



# TRANSPORTATION PLANNING UPDATE PROPOSITION 400



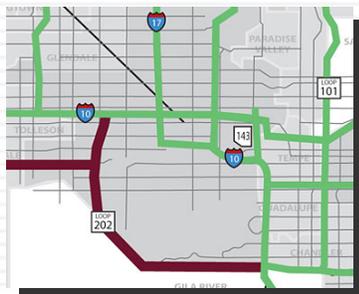
Transportation Policy Committee  
February 18, 2009



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## Inner Loop Peer Review

- Team Charette – February 4, 2009
- Final Report – March 31, 2009



# Peer Review Panel

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- Convened in November 2008
- Joint effort by ADOT and MAG
- Examine RTP and DCR recommendations for freeways leading to the Inner Loop



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# Peer Review Panel

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- Participants
  - John Conrad, CH2M Hill – WSDOT
  - Mike Falini, Wilson & Company – FDOT, CDOT, UDOT
  - Jack Lettiere, Lettiere Consulting - NJDOT



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# Findings

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*The MAG Region has the tools to provide an effective system to meet current and future needs.*

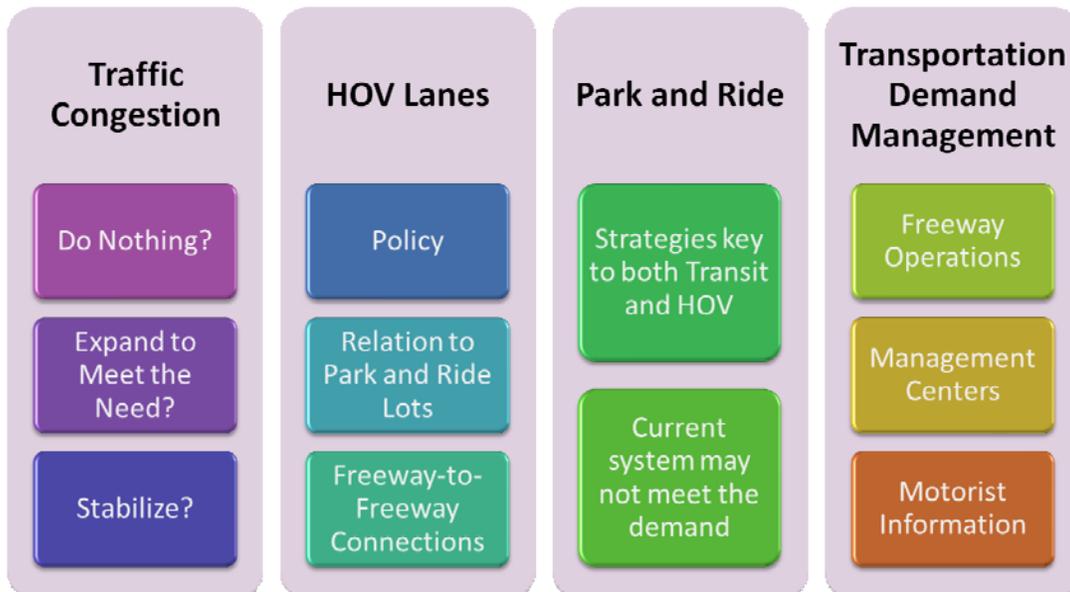
- Regional Transportation Plan is sound
- Technical data for decision-making is extensive
- Agencies are proficient and accomplished
- The RTP is well funded (although \$5 billion short of needs)
- Region's transportation system is in good condition



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# Areas for Improvement

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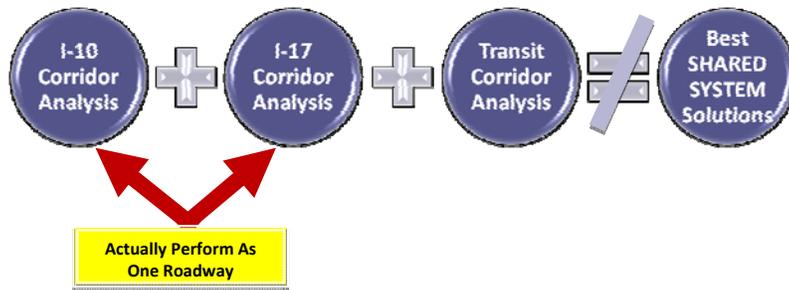


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# Efficiency: Corridor versus Systemic

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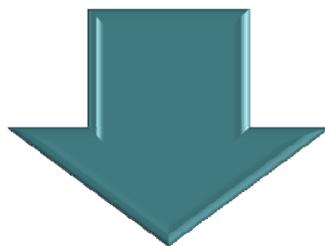
Corridor analysis without an understanding of systemic and operational affects may blur the path to shared vision.



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## The Need for a Shared Vision: Modes are REALLY Interdependent

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**Roadways** must provide the density areas for public transportation efficiency; i.e. access to park / ride facilities, exclusive bus lanes, etc.

**Public transportation** must provide the speed and convenience to attract commuters from peak travel times; i.e. where demand exceeds roadway capacity



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# Specific Options

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<b>Maricopa Freeway</b> <ul style="list-style-type: none"><li>• Integrate alternate modes</li><li>• May want to consider other corridors to meet travel demand</li></ul>	<b>Papago Freeway</b> <ul style="list-style-type: none"><li>• Better integrate with LRT Plans</li><li>• No improvements without additional throughput in the Stack</li></ul>	<b>Truck Route</b> <ul style="list-style-type: none"><li>• Best Opportunity for meeting travel demand</li><li>• Still need to address additional throughput in the Stack</li></ul>	<b>Black Canyon Freeway</b> <ul style="list-style-type: none"><li>• Operate Upper Deck as a Toll Facility</li><li>• From Washington-Adams to Bell Rd</li></ul>



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## 10 Corridor Review Workshops

MAG  
ADOT  
Management Consultants



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# Loop 202/South Mountain Freeway

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## OPTIONS



Construct 6-lane and clear/obtain ROW for ultimate 10-lane freeway

Construct 6-lane freeway with provision for HOV in median

“SR-51” Option – Build Freeway within narrower footprint

Construct as an Arizona Parkway in Freeway ROW

Construct as an Arizona Parkway in Parkway ROW

No Build



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# SR-801/Gila River Corridor

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## OPTIONS



Construct 6-lane and clear/obtain ROW for ultimate 10-lane freeway

Construct 6-lane freeway with provision for HOV in median

“SR-51” Option – Build Freeway within narrower footprint

Construct as an Arizona Parkway in Freeway ROW

Construct as an Arizona Parkway in Parkway ROW

No Build

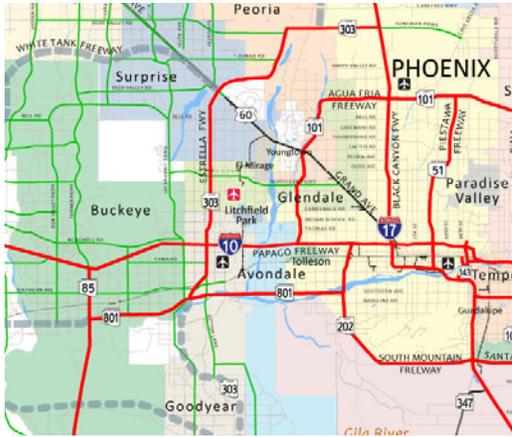


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# Loop 303

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## OPTIONS



### South of SR-801

- Continue Planning
- Re-evaluate ROW acquisition

### SR-801 to I-10

- Consider construction as an AZ Parkway

### I-10 to US-60

- Simplify I-10/Loop 303 TI
- Evaluate ROW Needs
- Evaluate Northern Connection
- Simplify US-60 TI

### US-60 to I-17

- Keep interim facility; identify new horizon for ultimate facility



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# Interstate 17/Black Canyon Freeway

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## OPTIONS



### Truck Route

- Near end of service life
- Identify potential for improvements beyond HOV

### I-10 to AZ Canal

- Consider alternate construction
- Need better throughput in the stack for I-17

### AZ Canal to Loop 101

- Evaluate options

### North of Loop 101

- Most improvements under construction
- Recover STAN funded project
- Delay other improvements



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# Interstate 10/Papago Freeway

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## OPTIONS



SR-85 to Loop 303

- Recover STAN project
- Delay improvements west of Verrado Way

Loop 303 to Dysart Rd

- Improvements under construction

Dysart Rd to Loop 101

- Improvements under construction

Loop 101 to I-17

- Identify improvements to meet RTP budget and mitigate deficiencies at system TIs

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# Interstate 10/Maricopa Freeway

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## OPTIONS



SR-51 to 40<sup>th</sup> St

- To Be Evaluated

40<sup>th</sup> St to Baseline Rd

- To Be Evaluated

Baseline Rd to Loop 202

- To Be Evaluated

Loop 202 to Riggs Rd

- To Be Evaluated

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# Putting the Pieces Together

## Next Steps



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Corridor	RTP Estimate	Current Estimate	Cost Difference	Percent Difference
Interstate 10/Maricopa Freeway	\$616m	\$817m	\$201m	+33%
Interstate 10/Papago Freeway	\$332m	\$523m	\$191m	+58%
Interstate 17/Black Canyon Freeway	\$1,451m	\$1,685m	\$234m	+16%
US-60/Superstition Freeway	\$135m	\$170m	\$35m	+26%
US-60/Grand Avenue	\$255m	\$264m	\$9m	+4%
Loop 101/Agua Fria Freeway	\$471m	\$634m	\$163m	+35%
Loop 101/Pima Freeway	\$404m	\$494m	\$90m	+22%
Loop 101/Price Freeway	\$104m	\$101m	(\$3m)	-3%
Loop 202/Red Mountain Freeway	\$420m	\$657m	\$237m	+56%
Loop 202/Santan Freeway	\$358m	\$437m	\$79m	+22%
Loop 202/South Mountain Freeway	\$1,067m	\$2,655m	\$1,588m	+149%
Loop 303	\$1,420m	\$2,757m	\$1,337m	+94%
SR-51/Piestewa Freeway	\$103m	\$126m	\$23m	+22%
Arizona State Route 801	\$805m	\$1,864m	\$1,059m	+132%
SR-802/Williams Gateway Freeway	\$325m	\$546m	\$221m	+68%
Arizona SR-85	\$119m	\$306m	\$187m	+157%
SR-74, SR-87, SR-88, US-93, SR-143	\$ 85m	\$173m	\$88m	+104%
System-wide Improvements	\$993m	\$1,539m	\$546m	+55%
<b>Totals:</b>	<b>\$9,463m</b>	<b>\$15,748m</b>	<b>\$6,285m</b>	<b>+66%</b>

# What we need . . .

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## Revenue

- Sales Tax (RARF)
- Gas Tax (HURF)
- Bonding

## Costs

- New cross-sections/geometrics
- Revised ROW Footprints

## Impact Assessment

- Revised Travel Demand Forecasts
- Potential Mitigation Measures

## Logistics

- EIS/DCR Schedules
- Coordination Improvement
- Design and Construction



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“Success is that old ABC – ability, breaks, and courage.”

CHARLES LUCKMAN, AMERICAN ARCHITECT

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# “The Arizona Parkway”

- 40 years practice in seven states
- Marginal cost increase over conventional arterials
- Near-freeway volumes
- Context-sensitive
- Fewer Conflict Points
  - 60 percent fewer crashes
  - 75 percent fewer injuries



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