

Planning Partners Meeting #7 Summary Notes

Date: November 28, 2011

Location: MAG Cholla Room (302 N. 1st Ave.)

Handouts: Meeting Agenda, Draft Project Schedule (November 2011), Draft Distribution of Population in 8 Million Population Scenario, Draft Distribution of Employment in 8 Million Population Scenario, Tentative Scenario Project Changes/2026 Transportation Framework, Draft 8 Million Revised Future Base Model Run – AM Peak Hour, Draft 8 Million Revised Future Base Model Run – PM Peak Hour, Cutline and Cordon Locations, Draft Cutline Analysis on 8 Million Population Scenario

Participants: Stuart Boggs, Valley Metro RPTA; Eric Buskirk, City of Phoenix; Rob Cox, City of Phoenix; Jason Crampton, City of Chandler; Robert Darr, City of Glendale; Ken Davis, Federal Highway Administration; Wulf Grote, Metro Light Rail; Chad Heinrich, City of Tempe; Terry Johnson, City of Glendale; Michael Kies, ADOT; Chris Kowalsky, City of Phoenix; Shawn Kreuzwiesner, City of Peoria; Ben Limmer, Metro Light Rail; David Meinhart, City of Scottsdale; Mark Melnychenko, City of Phoenix; David Moody, City of Peoria; Tim Oliver, Maricopa County Department of Transportation; Scott Omer, ADOT; Michael Traylor, Arizona Department of Housing; Curt Upton, City of Phoenix; Robert Yabes, City of Tempe

MAG Staff and Consultants Present: Monique de los Rios-Urban, Bob Hazlett, Micah Henry, Jorge Luna, Tim Strow, and Scott Wilken, Maricopa Association of Governments; Dan Marum and Amy Moran, Wilson & Company, Inc.; and Peggy Fiandaca and Audra Koester Thomas, Partners for Strategic Action, Inc.

Meeting convened at 2:33 p.m.

I. Welcome

Bob Hazlett, MAG's Central Phoenix Transportation Framework Study (CPHX) project manager, welcomed all in attendance and led participant introductions.

II. Project Schedule and Status

Mr. Hazlett reported that MAG and the project consulting team had been spending the past months running and evaluating the revised 8 million population scenario model. To date, Mr. Hazlett reported that existing conditions were complete; that existing and committed conditions with population 8 million scenario had been initiated and anticipated to be complete

early in 2012; that preparations for the multi-modal bundling, to be developed as part of a February 2012 Charrette, had been initiated; and that Phase II had been initiated.

III. Relevant and Ongoing Study Updates

a. ADOT I-17 EIS/CIS – Mr. Hazlett reported various cross sections are being reviewed as part of the alternatives development phase of the project. A handout was circulated that documented the alternative cross sections that are currently being studied. It can be downloaded at:

http://www.valleyfreeways.com/I17south/pdf/101011-Public_Meeting_Handout_English_rd6_nocrops-FINAL.pdf

Dan Marum, Wilson & Company project manager, noted that I-17 alternatives will feed into CPHX as part of the Charrette process and future modeling.

b. MAG Managed Lanes Study – Mr. Hazlett reminded participants that pursuant to the authorization to utilize public-private partnerships (PPP) as a tool for transportation projects, MAG initiated a study to look at the potential opportunity for the use of managed lanes and the potential to monetize on existing HOV infrastructure. As this study continues, and Mr. Hazlett invited all those who might be interested to attend the next Planning Partners meeting, scheduled for January 4, 2012 at 9 a.m. in MAG's Chaparral Room.

c. MAG Sustainable Transportation and Land Use Integration Study (STLUIS) – Jorge Luna reported that the STLUIS study, using the same 8 million population framework that CPHX is using, is moving into its first scenario stage: transit supply and transit demand. Mr. Hazlett remarked that the study, once completed, will be a tool member agencies can utilize for future multimodal transportation and land use planning.

d. SE Corridor MIS – Mr. Hazlett presented a brief presentation highlighting the SE MIS process and status of project. Mr. Hazlett reminded participants that the SE MIS looked at numerous roadway, transit and non-motorized ideas and, as part of a Charrette process, crafted three bundles of transportation alternatives, all that were consistent with the transit study: Basic Mobility, Peer Competitive, and Transit Focused. He reviewed the features and performance of each of the bundles.

Wulf Grote, Metro Light Rail, shared that, in two corridor studies in the east and west valleys, analysis is showing that light rail with more stops operating at slower speeds is performing better than alternatives with fewer stops operating at higher speeds.

MAG staff indicated modeling of the Sky Train extension in the proposed transit bundle of the SE Corridor MIS indicates insufficient ridership to continue considering the alternative. This is consistent with the City of Phoenix Aviation Department's request to remove the Sky Train extension from study consideration.

Mr. Hazlett noted that next steps for the SE MIS would be to complete the analysis and identify recommendations, which will be incorporated into the CPHX study.

IV. Overview of 8 Million Population Scenario

Mr. Hazlett reminded participants that over the course of the last several months, work on the 8 million population scenario had occurred. Based on the development patterns set forth in member agency general plans, the majority of future growth, Mr. Hazlett reported, falls outside of the CPHX study area (outside of Loop 101), with an approximate population growth of 300,000 to 400,000 within the CPHX study area. Mr. Hazlett underscored that the results of this work is simply a scenario, not a forecast.

V. Revised Future Base Model Runs (8 Million Population on Funded RTP Network)

Based on the revised 8 million population scenario described by Mr. Hazlett, Mr. Marum reviewed various handouts, including the population and employment density projections. After some discussion, Mr. Marum offered to produce graphics depicting the population and employment density distribution per the 8 million scenario across the entire MAG region, and to distribute the results to member agencies and companion studies, including STLUIS.

After presenting the segment-by-segment AM and PM peak directional level of service performance graphics and cutline volume to capacity performance, Mr. Marum noted that the system is performing remarkably well. Mr. Marum noted that at the January Planning Partners meeting, activity center commute times (averaged across modes) will be presented.

Mr. Marum continued, noting that CPHX will be the repository for the best performing assets of other MAG studies, as well as reflect the projects CPHX Planning Partners will envision beyond the 2031 framework. The results of this collaborative process will be three bundles to be evaluated based on performance relative to the base model. This new framework could serve as the foundation for the next generation of transportation investments, and could serve as the catalyst for economic development and redevelopment.

Tim Oliver, MCDOT, recommended a review of the population distribution in the 8 million population scenario, noting that if a significant portion of the population was disbursed on the west side of the White Tanks, the impact to the core transportation network could be different than if the population was adjacent to the core.

Additional discussion ensued about crafting an additional land use scenario(s), one that diverges from approved general plans and instead, uses immersing planning and economic development philosophies that focus population growth in metropolitan cores and activity centers, and not in suburban and distant green fields. Mr. Hazlett noted that as part of the study, there will be an opportunity to devise a different growth scenario, however, guidance will be needed from the Planning Partners as to how to craft that future effort.

VII. Charrette Overview

Peggy Fiandaca reviewed the Charrette handout announcing the February 23-24, 2012 event. Planning Partners would be the main participants, but she noted that feedback on additional stakeholders, as well as desired information to meaningfully contribute to the process, was desired. This feedback should be provided using the Planning Partners meeting feedback form distributed electronically after the meeting.

VII. Next Meeting

Mr. Hazlett thanked participants for attending and reminded Planning Partners of the next meeting, scheduled for January 9, 2012.

The meeting adjourned at 4:10 p.m.