Appendix J. Agency and Public Involvement Summary Report
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Interstate 10/Interstate 17
Corridor Master Plan (FY 2014)

Agency and Public Involvement Summary Report

Maricopa Association of Governments
302 North 1st Avenue, #300
Phoenix, Arizona  85003
MAG Contract #585

Prepared by
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Phoenix, Arizona  85018

April 1, 2015
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1 Public Involvement

The Spine Corridor Master Plan Study has included a public involvement program designed to obtain the maximum amount of diverse engagement and thorough investigation of issues to help determine the most effective study outcomes. The following summary report describes the methods, strategies and outcomes of the program.

1.1 Overview of Public Involvement Goals, Process and Strategies

During the months of February and March 2015 the study team held agency and public information meetings, attended various community events to educate and engage members of the community and agency representatives, and solicited comments through a variety of techniques. The following summary report includes information and materials provided during this outreach process, as well as a summary of comments received in writing, via email, and online. The official comment period for this process ended on March 18, 2015.

1.2 Agency and Public Involvement Program Components

1.2.1 Study Website

The study team used the Maricopa Association of Governments study website to share information with the public. The website, located at spine.azmag.gov, contained information related to the study purpose and history, as well as a section dedicated to public outreach. The public outreach section included links to collateral materials, comment submission information, public meeting locations and times and a link to related media stories.

1.2.2 Agency Scoping Letters

Agency scoping letters were sent to 178 agency representatives on Friday, January 30, 2015. The letters described the purpose and need for the study, study area boundaries, an invitation to the Agency Information Meeting (described in section 1.3.1), and a request for comments. Copies of the scoping letter and enclosures, and a list of recipients are provided as Appendices I, J, K, and L.

1.2.3 Media Relations

A press release (Appendix A) announcing the public meetings and MetroQuest was distributed on February 12 and February 25 to the MAG media contact list as well as the study’s stakeholder email database with over 11,000 recipients. On February 19, the local PBS affiliate, KAET Channel 8 aired a segment featuring the study. The segment was also publicized on the study website. Prior to the first meeting on February 25, Spine Study Project Manager Bob Hazlett was interviewed by KTAR-FM regarding public input opportunities. During the first public meeting on February 25, the local CBS affiliate KPHO Channel 5 interviewed study team members.

1.2.4 E-Blasts and E-Newsletters

On February 18 and 26, and March 2 and 3, MAG Communications Staff sent an invitation to the meetings (Appendix B) to the study’s stakeholder database. Additionally, ADOT forwarded the invitation to the agency’s database of more than 32,700 subscribers. The MAG newsletter “MAGzine” featured the study on the cover of its February 2015 – April 2015 issue (Vol. 20: No. 1) which was printed for in person distribution and posted on the MAG website.

1.2.5 Social Media

MAG used the agency Twitter and Facebook social media accounts to share public meeting and MetroQuest details throughout the comment period. The accounts have 1,998 and 299 followers, respectively.

Table 1-1: Social Media Posts

<table>
<thead>
<tr>
<th>Date</th>
<th>Website</th>
<th>Number of Shares/Retweets</th>
<th>Message</th>
</tr>
</thead>
<tbody>
<tr>
<td>February 17</td>
<td>Twitter &amp; Facebook</td>
<td>0</td>
<td>Do you live/travel along the I-10 or I-17? We want to hear from you! Take this survey, <a href="http://bit.ly/SpineMQ">http://bit.ly/SpineMQ</a> &amp; help improve your commute.</td>
</tr>
<tr>
<td>February 18</td>
<td>Facebook</td>
<td>0</td>
<td>The Valley’s Spine (I-10/I-17 corridor) is being studied to improve traffic flow. Public input is NEEDED, <a href="http://bit.ly/SpineMQ">http://bit.ly/SpineMQ</a>.</td>
</tr>
<tr>
<td>February 18</td>
<td>Facebook</td>
<td>2</td>
<td>Mark Your Calendar! I-10 and I-17 Spine Corridor Master Plan Public Meetings – (inserted display ad graphic)</td>
</tr>
<tr>
<td>February 18</td>
<td>Facebook</td>
<td>0</td>
<td>The I-10/I-17 Spine study is out for public input. Share your ideas/thoughts by taking this survey, <a href="http://bit.ly/SpineMQ">http://bit.ly/SpineMQ</a>.</td>
</tr>
<tr>
<td>February 19</td>
<td>Facebook</td>
<td>0</td>
<td>Mark Your Calendar for Feb. 25th, 26th or Mar. 4th, I-10/I-17 Spine Corridor Master Plan Public Meetings – <a href="http://ow.ly/8H9ft">http://ow.ly/8H9ft</a>! (inserted display ad graphic)</td>
</tr>
<tr>
<td>February 23</td>
<td>Facebook</td>
<td>5</td>
<td>The Spine Study is out for public input, please take this survey &amp; share your thoughts/ideas for the future, <a href="http://bit.ly/SpineMQ">http://bit.ly/SpineMQ</a>.</td>
</tr>
<tr>
<td>February 24</td>
<td>Facebook</td>
<td>1</td>
<td>40% of daily traffic drives along the I-10/I-17 “Spine” Corridor! We need your input, attend a public meeting.</td>
</tr>
<tr>
<td>February 24</td>
<td>Facebook</td>
<td>0</td>
<td>Spine Study (I-10/I-17 corridor) is looking at freeway, street, transit &amp; more. Help shape the future of transp., <a href="http://bit.ly/SpineMQ">http://bit.ly/SpineMQ</a>.</td>
</tr>
<tr>
<td>February 25</td>
<td>Twitter</td>
<td>0</td>
<td>Do you live/travel along the I-10 or I-17? We want to hear from you! Take this survey, <a href="http://bit.ly/SpineMQ">http://bit.ly/SpineMQ</a> &amp; help improve your commute.</td>
</tr>
<tr>
<td>February 25</td>
<td>Facebook</td>
<td>0</td>
<td>Come to the Spine study public meeting 6pm today at Academia del Pueblo Elementary School (201 E. Durango St, Phx)!</td>
</tr>
</tbody>
</table>
Table 1-1  Social Media Posts

<table>
<thead>
<tr>
<th>Date</th>
<th>Website</th>
<th>Number of Shares/Retweets</th>
<th>Message</th>
</tr>
</thead>
<tbody>
<tr>
<td>February 25</td>
<td>Facebook</td>
<td>0</td>
<td>Why is the Spine Study important to you? Check out this @arizonapbs Horizon episode to learn more, <a href="http://bit.ly/1DaMwlp">http://bit.ly/1DaMwlp</a> (start at 12min.). (inserted PBS Channel 8 Horizon video clip link)</td>
</tr>
<tr>
<td>February 25</td>
<td>Facebook</td>
<td>0</td>
<td>Spine public meeting at 6pm at Academia del Pueblo Elementary School (201 E. Durango St., Phx), or participate online <a href="http://bit.ly/SpineMQ">http://bit.ly/SpineMQ</a></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>34</strong></td>
<td></td>
</tr>
</tbody>
</table>

1.2.6  Newspaper Display Notices

Five quarter-page ads including information about the study purpose, public meetings, MetroQuest and study team contact details were printed one time in each of the following general-circulation publications two weeks in advance of the first public meeting.

Table 1-2  Public Meeting Newspaper Display Notices

<table>
<thead>
<tr>
<th>Publication Name</th>
<th>Publication Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ahwatukee Foothills News</td>
<td>Wednesday, February 11, 2015</td>
</tr>
<tr>
<td>Arizona Informant</td>
<td>Wednesday, February 11, 2015</td>
</tr>
<tr>
<td>Arizona Republic</td>
<td>Wednesday, February 11, 2015</td>
</tr>
<tr>
<td>East Valley Tribune</td>
<td>Thursday, February 12, 2015</td>
</tr>
<tr>
<td>Prensa Hispana</td>
<td>Thursday, February 12, 2015</td>
</tr>
</tbody>
</table>

Copies of the advertisements are included in Appendices C-G.

1.2.7  MetroQuest

On February 9 the study team launched an online survey tool - MetroQuest. The online mobile-compatible survey featured five interactive screens:

- Welcome – An introduction to the study purpose and goal of the survey.

Figure 1-1  MetroQuest Welcome Screen

Priorities – A ranking screen on which respondents selected their top four priorities. As each category was clicked, a brief description with photo was displayed, along with “Comment” and “Suggest Another Priority” buttons to encourage additional input.

Figure 1-2  MetroQuest Priorities Screen
Potential Strategies – A rating screen that instructed respondents to rate five potential improvement strategies and provide additional comments on each. This screen also featured a real-time display that showed how respondents’ priorities performed under each strategy.

Figure 1-3. MetroQuest Strategies Screen

Show Us – A map screen with interactive “pins” used to locate and describe issues within the corridor at the location at which they are experienced. General comments were also collected on this screen.

Figure 1-4. MetroQuest Show Us Screen

Stay Involved – A form screen with optional fill in the blanks and drop-down boxes for respondents’ demographic information and a space for an email address to be included in future project related mailings.

Figure 1-5. MetroQuest Stay Involved Screen

Although, a March 18, 2015 comment deadline was identified in printed materials, the survey remained online until March 23, 2015 to capture late participation. Survey comments are summarized in Section 1.4.

1.3 Meetings

1.3.1 Agency Information Meeting

On Monday, February 23, 2015 the study team held an Agency Information Meeting for stakeholders from local, regional and state agencies to identify any specific concerns, suggestions or recommendations, with a focus on future development, general plans and/or capital improvement projects that could be affected. Meeting attendees examined a series of 28 banners (Appendix H), viewed a presentation, participated in a question-and-answer session and completed comment forms. 40 stakeholders from 18 agencies attended. A copy of the meeting summary can be found in Appendix R, and the meeting invitation, enclosures and recipient list are included as Appendices M through Q.

1.3.2 Public Information Meetings

Three public information meetings were held throughout the study area during the months of February and March 2015. Each meeting was held in an open house format. The meetings were held in three distinct communities along the Spine Corridor in order to promote easy access for the public, and to increase the potential for diverse participation. Table 1-3 shows the location and attendance of each meeting.
The three public information meetings were set up in similar formats, including the following five interactive areas:

- Meeting Sign-in
- Display Banners
- Aerial Map
- MetroQuest Online Survey
- Comment Tables

In addition to the five areas outlined above, two project partners (ADOT Near-Term Improvements and City of Phoenix Transit Department) attended the meetings to share information about their projects.

**Meeting Sign-in**

At the sign-in station, meeting attendees were greeted by members of the study team, asked to sign in and given a study fact sheet—which had been produced in English and Spanish (Appendices I and J)—and meeting guide/comment form—also available in English and Spanish (Appendices K and L). Attendees were encouraged to visit each of the stations and ask questions of study team members.

**Display Banners**

A series of 28 banners (Appendix H) displaying study information was positioned around the meeting rooms for attendees to view. The banners were color-coded in four groups to represent different aspects of the study:

- Red banners described general study information and opportunities for input;
- Blue banners contained existing and future corridor characteristics;
- Green banners highlighted environmental considerations such as air quality, natural resources and neighborhoods; and
- Orange banners explained priorities, potential strategies and future technologies.

**Aerial Map**

A 35-foot long aerial map of the study area was available in for attendees to review, mark with comments, concerns and suggested improvements. Comments that were provided on the aerial maps have been incorporated into the online map comment function on MetroQuest. The issues conveyed through these comments are captured in Section 1.4.

**MetroQuest Online Survey Stations**

An online survey station with four laptops was established at each meeting to facilitate attendees’ completion of the MetroQuest online survey (previously described). In addition to laptops, several electronic tablets were available with study team members around the room.

---

**Table 1-3. Public Meeting Location and Attendance**

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Attendance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wednesday, February 25</td>
<td>Academia Del Pueblo Elementary School Gymnasium, 201 E. Durango St., Phoenix</td>
<td>9</td>
</tr>
<tr>
<td>Thursday, February 26</td>
<td>Deer Valley Community Center Multipurpose Room, 2001 W. Wahalla Ln., Phoenix</td>
<td>23</td>
</tr>
<tr>
<td>Wednesday, March 4</td>
<td>Four Points by Sheraton Grand Ballroom, 10831 S. 51st. St., Phoenix</td>
<td>36</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>68</td>
</tr>
</tbody>
</table>

Source: Jacobs, 2015
1.4 Comments

Numerous comments were gathered via the public outreach methods previously described. The following sections summarize agency and public comments received.

1.4.1 Agency Comments

Agency representatives in attendance at the Agency Information Meeting were offered an opportunity to complete a five-question survey regarding their agencies’ interests and concerns about the study. Table 1-4 below captures comments submitted in writing.

<table>
<thead>
<tr>
<th>Agency</th>
<th>Relation to Study</th>
<th>Owned Facilities in Study Area</th>
<th>Future Plans</th>
<th>Specific Issue/Concern</th>
<th>Suggested Alternatives</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arizona Department of Administration (ADOA)</td>
<td>Responsible for Capitol Master Planning.</td>
<td>Yes. ADOA has 50+ state owned facilities within the Study Area.</td>
<td>In process of updating Capitol Complex Master Plan.</td>
<td>1-10 West Light Rail Extension might have large impact.</td>
<td>Additional alternative modes, such as: regional transportation options, commuter rail, light rail extensions, street cars, etc.</td>
</tr>
<tr>
<td>City of Phoenix Street Transportation Department</td>
<td>Much of the Study Area is within the City Partner agency that is affected positively and negatively.</td>
<td>Yes. Adjacent signalized arterials.</td>
<td>All future plans related to arterial operations are being coordinated through MAG and ADOT.</td>
<td>Many of the signalized arterials have older signalized technology with limited capabilities that are inherent to active traffic management strategies.</td>
<td>None</td>
</tr>
</tbody>
</table>

Additionally, agencies were invited to submit comments by standard mail. These comments are summarized in Table 1-5.

<table>
<thead>
<tr>
<th>Date</th>
<th>Agency</th>
<th>Summary of Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>February 9, 2015</td>
<td>Gila River Indian Community (GRIC)</td>
<td>Request to keep agency updated and submit cultural resources documents for review. The proposed project area is within ancestral lands.</td>
</tr>
<tr>
<td>March 2, 2015</td>
<td>United States Department of the Interior (DOI)</td>
<td>National Historic Lands: Pueblo Grande Ruin and Irrigation Sites National Historic Landmark are within the study area. Please minimize any potential impacts to the site per Section 106 of the National Historic Preservation Act.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Land and Water Conservation Fund and Urban Park and Recreation Recovery: Nuestro Park, Acacia Park, South Mountain Park/Preserve, Encanto Park and Verde Park are assisted properties to which specific regulations apply.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Contact information provided for appropriate staff within the agency for each of the three departments represented in the letter.</td>
</tr>
</tbody>
</table>
### Table 1-5. Agency: Standard Mail Comment Summary

<table>
<thead>
<tr>
<th>Date</th>
<th>Agency</th>
<th>Summary of Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>March 13, 2015</td>
<td>City of Phoenix (COP) Aviation</td>
<td>The Aviation Department has several planned projects in the Study Area. The airport roadways and nearby State Route 143/I-10 traffic interchange are congested. Airport officials are concerned as traffic increases, cut through traffic will further congest the airport. Several regulations, statues and circulars cited may be relevant to the study. Sky Train Stage 2 map provided.</td>
</tr>
</tbody>
</table>

Email was the third method by which agency representatives shared comments and documentation relevant to the study. Table 1.6 summarizes the emails received.

### Table 1-6. Agency: Email Comment Summary

<table>
<thead>
<tr>
<th>Date</th>
<th>Agency</th>
<th>Summary of Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>February 6, 2015</td>
<td>Natural Resources Conservation Service (NRCS)</td>
<td>Request for more information. NRCS may have comments under the Farmland Protection Policy Act. Attached form CPA-106 can be used to inform NRCS about corridor alternatives. Agency cannot comment until alternatives are known. Included NRCS Web Soil Survey brochure.</td>
</tr>
<tr>
<td>February 24, 2015</td>
<td>Federal Aviation Administration (FAA)</td>
<td>Ensure Advisory Circulars are referenced and utilized when near airport environment. Links to circulars, publications and a proposal portal provided. Airport Layout Plan (ALP) attached to email. Respondent suggested coordination with City of Phoenix on updates to the ALP.</td>
</tr>
<tr>
<td>February 27, 2015</td>
<td>City of Tempe</td>
<td>Request for Study Area map so Tempe Community Development staff can comment.</td>
</tr>
<tr>
<td>March 18, 2015</td>
<td>City of Phoenix (COP) Historic Preservation</td>
<td>Noted that most information/survey activity of historic properties has been concentrated along I-10 through central Phoenix. Recently, ADOT commissioned a study of potentially eligible historic properties along I-17 from the 10/17 split, around the Durango curve, north to Loop 101. Moving forward, staff directed that a thorough historical resource survey be completed within the area of potential effects.</td>
</tr>
</tbody>
</table>

### Table 1-7. Comments by Response Method

<table>
<thead>
<tr>
<th>Source</th>
<th>Surveys/Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>MetroQuest Online Survey</td>
<td>1,695</td>
</tr>
<tr>
<td>Printed Forms</td>
<td>31</td>
</tr>
<tr>
<td>Email</td>
<td>10</td>
</tr>
<tr>
<td>Telephone Hotline</td>
<td>3</td>
</tr>
<tr>
<td>Social Media</td>
<td>3</td>
</tr>
<tr>
<td>Total</td>
<td>1,742</td>
</tr>
</tbody>
</table>

### 1.4.2 General Public Comments

Approximately 1,742 comments were obtained from members of the public. Table 1–7 summarizes how many comments each method yielded.

Survey Respondent Demographic Information

Respondents were asked a series of questions to help the study team learn when, why and how they used the corridor. In addition, they were asked to provide a home zip code. Figure 1.9 shows the zip code areas in which residents reside. It is noteworthy that most of the participants do not live within the Study Area.

Figure 1-9. Online Survey Participants by Zip Code
How often participants used the corridor is represented in Figure 1.11.

Figure 1.10. Participants’ Interest in Corridor

Figure 1.11. Response to “How often do you use the Spine Corridor?”

Figure 1.12. Online Survey Participants Frequency of Corridor Use by Zip Code

The number of English surveys submitted outnumbered the Spanish surveys by a large majority as seen in Figure 1.13. This statistic does not necessarily represent how many users speak either language; it shows in which language they preferred to take the survey.

Figure 1.13. English versus Spanish Responses

---

agency: Agency and Public Involvement Summary Report

MAG_Spine_PI Summary Report_FINAL.docx

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Respondents' surveys were also tallied according to which electronic means they used to access the survey: via a mobile device or computer.

**Figure 1-14**  Response Platform by Device and Language

Respondents indicated they support building to meet future needs as opposed to the No-Build alternative, as shown in Figure 1.15

**Figure 1-15**  Build versus No-Build

**Strategy and Priority Comments**

The first task of the MetroQuest survey asked participants to rank eight priorities against one another to determine the community’s number one priority. Descriptions for each priority are shown in Table 1.8.

<table>
<thead>
<tr>
<th>Priority</th>
<th>Text Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve Commute</td>
<td>I care about improving my commute, including making it faster, having consistent and reliable travel times, increasing access to real-time traffic conditions, improving safety, and/or making my commute cheaper.</td>
</tr>
<tr>
<td>Add Travel Choices</td>
<td>I care about enhancing transit, vanpools, bicycle, and pedestrian facilities, and encourage their use through more accessible and convenient locations and frequencies. This could include improved connectivity between types of transportation and/or access to real-time transit wait times.</td>
</tr>
<tr>
<td>Protect the Environment</td>
<td>I care about avoiding or minimizing impacts to the environment, and enhancing it whenever possible.</td>
</tr>
<tr>
<td>Increase Connections</td>
<td>I care about improving or adding connections onto and across the freeway to make my trips to work, home, and play easier and more convenient. This could include advanced communications between intersection traffic signals and on-ramp meters to minimize interchange congestion.</td>
</tr>
<tr>
<td>Promote Neighborhoods</td>
<td>I care about minimizing impacts to neighborhoods and schools, and improved quality of life. This includes promoting walkable communities, safe routes to schools, parks, open space, and noise reduction.</td>
</tr>
<tr>
<td>Improve Commerce</td>
<td>I care about how the transportation system affects business, including improving travel time reliability, accessing real-time travel information, minimizing traffic congestion, providing easier access and accommodating trucks.</td>
</tr>
<tr>
<td>Minimize Cost</td>
<td>I care about reducing spending of public funds for the construction, maintenance, and operation of the transportation system. This could include optimizing the existing transportation system through the use of technology so new construction costs may be minimized.</td>
</tr>
<tr>
<td>Emphasize Jobs</td>
<td>I care about creating and preserving jobs in the corridor, as well as improving access to those jobs, to encourage a vibrant and prosperous regional economy.</td>
</tr>
</tbody>
</table>

As each priority was clicked, a photo depicting the priority and the priority’s text description was shown along with two buttons for further comment. One comment button was for a general comment. The other was marked “Suggest Another Priority.” Both comment buttons were optional. Figure 1-16 – Community Priorities Ranking shows how many times each priority was ranked as one of a user’s top four priorities.
250 comments received via the Strategy Screen were coded primarily across 21 categories and secondarily across 125 sub-categories that more specifically capture each comment’s content. Figure 1.17 Priority Comments Word Cloud demonstrates a great interest in transit, freeways, and freeway lanes and ramps. Also available on the Priority Screen was a “Suggest Another Priority” button. 40 alternate priorities were suggested but over half of the suggestions were in three categories: Safety, Traffic Congestion, and Transit. A complete list of suggested priorities is included as part of Appendix U.

Typical “Transit” comments included requests for increased transit services and adding new modes of transit service, but it is important to note that the general codes are neutral – so comments against transit are included, as well. A set of secondary codes were used to further “drill down” on each comment. The list of comment codes is included as Appendix S.

Typical “Freeway” code comments included suggestions to build more freeways and create bypass routes, as opposed to “Freeway Lanes and Ramps” code comments which often suggested adding lanes and creating special lanes.

Specific comments from the Priority and Strategy screens are included as Appendix U.
Comments gathered from the Strategy Screen showed a high interest in freeway lanes, transit, and freeways – see Figure 1.19.

Typical “transit” comments included suggestions regarding building new transit options and enhancing existing transit systems.

Typical “freeway lanes” comments included those about special lanes (including toll and HOV) – which generally supported HOV lanes but not toll lanes.

Typical “freeways” comments focused on induced demand and improving interchanges.

Specific comments and a coding key are included as Appendix T.

After the priority and strategy ranking exercises, respondents completed a mapping exercise on the Show Us screen using pins marked with six different topics:

- Traffic Congestion
- Safety
- Public Transit
- Cycling/Pedestrian
- Access
- Other

Respondents placed pins on specific points on a map of the corridor. As they placed each pin, a box containing an optional comment space appeared. Comments from each pin type were coded among the same topics used for the strategy and priority coding with added topic codes to accommodate the more detailed responses this portion of the survey yielded.

Heat maps depicting the number of pins of each type have been included below in Figures 1-20 through 1-24.
As shown in the word cloud, traffic congestion comments centered on adding vehicle lanes, congestion from merging and improving interchanges. The difference between the scale of the top three comment topics and the five other frequently mentioned topics is notable, as well.

Cycling/Pedestrian pin comments commonly related to three topics:

- Create bike/ped crossings
- Add bicycle lanes/bicycle facilities
- Add pedestrian facilities

Respondents often stated they’d like to ride a bike or walk to a destination but opted not to because they felt infrastructure they needed to do so was not available.
Responses from access pins were spread fairly evenly among a number of topics, as reflected by Figure 1.28. The top three topics in this group were:

1. Improve interchanges
2. Add direct HOV entrances/exits
3. Entrance/exit ramp issues

“Other” pin comments also had a relatively even distribution among frequent topics. The three most common topics were:

1. Add another level for vehicular traffic on freeways (or create a double-deck freeway)
2. Add vehicle lanes
3. Pro South Mountain Freeway
Comments input in conjunction with the “safety” pin type were not able to be organized to form word clouds. The resulting word cloud would not have been legible, because the difference between the highest value and the next highest value was so great that the difference between the font sizes was too great. In fact, more than 40% of all safety comments were attributed to the “dangerous merging/weaves” and “entrance/exit ramp issues” categories. The remaining 60% of comments were spread among numerous other topics with very little concurrence.

The following heat maps show the same pin concentrations as Figures 1-30 through 1-34 with the addition of boundaries around the highest concentrations. Pin comments were analyzed to determine the most frequent comment topics in each area for each pin type. Figures XX through XX show the outcome of that analysis.
Figure 1-32. Public Transit Pin Heat Map with Comment Areas

Figure 1-33. Cycling/Pedestrian Pin Heat Map with Comment Areas

Figure 1-34. Access Pin Heat Map with Comment Areas
Appendix A. Press Release

FOR IMMEDIATE RELEASE

CONTACT: Kelly Taft
Communications Manager
(602) 452-2020

Public Input Encouraged for I-10/I-17 “Spine” Study

PHOENIX (February 12, 2015)—The “Spine” is a corridor that carries more than 40 percent of ALL daily freeway traffic. The Maricopa Association of Governments (MAG), in partnership with the Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT), is seeking public input on a study to develop a Corridor Master Plan for the Interstate 10 and Interstate 17 corridor. This corridor is referred to as the “Spine,” because it serves as the backbone of the freeway system in the metropolitan Phoenix area.

“This is a critical travel corridor in the Valley,” says MAG Chair Michael LaVault, mayor of Youngtown. “To develop a plan that meets future traffic needs, we need to hear from business owners and residents on what they define as their highest priorities. For example, do you want a faster commute or is business development more important? Do you care more about connecting neighborhoods or accommodating transit? This feedback will guide our decisions on transportation investments to best manage traffic congestion through 2040.”

The 35-mile Spine corridor begins at the I-17/i-10 101 North Stack interchange in the north Valley and travels south and east to the interchange with I-10/i-17 202 Paseo Stack. The study area also will look at traffic operations on the street and transit network around the freeway. Additionally, the study will integrate information gathered during two previous environmental studies conducted in the corridor.

“The Spine Study will examine long-term options to improve travel along the I-10 and I-17 corridors using a combination of traditional methods and new technology,” noted ADOT Director John Halikowski. “The intended outcome of the study will be a detailed strategy to manage future traffic along the corridor.”

Study recommendations will be programmed in the MAG Regional Transportation Plan, which currently allocates $1.47 billion for improvements within the Spine Corridor.

“In addition to the Master Plan being developed, the study team has identified several near-term improvements along I-10 and I-17 that will be implemented while the Spine Study is underway,” said FHWA Arizona Division Administrator Karla Petty. “It is very important for the public to participate in the study, so that their input can be incorporated into the development of alternatives.”

The public is encouraged to submit comments by March 18, 2015. Members of the public can engage in a variety of ways. The easiest is to take a short online survey to identify their priorities and preferred improvement strategies for the corridor at spine.azmag.gov. Public meetings also are planned at the following times and locations:

Wednesday, February 25, 2015, 6:00-8:00 PM
Academia Del Pueblo Elementary School Gymnasium
201 E. Durango St., Phoenix

Thursday, February 26, 2015, 6:00-8:00 PM
Dear Valley Community Center Multipurpose Room
2001 W. Wahnita Ln., Phoenix

Wednesday, March 4, 2015 6:00-8:00 PM
Four Points by Sheraton Phoenix South, Grand Ballroom
10851 S. 51st St., Phoenix

Members of the public can provide direct input to the study at spine.azmag.gov or email at spine@azmag.gov, calling (602) 759-1916, or writing Spine Study Team, 302 N. 1st Ave, Suite 200, Phoenix, AZ 85003.

# # #
Appendix B. Email Invitation

Stuck in Traffic?
You’re in good company.

More than 40% of all daily freeway traffic in Maricopa County uses 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 traffic congestion. 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.

Please attend a public information meeting to learn more and share your thoughts on necessary improvements. Meetings will be held in an open house format with no formal presentation.

YOU’RE INVITED TO PARTICIPATE:

1. Wednesday, February 25, 2015, 6-8 p.m.
   Academia Del Pueblo, Elementary School Gymnasium, 201 E. Durango St, Phoenix, AZ

2. Thursday, February 26, 2015, 6-8 p.m.
   Deer Valley Community Center, Multipurpose Room, 2001 W. Waddell Rd, Phoenix, AZ

3. Wednesday, March 4, 2015, 6-8 p.m.
   Four Points by Sheraton Phoenix South, Grand Ballroom, 10831 S. 51st St, Phoenix, AZ

Persons requiring reasonable accommodations, such as a sign language interpreter, should request as early as possible. Call 602-254-6300 or email Swearingen.Stanley@azmag.gov for more information. Uniform contact info@azmag.gov or expedite 602-254-6300.
Appendix C. Ahwatukee Foothills News Newspaper Advertisement

Stuck in Traffic?
You’re in good company.

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 traffic congestion. 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.

Please attend a public information meeting to learn more and share your thoughts on necessary improvements. Meetings will be held in an open house format with no formal presentation.

YOU’RE INVITED TO PARTICIPATE:

1. Wednesday, February 25, 2015, 6-8 p.m.
   Academia Del Pueblo, Elementary School Gymnasium, 201 E. Durango St.

2. Thursday, February 26, 2015, 6-8 p.m.
   Deer Valley Community Center, Multipurpose Room, 2001 W. Walsala Ln.

3. Wednesday, March 4, 2015, 6-8 p.m.
   Four Points by Sheraton Phoenix South, Grand Ballroom, 10831 S. 51st St.

Can’t make a meeting?
- Take our online survey: spine.azmagn.gov
- Call the study team: 602-195-1951
- Email: spine@azmagn.gov
- Mail comments: Spine Study Team, 302 N. 1st Avenue, Suite 202, Phoenix, AZ 85003

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

D.O.T. Federal Highway Administration

April 1, 2015 | A-3
Appendix D. Arizona Informant Newspaper Advertisement

Stuck in Traffic? You’re in good company.

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 traffic congestion. 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.

Please attend a public information meeting to learn more and share your thoughts on necessary improvements. Meetings will be held in an open house format with no formal presentation.

YOU’RE INVITED TO PARTICIPATE:

1. Wednesday, February 25, 2015, 6-8 p.m.
   Academia Del Pueblo, Elementary School Gymnasium, 201 E. Durango St.

2. Thursday, February 26, 2015, 6-8 p.m.
   Deer Valley Community Center, Multipurpose Room, 201 W. Wahalla Ln.

3. Wednesday, March 4, 2015, 6-8 p.m.
   Four Points by Sheraton Phoenix South, Grand Ballroom, 10831 S. 51st St.

Can’t make a meeting?

- Take our online survey: spine.azmag.gov
- Call the study team: 602-758-1916
- Email: spine@azmag.gov
- Mail comments:
  Spine Study Team
  302 N. 1st Avenue, Suite 200, Phoenix, AZ 85003

Persons requiring reasonable accommodations such as a sign language interpreter should request as early as possible. Call 602-254-6300 for information. Línea para información en español 602-254-6300.
Appendix E. Arizona Republic Newspaper Advertisement

Stuck in Traffic? You’re in good company.

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 traffic congestion. 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.

Please attend a public information meeting to learn more and share your thoughts on necessary improvements. Meetings will be held in an open house format with no formal presentation.

YOU’RE INVITED TO PARTICIPATE:

1. Wednesday, February 25, 2015, 6-8 p.m.
   Academia Del Pueblo, Elementary School Gymnasium
   201 E, Dunanga St.

2. Thursday, February 26, 2015, 6-8 p.m.
   Deer Valley Community Center, Multipurpose Room

3. Wednesday, March 4, 2015, 6-8 p.m.
   Four Points by Sheraton Phoenix South, Grand Ballroom
   10881 S, 51st St.

Can’t make a meeting?

Take our online survey: spine.azmag.gov
Call the study team: 602-759-1161
Email: spine@azmag.gov
Mail comments:
Spine Study Team
302 N. 1st Avenue, Suite 200, Phoenix, AZ 85003

Persons requiring reasonable accommodations such as a sign language interpreter should request as early as possible. Call 602-254-6300 for information. Llame para informacion en espanol 602-254-6300

AQR11115

Agency and Public Involvement Summary Report
MAG_Spine_PI Summary Report_FINAL.docx

April 1, 2015 | A-5
Appendix F. East Valley Tribune Newspaper Advertisement

Stuck in Traffic?  
You’re in good company.

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 traffic congestion. 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.

Please attend a public information meeting to learn more and share your thoughts on necessary improvements. Meetings will be held in an open house format with no formal presentation.

YOU’RE INVITED TO PARTICIPATE:

1. Wednesday, February 25, 2015, 6-8 p.m.  
   Academia Del Pueblo, Elementary School Gymnasium, 201 E. Durango St.

2. Thursday, February 26, 2015, 6-8 p.m.  
   Deer Valley Community Center, Multipurpose Room, 2001 W. Wahlia Ln.

3. Wednesday, March 4, 2015, 6-8 p.m.  
   Four Points by Sheraton Phoenix South, Grand Ballroom, 10831 S. 51st St.

Can’t make a meeting?  
- Take our online survey: spine.azmag.gov
- Call the study team: 602-254-4916
- Email: spine@azmag.gov
- Mail comments: Spine Study Team, 302 N. 1st Avenue, Suite 210, Phoenix, AZ 85003

Persons requiring reasonable accommodations such as a sign language interpreter should request as early as possible. Call 602-254-6260 for information. Llame para información en español 602-254-6260.
Appendix G. Prensa Hispana Newspaper Advertisement

¿Atascado en el tráfico? 
Está en Buena compañía.

Más del 40% de todo el tráfico vehicular que transita cada día por las autopistas del Condado Maricopa, la hace por el corredor de las autopistas I-103-17, "La Espina" del sistema de transporte del Valle. 
La Asociación de Gobiernos de Maricopa, el Departamento de Transporte de Arizona, y la Administración Federal de Carreteras están realizando un estudio sobre el corredor para encontrar soluciones al congestionamiento de tráfico actual y futuro.

¡Su opinión es crucial para este proceso!
El estudio resultará en una estrategia para controlar el tráfico futuro en el corredor de las autopistas interesitiales 10 y 17.

Por favor de asistir a una reunión de información pública al estilo casa abierta, sin presentaciones formales, para aprender más y compartir su opinión sobre las mejoras necesarias.

LO INVITAMOS A PARTICIPAR:

1. Miércoles 25 de febrero de 2015, 6 - 8 p.m., Gimnasio de la Escuela Primaria Académica del Pueblo 201 E. Durango Street
2. Jueves 26 de febrero de 2015, 6 - 8 p.m. Centro Comunitario Deer Valley 2001 W. Waddell Ln.
3. Miércoles 4 de marzo de 2015, 6 - 8 p.m. Hotel Four Points by Sheraton Phoenix South, Salon Grand Ballroom, 10631 S. 51st Street

¿No puede asistir a una reunión?
Tuite nuestro sondeo en línea: www.aamag.gov
Llame al equipo que maneja el estudio: 602-758-1916
Email un correo o nota electrónica a: spinemang@az.gov
Envié comentarios por correo a: Spine Study Team
3032 N. 1st Avenue, Suite 200.

Las personas que necesiten ayuda o adaptaciones razonables, como interpretación de lenguaje a señas, pueden solicitarlos llamando lo antes posible al 602-254-6300. Para más información en español llama al 602-254-6300.
Appendix H. Public Meeting Banners 1-3

Welcome

Thank you for attending!

Purpose of This Meeting
- Present study overview, existing and future conditions, and potential improvement strategies for the Spine Corridor.
- Present an overview of how alternatives will be evaluated.
- Provide an opportunity for public comment.

Tonight’s Meeting Consists of 3 Components:

Banners
- You are encouraged to start here and review the banners in sequence. These banners will help you learn about the study process, the work completed to date, and the next steps.

Aerial Map
- View a detailed map of the study area.
- Speak with study team members.

MetroQuest Computer Survey
- Complete this short online survey and provide your priorities and preferences to the study team.

What is the Spine Study?

The Freeway 310-134 Spine Corridor Plan Study is a planning effort to analyze and identify possible ways to improve traffic conditions in the corridor by 2040. The study is funded by the Metropolitan Association of Government (MAG), in partnership with the Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT). The corridor segment named the “Spine” because it serves as the backbone for transportation in the Metropolitan Phoenix area. The study area will evaluate all modes of transportation, including cars, trucks, bicycles, and walking.

The Study Area includes highways, streets, and major transit corridors. The area was delineated to include all major transportation modes that could eventually be impacted by transportation improvements to 2040.

Possible Outcomes of Spine Study

What is a Corridor Master Plan?

The Spine Corridor Master Plan is a document that establishes the vision of the transportation corridor through 2040 by identifying solutions and implementation strategies.

Spine Corridor Master Plan Study Phases

- Initiate Study (2014)
- Conduct Corridor Needs Assessment (Spring 2015)
- Prepare Alternatives Screening Report (Spring 2016)
- Establish Corridor Master Plan (Later 2016)

Possible Outcomes of Spine Study

- Corridor Master Plan
- Corridor Plan
- Highway Plan
- Transit Plan
- Bicycle Plan
- Pedestrian Plan
- Lighting Plan
- Signs and Pavement Markings Plan
- Utility Plan
- Future Corridor Study
- Feasibility Study
Public Meeting Banners 4 - 6

What other projects are currently planned in the region?

- The Regional Transportation Plan has identified projects throughout the Valley for construction. These projects are in addition to the improvements that will be recommended through this study.

What other projects are currently planned in the corridor?

- Did You Know? MAG and ADOT have identified several roadway improvement projects within the Spine Corridor (indicated with a yellow stripe around the road). These projects are planned to be completed over the next few years. In addition to the Spine Study’s corridor recommendations, these improvements are needed and will help move more people throughout the corridor to ensure the greatest benefit to the community.

Projects Planned Throughout the Valley

- Valley Metro Project:
  - Northwest Light Rail Extension (using 39th Avenue to 39th Street)

ADOT Projects:

- Interstate 17 Javelina Traffic Management System Enhancement
- Interstate 17 auxiliary lanes (merger lanes between I-10 at Golf Interchange and 39th Ave)
- Interstate 17 between State Route 11 and US 40
  - Adding one lane outbound (westbound)
- Interstate I-10 ramp improvements between SR 143 and US 40
  - Relieve congestion by “bridging” ramps to minimize lane changes.
- Interstate I-10 widening between Baseline Road and Loop 202
  - Add two general purpose lanes in each direction.

How will travel times change in the morning over the next 25 years?

- Morning Travel Time Matrix
  - Morning travel time remains.
  - Total 47 seconds

- Morning Travel Time Changes
  - Morning travel time increases.

- Morning Travel Time Differences
  - Morning travel time decreases.

- Morning Travel Time Breakout
  - Morning travel time breakdown.

Did You Know? In 2016, drivers connecting to I-115 (Loop 101) and Downtown will take a total of 17 more hours per year. That means 24 more days commuting compared to 2015.
How will travel times change in the evening over the next 25 years?

In 2040, how many hours of congestion can we expect if we do nothing?

What is the condition of the infrastructure?

One of the challenges for the future will be finding the best time of day to avoid congestion. Today, roadways are congested during the morning and evening rush hours, but in the future it is predicted that similar conditions will occur for much longer periods throughout the day. The map below provides an estimate of the amount of time congestion is expected to last in the future.

Bridge, 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 the infrastructure ages, maintenance needs increase. By identifying the infrastructure's current condition and age, areas to be maintained, repaired or replaced can be determined.
Where have crashes occurred and how often?

- The frequency and rate of crashes throughout the corridor help identify current and future problem areas. Crashes generally increase in association with more vehicles.
- Crash data identify areas with unusually high numbers of crashes compared to the number of vehicles traveling on the road. This information helps identify the location of potential improvements.

What transit services are available?

- Transit services currently provided in the study area include express bus services, freight service, local bus service, and light rail transit (LRT). Express bus services, which include the City of Phoenix PARAD box service and Valley Metro Express bus service, are frequently operated on interceptors (10 and 12). Expressive services are designed to serve commuters traveling between suburban communities located throughout the region and downtown Phoenix.

Where are bike and pedestrian amenities and how many crashes occur?

- Bike and pedestrian infrastructure is essential to a multimodal corridor. As part of this study, bicycle lanes and pedestrian access to sidewalks and crosswalks were identified. Guidelines for low-priority crash data are based on the national average.

Did You Know?

- In the Phoenix area, an average of 3,300 crashes occur each year due to a traffic crash.

- Valley Metro’s on-time performance exceeds 95%.
Public Meeting Banners 16 - 18

What are the social conditions of the corridor?

The relationship between land use, transportation, and other infrastructure is a critical consideration in the Corridor Master Plan process. For example, how people use and access parks, churches, schools, and grocery stores can be altered by where transportation services are placed. This can have a positive or negative impact on neighborhoods and quality of life.

How are minority and low-income populations addressed?

Did You Know?

Redlining in housing regulations show that programs, public and private sector, identify and address disproportionately high and adverse Racial, national, and ethnic impacts on minority populations.

Title VI of the Civil Rights Act of 1964 and subsequent fair housing regulations prohibit discrimination based on race, color, national origin, sex, and disability.

What protected resources exist?

Many public parks, recreational areas, trails, wildlife and wetlands, riverways, and historic properties are identified within the study area. Key examples include:

- 21 BLM Recreation Areas
- 53 National Parks
- 65 Corps of Engineers Areas
- 92 Aquatic Areas

Protected resources are important to the study area and are considered in planning and development activities.
How is air quality addressed?

Air quality is an important factor when considering potential transportation improvements. It is important to account for how a project or set of projects will improve or potentially impact air quality conditions in the region.

Did You Know? Under the Clean Air Act, the California Air Resources Board (CARB), also known as air quality agencies, are responsible for setting air quality standards for air pollution. The standards set for “criteria” pollutants associated with traffic include:
- carbon monoxide
- ozone
- nitrogen oxides
- particulate matter (PM10 and PM2.5)

Did You Know? The Clean Air Act restricts the funding of air quality plans and programs that are not consistent with the State’s Implementation Plan (SIP) within the National Air Quality Standards. WHO is responsible for ensuring transportation plans and projects are consistent with air quality standards, and that the region is in compliance with the National Air Quality Standards. WHO is also responsible for reviewing and commenting on the region’s transportation plans and projects.
- non-attainment area for ozone
- attainment maintenance area for PM10
- maintenance area for carbon monoxide

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 evaluate a project or series of projects that will address the transportation needs of the corridor.

Need

- 10 and 17 are at capacity during off-peak hours and are unable to handle future traffic levels.
- 10 and 17 experience lengthy periods of congestion, the lengths of which vary from day-to-day and always affect peak periods.

Yearly travel on the two freeways will increase as the average travel speeds decrease.

Projected growth will continue to put stress on the two freeways.

Excess capacity of the two freeways will adversely affect the operations of HOV and transit modes like buses, rapid transit, express buses, and city bus routes.

Aging infrastructure of the two freeways could limit economic growth opportunities in the region.

Trend and efficient delivery of freight is vital to the region’s economic health.

Poor operations on I-10 and 17 adversely affect local streets, especially at intersections.

What other projects are currently planned in the corridor?

Projects Planned Through the Corridor

- Valley Metro Project:
  - Northwest Light Rail Extension (along 29th Avenue to Downtown)

ADOT Projects:
- Interstate 17 Active Traffic
  - Interstate 17 Active Traffic
  - Interstate 17 Beautiful Lanes
  - Interstate 17 Plan Change between I-19
  - Interstate 10 Between State Route 58 and I-40:
    - Adding one lane outbound
  - Interstate 10 Ramp improvement:
    - I-10 northbound between SR 58 and I-40
  - Relieves congestion by "flattening" ramps to minimize lane changes.
    - Interstate 10 Widening between Baseline Road and Loop 202:
      - Add one general purpose lane in each direction.
Public Meeting Banners 25 - 27

How will technology shape the future transportation network?

Looking ahead...

Using technology to actively manage freeway, street and transit networks can:
- Improve freeway capacity by up to 25%
- Reduce primary crashes by 10%
- Reduce secondary crashes by 10%
- Reduce delay on arterial by 10%-
- Improve transit on-time performance.

Did You Know? Over the last 80 years, numerous innovations in transportation technology and advanced traffic management technology have occurred, including the introduction of traffic signals, systems for traffic monitoring, and advanced technologies for reducing congestion. As a result of these innovations, the capacity and efficiency of the existing transportation system, both within and between communities, have improved. The Spine Study team has identified that the capacity of an existing roadway can be increased by up to 30%. By streamlining these efforts, these strategies can have the same effect as adding a new lane.

How can you provide feedback?

One of the key goals of the Master Plan is to obtain public input to develop a unified vision for the corridor.

There are several opportunities for the public to provide comments.

Please use any of the following methods to provide your valuable input:

MetroQuest Online Survey: May be accessed from study webpage at spine.azmag.gov

Fill out a public comment form today or send in by mail (postmarked by Wednesday, March 18, 2015)

Spine Study Team
302 N. 1st Ave., Suite 200
Phoenix, AZ 85003
(602) 759-1016
spine@azmag.gov

How is your feedback incorporated into the study?

Public comments obtained throughout the study will be analyzed to identify:

- Ideas
-_opinions
- Concerns
- Sentiments
- Trends
- Issues
- Opportunities

All public comments received during the study will be considered and included in the Corridor Master Plan.
What are the next steps?

- Complete Corridor Needs Assessment
  - Spring 2015
- Finalize Goals and Objectives of Study
- Generate Improvement Alternatives
  - Early 2015 - Summer 2015
- Conduct Screening of Alternatives
  - Summer 2015 - Summer 2016
- Prepare Alternatives Screening Report
  - Spring 2016
- Conduct Second Round of Public Meetings
  - Spring 2016
- Select Recommended Alternative
  - Summer 2016
- Complete Corridor Master Plan
  - Peoria Research
t  - Mitigation Study
  - Implementation Plan
  - Design Information
  - End of 2016
Appendix I. Fact Sheet - Page 1 (English)

THE SPINE STUDY

The Interstate 10/Interstate 17 Corridor Master Plan Study is a proactive effort to anticipate and 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 will investigate long-term options to improve travel mobility using a combination of traditional methods, new technology and increased use of transit (such as buses). The intended outcome of the Spine Study will be a detailed strategy to manage traffic along the I-10 and I-17 corridors through 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).

STUDY GOALS

- Identify future transportation needs in corridor.
- Develop a plan to accommodate future needs.
- Create a strategy for implementing the plan.

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STUDY HISTORY
The Spine Study will integrate information gathered during two previous studies conducted over the past decade. Additionally, ADOT has identified several smaller improvements along I-10 and I-17 (known as near-term improvements) that will be implemented while the Spine Study is underway.

CORRIDOR MILESTONES

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 AND TAKE OUR ONLINE SURVEY AT SPINE.AZMAG.GOV

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EL ESTUDIO “LA ESPINA”

El Plan Maestro del Corredor I-10/I-17 es un esfuerzo proactivo el anticipado tráfico del futuro. Porque este corredor sirve como la “Espina Principal” del sistema de transportación del valle, así mismo se usa esa referencia para indicar la sección del estudio, “La Espina.”

El estudio “La Espina” investiga las opciones de largo plazo para mejorar la movilidad de tránsito usando una combinación de métodos tradicionales, nuevas tecnologías y el uso incremental de tránsito (por ejemplo autobuses). El resultado previsto del estudio “La Espina” será un detalle de estrategias para la administración de 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 Transportación de Arizona (ADOT).

- Identificar las futuras necesidades de transporte del corredor.
- Desarrollar un plan para acomodar las necesidades del futuro.
- Crear una estrategia para implementar el plan.

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HISTORIA DEL ESTUDIO
El estudio “La Espina” integrara información aquírada durante dos previos estudios que fueron conducidos durante la pasada década. Adicionalmente, ADOT ha identificado varios mejoramientos pequeños a lo largo de las autopistas 10 y 17 (conocidas como mejoramientos de término cercano) que serán implementados mientras se está realizando este estudio.

ETAPAS DEL CORREDOR

VISITE LA PÁGINA DE INTERNET DEL ESTUDIO Y CONTESTE NUESTRA ENCUESTA, SPINE.AZMAG.GOV

Teléfono: (602) 759-1916
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COMO PARTICIPAR

COMPAÑEROS DE ESTUDIO

FHWA
ADOT
MAG
MARACASA
CITY OF PHOENIX
CHAMBER OF COMMERCE
VALLEymetro

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PRINCIPIOS DE 2015
Appendix K. Comment Form - Pages 1-2 (English)

Priorities - What is important to you?

We believe plans for the future transportation needs of Metro Phoenix should be built for the people, places, and prosperity of our community. It’s important to establish a common set of priorities to help guide decisions on transportation investments.

Please review the priorities listed and rank your top 4 using the following scale:

1 = Most Important to 4 = Less Important

If there are additional areas you think are critical which are not listed, please use the box below to “suggest another priority”.

- Improve Commute
  - Save time and money by reducing the number of stops on your commute.
  - Increase safety and reliability of your commute.
- Minimize Cost
  - Reduce the cost of transportation for individuals, businesses, and public institutions.
- Add Travel Choices
  - Increase the number of transportation options available to residents.
- Promote Neighborhoods
  - Enhance the livability of neighborhoods and schools.
- Protect the Environment
  - Reduce the negative impact of transportation on the environment.
- Emphasize Jobs
  - Increase the number of jobs in the corridor and improve the commute for workers.
- Increase Connections
  - Improve the flow of traffic and reduce congestion.
- Improve Commerce
  - Enhance the economic vitality of the corridor.

Suggest Another Priority:
Appendix L. Comment Form - Pages 1-2 (Spanish)

GUÍA DE LA REUNIÓN Y HOJA DE COMENTARIOS

Bienvenidos y gracias por venir! El propósito de esta reunión de información pública es presentar una visión general del Plan Maestro del Corredor I-10/I-17 el Estudio “La Espina” y obtener los commentarios del público sobre los mejoramientos necesarios. Esta reunión tiene cuatro actividades para ayudarlo a aprender y compartir sus ideas sobre el transporte dentro del Corredor I-10/I-17 – “La Espina” de transporte del Valle. Al caminar alrededor del cuarto se encuentran:

- **Bandera Rojas** – describe la información del estudio básico y oportunidades para comentarios públicos.
- **Banderas Azules** – muestra características del corredor existentes y futuras.
- **Bandera Verdes** – resalta las consideraciones del medioambiente como la calidad del aire, los recursos naturales y los vecinos.
- **Bandera Anaranjadas** – explica las prioridades, estrategias posibles y tecnologías futuras.

- **Un mapa aéreo** del corredor que usted puede marcar para mostrar exactamente dónde le gustaría ver mejoramientos.
- **Estaciones de reconocimiento** donde usted puede contestar una encuesta rápida por internet para compartir su opinión.
- **Mesas de comentarios** donde se puede revisar la información y rellenar este formulario.

Miembros del equipo del estudio están disponibles en todo el cuarto para contestar preguntas. Por favor, devuelva sus comentarios antes del Miércoles el 18 de Marzo de 2015. (Gracias).

---

1. **Prioridades - ¿Qué es importante para usted?**

Los planes para las necesidades futuras de transporte del Área Metropolitana de Phoenix deberán hacerse para el beneficio de la gente, los lugares y la prosperidad de nuestra comunidad. Es importante establecer las prioridades que ayudarán a guiar las decisiones de inversión en el transporte.

Por favor reúna las prioridades listadas y clasifíquelas a continuación.

1 = Más Importante o 4 = Menos Importante

Si usted cree que hay otras prioridades que son críticas y no están listadas, por favor inclúyalas en el espacio al final de esta página “Sugiera Otra Prioridad.”

- **Mejorar el Comercio**
- **Minimizar Costos**
- **Agregar Opciones de Viaje**
- **Promover Vecindarios**
- **Proteger el Medioambiente**
- **Enfátizar Empleos**
- **Aumentar Conexiones**
- **Mejorar Viajes Cotidianos**

---

**Sugiera Otra Prioridad:**

Por favor incluya en el espacio al final de esta página “Sugiera Otra Prioridad.”
Comment Form - Pages 3-4 (Spanish)

2 Estrategias Potenciales

Parte de este estudio evalúa cómo funcionarían las estrategias comunes de mejoramiento de transporte en el Corredor "La Espina". Por favor califique cada estrategia potencial. Provea sus comentarios en la última página.

- Carriles en Autopistas
  - Bajo
  - Alto

- Carriles en Calles
  - Bajo
  - Alto

- Carriles Especiales
  - Bajo
  - Alto

- Modalidades de Viaje
  - Bajo
  - Alto

- Acceso
  - Bajo
  - Alto

3 ¿Cómo mejoramos el corredor “La Espina”? 

¿Dónde encuentra retos o tiene inquietudes? ¿Tiene ideas para mejoramientos? Use los espacios de abajo para identificar los lugares y tipos de retos que encuentra. También deje sus comentarios.

- CONSTRAINTS/UPDATES
- TRANSPORT PUBLIC
- OCCUPIED/PARKED
- ACCESS/OTHER

4 Sobre Usted

Muchas gracias por compartir sus puntos de vista sobre el futuro del transporte en el Valle. Por favor proporcione información contestando estas sencillas preguntas. Sus respuestas son muy apreciadas.

¿Cuál es el código postal del domicilio de su hogar?

¿Qué tan frecuentemente usa el corredor Spine Corridor?
- 30 o más veces por semana
- 1-3 veces por semana
- 1 vez por semana
- Una vez cada 4 semanas
- Mucho

En general, usted prefiere:
- ¿Construir para satisfacer las necesidades del tráfico?
- ¿No planea mejorar su futuro para el conducir?

¿Cómo viaja típicamente por el corredor?
- Vehículo personal
- Transporte público
- Bicicleta
- Caminar

¿Qué intento tiene usted en el corredor?
- Viaje costalino
- Servicio de negocios
- Servicio de propiedad
- Viaje de negocios
- Otro

Para seguir informado/a sobre el estudio, visite el sitio web del estudio: spine.azmag.gov

Denos un domicilio electrónico para recibir actualizaciones de este proyecto

Para comentarios, favor de dirigir corredor@azdot.gov

30 N. 24 AM, Suite 200
Spine Study Team

Comment Form - Pages 3-4 (Spanish)
Appendix M. Agency Letter

January 30, 2015

RE: Request for Agency Scoping Comments and Meeting Invitation
Interstate 10/Interstate 17 Spine Corridor Master Plan

Dear Agency Representative:

The Maricopa Association of Governments (MAG), in association with the Arizona Department of Transportation (ADOT) and Federal Highway Administration (FHWA), have entered into a partnership establishing a Corridor Master Plan to determine, plan, and implement Regional Transportation Plan (RTP) improvements to Interstate 10 (I-10) and I-17 (I-17) and parallel arterial corridors in the Phoenix Metropolitan area (Figure 1 – State Map and Figure 2 – Study Area Map). The study corridor has been named the “Spine” because it serves as the backbone for transportation in the metropolitan Phoenix area. This letter is a request for comments, concerns, or issues relevant to the study to comply with the scoping requirements of the National Environmental Policy Act (NEPA).

We invite you or a representative of your agency to participate in an agency scoping meeting on Monday, February 23, 2015 from 2:00 p.m. to 5:00 p.m. at MAG, 302 North 1st Avenue, Second Floor, Saguaro Room, Phoenix, Arizona. Validated parking is available in the garage under the MAG building, accessed from First Avenue. At the meeting, team representatives will describe the study history, provide an overview of the Corridor Master Plan process, schedule, deliverables, and status; discuss the Planning and Environment Linkages (PEL) process and future NEPA actions; and provide opportunities for agency input and involvement.

ADOT, in conjunction with FHWA, is tasked with maintaining roadways and the movement of vehicles throughout Arizona. Interstate 10 and I-17 are major transportation facilities through Arizona, Maricopa County, and within the metropolitan Phoenix area. As such, these roadways and other components of the transportation system are evaluated in their ability to effectively move people, goods, and services throughout the region. The operation of the corridor affects all other freeway corridors feeding the Spine, as well as the Valley’s arterial street system.

The purpose of this study is 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 project or group of projects contributing to and meeting a regional vision for I-10 and I-17. As part of this study, a PEL process is underway to integrate environmental, community, and economic goals into the transportation planning process.

The corridor begins at the I-10/State Route 202 Loop (SR-202L) Pecos Stack in the south part of Phoenix, extends northwest to I-10 to the I-10/I-17 Split, then north on I-17 to the I-17/85-101L North Stack. The total length of the corridor is 35 miles and the study was delineated to include all major transportation routes that could reasonably be considered alternatives to I-10 and I-17. The study area covers portions of the cities of Chandler, Tempe and Phoenix, the Town of Guadalupe, and Maricopa County (Figure 2). Within the study limits, most land is privately owned. Land uses within the study area are mixed and include the existing transportation corridor, residential development, commercial development, institutional uses such as schools, undeveloped lands, utility lines, roads and streets, and recreational features.

Interstate 10/Interstate 17 Spine Corridor Master Plan
Page 2

This letter serves as MAG’s invitation to identify any specific concerns, suggestions or recommendations your agency has pertaining to this specific study. Your input is critical to the process. This may include information on future development, general plans, or capital improvement projects that could be affected, as well as any ideas/solutions to consider.

Please identify any issues or concerns you have regarding this study and mail them to the Maricopa Association of Governments, c/o Bob Hazlett, 302 N. 1st Avenue, Suite 300, Phoenix, AZ 85003, or by e-mail at BHazlett@azmangov.com. We would appreciate your comments by Wednesday, March 18, 2015. Additional details can be found on the study website: spine.azmangov.com. Thank you for your assistance.

Sincerely,

Robert C. Hazlett, P.E.
Senior Engineering Manager
RH:jh

Enclosures: Figure 1 – State Map
Figure 2 – Study Area Map
Figure 3 – Study Process Diagram
Figure 4 – Study Schedule
Appendix N. Agency Letter Enclosures 1-2

Figure 1 – State Map

Figure 2 – Study Area Map
Appendix O. Agency Letter Enclosure 3

Interstate 10/Interstate 17 Spine Corridor Master Plan
Page 5

Corridor Master Plan Overview

Figure 3 – Study Process Diagram
## Appendix Q. Agency Letter Recipient List

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**County/Regional Agencies**
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<td></td>
<td><a href="mailto:nash001@email.maricopa.gov">nash001@email.maricopa.gov</a></td>
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<td>Liocki</td>
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<td>Intergovernmental Policy Manager</td>
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<td><a href="mailto:clemboon@email.maricopa.gov">clemboon@email.maricopa.gov</a></td>
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<td>Gerrez</td>
<td>Darren</td>
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<td>Maricopa Planning &amp; Dev</td>
<td>Deputy Director</td>
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<td>Citizens Transportation</td>
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### MAG Member Agencies

- **Brady**, Christopher | Mesa, City of | City Manager | 480-644-2066 | CGMmanager@Mesaaz.gov |
- **Moorman Jr.**, Reyes | Tolleson, City of | City Manager | 623-936-7111 | cmoorman@tollesonaz.org |
- **Avondale, City of** | City Manager |
- **Peoria, City of** | City Manager |
- **Fischer**, Brenda | Glendale, City of | City Manager | 623-930-2870 | citymanager@glendaleaz.gov |

### VALLEY METRO / RPTA

- **Callow**, Tom | Valley Metro | 602-744-5549 | tcawllow@valleymetro.org |
- **Farr**, John | Valley Metro | 602-744-5550 | jfarr@valleymetro.org |
- **Grote**, Wulf | Valley Metro / RPTA | Planning & Development | 602-322-4420 | wgrote@valleymetro.org |
- **Limmer**, Ben | Valley Metro / RPTA | Capital Development | 602-322-4487 | blimmer@valleymetro.org |
- **Dayal**, Abhishek | Valley Metro / RPTA | Service Development | 602-744-5572 | adayal@valleymetro.org |
- **Luecker**, Amanda | Valley Metro / RPTA | Planning & Development | 602-744-8241 | aluecker@valleymetro.org |
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<tr>
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<td>Kini</td>
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<td>Curt</td>
<td></td>
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<td>Deputy Chief</td>
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<td>Phoenix, City of Police Dept</td>
<td>Sargeant</td>
<td>602-534-0445</td>
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<p>| CITY OF TEMPE |
| Ching  | Andrew |        | Tempe, City of       | City Managers Office             | 480-350-8221 | <a href="mailto:andrew.ching@tempe.gov">andrew.ching@tempe.gov</a> |
| Zylla  | Marge  |        | Tempe, City of       | Intergovernmental Affairs        | 480-350-8222 | <a href="mailto:marge_zylla@tempe.gov">marge_zylla@tempe.gov</a> |
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| Hollow | Catherine|        | Tempe, City of       | Public Works                     | 480-350-8445 | <a href="mailto:catherine_hollow@tempe.gov">catherine_hollow@tempe.gov</a> |
| Nevaraz| Mike   |        | Tempe, City of       | Transit                          | 480-858-2209 | <a href="mailto:Michael_Nevaraz@tempe.gov">Michael_Nevaraz@tempe.gov</a> |
| Covert | David  |        | Tempe St. Lukes Hospital | Hospital/Emergency Services     | 480-784-5500 |                  |
| Ruiz   | Greg   |        | Tempe Fire Medical Rescue Dept | Chief| 480-858-7200 |                  |
| Levesque| Ryan   |        | Tempe, City of       | Community Development/Planning Department | 480-350-8331 | <a href="mailto:ryan_levesque@tempe.gov">ryan_levesque@tempe.gov</a> |
| Ryff   | Tom    |        | Tempe, City of       | Police Chief                     | 480-858-6148 | <a href="mailto:tempe_police@tempe.gov">tempe_police@tempe.gov</a> |
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| Busch  | Christine |        | Tempe Elementary School District | Superintendent |                  |
| Schauer| David  |        | Kyrene School District | Superintendent                    | 480-541-1000 |                  |</p>
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<td>Baca</td>
<td>Kenneth</td>
<td></td>
<td>Tempe Union High School Dist</td>
<td>Superintendent</td>
<td>480-345-3747</td>
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<tr>
<td>Arelano</td>
<td>Rose Mary</td>
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<td>Guadalupe</td>
<td>Town Manager</td>
<td>480-505-5376</td>
<td><a href="mailto:rosemary@guadalupeaz.org">rosemary@guadalupeaz.org</a>; rarellano <a href="mailto:richtig@guadalupeaz.org">richtig@guadalupeaz.org</a></td>
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<td>Rickert</td>
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<td>Dlugas</td>
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### Agency Letter Recipient List (continued)

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<td>HDR</td>
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<td>Miller</td>
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<td><a href="mailto:scott.miller@hdrinc.com">scott.miller@hdrinc.com</a></td>
</tr>
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#### Others

- Sky Island Alliance
- Center for Biological Diversity
- Sierra Club
Appendix R. Agency Information Meeting Summary

Meeting Summary: Jessica Rietz, Jacobs; Heather Honsberger, Jacobs

1. For the first 25 minutes of the meeting, attendees reviewed the 28 study public information banners set up around the room. Graphics of these banners can be found on the study website spine.maricopa.gov.

2. B. Hazlett welcomed attendees and led introductions. Attendees were invited to leave comment forms or letters in the comment box provided (see Table 1 for a summary of comments provided in writing). The banners on display at the meeting will be shown at the public information meetings scheduled for February 25th, 26th, and March 4th. Attendees were encouraged to review roll plots of the study area and attend the public meetings.

3. B. Hazlett presented an overview of the study. See attached meeting presentation.
   a. Study overview and history
   b. Study goals, objectives, and expectations
   c. Study timeline and deliverables
   d. PBL and Future NEPA Actions
   e. Agency input and involvement

4. B. Hazlett led a question, answer and comment session to identify study issues and concerns.

General questions:

Question (Q): Will the public meeting be held in the same format as this meeting?

Answer (A): No. The public meeting will be held in an open house format with the banners you see today, an aerial map made up of four roll plots depicting the study area, computer stations for attendees to take the online survey, comment tables where attendees can write down comments on a paper form, a Transit 2020 table from City of Phoenix and an ADOT table for the Near-Term Improvements project team.

Q: City of Phoenix: Is FHWA involved? Perhaps if they are we won’t need to be concerned about segmentation issues in the future?

A: Yes, FHWA is a Management Partner on this study.

Question Number 1: Please describe your agency’s/department’s mandate and how it relates to the study?
Comment (C): City of Phoenix, Street Transportation Department: The City's top priority is to identify potential projects that can be accelerated, and how those projects tie back to the City's activities. One example of this is the Metro Center light rail extension.

B. Hazlett noted that the previous project's recommended solutions were so big that nothing could be done. The idea behind this study is to break the solution into smaller projects that can be implemented incrementally.

C. City of Phoenix, Environmental Programs: Requested confirmation on whether FHWA would be involved, to ensure they are on board with future environmental work. Inquired whether the environmental studies from previous projects would be used.

In response, B. Hazlett stated the study's organizational structure involves representatives from FHWA, and the data from the previous studies would be incorporated in this study.

C. City of Phoenix, Street Transportation Department: From the City's perspective, there are a lot of locations in this corridor where the freeway acts as a barrier. Need to make connections across the freeway.

C. Valley Metro: Valley Metro has four active projects in this corridor. Want to ensure these projects and environmental processes are coordinated with FHWA, MAG, and ADOT.

B. Hazlett stated the idea of this study is to streamline the process so all governmental agencies are working together.

C. Washington Elementary School District: There are fifteen schools within the Study Area.

C. City of Phoenix, Aviation: Runway protection zones for Sky Harbor are affected by Interstate 10 (I-10). The maintenance of these zones is very important.

Question Number 2: Does your agency or department have facilities in the Study Area? Does your agency or department have plans for future facilities that we need to account for within the Study Area?

C. Washington Elementary School District: There are fifteen schools within the Study Area.

C. City of Phoenix, Aviation: Sky Harbor is looking to improve the west entrance to the airport.

C. City of Phoenix Transit: There is the future I-10 West light rail project. It is important that current projects not preclude these future improvements.
Agency Information Meeting Summary (continued)

C. DPS: We have no major concerns at this time. The Department has a good relationship with MAG and ADOT as they move forward with the ADOT Traffic Operations Center.

Question Number 4: Do you have any ideas for alternatives that can help achieve the study’s goals?

C. City of Phoenix: Limiting heavy truck traffic to certain lanes. Is there any way to provide signage for limiting truck use? Hazlett responded this change would need to be discussed with the legislature.

Integrating corridor traffic management should include upgrading signals to provide better connectivity north south and east-west.

There is an inability for buses and transit vehicles to pick up speed in the HOV lane because they are constantly being cut off by cars entering the lane. Is there any way to provide a dedicated lane for buses that could be used for another use during the day?

C. Banning large trucks from the HOV lanes.

C. Washington Elementary School District: The challenge with school districts is that schools add to congestion when parents want to pick up their students rather than allow them to use buses or transit. Start times are mixed when parents need to arrive at school. The District is interested in the Safe Routes to School program, so children could walk. Specific strategies, such as the use of traffic signs, can help create a different traffic flow pattern to get vehicles off the streets without needing a new road or right-of-way. The District has worked with the City of Phoenix to educate parents on the Safe Routes to School idea. They have worked with a few engineering firms for traffic analysis, but have never completed a meta-analysis of their whole district.

C. ADOT: Requested special lanes and high-occupancy toll lanes be included in the range of alternatives so that this option is available to those willing to pay a premium for reliability.

Question Number 5: Are there particular traffic interchanges that cause an issue which we should pay attention to? Please disregard major system interchanges.

C. City of Tempe: Broadway/i-10, and Baseline/i-10 both have serious issues.

C. City of Phoenix, Aviation: SR 143/i-10

C. Wilson (traffic engineering consultant): 7th Street in the evening peak period ingress, eastbound traffic. Additional storage on that ramp is needed to reduce spillback onto Roosevelt.

C. City of Phoenix: 17/19th Avenue has challenges during both morning and evening peak periods. The real issue is capacity, as the interchanges are mixed out and more lanes would back up onto other streets. We need to look at other areas to allow for more connections.
### Table 1. Agency and Planning Partners Scoping Meeting Comment Summary

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<th>Agency</th>
<th>Relation to Study</th>
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<th>Future Plans</th>
<th>Specific Issue/Concern</th>
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<tr>
<td>Arizona Department of Administration</td>
<td>Responsible for Capitol master planning.</td>
<td>Yes. ADOA has 50+ state owned facilities within the Study Area.</td>
<td>In process of updating Capitol Complex Master Plan.</td>
<td>I-10 West Light Rail Extension might have large impact.</td>
<td>Additional alternative modes, such as regional transportation options, commuter rail, light rail extensions, street cars, etc.</td>
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<td>City of Phoenix Street Transportation Division</td>
<td>Much of the Study Area is within the City of Phoenix. Partner agency that is affected positively and negatively.</td>
<td>Yes. Adjacent signalized arterials.</td>
<td>All future plans related to arterial operations are being coordinated through MAG and ADOT.</td>
<td>Many of the signalized arterials have older signalized technology with limited capabilities that are inherent to active traffic management strategies.</td>
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<td>City of Phoenix (Department Unknown)</td>
<td>Potential projects that can be accelerated for implementation. How City of Phoenix can help identify those projects.</td>
<td>Yes. Streets (arterials, collectors, locals), transit operations, traffic signals, drainage facilities.</td>
<td>Phoenix Comprehensive Transportation Downtown Study, Pecos Basin Drainage Facilities, Future Northwest URT Extension to Metrocen</td>
<td>Adjacent neighborhoods and flood control.</td>
<td>Integrated Corridor Management/ITS Consolidated drainage facilities.</td>
<td>Obtain solution &amp; work oriented improvements. Collaboration between agencies, (i.e., City, MAG, ADOT, County, etc.)</td>
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7
### Appendix S. Comment Codes and Frequency Chart - Priorities

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<td><strong>120</strong></td>
<td><strong>135</strong></td>
<td><strong>83</strong></td>
<td><strong>109</strong></td>
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Appendix U. Priority & Strategy Comments and Suggested Priorities

Add Travel Choices: Phoenix needs more bike/ped bridges over I-17.
Add Travel Choices: Actually enforcing HOV restrictions we already have.
Add Travel Choices: We need to expand light rail ASAP in a hub and spoke manner that follows historical travel corridors. From there, we can enhance options for neighborhood circulators, better bus systems, and a less autocratic development footprint going forward. Commute/Regional rail should also have an interface with this plan.
Add Travel Choices: Yes, we need more mass transit, bike/ped use, and walkable neighborhoods.
Add Travel Choices: By increasing choices and multimodal options there is a great change that this will lower the number of vehicle trips. This infrastructure is relatively inexpensive compared to traditional highway roads and would better serve those who cannot drive as well as those who would rather not drive but do not realistically have the option due to the configuration of the freeway.
Add Travel Choices: Can put bike/ped-transit tour stops?
Add Travel Choices: More park/ride locations in the west valley.
Add Travel Choices: D-Flatting light rail or other rail options to the primary east-west corridors would be helpful long-term.
Add Travel Choices: Huge parking area off Peoria & Valley Metro services from Ahwatukee area to Central Phoenix, and I-10, almost non-existent.
Add Travel Choices: More protected bike lanes.
Add Travel Choices: Why are the highways so wide in the suburbs and so narrow. In Phoenix, Phoenix has been cheated. No paradise parkway no south mountain. The result is gridlock.
Add Travel Choices: Currently, there is no way to access the benefits of the corridor’s high speed potential with frequent transit service throughout the day.
Add Travel Choices: Too many people. We need mass transit.
Add Travel Choices: We need more transit on the light rail to Desert Ridge/Ranch skirts.
Add Travel Choices: Cannot build your way out of congestion. Add more transit choices to encourage people options.
Add Travel Choices: GETTING OFF I-17 and DRIVING WEST IN AFTERNOON IS IMPOSSIBLE. NEED MORE HIGHWAY OPTIONS HEADING WEST.
Add Travel Choices: I’d really like to see light rail along the home corridor bus stations with service coordinated with arrival and departure.
Add Travel Choices: When I was in Seoul, SK, I could catch a bus from almost any major intersection going in the direction that I wanted to go and wait no more than 5-10 minutes for a bus. A system like that can be flexible and allow people access from the spine to work, shopping, or home. It’s not practical today. A bus system would support existing corridor and future corridors. No more light rail that has no flexibility and high costs.
Add Travel Choices: Adding more public transit options such as light rail or more express buses.
Add Travel Choices: Then could be used along Grant Rd to connect to light rail downtown.
Add Travel Choices: Fixed-lane (freed-only) BRT. Rapid Transit is the way to go. Once established along the I-19/17 Spur line, it should become the foundation for future growth throughout the valley. This option would reduce congestion on I-10-17 by putting more SDVs in queues which would improve commute times for bus users and BDVs. Reduce air pollution, promote multi-modal transportation, enhance transportation options for those without driving licenses (youth/elderly/disabled), and be one of the most cost-effective alternatives. Additionally, by working with our local governments, chambers of commerce, and local businesses, we could develop new “Mobility Hubs,” which would replace our current Park & Rides to create new microeconomic hubs. Such Mobility Hubs would not only provide parking to Fixed-Line BRT riders, they would have businesses that users would need at the same location (child care, auto shops, dental services, markets, etc.). Furthermore, implementing a Fixed-Lane BRT system would encourage business by improving the quality of life in the Phoenix Area (CCCs like vertical offices). Let’s take advantage of the Phoenix’s funding opportunity to lay a new foundation to revitalize the Greater Phoenix Area.
Add Travel Choices: Trim any route in downtown. Event your have a park and ride, the Phoenix website planner for transportation is poor, doesn’t point them out, and prices are inconsistent based on express bus transports leaving the car as the only reliable, predictable option.

Add Travel Choices: I would not agree to improving car commutes. We must put emphasis on alternative means of transportation now before it’s too late. Don’t make it easier to drive. Promote the neighborhoods that encourage people to walk, bike, or use transit.
Add Travel Choices: Bring light rail to the west valley.
Add Travel Choices: Add more travel to every corridor in Phoenix.
Add Travel Choices: Build high-speed elevated train like the BART or EL.
Add Travel Choices: I care about adding commuter rail right up the spines, especially 1-17. Use Denver as a model.
Add Travel Choices: Reverse HOV lanes during commute north to south. From downtown up pass the I-17 Black directly for the I-17.
Add Travel Choices: Allow for alternative transportation. Gilbert has wonderful trails along the canals. Please look at these alternatives when planning.
Add Travel Choices: Again having a bus or transit system that provides long distance travel (i.e., like from Phoenix to Tempe without having to switch to 5 different buses) would be an ideal system. I lived in WA state and they have a great public transit system. Take a look at how they do it.
Add Travel Choices: More walking/bicycle bridges.
Add Travel Choices: Especially, unexpectedly far transit.
Add Travel Choices: Dedicated freeway along the highways.
Add Travel Choices: Make every crossing of the freeways on foot or by bicycle a little less challenging – and create new connections where possible. (e.g., Alamedal 10, Maricopa-Typhoon) add on road bike lanes to Gilbert/Ray Rdridge.

Add Travel Choices: Promote and prepare for unlimited vehicle travel.
Add Travel Choices: Having only one real major artery to travel north to south is poor planning and needs to be addressed way before now so as to make travel less of a tedious undertaking and possibly an enjoyable trip... things need to be done now to keep whatever future there may be (pleasant in respect.
Add Travel Choices: Need more transit possibilities, i.e., train down the center of the freeway, not just on roads.
Add Travel Choices: The Southward valley is barely on need of light rail transportation right down the I-17 spine.
Add Travel Choices: As much as possible, when alternate routes must be taken, due to accidents or other reasons.
Add Travel Choices: Maybe a couple more Rapid bus lanes? All of them make me really early I work or really late getting home.
Add Travel Choices: What about additional highway/expressways?
Add Travel Choices: We want bike/ded? The more bike lanes, the better.
Add Travel Choices: Add metro miles, bike lanes, covered sidewalks and bus shelters.
Add Travel Choices: Cut off to several sections on expressway away from downtown Phoenix including parallel roads with both local and express options.
Add Travel Choices: Note a couple.
Add Travel Choices: Phoenix is a desert state. You cannot bicycle to work in the summer. Travel choices are just that you get to choose what you want to use to travel, not have it dictated.
Add Travel Choices: Get rid of pot holes, have sidewalks that are actually flat, connected, and wheelchair accessible (i.e., seriously discriminating how much this state doesn’t care about its disabled citizens).
Add Travel Choices: Get rid of pot holes, have sidewalks that are actually flat, connected, and wheelchair accessible (i.e. seriously discriminating how much this state doesn’t care about its disabled citizens). Put in bike lanes ON EVERY ROAD. People will bike if they feel safe doing it. Pedestrians get killed by drivers every week it seems and here is a survey trying to make their lives easier. Focus on pedestrians 100% for the first time.
Add Travel Choices: Yes, we need more mass transit, bicycle use, and walkable neighborhoods.
Add Travel Choices: More bike lanes.
Add Travel Choices: We can not build our way out of congestion. Maximizing all of the modes available should be the master plan for the corridor.

Emphasis: Jobs Expanded transportation system would bring new growth in our core as it was in supporting the local economy and its accessibility to residents. We need more managed growth, connected, and transportation plays a huge role in this.
Priority & Strategy Comments and Suggested Priorities (continued)

**Emphasis Jobs**
- Thought this money was targeted for IT... Don’t give it to the airport or Broadway corridor. Another steal by east valley politicians.

**Emphasis Jobs**
- Infrastructure is the backbone for economic development.

**Emphasis Jobs**
- We need more jobs in AZ. Build the roads and they will come with their businesses.

**Emphasis Jobs**
- If freeways are built, jobs will occur. We should however never build roads to create jobs.

**Emphasis Jobs**
- By adding a fixed-lane BRT, we would effectively create dozens to hundreds (as the system expands) of new full-time jobs for bus drivers, transit planners, transit supervisors, maintenance workers, bus cleaners, fuelers, and more. These are new, much needed (and primarily) blue-collar positions. In addition to the temporary construction job, it would create the permanent jobs for the fixed-lane BRT system. How do we fund it? The same way we would construct mobility hubs—working with LPOs, chambers of commerce, and private business to develop Public Private Partnerships (P3). I bet Starbucks (and many other businesses) would love to invest in a mobility hub and transit line where daily customers would be guaranteed—especially if it provided free advertisement banners on our buses for such private partners.

**Emphasis Jobs**
- The way the freeway is set up now is killing the business along the freeway and this has to stop.

**Emphasis Jobs**
- If you accomplish the four priorities I have above it will have a positive impact on jobs.

**Emphasis Jobs**
- What does the mean? Emphasis jobs? Does this mean do construction as a make work effort for unions? Wrong policy! Does it mean easier access to downtown jobs? That’s reallocation.

**Emphasis Jobs**
- If road and travel planning were done with a proper sense of future needs, jobs would be more consistent and available rather than a scramble to get things done quickly and hire out sources to make it happen.

**Emphasis Jobs**
- We have hit peak car, with car usage back to 1955 levels, and continuing to reduce... we don’t need more freeways, we need a high-speed rail line between Phoenix and Los Angeles... also, do this before rail to Tucson or commuter rail. Keep in mind the fully autonomous vehicles, shared one vehicle between 2-5 people, are coming in less than 10 years reducing traffic congestion... you don’t need needled freeways, at all, and they don’t need built-in traffic monitoring systems in some mobile phones collect this data today.

**Emphasis Jobs**
- If you don’t have public transit and you can’t/own a car, then you can’t go to work. Which means that communities that you jobs (and those the existing tax benefits) are out of the picture.

**Emphasis Jobs**
- You can’t have jobs unless there are decent roads and transportation to get you there. Valley Metro needs to expand its bus routes. Valley Metro needs to expand its bus routes. Valley Metro needs to expand its bus routes. Valley Metro needs to expand its bus routes.

**Improve Commerce**
- Use development of dense mass transit corridors as improving commerce, and freeway development as being bad for commerce.

**Improve Commerce**
- Through trucking (and autos) currently has to use the lower half of the "spring" 1-10. The proposed first Ave "south bypass" could remove substantial through traffic from this segment.

**Improve Commerce**
- Working professionals like doctors, nurses and appraisers operating during congested business hours should be allowed to use the carpool lane.

**Improve Commerce**
- Many allowing trucks to travel in/on all lanes. Yes, all you need to be one lane for better movement of traffic.

**Improve Commerce**
- It’s the easiest way to get around and needs to one of the easiest... this should have been corrected in 1969 when put forth but hind sight 2000... it is still one of the most important routes in the City so get right this time.

**Improve Commerce**
- We need to focus on getting the traffic moving and those not doing business here around a souther loop to keeps them out of downtown.

**Improve Commerce**
- Reduce pollution.

**Improve Commerce**
- GET THE COMMUTERS OFF THE IMPORT/EXPORT CORRIDORS.

**Improve Commerce**
- Truck traffic waiting to travel thru Phoenix would benefit from an elevated bypass. It could be loaded to offset the cost. This also improves safety on the rest of the system.

**Improve Commerce**
- I left ended up leaving the west valley because of the Traffic on 110 East trying to get to the 51.

**Improve Commerce**
- Too much traffic for the number of lanes in this area... last minute decisions by vehicles put everyone in danger there. Needs to be better, and more safe options to smoothly flow through.

**Improve Commerce**
- When driving a commercial vehicle everyone’s life is in your hands no matter what. All I think the biggest issue is not enough lanes for the traffic that is moving too fast for a safe merge into the lanes carrying so much traffic.

**Improve Commerce**
- Need to add an upper deck for freight traffic.

**Improve Commerce**
- Congestion in Central/South Phoenix makes it a dead zone for trucking and warehousing businesses. Improving connections and reducing congestion will promote more jobs close to Central/south Phoenix.

**Improve Commerce**
- Remove the ideas from the roadway, going to be a challenge so the trucking industry can move more freely in the two right lanes.

**Improve Commerce**
- Bring back former freeways.

**Improve Commerce**
- Trucks should be banned from the left or high speed lanes. They bog down the commute by being in those lanes especially during rush hour. What need do they have to be across all lanes slowing things down.

**Improve Commerce**
- Raise the gas tax and let the truckers pay it. They are the ones who are running our freeways.

**Improve Commerce**
- I would like to see conventional commuter rail installed parallel to the spine.

**Improve Commerce**
- I have long talked about the traffic congestion in both directions during commute hours... all drivers should be required to get out of their vehicles, walk over to the median and well exchange work and home information with drivers headed the opposite direction "hey, let’s trade jobs (or residences) and stop passing each other every day!"

**Improve Commerce**
- "Improving commute" will address all other sub-issues (most importantly reducing property damage, injury, and death). Environment, cost, jobs, etc, would all subsequently benefit from an improved commute.

**Improve Commerce**
- by adding sustainable choices, not just expanding freeway lanes. "Review Induced demand!

**Improve Commerce**
- I would rather not have to commute by car.

**Improve Commerce**
- The 202 freeway will improve nothing. It will take a disaster to make way. The 2 BHN to widen 10 on the west side.

**Improve Commerce**
- Broadway curve slightly improved in the past with dedicated lane to Broadway Road and two lanes to A14/15/1514 is still extremely dangerous and congested.

**Improve Commerce**
- Parking the Phoenix freeway cannot afford right now.

**Improve Commerce**
- 'Improving commute' will work in pie but for my buckeyes fill a 4-22 miles commute each way takes me about an hour and a half that a almost 3 hours total a day I waste of my life, I might mention all the extra gas and damage I do to the paved layer and other things we can’t get back or be the damage to oceans, money, gas and precious time there has to be a better way. We could do our jobs here in my business but we don’t want to if you offered incentives to employers for doing that would you get more people off the road. I know nothing will change but thanks for letting me be blessed Carl Schroder

**Improve Commerce**
- I recommend building more bridges over the 101 East/West bound at intermediate streets. There is not enough lanes crossing over 101 - Bridges at Chandler, Maryland, and Missouri; Ocotillo Campbell, etc. should be constructed to alleviate the traffic jams crossing over 101 on major cross streets, East and West bound.

**Improve Commerce**
- I live in the area of US80 and McCormick and just want these commuters out of here as quickly and easily as possible.

**Improve Commerce**
- We need reduce the traffic congestion on SR-55 & Loop 101.
Priority & Strategy Comments and Suggested Priorities (continued)

Improve Commute
If Glencoe Avenue were made into a freeway, I wouldn’t use it. I’d use 17th to Grand to get downtown. Its actually less risky than my current commute. But traffic lights and congestion make it less appealing.

Improve Commute
Medicaid enrollment in the center of the freeway systems.

Improve Commute
But NOT at the cost of more pollution or a negative impact on neighborhoods.

Improve Commute
Would be willing to pay a few more in extra taxes to increase revenue for lightways.

Improve Commute
More general purpose lanes and HOV connectors is a must to all freeways.

Improve Commute
My current commute takes anywhere between 1 hour 15 mins to 1 hour 30 mins and thats on a day with no accidents. Sun Lakes to Camelback and 10th.

Improve Commute
Need to eliminate commuter lanes

Improve Commute
Reduce congestion at broadway curve and 1-10/77 split EB during evening peak.

Improve Commute
Elimination of stop and go traffic absolutely needs to be the top priority. Besides being inconvenient, it is a serious safety issue.

Improve Commute
There must be a way to re-engineer the I-905-10 interface. If that were solved a significant part of the I-10 backup would go away.

Improve Commute
Add a bus lane along side the HOV lane or add more HOV lanes.

Improve Commute
Honda Town. The fastest way to improve commuter times is to develop a Fixed-Lane BRT system—starting with the SPINE project, then ultimately expanding outwards in all directions so a Valley-wide system would occur. Imagine: walking, biking, or driving just a few miles to a Mobility Hub (park and ride), then getting to work stress-free and quicker then driving in a Fixed-Lane bus, all at a cheaper cost than an SOV driver paid in gas vehicle maintenance. What could be better?

Improve Commute
No matter where you live, all freeways run through Phoenix. Why is that? That is a real bad idea since few need to get there. We need diagonal freeways and freeways and parkways that run north-south in the Southeast Valley. In the West Valley, Thomas Road is being used as an alternative to I-10 since its so congested.

Improve Commute
I-177 from the west valley is not life. The west valley is growing, but the light rail is not going north and east. There is no good way to get from downtown to the far west, and north west valley.

Improve Commute
I live in the far west valley and commute into downtown Phoenix each day. Not that I want another freeway the size of I-10, crossing into Phoenix. I never could understand why Buckeye Road hasn’t been widened to accommodate more traffic wanting to bypass Phoenix. Otherwise I’d want to ban truck traffic from using the freeways during commuter hours (which I know is ridiculous).

Improve Commute
Add elevated tram from Phoenix to Tucson and connect to light rail.

Improve Commute
Making raising the speed limit on I-77 to 65 a top priority. This road is clearly built to handle it, with full length acceleration/merge and deceleration lanes.

Improve Commute
Createmajor 1 way streets in all directions. Add lots of buffer landscaping increased parking access. Help create improved driving and stopping in strip malls that are a big. Add more express bus service adj to parking access and increase in quality businesses along the major roads.

Improve Commute
See existing freeway corridors for light rail. Elevate tracks along the middle of the freeway. Running light rail up 19th Avenue and south to mountain ranges is pointless. You are implementing an old outdated plan and wasting taxpayer dollars.

Improve Commute
More lanes will permit greater capacity. There are to many interchanges.

Improve Commute
It’s no longer a joy to drive. I work 8 hour day and drive 3 hours. That is 11 hours out of my life. I fear that and Phoenix will be the greatest city in America.

Improve Commute
I-17 lanes too narrow. Too congested. I use alternate routes to get to work.

Improve Commute
Lanes on I-17 are too narrow. From the I-10 to Dunlap would like to see additional lanes.

Improve Commute
Accidents on the freeway snarls cash hour traffic. Bigger may not be better, but planning other access with public transit - including trains from cutting areas into the city - Phoenix and Tucson. This works very well in other big cities. Why not here.

Improve Commute
None of these choices are independent. Improving the commute will affect commerce and jobs.

Improve Commute
I would take a light rail system or even a bus system if it increase my commute time by 2.5 times what it takes me to drive.

Improve Commute
Persecute some work places could change their employee work hours to a half hour or an hour later. So, everyone is not traveling at the same time.

Improve Commute
We are retired but we do travel within the state and there are plenty more persons working and quite a few retired as we are that travel within the state.

Improve Commute
It’s so frustrating to sit in traffic when you leave five minutes late.

Improve Commute
Must be a way to re-engineer the I-905-10 interface. It would be terrible to travel EastWest on all the major roads. There are very few Right hand turn lanes and even less bus stop pull outs. The traffic and accidents that occur due to a bus or someone turning right seems crazy.

Improve Commute
Most of the other issues deal matter and I have had the problems and back.

Improve Commute
The traffic concerns here are addressed about 15 years after it has already become an issue. Whaht we need are some proactive planners/planners that might foresee at least a portion of the issues that come with growth and human expansion so as to keep the travel times and stress to a minimum and not allow the sort of impasse that exists now just trying to get to work and school.

Improve Commute
Increased capacity is needed and has been needed for a LONG TIME.

Improve Commute
I would like to see I-10 traffic that doesn’t need to go through Phoenix to be routed to 85 or another road but NOT through Ahwatukee which i think is ridiculous considering all the available land south and west of Ahwatukee that is not developed.

Improve Commute
I assume and availability is limited. For the long term explore overhead light rail down the center of the freeway corridors much like I-1 in Chicago. Put key stops for park and ride sites then branch off from there with Public transportation.

Improve Commute
Get more Park and Ride from inside the Spine area.

Improve Commute
Traffic here is repoulos. Then after highway is completed move construction for new lanes do it right the first time.

Improve Commute
No, the lack of something really outside the box. A corrogation of old and new technology.

Improve Commute
This I-17 is too bad until you get down to the stock. Due to the merge there, it’s always backed up and there is no carpool lane to exit from there onto the I-10.

Improve Commute
Traffic bandwidth from I-20 to downtown in the afternoon is getting worse every day.

Improve Commute
We need light rail to run from anthem/after freeway down to the Capital.

Improve Commute
I travel to Phoenix (downtown) and My husband brings me in. We use the HOV lane. It’s great until 9:30 when it might be as far as the next lane. We probably spend 35-40 minutes going from 63rd to the HOV exit to get onto 7th.

Why there are so many divers that have only one person in the HOV lane? What causes these headaches? Other Cities (Denver, CO for example) have fantastic HOV lanes! They move quick. Here it makes no sense.

Improve Commute
With the lack of bus and light rail the area (not only during rush hour) is very dangerous trying to merge from one freeway to the other. There has to be more lanes in I-17 as well as entrance and exits. Driving a commercial vehicle through these areas is very dangerous because there has to be more following distance for a large vehicle and that gives everyone else a place to cut in.
Priority & Strategy Comments and Suggested Priorities (continued)

**Increase Connections**
The connectivity between interchanges needs more lanes to improve capacity.

**Increase Connections**
Increased connections did not make it into my top four, but assume that if adding a crossing of one of the two interstates would improve the commute then an increased connection would be added. I cannot see that there would be any real opportunity to add a new connection to either of the interstate routes given the close spacing of interchanges now. Though I guess there could be opportunities for things like HOV left lane exits between interchanges (similar to Maryland Ave on SR 105), but again these would be added to improve commute.

**Increase Connections**
It would make sense to increase connections for everyone if it’s feasible or others.

**Increase Connections**
Also check HOV ramp connections and exits, where they do not already exist.

**Increase Connections**
Investment in infrastructure has a great ROI.

**Increase Connections**
The Northern Parkway should be priority one for emergency projects for the state to reduce traffic trying to get to I-70 or Loop 101. There is no major corridor across the middle of the city for some ridiculous reason. Well, extremely poor planning on ADOT’s part is the reason.

**Increase Connections**
More cameras for online viewing.

**Increase Connections**
Free and safer connections as possible.

**Increase Connections**
This might help if 1st and 7th avenues are both closed. You literally travel 6 miles an hour and get stuck in the HOV lane.

**Increase Connections**
Due routes and ramps need to be synchronized for a harmonious connection. Increased frequency is also needed.

**Increase Connections**
The west valley should have a connection for I-70 to Tucson without having to drive around downtown Phoenix to get to I-10. The east valley traffic could be reduced by working with ASU to reduce the number of cars on campus and to expand the light rail system.

**Increase Connections**
Free if not stop signs at exits. Street lights with sensors when cars approach will stop congestion.

**Increase Connections**
People working at minimum wage jobs shouldn’t have to spend so much time on the way to get to work.

**Increase Connections**
On ramp meters are a joke. Do you really monitor them and see if folks are using it as it should be. Have more right turn lanes to keep traffic moving and not backing up. Monitor intersections off the freeway ramps, so you are not backed onto the freeway.

**Increase Connections**
Individual lane speed limits.

**Increase Connections**
Freeway tolls per lane. Average two to three lanes when building these types of interchanges.

**Increase Connections**
Some of the turning lanes should be widened to get on and off the freeway.

**Minimize Cost**
Freeways are very expensive infrastructure and have the added effect of devolving property adjacent to the freeway which in turn decreases the tax base of the region. Freeways are very bad at recapturing value in a community and the tax that is used for them is predicted to not be re-reverted due to lower VMT across the county.

**Minimize Cost**
Due to the poor return on freeway investment and few funding mechanisms I would be against any kind of expensive improvements that are based on the idea of larger traffic volume. This would include such things as widening the freeway and adding lanes.

**Minimize Cost**
Minimizing cost means transit—people are paying directly for the service they are receiving.

**Minimize Cost**
Do more projects in the same area, to reduce construction costs.

**Minimize Cost**
I list it as a top priority but not at the deprivation of improving commute. I would like minimum expenditures going toward alternate solutions like mass transit until it can be shown they will actually be used and really change the situation.

**Minimize Cost**
Cost may be a consideration. Solutions like the current Phoenix City commuter rail idea that costs over $500M per mile are absurd. There has to be a better.

**Minimize Cost**
Don’t waste scarce capital on a fraction of automobile infrastructure.

**Minimize Cost**
The 4-ways of construction to build 6 miles of light rail on 55th Avenue is totally without justification. This project could have been done much faster, at less cost and caused less traffic congestion than it has. There is no way anyone looks into the impact on the community. They could have built bridges at all intersections and built it in less time and less cost.

**Minimize Cost**
This can also be done in the user finance method or through private but there are many other types of financing that are available to the State they just have to pick one and go with it.
Priority & Strategy Comments and Suggested Priorities (continued)

Minimize Cost: We know this is a tough one. But any improvement will cost big bucks. Go for the GOLD! You will not get another chance to do it right. Think BIG-THINK BOLD.

Minimize Cost: Obviously there is a need to get the most for the money we spend; however, we need to invest in our infrastructure to help the Phoenix area thrive. There needs to be more emphasis on finding creative ways to fund projects. Also, the region needs to start planning for an expansion of the Prop 400 funding source for infrastructure among other funding sources.

Minimize Cost: Focus on not wasting the money spent, not just spending less. In most sectors of government in the US, whether it’s city, county, state or federal spending, there’s a lot of waste of time and money. All forms of government need to run more like a business and with less politics.

Minimize Cost: We certainly want to see anything to help Arizona save money over the long term. It helps the residents and state as a whole.

Minimize Cost: Costs also need to be considered in the regard of commute, time and fuel. Being stuck in traffic is costly AND unhealthy. Having to breath that exhaustion fumes for longer than necessary each day and spending all that money on fuel just sitting in traffic with the engine idling for climate control in this desert is unsatisfactory and ridiculous.

Minimize Cost: Elevators structured have been very successful to relieve congestion in Tampa Florida. These should be considered as they can be constructed in existing right-of-way.

Minimize Cost: More rapid transit, current corridors.

Minimize Cost: I think it’s possible and could be shared with our tax money.

Minimize Cost: As much as possible, but safely comes first.

Minimize Cost: More transit needs to prioritize. Expand light rail to popular attractions (weeds, park, riverfront).

Minimize Cost: Aleviate the congestion on the 17. Another lane longer ext ramps to facilitate traffic flow.

Minimize Cost: Although new construction is always a must. Repairs are also needed. Adding to what we have is also a necessity.

Minimize Cost: Although new construction is always a must. Repairs are also needed. Adding to what we have is also a necessity.

Minimize Cost: Although new construction is always a must. Repairs are also needed. Adding to what we have is also a necessity.

Minimize Cost: Our federal government has talked extensively about “shovel ready” projects with available funds- we should hold them to this commitment and press hard for federal funding.

Minimize Cost: Too much.

Minimize Cost: There is no enough money to maintain our freeways. We are not getting all the money from the government to maintain and build out roads. Abolish MAG so transportation monies are fairly appropriated to all the cities.

Minimize Cost: This applies to all neighborhoods equally. People tend to move to the outskirts and then lose all respect for whatever lays between them and their communities.

Minimize Cost: Promote businesses to locate where their employees live, thereby greatly reducing the commute.

Minimize Cost: The freeways are notoriously difficult to cross and have had the very negative effect of isolating adjacent neighborhoods. This makes those neighborhoods undesirable and forces people to use further out which increases vehicle trips, trip length, and trip distance. This contributes more to our air pollution.

Minimize Cost: I am concerned with the gas pollution generated by freeways in the core of Phoenix (101 and 51st at 7th and 7th).

Minimize Cost: I care about increasing neighborhood safety and cleanliness. The major changes result in parking, homeless camps, and broken down cars. I have had to post a sign on my door to stop the interruptions from people breaking down and asking to borrow tools or the phone.

Promote Neighborhoods: I’ve lived in my house for 45 years. same street, same neighborhood. Way to much traffic and noise pollution.

Promote Neighborhoods: We have to fix the gridlock on neighborhoods streets near 1-17. It lock neighbors using local system out of their houses.

Promote Neighborhoods: I don’t understand why this is relevant to a discussion of the highways.

Promote Neighborhoods: We cannot build our way out of traffic by continuously adding more and wider freeways. As soon as there is more capacity they fill up. Create land use planning that works toward density, of people and jobs, not just more freeways and leveraging of the existing investments.

Promote Neighborhoods: Please use this expansion as an opportunity to help increase the value and beautification of revitalizing Central Phoenix.

Promote Neighborhoods: We cannot continue to use the philosophy that doesn’t seek solutions with the least impact on existing residential areas.

Promote Neighborhoods: Neighborhoods in Maricopa County are poorly connected. Off 3-5 open spaces are in one square mile, none connected except by the arterial traffic around the edges. No center square, no central reason to congregate or move inward in the community. Wasteful of time discourages bike riding and healthy lifestyles for kids.

Promote Neighborhoods: Variable communities-less dependence on cars.

Promote Neighborhoods: This road is a traffic jam to communities through which it passes. It is a barrier between shopping centers and other destinations, such as parks. The development along the freeway (South Bell Road) is blighted. Any improvements MUST provide connectivity, mid-mile connections for pedestrians and bikes, and enhance neighborhoods.

Promote Neighborhoods: Greater economic growth will happen with improved freeway capacity.

Promote Neighborhoods: Why live if you cannot move around easily?

Promote Neighborhoods: Promoting the quality of life is very important! Preserve open space areas before they are all gone. People from Canada and all over the country come here to the city valley to enjoy the mountain trails and open spaces. Open trails, pathways, safety is so important. Arizona Smart planning is most important to us.

Promote Neighborhoods: making neighborhoods safer and having less traffic go through our residential neighborhoods would only be a win situation.

Promote Neighborhoods: You are going to improve the neighborhoods until you slow folks down by hiring more police to help slow them down.

Promote Neighborhoods: Environmental slope with covers art and neighborhood facts.

Promote Neighborhoods: Improved public transportation makes accessible neighborhood more desirable.

Promote Neighborhoods: ADOT is not doing their job to protect neighborhoods from traffic noise. We need more sound barriers and re-aligned roads.

Protect the Environment: Get vehicular traffic off of our surface streets whenever possible. Let’s instead focus on complete streets, enhanced safety, resilient freeway network, and improved connections for non-vehicular travel.

Protect the Environment: Monitor and reduce pollution generated by freeways in core Phoenix.

Protect the Environment: Areawide trail through community, park connections, and bike paths.

Protect the Environment: We live in the inner city and the noise, poor air quality, and sound that is produced needs to be addressed.

Protect the Environment: We must reach a solution with the minimal effect on the environment. Renourishing and destroying existing residential areas must be avoided.

Protect the Environment: So many people have come to make Arizona their home is due to the amazing environment we have here. If our skies become as smoggy as L.A., it will have a very negative impact on health, livability, and ultimately the economy. Because of that, we need to ensure we fix the problem in a way that would protect our air quality. Famed Lane BRT would do just that as it would run off of CNNLNG which is a very clean-burning (and American-made) fuel alternative. Not only that, but every full bus means 300-350V off our roads.

Protect the Environment: Promote wildlife habitats and transfer oriented development to reduce car use and carbon emissions.

Protect the Environment: If you did more transit to the Phoenix Area you would be protecting the environment over building more freeways.

Protect the Environment: We need to protect the beauty that is Arizona.

Protect the Environment: Make left lanes on freeways “Paying lanes only.”

Protect the Environment: That is why we are here. The South Mountain Freeway is a good idea, but at what price destroying the environment???? You need to build wisely.

Protect the Environment: Protect wildlife corridors and open space connectivity when planning for new highways, etc.
Priority & Strategy Comments and Suggested Priorities (continued)

Access

I do not care about improving access onto the freeway, but access across would be very good.

My dream would be to see more of the freeway buried in a similar way that it is at the duck park tunnel. I realize that the most expensive solution but the types of developments and land use above the tunnel are generally very high quality and capture a great deal of value in property and sales taxes. I believe that once you factor in the added economic benefit of the additional land that would be created for development it would be worth the cost of the project.

I would love to see Phoenix do its own version of the Big Dig that Boston undertook. It does amazing things for Boston and would really be a no brainer compromise because you still get the carrying capacity of the road but none of the negative effects of cutting off neighborhoods and promoting low level economic development that comes from freeways.

I realize that this is a very ambitious suggestion, but it is one that I think would be amazingly beneficial.

Access

One of my biggest problems is crossing I-17 during evening rush hour. Some of the intersections will back up a half mile.

Access

Improving access to transportation choices for those that do not, cannot or can't afford to drive is essential and should be the first priority for transportation policy in the next 25 years.

Access

I build transfer stations at Horse Park, Sky Harbor, Casa Grande & Tucson airport in pedestrian - private vehicles; freight elevator (cleaner freight elevator) and elevator train.

Access

"Access" is a threatening term when applied only to freeways. These roads are only accessible to those who can afford - and choose to purchase - a car. True "access" should come in the form of improved mass transit and complete streets which are open to all.

Access

As long as Phoenix does not destroy the quality of life among the neighborhoods adjacent.

Access

Build roads across the freeway at the half mile point to ease local traffic on the major roadways.

This was done in the Detroit area about 40 years ago. It helps move local traffic and reduces drive times at the major intersections. It also provides another route for Public Safety vehicles when there is a major accident.

Access

No need for construction.

Access

I never improved access is only for motor vehicles. I would drop my rating to 4. If this included improved pedestrian and bicycle access my rating would be 4.

Access

Many accidents situations seem dangerous (e.g. the ramps from the 51 north to the 101 west). Too many cars trying to be in the same place at the same time.

Access

The ramp stairs and go lights should be used less. Traffic is slowed to allow merging of cars敢 asking for a stop. Before the ramp would be allowing constant right turn into right entrance ramp to enable turning of cars entering. No right turn on red signage.

Access

Closing a freeway on a bike or foot via a sidewalk on the AZCOT style interchange is a drag. I am always concerned about a material crashing into me because of the design and placement of the crosswalks. Right on red is particularly bad because motorists tend to look straight ahead or to the left when actually moving right.

Access

(2) Improve access is not the federal government's cross cut service. Interstate traffic would benefit.

Access

An adequate crossing exists on 17th. Too often extremely dangerous to traffic flow.

Access

I was very interested in knowing what ideas can be looked along the I-17 to improve access without closing too many points of access.

Access

I've always liked the way some of the Arizona freeway controls left turns and U-turns when exiting the freeway. Also, no dividers - horrible when trying to merge at high speeds. And no more of the freeway entrance ramps where you immediately have to cross two lanes of traffic to a third one because the lanes are running out. I want use some entrance ramps because they're almost suicidal.

Access

THIS WOULD COST TOO MUCH AND CONGESTION WOULD STILL BE PRESENT AROUND THE SAME... I SEE NO VALUE.

Access

Again I see exits.
Priority & Strategy Comments and Suggested Priorities (continued)

Access

Access improving efficiency and safety are both worthy of spending in this area, but observations and lack of data on my part make me skeptical that changes to the current access strategy will lead to significant improvements.

Access

Access improve all ingress/egress ramps of I-17.

Access

Access the County Line Rd lanes to reach freeway and major destination is critical. This would help prevent weaving, accidents, and improve overall traffic flow.

Access

Access access and off the freeway at the Salt River needs to occur as if there is an accident no vehicles can get off the freeway at that location.

Access

Access Since your lowest roadway is not flooded with flashflood problem in the area, cause a bigger riverbed.

Access

Access sometimes the freeway designs are confusing as are the signs to get you to different places along that freeway.

Access

Access current access is good, however some streets (such as Apache Blvd) really need on/off ramps to the 101 to reduce congestion.

Access

Access improve access to transit - use technology to better inform transit riders of when bus will arrive.

Access

Access I'm for more mass transit options than more roads or 'freeways'. Do people think we have enough land for freeways, and lots of fires, and all those cars and pollutants?? Get real!! also parking lots and garages?? people are just lazy and stupid.

Access

Access increase ease of access and increase usage. increase usage increase congestion. Unless you can access increase to the proper lanes to put commuters where they need to be without crossing traffic and slowing things down while they do it.

Access

Access Access should have been limited doing it ago and now you may understand why this is the problem it has become. Moving traffic over the interstate would be a city cost and not so much the states.

Access

Access I would rather see more effective roundabouts at neighborhood intersections rather than traffic signals. I don't know if it is effective to use this for intrastate access and crossing.

Access

Access Habitats, cities, turn on the freeway to help traffic run smoother.

Access

Access Again, I believe your assessments are at best misleading. While the strategy is good, how viable is it given the existing conditions within the corridor? In the discussion just improving interchanges and making single-lane interchanges double, etc. or is it including added interchange and where would they go. If you improve the intersection without improving the street lanes where does the traffic go. you need to add more space for cars to stack up on the exits (which I would guess would open up the mainline traffic lanes on the interstate). Adding more circles streets over the freeways and opening them up more so that you have more access to streets to carry traffic would help (e.g. open up the half-mile streets). However, most of these go through residential neighborhoods, thus possibly NOT promoting neighborhoods (again I think there is a bias in this presentation).

Access

Access PLEASE NO MORE traffic circles (like I-10) Happy Valley (nondescript) or clover-leaf designs. Both are extremely dangerous when combined with a freeway.

Access

Access When technology and state of the art solutions can add capacity to the system, and cost/benefit is demonstrated, then make the investment. Using credible sources to show the ROI for the investment is wisdom brought forward. It seems like a missed opportunity. For instance, if there were improvements in design, it would be feasible to increase the I-100K over a reasonable period of time, then state it out public talks can understate the benefit to the community. I don't mind investing in the infrastructure that my children or their may use. I have benefited greatly from the infrastructure planners, designers, constructed and paid for by others.

Access

Access lower leaf access points might be a consideration.

Access

Access Add the speed strips for low-speed drivers on freeway extra/exits where accidents are most common.

Access

Access Pedestrian, transit, and bike access = YES, no more vehicle for access, please.

Access

Access I don't like this as an improvement, Access on and off is good unless you want to lengthen approaches and exits.

Access

Access when merging traffic from one freeway to another don't bottleneck down to one lane as is the case with so many freeways in Phoenix - that is poor transportation planning.

Access

Access more metered ramps.
Freeway Lanes

Although expansion of general use of freeway lanes is beneficial, it could encourage the continual urban sprawl growth that encourages driving and harms the environment.

Freeway Lanes

This would help the problem a little more, but with the high demand. When self-driving cars dominate the road, there won't be a need for so many lanes anyway.

Freeway Lanes

New general purpose lanes would help but impacts to adjacent neighborhoods should be carefully evaluated.

Freeway Lanes

We need to build the 202 and then stop adding general use freeway lanes.

Freeway Lanes

There certainly seems to be an issue with volume of vehicles and this would help mitigate the congestion caused by that volume.

Freeway Lanes

This will only create induced demand, resulting in more traffic.

Freeway Lanes

The Phoenix metro area needs to enforce the "keep right except to pass" rule that other states like Colorado do. There is constant congestion on valley freeways because there is no place for faster cars to pass because there are always slower vehicles who left too early and then they complete a pass resulting in congestion.

Freeway Lanes

The freeway lanes will only get busier as they grow. Alternative transportation should be the bigger issue. Buses, Light Rail, bus, etc.

Freeway Lanes

Awful idea that will result in induced demand, more air pollution, more congestion, more monorail travel, increased urban heat island, etc. We have more than enough freeway lanes currently. Enough is enough.

Freeway Lanes

REMOVE the 19th tunnel: it's a bottleneck and hazard when entering it's blackness from the bright Arizona sunlight binding. Lots of accidents in this area which contributes to the back up of the 19th.

Freeway Lanes

Adding lanes is always the "go to" option. However, it is also the least desirable from the standpoint that we will never have enough lanes to meet current and projected transportation needs. As soon as additional lanes are built, we are up to barely meeting current traffic conditions during peak travel times. Therefore, adding lanes is a short term fix and will never solve issues for the long term.

Freeway Lanes

Adding lanes is always the "go to" option. However, it is also the least desirable from the standpoint that we will never have enough lanes to meet current and projected transportation needs. As soon as additional lanes are built, we are up to barely meeting current traffic conditions during peak travel times. Therefore, adding lanes is a short term fix and will never solve issues for the long term. In addition, it has the potential to destroy neighborhoods, degrades air quality, and often impacts the environment in negative ways.

Freeway Lanes

This is the worst option. This does not actually improve commerce. There may be some metrics that shows this association when looking at things like regional market but the quality and type of commerce that it promotes must also be considered. The data I have seen regarding this shows that freeway-related commerce does not have a positive economic impact due to the relative low cost and the tendency for the businesses to not age well.

Freeway Lanes

Additional Freeway lanes typically don't reduce rush hour times, there end up being more vehicles in that jam.

Freeway Lanes

This strategy isn't well-supported by research.

Freeway Lanes

Not helpful in the long term. More lanes mean more traffic.

Freeway Lanes

The basic concept of Induced Demand should negate this as a viable option.

Freeway Lanes

Adding lanes will cause induced demand and will not affect congestion.

Freeway Lanes

Two words: induced demand.

Freeway Lanes

I feel this would only help with commute times if there are designated lanes to travel for a specific distance without merging traffic being able to interfere for maybe 20-30 seconds.

Freeway Lanes

Use for elevated fast rail, passenger freight for local mode

Freeway Lanes

Adding lanes creates "induced demand" thereby feeling inadequate manage congestion

Freeway Lanes

Don't include high speed rail or light rail from these discussions.

Freeway Lanes

Stop adding lanes. Has anyone heard of induced demand? Stop saying that adding lanes will improve commute.

Freeway Lanes

I like this idea but it seems impractical for where it is needed now.
Priority & Strategy Comments and Suggested Priorities (continued)

Freeway Lanes

If freeways are needed we should build them above ground on existing right-of-way. Reducing the impact on existing neighborhoods, and providing shade to afternoon commuters should be priorities.

Freeway Lanes
We need 6 lanes on I-10 from Goodyear in and on it.

Freeway Lanes
I think we should build the light rail along the center of freeways, rather than adding lanes.

Freeway Lanes
I am not in favor of expanding any of our highways. It just promotes auto dominated sprawl.

Freeway Lanes
Promote urban sprawl. Bad idea.

Freeway Lanes
Try limited access and exit express lanes for cross town traffic as opposed to HOV only.

Freeway Lanes
Add at least one lane.

Freeway Lanes
Adding lanes is a short sighted approach with the expectant Valley growth. Need to be prioritized to alternate modes of BRT, Commuter Rail, etc.

Freeway Lanes
Even before you start this, raise the speed limit on I-17 to 65.

Freeway Lanes
This only works for some freeways that have the available land area to expand.

Freeway Lanes
Add a train lane. A train that would arrive at each mile mark every 30 minutes.

Freeway Lanes
This would create a problem when the freeway backs up and everyone merges over in a hurry creating accidents and a parking lot.

Freeway Lanes
Construction of the people's neighborhoods and their environments needs to be minimized. Adding travel choices frees reliance on auto does this.

Freeway Lanes
Create a way that speaks trucks are NOT allowed in the left lanes to help traffic run smoother.

Freeway Lanes
It is hard to rank this strategy without knowing more about how it would be accomplished. To implement this strategy on I-10 between the San Antonio and SR 51 would have relatively minimal impact on neighborhoods due to needed ROW since most of the needed ROW has already been purchased by ADOT. A similar scenario along I-17 might have a completely different effect if that ROW will need to be purchased.

Freeway Lanes
Only a short term solution. Data shows added lanes will induce more overall trips through triple-convergence.

Freeway Lanes
Added lanes become less efficient & need more RW. Double deck where needed.

Freeway Lanes
Only add lanes to the extent the investment makes sense. When developers demonstrate that other solutions make sense, then go that way. Use the engineers training not the public's emotion.

Freeway Lanes
Unneeded

Freeway Lanes
Unneeded.

Freeway Lanes
Think the biggest problem with the freeways is that there's always a crash on the 51 or 1-10 around the mini-bridge. I'm not sure how much more lanes will help.

Freeway Lanes
Everybody's use.

Freeway Lanes
No need to import/export corridors. Stop choking the best one we have with commuters. We DO NOT need more lanes.

Freeway Lanes
This would just increase sprawl and adverse environmental impacts.

Freeway Lanes
At some point we have to realize there are just too many vehicles on the road.

Freeway Lanes
Also designate some lanes as express lanes, others as local lanes and the current diamond lane.

Freeway Lanes
Additional lanes can be provided on elevated structures in existing right-of-way.

Freeway Lanes
This would only increase sprawl and encourage more single occupant vehicles.

Freeway Lanes
Please stop widening freeways.

Freeway Lanes
Do you really have general lanes. There is no room. You are already behind the need. You will have to go somewhere.

Freeway Lanes
It within consideration to build another freeway above the existing freeway, as has been done in other cities (Honolulu, San Francisco, etc.) I think this is a good idea for the spine, but also for Grand Avenue.

Freeway Lanes
One lane may help in some areas. But they need not be additional HOV lanes. People already abuse them. I've seen some areas actually use the special lanes during high traffic times. Possible signalizing with lane arrow similar to bank teller lanes.

Freeway Lanes
What have freeways done for us lately?

Freeway Lanes
Restrict Commercial traffic during peak hours. Either to certain lanes or prohibit completely.

Freeway Lanes
Freeways are not a solution to the problem.

Freeway Lanes
This just continues the status quo.

Freeway Lanes
Extra lanes are not a real solution. Then you'll have more people on the freeway with folks moving further out then in 2050 you'll need a 5 lane What's the point?

Freeway Lanes
This is the worse state for freeways. Add a toll road I'd pay to be away from the rest of the traffic congestion.

Freeway Lanes
We don't want this to turn into the I-10 or the freeways in California where we have a thousand lanes of traffic. Let's keep the movement in the form of I-17 to the I-10 with 'links of注意' and at least an HOV lane and one regular lane for this transition.

Freeway Lanes
Light Rail

Freeway Lanes
This is a priority in the right areas, otherwise use advocates for more lanes of congestion.

Freeway Lanes
Additional freeway lanes provide very short term congestion relief. We need to get cars off the road not encourage higher traffic levels.

Freeway Lanes
People don't know how to use lanes already provided. Much confusion about how. MAJOR OBSTACLE TO THE FREE FLOW OF TRAFFIC IS CELL PHONE USAGE.

Freeway Lanes
Current conditions in the 313 without any crashes it takes 45 minutes at 50 mph to go from Elaine to Pebble Creek via the freeway. Getting off the freeway at 7th Street, that is insane.

Freeway Lanes
At a point adding more lanes only increases congestion!!!

Freeway Lanes
You need to add additional freeway routes for a metropolitan area like this. But a grade rail system only freeses congestion, by taking away available driving lanes and causing longer wait times to cross rail.

Freeway Lanes
All BUS STOPS should have PULL OUTS, this would improve all secondary routes.

Freeway Lanes
6 lanes of traffic is overwhelming. Build another route close by.

Freeway Lanes
Commercial use, west coast to east coast trips, and continuing to reduce, we don't need more lanes, we need a high speed rail line between Phoenix and Los Angeles. Also, do this before rail to Tucson, or commuter rail. Keep in mind fully autonomous vehicles, paired one vehicle between 2-10 people, are coming in less than 10 years further reducing traffic congestion. you don't need additional freeways, at freeway, and they don't need built in traffic monitoring systems since mobile phones collect data today.

Freeway Lanes
More lanes means more traffic if you build it they will come.

Freeway Lanes
We have too many cars, with car usage costs. total levels, and continuing to reduce, we don't need more lanes, we need a high speed rail line between Phoenix and Los Angeles. Also, do this before rail to Tucson, or commuter rail. Keep in mind fully autonomous vehicles, paired one vehicle between 2-10 people, are coming in less than 10 years further reducing traffic congestion. you don't need additional freeways, at freeway, and they don't need built in traffic monitoring systems since mobile phones collect data today.

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Priority & Strategy Comments and Suggested Priorities (continued)

Freeway Lanes
This option has a long learning curve to be effective. I'm not sure if the average motorist will ever understand it.

Special Lanes
Price controlled lanes (HCT) disproportionately affect those in lower income brackets. I would be highly against the addition of these lanes.

Special Lanes
Price controlled lanes (HOT) disproportionately affect those in lower income brackets. I would be highly against the addition of these lanes. However, the addition of new HOV lanes would be beneficial for both commuters and the environment as it encourages driving together or bus usage.

Special Lanes
Yes - I like retrofitting the use of CURRENT infrastructure rather than building more of the same.

Special Lanes
I-17 to I-10 westbound at the stack interchange needs an additional lane added because it gets backed up on I-17 in the PM rush hours.

Special Lanes
Toll options should not be off the table, and HOV lanes are a must.

Special Lanes
No Toll Roads. Please please don’t add toll roads.

Special Lanes
If they were HOT lanes, wouldn’t that have a favorable impact on minimizing costs? Revenue generated over 10-20 years is funding for regular construction of the new lanes and, over time, alleviates some of the maintenance burden.

Special Lanes
Transit only and HOV lanes are good.

Special Lanes
This can be good IF done properly. BRT, carpools, and HOT lanes are all good ideas.

Special Lanes
I do not support toll roads or any kind.

Special Lanes
This is similar to adding additional freeway lanes except that are designated for a special purpose. Often times we see unoccupied drivers on the HOV lane during rush hour. There is no enforcement or incentive for drivers to obey special lane designations other than the current honor system.

Special Lanes
This can be an effective way of dealing with this issue. Usage fees and priority lanes are good incentives for commuters.

Special Lanes
Conversion would be fine. Additions are unnecessary.

Special Lanes
Why too expensive for the benefits?

Special Lanes
No new lanes should be added, however, current lanes can be repurposed for HOV, bus rapid transit, etc.

Special Lanes
Highways should be 317' dedicated for 3 or more rides or no trucks.

Special Lanes
Care less about HOV since AZ allows Motorcycles to get away with everything including emissions where Hybrids like a plug in gets NOTTHING from the Government.

Special Lanes
I saw zip lanes used in Hawaii, but it was confusing and short-term.

Special Lanes
Create bus-only lanes so it actually makes some sense to take a bus in this city. You should have built the light rail along the free way but now that it's too late, at least make some bus-only lanes. Have them connect certain CDOT's of the valley like downtown phoenix and old town Scottsdale.

Special Lanes
More HOV, create a permit lane and invest money in public transport system

Special Lanes
I don’t agree with HOT lanes, this just provides elite access for those with more $$ . I do agree with truck lanes or requiring trucks to stay out of specific lanes similar to GA.

Special Lanes
Please eliminate carpool lanes. All people pay taxes and all people should be able to use all lanes.

Special Lanes
HOV lanes are good. Truck only lanes can be very frustrating and don’t always work as planned.
**Priority & Strategy Comments and Suggested Priorities (continued)**

<table>
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</tr>
<tr>
<td>Special Lanes</td>
<td>ADOT should study the use of &quot;express lanes&quot; to get commuters through congested sections such as the roadway curve on I10.</td>
</tr>
<tr>
<td>Special Lanes</td>
<td>Great idea.</td>
</tr>
<tr>
<td>Special Lanes</td>
<td>I don’t like the idea of price controlled lanes, after all, it’s a freeway not a toll road. I do like the idea of dedicated truck lanes. Too many people cut them off so they can cause backups with going slow &amp; cautiously.</td>
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<td>Special Lanes</td>
<td>Again, build a light rail in the center of the freeway rather than adding HOV lanes, etc. And, another good option would be to restrict traffic in the 3rd &amp; 4th lanes to a “minimum speed” of 65, and max. of 75 for example; this ensures slow drivers are keeping to the right.</td>
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<td>Do NOT include toll roads!</td>
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<td>I am not in favor of special lanes unless they would be transt only lanes.</td>
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<td>Managed as a code word for TOLLS, do not consider this.</td>
</tr>
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<td>Special Lanes</td>
<td>EXPRESS lanes. Yes, Managed by private access and exiting Truck only and pay lanes NO. Express lanes should include exits to commercial zones so trucks can exit without crossing traffic to warehouse districts, as well as commuters into high production/employment areas.</td>
</tr>
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<td>Special Lanes</td>
<td>What about the west side of town going to the spire?</td>
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<td>Special Lanes</td>
<td>Complete HOV network. Convert HOV to HOV Managed Lane.</td>
</tr>
<tr>
<td>Special Lanes</td>
<td>The idea is to slow them and special lanes will not move the traffic better. Looking at it as a whole it would likely make worse.</td>
</tr>
<tr>
<td>Special Lanes</td>
<td>I would not like to see toll roads added to the current system. If you have to add a toll it should not take up the current roads.</td>
</tr>
<tr>
<td>Special Lanes</td>
<td>HOV lanes are fine. I oppose paying tolls for road usage. I am from the east coast where toll roads exist everywhere, and their roads are still absolutely horrible. I don’t know what they use the toll money for, but it isn’t used to keep the roads in good shape. I doubt Arizona would use the money for road maintenance and traffic improvements. They would instead divert it for another use as the legislature typically tries to do.</td>
</tr>
<tr>
<td>Special Lanes</td>
<td>The strategy is hit and miss. Managed lane utilization must be enforced, it seems police enforcement is the only viable option but police availability is the problem.</td>
</tr>
<tr>
<td>Special Lanes</td>
<td>There will only be a few that would participate in this and it wouldn’t pay off. It would limit those who are everyday drivers rather than helping them! This only increases the problem and creates new ones.</td>
</tr>
<tr>
<td>Special Lanes</td>
<td>This still does not address the need for more public transportation options. Depending on how you &quot;manage&quot; the lanes, the traffic could be worse for those of us who are driving alone because of poor public transportation.</td>
</tr>
<tr>
<td>Special Lanes</td>
<td>How about creating a toll lane in the HOV, could help cover at least a portion of freeway costs.</td>
</tr>
<tr>
<td>Special Lanes</td>
<td>Same issues as with freeway lanes in impacts to neighborhoods. The value of this option greatly depends on what is adopted (thus also affecting the rating you show to the right). How many managed lanes, how much the cost would be, what the criteria would be for their use, etc. all would affect the validity of the strategy. Not enough is known at this time to accurately rate the option.</td>
</tr>
</tbody>
</table>

| Special Lanes | 1. adamantly OPPOSED TO TOLL Roads/HOT lanes! keep them out of AZ. |
| Special Lanes | 2. We don’t need any more HOV lanes— in my opinion they add to the congestion (although they keep the EPA happy). |
| Special Lanes | The best strategy overall. Making the existing system as efficient as possible, with evolving footprint, through pricing and technology. |
| Special Lanes | This seems to do more with less of more with the same type of solution. It seems like a smart alternative. Demonstrate a bang for the buck, and get the professional engineers show the public the benefits. |
| Special Lanes | Would be open to an E-Toll option, used in places like the 93 freeway in Los Angeles to create a special lane and ease congestion. This also serves as a revenue generator for the state. Phoenix is the 4th largest city in the country and rated similarly for expected growth. We should model future highway plans on effective methods other major cities are using. |
| Special Lanes | I don’t think MAGIC ADOT to effectively manage the current HOV lanes, so I would not support adding special lanes. They seem to be underestimated and unnecessary in scope. |
| Special Lanes | I don’t like this option because I don’t believe the HOV lanes currently help reduce congestion along the freeway. Allowing more vehicles to use the new lanes might help (all trucks, toll, electric, etc). |
| Special Lanes | Managed lanes only make sense if you are congesting, and that’s not an option for most people. |
| Special Lanes | Managed lanes can be added on dedicated elevated structures for cars and trucks. |
| Special Lanes | Manage through traffic in an inside lane for miles, periodic ramp lane. |
| Special Lanes | Maybe add HOV lanes wherever they don’t exist! Maybe some sort of pricing for access to the “Spine” from outside the area? |
| Special Lanes | HOV lanes only serve to force a majority of drivers into the remaining lanes. Traffic congestion is always worse when HOV lanes kick in. |
| Special Lanes | Has there been a look into having express lanes which switch direction based on the time of day and major commuter direction? Similar to what Seattle has. |
| Special Lanes | Transit only would make a huge difference in the onetime scheduling and reliability of the Metro Valley bus system that utilize the interstate. People misusing the HOV lane are partly to blame of altering the commuter reliability. With truck only & transit only lanes it will be much easier for officers to patrol (or cameras) to catch offenders and stave off the allure to use an unoccupied lane. A motorist cannot deny that they are giving a sedent in a truck only lane therefore they will be less likely to make an offense. |
| Special Lanes | HOV lanes. |
| Special Lanes | We can do more to allow range single occupancy vehicle transit. I’m all for special lanes. |
| Special Lanes | NO commercial vehicles in school zone lanes. |
| Special Lanes | Support is needed for paying HOV lanes. |
| Special Lanes | This is what is known as Lexus lanes where those who can afford to pay can go faster and those that can’t afford are stuck in lanes that are even slower than they were before. NO THANKS. |
| Special Lanes | Allow any fuel efficient vehicle on HOV without pedestrians. inspect and test at driver’s cost, the fuel efficiency of the vehicle and Drivet or Drivvy HOV scores based on test results. |
| Special Lanes | I am against HOV lanes (still, I think you should restrict when people can enter and exit HOV lanes to make them move faster. |
| Special Lanes | I am most interested in this for toll lanes (not necessarily hot). |
| Special Lanes | Feel that all trucks/trucks/medium vehicles should use the two slower lanes and cars in the fast lanes. |
| Special Lanes | I would really like to see this used for toll lanes that could be open to all passenger vehicles, not just carpool vehicles. |
| Special Lanes | I do not like the word managed & sounds like toll lanes so the wealthy can pay to go faster than the “hobo” cops. The bigger danger is the expansion of these lanes so there are more toll lanes than not! One is too many. Freeway, right. |

| Special Lanes | I give 5 stars to diamond lanes and building them at the start, not adding later. I give no stars to toll lanes. |
Priority & Strategy Comments and Suggested Priorities (continued)

Special Lanes people don’t know how to use lanes already provided. Much confusion about how. MAJOR OBSTACLE TO THE FREE FLOW OF TRAFFIC IS CELL PHONE USAGE!!!

Special Lanes Enforce traffic laws. Too many single occupants in HOV lane. Rule should be two licensed drivers to be considered a carpool. Intent is to decrease vehicles on the road. Not met if carpool does not consist of licensed drivers.

Special Lanes Rule should all be enforced unlike today’s HOV lane use. Too many single drivers in the HOV lane. All occupants should be licensed drivers. The intent is to reduce traffic. This is not met if there are not at least two licensed drivers utilizing the HOV lane.

Special Lanes Special lanes are nice for those who don’t want to get stuck in traffic. Get rid of them and concentrate on overall traffic flow movement.

Special Lanes If you are going to make provisions for adding lanes, why not utilize rail in one or two of the new lanes instead of focusing on motorized traffic.

Special Lanes Safe, high-speed

Special Lanes Median divider in HOV does not welcome face in AZ.

Special Lanes HOV lanes should be changed to HCV (high efficiency vehicle) lane for vehicles getting high mpg, including electric vehicles. I live Angellew Drive with it, it works. We can fit more people, with car usage back to 1990 levels, and continue to reduce...we don’t need more freeways, we need a high speed rail line between Phoenix and Los Angeles... also, this would cut travel to Tucson, or commuter rail. Keep in mind fully autonomous vehicles, shared one vehicle between 2-10 people, are coming in less than 10 years. Further reducing traffic congestion...you don’t need new freeways, at all, and they don’t need built-in traffic monitoring systems since mode phones collect this data today.

Special Lanes There should be express lanes in the middle of the freeway for long distance traffic that is passing through Phoenix. They should have a higher speed limit, and very few exits, so that there will be minimal interference with local traffic.

Special Lanes No tolls. Why? Many people are aware of the attempt to make $7.5 in NW AZ a tollroad to set a precedent. NO.

Special Lanes Get away with HOV lanes. Most of us travel alone for work, so space can be used by all of us.

Special Lanes Maybe add toll lanes.

Special Lanes Give commuters an option to pay a fee to use HOV/possil lane.

Special Lanes Playing for access to a less busy lane does not improve traffic it creates a special class of drivers. This is NOT a solution. This is a tax.

Special Lanes Playing for access to a less busy lane is not a solution to traffic. It creates a special class of drivers. Being able to pay should not be a reward. What about people who can’t afford the cost. This is unfair and should not be considered. Create a separate freeway for rich people and have no one drive on it. This isn’t California NOD.

Special Lanes The free lanes are often not used by carpenters, but by individuals for their convenience as either a passing or traveling lane.

Special Lanes As long as you have an HOV lane, fine. I am not sure what you mean by redefining how current ones are used. Remove all the All-Fares allowed and only allow more than one occupant to sit in the HOV lane. Put up Report violations sign with toll free number direct to DPS and ticket them.

Special Lanes Make more carpools only lanes.

Special Lanes Less freeways and highways. More bike lanes and public transportation

Special Lanes Better management of exploration of faster and slower moving traffic. Also lanes restrictions on commercial vehicle, large vehicles and vehicles pulling trailers. Traffic flows better on the open highway because slower traffic operates on the right and allows passing traffic on the left. Some things need to happen in town to promote traffic flow.

Special Lanes Opening existing diamond lanes would help. Adding more aid to congestion.

Special Lanes Agree with this strategy if we fix it’s up to encourage people to use the expanded transit options.

Special Lanes The Phoenix valley would likely not accept toll roads/Minute lanes as a viable option. It would be an example of this...freeways are congested and toll roads are empty. The cost is too high for approximately 25 to 30 min wait time.

Special Lanes I like the idea of truck only lanes, especially on the western part of the Phoenix metro area. I do not support the HOT lanes.

Special Lanes Adding special lanes moves existing traffic and congestion into a smaller space. Room for these special lanes is a very small percentage of overall traffic volume, based on my observations while behind the wheel.

Special Lanes Should only be considered to maximize transit utilization in the corridor.

Street Lanes At least in Mesa, this concept seems to be going in the opposite direction. Parallel streets are being narrowed, not widened. Horrible idea, Mesa.

Street Lanes OK, but ONLY if all modes, such as cycling, are accommodated as well as cars.

Street Lanes No more "straddles" please! Two lanes in each direction should be the maximum preferred, and complete streets should be our priority.

Street Lanes Not convinced that this is better than doing nothing for promoting neighborhoods, specifically when it comes to quality of life, noise, pedestrian safety, etc.

Street Lanes Not convinced that this is better than doing nothing for promoting neighborhoods, specifically when it comes to quality of life, noise, pedestrian safety, etc.

Street Lanes Of course I say that but my preferred alternate southebound route is N 7th Ave. and I frequently use that rather than stress out on the 17.

Street Lanes We already have too many lanes. The only lanes we should add need to be for bicycles or for BRT.

Street Lanes Include improved pedestrian & bicycle connectivity at all crossings and add connectivity at ALL half-mile streets.

Street Lanes Adding more street lanes would make this city less walkable. I do not want to walk or bike when you have to cross 6 lanes to get across a street.

Street Lanes Or 6 lanes. Many of our streets are already "straddles": enough is enough. If you let too many of our streets go down and you risk losing the entire community with street grid.

Street Lanes Primate peak needs lanes by the 17. This is just outside your corridor, but it’s where I live. It gets ugly at 4 and a walk.

Street Lanes This seems to be a more economical and reliable way to address problems in commuter traffic.

Street Lanes The problem for me is the delay at an intersection. Too many, and it takes too long for the light to change.

Street Lanes This would be great for me, as I tend to avoid rush:our freeway driving on principle. This strategy lines up with my stated priorities.

Street Lanes Unclear.

Street Lanes Streets need to be designed for people walking and biking. Space needs to be made available for the safe use of our streets by people.

Street Lanes Who decided that adding additional lanes "promotes neighborhoods" in the slightest. Reducing lanes promotes traffic.

Street Lanes Widening collector streets destroys walkable urban environments and reduces viability of alternative transportation modes.

Street Lanes Increase bike lanes please.

Street Lanes For most of the greater Phoenix network, the focus should be on REDUCING the amount of street lanes to make room for complete streets that leave room for mass transit and bike lanes (travel choices and emphasis on jobs), shaded sidewalks (promotes neighborhoods and travel choices), and in commercial districts, parallel parking (promotes neighborhoods, emphasis on jobs).

Street Lanes These may be where the light rail or other type of mass transit can occur offering real estate development along the way.

Street Lanes I see my comment for freeway lanes. Adding more street lanes will only create more induced demand. It will also make it more miserable than it already is to be a pedestrian or bicyclist trying to survive on these dangerous corridors.
Priority & Strategy Comments and Suggested Priorities (continued)

Street Lanes
To do this you would need to ensure there is still adequate opportunity to cross the arterial safety by improving the number of crosswalks and pedestrian bridges.

Street Lanes
To do this you would need to ensure there is still adequate opportunity to cross the arterial safety by increasing the number of HAWKs and pedestrian bridges. Enforce laws too so the arterial is not used at high speeds.

Street Lanes
If the added lanes are combined with increased bus service, it'd be better to

Street Lanes
This would be beneficial if it also had the consequence of improving travel times.

Street Lanes
Work with municipalities to retint traffic signs and cross signs immediately off exits which still see traffic. Add roundabout lanes immediately off exits to keep traffic merging onto surface streets.

Street Lanes
I feel this would only make neighborhood congestion worse and more unsafe with the added traffic.

Street Lanes
Right-of-way costs in the dense urban core are likely to be too expensive for this to be feasible.

Street Lanes
Worries neighborhood separation. Makes streets less pedestrian and bike friendly.

Street Lanes
Wide arterial congestion - funnel as many people off earlier than Basin as this traffic is really bad already.

Street Lanes
The solution adds to the existing problem.

Street Lanes
Part of the crossing strategy is the new connection on the southbound.

Street Lanes
Adding more arterial lanes would make them more dangerous to pedestrians, bicyclists and transit users. For this reason, where feasible, removing existing lanes should be considered.

Street Lanes
Arterial Streets are wide enough no more lanes. Utilize existing streets to add other modes of travel.

Street Lanes
Again, adding lanes perpetuates the problem and adds to pollution. We need transit options.

Street Lanes
PHX is the only city that I know of where street speed limits are 45 mph. We already have a disproportionate number of red light runners.

Street Lanes
Typically arterials that run more to the freeway are only 1 to 2 lanes. More lanes are needed.

Street Lanes
Adding street lanes will further degrade the pedestrian/bicyclist experience.

Street Lanes
We need more and better alternative routes (lanes & possibly dynamic modification to optimize traffic signals) when an incident blocks the highway. Also, we’d like to see more right-turn only or bus-only lanes especially at intersections to keep thru traffic lanes flowing. DO NOT do create isolated intersections where thru lanes are added only to merge back in after intersections. This can cause more weaving & erratic movements leading to additional breaking and backups.

Street Lanes
Desirable only if it really improves highway congestion. If planned properly seems like a good 2nd option to freeway lanes.

Street Lanes
Special turning lanes create traffic at intersections create bottlenecks.

Street Lanes
Yes and no. Work makes sense and would not impact too much. How well is existing business, it’s a good idea (more traffic volumes are warranted). However, rather than just adding a general lane, it would require a fixed-turn BRT or limited business use and not for businesses or commercial development. The bus would be the stopping point, or extend the light rail where there is opportunity for business as light rail stops are often. (Typically fixed-lane BRT is better on freeways and light rail works great on dense urban arterials). While we use it if we’re adding to the arterial network, we might as well enhance the street connectivity with multi-use paths (or pedestrian and biking could be separate and a bike lane (via separated multi-use paths when possible).

Street Lanes
Long overdue. Thomas Road in the West Valley is currently used as an at-10 alternative with just 2 lanes in 1 direction. busas often block 1 of 2 lanes with stops. An out of the box idea with the moving lane marker (physical barrier) could add lanes in each direction based on the time of day and direction of traffic.

Street Lanes
Safe bike lanes should be included.

Street Lanes
We don’t need more car lanes. We need multi-use transport streets, dedicated bike and possibly bus lanes.

Street Lanes
Signal coordination is important.

Street Lanes
Streets need to go on a diet for cars - lanes to be added should be for buses and expanding sidewalks with bike lanes.

Street Lanes
We have enough streets, just don’t give them away with more traffic.

Street Lanes
Many streets need additional (or longer) right turn lanes to minimize backups - e.g. if the number of cars traveling straight exceeds the length of the right turn lane, cars can no longer turn right creating additional backups.

Street Lanes
Consider adding lanes to streets if it promotes faster travel for transit.

Street Lanes
Support this if the lanes added are bike lanes.

Street Lanes
I can see this adding traffic not getting on the freeway but access to the freeway will still be congested during peak hours.

Street Lanes
Adding lanes on the side streets will help. In avoiding exiting traffic. Now at the 1-77 north of the 101, the right lanes add in about a 1/4 mile of stopped traffic trying to exit the freeway onto a single lane crossing over the 1-77.

Street Lanes
We already have 1/2 of right of way distances along major arterial streets. I don’t see how this promotes neighborhoods.

Street Lanes
This would cost far too much for the any benefit.

Street Lanes
This only works if there is available land to do this.

Street Lanes
Make lanes dedicated to exiting and entering the freeway to allow cars to flow without stopping.

Street Lanes
You still must be careful not to demolish neighborhoods in this process.

Street Lanes
I think this is a needed strategy to go along with freeway improvement. I am not sure that I would agree with the ratings for better or worse than the no-build. Also, I would think that actions such as signal coordination would be part of the no-build scenario. For some of the local streets within the vicinity of the I-17/I-17 corridor there is little room for widening. So if we want to widen the roads to neighborhoods would be far greater than what is shown. Also there would be increased traffic on the major collector and distributor roads also affecting neighborhoods.

Street Lanes
Must ensure that signal coordination does not further delay the traffic light wait on our city streets. As it is now, there are huge backups at evening rush hour on city streets crossing over the 1-77.

Street Lanes
Where possible add another lane for traveling in high traffic areas.

Street Lanes
Priority should be made to make parallel streets more efficient, through links and transit not to simply add lanes.

Street Lanes
A better solution is to allow the left lane to cross the free way without freeway access to allow traffic to just get to the right side of the other without having to mix with freeway traffic on and off ramps. I believe Jefferson Blvd is set up like this.

Street Lanes
Locational use of this solution should be demonstrated by engineers and planners capable of showing the benefit.

Street Lanes
I think this is a good action as long as the signal timing facilitates a better flow of traffic during AM/FM periods towards the downtown area. Also, please do not recommend the “suicide lanes”. No one understands how to use them.

Street Lanes
Now only the increased lanes and buffered bike lanes but not additional lanes.

Street Lanes
The could work for a neighborhood in the downtown core and is attractive for a reduced speed. Instead of “in line” focus should be on “on time scheduled maintenance” of pavement and readjustment of traffic signal timing, adaptive left turn signal lights during 5-hour morning and afternoon peak commute lanes at major intersections so so many cars get through during each cycle. Example: Indian Bend & 7th St.

Street Lanes
This could work for a neighborhood that is less attractive for a reduced speed. With the complete street schedule and operate left turn signal through major intersections through peak commute hours. Example: Indian Bend & 7th St. Only 2 cars can get through each cycle now.
Priority & Strategy Comments and Suggested Priorities (continued)

Street Lanes
Instead, we should have maximum numbers of lanes to promote neighborhood safety and quality of life.

Street Lanes
It can help take stress off the freeways.

Street Lanes
This is a great idea in theory but I think it will backfire onto the communities that already struggling to co-exist with the 3 lane each direction traffic on these roads. Driver relate more lanes to faster speeds which is not a good mix on some of these crossings of the street.

Street Lanes
More street lanes are bad for neighborhoods.

Street Lanes
Crossing streets over freeway without freeway access. Move traffic without the delay.

Street Lanes
This would be a good tool curing incidents or very highly congested times, especially if you could provide travel time information on parallel routes.

Street Lanes
More signage currently needed, such as “Lignts are set for 40 mph”.

Street Lanes
Few places actually allow for extra lanes without major expense, light lanes, etc.

Street Lanes
Adding lanes and synchronizing traffic light would be awesome.

Street Lanes
Do not favor wider streets, rather, turn some arterials into two-way streets.

Street Lanes
people don't know how to use lanes already provided, much confusion about how. MAJOR OBLIGATIONS TO THE FREE FLOW OF TRAFFIC IS PHONE Usage!!

Street Lanes
ALL BUS STOPS should have FULL OUT!! This will make a huge impact on traffic flow.

Street Lanes
Our streets have been inconsistently designed. More standardization would be a huge benefit. For example, bus pullover slots so traffic flow is not interrupted. Right turn lanes as a standard; consistent street light schemes so motorists know what to expect. These are some of the things I believe could enhance traffic flow.

Street Lanes
most of our major arterial streets are already too wide!

Street Lanes
We have hit peak car, with car usage back to 1995 levels, and continuing to reduce. we don’t need more freeways, we need a high speed rail line between Phoenix and Los Angeles. also, this before rail to Tucson or commuter rail. Keep in mind fully autonomous vehicles, shared one vehicle between 2-10 people, are coming in less than 10 years further reducing traffic congestion... you don’t need new/ widened freeways, at all, and they don’t need but in traffic monitoring systems since mobile phones collect this data today.

Street Lanes
As long as bike lanes are added this could be a potential strategy.

Street Lanes
Only if including protected bike lanes.

Street Lanes
You have to build/ pull it out for buses to stop. They continually block traffic during commute. Having them stop on the side creates havoc.

Street Lanes
Less freeways and highways. More bike lanes and public transportation.

Street Lanes
Important for centers that do not have a freeway option, but again - provide additional transit options first.

Street Lanes
pulling a man through there through communities downtown would be very difficult, considering the houses. homes, this also does not solve to congestion problems on the freeway itself.

Travel Modes
Frankly, things are too spread out here to make pedestrian and bike traffic that much more desirable than surface streets. I do think there is an opportunity to improve public transit (particularly to the far west valley) in a way that would make it a more realistic, viable option for commuters.

Travel Modes
We need more bike lanes so that people have a transportation choice that feels safe.

Travel Modes
Please add more and safer bike areas around the city. Promoting bicycle use will lower traffic from cars.

Travel Modes
Getting more travel options - i.e. Light Rail, Commuter Rail, urban streetcar, BRT, increased bus service. walking and cycling is the only way to truly reduce congestion in the long run and strengthen our communities. I challenge ADOT to truly become the Arizona Dept. of TRANSPORTATION, not the Arizona Dept. of Highways.

Travel Modes
Promote businesses to locate where their employees live, not just in the center of town. This will eliminate the need to commute long distances by personal car and would encourage bus usage for short distances, as long as the housing is affordable in the area.

Travel Modes
REMOVE the 101 tunnel!

Travel Modes
It’s a bottleneck and hazard when entering into it’s blackness from the bright Arizona sunlight - binding: Lot of accidents in this area which contributes to the back up of the 1-10.

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Travel Modes
Promote businesses to locate where their employees live, not just in the center of town. This would eliminate the need to commute long distances by personal car and would encourage bus usage for short distances, as long as the housing is affordable in the area.

Travel Modes
We need more choices to move people quickly and efficiently besides vehicles. The majority of freeway traffic during peak commuter times is single drivers. This is not an effective or economical way to move people. A comprehensive transportation plan would include high speed rail along with arterials, crosstown, bike lanes, and increased public transportation opportunities (i.e. walk to walk, ride share programs, and rail lines) offers a better long-term solution.

Travel Modes
Fact of the matter is we need less vehicle trips. Adding road capacity only creates induced demand and has proven an expensive way to deal with traffic demand.

Travel Modes
I don’t think the freeway is the right way. Good cars and bus options are absolutely essential for Phoenix to be a modern city.

Travel Modes
Promoting transit, people walking and riding bicycles is paramount to our transportation future.

Travel Modes
This is the future.

Travel Modes
Fast, safe express bus.

Travel Modes
Focus on mass transit options is the only sustainable (beyond just environmental impacts) option. You can only add so many lanes before you run out of space and end up in a polluted dystopia. Mass transit provides affordable and accessible transit to entire neighborhoods, linking them to other destinations and communities, and strengthens the commercial centers of each. It adds travel choices, reduces congestion, emphasizes jobs, and improves the commute no matter which mode one chooses.

Travel Modes
I think this is critical. Getting people out of cars is important, but you will have to add the airport to the hub. Then key areas where there is parking like the baseball stadium.

Travel Modes
This is what the majority of the money should be spent on for the valley’s transportation. It makes no sense that Phoenix wants to promote and grow its downtown area and yet at the same time is building a 300 freeway on the west side. Stop wasting money creating more ugly sub-divisions and foster a city where people actually want to live. Making it bike friendly and easy to use public transportation while reducing sprawl is the way to achieve this.

Travel Modes
More light rail lines to underserved areas. Rapid bus transit. City sponsored car share like Cargny Marys.
Priority & Strategy Comments and Suggested Priorities (continued)

Travel Modes: Light Rail from Phoenix to Ahwatukee near the 1-10, Chandler Tempe area on east side of 1-10 would be beneficial and reduce single passenger vehicles on the freeway in night hour.

Travel Modes: Too expensive and only serves certain Phoenix. There is too much traffic for out of state and it is too expensive to have them come to nicer, desirable neighborhoods that are very distant from downtown.

Travel Modes: More light rail and commuter rail pease.

Travel Modes: Allow bicycle to be transported on this mode. Allow handicap access as well.

Travel Modes: Extra light rail lines would be nice but since my commute comes from the City of Maricopa I don’t think it would make a difference for me. If others used it then it might cut down on the amount of traffic that I would normally encounter on my route.

Travel Modes: Light rail is fine for those not working, but is inefficient for most people. We need a monorail system like San Francisco’s BART. Above ground, limited stops, fuel efficient, with minimal impact on neighborhoods. Again, using existing right-of-way will save money and construction time. The picture of the light rail here is perfect. It demonstrates how that projects financing is now dominating and outwitting our cities. We can and should do better. If not above ground monorail, then we should use existing rail lines that cross our Valley with modern trains. The rail lines already exist; all we need to do is create parking lots at strategic points with neighborhood bus systems.

Travel Modes: Again, LIGHT RAIL ALONG FREEWAYS INSTEAD OF SURFACE STREETS. I promise this will be such a better use of money spent on light rails, and down the line when individual car ownership is on the decline we can add smaller light rails (eg. half the size they are now) to allow faster response time & better maneuverability throughout surfaces streets.

Travel Modes: Yes, the more modes the better. Phoenix needs a robust transit network. Stop building more roads.

Travel Modes: Expand the light rail system.

Travel Modes: Although this will improve the quality of life for lower income job seekers by allowing access to employment areas at low cost. It is a huge subsidized option and will not affect the commuting public on the freeways.

Travel Modes: Not a bad idea but running the mass transit with the same speed of traffic is a waste. Look at Florida’s system really works and I have only owned 3 times.

Travel Modes: I am in favor of alternative transportation, particularly subway or light rail. But it needs to be done for the users. Safe parks to park your vehicles and the transit to the terrain pedestrian and flexible rail schedules are essential. If I have to drive 20 minutes to get to the next station, I may as well drive another 15 minutes to go to the work.

Travel Modes: It would be fantastic! A train or bus option would be available on all freeways.

Travel Modes: Create a commuter rail using existing rail and extend the light rail west with 24th. Those of us who aren’t used to public transportation won’t use it unless they know it will be up and running when they are ready to use. So 24th operation is better because people work odd hours. They might go in just as the afternoon rush hour but they might get out later than the rail.

Travel Modes: Building light rail further out into west valley to out back on number of vehicles on road.

Travel Modes: Use caution with more biked/pedestrian paths. If we add too many bike/foot pedestrian paths, our streets will become more dangerous for everyone and the delays for all will be increased. Skinned paths are already a nightmare for vehicle drivers when bikes can’t stay in their lanes, or when attempting to turn a corner with bicycles and people everywhere. It’s no worse traffic, especially in high density areas.

Travel Modes: High capacity transit service, especially commuter rail, would reduce cars from the freeway and offer choices.

Travel Modes: Moving in many modes in high traffic areas is dangerous.

Travel Modes: It is not a personal favor but I seldom use it. However, I do see the long-term benefit of an urban environment. Transportation system density is congested and I also feel that leadership should play a role in this rather than general public.

Travel Modes: GET THE COMMUTERS OFF THE IMPORT/EXPORT CORRIDOR. I feel like I need to just show up at a MAC meeting with a bumber and chet this very simple axiom. Get the cars off the freeway Simple is it.

Travel Modes: How is adding a light rail ‘n’ crash on how many lane use?

Travel Modes: Constantly adding more freeway lanes is not a good option. It will only destroy existing neighborhoods. We need more options for transportation other than driving our car.

Travel Modes: Done correctly, this could address both commuting issues and non-commuting related transportation issues.

Travel Modes: More protected bike lanes.

Travel Modes: This is a much better way to protect the environment and get vehicles off the road. The current light rail system is good but could be better. Many times I have been on the light rail and it is clear all passengers are not buying tickets. Also, the schedule needs to be expanded. Visitors from Chicago were disappointed by system stop running later in the evenings.

Travel Modes: PLEASE PLEASE PLEASE!! Especially additional express options for longer distance or common routes.

Travel Modes: YES!! Provides actual daily and access changes for people across geographic location and economic levels.

Travel Modes: The key is cooperation with transit organizations is critical for success; given the information about how the traffic will increase.

Travel Modes: City is growing exponentially - encourage people to work where they live and vice versa.

Travel Modes: Should have a Dedicated Bike Trail like one along I-51, also improve more Bike Connections at Campbell for Ex. should also have a BRT go to Downtown from MetroCenter to East.

Travel Modes: No public transport.

Travel Modes: Monorails.

Travel Modes: We need a system similar to BART in CA or the Street Tube system to make necessary improvements and position us for the future.

Travel Modes: Rail and bus lines do not offer service to the Maricopa County Durango complex which is a large employment center.

Travel Modes: If there was a high speed bus from Sun Lakes to 19th I would use a railhead.

Travel Modes: Increase capital and operating investments on regional transit system, including high capacity transit at parallel corridors.

Travel Modes: Transit is the only answer! We need to be thinking seriously about additional light rail and commuter rail transit services.

Travel Modes: I think this is the best option so far. Add to the light rail, perhaps an elevated train over the freeway. Limited access lanes that bypass the main traffic flow (example: I-10 in Northern Virginia).

Travel Modes: RAIL LINES SHOULD TRAVEL FROM THE WEST VALLEY TO DOWNTOWN PHOENIX.

Travel Modes: The next rail line system is great. Any effort to increase frequency and improve links to connecting routes would make public transportation more appealing. I hate waiting, especially in the sun when its hot.

Travel Modes: Emm according to your ranking this option does little to nothing for the traffic problem. It’s strong out is emphasizing jobs and I assume that means the jobs created to build and run the alternative travel modes. These are not helping the congestion on the highways and are a waste of money with regards to its purpose. It’s a way to make them at least as convenient as a car to find a train, they are not a viable solution.

Travel Modes: We need to implement a bus system that provides buses on every major mile street and running about every 15 minutes. This would simplify the mass transit system for people, plus allow for anyone who rides the bus without having to wait an hour and not get to where you need to go. You get easily get within 5 minutes of your destination by the bus system.

Travel Modes: Not in favor of bus but would like to see express buses or subway along the spine that only stop every 5 miles with connecting buses that stop at all those locations along the spine. Byside lanes added to cost and are not really a mode of transportation for commuters.

Travel Modes: Not in favor of rail but would like to see express buses or subway along the spine that only stop every 5 miles with connecting buses that stop at all those locations along the spine. Byside lanes added to cost and are not really a mode of transportation for commuters.

Travel Modes: Construct rail and provide alternative modes to travel to major employment centers.

Travel Modes: I commend the traffic safety people who manage getting accidents moved off the roads ways quickly in rush traffic. This has improved immensely in the last 5 years.

Travel Modes: Fixed-Lane BRT is the most efficient, cost-effective, and overall most beneficial way to go.
Priority & Strategy Comments and Suggested Priorities (continued)

Travel Modes
I am an advocate of public transit; however, our system functions pretty poorly and it takes a long time to get to your destinations.

Travel Modes
Aviation gateways structures are being used across the country to facilitate rail projects. However, it's building a 20-mile system that is very similar to the Sound Transit system in Washington State.

Travel Modes
Rapid buses and light rail are popular; keep expanding and encouraging use of transit 2 days a week by everyone to increase gasoline tax to fund longer commute.

Travel Modes
We should be expanding rail routes much faster than we are. There should also be bike lanes on every arterial and collector.

Travel Modes
You should have done this 30 years ago.

Travel Modes
Light rail and buses only appeal to a small minority of the population. Waste of time and resources to force light rail out to the suburbs.

Travel Modes
Get more back and sides coming out from the Spine area.

Travel Modes
The light rail project is going very well throughout the city. It is my assumption that it will continue to improve as long as they keep extending it toward the farthest parts of metro Phoenix (i.e., North central Valley). I live in the Glendale Arroyo area if the LR extended that far I would definitely use it daily. To me LR is more dependable than the bus. The bus can be thrown off schedule so easily (i.e., several wheelchairs, traffic, etc.) but the LR is more seamless there is less opportunities for unhappy people to interfere with your commute.

Travel Modes
Metro expansion north to the Anthem-Apple Valley area is sorely needed for routine and airport travel.

Travel Modes
Why do we build one light rail track and then stop? We should be doing much more of that.

Travel Modes
Add Express Trains.

Travel Modes
I would take bus or light rail if the option were available. I live near 101/777 and work off Peoria 101 yet it would take 5 hours ONE way to take bus. There doesn’t seem to be a lot of emphasis on east-west or north-south travel.

Travel Modes
City buses should have a fast over areas for peak times, having them stop in the middle of moving traffic to have others go around them is dangerous. I believe in a fast in-city transit system which causes more problems then it helps in keeping traffic moving.

Travel Modes
If there is an efficient rail line that can be utilized, then that would be best. This shouldn’t be affected by traffic lights or current traffic conditions though - I like to see something separate, perhaps that goes down the middle of the freeway.

Travel Modes
We absolutely must begin investing more in transit than in transportation planning. Let’s stop planning.

Travel Modes
Phoenix is to spread out for mass transit unless you provide it to all sections of suburbs, not just what you did downtown. It doesn’t do anything for us in suburbs where most of us live.

Travel Modes
Is a 20-minute highway drive to work would take 4 hours by public transportation.

Travel Modes
More options for the West Valley. I live in Estrella Mountain Ranch in Goodyear. I must drive 1/2 of my 30 mile one way commute to get to the first public transportation location.

Travel Modes
I think the light rail is excellent and should be expanded to other areas of the city so we all have more options.

Travel Modes
Alternating business hours and thereby prevent commuting at any one time, such as was done in Louisville, KY many years ago has the real potential to open up capacity of the system, precluding the need for massive construction projects.

Travel Modes
Why not add the middle of the freeway. No new R/W and higher occupancy travel cuts down on auto traffic and muddy up keep.

Travel Modes
Who is going to oversee the management of the lanes?

Travel Modes
We need high-speed rail between Phoenix and Riverside California, where there will be a California High-Speed Rail Station that connects to San Diego, LA (Anaheim, San Francisco, Sacramento, and Las Vegas). This is under construction now with the first segment opening as soon as 2019. The 240 would encourage commerce, especially since California's population will hit 100 million within 35-50 years. Our airport has hit maximum airlift on peak travel dates, making it far impossible for people to fly into Phoenix and spend money here. The route for this would be Phoenix to Goodyear to Gila Bend to Yuma to Tucson (or Yuma Springs) to Riverside. During the day, the high-speed trains, during the night, high-speed trains go from warehouses in West Phoenix to LA and from LA to Phoenix, as well as produce, dairy, meat, agricultural products from the Imperial Valley to both LA and PHX.

Travel Modes
I think the Phoenix area DESPERATELY needs a high-speed passenger rail system (not light rail) on an east-west line, not rapid between Downtown and the west valley.

Travel Modes
Light rail is a disaster. Its expensive in creation and ongoing, it screws up local traffic very slow and stops at many different places. Incompatible.

Travel Modes
Add a light rail route in the middle for the entire length of the Spine.

Travel Modes
Light rail in between 10-lanes from west valley.

Travel Modes
This is important. For me personally, the challenge is still my commute time. I would love to take transit or light rail, but it adds an hour to my day. More express buses, perhaps express trains. Get commuter rail going in the east valley.

Travel Modes
Providing alternatives is what we need. I know it is difficult because of our weather but the station on Washington has that solar powered air thing. How about we invest in those at stops so people are comfortable. Use public modes of transportation. Weather is the issue. Let’s focus on ways to change the way people view public transportation.

Travel Modes
Special attention should be paid to adding buffers (preferably some kind of physical barrier, even just a plastic barrier) to bike lanes on busy roads.

Travel Modes
We need more light rail out to the suburbs like Ahwatukee. CR uses the parks from park and ride to take us downtown for basketball and baseball games. They are out in the neighborhoods anyway at the end of the day. “Take a load off downtown and give a time when you must catch the bus back to your neighborhood at the end of those evenings.

Travel Modes
We light rail. We simply cannot afford this mode of transportation. Add more bus routes and more frequent service.

Travel Modes
We are the biggest city with the most attractive public transportation here in Phoenix. No wonder everyone is moving to other states.

Travel Modes
More bike lanes, mixed-use paths (bike + pedestrian), more shared bike lanes/paths, etc. More bike infrastructure, and use of your funding infrastructure. If you’re going to spend in time and money on travel modes, please emphasize infrastructure and providing dedicated alternative public transportation, more similar to cities of similar size as Phoenix. Smaller cities have to have better transportation options than we have, it’s absolutely ridiculous. Make it easier for people to bike and take the bus and light rail, or walk. And make is SAFE. It’s not safe now, at all.

Travel Modes
People traveling through Phoenix are not served by this.

Travel Modes
If we don’t set up a strong transit system now, we’ll be even more behind and getting the GOV will be impossible without immense litigation activities.

Travel Modes
The Phoenix Valley roads are a well-developed public transit option like that of other cities (e.g., Chicago or New York). Developing the light rail further is a prime option. It is under utilized at the moment and could be expanded further.

Travel Modes
Adding more rail lines would be great, if possible. Neither bus transit help much in Freeway Hills, but it does help those in many of the Phoenix metro areas.

Travel Modes
Phoenix has made a good start with public rail transportation.

Travel Modes
Transit in the future, embrace it.

Suggested Priority
240-west bound from 200 to 101 (10 miles each way at 3 mph. Please consider improvement)

Suggested Priority
Add a light rail line after the deck park turnarounds (10 miles each way at 3 mph. Please consider improvement)

Suggested Priority
A long backrump 10-100 from here to us (20 miles each way at 3 mph. Please consider improvement)
<table>
<thead>
<tr>
<th>Suggested Priority</th>
<th>Priority &amp; Strategy Comments and Suggested Priorities (continued)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Suggested Priority</td>
<td>Balancing out to 10 is always desirable. Left lane to merge spot at 8th is seen often.</td>
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<tr>
<td>Suggested Priority</td>
<td>Long backups merging traffic from southbound 51 to 10/2. Also 202 westbound merging with 10/2 westbound.</td>
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<tr>
<td>Suggested Priority</td>
<td>Safety - There are places where merging or entrance lanes are very dangerous.</td>
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<tr>
<td>Suggested Priority</td>
<td>Access Management</td>
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<tr>
<td>Suggested Priority</td>
<td>Encourage use and sustainable urban form with out transportation investments.</td>
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<tr>
<td>Suggested Priority</td>
<td>Support alternate transportation options in all designs, including biking and walking.</td>
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<tr>
<td>Suggested Priority</td>
<td>Public Safety - Have a designated pull out area for officers to pull vehicles over exiting the freeway. Have good lighting and signage. Stop using my residential street.</td>
</tr>
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<td>Suggested Priority</td>
<td>Public Safety - Avoid all the other transportation agencies in this area have to recognize that traffic engineering, transportation planning, and transit operations design functions are the primary steps in development of effective transportation system. These professional disciplines are closely related and need to be dealt with on the metropolitan area bases. These are the key areas of management functions providing the leadership in what is to be built. These functions are so far nonexistent. Without the recognition of these disciplines the above priorities are meaningless and demonstrate the complete lack of understanding of how to accomplish them.</td>
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<td>Suggested Priority</td>
<td>Consider using new transportation technology, such as monorail, limited slow commuter rail, etc.</td>
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<td>Suggested Priority</td>
<td>Complete 202 South Mountain Pass as alternative.</td>
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<td>Suggested Priority</td>
<td>Lay rail on each side of the median.</td>
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<td>Suggested Priority</td>
<td>Reduce the right lane for the most. Noise control is also very important.</td>
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<td>Suggested Priority</td>
<td>Grand Avenue as a express section Freeway.</td>
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<td>Suggested Priority</td>
<td>Public Safety - The importance of the light rail is an issue that needs to be addressed as it relates to the freeway.</td>
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<td>Suggested Priority</td>
<td>A solution for the drivers that enter the freeway going the wrong way causing accidents and deaths.</td>
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<td>Suggested Priority</td>
<td>Allow motorcycle lane splitting.</td>
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<td>Suggested Priority</td>
<td>Build the Pecos Freeway ASAP. It will eliminate a lot of traffic on the spine.</td>
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<tr>
<td>Suggested Priority</td>
<td>Build the planned 353 connector from I-10 to I-101.</td>
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<td>Suggested Priority</td>
<td>Complete streets: put 7th ave and 7th st on a diet.</td>
</tr>
<tr>
<td>Suggested Priority</td>
<td>It was a tough one but my next highest priority is the desert. Don’t destroy any part of the desert to build a freeway.</td>
</tr>
<tr>
<td>Suggested Priority</td>
<td>Promote urban density.</td>
</tr>
<tr>
<td>Suggested Priority</td>
<td>Light rail, Commuter Trains, Buses, less Freeways.</td>
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<td>Suggested Priority</td>
<td>Provide an extension of mass transit light rail.</td>
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<td>Suggested Priority</td>
<td>Look at heavy rail Cleveland or Chicago. Consider a subway under the freeway. Consider a Bus lane along a frontage road. Consider developing mini-work-communities.</td>
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<td>Suggested Priority</td>
<td>Provide safe travel options.</td>
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<td>Suggested Priority</td>
<td>Improve safety. Tailgating and speeding are big issues. LIMITED lane merging by not having lane ending zones Tailgating and speeding make it almost impossible to merge which backs up and slows ending lanes. Southbound I-17 near Bell Rd sometimes can be crazy.</td>
</tr>
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<td>Suggested Priority</td>
<td>Safety - I-17 on ramps east of the downtown area are too short.</td>
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<tr>
<td>Suggested Priority</td>
<td>Fix pavement and widen roadway.</td>
</tr>
<tr>
<td>Suggested Priority</td>
<td>Traffic and Public Safety.</td>
</tr>
<tr>
<td>Suggested Priority</td>
<td>Making some exits or entrances a little longer, so traffic getting off or getting on an exit like at 7th Avenue and 7th St while on the 101 heading east.</td>
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