

## Appendix A. Alternatives Development Workshop Presentation

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# Interstate 10/ Interstate 17 Corridor Master Plan

## Alternatives Brainstorming Workshop

June 22 & 23, 2015

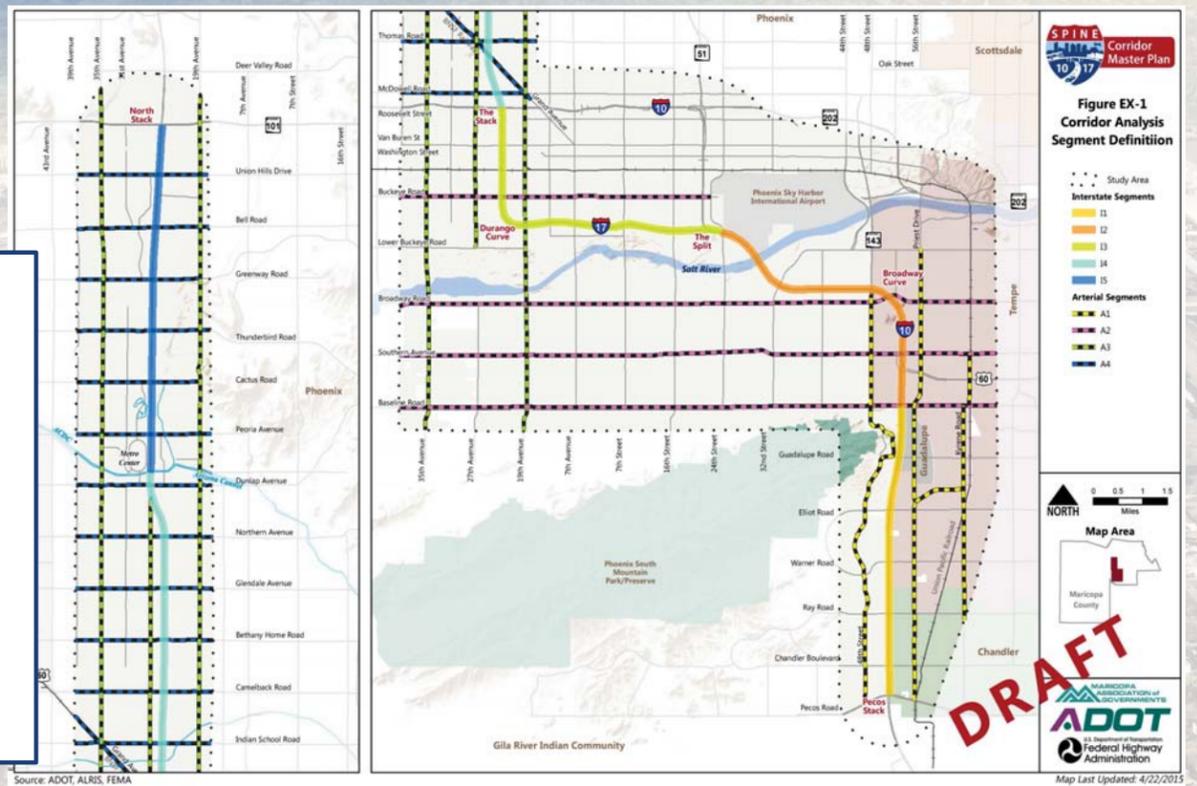


# Corridor Master Plan Process Overview



# Spine Segment Map

- • • Study Area
- Interstate Segments**
- I1
- I2
- I3
- I4
- I5
- Arterial Segments**
- A1
- A2
- A3
- A4



# Workshop Overview MONDAY, JUNE 22, 2015

- 8:00 – Study Process and Workshop Overview
- 8:15 – System-wide Brainstorming
- 8:45 – Segment I1 Brainstorming
- 9:45 – Break
- 10:00 – Segment A1 Brainstorming
- 10:45 – Segment I2 Brainstorming
- 12:00 – Lunch (provided)
- 1:00 – Segment I2 (continued)
- 1:30 – Segment A2 Brainstorming
- 3:45 – Break
- 4:00 – Segment I3 Brainstorming
- 5:00 – Adjourn



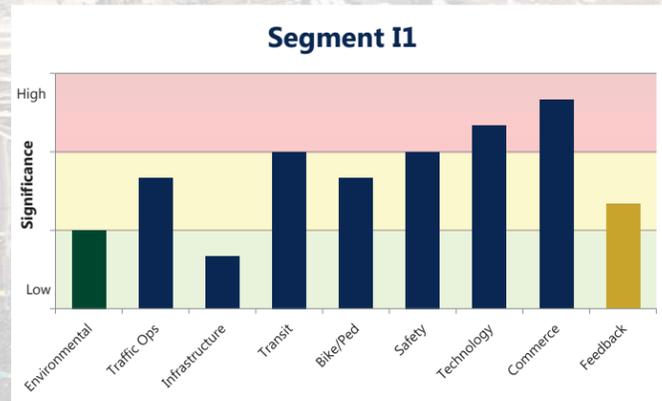


## Segment I1 (I-10, SR-202L to Baseline)

8:45 to 9:45

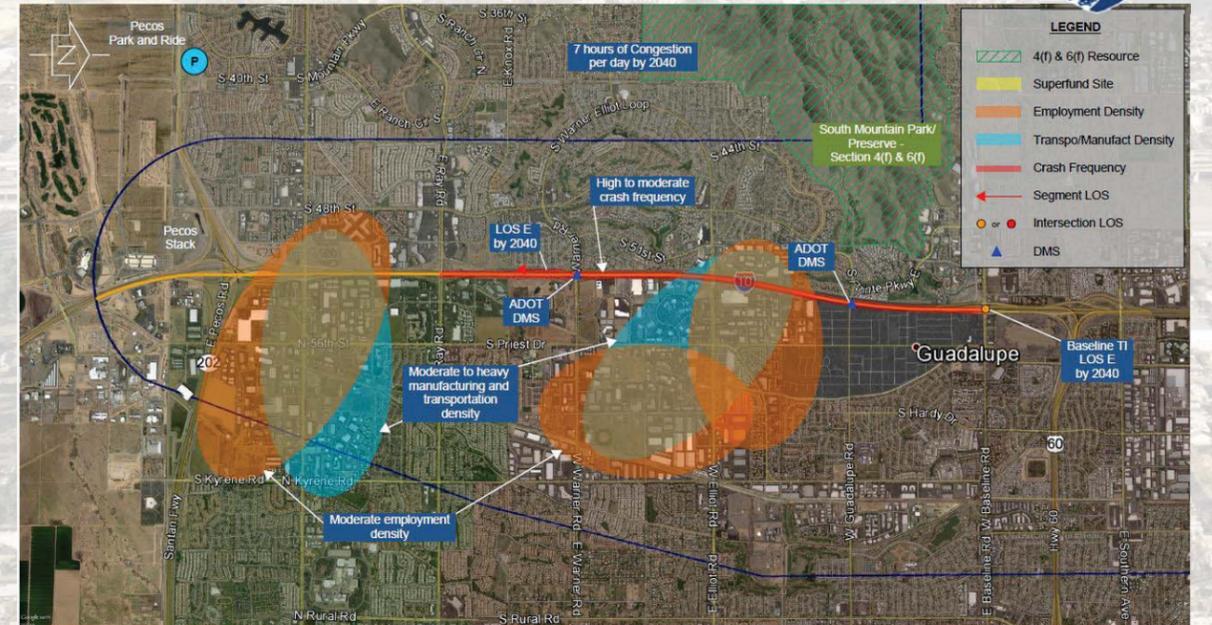


- Adjacent Town of Guadalupe.
- LOS E at 2040, even after NTI.
- Minimal bike and pedestrian crossings.
- High to moderate crash rating.
- High nighttime, DUI, and truck crashes.
- Minimal ITS elements.
- Employment and manufacturing east of I-10 and south of Guadalupe.
- Public seeks TI improvements and improving weave areas.



## Segment I1 (I-10, SR-202L to Baseline)

8:45 to 9:45

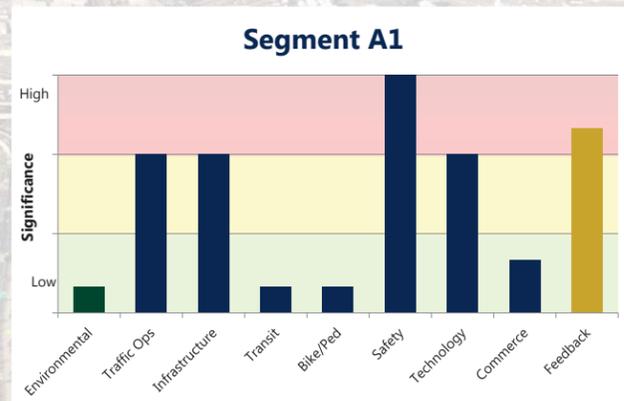


## Segment A1 (48<sup>th</sup>, 56<sup>th</sup>/Priest, Kyrene)

10:00 to 10:45



- Residential along 48<sup>th</sup>, Guadalupe along Priest, South Mountain Park 4(f).
- LOS F at 2040 for 48<sup>th</sup> and Priest.
- Capacity restrictions along 48<sup>th</sup> and Priest.
- Discontinuous bike lanes.
- High fatal crashes on 48<sup>th</sup>, Baseline to Elliot.
- Three city agencies using ITS, limited real time information, communication gaps.
- Employment and manufacturing east of I-10 and south of Guadalupe.



## Segment A1 (48<sup>th</sup>, 56<sup>th</sup>/Priest, Kyrene)

10:00 to 10:45

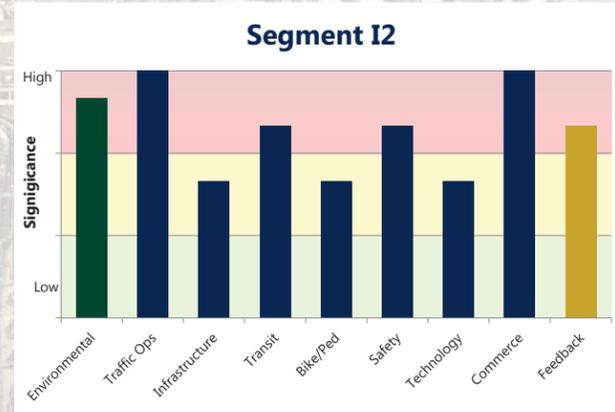


# Segment I2 (I-10, Baseline to I-17 Split)



10:45 to 1:30

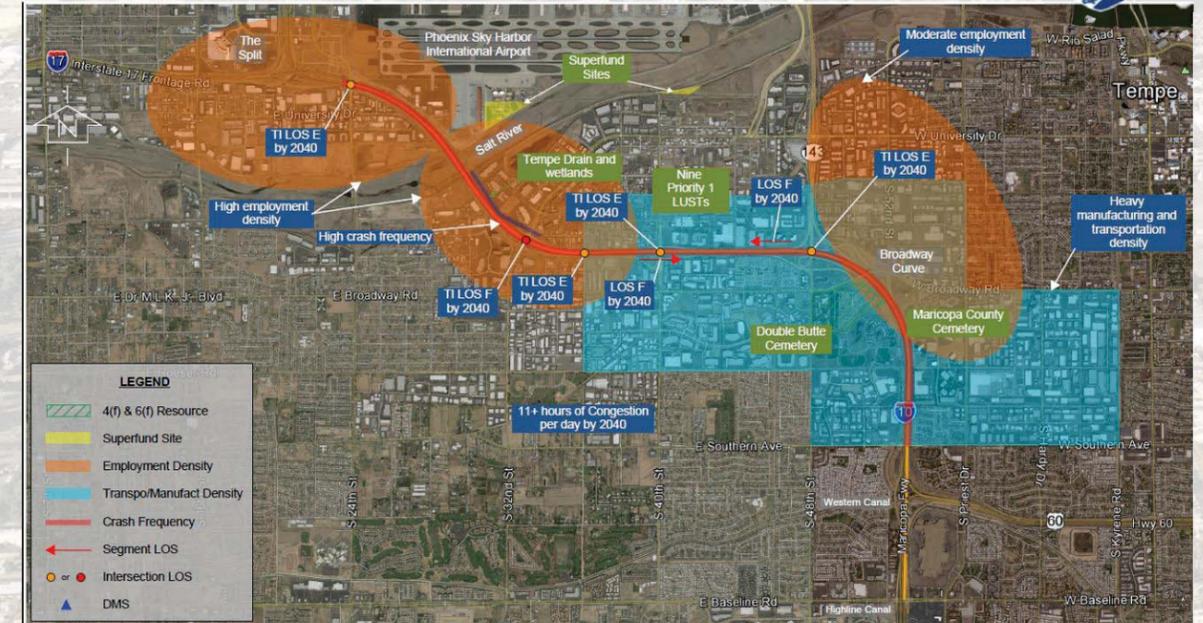
- Cemeteries, Tempe Drain, Salt River, and PSHIA runway issues.
- LOS E at 2040, and failing TIs.
- Aging PCCP north of the river.
- Highest transit use in corridor. HOV lanes breakdown.
- Fatal, incapacitating, and truck crashes.
- Basic ITS elements currently employed.
- Employment and manufacturing with high truck percentages.
- Public seeks TI improvements and improving weave areas.



# Segment I2 (I-10, Baseline to I-17 Split)



10:45 to 1:30

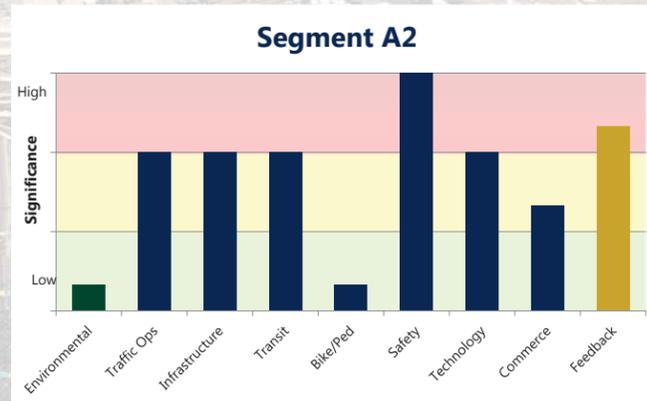


# Segment A2 (Broadway, Southern & Baseline)



1:30 to 3:45

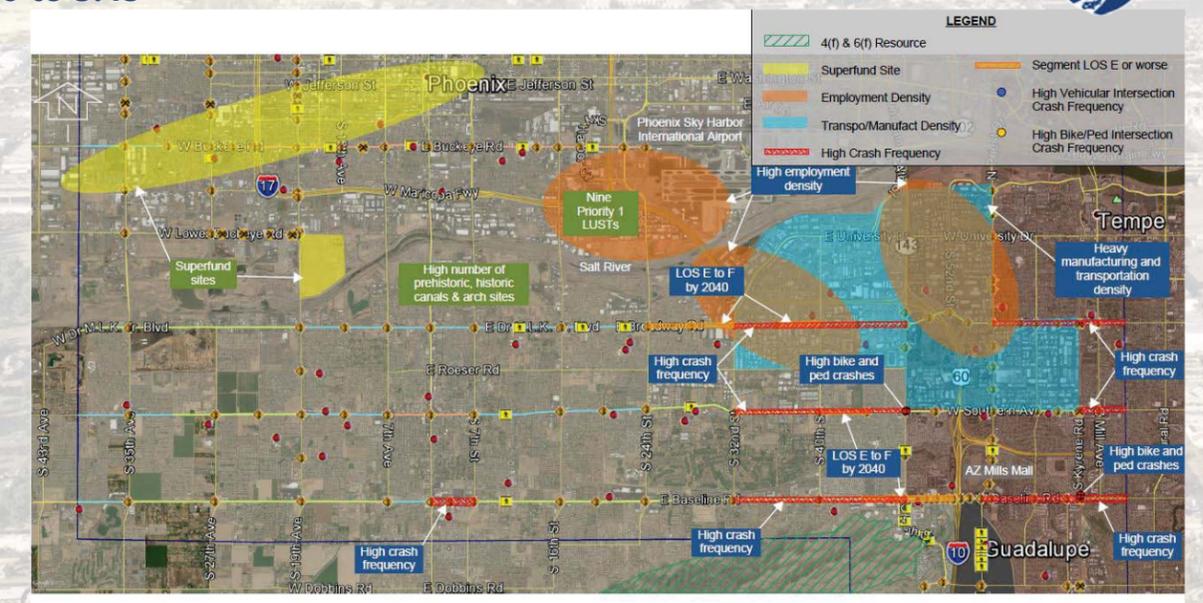
- Priority 1 LUST sites, Superfund site, Salt River, potential EJ, prehistoric/historic sites.
- Some 2040 failing segments.
- Arizona Mills Mall, some schools.
- Planned South Central Light Rail.
- Bike lanes discontinuous or non-existent.
- High crashes east of 32<sup>nd</sup> Street and at some specific intersections.
- Two city agencies using ITS, limited real time information, communication gaps.
- Heavy employment and manufacturing along Broadway Road.



# Segment A2 (Broadway, Southern & Baseline)



1:30 to 3:45

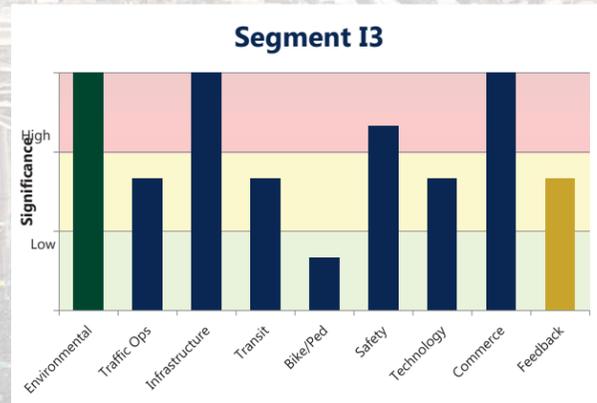


# Segment I3 (I-17, I-10 Split to Stack)

4:00 pm to 9:00 am

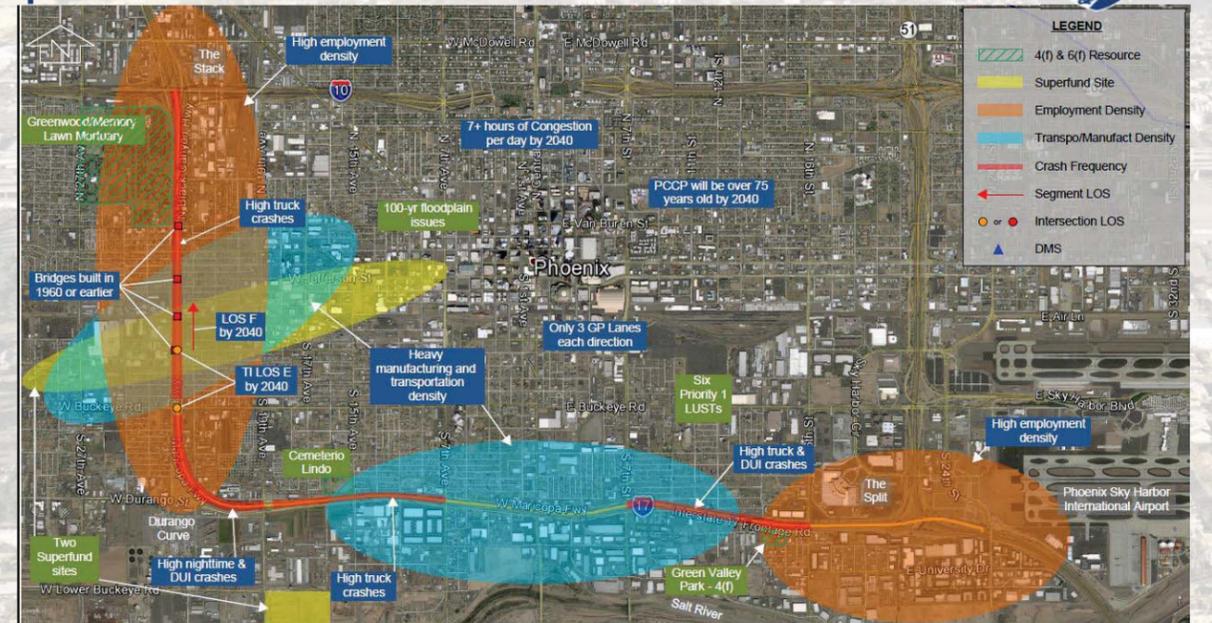


- 4(f) park, Greenwood Cemetery, Superfund sites, 100-year floodplain, historic neighborhood.
- LOS F at 2040 in certain areas.
- Aging PCCP, bridges, non-standard TIs, narrow ROW, drainage tunnels.
- Minimal transit use. No HOV lanes. Two future light rail crossings.
- Nighttime and truck crashes.
- Basic ITS elements currently employed.
- High employment and manufacturing with highest freeway truck percentages.
- Public seeks TI improvements and improving weave areas.



# Segment I3 (I-17, I-10 Split to Stack)

4:00 pm to 9:00 am

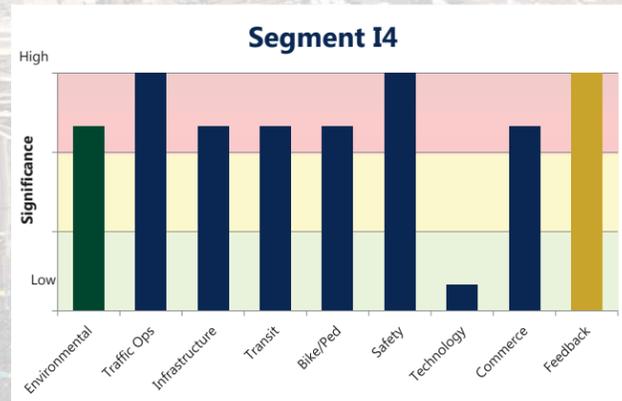


# Segment I4 (I-17, Stack to ACDC)

9:00 to 10:30

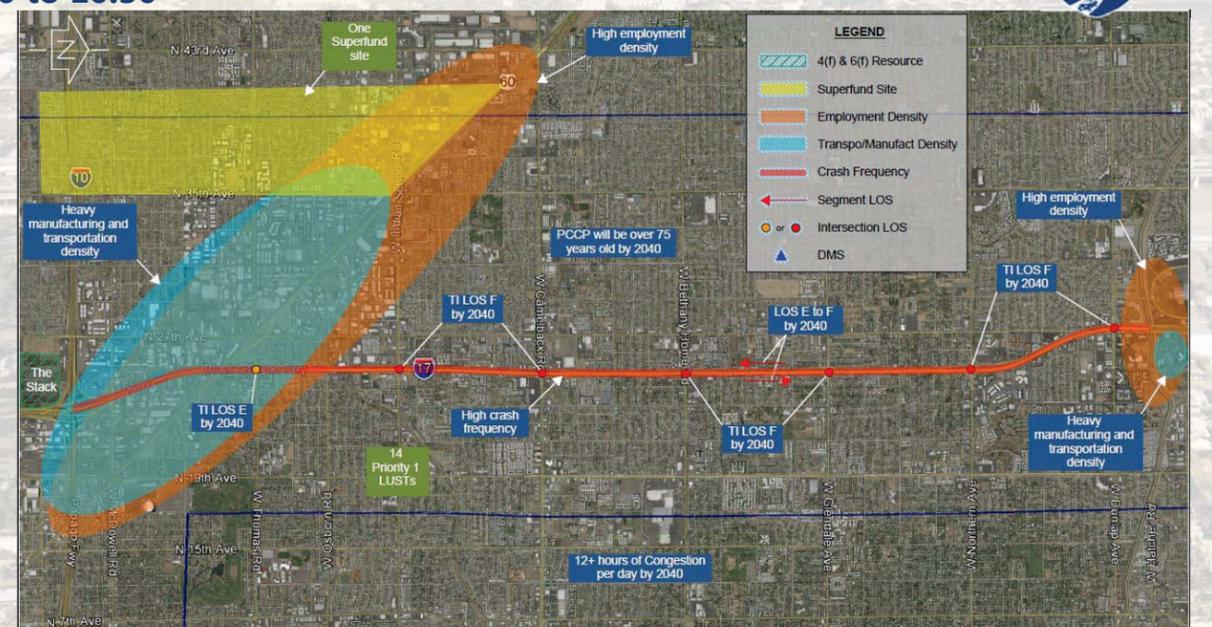


- Priority 1 LUST sites, potential EJ issues.
- LOS E-F at 2040 and most TIs fail.
- Aging PCCP, bridges, narrow ROW.
- Discontinuity of HOV lanes at south end.
- Limited pedestrian crossings.
- High crash profile with DUI, nighttime, truck and fatal and incapacitating issues.
- High employment and manufacturing near Stack and along Grand Avenue.
- Public seeks TI improvements, improving weave areas, and wider lanes/shoulders.



# Segment I4 (I-17, Stack to ACDC)

9:00 to 10:30

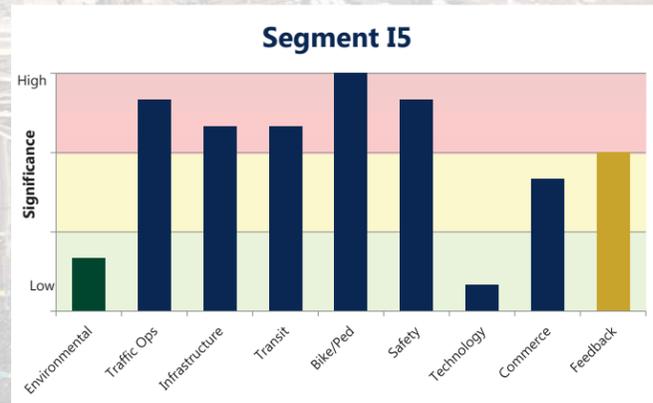


# Segment I5 (I-17, ACDC to North Stack)



10:45 to 2:00

- Potential EJ issues, Cave Creek Wash, 3 Canal crossings.
- LOS E-F at 2040 and most TIs fail.
- Aging PCCP, bridges, pump stations. Occasional flooding on some crossroads.
- High transit occupancy loading, park and rides. Future light rail crossing at MetroCenter.
- No pedestrian or bike crossings.
- Moderate crash profile with DUI, nighttime, truck and fatal and incapacitating issues.
- MetroCenter and Deer Valley employment / manufacturing centers.
- Public seeks TI improvements, improving weave areas, and wider lanes/shoulders.



# Segment I5 (I-17, ACDC to North Stack)



10:45 to 2:00

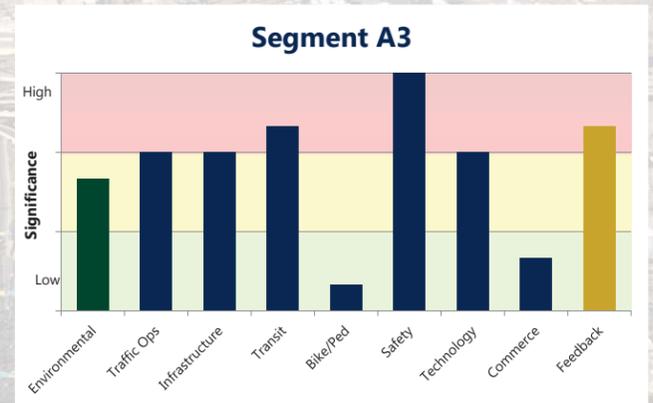


# Segment A3 (35<sup>th</sup>, 27<sup>th</sup> and 19<sup>th</sup> Ave.)



2:00 to 3:30

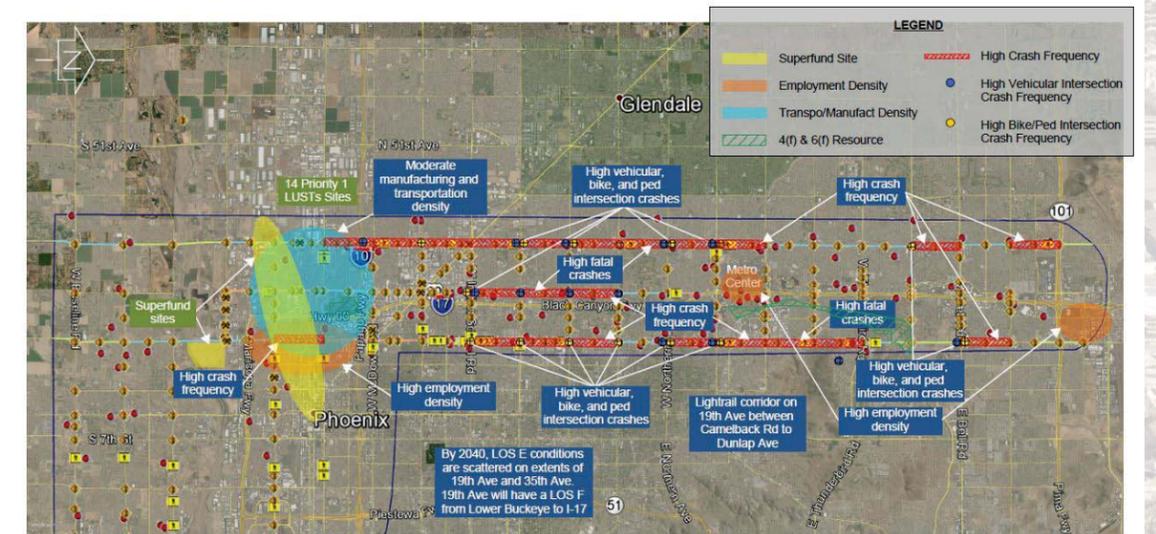
- Priority 1 LUST sites, Superfund site, Salt River, potential EJ, historic districts, and Section 4(f).
- Numerous LOS E-F segments in 2040.
- Light Rail corridor in 19<sup>th</sup> Avenue, numerous schools, at grade RR crossings.
- Planned Light Rail extension.
- No bike facilities on 27<sup>th</sup>. High bike crashes along 35<sup>th</sup> and 19<sup>th</sup>.
- High crashes on various arterial segments.
- All Phoenix ITS, but with gaps and limitations as noted.
- Heavy employment along 19<sup>th</sup> Ave south of Stack. Job centers at Metrocenter, colleges, and Deer Valley.



# Segment A3 (35<sup>th</sup>, 27<sup>th</sup> and 19<sup>th</sup> Ave.)



2:00 to 3:30

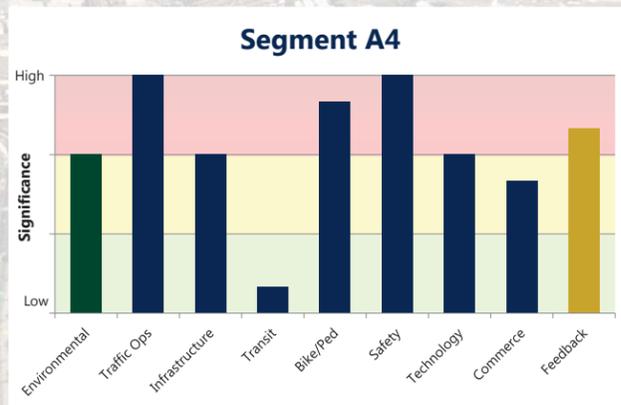


# Segment A4 (I-17, East-West Arterials)

3:45 to 5:00

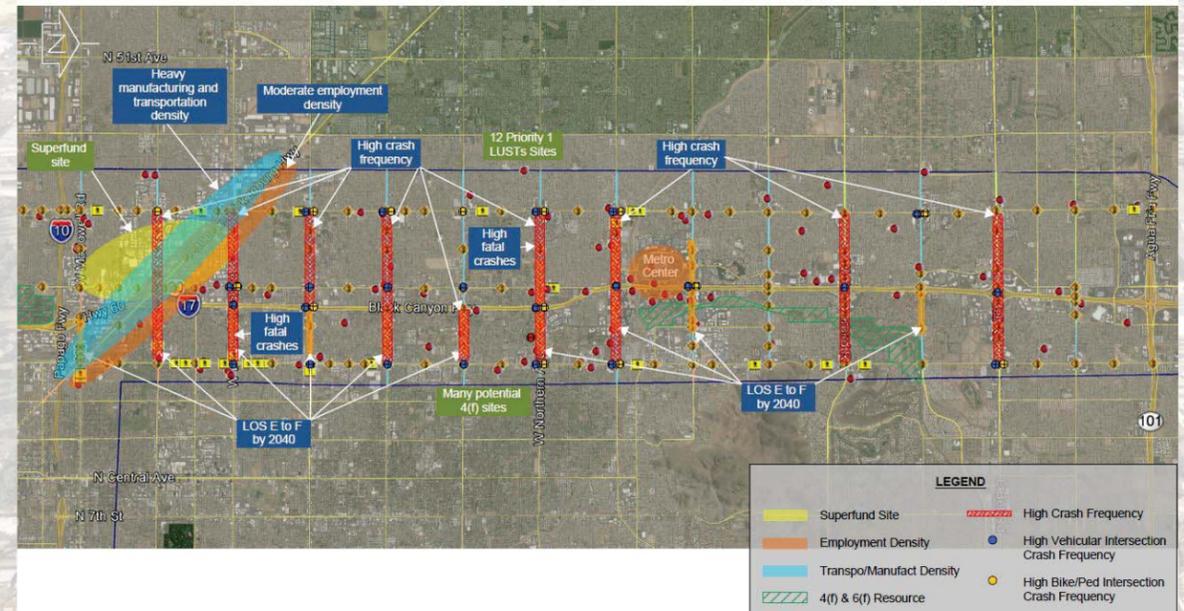


- Priority 1 LUST sites, Superfund site, potential EJ, historic districts, and Section 4(f).
- Numerous LOS E-F segments and TIs in 2040.
- Diagonal Grand Avenue, numerous schools, frequent signals/intersections.
- Planned east-west Light Rail extension, at-grade RR crossings.
- Bike facilities that exist have high crashes, many roads have no bike facilities.
- High crashes at nearly all major intersections.
- All Phoenix ITS, but with gaps and limitations as noted.
- Heavy employment and manufacturing along Grand Avenue.



# Segment A4 (I-17, East-West Arterials)

3:45 to 5:00

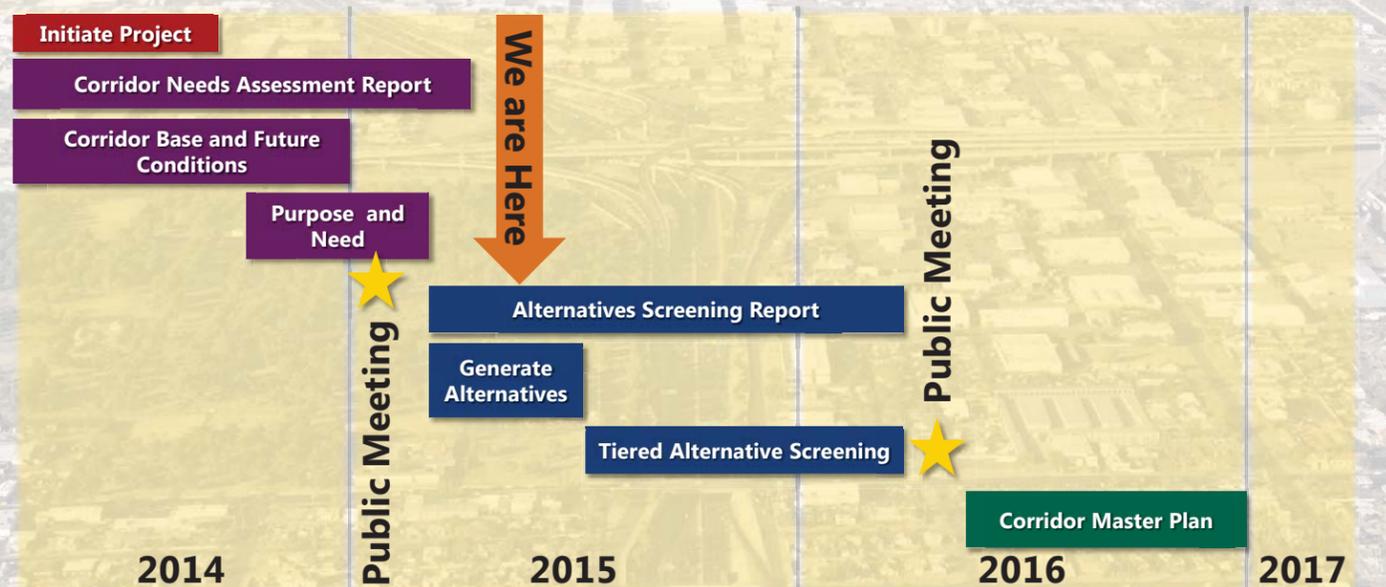


THANK YOU.

# Interstate 10/ Interstate 17 Corridor Master Plan

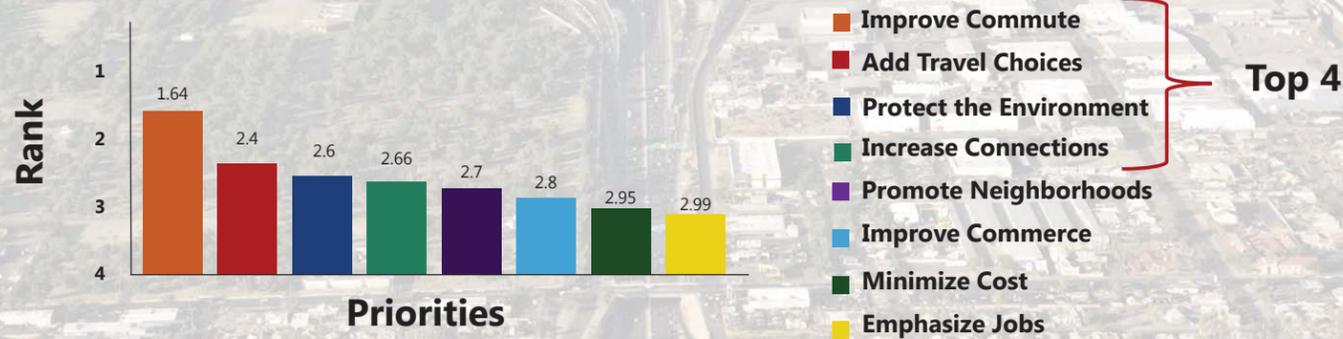


# Spine Study Schedule

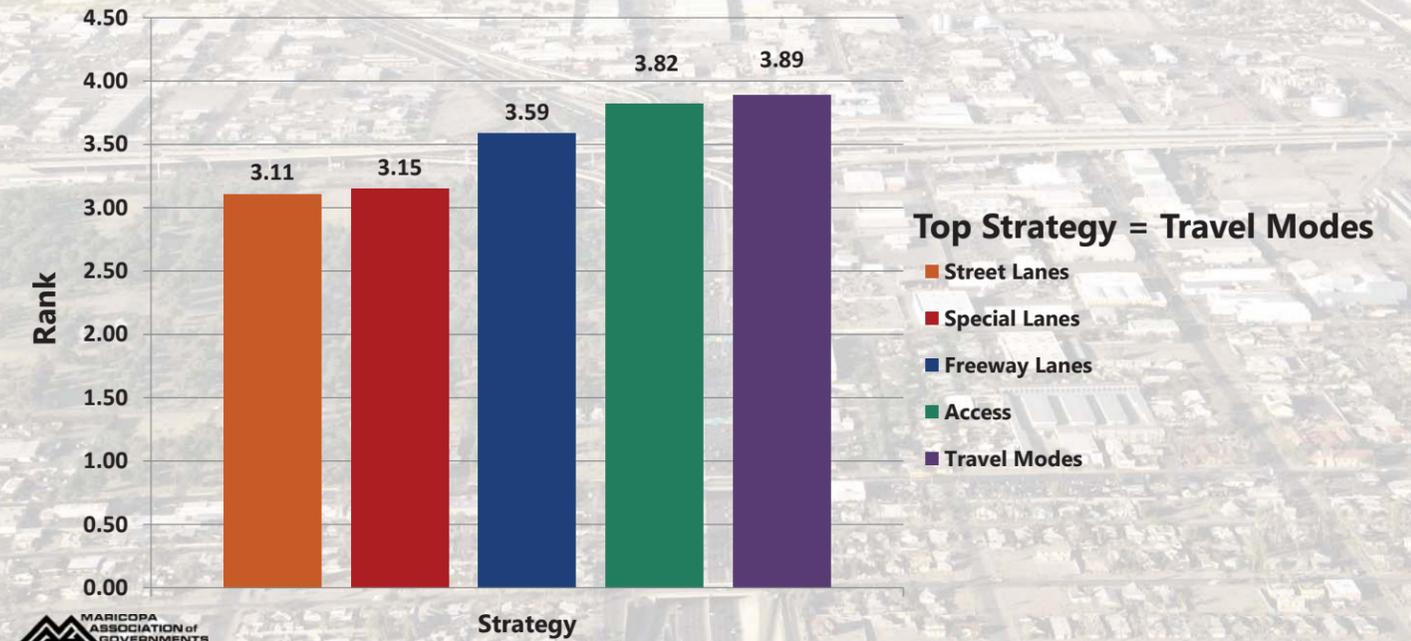


# Communications Update Priority Rankings

- Top 4 Priorities: Improve Commute, Add Travel Choices, Protect the Environment, Increase Connections



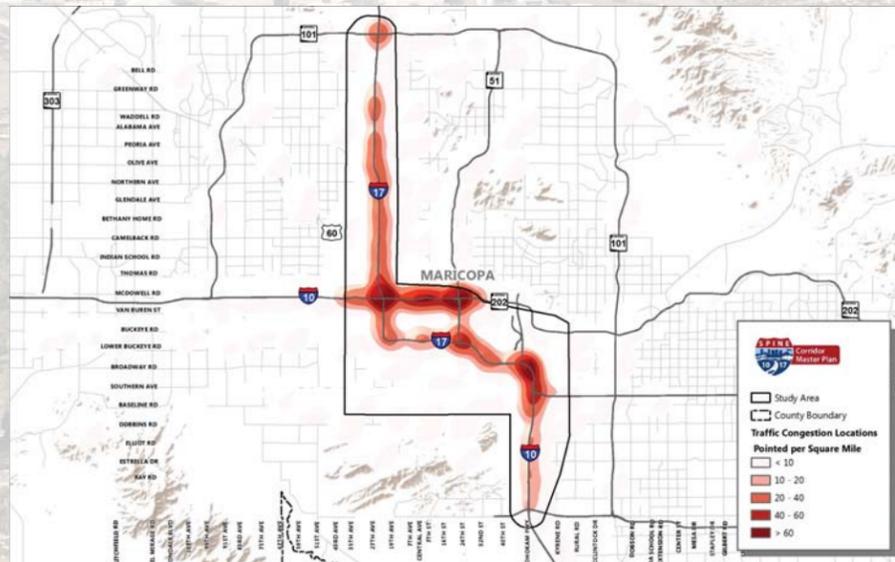
# Communications Update Strategy Rankings



# Communications Update "Traffic Congestion" Issues and Opportunities

## Hot Spots:

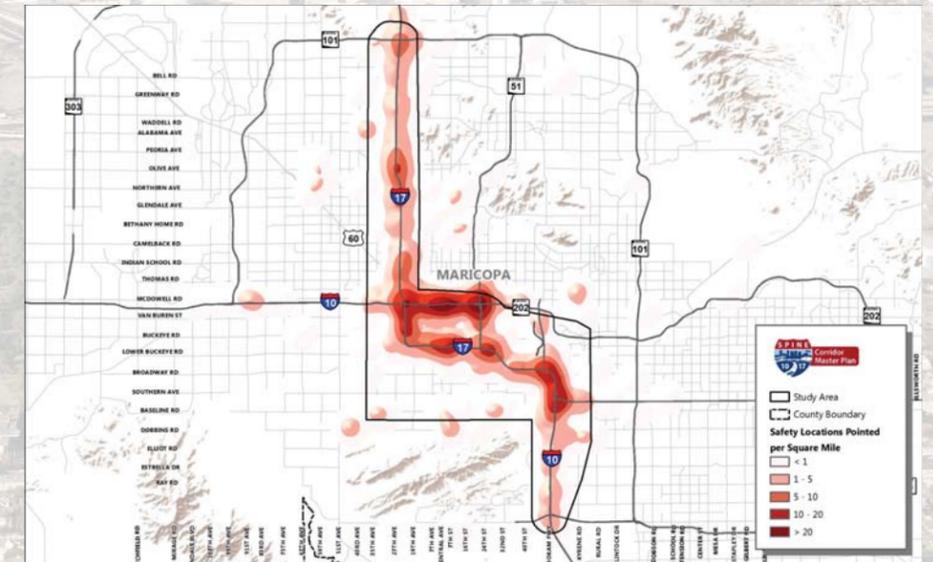
- North Stack Interchange
- Stack Interchange
- Deck Park Tunnel
- Mini-Stack Interchange
- Split Interchange
- Broadway Curve



# Communications Update "Safety" Issues and Opportunities

## Hot Spots:

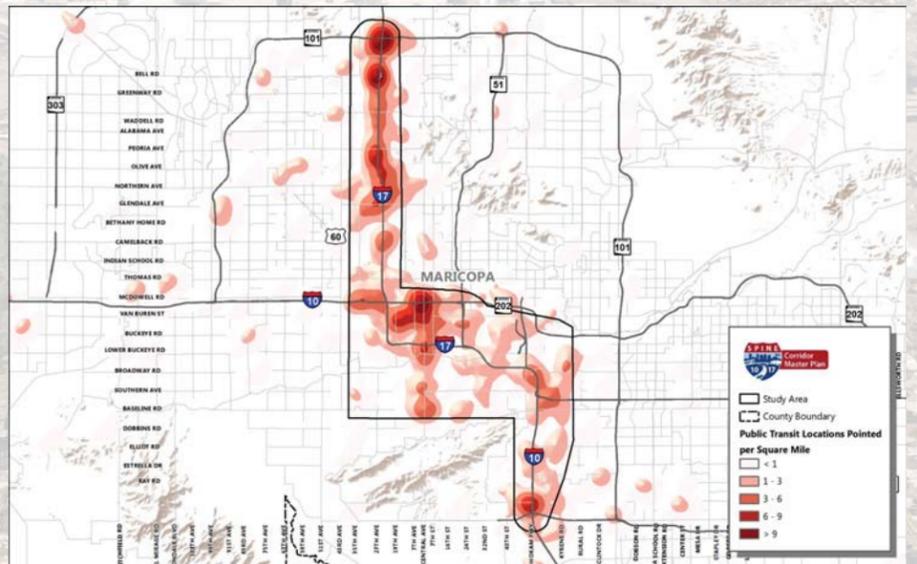
- North Stack Interchange
- I-17 and Olive
- Deck Park Tunnel
- Stack Interchange
- Durango Curve
- Mini-Stack Interchange
- Split Interchange
- Broadway Curve



# Communications Update "Public Transit" Issues and Opportunities

## Hot Spots:

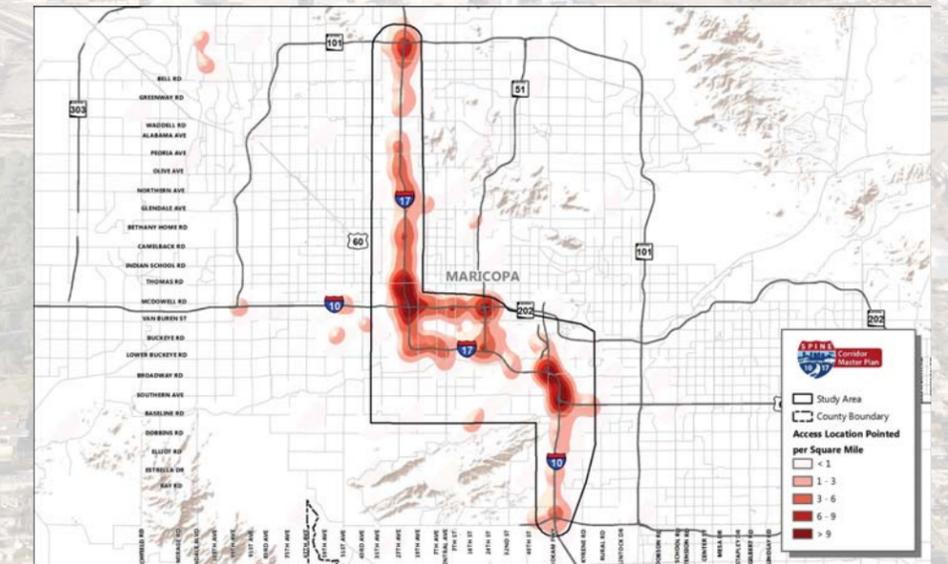
- North Stack Interchange
- I-17 and Bell Road
- Deck Park Tunnel
- Downtown Phoenix
- I-17 and Central Avenue
- I-10 and Chandler Boulevard



# Communications Update "Access" Issues and Opportunities

## Hot Spots:

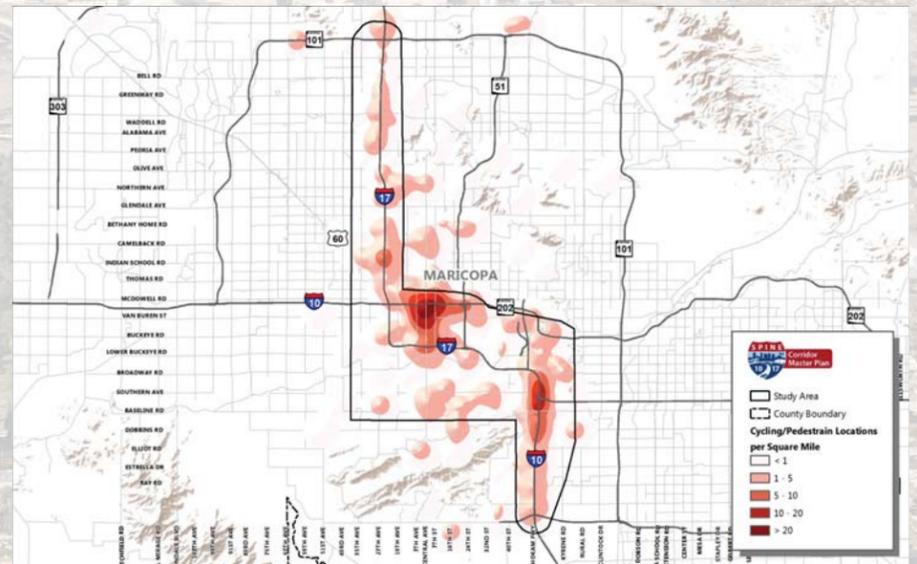
- I-17/Loop 101 System Interchange
- I-17 from Peoria to Glendale
- Stack and Split Interchange
- Mini-Stack Interchange
- Broadway Curve



# Communications Update "Cycling/Pedestrian" Issues and Opportunities

## Hot Spots:

- I-17 and Indian School
- Downtown Phoenix
- Broadway Curve south to Guadalupe



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