

Appendix C. Agency and Public Involvement

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Agency Letter



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January 4, 2017

RE: Interstate 10/Interstate 17 Spine Corridor Master Plan Public Meetings

Dear Agency Representative:

In early 2014, the Maricopa Association of Governments (MAG), in association with the Arizona Department of Transportation (ADOT) and Federal Highway Administration (FHWA), entered into a partnership establishing a Corridor Master Plan to determine, plan, and implement Regional Transportation Plan (RTP) improvements to Interstates 10 (I-10) and 17 (I-17) and parallel arterial corridors in the Phoenix Metropolitan area. The study corridor has been named the “Spine” because it serves as the backbone for transportation in the metropolitan Phoenix area. MAG, along with its study partners, are planning public open houses to share the results of the technical analysis and receive feedback on the recommended improvements.

The purpose of this study was to investigate long-term options to improve travel mobility and address projected travel demand on I-10 and I-17. The Spine Corridor Master Plan will provide guidance in establishing a group of projects contributing to and meeting a regional vision for I-10 and I-17. As part of this study, a Planning and Environmental Linkages (PEL) process is underway to integrate environmental, community, and economic goals into the transportation planning process.

This letter serves as MAG’s invitation to participate in any of the four upcoming public open houses to learn more about the study and recommended improvements:

Tuesday, January 24, 2017

① 11:30 a.m. to 1:00 p.m. and ② 6:00 to 7:30 p.m.

Maricopa Association of Governments, Saguaro Room, 2nd Floor
 302 N. 1st Ave., Phoenix, 85003

Wednesday, January 25, 2017

③ 6:00 to 7:30 p.m.

Town of Guadalupe El Tianguis Mercado, Multipurpose Room
 9201 S. Avendia del Yaqui, Guadalupe, 85283

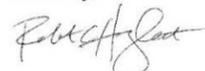
Tuesday, January 31, 2017

④ 6:00 to 7:30 p.m.

Washington Activity Center, Multipurpose Room
 2240 W. Citrus Way, Phoenix, 85015

Meeting materials will be posted on the project website in mid-January; I encourage you to visit <http://spine.azmag.gov> to learn more about the project. Comments may be mailed to Maricopa Association of Governments, c/o Bob Hazlett, 302 N. 1st Ave., Suite 200, Phoenix, AZ 85003 or e-mailed to spine@azmag.gov. **We would appreciate receipt of your comments by Friday, February 17, 2017.**

Sincerely,



Robert C. Hazlett, P.E.
 Senior Engineering Manager

50 Years of Serving the Region

City of Apache Junction ▲ Arizona Department of Transportation ▲ City of Avondale ▲ City of Buckeye ▲ Town of Carefree ▲ Town of Cave Creek ▲ City of Chandler ▲ Citizens Transportation Oversight Committee
 City of El Mirage ▲ Town of Florence ▲ Fort McDowell Yavapai Nation ▲ Town of Fountain Hills ▲ Town of Gila Bend ▲ Gila River Indian Community ▲ Town of Gilbert ▲ City of Glendale ▲ City of Goodyear
 Town of Guadalupe ▲ City of Itzhfield Park ▲ City of Maricopa ▲ Maricopa County ▲ City of Mesa ▲ Town of Paradise Valley ▲ City of Peoria ▲ City of Phoenix ▲ Pinal County ▲ Town of Queen Creek
 Salt River Pima-Maricopa Indian Community ▲ City of Scottsdale ▲ City of Surprise ▲ City of Tempe ▲ City of Tolleson ▲ Town of Wickenburg ▲ Town of Youngtown

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Press Release



NEWS RELEASE
www.azmag.gov



FOR IMMEDIATE RELEASE
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I-10, I-17 Travelers Urged to Provide Final Input in "Spine" Study

PHOENIX (January 11, 2017)—Transportation planners have finished a two-year study and are preparing final recommendations to improve traffic along the Interstate 10/Interstate 17 corridor, known as the "Spine" because it serves as the backbone of the freeway system in the metropolitan area. They hope members of the public will share their final thoughts on the plan during four upcoming public meetings. The study team received more than 4,000 comments on necessary improvements to the corridor during earlier outreach efforts.

More than 40 percent of all daily freeway traffic uses the Spine. The Maricopa Association of Governments (MAG), in partnership with the Federal Highway Administration and the Arizona Department of Transportation, embarked on the study in 2014 to develop a master plan for the I-10/I-17 corridor. The 31-mile Spine corridor begins at the I-17/Loop 101 North Stack interchange in the north Valley and travels south and east to the interchange with I-10/Loop 202 Pecos Stack.

"Our goal is to make our most heavily traveled freeway corridor safer and more efficient for commuters, residents and pedestrians, so community feedback is vital," said MAG Chair and Phoenix Mayor Greg Stanton. "One of the big 'aha' moments of the study that has emerged so far came when we realized that more than twice the amount of traffic crosses over I-17 than uses it. I-17 should not be a wall that separates neighborhoods. The recommendations will include solutions to improve connections from one side of the freeway to the other."

In fact, the recommendations include upgrades to 24 of 31 traffic interchanges. These include widening or adding structures to improve cross-freeway traffic. Other key recommendations include:

- Improving safety by modernizing interstates to current design standards.
- Modernizing interchanges to improve accessibility and safety for truck traffic.
- Expanding managed capacity, such as HOV lanes, to enhance reliability.
- Improving availability and reliability for transit and carpooling, including addition of five direct HOV (DHOV) ramps.
- Providing safer bicycle/pedestrian crossings at 20 locations, including nine separate structures.
- Protecting the environment by minimizing interstate expansion and addressing flooding issues.
- Providing better technology to help communicate travel information to drivers.
- Minimizing cost by including technology and tactics that consider future autonomous or 'self-driving' vehicles.
- Protecting private property investments.

The public is urged to attend of the following meetings, or provide input online at spine.azmag.gov.

Tuesday, January 24, 2017
 ① 11:30 a.m. to 1:00 p.m. and ② 6:00 to 7:30 p.m.
 Maricopa Association of Governments, Saguaro Room, 2nd Floor
 302 N. 1st Ave., Phoenix, 85003

Wednesday, January 25, 2017
 ③ 6:00 to 7:30 p.m.
 Town of Guadalupe El Tianguis Mercado, Multipurpose Room
 9201 S. Avenida del Yaqui, Guadalupe, 85283

Tuesday, January 31, 2017
 ④ 6:00 to 7:30 p.m.
 Washington Activity Center, Multipurpose Room
 2240 W. Citrus Way, Phoenix, 85015

###

Email Invitation

From: Maricopa Association of Governments <mag@service.govdelivery.com>
Sent: Monday, January 09, 2017 4:30 PM
To:
Subject: Mark Your Calendar! I-10 and I-17 Spine Corridor Master Plan Public Meetings



We want to hear from you!

The Interstate 10/Interstate 17 Corridor Master Plan Study is a proactive effort to respond to future traffic needs along the I-10 and I-17 corridor. This corridor has been named the "Spine" because it serves as the backbone for transportation in the metropolitan Phoenix area.

Recommendations have been developed for the "Spine" Corridor and include a collection of improvements focused on operations and safety for the traveling public. You are invited to attend public meetings to learn about the study and to share your thoughts on the recommended improvements. Meetings are held in an open house format with no formal presentation.

Tuesday, January 24, 2017

Afternoon meeting: 11:30 a.m. to 1:00 p.m.

Evening meeting: 6:00 to 7:30 p.m.

Maricopa Association of Governments

Saguaro Room, 2nd Floor

302 N. 1st Ave., Phoenix, 85003

Wednesday, January 25, 2017

6:00 to 7:30 p.m.

Town of Guadalupe El Tianguis Mercado

Multipurpose Room

9201 S. Avenida del Yaqui, Guadalupe, 85283

Tuesday, January 31, 2017

6:00 to 7:30 p.m.

Washington Activity Center, Multipurpose Room

2240 W. Citrus Way, Phoenix, 85015

To learn more, visit the study website at spine.azmag.gov.

The study is being conducted by the Maricopa Association of Governments (MAG), in partnership with the Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT).

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Corridor Master Plan

Interstate 10/Interstate 17 Corridor Master Plan "Spine Study"

Imagine a safer drive by helping us shape your future commute.

More than 40% of all daily freeway traffic in Maricopa County travels the I-10/I-17 freeway corridor—the "Spine" of the Valley's transportation system—each day!

The Maricopa Association of Governments, the Arizona Department of Transportation, and the Federal Highway Administration are studying the Spine corridor to find solutions to current and future needs. Your input is critical to this process! The outcome of the Spine Study will be a detailed strategy to manage future traffic along the I-10 and I-17 corridor.

Meetings will be held in an open house format with no formal presentation.

YOU'RE INVITED TO PARTICIPATE:

Tuesday, January 24, 2017,

- 1 11:30 a.m. to 1:00 p.m. and
- 2 6:00 p.m. to 7:30 p.m.

Maricopa Association of Governments,
302 N. 1st Ave., Phoenix, 85003
Saguaro Room, 2nd Floor

- 3 Wednesday, January 25, 2017, 6:00 to 7:30 p.m.

Town of Guadalupe El Tianguis Mercado, Multipurpose Room,
9201 S. Avenida del Yaqui, Guadalupe, 85283

- 4 Tuesday, January 31, 2017, 6:00 to 7:30 p.m.

Washington Activity Center, Multipurpose Room,
2240 W. Citrus Way, Phoenix, 85015



Meeting Locations

Can't make a meeting?

Take our online survey:
spine.azmag.gov

Call the study team:
602-759-1916

Email: spine@azmag.gov

Mail comments:
Spine Study Team
302 N. 1st Avenue, Suite 200,
Phoenix, AZ 85003

Survey responses and comments received by 02/17/2017 will be included in the project record.

Persons requiring reasonable accommodations such as a sign language interpreter should request as early as possible. Call 602-254-6300 for information. Para información en español llame al 602-254-6300.



AFN2017





Corridor Master Plan

Interstate 10 / Interstate 17 Corridor Master Plan "Spine Study"

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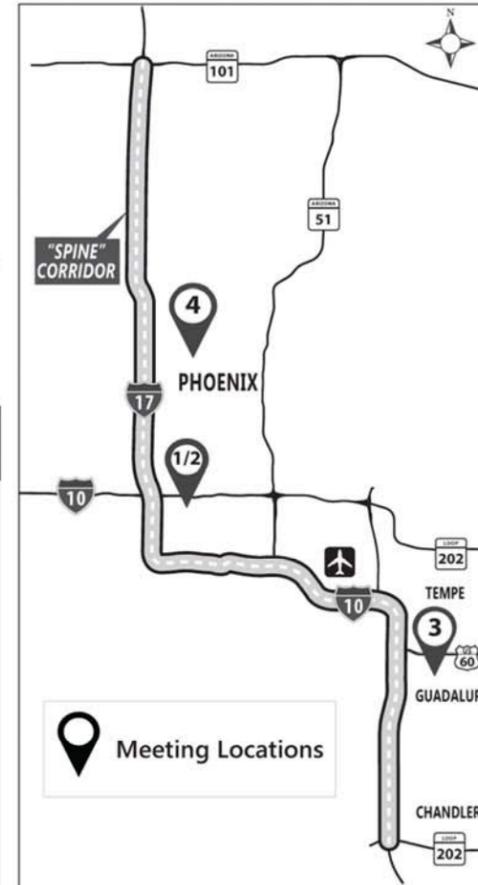
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Arizona Republic Newspaper Advertisement



Corridor Master Plan

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AZR2017



East Valley Tribune Newspaper Advertisement



Corridor Master Plan

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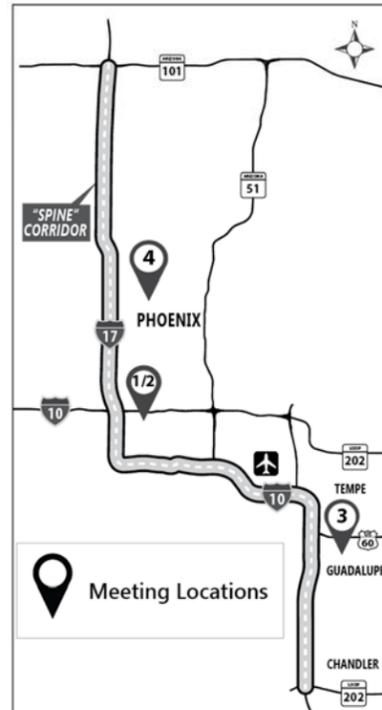
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EVT2017



Prensa Hispana Newspaper Advertisement

Plan Maestro del Corredor I-10/I-17 – Estudio “La Espina”

Ayúdenos a desarrollar un sistema de manejo mas seguro a través del Valley.

Mas de 40% de todo viaje cotidiano en las autopistas del Valle usan el corredor conocido como “La Espina” de I-10/I-17.

La Asociación de Gobiernos de Maricopa, en asociación con la Administración Federal de Carreteras (FHWA) y el Departamento de Transporte de Arizona (ADOT) estan estudiando el corredor “La Espina” con el fin de identificar estrategias para administrar el tráfico actual y del futuro a través de las autopistas 10 y 17. ¡Su aportación en este proceso es solicitada!

Identifica local de reunion

Por favor asista a una reunión de información pública, estilo casa abierta sin presentación formal, para aprender más y para compartir su opinión sobre las estrategias identificadas para administrar el trafico actual y futuro.

LE INVITAMOS A PARTICIPAR:

Martes 24 de enero del 2017,

1 11:30 a.m.- 1:00 p.m. y 2 6:00 p.m. - 7:30 p.m.
 Asociación de Gobiernos de Maricopa, 302 N. 1st Ave, Segundo Piso, Salon Saguario, Phoenix, 85003

Miércoles 25 de enero del 2017, 6:00 p.m. - 7:30 p.m.

3 9201 S. Avenida del Yaqui, Salon Multiuso, Guadalupe, 85283

Martes 31 de enero del 2017, 6:00 p.m.- 7:30 p.m.

4 Centro de actividades Washington, 2240 W. Citrus Way, Salon Multiuso, Phoenix, 85015

Las encuestas en línea y los comentarios sometidos antes del 17 de febrero del 2017 serán incluidos en el registro del proyecto.

¿No puede asistir a una reunión?

Tomé nuestra encuesta en línea:
spine.azmag.gov

Llame al equipo del estudio:
602-759-1916
Por favor proporcione su comentarios antes del 17 de marzo del 2017.

Envíe un correo electronico:
spine@azmag.gov

Envíe sus comentarios por correo a:
Spine Study Team
302 N. 1st Avenue, Suite 200,
Phoenix, AZ 85003

Las personas que necesiten ayuda o adaptaciones razonables, como interpretación en lenguaje a señas, pueden solicitarla llamando lo antes posible al 602-254-6300. Para información en español llame al 602-254-6300.

Fact Sheet – English

FACT SHEET

What is the Spine Study?

The Interstate 10/Interstate 17 Corridor Master Plan Study is a proactive effort to respond to future traffic needs along the I-10 and I-17 corridor. This corridor has been named the "Spine" because it serves as the backbone for transportation in the metropolitan Phoenix area.

The Spine Study seeks long-term options to improve travel. Solutions being studied include a combination of traditional methods, new technology and increased use of transit (such as buses). The outcome of the Spine Study will be a detailed strategy to improve traffic flow along the I-10 and I-17 corridors through 2040.

The study is being conducted by the Maricopa Association of Governments (MAG), in partnership with the Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT).



HOW DID WE EVALUATE OPTIONS?

The study team started the evaluation process by identifying a wide range of ideas and possible solutions to meet the needs of the corridor. Those ideas were filtered through several levels of technical screening and analysis. Ideas that met the evaluation criteria moved forward in the analysis, while ideas that did not were eliminated from further consideration. This process, depicted below, is similar to a funnel where ideas are evaluated or "filtered." The Corridor Master Plan Recommendations reflect the best performing strategies and alternatives evaluated.

349 IDEAS

EVALUATION CRITERIA

- Enhances Existing System Use
- Improves Travel Time
- Reliability
- Practicability
- Enhances Safety
- Reduces Congestion Duration
- Improves Travel Time
- Disproportionate Impacts to Disadvantaged Communities
- Replaces Deficient Infrastructure
- Agency Support
- Alternative Adaptability
- Programming Flexibility

ALTERNATIVES

- What if we only maintain existing infrastructure?
- What if we focus on necessary spot improvements?
- What if we focus on reconstructing old infrastructure?
- What if we focus on adding lanes?

EVALUATION CRITERIA

- Environmental: Hazardous Materials, Water Resources, Land Use & Jurisdiction, Socioeconomic, Non-discrimination & Equity
- Engineering: Footprint, Design, Right of Way Impacts, Cost, Replacement of Infrastructure
- Operations: Duration of Congestion, Travel Times, Volume/Capacity, Person Trips, Vehicle Miles Traveled, Vehicle Hours Traveled, Average Speed
- Consistency with Public Feedback: Safety

CORRIDOR MASTER PLAN RECOMMENDATIONS

DID YOU KNOW?

Over **40%** of ALL daily freeway traffic uses the Spine Corridor.

DID YOU KNOW?

2x more traffic CROSSES OVER I-17 than uses it.

STUDY PARTNERS



HOW TO PARTICIPATE

You are invited to attend public meetings to learn about the study and share your thoughts on necessary improvements. Meetings are held in an open house format with no formal presentation. You may also contact the study team online, by phone, or mail.

VISIT THE STUDY WEBSITE TO REVIEW AN INTERACTIVE MAP OF THE CORRIDOR MASTER PLAN RECOMMENDATIONS AND TO COMPLETE THE FEEDBACK FORM ONLINE AT SPINE.AZMAG.GOV

- Phone:** (602) 759-1916
Email: spine@azmag.gov
Mail: Spine Study Team, 302 N. 1st Ave., Ste. 200, Phoenix, AZ 85003
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Comments received by February 17, 2017, will be included in the project record.

spine.azmag.gov

EARLY 2017
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CORRIDOR MASTER PLAN RECOMMENDATIONS



The recommendations for the 31-mile portion of Interstates I-10 and I-17 "Spine" Corridor are a collection of improvements focused on operations and safety for the traveling public. Below are some of the ways the recommended improvements respond to priorities conveyed by the public at the beginning of the study (early 2015).

IMPROVE COMMUTE

Improves safety by modernizing interstates to current design standards.
 Expands managed capacity, such as high occupancy vehicle (HOV) lanes, to enhance reliability.

ADD TRAVEL CHOICES

Improves availability and reliability for transit, shared rides.
 Improves roadway design to shorten travel times and improve safety.
 Adds 20 bicycle/pedestrian crossings, including 9 new structures.

PROTECT THE ENVIRONMENT

Constrains right of way impacts by minimizing significant interstate expansion.
 Remedies long-standing flooding issues along I-17.
 Improves air quality with congestion management and technology that improves traffic flow.

INCREASE CONNECTIONS

Allows enhanced ramp metering to protect freeway traffic flow.
 Upgrades 24 of the 31 traffic interchanges.
 Adds 5 new direct high occupancy vehicle (DHOV) ramps.

PROMOTE NEIGHBORHOODS

Includes bicycle/pedestrian enhancements at interchanges.
 Improves neighborhood connections by adding 9 dedicated bicycle/pedestrian structures across interstates.
 Minimizes impacts to neighborhoods in the corridor.

IMPROVE COMMERCE

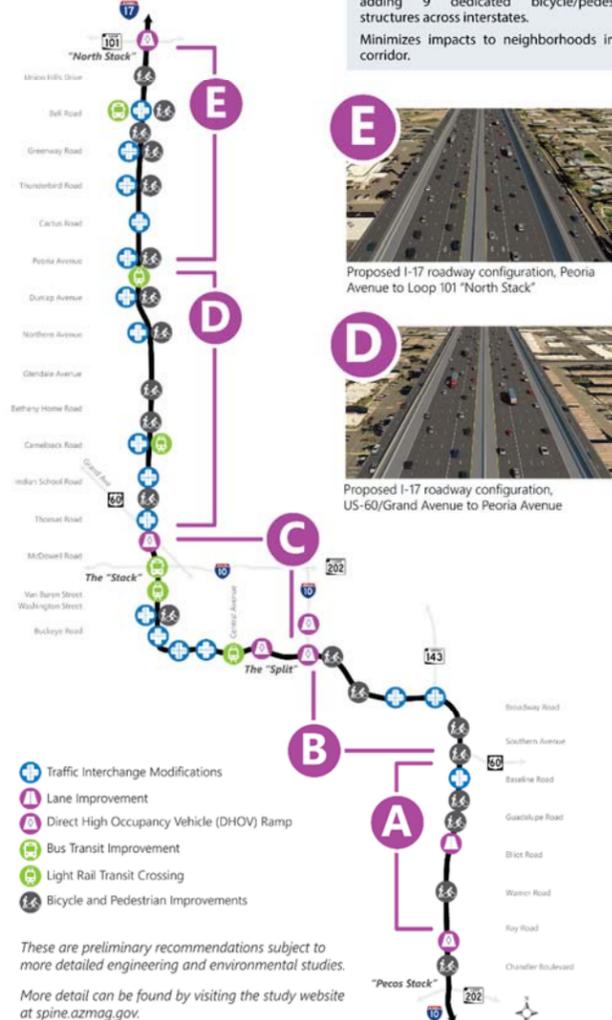
Modernizes traffic interchanges and improves accessibility and safety for truck traffic.
 Includes technology to better communicate travel conditions and information to drivers and businesses.

MINIMIZE COST

Includes strategies to respond to advancements in technology, such as active traffic management and tactics related to connected and self-driving vehicles.
 Invests in modernizing and preserving corridor infrastructure.

EMPHASIZE JOBS

Improves system reliability and efficient movement of people and commercial goods.
 Prioritizes protecting private property investments.



These are preliminary recommendations subject to more detailed engineering and environmental studies.
 More detail can be found by visiting the study website at spine.azmag.gov.

Fact Sheet – Spanish

HOJA DE DATOS

¿Qué es el estudio “La Espina”?

El Plan Maestro del Corredor I-10/I-17 es un esfuerzo proactivo para anticipar las necesidades del tráfico del futuro. Este corredor se ha llamado “La Espina” porque cumple la función de “espina principal” del sistema de transporte en el área metropolitana de Phoenix.

El estudio “La Espina” investigó opciones de largo plazo para mejorar la movilidad del tránsito, usando una combinación de métodos tradicionales, nuevas tecnologías y el uso incremental del transporte público (por ejemplo autobuses). El resultado del estudio “La Espina” será una estrategia detallada para gestionar el tráfico a lo largo de los corredores de las autopistas 10 y 17 hasta el año 2040.

El estudio está siendo realizado por la Asociación de Gobiernos de Maricopa, en asociación con la Administración Federal de Carreteras (FHWA) y el Departamento de Transporte de Arizona (ADOT).

¿SABIA USTED?

Que más de **40%** de todo viaje cotidiano en las autopistas del Valle usan el corredor de las autopistas 10 y 17 conocido como “La Espina”.

¿SABIA USTED?

Que en la autopista 17 **2x** más tráfico cruza sobre la autopista de lo que viaja en ella.



¿Como se evaluaron las opciones?

El equipo de estudio inició el proceso de evaluación identificando una amplia variedad de ideas y posibles soluciones para satisfacer las necesidades del corredor. Esas ideas fueron filtradas a través de varios niveles de análisis técnicos. Las soluciones que cumplían con los criterios de evaluación, avanzaron en el análisis. Este proceso, que se muestra a continuación, es similar a un embudo donde las ideas son evaluadas o “filtradas”. Las recomendaciones del Plan Maestro del Corredor “La Espina” reflejan las estrategias evaluadas y las alternativas más eficaces.

349 IDEAS



ALTERNATIVAS

- ¿Qué pasa si sólo mantenemos la infraestructura existente?
- ¿Qué pasa si sólo nos concentramos en las mejoras necesarias?
- ¿Qué pasa si nos centramos en reconstruir la infraestructura antigua?
- ¿Qué pasa si nos centramos en agregar carriles?



Recomendaciones del Plan Maestro del Corredor

SOCIOS DEL ESTUDIO



COMO PUEDE PARTICIPAR

Le invitamos a asistir a las reuniones públicas para aprender sobre el estudio y para compartir sus pensamientos sobre las recomendaciones. Las reuniones serán en formato de apertura pública sin presentación formal. También puede comunicarse con el equipo del estudio en línea, por teléfono o por correo postal.

VISITE EL SITIO WEB, WWW.SPINE.AZMAG.GOV, DEL ESTUDIO PARA REVISAR UN MAPA INTERACTIVO DE LAS RECOMENDACIONES DEL PLAN MAESTRO DEL CORREDOR Y PARA COMPLETAR EL FORMULARIO DE COMENTARIO EN LÍNEA.

Teléfono: (602) 759-1916

Correo electrónico: spine@azmag.gov

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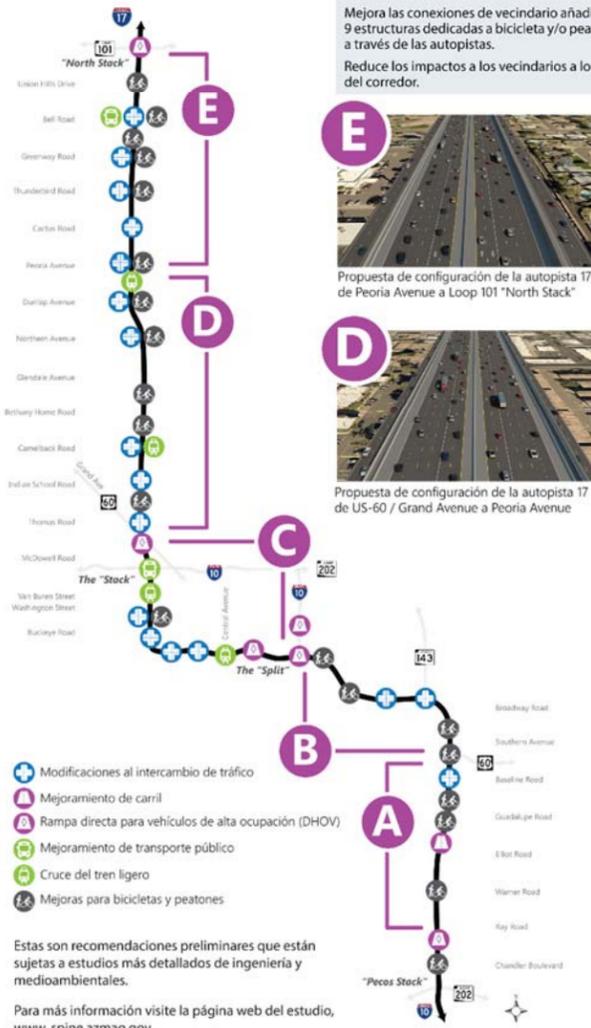
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Principios del 2017
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Recomendaciones del Plan Maestro del Corredor “La Espina”

Las recomendaciones para la porción de 31 millas de las autopistas 10 y 17 conocidas como el corredor “La Espina” son un grupo de recomendaciones enfocadas en la operación del sistema y la seguridad del público viajero. A continuación se presentan algunas de las maneras en que las recomendaciones responden a las prioridades declaradas por el público al comienzo de este estudio (a principios del 2015).

- MEJORAR VIAJES**
La modernización de las autopistas a diseños modernos mejora la seguridad.
Los carriles de vehículos de alta ocupación (HOV) amplían la administración de capacidad para mejorar la fiabilidad del sistema.
- PROTEGER EL MEDIO AMBIENTE**
Restringe los impactos de derechos de paso reduciendo significativamente la expansión interestatal.
Remedia problemas de inundaciones a lo largo de la autopista 17.
Usando tecnología para gestionar la congestión mejoramos el flujo de tráfico y eso mejora la calidad del aire.
- MEJORAR EL COMERCIO**
Moderniza los intercambios de tráfico y mejora la accesibilidad y seguridad para los camiones.
Incluye tecnología para mejorar la comunicación de las condiciones de tráfico e información a los conductores y empresas.
- REDUCIR EL COSTO**
Incluye estrategias para responder a los avances tecnológicos, como la gestión activa del tráfico y tácticas relacionadas a los vehículos conectados y auto dirigidos.
Invierte en modernizar y preservar la infraestructura del corredor.
- ENFATIZAR EMPLEOS**
Mejora la fiabilidad del sistema y el movimiento eficiente de personas y bienes comerciales.
Prevalce la protección a las inversiones de propiedad privada.
- añadir OPCIONES DE VIAJE**
Mejora la disponibilidad y la confiabilidad para el transporte público y viajes compartidos.
Mejora el diseño de la carretera para acortar el tiempo de viaje e incrementa la seguridad.
Agrega 20 pasos desnivel para bicicletas y peatones e incluyen 9 nuevas estructuras.
- INCREMENTAR CONEXIONES**
Permite mejorar la medición de rampas para preservar el flujo de tráfico de la autopista.
Actualiza 24 de los 31 intercambios de tráfico.
Añade 5 nuevas rampas directas de vehículos de alta ocupación (DHOV).
- PROMOVER VECINDARIOS**
Incluye mejoras para bicicletas y peatones en los intercambios.
Mejora las conexiones de vecindario añadiendo 9 estructuras dedicadas a bicicleta y/o peatones a través de las autopistas.
Reduce los impactos a los vecindarios a lo largo del corredor.



Estas son recomendaciones preliminares que están sujetas a estudios más detallados de ingeniería y medioambientales.
Para más información visite la página web del estudio, www.spine.azmag.gov.

Public Meeting Banners

What is the Spine Study?





The Interstate 10/Interstate 17 Corridor Master Plan Study is a proactive effort to anticipate and respond to future traffic needs for both freeways and streets in the corridor by 2040. The study is conducted by the Maricopa Association of Governments (MAG), in partnership with the Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT). This corridor has been named the "Spine," because it serves as the backbone for transportation in the metropolitan Phoenix area. The study also will evaluate all modes of transportation, including cars, transit, biking, freight and walking.

The Study Area includes freeways, streets and major transit corridors. This area was delineated to include all major transportation routes that could reasonably be considered alternatives to I-10 and I-17.

THE SPINE STUDY GOALS ARE TO:

- Identify future transportation needs in corridor.
- Develop a plan to accommodate future needs.
- Create a strategy to implement the plan.
- Ask what goals you'd like to see.



Over
40%

of all daily freeway traffic uses the corridor each day.

CORRIDOR MILESTONES

2002	I-10 Corridor Improvement Study Draft EIS Begins	I-10 Scoping Meetings
2003		
2004		Prop-400 Passes
2005		
2006		
2007	I-10 Public Meetings	
2008		
2009		
2010	I-17 Corridor Improvement Study Draft EIS Begins	I-17 Agency Scoping Meeting
2011		I-17 Public Scoping Meetings
2012		I-17 Public Meetings
2013		I-10 and I-17 Draft EIS Canceled
2014	Spine Study Begins	WE ARE HERE
2015	Near-Term Improvements Begin	Spine Agency/Public Meetings
2016	Spine Agency/Public Meetings to Present Recommended Alternative	Spine Draft Corridor Master Plan Complete
2017	Spine Study Complete	Near-Term Improvements Complete
2020-2040	Improvements Implemented	Improvements Implemented

SEE BANNERS 5 & 21 FOR MORE INFORMATION.



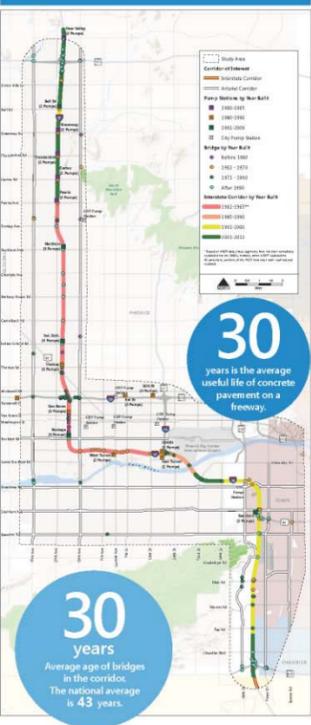
spine.azmag.gov

2

What is the condition of the infrastructure?

Bridges, pavement, drainage facilities, traffic signals, and road signs are all elements of the Spine corridor's infrastructure. Good infrastructure provides drivers more reliable service and a better user experience. As infrastructure ages, maintenance needs increase. By identifying the infrastructure's current condition and age, areas to be maintained, repaired or replaced can be determined.

AGE OF PUMP STATIONS, BRIDGES AND PAVEMENT



BRIDGE CONDITIONS (GOOD, FAIR, POOR)





spine.azmag.gov

9

Why are improvements needed?

During the process, a "Purpose and Need" is developed as a "mission statement" to help guide study recommendations for future improvements.

Purpose

The purpose of the Spine Study is to identify and budget for a project, or series of projects, that would address the transportation needs of the corridor.

Need

-  I-10 and I-17 are at capacity during rush hour and are unable to handle future traffic levels.
-  I-10 and I-17 experience lengthy periods of congestion. The lengths of congestion, both in time and distance, are projected to worsen over time.
-  Travel times on the two freeways will worsen as the average travel speeds decrease.
-  Projected growth will continue to put stress on the two freeways.
-  Degradation of the two freeways will adversely affect the operations of HOV and transit modes like freeway bus rapid transit, express buses, and local bus routes.
-  Aging infrastructure of the two freeways could limit economic growth opportunities in the region.
-  Timely and efficient delivery of freight is vital to the region's economic health.
-  Poor operations on I-10 and I-17 adversely affect local streets, especially at intersections.



spine.azmag.gov

20

How will technology shape the future transportation network?



By 2040, nearly all vehicles will be able to "talk" to traffic signals and other cars on the road.



By 2040, it will be common to see self-driving vehicles on the road.



Mobile technology makes information easily accessible for travelers, and travelers can contribute to real-time information.



Systems are being developed that can "predict" what traffic conditions will be so travelers can better plan their trips.

looking ahead...

Using technology to actively manage freeway, street and transit networks can:

- Improve freeway capacity by up to 23%
- Reduce delay on arterials by 10-30%
- Reduce primary crashes by 30%
- Improve transit on-time performance.
- Reduce secondary crashes by 40-50%

POTENTIAL FUTURE SYSTEMS



Temporary shoulder use and variable speeds.



Next generation in vehicle and mobile technologies.



Integrated and seamless transit and traffic management.

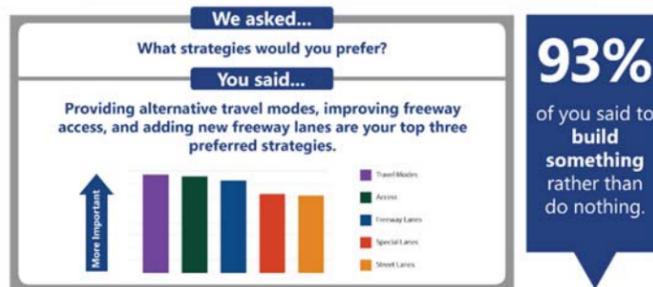
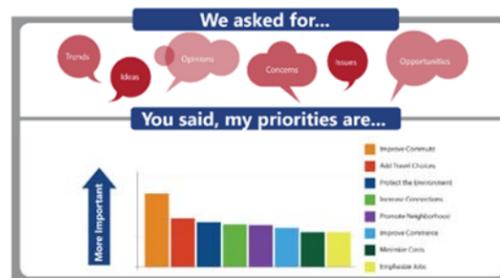
Did You Know?

Over the last 10 years, enormous innovations in transportation technology and advanced traffic management techniques have occurred. Numerous cities and regions around the world have adopted these strategies as a means of enhancing the capacity and efficiency of the existing transportation system without adding new expensive infrastructure. Depending on the strategies and technology used, it has been estimated that the capacity of an existing roadway can improve by 5% to 25%. This means that on an existing four-lane freeway, these strategies can have the same effect as adding a new lane.



What You Told Us About Spine in 2015.

In February and March 2015, the Spine Study team held three public meetings throughout the study area and conducted a two-month online survey with remarkable results. **More than 1,800 people participated** in the process and shared **more than 4,390 comments**. Here's what you shared:



How Did We Evaluate the Options?

The study team started the evaluation process by identifying a wide range of ideas and possible solutions to meet the needs of the corridor. Those ideas were filtered through several levels of technical screening and analysis. Ideas that met the evaluation criteria moved forward in the analysis, while ideas that did not were eliminated from further consideration. This process, depicted below, is similar to a funnel where ideas are evaluated or "filtered." The Corridor Master Plan Recommendations reflect the best performing strategies and alternatives evaluated.

349 IDEAS



ALTERNATIVES

- What if we only maintain existing infrastructure?
- What if we focus on necessary spot improvements?
- What if we focus on reconstructing old infrastructure?
- What if we focus on adding lanes?

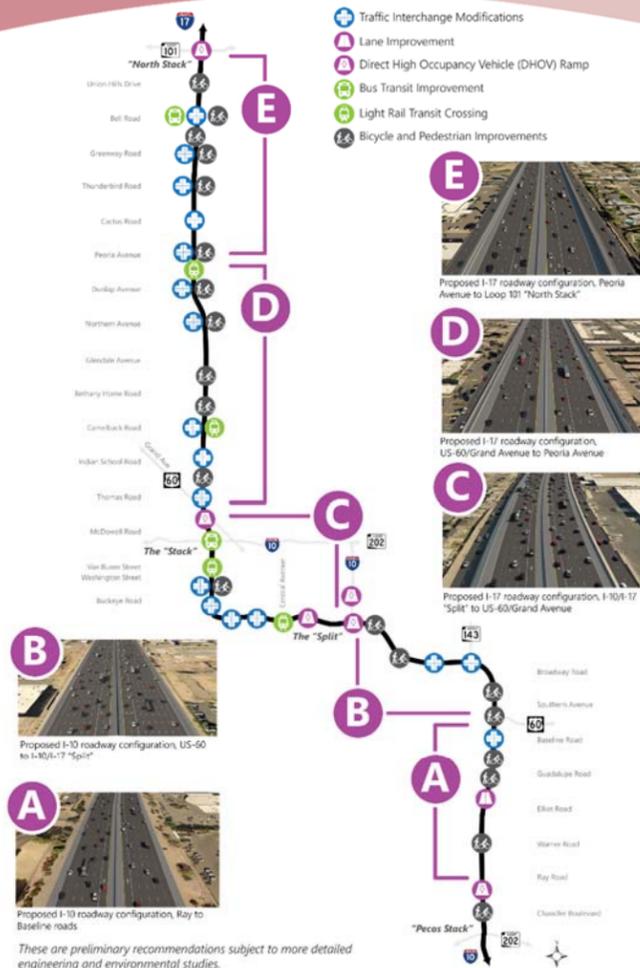
- High Occupancy Vehicle (HOV) Lanes
- Express Lanes
- HOT/Toll Lanes



CORRIDOR MASTER PLAN RECOMMENDATIONS



Corridor Master Plan Recommendations.



How Do the Improvements Respond to Your Priorities?

Below are some of the ways the improvements included in the Corridor Master Plan Recommendations respond to priorities conveyed by the public at the beginning of the study (early 2015).

- IMPROVE COMMUTE**
Improves safety by modernizing interstates to current design standards. Expands managed capacity, such as high occupancy vehicle (HOV) lanes, to enhance reliability.
- ADD TRAVEL CHOICES**
Improves availability and reliability for transit, shared rides. Improves roadway design to shorten travel times and improve safety. Adds 20 bicycle/pedestrian crossings, including 9 new structures.
- PROTECT THE ENVIRONMENT**
Constrains right of way impacts by minimizing significant interstate expansion. Remedies long-standing flooding issues along I-17. Improves air quality with congestion management and technology that improves traffic flow.
- INCREASE CONNECTIONS**
Allows enhanced ramp metering to protect freeway traffic flow. Upgrades 24 of the 31 traffic interchanges. Adds 5 new direct high occupancy vehicle (DHOV) ramps.
- PROMOTE NEIGHBORHOODS**
Includes bicycle/pedestrian enhancements at interchanges. Improves neighborhood connections by adding 9 dedicated bicycle/pedestrian structures across interstates. Minimizes impacts to neighborhoods in the corridor.
- IMPROVE COMMERCE**
Modernizes traffic interchanges and improves accessibility and safety for truck traffic. Includes technology to better communicate travel conditions and information to drivers and businesses.
- MINIMIZE COST**
Includes strategies to respond to advancements in technology, such as active traffic management and tactics related to connected and self-driving vehicles. Invests in modernizing and preserving corridor infrastructure.
- EMPHASIZE JOBS**
Improves system reliability and efficient movement of people and commercial goods. Prioritizes protecting private property investments.



Agency Consultation Letter – City of Tempe



City of Tempe
P.O. Box 5002
31 East Fifth Street
Tempe, AZ 85280
480-350-8575

March 24, 2017

Andrew B. Ching
City Manager

Mr. Eric Anderson
302 N. 1st Avenue, #300
Phoenix, AZ 85003

Dear Mr. Anderson:

Over the past two years, the City of Tempe has been highly engaged with the Maricopa Association of Government (MAG) and its member agencies in the planning efforts for the Interstate 10/Interstate 17 Corridor Master Plan project. The City of Tempe's involvement to date has included numerous brainstorming sessions, alternatives analysis, and input on recommendations. MAG staff also presented twice to the City of Tempe Transportation Commission to update them on specifics of the process and recommendations.

The City of Tempe is in full support of the Interstate 10/Interstate 17 Corridor Master Plan planning process and the associated recommendations that were presented to the public in January 2017. The recommendations are in line with the City's goal of providing a balanced multimodal transportation system that serves motorists, transit, freight, pedestrians and bicyclists.

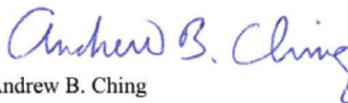
Specific projects that will directly benefit the City of Tempe include additional lanes on Interstate 10, traffic interchange modifications on Interstate 10 at State Route 143 and at Baseline Road, and construction of bicycle/pedestrian improvements at Alameda Drive, the Western Canal Shared Use Path, the Highline Canal Shared Use Path, Guadalupe Road, and Warner Road. The freeway and interchange improvements will better accommodate the region's steadily increasing vehicular traffic while the bicycle/pedestrian improvements will reconnect neighborhoods. These projects are all reflective of the goals set out in the City of Tempe's General Plan 2040 and Transportation Master Plan.

Although not included in the recommendations that were presented to the public in January 2017, the City of Tempe would like to provide concurrence with MAG and the City of Phoenix that the plan could be improved by the addition of a bicycle/pedestrian connection at Interstate 10 and the Knox Road alignment. This has been identified as an important connection by both the City of Phoenix and the City of Tempe, as it would potentially connect an existing recreational park area to a future recreational park area. Similar to the other recommended bicycle/pedestrian connections, this project is reflective of the goals in the City of Tempe's General Plan 2040 and Transportation Master Plan. It also reflects the goals in the City of Phoenix's Comprehensive Bicycle Master Plan.

March 24, 2017
Mr. Eric Anderson
Page 2 of 2

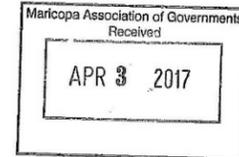
Thank you for engaging City of Tempe staff and residents in the planning process. These recommended improvements are forward thinking and will allow the City of Tempe, and the Phoenix Region, to accommodate current traffic, address future growth, and reconnect neighborhoods. For this reason, the City of Tempe fully supports the recommendations of the Interstate 10/Interstate 17 Corridor Master Plan with the addition of the bicycle/pedestrian crossing at the Knox Road alignment.

Sincerely,


Andrew B. Ching

Andrew B. Ching

Agency Consultation Letter – City of Chandler



March 29, 2017

Mr. Dennis Smith
Executive Director
Maricopa Association of Governments
302 North 1st Avenue
Suite 300
Phoenix, Arizona 85003

RE: Interstate 10/ Interstate 17 Corridor Master Plan
Planning and Environmental Linkages Consultation

Dear Dennis:

The City of Chandler appreciates being involved in the Interstate 10/Interstate 17 Corridor Master Plan which is nearing completion. Your agency's leadership on this project will result in an overall benefit to Chandler, Guadalupe, Tempe, Phoenix, and the rest of the region.

We are in support of the proposed Master Plan as it affects Chandler. The proposed bike/pedestrian bridge over I-10 near Chandler Boulevard will provide a safer means of crossing I-10 for bicyclist and pedestrians. The proposed direct high occupancy vehicle ramp to I-10 at Galveston Road will improve the commute for Chandler and Phoenix residents with its direct access to and from the HOV lanes.

A presentation of the final proposed plan to Chandler management staff and the Chandler Transportation Commission would be very beneficial in allowing us to better understand the main features of this project, as they affect Chandler and our partner cities.

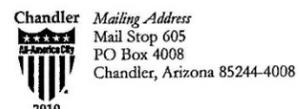
Please let me know of a convenient time for these presentations. Ryan Peters can assist in getting them arranged for Chandler.

Thank you again for your leadership on this project.

Sincerely,



Marsha Reed, P.E.
City Manager



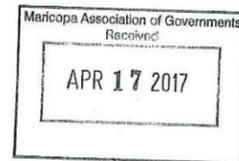
Office of the City Manager
Telephone (480) 782-2210
Fax (480) 782-2209
Web www.chandleraz.gov

Location
Fifth Floor
175 South Arizona Avenue
Chandler, Arizona 85225

Printed on recycled paper

Cc: Derek Horn, Acting Transportation & Development Director
Dan Cook, City Engineer
Ryan Peters, Intergovernmental Affairs Coordinator

Agency Consultation Letter – City of Phoenix



April 12, 2017

Mr. Dennis Smith
Executive Director
Maricopa Association of Governments
302 North First Avenue, Suite 300
Phoenix, AZ 85003

Re: Interstate 10/Interstate 17 Corridor Master Plan Consultation Letter

Dear Mr. Smith:

This letter is to acknowledge the City of Phoenix's involvement and support of the Interstate 10/Interstate 17 Corridor Master Plan process presented to the public in January 2017. Over the past two years, the Maricopa Association of Governments (MAG) provided two presentations to the Phoenix City Council Transportation and Infrastructure Subcommittee, as well as held meetings with representatives of various City departments including Street Transportation, Public Transit, Community and Economic Development, Neighborhood Services, Planning and Development, Aviation, and the City Manager's Office to receive input on recommendations. Additionally, three of the four public meetings were held in Phoenix.

The Interstate 10/Interstate 17 Corridor Master Plan ("Spine") study makes several recommendations that are beneficial to the City of Phoenix including modernizing the freeway to current design standards, adding additional lanes in each direction, adding direct high occupancy vehicle (HOV) ramps to prevent traffic from having to cross general purpose lanes to enter or exit the freeway, upgrades to 24 of 31 traffic interchanges, as well as bicycle and pedestrian structures.

The Spine study revealed that two times more traffic crosses over Interstate 17 (I-17) than travels on it. This is an important realization for Phoenix, as residents traveling east and west over I-17 feel the impact in their daily commute and access to nearby businesses are impacted. The study identified the need for five high capacity traffic interchanges with enhanced east-west traffic capacity along I-17 (Indian School Road, Camelback Road, Northern Avenue, Thunderbird Road and Bell Road). Phoenix staff would recommend that the study also look to reconfigure the I-17 and Glendale Avenue traffic interchange to better accommodate large east-west arterial improvements on Glendale Avenue, as well as other operational improvements to increase safety, capacity, and incorporate bicycle and pedestrian movements.

As MAG and the Arizona Department of Transportation (ADOT) look to design the new high capacity interchanges, it is the City's expectation that there will be expansive outreach to residents and businesses to ensure the final design enhances connectivity and does not negatively impact the community and neighboring businesses. The City has heard concerns

200 West Washington Street, 12th Floor • Phoenix, Arizona 85003 • 602-262-6941 • FAX: 602-261-8327 • TTY: 602-534-5500

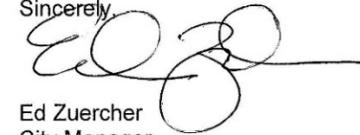
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from businesses along the Camelback corridor regarding the right-of-way implications of a high capacity traffic interchange. It is critical that MAG, ADOT, and the City of Phoenix work closely with the business community to develop a transparent public process ensuring the continued economic success of the I-17 and Camelback Road area.

The City of Phoenix appreciates that the study recommendations embrace the 2014 Comprehensive Bicycle Master Plan and that the recommendations will make it easier for bicyclists and pedestrians to cross the freeway. Additionally, several of the recommendations will make a more reliable ride time for transit users. Thank you for including City of Phoenix staff and residents in the planning process. These improvements will allow Phoenix and the region to grow and thrive into the future.

In conclusion, the City of Phoenix supports the recommendations of the Interstate 10/Interstate 17 Corridor Master Plan with the additional study of a high capacity traffic interchange at I-17 and Glendale Road. Additionally, the design of all high capacity traffic interchanges need to be thoroughly reviewed with community input.

Sincerely,



Ed Zuercher
City Manager

cc: Mario Paniagua, Deputy City Manager
Ray Dovalina, Street Transportation Director
Tom Remes, Freeway Coordination Manager

Feedback on Managed Lanes

Comment Form – Online or Hard Copy (meeting, mailed, etc.)	The Corridor Master Plan Recommendations include the addition of a managed lane* through a large part of the I-10/I-17 Spine Corridor. The initial strategy envisions a second high occupancy vehicle (HOV) lane where HOV lanes currently exist, and a new single HOV lane where HOV lanes do not currently exist. This strategy would support transit, reduce congestion, and improve travel time reliability. What are your thoughts on this strategy?	Managed Lanes Strategy – Comments
Meeting	Strongly agree	No general-purpose lanes should be added and HOV should be mandated for 3+ passengers.
Meeting	Strongly agree	If the new HOV lanes are not newly buildt, but instead newly delineated this is excellent. If you are merely adding more lanes, that is unacceptable, HOV or otherwise. Additional lanes is an old way of thinking and lacks innovation 2 HOV lanes, taking a lane away is worthy of applause.
Mailed	Strongly agree	I-17 definitely needs improvement. Dual lanes are needed for safety. Reduce rear end accidents also reduce congestion and pollution.
Meeting	Strongly agree	The traffic is horrible from Ray to 60 - it needs improvement.
Delivered by Neighborhood	Strongly agree	Phoenix needs a "corridor" or vein for traffic to move smoothly and efficiently. I agree with expansion for the sake of the valley and metro area. Suggest keeping priority on motorcycle, electric & hybrid vehicles for use in these lanes.
Online English	Strongly agree	Since buses use I-10 from Chandler Blvd north, I recommend a second a second diamond lane going north and south assuming that the 202/I-10 interchange will allow transition via diamond lane to go west as it currently goes east. There is a bottleneck created south of the interchange that will continue block traffic until the I-10 is widened south beyond Queen Creek Road. Section B, D, and E should have the double diamond lanes, but I wonder about the transition from the I-10 to the I-17 @ the Stack as we widen the I-17 between the Stack and the Split. Many drivers will be driving the I-10 west through the city to access the I-17 going north and could be a problem.
Online English	Strongly agree	When are tolling options going to made available?
Online English	Strongly agree	Lane striping should comply with the MUTCD - 2 solid white lines to delineate the managed lanes from general purpose lanes.
Online English	Strongly agree	But enforcement is lacking. These lanes are full of violators and makes the HOV lanes a joke during rush hour. It's insulting to folks who actually carpool. Electronic enforcement is necessary.
Online English	Strongly agree	Assign one of them for public transportation so buses are not in traffic and can be a more reliable transportation. That would motivate people to change onto public transportation.
Online English	Strongly agree	This is a good strategy, more people would likely carpool as a result.
Online English	Strongly agree	In favor of a strategy that supports transit and improves travel time reliability.
Online English	Strongly agree	This would be most helpful from the split to 60 and vice versa as the HOV lane in the afternoons on the stretch is no faster than other lanes.
Online English	Strongly agree	Well needed as our population continues to grow. It seems like the expressways are crowded for a large part of the day. Not just a few hours in the morning and in the evening. I have gone out at 10, 12, 1, 8. It is like rush hour all the time. The congestion is becoming impossible.
Online English	Strongly agree	My Name Is [REDACTED] I live in the subdivision of Siesta Terrace, and I LOVE my neighborhood. I would not be opposed to the expansion of the I-17 corridor in your current plans WITH ONE EXCEPTION. I WOULD, and I AM COMPLETELY AGAINST ANY pedestrian bridge of ANY typed whatsoever at the Osborn & I-17 intersection and so are almost all, if Not All of my neighbors. Our neighborhood is experiencing a Surge in crime already, and that Foot/Bicycle Bridge would do Nothing but encourage More! The Foot/Bicycle cross overs at the Main Intersections of Thomas Road and Indian School Road are PLENTY as they exist now, OR if you care to improve those, but NOT at Osborn, & I-17. We in Siesta Terrace, AND Westwood Village/Estates are Extremely Opposed to this idea, and are happy to discuss it with anyone at your office. Respectfully, [REDACTED]
Online English	Strongly agree	This is a must. Slower HOV traffic causes the faster HOV traffic to pass unsafely on the right slowing down the main traffic lanes.

Comment Form – Online or Hard Copy (meeting, mailed, etc.)	The Corridor Master Plan Recommendations include the addition of a managed lane* through a large part of the I-10/I-17 Spine Corridor. The initial strategy envisions a second high occupancy vehicle (HOV) lane where HOV lanes currently exist, and a new single HOV lane where HOV lanes do not currently exist. This strategy would support transit, reduce congestion, and improve travel time reliability. What are your thoughts on this strategy?	Managed Lanes Strategy – Comments
Online English	Strongly agree	As long as it is actually managed well. It could just entice more people to use a lane they dont belong in and therefore be just as good/bad as an additional standard lane.
Online English	Strongly agree	the single HOV lane gives very little benefit right now
Online English	Strongly agree	I like this approach.
Online English	Strongly agree	I like the idea of the managed lane. HOV lanes are good, but without proper enforcement they quickly become a negative. People constantly ride in the lines with no passengers and jump in out of the lane to try to avoid detection. This slows both the HOV lane and lane next to it with erratic drivers jumping back and forth.
Online English	Strongly agree	I like the idea of this. I feel like if you are carpooling (regardless if you are transporting your own children, spouse, etc.) you should be allowed access to faster transit. I think 2 HOV lanes will come with issues as people get use to it, but hopefully everyone will use common sense to navigate the additional lane.
Online English	Strongly agree	This is an excellent idea. Where ever its feasible, this would be beneficial to HOV vehicles for smoother HOV traffic flow and volume. Even if it means elevated stretches above existing 1-17 through dense midtown Phoenix areas.
Online English	Strongly agree	my only concern, as is with the current HOV lane, is surveillance. there are bullies that are seemingly angered when they person you going to slow; they ride your back. having a second HOV will help alleviate that, but if no surveillance of proper usage of HOV lanes, it will simply mean an increase in HOV lane bullies and abusers. these concerns matter to me, especially since i am a senior and i FOLLOW the rules.
Online English	Strongly agree	great idea, encourage more HOV travel.
Online English	Strongly agree	As a former member for 4 years of the 202 Freeway Committee I remember a presentation given us showing that the connection of the 202 to I-10 at 53-55 avenue would create a slow down if not a bottle neck at the I-10 & I-17 interchanges. Is anything being planned for this situation?
Online English	Strongly agree	get going! this will take a long time to implement and it is needed years ago. thanks
Online English	Strongly agree	HOV lanes are needed, and (hopefully) the additional required widening cost would be less than "stacked" alternatives
Online English	Strongly agree	currently the car pool lane is just as slow as a regular lane. Really do not see a reason why the traffic on these lanes should not just move.
Meeting	Agree	However - sende vista side of Town has <u>NO WALL</u> we have lots of noise from freeway traffic. Wall must be installed as well NOISE WALL <u>Needed</u> in Sende Vista
Meeting	Agree	Against tolls for managed lane; would reduce efficiency
Meeting	Agree	HOV lanes will help but the majority of backed up traffic is in "non-HOV" lanes
Meeting	Agree	Managed lines are good idea Re reducing volumn
Delivered by Neighborhood	Agree	As long as it is <u>NOT</u> a toll lane.
Meeting	Agree	As long as homeowners that are located on the border of the freeway are informed and they give their individual input
Meeting	Agree	Drivers "hopping" in and out of the existing HOV does create a lot of back-ups and congestion. Adding an additional HOV lane will help encourage carpooling. Any additional lanes of traffic will help with congestion.
Meeting	Agree	I believe this would reduce traffic as long as is improved using government property that is available.
Meeting	Agree	Good, as long that this project doesn't affect Guadalupe.
Online English	Agree	I agree that we need to expand I-17 and I understand having two HOV lanes. The question is about safety - getting in and out of the HOV lanes in emergencies.

Comment Form – Online or Hard Copy (meeting, mailed, etc.)	The Corridor Master Plan Recommendations include the addition of a managed lane* through a large part of the I-10/I-17 Spine Corridor. The initial strategy envisions a second high occupancy vehicle (HOV) lane where HOV lanes currently exist, and a new single HOV lane where HOV lanes do not currently exist. This strategy would support transit, reduce congestion, and improve travel time reliability. What are your thoughts on this strategy?	Managed Lanes Strategy – Comments
Online English	Agree	As long as ADOT does not take out significant property on either side of the freeway to accomplish this goal. I am concerned about the next phase of light rail along the I-10 extending West. This will be a massive construction project that will take some time to complete. Will there be conflicts with these two projects.
Online English	Agree	What is the projected time frame for the second lane to achieve the desired use? I understand this will encourage more people to use the addition lane but unless the current lane is congested I don't see how making travel easier for the HOV crowd would benefit the other drivers? I feel like more people will just use it as an additional lane even during operational hours.
Online English	Agree	Building for capacity is not sustainable. Need to find ways to really encourage ride share, carpooling, transit, etc.
Online English	Agree	My only concern with a barrier to these lanes would be the inability to use these lanes as a pass-through to maneuver large amounts of traffic around accidents. If an accident occurs in one of these lanes, how does traffic in those restricted lanes maneuver out?
Online English	Agree	I like the idea of less traffic and managed lanes. But NO to the foot bridge !! I do not want people to be able to just walk across the 17 into my neighborhood at Osborn. This will bring more traffic and crime. NO!!
Online English	Agree	If they add a non managed lane to increase traffic that is the problem- single occupancy vehicles.
Online English	Agree	HOV lanes should be reconfigured for managed access (median or other barrier) to prevent unnecessary lane changes. Most other cities do this with their managed lanes.
Online English	Agree	Seems like HOV lanes are underutilized right now. Double lane would only work there is a very heavy congestion flow.
Online English	Agree	I have the reverse commute - I live downtown and work in the west suburbs. Is the HOV lane necessary for the reverse commute? Can the hours switch? People just don't seem to understand the HOV lane and people drive slow in the left lanes.
Online English	Agree	As long as it's an additional lane, not converting an existing lane to hov
Online English	Agree	I am all for anything that encourages carpooling and hybrid/electric vehicles. ALL hybrid/electric vehicles should be able to use these HOV lanes regardless of their license plates.
Online English	Agree	I agree with the addition of managed lanes but NOT at the expense of existing non-managed lanes. In other words, I do not support the conversion of existing lanes to managed without associated road widening to support those additional lanes.
Online English	Agree	This is great when the lanes are full, but usually they're quite empty.
Online English	Agree	I agree with this strategy provided that a "slower traffic, keep right" law is also enforced for the non-managed lanes. Traffic flow is impeded more by slower drivers "wolf packing" across multiple lanes than from any lack of managed lane access.
Online English	Agree	It would probably help since sometimes the HOV lane is moving slower than the rest..
Online English	Agree	HOV Lane challenges occur when drivers enter the lane outside of carpool times/days and then drive the exact same speed as other drivers, impeding the ability to use the HOV lane to maneuver through stagnant traffic. I will continue to say this....a critical component of the highway mess is the fact that drivers do not obey/follow basic traffic laws (ie: slow traffic to right, passing to left) Also, phone use on these roads is a problem.
Online English	Agree	This could be beneficial but frustrating to those that don't use the HOV lanes.
Online English	Agree	People other than multiple passenger "carpool" & "green" individual should be able to use the HOV if they buy in. Have a permit that costs \$X that commuters can buy and add a plate sticker or window sticker and have unfettered access to HOV lane. Essentially, a quasi toll road (lane).
Online English	Agree	A carpool transition lane between I-17 and loop 101 (all directions) would also be extremely helpful.

Comment Form – Online or Hard Copy (meeting, mailed, etc.)	The Corridor Master Plan Recommendations include the addition of a managed lane* through a large part of the I-10/I-17 Spine Corridor. The initial strategy envisions a second high occupancy vehicle (HOV) lane where HOV lanes currently exist, and a new single HOV lane where HOV lanes do not currently exist. This strategy would support transit, reduce congestion, and improve travel time reliability. What are your thoughts on this strategy?	Managed Lanes Strategy – Comments
Online English	Agree	I agree that HOV lanes should exist across the Phoenix area. Not sure we need two lanes everywhere one exists today. I'm sure there are some stretches of highway this is the case, but the wording above implies everywhere "HOV lanes currently exist".
Online English	Agree	As long as it doesn't take away a lane of non-HOV.....
Online English	Agree	A dedicated bus & long haul freight lane should be an option.
Online English	Agree	I do believe this is a necessary option at some points during the day - say for example, during peak traffic rush hours.
Online English	Agree	The I-10 traffic, particularly west of I-17, is worse. This corridor needs to be improved.
Online English	Agree	The addition of a meaningful amount of HOV flyout exit/entry ramps would improve use.
Online English	Agree	It appears you have two choices; expand the existing freeways by constructing more lanes (very expensive, and disruptive) or institute "managed lanes"; taking from the existing lanes, the least expensive solution; but has the maximum inconvenience. Of course, few will want to have their travel inconvenienced with fewer lanes. Therefore, the project will have to sell the idea of "managed lanes"; clearly it will be a tough sell. What the driving public really wants is more lanes and fewer restrictions; either of which are not likely to happen. It's a Hobb's choice for us.
Online English	Agree	Hire more DPS officers to ticket people in HOV lane that don't qualify.
Online English	Agree	Extra HOV lane could help but is not the main source of traffic. Often times the HOV is empty and those abiding by traffic laws are stuck in grid lock. What about a pay to ride program like California? I would pay 20 bucks a month if it meant I reduce my trip time by half. I live north of I-17 and Greenway and travel to Tempe for work 4 times a week.
Online English	Agree	We should give more lane space to people reducing emissions the smog over Phoenix is disgusting. I was hiking Shaw Butte and North Mountain a few afternoons ago and my view of the valley was hindered by this gross smog over the entire valley. Also, why is there no research into adding a Metro System or higher capacity rail corridor along I-17, with the frontage roads and all the space available on I-17, why are we not looking into more innovative ideas than just improving asphalt!?
Online Spanish	Agree	It is a good idea. However, as long as the problem of freight and commercial vehicles that occupy all lanes of traffic is not addressed, it will be very difficult to alleviate traffic congestion. My recommendation would be to limit the movement of these cargo units and passage to the far right lane, so that they leave the other lanes clear. This can be applied at least in the urban area.
Mailed	Neutral/Don't know	I think this will only add accidents. An additional travel lane before two HOV lanes.
Meeting	Neutral/Don't know	I suggest a trial segment first to conduct a "shakedown. Cruise" of the proposal. If it works it can then be expanded
Meeting	Neutral/Don't know	Depends on how many commuters actually use the HOV lanes.
Online English	Neutral/Don't know	I think hov lanes should be available to all drivers all 24/7
Online English	Neutral/Don't know	More lanes just mean more traffic, studies have been done showing that increased lanes on highways means increased traffic. I'd really hate to see more traffic in this already congested area.
Online English	Neutral/Don't know	What about a designated Truck Lane. I find them to really cause problems as far being very dangerous in this area they are constantly changing lanes. I have witnessed several accidents caused by them.
Online English	Neutral/Don't know	This is a very vague explanation of this component of the proposal. It's difficult to have an opinion without knowing more details. For example, "a large part of the I-10/I-17 Spine Corridor" does not specifically identify the areas that will be affected. Also, does this involve widening the interstates, and if so, how will surrounding land be affected?

Comment Form – Online or Hard Copy (meeting, mailed, etc.)	The Corridor Master Plan Recommendations include the addition of a managed lane* through a large part of the I-10/I-17 Spine Corridor. The initial strategy envisions a second high occupancy vehicle (HOV) lane where HOV lanes currently exist, and a new single HOV lane where HOV lanes do not currently exist. This strategy would support transit, reduce congestion, and improve travel time reliability. What are your thoughts on this strategy?	Managed Lanes Strategy – Comments
Online English	Neutral/Don't know	The extra HOV lanes may help. However there is still a risk of unsafe driving. Right now folks feel that when they get on the freeway, they need to head as far over to the left as fast as possible with little regard to the rest of traffic. During high volume times, those main lanes are not evenly spaced as your graphic, its bumper to bumper, so merging across lanes is a challenge.
Online English	Neutral/Don't know	It depends on whether these lanes are created by narrowing existing lanes or widening the road. If the former, the impact would be positive. If the latter, the negatives might outweigh the positives.
Online English	Neutral/Don't know	DHOV lanes are identified in the primary corridor I use every morning. Only if HOV fly over is provided to Split and Stack is this a great option. The bottleneck begins at Indian School - as much of the local traffic has jumped south to skip Camelback. Getting on the freeway here daily I face too many vehicles getting off or positioning to get onto I-10 at the Stack.
Online English	Neutral/Don't know	I use the 51 N/S (Exit Bethany Home) and 10 E/W (Exit 7th St) daily. I do not use this corridor. My observations are the 202/51/10 exchange is the worst bottleneck and needs immediate attention. The connection provided by the 202 between the 101 and the 10 and continuing west on the 10 is an important component of your plans that should not be ignored.
Online English	Neutral/Don't know	Unless greater mass transit initiatives are added in conjunction with these additional HOV lanes, I do not see how this will have much impact.
Online English	Neutral/Don't know	Exiting from HOV lanes across six lanes of traffic may be difficult and dangerous. There should be exits available on the left side of the freeway.
Online English	Neutral/Don't know	the placement of these would be highly dependent on interrelated projects - one of the biggest problems i consistently see on Phoenix roads is cross-weave going in and out of HOV lanes. adding more lanes in any capacity without addressing cross-weave and HOV access will only make things worse.
Online English	Neutral/Don't know	Although the hov lanes are great, it is hard to cross 3 lanes on the 17 to exit the freeway. I can't imagine trying to exit with additional lanes.
Online Spanish	Neutral/Don't Know	You should make a lane just for commercial vehicles because these vehicles are spread out through all the lanes and they impede the movement of smaller vehicles.
Meeting	Disagree	Focus on I-17 corridor more because those commutes from Central Phoenix, north are horrendous.
Delivered by Neighborhood	Disagree	Increased Pollution Increase in Accidents Increase in Heat/Noise
Meeting	Disagree	I like the idea of extra lane but I do not feel a second HOV is the answer. Congestion lies with the other lanes, while the HOV is typically clear.
Meeting	Disagree	This will not help during rush hour traffic People do not use HOV lane - very difficult to get into the lane
Online English	Disagree	We don't need another HoV lane.
Online English	Disagree	I disagree. Most drivers here in Phx don't know how to drive, or have forgotten how to drive. A 2nd carpool lane where one already exists would, in my opinion, create a hazardous condition. Also, during rush hour traffic, all lanes slow down to a crawl, even the HOV lane. The only way something like this would work, would be to create enter/exit carpool lanes every 4 miles or so, similar to the ones located at I-10 @ 79th Ave, I-10 @ 5th Ave, and I-10 @ 3rd St. More of these types of enter/exit lanes should be constructed for the carpoolers. How about adding more of these at the I-10 @111th Ave, @47th Ave, and other locations between US60/I-10 and Chandler Blvd?
Online English	Disagree	The HOV lanes are not backed up as much as other lanes so only 1 HOV is needed since limited spacing, more general lanes is better
Online English	Disagree	I drive in the HOV land T-Bird to Central Ave and Roosevelt everyday. One HOV lane is good. Two would hinder traffic as many people try to jump in the lane when traffic slows and causing dangerous conditions. I would rather see it added to the regular traffic.

Comment Form – Online or Hard Copy (meeting, mailed, etc.)	The Corridor Master Plan Recommendations include the addition of a managed lane* through a large part of the I-10/I-17 Spine Corridor. The initial strategy envisions a second high occupancy vehicle (HOV) lane where HOV lanes currently exist, and a new single HOV lane where HOV lanes do not currently exist. This strategy would support transit, reduce congestion, and improve travel time reliability. What are your thoughts on this strategy?	Managed Lanes Strategy – Comments
Online English	Disagree	Within 10 years 90% of traffic will be self-driving and congestion will no longer be a major concern.
Online English	Disagree	Add another regular lane, I've seen people use the HOV lane without a passenger, adding another regular lane will help more than another HOV lane
Online English	Disagree	I agree that adding a HOV lane where one doesn't already exist might alleviate congestion, but adding a second HOV lane to an already existing one, would only take away from more readily available space that might be utilized by all commuters already. This would mean that more cars would be left with less lanes, while the "carpool" lane commuters would be given even more space. Carpool lane commuters do not encounter nearly the same congestion and in fact, many, many people violate the carpool lane already. Do you want more people to break the law because two lanes are accessible with less congestion? This would only increase road rage, and increase congestion by not allowing four or five lanes to be open to all commuters because two lanes have been given priority to law breaking commuters and carpoolers.
Online English	Disagree	when traffic is pretty packed the HOV lanes are still pretty open. I dont see adding a second HOV lane being very beneficial
Online English	Disagree	more lanes of traffic encourage driving; route resources to increaseing safety, frequency, and materials on public transit
Online English	Disagree	You need to start ticketing and revoking licenses of drivers who are repeat the offenders amd make the punishments harsher. Also you need to implement a minimum speed law so that trashy junk vehicles doing 41 in a 55 don't clog up lanes of traffic. Start ticketing drivers who are going slower than speed of traffic in the left lane as well as those that refuse to stay right except to pass.
Online English	Disagree	HOV lanes do not relieve traffic congestion. Instead they increase congestion in the following ways: 1) HOV lane users aren't "with the program" and do not maintain speed limit speeds, causing followers to cut into other lanes to pass; 2) HOV lane users have to cut across 2 - 4 lanes of traffic to exit, thereby slowing down and stopping each lane as they maneuver to the exit.
Online English	Disagree	Adding an additional HOV lane where there is one already there doesn't help with anything. That lane is almost always sparce with cars.
Online English	Disagree	Instead of additional HOV lane, covert HOV lane(s) to Toll Fares
Online English	Disagree	People in this state don't carpool, just add an extra lane for single users or find someone to set up car pools ... I would be happy to car pool, I don't know how to make contact with someone that works in the same area, that lives in the same area with the same hours that I have.
Online English	Disagree	The HOV lanes have always been ineffective. They are abused constantly with no visible enforcement and at peak times do nothing to alleviate congestion. Eliminate them and make the lanes general use at all times.
Online English	Disagree	Concern is traffic exiting the managed lanes, especially the most left lane, for a freeway exit. Maybe if the inner lanes were for through the valley only traffic.
Online English	Disagree	Wasting tax payer \$s again. over complicated documents that cost big \$s.....only supported by data collected by those that want the plan.
Online English	Disagree	It has been my experience that when crowded and slow, the HOV lanes are used by one occupant vehicles because there is no enforcement of the current HOV law. Only the law abiding citizens stay stuck in traffic. Adding more regular lanes is a better idea if there is no enforcement.
Online English	Disagree	The HOV lane we have is poorly enforced. My (admittedly unscientific) daily sample is that the number of vehicles using it that actually have more than one person is almost always <50% during peak traffic hours. This makes me skeptical that adding a 2nd lane will have any impact on total # of cars on the road. Instead, ADOT should increase the number of unrestricted lanes.
Online English	Disagree	People don't hardly use the car pool lane legally now. Maybe in the future when people actually carpool
Online English	Disagree	I witness daily a very high non-compliance in the current HOV lanes. An additional lane will just further encourage abuse and non-compliance. Enforcement appears minimal currently, even harder as traffic grows

Comment Form – Online or Hard Copy (meeting, mailed, etc.)	The Corridor Master Plan Recommendations include the addition of a managed lane* through a large part of the I-10/I-17 Spine Corridor. The initial strategy envisions a second high occupancy vehicle (HOV) lane where HOV lanes currently exist, and a new single HOV lane where HOV lanes do not currently exist. This strategy would support transit, reduce congestion, and improve travel time reliability. What are your thoughts on this strategy?	Managed Lanes Strategy – Comments
Online English	Disagree	IN most areas I travel, the HOV lane is just fine. I would carpool if I could, but it just doesn't work with my travel requirements. It is the OTHER lanes that are overly congested.
Online English	Disagree	The additional lanes/capacity should be general purpose. One HOV lane is plenty (and, for example, on the I-17 portion, the 1 HOV lane is enough that typically any vehicles in the HOV lane are free-flowing during peak periods). If two HOV lanes are the direction the project is going, then the state needs to be flexible to allow them to be re-stripped in the near future after project completion to a general purpose lane if HOV usage is low and a GP lane would be more beneficial. HOV lanes have been around long enough in the Valley that many new people aren't going to try carpooling to take advantage of the added benefit of an HOV lane if they haven't already, so even more HOV lanes (2 instead of 1) might be a waste.
Online English	Disagree	HOV lanes are counter-productive during rush hour. The majority of drivers are single commuters and the HOV lanes are not utilized efficiently to help the flow of traffic. More lanes that ALL drivers can use are needed; not more HOV lanes that a small percentage of drivers can use
Online English	Disagree	Inefficient. I believe there is federal funding associated with the HOV lanes but I think the best option will be make all additional lanes general purpose at this point. Tolling could be an option. Pedestrian and bicycle options should be secondary to vehicles and then transit in my mind.
Online English	Disagree	Too many commuters in the Phoenix metropolitan area are driving alone --- that makes the HOV lane unavailable to them. More HOV lanes will not help.
Online English	Disagree	The HOV lanes aren't crowded enough to require a 2nd lane. Maybe if the new lane were just for semi's and other large vehicles, that would make a difference.
Mailed	Strongly disagree	I live in a housing cooperative. There are 99 units in this corporation. Each of us owns a share of stock. You can't take one unit without buying out the entire property. Many are on fixed incomes. The stock share is NOT a deed. These units have on driveway & one master waterline that would be destroyed if lanes are added...because the property is just across a brick wall from the frontage road. Contact attorney for the cooperative called "Bethany Crest" 6 Cooperative". [REDACTED]
Meeting	Strongly disagree	I don't see the need for the HOV lane change in the area. Money would be better spent less where.
Delivered by Neighborhood	Strongly disagree	Need another regular lane since there are more single people in the car.
Delivered by Neighborhood	Strongly disagree	The amount of HOV drivers does not warrant another HOV lane.
Delivered by Neighborhood	Strongly disagree	extra HOV lanes are unwarranted. Since not many cars use the existing one
Meeting	Strongly disagree	HOV lanes not utilized 60% of the time
Meeting	Strongly disagree	The HOV lane is under-utilized adding a second won't help.
Meeting	Strongly disagree	I believe the HOV lanes are not the proble. They are already underutilized and during the busy commute times I believe the other lanes would benefit more with an extra lane.
Meeting	Strongly disagree	Having a second HOV lane only helps the Rapid the bus to the S.E. Valley cities and you can't force people to carpool or vanpool. You might as well put the light rail down the middle of the road with stations like Chicago, [REDACTED]
Delivered by Neighborhood	Strongly disagree	This expansion would take my home.

Comment Form – Online or Hard Copy (meeting, mailed, etc.)	The Corridor Master Plan Recommendations include the addition of a managed lane* through a large part of the I-10/I-17 Spine Corridor. The initial strategy envisions a second high occupancy vehicle (HOV) lane where HOV lanes currently exist, and a new single HOV lane where HOV lanes do not currently exist. This strategy would support transit, reduce congestion, and improve travel time reliability. What are your thoughts on this strategy?	Managed Lanes Strategy – Comments
Online English	Strongly disagree	Wow I agree with the I 17 road expansion, I am not in agreement with having a pedestrian bridge on Osborne, we do not need to have a high crime rate area having access into our neighborhood
Online English	Strongly disagree	Most drivers still drive alone. Reducing the number of lanes for non HOV drivers, will make traffic congestion even worse.
Online English	Strongly disagree	You don't tell me if this will take away from a no HOV Lane or if it's a new HOV one ?
Online English	Strongly disagree	I live in the Westwood division on Osborn Rd I have many reservationstudents on pedestrian bridges over the I-17 freeway it will just make it easier for the criminalsame to come in and out of this neighborhood the traffic projects I don't have a problem with
Online English	Strongly disagree	There is no policing of these lanes as they stand. what makes anyone thing that people will abide by the law if new lanes are put in.
Online English	Strongly disagree	dont build more roads. waste of resources. there is tons of academic literature which supports the notion that more roads do not solve congestion problems, but ironically, can lead to further congestion. phoenix needs to quit investing in these outdated transportation frameworks.
Online English	Strongly disagree	You are missing the mini stack and the tunnel for I-10 and 202/51
Online English	Strongly disagree	-need to add an extra GP lane to the I-17 between the split and the 101 -why arent the intersections from 19th ave and the stack being reconfigured? -what do you mean when you say that the managed lanes are initally going to be hov lanes? Are they going to eventually going to be turned into GP lanes? I dont like the idea of my tax money going to build a lane that i cant use. if your going to be adding an extra hov lane there needs to be GP lane built also -encanto lane should cross over the I-17 -Texas U turns should have been considered especially on the southern half of the I-17 and thomas interchange where literally hundreds of shamrock trucks and UPS trucks do a u turn in order to get to encanto -Texas Uturn would also be good for the northern half of mcdowell and I-17 alleviating shamrock and ups traffic who need to go north and clog up the thomas and I-17 intersection during rush hour
Online English	Strongly disagree	Adding another lane to HOV adds confusion and opportunity for reckless driving...SAFETY FIRST!
Online English	Strongly disagree	I strongly agree with the idea of additional HOV lanes, however managed lanes segregate traffic based upon the ability to pay. Managed lanes should not be implemented in the Phoenix area where the system has been supported by tax payer funds. You want a toll road, go build one, but do not toll facilities that were previously free to drive on for everyone.
Online English	Strongly disagree	This will bring in more drug and prostitution traffic. Tweakers and the sorts will be happy to have a secret passage to rob with a quick getaway!! Oppose, oppose oppose!!!!!!
Online English	Strongly disagree	It will only bring in more crime. I oppose to this bridge as this area has slowly cleaned up and across Indian School is already a bad area for us to deal with. We will then have that area, the canal traffic (with that bridge), and the traffic from across the freeway.
Online English	Strongly disagree	This would increase foot traffic of the homeless into our neighborhood.... crime will skyrocket.. of our roundabout at 23rd avenue and Osborn cannot improve for safety of our residents, why would we approve this??
Online English	Strongly disagree	Was there any visual observations that went along with the study? An additional HOV lane????? As a person whose life is being destroyed by the Phoenix freeway system (1.5 to 2 drives each direction) I see many people who not belong in the HOV lane driving along with no worries... these people would include off duty policeman, ADOT employees in company trucks, young women, prius drivers, none of them do not have the "Cloud" license plate. Do they have some kind of immunity???? The HOV lane is hardly used and is the only option to get anywhere at times. The state of Texas does no utilize HOV lanes. Those lanes are a joke.... Think outside the box and don't waste taxpayer money. This is a really silly solution to the traffic problems.
Online English	Strongly disagree	Only traffic this would open up is transients and those coming over to colaberate theft

Comment Form – Online or Hard Copy (meeting, mailed, etc.)	The Corridor Master Plan Recommendations include the addition of a managed lane* through a large part of the I-10/I-17 Spine Corridor. The initial strategy envisions a second high occupancy vehicle (HOV) lane where HOV lanes currently exist, and a new single HOV lane where HOV lanes do not currently exist. This strategy would support transit, reduce congestion, and improve travel time reliability. What are your thoughts on this strategy?	Managed Lanes Strategy – Comments
Online English	Strongly disagree	On the Interstate 17 portion from 101 down to Indian School where an existing HOV lanes is already present I think this idea is ridiculous. I have driven in the HOV lane during rush hour for over 8 years and thousands of times, unless there is an accident the HOV rarely gets slowed down that much meaning it is not even near capacity. Why would you build a second HOV lane when the three general purpose lanes are in stop and go mode? Yes, if you build a fourth general purpose lane it too will eventually get to capacity but I thought the goal was to move the most amount of traffic the most efficiently. Adding a second HOV lane will only allow the legal and illegal users of the lanes to go at and above the speed limit while passing three lanes of traffic at a stand still. Not a very smart usage of taxpayers money in my opinion unless you are trying to discourage driving on Interstate 17 during rush hour.
Online English	Strongly disagree	All you need to do is establish enough separation between cars, the more traffic, the more space needed between cars and problem solved. Why does every driver have to follow the other so close and cause a jam? Idiots. Adding more lanes is not the answer. Double Managed Lanes, where do you come up with this nonsense?
Online English	Strongly disagree	It doesn't seem like the one how lane is ever busy so why a second? And I travel during traffic hours.
Online English	Strongly disagree	This in no way would alleviate the traffic issues of the so-called "spine". The canyon portion of I-17 below Dunlap- Durango curve, would have to receive a major overhaul (eliminating the sloped shotcrete tapered sides) should be first on that agenda. What to do with all entrance and exit ramps in the process. Not sure even then if the Black canyon freeway would be able to add much more than one lane in either direction.
Online English	Strongly disagree	The HOV lanes are not used enough as it is. Forcing people to commute together is not going to work.
Online English	Strongly disagree	HOV will not solve any traffic problems. Current HOV lane should enough. The main issues are the left lane merges, get rid of those lane merge will greatly improve the traffic. For example, get rid of 101 south bound Guadalupe merge, Broadway merge; and north bound Broadway merge. These merges kills all 101 traffic. For I-10 and 60 interchange, get rid of Broadway exit. For I-10 and I-17 split, close 7th Ave entrance. All these are traffic blockers. I am surprised that non of AOT can figure these out.
Online English	Strongly disagree	Az drivers, do not support HOV, so you will waste another usable lane of traffic that will be empty.
Online English	Strongly disagree	I was going to recommend the exact opposite; either reduce the time restrictions for HOV or remove the HOV lanes all together. The additional lanes for all traffic would likely prove more beneficial than enabling two HOV lanes.
Online English	Strongly disagree	Get rid of the HOV or otherwise restricted lanes and let them be open to everyone during rush hour. It makes no sense to close off a fourth of the space to three fourths or more of drivers.
Online English	Strongly disagree	The existing HOV lanes on I-17 are already under utilized. Adding a second lane would accomplish nothing except encourage more illegal usage of the lane. I personally use the HOV lanes on a regular basis, and there is minimal to no congestion there along I-17 even during the most congested periods of rush hour. Also, I see cars with a single occupant playing leapfrog with the lane, hopping in and out to save time in the hopes they don't get caught. If you add a second HOV lane, you are only going to make this worse, and the lanes will sit there mostly empty while other traffic lanes crawl along at 5MPH. We do not need more HOV lanes. I can't speak for I-10, as I refuse to drive on I-10 because it is a bloody parking lot and I have found it is faster to take surface streets than to attempt to drive on I-10.
Online English	Strongly disagree	Existing HOV lanes are seldom at capacity. Use funding elsewhere!
Online English	Strongly disagree	I think HOV lanes are running just fine. They are never backed up. Adding another HOV lane will just cause more back up of the regular lanes, which are ALWAYS backed up! We need a solution for those.
Online English	Strongly disagree	You also need additional lanes for cars with single drivers. The phoenix population is scattered across hundreds of square miles. Increasing number of HOV lanes will not guarantee that these double lanes will be filled with autos.

Comment Form – Online or Hard Copy (meeting, mailed, etc.)	The Corridor Master Plan Recommendations include the addition of a managed lane* through a large part of the I-10/I-17 Spine Corridor. The initial strategy envisions a second high occupancy vehicle (HOV) lane where HOV lanes currently exist, and a new single HOV lane where HOV lanes do not currently exist. This strategy would support transit, reduce congestion, and improve travel time reliability. What are your thoughts on this strategy?	Managed Lanes Strategy – Comments
Online English	Strongly disagree	already too few lanes during heavy traffic times . Reducing this to two or three lanes will clog things up further unless the freeway is widened
Online English	Strongly disagree	These lanes are underused and contribute to additional congestion in the remaining lanes. I have counted cars in the current HOV lane on I-17, during peak hours, and 50% of the cars I counted contained 1 person in the car. Those who follow the rules are forced to sit in the remaining lanes and watch 2-3% of the total traffic pass by in the HOV lane.
Online English	Strongly disagree	If you do not encourage people to use mass transit they will not use mass transit. If there's no reason for people to live closer to where they work they will not live closer to where they work they will use more freeways and pollute more air.
Online English	Strongly disagree	Add another normal lane. In fact, add 3 more normal lanes if you truly want to minimize turbulence in the traffic flow.
Online English	Strongly disagree	Instead of causing traffic jams for years of lane expansion construction, why not do the right thing and make another new freeway north & south between the Phoenix area to the Flagstaff area. It's already a nightmare going north with only 2 lanes and being stuck behind trucks going up mountains. When there is an accident, hundreds of cars have to sit there for hours while the freeway is cleared. Somebody should have thought of this years ago before traffic in Phoenix got as bad as it is in Los Angeles. We DO NOT need a new freeway to Las Vegas, we need a new freeway to Prescott & Flagstaff. Millions of tourists travel to the Grand Canyon from the Phoenix area and the ONLY way to get there is the clogged 17. It's totally ridiculous.
Online English	Strongly disagree	High-capacity rail transit is needed here, not additional vehicle travel lanes
Online English	Strongly disagree	No more lanes. Execute this by simply converting an existing regular lane into a managed lane.
Online English	Strongly disagree	Carpooling is great in theory, but it is not practical. We are all incentivized to carpool, and I loved it when I was able. However, it is often too difficult to coordinate with everyone's busy schedules. These lanes would not reduce congestion. In fact, it seemed as though congestion improved when the SB HOV lane was changed to an all-purpose lane further north, beginning at Indian School. Making room for additional HOV lanes would be wasted on the few that can actually make carpooling work for their schedules. Meanwhile, the vast majority of travelers would continue to be stuck in the same lanes that are congested now. Currently it's not the HOV lanes that are congested, and I and others would take them if we could!
Online English	Strongly disagree	First off, the picture above of is not accurate. It should show the regular lanes jammed while the HOV lane is marginally utilized. As far as your question, adding a second marginally used lane is not the answer. If you really want to add a "special" lane, do what they do in other big cities and add an express lane. I am 100% totally opposed to adding another HOV lane.
Online English	Strongly disagree	ever seen the Katy freeway? Look into it.

Note: Comments are presented as submitted and are not edited or corrected for grammar.

Feedback on Designated Entry Points to Managed Lanes

Comment Form – Online or Hard Copy (meeting, mailed, etc.)	Currently, drivers can enter and exit the HOV lane at will. Having two managed lanes in each direction would result in limiting entrance and exit to those lanes at specific, designated points for safety. What are your thoughts on this strategy?	Designated Entry Points – Comments
Meeting	Strongly agree	Many people use the HOV lane without meeting the requirements. This would reduce that. The problem I see with this is not peak travel time is it's lack of utilization. Not a major problem, but something to consider. I would prefer a physical barrier than a few feet of space to reduce space/built environment impacts.
Mailed	Strongly agree	Dual lanes would aid people in entering and exiting and easing congestion.
Meeting	Strongly agree	Unmanaged lanes allow use of lanes for passing by non-HOV drivers, a common practice at all times of day. DPS is severely understaffed and unable to effectively enforce speed limits and weaving - this will not change.
Delivered by Neighborhood	Strongly agree	seems safer
Delivered by Neighborhood	Strongly agree	Safe entry/exit on HOV lanes is a serious problem. Needs to be resolved with specific entry/exit spots. Great suggestion!
Mailed	Strongly agree	Ohio DOT has put in express lanes (not HOV, but same idea) along I271 East of Cleveland. Entry points are 3 to 4 miles apart. This works <u>VERY</u> well and could easily used as a HOV lane. Please contact ODOT about this.
Online English	Strongly agree	Get on with it!
Online English	Strongly agree	Striping should conform to the MUTCD
Online English	Strongly agree	This is a necessary change to help with enforcement!!!!
Online English	Strongly agree	It's very dangerous when cars come in and out of HOV wherever.
Online English	Strongly agree	I strongly support this - we have had far too many accidents from wrong-way traffic at the on/off ramp that has two way traffic.
Online English	Strongly agree	Too many vehicles zip in and out of this lane to pass traffic
Online English	Strongly agree	My Name Is [REDACTED] I live in the subdivision of Siesta Terrace, and I LOVE my neighborhood. I would not be opposed to the expansion of the I-17 corridor in your current plans WITH ONE EXCEPTION. I WOULD, and I AM COMPLETELY AGAINST ANY pedestrian bridge of ANY typed whatsoever at the Osborn & I-17 intersection and so are almost all, if Not All of my neighbors. Our neighborhood is experiencing a Surge in crime already, and that Foot/Bicycle Bridge would do Nothing but encourage More! The Foot/Bicycle cross overs at the Main Intersections of Thomas Road and Indian School Road are PLENTY as they exist now, OR if you care to improve those, but NOT at Osborn, & I-17. We in Siesta Terrace, AND Westwood Village/Estates are Extremely Opposed to this idea, and are happy to discuss it with anyone at your office. Respectfully, [REDACTED]
Online English	Strongly agree	California utilizes something similar and it works great.
Online English	Strongly agree	Many drivers currently misuse HOV lanes as ultra-high-speed passing lanes. Controlling access would help manage this behavior.
Online English	Strongly agree	I agree with this strategy. As with my previous comment, enforcement would be key.
Online English	Strongly agree	YES!!!! The Express Lanes in Chicago seem to help traffic flow. If you know that you'll be taking highway for the next 12 miles, get in the far lane, get out of the way, and keep it moving! I feel like this would be a nice option for non-HOV lanes as well. I love the cone-type barriers that have been erected for the 60-West/10-East interchange. It keeps people from cutting in, slowing down traffic, and making last minute bad decisions to jump out of that lane.
Online English	Strongly agree	I commuted in MInneapolis/St. Paul for a number of years. They built a similar system and it works great. For my commute here in Phoenix, I get on the I17 from the I10 and I don't exit until Yorkshire. I utilize the HOV with a passenger and would love to worry less about traffic jumping in front of me from a dead stop along the way.
Online English	Strongly agree	This is used in CA and I believe it improves HOV flow.
Online English	Strongly agree	excellent idea as long as the "rushed" bullies are monitored so they DO NOT harass other drivers.

Comment Form – Online or Hard Copy (meeting, mailed, etc.)	Currently, drivers can enter and exit the HOV lane at will. Having two managed lanes in each direction would result in limiting entrance and exit to those lanes at specific, designated points for safety. What are your thoughts on this strategy?	Designated Entry Points – Comments
Online English	Strongly agree	We were shown this concept at the 202 Freeway committee meetings and it seemed a very good way to go.
Online English	Strongly agree	Greatly increases proper usage as DPS can monitor specific areas for violations, with drivers unable to get out at will
Online English	Strongly agree	I like it. main reason for Broadway curve back up is all the lane changing going on. make people commit sooner.
Online English	Strongly agree	This would help decrease all the merging that slows down traffic and also causes accidents. Great idea!
Meeting	Agree	Flow of traffic is what matters & that's near the split, so that is actually a good thing
Meeting	Agree	Probably will need traffic lights where HOV lanes merge
Meeting	Agree	This would segment HOV lanes and further eliminate random in and out access by non-HOV vehicles
Meeting	Agree	I think having manage entry/exit point for HOV traffic will help manage traffic flows. However, additional care needs to make sure that the managed points meet future and current needs for travelers (not allowing people to get out where needed, etc.)
Meeting	Agree	Very difficult to get into HOV lanes during heavy traffic
Meeting	Agree	Depends on how many HOV commuters could stay in managed lanes. Education would be a key.
Meeting	Agree	Good, as long as there are signs or something better for wrong way drivers!
Online English	Agree	As long as the restrictions are not causing more confusion at times of emergencies. That it will be understood how to handle the HOV lanes and be able to see the signs clearly especially at night.
Online English	Agree	Unlike California, our major intersections are roughly one mile apart leaving little time transitioning at freeway speeds. The two lanes help relieve the traffic on the other lanes as long as the state does not change the times for exclusive use by vehicles with 2 or more passengers.
Online English	Agree	Seems efficient, but again, what is done to manage traffic when accidents occur?
Online English	Agree	I like the idea of less traffic and managed lanes. But NO to the foot bridge !! I do not want people to be able to just walk across the 17 into my neighborhood at Osborn. This will bring more traffic and crime. NO!!
Online English	Agree	How would violators of this be handled? That is, if a driver entered/ exited this proposed area, would there be more patrol officers watching this, or perhaps, cameras, recording and sending a ticket in the mail along with a picture of the violation occurring? I follow the rules of the road, and it bothers me to see someone "doing whatever the driver wants, whenever they want", and no one to cite them for the violation. Other than this, I think this is a good idea to implement with the HOV lanes we currently have.
Online English	Agree	Have seen them in operation in California - Arizona drivers would have to be educated!!
Online English	Agree	I only agree if this option does not take away space. I'd rather have two HOV lanes that are unmanaged than one that is managed.
Online English	Agree	The double lanes are used in a few places in Southern California. We will need to adjust.
Online English	Agree	Can be helpful, though driving in LA it did not help there. Just made more of traffic headache, as many driver do not plan out there routes or think ahead. Many drivers place their mind in auto pilot, and any deviation in what they see daily, makes them indecisive and un-adaptable to variations in traffic. This I believe will create a new level of confusion where roughly 65-75% of the drivers will not be able to handle with the efficiency needed.
Online English	Agree	As long as people are paying attention and not on their phones, I can see this working. Just have it well marked with signs, etc.
Online English	Agree	It depends on where those entrances and exits are. Will they be at main cross roads or every 5 or 10 miles apart. How about one managed limited access lane can be used only for passage through the city, long distances travel. This would not an HOV lane and can be used by anyone with enter and exit every 5 or 10 miles apart. The other lane is to be a HOV lane that can be entered or exited at will.
Online English	Agree	I see the benefits, but again, my concern is how eliminating the use of HOV lanes to maneuver around three lanes of drivers who are going the SAME speed and clogging traffic flow due to drivers not following the rules of the road, including moving over to the left when you are going the same speed.

Comment Form – Online or Hard Copy (meeting, mailed, etc.)	Currently, drivers can enter and exit the HOV lane at will. Having two managed lanes in each direction would result in limiting entrance and exit to those lanes at specific, designated points for safety. What are your thoughts on this strategy?	Designated Entry Points – Comments
Online English	Agree	First thought that comes to mind: waste of space. Although I like the idea of a "safe" HOV where cars cannot cut you off (making you hard brake because they are coming into your smooth flow of speed from a dead stop in rush hour traffic)
Online English	Agree	This approach is intelligent for preventing vehicles pulling into the HOV anywhere now during congested periods and the danger it poses to riders in the lane already.
Online English	Agree	I know this is commonly used in Los Angeles. My concern would be that drivers who aren't familiar with it in Phoenix won't know how long they'll be "trapped." I'd recommend a sign at the entrance that says where the next exit will be so drivers know they won't miss their exit and be tempted to exit the HOV lane illegally.
Online English	Agree	Like the idea, however, with a lot of people being distracted, they may not realize they cannot exit when they want too and instead cause accidents. Large easy to understand signage would be necessary if this idea moves forward.
Online English	Agree	Particularly for bus and freight traffic.
Online English	Agree	Works pretty well in California
Online English	Agree	If you don't know where you're going it might cause accidents for drivers to cut across that area
Online English	Agree	The speed differential between the HOV lane and the adjacent lane is huge during peak hours (75 mph vs 30 mph) and it is dangerous to navigate in and out.
Online English	Agree	The exits from the managed lanes needs to be at points where vehicles can navigate to freeways exits easily.
Online English	Agree	The Broadway curve has too many entrance points. Several should be eliminated.
Online English	Agree	if you're going to do it, put a wall up like TX does.
Online English	Agree	Again we should reward commuter that are not contributing to the smog and congestion, but why are we not seeing more proposals that involve public transit options. Owning a personal vehicle is expensive. We should explore options that can benefit the entire community as well.
Meeting	Neutral/Don't know	Adopt what California uses in regards to HOV lane policy. No moving at will.
Meeting	Neutral/Don't know	I am not sure that this will improve it. I think that it might cause problems with drivers already in this area.
Online English	Neutral/Don't know	I've seen this in LA where traffic is much worse. Not sure if an actual issue here, at least yet. Can be a big difference in speeds between HOV and others, but not sure if separation is needed. Limited options in avoiding accidents.
Online English	Neutral/Don't know	I feel neutral towards this strategy, with my concern being that some drivers might worry about not knowing where the limited entrance and exits will be at, and miss an exit. I would feel confident about this approach if it is paired with more hov ramps and good signage.
Online English	Neutral/Don't know	The use of collector lanes could allow normal and limited access HOV lanes to coexist, otherwise people may not use the lanes if they can not easily get in or out.
Online English	Neutral/Don't know	how about changing these managed lanes over to express lanes with limited exits? Like on the I-15 near the strip in vegas im strongly against adding these managed lanes since i cannot use them but am ultimately going to be stuck with paying for them
Online English	Neutral/Don't know	This idea is fine as long as entry/exit lanes are available no less than every 3-4 miles.
Online English	Neutral/Don't know	I've never been on a road like this and it seems like the designated entry and exit areas could get very crowded
Online English	Neutral/Don't know	This would help discourage illegal usage of the lane, but if you don't have enough access points, it will also discourage legitimate usage of the lane. The lanes along I-17 are already under utilized, and this might make the problem worse. Think carefully before you do this.
Online English	Neutral/Don't know	I have concerns that this'll cause bunching up of vehicles & a greater amt of last-minute weaving of HOV vehicles when they're permitted to exit the HOV lane at a certain point, & then must exit only a short distance away- they will then have to move VERY quickly over several lanes of traffic to exit.
Online English	Neutral/Don't know	I've used them in Utah, and found them to be more trouble than their worth. As with our current HOV lanes, no enforcement and abuse there as well.

Comment Form – Online or Hard Copy (meeting, mailed, etc.)	Currently, drivers can enter and exit the HOV lane at will. Having two managed lanes in each direction would result in limiting entrance and exit to those lanes at specific, designated points for safety. What are your thoughts on this strategy?	Designated Entry Points – Comments
Online English	Neutral/Don't know	This seems like a great idea, however, if the designated points are not positioned right, it may cause more anxiety for all drivers. Right now, drivers will speed to get over in order to get off an exit from the HOV lane although they have only a few feet to do so. I have seen them speed over 4 lanes to get off almost causing major accidents.
Online English	Neutral/Don't know	I can't determine from the rendering nor the question the safety impact of your suggestion so I don't know how to answer this question.
Online English	Neutral/Don't know	It's OK the way it is, but would be less traffic if EVERYBODY could use the HOV lanes, not just cars with 2 + passengers.
Online English	Neutral/Don't know	I am not sure limited HOV access will work in urban Phx with exiting/merging every mile.
Online English	Neutral/Don't know	Not sure how this will translate to keeping the flow moving.
Online Spanish	Neutral/Don't Know	It will be necessary to see if these strategic points of exit are adjusted to the needs of the drivers. Also, having two exclusive HOV lanes would imply the need to better monitor their use with existing technology. To date, there are many violations of this rule, because those who should not be in those lanes currently circulate in them. In addition, the message that the lanes are not HIGH SPEED, but HIGH OCCUPANCY, should be emphasized, since many use them to simply pass at very high speeds.
Meeting	Disagree	Drivers will enter & exit at will
Meeting	Disagree	During rush hour, the HOV lane stays flowing 2 would be pointless.
Meeting	Disagree	Not good for tourists who are not familiar with system
Delivered by Neighborhood	Disagree	I am a board member at Bethany Crest #6 and represent 99 corporate share holders Sorry for the wrighting and spelling
Mailed	Disagree	This will only add confusion. A round A Bout in my neighborhood has caused so many problems and accidents. Lets keep it simple. An additional travel lane would be better than an HOV lane.
Meeting	Disagree	People don't follow the rules now!
Online English	Disagree	I like the freedom and simplicity of entering or leaving carpool lanes at any location. I think it's less stressful and less confusing for folks, esp. visitors.
Online English	Disagree	This creates a congestion point in traffic with folks juggling to get over to get into/out of the HOV lanes. Additionally if there is an accident in the HOV lanes this restricted area could cause even greater risks to the flow of traffic and driver safety.
Online English	Disagree	We have too many out of state seasonal visitors to limit the lane entry/exit and think it would cause more accidents, also if limited entry then less people inclined to use it since not know if can get out when need to
Online English	Disagree	They should be treated like the HOV lanes now. Enter and exit at will.
Online English	Disagree	Personally I feel designated entrance and exit points cause more confusion which lead to rash decision making while driving. When in California when driving on these designated entrance and exit roads, I often find myself rushing to get from the left side of the road to the right side of the road to exit when I know I only have so much time to exit. This causes me to have more stress and sometimes cut people off because I don't want to have to be stuck in the managed lanes and then miss my exit
Online English	Disagree	One HOV lane is enough and allows for safer exit and entry.
Online English	Disagree	Depending on where the access points are, may limit use by local residents.
Online English	Disagree	I've been trapped by this in California before. Driver's who may have inadvertently entered the HOV lanes, have no way to immediately correct their mistake. This puts them at risk of being ticketed, or of missing an exit (depending on design).
Online English	Disagree	I would need to see some sort of research that supports this format being safer; I highly doubt that it is.
Online English	Disagree	I have driven these types of lanes in Los Angeles County and either the drivers don't respect the lane laws or make a mad dash to get across to the exit

Comment Form – Online or Hard Copy (meeting, mailed, etc.)	Currently, drivers can enter and exit the HOV lane at will. Having two managed lanes in each direction would result in limiting entrance and exit to those lanes at specific, designated points for safety. What are your thoughts on this strategy?	Designated Entry Points – Comments
Online English	Disagree	This has already been used in salt lake city, and currently commuters break the solid white line at will. Commuters will not only be confused and irritated at missing exits and entrances, but violaters will still cross at will. This will only increase road rage and congestion.
Online English	Disagree	This has been tried in other states with disastrous results and popular opinion
Online English	Disagree	driving in areas where this is an practice (CA) does not seem to limit lane changes; only when HOV traffic is specifically forced to stay in HOV, such as with cement barriers partitioning them from other traffic (East Coast 1-95 Hot Lanes), does this seem to work
Online English	Disagree	I disagree on adding a second HOV lane. If you control access the only benefit that will be provided is to keep drivers doing 30-40 mph less than the HOV lane drivers from entering the HOV lane and causing HOV drivers to slam on their brakes.
Online English	Disagree	put the hov lanes on the far right and make it an exit only lane for those that would otherwise not be allowed. This would encourage more HOV usage because then you wont have to fight so hard to get to and into the HOV lane and not have to fight to get out of it to exit.
Online English	Disagree	When there is an accident in those lanes due to people not following the laws and driving slowly causing congestio then it will back up the main line as well.
Online English	Disagree	Covert HOV lanes to Paid Toll Lanes---I drive I-10 daily from Litchfield Park to Tempe. Hov Lane is not busy and many people use the lane with only 1 passenger
Online English	Disagree	Change is good, but this is confusing. Must install raised markings - like at US60 WBND to I-10 WBND.
Online English	Disagree	We already have enough California strategies, this just causes people to whip in and out and take their chances...they see their exit and they sneak in...causing the people behind to slam on their brakes.
Online English	Disagree	This would mean that there would be backups around those access points.
Online English	Disagree	I've seen this in California and it makes it more difficult for carpoolers to use the HOV because the entrance and exit points aren't necessarily coordinating with where you need to enter / exit the freeway.
Online English	Disagree	Seems like it would take too much space. I would rather see an extra lane go in than have that barrier space to seperate the HOV from regular lanes.
Online English	Disagree	This does not work in California... Those lanes are essentially empty, and the regular lanes are congested. What would work is having designated minimum speeds for the individual regular lanes (PAINTED ON THE LANES). Min. 65 in far right lane. Min. 70 in center lane. Min. 75 in far right lane. The problem of backup begins when there is a "slow" moving vehicle in the left lane(s). Furthermore, vehicles that are not freeway worthy, and drivers whom are not skilled enough to nor follow proper freeway etiquette are causing the congestion.
Online English	Disagree	This concept is not rooted in common sense. Why would you ever limit access to an hov lane, should you decide to keep them? There would be significant bottle necks where drivers attempted to exit the hov lane.
Online English	Disagree	Limited access managed lanes are only known to be useful where there are a high correlation of origin and destination locations in specific places. This is not supported by provided information and past data from MAG and regional studies.
Online English	Disagree	Big government trying to regulate and where you can and can't do anything. There is no reason to restrict entrance to HOV lanes, as is done in many states, which cause many problems at those entrance and exit points and ignored by those doing the surveys. Travel them sometimes, at peak traffic times, and you'll get my point.
Online English	Disagree	In California for tourists, it makes for more danger because they are not necessarily familiar with the area. this would be horrible because of the amount of tourism we see during winter and spring months.
Online English	Disagree	makes it hard to cut across lots of lanes of traffic in a short amount of time to reach desired exit, especially for those not familiar with where the HOV lane access point is
Online English	Disagree	Safe but inefficient use of roadway. Vehicles will also likely cut across pavement markings.
Online English	Disagree	Take a look at California --- they have limited access and it doesn't help traffic congestion. In my open it helps create congestion.

Comment Form – Online or Hard Copy (meeting, mailed, etc.)	Currently, drivers can enter and exit the HOV lane at will. Having two managed lanes in each direction would result in limiting entrance and exit to those lanes at specific, designated points for safety. What are your thoughts on this strategy?	Designated Entry Points – Comments
Online English	Disagree	I only suggest this in the areas where traffic is known to slow due to merging issues. One example would be the small polls recently installed on the 60 west/10 south hov off ramp. People were known to skip the line and merge last minute often causing accidents. That is where I would suggest this measure. The other one would be were the 10 west split off to the 17 right before 24th st
Online English	Disagree	Limited ingress and egress seems to cause more problems, especially during stop and go traffic.
Mailed	Strongly disagree	I hate driving in California for this Very reason. Causes problems when you are forced to slow to a stop just to exit when allowed - especially if traffic to the right will not yield to let someone exit. No. No. No. Please.
Meeting	Strongly disagree	I don't see the need to the extra HOV lane.
Meeting	Strongly disagree	I understand why, but I feel this will cause more issues than it will solve.
Meeting	Strongly disagree	I am against two lanes. One HOV lane is working fine now. No need to spend the money
Meeting	Strongly disagree	Some of our entrance ramps are currently 2 lane and merge into 1. I think the extra space should be used in additional lanes on Hwy.
Meeting	Strongly disagree	Too many wrong way crashes this will only increase the # of wrong way crashes
Online English	Strongly disagree	I think the idea is kind of cool but I'm sorry people are stupid and selfish and I only see this as creating designated points of congestion or accidents along the freeways. Forcing the entry and exit and ultimately the mixing of two free flowing bodies of traffic just seems like you're asking for more accidents.
Online English	Strongly disagree	I like being able to enter and exit at will. Creating the limited access managed lanes will create confusion and trap cars in these lanes until they reach the next marked exit/enter section. Drivers will ignore this anyway, as they do on surface streets where solid white lines exist.
Online English	Strongly disagree	I like having control of my safety, the government has more than they can handle now ?
Online English	Strongly disagree	I think this would just add more confusion to the use of the HOV lanes.
Online English	Strongly disagree	During off hours you lose the ability to use the lane as a passing lane.
Online English	Strongly disagree	Limited access HOV provides opportunity for more reckless driving...SAFETY FIRST!
Online English	Strongly disagree	Drivers will be totally confused. Do the people who start these ideas ever drive the freeway? Drivers need to be educated about excessive speed, we need more police on the freeway, and texting while driving should be outlawed.
Online English	Strongly disagree	HOV lanes are great but I don't think limiting access would be equitable because it would not optimize their usage. Managed lanes give the connotation that they could someday become toll lanes.
Online English	Strongly disagree	It would be better to extend the light rail and encourage responsible commuting than enable people to drive to the central corridor
Online English	Strongly disagree	Was there any visual observations that went along with the study? An additional HOV lane????? As a person whose life is being destroyed by the Phoenix freeway system (1.5 to 2 drives each direction) I see many people who not belong in the HOV lane driving along with no worries... these people would include off duty policeman, ADOT employees in company trucks, young women, prius drivers, none of them do not have the "Cloud" license plate. Do they have some kind of immunity???? The HOV lane is hardly used and is the only option to get anywhere at times. The state of Texas does no utilize HOV lanes. Those lanes are a joke.... Think outside the box and don't waste taxpayer money. This is a really silly solution to the traffic problems.
Online English	Strongly disagree	there are no issues on I-17 enter exit at will!
Online English	Strongly disagree	Nonsense. pure nonsense.
Online English	Strongly disagree	Don't need 2 hot lanes.
Online English	Strongly disagree	For safety? Seriously? How safe would it be to have all traffic wanting to exit at designated points, and was unable to because of one reason or another? I can only imagine the nightmare this would generate. I -17 would be incapable at this point ... to even add another lane for HOV traffic. Having a huge portion of I-17 below grade ... would be a nightmare to improve without double decking. Which seems to be the only realistic idea.

Comment Form – Online or Hard Copy (meeting, mailed, etc.)	Currently, drivers can enter and exit the HOV lane at will. Having two managed lanes in each direction would result in limiting entrance and exit to those lanes at specific, designated points for safety. What are your thoughts on this strategy?	Designated Entry Points – Comments
Online English	Strongly disagree	This can cause more backup in the HOV lane if both lanes are occupied by slower drivers and backup the main traffic lanes from people missing the entrance or hesitating and jumping off of the on ramp creating unsafe conditions.
Online English	Strongly disagree	As last comment, it will not solve any problem and will create more confusion.
Online English	Strongly disagree	California does this and cars move in and out at will. Why cause an expece like this for very little return.
Online English	Strongly disagree	Nope, waste of time and money, one single lane of HOV and current, cross the line when ever you want. This appears to be hazardous to me as it will force late decisions to cross many lanes to hit the entrance, since the entrances are not constant as it is today. Our elderly drivers will struggle with this change. Wasteful idea, lots of work for no tangible value.
Online English	Strongly disagree	At will is different from other states and causes confusion for that reason. Further, at will allows for weaving in and out of traffic and many times the HOV is moving at considerably higher rates of speed than regular lanes.
Online English	Strongly disagree	Confusing, especially to visitors which Phoenix has a lot of. Instead eliminate "specialty" lanes and let all be open to everyone.
Online English	Strongly disagree	I don't really see why we need this! Keep the HOV lanes as they are. Just one lane. Save some money. The regular lanes are congested and will just become more congested with this strategy. No.
Online English	Strongly disagree	better off to expand light rail or have freeway busses
Online English	Strongly disagree	This takes up as much room as a couple of additional lanes that anyone could use - which would immediately reduce congestion.
Online English	Strongly disagree	I've used these in other states and they are terrible.
Online English	Strongly disagree	Such restrictions will make HOV lanes harder to use, reduce flexibility, use valuable lane real estate that could be used for unrestricted lanes, and have the unintended consequence of making drivers less safe by incentivizing them to make hasty lane changes to enter the lanes. This is a terrible idea.
Online English	Strongly disagree	I think this will make it more difficult - it's a quasi-express lane and HOV lane - to maneuver. Confusing for drivers and quite likely to cause more non-compliance as well as accidents.
Online English	Strongly disagree	Wasted space. An additional lane would be better.
Online English	Strongly disagree	Limited access to/from HOV lanes is a poor idea. In California, residents only see it as over-regulation of the roadway and a way for DPS/the State to give people more traffic violations and money-grab. Additionally, many people will not follow the rules and will enter and exit as they need at any location. This might actually decrease safety as drivers in the left-most GP lane won't expect anyone changing lanes from the HOV lane at non-designated locations. It will also need more DPS patrol to enforce the HOV limited access rules, which will cost more money. And if DPS's man-power isn't increased and they can't keep up to enforce the rules, drivers will be discouraged and tend to violate more. Finally, Phoenix's grid lends to all mile-arterials to be heavily used, choosing which crossroads have HOV access seems too random. Limiting access to/from the HOV lanes will likely have a detrimental impact by forcing people that just entered the freeway that want to enter the HOV lane to stay in the GP lanes longer than they normally would which can increase congestion in the GP lanes. Plus, the locations where a driver can exit the HOV lane will likely be a magnet for crashes (extra weaving vehicles) and the crossroad off-ramp/exit at an HOV access location will be even more congested since more drivers than normal will be forced to use those off-ramps. Overall, I don't think this is a more safe option.
Online English	Strongly disagree	Again, we need normal lanes not more HOV lanes. Restricting where people can get in and out of lanes will only further confuse the drivers and create anxiety rather calm.
Online English	Strongly disagree	im going to be blunt: Phoenix drivers are far too stupid to manage this kind of thing safely, and unless there is a physical barrier, nobody will pay attention to the rules. and as evidenced by the breakway separators on the WB 60 HOV ramp going into I-10, even a physical barrier will not be enough to stop some of these people.
Online English	Strongly disagree	This would create less entry/exit points on the HOV lanes therefore fewer commuters would use. This would then impact the regular lanes
Online English	Strongly disagree	This is a horrible idea. Have driven in California and people do not follow this. It also makes it more difficult for out of town drivers to navigate our highways.
Online English	Strongly disagree	This approach does not work in other major cities

Comment Form – Online or Hard Copy (meeting, mailed, etc.)	Currently, drivers can enter and exit the HOV lane at will. Having two managed lanes in each direction would result in limiting entrance and exit to those lanes at specific, designated points for safety. What are your thoughts on this strategy?	Designated Entry Points – Comments
Online English	Strongly disagree	I have experienced this in California. I find entering a fast moving HOV lane with limited access options difficult when merging from slow congested lanes. It disrupts the flow of the HOV lane when lane changes are focused in a short space.
Online English	Strongly disagree	Again, adding more under utilized HOV lanes makes no sense. If the HOV lanes were jammed, then they would make sense but they are not. I take my child to daycare down the 51 freeway every day and we can drive as fast as we want BECAUSE NO ONE IS USING THE HOV LANE BUT US. Adding more HOV lanes makes no sense. Have you done any traffic simulations on this? Add 20% more traffic to the normal existing freeway lanes and a corresponding 20% addition to the HOV lanes and what do you have? JAMMED NORMAL LANES AND EMPTY HOV LANES. I am 100% opposed to this. This is not the answer.

Note: Comments are presented as submitted and are not edited or corrected for grammar.

Feedback on Property Acquisition

Comment Form – Online or Hard Copy (meeting, mailed, etc.)	The Corridor Master Plan Recommendations would likely require acquisition (purchasing) of some right of way (properties) along the corridor. Do you support taking some properties along the corridor in order to improve traffic operations and safety? What are your thoughts on this strategy?	Property Acquisition – Comments
Online Spanish	Strongly agree	I support the measure because I consider that the common good is above the good of individuals who, in the future, will also be able to benefit from these improvements.
Mailed	Strongly agree	All the improvements are needed and would require purchasing properties which is understandable by most people and acceptable.
Meeting	Strongly agree	Many old and poor condition buildings that need to go away.
Meeting	Strongly agree	You also need to consider potential noise and health impacts to residents near the expanded freeway.
Meeting	Strongly agree	Please contact us [REDACTED]; see comments àPlease consider rubberizing
Meeting	Strongly agree	Unfortunate, but needed.
Mailed	Strongly agree	Especially if you expand to the <u>West</u> .
Delivered by Neighborhood	Strongly agree	I live along this corridor in a 99 unit cooperative. Despite being a senior citizen & "comfortable" where I live, I think it necessary to be for corridor expansion despite possible personal displacement in the process. I have talked to other persons in similar situations, so long as fair reimbursement is possible I support expansion
Meeting	Strongly agree	Especially along I-17 between Thomas Rd. and Bell Rd. <u>very high crime area</u> .
Meeting	Strongly agree	Yes we need more roadway
Online English	Strongly agree	Especially any property west of I-17 up to 27th Avenue. On the east side of I-17 nothing past 24th Avenue.
Online English	Strongly agree	As I see the plan, this should be the last major reconstruction of our freeway system. We should do it right to provide adequate space for the construction. As noted by Bob Hazlett, we do not know the future need for transportation corridors nor do we know the effect of technology to more efficiently transport people. At this point, we need to factor in all transportation modes as they interact with our modern update of the freeway system. This will prevent the need to do major reconstruction in the future.
Online English	Strongly agree	I also believe you should take RESIDENTIAL properties within 50 yards of major intersections such as the crossroads of Bethany Home and I-17. The increased traffic, noise, pollution, drainage issues will greatly impact these homes both during and after construction. After the completion of construction have these properties re-zoned commercial and sell them to developers for local businesses. This would: (1) mitigate any residential issues during construction (a) Noise (b) Construction traffic (c) Structural damage to nearby homes that (remember the structural damage that resulted during the rebuilding of the bridges over I-17 at major intersections.) Foundation cracks in older construction. (2) After construction (a) Neighborhood cut through traffic (b) Impact on the residents from the noise levels due to traffic (c) Environmental impact on health of those closest to the intersections with increased vehicles idling (d) Mitigate the impact of draining issues. Remember water flows downstream and as you build these roadways higher, the water from these intersections flows into neighborhoods. (3) Increase economic development by allowing for new business opportunities in the neighborhoods. (4) Will show your concern for the residents that are impacted the greatest due to the proximity of the major intersections which are growing larger to accommodate the increased traffic flow. (a) Remember, areas this close to the intersections and which are beyond the freeway exit ramps do not have the advantage of the sound walls for noise mitigation. (b) Based on the "new design" these properties are also at greatest risk for a major accident impacting their residential property due to their proximity.
Online English	Strongly agree	The freeway needs to removed the lanes that appear and then disappear. The poor ability of people to merge results in traffic slowing when it does not need to
Online English	Strongly agree	There are many run-down and crime-infested old apartment buildings along I-17. Seeing these gone would be a welcome improvement to nearby home ownerships. Businesses can relocate - lots of open retail spaces around the phoenix corridor.
Online English	Strongly agree	This needs to be done. Most properties in question are dilapidated and an eye sore.
Online English	Strongly agree	If this can be done expeditiously than do it. If it takes too long the need will likely no longer be there.

Comment Form – Online or Hard Copy (meeting, mailed, etc.)	The Corridor Master Plan Recommendations would likely require acquisition (purchasing) of some right of way (properties) along the corridor. Do you support taking some properties along the corridor in order to improve traffic operations and safety? What are your thoughts on this strategy?	Property Acquisition – Comments
Online English	Strongly agree	If the added land is needed to properly construct a safe and usable highway, YES.
Online English	Strongly agree	For the safety of everyone, it is a must that safety be maintained for all
Online English	Strongly agree	Definitely, if it is to improve traffic and SAFETY, then yes. Those properties along the corridor wouldn't be in a safe area if they stayed. The cost of someone's life is never comparable to how much income a property makes
Online English	Strongly agree	Absolutely. A good transportation system is in the public's interest.
Online English	Strongly agree	Would support taking property if owners are fairly compensated and road expansion would result in better traffic flow.
Online English	Strongly agree	Please add sound walls between Ray and Warner on the West side.
Online English	Strongly agree	Yes why has this not happen before. Many buildings/homes right along I-17 are vacant, in disrepair, or left to rot. Further more, why is 2 dimensions only ever considered in our state? Major Earth events are unlikely to happen here. A second level for rail(monorails, skytran or lightrail) and vehicles passing through town should be able to be built over portions of the existing roadways. On Top of that, Solar power infrastructure should be created or leased to companies to build over to generate income of our state and powers those around us.
Online English	Strongly agree	The I-17 corridor is especially deficient in width and would benefit greatly by widening the corridor.
Online English	Strongly agree	Do what is necessary to increase the width of the corridor. Make it fair to all law abiding citizens who do NOT drive in the HOV lane. DO NOT add an additional lane.... drive around and make some visual observations...
Online English	Strongly agree	My Name Is [REDACTED] I live in the subdivision of Siesta Terrace, and I LOVE my neighborhood. I would not be opposed to the expansion of the I-17 corridor in your current plans WITH ONE EXCEPTION. I WOULD, and I AM COMPLETELY AGAINST ANY pedestrian bridge of ANY typed whatsoever at the Osborn & I-17 intersection and so are almost all, if Not All of my neighbors. Our neighborhood is experiencing a Surge in crime already, and that Foot/Bicycle Bridge would do Nothing but encourage More! The Foot/Bicycle cross overs at the Main Intersections of Thomas Road and Indian School Road are PLENTY as they exist now, OR if you care to improve those, but NOT at Osborn, & I-17. We in Siesta Terrace, AND Westwood Village/Estates are Extremely Opposed to this idea, and are happy to discuss it with anyone at your office. Respectfully, [REDACTED]
Online English	Strongly agree	Yes. Yes. Yes. I have studied the I-17 for years now and the only way to maximize the traffic flow is to incorporate existing frontage roads into the the interstate itself. If you pay attention to traffic flow, you will see that commuters already utilize frontage roads to circumvent traffic congestion during rush hour. Why would you not want to utilize that valuable space into the freeway already? Better yet, follow the traffic conditions set upon in Houston, whereas the frontage roads are not tolled, and the freeway is completely paid for by toll. If you want to make the frontage roads a multi-divided highway and have commuters use the I-17 interstate corridor if they pay a toll, then you might be able to afford to build the kind of interstates already in existence in Houston. Then you could build a free standing freeway from the stack to the 101 and have existing frontage roads act as one way freeways on each side.
Online English	Strongly agree	This is an unfortunate evil when it comes to increasing and rebuilding the infrastructure.
Online English	Strongly agree	With proper compensation for the properties I am for this.
Online English	Strongly agree	Agree if purchase offered at fair market value with reasonable time for property owner to relocate.
Online English	Strongly agree	Though not for the purpose of creating additional managed lanes, I agree expansion of the corridor is necessary and acquisition of additional property would be necessary to effectuate that expansion.
Online English	Strongly agree	Yes. Absolutely. Most properties immediately adjacent to the existing highways need to be bulldozed anyway, and doing so would be doing a favor to the community. Take what you need and fix the d**mn roads!
Online English	Strongly agree	A no brainer

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Online English	Strongly agree	Great idea, however many miles of traffic in metro phoenix are land locked with concrete, e.g. Interstate 17 and Interstate 10 thru downtown phoenix. Why not create double decker highways?
Online English	Strongly agree	Absolutely. Unfortunately, purchasing private/commercial properties is just going to happen. As Phoenix continues to grow, the roads will need to grow to accommodate the increase in traffic. I think people should be compensated for this unexpected upheaval, but, ultimately, it's for the good of the general public.
Online English	Strongly agree	do it now, before it's too expensive, plan for the future now
Online English	Strongly agree	Yes, it is necessary to improve traffic flow though dense areas like midtown Phoenix where I-17 needs to be widened desperately. The current width is impossible to work around unless neighbors want portions of the freeway elevated to accommodate expansion?
Online English	Strongly agree	sacrifice of a few for the betterment of the masses; price we pay for living in community. any "reasonable" person understands that at times a price must be paid. kewl.....
Online English	Strongly agree	Absolutely. Most of the properties along the corridor need to be torn down anyway.
Online English	Strongly agree	in the areas where you would be widening, would be along I-17 where improving the freeways would be improving the neighborhoods.
Online English	Strongly agree	Traffic control is the life blood of a major city.
Online English	Strongly agree	We need more lanes on the spine and that requires more real estate. Our protections and processes for acquisition have been consistently fair and reasonable to property owners. I support this idea.
Online English	Strongly agree	This is inevitable. As long as the private property owners are compensated at a fair market value - as determined by (2) independent certified appraisers - I don't have a problem with it. Shame that city and traffic planners didn't provide for the necessary ROW in the very beginning.
Online English	Strongly agree	Yes. I know it is a little unpopular for the "government" to acquire these properties, but it's what has got to happen!
Online English	Strongly agree	Definitely need more room for traffic safety. Also, any freeway improvements need to take into account future driverless vehicles.
Online English	Strongly agree	Get out the way!
Online English	Strongly agree	if you buy a house next to a freeway you should be prepared to accept that traffic needs may necessitate destruction of the home. i think a lot of people buy these houses trying to save a buck then drag their heels claiming "they didnt know" and various other excuses.
Online English	Strongly agree	I hate property takings, but freeways, and particularly incremental freeway expansions like this are the best example of when it should be done. I wouldn't say the same if this were for a private company to make a toll road, but this public freeway is the best reason for takings.
Online English	Strongly agree	ANYTHING that improves the lousy traffic flow should be done.
Online English	Strongly agree	Sometimes it is necessary for progress. I doubt the people planning the I-17/I-10 corridor ever thought the valley would grow like it has over the years. What's the other option, a double decked freeway.
Online English	Strongly agree	As much as I hate eminent domain, the ROW needs are higher for this corridor and we may need to stimulate more investment any.
Online English	Strongly agree	Landowner needs to be compensated for loss of land use and if needed including re-location costs, structure acquisition.
Online English	Strongly agree	take three times what you think you need now and pave it all. you want to grow the economy, improve the flow of traffic beyond any goals you have today.
Online English	Strongly agree	Yes we should be taking right of way in order to build transportation systems that are beneficial to the community as whole. There should be more high capacity public transit in the nation's sixth largest city.
Online English	Strongly agree	Our highway system is way to bogged down currently and we need to make sure we plan for further growth.
Meeting	Agree	Take properties where project limits access to the properties; provide access program for properties retained.
Meeting	Agree	Give people a proper payment for their home.

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Mailed	Agree	This property is one corporation - You can't take one without affecting all of the units. The membership carrying charges would be shared over fewer people and likely will cost more than the elderly membership can afford. All units are owner occupied. We are across the freeway from Grand Canyon University & fear we will be overshadowed by a BIG company. The land there is not occupied by residents. We strongly hope the little guy gets a
Delivered by Neighborhood	Agree	only if the acquisitions are done fairly and at the cheapest cost possible - you own property north of Camelback on the west side of freeway now - use that and leave us alone.
Meeting	Agree	Acquisition cost will be astronomical.
Meeting	Agree	R/W acquisitions should be balanced with needs for improvements (i.e. linking critical improvement components to vital r/w acquisitions.)
Mailed	Agree	Please take industrial properties over residential.
Meeting	Agree	I seen where property is being bought as long as it does not affect the Town of Guadalupe City limity as well as Awatukee. For a lot of people & businesses will be affected.
Online English	Agree	If this happens, I hope the property owners will receive a fair and just compensation as a result of the acquisition. I don't mind paying a little extra sales tax to support this. After all, if it was you or me losing our property in the name of progress, wouldn't we want to be compensated fairly?
Online English	Agree	At a fair price to the property owner and will relocation assistance.
Online English	Agree	It would be beneficial to sacrifice a general purpose lane for a managed lane in order to maintain travel time reliability for the managed lanes. Currently HOV lanes on I-10 do not function during peak periods, and at times perform worse than general purpose lanes.
Online English	Agree	I agree if people are reimbursed fairly.
Online English	Agree	It must be on a very limited basis and as small as possible.
Online English	Agree	This is a very tentative agreement towards takings. I understand the occasional need, but believe it should be done as rarely as possible.
Online English	Agree	Managed, maintained roads are better than bigger roads
Online English	Agree	As long as it is only the area next to the freeway (access road) and only the building on that access road. Our neighborhood is in the process of going historic and our boundaries from east to west are 19th Ave to 24th Ave south of Osborn and 23rd Ave north of Osborn, from Thomas Road north to Fairmount.
Online English	Agree	Yes some of the areas are pretty run down and need to be revamped anyway
Online English	Agree	Provided that the taking of properties does not affect older home areas which are attempting to be designated historic. I do have a worry that this will reduce my home value.
Online English	Agree	Get rid of some of the shit hole apartment and neighborhoods that are lost causes and put the freeway up.
Online English	Agree	As long as the home owners are compensated enough to purchase a bigger/better home. If commercial business, they need to be compensated as well.
Online English	Agree	I agree, but only if the situation is handled with respect and fairness to any businesses that are effected.
Online English	Agree	We need more lanes for traffic. I support property acquisition for this effort.
Online English	Agree	As long as those property owners are sufficiently and fairly compensated.
Online English	Agree	most likely necessary - but taking homes is a problem. How do you plan to minimize the increased devisivness of the monster road?
Online English	Agree	As long as it doesn't disproportionately affect low income areas, and that those residents are given fair compensation so as not to create a situation in which being forced to move puts them deeper into poverty or results in some homeless situations.
Online English	Agree	I like expanding what we have versus making new routes.
Online English	Agree	The freeways comprising the spine have been in place for decades. Adjacent landowners should not be surprised by use of eminent domain

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Online English	Agree	If they get it for a good price.
Online English	Agree	Yes, for fair pricing and rates.
Online English	Agree	Agree if and only if land acquisition is made to support transit, not private vehicle movements
Online English	Agree	Property owners should be compensated with a fair price for land taken.
Meeting	Neutral/Don't know	There should be <u>NO</u> widening, <u>NO</u> expansion, <u>ONLY</u> reallocation. Only for <u>existing</u> HOV lanes, or newly designated HOV lanes on and off ramps seem worthy of this.
Delivered by Neighborhood	Neutral/Don't know	No drastic loss of housing.
Delivered by Neighborhood	Neutral/Don't know	I do know it will take my home, eventually.
Meeting	Neutral/Don't know	Not in Guadalupe.
Mailed	Neutral/Don't know	Would like to see acquisitions to be on industrial side rather than homes that are about to go historic. i.e. West side of I-17 North of Thomas
Meeting	Neutral/Don't know	As long as businesses/neighborhoods that remain are "protected" from noise/traffic.
Online English	Neutral/Don't know	use existing access roads
Online English	Neutral/Don't know	Again concerns on what property is being taken and who benefits from that acquisition. Will the property owners be compensated
Online English	Neutral/Don't know	I don't know from your information how many businesses or residences this would effect.
Online English	Neutral/Don't know	I only agree with this if the people in these areas knew it might someday happen like with the 202 in the east valley. And if the people displaced are given the amount of money required to purchase the equivalent home or property they are already in. Not a present day value on their home or property. Forcing someone to downgrade their living situation even if it's for the sake of the "greater good" is wrong.
Online English	Neutral/Don't know	I would prefer that these didn't cut into the bikability and walkability of the area.
Online English	Neutral/Don't know	If property owners are properly compensated for the their inconvenience, then I could accept some stealing of property. Proper compensation in my opinion includes all of the disruption as well as non-monetary considerations such as transactions costs. The proper compensation should also consider the benefits to society as a monetary value. Roughly 8 times the current value seems fair. Anything less is abhorrent.
Online English	Neutral/Don't know	Not sure...Would this affect homes / apartment buildings along 17?
Online English	Neutral/Don't know	I'm currently a resident of 23rd ave and Thomas, if this would mean expanding west where there are less residential structures then I would support this project.
Online English	Neutral/Don't know	I would like more details in the acquisition process.
Online English	Neutral/Don't know	don't want to take anybody out of there homes or businesses unwillingly
Online English	Neutral/Don't know	In order for the plan to work ... something would have to give. Decking the freeway ... would be the only way to improve traffic flow, and minimize property owners being uprooted.
Online English	Neutral/Don't know	It depends on the properties acquired and what the land is used for. Freeway widening is almost never effective due to the treadmill effect of induced demand. If the land is used for another purpose, it might be worthwhile.
Online English	Neutral/Don't know	It depends...I think there are better ways to decrease this traffic, such as have the government offices switch office hours. Days that government entities have the day off, such as President's day I can get to work in half the time, so if Government offices changed from 8 - 5 to 9:30 to 6:30 it would take a huge amount of congestion off the streets.

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Online English	Neutral/Don't know	Not if eminent domain is required... If land owners are willing to sell, then yes.
Online English	Neutral/Don't know	This is a difficult one. I think what gets me is the word, "taking". Ouch! Just imagine the many businesses and apartments along the Black Canyon Freeway that would need to be relocated. How many of those would go willingly? Where would they be sent to? But I understand the space is required. Can't we build UP? Maybe add a top level to the freeway (we don't have strong earthquakes here). Have the top going one way and the lower level go the opposite direction.
Online English	Neutral/Don't know	Great emphasis should be placed on working with residents to ensure they are cared for and relocated, not simply displaced with financial compensation.
Online English	Neutral/Don't know	This happened along the light rail corridor - too soon to see what the impact is
Delivered by Neighborhood	Disagree	sounds expensive
Mailed	Disagree	<u>No families</u> should be fooled to sell their homes. If the city/developer wants these homes, they must offer <u>MORE</u> than fair market value, guarantee loans for purchase of a new home regardless of credit and must pay for all relocation services!
Online English	Disagree	Disagree if it means taking homes and disturbing neighborhoods.
Online English	Disagree	I don't agree with forcing families from their homes for the purpose of increasing freeway width. The only way I see this being positive is if the families all agree to sell and are paid more than fair market value for their properties as their properties are not being considered for their market value but as necessary space for widening the freeway. Additionally, efforts should be made to aid displaced families with guaranteed loan backing for relocation if forced to move.
Online English	Disagree	disagree under the assumption that purchased properties will be turned into additional lanes. if used to install bus lanes/light rail, ect ect...this would be okay with me.
Online English	Disagree	As long as those properties in the corridors are compensated appropriately do I approve.
Online English	Disagree	Only if you are building light rail
Online English	Disagree	I believe spending money on improving traffic operations is fruitless, since we are transitioning to a driverless economy where the software guiding vehicles will auto-correct and the 'human error' element will be completely removed.
Online English	Disagree	"Taking" is an ugly word. No one should be required to sell their property.
Online English	Disagree	I dont live near the highways, but as a property owner, I would be irate to lose my home, property at a discounted rate .
Online English	Disagree	Just depends....I disagree if it is to increase the HOV lanes. Add more regular lanes!
Meeting	Strongly disagree	<u>Noway!</u> <u>Not Homes</u> , business' at Baseline - fine. But ABOSOLUTELY <u>NO</u> Homes
Meeting	Strongly disagree	It would take away from businesses.
Meeting	Strongly disagree	Properties should not be considered for acquisition, what so ever.
Mailed	Strongly disagree	I disagree with residential houses being used. I wouldn't mind seeing industrial and hotels go. No Houses!
Meeting	Strongly disagree	I don't believe we should hurt our local businesses; especially businesses who have been operating for 90 years.
Delivered by Neighborhood	Strongly disagree	disrupting people's homes for a minimal use HOV lane is not supported
Delivered by Neighborhood	Strongly disagree	too costly & interferes with numerous people's homes for minimal use
Meeting	Strongly disagree	You would be affecting buisnesses that are supose to pay for it

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Meeting	Strongly disagree	I do not agree with pulling property away from businesses who are contributing to our economy. This will hurt business, which will in turn hurt our local community & economy.
Meeting	Strongly disagree	Big waste of money!
Meeting	Strongly disagree	I don't believe the proposed plans would impact the flow of traffic enough to warrant the acquisition of any properties that would impact local business!
Delivered by Neighborhood	Strongly disagree	This expansion would take my home.
Online English	Strongly disagree	I think the improvements should be made within the pre-existing confines. Seems to be plenty of right-of-way to work with. Acquiring improved properties will have negative impacts on the cities and neighborhoods along those routes - it will create orphan properties and parcels and create areas that will be difficult or impossible to rebuild or prosper. The highway path will be way too wide. it is not good urban planning.
Online English	Strongly disagree	I'd like to know what alternatives were considered before considering this.
Online English	Strongly disagree	I do not support the taking of private property
Online English	Strongly disagree	No!! Please don't destroy our neighborhood and surrounding businesses to make a bigger freeway. I'd rather have it be a bit more congested than take away from our gorgeous neighborhood
Online English	Strongly disagree	I do not support this at all. Although the word "purchase" is used, historically this means forced out at a below market price.
Online English	Strongly disagree	These areas become crime ridden
Online English	Strongly disagree	Those property owners never get market value of their properties
Online English	Strongly disagree	No. I don't support taking of private land for unnecessary improvements which won't help solve the problem anyway.
Online English	Strongly disagree	Do not need to do it.
Online English	Strongly disagree	Build up, not out. Stack the freeway. Consider local traffic use and through traffic. Mark the pavement, not erected eye-level signs. Too many signs. Minimizing footprint and encouraging use of transit, light rail, buses, carpooling. Giving more lanes to people increases independence, less carpooling, more pollution.
Online English	Strongly disagree	Maybe if other means suggested do not work. Phoenix taxes are absurdly high already. Residents do not want this additional burden.
Online English	Strongly disagree	Interstates have already had a massively negative impact on neighborhoods and communities. The efforts to expand these pieces of infrastructure disproportionately impact low income and ethnic communities. Any effort to further expand these expansive and invasive pieces of infrastructure will undoubtedly further this damage. Again, mass transit initiatives work to alleviate this problem. Why not look into a city-wide express mass transit system, such as Bus Rapid Transit or Express bus service similar to what is ran in Seattle instead of only catering to suburban residents that work 9-5 jobs in the downtown phoenix areas? Building more is not equivalent to building smart.
Online English	Strongly disagree	just get rid of frontage roads
Online English	Strongly disagree	Big government encroaching upon surrounding neighborhoods bringing crime and devastated neighborhoods. Look at I17 from Thomas Rd North....use to nice neighborhoods. only to fall to crime and the crap brought on by big city decisions on local communities to solve the problems they over exaggerate. Get someone to do the studies that understands neighborhoods and the traffic flows of these neighborhoods and the impact on the affected neighborhoods.
Online English	Strongly disagree	If the acquisition is to create additional lanes for HOV, rather than for all to use, I do not support this.

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Online English	Strongly disagree	The reason I strongly disagree it is my experience that MAG does not take into consideration neighborhoods they impact when they begin to build roadways in this fashion. When Three and Five Avenue were proposed to be converted to one ways the neighborhood that action would directly impact was not included in massive public information meetings. If this is going to happen without involvement from the neighborhood Action Associations and membership (Not just leadership) these changes will impact I cannot support them. MAG has ignored downtown Neighborhood's for a long time. Prior to the completion of interstate 10 and the tunnel and the deck park and now decades after that engineering feat. The Moreland Corredor was destroyed, for the last leg of the I 10. Is MAG or the city of Phoenix or the state of Arizona proposing transportation destroy yet one more historic neighborhood in downtown Phoenix? Neighborhoods matter in these changes. Why doesn't MAG tell their survey takers what right-of-way they would like to take? Your survey covers a large stretch and right-of-way is a pretty broad statement. What specifically is MAG talking about and how can anyone answer the survey not knowing?
Online English	Strongly disagree	The way Arizona/Phoenix works, this will be a major waste of money. Remove frontage roads if necessary. This will likely end up being such an incredible waste of space. We should fit it in as much as we can in the space we have.
Online English	Strongly disagree	I do not believe in eminent domain. I feel like those areas will be pushed out further into neighborhoods that were not previously built with the highway in mind. Often times those are poorer areas with sleazy hotels and those will get demolished and pushed into the neighboring communities that try to keep their streets clean
Online English	Strongly disagree	We have to protect our historic neighborhoods and the environment.
Meeting		Expansion by force is wrong! Design the roadways as not to encroach on existing businesses.
Meeting		If it doesn't affect then ok

Note: Comments are presented as submitted and are not edited or corrected for grammar.