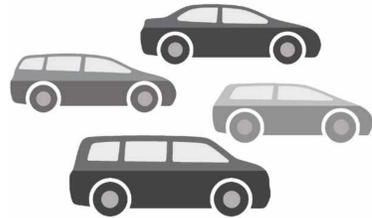




GOALS & OBJECTIVES



MOBILITY & CIRCULATION

Goal: Facilitate movement through and within the corridor

Objectives

- ☑ Improve management of traffic congestion
- ☑ Improve travel time
- ☑ Improve intersection efficiency
- ☑ Enhance east-west capacity
- ☑ Minimize disruption to traffic during construction
- ☑ Evaluate freight impacts and needs



ENVIRONMENTAL

Goal: Design to minimize Environmental Impacts to the Human and Natural Environment

Objectives

- ☑ Identify Study Area
- ☑ Identify Environmental Constraints
- ☑ Identify Potential Alternatives
- ☑ Assess Potential Environmental Impacts
- ☑ Minimize/Avoid Environmental Impacts
- ☑ Evaluate/ Incorporate input from public and stakeholders



MULTIMODAL

Goal: Offer innovative transportation alternatives

Objectives

- ☑ Consider adaptive, special purpose lanes
- ☑ Improve transit service
- ☑ Improve bicycle and pedestrian facilities
- ☑ Facilitate intermodal connectivity and access for goods transport



DESIGN

Goal: Comply with accepted design standards to provide a safer facility with desirable ride quality

Objectives

- ☑ Improve main lane horizontal and vertical deficiencies
- ☑ Address bridge clearance issues
- ☑ Improve ramp and interchange design
- ☑ Address frontage road drainage issues
- ☑ Improve pavement structural integrity



VALUE

Goal: Ensure that improvements are sustainable and balanced with respect to costs and benefits

Objectives

- ☑ Balance costs, benefits and impacts
- ☑ Support regional economic development goals
- ☑ Create funding opportunities from public and private partnerships



TECHNOLOGY

Goal: Leverage advancing technologies to address corridor issues.

Objectives

- ☑ Apply Technology Goal to:
 - Mobility & Circulation
 - Environmental
 - Multimodal
 - Design
 - Value

**LEARN MORE ONLINE
AT REIMAGINE10.COM**



Scan this QR code with your phone to go directly to the Project Website



PUBLIC INVOLVEMENT

400+
Comments

**WERE COLLECTED AT PUBLIC OUTREACH
EVENTS AND ONLINE AND THESE WERE
YOUR TOP PRIORITIES:**

SEGMENT 1



#1 TRAFFIC

Congestion, merging issues, highway lanes, speed limits, etc.



#2 SAFETY

Observed hazards, unsafe maneuvers, visibility, maintenance, drainage, etc.



#3 CONNECTIVITY

On-ramp maintenance and retention, easy freeway access, addition of flyovers, exits, etc.



#4 BIKE/PED

Implementing bicycle lanes, sidewalks, etc.



#5 ENVIRONMENT

Parks, beautification, landscaping, etc.



#6 PUBLIC TRANSIT

Park and rides, etc.



#7 SIGNAGE

Exit signage, dynamic message boards, pavement markings, etc.

SEGMENT 2



#1 CONNECTIVITY

On-ramp maintenance and retention, easy freeway access, addition of flyovers, exits, etc.



#2 TRAFFIC

Congestion, merging issues, highway lanes, speed limits, etc.



#3 SAFETY

Observed hazards, unsafe maneuvers, visibility, maintenance, drainage, etc.



#4 ENVIRONMENT

Parks, beautification, landscaping, etc.



#5 SIGNAGE

Exit signage, dynamic message boards, pavement markings, etc.



#6 BIKE/PED

Implementing bicycle lanes, sidewalks, etc.



#7 PUBLIC TRANSIT

Park and rides, etc.

SEGMENT 3



#1 TRAFFIC

Congestion, merging issues, highway lanes, speed limits, etc.



#2 SAFETY

Observed hazards, unsafe maneuvers, visibility, maintenance, drainage, etc.



#3 CONNECTIVITY

On-ramp maintenance and retention, easy freeway access, addition of flyovers, exits, etc.



#4 SIGNAGE

Exit signage, dynamic message boards, pavement markings, etc.

SEGMENT 4



#1 TRAFFIC

Congestion, merging issues, highway lanes, speed limits, etc.



#2 SAFETY

Observed hazards, unsafe maneuvers, visibility, maintenance, drainage, etc.



#3 CONNECTIVITY

On-ramp maintenance and retention, easy freeway access, addition of flyovers, exits, etc.



#4 ENVIRONMENT

Parks, beautification, landscaping, etc.

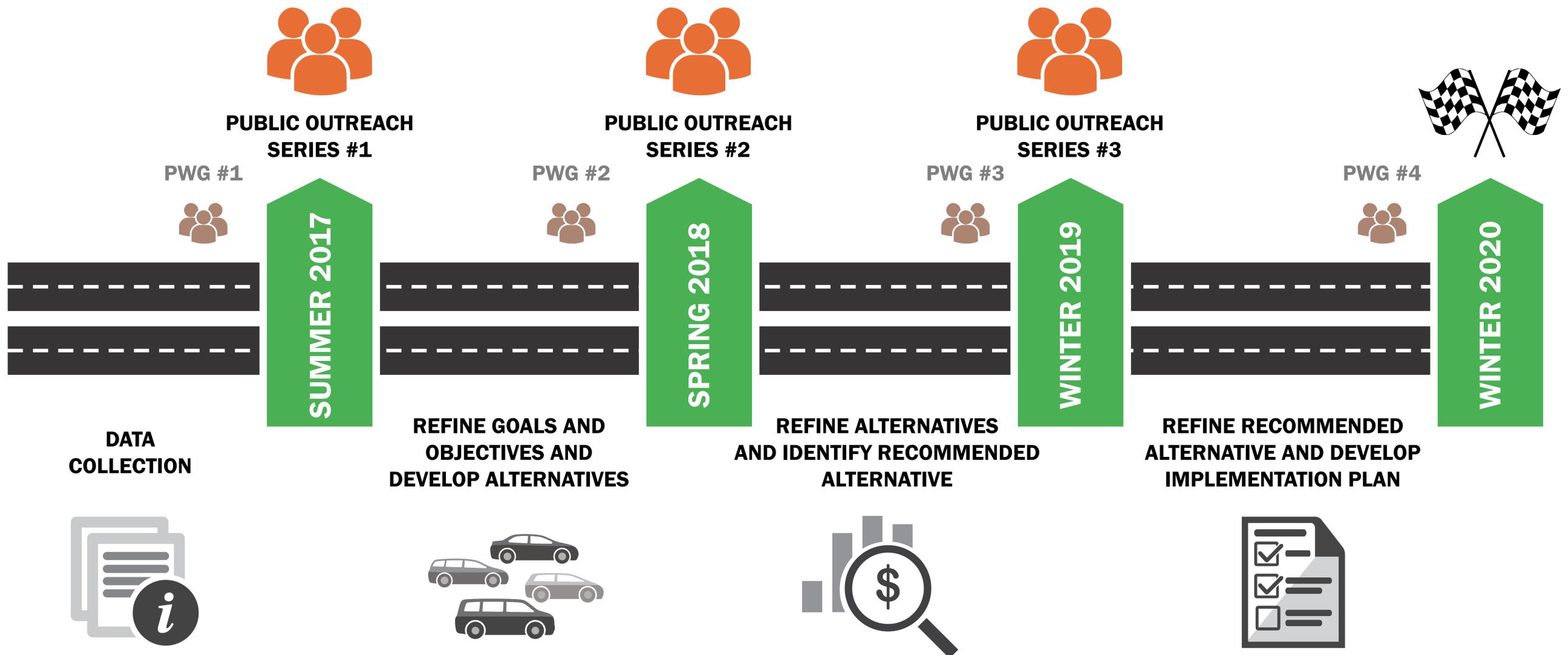


#5 SIGNAGE

Exit signage, dynamic message boards, pavement markings, etc.



STUDY ROADMAP





BUILD CORRIDOR WIDE IMPROVEMENTS

ALTERNATIVES

ALTERNATIVE 1

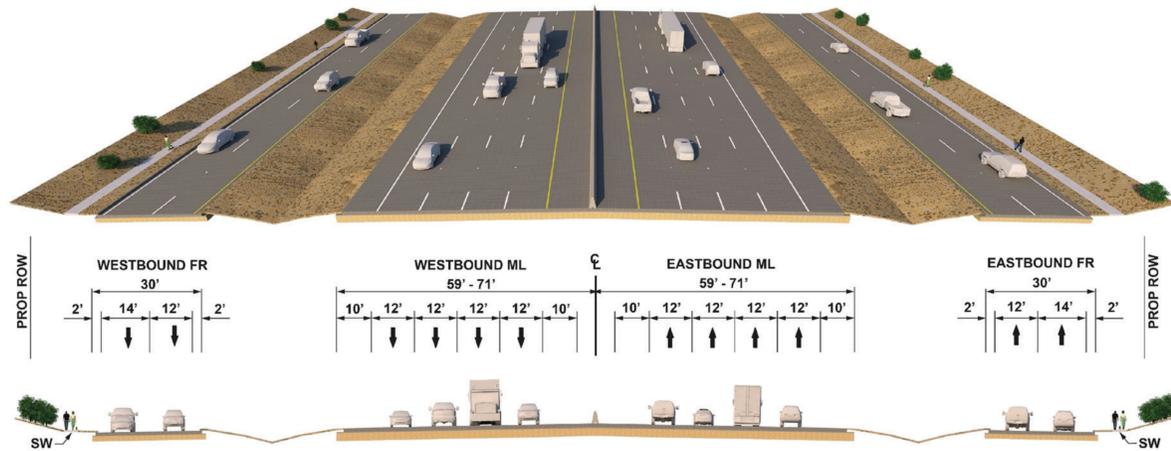
Advantages

- CAPACITY
- NO RESTRICTIONS



Disadvantages

- RIGHT-OF-WAY
- RELIABLE TRIP



Additional Capacity
CONCEPTUAL

ALTERNATIVE 2

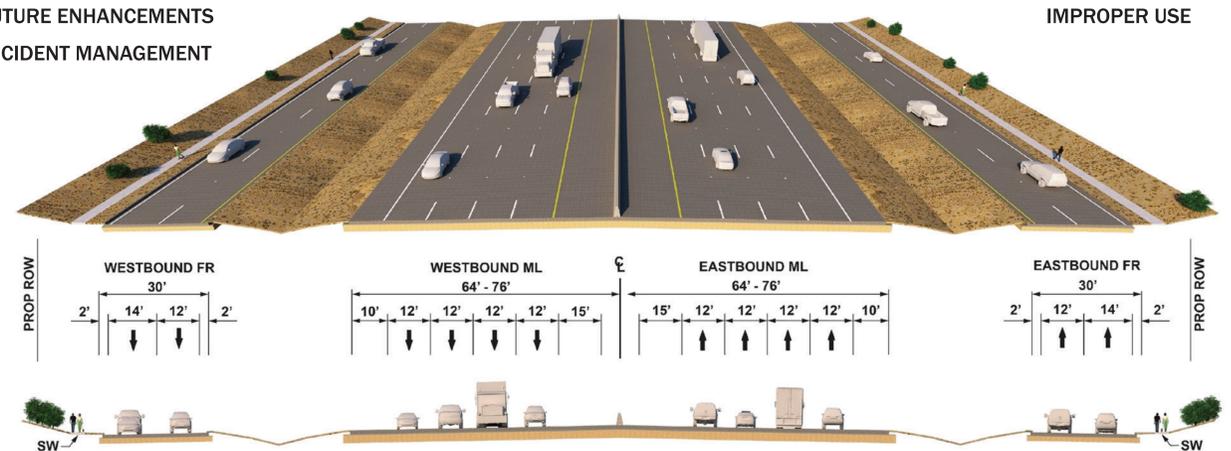
Advantages

- CAPACITY
- NO RESTRICTIONS
- FUTURE ENHANCEMENTS
- INCIDENT MANAGEMENT



Disadvantages

- RIGHT-OF-WAY
- RELIABLE TRIP
- IMPROPER USE



Additional Capacity & Enhanced Shoulder
CONCEPTUAL

ALTERNATIVE 3

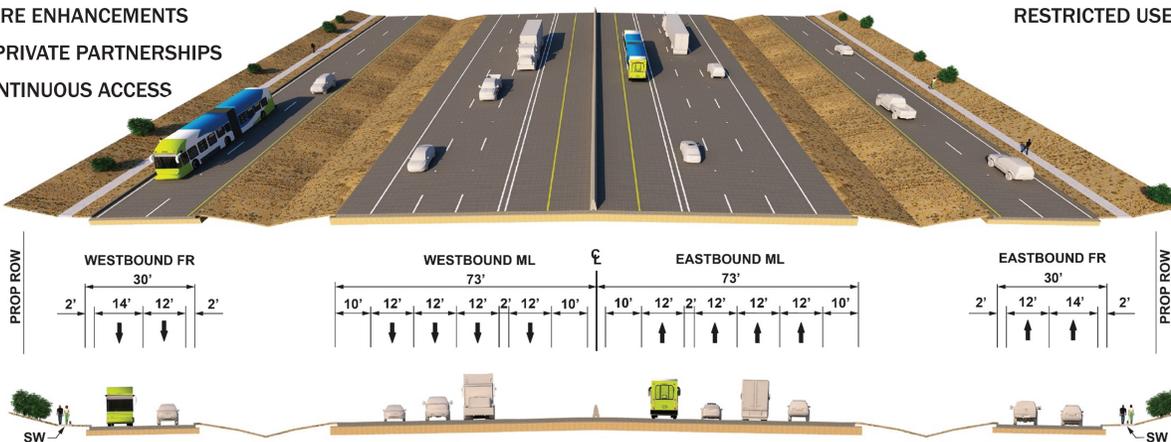
Advantages

- CAPACITY
- NO RESTRICTIONS
- FUTURE ENHANCEMENTS
- PUBLIC-PRIVATE PARTNERSHIPS
- CONTINUOUS ACCESS



Disadvantages

- RIGHT-OF-WAY
- IMPROPER USE
- RESTRICTED USE



Adaptive Lane - Buffer Separated
CONCEPTUAL

ALTERNATIVE 4

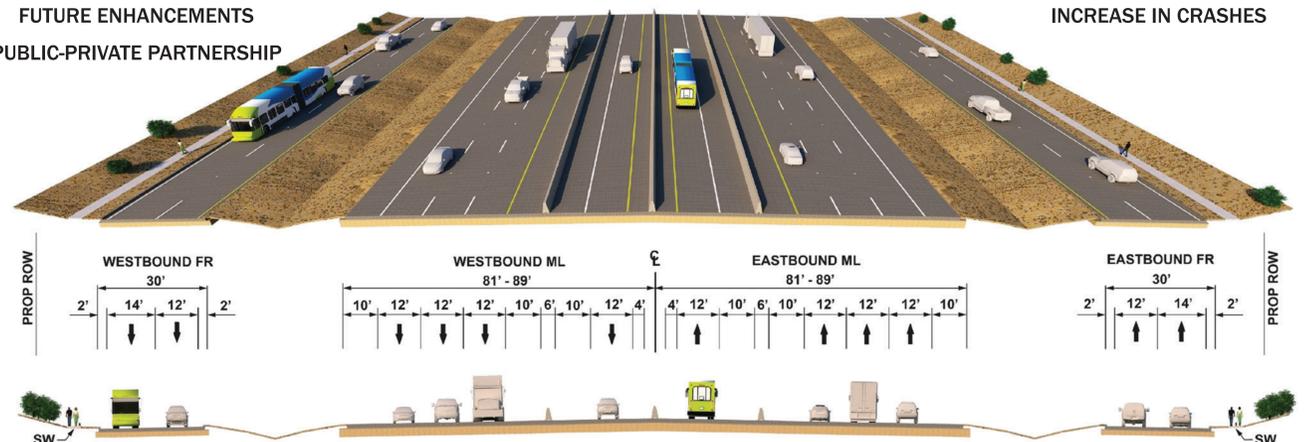
Advantages

- CAPACITY
- RELIABLE TRIP
- FUTURE ENHANCEMENTS
- PUBLIC-PRIVATE PARTNERSHIP



Disadvantages

- RIGHT-OF-WAY
- RESTRICTED USE/ACCESS
- INCREASE IN CRASHES

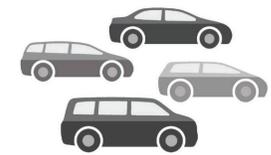


Adaptive Lane - Barrier Separated
CONCEPTUAL



REIMAGINE I-10

ALTERNATIVES COMPARISON



MOBILITY & CIRCULATION

Goal: Facilitate movement through and within the corridor



ENVIRONMENTAL

Goal: Design to minimize Environmental Impacts to the Human and Natural Environment



MULTIMODAL

Goal: Offer innovative transportation alternatives



DESIGN

Goal: Comply with accepted design standards to provide a safer facility with desirable ride quality



TOTAL SCORE

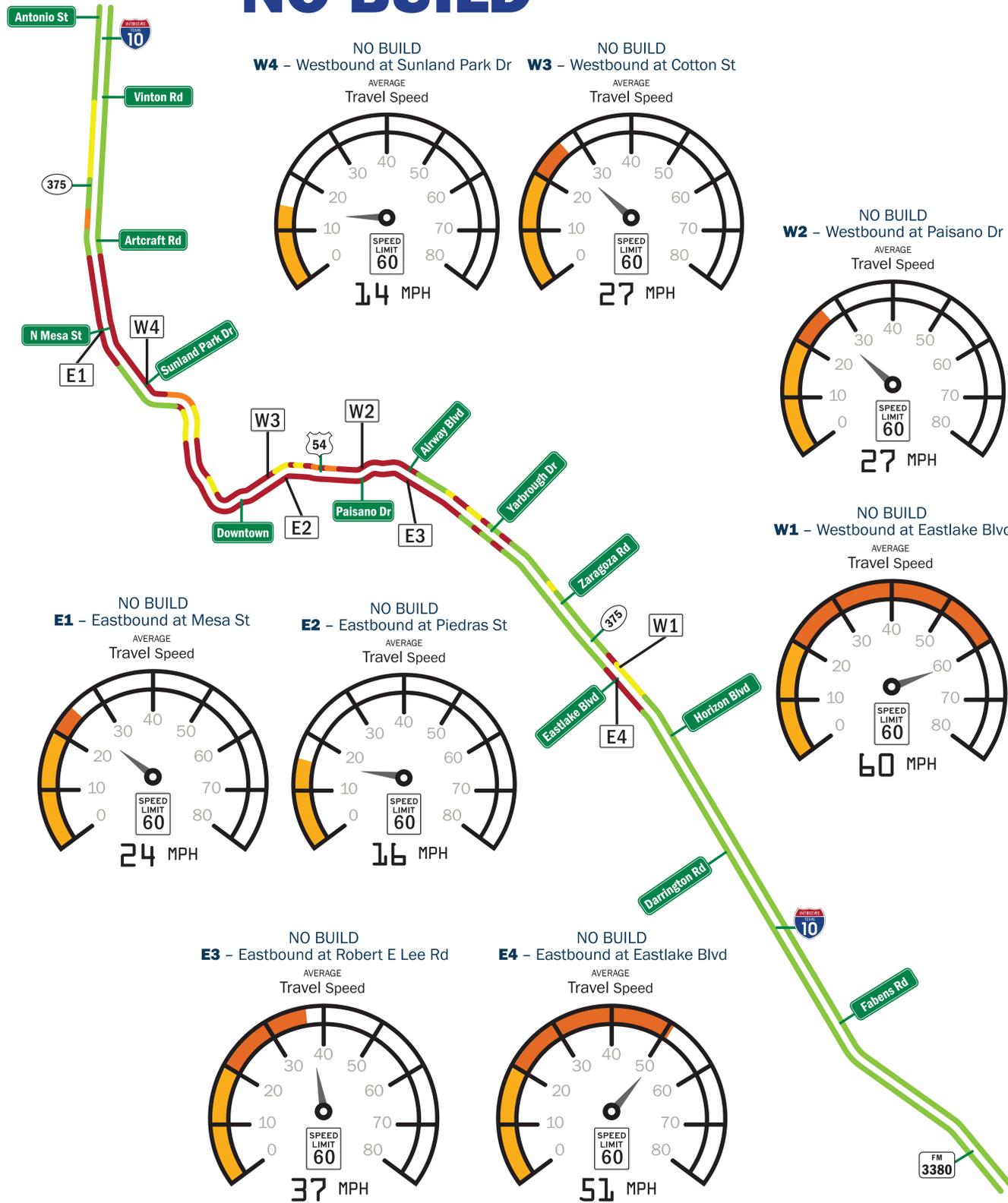
	NO BUILD	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 4
MOBILITY & CIRCULATION	2	3	5	5	3
ENVIRONMENTAL	2	-1	-1	-2	-3
MULTIMODAL	0	0	1	5	6
DESIGN	0	3	3	2	2
TOTAL SCORE	4	5	8	10	8



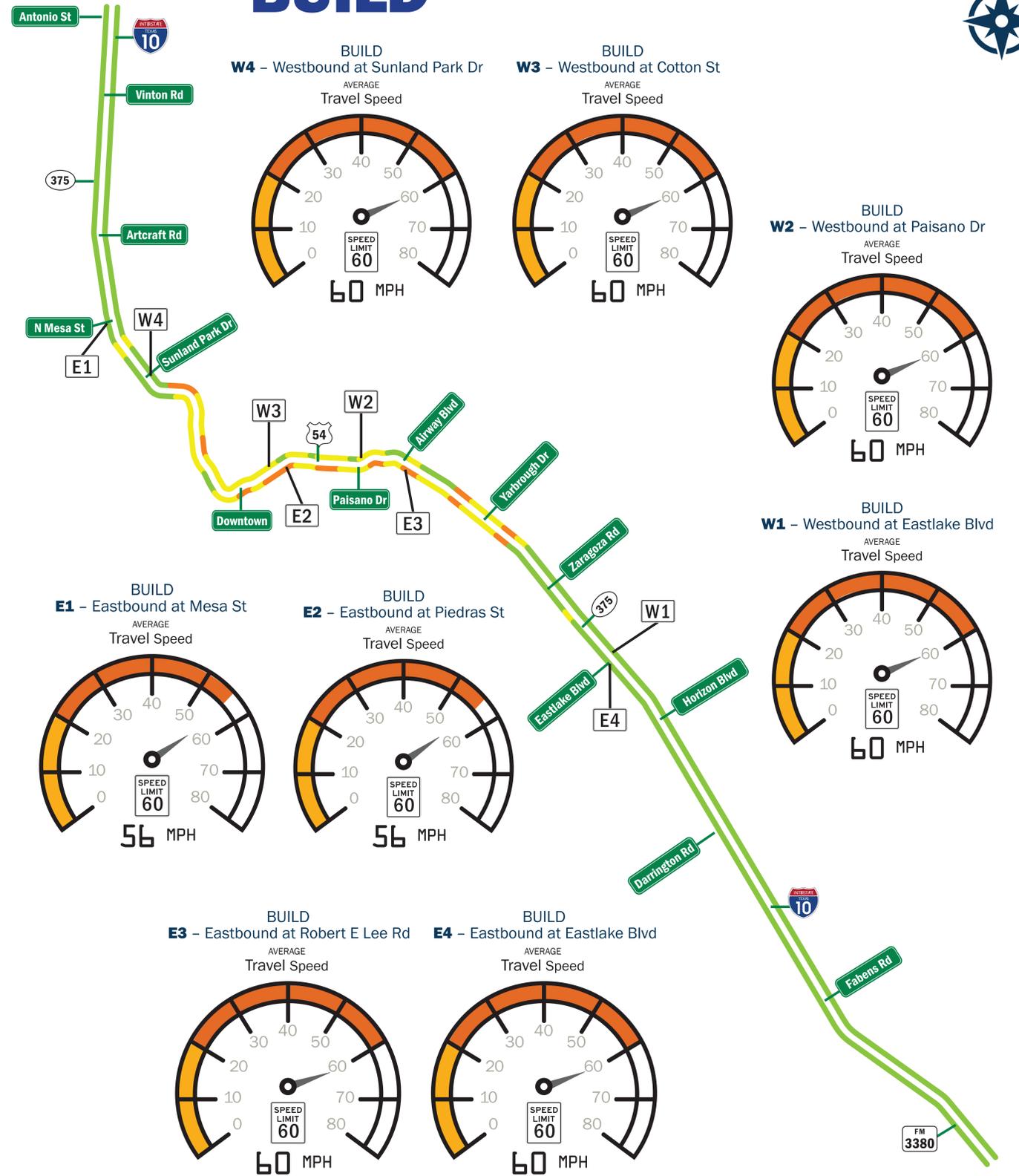
YEAR 2042 PM PEAK HOUR

LEVEL OF SERVICE DIAGRAMS

NO BUILD



BUILD



LEVEL OF SERVICE
A qualitative measure used to analyze highways by categorizing traffic flow and assigning quality levels of traffic based here on the seconds of delay per vehicle



Free flow, at or near free flow



Approaching unstable flow



Unstable flow, operating at capacity



forced or break-down flow



CONTINUOUS FLOW INTERSECTION (CFI)

INNOVATIVE INTERCHANGE PROPOSED AT AIRWAY BLVD





SINGLE POINT URBAN INTERCHANGE (SPUI)

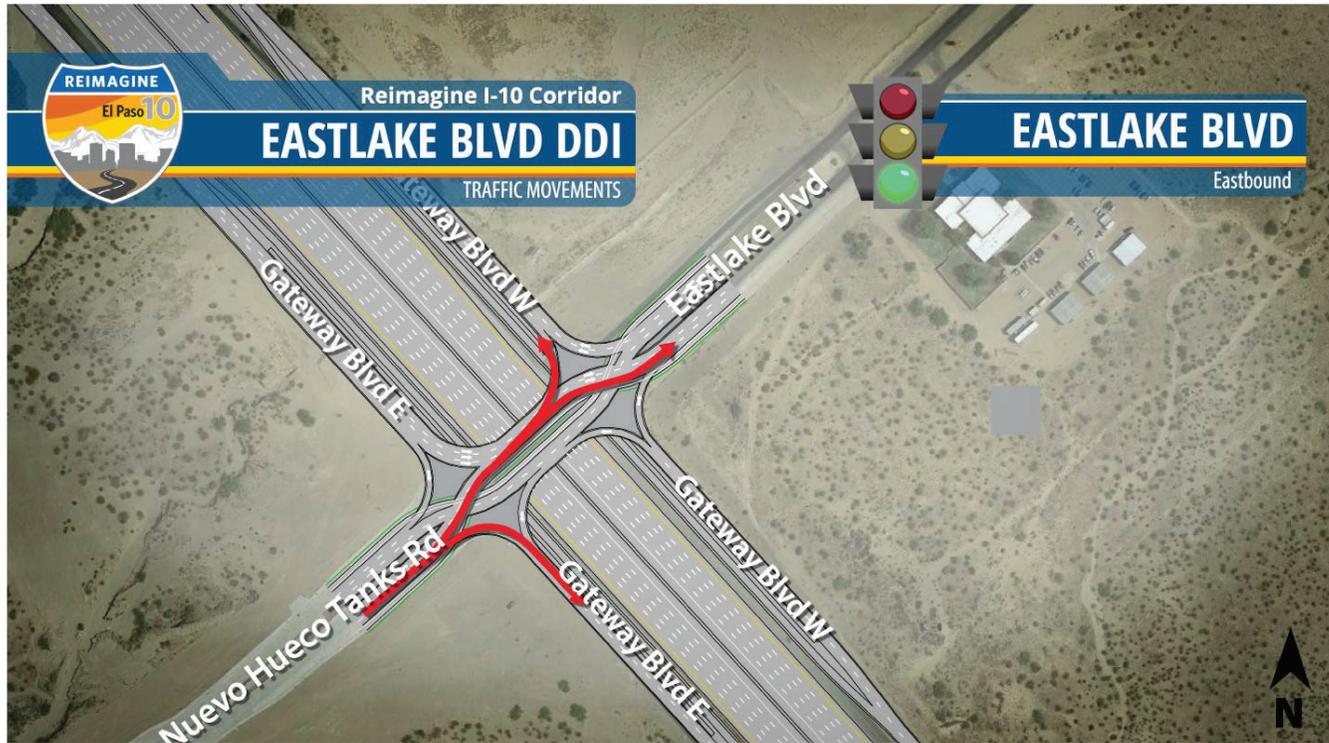
INNOVATIVE INTERCHANGES PROPOSED AT HAWKINS BLVD AND ZARAGOZA RD





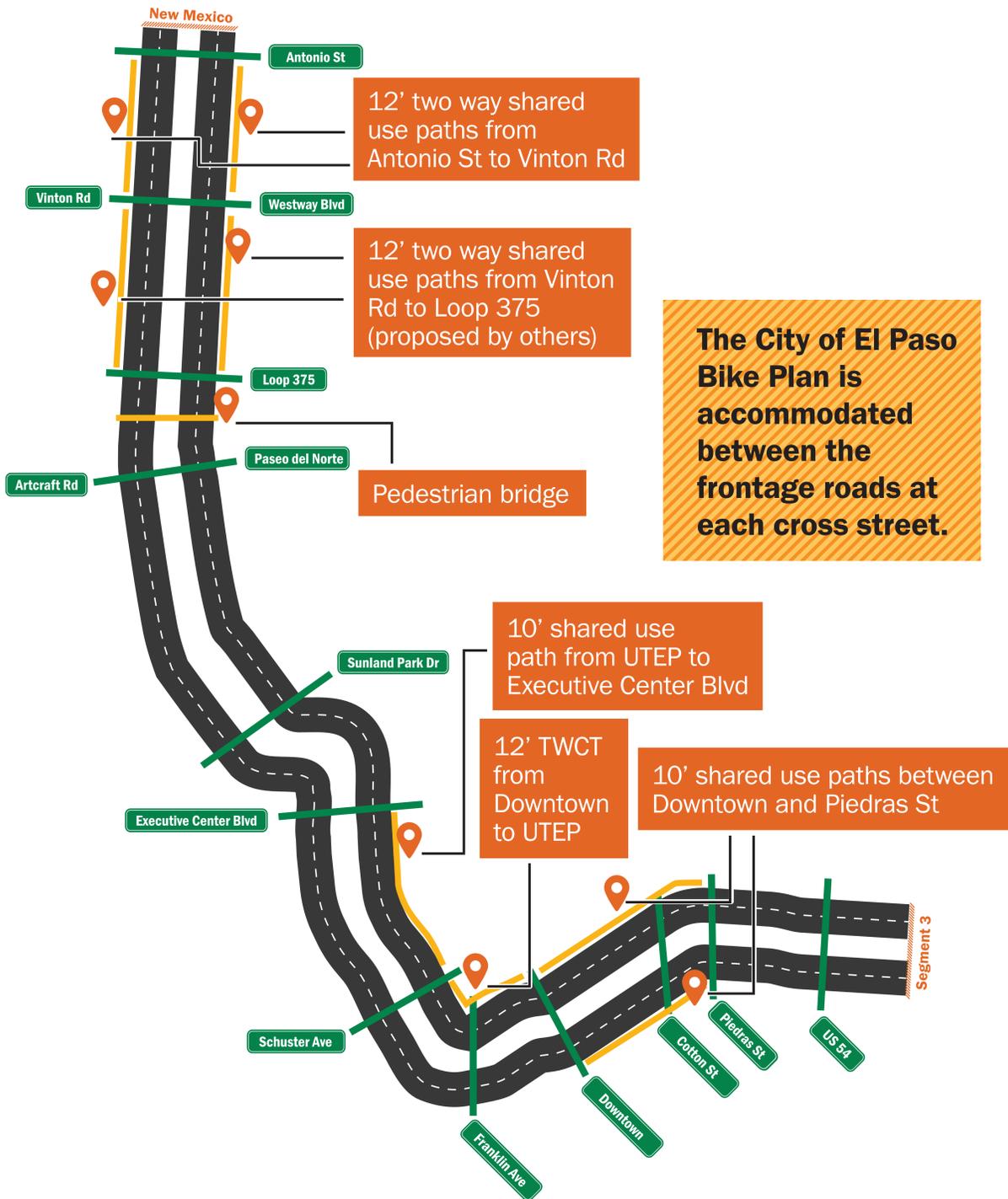
DIVERGING DIAMOND INTERCHANGE (DDI)

INNOVATIVE INTERCHANGES PROPOSED AT EASTLAKE BLVD AND HORIZON BLVD



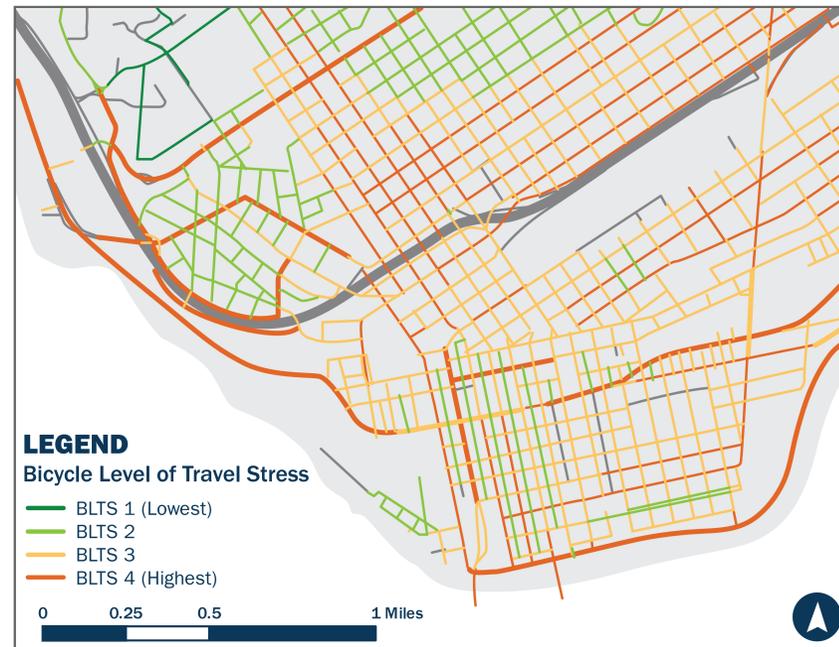


BIKE/PEDESTRIAN RECOMMENDATIONS

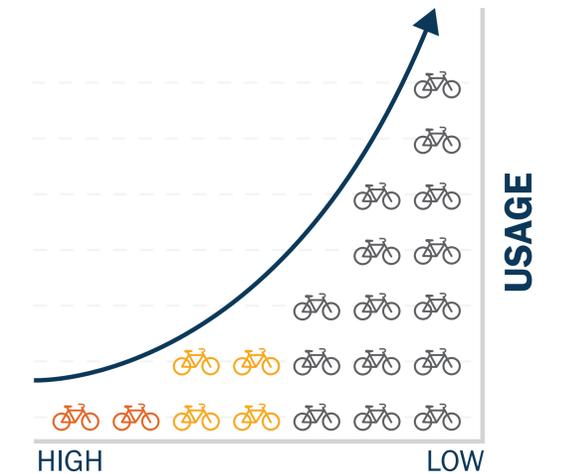


BIKE STRESS LEVELS

Existing



Existing and Proposed Low Stress



- 4 - 7% Experienced and confident
 - 5 - 9% Somewhat confident
 - 51 - 56% Interested but concerned
- General survey results for bike ridership.



Source: Dill, J., McNeil, N. (2012). Four Types of Cyclists? Examining a Typology to Better Understand Bicycling Behavior and Potential.



TRANSIT

SUN METRO ANNUAL RIDERSHIP

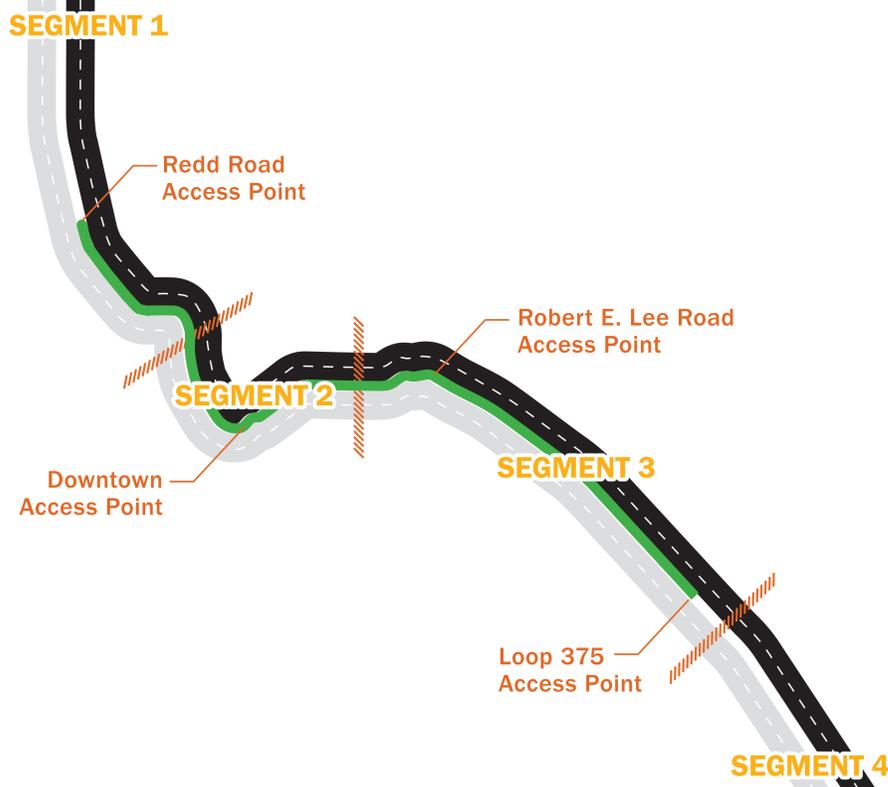


Source: Sun Metro Transit Fact Sheet

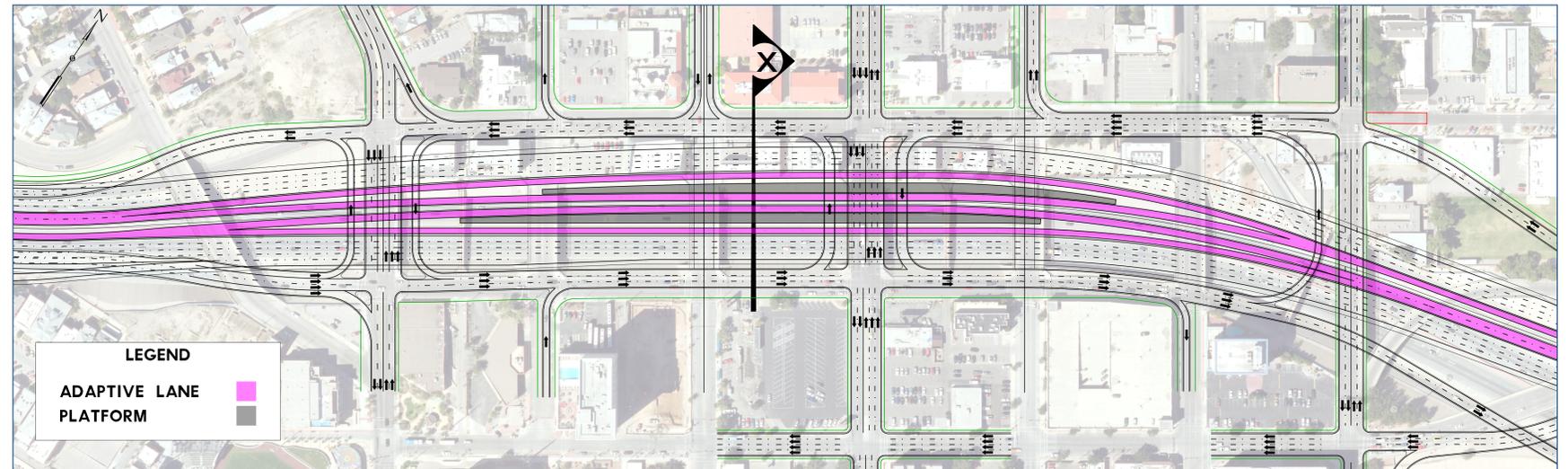
BENEFITS OF IMPROVEMENTS

- Complement Sun Metro's existing system
- Provide reliable transit trips
- Increase transit ridership
- Provide access to key points of interest along I-10
- Potential transit oriented development
- Reduce vehicles and emissions

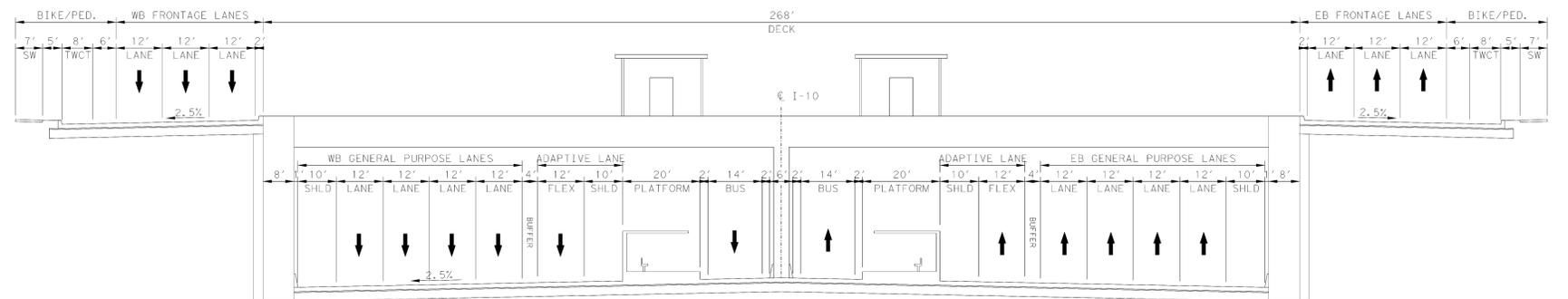
RECOMMENDED ADAPTIVE LANE ACCESS POINTS



CONCEPTUAL DOWNTOWN TRANSIT STOP



TYPICAL SECTION X



RENDERING OF TYPICAL SECTION X



Disclaimer: Amenities shown will require independent funding sources

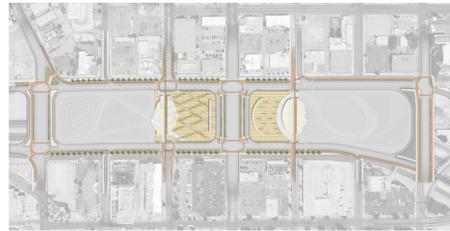


DOWNTOWN

EXISTING LAYOUT



PARTIAL DECK CONCEPT



NO DECK CONCEPT



FULL DECK CONCEPT

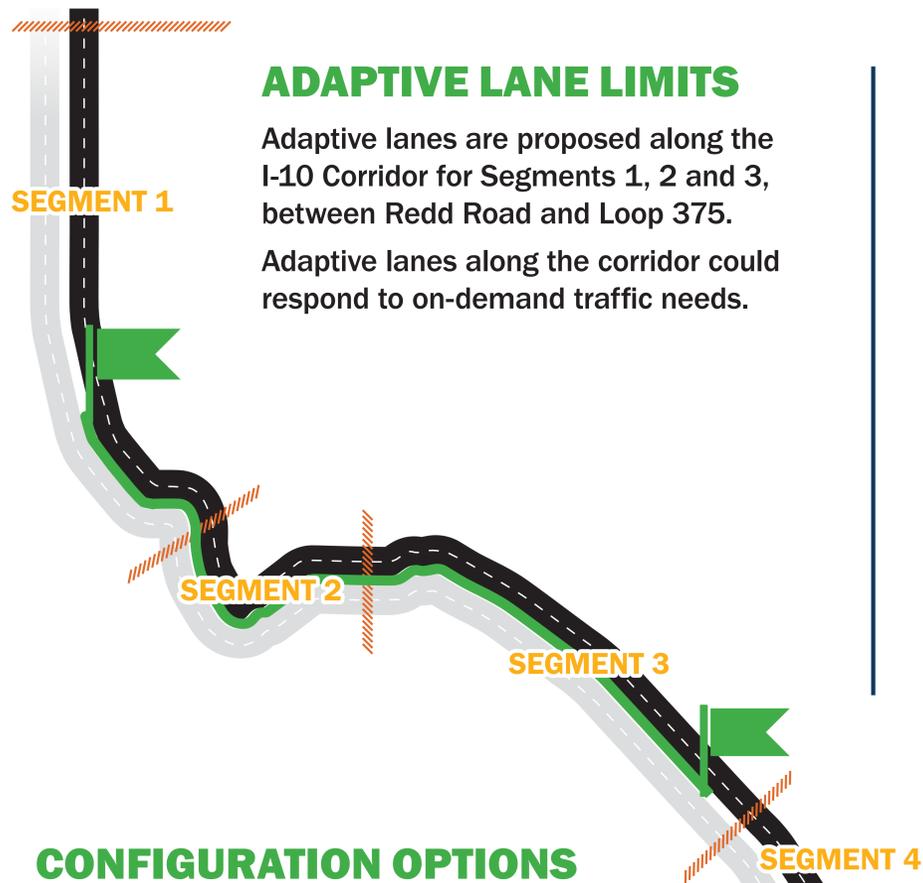


CONSTRUCTION, MAINTENANCE AND ANY AMENITIES WILL REQUIRE FINANCIAL PARTNERSHIPS.



ADAPTIVE LANES

FUTURE TRANSPORTATION TECHNOLOGY



ADAPTIVE LANE FEATURES



DATA COLLECTION

Data collection such as travel times, accidents and traffic volumes contribute towards maximizing adaptive lane technology.



ACTIVE TRAFFIC MANAGEMENT

Active traffic management (ATM) can increase peak hour capacity on busy corridors. It maximizes the efficiency of a corridor by adjusting to traffic conditions in real time.



DRONE PATHWAY

Drones stationed along the corridor could travel over the adaptive lane to aid with incident management and provide live streams of traffic.



INTERNET OF THINGS

Adaptive lanes can facilitate the exchange of useful information through the provision of sensors and 5G connectivity. The Internet of Things (IoT) is a valuable tool for improving both the safety and the efficiency of a corridor.



TRUCK PLATOONING

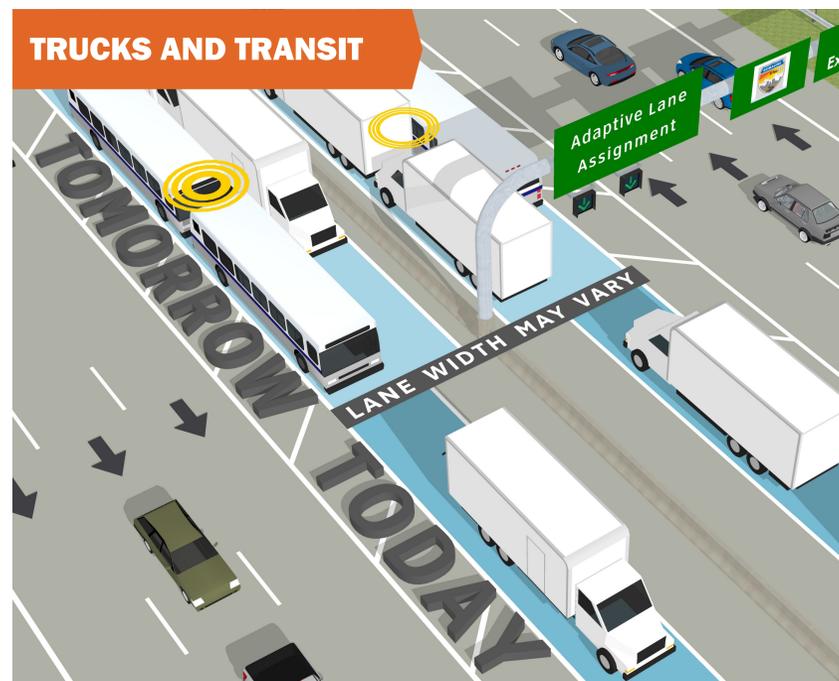
By providing vehicle to infrastructure (V2I) connectivity, the adaptive lanes will accommodate truck platooning. Truck platooning has the potential to increase the safety and efficiency of truck travel and would lower fuel consumption. Platooning is a concept that can also be applied to passenger and transit vehicles.

CONFIGURATION OPTIONS

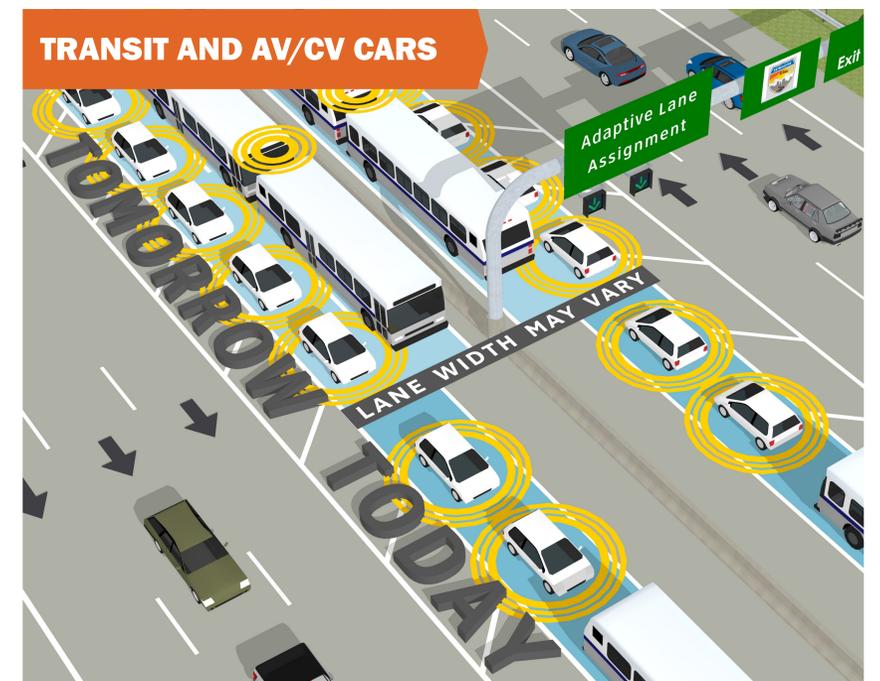
TRUCKS AND TRADITIONAL VEHICLES



TRUCKS AND TRANSIT



TRANSIT AND AV/CV CARS





TECHNOLOGY – BENEFITS



Incident Management



Drone site investigation and basic first aid



Adaptive lane access to incident



Instantaneous incident notification to responders



SAFETY



SUSTAINABILITY



MOBILITY



Enhanced Intelligent Transportation System



Real Time Congestion



Smart Routing



On Demand Transit



Port of Entry Reservation



Truck Parking



5G Readiness



Facilitate Vehicle to Infrastructure (V2I) Communication



Truck Platooning



Dynamic Lane Assignment/Widths (Additional Adaptive Lanes)



Alternative Fuels



Reduce harmful emissions



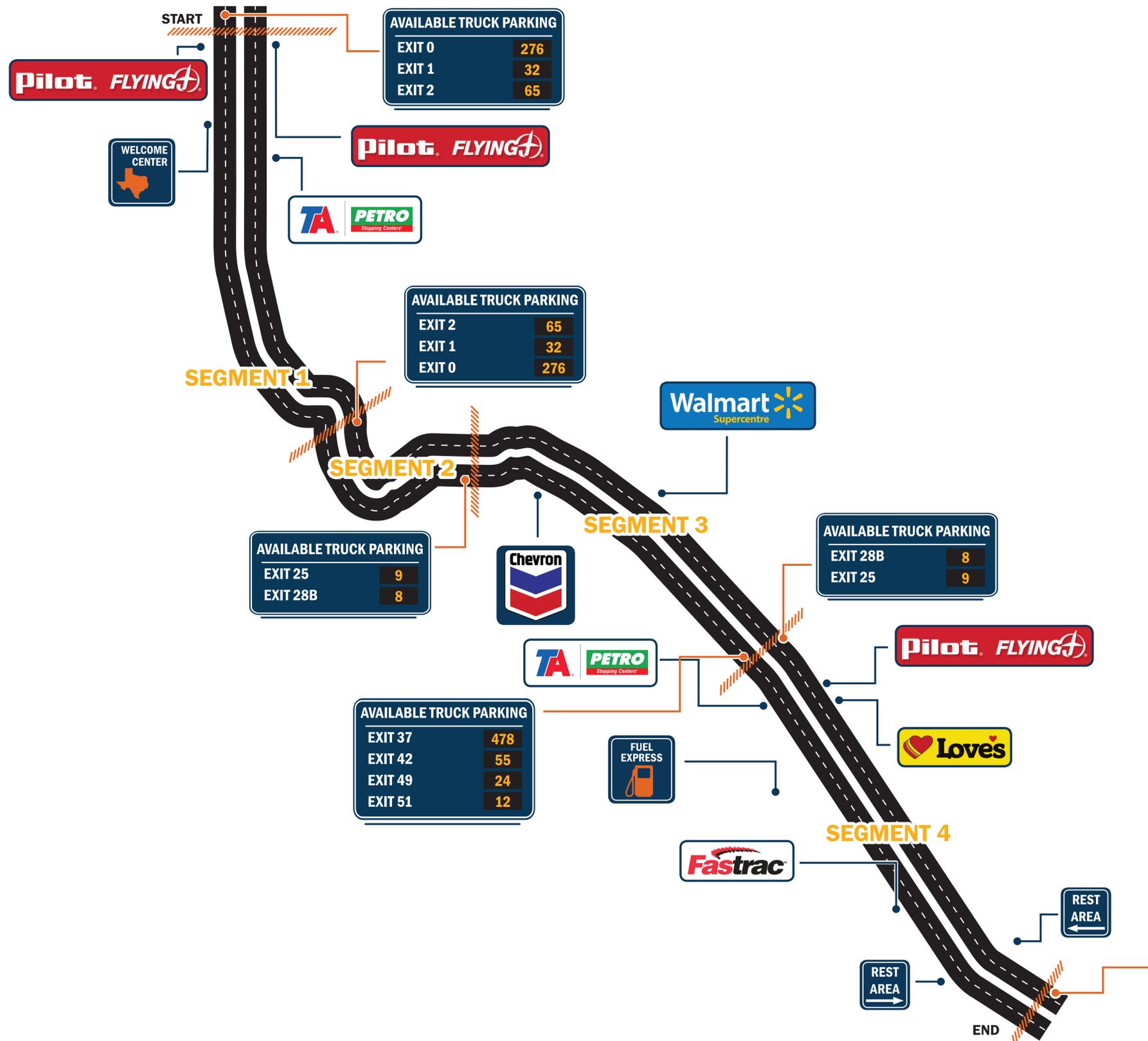
Facilitate use of alternative fuels



Utilize clean energy for corridor needs



TECHNOLOGY – TRUCK PARKING SYSTEMS



AVAILABLE TRUCK PARKING	
EXIT 0	276
EXIT 1	32
EXIT 2	65

AVAILABLE TRUCK PARKING	
EXIT 2	65
EXIT 1	32
EXIT 0	276

AVAILABLE TRUCK PARKING	
EXIT 25	9
EXIT 28B	8

AVAILABLE TRUCK PARKING	
EXIT 28B	8
EXIT 25	9

AVAILABLE TRUCK PARKING	
EXIT 37	478
EXIT 42	55
EXIT 49	24
EXIT 51	12

AVAILABLE TRUCK PARKING

SEGMENT 1 373 Spaces*

SEGMENT 2 0 Spaces*

SEGMENT 3 17 Spaces*

SEGMENT 4 569 Spaces*

*Spaces were identified from findfuelstops.com and supplemented by aerial imagery identification along I-10.

RECOMMENDATIONS

- Provide Smart Available Truck Parking Signs
- Coordinate with businesses to provide parking information
- Identify locations for additional truck parking

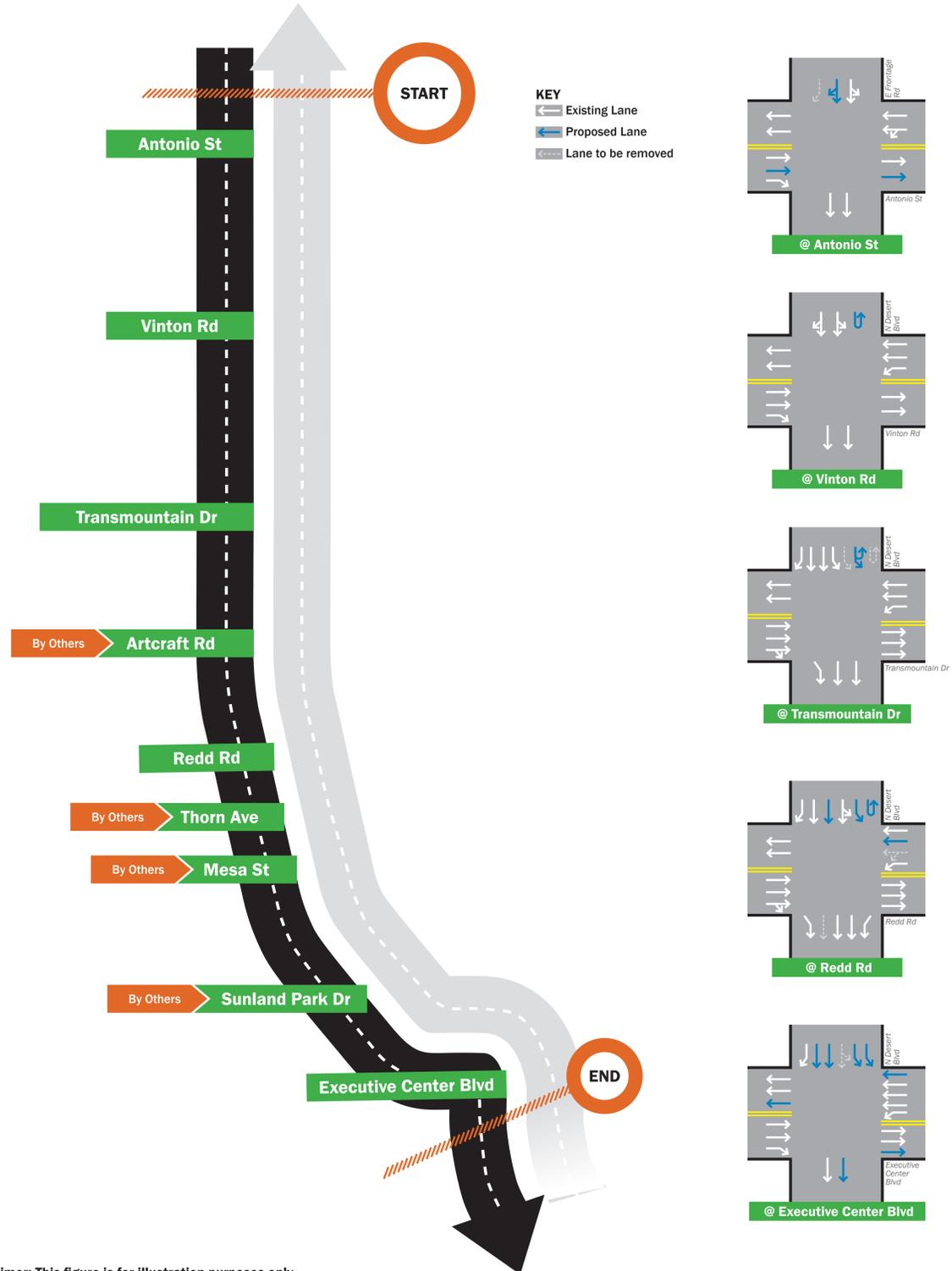
AVAILABLE TRUCK PARKING	
EXIT 51	12
EXIT 49	24
EXIT 42	55
EXIT 37	478



INTERSECTION CHANGES SEGMENT 1

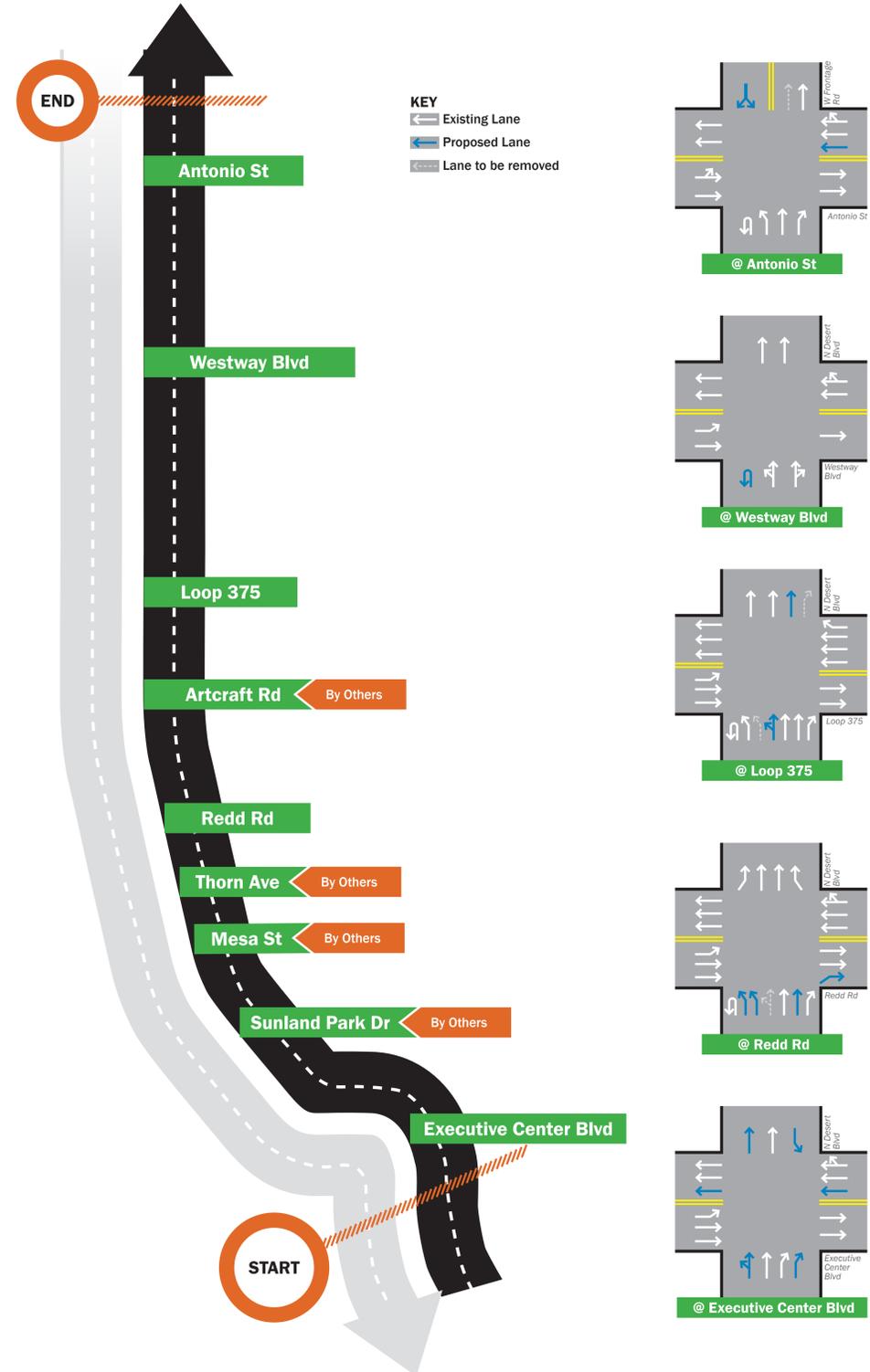
INTERSTATE 10 EASTBOUND

PROPOSED INTERSECTION IMPROVEMENTS ON I-10 EASTBOUND FRONTAGE ROAD



INTERSTATE 10 WESTBOUND

PROPOSED INTERSECTION IMPROVEMENTS ON I-10 WESTBOUND FRONTAGE ROAD



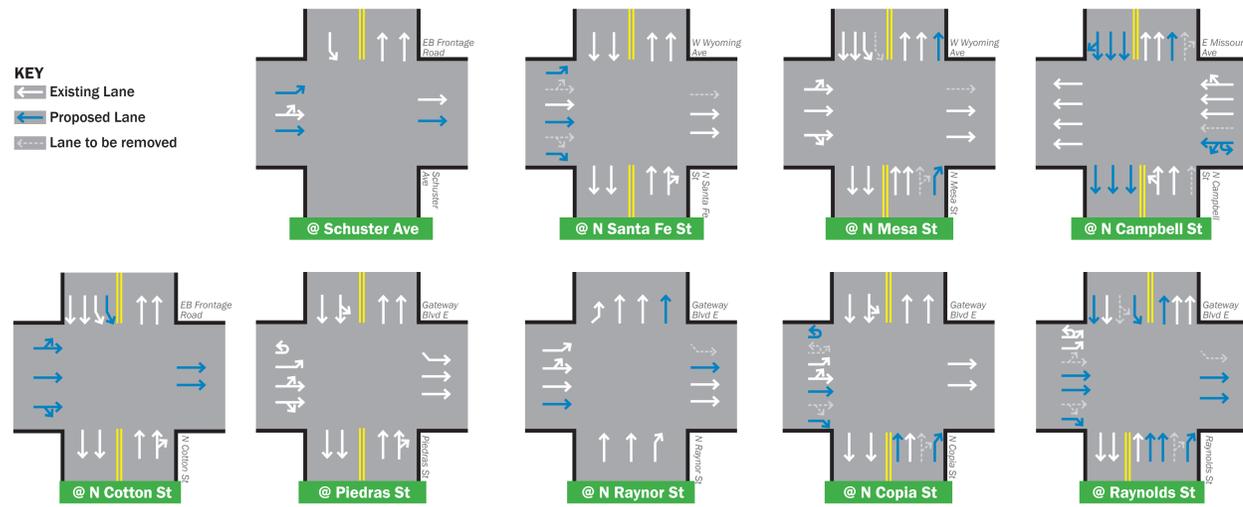
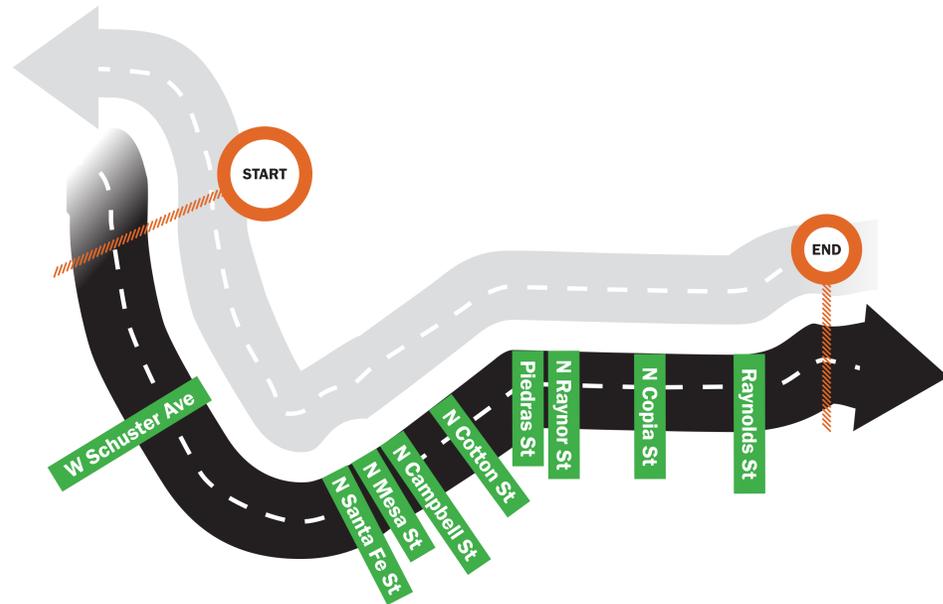
Disclaimer: This figure is for illustration purposes only. This figure does not show the actual number of lanes for I-10.



INTERSECTION CHANGES SEGMENT 2

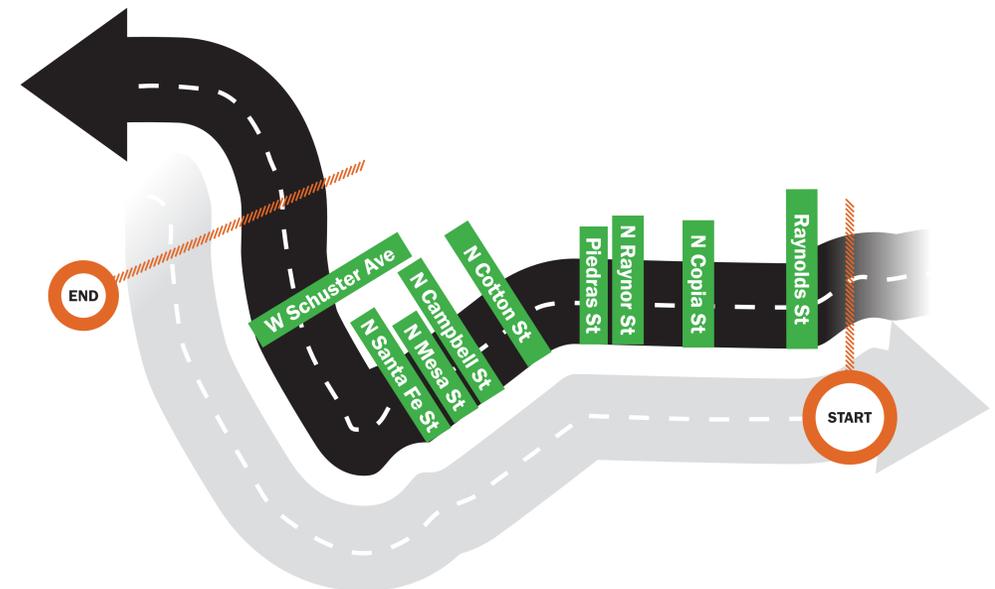
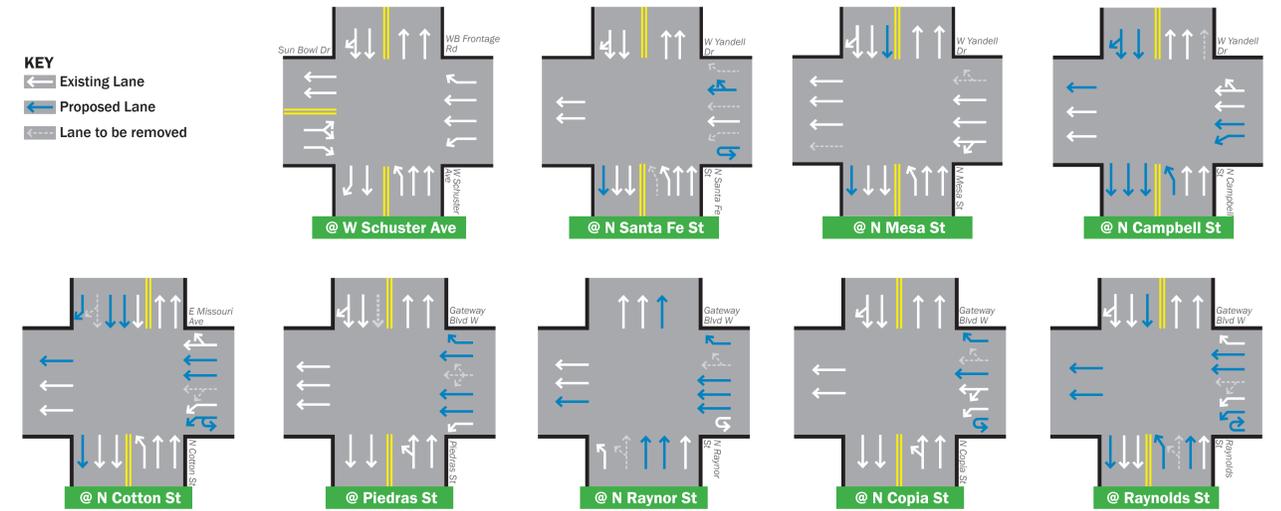
INTERSTATE 10 EASTBOUND

PROPOSED INTERSECTION IMPROVEMENTS ON I-10 EASTBOUND FRONTAGE ROAD



INTERSTATE 10 WESTBOUND

PROPOSED INTERSECTION IMPROVEMENTS ON I-10 WESTBOUND FRONTAGE ROAD



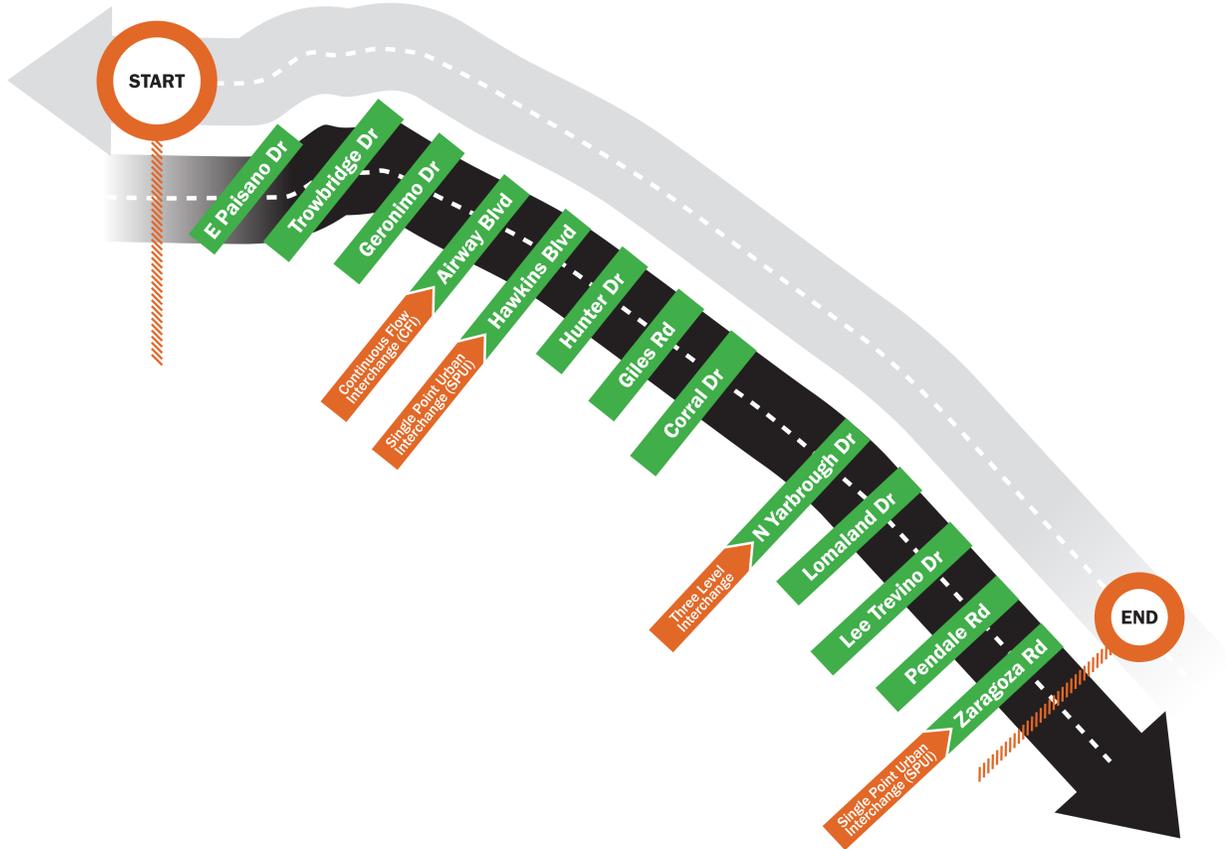
Disclaimer: This figure is for illustration purposes only. This figure does not show the actual number of lanes for I-10.



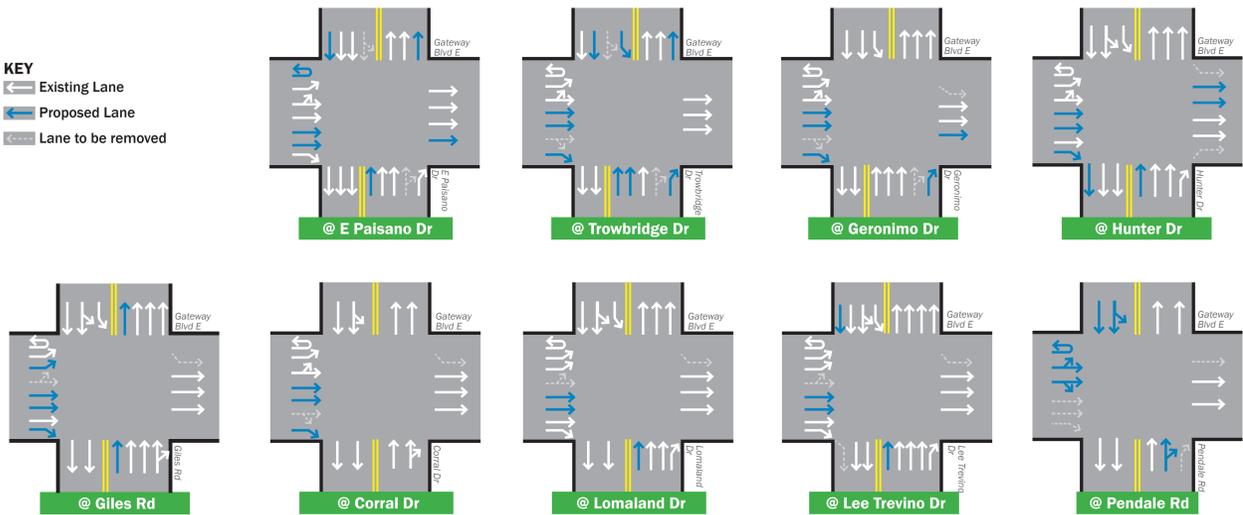
INTERSECTION CHANGES SEGMENT 3

INTERSTATE 10 EASTBOUND

PROPOSED INTERSECTION IMPROVEMENTS ON I-10 EASTBOUND FRONTAGE ROAD

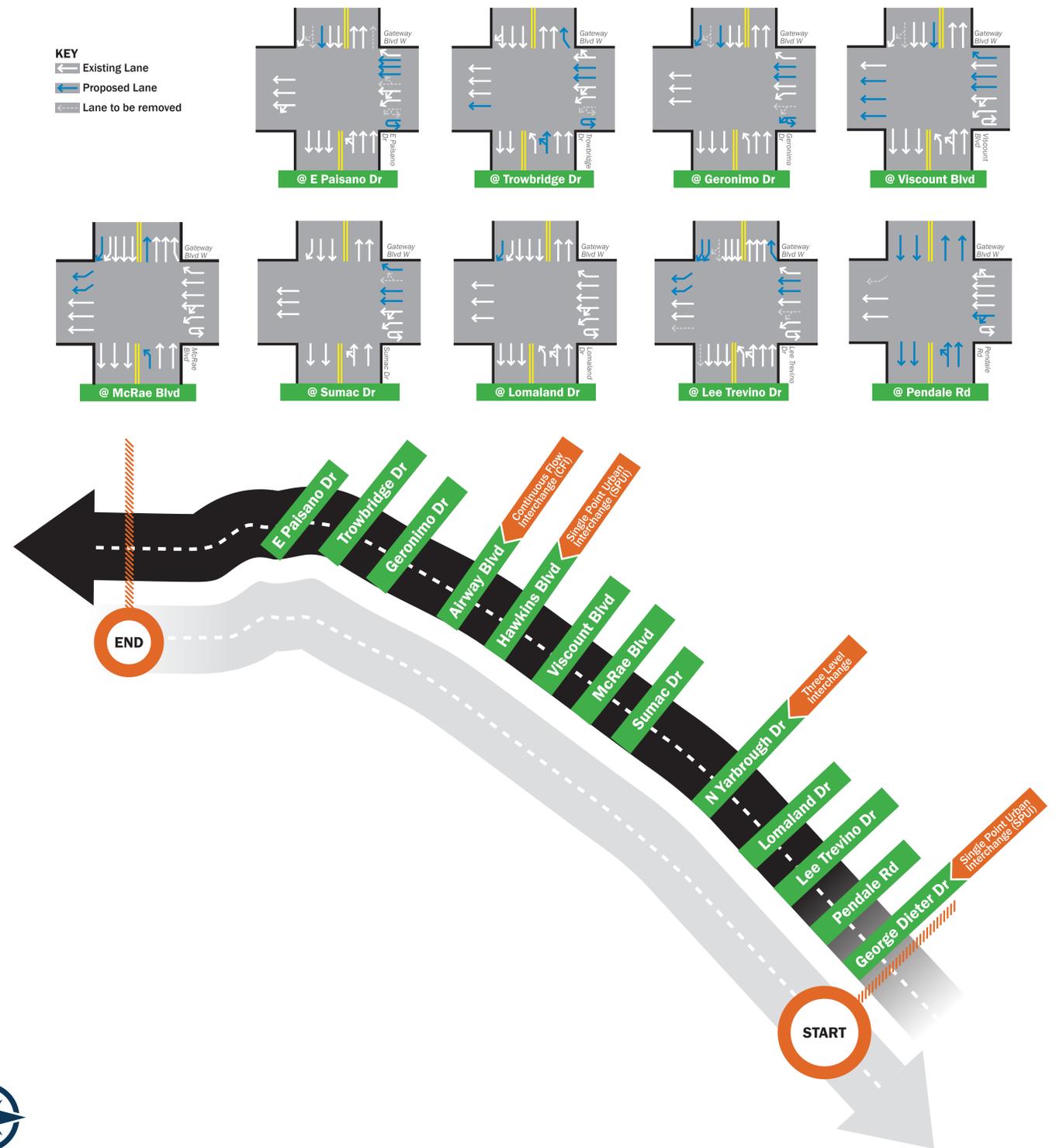


KEY
 Existing Lane
 Proposed Lane
 Lane to be removed

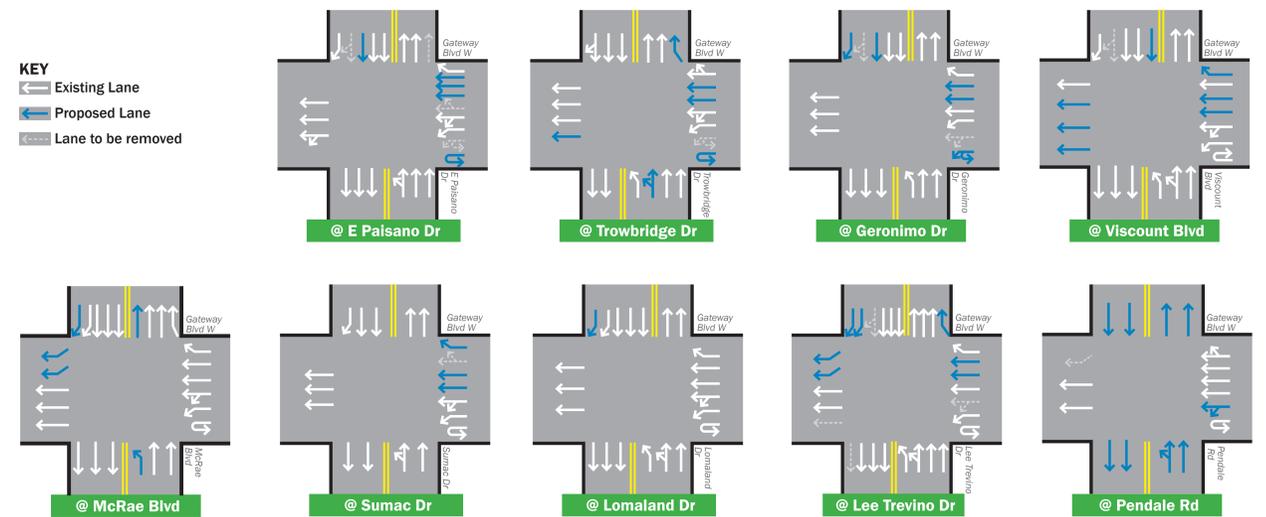


INTERSTATE 10 WESTBOUND

PROPOSED INTERSECTION IMPROVEMENTS ON I-10 WESTBOUND FRONTAGE ROAD



KEY
 Existing Lane
 Proposed Lane
 Lane to be removed



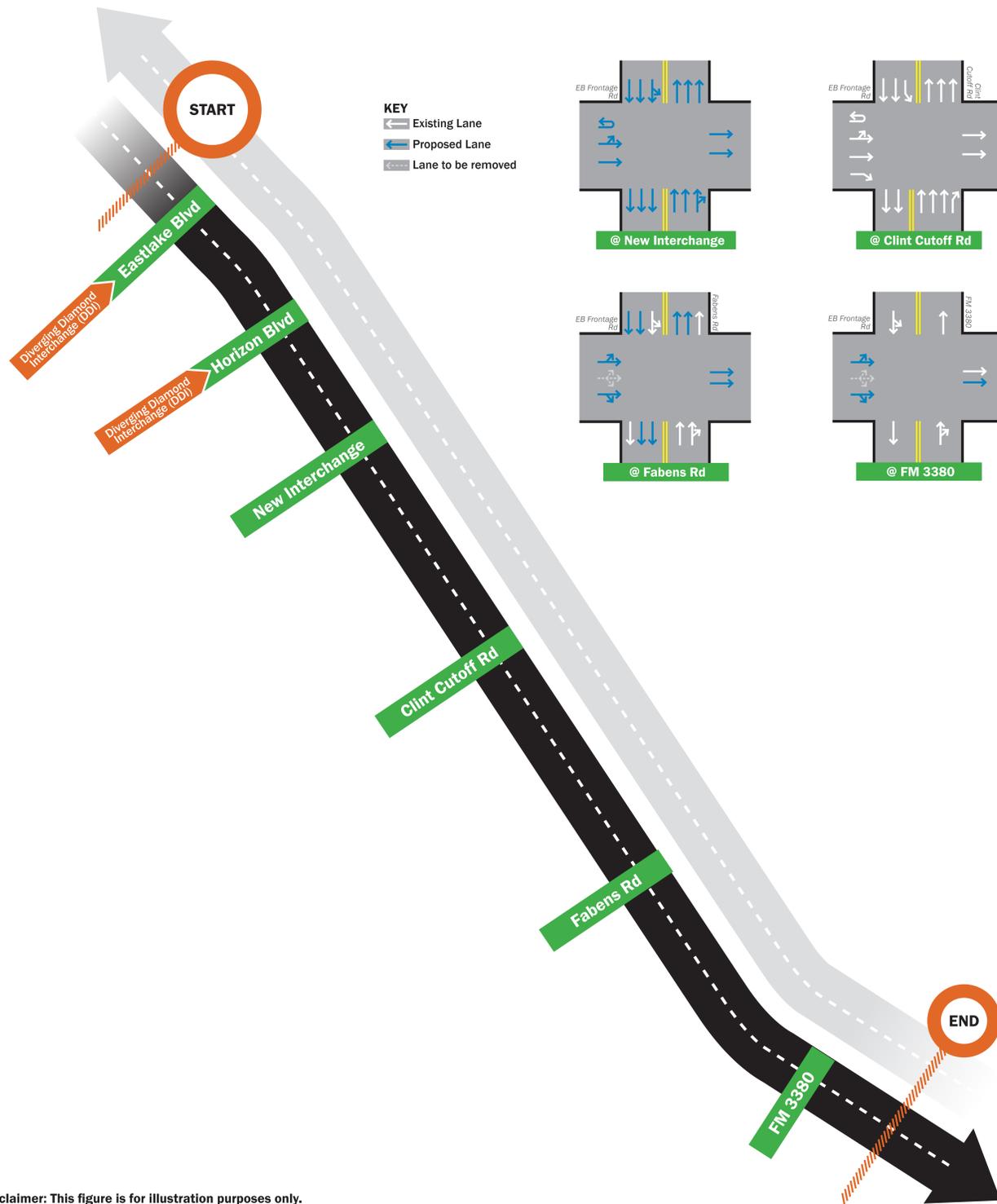
Disclaimer: This figure is for illustration purposes only. This figure does not show the actual number of lanes for I-10.



INTERSECTION CHANGES SEGMENT 4

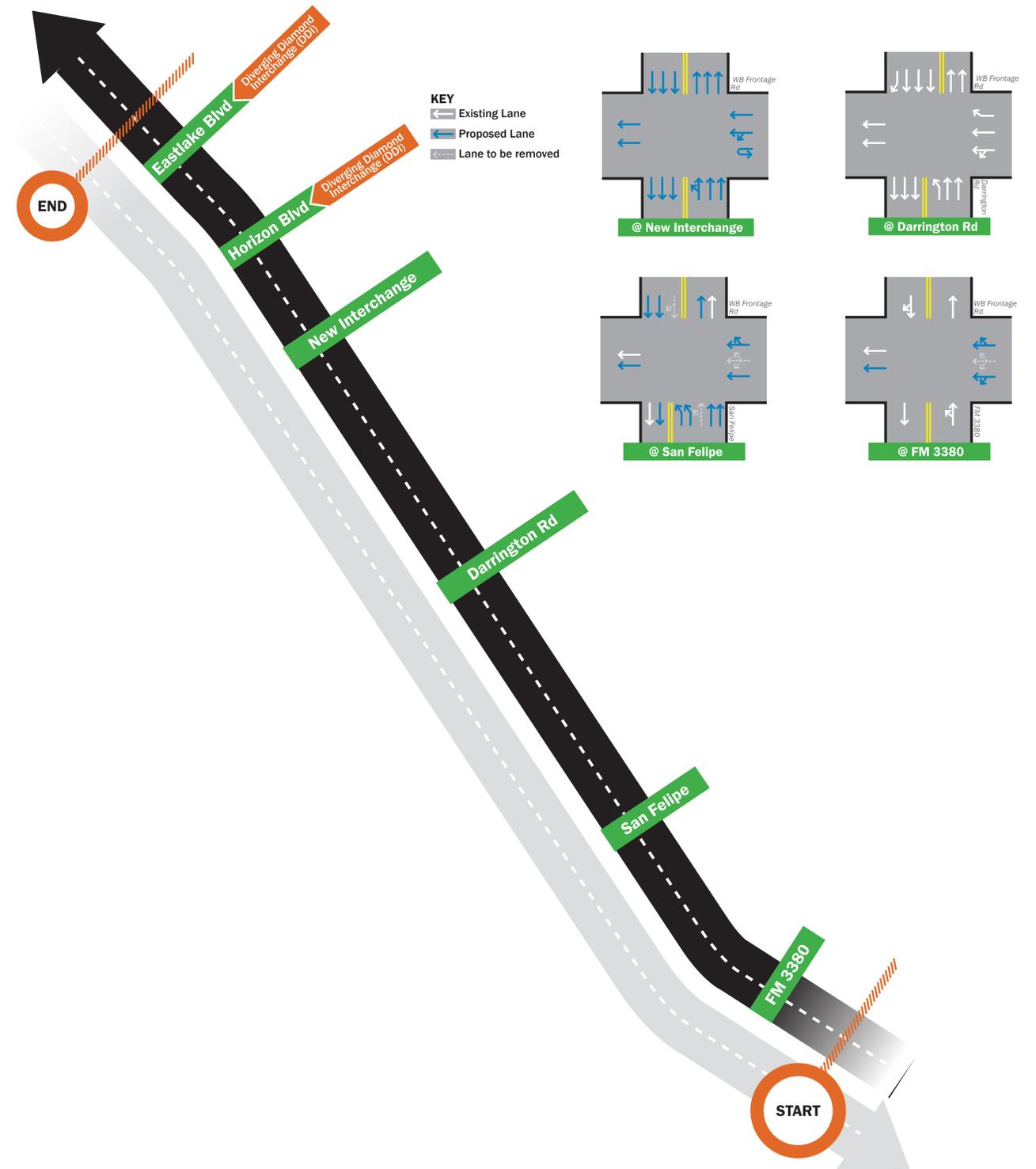
INTERSTATE 10 EASTBOUND

PROPOSED INTERSECTION IMPROVEMENTS ON I-10 EASTBOUND FRONTAGE ROAD



INTERSTATE 10 WESTBOUND

PROPOSED INTERSECTION IMPROVEMENTS ON I-10 WESTBOUND FRONTAGE ROAD



Disclaimer: This figure is for illustration purposes only. This figure does not show the actual number of lanes for I-10.



LEARN MORE & GET INVOLVED

STEP-BY-STEP GUIDE TO COMMENTING ONLINE

You don't have to comment to see what other people have to say. Just click on the map and select "View Comments" at the bottom.

STEP 1

GO ONLINE

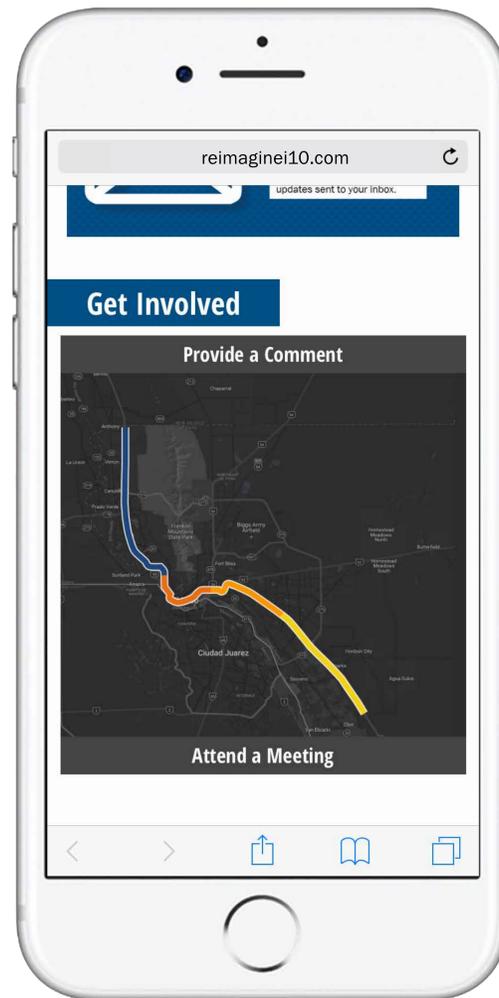
First navigate to reimaginei10.com on your phone, computer, or tablet.



STEP 2

LOCATE MAP

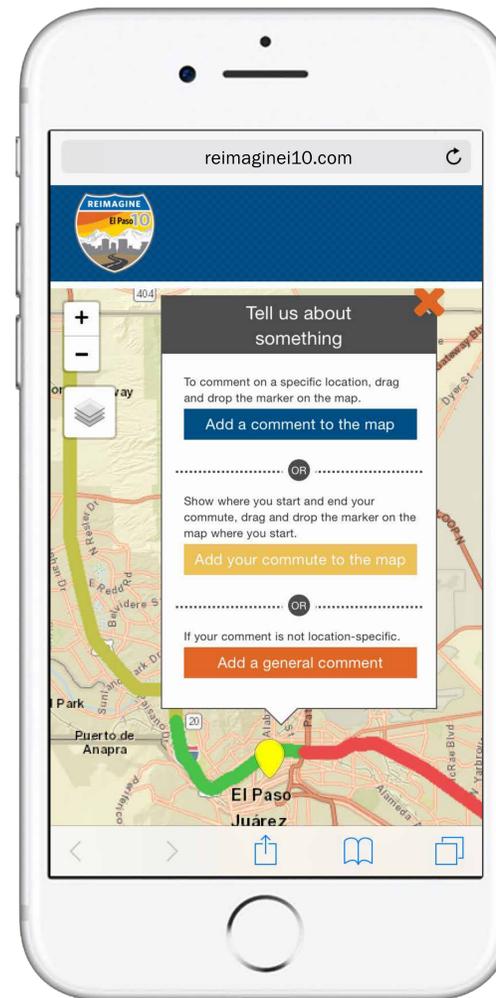
Scroll down and locate the "Provide a Comment" map. Click on the map to open the commenting tool.



STEP 3

GET STARTED

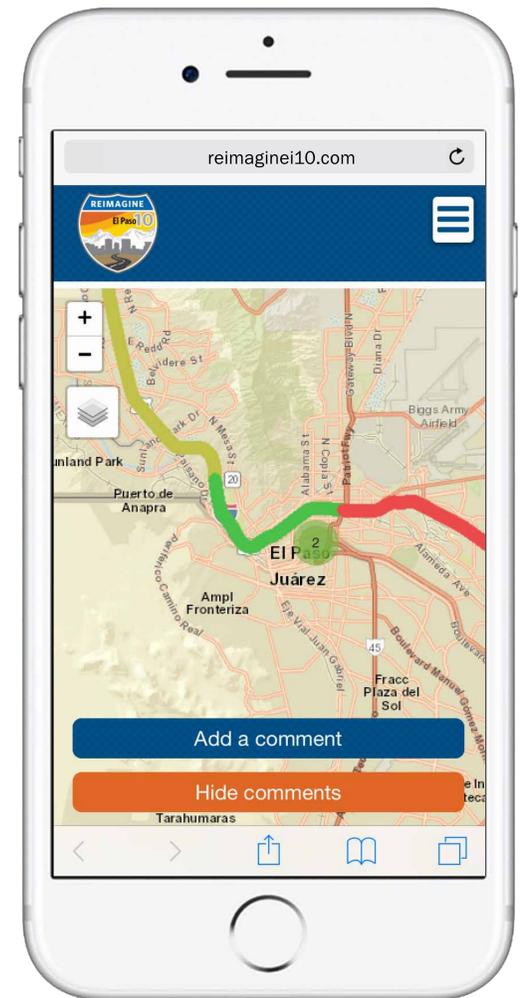
Click the "Add a Comment," button, drag your pin to the desired location, then choose your comment option type.



STEP 4

SUBMIT COMMENT

From here you can add your questions, ideas, issues, praise, commute details, or general comments to the map.



ALSO ONLINE AT REIMAGINEI10.COM



Subscribe to our newsletter

Stay up-to-date on I-10 news by subscribing to our Newsletter and get project updates sent to your inbox.



Get your questions answered

We are here to answer your questions and want to make it as painless as possible. By submitting an inquiry on our online form, a project team member can answer your request promptly.



Learn how to get involved

Learn how you can get involved along with additional I-10 facts about the corridor.