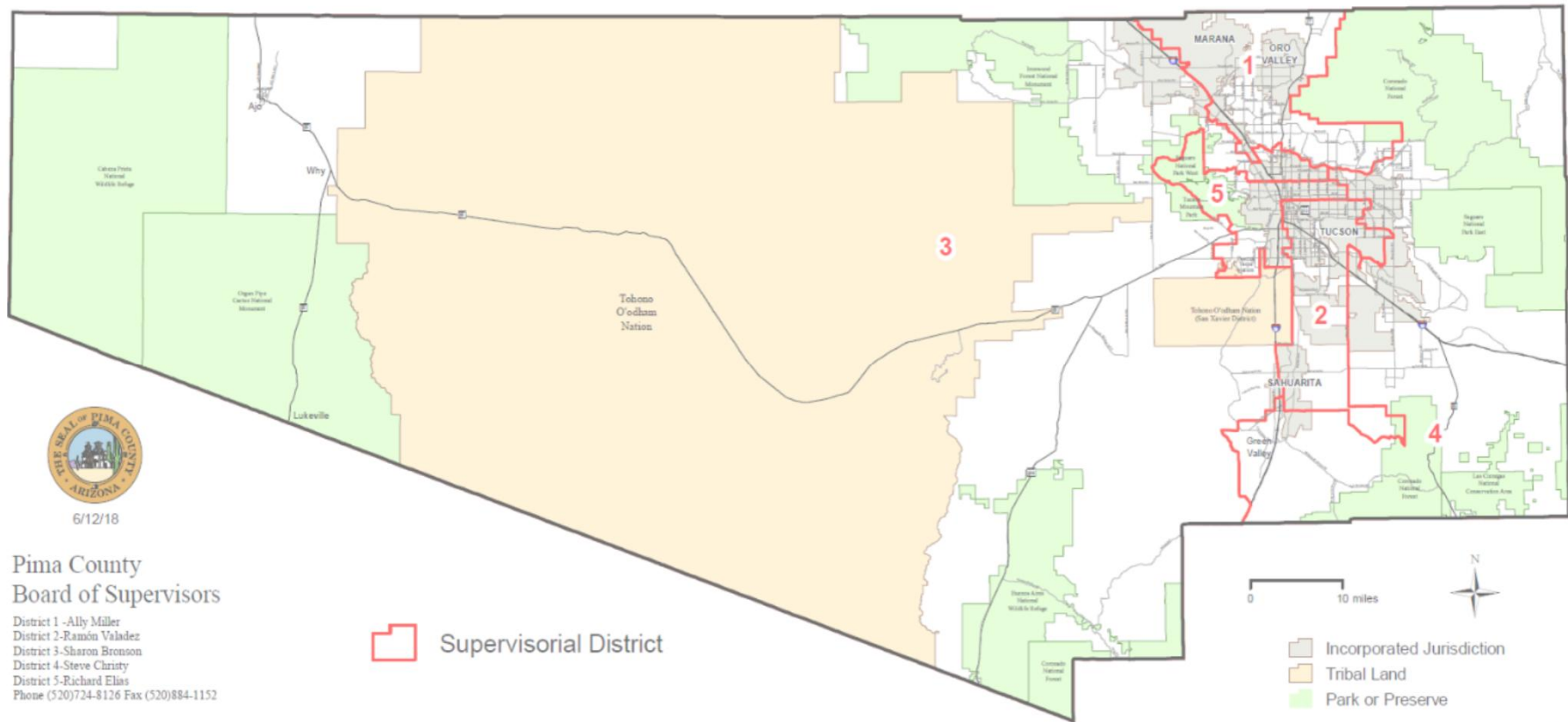


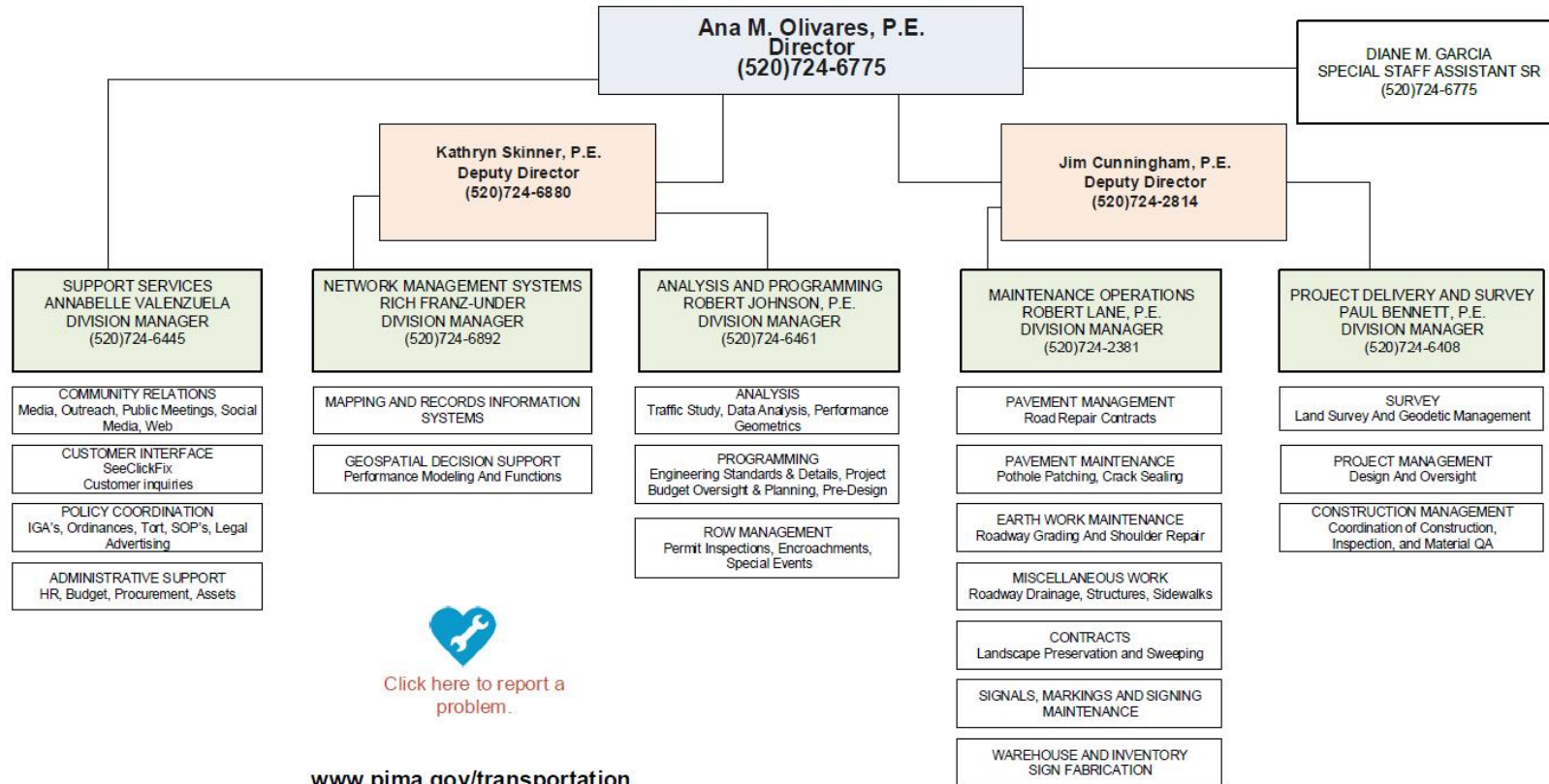


# State of the Streets

PRESENTED BY  
**Ana Olivares**, Director  
*Pima County Department of Transportation*







Click here to report a problem.

[www.pima.gov/transportation](http://www.pima.gov/transportation)  
(520)724-6410

6/17/2019 dot org chart overview

**State of the Streets** Presented by **Ana Olivares**, Director • Pima County Department of Transportation

# Current State of the Streets



Road Pavement Condition Index (PCI) is an average of 43 on a scale of 0 to 100.



The Department's Number 1 priority is Road Repair and improving that average.

# Road Repair

Current Fiscal Year - \$36 million in Road Pavement Repair

- 160 miles

Utilizing Pavement Program and Most Current Data –

- StreetSaver
- LIDAR Information
- Update Pavement Condition Index (PCI) rating - IMS Contract

Establish Program with best return on investment and funding needed



# Road Repair – Next Decade

- County PAYGO Plan - The Pima County Board of Supervisors in November approved the PAYGO policy that funds infrastructure projects, including transportation projects, using existing revenue. The plan relies on funding already available while continuing to pay down debt and reducing the overall property tax rate
- County PAYGO plan combined with existing DOT funding will provide \$526 million over 10 years for road pavement repair. Improve PCI to 80
- This funding will repair roads and keep them at good condition going forward

# Road Repair

## Selection of Roadways –

- Utilize Pima County Transportation Advisory Committee (PCTAC) to develop criteria for road selection
- Public Survey for Local Road criteria
- StreetSaver program funding split of 66% locals and 34% collector/arterials to obtain average PCI of 80 in 10 years
- Collectors/Arterials – program will select roads based on ROI

# Road Repair

## Local Roads Criteria –

- Survey demonstrated public wanted worst first done first
- With updated PCI ratings will develop list based on this criteria
- Many 0 ratings – secondary criteria needed:
  - Presence of school crosswalks
  - Lack of sidewalks
  - Lot density

	NOT IMPORTANT	LEAST IMPORTANT	SOMEWHAT IMPORTANT	NEUTRAL	IMPORTANT	MOST IMPORTANT
Repair paved local roads in the worst condition first.	0.49% 12	0.36% 9	3.65% 90	1.58% 39	25.93% 640	67.99% 1,678
Repair paved local roads based on date of last treatment.	12.74% 311	14.30% 349	20.81% 508	17.04% 416	22.61% 552	12.49% 305
Consider non-vehicular use when prioritizing repair of paved local roads (i.e. walking, cycling, strollers, wheel-chair uses, etc.).	12.88% 316	12.47% 306	17.08% 419	13.00% 319	28.33% 695	16.23% 398



# Roadway Network

- Bridges
- Intersection Improvements
- Capacity Improvements
- All Weather Roads
- Non - pavement roadway improvements: guardrail, shoulder repair, signals, signs, etc.



# Road Network Current Projects

Active CIP projects funded with Regional Funding, Impact Fees and Regional Transportation Authority (RTA)

- Intersection improvements –  
Tanque Verde/Tanque Verde Loop, Kinney/Bopp/Sarasota
- Capacity Improvements–  
Valencia West, Kolb Road
- Signal Upgrades-  
MioVision Cameras

# Road Network Current Projects

## 5 Year Plan –

### Construction

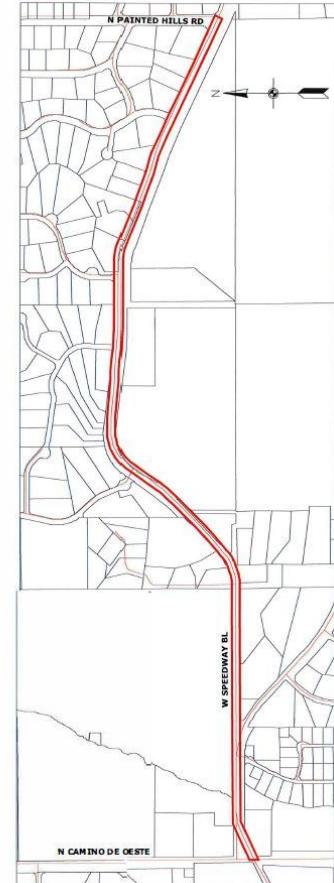
- Wilmot/Sahuarita Intersection
- Speedway Shoulder Improvement
- Skyline/Sunrise Intersection
- South Houghton Widening

### Design

- Sunset Road



SPEEDWAY BOULEVARD: CAMINO DE OESTE TO PAINTED HILLS PAVED SHOULDERS



# Road Network Next Decade - Strategies

Will use new strategies and emerging technologies for more efficient use of fund resources

- Network Screening
- ATDM
- University of Arizona  
and Regional Traffic Operations Center



# Network Screening

- Mobility: StreetLight Data, MioVision, DynusT, congestion and bottlenecks
- Safety: Historic crash records, usRAP, Level of Safety Service
- Accessibility: Missing links



# ATDM – Active Transportation Demand Management



Distributed Routing  
Peak Load Shifting  
Mode Distribution



Traffic Operations  
Adaptive Signals  
Optimize Network



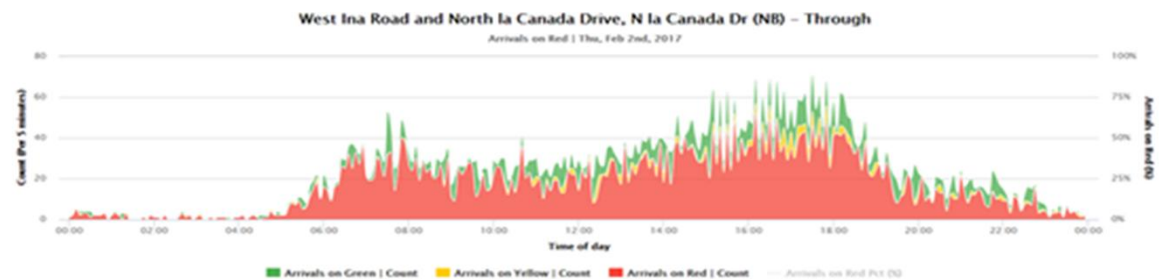
Education  
Speed Control  
No Cell use while driving



# CATS – Center for Applied Transportation Sciences

## University of Arizona Center

- Coordinate Operational Efficiencies
- Transportation Network Performance Management
- ATDM
- Resource Sharing
- Education



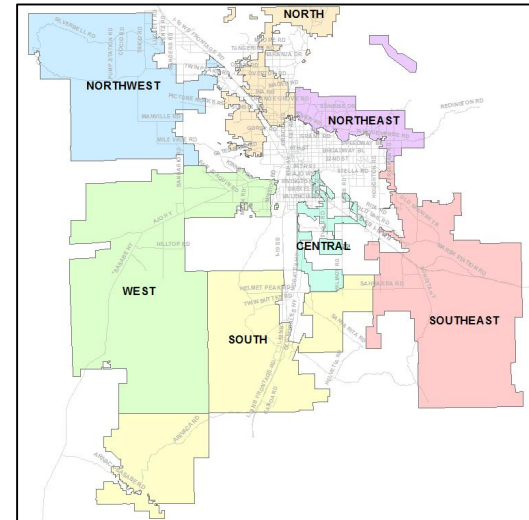
# Road Network Next Decade - Funding

## Impact Fees

- Current Ordinance will expire December 2020
- New Ordinance in place by January 2021
  - 7 Impact Fee Areas
  - 10 year plan



- Plan development, Regional Framework approved January 13, 2020
- Project list due to RTA June 30, 2020
- Public Outreach





# Q&A

PRESENTED BY

**Ana Olivares**, Director

*Pima County Department of Transportation*

