

# Planning Partners

## Meeting #13 Summary Notes

**Date:** December 19, 2013  
**Location:** MAG Saguaro Room (302 N. 1<sup>st</sup> Ave.)

**Handouts:** Meeting Agenda

**Participants:** Matt Dudley, City of Glendale; Maria Hyatt, City of Phoenix; Scott Omer, ADOT; Dana Owsiany, City of Phoenix; Jamal Rahimi, City of Peoria; Albert Santana, City of Phoenix; Robert Yabes, City of Tempe

*MAG Staff and Consultants Present: Bob Hazlett, Chaun Hill, Micah Henry, Marc Pearsall, Tim Strow, Eileen Yazzie; Dan Marum and Amy Moran, Wilson & Company; Audra Koester Thomas, PSA, Inc.*

### Meeting convened at 9:07 a.m.

Bob Hazlett, MAG project manager, initiated the meeting by providing an overview of the Central Phoenix Transportation Framework Study and its evolution.

#### 1. Welcome and Introductions

Mr. Hazlett welcomed all in attendance and led participant introductions.

#### 2. Feedback on Previous Work Products

Mr. Hazlett provided a review of the previous work products for which Planning Partners have provided comment, including the Phase I Summary Report, Assessment of Improvement Strategies, Interstate 10/Interstate 17 “Spine Corridor” Workshop Summary, and Freeway System Plan; these and other work products from CPHX will help to inform future planning, including any work on the “NexGen” regional transportation plan.

#### 3. Roadway Maintenance

Mr. Hazlett provided a review of the work compiled in a technical memorandum summarizing the current and future maintenance needs. Looking at the expanded MAG region, Mr. Hazlett noted that within the portions of ADOT’s five engineering districts that cover the region, existing annual maintenance costs are estimated at nearly \$81 million, while current spending is approximately \$50 million; this maintenance cost is expected to increase to \$92 million annually by 2025, Mr. Hazlett noted, a cost estimate that doesn’t include major infrastructure items such as “the stack” (I-10/I-17 traffic interchange), quiet pavement, Deck Park Tunnel, or pump stations.

While discussion wasn't currently included in the technical memorandum, Mr. Hazlett noted that maintenance for local, but regionally significant, arterials may also merit consideration when framing full system impacts. Eileen Yazzie, MAG, suggested that perhaps narrative related to arterial network maintenance impacts could be a valuable inclusion into the technical memorandum.

Scott Omer, ADOT, noted that the agency is moving towards a performance- and need-based maintenance funding allocation model for its districts.

A draft of the technical memorandum will be made available for Planning Partners review with the feedback for including discussion about the arterial streets. The delivery date of this memo would be determined by MAG and the consultant study team.

#### **4. Transit Improvement Strategies**

Mr. Hazlett highlighted that the purpose of the Transit Improvement Strategies technical memorandum was to memorialize and document the various transit themes and ideas identified as part of the 2012 Charrette. While not intended to make recommendations, Mr. Hazlett noted that the product is intended to inform future efforts.

A draft of the technical memorandum will be made available for Planning Partner review with feedback requested by mid-January 2014.

#### **5. Bicycle and Pedestrian Improvement Strategies**

Similarly, Mr. Hazlett noted that the purpose of the Bicycle and Pedestrian Improvement Strategies technical memorandum was to catalogue the various themes and ideas identified as part of the 2012 Charrette. While not intended to make recommendations, Mr. Hazlett noted that the product is intended to inform future efforts and be used by member agencies as a tool in local planning.

A draft of the technical memorandum will be made available for Planning Partner review with feedback requested by mid-January 2014.

#### **6. Current Work Efforts**

Mr. Hazlett provided a review of ongoing work effort. The forthcoming Arterial Improvement Strategies technical memorandum, Mr. Hazlett noted, identifies strategic regional arterials and analyzes opportunities for various improvements, including parkway/indirect left and grade separations. Ms. Yazzie inquired whether bicycle, pedestrian and/or complete street concepts (many already documented in other work products) would also be included and/or addressed as part of the relevant discussion on arterial improvements; Mr. Hazlett indicated that mention to these strategies may also be meaningful in this technical memorandum, and that he'd discuss options with the consulting team.

Ongoing analysis regarding diverging diamond interchanges (DDIs) has indicated eight, from 18, candidate locations in the Valley merit further consideration and analysis. Dan Marum, Wilson & Company project manager, reiterated that much of the work from this project, including DDIs, will inform future planning efforts such as the NextGEN RTP, but he emphasized that MAG should work with its member agencies to provide access to CPHX work products because, in large part, implementation of many of these strategies will occur at the local level through efforts including general plans.

Mr. Hazlett concluded discussion, highlighting that there will also be a technical memorandum on active transportation management strategies forthcoming. Collective efforts from Phase I and II of this project, Mr. Hazlett noted, would be summarized into a “poster” which, as offered by Mr. Marum, could identify key themes and references back to the various technical memorandums created as part of this project.

### **7. Phoenix Comprehensive Downtown Transportation Study**

Mr. Hazlett briefly provided an update on the work assisting Phoenix with the creation of its comprehensive downtown transportation study. In partnership with MAG/CPHX, Mr. Hazlett noted that efforts over the last month focused on improvements within the downtown core. Results of this effort will be completed for consideration and acceptance by the City of Phoenix.

### **8. Next Steps and Assignments**

Mr. Hazlett concluded the meeting by indicating that while the project is reaching conclusion, Planning Partners should expect a meeting or two after the New Year (potentially February, April). The collective work from CPHX will be prepared, as with other framework studies, for consideration and acceptance by MAG. Opportunities to communicate CPHX results with member agencies will be evaluated in 2014.

**The meeting adjourned at 11 a.m.**