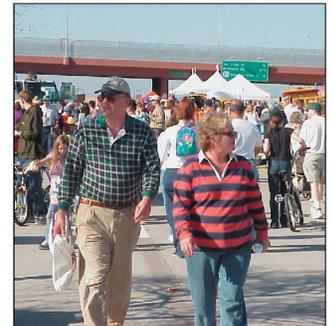


**Let's Keep  
Moving!**



# Regional Transportation Plan Input Opportunity Interim Report



**June 2003**



**Maricopa Association of Governments (MAG)**

**302 North First Avenue, Suite 300**

**Phoenix, Arizona 85003**

**Telephone: (602) 254-6300**

**Fax: (602) 254-6490**

**E-mail: [ktaft@mag.maricopa.gov](mailto:ktaft@mag.maricopa.gov)**

**Contact Person: Kelly Taft, MAG Communications Manager**

**Cover Page Photo: Montage of Public Involvement Events**

---

# EXECUTIVE SUMMARY

---

## INTRODUCTION

The Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) continues to emphasize public involvement in the metropolitan transportation planning process. The intent of the public involvement provisions in TEA-21 is to increase public awareness and involvement in transportation planning and programming. TEA-21 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) has spent the past two years conducting intensive transportation studies and talking to thousands of people to identify future transportation needs. During Phase I of the Regional Transportation Plan and the first half of Phase II, MAG held 150 public input opportunities, 173 stakeholder opportunities (including focus groups involving minority and senior travelers as well as several safety forums) and 117 agency meetings to solicit input from the public, transportation stakeholders, elected and appointed leaders, city planners, transportation councils, and Native American Indian Communities.

This report focuses on input received since January 2003, and specifically input received during intensive public outreach in the spring of 2003. Over the past several months, the MAG public involvement team has been conducting numerous public meetings, small group presentations and special events to gather citizen input into the Regional Transportation Plan. Events summarized include a variety of large-scale public events in which MAG hosted a booth to both provide and collect information.

During most of these events, citizens were asked to complete one of two surveys, a Funding Priorities Survey or a Four-Question Survey, to help gauge their individual and group spending priorities. Information about the two surveys and where they were distributed is outlined below, and detailed breakdowns of the Four-Question Survey, both by combined input and by individual event, are included in the Appendix.

**(Note: A detailed report with information on the Funding Priorities Survey is included on page 27.)**

## **INPUT OPPORTUNITIES**

Over the past three years, the Maricopa Association of Governments has provided dozens of formal and informal opportunities for receiving comment on the Regional Transportation Plan (RTP), including public meetings, stakeholder forums, special events, focus groups, workshops, and presentations. Input provided by Valley residents throughout the process has been instrumental in the development of the Regional Transportation Plan (RTP).

The input detailed in this Interim Report includes outreach conducted from January to June 2003, beginning with a freeway opening in Mesa and ending with the June 7, 2003 “MAG at the Mall” held at Spectrum Mall in Phoenix.

From January through June, MAG held five public workshops, hosted a number of special events, distributed transportation surveys, and gave a number of small group presentations. During these events and presentations, staff responded to comments and answered questions about the Regional Transportation Plan and the planning process. All of this information has been compiled and forwarded to the Transportation Policy Committee (TPC) for its consideration in developing the new Plan. To maintain the cooperative planning process outlined under federal and regional directives, MAG teamed up with staff members from the Arizona Department of Transportation (ADOT) and the region’s transit operator, Valley Metro, as well as Valley Metro Rail, to jointly host a number of the special events, and shared information to ensure all input gathered during the outreach period is considered by the TPC.

## **PUBLIC WORKSHOPS AND COMMUNITY GROUPS**

In the months of May and June, five public workshops were held in the Central, Northeast, Northwest, Southeast and Southwest areas of the Valley. During these workshops, citizens participated in a hands-on exercise in which participants developed their own regional transportation plan. Participants used a list of 19 major project categories, such as “New Freeways,” “Bus Service Capital,” “Bottleneck Improvements,” etc. The categories were developed by HDR Engineering based on more than 400 project requests received by the cities at the beginning of the process. A dollar amount for each category was determined based on the projected level of need between now and 2025.

Participants were given a deck of 19 cards listing each project and its cost. About \$22 billion worth of projects were contained on the cards, but participants could not spend more than \$8.3 billion for their plan – the amount anticipated to be raised by the half-cent sales tax extension. A worksheet, or “Funding Priorities Survey,” was provided to record the amounts spent on each category by each respondent. (See Appendix for a sample of the Funding Priorities Survey.) Participants were then asked to convene into small groups and to try to reach consensus by table on their spending priorities.

In addition to the public workshops, the Funding Priorities Survey was distributed to a number of community groups, such as local transportation commissions, the Hispanic Chamber of Commerce, Sun City Grand Neighborhood Representatives, and others. For a summary of the results of those meetings and the public workshops – along with a detailed breakdown of responses – please see page 27.

## **OTHER PUBLIC EVENTS**

In addition to the events in May and June, numerous other special events have been held, such as freeway openings, MAG at the Mall events, Sunday on Central, Cinco de Mayo, small group presentations, and other opportunities. During these events, MAG distributed a shorter survey designed to record respondent's transportation priorities. Referred to as the “Four-Question Survey,” participants were asked to answer four questions, including, “What is the single most important thing that can be done to improve the Valley’s transportation system?” and, “If it was your job to decide how to distribute our tax dollars on transportation improvements, and you had a total of \$100 of tax money to distribute, how would you distribute it among the following four areas? Freeways, Bus Service Improvements, Light Rail Transit, Street and Road Improvements?” The remaining questions had to do with awareness of the expiration of the half-cent sales tax and the perceived impact of Proposition 300. A list of the events where the Four-Question Survey was distributed, along with a list of community groups where presentations were given, may be found in the Appendix.

## **DECEMBER POLL COMPARISON**

In December 2002, the Behavior Research Center, working on behalf of the Transportation Policy Committee, conducted a poll of 1,009 Maricopa County voters to obtain information about transportation issues and concerns. In that poll, the “hundred-dollar” question was asked. In that scientific telephone poll, that line of inquiry revealed voters were balanced in their distribution, with the following averages:

### **Behavior Research Poll \$100 Question**

Light Rail = \$21

Freeways = \$32

Street/Road Improvements = \$25

Bus Service Improvements = \$25

This balance seemed to be similarly reflected in the MAG Public Involvement Events when the same question was asked:

**MAG Combined Public Events \$100 Question**

Light Rail = \$26

Freeways = \$26

Street/Road Improvements = \$23

Bus Service Improvements = \$25

**LOCATIONS**

The Regional Transportation Plan public involvement meetings and events were held to accommodate citizens in the MAG region. Meeting and event times were varied in an attempt to accommodate as many citizens as possible. All of the meetings and events were off-site and in different parts of the Valley. All of the public events were scheduled in venues that are transit accessible and comply with the provisions of the Americans with Disabilities Act. In addition, Spanish language materials, sign language interpretation, alternate materials, and FM/Infrared Listening Devices were available upon request.

The following list represents the events, dates and locations where the Four-Question Survey was distributed.

**Loop 202 Freeway Opening**

Gilbert to Higley section  
January 11, 2003  
Mesa

**Northwest Black History Festival**

Peoria  
February 1, 2003  
Peoria Municipal Complex

**Tempe Rotary**

Tempe  
February 4, 2003  
Monte's Restaurant

**Seminar in Spanish and Business Expo**

Phoenix  
February 6, 2003  
Phoenix Civic Plaza

**Phoenix Latino Institute**

Paradise Valley  
February 8, 2003  
Paradise Valley Community Center

**Black Heritage Festival**

Phoenix  
February 8, 2003  
Phoenix Symphony Hall Terrace

**MAG at the Mall**

Phoenix  
March 1, 2003  
Metrocenter Mall

**Chicanos Por La Causa Cesar Chavez Festival**

Phoenix  
March 22, 2003  
Barrios Unidos Park

**MAG Regional Town Hall**

Phoenix  
March 28, 2003  
Black Canyon Conference Center

**Cinco de Mayo Festival**

Phoenix  
May 3 and 4, 2003  
Patriot's Park

**Arizona Hispanic Chamber of Commerce**

Phoenix  
May 13, 2003

**SR 51 Freeway Opening**

Phoenix  
May 24, 2003  
Bell Road to the 101

**NW Valley Transportation Coordinators****Alliance**

Glendale  
May 21, 2003  
ASU West

**Sunday On Central**

Phoenix  
April 13, 2003  
Central Avenue

**Papago Area Transportation Coordinators Alliance**

Buckeye  
May 7, 2003  
Fry's Corporate Center

**MAG at the Mall**

Glendale  
May 17, 2003  
Arrowhead Mall

**Go Glendale Transportation Open Houses (3)**

May 15, 21 & 22, 2003

**MAG at the Mall**

Chandler  
May 31, 2003  
Chandler Fashion Square Mall

**MAG at the Mall**

Phoenix  
June 7, 2003  
Spectrum Mall

**Other groups that received presentations, but did not fill out the Four-Question Survey.**

MAG also provided presentations to a number of community groups during this time, listed below in alphabetical order.

- American Council of Consulting Engineers
- Association of Equipment Distributors of America
- Business Coalition/Maricopa 2020
- Business Coalition Leadership Council
- Chandler Chamber of Commerce Policy Committee
- Citizens Transportation Oversight Committee
- East Valley Partnership
- Glendale Citizens Transportation Oversight Committee
- Maricopa County Board of Supervisors
- Mesa Transit Commission

- Phoenix Chamber of Commerce
- Phoenix Citizens Transit Commission
- Phoenix Transportation Aviation Transit and Technology Committee
- Tempe Transit Commission
- Valley Citizens League
- Valley Forward
- Tempe Chamber of Commerce
- Valley Partnership

## **FOUR-QUESTION SURVEY**

This section provides a summary of comments obtained during the RTP public involvement input opportunity. The comments listed below reflect the results of the first question on the “Four-Question Survey.” Question one asked “What is the single most important thing that can be done to improve the Valley’s transportation system?” The results from the entire “Four-Question Survey” are listed in the Appendix on page 43, along with some documents provided by citizens to be made part of the public record.

### **Loop 202 Freeway Opening**

- No more golf courses, preserve the desert.
- Improve bus service.
- Continue fantastic work on the freeways.
- Need an express bus line with park-and-ride lots.
- This area needs a mass transit and rail system.
- Need more promotion of hybrid fuel cars.
- Install cameras at freeway ramps to decrease speeds.
- Widen and connect the freeways.
- Get rid of stop lights, have more one-way streets.
- Need a bus to Apache Junction.
- Need more buses and some commuter rail.
- Build infrastructure before allowing build-out.

### **Northwest Black History Festival**

- More bus routes at an affordable cost.
- Extend the transportation system to the rural areas.
- More buses in Peoria and Happy Valley.
- There needs to be an underground rail system that extends from the Northwest to the East Valley.

### **Tenpe Rotary**

- Need light rail.

### **Seminar in Spanish and Business Expo**

- Add more buses to the system.
- Eliminate HOV lanes. They are not needed.
- Develop light rail.
- Add more bus routes further out in the West Valley.
- More buses and more frequent routes.
- Improve the highways; add more buses.
- Add more routes, increase “services.”
- Increase security and law enforcement, improve transportation facilities.
- Improve access to South Mountain and Ahwatukee areas.
- More buses.
- Rapid bus system should be implemented.
- Get “smoky old cars” off the road and create a specific lane for trucks with cargo.
- Add more buses and start light rail.
- More bus routes where none are available now; add light rail.
- Better cars.
- We need more bus routes and extended service hours.
- More transportation buses.
- More police officers in view to help minimize traffic violations.
- Increase number of buses.
- Widen freeways.
- More state funds for transportation; Mesa has no Sunday bus service because of no money.
- We need light rail as soon as possible.
- Build more highways.
- Place large route maps and connecting routes at bus stops.
- Extend public transportation to more areas.
- More funding for cars, trains, transportation. Population increasing, but transportation lagging.
- More cleanliness and security.
- Faster transit system, like Metro or light rail.
- Better roads, better bus service.
- Better buses.
- More options in transportation.
- More buses.
- More bus services in rural areas.

### **Black Heritage Festival**

- Build a better public transportation system.
- We need a regional bus system.
- We need a 24-hour bus system that runs seven days a week.
- More mass transit and carpooling.

### **Phoenix Latino Institute**

- Better buses and improved bus service.
- Have a plan.
- More buses.
- We need light rail.
- Better time schedule.
- More freeways.
- Add buses.
- We need more transportation services everyday, especially in the afternoons.
- More buses running longer.
- We need 24-hour bus service.
- We need light rail.
- We need more roads and highways.
- A transit system that provides transportation to and from work for those who have no vehicles as well as those who are concerned for the environment.
- Light rail.
- More frequent bus schedule.
- More hours of bus service.

### **Glendale Latino Institute**

- More buses, better schedule for benefit of families.
- More frequency in the routes. Buses take too long now.
- Increase frequency and add routes.
- Increase present routes.
- We need a rail system.
- Improve and extend the routes and increase the bus frequency.
- More courteous drivers, more safety for drivers.
- More accessible bus lines, more hours of service.
- Employer incentives for public transit use.
- Bus routes every 15 minutes.
- More bus routes for the West and North areas of the Valley.
- A railway system.
- More buses.
- More buses and more frequent routes between 7:00 a.m. and 9:00 a.m.
- Build light rail.

### **MAG at the Mall (Metrocenter)**

- Rational land use planning and the elimination of the subsidies that promote sprawl.
- More buses in Glendale.
- More bus seats.
- Since the Valley is growing, we need to widen the freeways and have more bus routes.

- More freeways and a better and faster way to get places.
- Enforce speed limits.
- Make the bus system go more places.
- Get the rail system up and running, less pollution.
- Improve street drainage.
- Need more left yield turns.
- Need a rail system and better light timing.
- More law enforcement presence.
- Street maintenance.
- Freeways with half-mile overpasses.

### **Chicanos Por La Causa Cesar Chavez Festival**

- Make the bus system more accessible for people, weekend/evenings.
- Add freeways.
- More services to help the handicapped.
- Better transit system now.
- Get more buses for people to take or get another system going.
- Better public transit program.
- Improved schedules.
- Use more money to expand the use of the transportation system.
- Increase the bus-only lane.
- More buses.
- Light rail system and more express bus lines from the NW Valley to downtown Phoenix.
- Having a more efficient transit unit, such as an express railway.
- Light rail now.
- Going further out west.
- Better bus service for people who don't have their own transportation.
- More freeways and road improvements. Some streets in the middle of the city are just hard to drive on. More freeways because this is a good city to live in and the country knows it. So they are coming here.
- Improve all hour transportation to neighborhoods with safe/shady waiting areas.
- More convenience to downtown.

### **MAG Regional Town Hall**

- Note: See the MAG Regional Town Hall Report for all comments received during the Town Hall. The report is available at [www.LetsKeepMoving.com](http://www.LetsKeepMoving.com), or at the MAG library, 302 N. 1<sup>st</sup> Avenue, Suite #300, Phoenix.

## **Sunday on Central**

- Widen the freeways more.
- Decrease times between connecting routes.
- Convenience.
- Light rail, police freeways.
- Bus services, nicer drivers and more buses like every 15 minutes instead of 30 minutes.
- Expand the bus system grid.
- Improve roads make more one-way streets.
- Extend hours and availability.
- More buses.
- Have more buses running constantly like Puerto Vallarta. Have central areas to run from.
- More buses running more often.
- Expand the freeway system.
- Lower the cost of gas.
- Light rail.
- Bus pull out investments to keep from blocking traffic.
- Light rail.
- Do it right the first time, don't waste time redoing.
- Get rid of red lights onto freeways.
- Longer hours.
- Carpool.
- Cut down on the speeders.
- More lights in parks.
- Light rail.
- Better bus service on weekend, more locations.
- Connect 51 to 101.
- Decrease wait time in traffic, light control.
- Improve roads/freeways.
- Better bus.
- Improve roads/surfaces, do major improvements at one time (I60 widened then same section widened again two years later.)
- Better bus system.
- Light rail system, better turning at stop lights.
- More accessible freeways.
- Freeway construction.
- Good streets.
- Bus routes need to have times closer together – an hour between buses is too long.
- Rail system, east to west and north to south.
- Take the money that will be wasted on MAG's transit and build more freeways with it.
- Better bus service to Northeast Phoenix.
- Light rail/mass transit.

- Light rail/park and ride.
- Transportation department needs to clean the freeways. The freeway is filthy dirty.
- Run on schedule.
- Use bus system.
- Better public transportation.
- Earlier hours.
- More of them.
- More emphasis on carpools, more freeways, trams.
- More buses and more times.
- More freeways or parkways.
- Better metro system, trolleys.
- More hours.
- Wider streets.
- Plan ahead for “growth” of population and put it to use on the freeway system.
- Finish the freeways.
- Need more east-west routes to match north-south routes and more often. An hour in Arizona summer sun is too long.
- More convenient running hours and run 15 minutes more.
- More frequent bus transportation or some lines at Metro, designated bus numbers.
- Rail system.
- More buses to come less than 15 minutes at a time.
- More routes.
- Have drivers drive with more caution.
- More buses at later hours.
- More carpool.
- Time and place.
- Trains.
- More buses.
- Increased bus service, especially on weekends.
- Mass transit serving East and West Valley residents 24/7.
- Light rail.
- Better roads.
- Run more cross service and not long waiting for service.
- Run the buses on a tighter time frame, i.e., it takes 40 minutes to travel 10 miles.
- Clean-air buses.
- Make streets and freeways much more bigger.
- Carpool.
- Rapid transport.
- Make the freeways bigger.
- Having the bus driver be on time.
- Transportation should be made Valley wide.

- Provide light rail system.
- Rail system.
- Carpool.
- Keep streets maintained, control speeding.
- Better roads.
- Every vehicle can be electric.
- Light rail.
- Better public transportation.
- Have buses run later and more often.
- Get more buses on the road and in more cities.
- Streets fixed.
- Time and more ways.
- More buses.
- Carpool.
- Run buses every five minutes in every direction. No, I am not kidding.
- More left turn lanes.
- Make buses turn more often with better connections.
- Central Avenue trolley.
- Light rail.
- Build more trams.
- Freeways.
- Freeway system.
- More buses to Goodyear (weekends).
- Have buses with longer routes, i.e., a Red Line that goes all the way to East Mesa.
- Continue improving existing freeway system, and develop the proposed light rail system, eventually incorporating the entire MetroPhoenix, East Valley, Apache Junction, etc.
- Stagger business hours throughout the Valley.
- Extend hours 24/7.
- Make it easy, family friendly.
- Widen the roads.
- More frequent stops.
- Bus at night.
- Safe transport.
- More hours, closer buses.
- Develop a rail transit program.
- Taken bus.
- Increase alternate fueling and the production of the alternate fuel (car).
- Get better and more buses.
- Carpool.
- Encourage ridership, buffer routes, cost effective.
- More trips.

- Improve and widen streets.
- Improve streets, more “one way during rush hour” streets (16<sup>th</sup> Street/19<sup>th</sup> Avenue).
- Get rid of bus system.
- Surface street improvement.
- Help with pollution.
- Less traffic.
- Every car can be electronic.
- Metro.
- Make subways.
- Place Valley transit equipment in designated lanes for their use only.
- More money.
- Get rid of half the people.
- More public transportation, i.e. rail system.
- Encourage carpooling and mass transit.
- Better mass transit (rail).
- Better city-wide mass transportation.
- Mass transit – trains.
- More buses on the route.
- Forget mass transit. People going to too many locations from too many locations, (can't understand the rest of the statement).
- More on-ramps.
- Longer hours at night. Buses should run every 15 minutes, all routes. Baseline runs long, shorter time, more buses.
- Improve freeway.
- Less cars more bus.
- Bus system.
- More buses! Close second, more physically separated bike lanes.
- Bike path – widen bike right-of-way.
- Less traffic.
- Travel 24 hours.
- Get more bus with 24 hour service.
- Speed/freeways.
- Mass transit.
- More police traffic officers, driver is the problem.
- Bigger mass transit system.
- Late evening bus service in Phoenix. 8pm Friday until 2 am Saturday (6 hours) 8 pm Saturday until 2 am Sunday (6 hour) 8 pm on Sunday until 2 am Monday (6 hours). These hours will bring a lot of riders.
- Cheaper for students.
- Little cheaper for seniors.
- Mass transit.

- Complete light rail.
- More buses.
- Light transit.
- Safer bus stops.
- Better public transportation.
- 24-hour bus system.
- Lower fares.
- The new rail.
- Light rail subsidies.
- Make it accessible to all areas.
- Less driving.
- Carpool.
- More urban living.
- Light rail Valley wide system.
- Bus on 3<sup>rd</sup> Street.
- Expand the times you run.
- Expand hours.
- Rail car.
- Longer hours, more frequent more side routes.
- Keep your buses in repair.
- Bus service.
- Make it more bicycle friendly.
- Broadening the bus transportation routes.
- Widen the roads.
- Finish the freeways.
- Bring lots of buses, five minute increments.
- Get people to carpool or bus.
- More buses, more often.
- Buses need to run longer and late at night.
- Add the rail.
- Speed up the city's bus service.
- More police to get the speeders.
- Longer hours for buses.
- More buses to run more often.
- More buses that run more often.
- More frequent bus service.
- Later bus service, more lanes on freeway.
- Wider lanes.
- Light rail.
- More turning signals at intersections or at least keep them working.

## **Cinco de Mayo Festival**

- More transportation.
- Improved services.
- Transit service 24 hours a day.
- Build more freeways.
- Oxygen in the environment, reduce the number of cars.
- More freeways, better roads.
- More bus transit service and that they extend the nearby towns.
- More buses.
- Light rail.
- Earlier bus service.
- Improve streets, provide more routes on more different streets.
- To improve it, more buses are needed because they delay too much, improve bus frequency.
- Driving age limit, enforce it, more lanes, more turning arrows (left).
- Light rail.
- More flexible bus hours.
- More new buses.
- More freeways.
- More buses.
- More buses.
- No response.
- More courteous drivers.
- Keep a more timely schedule, buses running on time.
- More buses with less waiting time, light rail.
- More buses.
- My personal opinion is that it should be like in Chicago, New York and Los Angeles. Also the wait should not be long, only 10-15 minutes. Buses should be rapid.
- Better roads, better buses, better freeways.
- Light rail will be a very good option to maintain the flow of vehicles on the freeways. It will also help save in insurance rates.
- More buses.
- Freeways.
- With more freeways.
- Other freeways.
- More buses.
- More carpooling.
- More wider roads, freeways.
- Light rail.
- More late routes for people who work swing and grave yard shifts, also better freeways.
- More freeways.
- Improve roads, more bus service.

- Put more buses on the road.
- Buses be on time.
- Bus.
- Ride the bus more.
- Bus system.
- More freeways lanes.
- Gas prices are too high.
- More buses.
- Better barriers on highways, not cable.
- I think it is a very good system, but the areas and hours need to be expanded. Example, green line to Pima needs to be past 7:00 pm.
- Transportation should be till 12:00 midnight.
- More buses.
- Lower gas prices.
- Making all bus stops to have an intersection for buses to enter.
- Lower gas prices.
- Public transport.
- Bus system.
- Better bus schedules with more times for pick ups and better locations on the outskirts of Phoenix.
- Highway.
- More bus, 24 hours.
- More bus stops.
- More lanes, people should focus on defensive driving to avoid so many accidents.
- Light rail cars.
- Better buses for school.
- Make bus routes/connections more convenient, more early morning buses.
- More services for the handicap.
- Better bus service.
- Rail transportation.
- Light rail cars.
- Light rail.
- Light rail transit.
- Subway system.
- More support of the community to utilize the systems.
- We need another Valley transportation.
- More areas in East Mesa for elderly.
- More bus lines.
- More buses, later hours.
- Add more transit systems for a longer period of time, 24/7 in all areas.
- More freeways.
- More buses, every 15 minutes would be nice.

- More freeways and buses from Ahwatukee.
- Expand highway system. We need more loops, clover leaves.
- Light rail system, subway system.
- Bus system.
- Need more buses, lower gas.
- Need more buses and longer running.
- Longer running services and more buses.
- Carpooling.
- Light rail system.
- Maybe more buses or shuttles to major parts of work areas.
- Add bus routes, seven days a week.
- Bus system.
- Light rail.
- Later buses.
- Weekend transportation on suburban.
- Longer hours on bus system.
- Bus out to Sun Lakes, Bus on Riggs Road into malls.
- More carpooling, use of alternative transportation.
- Electric train.
- More buses.
- By being more aware of pedestrians.
- More buses running, maybe 24 hours, rail systems.
- Bus.
- More freeways.
- More shifts for transit.
- More freeways.
- Fix the freeways, make them wider.
- (Not legible.)
- Add more freeways.
- Make bike lanes on all major streets.
- Rapid transport.
- Keep the freeways clean.
- More buses.
- Focus on west Valley, i.e., 101 completion and Loop 303 development. Look at business access in Goodyear/Buckeye area.
- (Not legible.)
- Light rail.
- Signs over freeway with information.
- Get your own lane.
- Better streets.
- More buses.

- Better bus service and freeways.
- Drugs, alcohol.
- The immediate solution would be to construct more bus pullouts. Several times I have been caught in between a bus or vehicles stopped because a bus is in the middle of the road. Another would be less bus stops, maybe at every intersection.
- Traffic sucks, more lane freeways.
- Wider freeways.
- A better system.
- More buses, Chandler.

### **Papago Area Transportation Coordinators Alliance**

- Freeway access.
- Widening freeways and bottlenecks.
- Make longer commutes more attractive for people to use public transportation.
- Widening existing freeways.

### **Arizona Hispanic Chamber of Commerce**

- Creation of a user-friendly system that reaches all the municipalities.
- Comprehensive public transportation systems, light rail, buses, community transit system.
- Maintenance of roadways and expansion of transit in dense areas of Hispanic population. Transit supports education and employment infrastructure in Hispanic communities.
- Great incentives for carpooling or using buses (e.g. can get 15 minute grace period at work, place at beginning and end of day, some other form of \$ incentives, faster carpool lanes) Light rail, maintaining streets in poorer communities (S & W Phoenix, Glendale, etc.)
- Improve/expand freeways, expedite rail system.
- We need more lanes on the freeways.
- Better monitoring by police and others to assure people abide by traffic laws.
- Provide public transportation systems.

### **MAG at the Mall (Arrowhead Mall)**

- More extensive bus service.
- Start by not allowing overloaded vehicles to use the same streets and highways as the “safe” vehicles. They can’t see past bulk on/in vehicle, can’t accelerate or stop safely.
- Ban people that carry excess loads that drop items in and along the way.
- We need trains.
- 24 hour buses.
- Metro rail needs to be built.
- Later express buses.
- More freeways.
- More buses; waiting for the tram line.
- Public transportation.

- The pollution is real bad.
- Subways or monorails.
- Buses later.
- I would like to see a bus or transit go through 83 and 91<sup>st</sup> Avenues. We really need it that way. I would take the bus to work at Boswell Hospital.
- Get rid of people driving that did not go to drivers school.
- More carpooling and more efficient buses.
- Better roads.
- Need more road.
- Overhead light rail (mono).
- Subway.
- Look at Japan – their rail system, how stupid of Phoenix to wait so long for what’s needed yesterday.
- Light rail in Northwest Valley.
- More buses, better times, all buses should run every 15 min. Have buses on all Aves, Streets, and all major streets. Have late buses.
- Better bus service for elderly in Sun City.
- Add light rail, add super highways (double deck).
- Help Internet service to be more user friendly. I still had to call.
- Light rail transit.
- Better public transit.
- Widen roads, pre-plan for growth.
- Light rail or subway.
- New, severe restrictions on new development.
- Subways/trains.
- More public transit.
- More buses.
- Better bus service for Sun City. Many of our residents can no longer drive. Light rail for the future.
- More buses with longer hours and more frequent runs.

### **Northwest Valley Transportation Coordinators Alliance**

- Increase the number and size of freeways.
- Propose a new tax to new homeowners. Money and speed. Make decisions quicker, get construction done quicker. Get buy-in from the good old boys! Light a fire under their butts!
- Communication and education. The residents of Arizona need to have a knowledge of how your organization is working to improve the Valley’s air and also complete understanding of what impact there will be without a comprehensive transportation plan.
- Light rail, communication to the public.
- Finish freeway system.
- More bus pick-up locations and routes, wider freeways.
- Accessibility.

- Rail system to cover west Valley to central Phoenix to Scottsdale.
- Communication to public.
- Improving the freeways and streets will help with traffic congestion, on the streets there needs to be more bus routes.
- Expand public transportation.
- More freeways.
- Freeways.
- Make it more widespread throughout the Valley.

### **SR 51 Freeway Opening**

- More bus pull outs.
- Build faster.
- Quiet.
- Close the borders.
- Rapid transportation from North Valley into downtown.
- Keep the customer (citizen) involved. Make sure our voices are heard and than improvements benefit all of us.
- Condensed work week.
- Functional mass transit.
- More construction at night and less road at a time.
- Plan ahead.
- Allow all on HOV lanes with fee.
- Change all carpool lanes to travel lanes.
- More police.
- Shaded bus stops.
- Patrol the speeding on the highways better.
- Connecting all major freeways.
- Carpool.
- Public transportation further out, mass transit.
- More and more frequent buses.
- More bus service.
- Rubberized asphalt on all freeways and roads.
- Improve current public transit before taking on new, expensive projects.
- Add lanes.
- Go farther north on 35<sup>th</sup> Avenue.
- Freeways.
- Expand bus system.
- Rapid transit.
- Accelerate building & expanding light rail.
- More freeways.
- More lanes.

- Light rail.
- Consistency. Look at Cal., you can get on and off at most all streets not just selected street, ie Greenway 51 N or S.
- No light rail, it is a joke.
- Turnarounds.
- Lower the speed limit or have more police enforcement.
- Mass transit.
- Continue building freeways. Add more bus routes.
- Wider freeways.
- More info.
- Spend more tax \$ on education.
- Better timing of signal lights.
- Trucks in two right lanes only.
- City buses.
- Advertise more so people are aware.
- Public transportation freeway.
- Do the freeways wide enough the first time.
- Looks good to me.
- Traffic enforcement PPD and DPS.
- Improve bus service.
- Better bus system.
- Public transit, buses and trains.
- More police.
- Have HOV lanes and a rail system.
- More of the same.
- Clean side of the road.
- More roundabouts instead of traffic lights.
- Keep roads in good order and clean.
- More carpool lanes, more light rail, mass transit.
- More speed enforcement.
- Continue expanding highways.
- Get people out of their cars.
- Rail system.
- Mass transit.
- Buses that access more areas.
- HOV lanes enforced.
- Finish freeways ahead of schedule, mass transit.
- Speed enforcement, less merging lanes, more HOV.
- Better public transportation.
- Provide more public transportation. Highway that goes East-West “mid-Valley”.
- Ensure safe speeds.

- Increase frequency and number of busses or trams.
- Improve bike lanes.
- Add more buses, frequent time schedule, not 1 hour or 30 min. time schedule, too hot to wait a long time at bus stops.
- Better planning.
- Control growth.
- Fewer taxes.
- More freeways.
- More lanes.
- I would like to see more electrical speed signs up letting these people who don't check their speedometer to see how fast they are going. We do it for school areas.
- No left turn on red arrow.
- Have a regional mass transportation system.
- Light rail, light rail, light rail.
- Wider.
- Better mass transit system, better bus system.
- Expand mass transit.
- More freeways, light rail.
- Better public transportation.
- Wider freeways.
- Build more mass transit (rail, skytran).
- Slow the speeds.
- 51.
- More lanes, more rubber, so quiet.
- Synchronized lights.
- More freeways.
- Stop the growth.
- Stop growth.
- Extend the 1/2 cent sales tax.
- Light rail.
- Control crazy drivers.
- Ease congestion during AM & PM travel.
- Rail system that is accessible.
- Provide more senior transportation.
- Bus transportation.
- Need rail transit.
- Bike trails wider.
- Freeways.
- Public transportation that bring people where they want to go.

### **Go Glendale Transportation Open Houses**

- Better bus stops.
- No lights at half streets.
- Light rail and freeways.
- More major corridors (freeways) express routes.
- Provide an efficient mass transit system.

### **MAG at the Mall (Chandler Fashion Square)**

- When doing construction please keep some of the roads open.
- Build freeways as quickly as possible.
- Better and/or more freeways. Light rail system would entice to use it and leave my car at home.
- Light rail transit.
- Make all surfaces similar to newly opened 60 freeway.
- Better freeways. San Tan will be very important.
- More freeways to prevent traffic congestion. Too many cars on the road. Need police to patrol freeways.
- An express train or subway or rail transit.
- Mass transit.
- Access.
- 24 bus systems is what we need.
- To survey what you predict the growth will be and expand the roads and freeways to handle the foreseeable traffic that will come later on instead of tearing up or roads in the future do it all at first and you won't have to play catch up on the traffic. Install turn arrows that work at the same time.
- Freeway is in the wrong place, oh well! It was built there a long time ago. To late now.
- Complete freeways already planned. Make wide highways (4 lanes plus with carpool). Rubberized asphalt.
- Bus service.
- More police on freeways.
- Light rail.
- Get rid of Joan Shafer on the committee!
- Mass transit.
- Increase freeway lanes.
- More east Valley stops.
- Go into south Chandler with light rail.
- More freeways.
- Light rail – unlimited subways!
- Increase light rail service from rural areas to downtown Phoenix; ie Queen Creek.
- Make it accessible everywhere and easy to use.
- Everyone drives way over speed limit, install radar systems.
- Less people.
- Convenient mass transit system.

- Light rail.
- More lanes.
- Transportation fast.
- Everyone drives too fast.
- Mass transit.
- More lanes.
- Allocate more funds for better bus service in the Valley.
- More cops to help prevent illegals in the carpool lane.
- Finish freeways.

### **MAG at the Mall (Spectrum Mall)**

- Later running times.
- Run the buses more often. It is very hot to stand out in the sun.
- The air.
- Make sure they don't break down, make run more often.
- Consistent air conditioning and overall maintenance of all buses, so that there will be uniformity.
- Later bus service so people can get home from events downtown at night.
- For the buses to run every 30 minutes on Sunday.
- To have more buses and improve time and route (more). More buses during the weekend.
- More frequent buses, longer nighttime hours coming from Scottsdale into Phoenix.
- Give people bus rides for 50 cents on ozone alert days.
- Improve AC unit, fix streets.
- More stops.
- Extended hours.
- More hours or longer.
- Have buses and light rail run 24/7.
- Make more buses that run more often.
- 1. Change the striping on major streets, Glendale, Bethany, Northern, that switch from 3 to 2 lanes – on opposite sides of street every 15-20 blocks. 2. Light rail and bus, connected through all suburbs.
- Bus service to Paradise Valley. There is no way to get to the many churches along Lincoln Drive and 40<sup>th</sup> Street area.
- More public transportation like buses, etc.
- Improve schedule.
- 24 hour bus system.
- Lower money for using bus-light rail.
- Traffic engineers.
- More and frequent vehicles along thoroughfares with buses are too many missed buses along intersections. More room that is taken up by wheelchair.
- Covered and misted bus benches.
- Light rail.

- Provide this light rail. I would suggest you study the system light rail in City of Denver, Co in the 1930 to 1948.
- Efficiency and rapid service.
- Get pollution down.
- More timely manner.
- Shaded seats and longer hours.
- Improve the frequency of buses in Mesa on the weekend. There are NO redlines that go farther than Gilbert Road. Extend red line bus out to Greenfield Road at the very least.
- Longer hours.
- More bus routes on every street.
- Expand to more routes.
- Convenient, inexpensive, express routes with inter-connecting shuttles. Most express routes (and the proposed light rail) only go from major points to major points. The light rail to Mesa stops one to two miles away from everything.



---

# FUNDING PRIORITIES SURVEY

---

## INTRODUCTION

A targeted public outreach program was implemented in May and June 2003 to provide the public an early opportunity to provide input into the regional transportation planning process and to identify the public's funding priorities for future transportation projects. Information obtained from the public was presented to the Transportation Policy Committee for its review during the development of the Regional Transportation Plan.

## INPUT OPPORTUNITIES

Various forums for input were used during this outreach phase. This section includes the results from five public workshops and presentations made to community groups and organizations.

The survey instrument used during this process was the Funding Priorities Survey, which was developed to provide citizens an opportunity to make the same difficult choices that their local elected officials had to make when deciding on what projects to fund in the new Regional Transportation Plan given limited resources.

## FUNDING PRIORITIES SURVEY

After a short presentation on the future growth of the region, citizens were asked how they would spend approximately \$8.3 billion, the estimated revenues from an extension of the existing one-half cent transportation sales tax for 20 years. The participants were given a list of 19 transportation projects totaling approximately \$20 million with information on the estimated cost for each project. They were asked to determine which projects they would fund and the amount they would spend on each project category without exceeding the \$8.3 billion. Participants recorded their responses on a feedback form and returned the forms to staff.

## LOCATIONS

The following is a list of the five public workshops held to obtain public input. All workshops were held from 6:30-8:30 p.m. A total of 151 funding priority surveys were returned during the workshops.

### *Central*

Thursday, May 22, 2003

ASU Downtown

### *Northwest Valley*

Thursday, May 29, 2003

Thunderbird Graduate School, Glendale

### *Northeast Valley*

Tuesday, June 3, 2003

Horizon Community Center, Scottsdale

### *Southwest Valley*

Wednesday, June 4, 2003

Estrella Community College, Avondale

### *Southeast Valley*

Thursday, June 5, 2003

Rendezvous Center, Mesa

The following groups and organizations also participated in the funding priorities survey. Responses were received from 126 participants.

- Maricopa County Special Transportation Services
- Valley Forward
- Sky Harbor Transportation Coordinator Alliance
- Valley Citizens League
- Intel Community Advisory Panel
- Glendale Citizens Transportation Oversight Committee
- Environmental Group Leaders

- Financial Management Class
- Sun City Grand Neighborhood Representatives
- MAG Bicycle Task Force
- Tempe Transportation Commission
- Mesa Transportation Commission
- Phoenix Surface Transportation Committee
- Goodyear Planning and Zoning Commission

The funding priorities survey was also posted on the Web site. Twenty-five responses were received on-line and through the mail.

## **SUMMARY OF INPUT**

The following numbers summarize the funding priorities for the public workshops and community organizations. Surveys received online through the MAG Web site are also included. Two figures are represented. The first figure is a monetary figure, in billions, that represents the average amount of money given to each transportation mode by workshop participants and community group participants. The second figure, in parentheses, represents the average percentage of the \$8.3 billion budget given to each major mode by the groups.

### **Average of All Workshop Participants**

Paths \$0.20 (2%)  
 Streets \$1.18 (14%)  
 Transit \$2.85 (34%)  
 Freeways \$4.25 (50%)

### **Average of Community Group, U.S. Mail and Online Participants**

Paths \$0.20 (2%)  
 Streets \$1.14 (14%)  
 Transit \$2.49 (30%)  
 Freeways \$4.46 (54%)

## **PUBLIC COMMENTS**

### **Northeast Valley Workshop, Scottsdale:**

- Separate air quality and congestion issue – fuel changes may solve air quality.
- If keep building freeways add to gridlock – if don't build freeways it will encourage people to use other options – need to give incentives to use transit.
- Phoenix is past point to make a rail system effective.
- Rip up existing pavement and people will leave.
- Some projects are reasonable to fund local senior services.
- Regional – should be larger projects that cross jurisdictions.
- Build South Mountain and 303.
- New freeway interchanges – developers should fund.
- It is too hot here to stand and wait for a bus. Do subways or forget it.
- Build another loop – outlying.
- Build the South Mountain Freeway.
- Encourage business to locate in outlying areas.
- Major streets – only improve some.
- New freeways – only outlying areas
- Fixed route bus service – trolley bus instead.
- Raise (bus) fares in rush hours.
- Neighborhood circulators serve wealthy people – make them pay their own way.
- Express bus service – trolley bus instead.
- Express bus operating should be paid by the fare box.
- Commuter rail should be a private enterprise.
- Freeway maintenance and street improvements are OK.
- ITS arterial management is needed to bring existing roads up to capacity.
- Sales tax fails. (Nothing on funding priorities plan shown will be funded.)
- Street improvements – include bike lanes.
- We agreed to spend money for new freeways.
- Spent more on infrastructure, streets, fixed routes, circulators.
- Want South Mountain and 303 freeways built.
- Don't widen existing freeways.
- No new HOV lanes.
- No bottleneck improvements or widening of existing freeways.
- Fully funded transit, circulators, express.
- No new freeways and street improvements – local jurisdictions should fund street improvements.
- Street and bike lanes were important – Scottsdale/Tempe put bike lanes on new street construction.
- Multi-use paths are for recreation.
- \$6B for new freeways – need to start on the 404 and building out.
- Most did not fund HOV lanes.
- Didn't like neighborhood circulators – weren't regional.

### **Southeast Valley Workshop, Mesa:**

- Include strong component of Light Rail and Commuter Rail. Historically where these modes of transportation have been built they were used and grew. Examples are Southern California/San Diego/Los Angeles, Oregon-Washington State, Dallas, Chicago/Midwest area.
- Additional freeways have not been successful moving the congestion from surface streets to freeway while increasing the danger due to high speeds. Multi-lane surface streets have a similar effect on speed/danger.
- How are seniors and disabled able to vote in the surveys you mentioned? The ones who do not have transportation.
- Seniors want to be involved in surveys. Need more outreach to seniors in transportation issues.
- Need more bus shelters. Too hot for seniors to sit and wait.
- Seniors often can't use fixed route bus service – not transit mobile. Need special services.
- It is great the cities of Mesa, Tempe, Gilbert, Chandler and Scottsdale have combined Dial-a-Ride services. This has been a godsend.
- To relieve East Valley congestion and support Gateway Airport for future growth.
- Express Bus Operating facilitates Park and Ride.
- Reduce pollution in Valley air.
- Optimize the right-of-way we already have.
- Maximize the efficiency of existing surface streets to alleviate the impending increased density.
- Optimize alternative transportation at local levels.
- Seniors, ADA and Rural have limited options.
- Existing freeways already have right-of-way and no one is displaced.
- Express buses can carry commuters at peak times.
- Freeway traffic will slow down if freeways are not maintained.
- Existing streets should be maintained and improved for non-freeway users.
- Adding light rail will decrease pollution and freeway congestion, especially if used for sporting events.
- Complete freeway plan under consideration around the city to the far reaching areas the rail and buses don't reach.
- Widen East 60, continuous growth and congestion.
- Improve some bottlenecks now; wait to see how effective the rail is.
- Most effective is the rail system, begin construction.
- Senior, ADA need more reliable service – generates revenue!
- My breakdown of priorities for the estimated 8.3 billion puts the priority on freeways and bus routes. I recommend adding the South Mountain and Williams Gateway extensions. I recommend adding and supporting bus routes of all types. Once the capital expenditures have been made, a bus can be used on any appropriate route, as well as being routed around temporary problems on the road. Buses should be sized better to fit the route and advancements in propulsion methods can be more easily adjusted too. I don't want any train, trolley or other fixed transit system of that type funded due to the high capital and operating cost. In addition the rails make the route fixed and inflexible to future unseen events. I believe the method used during the meeting was constructive and I hope the input helps.

- I think any additional monies generated from the five cent sales tax should go for express bus routes, increasing fixed bus routes and refining available bus service because if there is a more comprehensive service reaching more people and making it easier for those people, more people will use the bus service. As it is now, it is too inconvenient, costs too much time and does not have easy connecting routes. Make it easy, make it fast, and people will use it.
- Didn't leave any money for HOV lanes as we have several and people hardly ever use them so why spend the money for more? Can be used much better somewhere else as it always costs more than planned.
- More accordion buses are needed. People are in love with their automobiles. More emphasis should be put on mass transportation. Bicycle lanes should be widened. People in wheel chairs should have better help and offers of help by drivers. Routes 81-77 are too steep for wheel chairs to get up the ramps.
- Let voters decide – put separate transportation projects on the ballot.
- Do maintenance costs come out of the 8.3 billion?
- Left new freeways to end and put in left-over focused on light rail, commuter rail and paths.
- Highest priority would be freeways if toll roads.
- Commuter rail and fixed route bus service is priority.
- Yes to toll ways but local impacts.
- About half funded HOV –they are empty most of the time, don't entice people out of cars, and are not enforced – need limited access.
- HOV lanes are needed for express bus.
- Who is responsible for improvements – look to see which were regional.
- 3 of 5 support light rail
- Circulators and ADA services are local and should be funded locally.
- Need to fund freeway related expenses regionally.
- 1985 money – more should have been used for transit express bus and light rail – can't continue building freeways and not transit.
- When right-of-way was acquired should include right-of-way for rail in the medians.
- Voted against ValTrans because it was elevated – unsightly.
- Most funded multi-use paths.
- Must be regional to be effective
- Bike lanes are too wide
- Want to fix bike path break between Mesa and ASU
- It's a local issue
- Some cities do the lanes right
- Use money to create regional tie-ins
- Rail will take buses off central.
- Improvements to process – have discussion of pros and cons of each card before the exercise.
- Missing projects – BRT, better service – customer service, and ITS.
- Why is senior ADA a regional funding issue?
- Need shading at bus stops. We have enough money so let's have everything.

### **Southwest Valley Workshop, Avondale:**

- Why is commuter rail funding less than light rail?
- Need a greater education component.
- Can't continue to build freeways.
- Don't see an emphasis on transit – need commuter and light rail.
- There is no one answer – we need all of the parts to make it work.
- Don't spread money too thin – focus on something and make it the best possible.
- To make transit work – faster service i.e. express bus. Amenities – laptop hookups – productive time.
- Bring jobs to outlying areas – tie to land use planning.
- Need to know where people live and work and how to do it same place.
- Emphasis on rail is vital. Phoenix isn't going to give up its cars easily so I don't think bus service is ever going to work well.
- Widening the freeways seems imperative. There are too many dangerous bottlenecks.
- The population is aging and we have to face that need.
- New HOV lanes will not improve traffic flow. Overall, it only relieves the rush hour traffic load.
- New freeways are too costly per mile without accurate demographic data and projections.
- Major street improvements are a quality of life issue.
- Senior/ADA service – Population getting older – soon will need the service.
- Express bus service – People interested in saving time. Regular bus too slow.
- Fixed route bus service – Need to get cars off road – ozone problem will only increase.
- New HOV lanes – Need to get more cars off road.
- Bottlenecks slow down traffic.
- I think you need to include facts like with the increase of autos will come an increase in ozone and other health effects. Then will be forced to use alternative modes.
- New freeways – I-10 reliever a must!
- New interchanges – Bullard traffic interchange.
- Spent bulk of money for new freeways and streets. Remainder fixed route, widening, HOV lanes/bottlenecks.
- Difference of opinion HOV vs. general lanes. Minimize freeway congestion during peak periods – need more lanes.
- People will carpool with or without HOV lanes.

### **Central Workshop, Phoenix:**

- Congestion to gridlock happens in commuter travel time – both a.m. and p.m. (Intent of comment was to suggest that we need to focus on getting commuters out of their cars.)
- Express buses and HOV lanes are essential – but (HOV lanes should be built when the freeways are built not added on later.)
- How can we reduce commuter traffic volume if commuters can't get to an express bus from home – and how does the commuter get from the bus to the workplace?

- Residences are now dispersed and workplaces are now dispersed so we must know their traffic patterns. (Participant stated that MAG needs to identify the origin and destination of commuters to effectively plan the needed improvements.)
- Pavement preservation is not included on any card and it is a low amount for freeway maintenance. (The participant felt there was a difference between basic maintenance and preservation of the pavement.)
- No street preservation card. (The participant stated there was no card for preserving and maintaining the street improvements.)
- HOV doesn't add up same as freeways not broken down. (The participant felt that the HOV card should have a series options similar to the new freeways card.)
- Street improvements should include (striping) bike lanes with paint.
- ¼ cent (should be dedicated) to: bus, ADA, Rural Pedestrian bike and commuter rail.
- Need to move people, not just cars.
- Trolley buses – cheap and flexible. We've spent \$35 million (on light rail) and they don't know where to put stations.
- They put the (light rail) route right against the future airport and railroad.
- For \$35 million they have the trolley (light rail) going under the Civic Plaza in (an) unsecured (area) where there is no safety (police protection).
- They (light rail system) tear up 40 miles of auto lanes and then talk about system preservation (one of the RTP goals and objectives).
- Research where people live and work – work with major employers (to find out where their employees live).
- There was no place (card) to clearly improve bike connectivity and this is needed.
- Safe routes to school program needed!
- Return excess funds to the taxpayers – do not need all of the \$8.3 billion for transportation.
- Fund fixed route bus service another way.
- Neighborhood circulators are a city issue.
- Included 10% for high-tech transportation research and development and 5% for ITS, telecommuting and vanpools.
- What about on-street bicycle accommodations as priority emphasis?
- Any and all freeways must include effective noise mitigation and pollution control, especially with heavy trucks. That is not happening with equitable standards today.
- New freeway interchanges should only be built as need to bypass traffic around Valley.
- Commuter rail should be private not public funded.
- No “public art” on freeways.
- Multi-use paths should come from existing parks budgets.
- One group placed a heavy emphasis on transit. We need to get people out of cars.
- Another group funded 12 of the 19 items: commuter rail funding was a compromise, they spent little on freeways, most of the money was for express bus, senior transit services, and maintenance
- Another group spent the low end for new freeways and put emphasis on bus (fixed/express), streets, and bike paths.

- Need to spend money on ITS
- Circulators should be used in poor areas, not rich neighborhoods such as Ahwatukee.
- Express bus should be self-supporting.
- Many solutions are not being looked at, for example we need to integrate school buses and local transit.
- Another group provided no new freeway funding (with dissent), and spent money on bus service, HOV, express service, bottleneck (improve what we have), light rail, commuter rail, maintenance, senior transit, and some street improvements.
- Need to move away from fossil fuels.
- Don't require zero emissions like California.
- Air quality is going to be a real issue.
- Need to coordinate with ADOT. Ask about other funding mechanisms.
- People are disenfranchised by the system.
- Should show the public the SIMS outputs.
- People aren't necessarily disenfranchised but have competing projects (demands) and don't have time to make the public meetings.

#### **Northwest Valley Workshop:**

- California charges to use HOV lanes (toll lanes)
- HOV lanes are not used properly. There is no way to enforce without further congesting freeways. Build the HOV lanes like Houston (redesign) and control access.
- (Most felt HOV lanes did not entice carpooling.)
- There was no discussion regarding private enterprise – circulators could be privately operated.
- Where does noise mitigation come in?
- What effect will the new stadiums have on the city? There is no service. (Glendale does have bus service to the stadium area.)
- Is ASU going to open their shuttle to non-students?
- Noise mitigation!
- New freeways for expansion beyond the outer (current) loop should include HOV lanes.
- Additional light rail reduces auto traffic.
- Additional express bus services – regarding route to east-west movement across expanded light rail.
- Freeway maintenance – because it is a lost investment if it is not maintained.
- Increased bus service/rural service to access light rail /express.
- Major street improvements.
- They are building an arena in Glendale that they tout as accessible. The buildings may be accessible, but if you can't get there via paratransit, they aren't accessible.
- Current paratransit services don't adequately accommodate the disabled population. Dial-A-Ride ends at 5 p.m. on Sundays, at 7 p.m. during the week. It takes three hours to go from the East Valley to the West Valley (Tempe to Glendale). I've sat 2 ½ hours waiting on a bus for a connection.
- Circulators are a good idea if they are used to connect neighborhoods to a main bus line. My concern is that they will decentralize neighborhoods.

- Please design a system that accommodates the needs of ADA populations.
- Need transit. Lot SRS (seniors) in future need more svcs (services). For them. Lt. (Light) rail – needed to alleviate pollution (and provide) fast commutes. Major st. (street) improvements – bal. (balanced) with freeways/lr. (light) rail.
- More transit emphasis – bus, LRT, express to move more persons to major activity centers.
- Leaned towards buses, express buses circulators and building of or improving existing freeways.
- With increasing senior population, we need to provide services for this population.
- Light rail (is) needed to alleviate pollution (and provide a) fast commute. Major street improvements (to be) balanced with freeways and light rail. Freeway maintenance (we are) spending millions of \$ (dollars) on freeways (and we) need \$ (dollars) to maintain. Look at Loop 101 and see how dirty and trashy it looks!!
- With approximately 75% of the future population will be contained within the existing loop freeways, I could not support building new freeways. Should work to remove existing freeway bottlenecks. Need improved transportation for seniors. Improve fixed bus routes.
- Why not 1 cent? This (exercise) does not take into consideration federal money.
- I am against new HOV lanes because I don't believe that anyone carools just to use the HOV lanes. Those lanes could otherwise help relieve congestion.
- If commuter rail ties up traffic like freight trains do, it makes traffic congestion worse.
- Fixed route bus would make taking the bus much simpler.

(From one sheet:)

1. West Valley underdeveloped – needs new freeway.
2. Existing fixed routes serves the majority of commuters less pollution – moves people faster cheaper – accessible to everyone – less ozone.
3. Same as item 2 and busses have to be subsidized – takes care of the masses and those with special needs/handicap etc.
4. Self-apparent – increase traffic flow – less congestion.
5. To move people in the neighborhoods to the public transportation.
6. Same as #5.
7. Move multiple people faster and out of the freeway lanes.
8. Rapidly move commuters into the work area.
9. Proved the support of #8.
10. Self explanatory.
11. Buy the equipment.
12. Operating cost to operate the equipment.
13. Easier access to major metro centers/areas.
14. Provide commuter transportation between major cities (morning and evening).
15. Freeways need to be maintained what we have.
16. Serve the senior and ADA population.
17. Same as #16.
18. Streets are in bad shape – must be kept up.

19. Has to be an alternate mode of transportation.

(From one sheet:)

17. Voted for capital, operation should come from cities.

18. Should be handled locally, some cities have dedicated funding sources, some do not. Should have consistency though.

19. Same thought as #18. Should be regional, but should MAG be paying or locally? (Funded) \$.05 billion to design to keep consistency.

- New construction will never keep up with growth.
- Existing systems will deteriorate, so maintenance is vital.
- Improve mass transit systems to reach those that need it – low income, disabled, elderly.
- People won't use mass transit if you make it more desirable to use personal autos.
- If buses and dial-a-ride services aren't fully utilized, why would light rail be any different?
- Considering the maps showing congestion in 2020 and 2040, we have to get people out of cars more often. Building and/or widening freeways simply puts more pollution in the air and causes more congestion. I was born and raised in LA and we need to find a different path. If alternative means of transportation are convenient and available, maybe we can get more people out of cars.
- The red areas in the roads shown are peak traffic hours on the freeways; commute times morning and afternoon. I concentrated my funds on items that will get commuters out of their own vehicles and into express buses (and to) give them a means of getting to the buses and from the buses to home or work.
- Current freeways need to be maintained and modified to eliminate bottle necks. Public transit need to be an available option to address long distance commutes express bus or commuter rail need to be usable options. Local streets need to be maintained and improved to address community needs. Alternative transportation needs to be provided for seniors and persons with disabilities.
- Noise mitigation because: Loop 101, Cardinals stadium, hockey stadium, communities grow around major highway routes.
- Enjoyed your meeting very much. Art Plocke.
- I would use the last \$.5 billion to put trees everywhere. Lots of available shade will encourage more non-vehicular uses.
- (Funding Priorities worksheet totaled \$7.8 billion) Because it's always more than estimated. Spend the rest on noise mitigation.
- One group wanted to improve mass transit and maintain existing freeway system.
- The group created a balanced system with no HOV lanes. Their focus was regional. They spent most of the freeway money on maintaining and improving the existing system.
- HOV lanes are hard to get in and out, and are used to speed.
- The group tried to balance the system, but did not fund HOV lanes. They agreed on express bus funding.
- The group agreed to \$3 billion for new freeways and to improve existing freeways. Funding for light rail was split.

- This group invested in major streets since these have more use. They did not fund HOV lanes because of the need to improve access and egress.
- HOV lanes would be funded if there were dedicated ramps with exits for major destinations.
- This group was unable to reach consensus and used averages of the individual plans. The lowest funding was for HOV lanes.
- The group spread the money to all categories, with \$1.4 billion for new freeways. The group had consensus on senior services and maintenance. Major streets and commuter rail were not a priority for the group.
- Priorities for the group were HOV lanes for transit. They funded freeways; light rail; major street improvements; HOV lanes; commuter; express bus; and neighborhood bus. Senior services were not a priority.

### **East Valley Partnership:**

We would like to make certain the position of the East Valley Partnership is on the public record. For the emerging transportation plan being developed by MAG's Transportation Policy Committee, we want to make certain that the plan includes key elements for the East Valley. These include:

1. The Williams Gateway Parkway/Bypass
2. The Loop 101/Loop 202 traffic interchange improvements to eliminate bottleneck
3. Funding for major arterial corridors
4. High-capacity transit coordinated with the arterials and freeways
5. High occupancy vehicle lanes on the Loop 101 and Loop 202 in the East Valley
6. An additional all-purpose lane on the Loop 101 and Loop 202 in the East Valley
7. The extension of the US60 to the county line with appropriate traffic interchange improvements.

We encourage completion of the existing five-year plan. We strongly encourage and recommend regional equity in the plan.

### **Sun City Grand Neighborhood Representatives:**

- \$5.3 million has to be spent on state highway?
- Are you considering adding revenue or cutting expenses/eliminating? Why are you eliminating if these are the people's needs?
- Of the 400 projects, who makes the decision what gets funded? What is the process?
- What process used to get from 30 billion to the current projects?
- Of the 23 who represents Surprise, every major city has a representative except Surprise – made on current population.
- What is the current gas tax?
- Want to have a better system? Need to get legislature to increase the gas tax.
- Why are you advocating extension of sales tax instead of gas tax when it has nothing to do with transportation?
- Less of a problem with extending the gas tax.
- You could tax people driving cars and use for other means of transportation.
- There are no alternatives to driving in Surprise.

### **Glendale Citizens Transportation Oversight Committee:**

- Committee members were interested in helping all modes, but not necessarily funding bus operations which they fund through the GO Glendale program.
- The committee wants to be assured that projects like super streets and the “Northern Parkway” project are included in the Major Street Improvements that become a part of the program.
- Members wanted to be assured that new projects and improvements to existing ones would include sufficient opportunities for ITS to improve transportation operations.

### **Phoenix Surface Transportation Advisory Committee:**

- Monies should be spent on the expansion of our systems, and not on the operations and maintenance of things that are shortfalls in the budgets of other agencies
- Improvements should be balanced between freeways, streets, and transit.
- Other cities need to find a way to fund transit operations and not expect the cities with their own dedicated funding to pay for it.
- Light rail, commuter rail, and new freeways will provide better mobility for the entire region.

### **Environmental Group Representatives:**

- Which growth patterns are used? Worked with the local cities and their approved land use plan.
- Any chance having MAG a regional elected body instead of coalition of mayors?
- Make regional transportation plan and land use follows.
- What other jurisdictions are doing affects us all.
- A real regional planning organization is needed.
- Developers use freeways as a selling point.
- New freeway fund with gas tax but not appropriate use for sales tax.
- What should be done for I-10 west – need other options – mass transit – light rail would be a good option.
- Bill I-17 land increases to Anthem.
- I-10 would be a legitimate use of freeway expansion.
- This is budgeting not regional transportation planning.
- People don’t think about consequences when buying homes.
- Need an agency that can control city.
- HOV lanes – more people in carpooling concern legislature will change use – current format is underused.
- Freeway interchanges – may help traffic flow.
- Maintenance – not from sales tax.
- OK to raise gas tax.
- Streets – local improvements getting to market to shop – relationship to sales tax.
- Want more money for multi-use paths.
- Could street improvements be used for narrowing streets to make more pedestrian friendly – could have a local match requirement.
- Multi-use includes pedestrian ramps over streets.

- Next steps: preliminary draft end of July – fine tune August/September conformity in September on final draft. Legislative approval in January.
- Next as much public input as possible on draft plan.
- Public knows about this and want to get involved.
- Why is vote in May and not in November?
- Triple A poll – people were for gas tax if money went to transit projects.
- Money needs to go transit – it needs to be balanced.
- Why was 30 miles picked for rail extension?
- Need weekend bus frequency same as.
- How to involve these organizations:
- Plenty of opportunity to review and comment on the draft plan.
- Put out draft – took comments and then addressed how comments were incorporated and response to comments – similar to rulemaking.
- Get the draft as soon as available on website as .pdf.
- Modeling scenarios.
- Transit projects were very cheap – and left big ticket items for later.

#### **Maricopa County Special Transportation Services:**

- Plan needs to include ITS – especially smart cars and technology that allows cars to drive themselves
- Too much congestion on SR 51 – also need interchange improvements
- Need better light coordination – “smart signals” that read true traffic conditions
- Need to lengthen the yellow lights at photo radar intersections. Too short – you get caught out in the middle if you’re trying to make a left turn and unfairly ticketed.
- Tatum & Bell – lights not timed correctly – creates bottlenecks and congestion when no traffic flowing the other way.
- Need “chirp” sounds for the blind at traffic lights like they have in Tucson.
- Tucson also has a system where a white intersection light flashes when emergency vehicle approaching – we need that.
- Too many traffic lights in Buckeye and Avondale – it takes longer to go from Van Buren to Thomas than the rest of the 10 miles to work.
- Need to look at implementing a road tax like in the Midwest.
- I disagree with road tax; other areas don’t have as high vehicle a registration fee, that’s why they need road tax.
- Interchanges onto freeways are too dangerous.
- Traffic on I-17 is horrible.
- Need to fix bottleneck on US-60.
- Need to publicize to other states the true picture of our congestion, let people know how bad it is so they won’t move here.
- It will get worse no matter what we do.

#### **Comments Submitted Via E-mail or Online:**

- Surprise needs more mass transit
- There is not easy access to mass transit in Chandler
- Need extension to get from 303 to 101 North
- We need an extension of 101 to Surprise. Bell Road is the only access.
- \$8.3 billion on major street improvements. Nothing will work in the Valley until all of our major streets run either west to east or north to south without interruption. After that we can start thinking of bus lines or light rail service throughout the Valley.



---

## APPENDIX

---

# Regional Transportation Plan Funding Priorities

*If Maricopa County voters were to approve an extension of the existing ½ cent sales tax, how would you spend the \$8.3 billion over the next 20 years?*

During the past two years, the Maricopa Association of Governments has completed a series of studies to determine the Valley's transportation needs for the next 20 years. More than 400 projects were identified during previous public outreach efforts. These projects were grouped into categories and a dollar amount has been determined based on the projected level of need between now and 2025.

Tell us how you would spend additional revenues on these projects by completing the following exercise. The results of this exercise will be provided to the members of the Regional Transportation Policy Committee for their review as they develop a draft regional transportation plan.

Each deck of cards contains 19 projects. The BLUE cards are regional freeway projects. The GREEN cards are transit projects and the YELLOW cards are local street projects.

On each card is a dollar amount. You may spend up to the amount on the card for that project, but can not spend more for the project than listed on the card. The number in the lower left corner is the card number. A description of each project is listed on the back of the card.

**Step One:** Go through the deck of cards and remove any projects that you feel should NOT be funded by the ½ cent sales tax extension.

**Step Two:** Go through the remaining cards and determine how much money you would spend on each project up to a total of \$8.3 billion. DO NOT EXCEED \$8.3 BILLION.

**Step Three:** Record your funding program on the back of this sheet and return before you leave or mail to Maricopa Association of Governments, 302 N. First Avenue, Suite 300, Phoenix AZ 85003, attn: Jason Stephens.

***Please DO NOT write on the cards and return the deck of cards before you leave.***

***Thank you!*** If you would like to receive e-mail updates on TPC's activities and the development of the draft plan, please give us your name and e-mail address:

Name: \_\_\_\_\_ E-mail: \_\_\_\_\_

# Regional Transportation Plan Funding Priorities

List the amount you have chosen to spend on each project in your regional transportation plan. The total should add up to \$8.3 billion. All dollar amounts are in the billions. The number corresponds to the card number.

- 1. New Freeways - \$6.0; \$4.5; or \$3.0 \_\_\_\_\_
- 2. Fixed Route Bus Service Capital – up to \$1.0 \_\_\_\_\_
- 3. Fixed Route Bus Service Operating – up to \$1.5 \_\_\_\_\_
- 4. Widen Existing Freeways – up to \$1.5 \_\_\_\_\_
- 5. Neighborhood Circulators Capital – up to \$0.1 \_\_\_\_\_
- 6. Neighborhood Circulator Operating – up to \$0.1 \_\_\_\_\_
- 7. New HOV Lanes – up to \$1.5 \_\_\_\_\_
- 8. Express Bus Service Capital – up to \$0.1 \_\_\_\_\_
- 9. Express Bus Operating – up to \$0.3 \_\_\_\_\_
- 10. Freeway Bottleneck Improvements – up to \$2.6 \_\_\_\_\_
- 11. Light Rail Extensions Capital – \$0.5; \$1.0; \$1.5 \_\_\_\_\_
- 12. Light Rail Extensions Operating – \$0.1; \$0.2; \$0.3 \_\_\_\_\_
- 13. New Freeway Interchanges – up to \$0.2 \_\_\_\_\_
- 14. Commuter Rail Capital and Operating – up to \$0.2 \_\_\_\_\_
- 15. Freeway Maintenance – up to \$0.5 \_\_\_\_\_
- 16. Senior, ADA and Rural Transit Service Capital – up to \$0.1 \_\_\_\_\_
- 17. Senior, ADA and Rural Transit Operating – up to \$0.2 \_\_\_\_\_
- 18. Major Street Improvements – up to \$3.7 \_\_\_\_\_
- 19. Multi-Use Paths – up to \$0.5 \_\_\_\_\_

**TOTAL - \$8.3 Billion**

**Return this form before you leave or mail to Maricopa Association of Governments,  
302 N. First Avenue, Suite 300, Phoenix AZ 85003, attn: Jason Stephens**



**Transportation Policy Committee**

**Mayor Neil Giuliano**  
Tempe, Chair

**Mayor Elaine Scruggs**  
Glendale, Vice Chair

**Benito Almanza**  
Bank of America Arizona

**F. Rockne Arnett**  
Citizens Transportation Oversight Committee

**Mayor Steven Berman**  
Gilbert

**Dave Berry**  
Swift Transportation

**Jed S. Billings**  
FNF Construction

**Councilmember Peggy Bilsten**  
Phoenix

**Councilmember Pat Dennis**  
Peoria

**Mayor Ron Drake**  
Avondale

**Mayor Boyd Dunn**  
Chandler

**Rusty Gant**  
Arizona Department of Transportation

**Mayor Keno Hawker**  
Mesa

**Eneas Kane**  
DMB Associates

**Vice Mayor Seth Kanter**  
Goodyear

**Mayor Mary Manross**  
Scottsdale

**Mayor Lon McDermott**  
Wickenburg

**Diane Scherer**  
Phoenix Association of Realtors

**Vice Mayor Daniel Schweiker**  
Paradise Valley

**Martin Shultz**  
Pinnacle West Capital Corp.

**Supervisor Don Stapley**  
Maricopa County

**Mayor J. Woodfin Thomas**  
Litchfield Park

**Tell Us What You Think**

1. What is the single most important thing that can be done to improve the Valley's transportation system?

2. If it was your job to decide how to distribute our tax dollars on transportation improvements, and you had a total of \$100 of tax money to distribute, how would you distribute it among the following four areas?

Freeways	\$ _____
Bus Service Improvements	\$ _____
Light Rail Transit	\$ _____
Street and Road Improvements	\$ _____
<b>TOTAL</b>	<b>\$100.00</b>

3. In 1985, Valley voters passed Proposition 300, a 20-year, one-half cent sales tax increase to improve the transportation system in Maricopa County. Were you aware or unaware that this tax would expire in 2005? Circle one.

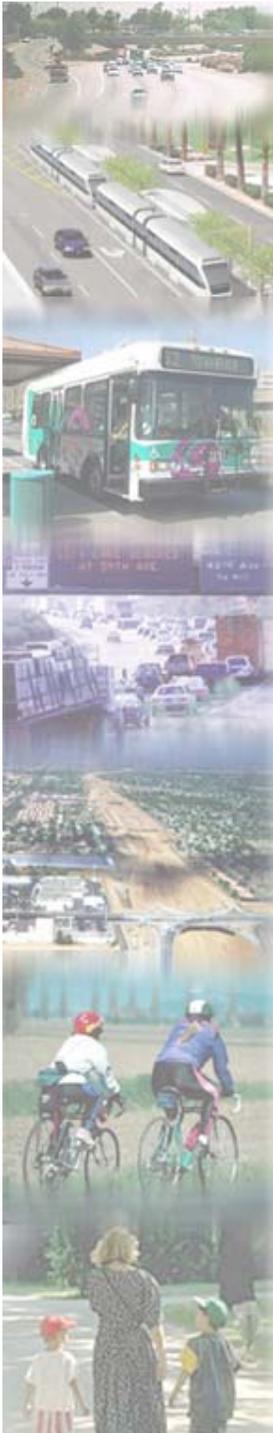
Aware                      Unaware                      Not Sure

4. From what you have read, seen or heard, would you say the funds provided from Proposition 300 have had a major impact, a minor impact or no impact on improving the transportation system in Maricopa County? Circle one.

Major                      Minor                      No Impact                      Not Sure



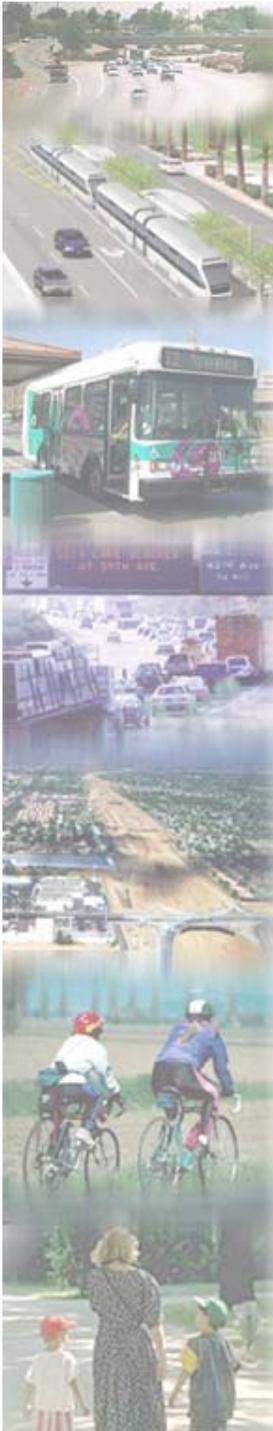
**Maricopa Association of Governments**  
302 N. 1st Avenue, Suite 300  
Phoenix, Arizona 85003  
Tel. 602-254-6300  
Web: [www.letskeepmoving.com](http://www.letskeepmoving.com)



# Public Events

---

- Red Mountain Freeway Opening – **January**
- Black History Event/Peoria – **February**
- Tempe Rotary Club – **February**
- Business Expo Civic Plaza – **February**
- Black History Event/Phoenix – **February**
- Phoenix Latino Institute PV – **February**
- Glendale Latino Institute – **February**
- MAG at the Mall Metrocenter – **March**
- Town Hall – **March**
- Chicanos Por La Causa Cesar Chavez Festival – **March**
- Sunday On Central – **April**



# Public Events (cont'd)

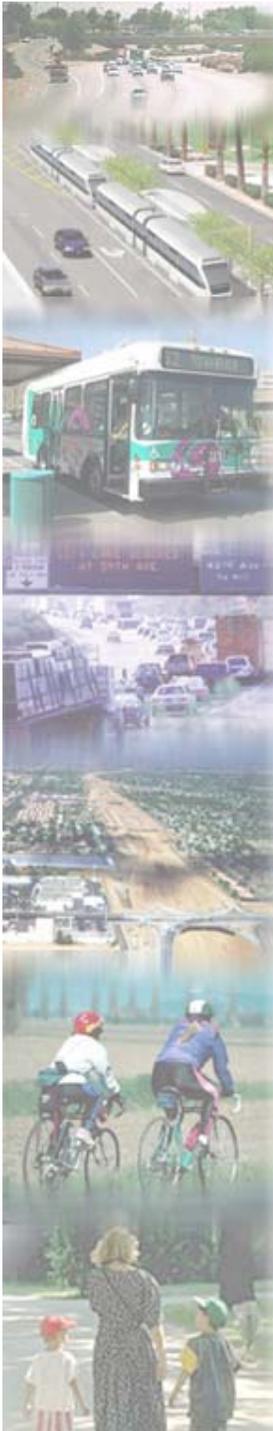
---

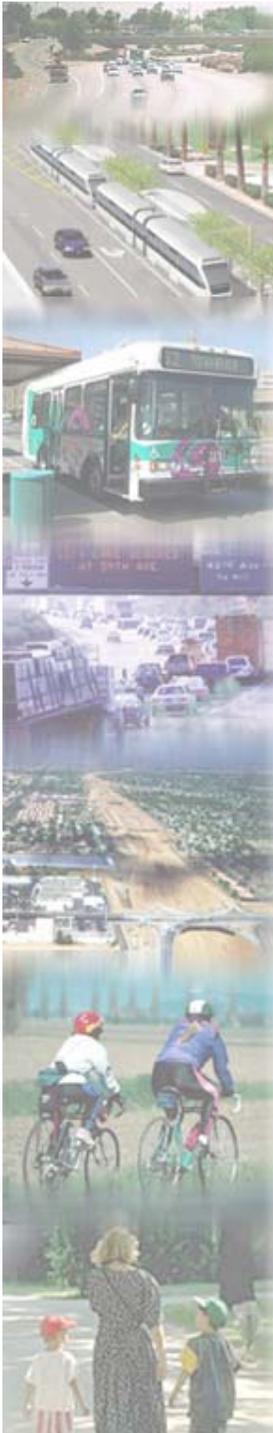
- Cinco de Mayo Festival – May
- Media Briefing/Press Conference - May
- Papago Area Transportation Coordinators Association Alliance – May
- NW Valley Transportation Coordinators – May
- Arizona Hispanic Chamber of Commerce – May
- Go Glendale Transportation Open Houses (3) – May
- MAG at the Mall Arrowhead – May
- SR 51 Freeway Opening Bell Road to the 101 – May
- MAG at the Mall Chandler Fashion Square – May
- MAG at the Mall Spectrum Mall – May

# Community Groups

---

- American Council of Consulting Engineers
- Association of Equipment Distributors of America
- Business Coalition/Maricopa 2020
- Business Coalition Leadership Council
- Chandler Chamber of Commerce Policy Committee
- Citizens Transportation Oversight Committee
- East Valley Partnership
- Glendale Citizens Transportation Oversight Committee
- Maricopa County Board of Supervisors





# Community Groups (cont'd)

---

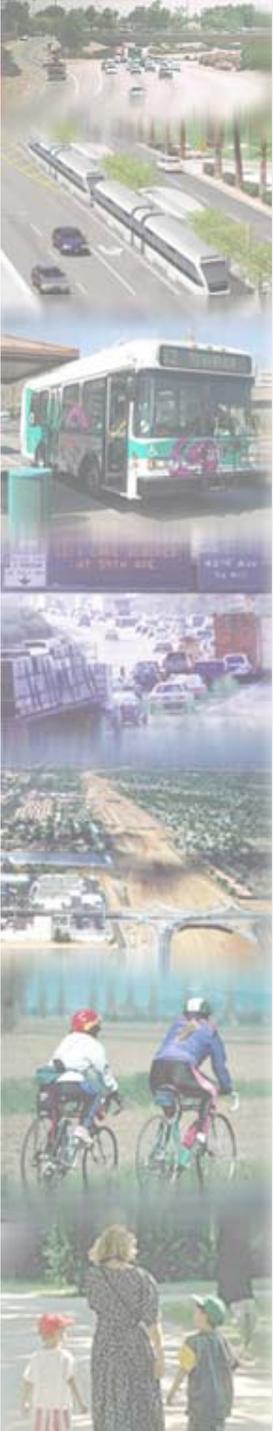
- Phoenix Chamber of Commerce
- Phoenix Citizens Transit Commission
- Phoenix Transit Commission
- Valley Citizens League
- Valley Forward
- Tempe Chamber
- Valley Partnership

# Four-Question Survey

---

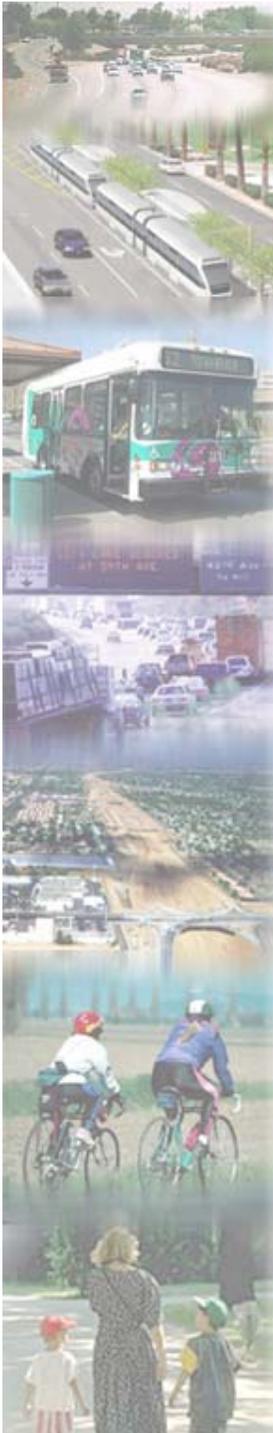
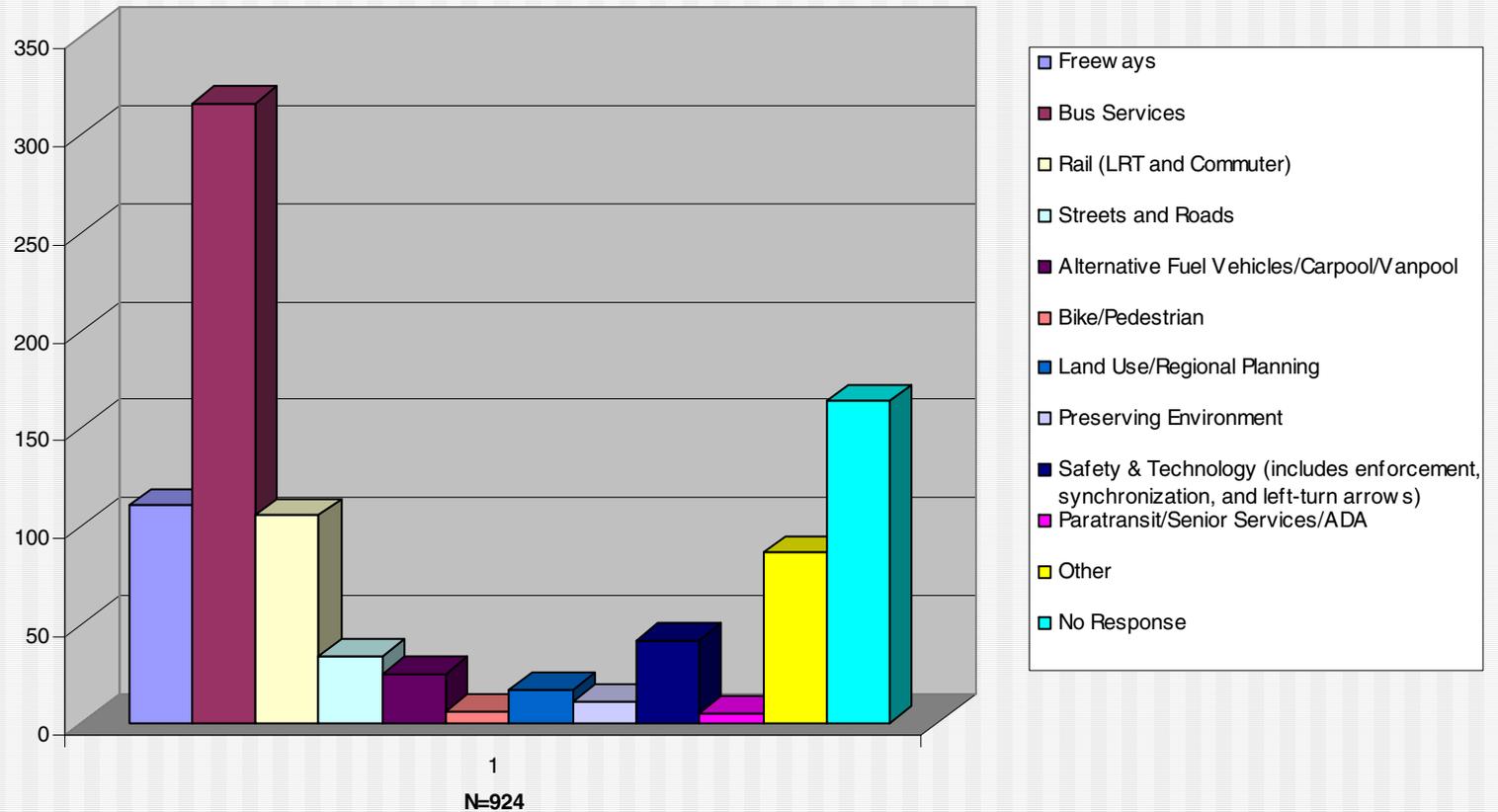
## Question 1

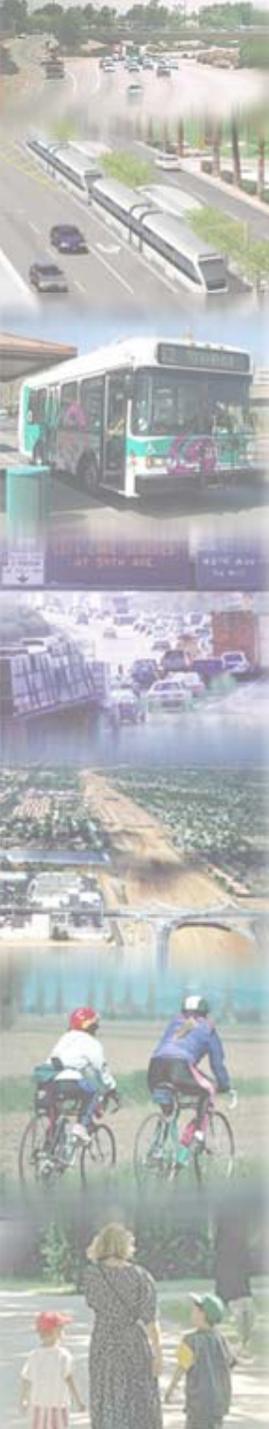
**What is the single most important thing that can be done to improve the Valley's transportation system?**



# Public Events Combined Results

Public Involvement Event Comments by Category  
January - June 2003





# Four-Question Survey

---

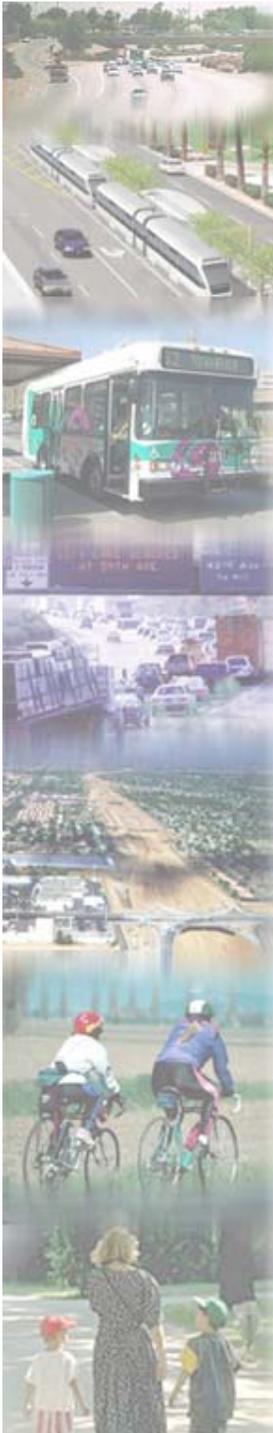
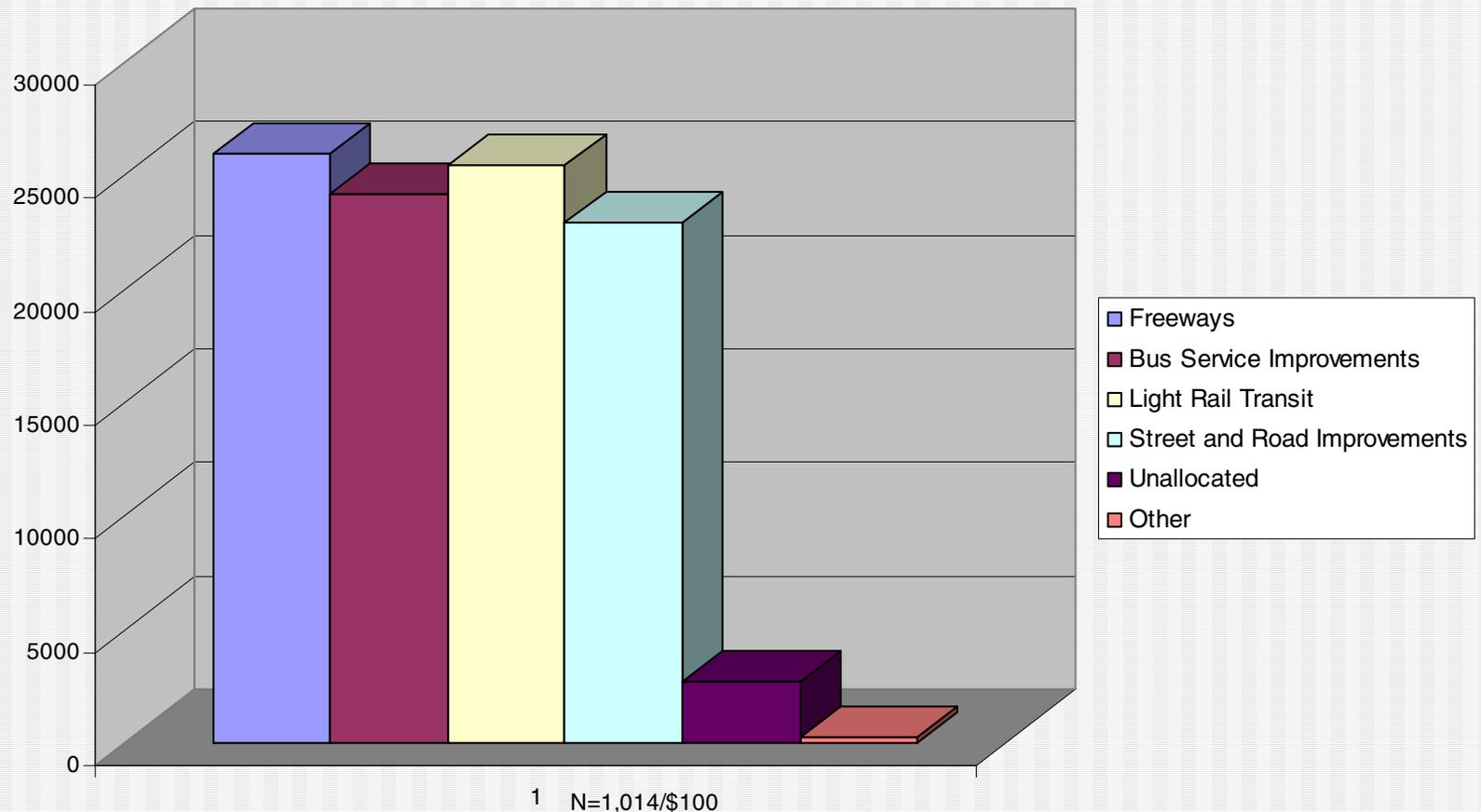
## Question 2

**If it was your job to decide how to distribute our tax dollars on transportation improvements, and you had a total of \$100 of tax money to distribute, how would you distribute it among the following four areas?**

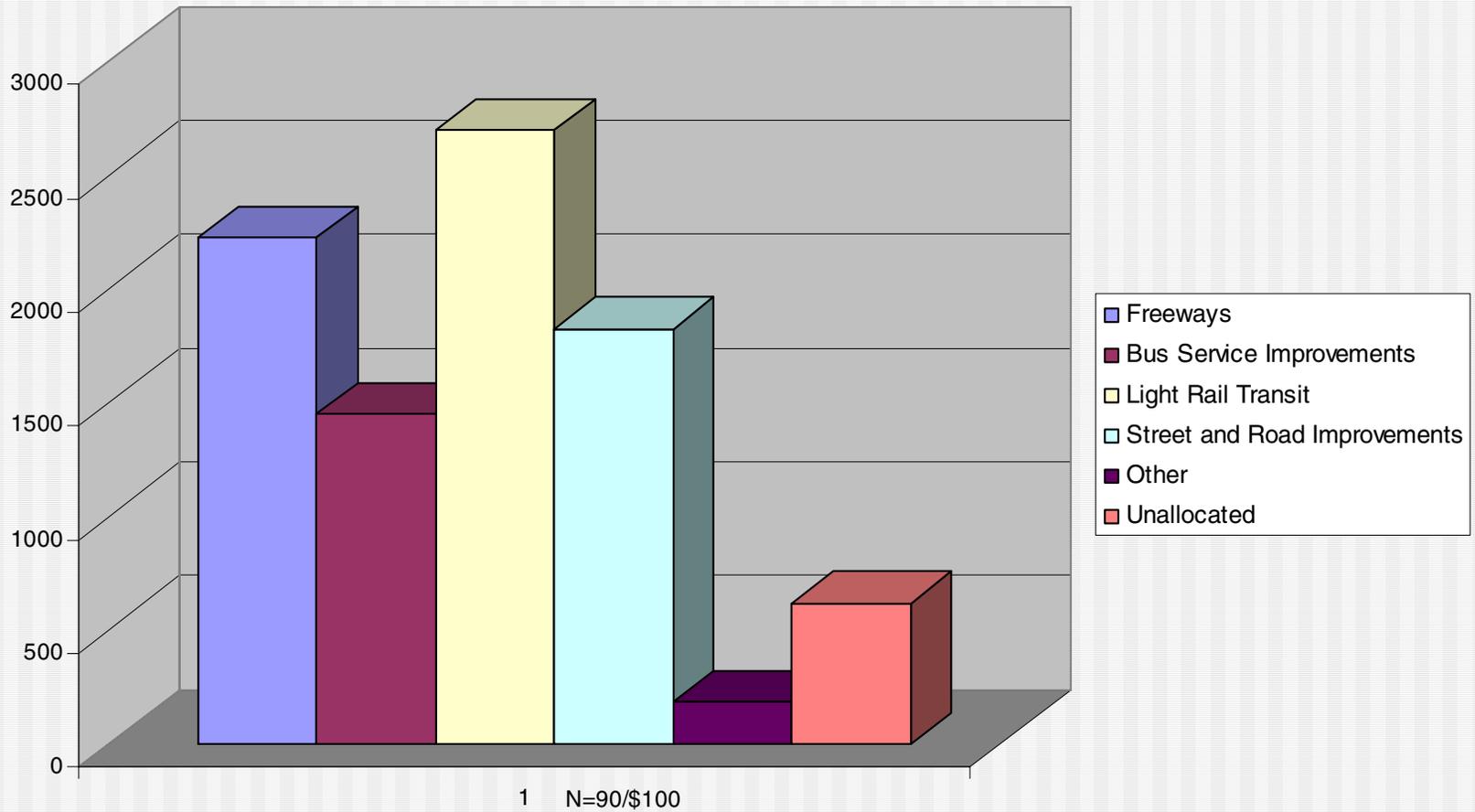
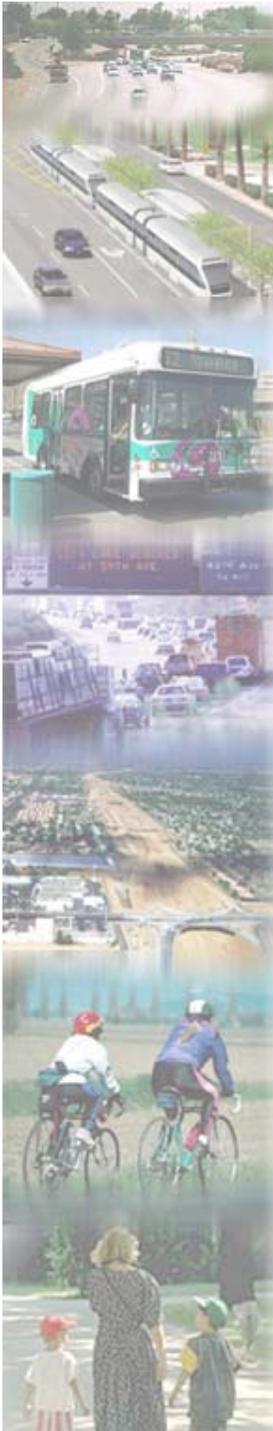
- Freeways
- Bus Service Improvements
- Light Rail Transit
- Street and Road Improvements

# Public Events Combined Results

Public Involvement Events January - June 2003  
How would you distribute \$100 among the following areas? N - 1,014

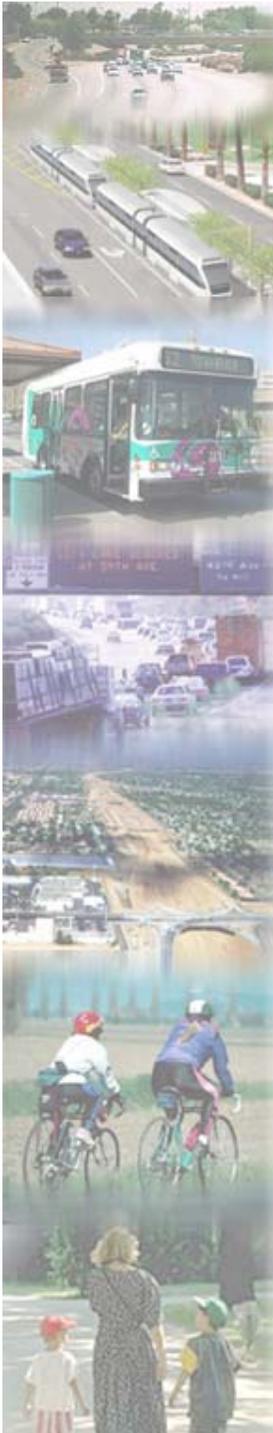
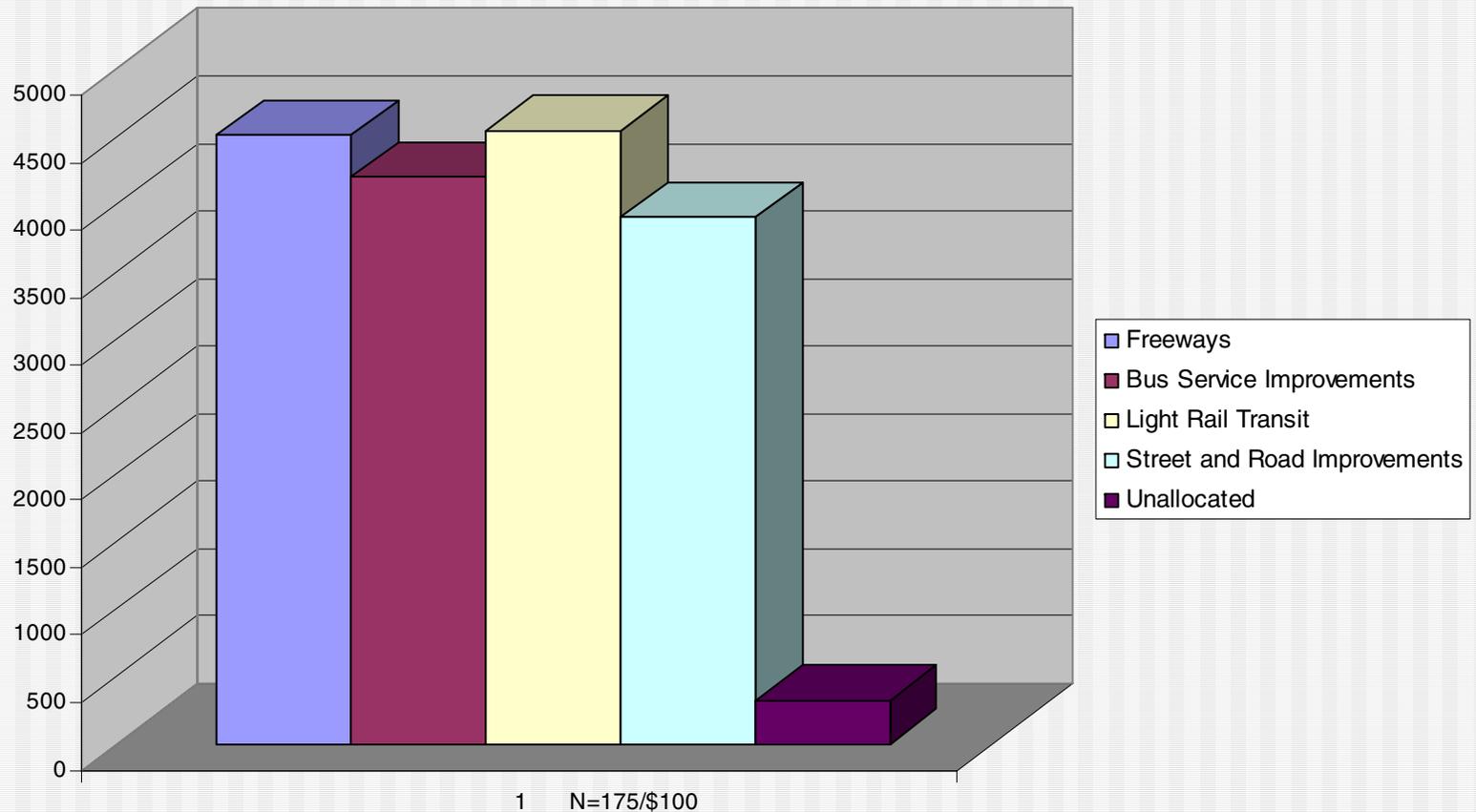


# Town Hall



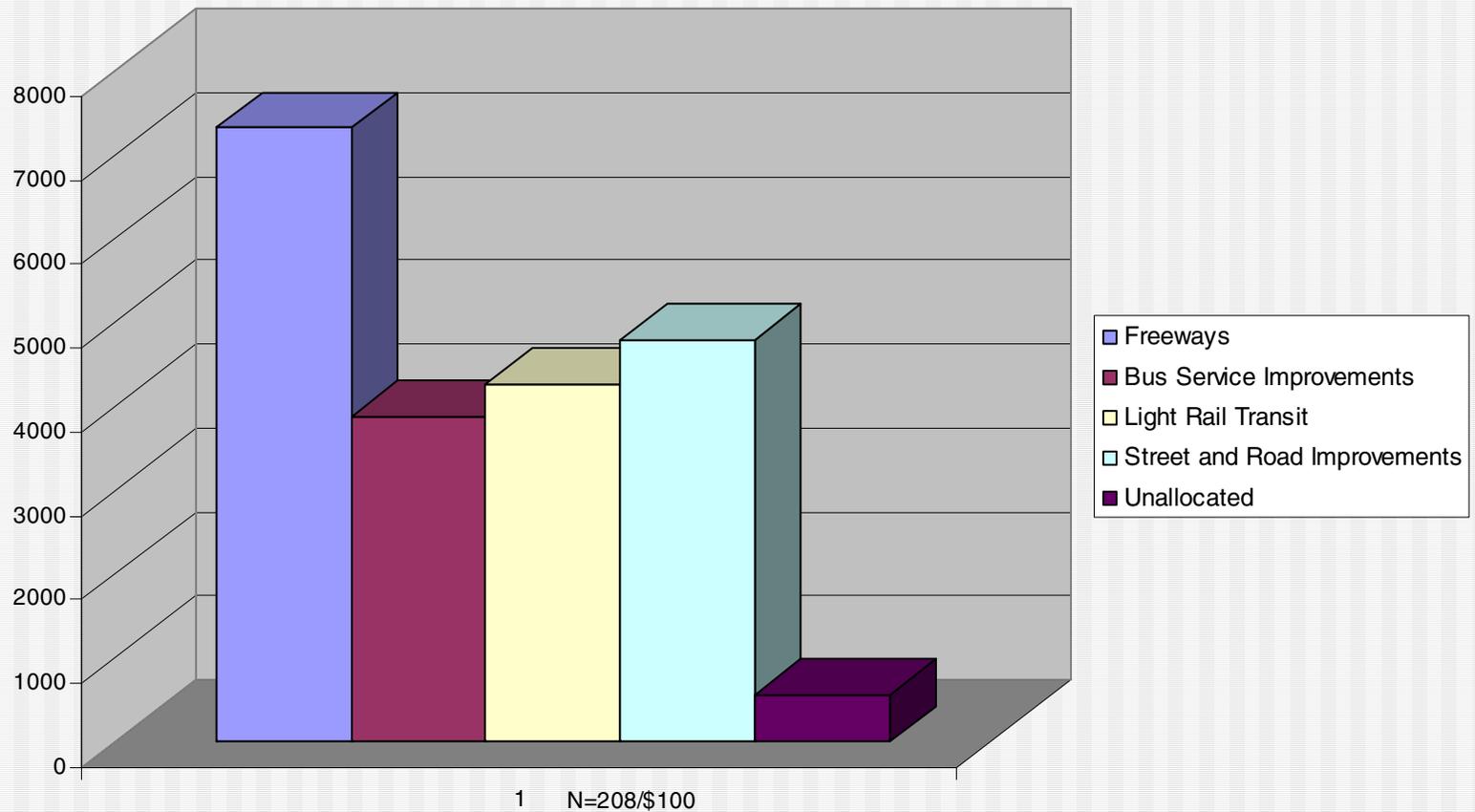
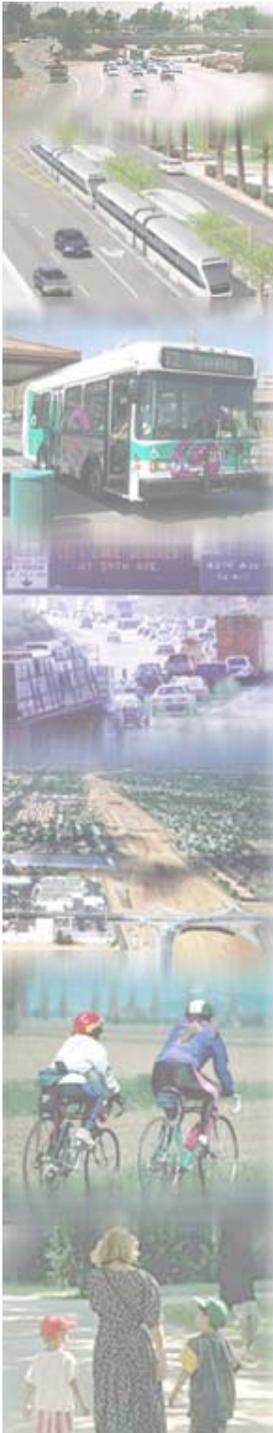
# MAG at the Mall Events

**Metrocenter**  
**Arrowhead Mall**  
**Chandler Fashion Square**  
**Spectrum Mall**

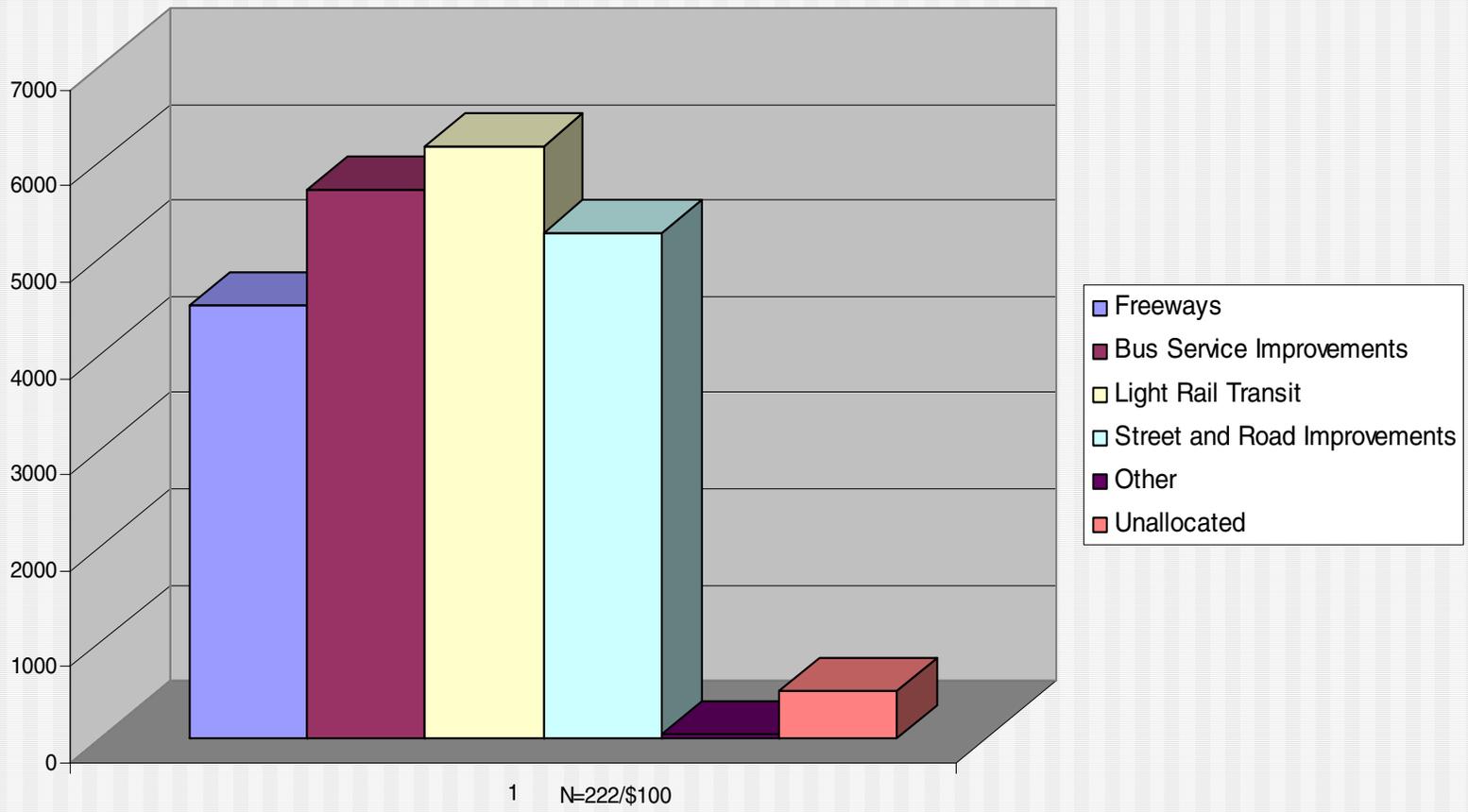


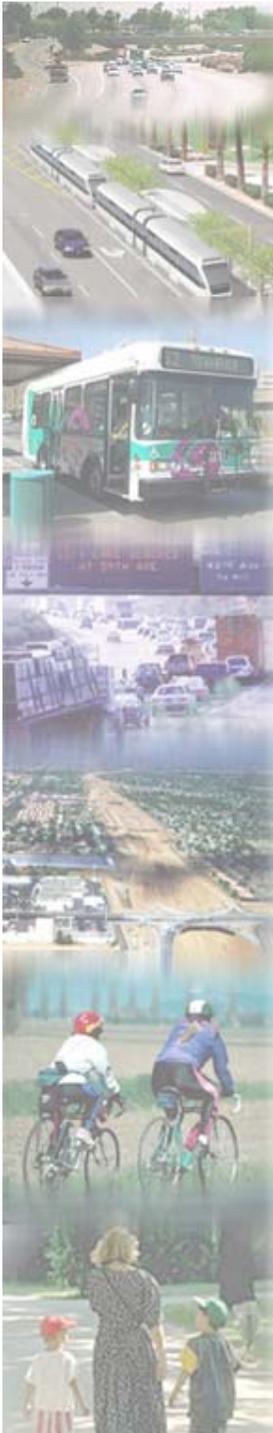
# Freeway Openings

## SR 51 & Red Mountain

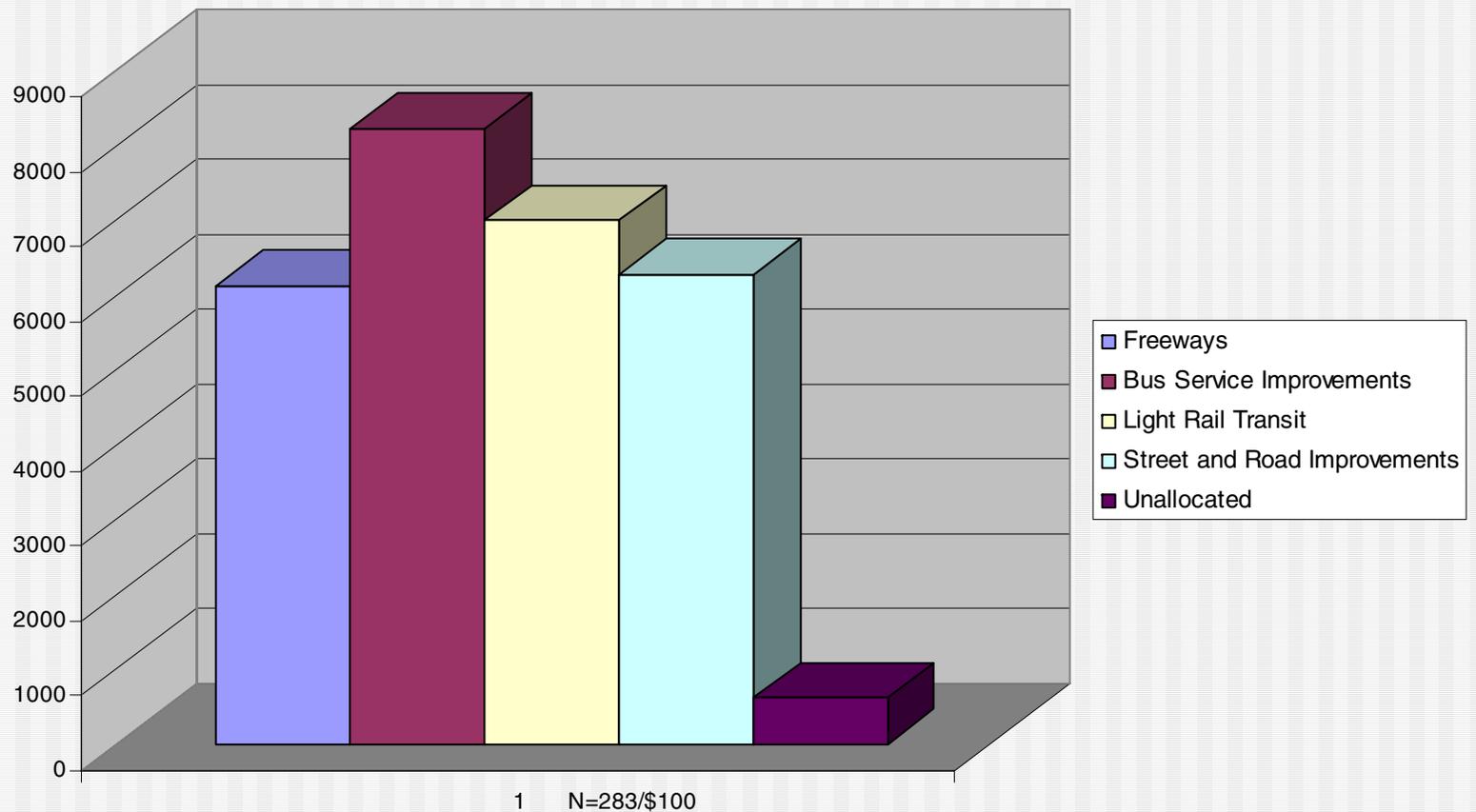


# Sunday on Central





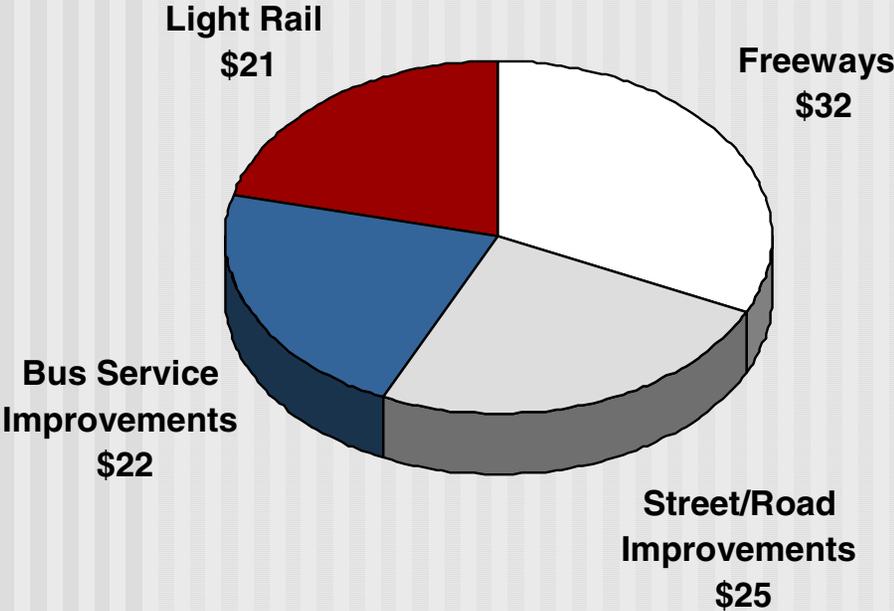
# Title VI Communities



# Comparison of Poll and Survey

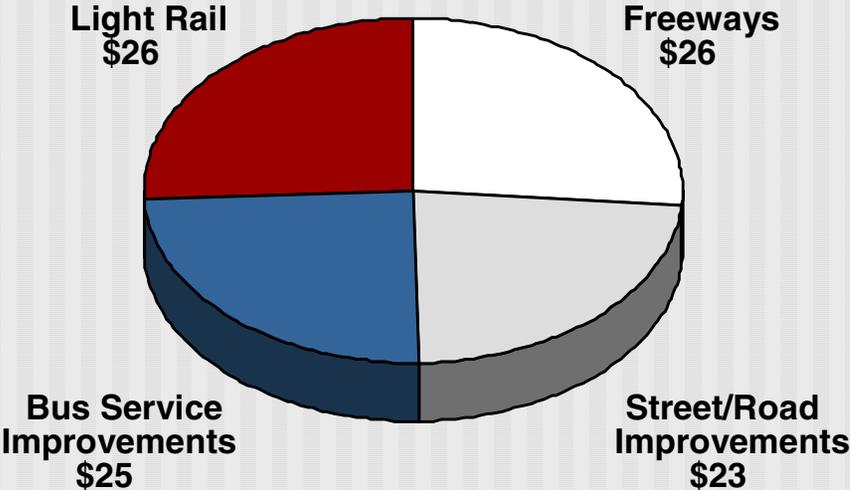
**Behavior Research Center Poll  
December 2002**

**(How Voters Would Distribute \$100)  
N = 1,009**



**Public Involvement Events  
Combined Surveys**

**(How Voters Would Distribute \$100)  
N = 985**

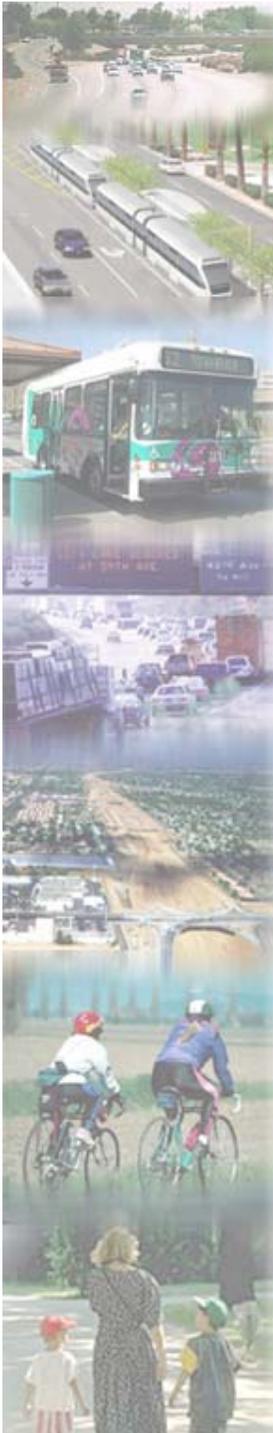


# Four-Question Survey

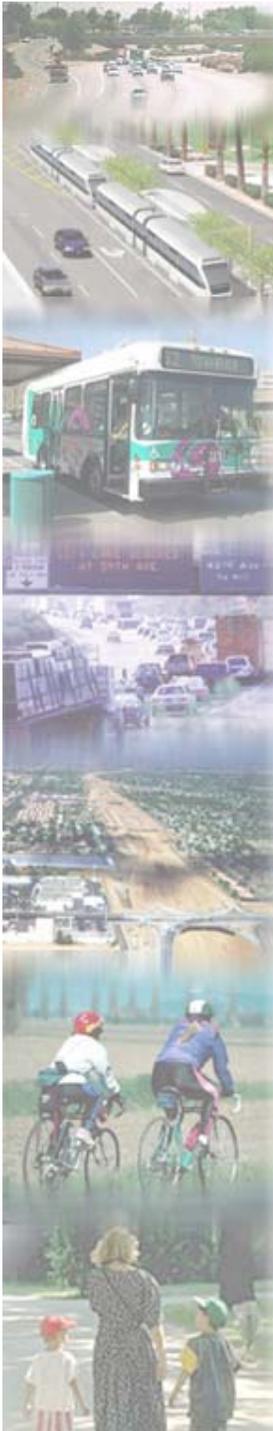
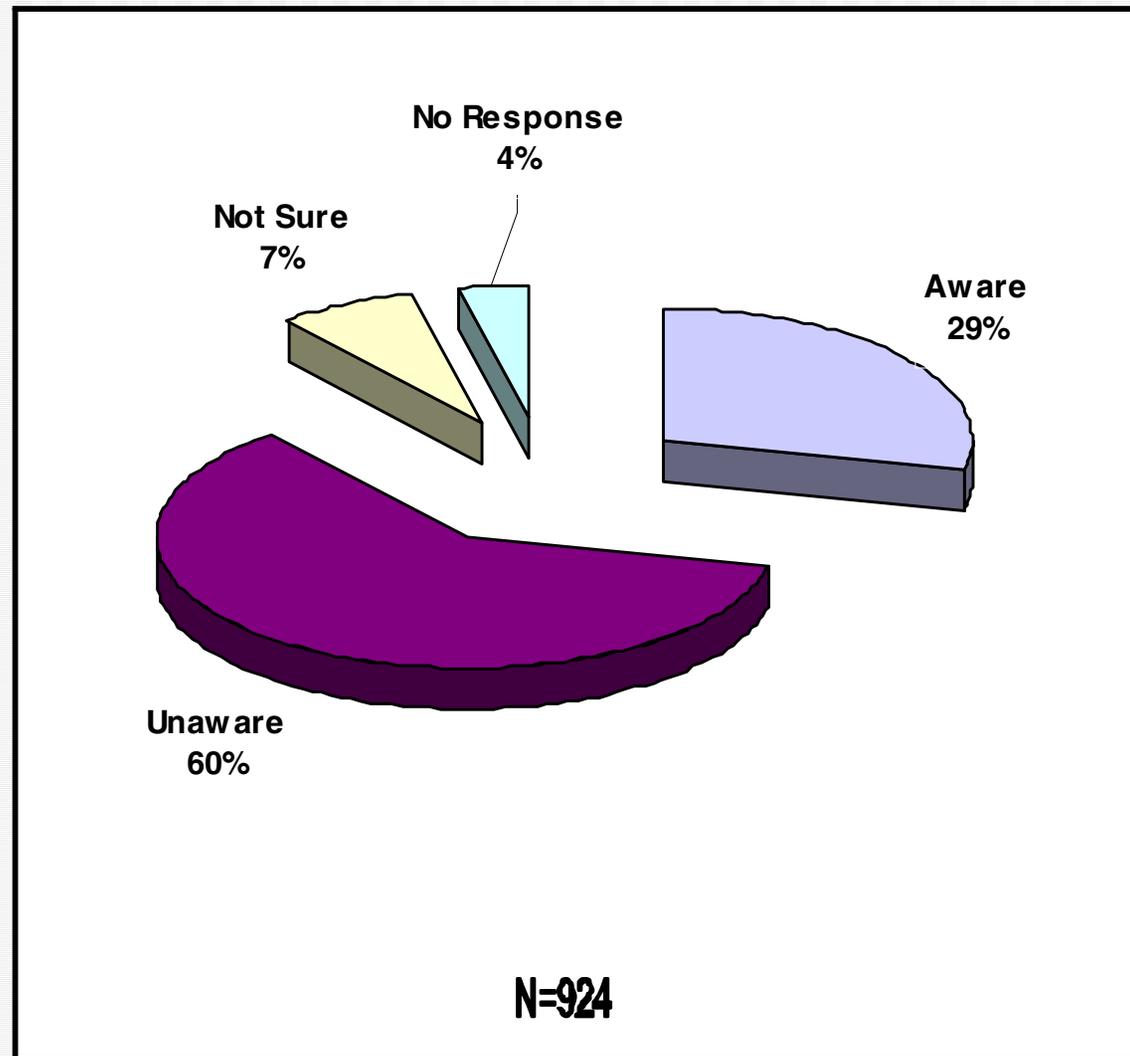
---

## Question 3

**In 1985, Valley voters passed Proposition 300, a 20-year, one-half cent sales tax increase to improve the transportation system in Maricopa County. Were you aware or unaware that this tax would expire in 2005?**



# Public Events Combined Results - Aware

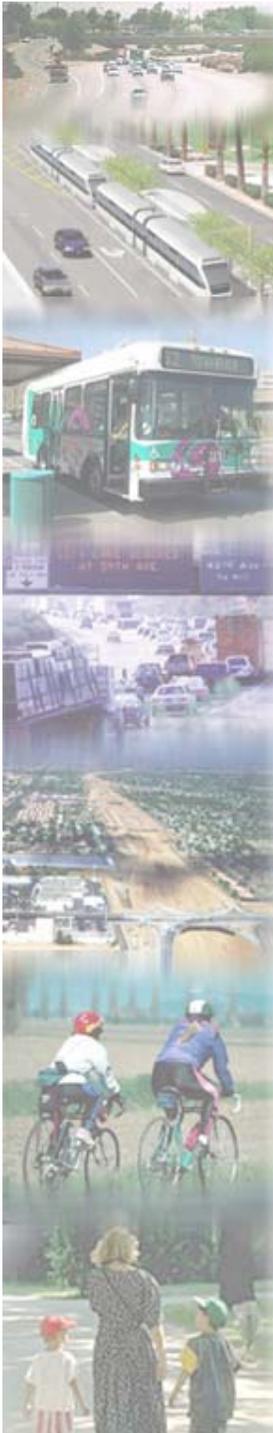


# Four-Question Survey

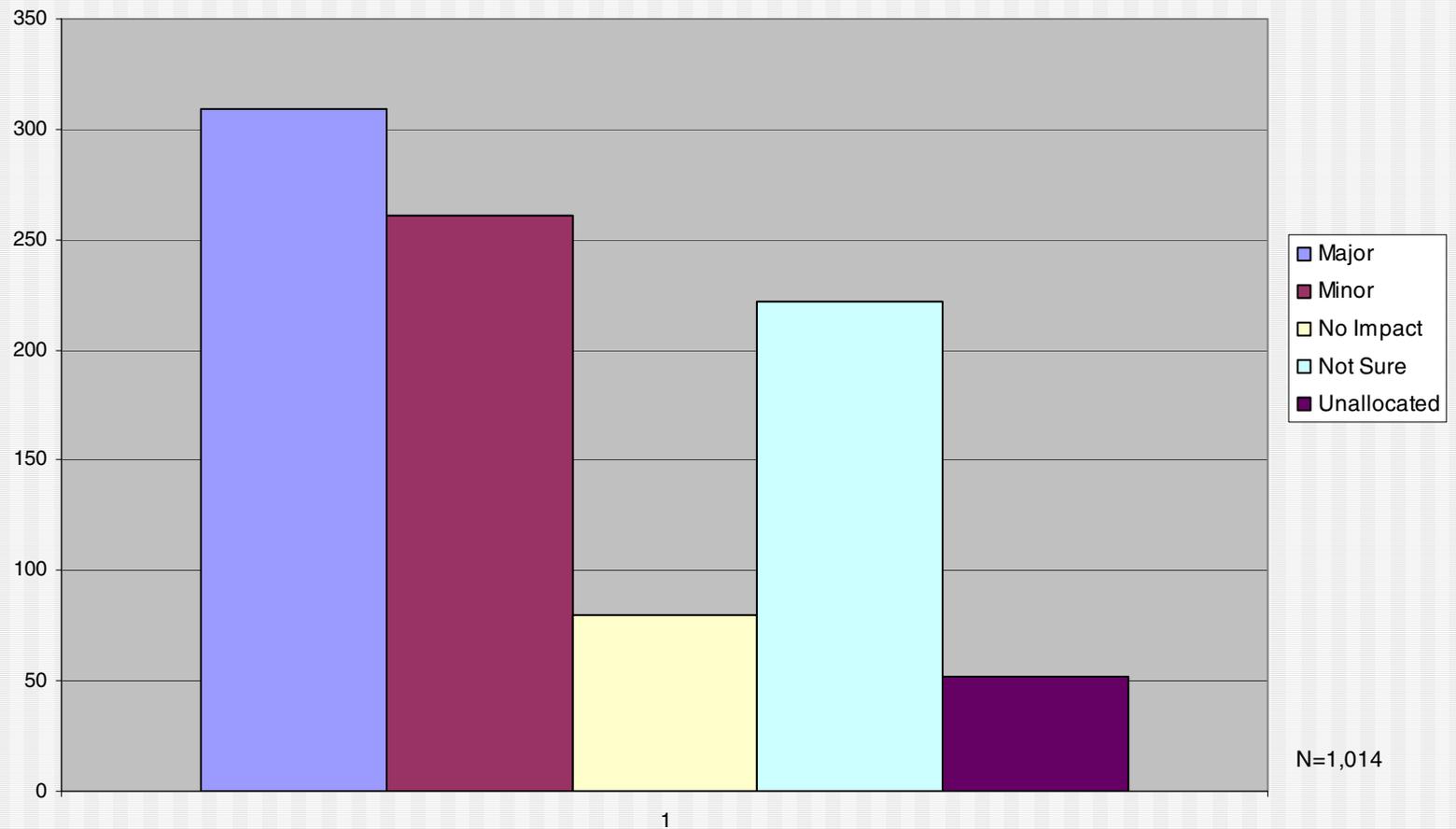
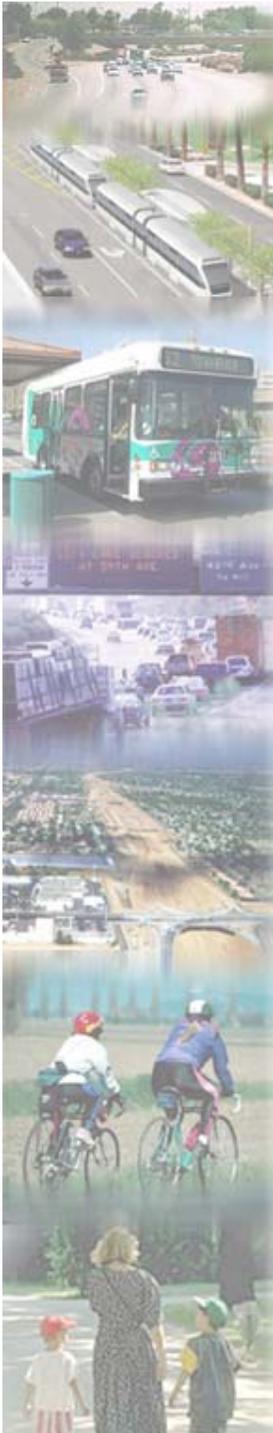
---

## Question 4

**From What you have read, seen or heard, would you say the funds provided from Proposition 300 have had a major impact, a minor impact or no impact on improving the transportation system in Maricopa County?**

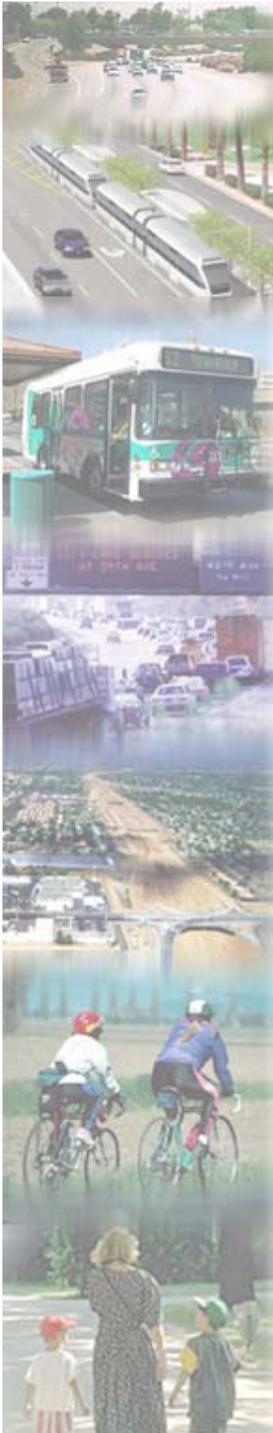
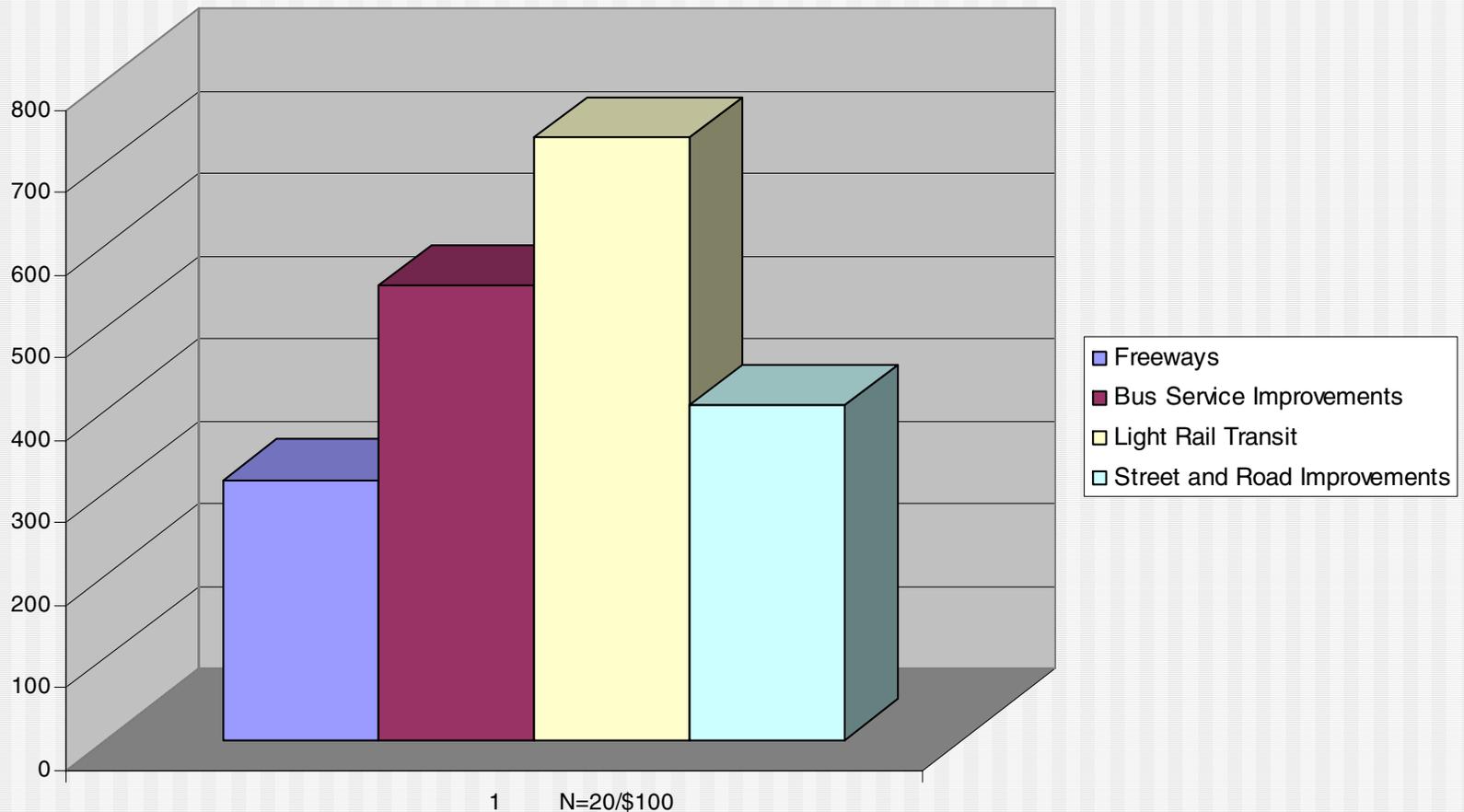


# Public Events Combined Results-Impact



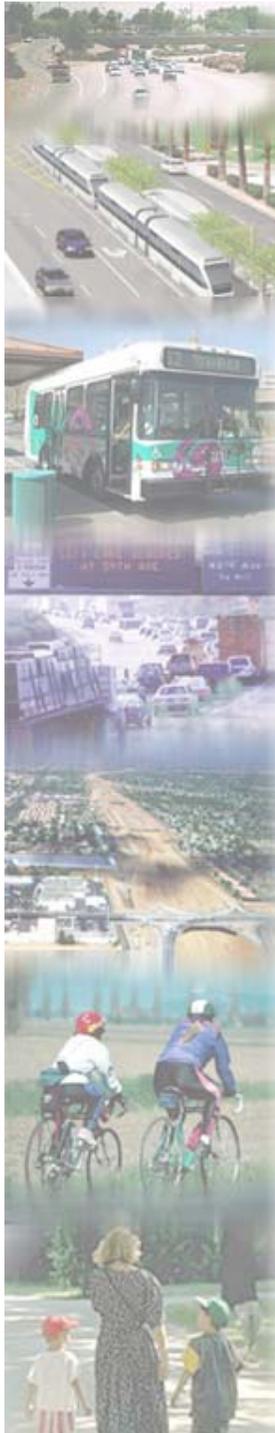
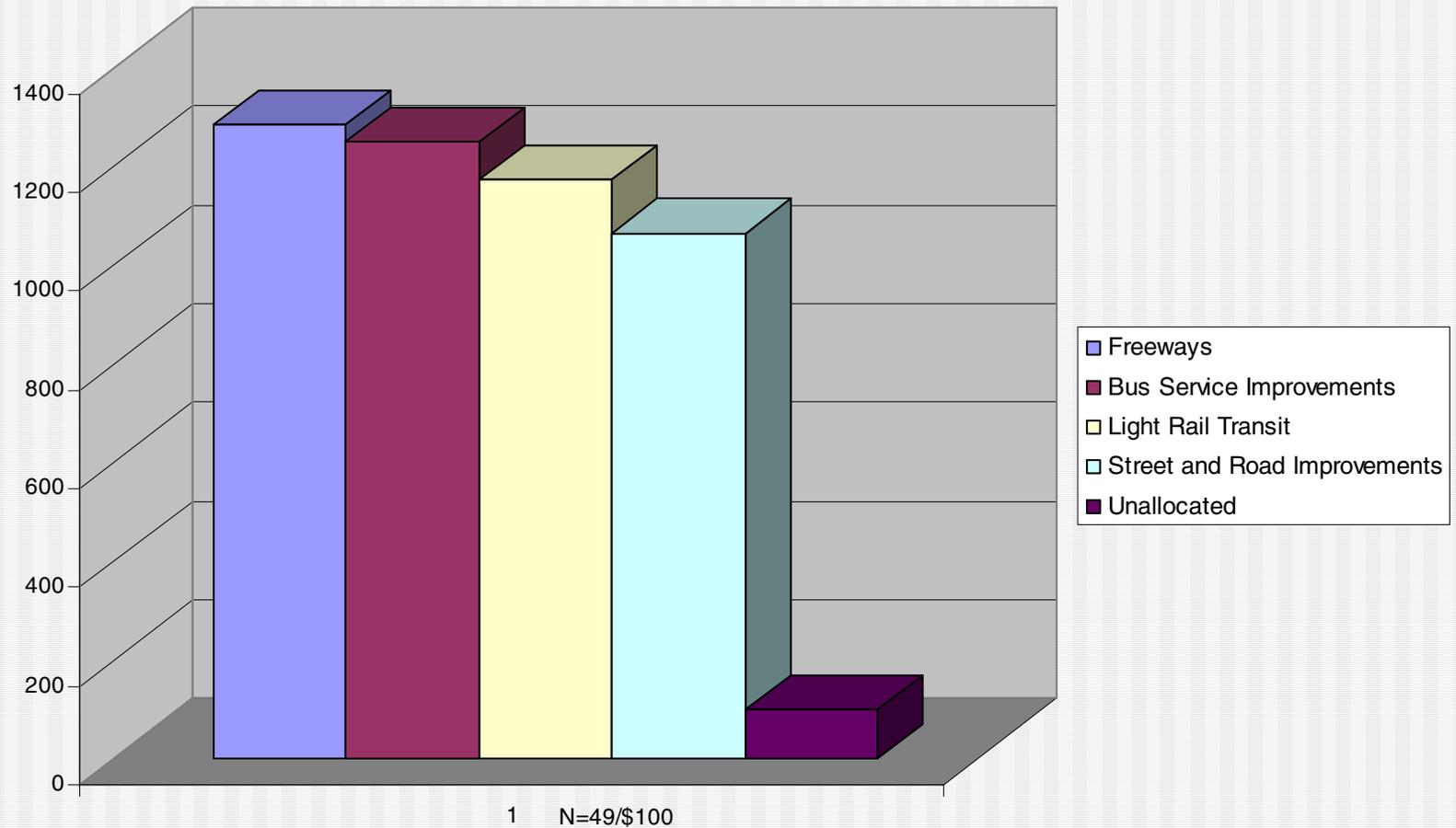
# Glendale Latino Institute

Glendale Latino Institute at GCC February 22, 2003  
How would you distribute \$100 among the following areas?



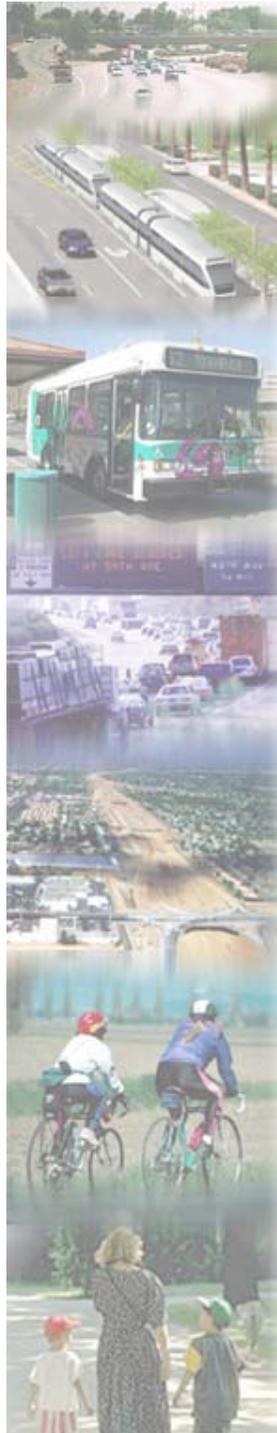
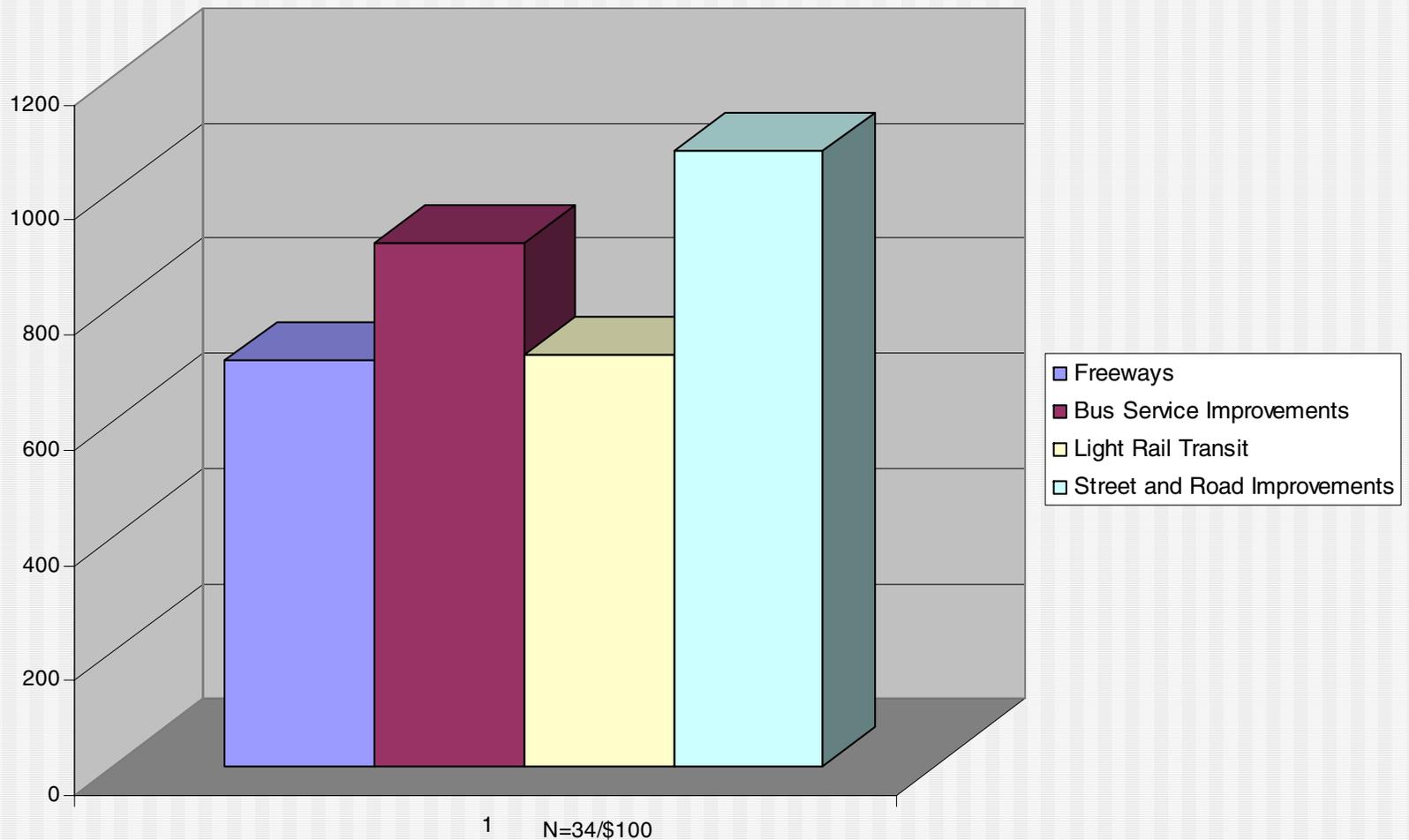
# Metro Center Mall

**MAG at the Mall Metro March 1, 2003**  
**How would you distribute \$100 among the following areas?**



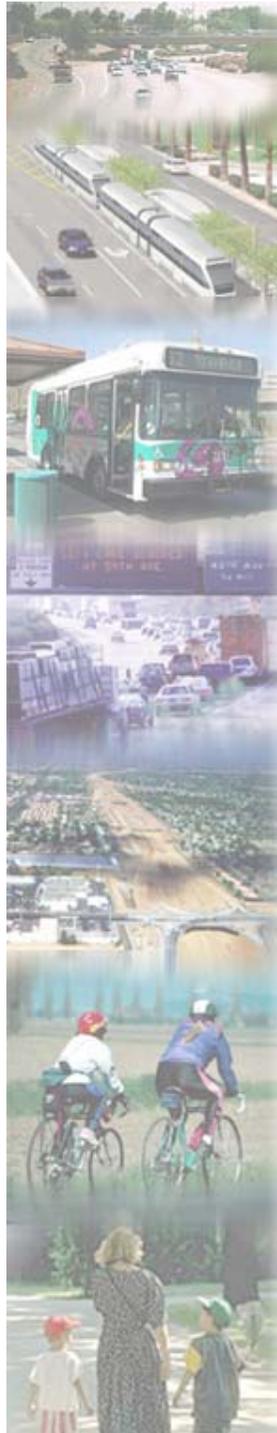
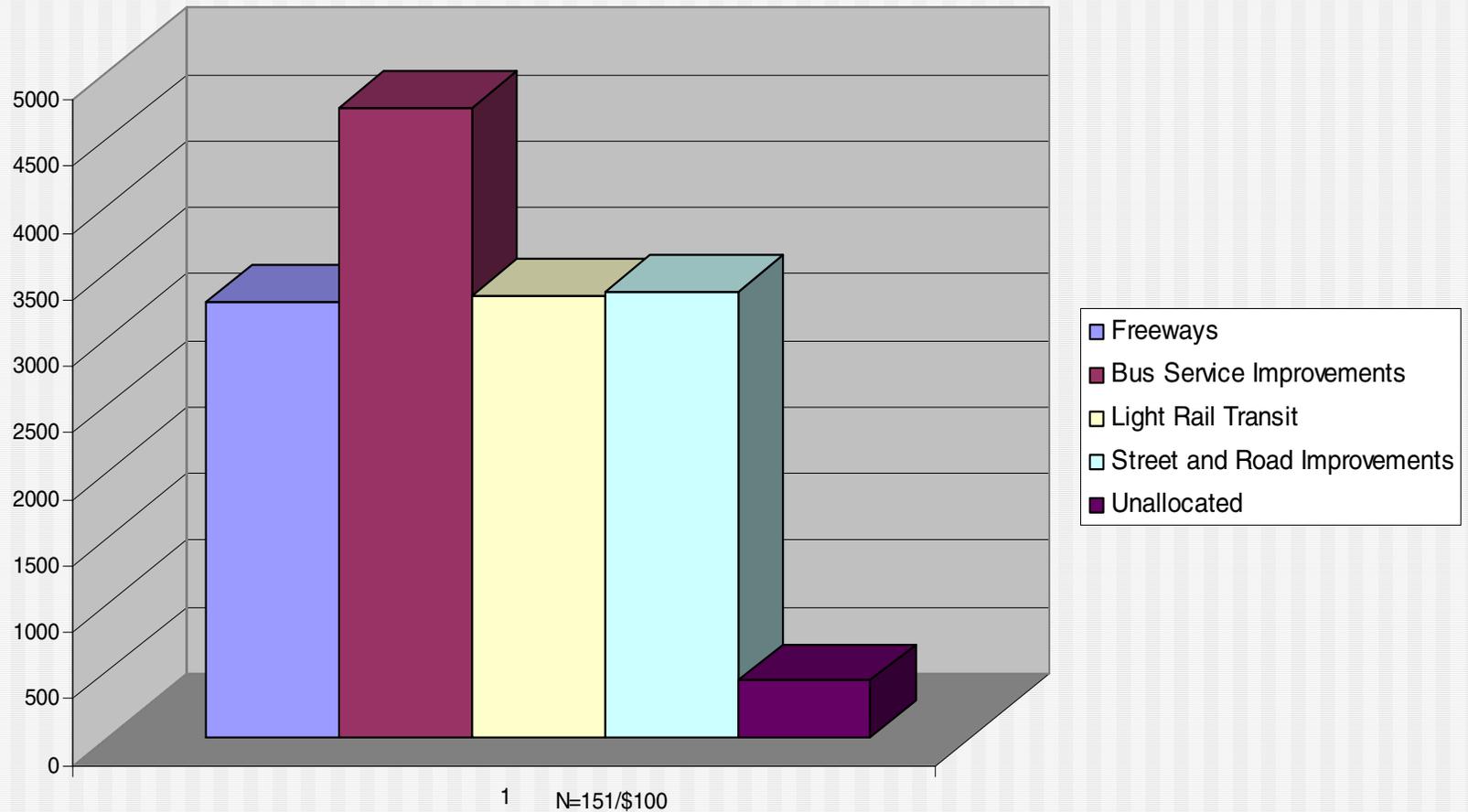
# Cesar Chavez Festival

Chicanos Por La Causa Cesar Chavez Festival March 22, 2003  
How would you distribute \$100 among the following areas?



# Cinco de Mayo-Phoenix

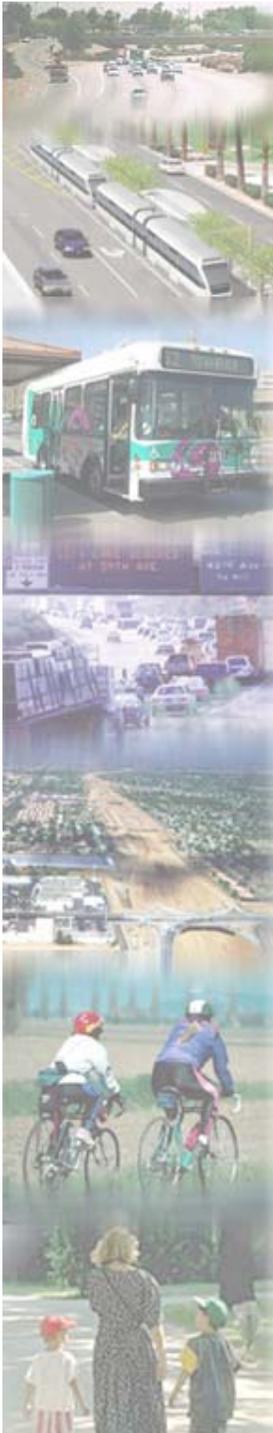
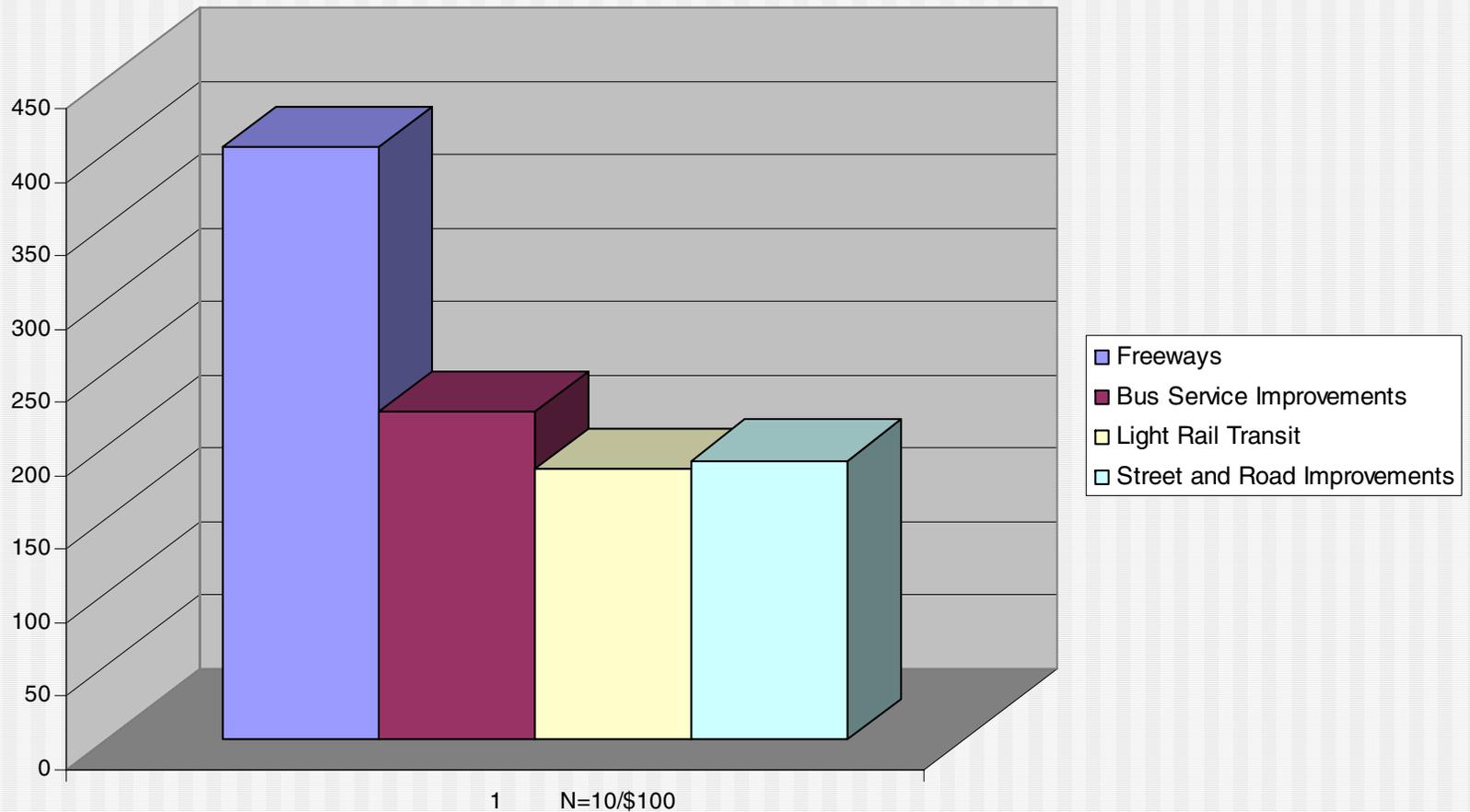
Cinco de Mayo Festival in Downtown Phoenix May 2003  
How would you distribute \$100 among the following areas?



# Papago Area TCA

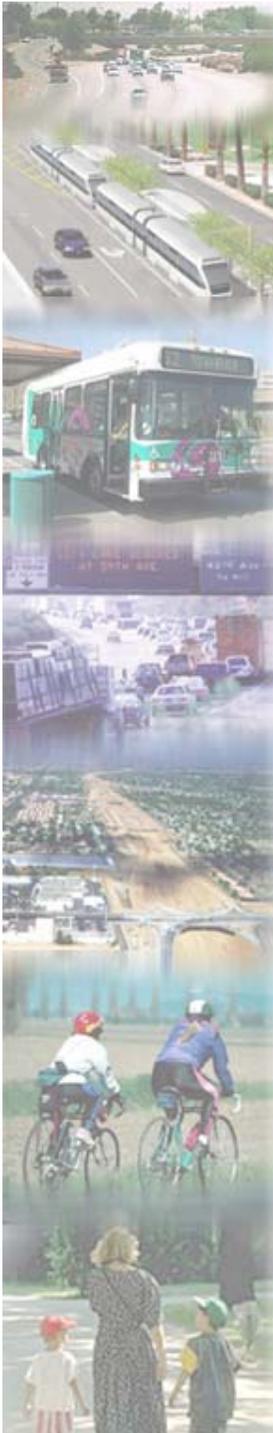
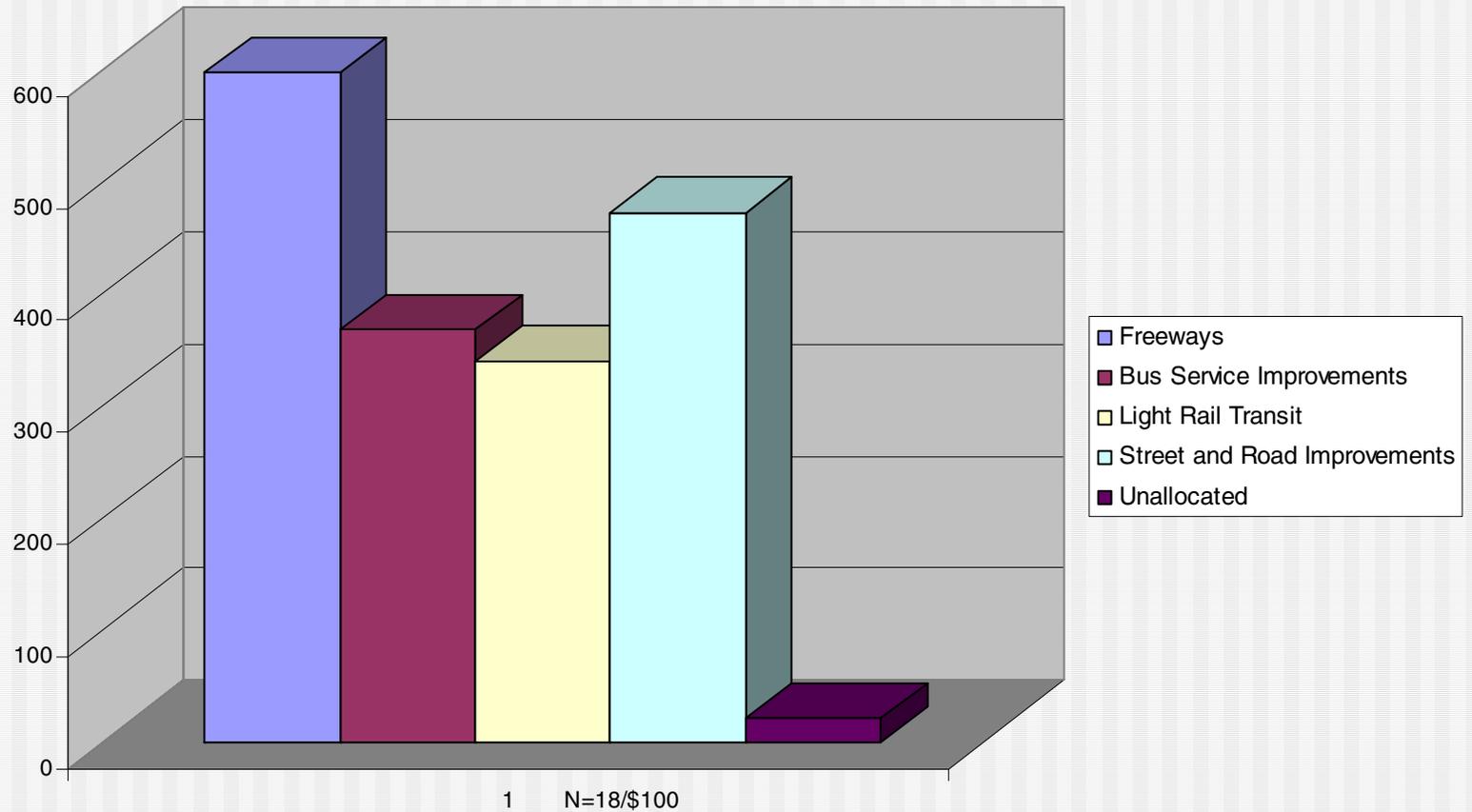
Papago Area Transportation Coordinators Association Alliance May 7, 2003

How would you distribute \$100 among the following areas?



# Northwest Valley TCA

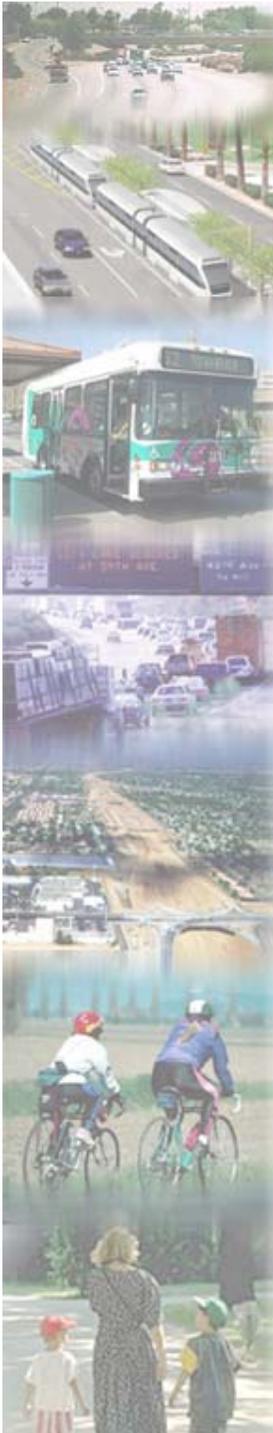
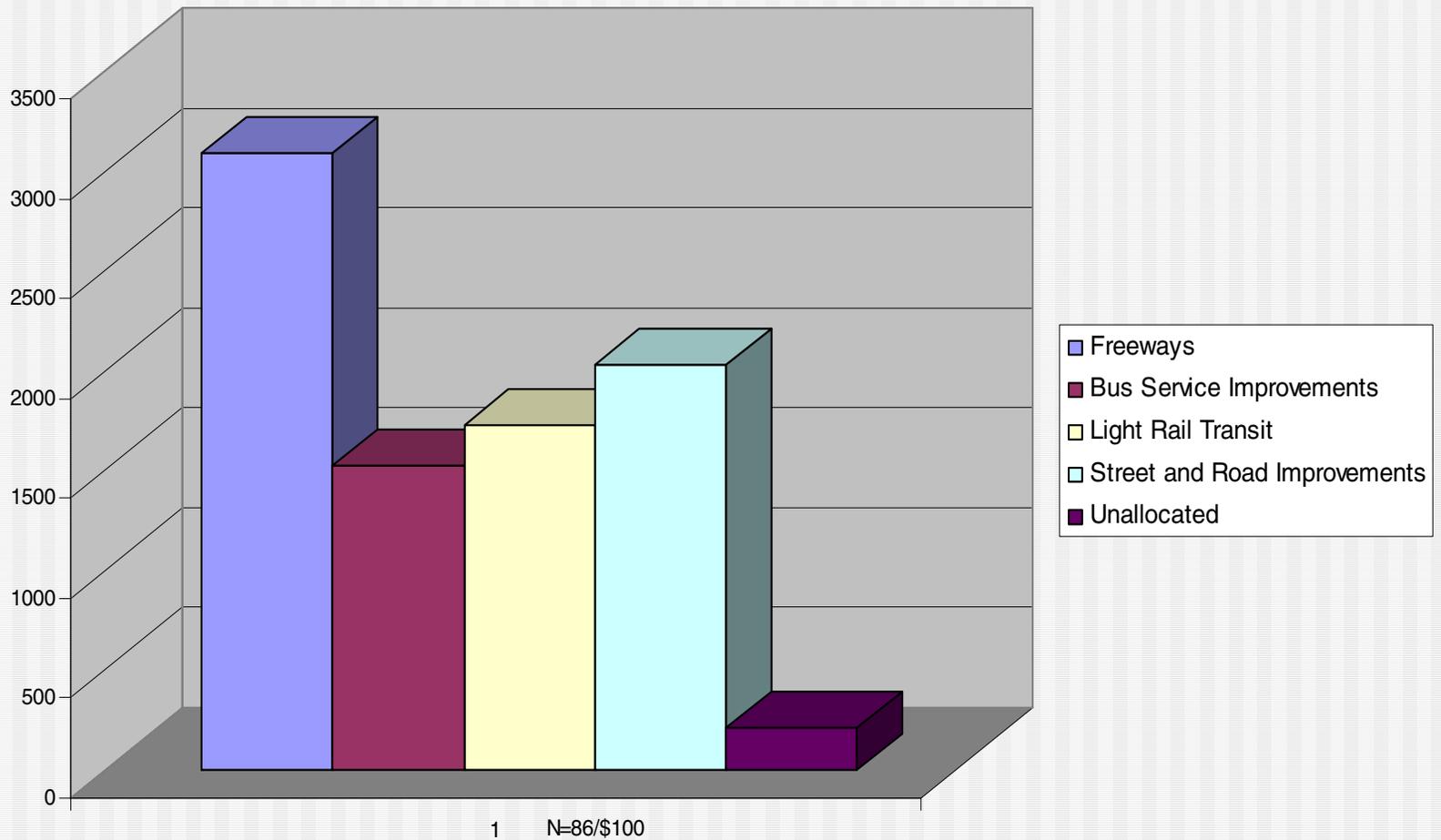
NW Valley Transportation Coordinators May 21, 2003  
How would you distribute \$100 among the following areas?



# Loop 202 Freeway Opening

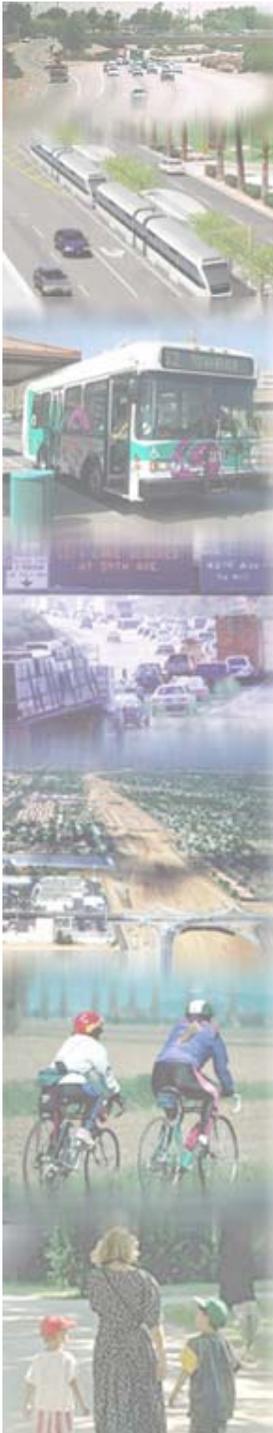
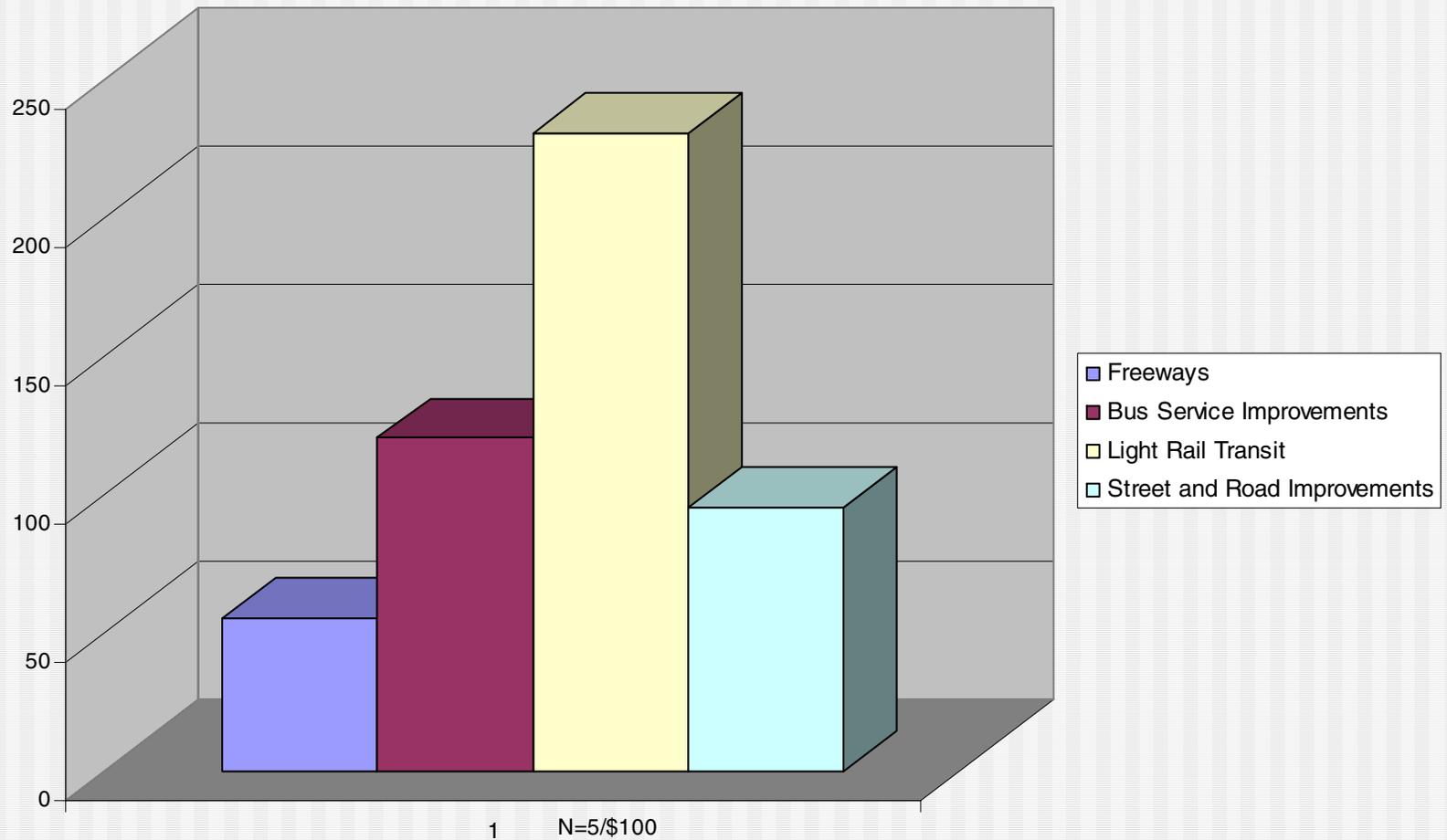
Red Mountain/Loop 202 Freeway Opening  
January 11, 2003

How would you distribute \$100 among the following areas?



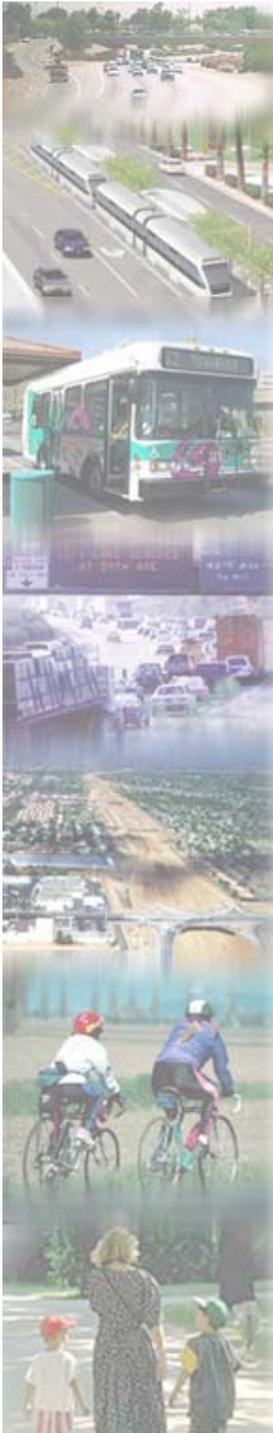
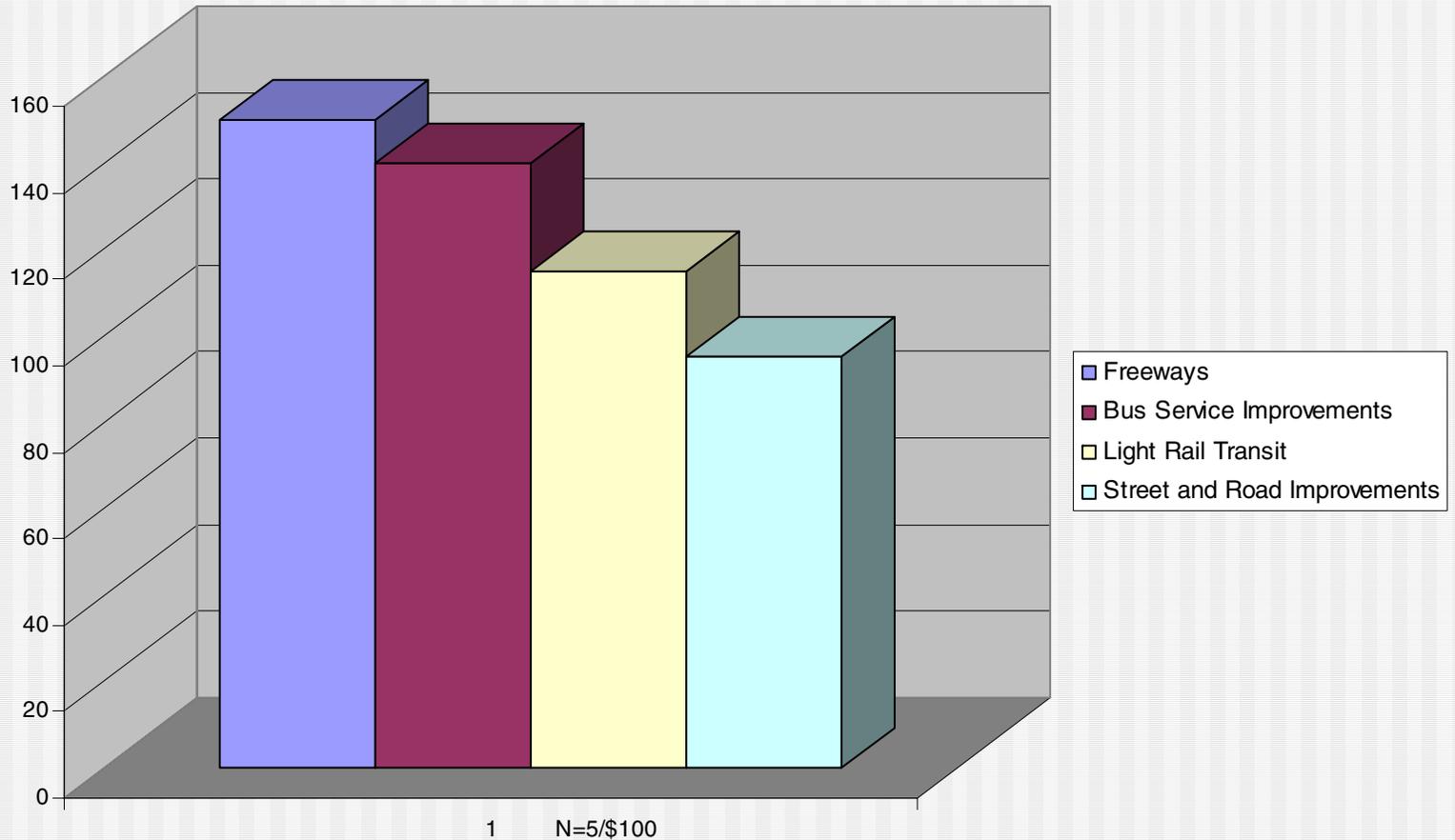
# Black History Event-Peoria

**Black History Event Peoria February 2003**  
**How would you distribute \$100 among the following areas?**



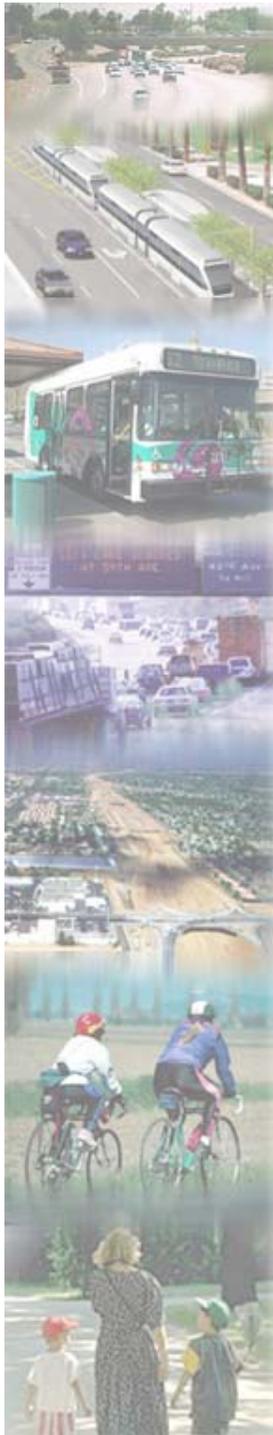
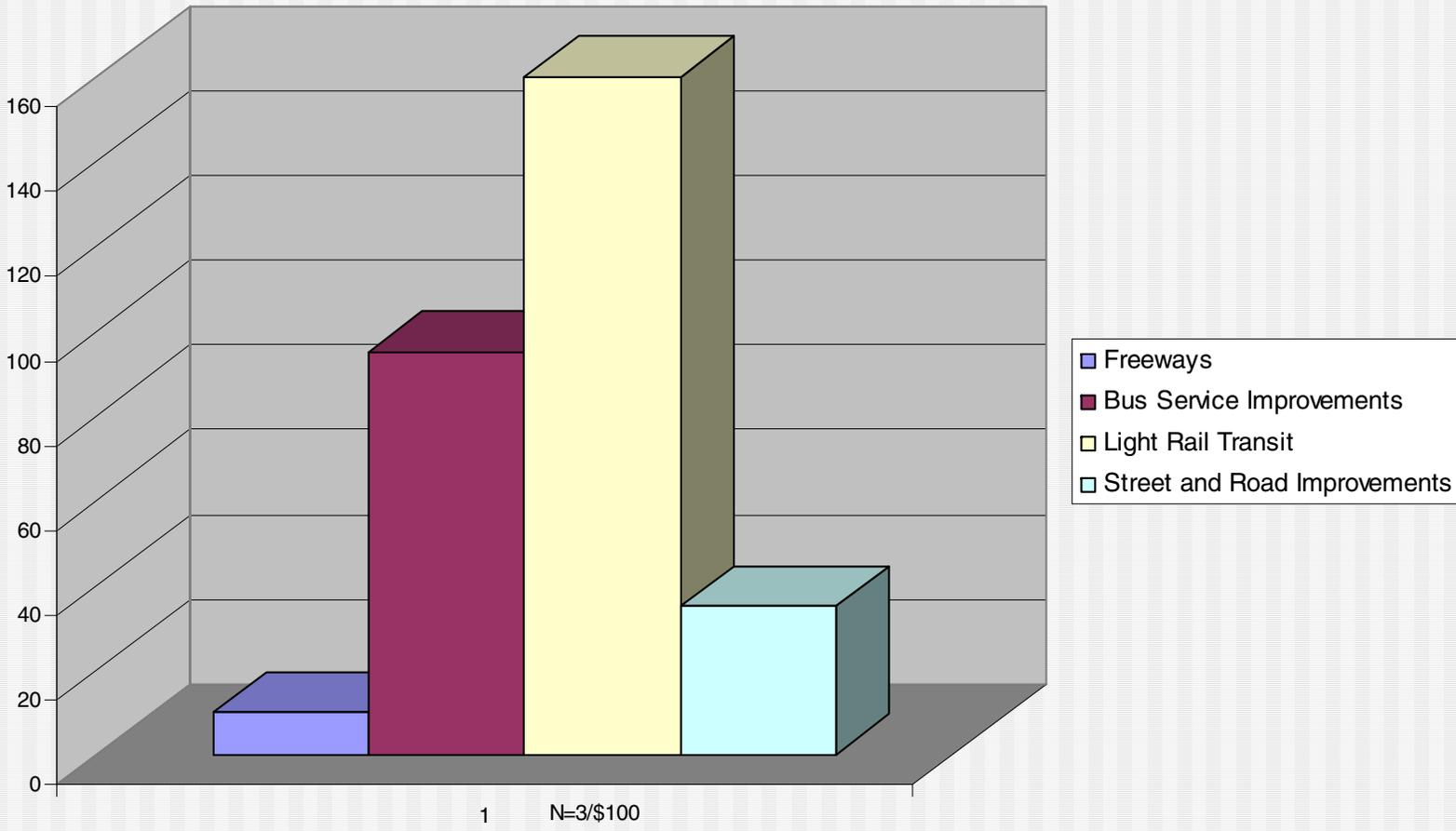
# Black History Event-Phoenix

Black History Event Phoenix February 2003  
How would you distribute \$100 among the following areas?



# Tempe Rotary

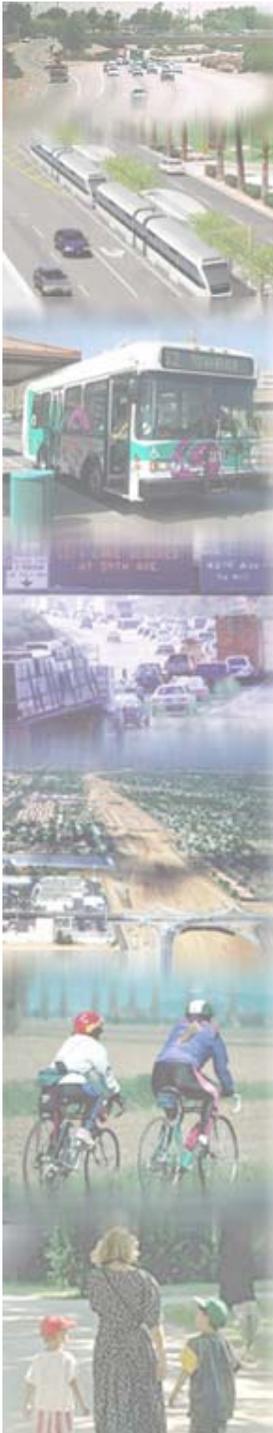
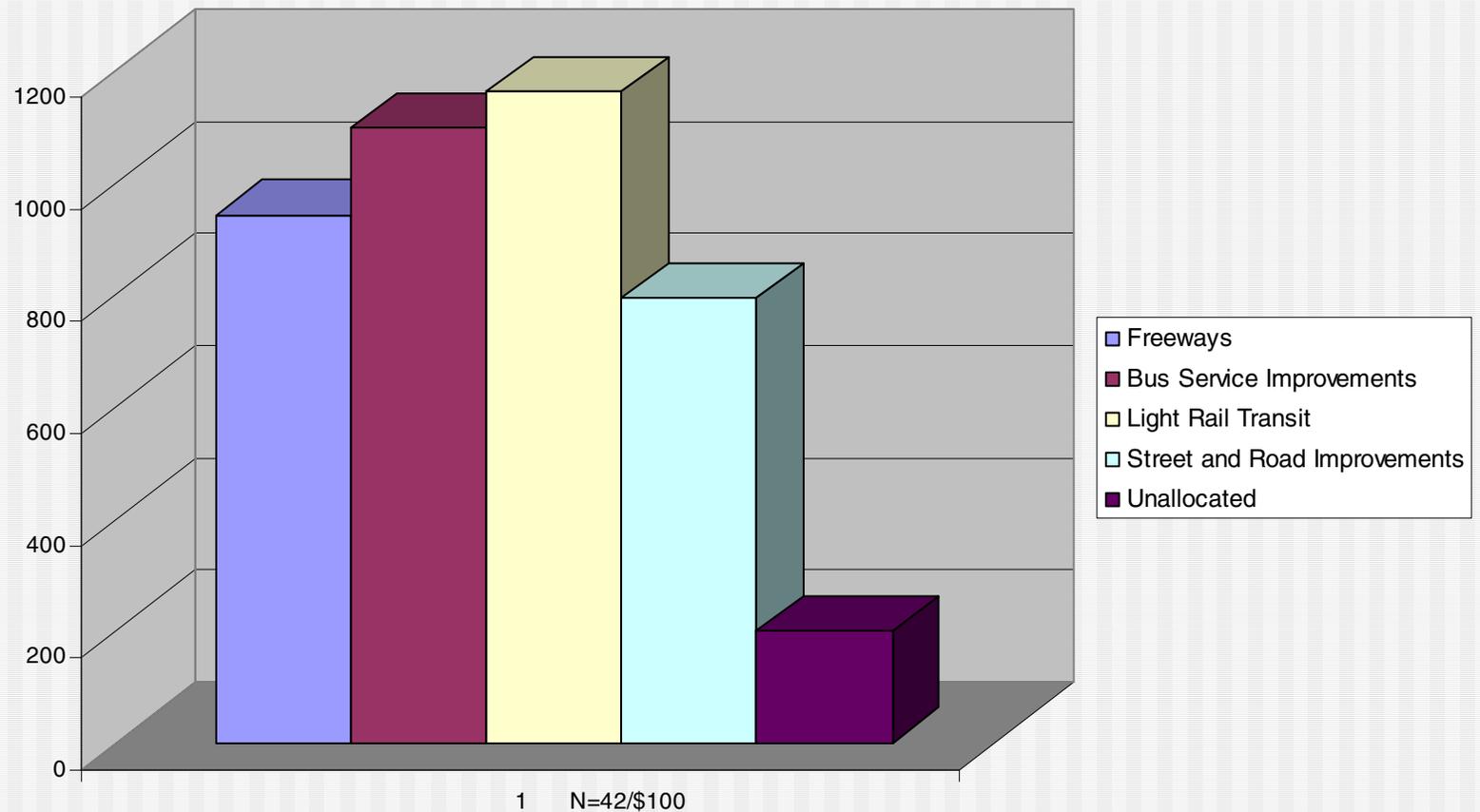
Tempe Rotary February 2003  
How would you distribute \$100 among the following areas?



# Spanish Business Expo

Business Expo Spanish Seminar Civic Plaza February 6, 2003

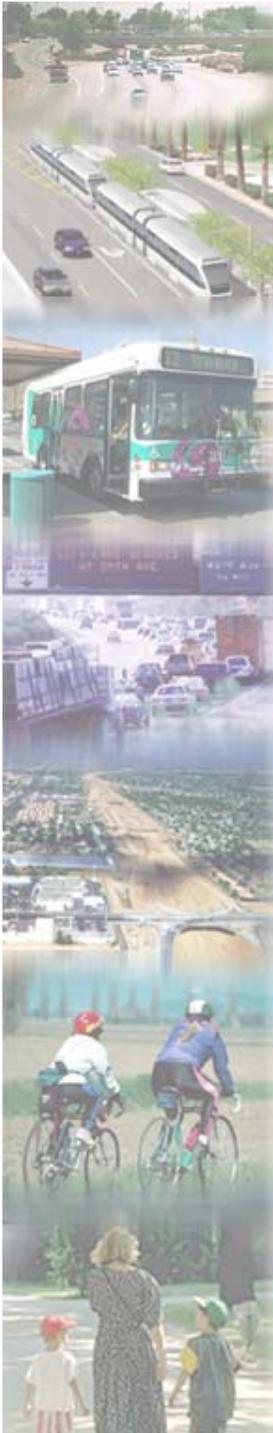
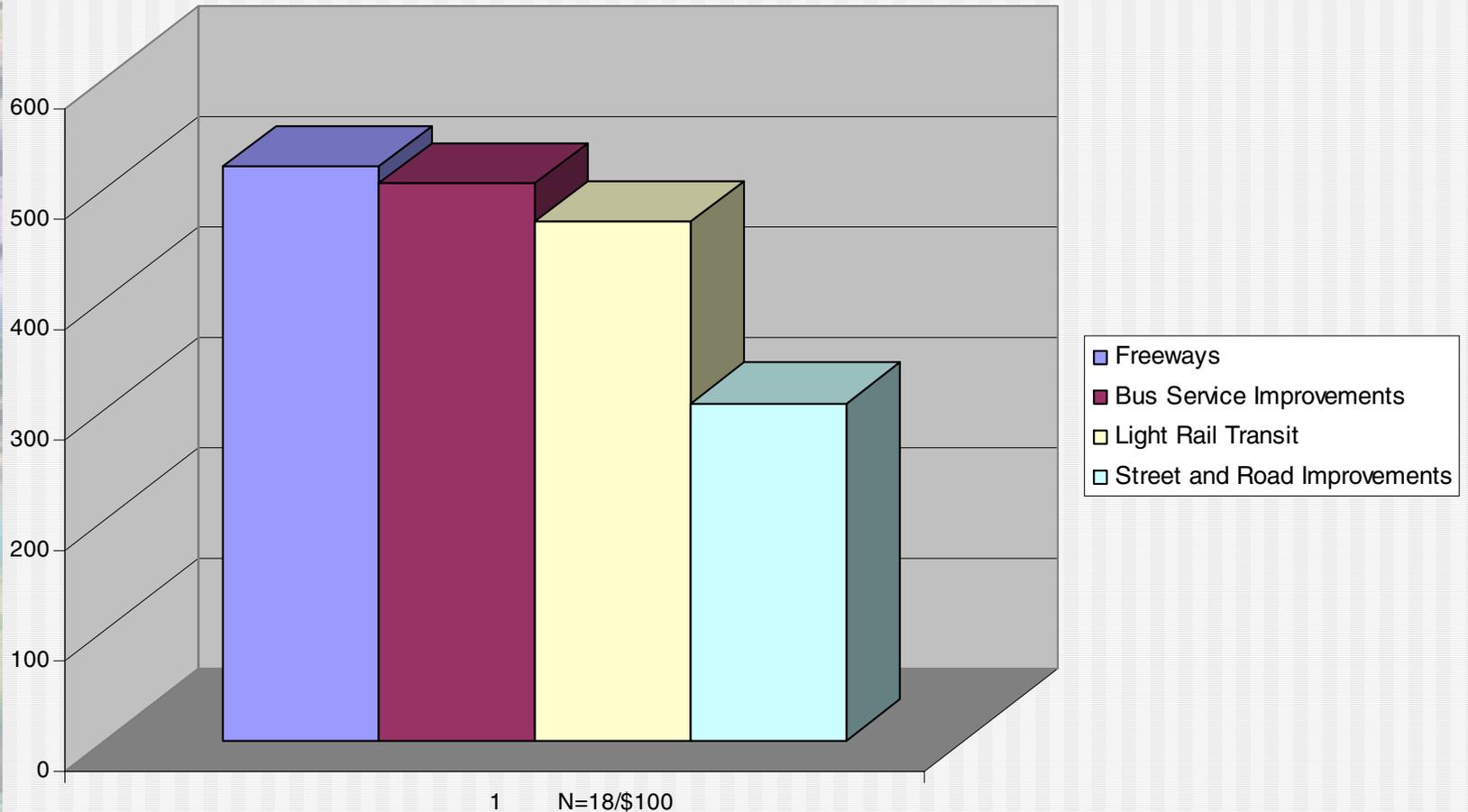
How would you distribute \$100 among the following



# Phoenix Latino Institute

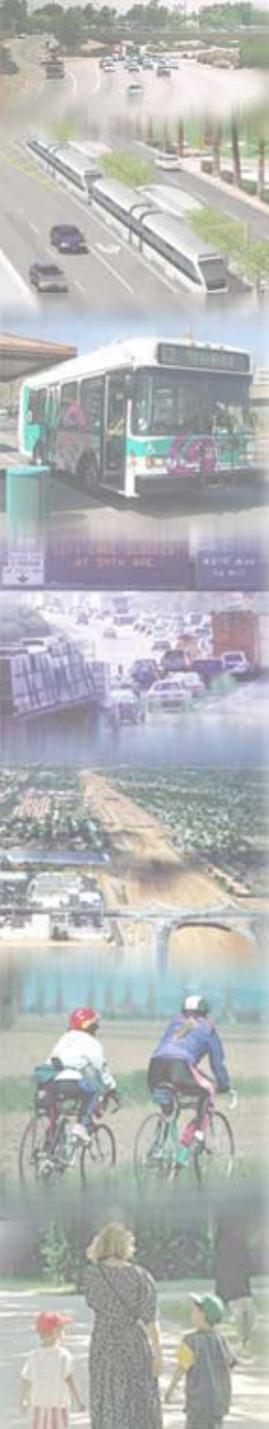
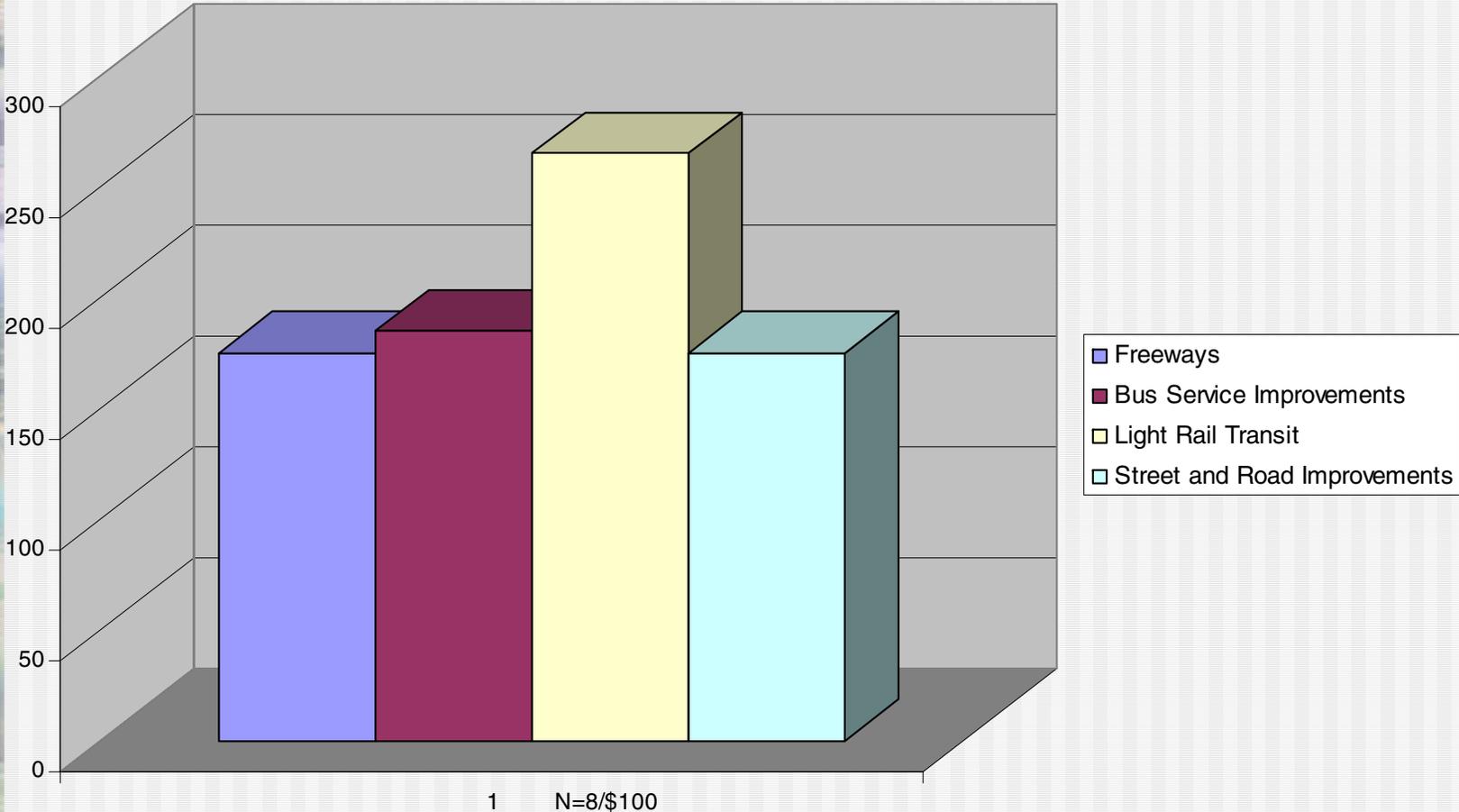
Phoenix Latino Institute at Paradise Valley Community Center  
February 8, 2003

How would you distribute \$100 among the following areas?



# Hispanic Chamber of Commerce

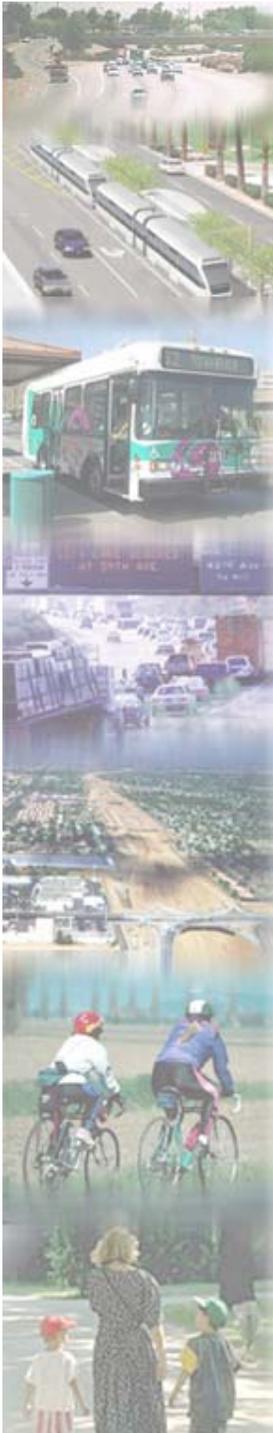
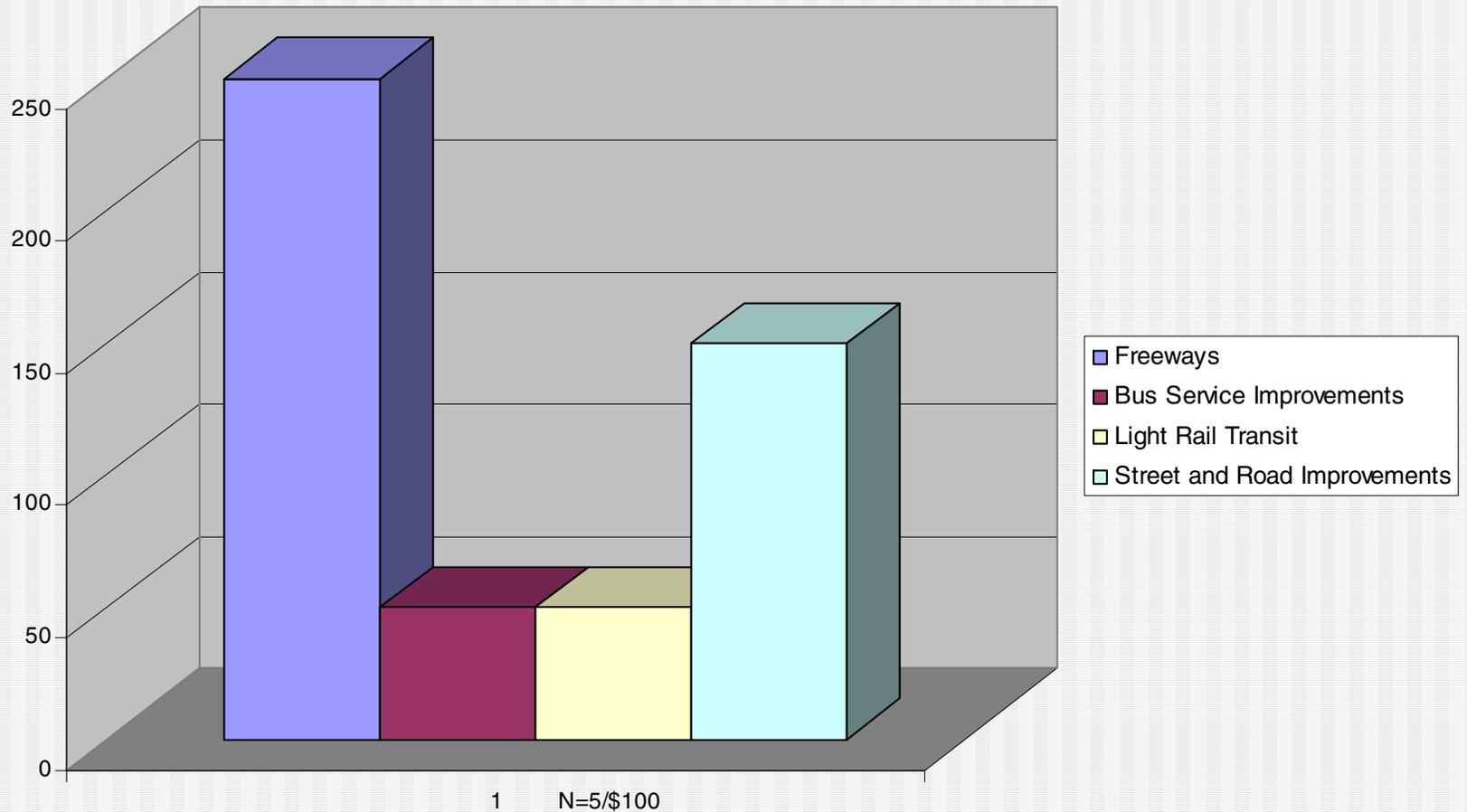
Arizona Hispanic Chamber Of Commerce May 13, 2003  
How would you distribute \$100 among the following areas?



# Glendale Open Houses

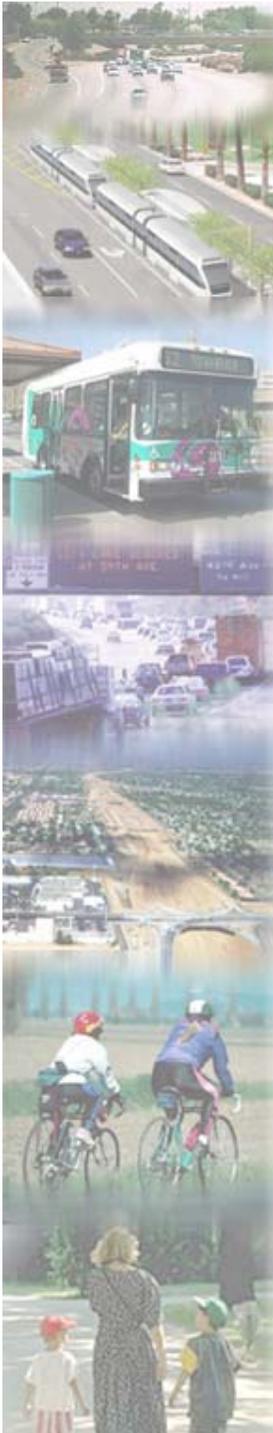
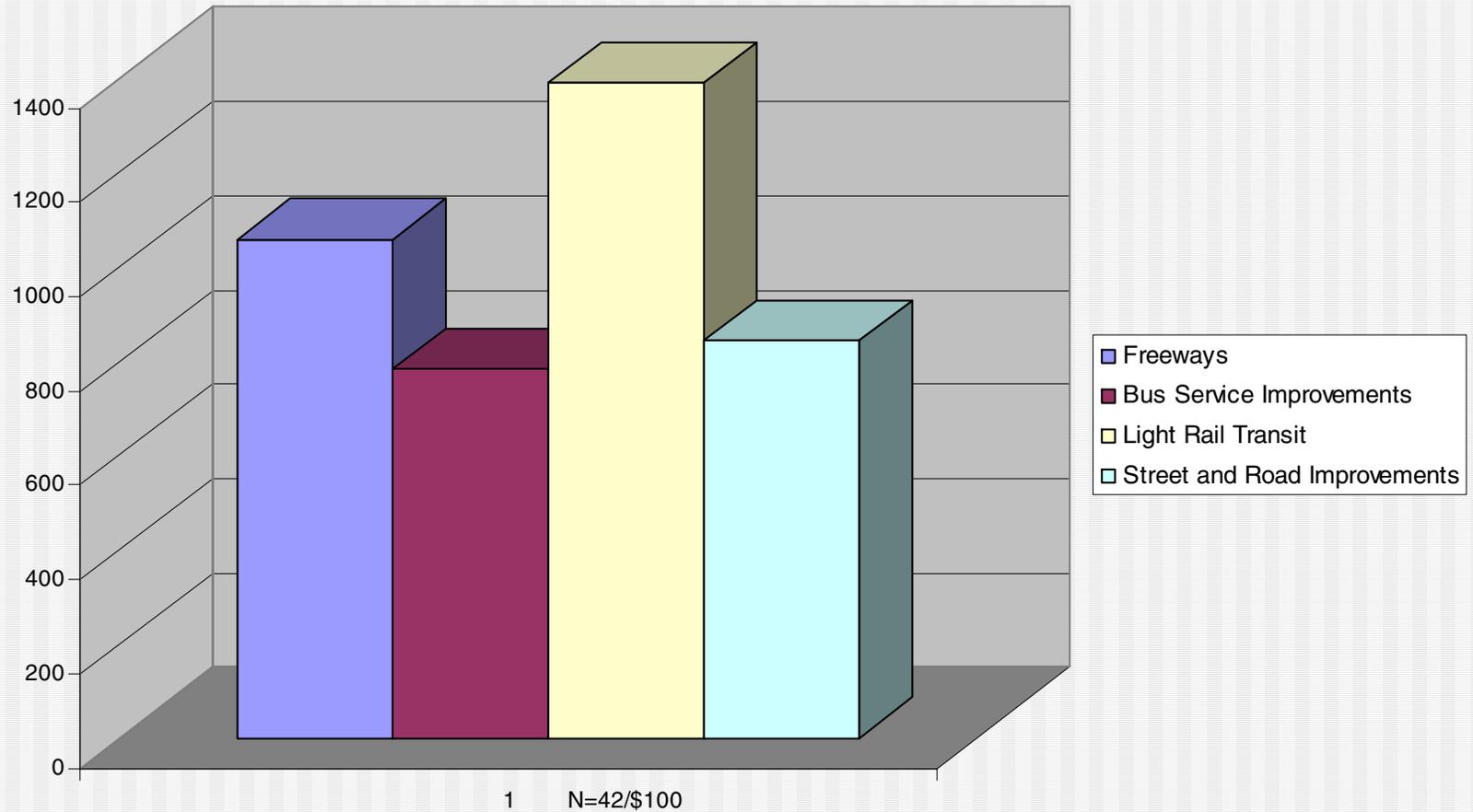
Glendale Transportation Open House May 15, 21, 22, 2003

How would you distribute \$100 among the following



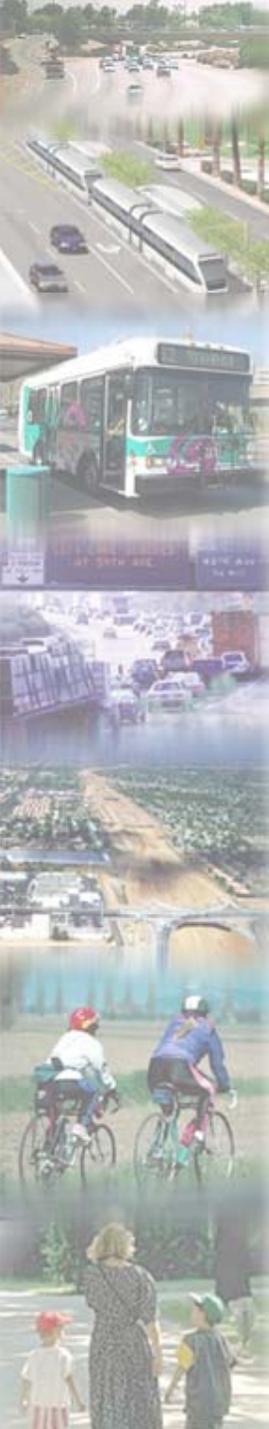
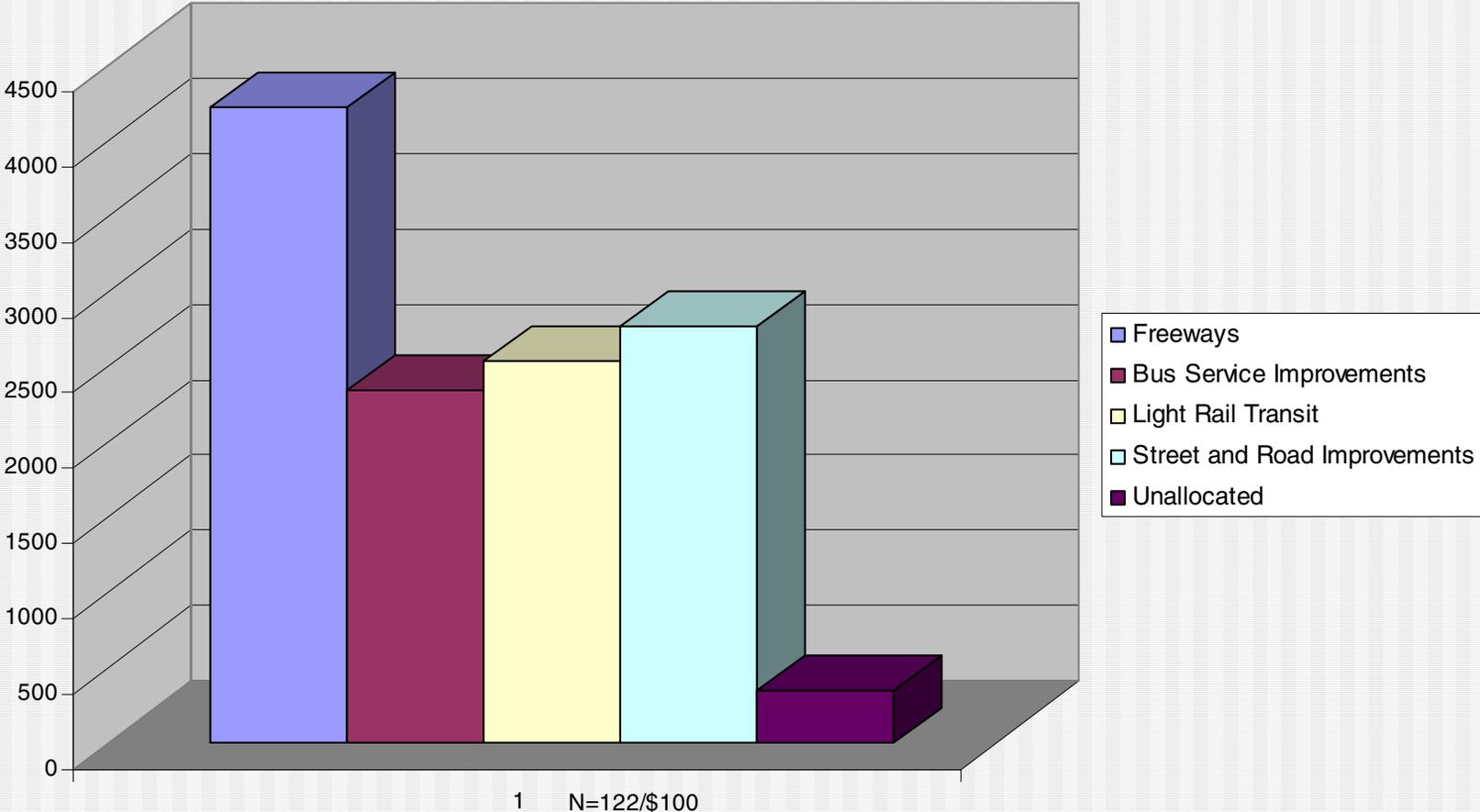
# Arrowhead Mall

**MAG At The Mall - Arrowhead May 17, 2003**  
**How would you distribute \$100 among the following areas?**



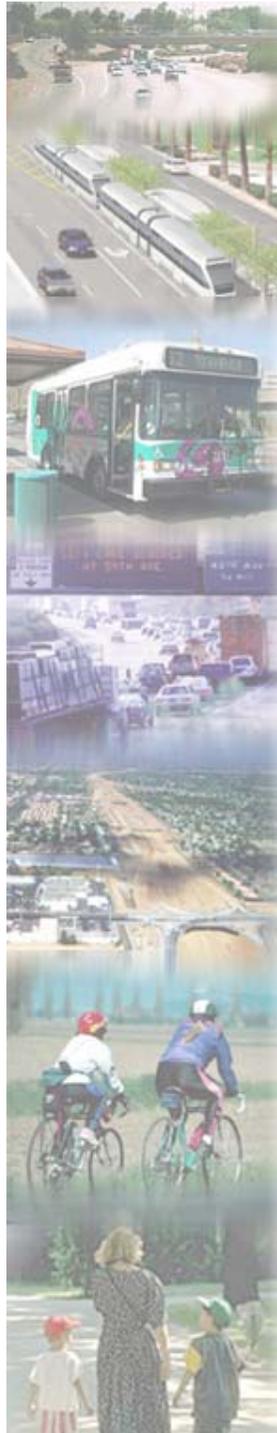
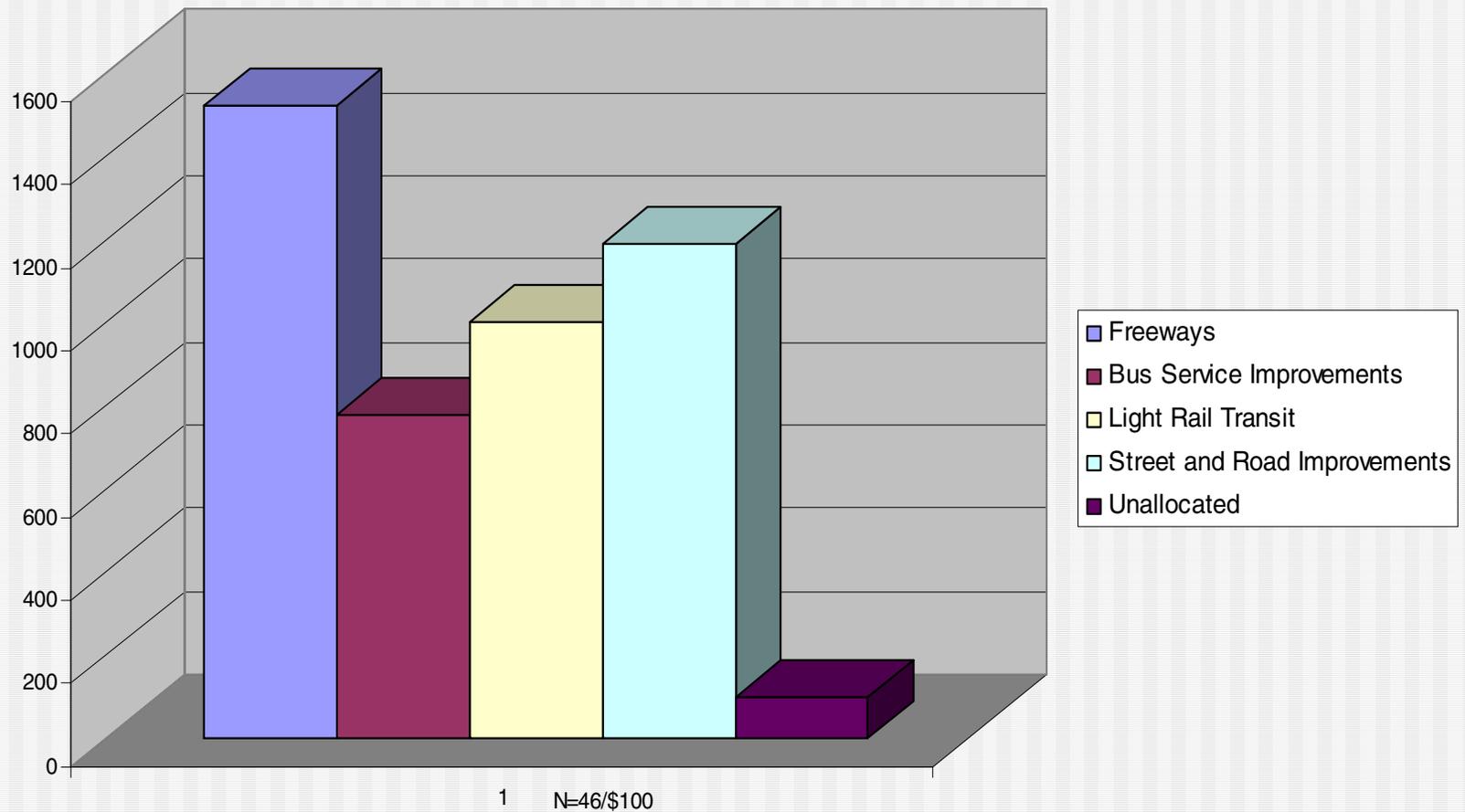
# SR 51 Freeway Opening

SR 51 Freeway Opening Bell Rd to 101 May 24, 2003  
How would you distribute \$100 among the following areas?



# Chandler Fashion Square

MAG At The Mall - Chandler Fashion Square May 31, 2003  
How would you distribute \$100 among the following areas?



# Spectrum Mall

MAG At The Mall - Spectrum June 7, 2003  
How would you distribute \$100 among the following areas?

