



Grand-35

US 60(Grand Avenue)/35th Avenue/Indian School Road
Design Concept Report and Environmental Study

Public Scoping Meeting

October 22, 2020

ARIZONA DEPARTMENT OF TRANSPORTATION

Good evening, I'm Daina Mann, Assistant Communications Director for Community Relations with the Arizona Department of Transportation. Thank you for joining us for this public scoping meeting for the US 60 (Grand Avenue)/35th Avenue/Indian School Road Design Concept Report and Environmental Study, also known as the Grand-35 Study.

Welcome!

- All participants have been muted to avoid distractions
- Technical difficulties? Call Webex at 866.229.3239.
- Visit us online at ADOTGrand35Study.com
- Following the meeting presentation, we will take comments and questions.

Participants are joining us via their computers on Webex or through their phones and are currently muted. I'll describe the meeting format and how to participate in just a moment, but first, if you are having any technical issues right now, you may need to hang up or log off, then redial or reconnect. If that does not work, please contact Webex Help at 866.229.3239. Again, that number is 866.229.3239.

We're looking forward to your comments and questions. After the presentation, we'll describe and display instructions for asking a question or making a comment. Keep in mind that after this meeting, you can continue to ask questions or provide comments anytime through November 6 by visiting the study website at ADOTgrand35study.com that's a-d-o-t-g-r-a-n-d-3-5-s-t-u-d-y "dot" com.

The format for tonight is a short presentation, then the remainder of the meeting will be open for comments and questions. Please note this event is being recorded and will be posted to the study website.

ADOT Non-Discrimination Notice

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Nikki Green at 855.712.8530 or ngreen@azdot.gov. Requests should be made as early as possible to ensure the study team has an opportunity to address the accommodation.

The Arizona Department of Transportation's goal is to ensure that every effort will be made to prevent discrimination through the impact of its programs, policies, and activities. ADOT will take reasonable steps to provide accommodations based on language or disability.

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Nikki Green at 855.712.8530 or ngreen@azdot.gov. Requests should be made as early as possible to ensure the study team has an opportunity to address the accommodation.

Purpose of Tonight's Meeting

- Provide overview of study
- Outline ways to provide comments during this first study phase



The purpose of tonight's meeting is to provide an overview of the study and get your feedback. We will outline the various ways to provide comments during this phase of the study.

Tonight's Presenters

- Olivier Mirza, PE – ADOT Project Manager
- Rodney Bragg, PE – Consultant Project Manager

Now, I would like to introduce tonight's presenters. Olivier Mizra, PE, is the ADOT project manager and Rodney Bragg, PE, is the Consultant Project Manager with AECOM. We are joined tonight by several other study team members representing Right of Way, Environmental, and other divisions and they will be assisting us with the comment and question portion of the meeting.

Agenda

- Study Overview
- Alternatives Being Considered
- Schedule
- How to Provide Input
- Q&A

Thank you Daina for the introductions. I want to thank you, the public, for your support and making time to attend this public scoping meeting. The Arizona Department of Transportation (ADOT), in coordination with the City of Phoenix and Maricopa Association of Governments have initiated this study and we are here tonight to share information and collect your comments on the study.

The project location is at the intersection of three roadways, Grand Avenue, 35th Avenue and Indian School Road. The Program for tonight's meeting is as follows: First, I will start with high-level project study overview and background.

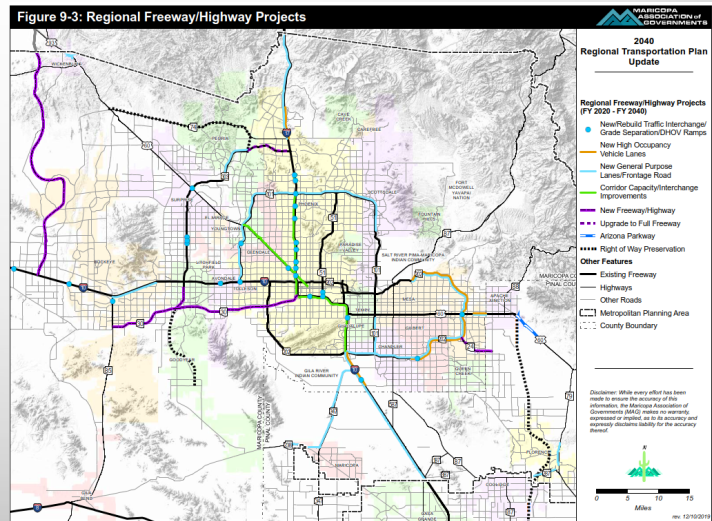
Second, Rodney will dive into the details of the design alternatives, or “design options”, that are being considered for this intersection improvement.

Then, Rodney will present the overall study schedule and process.

Finally, Daina will pick up again to provide you with directions on how to provide inputs/comments and ask questions at the end.

Regional Transportation Plan – Freeways & Highways

- Identifies intersection improvements at Grand Ave/35th Ave/ Indian School Rd
- Anticipated Funding for:
 - Design, starting 2022
 - Right-of-way acquisition, starting 2022
 - Construction, starting 2024



This map shows the highway improvements identified in the current Regional Transportation Plan (RTP) for Maricopa County through 2025, which includes proposed intersection improvements at Grand Avenue, 35th Avenue and Indian School Road. The Maricopa Association of Governments (MAG) develops the RTP in cooperation with ADOT and its other member agencies, such as city of Phoenix. Highway projects in the RTP are funded by three primary revenue sources: a half-cent sales tax through 2025 approved by voters in 2004 (Proposition 400), state funding dedicated for use in Maricopa County, and Federal highway funding primarily through gas taxes.

Funding for this proposed project is tentatively planned in the RTP as follows: Development of the design concept report and environmental assessment from 2020 through 2022.

Final design and right of way acquisition beginning in 2022 and Construction beginning in 2024.

This schedule can change based on funding availability and priority programing.

Grand Ave/35th Ave/Indian School Road vs. I-17 Indian School Traffic Interchange Improvements



There is a project on Indian School at I-17 that is currently in the design stage. The map on this slide shows the location of the Indian School/I-17 Project relative to this study. These two projects are completely independent of each other. You can learn more about this project on the ADOT website at azdot.gov/I17indianschoolti. I will now turn the presentation over to Rodney Bragg to discuss the details and schedule of the study.

Study Area

— Study Area



Thanks, Olivier! This graphic shows the project study area which is focused on the Grand Avenue/35th Avenue/Indian School Road intersection. This study will be looking at options to grade separate roadways, so the study area extends roughly $\frac{1}{4}$ mile in each direction to account for the different options. The study area is generally set by 38th Avenue on the west, 33Rd Avenue on the east, Glenrosa Avenue on the north, and Weldon Avenue on the south.

Study Goals

- Improve traffic flow and reduce delays at the intersection
- Reduce crashes
- Eliminate at-grade railroad crossings
- Improve pedestrian, bicycle and transit facilities



The main overarching goals for this study are to improve traffic flow and to enhance safety at the Grand Avenue/35th Avenue/Indian School Road intersection – this would specifically include improving the traffic flow and reducing delays at the intersection, reducing crashes, eliminating at-grade railroad crossings, and improving pedestrian, bicycle and transit facilities, such as bus pull-outs, bus shelters, and crosswalks.

Intersection Delays in the Morning

LEGEND

Delay (sec/veh)

- LOS A-C
- LOS D
- LOS E
- LOS F

LOS = Level-of-service



Existing



Future (2040)



These images show how traffic conditions at signalized intersections within the study area are expected to worsen in the next 20 years if no improvements are made. The colored circles show the traffic signal locations with a number showing the average number of seconds a vehicle is delayed at the intersection due to traffic congestion. The dots change from green to yellow to orange to red as the delay increases.

The image on the left shows the current traffic delays during the morning peak hour. The image on the right shows the projected 2040 traffic delays during the morning peak hour. The Grand Avenue/35th Avenue/Indian School Road intersection currently experiences delays of 99 seconds per vehicle. By 2040, the average delay at this intersection is expected to increase by more than 20% if no improvements are made.

In addition, by 2040 three other intersections are expected to create severe delays for drivers. These include: the pedestrian crossing on 35th Avenue at Monterosa Street, Indian School Road and 33rd Avenue, and 35th Avenue and Clarendon Avenue.

Intersection Delays in the Evening

LEGEND

Delay (sec/veh)

- LOS A-C
- LOS D
- LOS E
- LOS F

LOS = Level-of-service



Existing



Future (2040)

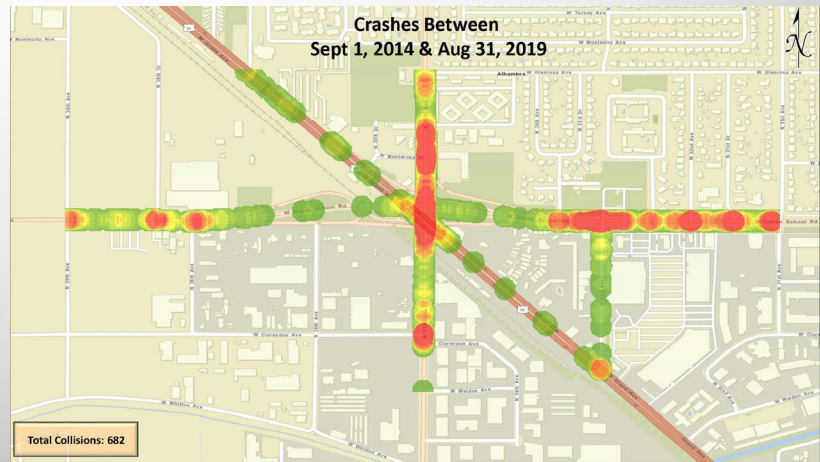


Similar to the previous slide, the image on the left shows the current traffic delays during the evening peak hour and the image on the right shows the future 2040 traffic delays during the evening peak hour. Currently, the Grand Avenue/35th Avenue/Indian School Road intersection experiences delays of 104 seconds per vehicle in the evening, and there is also severe congestion at the 35th Avenue/Clarendon Avenue intersection.

By 2040, the average delay at the Grand Avenue/35th Avenue/Indian School Road intersection is expected to increase by another 10% if no improvements are made. In addition, we anticipate the delays at two other intersections - 33rd Avenue and Indian School Road, and 33rd Avenue and Grand Avenue – to nearly double, also resulting in severe delays if no improvements are made at these intersections.

Five Year Crash History – 2014 to 2019

- 682 crashes in 5 years
- Approximately 600 crashes at or near intersections
- 38% recorded as rear-end crashes



This map shows all recorded crashes that occurred in the study area during a five-year period between September 1, 2014 and August 31, 2019. There was a total of 682 recorded crashes within the study area, with the majority occurring at or near one of the intersections. The highest number of crashes in the study area was recorded at the Grand Avenue/35th Avenue/Indian School Road intersection with the second highest recorded at the Indian School/33rd Avenue intersection. Nearly 40% of all crashes were rear-end crashes which is typical for a highly congested area.

Study Purpose

- Prepare engineering concepts of options for improvements
 - Includes a No Build option in which no improvements are made
- Prepare an Environmental Assessment to evaluate impacts of the options
- Seek input on the options from the public and affected agencies
- Select a Preferred Alternative that best meets the study goals and has agency and public support

The purpose of this study is to develop concepts for intersection improvements, including the No-Build option which means no improvements would be made. The study team will prepare an environmental assessment to evaluate the environmental impacts of these options and seek input from the public and agencies. Based on the engineering and environmental analysis and community input, ADOT will select a preferred alternative for the improvements.

What is an Environmental Assessment (EA)?

- A document that is prepared in compliance with the National Environmental Policy Act (NEPA) which includes:
 - Discussion of the need for and purpose of the study
 - The alternatives evaluated
 - The environmental impacts of the study alternatives
 - Coordination with agencies and the public and opportunities to provide input

This project will be preparing an Environmental Assessment in compliance with the National Environmental Policy Act. This study will address the purpose and need for the project, document the alternatives considered and evaluated, address the environmental impacts and planned mitigation, document coordination efforts with governmental agencies and the public, and will include documentation of the comments received from the public.

Study Considerations

- Existing and Future Traffic Operations
- Roadway Concepts
- Drainage
- Structures
- Geotechnical
- Utilities
- Railroad Operations
- Right of Way
- Costs
- Constructability
- Environmental Impacts
- Public and Agency Input

This study will evaluate a number of items including the existing and future traffic operations at the traffic signals with and without roadway improvement concept options. For each of the potential improvement options, we will evaluate various engineering feasibility, cost and other considerations. These include such things as the drainage systems and bridge structures that would be required, soil conditions, existing utilities that would need to be relocated and impacts to the railroad operations since this is a highly-used freight corridor. We will assess the right-of-way impacts to adjacent properties, estimate project costs and determine how improvements would be constructed. Finally, we will be reviewing the environmental impacts and conducting outreach efforts to gather public and agency input.

It's important to note that at this early stage of the study, it's too early to determine specific right-of-way or access impacts to properties. Potential right-of-way impacts and access changes will be identified later in the study process. If a Build alternative is selected, once ADOT receives environmental clearance, ADOT would initiate design of the project to identify specific right of way needs and the right of way acquisition process could begin.

Environmental Considerations

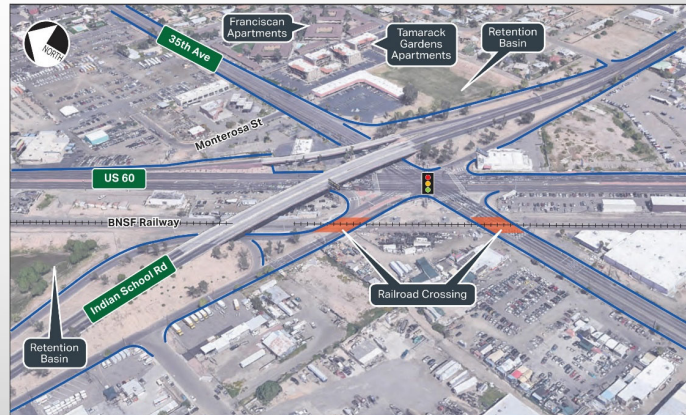
- Air Quality
- Noise
- Property Impacts
- Visual Conditions
- Cultural Resources
- Hazardous Materials
- Historic Properties
- Environmental Justice
- Land Use/Local Planning
- Pedestrians and Bicycles
- Recreation
- Utility Impacts
- Socioeconomic impacts
- Floodplains/Drainage
- Geology
- Vegetation
- Water Quality/ Resources

The primary purpose of the Environmental Assessment is to investigate and document all environmental considerations for each potential option, as well as planned mitigation for a recommended improvement option. The environmental considerations include a rather long list of items that are shown on this slide, which are typical for any environmental study.

Initial Concepts

1. Elevate BNSF Railway
2. Lower BNSF Railway
3. Elevate Street(s)
 - a) Elevate 35th Ave
 - b) Elevate Grand Ave.
4. Lower Street(s)
 - a) Lower 35th Ave
 - b) Lower Grand Ave.

Existing intersection



We have started investigating concepts to improve traffic flow at the intersection, including grade-separations to raise or lower one or more roadways, or the railroad tracks, as listed on this slide. I'll provide more information about these concepts on the upcoming slides. We have not included changes to Indian School Road because a majority of its traffic is already grade separated from the other roadways and the railroad tracks.

Concept Evaluation Criteria

- Ability to meet study goals:
 - Reduce traffic congestion
 - Enhance safety
 - Eliminate railroad crossings
 - Improve pedestrian, bike and transit facilities (multi-modal)
- Potential impacts

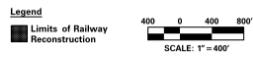


We have started an initial evaluation of these concepts for different grade-separations and are evaluating each to determine how well they achieve each of the project goals to reduce traffic congestion, enhance safety, remove RR crossings, and improve accommodations for pedestrians, bikes and buses. We are also comparing the potential impacts of each concept.

Concept 1 - Elevate BNSF Railway



Example in California



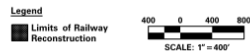
BNSF Railway Over
35th Ave / Indian School Rd
AECOM

Concept 1 would elevate the BNSF Railway on a new bridge above the other roadways. The picture in the lower left shows an example of what this might look like, with a train elevated on a bridge. To meet BNSF design standards, the changes to the tracks would extend for approximately 2 miles. This concept would remove all RR crossings but would only have a minor effect on the traffic operations and no effect on the intersection safety because the existing 6-legged intersection would remain as-is, , and there would be no pedestrian, bicycle or bus improvements.

Concept 2 - Lower BNSF Railway



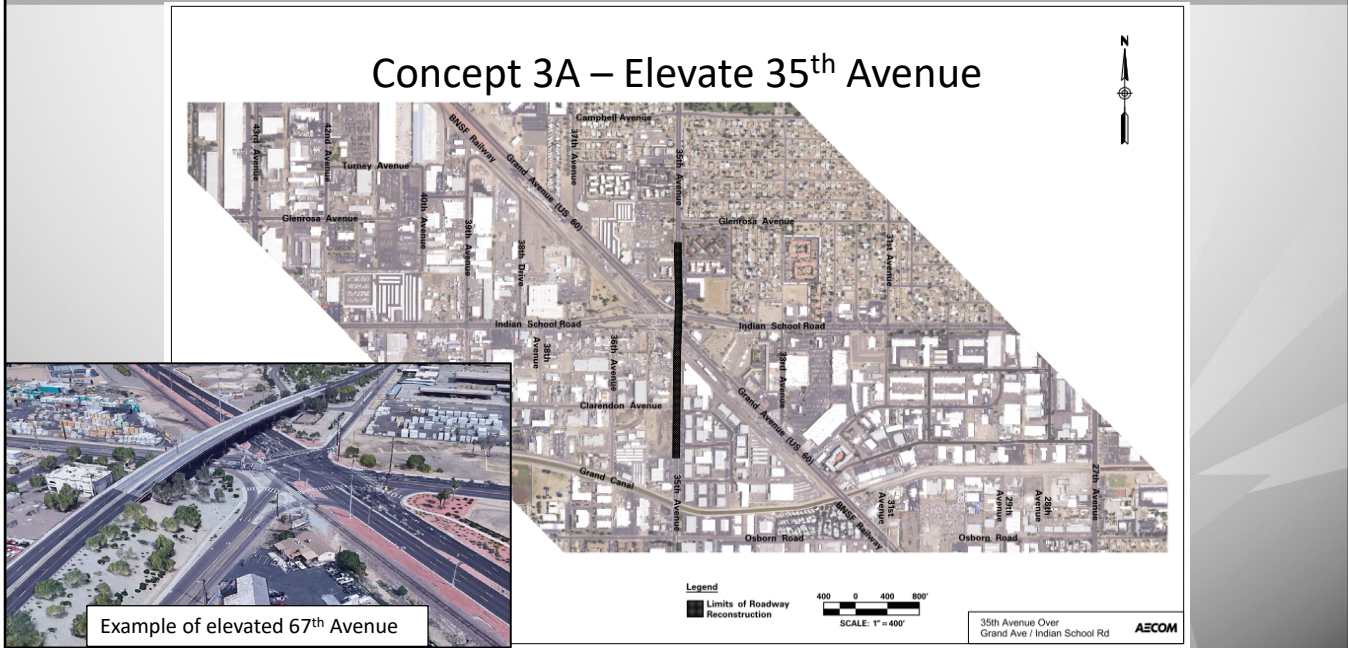
Example in California



BNSF Railway Under
35th Ave / Indian School Rd
AECOM

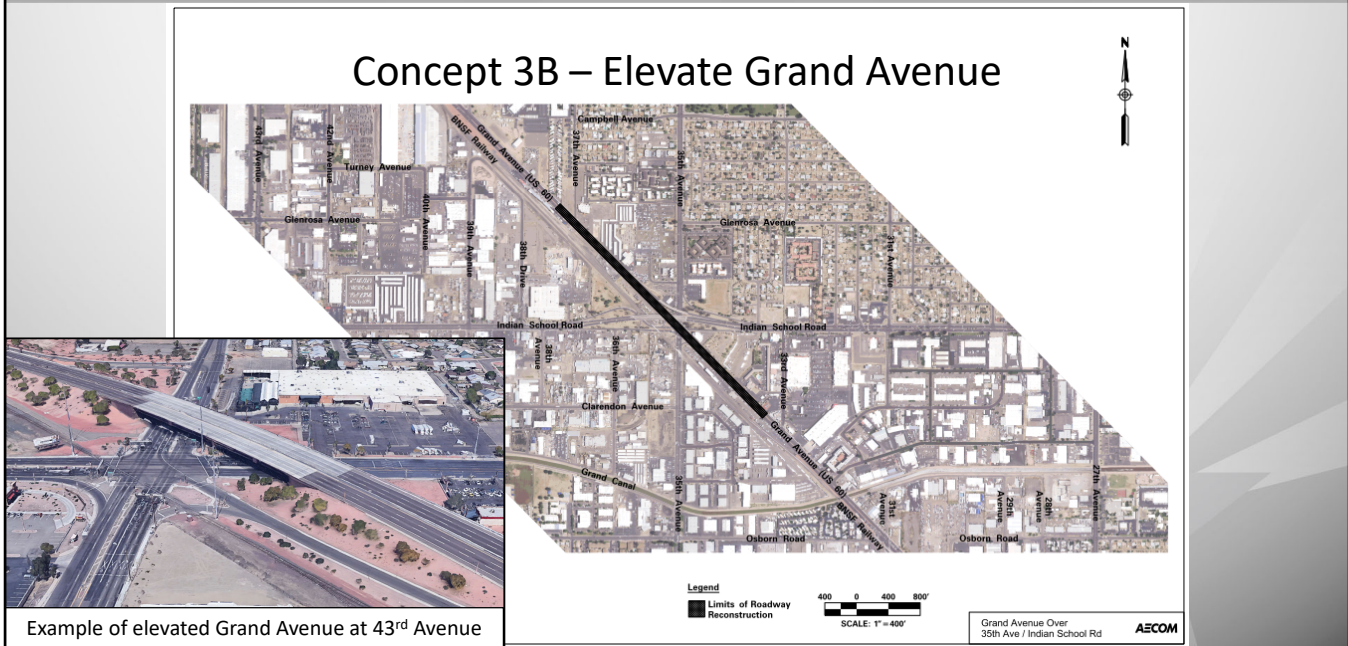
Concept 2 would lower the railroad tracks below ground level. The picture shows an example of this concept. To meet BNSF design standards, the changes to the tracks would extend for approximately 2 miles. Like Concept 1, this concept would remove all at-grade RR crossings but would only have a minor effect on the traffic operations, would not affect the intersection safety, and would not make pedestrian, bike or bus improvements.

Concept 3A – Elevate 35th Avenue



Concept 3A would elevate 35th Avenue above the RR tracks and the other roadways. An example of this concept is at the intersection of Grand Avenue, 67th and Northern avenues, where 67th Avenue is raised over Grand Avenue, as shown in the picture. This concept would remove the at-grade RR crossing on 35th Avenue, has the potential to benefit the intersection operations and safety and could improve pedestrian, bike and bus facilities.

Concept 3B – Elevate Grand Avenue



Concept 3B would elevate Grand Avenue above the other roadways. An example of this concept is at the intersection of Grand Avenue and Camelback Road, as shown in the picture. This concept would not remove any of the at-grade RR crossings, but it does have the potential to benefit intersection operations and safety and could improve pedestrian, bike and bus facilities.

Concept 4A – Lower 35th Avenue



Example of lowered Grand Avenue at 59th Avenue



35th Avenue Under
Grand Ave / Indian School Rd **AECOM**

Concept 4A would lower 35th Avenue below ground level to go under the RR tracks and the other roadways. An example of this concept is the intersection of Grand Avenue and 59th Avenue, where Grand Avenue goes under 59th Avenue. This concept would remove the at-grade RR crossing on 35th Avenue, has the potential to benefit the intersection operations and safety and could improve the pedestrian, bicycle and bus facilities.

Concept 4B – Lower Grand Avenue



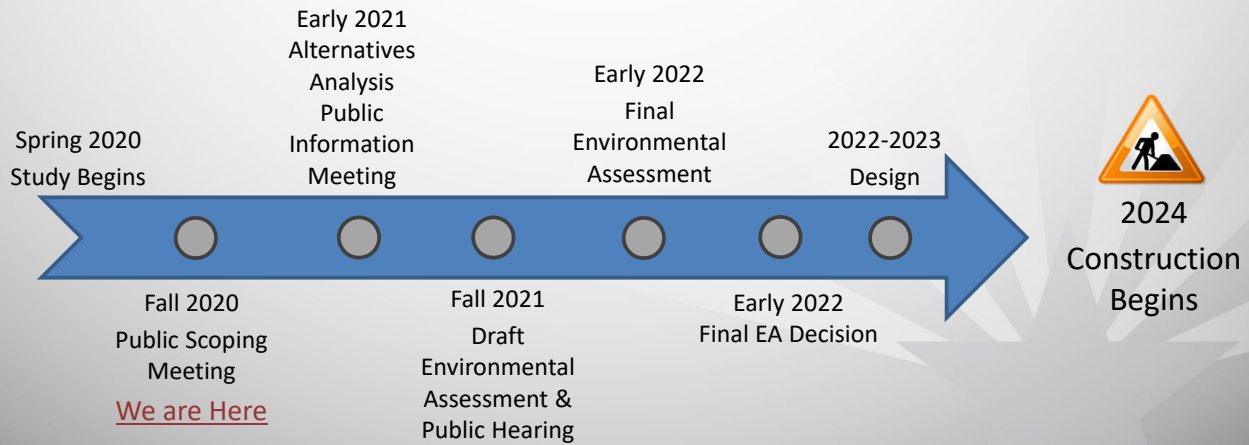
Example of lowered Grand Avenue at 59th Avenue



Grand Avenue Under
35th Ave / Indian School Rd
AECOM

Concept 4B would lower Grand Avenue below ground level to go under the other roadways, similar to the intersection of Grand and 59th avenues, as previously mentioned. This concept would not remove any of the at-grade RR crossings, but it does have the potential to benefit the intersection operations and safety and could improve pedestrian, bike and bus facilities.

Anticipated Study Schedule




This graphic shows the anticipated study schedule, moving from left to right. The study started in Spring 2020 when we began exploring various options at the interchange. We are now conducting the public scoping process – which includes this public meeting. The next public meeting is planned in Early 2021 where we will provide an analysis of the alternatives being considered. The Draft Environmental Assessment and Public Hearing are planned a year from now, in Fall 2021, where we will present the recommended alternative and seek the public’s comments. The Final Environmental Assessment is scheduled to be completed in Early 2022. If a Build alternative is selected and receives a final environmental decision to move forward, then the project would move into the design phase in 2022 and construction would start in 2024.

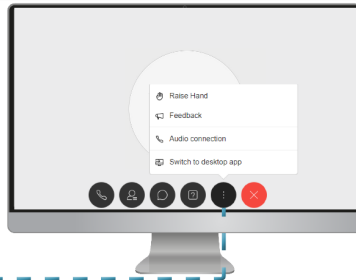
Now I will turn it back over to Daina to start are comment portion of the meeting.

Raising Your Hand



Issues? Call Webex Help:
866.229.3239

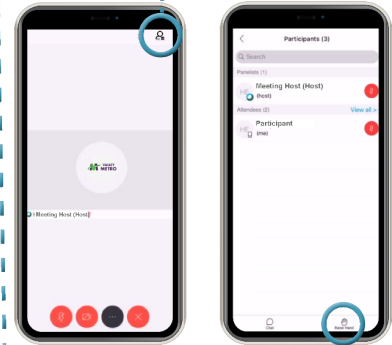
Internet Browser

1. Select  icon
2. Select "Raise Hand"
3. Wait to be unmuted by host
4. Select "Lower Hand" after speaking





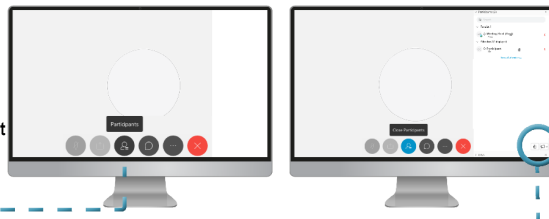
Mobile App

1. Select  icon
2. Select  icon
3. Wait to be unmuted by host
4. Select "Lower Hand" after speaking



Webex Software

1. Select  icon
2. Select  icon
3. Wait to be unmuted by host
4. Select "Lower Hand" after speaking



Thank you, Rodney!

Now we'll begin the question and answer portion of the meeting.

To verbally make a statement or ask a question we ask that you please virtually raise your hand. Here's how to do that:

For those of you using Webex through your internet browser, go to "more options" displayed as three dots on your menu at the bottom of your screen and then select "Raise Hand."

If you're using Webex through the mobile app on your smart phone, select "Raise Hand" on the bottom right of the participant list.

If you're using the Webex computer application, open the participant panel from the menu at the bottom of your screen, which is displayed as the head and shoulders of a person with three lines, then click on the hand icon. When you're done speaking, click "lower hand" or click the hand icon again.

For those joining us online, all these Webex instructions are showing on your screen.

If you are joining by phone, press star-3 if you'd like to ask a question or make a comment. This gives us a "hand raised" signal. When it's your turn to speak, we'll call on you and your line will be unmuted. When you've finished speaking, press star-3 again to remove the "hand-raised" signal.

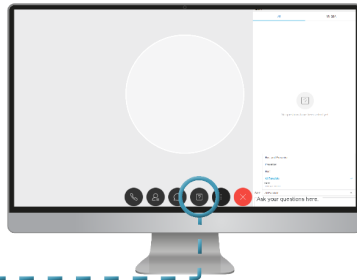
Asking A Question



Issues? Call Webex Help:
866.229.3239

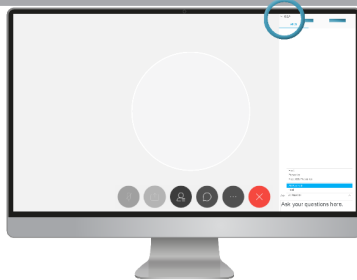
Internet Browser

1. Select icon
2. Type your question
3. Select recipient (Host, Panelists or both)
4. Click "Send"



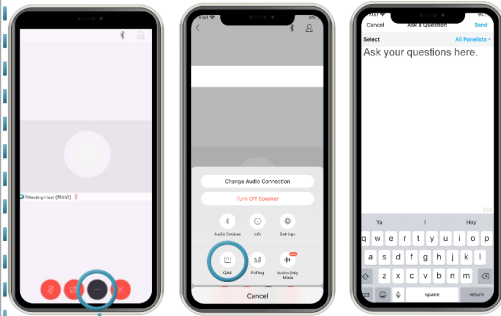
Webex Software

1. Select "▼ Q&A"
2. Type your question
3. Select recipient (Host, Panelists or both)
4. Click "Send"



Mobile App

1. Select icon
2. Select icon
3. Type your question in the box
4. Select recipients (Hosts, Panelists or both)
5. Click "Send"



If you have joined us using one of the Webex applications, you may choose to submit your question or comment in writing using the Webex Q&A feature. These instructions are displayed on the screen.

Remember, if you are joining by phone, press star-3 if you'd like to ask a question or make a comment. This gives us a "hand raised" signal and when it's your turn to speak, we'll call on you and your line will be unmuted. When you've finished speaking, press star-3 again to remove the "hand-raised" signal.

And a reminder, if you are having technical issues, please contact Webex Help at 866.229.3239.

We will do our best to respond to questions in the order they are received. Please be patient as we may have many questions. If needed, we can extend our meeting time by up to 15 minutes to respond to questions. If we still have outstanding questions at that time, we will respond to written questions as part of the meeting summary and provide to participants via email and post on our study web page. For those on the phone you may submit questions or comments by phone or other methods following the meeting.

Haley Estelle with ADOT is managing the questions queue; Haley, are we ready?

How to Comment

Comment deadline is November 6, 2020

- Via the study web page at ADOTGrand35Study.com
- Participate in the public meetings (online and call-in options)
- Email: ADOTGrand35Study@hdrinc.com
- Call: 602.474.3952
- USPS Mail to: ADOT Grand-35 Study c/o HDR, Inc., 20 E. Thomas Rd., Suite 2500, Phoenix, AZ 85012

We thank you for participating tonight. Your input is important, and we appreciate you taking time to learn more about the study and provide your feedback. As a reminder, a recording of this event will be posted to the website at adotgrand35study.com, and that's also where you can continue to view information about the study and submit additional questions or comments. If you don't have computer access, please contact us at 602.474.3952.

As a reminder, comments are being accepted during the comment period through November 6, 2020 through the following options.

You may submit a comment through the online comment tool at adotgrand35study.com, which includes a survey asking for the public's preference on each of the options being considered.

You may submit a comment via email at adotgrand35study@hdrinc.com

You may submit a comment over the phone at 602.474.3952

You can send your comment via US mail to ADOT Grand 35 Study c/o HDR Inc. 20 E. Thomas Road, Suite 2500 Phoenix, AZ 85012