State Route 179
Needs Based Implementation Plan Process
Sedona, Arizona

Arizona Department of Transportation
State Route 179 Needs Based Implementation Plan

- **Context:**
  - Sedona, Arizona
  - 9 miles
  - Planning and Design $9 million
  - ROW $15 million
  - Construction $65 million (est.)
  - All-America Road
  - 2nd specific tourist site to the Grand Canyon

- **Status:** Begins Construction this Month
Location Map

Grand Canyon

Sedona

Phoenix

State Route (SR) 179 – Connects Sedona to State Highway System; Lifeblood of Sedona Community

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CSS Approach

• Address the Transportation Need
  Safe, Financially Feasible, Implementable

• Become a Community Asset

• Involve the Community and Stakeholders in Collaborative, Interdisciplinary Approach

• Compatibility with the Natural and Built Environments

• Implemented with Minimal Impacts, Aesthetic Integration
CSS Approach

- Community Concerns (CONTROVERSY) since early 1990s
- November 2002 - “Engineer to Engineer” Meeting
  - Integration of Context Sensitive Solutions
  - Needs Based Implementation Plan
- High Profile and Political
- One Corridor/One Team
- Multiple Stakeholders
Transportation Need

• General agreement that improvements needed
• 2-lane road, minimal shoulder, no median treatment
• High volume of tourism traffic
• Only road connecting communities to each other and to the state transportation network
The “Real” Need

Reach consensus on the planning, design, and construction of SR 179
Compatibility with Natural Environment

USA Weekend May 2003
Sedona ranked #1

The 10 Most Beautiful Places in America
Compatibility with Human Environment

Needs Based Implementation Plan:

Collaborative team effort that assesses community needs as the foundation for a context-sensitive solution for SR 179
Stakeholder Involvement

- Federal Highway Administration
- Coconino National Forest
- Arizona Department of Transportation
- Coconino County
- Yavapai County
- City of Sedona
- Big Park Regional Coordinating Council
Stakeholder Involvement

- Executive Team
- Public Outreach Team
- Project Management Team
- ADOT Technical Team
- Design Advisory Panels
CSS Approach

Charrette Process

- Charrette 1: Core Values
  - Vision

- Charrette 2: Evaluation Program
  - Formulation of Planning Concepts

- Charrette 3: Prioritization of Planning Concepts
Charrette #1
Project Vision (Core Values)

- Public Safety
- Context Sensitive
- Economic Sustainability
- Multi-Modal Corridor
- Mobility
- Walkability
- Character
- Roadway Footprint
- Regional Coordination
- Multi-Purpose
- Environmental Preservation
- Scenic Beauty
Charrette #2
Evolution of Ideas

Planning Concept from Gaming Workshop

Matrix Summarizing Planning Concepts

Fishbone Diagram

Planning Concepts (Level 1 Screening)
CSS Approach

Preferred Planning Concept—Corridor–Wide Design Framework

12 +/- Planning Concepts (Jan)

6 +/- Planning Concepts (Mar–May)

3 +/- Planning Concepts (May)
Transportation Success

– New shoulders will allow for emergency access and bicycle movement
– Turn lanes will be added, allowing decelerating traffic to exit the mainline and maintaining the flow of traffic
– Medians and curb and gutters throughout the corridor to keep traffic channeled and flowing
– Bifurcated section between urban areas, including passing lanes, will provide predictable travel times and mobility of the corridor
Transportation Success

- Improved intersection controls, Modern Roundabouts
- People will be able to bike and walk up and down the corridor
- Dedicated transit stops
- Dedicated scenic pullouts will accommodate tourist traffic
Before and After
Wall Rustication Enhancement by City of Sedona
Accomplishments & Shortcomings

- Overcoming Mistrust
- ADOT Exposed to a New Public
- Educational Component
- Foundation of Community Vision and Values
- Listening, Respect, Impartiality
- Accommodation of all Participants
- Charrettes Useful Tool
Accomplishments & Shortcomings

- Avoid Information Overload
- Segment Approach May be Appropriate
- Flexibility is Important
- Resource Intensive
- Agency in Forefront
CSS Bottomline

• How were our actions different?
• How was our attitude different?
• How was our decisionmaking different?
• How did our customers respond as partners? Was there buy-in from all?
Contact Information

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