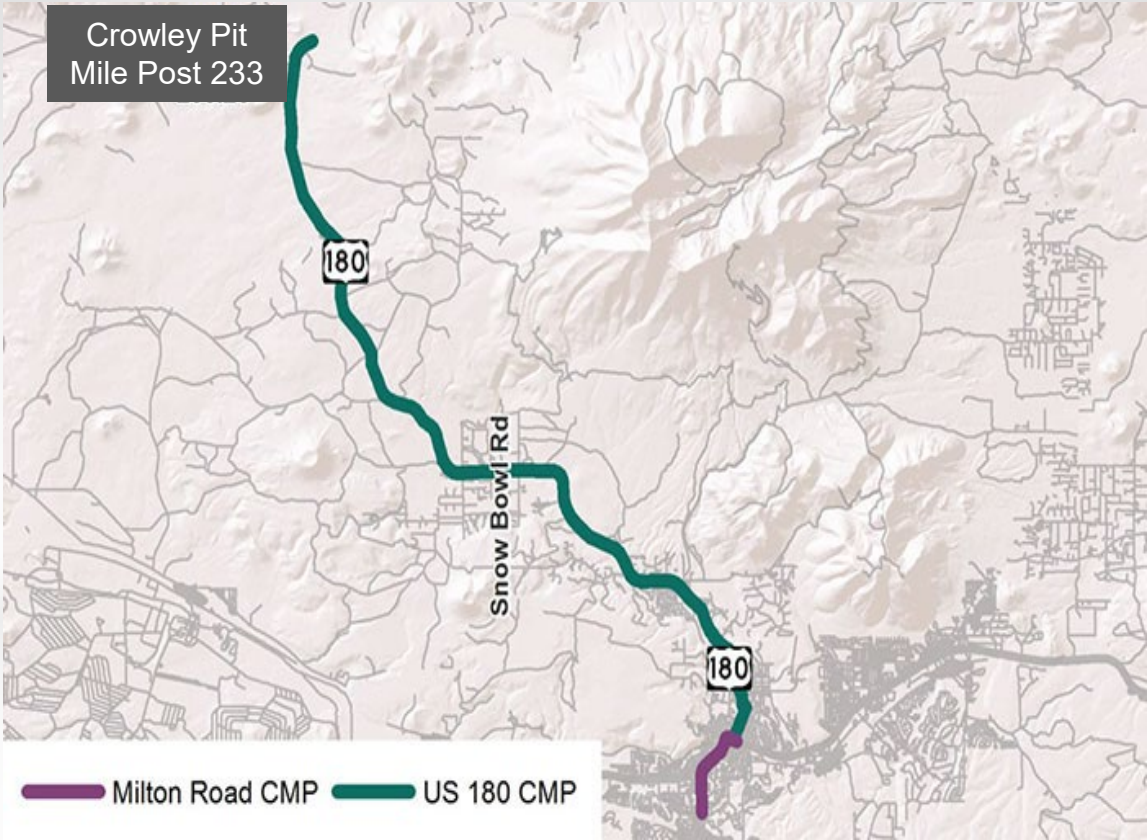


US 180 Corridor Master Plan Final Recommendations



August 2022

US 180 Corridor



Schedule

Alternatives Analysis

Fall 2017

Start

Summer 2018

Public Meeting
1

Fall-Winter
2020

Public Meeting
2

Jan 2021

Select
Recommended
Alternatives

Spring 2021

Refine
Recommended
Alternatives

Summer 2022

Final Report /
Finish



US 180 CMP Objectives

1

Address congestion (with a special emphasis on winter congestions) and safety on US 180

2

Identify the long-term (20-year) vision of the corridor

3

Obtain public and stakeholder input on alternatives, including multimodal alternatives

4

Scope out and further implement previous and new strategies, consistent with the long-term vision

5

Prioritize implementation projects for design

6

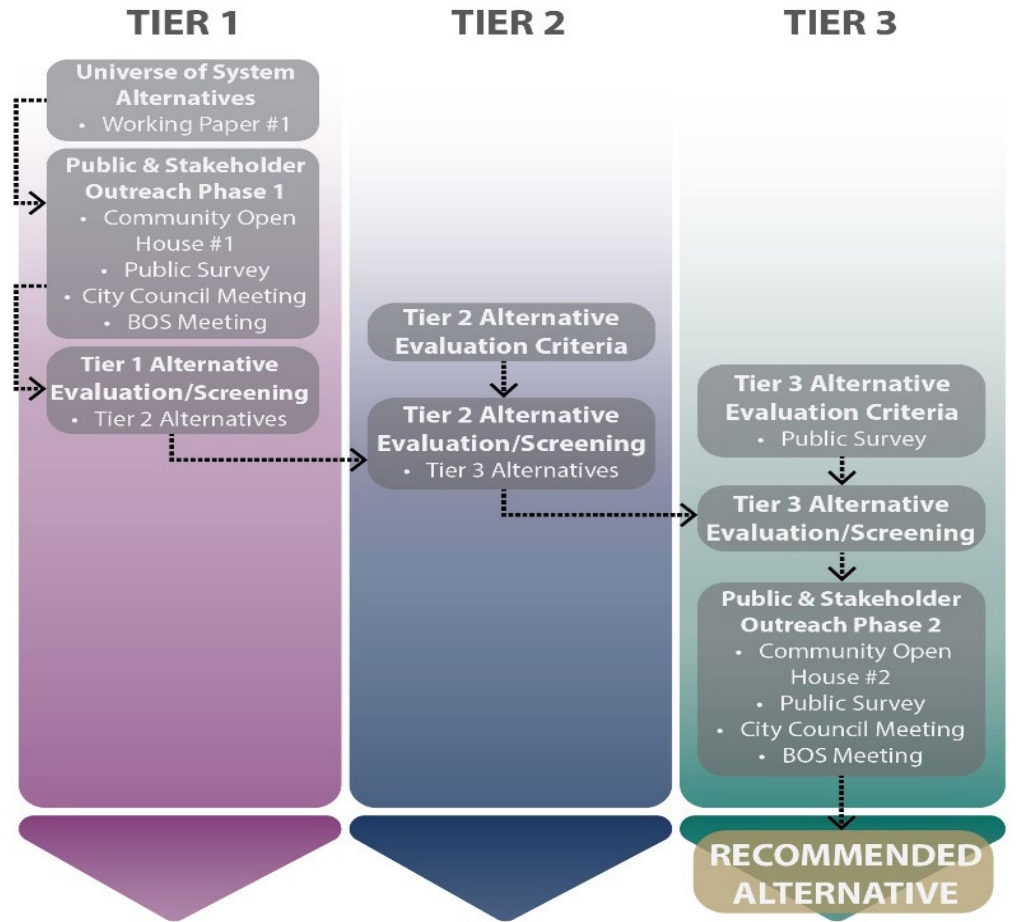
Assist NAIPTA in completing its Bus Rapid/Transit/High Capacity Transit system design

7

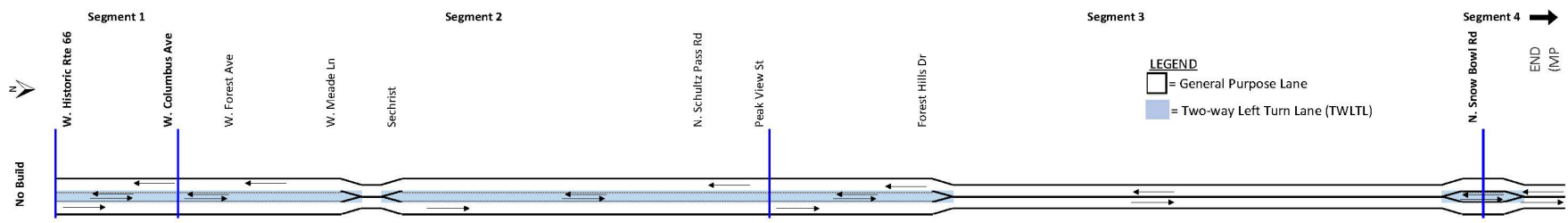
Follow the Planning and Environmental Linkages (PEL) process to carry forward decisions into the design and NEPA

Alternatives Analysis Process

Next slides show Alternatives Analyzed



No-Build Plus



| Spot Improvements | | | | | |
|--|--|--|--|--|---|
| Humphreys Street | Columbus Street | Forest Avenue | Sechrist Elementary School | Schultz Pass Drive | Snow Bowl Road |
| <ul style="list-style-type: none"> Restrict U-Turns Ladder/High-Visibility Cross walks ADA-compliant curbramps Pedestrian crossing improvements Transit signal prioritization^f Add NB dual left turn lanes at Humphreys Street and Route 66 and additional NB receiving lane to Cherry Avenue as ROW becomes available** | <ul style="list-style-type: none"> Ladder/High-Visibility Cross walks ADA-compliant curbramps Bicycle signal detection and actuation Transit signal prioritization^f Increase pedestrian staging area | <ul style="list-style-type: none"> Two raised medians in existing south leg turn lane. Keep the raised medians for the pedestrian refuge and for the center running lane alts, the center lane will have to merge into the other lane at these segments Pedestrian crossing hybrid beacon* ADA-compliant curbramps Sidewalk widening Combined Bike Lane/Right Turn Lane for WB Forest Ave. to NB US 180 with bicycle shared-lane markings | <ul style="list-style-type: none"> NB right turn lane extension Pedestrian crossing hybrid beacon* ADA-compliant curbramps Advanced pedestrian warning signage Existing bus stop on the NB side (east side) Enhanced lighting at pedestrian crossing | <ul style="list-style-type: none"> ADA-compliant curbramps Bicycle signal detection and actuation Transit signal prioritization^f | <ul style="list-style-type: none"> Additional left turn lane (SB Snow Bowl Rd) Enhance pavement striping of existing pavement section to create an additional NB receiving lane on Snow Bowl Road Ladder/High-Visibility Cross walks Pedestrian crossing hybrid beacon* Roundabout (pending further consideration) |
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^aADOT requires ped crossing and new signals to meet ADOT warrants prior to installing them on Milton and US 180. The project partners would like for monitored test crossings to be allowed, where appropriate. ADOT has warranting criteria for these features and believes the warrants should meet prior installing the features.

^fProposed transit signal priority is for future consideration only, and will be considered for implementation upon meeting ADOT warrant and/or TIA that concludes no negative impacts to vehicular operations.

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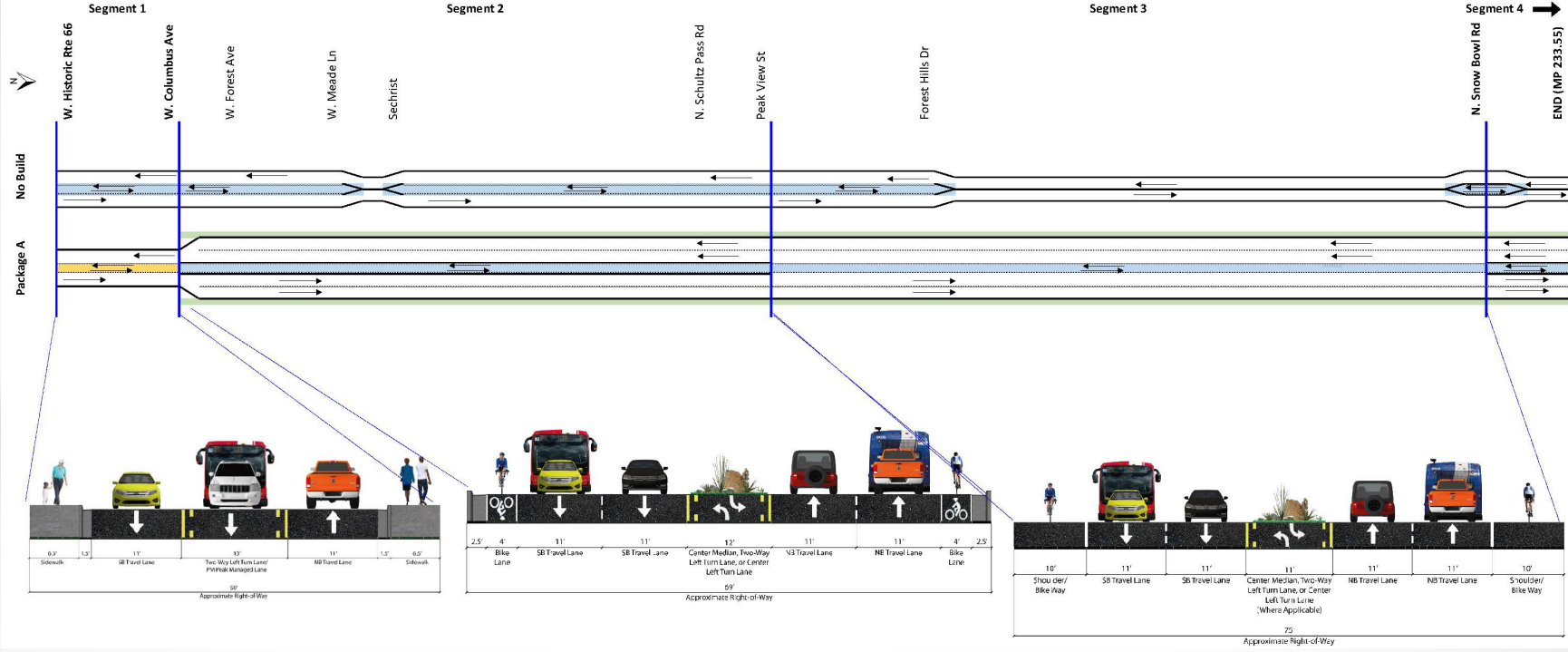
US 180 Alternatives

Alternative Package A

LEGEND

- = General Purpose Lane
- = Two-way Left Turn Lane (TWLTL)
- = Bike Lane/Bikeway
- = TWLTL or Peak Hour Managed Lane - All Traffic
- = Dynamic Shoulder
- = TWLTL or Peak Hour Managed Lane - Transit Only

| Segment | | Alternative Package | | | | | |
|---------|----------------------------------|---|--|---|---|--------------------------|----------------------------|
| | | A | B | C | D | E (Alt 17 - Wing Mtn Rd) | F (Alt 18 - Hidden Hollow) |
| 1 | Route 66 to Columbus (Urban) | Alt 2 - AM no change - PM SB managed lane | Alt 2 - AM no change - PM SB managed lane | Alt 2 - AM no change - PM SB managed lane | Alt 2 - AM no change - PM SB managed lane | No Build | No Build |
| 2 | Columbus to Peak View (Suburban) | Alt 3 Suburban | Alt 4A - AM managed lane NB - PM managed lane SB | Alt 4B (Transit) - AM Bus NB - PM Bus SB | Alt 6 (Transit) - SB bus lane | No Build | No Build |
| 3 | Peak View to Snowbowl Rd (Rural) | Alt 3 Rural | Alt 6 (Transit) - SB bus lane | Alt 6 (Transit) - SB bus lane | Alt 6 (Transit) - SB bus lane | No Build | No Build |
| 4 | Snowbowl Rd to MP 233.55 (Rural) | Alt 3 Rural | No Build | No Build | No Build | No Build | No Build |



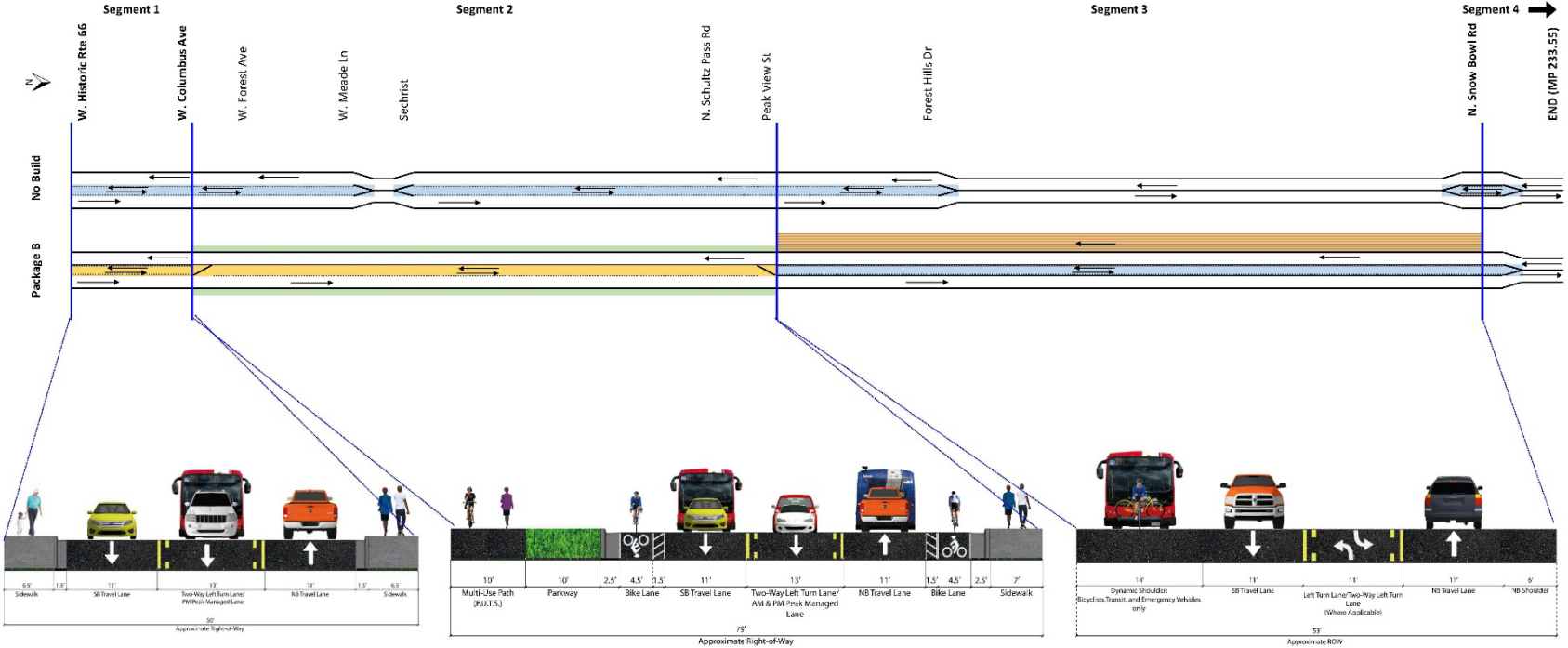
US 180 Alternatives

Alternative Package B

LEGEND

- = General Purpose Lane
- = Bike Lane/Bikeway
- = Dynamic Shoulder
- = Two-way Left Turn Lane (TWLTL)
- = TWLTL or Peak Hour Managed Lane - All Traffic²
- = TWLTL or Peak Hour Managed Lane - Transit Only

| Segment | | Alternative Package | | | | | |
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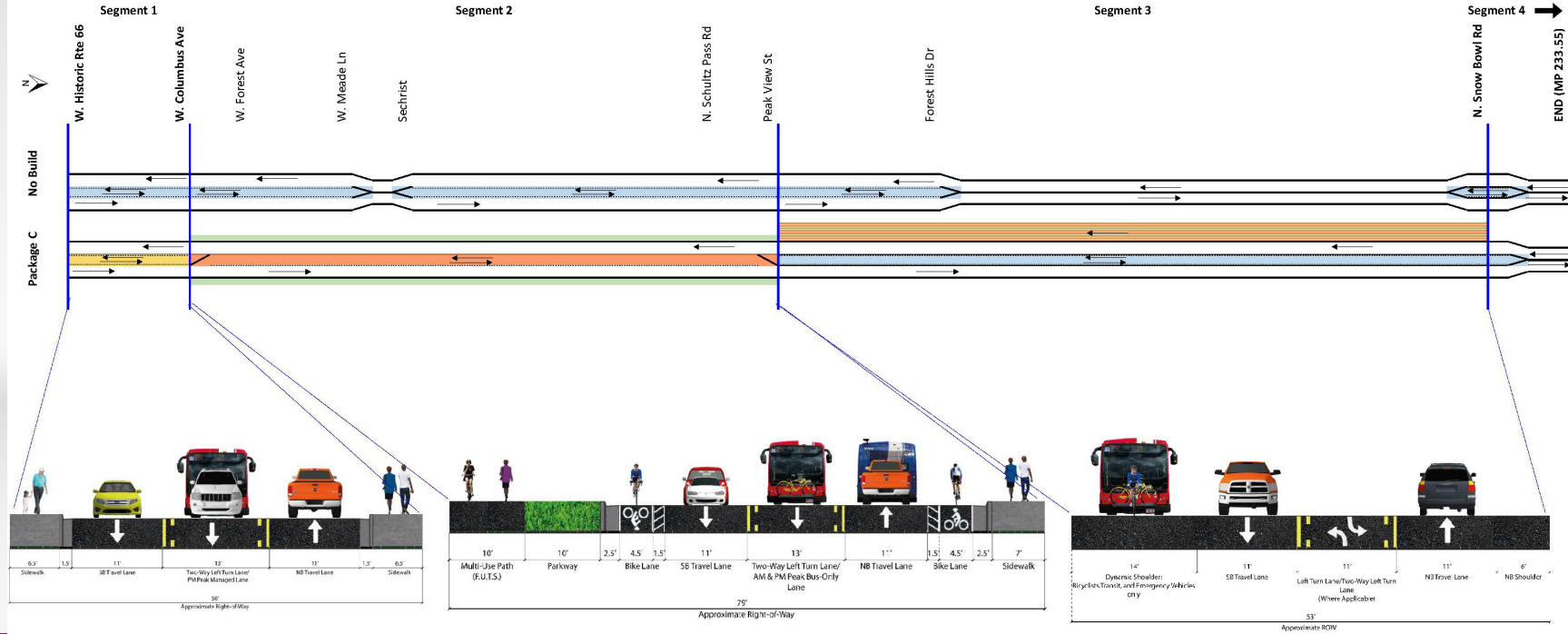
US 180 Alternatives

Alternative Package C

| Segment | | Alternative Package | | | | | |
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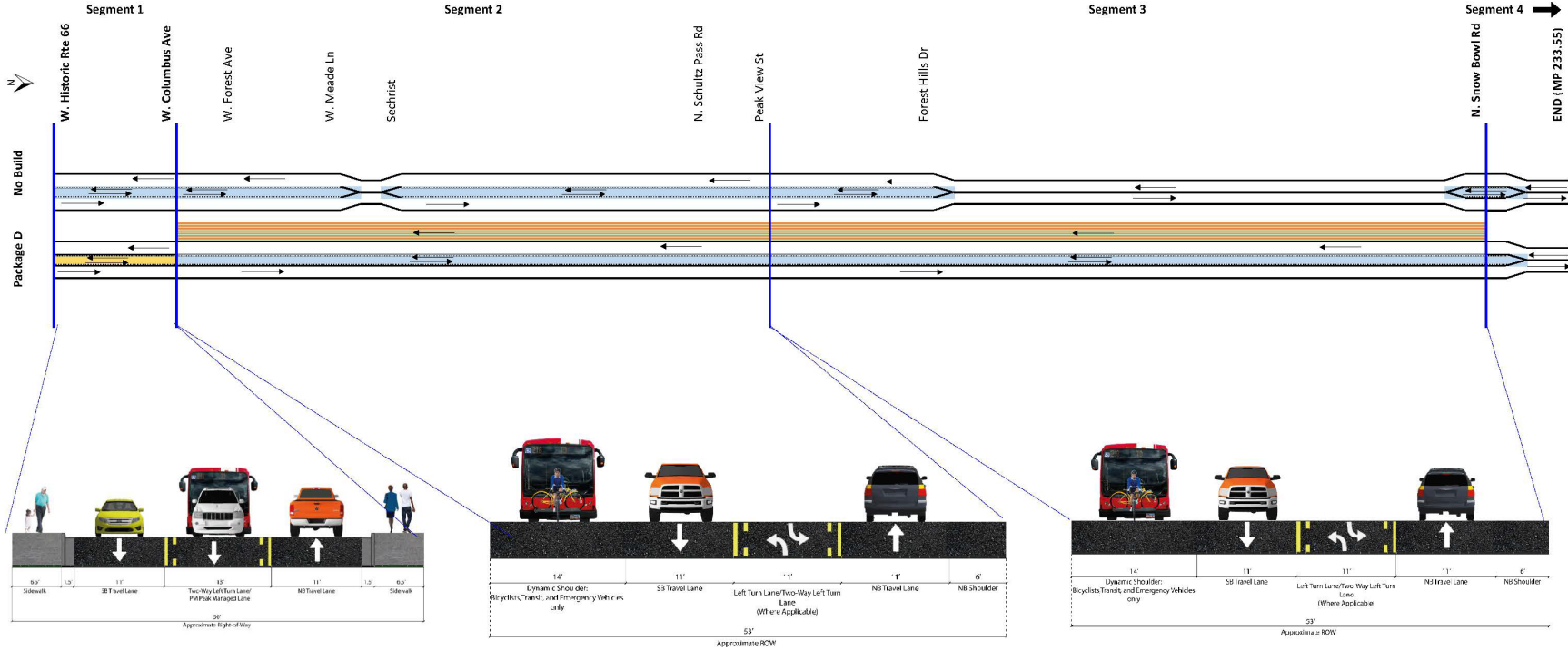
US 180 Alternatives

Alternative Package D

LEGEND

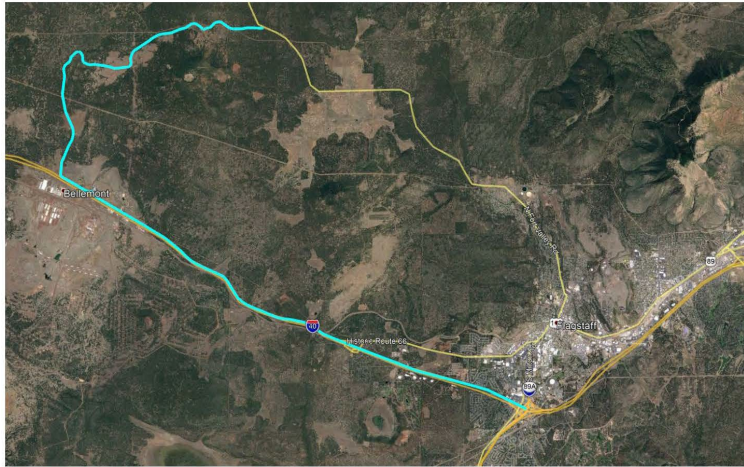
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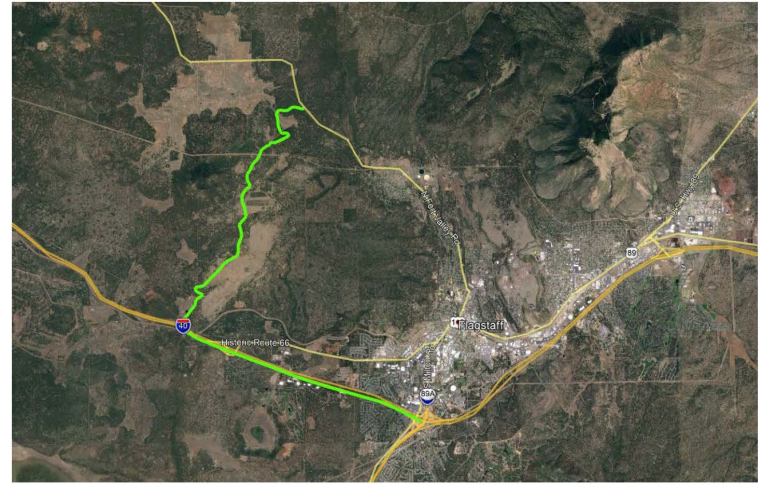


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Alternative Package E Wing Mountain Road Route



Alternative Package F Hidden Hollow Road Route



US 180 Corridor Travel Times

| Alternative | AM Peak Hour | | | | PM Peak Hour | | | | Overall Impact |
|---------------------------|----------------------|-------------------------|----------------------|-------------------------|----------------------|-------------------------|----------------------|-------------------------|--------------------------|
| | Westbound | | Eastbound | | Westbound | | Eastbound | | |
| | Travel Time (min) | Travel Time % Change | Travel Time (min) | Travel Time % Change | Travel Time (min) | Travel Time % Change | Travel Time (min) | Travel Time % Change | |
| No Build | 16.3 | - | 15.7 | - | 15.9 | - | 16.9 | - | Neutral |
| A | 15.9 | 2.8% | 15.2 | 3.2% | 15.5 | 2.4% | 16.4 | 2.9% | Positive, yet negligible |
| B | 16.5 | -1.1% | 16.4 | -4.7% | 16.0 | -0.4% | 19.8 | -17.1% | Negative |
| C | 16.5 | -1.2% | 15.6 | 0.1% | 16.3 | -2.5% | 20.5 | -21.3% | Negative |
| D | 17.2 | -5.5% | 15.7 | -0.1% | 16.2 | -1.8% | 20.2 | -19.4% | Negative |
| E Wing Mntn bypass | 15.6 | 4.5% | 15.6 | 0.4% | 15.7 | 1.2% | 16.3 | 3.8% | Positive, yet negligible |
| F Hidden Hollow bypass | 15.9 | 2.9% | 15.7 | 0.0% | 15.8 | 0.9% | 16.1 | 4.5% | Positive, yet negligible |

US 180 Public Results

| Alternative | Total Score | Rank | % Opposed | % Neutral | % Support |
|--------------------------------------|-------------|----------|-----------|-----------|------------|
| No Build | -224 | 6 | 56% | 20% | 24% |
| No Build Plus | 211 | 1 | 23% | 23% | 53% |
| Alternative Package A | -102 | 4 | 46% | 23% | 31% |
| Alternative Package B | -173 | 5 | 48% | 30% | 22% |
| Alternative Package C | -248 | 7 | 53% | 31% | 15% |
| Alternative Package D | -258 | 8 | 56% | 29% | 16% |
| Alternative E - Wing Mntn Bypass | -77 | 3 | 44% | 18% | 39% |
| Alternative F - Hidden Hollow Bypass | -47 | 2 | 43% | 16% | 41% |

US 180 Vision Statement

The Vision for the US 180 Corridor (which includes Humphreys Street and Fort Valley Road) is to enhance community character while maintaining acceptable operations in a manner that respects all users, modes of travel, local business, residential property, and the environment. The Vision for US 180 balances improvement with preservation. The improvements to US 180 will help create an environment of shared benefits. The US 180 Corridor Master Plan has determined—through extensive analysis and public input—that ADOT cannot simply build its way out of congestion within this corridor. Therefore, it is recommended here that US 180 be enhanced within the confines of the existing roadway prism.

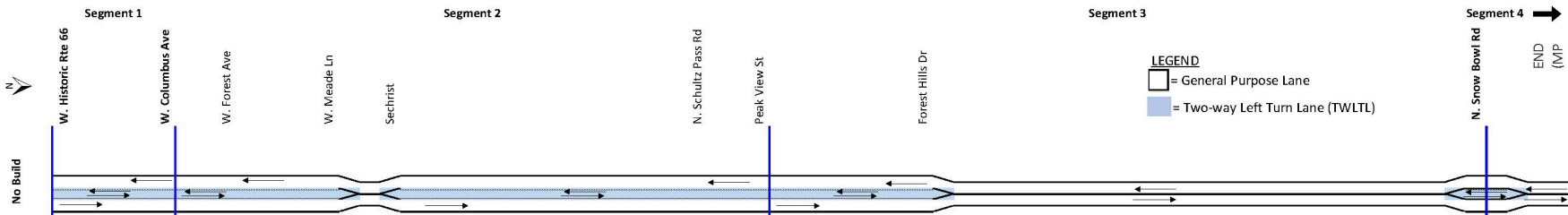
Specifically, this means that for at least a 20-year period (through 2041), no new through lanes are recommended for US 180 and no US 180 to I-40 bypasses are recommended. All multimodal improvements, as specified below, are designed to avoid or minimize encroachment and impacts to existing businesses or property to the best extent practicable.

US 180 Recommended Alternative:

No Build Plus

- The *No Build Plus* alternative on US 180 would offer bicycle, pedestrian, bus user, wildlife, and intersection (safety) improvements without adding new travel lanes or bypasses.

No-Build Plus



Spot Improvements

| Humphreys Street | Columbus Street | Forest Avenue | Sechrist Elementary School | Schultz Pass Drive | Snow Bowl Road |
|---|--|--|--|--|---|
| <ul style="list-style-type: none"> Restrict U-Turns Ladder/High-Visibility Cross walks ADA-compliant curbramps Pedestrian crossing improvements Transit signal prioritization[†] Add NB dual left turn lanes at Humphreys Street and Route 66 and additional NB receiving lane to Cherry Avenue as ROW becomes available** | <ul style="list-style-type: none"> Ladder/High-Visibility Cross walks ADA-compliant curbramps Bicycle signal detection and actuation Transit signal prioritization[†] Increase pedestrian staging area | <ul style="list-style-type: none"> Two raised medians in existing south leg turn lane. Keep the raised medians for the pedestrian refuge and for the center running lane alts, the center lane will have to merge into the other lane at these segments Pedestrian crossing hybrid beacon* ADA-compliant curbramps Sidewalk widening Combined Bike Lane/Right Turn Lane for WB Forest Ave. to NB US 180 with bicycle shared-lane markings | <ul style="list-style-type: none"> NB right turn lane extension Pedestrian crossing hybrid beacon* ADA-compliant curbramps Advanced pedestrian warning signage Existing bus stop on the NB side (east side) Enhanced lighting at pedestrian crossing | <ul style="list-style-type: none"> ADA-compliant curbramps Bicycle signal detection and actuation Transit signal prioritization[†] | <ul style="list-style-type: none"> Additional left turn lane (SB Snow Bowl Rd) Enhance pavement striping of existing pavement section to create an additional NB receiving lane on Snow Bowl Road Ladder/High-Visibility Cross walks Pedestrian crossing hybrid beacon* Roundabout (pending further consideration) |

Additional Spot Improvements

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Implementation

- ▶ Cost Estimate: *\$2,824,000
 - ADOT to construct improvements that meet ADOT standards as funding becomes available
 - Partners to fund improvements that exceed ADOT standards as funding becomes available

**Funding has not yet been identified to implement the Short-term or Long-term Improvements.*

Questions?

www.azdot.gov/US180CorridorMasterPlan

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