

# Developer's Forum Number 2 Presentation (July 26, 2006)

## Interstate 10/Hassayampa Valley Roadway Framework Study



## Development Forum # 2

I-10/Hassayampa Valley Roadway Framework Study



July 26, 2006

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## Study Background

- Tremendous growth is projected in the study area over the next 20 to 30 years.
- Buckeye and Surprise are expected to become the 3<sup>rd</sup> and 4<sup>th</sup> largest Arizona cities.
- Buckeye alone anticipates a population equaling or exceeding that of Phoenix today.
- Comprehensive roadway framework is needed as soon as possible to preserve right-of-way.
- Recent community planning efforts make this the ideal time for large-scale transportation planning.



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## Interstate 10/Hassayampa Valley Roadway Framework Study

### Study Background

- Topographic barriers make identification of high capacity corridors challenging.
- Future I-10 interchanges need to be established now to enable timely development planning.
- Development community can play large role in funding/implementation of transportation improvements.



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### Study Purpose

- Key elements include:
  - Identify future I-10 interchange locations.
  - Define both north-south and east-west high capacity corridors.
  - Establish future principal arterial network.
  - Develop alternative funding and implementation strategies.
  - Discuss the potential role of alternative modes.



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### Study Area



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### Study Sponsors

- Maricopa Association of Governments
- City of Goodyear
- City of Surprise
- Town of Buckeye
- Arizona Department of Transportation
- Maricopa County Department of Transportation



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### Study Review Team (SRT)

- Arizona Department of Transportation
- Arizona State Land Department
- City of Glendale
- City of Goodyear
- City of Surprise
- Federal Highway Administration
- Flood Control District of Maricopa County
- Luke Air Force Base
- Maricopa County Department of Transportation
- Town of Buckeye
- U.S. Bureau of Land Management



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### Development Community

- Large Property Owners
- Development Firms
- Homebuilders
- Real Estate Representatives
- Public and Private Asset Management Organizations
- Chambers of Commerce
- Economic Development Organizations
- Public and Private Utilities
- Railroads
- Municipal and County Planning and Community Development Agencies



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## Interstate 10/Hassayampa Valley Roadway Framework Study

### Study Team Composition

- MAG (Bob Hazlett, Project Manager)
- DMJM Harris (prime consultant; transportation and community planning, traffic and civil engineering, environmental review)
- Wilson & Company (WCI--travel demand modeling and planning support)
- Partners for Strategic Action (PSA--community involvement)
- Curtis Lueck & Associates (CLA--funding and implementation)



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### Development and Evaluation of Roadway Framework Alternatives

- Existing, Committed and Expected Future Transportation Systems
- Comprehensive Set of Evaluation Criteria
- Range of Roadway Framework Scenarios
- "Critical Flaw" Analysis to Screen Alternatives
- Detailed Evaluation of Three Roadway Framework Scenarios
- Select Recommended Scenario
- Prioritize Projects; Funding and Implementation Plan



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## Interstate 10/Hassayampa Valley Roadway Framework Study

### Work Program and Timeline



### Study Milestones / Progress Report

- Project Management Plan and Stakeholder Outreach/Consent Plan (Working Paper #1)
- Future Land Use and Development (Working Paper #2)
- Evaluation Methodology and Criteria (Working Paper #3)
- Existing and Expected Future Transportation Conditions (Working Paper #4)
- Travel Demand Forecasts (Working Paper #5)
- Alternative Transportation Frameworks (Working Paper #6)
- Evaluation and Environmental Overview (Working Paper #7)
- Draft Transportation Framework Recommendation (Working Paper #8)
- Draft Final Report
- Final Report with Executive Summary in poster-map format



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## Interstate 10/Hassayampa Valley Roadway Framework Study

### Agenda for Second Development Forum

- Welcome and Introductions (Bob Hazlett, MAG)
- Framework Study Overview (Bob Hazlett, MAG)
- Conceptual Transportation Framework (Consultant Team)
  - Summary of Development Forum #1
  - Transportation Framework Sketch Planning
  - Opportunities and Constraints
  - Conceptual Transportation Framework
  - Preliminary Network Assessment
- Sketch Planning Exercise and Discussion (Consultant Team)
- Transportation Finance Options (Consultant Team)
- Adjourn



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### Summary of Development Forum #1

#### ■ Common Themes / Divergent Opinions

PROBLEMS	PROPOSED SOLUTIONS	CONCERNS	OPPORTUNITIES
<p>Phasing transportation improvements to coincide with growth.</p> <p>Explosive growth occurring along Sun Valley Parkway.</p> <p>I-10 traffic interchange locations.</p> <p>Many master planned communities may not have connecting street systems.</p> <p>Security of Palo Verde Nuclear Generating Station.</p> <p>Growth impacts to Luke Air Force Base.</p> <p>Road construction impacts on I-10 traffic.</p> <p>Consider toll roads.</p> <p>Public awareness of funding gaps.</p> <p>Ability to avoid future metropolitan congestion and bypass urban area to south.</p>	<p>Time lag between project planning and construction.</p> <p>Need for more West Valley economic development.</p> <p>Implementatively reduction plans.</p> <p>Achieve housing to job balance in Hassayampa Valley.</p> <p>Tie I-10-85 corridor to the I-10 project and preserve right-of-way for SR-801.</p> <p>Needed regional connections between I-10 west, SR-74 and a future southern loop to avoid Phoenix metropolitan area.</p> <p>Right-of-way protection now.</p> <p>Project funding from public and private sources.</p> <p>Telecommuting to reduce commute trips.</p> <p>Joint location of transportation and power line corridors.</p>	<p>Assess growth projections.</p> <p>Available funding options.</p> <p>Railroad corridor access and use for high capacity transit.</p> <p>White Tank Mountains block east-west traffic flow.</p> <p>Hassayampa River crossings.</p> <p>Proposition 400 funding will not fund new projects in the study area.</p> <p>Lack of funding to protect right-of-way.</p> <p>New BNSF Railroad crossings.</p> <p>History of master planned community job creation in Phoenix metro area is not encouraging.</p> <p>Drainage and flood control structures.</p>	<p>Multimodal transportation throughout the area to move people and goods.</p> <p>Extend Northern Parkway in Glendale west of the White Tank Mountains to alleviate traffic on I-10 and Bell Road.</p> <p>Undesirable and equitable cost sharing program.</p> <p>Alternative modes of travel along I-10 corridor.</p> <p>Create jobs in Hassayampa Valley to reduce trips into central Phoenix.</p> <p>Tunnel through White Tank Mountains.</p> <p>Road enhancements in Maricopa County.</p> <p>Interchanges along Loop 303.</p> <p>Address roadway design and aesthetics.</p> <p>Creation of Outer-Outer Loop (SR-404?) not necessary in CANYON Junction.</p>



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### Summary of Development Forum #1

- Issues Identification
  - Coordinate transportation improvements with growth.
  - Explosive growth occurring along Sun Valley Parkway.
  - I-10 traffic interchange locations.
  - Unconnected street systems between planned communities.
  - Security of Palo Verde Nuclear Generating Station.
  - Growth impacts to Luke Air Force Base.
  - Road construction impacts on I-10 traffic.
  - Consider toll roads.
  - Public awareness of funding gaps.
  - Avoid future congestion and bypass urban area to south.



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### Summary of Development Forum #1

- Regional Opportunities
  - Time lag between project planning and construction.
  - Need for more West Valley economic development.
  - Implement trip reduction plans.
  - Achieve housing to jobs balance in Hassayampa Valley.
  - Reserve right-of-way for SR-801 with MC-85 Buckeye Bypass.
  - Create southern loop to avoid Metropolitan Area congestion.
  - Right-of-way protection now.
  - Project funding from public and private sources.
  - Telecommuting to reduce commute trips.
  - Joint location of transportation and power line corridors.



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## Interstate 10/Hassayampa Valley Roadway Framework Study

### Summary of Development Forum #1

- Regional Constraints
  - Area growth projections.
  - Available funding options.
  - Railroad corridor use for high capacity transit.
  - White Tank Mountains block east-west traffic flow.
  - Hassayampa River crossings.
  - Prop 400 funding not available in Hassayampa Area.
  - Lack of funding to protect right-of-way.
  - New BNSF Railroad crossings.
  - History of planned community job creation not encouraging.
  - Drainage and flood control structures.



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### Summary of Development Forum #1

- Issues and Suggestions
  - Multimodal transportation to move people and goods.
  - Extend Northern Parkway west of the White Tank Mountains.
  - Understandable and equitable cost sharing program.
  - Alternative modes of travel along the I-10 corridor.
  - Create jobs in Hassayampa Valley to reduce regional trips.
  - Tunnel through the White Tank Mountains.
  - Road enhancements in Maricopa County.
  - Interchanges along Loop 303.
  - Address roadway design and aesthetics.
  - Create an Outer-Outer Loop (SR-404?).



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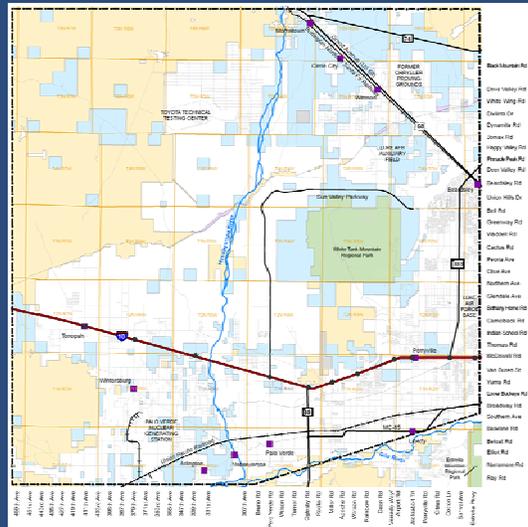
### Transportation Framework Sketch Planning



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### Opportunities and Constraints



Study Area



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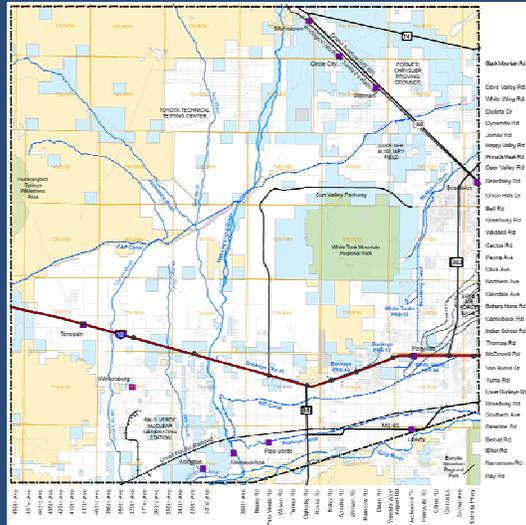
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## Interstate 10/Hassayampa Valley Roadway Framework Study

### Opportunities and Constraints



Study Area  
Washes/Canals  
Wilderness Areas  
Noise Contours

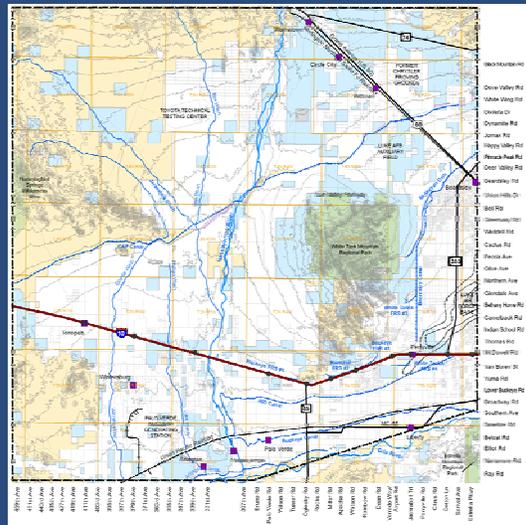


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### Opportunities and Constraints



Study Area  
Washes/Canals  
Wilderness Areas  
Noise Contours  
Topography



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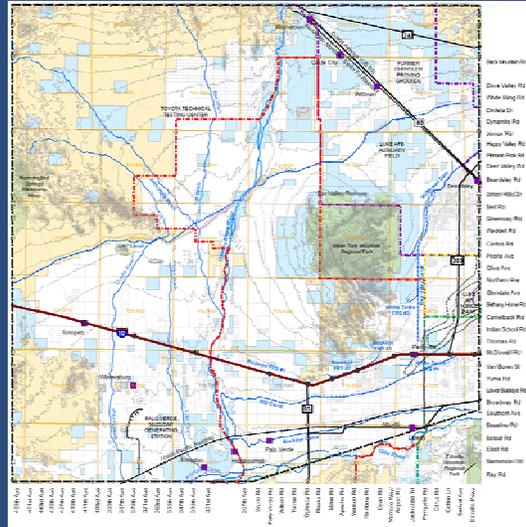
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### Opportunities and Constraints



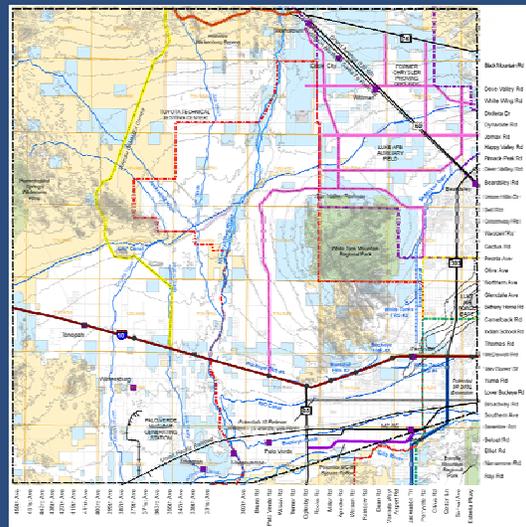
Study Area  
 Washes/Canals  
 Wilderness Areas  
 Noise Contours  
 Topography  
 Jurisdictions



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### Opportunities and Constraints



Study Area  
 Washes/Canals  
 Wilderness Areas  
 Noise Contours  
 Topography  
 Jurisdictions  
 Proposed  
 Transportation  
 Corridors



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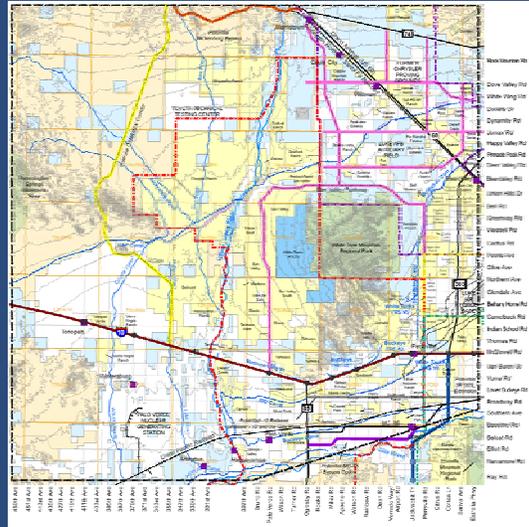
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### Opportunities and Constraints



- Study Area
- Washes/Canals
- Wilderness Areas
- Noise Contours
- Topography
- Jurisdictions
- Proposed Transportation Corridors
- Planned Developments



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### Opportunities and Constraints



- Study Area
- Washes/Canals
- Wilderness Areas
- Noise Contours
- Topography
- Jurisdictions
- Proposed Transportation Corridors
- Planned Developments
- Proposed Arterials



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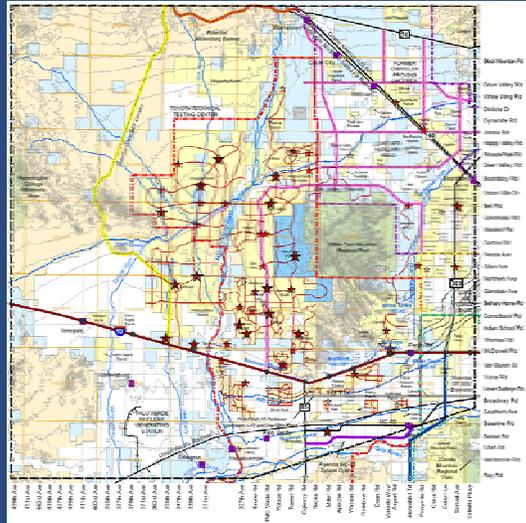
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### Opportunities and Constraints



- Study Area
- Washes/Canals
- Wilderness Areas
- Noise Contours
- Topography
- Jurisdictions
- Proposed Transportation Corridors
- Planned Developments
- Proposed Arterials
- Proposed Employment Center Locations



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### Conceptual Transportation Framework

- Study Area Opportunities and Constraints
- Freeways
- Parkways
- Major Arterials



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## Interstate 10/Hassayampa Valley Roadway Framework Study

### Conceptual Transportation Framework Principles

- Assumptions
  - Study area population could grow to 2-3 million.
  - Study area population could generate 5.6-8.5 million trips/day.
  - Assumes **50%** of trips (e.g. school, shopping, work, leisure) stay within study area.
  - About **2.8-4.3 million trips** per day leave the Hassayampa Valley
- Overall Guidance
  - Three east-west freeways needed to link to Metropolitan Area.
  - North-south high capacity corridors (e.g. freeways, parkways) required east and west of White Tanks.
  - Spacing of high capacity corridors should be approximately 6-10 miles.



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### Conceptual Transportation Framework Principles

- Other Considerations
  - Need for high capacity corridors (e.g. parkways) in addition to freeways.
  - Environmental sensitivity near White Tanks achieved with parkways.
  - Regional and local transit must be part of a multi-modal system.



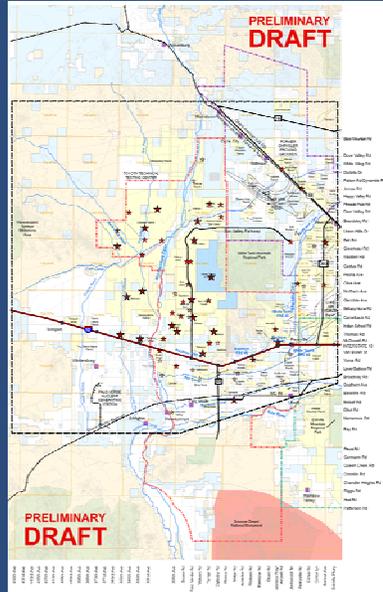
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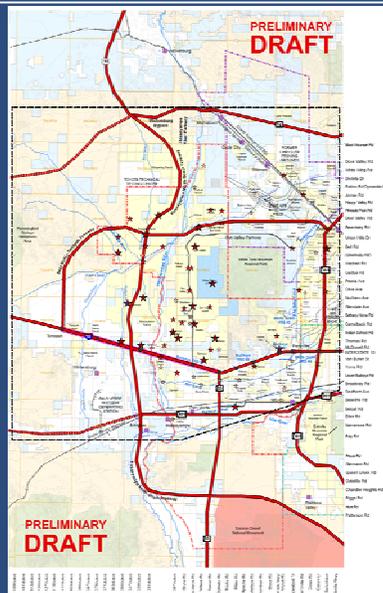
### Conceptual Transportation Framework



Study Area

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### Conceptual Transportation Framework



Study Area

Freeways

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### Conceptual Transportation Framework



Study Area

Freeways

Parkways

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### Conceptual Transportation Framework



Study Area

Freeways

Parkways

Major Arterials

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# Developer's Forum Number 2 Presentation (July 26, 2006)

## Interstate 10/Hassayampa Valley Roadway Framework Study

### Preliminary Network Assessment

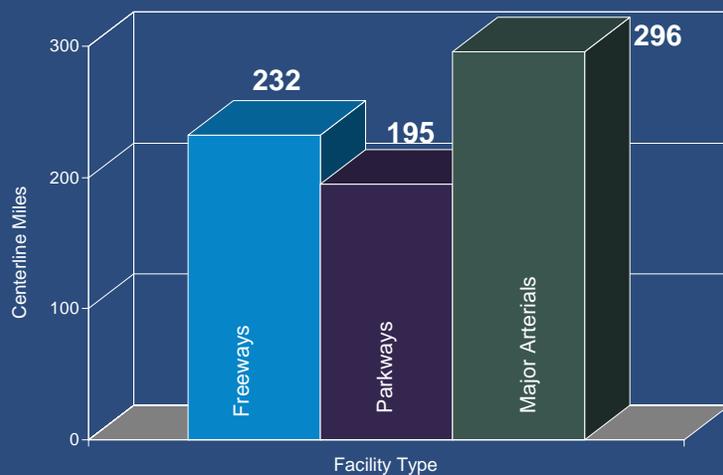
- Calculate length of each facility
- Convert to lane miles based on anticipated roadway cross section at buildout
- Identify alternative study area population scenarios
  - 1.5 million
  - 2 million
  - 2.5 million
  - 3 million
- Calculate transportation service level by population scenario (lane miles/population)
- Compare to Phoenix urban area
- Compare to peer city urban areas (Pop. 3 - 8 million)



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### Preliminary Network Assessment

Conceptual Transportation Framework: Centerline Miles by Facility Type



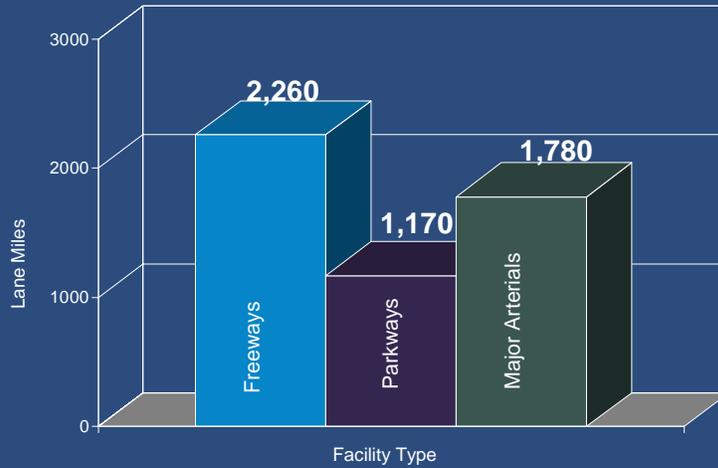
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## Interstate 10/Hassayampa Valley Roadway Framework Study

### Preliminary Network Assessment

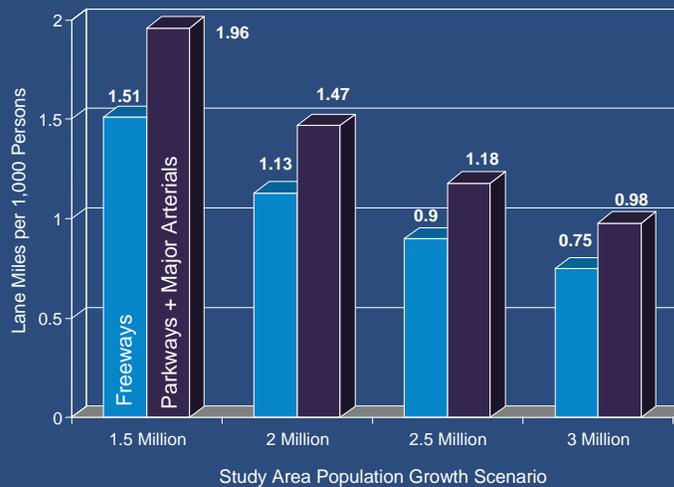
Conceptual Transportation Framework: Lane Miles by Facility Type



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### Preliminary Network Assessment

Population Growth Scenarios: Lane Miles per 1,000 Persons



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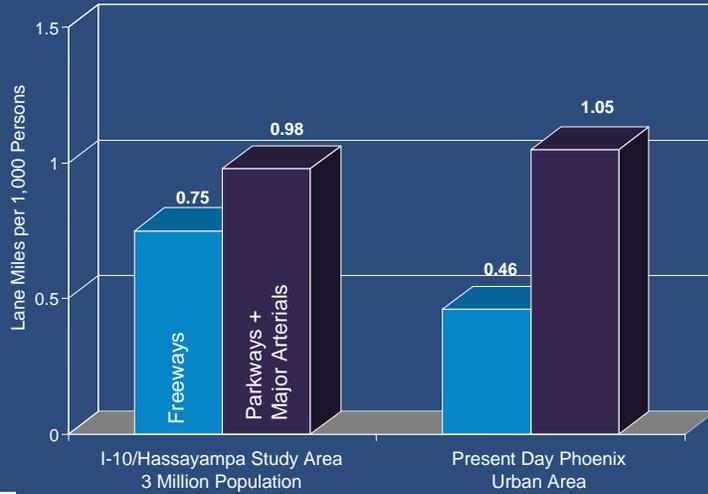
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# Developer's Forum Number 2 Presentation (July 26, 2006)

## Interstate 10/Hassayampa Valley Roadway Framework Study

### Preliminary Network Assessment

Phoenix Urban Area Transportation Service Comparison

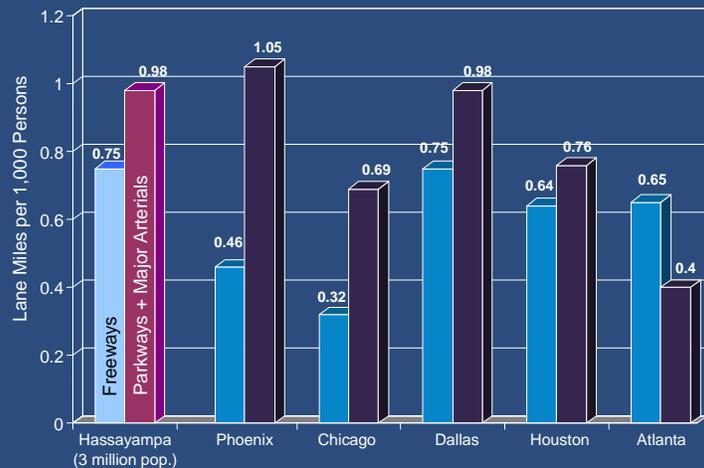


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### Preliminary Network Assessment

Peer City Transportation Service Comparison



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Selected Peer City Urban Areas (3 to 8 million population) ©2006, All Rights Reserved.

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# Developer's Forum Number 2 Presentation (July 26, 2006)

## Interstate 10/Hassayampa Valley Roadway Framework Study

### Sketch Planning Exercise

- Four sketch planning tables located around the room
- Proceed to table matching color on name badge
- Conceptual transportation framework discussion
  - Reactions / Thoughts
  - Issues to be addressed
  - Suggestions / Refinements
- Small groups report back to forum at large
- Complete and return questionnaire



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### ...For More Information

Please contact:

**Bob Hazlett, P.E.**

Project Manager

Maricopa Association of Governments

(602) 254-6300

[hassayampa@mag.maricopa.gov](mailto:hassayampa@mag.maricopa.gov)



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