



**Interstate 10 Deck Park Tunnel to I-10/I-17 Split Study
Federal Aid No. 010-C(236)T
ADOT Project No. F0840 01L**

**June 2026 Pre-Scoping Outreach
Executive Summary**

Prepared August 2026

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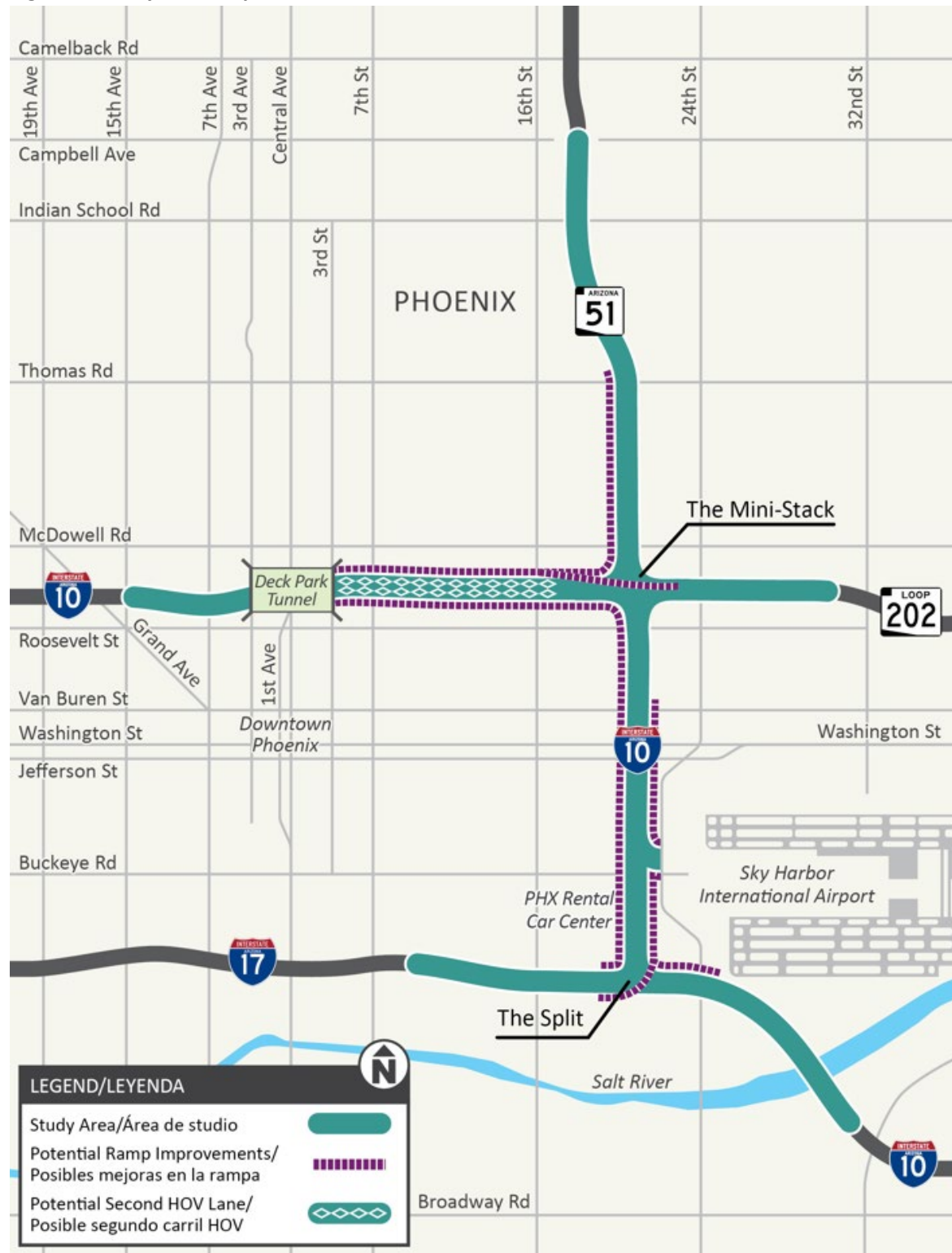
1. INTRODUCTION

The Interstate 10 Deck Park Tunnel to I-10/I-17 Split Study (I-10 Study) extends from the Deck Park Tunnel in downtown Phoenix to the system interchange of I-10 and I-17 (known as the Split interchange) near Phoenix Sky Harbor International Airport. The study area also includes State Route 51 (SR 51) south of Thomas Road as well as Loop 202 (Red Mountain Freeway) west of 24th Street and will encompass the entire interchange of I-10, SR 51 and Loop 202 (known as the Mini-Stack).

To gather input directly from those most likely to be impacted by the project, the team conducted pre-scoping outreach in advance of the first public meeting. The purpose of the pre-scoping outreach effort was to introduce the study, share background information and current study status, and gather key input that will inform ongoing study development.

This outreach effort included a study webpage, an online survey, and presentations to neighborhood associations and business community organizations.

Figure 1. Study area map



2. PRE-SCOPING OUTREACH NOTIFICATION

2.1 Study Website

ADOT hosts a study website (azdot.gov/I-10TunneltoSplit), which was launched on May 4, 2026. The website includes an overview, background, purpose and need, project goals, study elements, schedule/timeline, opportunities for input, and a link to subscribe to receive study updates by email. From June 1-30, the website included a link to the online survey.

2.2 GovDelivery Emails

Information on how to participate in the online survey was distributed by ADOT on June 1, 16, and 29 via GovDelivery to approximately 23,000 subscribers, as well as by email to the stakeholders on the study contact list.

2.3 News Release

ADOT Public Information staff distributed a news release to media outlets on June 1, 2026.

2.4 Social Media

ADOT Digital Communications staff posted to ADOT's Facebook account on June 1, 17 and 26, on ADOT's X account on June 1, 16 and 29, and on Nextdoor on June 1, 16 and 29, providing information about the study and online survey. The Facebook posts on June 17 and 26 were boosted to expand the outreach efforts reach within the community near the study area.

2.5 Fact Sheet

A fact sheet with study information and details on how to take the survey was distributed via email to the study contact list and available at in-person stakeholder presentations.

2.6 Online Survey

The online survey was available for 30 days from June 1-30, 2026. Questions included topics related to I-10 study area usage, issues, and priorities as well as pedestrian bridge use, challenges and considerations for potential reconstruction/relocation, and an opportunity to provide general feedback on the study. A total of 2,314 online survey responses were received (2,310 English surveys and four Spanish surveys).

2.7 Key Stakeholder Presentations

In June and July 2026, the study team gave presentations to key stakeholder groups in the study area, which included HOAs, Phoenix Village Planning Committees, and community and business organizations. The project team presented to 15 groups that represent neighborhoods and businesses in the study area. In total, approximately 290 people attended these presentations.

The presentations provided an overview of the study background, purpose and need, updates since the Maricopa Association of Governments (MAG) study, concepts being considered and timeline,

opportunities for input and contact information for the study team. The study team then took questions and comments from participants. The presentation and script were translated into Spanish and posted to the study webpage. The study team presented to the Encanto Village Planning Committee, Coronado Neighborhood Association, Central City Village Planning Committee, F.Q. Story Preservation Association, Encanto-Palmcroft Historic Preservation Association, Maryvale Planning Committee, Phoenix Community Alliance, Downtown Phoenix Partnership, Downtown Voices Coalition, Roosevelt Action Association, Encanto Citizen's Association, Phoenix Historic Neighborhoods Coalition, Garfield Organization: A Community Alliance, Biltmore Area Partnership, Greater Phoenix Economic Council, Greater Phoenix Chamber, and the Camelback East Village Planning Committee.

Feedback from these presentations shows broad recognition that the corridor has serious safety, weaving, access and congestion problems. At the same time, participants repeatedly asked the study team to demonstrate how the concepts would improve operations without shifting unacceptable burdens to nearby neighborhoods, historic districts, pedestrians and adjacent parts of the freeway network.

2.8 Direct Mail

Postcards were sent via Every Door Direct Mail (EDDM) in English and Spanish to all residential and business properties (47,015 total) within 1-mile of the study area. They were also sent to 1,875 absentee owners (those who own property within the 1-mile area but live somewhere else). The 6" x 11" postcard included information about the study and a QR code/URL to participate in the online survey. The postcards arrived in mailboxes between June 1-3, 2026.

2.9 Earned Media

The ADOT Public Information Office sent a news release on June 1, 2026 to announce the study and provide notice of the public meeting and comment period. This effort received widespread media coverage, with placements on Arizona's Family, ABC 15, KTAR, the Arizona Republic and several trade publications.

3. COMMUNITY FEEDBACK

Feedback was solicited through the following methods:

- Online survey (English): 2,310 surveys received
- Online survey (Spanish): 4 surveys received
- Email: 10 emails received
- Project information telephone line comments: 4 calls to the telephone line
- Mail: 1 letter received via mail
- Presentations: 15 presentations to neighborhood/business groups

Feedback primarily came from frequent corridor users, including drivers, nearby residents, and people who work or attend school in the study area. Most travel through the corridor daily or several times per week.

Traffic congestion, safety, and mobility emerged as the dominant concerns. The most significant issues identified were traffic congestion, difficult freeway merging, and crashes. Correspondingly, respondents

rated improving traffic operations and safety as the highest priorities, while also emphasizing the importance of maintaining access to Sky Harbor Airport and downtown Phoenix.

Comments frequently focused on:

- Congestion at major interchanges and merge points.
- Lane weaving and difficult freeway movements.
- Safety concerns related to speeding, crashes, visibility, and roadway design.
- Requests for operational improvements such as additional HOV capacity, collector-distributor roads, and improved ramp configurations.
- Concerns about maintenance issues, including pavement conditions.

Pedestrian bridges were viewed as important community connections. Users primarily relied on bridges for recreation, neighborhood access, downtown destinations, and visiting friends and family. Key concerns included maintenance, cleanliness, personal safety, lighting, shade, and bicycle accessibility. Respondents stressed the importance of maintaining safe and accessible crossings during any reconstruction or relocation.

Additional themes included:

- Concerns about effects on nearby neighborhoods, homes, historic areas, and community character.
- Requests for noise mitigation and sound walls.
- Support from some participants for expanded transit options, including commuter rail and light rail.
- Questions about whether proposed improvements would adequately reduce congestion without additional freeway capacity.

Overall, feedback supported corridor improvements but emphasized the need to reduce congestion, improve safety, protect neighborhood connections, minimize community impacts, and clearly demonstrate how proposed solutions would address existing transportation challenges. Key expectations included ongoing public engagement, transparent evaluation of alternatives, and clear information about project benefits, tradeoffs, funding, and construction impacts.

4. TITLE VI REPORTING

4.1 Self ID Surveys

Online survey participants were asked to complete ADOT's self-identification survey for Title VI reporting purposes. A total of 237 people completed the self-ID survey out of 2,314 respondents, which was a 10 percent response rate.

All surveys were submitted in English. Of the 237 self-identification survey responses, 195 (82.3 percent) identified as White, 30 (12.7 percent) identified as Hispanic/Latino, 21 (8.9 percent) identified as Asian, 13 (5.5 percent) identified as African American/Black, 10 (4.2 percent) identified as American Indian/Alaskan Native, and 5 (2.1 percent) identified as Native Hawaiian/Other Pacific Islander.