



DRAFT FY 2016 EARLY PHASE INPUT OPPORTUNITY REPORT

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Cover Page Photo:

MAG participates in many events throughout the year designed to gather input on transportation plans and programs. Where and when possible, MAG partners with the Arizona Department of Transportation (ADOT), Valley Metro (Regional Public Transportation Authority and METRO Rail) and the City of Phoenix Public Transit Department to ensure a cooperative public involvement process that provides Valley residents with a variety of opportunities for input prior to the approval of plans and programs.

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EXECUTIVE SUMMARY

INTRODUCTION

Federal transportation legislation emphasizes public involvement in the metropolitan transportation planning process. The latest transportation authorization was passed on July 6, 2012. This enabling legislation, Moving Ahead for Progress in the 21st Century (MAP-21), continues to emphasize public involvement in transportation planning. Current legislation requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs. The Maricopa Association of Governments (MAG) will continue to adhere to the federal requirements for public involvement, in addition to finding new ways of engaging Valley residents in the transportation planning and programming process.

The Early Phase input opportunity provides for initial input prior to the development of a draft listing of projects that will eventually make up the Fiscal Year (FY) 2017-2021 Transportation Improvement Program (TIP). The input is then collected and entered into the Draft FY 2016 Early Phase Input Opportunity Report, which is presented to the MAG Management Committee and MAG Regional Council for review and consideration prior to action.

INPUT OPPORTUNITIES

Different forums for input were available during the FY 2016 Early Phase Input Opportunity. In addition to the committee meeting held during this phase, MAG also received comment via a direct mailing that was distributed to MAG's public involvement mailing list and to libraries throughout the region. Residents who received the mailing contacted MAG staff via telephone and e-mail correspondence. All comments received were either responded to at the time of the contact or within 48 hours. Comments received during this input opportunity are included in the *Summary of Input* section on Page 2. All committee meetings are transit accessible and comply with the provisions of the Americans with Disabilities Act. In addition, Spanish language materials, sign language interpretation and alternative materials such as large print, Braille and FM/Infrared Listening Devices, were available upon request.

SUMMARY OF INPUT

A summary of the comments/questions/suggestions received during the Early Phase input opportunity is provided below. All comments/questions/suggestions were addressed on site or responded to within 48 hours:

- ▶ Please help us to better enjoy our neighborhoods “between the 7's” (7th Street and 7th Avenue in Phoenix) and to help the commuters and bike riders in the city by creating a program where a neighborhood can solicit the city for help in steering their walkers and bikers into protected lanes that better serve “walkable Phoenix” as we move to a more dense inner-city living.
- ▶ There needs to be more dedicated bicycle paths, not just bicycle lanes, to encourage people to commute to work and other destinations.
- ▶ I would urge MAG to work with ADOT to complete I-10 to three lanes in each direction as soon as possible. I've seen many close calls switching from three lanes to two lanes.
- ▶ I do not think passenger rail between Phoenix and Tucson is a good idea.
- ▶ Please get all the cities on the same page about when the left turn signal appears. Some cities have a delayed left arrow and some have it at the beginning of the light sequence.
- ▶ Increase bike lanes and make them safe. In Buenos Aires, bike lanes are very well-marked and very safe, with a barrier between the bike lane and the cars so cars have a tough time running into bikes.
- ▶ Please pave the entire Aquila Road between Vulture Mine Road and Eagle Eye Road. It's an 18-mile road and the entire thing needs to be paved.
- ▶ Dust ordinances need to be strictly enforced.
- ▶ There needs to be a regional paratransit system for the visually impaired and people with other disabilities.
- ▶ Please encourage the City of Phoenix to build a light rail station transit stop at the Arizona Bridge to Independent Living Disability Empowerment Center.
- ▶ The light rail system should have an option for ticketless payments where your smart phone could show your ticket as is done on Amtrak or the airlines. It would save on printing costs and you would not lose your ticket.

I. PUBLIC INVOLVEMENT PROCESS

INTRODUCTION

Federal transportation legislation emphasizes public involvement in the metropolitan transportation planning process. The latest transportation authorization was passed on July 6, 2012. This enabling legislation, Moving Ahead for Progress in the 21st Century (MAP-21), continues to emphasize public involvement in transportation planning. Current legislation requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs. The Maricopa Association of Governments (MAG) will continue to adhere to the federal requirements for public involvement, in addition to finding new ways of engaging Valley residents in the transportation planning and programming process.

In response to previous federal guidelines known as Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the MAG Regional Council, in December 2006, approved a Public Participation Plan to guide the MAG public

The MAG process for public involvement receives public opinion in accordance with federal requirements, and provides opportunities for early and continuing involvement in the transportation planning and programming process.

input process. This enhanced plan incorporated many of the previously-adopted public involvement guidelines set forth by the Regional Council in 1994 and enhanced in 1998 (*see History of MAG Public Involvement Process, Page 4*). The MAG Public Participation Plan sets forth guidelines for receiving public opinion, comment and suggestions on transportation planning and programming in the MAG region. This process provides complete information on transportation plans, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement in the planning process.

The public involvement process is divided into four phases: Early Phase, Mid-Phase, Final Phase and Continuous Involvement. The Early Phase meetings ensure early involvement of the public in the development of these plans and programs. This year, the FY 2016 Early Phase Input Opportunity was conducted from mid-August through early-September, 2015. The purpose of this document, the *FY 2016 Early Phase Input Opportunity Report*, is to provide information about the outreach conducted during this early phase and to summarize the results of the input received.

The Mid-Phase process generally provides for input on initial plan analysis for the Draft TIP and Draft Plan, and includes a public hearing on regional transportation issues. The Mid-Phase is usually conducted from February through April. The results of the Mid-Phase Input Opportunity will be included in the *FY 2016 Mid-Phase Input Opportunity Report*.

The Final Phase generally provides an opportunity for final comment on the TIP, Plan and Air Quality Conformity Analysis, and generally occurs upon the completion of the air quality conformity analysis in the summer. The results of the Final Phase Input Opportunity will be included in the *FY 2016 Final Phase Input Opportunity Report*. In addition, continuous outreach is conducted throughout the annual update process and includes activities such as presentations to community and civic groups, distributing press releases and newsletters, and coordinating with the Citizens Transportation Oversight Committee (CTOC).

HISTORY OF MAG PUBLIC OUTREACH PROCESS

Since its inception in 1967, the Maricopa Association of Governments (MAG) has encouraged public comment in the planning and programming process. In July 1998, the MAG Regional Council recommended that the process for programming federal transportation funds be enhanced. These enhancements include a more proactive community outreach process and the development of early guidelines to help select transportation projects within resource limits. The proactive community outreach process led to an enhanced public involvement process beginning with the FY 1999 Public Involvement Program. The enhanced public involvement process involves transportation stakeholders as outlined in federal transportation legislation and includes input from Title VI stakeholders (minority and low-income populations). The input received during the enhanced input opportunity has been incorporated into the development of early guidelines to guide project selection for the TIP and Plan.

Additional changes in planning and programming responsibilities were prompted by the passage of the Transportation Equity Act of the 21st Century (TEA-21) in 1998. As a result, the Arizona Department of Transportation (ADOT) hosted a meeting of regional planning organizations to suggest changes that would benefit the planning and programming process throughout Arizona. The meeting was held in Casa Grande in April 1999, and was attended by representatives of Metropolitan Planning Organizations, Councils of Governments, ADOT and Valley Metro. All participants agreed to several guiding principles to help develop and integrate state and regional transportation plans and programs. In the past, development of the MAG TIP, MAG Long Range Plan, Surface Transportation Program (STP) and State Transportation Improvement Program (STIP) were on different schedules—which was confusing to members of the public. With changes included in the guiding principles adopted at the 1999 meeting, the state and regional planning and programming processes were combined, (*see Page 7*).

In December 2006, the MAG Regional Council approved a Public Participation Plan to guide the MAG public input process in accordance with federal transportation guidelines for metropolitan transportation planning. At the time, these guidelines were outlined in Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This plan also conforms to guidelines delineated in the latest federal transportation guidelines known as Moving Ahead for Progress in the 21st Century (MAP-21).

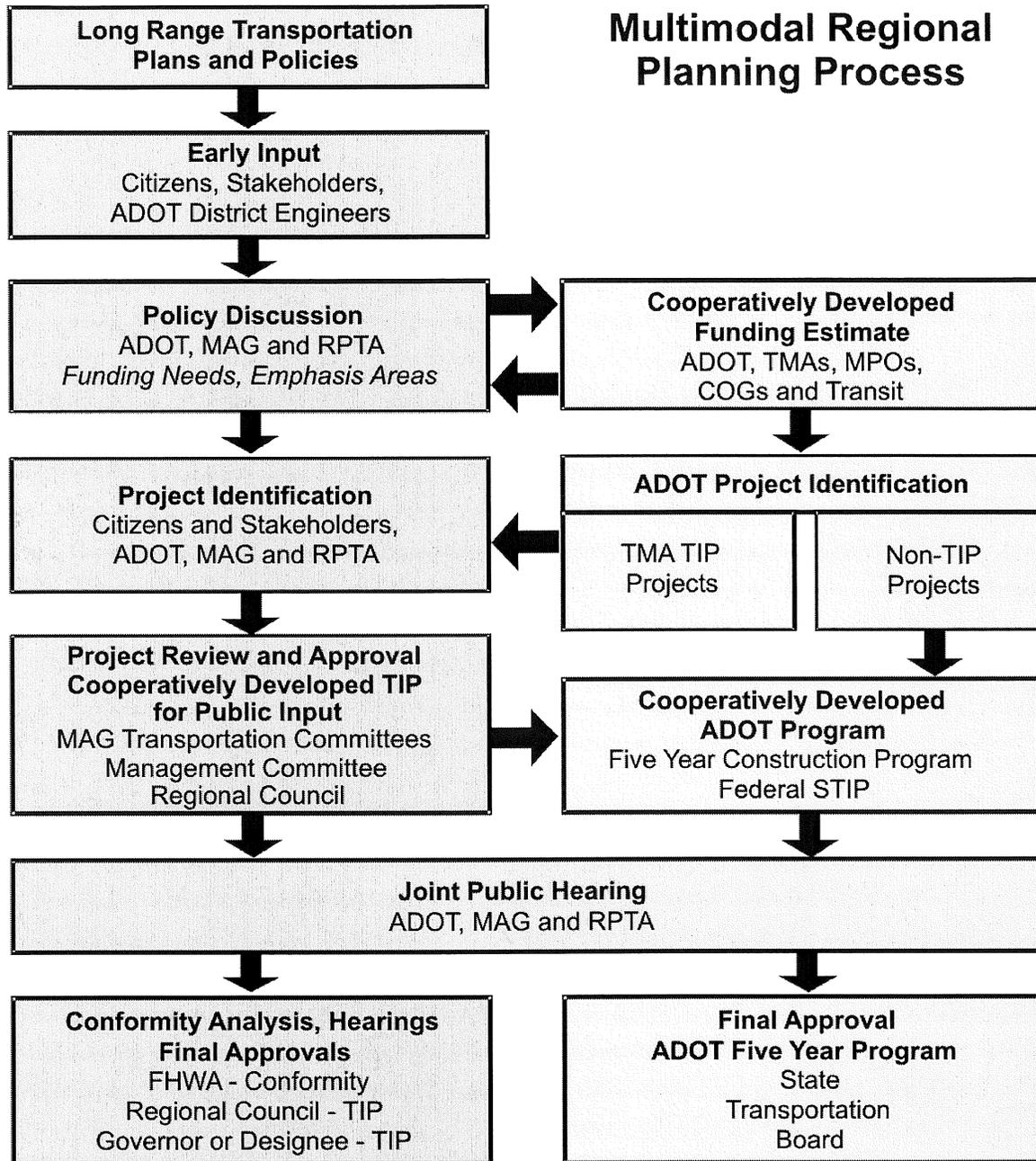


Table 1: Development Process for ADOT Five-Year Program, MAG TIP, MAG RTP, and ADOT Life Cycle Program (Joint Planning Process)

- * ADOT: Arizona Department of Transportation
- * COG: Council of Governments
- * FHWA: Federal Highway Administration
- * MAG: Maricopa Association of Governments
- * MPO: Metropolitan Planning Organization
- * RPTA: Regional Public Transportation Authority
- * STIP: State Transportation Improvement Program
- * TIP: Transportation Improvement Program
- *TMA: Transportation Management Area

**Guiding Principles
New Arizona Transportation Planning and Programming Process
Casa Grande Resolves**

- ◆ One multimodal transportation planning process for each region that is seamless to the public; includes early and regular dialogue and interaction at the state and regional level; and recognizes the needs of state, local and tribal governments, and regional organizations.
- ◆ Process that encourages early and frequent public participation and stakeholder involvement and that meets the requirements of TEA-21 and other state and federal planning requirements.
- ◆ The policy and transportation objectives of the state, regional and local plans will form the foundation of the Statewide Long Range Transportation Plan.
- ◆ The Statewide Transportation Plan and Programs will be based on clearly defined and agreed to information and assumptions, including the resources available, performance measures, and other technical information.
- ◆ Each project programmed shall be linked to the Statewide Long Range Transportation Plan with each project selected to achieve one or more of the Plan objectives, and the program represents an equitable allocation of resources.
- ◆ Implementation of the Plan and Program shall be monitored using a common database of regularly updated program information and allocations.
- ◆ There is a shared responsibility by state, local and tribal governments, and regional organizations to ensure that Plan and Program implementation meet the transportation needs of the people of Arizona.

Table 2: Casa Grande Resolves

PUBLICITY

MAG typically publicizes input opportunities via targeted mailings, public notice, public advertisements and/or via the MAG website. All committee meetings are posted and noticed on the MAG website.

CONTINUOUS INVOLVEMENT

As part of the continuous involvement process, MAG staff will participate in a number of events after the completion of the FY 2016 Early Phase input opportunity. Activities will include:

- ◆ Small group presentations, participation in special events and providing information to residents via e-mail, telephone and one-on-one consultations.

- ◆ Ongoing consideration of input received by the MAG Human Services Planning Program in its public outreach process.
- ◆ Continued community outreach to Title VI/Environmental Justice populations, utilizing the MAG Community Outreach Specialist and MAG Disability Outreach Associate.
- ◆ Continued involvement with the Citizens Transportation Oversight Committee (CTOC).
- ◆ Partnerships in joint special events with ADOT, Valley Metro, and METRO, where possible.
- ◆ Monthly e-mail updates summarizing the activities and actions of the Transportation Policy Committee.

Additional outreach activities included updating the MAG website at www.azmag.gov. The site provides information on MAG committees and issues of regional importance, as well as access to electronic documents and links to member agencies. The site also provides a Spanish language link. Visitors to the site may provide feedback through various project pages. Staff contact information is provided for specific projects. Users may also send comments or questions via e-mail to jstephens@azmag.gov. In addition, MAG distributes a quarterly newsletter, *MAGAZine*, which includes information about MAG activities and programs, providing Valley residents with a better understanding of MAG's roles and responsibilities in the region.

MAG fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information on rights afforded under Title VI, relevant activities at MAG, or if you feel these rights have been violated, please visit the MAG website, email jstephens@azmag.gov or call Jason Stephens at (602) 452-5004.

**II. APPENDIX A.
CORRESPONDENCE RECEIVED DURING THE
EARLY PHASE INPUT OPPORTUNITY**

Jason Stephens

From: Bill H <bah5491@gmail.com>
Sent: Friday, August 14, 2015 1:57 PM
To: Jason Stephens
Subject: Transportation Ideas

Hi Jason,

We received a yellow postcard recently asking for transportation ideas for MAG. My only thoughts on transportation involves traveling between Phoenix and Tucson. I would urge MAG to pressure ADOT to complete I-10 to 3 lanes in each direction as soon as possible. I've seen many close calls switching from 3 lanes to 2 lanes which happens 3 times. I dread driving that road. For me, it's a white knuckle trip.

Also, from time to time I read articles in the AZ Republic about ADOT wanting to build a passenger rail line between Phoenix and Tucson. I would urge MAG to take a position that this is NOT a good idea. The billions this would cost could be better spent in other areas. Plus consider the logistics of getting off at a station in either city, then what? Tucson is as spread out as Phoenix. If the people at ADOT want to play with trains, they should join a backyard railroad club.

Bill Hazard

Phoenix

Jason Stephens

From: Ali Avey <ali.avey50@gmail.com>
Sent: Thursday, August 13, 2015 10:51 AM
To: Jason Stephens; kerry.wilcoxon@phoenix.gov
Subject: MAG Solicitation for Transportation Ideas! Central and Camelback Roads

Hello Jason,

The need has been increasing over the years since Light Rail has been in place for some attention to the paths commuters are taking to access the Metro on a daily basis, both for work, school and play. With more riders, as planned, more pedestrian traffic has been generated through our inner city neighborhoods "between the 7's". These newly identified pedestrian paths should be identified and protected just as the Bike Lanes have been identified to protect the riders.

I'm the Chairman of the St. Francis District Neighborhood Association. We are a pocket neighborhood between Camelback Road and the Grand Canal (to our south) and Central and 7th Street to our east. We are the ONLY path to the Metro for one solid block being that we have businesses and hard landscape that block both car and pedestrian pathways from accessing all three of the Rail Stations from Indian School Road to Camelback. ALL of the east of Central riders of Light Rail MUST travel, bike or walk through the St. Francis neighborhood. The UNIQUE condition necessitates a unique response.

St. Francis neighborhood has only 5% of it's homes served by concrete sidewalks. Our homes were constructed from the early 30's through the mid-50's. But we now serve a huge and growing populace from both the schools we serve (Brophy, St. Francis Elementary and Xavier) and the pedestrian rail passengers along with a growing residential population walking their pets daily. ALL OF THESE ADDED WALKERS MUST USE THE ACTUAL BLACKTOP STREET TO COMMUTE!!!!!!

My suggestion on how to better serve "Walkable Phoenix" is to identify the walks.....to use a system similar to that already identified and used for bike traffic.....**painted lines on the blacktop with a symbol!** Walkers and bikers can both then feel a better sense of comfort that they have a safer place to bike and walk than being in the immediate roadway of cars!! AND, the added benefit to the homeowners and families in the area is that the narrowed streets have a tendency to slow down the cut-through traffic (another unique feature that we struggle with) so that we again become safer for not only the pedestrians but also for the children playing in front yards or riding bikes!!!

PLEASE help us to better enjoy our neighborhoods "between the 7's" and to help the commuters and bike riders in the city by creating a program where a neighborhood can solicit the city for help in steering their walkers and bikers into protected lanes that better serve "Walkable Phoenix" as we move to more dense inner-City living!

Thank you so much. I hope to hear back from you soon!

Allene Avey
Chairman
St. Francis District Neighborhood Assoc.

Jason Stephens

From: Nancy Marshall <nanmar4009@gmail.com>
Sent: Thursday, August 20, 2015 10:31 AM
To: Jason Stephens
Subject: transportation ideas

Hello, Jason:

I received the MAG card requesting ideas. Perfect timing. Yes, I have two ideas.

#1. Get all the cities on the same page about when the left turn signal is. Scottsdale = at the end; Phoenix = at the beginning. This is silly and has been for decades. Get the data on which approach has fewer accidents (I live in Phoenix and I bet the better choice is Scottsdale), and get the cities to get this done.

#2. Increase bike lanes and make them safe. I was just in Buenos Aires, where bike lanes in a similarly big flat city have very well-marked and very safe two-way bike lanes, with a barrier between the bike lane and the cars so cars have a tough time running into bikes. Our system has been way under developed for decades. I've been in Phoenix for almost 40 years awaiting some real improvement in this area.

I will forward you two photos of the bike lanes in BA separately. There is a green space for bikes (and people) to cross the streets, and on the street the lanes are safe and well marked. I used them. And they are extensive. None of these partial lanes that dead-end into major traffic.

I hope this helps.

Sincerely,

Nancy Marshall

Jason Stephens

From: Tim Flood <tjflood@att.net>
Sent: Sunday, August 30, 2015 4:15 PM
To: Jason Stephens
Subject: 2017-21 MAG TIP

Dear MAG,

This comment is concerning the call for projects to be included in the Draft Transportation Improvement Program.

I would like to see more dedicated bicycle paths (not bicycle lanes). It is important for the safety of bicycle riders that there be a separation of the bicycle traffic from motorized vehicular traffic. Without have dedicated bicycle paths I do not believe the Plan will attract a sufficient number of bicyclists to meaningfully impact the currently miniscule percent of persons who use bicycle as a means of commuting to work or to other places. If I recall from the US Census community profiles, the current bicycle usage in the Phx-Mesa metro area is under 2.5%.

Thank you.

Tim Flood
503 E. Medlock Dr
Phoenix, AZ 85012
602-265-4325 H
TJFlood@att.net

Jason Stephens

From: James Roche <jkroche@asu.edu>
Sent: Tuesday, August 25, 2015 8:22 AM
To: Jason Stephens
Subject: Transportation ideas

Jason,

I am a ASU student who rides the light rail. One thing that would be an improvement for that system is to use ticketless payments like i-phones that show your ticket like they do on Amtrak or the airlines.

It would save printing costs and could not be lost. The scanners should be able to scan a barcode from a phone screen.

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James K Roche, R.G.
Graduate Student
Herbreger Design School, ASU