CALL TO ORDER

COUNCIL INFORMATION AND FOLLOW-UP REQUESTS

This item is scheduled to give City Council members an opportunity to publicly request information or follow up on issues of interest to the community. If the information is available, staff will immediately provide it to the City Council member. No decisions will be made or action taken.

CONSENT ACTION

This item is scheduled to allow the City Council to act on the Mayor's recommendations on the Consent Agenda. There is no Consent Agenda for this meeting.

CALL FOR AN EXECUTIVE SESSION

A vote may be held to call an Executive Session.

REPORTS AND BUDGET UPDATES BY THE CITY MANAGER

This item is scheduled to allow the City Manager to provide brief informational reports on topics of interest to the City Council. The City Council may discuss these reports but no action will be taken.

INFORMATION AND DISCUSSION (ITEMS 1a-1c)

1a Interstate 17 Frontage Road Drainage Improvement Project

This report provides an update on the Interstate 17 (I-17) Frontage Road Drainage Improvement Project elements and timeline.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.
Responsible Department
This item is submitted by Deputy City Manager Mario Paniagua and the City Manager’s Office.

1b Interstate 10 Broadway Curve Reconstruction Project
This report provides information on the status of the planned Interstate 10 (I-10) Broadway Curve Reconstruction Project efforts to proactively address construction impacts, and development of a strategic community outreach plan.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Responsible Department
This item is submitted by Deputy City Manager Mario Paniagua and the City Manager’s Office.

1c Congressman Ed Pastor Freeway Update
This report provides an update on the new Congressman Ed Pastor Freeway. Staff will provide an update on the partnership with the Arizona Department of Transportation (ADOT) and the economic development opportunities along the corridor.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Responsible Department
This item is submitted by Assistant City Manager Deanna Jonovich, Deputy City Manager Mario Paniagua, the Community and Economic Development Department and the City Manager’s Office.

ADJOURN

For further information or for reasonable accommodations, please call the Management Intern, City Manager’s Office, at 602-262-4449 or Relay 7-1-1 as early as possible to coordinate needed arrangements.

Si necesita traducción en español, por favor llame a la oficina del gerente de la Ciudad de Phoenix, 602-262-4449 tres días antes de la fecha de la junta.
Interstate 17 Frontage Road Drainage Improvement Project

This report provides an update on the Interstate 17 (I-17) Frontage Road Drainage Improvement Project elements and timeline.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Summary
During the monsoon and other seasonal storms, Phoenix residents may experience the flooding of several I-17 underpasses in north Phoenix which cause traffic delays. The Maricopa Association of Governments (MAG) has allocated and prioritized regional freeway funding so that Arizona Department of Transportation (ADOT) can replace the outdated pump stations.

This ADOT project will replace the existing pump stations at the I-17 traffic interchanges at Greenway Road, Thunderbird Road, Cactus Road and Peoria Avenue with a gravity storm drain system that will discharge the storm water into the Arizona Canal Diversion Channel (ACDC) (see Attachment A). The purpose of the project is to improve the drainage facilities that remove storm runoff from the cross streets, helping to reduce the potential for flooding at the I-17 overpasses.

The project includes the installation of 30- to 90-inch diameter reinforced concrete pipe along I-17 frontage road, two detention basins at the I-17 and Thunderbird Road traffic interchange, pavement replacement on the frontage road, signing, striping, improvements to ADA features within the project area, and removal of the four existing pump stations. Construction is scheduled to begin in January 2020 and is expected to take two years to complete.

Phoenix staff participates in the construction meetings to coordinate transportation impacts and to ensure that residents, businesses, and the Mayor and Council are informed of project elements and construction impacts.

Location
The project boundaries extend along I-17 from Greenway Road to immediately south of Peoria Avenue to the Arizona Canal Diversion Channel.
Council Districts: 1 and 3

**Responsible Department**
This item is submitted by Deputy City Manager Mario Paniagua and the City Manager's Office.
Interstate 10 Broadway Curve Reconstruction Project

This report provides information on the status of the planned Interstate 10 (I-10) Broadway Curve Reconstruction Project efforts to proactively address construction impacts, and development of a strategic community outreach plan.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Summary
The I-10 Broadway Curve project is planned to improve a segment of I-10 between the I-10/Interstate 17 (I-17) Split Traffic Interchange and the Congressman Ed Pastor Freeway State Route 202 (see Attachment A). The project encompasses one of the most heavily traveled segments of freeway in the Valley. Traffic volumes within this 11-mile section of I-10 exceed 250,000 vehicles per day and include vital connections to I-17, State Route 143, US 60, and State Route 202. In addition to the City of Phoenix, the corridor transverses the cities of Chandler, Tempe, and the town of Guadalupe. This statewide key commerce corridor serves as an essential access route to major employment and activity centers, including downtown Phoenix and Phoenix Sky Harbor International Airport.

The I-10 Broadway Curve project will represent the first major freeway reconstruction project within the urban core and it will be delivered under the State of Arizona's public-private partnership law using a design-build delivery method.

The I-10 Broadway Curve project is currently in the preliminary design phase and a draft Environmental Assessment (EA) has been released for review. After the Arizona Department of Transportation (ADOT) completes the EA, the project is estimated to begin design in the fall of 2020 with an estimated construction start date in the spring or early summer of 2021. The procurement process to select a design-build developer team is underway.

The design-build procurement process provides the benefit of increased innovation, while accelerating the overall project construction time. With this project being the first major reconstruction of a highly traveled corridor, there will be complex maintenance of traffic scenarios involving significant traffic impacts as interchange bridges at US 60
and SR 143 are removed and new ones constructed.

A risk assessment workshop for the project was held in August 2019 with attendees from Maricopa Association of Governments (MAG), ADOT, ADOT’s general engineering consultant, Federal Highway Administration, and the cities of Phoenix, Tempe, and Chandler. The results of the workshop indicated that the highest risks to the project are items categorized as “user experience.” These include events that have a direct impact on the experience of drivers as well as the public expectations for construction, such as access to businesses along the corridor and driver tolerance for congestion.

As a result of the risk assessment workshop findings, MAG has been working with ADOT to develop transportation demand management (TDM) strategies to mitigate construction impacts. It is important to note that these strategies are intended to be in addition to the efforts of the selected design-build developer team. Components that have been identified as part of TDM strategies include:

- Comprehensive data and analysis efforts - Collection of comprehensive origin-destination and traffic count data. The data will be utilized to generate traffic simulation models to assess the impact of closure scenarios on the regional freeway system and surrounding roadway network.
- Identification and deployment of traffic mitigation measures - Investment in strategies to ensure connectivity, safety, and the continued economic viability of the corridor during construction. An inventory of local Intelligent Transportation System infrastructure will be collected on impacted corridors and based on the results of the inventory, upgrades will be identified. Further, traffic signal optimization plans and other strategies will be developed to deploy during construction.
- Communication and outreach activities - Development of a multipronged approach to mitigate project risks before and during construction. A major element of this component will include the development of a strategic communication plan.

Location
The 11-mile project boundary extends along I-10 from I-10/I-17 Split Traffic Interchange and the Congressman Ed Pastor Freeway State Route 202.
Council Districts: 6 and 8

Responsible Department
This item is submitted by Deputy City Manager Mario Paniagua and the City Manager’s Office.
Congressman Ed Pastor Freeway Update

This report provides an update on the new Congressman Ed Pastor Freeway. Staff will provide an update on the partnership with the Arizona Department of Transportation (ADOT) and the economic development opportunities along the corridor.

THIS ITEM IS FOR INFORMATION AND DISCUSSION.

Summary
The Congressman Ed Pastor Freeway is the last piece in completing the Loop 202 system. The 22-mile freeway runs east and west along Pecos Road and then north and south between 55th and 63rd avenues, connecting with Interstate 10 (I-10) on each end (see Attachment A). This is the single largest freeway project in Arizona history - built at one time. The entire freeway is within the City of Phoenix. Construction began in early 2017 and opened to traffic on Dec. 21, 2019.

This project has been a critical part of the Maricopa Association of Governments Regional Freeway Program since it was first included in funding through Proposition 300 approved by Maricopa County voters in 1985. The freeway is also part of the Regional Transportation Plan funding passed by Maricopa County voters in 2004 through Proposition 400.

ADOT entered a public-private partnership (P3) contract with Connect 202 Partners (C202P) on Feb. 26, 2016. C202P is responsible for design, construction, and maintenance of the freeway for 30 years. City of Phoenix staff have been embedded with ADOT and C202P to ensure coordination of all construction activities with City departments.

Key elements of this project include 40 bridge structures, 15 traffic interchanges, 11 miles of sound walls, 5 multi-use crossings, 4.5 miles of improvements at I-10, a 6-mile shared use path, and a pedestrian bridge.

While the facility is open to traffic, work will continue into 2020 to complete a traffic interchange at 32nd Street, a 6-mile shared use path between 40th Street and 17th Avenue, completion of a pedestrian bridge north of Broadway Road, additional quiet
pavement, as well as landscaping.

Economic Development
This area has been planned as a major employment corridor and is part of the long-term strategy to create a sustainable city. The Congressman Ed Pastor Freeway is estimated to bring 50,000-80,000 new jobs at ultimate build-out, with a focus in this area on advanced industries, technology, manufacturing, big data and office development. As part of the marketing of the area, this new employment corridor has been identified as the “South Mountain Technology Corridor.”

Currently, more than 60 percent of the West Valley’s workforce goes east of I-17 to work each day. This new opportunity will give companies locating in the South Mountain Technology Corridor a well-educated workforce from which to draw, while providing our workforce with a reduced commute.

Community and Economic Development, along with Planning and Development, has been working diligently to market the area to both commerce park and retail developers and companies seeking expansion opportunities. The first of these developments is a power center known as Laveen Park Place, and is now under construction by Kitchell Development. This project will bring much needed amenities to the area such as shopping, restaurants and a movie theater, which are needed to develop a sound employment corridor.

The Freeway now easily connects the East Valley to the West Valley providing new growth opportunities for both business and workforce.

Location
The 22-mile freeway runs east and west along Pecos Road and then north and south between 55th and 63rd avenues, connecting with I-10 on each end.
Council Districts: 6, 7 and 8

Responsible Department
This item is submitted by Assistant City Manager Deanna Jonovich, Deputy City Manager Mario Paniagua, the Community and Economic Development Department and the City Manager’s Office.