

FY 2017 EARLY PHASE INPUT OPPORTUNITY REPORT

August 2016



Maricopa Association of Governments (MAG)

302 North First Avenue, Suite 200

Phoenix, Arizona 85003

Telephone: (602) 254-6300

Fax: (602) 254-6490

E-mail: lgamiz@azmag.gov

Contact Person: Leila C. Gamiz

Title VI Notice to the Public

The Maricopa Association of Governments (MAG) hereby gives public notice that it is the policy of the agency to ensure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related authorities and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which MAG receives federal financial assistance. Additional protections are provided in other federal and state authorities for discrimination based on income status, limited English proficiency, religion, sex, disability, age, gender identity (as defined in paragraph 249(c)(4) of title 18, United States Code) or sexual orientation.

Any person who believes they have experienced discrimination under Title VI has a right to file a formal complaint with MAG. Any such complaint must be filed with MAG's Title VI Coordinator within 180 days following the date of the alleged discriminatory occurrence. For more information, or to file a complaint, please contact Amy St. Peter, the Title VI Coordinator, at (602) 254-6300.

Cover Page Photo:

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

TABLE OF CONTENTS

EXECUTIVE SUMMARY

Introduction	1
Input Opportunities.....	1
Summary of Input.....	2

I. PUBLIC INVOLVEMENT PROCESS

Introduction	5
History of MAG Public Outreach Process	6
Table 1: Development Process of ADOT Five Year Program, MAG Transportation Improvement Program (TIP), and ADOT Life Cycle Program	7
Table 2: Casa Grande Resolves	8
Publicity	8
Continuous Involvement	9

II. COMMITTEE/OPEN HOUSE/STAKEHOLDER MEETING COMMENTS RECEIVED

RECEIVED	11
----------------	----

III. OPEN HOUSE/STAKEHOLDERS MEETING AGENDA.....

IV. APPENDIX A: PUBLICITY MATERIAL.....

V. APPENDIX B: CORRESPONDENCE RECEIVED DURING THE EARLY PHASE INPUT OPPORTUNITY

INPUT OPPORTUNITY	37
-------------------------	----

EXECUTIVE SUMMARY

INTRODUCTION

Federal transportation legislation emphasizes public involvement in the metropolitan transportation planning process. New transportation authorization was signed into law on December 4, 2015. The new enabling legislation, Fixing America's Surface Transportation Act, or "FAST Act" continues to emphasize public involvement in transportation planning. Current legislation requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs. The Maricopa Association of Governments (MAG) will continue to adhere to the federal requirements for public involvement, in addition to finding new ways of engaging Valley residents in the transportation planning and programming process.

MAG has a four-phase public involvement process as outlined in the MAG Public Participation Plan. The Early Phase input opportunity provides for initial input prior to the development of a draft listing of projects that will eventually make up the Fiscal Year (FY) 2018-2022 Transportation Improvement Program (TIP). The input is then collected and entered into the Draft FY 2017 Early Phase Input Opportunity Report, which is presented to the MAG Management Committee and MAG Regional Council for review and consideration prior to action.

All 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 and alternative materials, such as large print and Braille and FM/Infrared Listening Devices, were available upon request.

INPUT OPPORTUNITIES

During the Early Phase Input Opportunity, MAG obtains input in a variety of ways including, but not limited to: public hearings, small and large group presentations, committee meetings, telephone, website and e-mail correspondence. A summary of the input received during the FY 2017 Early Phase Input Opportunity is included in this report.

SUMMARY OF INPUT

A summary of input gathered during the Early Phase Input Opportunity is included below:

- ▶ Complaint about the lack of customer service demonstrated on the Valley Metro transit system. I was trying to transfer but was left by a bus at the transfer point. Valley Metro staff advised me that riders should be at their bus stop five minutes before their bus is due to arrive. I question whether this means policy should overtake customer service.
- ▶ Comment about the lot next door to my house. The lot next door is 6,177 square feet, 100 percent more than allowed and many vehicles drive and park on the lot. Vehicles have to cross a dirt area to reach the gravel driveway. I have 100 pictures of that lot being used, but the City will not look at them, nor will it look at my 11-year log. It took the city seven years to deem the driveway non-dustproofed. If a driveway is used, it must be dustproofed.
- ▶ Would like for you to have better bus benches on Central north from Glendale to Dunlap.
- ▶ Arizona State Route (SR) 30 from SR-85 to Loop 303 should be a minimum four lanes, best to be six lanes.
- ▶ SR-85 should have a bypass around Gila Bend. SR-74 west of Lake Pleasant Road to US-60 should be four lanes.
- ▶ I-10 west light rail needs to be moved up to happen now; this will move considerably more people than the line going up Central or to Metro Center.
- ▶ I-17 from Bell Road to I-10: Both northbound and southbound have extreme traffic delays. More capacity is badly needed for this corridor.
- ▶ I-17 from Anthem Way to Cordes Junction: With just two lanes each way (in Maricopa and Yavapai counties) this long corridor is plagued by weekend traffic delays and is very susceptible to extremely long accident closures and backups.
- ▶ Happy Valley Road bridge over I-17: With just one lane for each direction, peak-time delays are extreme and backups extend to the mainline freeway.
- ▶ Pinnacle Peak Road bridge over I-17: With just one through lane for each direction, peak-time delays are extreme and backups extend to the mainline freeway.
- ▶ Happy Valley Road from 107th Avenue to I-17: Has very large and growing traffic volumes. Other new east-west alternative roads are needed for this corridor.
- ▶ Transit: Interconnection routes are needed between the Capitol/State/Downtown area and the Maricopa County Durango complex.
- ▶ Please consider the countywide Maricopa Trail as one of the most important projects to support in the five-year MAG Transportation Improvement Program.
- ▶ A pedestrian bridge or tunnel that would connect the Arizona Canal Trail across 68th Street at Indian School Road.
- ▶ MAG should perform a Life Cycle Analysis on the use of concrete in lieu of asphalt for some of its roads and intersections.
- ▶ Minimize orange cone disease. Repairs and lane shutdowns are reduced by using a product like concrete that is more durable than asphalt and requiring less maintenance.

- ▶ Rigid pavement of the concrete reduces rolling resistance, which can increase fuel mileage and provide longer durations between electrical car charges, and make intersections safer.
- ▶ Safety, by increasing visibility at night, ride quality and texturing (longitudinal tining at ¾ inch spacing) creates a surface for superior traction and useful benefit.
- ▶ The area on Hunt Highway leading all the way down to the Merrill Ranch/Anthem/Sun City community is, many times, thick with traffic and doesn't appear to be that safe.
- ▶ Amtrak Station here in Phoenix, AZ.
- ▶ On all those new roads now in the planning stage, please use warmer spectrum LED lighting.
- ▶ We need to connect the furthest Northeast Red Mountain 202 Loop in Mesa to the Beeline Highway (SR-87) and Shea Blvd. close to Fountain Hills.
- ▶ There is an unfinished transportation plan, from those days, that has yet to be completed and is in critical need for both movement around the northeast quadrant of Phoenix and the elimination of the smog created at the intersection of Lincoln Drive and Tatum Blvd., plus alleviating the overload condition of the narrow Tatum Blvd.
- ▶ I have used Dial-a-Ride since 1992. It is a key part of the infrastructure for my successful career. It has improved over the years, and needs to keep striving to be better.
- ▶ Please make it possible to complete and submit paratransit applications/renewals online – with use of assistive technology such as screen readers.
- ▶ The “one seat” service is excellent. It seems to have reduced the overload on Phoenix Dial-a-Ride. If possible, without jeopardizing that improvement, eventually it would be great to have same-day service back again – perhaps at a higher fee.
- ▶ I wish to echo the thoughts about using warmer spectrum LED lighting. It can make a significant difference with regard to viewing our desert skies and the heavenly objects that should be enjoyed by everyone.
- ▶ The city of Surprise would like to formally submit three projects for consideration and modeling into MAG's Regional Transportation Plan Update. These three projects include: a future interchange on SR303 at Litchfield Road, Corridor Optimization along US60, and US60/Jomax Road Interchange.
- ▶ It is time to extend Southern Avenue from Dean Road to MC 85.
- ▶ If you want to relieve congestion on the Papago Freeway, you should build the Paradise Freeway, but keep it all north of Camelback Road and south of Missouri Avenue.
- ▶ It took a supervisor two months to respond to my complaint.
- ▶ Customer service should be efficient, pleasing, and it should incorporate listening.
- ▶ People would rather be treated nice than be right.
- ▶ Thank you to everyone for the July 1, 2016, implementation of a seamless Dial-A-Ride system.

I. PUBLIC INVOLVEMENT PROCESS

INTRODUCTION

Federal transportation legislation emphasizes public involvement in the metropolitan transportation planning process. New transportation authorization was signed into law on December 4, 2015. The new enabling legislation, Fixing America's Surface Transportation Act, or "FAST Act," continues to emphasize public involvement in transportation planning. Current legislation requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs. The Maricopa Association of Governments (MAG) will continue to adhere to the federal requirements for public involvement, in addition to finding new ways of engaging Valley residents in the transportation planning and programming process.

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

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

public input process. This enhanced plan incorporated many of the previously-adopted public involvement guidelines set forth by the Regional Council in 1994 and enhanced in 1998 (*see History of MAG Public Involvement Process, page 6*). The MAG Public Participation Plan, which was updated in April 2014, sets forth guidelines for receiving public opinion, comment and suggestions on transportation planning and programming in the MAG region. This process provides complete information on transportation plans, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement in the planning process.

The public involvement process is divided into four phases: Early Phase, Mid-Phase, Final Phase and Continuous Involvement. The FY 2017 Early Phase Input Opportunity was conducted from August 1–31, 2016. Input collected during that phase is included in the FY 2017 Early Phase Input Opportunity Report. The Early Phase process provides for initial input prior to the development of a draft listing of projects that will eventually make up the Fiscal Year (FY) 2018-2022 Transportation Improvement Program (TIP). The purpose of this document, the *FY 2017 Early Phase Input Opportunity Report*, is to provide information about the outreach conducted during this phase and to summarize the results of the input received.

In addition, continuous outreach is conducted throughout the annual update process and includes activities such as small and large group presentations to community and civic groups, the distribution of press releases, informational materials, newsletters, and coordination with the Citizens Transportation Oversight Committee (CTOC). During this phase, comments/suggestions/questions received are responded to during the presentation/event/consultation or within 48 business hours.

HISTORY OF MAG PUBLIC OUTREACH PROCESS

Since its inception in 1967, the Maricopa Association of Governments (MAG) has encouraged public comment in the planning and programming process. In July 1998, the MAG Regional Council recommended that the process for programming federal transportation funds be enhanced. These enhancements included a more proactive community outreach process and the development of early guidelines to help select transportation projects within resource limits. The proactive community outreach process led to an enhanced public involvement process beginning with the FY 1999 Public Involvement Program. The enhanced public involvement process was designed to include transportation stakeholders as outlined in TEA-21 and to include input from Title VI stakeholders (minority and low income populations). The input received during the enhanced input opportunity has been incorporated in the development of early guidelines to guide project selection for the TIP and Plan.

Additional changes in planning and programming responsibilities were prompted by the passage of TEA-21. As a result, ADOT hosted a meeting of regional planning organizations to suggest changes that would benefit the planning and programming process throughout Arizona. The meeting was held in Casa Grande in April, 1999 and was attended by representatives of Metropolitan Planning Organizations, Councils of Governments, ADOT and Valley Metro. All participants agreed to several guiding principles to help develop and integrate state and regional transportation plans and programs. In the past, development of the MAG TIP, MAG Long Range Plan, Surface Transportation Program (STP) and State Transportation Improvement Program (SHIP) were on different schedules, which was confusing to members of the public. With changes included in the guiding principles adopted at the 1999 meeting, which came to be known as the Casa Grande Resolves, the state and regional planning and programming processes have been combined. (*See page 6.*)

In December 2006, the MAG Regional Council approved a Public Participation Plan to guide the MAG public input process in accordance with SAFETEA-LU guidelines for metropolitan transportation planning. The Regional Council approved an update to the plan in April 2014. This plan also conforms to guidelines delineated in the FAST Act.

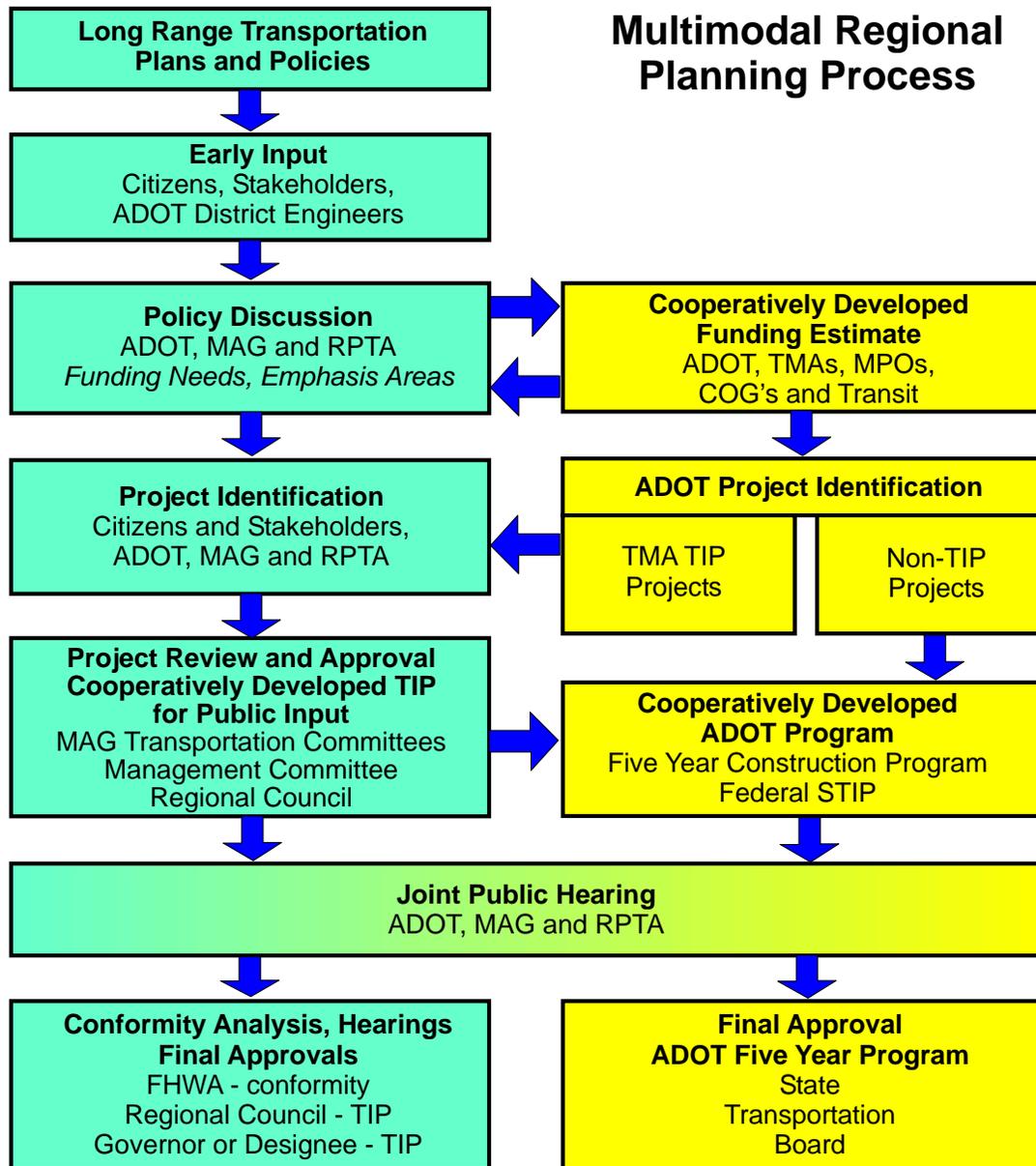


Table 1: Development Process for ADOT Five-Year Program, MAG TIP, MAG RTP, and ADOT Life Cycle Program (Joint Planning Process)

- * **TMA:** Transportation Management Area
- * **FHWA:** Federal Highway Administration
- * **RPTA:** Regional Public Transportation Authority
- * **COG:** Council of Governments
- * **MPO:** Metropolitan Planning Organization

Guiding Principles

New Arizona Transportation Planning and Programming Process Casa Grande Resolves

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

Table 2: Casa Grande Resolves

PUBLICITY

The public was informed of the Early Phase public involvement events through a variety of methods. The open house was announced with a targeted mailing to the MAG public involvement mail list of more than 3,000 individuals, as well as noticed with display advertisements in *The Arizona Republic* (largest statewide circulation newspaper) and *La Voz* (Spanish language) publications. A postcard notice also was sent to approximately 20 regional libraries throughout the Valley. Each library was sent 20 postcards.

CONTINUOUS INVOLVEMENT

As part of the continuous outreach process, MAG staff has participated in a number of meetings/presentations/events. Activities included:

- ◆ Small group presentations, participation in special events and providing information to residents via e-mail, telephone and one-on-one consultations. During these interactions, comments/suggestions/questions are responded to at the time of the interaction or within 48 business hours.
- ◆ Continued consideration of input received by the MAG Human Services Planning Program in its public outreach process.
- ◆ Continued community outreach to Title VI/Environmental Justice populations, utilizing the MAG Community Outreach Specialist and MAG Disability Outreach Associate.
- ◆ Continued involvement with the Citizens Transportation Oversight Committee (CTOC).
- ◆ Participation in special events, in partnership with ADOT, Valley Metro, and METRO whenever possible. Comments/suggestions/questions received during these special events are responded to at the time of the event or within 48 business hours.
- ◆ Monthly e-mail updates summarizing the activities and actions of the Transportation Policy Committee. Monthly summaries of the Regional Council through the Regional Council Activity Report.
- ◆ Use of GovDelivery, an electronic subscription and automated notification system, to allow automated notifications of updates to all major MAG project pages. The GovDelivery service monitors specific website pages for changes, and when a change is detected, e-mail subscribers are notified. Users can choose to subscribe to as many pages as they wish free of charge.

Additional outreach activities included updating the MAG Web site at www.azmag.gov. The site provides information on MAG committees and issues of regional importance, as well as access to electronic documents and links to member agencies. The site also provides a Spanish language link. Visitors to the site may provide feedback through various project pages. Staff contact information is provided for specific projects. Users may also send comments or questions via e-mail to lgamiz@azmag.gov. In addition, each quarter MAG distributes a newsletter, *MAGAZine*, which includes information about MAG activities and the issues of importance to the cities, towns and tribal communities that make up its membership.

II. COMMITTEE/CORRESPONDENCE/PUBLIC MEETING COMMENTS AND RESPONSES

INTRODUCTION

This section is organized by meeting/event location and includes written and oral comments received during the Final Phase input opportunity. In some cases, comments listed below are summarized and not taken verbatim.

COMMENTS RECEIVED DURING THE MAG MANAGEMENT COMMITTEE MEETING ON WEDNESDAY, AUGUST 10, 2016.

Comment from Dianne Barker, Phoenix resident

Comment: Ms. Dianne Barker stated that she is a resident of the City of Phoenix, which is an all American city. Ms. Barker expressed that she was happy that the U.S. women's multicultural gymnastics team won the gold medal at the Rio Olympics. She commented that one of the team members is said to be the best gymnast ever. Ms. Barker spoke of the positive teamwork she saw. Ms. Barker expressed her complaint about the lack of customer service demonstrated on the Valley Metro transit system. She said she was trying to transfer but was left by a bus at the transfer point. She said that Valley Metro staff advised her that riders should be at their bus stop five minutes before their bus is due to arrive. She questioned whether this means policy should overtake customer service. Ms. Barker said to strive beyond like in the Olympics and value the customer.

Comment by John Rusinek, Phoenix resident

Comment: Mr. John Rusinek commented on the lot next door to his house. He said he received a letter from the Phoenix City Attorney, which he felt questioned his intelligence. Mr. Rusinek stated that the lot next door is 6,177 square feet, 100 percent more than allowed. He spoke of the many vehicles that drive and park on the lot. Mr. Rusinek stated that they have to cross a dirt area to reach the gravel driveway. He said there is grass growing in the dirt. Mr. Rusinek stated that he has 100 pictures of that lot being used but the City will not look at them, nor will it look at his 11-year log. He noted that it took the City seven years to deem the driveway non-dustproofed. If a driveway is used, it must be dustproofed.

COMMENTS RECEIVED DURING THE MAG REGIONAL COUNCIL MEETING ON AUGUST 31, 2016.

Comment from Dianne Barker, Phoenix resident

Comment: Ms. Dianne Barker spoke about how bus customer service is polarized. Ms. Barker stated that on June 15th, she was riding the I-10 Rapid and connecting to another bus near the intersection

of Elliott and Kyrene. The driver of the bus Ms. Barker was on cleared the intersection and honked to advise the driver of the Route 108 bus of Ms. Barker's attempt to catch it. However, the bus driver of the Route 108 bus did not wait and took off without Ms. Barker on board. Missing the bus caused Ms. Barker to be an hour late to her appointment. Ms. Barker stated that she filed a complaint with customer service and requested that a supervisor return her call. Ms. Barker stated that it took a supervisor two months to respond to her request. Ms. Barker stated that she felt as if she was being punished when she was asked if she knew the policy that instructs passengers to be at their stop five minutes prior to the arrival of the bus. Ms. Barker wondered if it's prudent to make such a statement, as it seemed a bit unreasonable to ask passengers if they were at the bus stop five minutes prior to the bus arriving and if they were not, then they would not be allowed to ride the bus. In the end, Ms. Barker stated that she received an apology and felt a genuine care for her complaint. Ms. Barker stated that she uses tools to make connectivity and that awareness and customer service is needed. Complaint responses should be customized and not discounted.

Comment from Marvin Rochelle, Phoenix resident

Comment: Mr. Marvin Rochelle began his comments by greeting the Regional Council and Mayors. Mr. Rochelle thanked everyone for the July 1, 2016, implementation of a seamless Dial-A-Ride system, which was approved in November 2015 and one that he's advocated for since 2007. Mr. Rochelle stated that for the most part, the updated system is working with minor glitches related to a deficiency in personnel training and information. Mr. Rochelle stated that he represents not only the physically but also visually challenged community and that he has heard from doctors praising the change as patients are now on time to their appointments. Mr. Rochelle ended by thanking everyone and encouraging progress.

COMMENTS RECEIVED DURING THE EARLY PHASE OPEN HOUSE ON THURSDAY, AUGUST 11, 2016.

Comment from Maria Hernandez, Phoenix resident

Comment: Would like for you to have better bus benches on Central north on Glendale to Dunlap. Need to keep drunk people out of our buses and light rail. I take the bus and light rail a lot. I am a senior citizen and a student at Phoenix College.

Comment from Claude Mattox, Phoenix resident

Comment: AZ SR-30 from SR 85 to Loop 303 should be a minimum four lanes, best to be six lanes. SR 85 should have a bypass around Gila Bend. SR 74 west of Lake Pleasant Road to US 60 Should be four lanes. I-10 west light rail needs to be moved up to now, this will move considerably more people than Central or Metro Center.

Comment from Dianne Barker, Phoenix resident

Comment: Vision diagram (see Appendix B), 48th Street area “multi-modal” transportation station.

SUMMARY OF THE EARLY PHASE STAKEHOLDERS MEETING ON MONDAY, AUGUST 22, 2016.

MAG in partnership with the Arizona Department of Transportation (ADOT), the city of Phoenix Public Transit Department, Valley Metro and Valley Metro Rail (METRO), hosted an Early Phase Transportation Stakeholders meeting to facilitate information sharing among agencies and to solicit their feedback on future transportation plans. In addition to the agencies previously noted, the following agencies also attended: Arizona Game and Fish Department, Arizona State Land Department, City of El Mirage, City of Peoria, City of Scottsdale, City of Surprise, Maricopa County Air Quality Department, Maricopa County Department of Transportation, Pinal County, and the Town of Gilbert.

The meeting began with presentations from MAG staff related to the public involvement process, transportation planning and programming, and current rebalancing efforts of the regional freeway and highway program. The presentations concluded with an overview of upcoming important dates to help stakeholders in understanding the MAG planning and programming processes.

Following the presentations, a stakeholder discussion was held where individuals were encouraged to share information, ask questions, or discuss future projects. Following is an overview of the items discussed among agency stakeholders and MAG staff.

A representative from Pinal County asked whether the current MAG freeway/highway program rebalancing effort affected facilities in the Pinal County portion of the MAG planning area. In addition, the Pinal County representative stated that the agency wants to work with MAG and ADOT to obtain funding for needed freeway/highway improvements in the Pinal County area of MAG.

MAG staff stated that the ongoing Proposition 400 freeway/highway rebalancing will be limited to Maricopa County. By state statute, Proposition 400 funds can only be spent in Maricopa County, so the rebalancing effort is limited to that portion of the MAG planning area. However, this process will help inform freeway/highway planning for the whole region. In addition, in keeping with the MAG Transportation Improvement Program “Call for Projects,” a portion of suballocated federal Surface Transportation Funds are available to MAG member agencies, including those in Pinal County. Additionally, federal Congestion Mitigation and Air Quality Funds are available to MAG member agencies in Pinal County in air quality nonattainment and maintenance areas.

The Pinal County representative asked if upcoming MAG regional transportation studies included the Pinal County portion of the MAG planning area. MAG staff stated that yes, upcoming MAG transportation studies, including the Regional Transit Framework Study Update, the Regional Commuter Rail Study Update, and the Superstition Vistas Transportation Framework Study, will include the Pinal County portion of the MAG planning area.

Subsequently, the Pinal County representative added that as part of the State Route (SR) 24 Design Concept Report/Environmental Document process, Pinal County is attempting to identify approximately \$1.0 to \$1.5 million in design dollars for the extension of SR-24 to Ironwood Road in Pinal County. Maps and listings of all Pinal County Regional Transportation Authority proposed projects were provided to MAG staff. MAG stated that it would be interested in obtaining the noted information and coordinating closely with Pinal County on SR-24 and other projects.

In opening the floor for additional discussion, the Arizona State Land Department participant asked who the project manager would be for the upcoming MAG Superstition Vistas Transportation Framework Study. MAG staff stated that Quinn Castro would be the project manager for the Superstition Vistas Transportation Framework Study. MAG, with an anticipated solicitation announcement of December 2016 or January 2017, is currently preparing a draft Request for Proposals (RFP) for the study. The goal is to contract with a consultant within six weeks after the RFP announcement and MAG is looking forward to the participation of the State Land Department and Pinal County as potential members of the study team.

The representative from Pinal County stated that the county has hired a consultant to perform a San Tan Valley Special Area Study and outlined that the boundaries of the study generally include the area from Elliot Road to Hunt Highway and from Meridian Road to the Central Arizona Project Canal. MAG staff acknowledged that it is looking forward to coordinating the Superstition Vistas Transportation Framework Study closely with the San Tan Valley Special Area Study.

A city of Surprise representative inquired about the current freeway/highway rebalancing process and if MAG would be considering new projects or if only projects that had already been identified and previously deferred would be reincorporated into the Regional Transportation Plan. The city of Surprise representative added that since Proposition 400 was voted with different modal emphasis for east/central/west areas, the earlier rebalancing of the program affected different areas in different ways and that there is a concern as to how these effects can be addressed. Finally, the city of Surprise representative asked if the Regional Transportation Plan update would consider projects proposed in studies that have been conducted and/or will new projects (not previously identified in Proposition 400) also be considered and analyzed for possible inclusion in the rebalancing efforts.

MAG staff stated that criteria has been developed and presented to the MAG Transportation Policy Committee and Regional Council for consideration as the basis for developing the list of projects for rebalancing. The rebalancing scenarios approved by the Regional Council in 2009 and 2012 were based on principles consistent with original planning goals and objectives used to establish the Regional Transportation Plan in 2003. MAG staff added that recent guidance has identified the “project priorities” criteria as an important priority, with consideration given to legacy projects that were previously moved out of the program. Other criteria such as project readiness, travel demand, and cost have also been identified for this rebalancing effort. MAG staff reiterated that the analysis process is still underway, and that at this time, nothing has been approved. MAG staff anticipates presenting a tentative rebalancing program scenario to MAG policy committees later this fall.

Furthermore, MAG staff stated that no projects previously in the program have been “sunsetting;” however, while projected cash flow balances afford an opportunity to bring some projects back into

the program, other projects will remain deferred until additional funding becomes available. Depending on the analysis, it might be possible to accommodate some smaller projects that respond to changing travel demand conditions within this rebalancing effort. The final project listing could potentially be a mixture of both. The Regional Transportation Plan will be updated considering a combination of information from studies and agency input.

City of Surprise representatives then asked about the timeframe to submit proposals to MAG for projects to be considered in the rebalancing process. The city of Surprise has a specific project that it is discussing with the city of Peoria for joint submittal; however, this coordinated effort may take a few weeks. MAG staff stated that considerations are underway with all MAG member agencies regarding the rebalancing effort. It is recommended that agencies contact MAG staff to obtain information on the status of this coordination effort and/or provide input to the process.

In response to MAG staff's public involvement presentation where public comment received during the Early Phase noted the need for investment in the Maricopa Trail, a Maricopa County Department of Transportation (MCDOT) representative stated that the Maricopa Trail is progressing with completion anticipated within the next three years. The MCDOT representative urged agencies to connect their trail systems to this regional system if they are not already a part of it.

A town of Gilbert representative asked if the rebalancing process would first accumulate project costs and then see how such costs line up with the total funding available. Or, will cushioned funding targets be identified whereby project selections would be required to fit within that cushion? MAG staff stated that current projections indicate that approximately \$640 million may be available for the highway/freeway rebalancing process. At this time, the target is to be conservative and identify projects totaling approximately \$500 to \$550 million for rebalancing, keeping approximately \$100 million unprogrammed for now. If future funding surpluses are realized or new funding sources are identified, additional projects may be able to be added back into the program.

With no further discussion initiated by attendees, the meeting concluded.

COMMENTS RECEIVED THROUGH ONLINE COMMENT FORM DURING THE EARLY PHASE.

Comment from Mike Duncan, Phoenix resident

Comment: For Early Phase One

Here is my top six list:

1. I-17 from Bell Road to I-10—Both northbound and southbound have extreme traffic delays. More capacity is badly needed for this corridor.
2. I-17 from Anthem Way to Cordes Junction—With just two lanes each way (in Maricopa and Yavapai counties), this long corridor is plagued by weekend traffic delays and is very

susceptible to extremely long accident closures and backups. This segment is especially overdue for added capacity.

3. Happy Valley Road bridge over I-17—With just one lane for each direction, peak-time delays are extreme and backups extend to the mainline freeway.
4. Pinnacle Peak Road bridge over I-17—With just one through lane for each direction, peak-time delays are extreme and backups extend to the mainline freeway.
5. Happy Valley Road from 107th Avenue to I-17 has very large and growing traffic volumes. Other new east-west alternative roads are needed for this corridor.
6. Transit interconnection routes are needed between the Capitol/State/Downtown area and the Maricopa County Durango complex.

Comment from John Hinz, Phoenix resident

Comment: I circulated petitions to put the Papago Freeway on the ballot. The project was approved by the voters. Later, the City of Phoenix voters approved the building of the Paradise and Squaw Peak Freeways. Finally, MAG gave the voters a freeway package to vote on. It was a comprehensive package, take it or leave it. Included in the package was the South Mountain Freeway, but we were told that one was only tentative. We could either vote to have freeways or reject them. If approved, the plan could be modified, so we voted for freeways. The City started building the Squaw Peak Freeway which was taken over by the State and now is a state highway. The City started acquiring property for the Paradise Freeway, but then abandoned the project after someone decided that it should cross over Camelback Road. No voter input was sought on either of those decisions, or the South Mountain Freeway either.

The special interests that wanted the South Mountain Freeway seem to be well on their way to having their wishes granted, despite the damage to the mountain.

If you want to relieve congestion on the Papago Freeway, you should build the Paradise Freeway, but keep it all north of Camelback Road and south of Missouri Avenue.

COMMENTS RECEIVED THROUGH CORRESPONDENCE DURING THE EARLY PHASE.

E-mail from Jan Hancock, Phoenix resident

Comment: I am taking this opportunity to provide public comment being solicited by MAG during the August 1-31, 2016 Early Phase Input Opportunity.

1. Please consider the County-wide Maricopa Trail as one of the most important projects to support in the five-year MAG Transportation Improvement Program.
2. The Maricopa Trail links 24 cities and communities with each other, providing a nonmotorized pathway for access to workplaces, shopping, schools, and recreation.
3. While motorized transportation is also important, we must look to the future to provide clean air, healthy recreation, and safer opportunities for choosing transportation options for the millions of Maricopa County residents who can connect to destinations using nonmotorized pathways.
4. MAG's Valley Path program and the Maricopa Trail fully synchronize together with each other to bring the nonmotorized transportation systems in Maricopa County to ALL County residents and visitors.
5. Please provide financial, governing, and project support to Valley Path, Maricopa County's Maricopa Trail and the associated nonprofit volunteer programs of the Maricopa Trail and Park Foundation so these alternative transportation projects can continue to plan, design, construct, and maintain these vital long-term routes that are encouraging and expanding County-wide nonmotorized travel corridors between and into each community.

E-mail from Marie Lange, Valley resident

Comment: A pedestrian bridge or tunnel that would connect the Arizona Canal Trail across 68th Street at Indian School Road.

Any solution to the connecting the trail across 68th at Indian School would be a huge improvement not just for safety of the pedestrians but to improve the traffic flow at this intersection as well.

E-mail from Dave McElvain, Valley resident

Comment: My comments and points on record for a program consideration.

1. MAG should perform a Life Cycle Analysis on the use of concrete in lieu of asphalt for some of its roads and intersections. This can extend road construction dollars by investing in a better long-term product. This will increase the funds for either more roads or repair the ones that need it the most over the long term, while lessening future maintenance cost.
2. Minimize orange cone disease. Repairs and lane shutdowns are reduced by using a product like concrete that is more durable than asphalt and requiring less maintenance.
3. Reduced ambient temperatures by using concrete. The albedo affect reflects sun rays, thus reducing heat island effect and keeping the pavement 15 degrees cooler than asphalt in the summer months.

4. Rigid pavement of the concrete reduces rolling resistance, which can increase fuel mileage and provide longer durations between electrical car charges, and make intersections safer.
5. Safety, by increasing visibility at night, ride quality and texturing (longitudinal tining at ¾ inch spacing) creates a surface for superior traction and useful benefit.

There have been studies on all five points that I have mentioned regarding Safety, Life Cycle Cost, Maintenance, Heat Island, increased efficiency and INVESTMENT to our future.

E-Mail from Dan Haney, Valley resident

Comment: If you are requesting thoughts on improvement or building of roads, then I have a couple of comments. The area on Hunt Highway leading all the way down to the Merrill Ranch/ Anthem/Sun City community is, many times, thick with traffic and doesn't appear to be that safe. I know Hunt Hwy is being widened several miles north but it needs to be improved substantially all the way to Anthem as soon as possible. It can't wait several more years. The alternative is to put the Freeway # 24(?) corridor through from the Mesa/Gateway airport to the I-10 at Eloy. The whole southeastern area is growing so fast that if construction isn't started soon, there will be a real traffic mess out there. Better to be in front of the eight ball than behind it.

E-Mail from Debra Momon, Valley resident

Comment: Amtrak Station here in Phoenix AZ.

E-Mail from Dan Heim, President, Desert Foothills Astronomy Club

Comment: I contacted you, last year I think, and provided basically the same input. I just got your recent mailing calling for input on the Transportation Improvement Plan, so I'll repeat myself.

The City of Phoenix recently ran an online public opinion poll asking for input on the new LED lights that would be replacing 90,000 existing streetlights and park lights. The choice was between a "bluer" color and a "warmer" color. I voted for the "warmer" color because, as it turns out, "bluer" light is bad for astronomy.

Blue light is scattered more than red light via a process known as Rayleigh scattering. Scattered light contributes to light pollution, reducing the contrast of the night sky. Thousands of amateur astronomers aside, professional astronomy brings in as much revenue to Arizona annually as does your typical Super Bowl. Preserving our night sky is essential. Dark sky needs to be thought of as a natural resource. This is why Tucson and Flagstaff have enacted lighting ordinances more strict than those proscribed by ARS-49-7 and MCZO-1112.

So my input to MAG on the TIP is simply this: On all those new roads now in the planning stage, please use warmer spectrum LED lighting. You will have the gratitude of both professional and amateur astronomers in Maricopa County. Thanks for listening to my input, as I cannot make the August 11 Open House.

E-Mail from Mayor Jay Schlum, Fountain Hills resident

Comment: Former member of MAG Regional Council and prior Fountain Hills Mayor Jay Schlum here with a No Brainer request. We need to connect the furthest northeast Red Mountain 202 Loop in Mesa to the Beeline Highway State Route 87 & Shea Blvd close to Fountain Hills.

Today people coming and going from West Scottsdale and North Mesa need to travel back along the 101 or Gilbert Rd (8 miles in both directions). MDOT has a study from 5+ years ago already prepared showing route and connections. Please make this happen sooner than later.

When viewing a map it is a clear gap in connectivity and as a significant route for leaving the valley for the Payson and White Mountain areas on weekends and in an emergency.

E-Mail from Maynard Blumer, Paradise Valley resident

Comment: In response to your request for comments on MAG transportation: I am calling on my experience of practicing architecture in the Phoenix Metro area beginning in 1962 with the design and construction of the Phoenix Metro Baseball Stadium in 1962. There is an unfinished transportation plan, from those days, that has yet to be completed and is in critical need for both movement around the northeast quadrant of Phoenix and the elimination of the smog created at the intersection of Lincoln Drive and Tatum Blvd., plus alleviating the overload condition of the narrow Tatum Blvd. Both the North and the South portions of the plan have been completed. Only the connecting link remains to complete the plan for connecting 32nd St. on the South to 40th St. on the North.

Please see my attached paper for your study and consideration.

Thank you for asking and for your service.

E-Mail from Gail Wilt, Valley resident

Comment:

1. I have used Dial-a-Ride since 1992. It is a key part of the infrastructure for my successful career. It has improved over the years, and needs to keep striving to be better.
2. Please make it possible to complete and submit paratransit applications/renewals online – with use of assistive technology such as screen readers (I use JAWS).
3. The “one seat” service is excellent. It seems to have reduced the overload on Phoenix Dial-

a-Ride. If possible, without jeopardizing that improvement, eventually it would be great to have same-day service back again—perhaps at a higher fee.

Letter from Walt Gray, Phoenix resident

Comment: The process for public hearings for the 2035 Transportation Plan is inherently flawed and should be changed before the Mid-Phase Public Hearing next March. The current process does not allow—and, in fact, prevents the public interest from being known in a project, a phase of the Transportation Plan or the entire Transportation Plan—because all testimony is written or spoken in private and the public cannot hear what others are saying and form their own judgements and, therefore, the public will not be learned in a transparent, timely manner. (*Editor's Note: Please see Appendix B for complete letter*).

E-Mail from Sam Insana, President of the Phoenix Astronomical Society and Valley resident

Comment: I am the President of the Phoenix Astronomical Society, which was established in 1948. We have about 100 members and we show the night sky to schoolchildren, scouts, church groups, and the general public. We also conduct citizen science projects involving the night sky. Even though we have very good telescopes, the light pollution in the Valley is making it more difficult to clearly see beautiful objects such as galaxies, globular clusters, comets, and nebulae. I wish to echo the thoughts of a fellow Astronomy Club President Dan Heim, who recently contacted you about using warmer spectrum LED lighting. It can make a significant difference with regard to viewing our desert skies and the heavenly objects that should be enjoyed by everyone. I hope you will convey our thoughts to those involved with the Transportation Improvement Program.

E-Mail from Carrie Ward, Transportation Coordinator, Wickenburg's Freedom Express and Valley resident

Comment: Implementing transportation service to the Valley and working with existing transportation nonprofits to promote and coordinate ridership, will meet the growing need for a transportation lifeline from Wickenburg to the Valley in a cost-effective manner (*Editor's Note: Please see Appendix B for complete e-mail*).

E-Mail from Stephen Procaccini, Phoenix resident

Comment: My first priority request and concern as far as transportation in the county is for a regional commuter rail system (ideally one that links with some other county seats in the state, like Tucson, Yuma, Nogales, Flagstaff, etc.) Metro Phoenix is lagging behind all of the other major metro areas in the West, from Dallas to Seattle, from San Diego to Denver.

Commuter rail urgently needs the funding and serious, concerted efforts and dedication to come online as soon as possible. It seems like all I ever hear or read about is talk, discussion, studies, planning...but nothing seems to come of it.

My second priority relates to the first: With commuter rail, the county, city and state have to work with the federal government to get Amtrak to come thru and stop at Phoenix again. I am a rail rider but have to go Flagstaff or Maricopa to catch Amtrak.

Especially in a post 9-11 America, we need more options than just air travel. It is imperative that Phoenix have a stop, and we should have at least daily service east and westbound. It really is rather embarrassing to have it known that passenger rail is not an option in Phoenix, the 5th or 6th largest city in the U.S. and a top 15 metro area.

For both of the above, Union Station in downtown Phoenix must be acquired from Sprint and be renovated and reused as our main rail station.

Lastly, I'd like to see the county be involved with more bike lanes and bike trails, especially along repurposed and landscaped canal paths.

I hope Maricopa County has the leadership and commitment to make the above transportation options come to fruition.

Letter from Bob Wingenroth, City Manager, City of Surprise

Comment: In conjunction with the "Early Phase Transportation Stakeholder Meeting," the city of Surprise would like to formally submit three projects for consideration and modeling into MAG's RTP Update. These three projects include: a future interchange on SR-303 at Litchfield Road, Corridor Optimization along US-60, and US-60/Jomax Road Interchange (*Editor's Note: Please see Appendix B for complete letter*).

E-mail from Chris Bright, Valley resident

Comment: Now that 303 is extending along Cotton Avenue, it is time to look again at the street grid/map.

Notice that we now have many north/south freeway routes. BUT, still only one east-west (10). What would work, due to low cost, low disruption factor, and least amount of land used (as well as the "visuals" factor) is a SuperStreet from Cotton/303 to Highway 85 west of Buckeye. MC-85 is ready to go now, from Cotton to Southern Avenue. When MC-85 becomes Monroe, it won't suffice, because it is only a commercial (and narrow) roadway.

SO: time to extend Southern Avenue thru from Dean Road to MC-85. Acquire LAND now, while it is still cheap—and get plenty of width! Southern Avenue is the industrial corridor of the future through Buckeye.

Superstreet! Not a disruptive and costly freeway, please.

III. OPEN HOUSE/STAKEHOLDER MEETING AGENDA

Stakeholder Meeting Agenda



Stakeholder Agency Meeting

**FY 2017 RTP and TIP Development
Early Phase Input Opportunity**

Monday, August 22, 2016

1:30 p.m.

302 N. 1st Avenue, Second Floor, Saguaro Room

1:30 p.m. Welcome and Introductions

Eric Anderson, MAG Transportation Director

1:40 p.m. Presentations

Leila Gamiz, MAG Community Outreach Specialist
Review of public comments to-date

Teri Kennedy, MAG Transportation Improvement Program Manager
Planning and programming

Quinn Castro, MAG Transportation Engineer
Rebalancing of Freeway and Highway program

2:00 p.m. Stakeholder Discussion, Information Sharing and Questions

Opportunity for attendees to suggest projects, share information and ask questions.

3:00 p.m. Adjourn

IV. APPENDIX A.
PUBLICITY MATERIAL

Public Notice

EARLY PHASE TRANSPORTATION PLANNING OPEN HOUSE

Thursday, August 11, 2016

Open House: 11:00 a.m. to 12:30 p.m.

Short Presentation: 11:15 a.m.

MAG Offices, Ironwood Room
302 North 1st Avenue, 2nd Floor
Phoenix, Arizona

Is there a transportation project or program you would like to see? The Maricopa Association of Governments wants to hear from you! MAG will hold its Early Phase Input Opportunity from August 1-31, 2016. Cities, towns, and local governments will soon submit project requests for the five-year MAG Transportation Improvement Program. This is your best chance to let regional planners know what projects are important to you before they are considered.

MAG will host an Open House August 11, 2016, from 11:00 a.m.-12:30 p.m. Staff will answer questions and take comments. Stop by any time during the meeting to learn more about transportation and how you can help guide future planning. A presentation will be given at 11:15 a.m.

Comments will be taken until 5:00 p.m. August 31, 2016. E-mail to lgamiz@azmag.gov, or call (602) 254-6300.

Postcard

Front of Postcard

Please Join Us!

Is there a transportation project or program you would like to see? The Maricopa Association of Governments wants to hear from you! MAG will hold its *Early Phase Input Opportunity* from August 1-31, 2016.

Cities, towns, and local governments will soon submit project requests for the five-year MAG Transportation Improvement Program. This is your best chance to let regional planners know what projects are important to you before they are considered.

Comments will be taken until 5:00 p.m. August 31, 2016. E-mail to lgamiz@azmag.gov. For disability accommodations call (602) 254-6300.



ON THE MOVE



PARTNERS IN PROGRESS

Early Phase Open House

Thursday, August 11, 2016

11:00 a.m. to 12:30 p.m.

302 North 1st Avenue, Phoenix

Second Floor - Ironwood Room

Staff will answer questions and take comments. Stop by any time during the meeting to learn more about transportation and how you can help guide future planning. A short presentation will be given at 11:15 a.m.

Back of Postcard



You're invited!

From the Front Page

AUGUST WEATHER CHART

Day	Sun rise	Sun set	2015 Precip.	Record temperatures High (year) Low (year)	2015 temps. High Low	2016 temps. High Low
1 Monday	5:41	7:28	0.00	116 (1972) 68 (1950)	103 80	
2 Tuesday	5:42	7:27	0.00	113 (2011) 70 (1940)	108 86	
3 Wednesday	5:43	7:26	0.00	114 (2009) 66 (1956)	110 87	
4 Thursday	5:43	7:25	0.00	116 (1975) 68 (1962)	111 88	
5 Friday	5:44	7:24	0.00	114 (1969) 69 (1965)	112 89	
6 Saturday	5:45	7:23	0.00	114 (1999) 68 (1949)	106 92	
7 Sunday	5:45	7:22	0.37	112 (2012) 66 (1928)	107 79	
8 Monday	5:46	7:21	0.00	116 (2012) 67 (1963)	102 80	
9 Tuesday	5:47	7:20	Trace	114 (2012) 70 (1930)	107 86	
10 Wednesday	5:48	7:19	0.00	116 (2003) 68 (1949)	105 87	
11 Thursday	5:48	7:18	0.22	113 (1962) 65 (1949)	97 76	
12 Friday	5:49	7:17	0.00	115 (2012) 64 (1960)	108 90	
13 Saturday	5:50	7:16	0.00	115 (2012) 69 (1948)	114 89	
14 Sunday	5:50	7:15	Trace	117 (2015) 69 (1925)	117 93	
15 Monday	5:51	7:14	0.00	115 (2015) 66 (1968)	115 93	
16 Tuesday	5:52	7:13	0.00	113 (2018) 64 (1918)	112 93	

Use blanks to fill in daily highs and lows.

Day	Sun rise	Sun set	2015 Precip.	Record temperatures High (year) Low (year)	2015 temps. High Low	2016 temps. High Low
17 Wednesday	5:52	7:11	0.00	114 (2013) 64 (1918)	108 91	
18 Thursday	5:53	7:10	0.00	112 (2011) 62 (1918)	107 88	
19 Friday	5:54	7:09	0.00	113 (1986) 63 (1918)	107 86	
20 Saturday	5:55	7:08	0.00	112 (1986) 58 (1917)	107 88	
21 Sunday	5:55	7:07	0.00	110 (2007) 62 (1916)	107 89	
22 Monday	5:56	7:06	0.00	113 (2011) 65 (1917)	105 88	
23 Tuesday	5:57	7:04	0.00	114 (2011) 61 (1968)	107 87	
24 Wednesday	5:57	7:03	0.00	115 (1985) 61 (1965)	108 88	
25 Thursday	5:58	7:02	0.05	113 (2011) 65 (1965)	100 84	
26 Friday	5:59	7:01	0.00	117 (2011) 65 (1928)	106 84	
27 Saturday	5:59	6:59	0.15	113 (2009) 64 (1920)	108 82	
28 Sunday	6:00	6:58	0.00	113 (2009) 64 (2008)	109 81	
29 Monday	6:01	6:57	0.13	113 (2009) 64 (1920)	111 80	
30 Tuesday	6:01	6:55	Trace	113 (2011) 64 (1920)	108 83	
31 Wednesday	6:02	6:54	0.37	113 (1950) 62 (1962)	106 77	

Slaying

Continued from Page 3A

Senior Living facility near Rural and Guadalupe roads and barricaded himself in a maintenance shed while police attempted to contact him.

After an hour, a Tempe SWAT team arrived on scene, entered the facility and found Hollins dead. Officers did not find a weapon in Hollins' possession and were unable to find one hidden in the facility. But they did find narcotics on his person.

Hollins' family held a candlelight vigil outside the crime scene near Rural and Guadalupe roads on Wednesday night. The following night, approximately 60 people attended a vigil at the same spot.

Franklin described

Hollins as a "good kid" and said he believes his stepson fell through the cracks of the state's mental-health system. According to Franklin, Hollins had been broken up with his girlfriend and was unemployed and struggling in school.

Hollins was placed in a diversion program in 2014 for marijuana-possession and drug-paraphernalia charges, court records show. A spokesman for the Maricopa County Attorney's Office said Hollins was arrested in April on suspicion of armed robbery, but no charges were filed.

Hollins' family held a candlelight vigil outside the crime scene near Rural and Guadalupe roads on Wednesday night. The following night, approximately 60 people attended a vigil at the same spot.

A rally for Hollins was planned for Saturday evening, but Maupin and Coleman, Hollins' mother, declined to attend after organizers allegedly used "violent rhetoric and anti-police messages" in their promotion of the event.

Hollins' death was the 15th fatal officer-involved shooting in Maricopa County so far in 2016, according to a database of fatal police shootings kept by the Washington Post. Also on Wednesday, Scottsdale police shot and killed 24-year-old Dylan Libert, who they say brandished a knife at a shopping center near 92nd Street and Shea Boulevard.

Republic reporters Ryan Sanistevan and Garrett Mitchell contributed to this article.

Weather

Continued from Page 1A

a half has shown typical monsoon weather.

But pressure moving from Mexico has left southeastern Arizona with cooler weather because the air isn't traveling fast.

"To cool off in July, August and September, it has to rain," Crimmins said. "Otherwise that high pressure is baking us."

Crimmins said the lack of rain isn't unusual, but he expects to see more precipitation for the rest of the summer.

Phoenix Sky Harbor International Airport reported 0.89 inches of rain in July, which narrowly topped the month's normal rainfall

total of 0.88 inches.

Of that rain, 0.56 inches came from Friday's storm.

Areas outside of Phoenix have experienced more rain, but they're still below normal rainfall for the month.

In Flagstaff, the July total rainfall to date is 1.54 inches, and in Tucson the total rainfall for the month to date is 1.75 inches.

The drier climate and fewer monsoon showers and thunderstorms have taken a toll on the weather, but they're expected to change as we get into August.

August typically brings highs in the mid-100s and lows in the 80s, with highs exceeding 100 degrees an average of seven days each August.

Last year, high temperatures in August failed to break the century mark only once, when it topped out at 97 degrees.

Seasoned desert dwellers know to look toward low temperatures for relief, and lows in July rarely dip below 80 degrees in the Phoenix area. So far this year, lows have failed to drop below 90 degrees on seven days.

That's hot, and August isn't much better in that regard.

As July wrapped up, forecasts called for some precipitation and below-normal temperatures in the Phoenix area. In fact, high temperatures in the Valley should remain in the high 90s or low 100s through Saturday.

"Soak it up, Phoenix: 100 degrees an average of seven days each August."

Overall, this August is still expected to be hotter than normal, with a little more rain than we've come to expect.

Circles

Continued from Page 1A

the existing building that were not part of the first plan will be saved, with more details still to be worked out with the city, said Jason Rose, a project spokesman hired after the demolition controversy.

Plans also include several "ambitious" projects by local artists, including three murals ranging

from two to five stories tall, according to the press release. A multi-story steel structure along Central Avenue would "symbolize the building's partial razing but ultimately its rebirth," it said.

The parking garage screening design would look like art, Rose said. The plan proposes art projects inside, as well as maintaining the exterior pillarlike sign.

Additionally, 10 units would have reduced rents for local artists. An agreement with the city would

determine the details, according to the release.

Rose said the new design is a reimagining of the project and not a final plan. Conversations with the city and community will continue, he said.

The Phoenix City Council has final say on a tax break for the site.

Community reaction to the new plan is mixed. Some downtown leaders support the changes but say awarding the incentive will require more work.

The Roosevelt Action Association sent a letter to the city asking leaders to restart discussions on a tax break for the project. But the association does not support the tax break and asked for features such as additional preservation and museum space, the letter states.

Representatives of the project said Friday that the developer will agree to some of those requests.

After numerous meetings, the association reached an impasse with the developer, President Sherry Rampy said. Over-

Register by today to vote in this month's primary

MARY JO PITZL
THE REPUBLIC | AZCENTRAL.COM

At the end of this month, for the third time this year, Arizona voters will head to the polls. And today is the deadline to register if you want to be among those voters.

The Aug. 30 statewide primary will determine the party nominees for U.S. Senate, Congress, the Arizona Legislature and the Arizona Corporation Commission.

In addition, the first round of voting for a number of municipal elections, from Apache Junction to Wickenburg, will be on the ballot. Here are key dates and actions to keep in mind.

• **Today at 11:59 p.m.:** The deadline to register to vote. Contact your county

recorder or go online at services.azcentral.com.

• **Wednesday:** The start of early voting.

• **Aug. 19:** The last day to request an early ballot.

Note to independents: You can vote in this primary, but you must select a partisan ballot (Democratic, Green or Republican) and the Libertarians run a closed primary. Let your county recorder know which ballot you want.

• **Aug. 24:** The recommended last day to mail in your ballot to ensure it's counted.

• **Aug. 30:** Primary day; polls open at 6 a.m. and close at 7 p.m.

The Arizona Clean Elections Commission is mailing a voter guide this week that contains statements from statewide

and legislative candidates. Watch for it in your mailbox or read it online.

Election information is available from the commission, as well as the Arizona Secretary of State's Office, at www.azcentral.com, vote, and county recorders.

Polling places are likely to be different from those used for the March 22 presidential preference election and the May 17 special election that dealt with education and pension reform. Maricopa County is reverting to local precinct-based polls for this election, meaning voters must go to their assigned poll.

There will be 700-plus polling locations in the county, compared with the 117 voting centers that were in place May 17.

Check your polling place with your county recorder, watch for the notice in the mail or go online at recorder.maricopa.gov/pollingplace.



Maricopa County plans to have 700-plus polling locations for the Aug. 30 primary, which should help prevent long lines.

DONATE YOUR CAR

Wheels for Wishes
Children's Hospitals and Charities in Arizona

*Free Vehicle Pickup ANYWHERE
*We Accept All Vehicles Running or Not
*We Also Accept Boats, Motorcycles & RV's
*Fully Tax Deductible

WheelsForWishesAZ.org Call: (602) 702-5433

Please Join Us!

Is there a transportation project or program you would like to see? The Maricopa Association of Governments wants to hear from you! MAG will hold its **Early Phase Input Opportunity** from August 1-31, 2016.

Cities, towns, and local governments will soon submit project requests for the five-year MAG Transportation Improvement Program. This is your best chance to let regional planners know what projects are important to you before they are considered.

Comments will be taken until 5:00 p.m. August 31, 2016. E-mail to lgismize@azmag.gov. For disability accommodations, call (602) 254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS
Your participation is encouraged and appreciated.

ON THE MOVE

PARTNERS IN PROGRESS

Early Phase Open House
Thursday, August 11, 2016
11:00 a.m. to 12:30 p.m.
302 North 1st Avenue, Phoenix
Second Floor - Ironwood Room

Staff will answer questions and take comments. Stop by any time during the meeting to learn more about transportation and how you can help guide future planning. A short presentation will be given at 11:15 a.m.

¡Acompañenos!



¿Tiene un proyecto o programa de transporte que le gustaría ver realizado en la región? La Asociación de Gobiernos de Maricopa (MAG) quiere conocer sus ideas. MAG llevará a cabo la Fase Inicial de planificación del 1 de agosto, hasta el 30 de agosto de 2016.

Las ciudades, pueblos y gobiernos locales, presentarán próximamente su solicitud para incluir proyectos en el Programa de Mejoramiento de Transporte (TIP) para los próximos cinco años. La fase inicial representa una gran oportunidad para que el público proponga proyectos que puedan incluirse en el TIP.

Exposición Sobre la Fase Inicial

Jueves 11 de agosto de 2016, 11:00 a.m. a 12:30 p.m.

302 North 1st Ave., Phoenix

Sala de Conferencias Ironwood – Segundo Piso

Durante esta reunión habrá personal presente para contestar sus preguntas y tomar comentarios. Puede pasar en cualquier momento de la exposición para aprender más acerca del sistema de transporte y de como usted puede ayudar en el proceso de planificación. Habrá una breve presentación a las 11:15 a.m. para informar e incentivar al público.

Sus comentarios serán aceptados hasta las 5:00 p.m. del 31 de agosto de 2016. Puede enviar un correo electrónico a lgamiz@azmag.gov. Para hacer arreglos de acomodaciones especiales, llame al (602) 254-6300.

El proceso de participación pública para el desarrollo del Programa de Mejoramiento de Transporte (TIP) de MAG, satisfice los requisitos de participación pública del Programa de Proyectos de Tránsito (POP).



LAZ00001729.01

TV Y MÁS

Gaby Spanic, sin exclusividad con nadie

DIANA GARCÍA
CORRESPONSAL EN LA CD. DE MÉXICO

Después de que Gaby Spanic demandara a TV Azteca por incumplimiento de contrato, la actriz asegura que puede trabajar donde más le convenga.

"Lo único que sí puedo decir es que soy una mujer libre, que puedo trabajar en cualquier empresa", aclaró la actriz, quien así responde a los chismes que decían que mientras esté en juicio, no puede trabajar en ninguna otra televisora.

Sin dar mayores detalles de la demanda que interpuso, y sin pensar en regresar a las telenovelas donde es una protagonista muy exitosa, Gaby por ahora está enfocada en la puesta en escena "Un Picasso", a la que se incorpora tras la salida de Aracely Arámbula.

"De esa situación, de la demanda, se están encargando los abogados, yo no sé nada de derecho, yo soy actriz y Dios me ha bendecido de estar en esta puesta, con tanta gente talentosa y maravillosa", expresó.

Para la actriz, es un honor trabajar al lado de don Ignacio López Tarso, a quien admira desde hace tiempo.

"Mira nada más a quien tengo aquí a mi lado, a una institución a quien admiro muchísimo, un maestro para mí, la primera vez que lo vi se me puso la piel chinita y le dije: 'no sé qué decirle, lo único



FRANCISCO MORALES/LA VOZ

Entre las telenovelas que Gaby Spanic protagonizó en Televisa está "La Usurpadora", uno de los mayores éxitos en la historia del melodrama en México.

que me nace del corazón es abrazarlo" y lo abracé muy fuerte, es un hombre maravilloso en todos los sentidos un excelente actor", señaló.

¡GRAN APERTURA!

Comida y Bebidas ¡GRATIS! Premios, ¡Y Mucho Más!

BAIZ

FRESH FOODS

Acompáñanos a celebrar la Gran Apertura de nuestra nueva localidad en
1858 W. Baseline Rd. Mesa, AZ 85202
Este 30 de Julio, 2016 a las 9:00am

480-718-9227

Lunes a Viernes de
8:00am a 9:00pm
1858 W Baseline Rd.
Mesa, AZ 85202

PRECIOS VALIDOS DEL
7/29/2016 AL 8/05/2016



Pepinos .69^c Libra



Cebolla 5pzas. \$1 Verde



Cebolla .99^c Libra Amarilla



Duraznos .59^c Libra



Papas \$1.19 Bolsa



Manzana Roja 2 libras \$1



Sandía Sin Semilla 6 libras \$1



Papaya .49^c Libra



Chiles Jalapeños 2 libras \$1



Tomatillo y Limón Verde .39^c Libra



Tomate Grande .39^c Libra

NOS ESPECIALIZAMOS EN ARTÍCULOS INTERNACIONALES
Desde las especias más auténticas, hasta los mejores productos de abarrotes. Contamos con Panadería, Cremería y Carnicería para ofrecerle lo que usted se merece.

OFRECEMOS LOS PRODUCTOS MÁS FRESCOS Y ORGÁNICOS DE RES, BORREGO Y CHIVO. Criados sin estimulantes ni hormonas.



Paleta de Cordero \$3.09 Libra (congelada)



Pierna de Cordero \$3.99 Libra (congelada)



Costillas de Chivo \$3.39 Libra



Carne Molida Fresca de Cordero \$3.49 Libra



Costillas de Res Fresca \$1.49 Libra



Pierna de Pollo Fresco 69^c Libra



Muslo de Pollo Fresco \$1.49 Libra



Pescuezo de Res Fresco \$1.49 Libra

Para ver nuestras ofertas semanales, visítenos en www.Baizmarket.com

**V. APPENDIX B.
CORRESPONDENCE RECEIVED DURING THE
EARLY PHASE INPUT OPPORTUNITY**

Leila Gamiz

From: Martin Lucero <Martin.Lucero@surpriseaz.gov>
Sent: Wednesday, August 31, 2016 7:17 AM
To: Leila Gamiz
Cc: Teri Kennedy; Bob Hazlett
Subject: Input for the Early Phase Transportation Stakeholders Meeting and MAG's four-phased public input process
Attachments: SCH_4F_00716083015190.pdf

Mrs. Gamiz,

You will find attached a signed letter from the City of Surprise providing three projects which we would like to have considered in the MAG's four-phased public input process and in the upcoming MAG RTP. Please let me know if you need any further documentation or information.

Sincerely,

Martin Lucero

Transportation Planning Manager
City of Surprise | 16000 N. Civic Center Plaza | Surprise, AZ 85374
phone: 623.222.3142 | fax: 623.222.3001

City Hall offices open at 8 a.m. and close at 5 p.m. Monday through Friday. More info at www.surpriseaz.gov.

This e-mail and any accompanying files transmitted are intended solely for the use of the individual or entity to whom they are addressed; if you have received this e-mail in error please delete it and notify the sender. In addition, under Arizona law, e-mail communications and e-mail addresses may be public records.
0.1

31 Aug 2016 14:17:06 -0000

Leila Gamiz

From: steve procaccini <sprocaccini@cox.net>
Sent: Monday, August 29, 2016 11:21 PM
To: Leila Gamiz
Subject: Early Phase Input Opportunity

Hello,

My 1st priority request and concern as far as transportation in the county is for a regional commuter rail system (ideally one that links with some other county seats in the state, like Tucson, Yuma, Nogales, Flagstaff, etc.) Metro Phoenix is lagging behind all of the other major metro areas in the West, from Dallas to Seattle, from San Diego to Denver. Commuter rail urgently needs the funding and serious, concerted efforts and dedication to come online asap. It seems like all i ever hear or read about is talk, discussion, studies, planning...but nothing seems to come of it.

my 2nd priority relates to the first: with commuter rail, the county, city and state have to work with the federal government to get Amtrak to come thru and stop at Phoenix again. i am a rail rider but have to go Flagstaff or Maricopa to catch Amtrak.

Especially in a post 9-11 America, we need more options that just air travel. It is imperative that Phoenix have a stop, and we should have at least daily service east and westbound. It really is rather embarrassing to have it known that passenger rail is not an option in Phoenix, the 5th or 6th largest city in the U.S. and a top 15 metro area.

For both of the above, Union Station in downtown Phoenix must be acquired from Sprint and be renovated and reused as our main rail station.

Lastly, i'd like to see the county be involved with more bike lanes and bike trails, especially along repurposed and landscaped canal paths.

I hope Maricopa County has the leadership and commitment to make the above transportation options come to fruition.

Thanks much.

Stephen Procaccini


From: hancockjan@aol.com
To: [Leila Gamiz](#)
Cc: RJCardin@mail.maricopa.gov; lfsnead@gmail.com
Subject: MAG Early Phase Input Opportunity
Date: Sunday, July 31, 2016 10:05:34 AM

To MAG Regional Planners:

I am taking this opportunity to provide public comment being solicited by MAG during the August 1-31, 2016 Early Phase Input Opportunity.

1. Please consider the County-wide **Maricopa Trail** as one of the most important projects to support in the 5-year MAG Transportation Improvement Program.
2. The **Maricopa Trail** links 24 cities and communities with each other, providing a non-motorized pathway for access to workplaces, shopping, schools, and recreation.
3. While motorized transportation is also important, we must look to the future to provide clean-air, healthy recreation, and safer opportunities for choosing transportation options for the millions of Maricopa County residents who can connect to destinations using non-motorized pathways.
4. MAG's **Valley Path** program and the **Maricopa Trail** fully synchronize together with each other to bring the non-motorized transportation systems in Maricopa County to ALL County residents and visitors.
5. Please provide financial, governing, and project support to **Valley Path**, Maricopa County's **Maricopa Trail** and the associated non-profit volunteer programs of the Maricopa Trail and Park Foundation so these alternative transportation projects can continue to plan, design, construct, and maintain these vital long-term routes that are encouraging and expanding County-wide non-motorized travel corridors between and into each community.

Thank you.

Jan Hancock
805 N. 4th Ave
The Embassy - Suite 703
Phoenix, AZ 85003-1306
P - 602-252-8387
C - 602-550-1314
Toll Free: 877-727-7117
F - 602-253-2789
E - HANCOCKJAN@aol.com
LinkedIn: www.linkedin.com/in/janhancock/

From: [Doug Lange](#)
To: [Leila Gamiz](#)
Subject: Input Opportunity
Date: Monday, August 01, 2016 9:41:45 AM

MAG Transportation Improvements:

A pedestrian bridge or tunnel that would connect the Arizona Canal Trail across 68th Street at Indian School Road.

It is a safety issue! There is a large amount of people using the trail at this intersection and I have lost count on how many times that I have personally witness near miss accident. Myself and my husband were also almost hit by a car (actually brushed our legs.) People rush trough the light in all directions. In the winter when the Hotel Valley Ho is full, this intersection becomes very, very busy with people.

If I could plan it for the city of Scottsdale I would make a trail bridge over 68th street but have it be more than just a simple foot bridge. (This would be a big dream) I envision a bridge that was like a table with the four legs going to each side of the canal and the 'top of the table' being an observation deck with benches and maybe small picnic tables and plants (like the High Line Park in NYC.) It would anchor the west side entrance to downtown Scottsdale as well as be a stopping/resting point to the trail with an amazing views Camelback Mountain. It would be a public mini park with places to sit and gather unlike the Waterfront bridge that has trolleys going over it. The observation deck/park would connect to the small mini park that is already in the north west corner of the canal and 68th street. (This 'park' is really a green rain-wash area and is more like a hole)

[High Line \(New York City\) - Wikipedia, the free encyclopedia](#)



High Line (New York City) - Wikipedia, the free encyclopedia

By having the 'The Canal High Park' (a name I am giving it) as the anchor maybe the

open dirt area on the east side of 68th would be developed as well as bring more development to the west side of Goldwater along 5th ave.

Any solution to the connecting the trail across 68th at Indian School would be a huge improvement not just for safety of the pedestrians but to improve the traffic flow at this intersection as well.

Thank you,
Marie Lange
602-491-7650

From: [Dan Haney](#)
To: [Leila Gamiz](#)
Subject: FW: Suggestions for better transportation
Date: Tuesday, August 02, 2016 9:41:39 AM

If you are requesting thoughts on improvement or building of roads then I have a couple of comments. The area on Hunt Hwy leading all the way down to the Merrill Ranch/Anthem/Sun City community is, many times, thick with traffic and doesn't appear to be that safe. I know Hunt Hwy is being widened several miles north but it needs to be improved substantially all the way to Anthem as soon as possible. It can't wait several more years. The alternative is to put the Freeway # 24(?) corridor through from the Mesa/Gateway airport to the I-10 at Eloy. The whole southeastern area is growing so fast that if construction isn't started soon, there will be a real traffic mess out there. Better to be in front of the eight ball than behind it.

Thanks,
Dan

From: [Dan Heim](#)
To: [Leila Gamiz](#)
Subject: input on Transportation Improvement Program
Date: Tuesday, August 02, 2016 2:04:55 PM

Greetings Leila,

I contacted you, last year I think, and provided basically the same input. I just got your recent mailing calling for input on the Transportation Improvement Plan so I'll repeat myself.

The City of Phoenix recently ran an online public opinion poll asking for input on the new LED lights that would be replacing 90,000 existing streetlights and park lights. The choice was between a "bluer" color and a "warmer" color. I voted for the "warmer" color because, as it turns out, "bluer" light is bad for astronomy.

Blue light is scattered more than red light via a process known as *Rayleigh scattering*. Scattered light contributes to light pollution, reducing the contrast of the night sky. Thousands of amateur astronomers aside, professional astronomy brings in as much revenue to AZ annually as does your typical Super Bowl. Preserving our night sky is essential. Dark sky needs to be thought of as a natural resource. This is why Tucson and Flagstaff have enacted lighting ordinances more strict than those proscribed by ARS-49-7 and MCZO-1112.

So my input to MAG on the TIP is simply this: On all those new roads now in the planning stage, please use warmer spectrum LED lighting. You will have the gratitude of both professional and amateur astronomers in Maricopa County. Thanks for listening to my input, as I cannot make the Aug 11 Open House.

Dan Heim
President
Desert Foothills Astronomy Club
www.dfacaz.org

From: [Dave McElvain](#)
To: [Leila Gamiz](#)
Subject: RE: FY 2017 - Early Phase Transportation Planning Open House
Date: Tuesday, August 02, 2016 9:22:37 AM

My comments and points on record for a program consideration.

1. MAG should perform a Life Cycle Analysis on the use of concrete in lieu of asphalt for some of its roads and intersections. This can extend road construction dollars by investing in a better long term product. This will increase the funds for either more roads or repair the ones that need it the most over the long term, while lessening future maintenance cost.
2. Minimize orange cone disease. Repairs and lane shutdowns are reduced by using a product like concrete that is more durable than asphalt and requiring less maintenance.
3. Reduced ambient temperatures by using concrete. The albedo effect reflects sun rays, thus reducing heat island effect and keeping the pavement 15 degrees cooler than asphalt in the summer months.
4. Rigid pavement of the concrete reduces rolling resistance, which can increase fuel mileage and provide longer durations between electrical car charges, and make intersections safer.
5. Safety, by increasing visibility at night, ride quality and texturing (longitudinal tining @ ¾ inch spacing) creates a surface for superior traction and useful benefit.

There have been studies on all five points that I have mentioned regarding Safety, Life Cycle Cost, Maintenance, Heat island, increased efficiency and INVESTMENT to our future.

Thank you for letting me get this on record. If I can be of any assistance to the department, I am available. Unfortunately, I am out of town on the 11th, so I will not be able to make the open house.

From: Maricopa Association of Governments [mailto:mag@service.govdelivery.com]
Sent: Tuesday, August 02, 2016 9:06 AM
To: Dave McElvain
Subject: FY 2017 - Early Phase Transportation Planning Open House

On the Move, Partners in Progress



Early Phase Transportation Planning Open House

Thursday, August 11, 2016
Open House: 11:00 a.m. to 12:30 p.m.
Short Presentation: 11:15 a.m.

From: [DEBRA MOMON](#)
To: [Leila Gamiz](#)
Subject: RE: FY 2017 - Early Phase Transportation Planning Open House
Date: Tuesday, August 02, 2016 12:22:59 PM

Amtrak Station here in Phoenix AZ

"The body of the human world is sick. Its remedy and healing will be the oneness of the kingdom of humanity. Its life is the Most Great Peace. Its illumination and quickening is love. Its happiness is the attainment of spiritual perfections. It is my wish and hope that in the bounties and favors of the Blessed Perfection we may find a new life, acquire a new power and attain to a wonderful and supreme source of energy so that the Most Great Peace of divine intention shall be established upon the foundations of the unity of the world of men with God. May the love of God be spread from this city, from this meeting to all the surrounding countries. Nay, may America become the distributing center of spiritual enlightenment, and all the world receive this heavenly blessing! For America has developed powers and capacities greater and more wonderful than other nations. While it is true that its people have attained a marvelous material civilization, I hope that spiritual forces may animate this great body and a corresponding spiritual civilization be established. May the inhabitants of this country become like angels of heaven with faces turned continually toward God. May all of them become the servants of the Omnipotent One. May they rise from present material attainments to such a height that heavenly illumination may stream from this center to all the peoples of the world."
(Abdu'l-Baha, The Promulgation of Universal Peace)

Subject: FY 2017 - Early Phase Transportation Planning Open House
Date: Tue, 2 Aug 2016 11:05:47 -0500
To: debramomon@hotmail.com
From: mag@service.govdelivery.com

From: [Jay Schlum](#)
To: [Leila Gamiz](#)
Cc: [Curt Dunham & Peggy Fiandaca](#)
Subject: FY 2017 - Early Phase Transportation Planning Open House
Date: Tuesday, August 02, 2016 4:54:50 PM
Attachments: [Connection needed between 202 & Bee Line SR87.tiff](#)

MAG team:

Former member of MAG Regional Council and prior Fountain Hills Mayor Jay Schlum here with a No Brainer request.

We need to connect the furthest NE Red Mountain 202 Loop in Mesa to the BeeLine Highway State Route 87 & Shea Blvd close to Fountain Hills.

Today people coming and going from Was Scottsdale and North Mesa need to travel back along the 101 or Gilbert Rd (8 miles in both directions).

MDOT has a study from 5+ years ago already prepared showing route and connections.

Please make this happen sooner than later.

When viewing a map it is a clear gap in connectivity and as a significant route for leaving the valley for the Payson and White Mountain areas on weekends and in an emergency. [See attached work of art I put together ;-)]

Jay Schlum (602)301-7855 Phone & Text
Fountain Hills Mayor / Councilman 2004-2012
SONORAN LIFESTYLE REAL ESTATE | The Jay & Dori team | Realtor, GRI
[LinkedIn](#) | [Team Web Site](#) | [Relocation Guide](#)

From: Maricopa Association of Governments [mailto:mag@service.govdelivery.com]
Sent: Tuesday, August 02, 2016 9:06 AM
Subject: FY 2017 - Early Phase Transportation Planning Open House

On the Move, Partners in Progress

Early Phase Transportation Planning Open House

Thursday, August 11, 2016
Open House: 11:00 a.m. to 12:30 p.m.
Short Presentation: 11:15 a.m.

MAG Offices, Ironwood Room
302 North 1st Avenue, 2nd Floor
Phoenix, Arizona

Is there a transportation project or program you would like to see? The Maricopa Association of Governments wants to hear from you!

MAG will hold its Early Phase Input Opportunity from August 1-31, 2016. Cities,



Fountain Hills

To Payson & White Mountains

Scottsdale

Shea Blvd

Bee Line Hwy SR 87

needed connection

Loop 202 Red Mountain

Mesa

McDowell Mountain Regional Park Hunting Area

Fort McDowell

FORT MCDOWELL YAVAPAI NATION RESERVATION

Four Peaks Wilderness

Salt River Tubing

Usery Mountain Regional Park

Red Mountain District Park

Hohokam Stadium

101

101

101

101

87

87

87

87

202

202

87

88

H. MAYNARD BLUMER, FAIA, FCSI CONSULTING ARCHITECT ©

FELLOW of the AMERICAN INSTITUTE OF ARCHITECTS
FELLOW CONSTRUCTION SPECIFICATIONS INSTITUTE

8517 N. 49th STREET
PARADISE VALLEY
ARIZONA 85253
Phone: 480 - 948 - 6632
bluehmaynard@q.com
August 2, 2016

Suggestion for
Transportation Planning
Maricopa Association of Governments

Complete connection of 32nd St. on the South to 40th St. on the North through a natural mountain pass.

Purpose:

- Provide North-South local traffic relief for problem created by the Phoenix Mountains.
- Reduce auto emissions at Tatum Blvd. and Lincoln Dr. intersection, said to be a major environmental problem.
- Reduce Tatum Blvd. traffic overload.

Original traffic plan included this traffic outlet through the mountains, halfway between Hwy. 51 and Tatum Blvd.

Portions of the original plan have been completed as follows:

32nd Street has been constructed for the traffic load from Washington St. to Lincoln Drive including:

1. Rights-of-way acquired north of the canal to Lincoln Drive.
2. A wide Canal bridge has been constructed.
3. A wide roadway was cut through a large mountain between the canal and Lincoln Drive.

40th Street north of the Mountains has been constructed for the traffic load providing access to following cross streets:

1. Shea Blvd.
2. Cactus Road
3. Thunderbird Road
4. Greenway Road
5. Bell Road.
6. Union Hills Drive.

What remains: The connection through the Mountain Preserve.

A natural route through the mountains dictated the 32nd St. to 40th St. link alignment.

Suggested construction: An elevated precast causeway, similar to those used in the Smoky Mountains Parkway to:

1. Preserve the natural mountains.
2. Not disturb the wild life (birds, javelin, coyotes, bobcats, mountain lions, etc.)
3. Not provide driving access from the causeway into the Preserve.
4. Provide scenic view of the Preserve.
5. Provide a safe on grade hiking trail through the Preserve.
6. Provide more economical construction and safer driving than a graded roadway.

The Arizona State Highway did have a video of the Smoky Mountain Causeway construction by Taliesin Architects.

Respectively Submitted,

H. Maynard Blumer

From: [MAYNARD BLUMER](#)
To: mag@service.govdelivery.com
Cc: [Leila Gamiz](#); [Maricopa Association Governments](#); [M Collins](#); [Maynard Blumer](#)
Subject: Re: FY 2017 - Early Phase Transportation Planning Open House
Date: Tuesday, August 02, 2016 4:53:28 PM
Attachments: [160902 32nd to 40th.doc](#)

MAG Transportation Planning,

In response to your request for comments on MAG Transportation I am calling on my experience of practicing architecture in the Phoenix Metro area beginning in 1962 with the design and construction of the Phoenix Metro Baseball Stadium in 1962. There is an unfinished transportation plan, from those days, that has yet to be completed and is in critical need for both movement around the NE quadrant of Phoenix and the elimination of the smog created at the intersection of Lincoln Drive and Tatum Blvd., plus alleviating the overload condition of the narrow Tatum Blvd. Both the North and the South portions of the plan have been completed. Only the connecting link remains to complete the plan. for: ***Connecting 32nd St on the South to 40th St on the North.***

Please see my attached paper for your study and consideration.

Thank you for asking and for your service

Maynard

H. Maynard Blumer, FAIA, FCSI, Consulting Architect (Ret.)
8517 N. 49th St., Paradise Valley, Az. 85253
480-948-6632 bluehmaynard@q.com

From: "Maricopa Association of Governments" <mag@service.govdelivery.com>
To: bluehmaynard@q.com
Sent: Tuesday, August 2, 2016 9:05:47 AM
Subject: FY 2017 - Early Phase Transportation Planning Open House

On the Move, Partners in Progress



Early Phase Transportation Planning Open House

Thursday, August 11, 2016

Open House: 11:00 a.m. to 12:30 p.m.

Short Presentation: 11:15 a.m.

MAG Offices, Ironwood Room



Comments may also be submitted via email to lgamiz@azmag.gov or online at azmag.gov/comment

Let us hear from you!

Name (Required) DIANNE BARKER

Address 809 N. 5th AVE., #303

City and Zip Code (Required) PHOENIX 85003 Phone Number 480.334.0677

Email ddbarker88@gmail.com

Comments:

re: EARLY Phase TRANSPORTATION PLAN

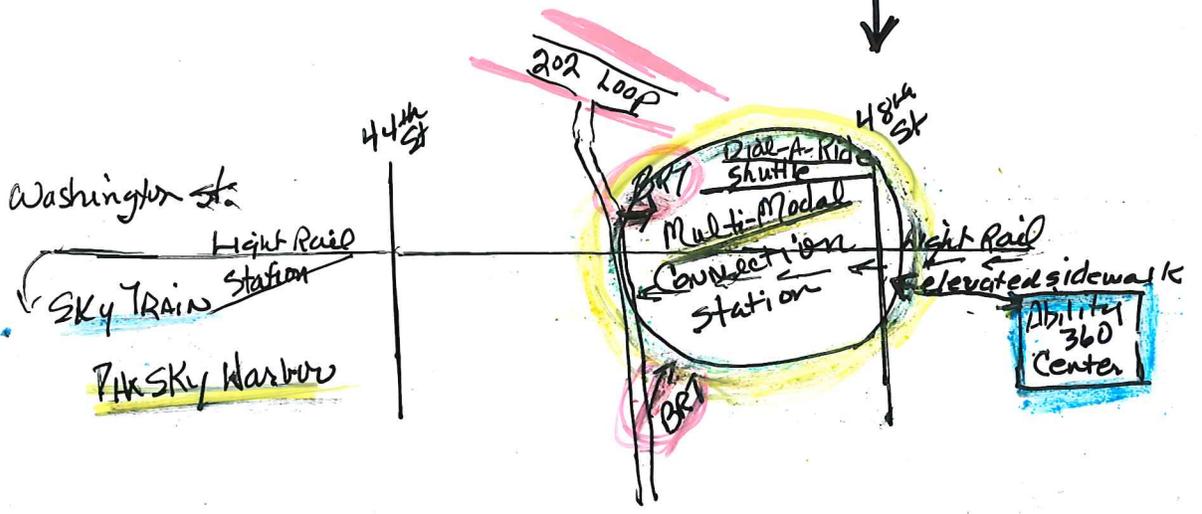
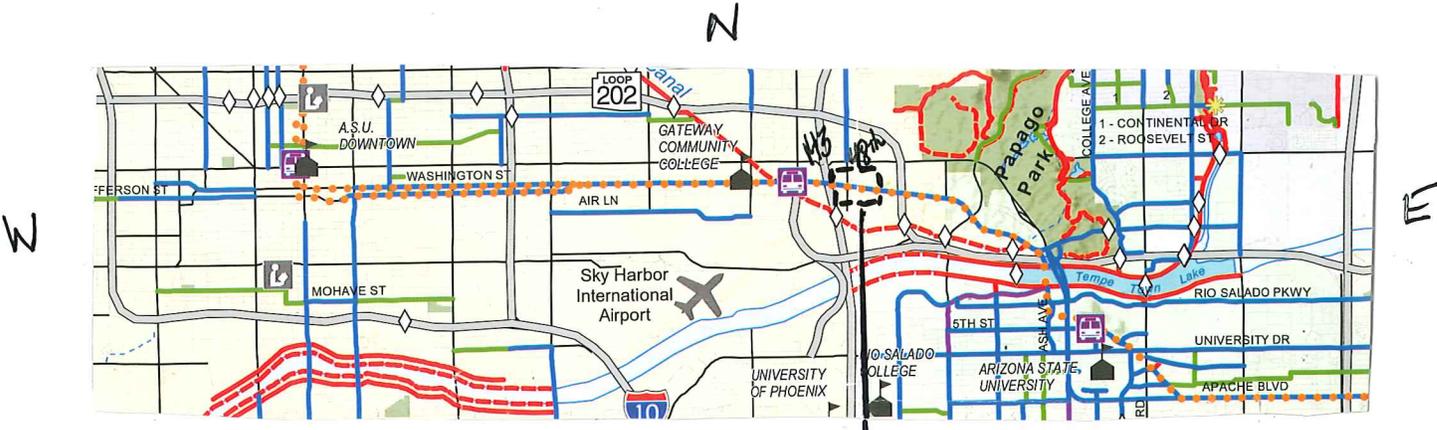
Submission: VISION DIAGRAM (Attached)

48th Street Area "Multi-Modal" Transportation Station

I am interested in (please check all that apply):

Receiving the Newsletter Attending Meetings Other "Multi-Modal" Progress

METROPOLITAN PHOENIX AREA



From: [Gail Wilt](#)
To: [Leila Gamiz](#)
Subject: paratransit
Date: Sunday, August 14, 2016 2:42:50 PM

1. I have used Dial-a-Ride since 1992. It is a key part of the infrastructure for my successful career. It has improved over the years, and needs to keep striving to be better.
2. Please make it possible to complete and submit paratransit applications/renewals online – with use of assistive technology such as screenreaders (I use JAWS).
3. The “one seat” service is excellent. It seems to have reduced the overload on Phoenix DAR. ... If possible without jeopardizing that improvement, eventually it would be great to have same-day service back again – perhaps at a higher fee.
4. Thanks! ... Gail Wilt

From: insanas@aol.com
To: [Leila Gamiz](#)
Subject: MAG Transportation Improvement Program
Date: Monday, August 22, 2016 3:27:23 PM

Dear Leila Gamiz,

I am the President of the Phoenix Astronomical Society, which was established in 1948. We have about 100 members and we show the night sky to school children, scouts, church groups, and the general public. We also conduct citizen science projects involving the night sky. Even though we have very good telescopes, the light pollution in the Valley is making it more difficult to clearly see beautiful objects such as galaxies, globular clusters, comets, and nebulae. I wish to echo the thoughts of a fellow Astronomy Club President, Dan Heim, who recently contacted you about using warmer spectrum LED lighting. It can make a significant difference with regard to viewing our desert skies and the heavenly objects that should be enjoyed by everyone. I hope you will convey our thoughts to those involved with the Transportation Improvement Program.

Sincerely, Sam Insana President of the Phoenix Astronomical Society

From: [c.j.b](#)
To: [Leila Gamiz; lgamiz@azmag.gov](mailto:lgamiz@azmag.gov)
Subject: SW valley road planning.
Date: Wednesday, August 31, 2016 10:35:01 AM

Now that 303 is extending along Cotton Av, it's time to look again at the street grid/map.

Notice that we now have many north/south fwy routes. BUT -still only **one** east-west (10).

What would work, due to low cost, low disruption factor, and least amount of land used (as well as the "visuals" factor) is a **SuperStreet** from Cotton / 303 to Hwy 85 west of Buckeye.

MC85 is ready to go now, from Cotton to Southern Av. When MC85 becomes Monroe, it won't suffice, because it is only a commercial (and narrow) roadway.

SO: time to extend Southern Av thru from Dean Road to MC 85. Acquire LAND now, while it is still cheap - and get plenty of width ! Southern Av is the industrial corridor of the future thru Buckeye.
Superstreet ! Not a disruptive & costly freeway, please.

--

Chris Bright txt to: **602.696.8903**



Office of the City Manager
16000 N Civic Center Plaza
Surprise, Arizona 85374
Phone 623-222-1100
Fax 623-222-1021

August 30, 2016

Maricopa Association of Governments
302 North 1st Avenue
Phoenix, AZ 85003

Attention: Leila Gamiz,
Community Outreach Specialist

Subject: Projects to be Considered for Inclusion into the RTP Update

Dear Ms. Gamiz:

In conjunction with the "Early Phase Transportation Stakeholder Meeting" the City of Surprise would like to formally submit three projects for consideration and modeling into MAG's RTP Update. These three projects include: a future interchange on SR303 at Litchfield Road, Corridor Optimization along US60, and US60/Jomax Road Interchange.

SR303 at Litchfield Road

As part of the "Future SR 303L Traffic Interchange Site Evaluation, US 60 to Happy Valley Parkway" (Project No. 303 MA 119 H6896 01D), Parsons Brinckerhoff had identified option 6 as a viable location for a future transportation interchange along SR 303L.

The analysis included approximate funding cost, versatility of half or full diamond configuration, required right-of-way and service to local entities. The Dysart/Litchfield Alternative (Option 6) provided the most versatility in TI configuration and service to both the City of Surprise and Peoria. This interchange, as indicated in the analysis, costs the least and requires less right-of-way than the other options. The construction of this interchange will provide additional relief to neighboring regional facilities such as the intersections of US 60 / 163rd Avenue and SR 303 and El Mirage Road, by providing secondary access points to communities bounded by US60 to the west and SR303 to the south.

Corridor Optimization along US60

Although US-60/Grand Avenue is controlled and maintained by the Arizona Department of Transportation (ADOT), its regional significance, and importance to the City of Surprise and other local agencies has been the subject of numerous studies, improvement projects, and public interest. This facility effectively divides the City in half and serves multiple purposes, including local access, commuter travel, and freight movement.

As outlined in the Corridor Optimization, Access Management Plan, and System Study (COMPASS) this corridor needs to have improvements to restrict unwarranted access and to provide the pedestrian facilities such as sidewalks, bikeways and transit facilities that have been left out from other federally funded projects. These gaps limit the modal split that could occur and encourage the use of automotive vehicles. The City of Surprise would like to group all the

improvements that have been identified in the COMPASS and MAG Design Assistance Grants into one Corridor improvement project.

US60 and Jomax Road Interchange and New Arterial Parkway

The project involves the design and construction of an interchange on US60 in the vicinity of Jomax Road to replace an existing at-grade crossing, improving traffic efficiency and safety. The City of Surprise is also proposing a "New Arterial Parkway" connecting Jomax Road, Happy Valley Parkway and the proposed Interchange at SR303 and Litchfield. This network of streets will allow motorists alternative routes other than the intersection US 60 and 163rd Ave to access Surprise's City Center and other local neighborhoods along US 60. The separation of this local and regional traffic will provide a constant movement of traffic, with fewer accidents occurring on US 60.

This interchange has also been identified in the Hassayampa Framework Study as the starting point for the White Tanks Freeway. By connecting the "New Arterial Parkway" and the future White Tanks Freeway, this project would provide the capacity necessary to accommodate City of Surprise planned growth of the SPA 2 region. The City anticipates 40% of its residential growth in the next 20 years within the outlined corridor and a large commercial and industrial center to the west of US60.

In order to move these projects forward and to further identify needs and obstacles, the City of Surprise has begun the conversation with regional partners, utilities and private land holders. The City of Surprise believes that the time is appropriate to place these projects in for consideration into the RTP update process.

Thank you for your assistance with this request.

Sincerely,



Bob Wingenroth
Surprise City Manager
City of Surprise
16000 N. Civic Center Plaza
Surprise, AZ 85374

CC:

Eric Anderson
Transportation Director
Maricopa Association of Governments

Bob Hazlett
Senior Engineer
Maricopa Association of Governments

Teri Kennedy
TIP Manager
Maricopa Association of Governments

Let us hear from you!

First Name *

Mike

Last Name *

Duncan

Address *

Zip Code *

E-mail Address *

mwd@mail.maricopa.gov

Comments

For Early Phase One
Here is my top six list.

I-17 - from Bell Road to I-10
Both northbound and southbound have extreme traffic delays. More capacity is badly needed for this corridor.

I-17 - from Anthem Way to Cordes Junction - with just 2-lanes each way (in Maricopa and Yavapai counties)
This long corridor is plagued by weekend traffic delays and is very susceptible to extremely long accident closures and backups.
This segment is especially overdue for added capacity.

Happy Valley Road bridge over I-17 – with just one lane for each direction
Peak-time delays are extreme and backups extend to the mainline freeway.

Pinnacle Peak Road bridge over I-17 – with just one through lane for each direction
Peak-time delays are extreme and backups extend to the mainline freeway.

Happy Valley Road - from 107th Avenue to I-17
has very large and growing traffic volumes. Other new east-west alternative roads are needed for this corridor.

Transit – interconnection routes - are needed between the Capitol/State/Downtown area and the Maricopa County Durango complex.

Walt Gray


walt1gray.1914@gmail.com

COMMENTS: Early Phase Public Hearing for 2035 Transportation Plan

1. The process for Public Hearings for the 2035 Transportation Plan is inherently flawed and should be changed before the Mid-Phase Public Hearing next March. The current process does not allow—and, in fact, prevents the public interest from being known in a project, a phase of the Transportation Plan or the entire Transportation Plan—because all testimony is written or spoken in private and the public cannot hear what others are saying and form their own judgments and, therefore, the public will cannot be learned in a transparent, timely manner. The result is the Government has unusual power in disseminating information and controlling feedback. Most of the information disseminated is passive, leaving the public to obtain information from consultants and ask questions in private without the benefit of how information dissemination and questions may vary from person to person. The Government should not fear public discourse about Transportation Plans nor about any other type of Infrastructure Project or Program because the US is a Democracy and the Public should play a dominant role in such a form of Government. Along these lines, the summary video or power point of the 2035 Transportation Plan should be more detailed without exceeding a half-hour length so the Public receives the same basic information. In addition, questions and comments should be made and replied to in public. This way the Government and the Public know at the same time what the public interest and will are. Anything short of this is a waste of time because Public Hearings have been poorly attended since the current process was instituted a number of years ago. Typically, Public Hearings in the Phoenix metro area are attended by more staff and consultants than members of the Public. How can this be a Public Hearing? This process also is inconsistent with other public hearing and meeting processes in the Phoenix metropolitan area. For example, the Phoenix City Council allows public testimony at all City Council meetings, as well as Subcommittee meetings, including testimony on a \$35 billion, 30-year Transportation Program. We in the Public also are continually influenced by others through print and electronic media, books and other types of meetings. The Government should not have the right to restrict public discourse nor be afraid of it because public discourse is intrinsic in a Democracy. I will take this issue up this week with the West Side Town Hall Advisory Committee, of which I am the Coordinator, and hopefully we will have more to say on this issue and have the outline of an Action Plan at the Regional Council meeting on August 31.

2. I strongly object to the Decision to purchase property in the South Mountain Freeway corridor and demolish buildings prior to final Disposition of the Suit against the project. What is particularly unnerving is the heavy handed Government action to strongly influence the Court ruling on the project. This shows disrespect for the judicial system. Additionally, the Government has known from the beginning of the right-of-way purchases that the Judge assigned to the case is a Native American. The continuation of purchases and demolitions following the ruling on the Temporary Injunction shows cultural insensitivity because given the status of Race in America her ruling will receive strict scrutiny regardless of the way she ultimately rules. The Government has known from the beginning that the Temporary Injunction ruling ultimately would be subject to a full hearing on the case, which was held in May of this year. As you know, the court ruling is due any day. I strongly urge the Government to drop any discussions about a possible appeal. This would show respect for the judicial system, the judge and the unusually difficult circumstances for this ruling. Additionally, the Government still must negotiate with the Gila River Tribe for the widening of I-10 through the Tribe's land. I also will urge PARC not to appeal in the interest of community harmony and healing. I cannot speak for the Gila

River Tribe because they are faced with potentially permanent changes in culture and lifestyle.

I decline to comment any further on the Early Phase of the 2035 Transportation Plan. My focus will be on changing the current public hearing process.

Cc:

Merchants for a Better Maryvale

West Side Town Hall Advisory Committee

West Side Town Hall Steering Committee

PARC

Will Freedom Ride from Wickenburg Again?

Summary of Need: In early 2015, the only department store in Wickenburg closed, leaving seniors on fixed incomes to shop at two dollar stores, two grocery stores and CVS. A selection of age-appropriate shoes, underwear, clothing and budget home goods and medical supplies is virtually non-existent in Wickenburg. The closest department store shopping is Wal-Mart, 31 miles away in Surprise. There is no public transportation from Wickenburg to Surprise. Taxi cabs charge at least \$80 roundtrip to Surprise. Seniors living on \$700 - \$1,000 per month, cannot afford this expense. Most seniors over the age of 70 do not shop online because they do not have computers or are not able to operate computers due to vision impairment or lack of computer skills. Seniors sometimes get transportation from friends or family. For some, asking is difficult and for others, they wear out their transportation sources. For those who cannot drive or don't have transportation, the inability to shop for budget-priced goods including medicine, home goods or even age-appropriate footwear and undergarments negatively affects quality of life.

Seniors inability to get transport to medical specialists in the valley is an entire other subject. Wickenburg Community Hospital is implementing upgrades, but seniors needing something as simple as cataract surgery must go to the valley for this service or, in some cases, just not get the treatment at all.

Finally, the inability to get to needed services/products in the valley amplifies feelings of isolation, seclusion and depression often experienced by seniors without transportation.

Summary of History: In October, 2011 after five years, the Valley Metro 660 Connector with stops at Wickenburg, Wittmann, Sun City West and Arrowhead Mall, ceased operation. The route was intended to operate as a lifeline to valley services for people without transportation options. The downturn in the economy reduced sales tax revenues for Valley Metro and an average of three riders per trip made it a logical cut. The service was operating four trips per day, five days per week.

What Has Changed, What Will Make it Work: Now is the time to implement a transportation service from Wickenburg to the valley because:

- 1) The availability of age-appropriate goods and budget goods has decreased more in Wickenburg.
- 2) The number of potential clients has increased – there are more seniors and older seniors who no longer feel comfortable driving in city traffic.

3) Wickenburg's economy is growing, with new healthcare services for seniors and professions for working-age adults available. A well-designed public transit system that operates on a schedule matching the needs of those who use it can produce real benefits for Wickenburg's seniors while strengthening economic development efforts.

In January, 2015 a community collaboration between the Town of Wickenburg, The Salvation Army, FSL and Wickenburg Community Services Corporation began operating Wickenburg's Freedom Express a 60+ senior transportation program in Wickenburg. Trained volunteer drivers and one paid coordinator/dispatcher transport registered clients in two vans insured by the Town of Wickenburg. After 18 months of operation, Wickenburg's Freedom Express has registered 220+ clients and provided 7,500+ rides around Wickenburg. The most frequently asked question from registered clients and the public is, "do you go to the valley?"

As the Transportation Coordinator for Wickenburg's Freedom Express, I see the need for transportation to low-cost and age appropriate goods every day. Just like the rest of Arizona, Wickenburg has more seniors, and more "senior" seniors who used to drive, but are no longer able or safe to drive. Many of these seniors are experiencing visual impairment, especially from macular degeneration which makes computer shopping and driving virtually impossible.

Our clients tell us regularly that the Freedom Express is a "life-saver", that we have significantly improved their lives by helping them get out and get active. They like freedom to be independent and don't want to rely on others for every ride they need. That said, seniors must be encouraged to try public transit for the first time and view it as a scary option. When the 660 Connector was operating, many people had not tried public transit in Wickenburg and/or had no way to get to the bus stop. Now that they have tried Wickenburg's Freedom Express, and have options to get to a bus stop, they will be more open to trying public transportation to the valley. Another comfort factor is that Northwest Valley Connect is now on the other end in Surprise to help riders navigate the public transportation options in the valley. This service works with clients to help them get to their destinations using a variety of transportation options and service referrals in the Surprise area.

Implementing transportation service to the valley and working with existing transportation non-profits to promote and coordinate ridership, will meet the growing need for a transportation lifeline from Wickenburg to the valley in a cost-effective manner. If you have any questions, please contact Carrie Ward, Transportation Coordinator, Wickenburg's Freedom Express at cward@fsl.org or (928)684-7894 X 102. Thank you for your consideration.

Let us hear from you!

First Name *

John

Last Name *

Hinz

Address *

Zip Code *

85009

E-mail Address *

none

Comments

I circulated petitions to put the Papago Freeway on the ballot. The project was approved by the voters. Later, the City of Phoenix voters approved the building of the Paradise and Squaw Peak Freeways. Finally, MAG gave the voters a freeway package to vote on. It was a comprehensive package, take it or leave it. Included in the package was the South Mountain Freeway, but we were told that one was only tentative. We could either vote to have freeways or reject them. If approved, the plan could be modified, so we voted for freeways. The City started building the Squaw Peak Freeway which was taken over by the State and now is a state highway. The City started acquiring property for the Paradise Freeway, but then abandoned the project after someone decided that it should cross over Camelback Road. No voter input was sought on either of those decisions, or the South Mountain Freeway either.

The special interests that wanted the South Mountain Freeway seem to be well on their way to having their wishes granted, despite the damage to the mountain.

If you want to relieve congestion on the Papago Freeway, you should build the Paradise Freeway, but keep it all north of Camelback Road and south of Missouri Avenue.

I am interested in (please check all that apply)

Receiving the Newsletter

Attending Meetings

Other

Your listening to the voters

This content is neither created nor endorsed by Google.

Google Forms