



Curtis Lueck & Associates

Transportation Planning
Traffic Engineering
Public Policy

MEMORANDUM

To: Subhash Raval, Development Review and Technical Support
Division Manager
Pima County Development Services Department

C: Members of the Stakeholders Group
Andrew Gunning, PAG Transportation Planning Div.
Carmine DeBonis, Pima County Development Services Dept
John Liosatos, PAG Transportation Planning Div.
Robert Young, Pima County Transportation Dept.
Curtis Lueck, CLA
Marcos Esparza, CLA

From: Kenneth Shackman, P.E., PTOE
Senior Associate

Date: July 1, 2008

Subject: **Regional Access Management Plan (RAMP)**
Minutes from June 16, 2008 Stakeholders Group Meeting
CLA Project Number: 2007.36

The "Kick-Off" meeting of the Stakeholders Group was held in the large 5th Floor Conference Room of the Pima Association of Governments (PAG) offices. The 30 individuals who attended this meeting are identified on Attachment 1.

Curtis Lueck commenced the meeting at approximately 10:05 AM by asking the attendees to introduce themselves. Once that was completed, the individuals asked to make opening remarks were provided an opportunity to speak.

Andrew Gunning, Planning Director, PAG, spoke first. He stated that the RAMP project is a very important effort. He noted that the Regional Transportation Authority (RTA) recently celebrated its second anniversary. A number of important roadway projects will be designed and constructed at great expense in the next few years. They will provide a safer and more efficient roadway network. Steps need to be taken to better protect these roadway investments. Improved access management policies and standards will help to achieve this. Enhancing the safety and efficiency of the roadway network will have a positive effect on the economic vitality of the adjacent developments. Mr. Gunning closed with a statement of appreciation for the feedback that the members of the Stakeholders Group will provide to the RAMP effort.

John Bernal, Deputy County Administrator, Pima County, spoke next. He supported Mr. Gunning's statement that the RAMP project is a very important effort. Mr. Bernal stated that the establishment of the Regional Transportation Authority (RTA) was an important accomplishment for PAG and the member jurisdictions. However, it is proving to be a challenge to provide the products of the RTA Regional Transportation Plan. He continued by noting that development continues to occur throughout the PAG Region. The development/business community and the units of government need to better address access management. He believes that all of the government agencies need to be working together to make improvements to address this subject.

Priscilla Cornelio, Director, Pima County Department of Transportation, was the next speaker. She stated that the community cannot keep widening its arterial roadways to solve its transportation problems. There is a desire to improve the safety of the roadway network. One way of achieving this is by improving how access is managed. Steps need to be taken to reduce the number of access points and change how access points operate, e.g., right turn in/right turn out. Sharing access points is another treatment that will be used in the future to a greater extent.

Carmine DeBonis, Director, Pima County Development Services Department, was the final opening remarks speaker. He noted that access management is the interface between land development and the roadway network. Steps need to be taken to better address access management. Sustainable design and development need to be emphasized more than in the past. Greater consideration needs to be given to moving people instead of vehicles.

Dr. Lueck provided an overview of the RAMP project using a PowerPoint presentation. He began his presentation by stating that access management is coordination between roadway design and land use decisions to improve transportation. He briefly discussed how the RAMP project evolved from a consultant assignment to address the demands of a proposed major development along Ajo Way (State Route 86) west of the Tucson. In his presentation, he discussed some of the barriers to good access management and the goals of the RAMP project. He also noted the need for a regional access management clearinghouse. During his presentation he noted that some of the worst examples of poor access management are on Oracle Rd. (SR 77). Using two photographs, he explained the differences between the access management treatments on Oracle Rd. in the Catalina community (small parcels with closely spaced driveways) and in Oro Valley near CDO High School (large parcels with reasonable driveway spacing). Dr. Lueck briefly discussed ten basic principles of access management. He made a comparison between a water supply network and a roadway network to explain how access should be emphasized on the lower capacity/lower speed roadways and not on the more important higher capacity/high speed roadways. At this point in his presentation, Dr. Lueck discussed the Arizona Parkway concept, which is based on a concept developed

in Michigan involving indirect left turns.

Next, Dr. Lueck discussed the progress already made on the RAMP project. He noted that a project management plan had been prepared for this project due to the complexity of the project and the large number of participants, which are spread over three groups (Direct Project Participants, Working Group, and Stakeholders Group). The work tasks and deliverable products were noted and the three completed documents (*Project Management Plan*, *Local and Non-Local Access Management Programs*, and the *Issues and Opportunities Paper*) were identified. The 8th Annual Access Management Conference in Baltimore was mentioned. Dr. Lueck stated that his PowerPoint presentation, which was now ending, would be available for viewing on the PAG RAMP website in the near future.

The next item on the agenda was a discussion of the role of the Stakeholders Group. Dr. Lueck briefly discussed the role of the members of the Stakeholders Group, which is a multidisciplinary advisory group. He stated that the development and business communities are well represented. It was noted that the group would be meeting several times throughout the project.

The next agenda item was a discussion by Mr. Shackman of the approved *Project Management Plan – Deliverable Product 1A (DP 1A)* document. In his introduction to this agenda item, Dr. Lueck stated that the document would help guide the project to its completion. However, he stated that it would need to be revised to include the proposed PAG Think Tank information surveys that would be implemented in the coming weeks.

The purpose of DP 1A is to describe the work tasks to be performed, the roles of the various participants, and the project schedule. Mr. Shackman referred to the three handouts that included the memberships of the various groups of participants. At this point, he thanked the members of the Stakeholders Group for agreeing to participate in this worthy effort. There are 11 work tasks and 11 deliverable products. The project started in December 2007 and is expected to be completed in late winter/early spring 2009. Mr. Shackman stated that the input from the Stakeholders Group would be sought throughout the project. At times, all of the members would be reviewing and commenting on documentation. At other times, a limited number of members would be reviewing certain documents. The group would also be meeting four times throughout the course of the project. Mr. Shackman summarized the outcomes of the RAMP project as: 1) regional access management policies and standards implemented by the individual local jurisdictions; 2) fair and consistent treatment of the development and business communities; and 3) reasonable safety and mobility on arterial roadways and major streets.

At the end of his presentation, Mr. Shackman asked if anyone had any questions. Mr. Karimvand asked if the standards would be regulations or just guidelines.

Mr. Shackman responded that the local jurisdictions would individually make that decision. Neither PAG nor Pima County could force a local jurisdiction to adopt the standards as regulations. Mr. Gunning stated that various PAG committees could recommend to the local jurisdictions the form that the standards should take to better guarantee proper implementation and enforcement. Dr. Lueck stated that this issue would be further discussed in the work task involving implementation strategies.

Next, Mr. Esparza briefly discussed the approved *Local and Non-Local Access Management Programs – DP 1B* document. Currently, there are only two jurisdictions that have single, stand alone, access management documents. The other jurisdictions rely on various documents, including zoning codes, engineering procedure manuals, and subdivision/development street standards. In some cases, one jurisdiction may be using the documentation of another jurisdiction.

DP 1B is divided into three parts. The first part discusses the current access management documentation and legal authority for each jurisdiction in the PAG Region. The second part discusses several access management efforts within Arizona, e.g., the Pinal County effort and the Building a Quality Arizona (bqAZ) effort. The third part discusses other access management efforts at the national level, e.g., the *Access Management Manual* published by TRB and the AASHTO Green Book. Mr. Esparza stated that the document includes a number of links to websites that the members might find interesting.

Mr. Shackman discussed the approved *Issues and Opportunities Paper – DP 2* document. The purpose of this document is: 1) to identify the access management issues currently faced by the local jurisdictions, 2) to describe some of the differences between the policies and standards of the local jurisdictions, 3) to describe some of the statewide programs and legislation that can affect the RAMP project or be affected by the RAMP project, and 4) to discuss access management opportunities for the PAG Region. Mr. Shackman provided a number of examples of the current issues and opportunities that are being addressed in this document. At the end of his presentation, Mr. Shackman stated that he believed that improvements could be made to how access management is addressed in the PAG Region.

At the end of his presentation, Mr. Shackman asked if there were any questions. Ms. Cornelio asked if the access management guidelines document that the City of Tucson adopted in 2003 was successful. She identified a commercial development that has access problems (the Starbucks Coffee Shop on the northwest corner of Broadway Blvd. and Campbell Ave.). Mr. Shackman responded by saying that the City representatives that he has spoken to are pleased with the document. He continued by stating that although the City staff has had numerous successes using the document, there have been some failures and this location is one of them. Mr. Karimvand spoke next and

advocated specifying that any standards developed should be regulations instead of guidelines.

Next, Dr. Lueck introduced Arnold Burnham, ADOT, who had prepared a PowerPoint presentation on the ADOT Statewide Access Management Plan (SAMP). Mr. Burnham stated that this effort was initiated by the State Transportation Board in August 2003. At that time, the State Transportation Board approved Policy 12, which included the statement “developing an access management classification system for State Highways with appropriate access management standards for each access management classification.” However, the consultant study actually began in August 2005. Mr. Burnham discussed the positive impacts of access management on roadway safety and mobility as well as on the local economy. The consultant effort is now nearing completion. A presentation was given to the State Transportation Board in May. The Design Requirement Process, the Administrative/Operating Procedures, and the internal ADOT review will be completed in June 2008. The Rulemaking Process (including public hearings) will begin this summer and could last for 8 to 12 months; however, the program implementation will commence during the second half of 2008.

Some of the features of the SAMP include:

1. Establishing eight roadway classifications for access management purposes.
2. Assigning a roadway classification for every mile of state highway.
3. Establishing criteria for determining whether access should be granted, the type of access, the best location for the access, and the design of the access point.

An Access Management Manual has been developed and it will be available for review on the ADOT website in a few weeks. This manual will be the primary source for making access management decisions. It will refer to other documentation for design features. The standards included in it will not be less restrictive than those provided by AASHTO. Mr. Karimvand commented that input was provided by many people and groups at a large number of meetings. Of particular interest at these meetings were the roadway classifications.

During the question and answer period, Dr. Lueck asked if the access was tied to the land use and it is. He also asked if RAMP and SAMP appear to be compatible. It does appear possible. Ms. Silvyn asked about some potentially problematic access circumstances. She was told that ADOT would be conducting workshops in Maricopa and Pinal Counties. In addition, training activities will be starting soon. Mr. McGovern asked to be notified when the Access Management Manual is available on the ADOT website. Mr. Karimvand stated that the jurisdictions of the PAG Region should adopt RAMP regulations instead of guidelines and explained his reasoning.

Dr. Lueck introduced the subject of the upcoming PAG Think Tank survey session for the Stakeholders Group, scheduled for June 27. He noted that it will be both educational to the participants and will provide a significant amount of useful information to all of those involved. Mr. Gunning discussed the session in more detail. He explained that a similar effort was of great assistance to the University of Arizona staff for addressing the issue of congestion management. He stated that it is very helpful for dealing with controversial topics.

Scheduling the next meeting was briefly discussed. It was decided that the procedure that Mr. Shackman used to set the date and time of the “kick-off” meeting, i.e., sending an email asking about availability, would be used in the future. Mr. Karimvand requested that the members of the group be given a significant amount of lead time, e.g., 4 weeks.

Before adjourning the meeting, Dr. Lueck stated that the PAG staff and the consultants would be developing a PAG website in order to post a wide variety of RAMP related information.

ATTACHMENT 1 – INDIVIDUALS ATTENDING THE MEETING

Reza Karimvand Arizona Department of Transportation	Robert Smith American Institute of Architects	Mitch Stallard Westcor
Tim Bolton Arizona State Land Department	Frank Fry American Society of Civil Engineers	Thomas McGovern Psomas
Alan Tanner Bourn Partners	Albert Letzkus Pima County Department of Transportation	Tom Thivener City of Tucson Department of Transportation
Katrina Heineking SunTran	Keri Silvyn Lewis and Roca	Bob Herd Tucson Association of Realtors
Jorge Riveros Town of Marana Public Works Department	Jose Rodriguez, P.E. Town of Oro Valley Department of Public Works	Mary Hamilton Pima County Regional Wastewater Reclamation Department
Andrew Gunning Pima Association of Governments	John Bernal Pima County Public Works	Priscilla Cornelio Pima County Department of Transportation
Carmine DeBonis Pima County Development Services Department	Arnold Burnham Arizona Department of Transportation	Subhash Raval Pima County Development Services Department
Ben Goff Pima County Department of Transportation	Robert Young Pima County Department of Transportation	Paul Casertano Pima Association of Governments
John Liosatos Pima Association of Governments	Dick Davis Pima Association of Governments	Jennifer Donofrio City of Tucson Department of Transportation
Curtis Lueck Curtis Lueck & Associates	Marcos Esparza Curtis Lueck & Associates	Kenneth Shackman Curtis Lueck & Associates