

FY 2017 MID-PHASE INPUT OPPORTUNITY REPORT

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Cover Page Photo:

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

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EXECUTIVE SUMMARY

INTRODUCTION

Federal transportation legislation emphasizes public involvement in the metropolitan transportation planning process. 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 current Mid-Phase input opportunity provides for input on the draft listing of projects that make up the Draft Fiscal Year 2018-2022 Transportation Improvement Program (listing of projects), Draft FY 2017 Transit Program of Projects, Working Draft FY 2018 Transit Program of Projects, and Draft 2040 Regional Transportation Plan. This input opportunity report will be presented to MAG policy committees for committee review and consideration prior to action, which is anticipated after the Final Phase Input Opportunity in the spring.

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

SUMMARY OF INPUT

A summary of input gathered during the Final Phase Input Opportunity is included below. The comments are provided as received, with editing limited to those instances where clarification may be needed to improve understanding.

- ▶ About 10 years ago, the City of Phoenix had decided to put a bicycle/pedestrian bridge across I-17 at Osborn. At that time, about half of our neighborhood, which consists of 915 homes in it plus a few more, showed up at that meeting and we told the City of Phoenix at that time we did not want a pedestrian bridge going across I-17
- ▶ After the Route 83, I see they finally managed to build a road from Camelback to Bethany Home finally, so they can get the 83 going all the way up to Arrowhead Mall. That would be your first one that you can do.
- ▶ They still need to do something about getting from Camelback—or Glendale—Glendale from 25th Avenue to 25th Avenue [verbatim]. And they need to build something up there where they can mend the bus so it can go even, rather than go down that giant dip there. That's why they don't have a bus over there.
- ▶ Getting the light rail over to 95th Avenue and Glendale isn't going to be worth it anymore, because apparently they're not going to be there for that one sports team.
- ▶ I think probably Camelback over to 107th Avenue, I think that is, looks like the best one for going on that light rail, if they ever actually do it.
- ▶ And if they ever actually get a bus over to Metro Mall, that would be the fourth most important thing they can do. That's I all I have to say.
- ▶ Opposed to the proposed bridge at Osborn Road.
- ▶ Valley needs a unified policy for electric bikes.
- ▶ People for Bikes has created an ordinance in California, Utah and Tennessee.
- ▶ There should be a smart policy for electric bikes that also includes some type of enforcement. My working group created a policy that was based on speed. I would like for MAG to create a regional policy that everyone can follow.
- ▶ I live 400 yards away from the SRP canal pedestrian bridge in Westwood Heights and that [pedestrian bridge] has created a lot of crime in the neighborhood. People cross the bridge and steal from people in the neighborhood, then carry the stolen items back over the bridge. The proposed Osborn Road bridge will create more crime [and I am] opposed to the bridge.
- ▶ The proposed pedestrian bridge is unnecessary.
- ▶ The proposed bridge would create more crime and would make the area less safe.
- ▶ I have been unable to find this project or project number listed in the ADOT or Mesa section of this report.
- ▶ With the SMF [South Mountain Freeway] being shoved down the throats of Ahwatukee residents and done "on the cheap" by not depressing it at all, you must stop and redesign the 32nd St/ Pecos Rd. area.

- ▶ An exit ramp [for the South Mountain Freeway], and buyout of the "front row homes" is of utmost priority. You have ruined the ability for them to enjoy their backyards, as well as have destroyed their home's value.
- ▶ Also [regarding South Mountain Construction], how do you think all the cars will be getting to the huge Desert Vista High School, Akimel Middle School, and Estrella Elementary School without a 32nd St. exit ramp?
- ▶ Are there any plans to widen Guadalupe Rd. between Crismon and Signal Butte?
- ▶ There is a huge increase in traffic in the area with the new housing developments going in.
- ▶ Also, Signal Butte Rd. from Guadalupe south to Elliot needs to be widened for the same reasons.
- ▶ I propose a policy change that allows Dial a Ride users to alter their destination address if the service provider arrives for the scheduled pick up more than 30 minutes after the 30-minute pick up window expires. Twice [during] the past month, my scheduled pick up arrived 60 to 75 minutes after the desired pickup time, making me miss or late to subsequent appointments.
- ▶ There seems to be no accountability for the [Dial a Ride] service provider and only the rider is penalized by being required to proceed to their original destination.
- ▶ I realize that Proposition 400 locks-in a specific amount freeway spending. But within that spending category there can be prioritization of projects.
- ▶ I believe that projects which primarily serve to promote future real estate development, instead of the urgent needs of the existing urban residents of Maricopa County, should receive the lowest priority, or be delayed indefinitely. Specifically, I'm referring to the Estrella Freeway (303L), the I-10 Reliever (SR 30), and the Gateway Freeway (SR 24). The primary objective of these roads is to encourage and facilitate development on the edges of metro Phoenix. In effect, the funding of these projects is the equivalent of a subsidy for suburban real estate developers.
- ▶ The purpose of the RTP should be to improve local transportation, not promote a particular type of economic development.
- ▶ Many promises were made by Proposition 400 and then the economy collapsed.
- ▶ There are many transportation needs, including potholes on SR-51. The goal should be resurfacing 10 to 15 percent of the freeway system annually until it is up to speed.
- ▶ The segment of I-17 from Anthem to Cordes Junction has traffic accidents, curves, and 1960s barrels being used as temporary traffic barricades, and needs attention immediately.
- ▶ Traffic is exploding in the vicinity of Loop 101 from Shea Boulevard to Interstate 17 and planning is needed.
- ▶ The Mini-Stack is a problem.
- ▶ Protecting corridors is a good idea and alternatives for light rail and bus rapid transit is needed.
- ▶ Dual HOV lanes from US-60 in Tempe to Loop 101 in Avondale, even adding an HOV lane through Deck Park Tunnel.
- ▶ More money needs to be spent in the city, and building out freeways such as Loop 303 was a waste of money, although the corridors could be protected.

Note: Responses to comments are included in this report beginning on page 11.

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 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 Mid-Phase Input Opportunity was conducted from February 28 to March 30, 2017. Input collected during that phase is included in the FY 2017 Mid-Phase Input Opportunity Report. It is anticipated that the FY 2017 Final Phase Input Opportunity will be conducted from April 26, 2017, to May 25, 2017. The Final Phase process provides for final input on plan analysis for the Draft TIP, Plan and Air Quality Conformity Analysis, which generally occurs upon the completion of the air quality conformity analysis, and includes a public hearing on the documents and regional transportation issues. The purpose of this document, the *FY 2017 Mid-Phase Input Opportunity Report*, is to provide information about the outreach conducted during this phase to date 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, all comments/suggestions/questions received are responded to during the presentation/event/consultation or within 48 hours.

HISTORY OF THE MAG PUBLIC OUTREACH PROCESS

Since its inception in 1967, the Maricopa Association of Governments (MAG) has encouraged public comment in the planning and programming process. In July 1998, the MAG Regional Council recommended that the process for programming federal transportation funds be enhanced. These enhancements include a more proactive community outreach process and the development of early guidelines to help select transportation projects within resource limits. The proactive community outreach process led to an enhanced public involvement process beginning with the FY 1999 Public Involvement Program. The enhanced public involvement process involves transportation stakeholders as outlined in TEA-21 and includes 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 (STIP) were on different schedules, which was confusing to members of the public. With changes included in the guiding principles adopted at the April meeting, the state and regional planning and programming processes have been combined. (*See Table 2 on page 8.*)

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.

PUBLICITY

The public was informed of Mid-Phase public involvement events through a variety of methods. The public meeting 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* and *La Voz* publications. A postcard notice was also sent to approximately 20 regional libraries throughout the Valley. Each library was sent 20 postcards.

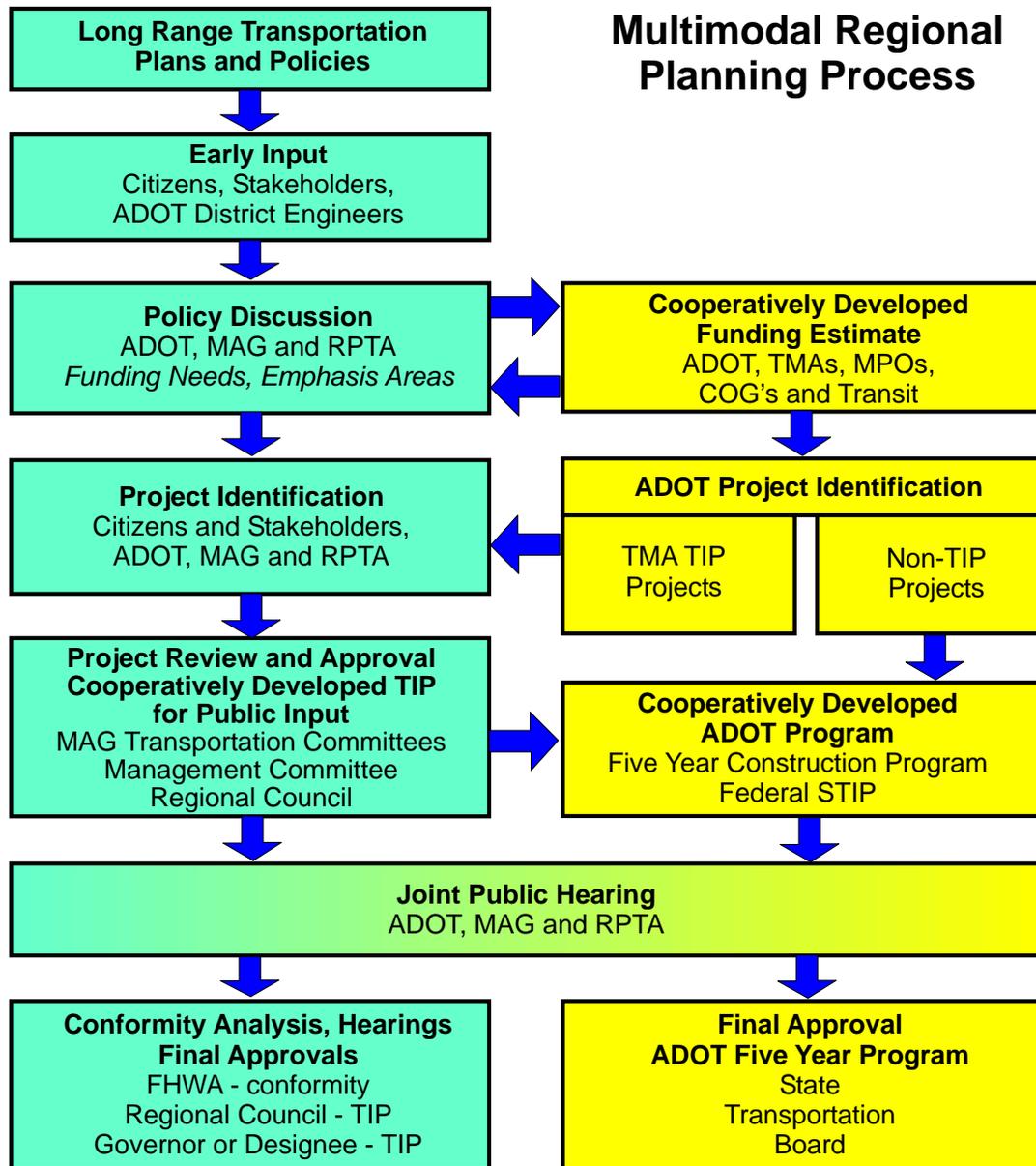


Table 1: Development Process for ADOT Five-Year Program, MAG TIP, MAG RTP, and ADOT Life Cycle Program (Joint Planning Process)

- * **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

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, all comments/suggestions/questions are responded to at the time of the interaction or within 48 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).
- ◆ Partnership in special events. These partnerships include MAG, ADOT, Valley Metro, and METRO, whenever possible. All comments/suggestions/questions received during these special events are responded to at the time of the event or within 48 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. Information on MAG activities also is provided through the quarterly MAGAZine, which includes a three-month meeting calendar.
- ◆ Use of the GovDelivery e-mail notification system to allow automated notifications of updates to all major MAG project pages.

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

II. 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 MID-PHASE PUBLIC HEARING ON TUESDAY, MARCH 14, 2017.

Comments from Christine Deal, Valley Resident

Comment: My name is Christine Deal. I represent the area between Thomas Road and Indian School, right off the I-17 freeway. At that time, about 10 years ago, the City of Phoenix had decided to put a bicycle/pedestrian bridge across I-17 at Osborn. At that time about half of our neighborhood, which consists of 915 homes in it plus a few more, showed up at that meeting and we told the City of Phoenix at that time we did not want a pedestrian bridge going across I-17 into the neighborhood on the other side. The other side of the neighborhood is a very small, residential area, and then it goes into two to three miles worth of industrial areas, where there's a lot of storage, store houses, storage warehouses and that type of thing. And when—we were very surprised when we came to the meeting a couple of weeks ago, I guess it was January—to see that this bridge is still in the works. We—I don't know how many, but we—I know a lot of people in the neighborhood have commented on it in the first phase of this with their comment cards. We right now have a bridge that goes over the canal off of south of I-17. That was put in by the city—I don't know how many years ago—15, 20 years ago. And we have had nothing but problems in our neighborhood with transients crossing that bridge and coming into our neighborhood, stealing things, and going back across that bridge to their safety areas. And we're afraid that the bridge across I-17 at Osborn will cause the same problems. We don't need those problems. And we need to cut the crime in our neighborhood.

Response: At this time, MAG is removing the recommendation for a bicycle/pedestrian crossing in the vicinity of Interstate 17 and Osborn Rd from the I-10/I-17 Corridor Master Plan. Along Interstate 17, the bicycle/pedestrian recommendations were predicated on the City of Phoenix's adopted Comprehensive Bicycle Master Plan (November 2014). The Osborn Rd crossing was consistent with the City's identification of this roadway as a Tier I bicycle corridor. However, the study team received numerous comments from the Westwood Estates homeowners citing their efforts that led to stopping an earlier proposal for a crossing 10 years prior to the initiation of the Comprehensive Bicycle Master Plan study. The Management Partners have recommended removing the recommendation at this time, pending guidance from the City of Phoenix in working with residents on this matter.

Comments from Brian Woodruth, Valley Resident

Comment: I want to make sure everyone can hear me. You need to teach the people that do the speaking here—they need to talk a lot louder than they do right now. But after the Route 83, I see they finally managed to build a road from Camelback to Bethany Home finally, so they can get the 83 going all the way up to Arrowhead Mall. That would be your first one that you can do. They still need to do something about getting from Camelback—or Glendale—Glendale from 25th Avenue to 25th Avenue [verbatim]. And they need to build something up there where they can mend the bus so it can go even, rather than go down that giant dip there. That's why they don't have a bus over there. So they can get that going all the way out to the Talking Stick, I think they call that, so you can actually go see some of the concerts over there. Those would be the two most important ones that I can think of right now. Probably knowing—getting the light rail over to 95th Avenue and Glendale isn't going to be worth it anymore, because apparently they're not going to be there for that one sports team—not that I'm going to miss them. But I think probably Camelback over to 107th Avenue, I think that is, looks like the best one for going on that light rail, if they ever actually do it. And if they ever actually get a bus over to Metro Mall, that would be the fourth most important thing they can do.

Response: Valley Metro is working with its member agencies in implementing an extension to Route 83 with an anticipated operation date of October 23, 2017. Route 83 would be extended along 83rd Avenue from Camelback Road to Arrowhead Mall in Glendale. The proposed new service will be included in the public comment period that begins April 17, 2017. It is anticipated that a final decision for this service will be made in June of this year. In addition to the comment you have provided, you are invited to participate in the service change public comment process by:

- Visiting <http://www.valleymetro.org/>.
- Sending an e-mail to servicechanges@valleymetro.org.
- Calling Valley Metro customer service at (602) 253-5000.

As for the future proposed improvements you referred to in your comment (e.g., Camelback Road, Bethany Home Road, and an extension to the casino and 107th Avenue), please note that Valley Metro works with its member agencies in identifying future service. Valley Metro incorporates feedback received through various planning processes, and encourages your continued interest and feedback regarding regional transit service. Thank you for attending the public hearing and for sharing your comments regarding future improvements to the Valley Metro transit system.

COMMENTS RECEIVED DURING THE MAG BICYCLE AND PEDESTRIAN COMMITTEE MEETING ON MARCH 21, 2017.

Comments by Christine Deal, Valley Resident

Comment: Christine Deal stated that the pedestrian bridge proposed for I-17 at Osborn Road ends up in an industrial area with warehouses. She stated that the only people that will use that bridge are transients and homeless people. She said her community does not want the bridge. She stated that

there is a bridge over the SRP canal at Fairmount, south of Indian School. She stated the crime rate doubled since that bridge was installed. She stated that criminals come in and out of the neighborhood over the bridge and she stated that the same type of thing will happen with the proposed Osborn bridge.

Response: At this time, MAG is removing the recommendation for a bicycle/pedestrian crossing in the vicinity of Interstate 17 and Osborn Rd from the I-10/I-17 Corridor Master Plan. Along Interstate 17, the bicycle/pedestrian recommendations were predicated on the City of Phoenix's adopted Comprehensive Bicycle Master Plan (November 2014). The Osborn Rd crossing was consistent with the City's identification of this roadway as a Tier I bicycle corridor. However, the study team received numerous comments from the Westwood Estates homeowners citing their efforts that led to stopping an earlier proposal for a crossing ten years prior to the initiation of the Comprehensive Bicycle Master Plan study. The Management Partners have recommended removing the recommendation at this time pending guidance from the City of Phoenix in working with residents on this matter.

Comments by Karla Contreras, Valley Resident

Comment: Karla Contreras stated that she lives close to the proposed bridge at Osborn Road. She stated that there is already a crime problem in the area and that the bridge will just increase the crime. She stated she is opposed to the proposed bridge. She said she is the only one in her neighborhood who has not been burglarized.

Response: At this time, MAG is removing the recommendation for a bicycle/pedestrian crossing in the vicinity of Interstate 17 and Osborn Rd from the I-10/I-17 Corridor Master Plan. Along Interstate 17, the bicycle/pedestrian recommendations were predicated on the City of Phoenix's adopted Comprehensive Bicycle Master Plan (November 2014). The Osborn Rd crossing was consistent with the City's identification of this roadway as a Tier I bicycle corridor. However, the study team received numerous comments from the Westwood Estates homeowners citing their efforts that led to stopping an earlier proposal for a crossing ten years prior to the initiation of the Comprehensive Bicycle Master Plan study. The Management Partners have recommended removing the recommendation at this time pending guidance from the City of Phoenix in working with residents on this matter.

Comments by Chris Head, Valley Resident

Comment: Chris Head stated that he is part of a working group in Tempe that created the ordinance for electric bicycles. He stated that the Valley needs a unified policy for electric bikes. He said there should be a smart policy for electric bikes that also includes some type of enforcement. He stated that People for Bikes has created an ordinance in California, Utah and Tennessee. He stated that he brought that to Tempe, but that the council thought it was too complicated. He stated that his working group created a policy that was based on speed. He said it is a lot less complicated. He stated he would like for MAG to create a regional policy that everyone can follow.

Response: The Maricopa Association of Governments (MAG) addressed this issue in the fall/winter of 2016 with members of the MAG Bicycle and Pedestrian Committee and People for Bikes. It was decided by the group to wait until the City of Tempe passed its ordinance on electric bikes to decide on a regional policy. Tempe passed a city ordinance in early 2017. During this time, People for Bikes proposed a statewide policy at the state legislature. The statewide policy passed the Senate, but has not yet passed the House. Bob Beane, president of the Coalition of Arizona Bicyclists and member of the MAG Bicycle and Pedestrian Committee, will monitor how the statewide policy performs, if passed, and how it interacts with local ordinances. He will then make a recommendation for a regional policy that will most likely include elements of both the statewide policy and Tempe's ordinance.

Comments by Arthur Cassidy, Valley Resident

Comment: Arthur Cassidy stated that he lives 400 yards away from the SRP canal pedestrian bridge in Westwood Heights. He stated that it has created a lot of crime in his neighborhood. He said people cross the bridge and steal from people in the neighborhood, then carry the stolen items back over the bridge. He stated that the proposed Osborn Road bridge will create more crime. He stated that he is opposed to the bridge.

Response: At this time, MAG is removing the recommendation for a bicycle/pedestrian crossing in the vicinity of Interstate 17 and Osborn Rd from the I-10/I-17 Corridor Master Plan. Along Interstate 17, the bicycle/pedestrian recommendations were predicated on the City of Phoenix's adopted Comprehensive Bicycle Master Plan (November 2014). The Osborn Rd crossing was consistent with the City's identification of this roadway as a Tier I bicycle corridor. However, the study team received numerous comments from the Westwood Estates homeowners citing their efforts that led to stopping an earlier proposal for a crossing ten years prior to the initiation of the Comprehensive Bicycle Master Plan study. The Management Partners have recommended removing the recommendation at this time pending guidance from the City of Phoenix in working with residents on this matter.

Comments by Sandra Flores-Magaña, Valley Resident

Comment: Sandra Flores-Magaña stated that she lives near the proposed Osborn Road bridge. She said the proposed pedestrian bridge is unnecessary. She stated that it would bring only transients into the neighborhood. She stated that the proposed bridge would create more crime and would make the area less safe.

Response: At this time, MAG is removing the recommendation for a bicycle/pedestrian crossing in the vicinity of Interstate 17 and Osborn Rd from the I-10/I-17 Corridor Master Plan. Along Interstate 17, the bicycle/pedestrian recommendations were predicated on the City of Phoenix's adopted Comprehensive Bicycle Master Plan (November 2014). The Osborn Rd crossing was consistent with the City's identification of this roadway as a Tier I bicycle corridor. However, the study team received numerous comments from the Westwood Estates homeowners citing their efforts that led to stopping an earlier proposal for a crossing ten years prior to the initiation of the Comprehensive Bicycle Master

Plan study. The Management Partners have recommended removing the recommendation at this time pending guidance from the City of Phoenix in working with residents on this matter.

COMMENTS RECEIVED DURING THE MAG TRANSPORTATION POLICY COMMITTEE MEETING ON MARCH 22, 2017.

Comments by Andrew Marwick, Valley Resident

Comment: Mr. Marwick stated that many promises were made by Proposition 400 and then the economy collapsed. He said that development styles have changed. Mr. Marwick stated that Loop 303 has been built, Loop 202 is under construction, and SR-30 appears to be advancing. He commented that there are many transportation needs, including potholes on SR-51, and he thinks the goal should be resurfacing 10 to 15 percent of the freeway system annually until it is up to speed. Mr. Marwick stated that the segment of I-17 from Anthem to Cordes Junction has traffic accidents, curves, and 1960s barrels being used as temporary traffic barricades, and needs attention immediately. Mr. Marwick stated that traffic is exploding in the vicinity of Loop 101 from Shea Boulevard to Interstate 17 and planning is needed. He said that the Mini-Stack is a problem. Mr. Marwick stated that protecting corridors is a good idea and alternatives for light rail and bus rapid transit are needed. Mr. Marwick suggested dual HOV lanes from US-60 in Tempe to Loop 101 in Avondale, even adding an HOV lane through Deck Park Tunnel. Mr. Marwick stated that a lot more money needs to be spent in the city, and he added that he thought building out the farther out freeways such as Loop 303 was a waste of money, although the corridors could be protected.

Response: Pavement maintenance is an important factor on the regional freeway/highway system. The ADOT organization includes a Pavement Management Section, which is charged with the responsibility of maintaining a cost effective pavement rehabilitation program to keep the system performing within predetermined service levels. In addition, the Draft 2040 Regional Transportation Plan (RTP) allocates \$150 million to systemwide “quiet pavement” rehabilitation, as a long-range need in the freeway/highway element of the RTP.

The I-17 corridor is a key element of the regional freeway/highway system, and the Draft 2040 RTP identifies more than \$1.5 billion for improvements on this facility. This includes adding one general-purpose lane in each direction from Anthem Way to New River. In addition, improvements to the segment north from New River to the Yavapai County line are being considered for inclusion as part of a fall 2017 RTP amendment. Any improvements north of the county line to Cordes Junction fall outside of the jurisdiction of MAG.

The Draft 2040 RTP includes projects on Loop 101 to add one general-purpose lane in each direction between I-17 and Shea Blvd. These projects would be implemented as part of the MAG FY 2018 - 2022 Transportation Improvement Program.

MAG is nearing completion of the Interstate 10/Interstate 17 Corridor Master Plan Study (Spine Study). The 35-mile Spine corridor begins at the I-17/Loop 101 North Stack interchange and

continues south and east to the I-10/I-17 Split Interchange. The corridor continues east and south along I-10 to the interchange with Loop 202 (Pecos Stack). The Spine Study effort is analyzing various long-term strategies to improve mobility in the corridor. The study is evaluating the full range of transportation modes and concepts, including HOV and managed lane solutions. The key outcome of the Spine Study will be a detailed strategy to manage traffic in the I-10 and I-17 corridors through 2040. As part of the Master Plan development, the study team has identified several near-term improvements along I-10 and I-17, which are included in the Draft 2040 RTP. It is anticipated that additional study recommendations will be considered for inclusion as part of a fall 2017 RTP amendment. In addition, sections of I-10, including the stretch through the Deck Park Tunnel, have been intensively analyzed as part of a Regional Bottleneck Study, which will provide information to help address traffic congestion issues.

As currently configured, the Draft 2040 RTP places a high degree of emphasis on improving existing freeway/highway facilities in the MAG region. During the eight years encompassing FY 2018-2026, the RTP allocates \$1.87 billion (2016 \$'s) to improvements on I-10, I-17, US-60, SR-101 and SR-202, while \$262 million (in 2016 dollars) is identified for 303L, SR-24 and SR-30. At the same time, it is important to note that the MAG region is projected to continue to grow, to more than 6 million people by 2040. New streets, highways and public transportation will be needed. In addition, federal transportation planning regulations identify economic issues as one of the key planning factors that metropolitan transportation plans should address, as follows: "Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency."

Again, thank you for your interest in the MAG transportation planning process. Your comments will be provided to MAG's policy committees for consideration.

COMMENTS RECEIVED THROUGH CORRESPONDENCE DURING THE MID-PHASE.

E-Mail from Lonna Garai, Valley Resident

Comment: I have been unable to find this project or project number listed in either the ADOT or Mesa section of this report.

If there is some reason it was not included could you please provide me with information as to why it was not included, or if it is being completed under a different source of funding.

I am sorry to request this information on such notice, but I live in Queen Valley and it is quite a distance to travel if I need to attend the Public Hearing on 3/14/17 in downtown Phoenix. The requested information and your assistance is greatly appreciated.

Response: Thank you for your question regarding State Route 24 (SR-24) and inclusion in the Draft FY2018-2022 MAG Transportation Improvement Program. The SR-24 project during the last

recession and consequent rebalancing was moved out of the Regional Freeway and Highway Program that is one of three Life Cycle Programs included in the MAG Regional Transportation Plan. MAG and ADOT have begun rebalancing of the Regional Freeway and Highway Program and it is anticipated that the SR-24 project will be included in the rebalancing of the Program and possibly included in the Transportation Improvement Program.

Additional scheduling and financing options are being studied to refine project start dates for all Regional Freeway and Highway Program projects. The formal action to bring the SR-24 and other projects back into the Program will be determined in the upcoming months at the MAG Transportation Policy Committee. Then all projects that are recommended to be rebalanced back into the Regional Freeway and Highway Program will undergo an Air Quality Conformity analysis for final approval expected in the fall of 2017.

E-Mail from Lorie Fisher, Valley Resident

Comment: With the SMF (South Mountain Freeway) being shoved down the throats of Ahwatukee residents and done "on the cheap" by not depressing it at all, you must stop and redesign the 32nd St./Pecos Rd. area. An exit ramp, and buyout of the "front row homes" is of utmost priority. Please, go out there yourself and witness what you are doing to those homeowners. It should be illegal. You have ruined the ability for them to enjoy their backyards, as well as have destroyed their home's value. Please, go see for yourself Beth Gagnon's home. You wouldn't hesitate to change your awful plan. Also, how do you think all the cars will be getting to the huge Desert Vista High School, Akimel Middle School, and Estrella Elementary School without a 32nd St, exit ramp? Theresa Gunn was uninformed when she said buses do not use Pecos Rd. That is precisely where the buses travel, especially busing the Maricopa students! This is urgent. What can you do? Please make this right! Please reply to this.

Response: The construction of almost any new transportation project causes disruptions, including visual, noise, and other impacts. The Arizona Department of Transportation (ADOT) and its contractor, Connect 202, are responsible for the construction of the project and responding to issues raised during construction. We have forwarded your email to the project team.

We understand your concern. There have been many neighborhoods and businesses that have been disrupted, especially during construction by new transportation projects. Many parts of State Route 51 went through established neighborhoods for example. Construction of the light rail system has also caused business relocations and disruptions.

The overall benefits as well as the impacts of the development and construction of the South Mountain Freeway were thoroughly vetted through the Environmental Impact Statement (EIS) process. MAG is confident that ADOT and the South Mountain team will abide by the mitigation measures contained in the EIS.

E-Mail from Renee Paquette, Valley Resident

Comment: Are there any plans to widen Guadalupe Rd. between Crismon and Signal Butte? There is a huge increase in traffic in the area with the new housing developments going in. Also, Signal Butte Rd. from Guadalupe south to Elliot needs to be widened for the same reasons.

Response: Widening on Signal Butte Road from Guadalupe Road to Elliot Road is included within our regional funding plan, the Arterial Life Cycle Program (<http://www.azmag.gov/ALCP>). Specifically, the widening will occur as part of a larger Signal Butte project from Broadway Road to Elliot Road. The City of Mesa will be the one implementing the project, and city staff has indicated that they will start design for the project in 2023 and construction in 2025.

Unfortunately, we do not have any regional funding on Guadalupe Road from Crismon to Signal Butte at this time. However, we have reached out to the City of Mesa to see if they have anything planned with local funds. MAG staff will follow-up with you when an answer is received.

E-Mail from Rachel Lingle, Valley Resident

Comment: I propose a policy change that allows Dial a Ride users to alter their destination address if the service provider arrives for the scheduled pick up more than 30 minutes after the 30 minute pick up window expires. Twice on the past month my scheduled pick up arrived 60 to 75 minutes after the desired p/u time, making me miss or late to subsequent appointments. There seems to be no accountability for the service provider and only the rider is penalized by being required to proceed to their original destination.

Response: Valley Metro understands the issue raised, and regrets the poor Dial-a-Ride service experienced by the commenter. The contract between Valley Metro and its paratransit service provider includes specific standards for on-time performance. As the commenter pointed out, a trip is on time as long as it arrives within 30 minutes of the scheduled pick-up time. If the vehicle arrives after this point, the trip is considered late. If the vehicle arrives more than 45 minutes after the scheduled pick-up time, the service provider is charged with a “missed trip.” Poor on-time performance and/or an excessive number of missed trips can result in financial penalties for the service provider. Valley Metro policy currently permits riders to cancel any trip when the vehicle runs late. Valley Metro also routinely permits the service provider to modify a scheduled pick-up time or a scheduled pick-up or drop-off address for an excessively late trip. Thus, the experience reported is unacceptable. Customers are requested to contact Valley Metro’s Customer Service Department by phone at (602) 253-5000, by e-mail at csr@valleymetro.org or on-line at www.valleymetro.org any time issues such as this occur. When Valley Metro receives a comment of this nature, it is logged into the Customer Assistance System (CAS) and forward it to the appropriate service provider for resolution. The service provider is expected to resolve complaints within 14 days, and an excessive number of complaints can result in a financial penalty for the service provider. Additional questions about this information may be directed to Valley Metro Customer Service for assistance.

E-Mail from Jeff Burgess, Valley Resident

Comment: Please consider these comments in response to the draft update to the Regional Transportation Plan (RTP). I realize that Proposition 400 locks-in a specific amount freeway spending. But within that spending category there can be prioritization of projects. I believe that projects which primarily server to promote future real estate development, instead of the urgent needs of the existing urban residents of Maricopa County, should receive the lowest priority, or be delayed indefinitely. Specifically, I'm referring to the Estrella Freeway (303L), the I-10 Reliever (SR 30), and the Gateway Freeway (SR 24). The primary objective of these roads is to encourage and facilitate development on the edges of metro Phoenix. In effect, the funding of these projects is the equivalent of a subsidy for suburban real estate developers. The purpose of the RTP should be to improve local transportation, not promote a particular type of economic development.

Response: As currently configured, the Draft 2040 RTP places a high degree of emphasis on improving existing freeway/highway facilities in the MAG region. During the eight years encompassing FY 2018-2026, the RTP allocates \$1.87 billion (in 2016 dollars) to improvements on I-10, I-17, US-60, SR-101 and SR-202, while \$262 million (in 2016 dollars) is identified for 303L, SR-24 and SR-30.

At the same time, it is important to note that the MAG region is projected to continue to grow with more than 6 million people by 2040. New streets, highways and public transportation will be needed. In addition, federal transportation planning regulations identify economic issues as one of the key planning factors that metropolitan transportation plans should address, as follows: "Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency."

E-Mail from Jason Rediger, Valley Resident

Comment: I own several pieces of frontage property on SR-85 (Gila Bend to Buckeye). Is this one of the corridors that's on the table for the I-11 Canada/Mexico Highway? If so, on the current study... What is the percentage of the likelihood you would choose SR-85? Is there any other projects on the table that will impact SR-85 in the next 5 years?

Response: Thank you for your email. Presently, the Arizona Department of Transportation is undertaking environmental studies for identifying the future Interstate 11 corridor between Wickenburg and Nogales. Presently, the study is looking at all possibilities for routing I-11, and SR-85 is an option under consideration. However, no decision has been made about using this roadway for the future interstate. More information about the I-11 study can be found on ADOT's website at <http://i11study.com/Arizona/index.asp>. Presently, the study team is developing alternatives for the environmental documentation.

Apart from a planned overcrossing at Warner St. in Buckeye, no other projects have been funded for improving SR-85 between I-8 and I-10 in the next five years.

Please let (MAG staff) know if you have any further questions. This email is being copied with Jay Van Echo and Clem Ligocki in ADOT Planning as potential contacts for assisting with additional questions you may have related to SR-85. Jay is the project manager for the Interstate 11 environmental projects. Clem is ADOT's planning and programming manager.

Letter from Donald Rothstein, La Casa Trail Mobile Villa Homeowner's Association President

Comment: See attached correspondence for full text.

Response: Thank you for sending MAG a copy of the letter you sent to the Maricopa County Department of Transportation (MCDOT) and the Arizona Department of Transportation (ADOT). You were correct in directing your concern to them for the roadways in the area of the La Casa Trail Mobile Villa as they are the appropriate agencies to address the nature of the request made.

III. PUBLIC HEARING AGENDA

Agenda



**FISCAL YEAR (FY) 2017
MID-PHASE TRANSPORTATION PLANNING
OPEN HOUSE AND PUBLIC HEARING**

Tuesday, March 14, 2017
11:00 a.m. – Open House
11:30 a.m. – Public Hearing
302 N. 1st Avenue, Second Floor, Saguaro Room

I. INTRODUCTION

- MAG Transportation Director Eric Anderson

II. PRESENTATION OF PROGRAMS

- MAG Senior Project Manager Roger Herzog will present the Draft 2040 Regional Transportation Plan.
- MAG Transportation Improvement Program Manager Teri Kennedy will present the Draft FY 2018-2022 MAG Transportation Improvement Program (listing of projects) and Draft FY 2017 and Working Draft FY 2018 Transit Program of Projects.
- Valley Metro Service Planning Manager Jorge Luna will provide an operations overview of the Draft FY 2018-2022 MAG Transportation Improvement Program and the Draft 2040 Regional Transportation Plan.

III. PUBLIC COMMENT

- Public hearing attendees will be provided an opportunity to comment on Mid-Phase Transportation Planning that includes the Draft FY 2018-2022 Transportation Improvement Program (listing of projects), Draft FY 2017 Transit Program of Projects, Working Draft FY 2018 Transit Program of Projects, and Draft 2040 Regional Transportation Plan.

IV. ADJOURN

PDF TRANSCRIPT COVER PAGE

Deposition of: Mid-Phase Public Hearing, FY 2017

Case: Mid-Phase Public Hearing. FY 2017

Date: 03/14/2017



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Court Reporters

Videoconference

Transcription

Public Hearing on the Fiscal Year (FY) 2017

Mid-Phase Transportation Planning

Phoenix, Arizona

March 14, 2017

11:30 a.m.

PREPARED FOR:

MARICOPA ASSOCIATION OF GOVERNMENTS
(ORIGINAL)

Reported by:

Lauren Kuhnhenh, RPR

Arizona CCR 50916

AZ Registered Reporting Firm No. R1008

1 PUBLIC HEARING on the Fiscal Year (FY) 2017
2 Mid-Phase Transportation Planning, taken on March 14,
3 2017, commencing at 11:27 a.m., at the Maricopa
4 Association of Governments Offices, 302 North 1st Avenue,
5 2nd Floor, Phoenix, Arizona, before LAUREN KUHNHENN, a
6 Certified Reporter in the State of Arizona.

7

8 COMMITTEE APPEARING:

9 Eric Anderson
10 Lindy Bauer
11 Carol Ketcherside
12 Clem Ligocki
13 Ken Kessler
14 Dennis Smith

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1 MR. ANDERSON: Thank you all for being
2 here. I'd like to call the public hearing to order. I'm
3 Eric Anderson, transportation director for the Maricopa
4 Association of Governments, or MAG. Thank you all for
5 coming to this public hearing today.

6 For those of you who drove here today and
7 parked in the garage underneath this building, please
8 note you can have your parking ticket validated at the
9 registration table. And those that used transit, please
10 see a member of MAG staff to get you a transit ticket.
11 So thank you very much.

12 This public hearing is one of many
13 opportunities throughout the planning and programming
14 cycle for comment on MAG's transportation plans and
15 programs. It's really important even though our draft
16 TIP, what we call our Transportation Improvement Program
17 and plan are in draft form today, we are always looking
18 for additional input, either to modify the drafts that we
19 have on the table today, or to incorporate our future
20 planning. There have been a number of instances where
21 we've actually added projects into our plan or program
22 based on public comments. It doesn't always happen, but
23 the public tends to have some pretty good insight in
24 terms of what's needed out there. So thank you all.

25 This is our opportunity to listen to you

1 and we're interested in hearing what you have to say
2 regarding the valley's transportation system. Those who
3 wish to comment will have three minutes to express their
4 thoughts on any issues related to transportation in the
5 valley. Comments received here will be recorded verbatim
6 by the court reporter, and staff will provide written
7 responses to comments. The comments and responses will
8 be included in the FY 2017 MAG Mid-Phase Input
9 Opportunity Report, which will be distributed to all
10 policy committees for their review and information, prior
11 to them taking action on the draft TIP and Plan.

12 Next, I'd like the other members of the
13 panel to introduce themselves. Let's go around the table
14 from left to right.

15 MS. BAUER: Lindy Bauer with MAG.

16 MS. KETCHERSIDE: Carol Ketcherside with
17 Valley Metro.

18 MS. LIGOCKI: I'm Clem Ligocki representing
19 ADOT.

20 MR. KESSLER: Ken Kessler with the City of
21 Phoenix Public Transit.

22 MR. ANDERSON: Thank you very much. I'd
23 like to go over just quickly the agenda. We're going to
24 start with some overview presentations of the TIP and
25 Plan and the operational aspects of the transit system in

1 the valley. These will be given by MAG staff and Jorge
2 Luna from Valley Metro. Following these presentations
3 we'll take public comment on the information presented
4 today, after which we will adjourn.

5 Those of you who want to make a comment,
6 please fill out a blue speaker card. This is really
7 important for our records. We really appreciate you
8 filling that out. They're available at the registration
9 table right outside the door. As you come up to the
10 podium, please state the following information for the
11 formal record: Your name and the city in which you live
12 in.

13 So we will go on to the presentations.
14 We're going to start with Roger Herzog, senior project
15 manager at MAG. He's going to do an overview
16 presentation on the Draft 2040 Regional Transportation
17 Plan.

18 Roger.

19 MR. HERZOG: Thank you, Mr. Chairman. As
20 indicated, before receiving comment from the public we'd
21 like to provide a brief overview of the Draft 2040
22 Regional Transportation Plan. The plan covers the full
23 MAG metropolitan planning area, which includes all of
24 Maricopa County, and also extends down into Pinal County,
25 fairly significantly. The region was expanded back in

1 2013, down into Pinal, to recognize the future area of
2 growth that the region will be facing in the coming
3 years. The Regional Transportation Plan guides
4 investments in the region, and must be updated at least
5 every four years to maintain eligibility for our federal
6 funding. The plan will cover the period fiscal year 2018
7 through 2040, and it replaces the current 2035 RTP, which
8 was adopted in January 2014.

9 The plan largely continues the policies in
10 the 2035 RTP, and also incorporates the proposed 2018
11 through '22 Transportation Improvement Program. Of
12 course the plan includes any changes that have been
13 adopted since January 2014, and any amendments to the
14 plans and programs. A key part of this includes projects
15 that have been completed. A number of very significant
16 projects have been opened to traffic and usage since the
17 plan was adopted back in 2014. And now these projects
18 are part of our bates condition, on which the 2040 plan
19 is built.

20 Another example is the planned light rail
21 system down Central Avenue. This is part of the new
22 plan, as well as some LRT alignment and cost revisions.
23 Also we've updated revenue forecasts and population and
24 employment forecasts as part of the preparation of the
25 2040 plan.

1 Growth will continue to be an important
2 factor in the transportation planning process. As you
3 can see on these two charts, the expected population
4 growth between 2015 and 2040 amounts to about 50 percent.
5 Similarly, employment growth during that period will
6 amount to about 53 percent.

7 Looking at the funding picture for the
8 plan, as you can see sources include both regional and
9 local sources split about half and half. These revenues
10 are put to use, about a third to each of the major modes.
11 Transit, freeways, and arterials.

12 Taking a look here at some of the details
13 of the plan, this shows the 2040 freeway system,
14 projected to be available. A total of 19.4 billion
15 dollars is identified for usage on this system. It's
16 forecasted that the freeway system will carry about
17 41 percent of all daily traffic by 2040, and the system
18 will have about 27 percent more lane miles than today's
19 system.

20 The arterial street network is another key
21 element of the plan. It's projected 23.3 billion dollars
22 will be allocated to the system through 2040, and it will
23 carry approximately 49 percent of all travel in the
24 region by 2040.

25 The bus service network is also key to the

1 transportation in the region. 13.3 billion is projected
2 to be spent on this system, and it will provide about
3 19 percent more bus miles compared to today's system.

4 And another important thing to note about
5 transit is you have to accommodate not only expansion to
6 the system, but also provide for the ongoing operational
7 costs throughout the planning period.

8 The light rail element is a key part of the
9 transit system. As you can see here, there are proposals
10 to expand that system through 2040, and it's projected to
11 have about two and a half times the miles that today's
12 system has; expenditures totaling 8.5 billion.

13 In addition to the mobile networks, the
14 plan also provides a listing of specific projects for the
15 major modes, including freeways, arterials, and transit.
16 The plan is comprehensive, and it covers a variety of
17 transportation functions in the region. This includes
18 things like bicycle and pedestrian planning, safety,
19 demand management, freight planning, system operations,
20 and special needs transportation. So it has a very broad
21 coverage.

22 Another factor to continue, as Mr. Anderson
23 mentioned, we are in the process of developing a plan,
24 and one step that needs to be taken before final approval
25 is an air quality conformity. So after review of the

1 current stage of the plan, we'll be conducting that
2 analysis which has to be completed prior to final
3 approval. And there will be additional opportunities for
4 public input before final approval, which is probably
5 going to occur in June.

6 Mr. Chairman, that completes my
7 presentation.

8 MR. ANDERSON: Thank you, Roger.

9 The next presenter will be Teri Kennedy.
10 Teri manages our Transportation Improvement Program, and
11 the TIP is a very important document because it lays out
12 specific projects that will be done over the next
13 five-year period.

14 So Teri, take it away.

15 MS. KENNEDY: Thank you very much. Again,
16 my name is Teri Kennedy. I'm the Transportation
17 Improvement Project manager here at MAG. And the fiscal
18 year 2018 to '22 draft TIP is -- the TIP listings are
19 available for you today for public comment and review.

20 As previously mentioned, our planning area
21 does include all of Maricopa County and portions of Pinal
22 County that you see in the blue cross-catching.

23 For the TIP development, we actually began
24 developing the TIP in March of 2016, and we underwent a
25 large data collection effort, surveying our member

1 agencies, and Arizona Department of Transportation, and
2 Valley Metro on their projects timelines, estimated open
3 to service dates, and some of the preliminary costs for
4 each one of the projects included in the TIP.

5 Right now we're at the Mid-Phase public
6 hearing. And we will be undergoing air quality
7 conformity to the TIP and Plan, as Mr. Herzog mentioned,
8 with final approval expected during a May or June
9 timeline here at the Maricopa Association of Governments,
10 with federal transit administration, federal highway
11 administration, the Arizona Department of Transportation,
12 and the Environmental Protection Agency, reviewing
13 several of the documents that we submit to them.

14 In the draft TIP, you'll see that it covers
15 the near-term five years of the Regional Transportation
16 Plan, and it gives you the detailed listing of the
17 projects that are included. It conforms to all federal
18 and state air quality plans and standards, and it reports
19 on all projects programmed with federal funds that are
20 included in U.S. Code Title 23, and Title 49, chapter
21 53 -- and that's the chapter for transit.

22 It also includes all regionally significant
23 projects. So think about the projects by private
24 developers or a local agency that are considered
25 regionally significant. And the information does build

1 from the current TIP and Plan, and it does include
2 policies and programs within MAG, public involvement,
3 comments taken into consideration, and includes all state
4 and federal guidance, and most important, all of our
5 member agency updates, who are often lead agencies in
6 development in projects included in the Transportation
7 Improvement Program.

8 Types of projects that you'll see included
9 in the TIP include interstate system, state highways, any
10 of the transportation projects funded with federal funds.
11 And again the half-cent sales tax funded projects, that
12 include the regional area road funds and public transit
13 funds.

14 Within the TIP you'll also see the nature
15 of implementation of the three lifecycle programs: The
16 Arterial Life Cycle Program, managed by MAG, The Transit
17 Life Cycle Program, managed by Valley Metro, and The
18 Regional Freeway and Highway Program, managed by the
19 Arizona Department of Transportation.

20 Also included in the TIP listings is the
21 program or projects for the federal transit
22 administration, section 5307. And once the
23 apportionments are known for 2018 and '19 -- 2017 and
24 '18, we then fund 25 percent right off the top for
25 preventative maintenance. This helps keep the buses

1 operating at peak performance, and lowers our overall
2 cost to operate transit. If needed, we also fund job
3 access, reverse commute, eligible activity.

4 And then finally we fund all of the transit
5 life cycle programs, capital facility aspects, and if any
6 funding is left over, we then would pull project for
7 needed elements for the transit system. The 2017 draft
8 program or projects is available today for your comment,
9 and the working draft for the 2018 program of project is
10 also available.

11 Also included in the TIP are bicycle and
12 pedestrian projects, intelligent transportation system
13 projects, and air quality projects, including paving of
14 unpaved roads that help with our air quality attainment
15 in the area. Pinal county's Surface Transportation Block
16 Grant Program, and that funds trail and rich projects for
17 our Pinal county area. And also safe routes to school,
18 eligible activities, and also projects through the
19 Highway Safety Improvement Program.

20 In the TIP we have over 1,000 projects
21 right now, and over 1,400 individual work phase listings.
22 Things that you won't find included in the tip include
23 local street projects that aren't regionally significant
24 or private street projects, or smaller groupings of
25 projects, such as planning studies, and they're covered

1 in other areas of MAG documentation.

2 In the TIP listings, you'll see projects
3 and they may have multiple listings for a single project,
4 and these are the work phases. And you'll see things
5 like the design or environmental work phases, right of
6 way acquisition, construction, and sometimes maintenance
7 and operations for a specific project.

8 So some of the next steps are the listings
9 of projects will be recommended to undergo air quality
10 conformity analysis. We'll finish our final programming.
11 We'll complete the additional chapters for the TIP, and
12 we'll have a final phase public meeting on May 9, at the
13 MAG offices. Then the committees will review and approve
14 elements of the TIP, the Plan, the air quality conformity
15 analysis, and we expect final approval by the federal
16 agencies in the June, July time frame.

17 Here's some updates on website information
18 if you want to see what's going on day by day, or month
19 by month, for the TIP, the plan, and the program of
20 projects. And that concludes my presentation. Thank you
21 very much.

22 MR. ANDERSON: Thank you, Teri. Appreciate
23 your time.

24 Our final presentation is from Jorge Luna,
25 who's the Valley Metro service planning manager. He's

1 going to provide a little bit more detailed information
2 on the transit and TIP program projects and the draft
3 2040.

4 MR.LUNA: Chairs of the panel, members of
5 the public, this is an overview of some of the
6 operational aspects of Valley Metro, as it relates to the
7 TIP and the RTP.

8 So first of all, I just want to highlight
9 the items we covered in presentation -- partnerships and
10 just share that -- we let everyone know that we work in
11 partnership with all our member agencies. We'll
12 highlight the Transit Stop Inventory; that was an effort
13 that we heard at a previous update of the RTP and TIP
14 last year. That was a request to perform this type of
15 work to identify bus stop improvement. We're out on the
16 street, actually, right now, doing the work that was
17 required -- that was requested as of last year.

18 Short-Range Transit Program and Service
19 changes are coming online. We will cover the high
20 capacity transit. We'll discuss the Regional Paratransit
21 ADA Service, and other travel demand management programs
22 that Valley Metro provides. So think of this
23 presentation as the services that Valley Metro provides
24 to the riding public.

25 First of all, just want to say thank you

1 and note we work in partnership with all our members,
2 noted here on the screen, and what does this partnership
3 mean? It means that we cover area from the northwest
4 valley to the southwest valley, northeast to the
5 northwest, with route services, express service, light
6 rails, circulators, all these different types of services
7 that are supported for the riding public, through park
8 and ride affiliations, transit centers, bus stops. It's
9 an entire network that provides mobility for residents in
10 the area.

11 And beyond this fixed route for light rail
12 or bus service, there are other services that are
13 provided for the trip program for van pool, car pool,
14 telliwork, that's important to Valley Metro can provide
15 companies that represent the public as well. And just
16 below -- highlights of the different features that we
17 have in the valley, transit sites to help the riding
18 public.

19 So let me now go back to the Transit Stop
20 Inventory and Accessibility Study. Again, this was an
21 effort that came out of an actual phase from the RTP
22 update. The purpose of the study is to survey transit
23 stops and to document Americans with Disability -- were
24 ADA compliant and its accessibility. And to update the
25 Valley Metro road bus stop design guidelines. This is a

1 picture out here of some of the staff that are out there
2 getting the measurements, measuring the slope, measuring
3 the accessibility of the stops. And to the right of
4 those pictures we have two screen shots where we are
5 actually using handheld devices -- mobile devices to
6 capture all that data.

7 So inventory status so far this is updated
8 because this is March 3, 2017. So far we've inventoried
9 about 35 percent of all stops that are required to
10 inventory. And we're working ourselves on the east side,
11 north/south first, and then we'll expand east/west, and
12 then we'll head to the west valley.

13 And so far we've been doing member agency
14 outreach. We've been working with Valley Metro's
15 Accessibility Advisory Group. We've been holding -- we
16 have the public meeting. We have the public survey as
17 well. And recently the City of Phoenix completed their
18 own effort in their survey for ADA.

19 Moving from bus stop to the fixed route
20 service, or to the bus side of the program, we're
21 updating right now the FY 2018-2022 Short-Range Transit
22 Program. And the purpose of the Short-Range Transit
23 Program is to identify all service changes in the region,
24 regardless of funding source. If it's either local or
25 regional funded service, we want to identify what -- we

1 would like to have a road map and an understanding of
2 collectively what are we doing as a region.

3 Some concepts are included in the
4 short-range transit program. That includes cost
5 allocation. That is regional funding taking over local
6 funding initiatives of certain routes. We have route
7 extensions, service enhancements, additional hours of
8 service, route modifications. So it's a pretty lengthy
9 program, but we cover a lot of those proposed service
10 changes out in -- up to five years from 2018.

11 With that, just want to highlight the
12 biannual service changes. Every six months of every year
13 we update the transit book and we provide additional
14 services on the street and modified services. And in
15 this case our next set of service changes are being
16 proposed in October of 2017, where we're proposing new
17 routes, circular around the east and west valley, in
18 Avondale and Tempe, a new fixed route service in
19 Chandler. There's a Ray Road route. There's a ride
20 extension in the west valley, around 83rd Avenue and
21 Camelback Road to about Arrowhead Town Center. Some
22 frequency enhancements, hours of service improvement
23 across the board, and some route modifications that are
24 highlighted on the screen.

25 So we went from bus stops and transit

1 service, and now high capacity transit, or light rail
2 service. Just to give you -- create a discussion a
3 little bit, the number of cars at the bottom commute
4 about 200 passengers in 180 cars. Those same number of
5 passengers can be transported in one light rail vehicle.
6 Just to bring that discussion a little bit. And so far
7 in the region we have 26 miles of service and the initial
8 20 mile segment opened in December of 2008. Since then
9 we've been really working hard with all our members to
10 extend further east into the east valley, into Mesa and
11 further north into Phoenix along 19th Avenue.

12 We continue working and planning for the
13 future. Of course, Prop 400 and elements found in the --
14 working with MAG, inputting some elements in the TIP, and
15 of course with local initiative, Phoenix T2050, and Tempe
16 in motion for example.

17 Recent successes, or recent highlights have
18 been the Central Mesa extension, that opened in Mesa in
19 August of 2015. The northwest extension in Phoenix, that
20 was March of 2016. And current light rail projects under
21 construction is the Gilbert Road extension that is from
22 roughly Mesa Drive in Mesa to Gilbert Road in Mesa. So
23 that should be opening up in about 2019.

24 Rail projects in development. We have an
25 engineering, environment, and planning phases. Different

1 projects. The Tempe streetcar, 50th Street station.
2 Environmental work on South Central. Northwest phase II,
3 Capitol and I-10 West. And in the planning stages, the
4 West Phoenix and Central Glendale extension. And those
5 items are depicted on the map here, with potential
6 opening dates as you see here.

7 Bus stops, fixed route, light rail, and now
8 the other component to this is the Regional Paratransit
9 Services that are provided for the riding public. And we
10 want to highlight that recently as July of 2016, Valley
11 Metro began providing regional Americans with Disability
12 Act paratransit service on July 1, 2016.

13 So what does this mean? It means the
14 elimination of transfers. Now an individual can commute
15 or participate or take advantage of trips in the hatched
16 area as seen here on the screen.

17 Other accessible programs. Of course
18 there's ride choice, platinum pass. There's accessible
19 services. There's reduced fare for seniors and people
20 with disabilities. There's Americans with Disabilities
21 platinum pass in participating cities for ADA riders.
22 There's travel training, and Ride Choice. Which Ride
23 Choice is a subsidized taxi program for eligible riders.

24 And lastly, to complete the services, we
25 have other travel demand management programs. In this

1 case we have the Maricopa County Travel Reduction
2 Program, Marketing and Communication Campaign. We have
3 ShareTheRide. We have a Vanpool Program, the Clean Air
4 Campaign, and Alternative Mode Education and
5 Encouragement.

6 Just to highlight one of those real quick
7 from the services, we have a very successful Vanpool
8 Program. You know, several different sizes of Vanpool to
9 help commuters get to work, collectively in one Vanpool
10 of six to fifteen people. Average monthly fare of about
11 \$25 per person, per week. So this saves a lot of money
12 for long-distance commuters, and this is just one of the
13 highlights of the Vanpool -- the recent Vanpool program
14 that we received, and some of the neat features that are
15 equipped in these vans. And it's an opportunity or a
16 recourse for the region, as well for employers to use to
17 connect their commuters, their workers to their place.

18 So lastly some of the items to note
19 economic development -- benefits of transit, economic
20 benefits, environment benefits, and social benefits.
21 Especially mobility, independence, quality of life.
22 Those who don't have access, a single vehicle provides
23 access via transit for mobility.

24 Looking to the future. We know that the
25 region will be growing, not only population, but also in

1 employment, so we need to connect the transit to be able
2 to reach the population in the future. That concludes my
3 presentation.

4 MR. ANDERSON: Thank you, Jorge.
5 Appreciate your presentation.

6 So we're going to move into the public
7 comment period of the meeting today. I have two blue
8 requests to speak cards. Just remind the public if you
9 wish to speak, we'd appreciate it if you'd fill out a
10 card for us.

11 So the first speaker card I have is
12 Christine Deal. We would like your comments limited to
13 about three minutes or so. There is a timer up there,
14 and don't be -- you see the lights change, but don't be
15 concerned.

16 MS. DEAL: Okay. Do I need to push
17 something?

18 MR. ANDERSON: No. It'll happen. Thank
19 you.

20 MS. DEAL: My name is Christine Deal. I
21 represent the area between Thomas Road and Indian School,
22 right off the I-17 freeway. At that time -- about ten
23 years ago the City of Phoenix had decided to put a
24 bicycle/pedestrian bridge across I-17 at Osborn. At that
25 time about half of our neighborhood, which consists of

1 915 homes in it plus a few more, showed up at that
2 meeting and we told the City of Phoenix at that time we
3 did not want a pedestrian bridge going across I-17 into
4 the neighborhood on the other side.

5 The other side of the neighborhood is a
6 very small, residential area, and then it goes into two
7 to three miles worth of industrial areas, where there's a
8 lot of storage, store houses, storage warehouses and that
9 type of thing. And when -- we were very surprised when
10 we came to the meeting a couple of weeks ago -- I guess
11 it was January -- to see that this bridge is still in the
12 works. We -- I don't know how many, but we -- I know a
13 lot of people in the neighborhood have commented on it in
14 the first phase of this with their comment cards.

15 We right now have a bridge that goes over
16 the canal off of south of I-17. That was put in by the
17 city -- I don't know how many years ago -- 15, 20 years
18 ago. And we have had nothing but problems in our
19 neighborhood with transients crossing that bridge and
20 coming into our neighborhood, stealing things, and going
21 back across that bridge to their safety areas. And we're
22 afraid that the bridge across I-17 at Osborn will cause
23 the same problems. We don't need those problems. And we
24 need to cut the crime in our neighborhood.

25 MR. ANDERSON: Thank you. That was part of

1 the recommendation we have in our master plan right now,
2 and that bridge was in there because we depended on the
3 City of Phoenix's plans. So we'll be working with the
4 city on that. Thank you very much for your comment.

5 The next card I have is Brian Woodruth.

6 MR. WOODRUTH: I want to make sure everyone
7 can hear me. You need to teach the people that do the
8 speaking here -- they need to talk a lot louder than they
9 do right now.

10 But after the Route 83, I see they finally
11 managed to build a road from Camelback to Bethany Home
12 finally, so they can get the 83 going all the way up to
13 Arrowhead Mall. That would be your first one that you
14 can do.

15 They still need to do something about
16 getting from Camelback -- or Glendale -- Glendale from
17 25th Avenue to 25th Avenue [verbatim]. And they need to
18 build something up there where they can mend the bus so
19 it can go even, rather than go down that giant dip there.
20 That's why they don't have a bus over there. So they can
21 get that going all the way out to the -- Talking Stick, I
22 think they call that, so you can actually go see some of
23 the concerts over there. Those would be the two most
24 important ones that I can think of right now.

25 Probably knowing -- getting the light rail

1 over to 95th Avenue and Glendale isn't going to be worth
2 it anymore, 'cause apparently they're not going to be
3 there for that one sports team -- not that I'm going to
4 miss them. But I think probably Camelback over to 107th
5 Avenue, I think that is, looks like the best one for
6 going on that light rail, if they ever actually do it.
7 And if they ever actually get a bus over to Metro Mall,
8 that would be the fourth most important thing they can
9 do.

10 That's I all I have to say.

11 MR. ANDERSON: Thank you very much for your
12 input. I know Jorge and Carol are both taking copious
13 notes here on your comments. So we appreciate your
14 input. So that completes the two speaker cards I have.

15 So with that -- with the conclusion of the
16 public comment, thank you all for coming. We're going to
17 close the hearing today. We really appreciate your
18 input; it's important to us. You do make a difference in
19 terms of how we plan transportation and what projects we
20 fund here in the future. So we really appreciate all
21 your input.

22 Also I'd like to thank our partners, the
23 Arizona Department of Transportation, City of Phoenix,
24 and Valley Metro. Without these agencies on board and
25 partnership with MAG nothing would happen. So we really

1 appreciate your input here. Thank you again. Hope to
2 see you at a future meeting.

3

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(12:00 p.m.)

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1 STATE OF ARIZONA)
) ss.
 2 COUNTY OF MARICOPA)

3 BE IT KNOWN that the foregoing proceedings were
 4 taken before me; that the witness before testifying was
 5 duly sworn by me to testify to the whole truth; that the
 6 foregoing pages are a full, true and accurate record of
 7 the proceedings, all done to the best of my skill and
 8 ability; that the proceedings were taken down by me in
 9 shorthand and thereafter reduced to print under my
 10 direction.

11 I CERTIFY that I am in no way related to any of the
 12 parties hereto nor am I in any way interested in the
 13 outcome hereof.

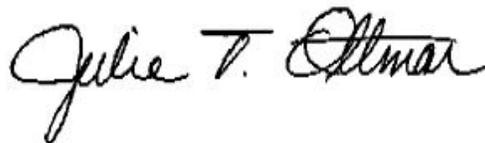
- 14 [] Review and signature was requested.
- 15 [] Review and signature was waived.
- 16 [X] Review and signature not requested/required.

17 I CERTIFY that I have complied with the ethical
 18 obligations set forth in ACJA 7-206(F)(3) and ACJA
 19 7-206(J)(1)(g)(1) and (2). Dated at Phoenix, Arizona,
 20 this 27th day of March, 2017.

21 

22 Lauren Kuhnhen, RPR
 23 Arizona Certified Reporter No. 50916

24 I CERTIFY that OTTMAR & ASSOCIATES, INC., has
 25 complied with the ethical obligations set forth in ACJA
 7-206 (J)(1)(g)(1) through (6).

26 

27 OTTMAR & ASSOCIATES, INC.
 28 AZ Registered Reporting Firm No. R1008

IV. APPENDIX A.
PUBLICITY MATERIAL

Public Notice

FISCAL YEAR 2017 MID-PHASE TRANSPORTATION PLANNING OPEN HOUSE AND PUBLIC HEARING

Tuesday, March 14, 2017

Open House: 11:00 a.m.

Public Hearing: 11:30 a.m.

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

The Maricopa Association of Governments (MAG) will conduct a public hearing on the Draft Fiscal Year 2018-2022 Transportation Improvement Program (listing of projects), Draft FY 2017 Transit Program of Projects, Working Draft FY 2018 Transit Program of Projects, and Draft 2040 Regional Transportation Plan. The purpose of the meeting is to receive public comments regarding these documents and the future of transportation in the MAG area. An informational open house will begin at 11:00 a.m. where participants can review displays and discuss planning efforts with staff. Formal presentations will begin at 11:30 a.m. followed by an opportunity for public comment. MAG's public involvement process for developing the Transportation Improvement Program satisfies the public participation requirements for the Transit Program of Projects.

The draft documents are available for review at the MAG Offices, 302 N. 1st Avenue, Suite 300, Phoenix, AZ 85003, from 8:00 a.m. to 5:00 p.m., Monday through Friday. They are also available on the MAG website at <http://azmag.gov/rtp>. Public comments are welcomed at the hearing or may be submitted in writing via e-mail or direct mail by 5:00 p.m., March 30, 2017. Comments received will be submitted to MAG policy committees for review and consideration. For disability or special accommodations, or to submit comments, contact Leila Gamiz, (602) 254-6300, lgamiz@azmag.gov.

Postcard (Front)

Please Join Us!

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ON THE MOVE



PARTNERS IN PROGRESS
Mid-Phase Public Hearing

Tuesday, March 14, 2017
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Public Hearing: 11:30 a.m.
MAG Offices, Suite 200
Saguaro Room
302 North 1st Avenue, Phoenix

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Postcard (Back)



You're invited!

You're invited!



You're invited!

You're invited!

Please Join Us!

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ON THE MOVE



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MAG's public involvement process for developing the Transportation Improvement Program satisfies the public participation requirements for the Transit Program of Projects.



¡Por favor, acompáñenos!

La Asociación de Gobiernos de Maricopa (MAG) realizara una audiencia pública acerca del Anteproyecto del Programa de Mejoramiento de Transporte de MAG por los Años Fiscales



2018-2022 que incluirá una lista de proyectos, Anteproyecto de Programas y Proyectos de Transporte del Año Fiscal 2017, Borrador de trabajo de Programas y Proyectos de Transporte del Año Fiscal 2018 y Anteproyecto del Plan de Transporte Regional 2040 de MAG. El proceso de participación pública de MAG, al desarrollar el Programa de Mejoramiento de Transporte, satisface los requisitos de participación pública para el Programa y Proyecto de Transporte.

Audiencia Pública de la Fase Intermedia

Martes, 14 de marzo del 2017

Exposición: 11:00 a.m., Audiencia Publica: 11:30 a.m.

302 North 1st Avenue, Phoenix
Salón Saguaro – Segundo Piso

¡Animamos su participación y de antemano, le agradecemos!

Comentarios del público son bienvenidos en la audiencia o pueden ser sometidos por escrito por correo electrónico o directo antes de las 5:00 p.m. del día 30 de marzo del 2017. Todos los comentarios recibidos serán presentados a los comités de política de MAG para reviso y consideración. Para más información o para hacer arreglos de acomodaciones especiales, por favor llame a Leila Gamiz, especialista de alcance público al 602-254-6300 o por correo electrónico a lgamiz@azmag.gov.



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

From: [Lonna Garai](#)
To: [Leila Gamiz](#)
Cc: [Vicki Casteel](#)
Subject: Fw: H8915 SR 24 Interim Improvements - Public notification
Date: Tuesday, February 28, 2017 4:59:45 PM
Attachments: [image001.png](#)
[H8915 SR24 Interim Improvements Public Scoping Ltr.pdf](#)

Leila Gamiz

After review of the [Draft Fiscal Year \(FY\) 2018-2022 Transportation Improvement Program](#), I have been unable to find this project or project number listed in either the ADOT or Mesa section of this report. It is however a very extensive report, so could you please check and let me know if it is included and if so what section or page I might find it on.

If there is some reason it was not included could you please provide me with information as to why it was not included, or if it is being completed under a different source of funding.

I am sorry to request this information on such notice, but I live in Queen Valley and it is quite a distance to travel if I need to attend the Public Hearing on 3/14/17 in downtown Phoenix. The requested information and your assistance is greatly appreciated.

Thank you,
Lonna Garai

----- Original Message -----

From: [Vicki Casteel](#)
To: [Vicki Casteel](#)
Sent: Friday, August 12, 2016 10:17 AM
Subject: H8915 SR 24 Interim Improvements - Public notification

Good morning,

You are receiving this notification because you previously expressed interest in the proposed State Route 24 (SR 24) Gateway Freeway (formerly known as SR 802) project. The Arizona Department of Transportation (ADOT), in coordination with the Federal Highway Administration (FHWA), is currently evaluating the potential for an interim roadway to be constructed within the footprint of the future segment of SR 24 between Ellsworth Road and Ironwood Road. Please see the attached letter for more information about the proposed improvements.

If you have any questions, you can contact me via the information in my signature line below.

Thank you,

Victoria Casteel

Environmental Planner
Logan Simpson
51 W. 3rd St., Ste. 450
Tempe, AZ 85281
P [\(480\) 967-1343](tel:(480)967-1343)
F [\(480\) 966-9232](tel:(480)966-9232)

vcasteel@logansimpson.com

www.logansimpson.com



This email was scanned by Bitdefender

August 11, 2016

Re: STP-024-A(200)T
024 MA 001 H8915 01L/02L
SR 24 Ellsworth Road to Ironwood Road
Interim Phase II

Dear Sir or Madam:

The Arizona Department of Transportation (ADOT), in coordination with the Federal Highway Administration (FHWA), completed a design concept report (DCR) and environmental assessment (EA) for the State Route 24 (SR 24) Gateway Freeway (formerly known as SR 802) in April 2011. The 2011 DCR and EA established a selected alternative for SR 24 that included construction of a controlled-access high-speed transportation facility from SR Loop 202 (SR 202L) milepost (MP) 34.50 to Ironwood Road (Figures 1 and 2). The project limits include portions within the City of Mesa, Town of Gilbert, unincorporated Maricopa County, and unincorporated Pinal County, Arizona. The selected alternative includes five lanes departing and approaching the new SR 202L traffic interchange that taper to three lanes in each direction east of Williams Field Road. On May 6, 2011, FHWA issued a Finding of No Significant Impact (FONSI) for the SR 24 project (NH-802-A[AUG], 802 MA 999 H6867 01L). The first 1.5 miles of SR 24 from SR 202L to Ellsworth Road (Phase I of the 2011 DCR and EA) were completed and opened to traffic in May 2014.

Funding for the construction of the segment of SR 24 between Ellsworth Road and Ironwood Road is not anticipated to be available until 2027 or later. However, current and projected development in the project area, including the proposed expansion of the Phoenix-Mesa Gateway Airport, is occurring at a more rapid rate than calculated in the 2011 EA, resulting in a more immediate need for a regional transportation corridor in the project vicinity. ADOT and FHWA are currently developing a solution that includes construction of an interim roadway within the footprint of the future segment of SR 24 between Ellsworth Road and Ironwood Road (Figure 2). ADOT and FHWA are also revisiting the vertical alignment for the ultimate SR 24 design in order to identify cost saving improvements. The vertical alignment (the vertical profile/grade) of a transportation facility consists of tangent grades (straight lines in the vertical plane) and vertical curves. The vertical alignment is documented by the profile elevations.

The proposed interim improvements are being developed with consideration to the final SR 24 design. Preparation of an updated DCR and EA Reevaluation is underway to examine the addition of the proposed interim roadway that could be completed several years prior to the final buildout of SR 24, contingent on funding as well as potential modifications to the vertical alignment of the final build-out of SR 24.

The purpose of the interim improvements is to provide a transportation corridor that supports existing and predicted traffic demands and improving connectivity in the region until 2027 when funding is anticipated to become available for the final SR 24 build-out.

The proposed scope of work for the interim improvements within the project limits of the 2011 DCR and EA includes the following:

- Construction of a new divided roadway with two paved travel lanes in each direction and an earthen median from Ellsworth Road to Ironwood Road;
- Construction of 6-foot-wide paved inside shoulders and 12-foot-wide paved outside shoulders along lanes on the future mainline of SR 24;
- Construction of 2-foot-wide paved inside shoulders and 2-foot-wide paved outside shoulders along lanes on the future on- and exit ramps of SR 24;
- Widening the following intersecting roadways: Ellsworth Road, Williams Field Road, Signal Butte Road, Meridian Road, and Ironwood Road;
- Installation of drainage improvements and modification of the Ellsworth Road basin;
- Widening Powerline Floodway west of Ellsworth;
- Installation of roadway striping and signage; and
- Construction of at-grade intersections at Ellsworth Road, Williams Field Road, Signal Butte Road, Meridian Road, and Ironwood Road. Intersections may be controlled with signs, signals, or roundabouts.

The proposed scope of work for the interim improvements outside the project limits of the 2011 DCR and EA includes the following:

- Construction of a grade-separated underpass bridge at Mountain Road. Mountain Road would cross over SR 24 with no direct access to SR 24. This will be the interim and ultimate condition.

In addition to the interim improvements, proposed scope of work modifications to the final SR 24 build out, as depicted in the 2011 DCR and EA, include the following:

- Widening select exit ramps at Ellsworth Road, Williams Field Road, Signal Butte Road, and Meridian Road to accommodate 2 lanes, instead of 1 lane;
- Modifying the SR 24 vertical alignment to be at-grade at Crismon Road (222nd Street) and Mountain Road, and to be above grade at Signal Butte Road and Meridian Road; and
- Closure of the northernmost driveway and construction of a retaining wall at the Fuji Films property located west of Mountain Road and south of the SR 24 alignment.

The proposed changes to the vertical alignment would create an at-grade or elevated freeway between Ellsworth Road and Ironwood Road which could eliminate the need for an on-site drainage pump station as depicted in the 2011 DCR and EA. The elimination of this pump station could reduce construction and maintenance costs for the final build-out of SR 24. The final build-out of SR 24 with the proposed vertical alignment modifications described above would pass over Ellsworth Road, Williams Field Road, Signal Butte Road, Meridian Road, and Ironwood Road; and would pass under Crismon Road and Mountain Road. The interim roadway and final build-out of SR 24 would have traffic interchanges at Ellsworth Road, Williams Field Road, Signal Butte Road, Meridian Road, and Ironwood Road; no other roadways would directly connect with the interim roadway or SR 24. The interim

roadway and final build-out of SR 24 will not provide direct access to any properties. Access control is planned to be obtained along the mainline interim freeway and extend along cross roads to the applicable Roadway Design Guidelines (RDG) length (typically 660 feet down the crossroad).

In order to minimize “throw away” construction, the proposed interim roadway would align with the proposed final build-out of SR 24 wherever possible. The median for the interim roadway would eventually accommodate the additional travel lanes for the final build-out condition. The interim roadway would also serve to maintain through traffic during construction of the final build-out of SR 24.

The majority of the land within the project limits for the interim improvements is within the 2011 Final EA limits. However, approximately 13.5 acres of additional new right-of-way would be needed from private landowners along Mountain Road for the proposed grade-separated crossing over SR 24. The construction duration is anticipated to be 18 months.

As part of the EA reevaluation, this letter serves as your invitation to review the project based upon the proposed scope of work outlined above. If you have any specific concerns or suggestions pertaining to this specific proposed project, please let us know. Future outreach/scoping efforts will allow opportunities to review and comment on the project as funding becomes available and design advances.

Please submit your comments or concerns by September 12, 2016, to ADOT c/o Victoria Casteel at Logan Simpson (51 West Third Street, Suite 450, Tempe, Arizona 85281; via phone at 480.967.1343; or via email at vcasteel@logansimpson.com). Thank you for your time and assistance.

Sincerely,



John Wennes
ADOT Environmental Planning

Enclosures: Figure 1. State Location Map
Figure 2. Project Vicinity Map

cc: Victoria Casteel, Logan Simpson

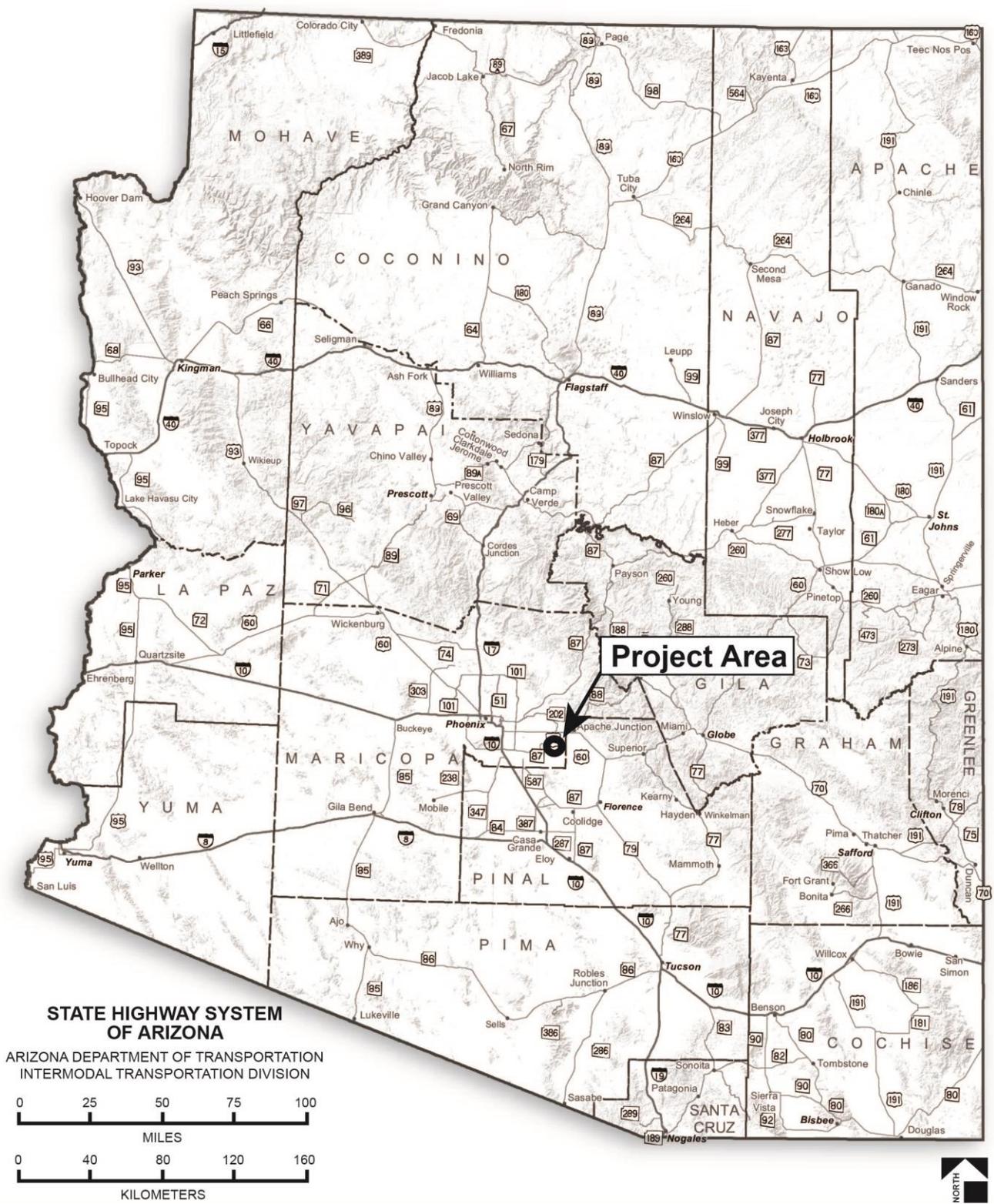
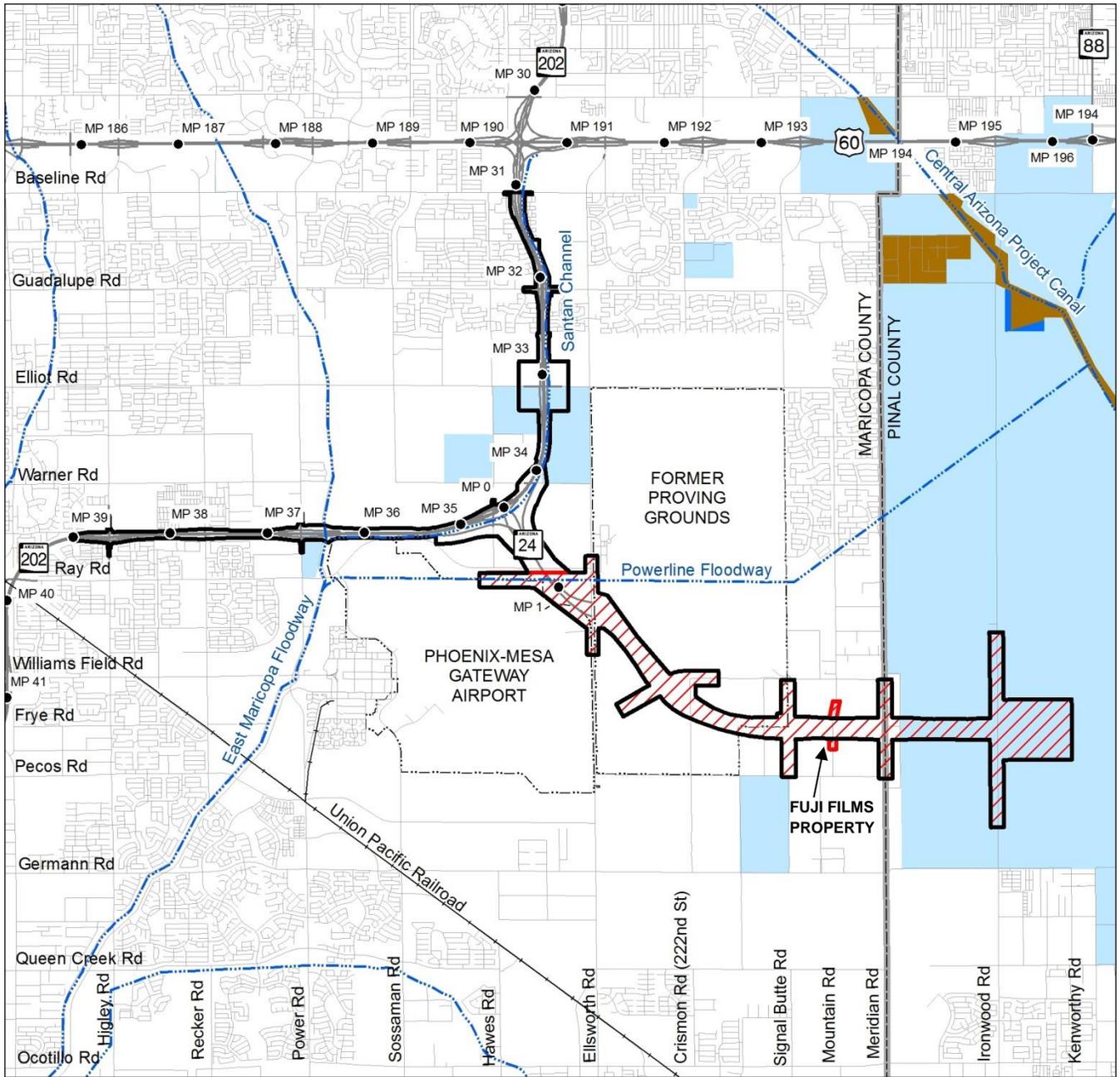


Figure 1. State Location Map
 024 MA 001 H8915 01L/02L
 SR 24 Ellsworth Road to Ironwood Road
 Interim Phase II



Source: Land ownership GIS coverage provided by Arizona State Land Department; Arizona Transportation Information System GIS Coverage (2013)

Key

- Canal
- 2011 EA Limits
- Project Limits for Interim Improvements
- Other
- Private Land
- Bureau Of Reclamation
- State Trust Land



Figure 2. Project Vicinity Map
 024 MA 001 H8915 01L/02L
 SR 24 Ellsworth Road to Ironwood Road
 Interim Phase II

From: Leila Gamiz
To: "[Lonna Garai](#)"
Subject: RE: H8915 SR 24 Interim Improvements - Public notification
Date: Tuesday, March 07, 2017 4:16:00 PM
Attachments: [image008.png](#)
[image013.png](#)
[image014.png](#)

Ms. Garai,

Thank you for your question regarding State Route 24 (SR-24) and inclusion in the Draft FY2018-2022 MAG Transportation Improvement Program. The SR-24 project during the last recession and consequent rebalancing was moved out of the Regional Freeway and Highway Program (RF-HP) that is one of three Life Cycle Programs included in the MAG Regional Transportation Plan. MAG and ADOT have begun rebalancing of the RF-HP and it is anticipated that the SR-24 project will be included in the rebalancing of the RF-HP and possibly included in the Transportation Improvement Program. Additional scheduling and financing options are being studied to refine project start dates for all RF-HP projects. The formal action to bring the SR-24 and other projects back into the RF-HP will be determined in the upcoming months at the MAG Transportation Policy Committee. Then all projects that are recommended to be rebalanced back into the RF-HP will undergo an Air Quality Conformity analysis for final approval expected in the Fall of 2017.

Please let me know if you have any additional questions.

Kindly,

Leila C. Gamiz
Community Outreach Specialist II
Maricopa Association of Governments
Website: www.azmag.gov
Office: 602.452.5076 (Direct)
602.254.6300 (Main Line)
602.452.5090 (FAX)
Email: lgamiz@azmag.gov



From: Lonna Garai [mailto:lonna.garai@mchsi.com]
Sent: Tuesday, March 07, 2017 10:33 AM
To: Leila Gamiz <LGamiz@azmag.gov>
Subject: Fw: H8915 SR 24 Interim Improvements - Public notification

Leila

I left you a void message this morning and then thought it might be easier for you if I just forwarded this message again. I would appreciate your response so that I will know whether to attend the MAG meeting on 3/14.

Thanks

Lonna Garai

----- Original Message -----

From: [Lonna Garai](#)

To: lgamiz@azmag.gov

Cc: [Vicki Casteel](#)

Sent: Tuesday, February 28, 2017 4:59 PM

Subject: Fw: H8915 SR 24 Interim Improvements - Public notification

Leila Gamiz

After review of the [Draft Fiscal Year \(FY\) 2018-2022 Transportation Improvement Program](#), I have been unable to find this project or project number listed in either the ADOT or Mesa section of this report. It is however a very extensive report, so could you please check and let me know if it is included and if so what section or page I might find it on.

If there is some reason it was not included could you please provide me with information as to why it was not included, or if it is being completed under a different source of funding.

I am sorry to request this information on such notice, but I live in Queen Valley and it is quite a distance to travel if I need to attend the Public Hearing on 3/14/17 in downtown Phoenix. The requested information and your assistance is greatly appreciated.

Thank you,
Lonna Garai

----- Original Message -----

From: [Vicki Casteel](#)

To: [Vicki Casteel](#)

Sent: Friday, August 12, 2016 10:17 AM

Subject: H8915 SR 24 Interim Improvements - Public notification

Good morning,

You are receiving this notification because you previously expressed interest in the proposed State Route 24 (SR 24) Gateway Freeway (formerly known as SR 802) project. The Arizona Department of Transportation (ADOT), in coordination with the Federal Highway Administration (FHWA), is currently evaluating the potential for an interim roadway to be constructed within the footprint of the future segment of SR 24 between Ellsworth Road and Ironwood Road. Please see the attached letter for more information about the proposed improvements.

If you have any questions, you can contact me via the information in my signature line below.

Thank you,

Victoria Casteel

Environmental Planner

Logan Simpson

51 W. 3rd St., Ste. 450

Tempe, AZ 85281

P [\(480\) 967-1343](tel:(480)967-1343)

F [\(480\) 966-9232](tel:(480)966-9232)

vcasteel@logansimpson.com

www.logansimpson.com



This email was scanned by Bitdefender

From: [Kelly Taft](#)
To: [Leila Gamiz](#)
Subject: FW: Email From MAG Website
Date: Monday, March 06, 2017 3:46:26 PM

Please include in Mid Phase Report

Kelly Taft, APR
Communications Manager
Maricopa Association of Governments
(602) 452-5020

Don't Trash Arizona!

From: Eric Anderson
Sent: Monday, March 6, 2017 3:45 PM
To: morejava@cox.net
Cc: Kelly Taft <KTaft@azmag.gov>; Bob Hazlett <BHazlett@azmag.gov>
Subject: RE: Email From MAG Website

Ms. Fisher,

The construction of almost any new transportation project causes disruptions including visual, noise, and other impacts. The Arizona Department of Transportation (ADOT) and their contractor Connect 202 are responsible for the construction of the project and responding to issues raised during construction. We have forwarded your email to the project team.

I understand your concern. There have been many neighborhoods and businesses that have been disrupted especially during construction by new transportation projects. Many parts of State Route 51 went through established neighborhoods for example. Construction of the light rail system has also caused business relocations and disruptions.

The overall benefits as well as the impacts of the development and construction of the South Mountain Freeway were thoroughly vetted through the Environmental Impact Statement (EIS) process. I am confident that ADOT and the South Mountain team will abide by the mitigation measures contained in the EIS.

Eric Anderson
Transportation Director
Maricopa Association of Governments
Eanderson@azmag.gov
(602) 254-6300

From: webmaster@azmag.gov [<mailto:webmaster@azmag.gov>]

Sent: Thursday, March 2, 2017 10:38 PM

To: Eric Anderson <EAnderson@azmag.gov>

Subject: Email From MAG Website

Subject: Email From MAG Website

To: Eric Anderson

Name of Sender: Lorie Fisher

Email Address: morejava@cox.net

Organization:

City/State: Phoenix,AZ

Phone:

Sent: 3/2/2017 10:38:08 PM

With the SMF being shoved down the throats of Ahwatukee residents and done "on the cheap" by not depressing it at all, you must stop and redesign the 32nd St/ Pecos Rd area. An exit ramp, and buyout of the "front row homes" is of utmost priority. Please, go out there yourself and witness what you are doing to those homeowners. It should be illegal. You have ruined the ability for them to enjoy their backyards, as well as have destroyed their home's value. Please, go see for yourself Beth Gagnon's home. You wouldn't hesitate to change your awful plan. Also, how do you think all the cars will be getting to the huge Desert Vista High School, Akimel Middle School, and Estrella Elementary School without a 32nd St exit ramp? Teresa Gunn was uninformed when she said buses do not use Pecos Rd. That is precisely where the buses travel, especially busing the Maricopa students! This is urgent. What can you do? Please make this right! Please reply to this. Thank you. Lorie Fisher morejava@cox.net

This email has been sent to you from the MAG Website.

This email was scanned by Bitdefender

From: [John Bullen](#)
To: malrrp@yahoo.com
Cc: [Leila Gamiz](#)
Subject: Email From MAG Website
Date: Wednesday, March 08, 2017 3:53:47 PM

Good Afternoon,

My name is John Bullen and I'm a transportation planner here at MAG. I received your question regarding Guadalupe Road and Signal Butte Road widening and just wanted to follow-up.

After doing some research, I'm able to confirm that widening on Signal Butte Road from Guadalupe Road to Elliot Road is included within our regional funding plan, the Arterial Life Cycle Program (<http://www.azmag.gov/ALCP>). Specifically, the widening will occur as part of a larger Signal Butte project from Broadway Road to Elliot Road. The City of Mesa will be the one implementing the project, and they have indicated that they will start design for the project in 2023 and construction in 2025.

Unfortunately we do not have any regional funding on Guadalupe Road from Crismon to Signal Butte at this time. However, I've reached out to the City of Mesa to see if they have anything planned with local funds. Once I hear back from them I'll follow-up with you.

In the meantime, feel free to send me an email or give me a call if you have any follow-up questions. Both my number and email are listed below.

Thanks,

John Bullen, Transportation Planner III
Maricopa Association of Governments
602.254.6300 | jbullen@azmag.gov

From: webmaster@azmag.gov [<mailto:webmaster@azmag.gov>]

Sent: Wednesday, March 08, 2017 8:58 AM

To: MAG General Mailbox <mag@azmag.gov>

Subject: Email From MAG Website

Subject: Email From MAG Website

To: Maricopa Association of Governments

Name of Sender:

Email Address: malrrp@yahoo.com

Organization:

City/State: ,

Phone:

Sent: 3/8/2017 8:57:57 AM

Are there any plans to widen Guadalupe RD. between Crismon and Signal Butte? There is a huge increase in traffic in the area with the new housing developments going in. Also Signal Butte Rd. from Guadalupe south to Elliot needs to be widened for the same reasons.

This email has been sent to you from the MAG Website.

This email was scanned by Bitdefender

From: [Maria Deeb](#)
To: [John Bullen](#)
Cc: [Teri Kennedy](#); [Chaun Hill](#); [Leila Gamiz](#); [Al Zubi](#)
Subject: FW: Email From MAG Website
Date: Monday, March 13, 2017 10:49:34 AM
Attachments: [image003.emz](#)
[image004.png](#)
[image005.emz](#)
[image006.png](#)
[image007.png](#)

John,

If a citizen has specific questions, please have them contact me.

Regarding your specific questions:

Guadalupe from Crismon to Signal Butte will be improved with the Mulberry Parcel 5 development; therefore construction of the roadway improvement is a developer driven effort. The City is currently reviewing the plans, but we do not know a definitive date as to when they will begin but it is estimated NTP will be sometime this calendar year. The east side of Crismon will be fully improved up to the school property with this development also.

Signal Butte from Guadalupe to Elliot is currently a 3 lane roadway (2 L northbound, 1 southbound). The City does not have any plans to improve this area, improvements to be done will depend on the area's developer community. We have in our draft CIP FY18 a project improving Signal Butte-Williams Field to Pecos - CP0729 with construction estimated to start in FY 21/22.

Signal Butte



[Maria Angélica Deeb, P.E., MS, MEP, MPA](#)

[City of Mesa Transportation](#)

300 E 6th Street, Mesa AZ 85211 - Ph: 480.644.2845

M-FR 5am – -1:30pm.

From: John Bullen [<mailto:JBullen@azmag.gov>]
Sent: Wednesday, March 08, 2017 9:34 AM
To: Maria Deeb <Maria.Deeb@mesaaz.gov>
Cc: Teri Kennedy <TKennedy@azmag.gov>; Chaun Hill <CHill@azmag.gov>; Leila Gamiz <LGamiz@azmag.gov>
Subject: RE: Email From MAG Website

Maria,

We received an inquiry from a citizen who wanted to know if there are any plans to widen either of the following roadways:

- Guadalupe Rd: Crismon to Signal Butte
- Signal Butte: Guadalupe to Elliot

The limits of the second roadway (Signal Butte: Guadalupe to Elliot) are included as part of the Signal Butte: Broadway to Elliot project programmed in the draft FY 2018 ALCP for design in 2023, right-of-way in 2024, and construction in 2025.

The limits of the first roadway (Guadalupe Rd: Crismon to Signal Butte) were included as part of the Guadalupe Rd: Power Rd to Meridian Rd project that was removed from the ALCP in 2012 as part of the Gilbert Road LRT extension substitute. As a result, I wanted to check with you to see if Mesa has any plans locally to widen the first roadway (Guadalupe Rd: Crismon to Signal Butte)?

Lastly, is there someone the citizen can contact at the city for more information? Thanks,

John
(602) 452-5011

From: webmaster@azmag.gov [mailto:webmaster@azmag.gov]

Sent: Wednesday, March 08, 2017 8:58 AM

To: MAG General Mailbox <mag@azmag.gov>

Subject: Email From MAG Website

Subject: Email From MAG Website

To: Maricopa Association of Governments

Name of Sender:

Email Address: malrrp@yahoo.com

Organization:

City/State: ,

Phone:

Sent: 3/8/2017 8:57:57 AM

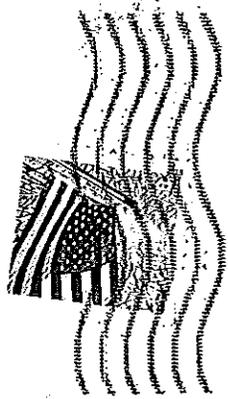
Are there any plans to widen Guadalupe RD. between Crismon and Signal Butte? There is a huge increase in traffic in the area with the new housing developments going in. Also Signal Butte Rd. from Guadalupe south to Elliot needs to be widened for the same reasons.

This email has been sent to you from the MAG Website.

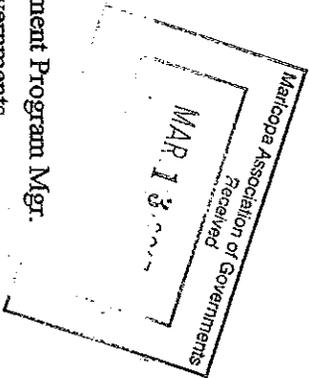
This email was scanned by Bitdefender

Dave & Georgetta Howard
53 N Mountain Rd #71
Apache Junction, AZ 85120

Teri Kennedy
Transportation Improvement Program Mgr.
Maricopa Assoc. of Governments
302 N 1st Ave #300
Phoenix, AZ 85003



PHOENIX, AZ 85003
30 MAR 2017 PM 10:11



85003-15275



La Casa Trail Mobile Villa Homeowners' Association

David H. Howard, Secretary

53 N Mountain Rd. # 71 • Apache Junction, AZ 85120 • (480) 984-3085

February 6, 2014

**John Hauskins
Transportation Director
Maricopa County Dept. of Transportation
2901 W. Durango
Phoenix, Arizona 85009**

Dear Mr. Hauskins:

Members of our homeowners' association have discussed and wish to bring to your attention some concerns about county street safety issues in our neighborhood. This letter was approved by a vote of members attending our regular monthly meeting yesterday.

NORTH MOUNTAIN ROAD: This street (between Apache Trail and University) is a major thoroughfare for all of us residents in La Casa Trail Mobile Villa. Over the years traffic has increased as development in our neighborhood continued. Opening of the veterinary clinic at the corner of Mountain Road and Apache Trail also boosted the traffic considerably. Please note that North Mountain Road is busy enough to warrant a center line and roadside stripes but the pavement is narrow with no paved shoulders. The lack of sidewalks and bicycle lanes makes it treacherous for pedestrians and bicyclists. We would urge you to put into your long-range plan for Mountain Road the installation of sidewalks and bicycle lanes.

APACHE TRAIL: Increased traffic in recent years at the intersection of Apache Trail and Mountain Road has made this crossroads extremely busy and dangerous. There is a record of many accidents at this intersection due to the heavy traffic volume. We have noticed that much of the increase can be attributed to shoppers leaving the immensely popular Superstition Ranch Market located at the next intersection to the east -- Apache Trail and North 114th St. Many of those shoppers want to go east on Apache Trail but in order to do so they must enter Apache Trail westbound, quickly cross three lanes and make a U-turn at Mountain Road. Traffic back-ups of U-turn cars at this intersection often amount

La Casa Trail Mobile Villa Homeowners' Association

David H. Howard, Secretary
53 N Mountain Rd. # 71 • Apache Junction, AZ 85120 • (480) 984-3085

February 27, 2014

Arizona Dept. of Transportation
James Windsor, District Maintenance Engineer
206 S. 17th St., MD 1778
Phoenix, AZ 85007

RE: Traffic improvements, E. Maricopa Co.

Dear Mr. Windsor:

I would like to call your attention to traffic and road concerns we expressed to Maricopa County in the attached letter of February 6. Since sending the letter we have been informed that the county does not have jurisdiction over Apache Trail in our area so we are now bringing these issues to you.

The attached letter lays out the problem our residents and others in this neighborhood face whenever they approach Apache Trail from North Mountain Road. Our proposed solutions as explained in the letter (crossing at 114th and/or a traffic light at Mountain Road) would go a long way toward easing the congestion at the Mountain Road crossing. Within one week of mailing this letter to the county there were two additional collisions at this intersection, one of which totaled two vehicles. We are aware of at least one death there as well.

It should be helpful to you, also, to be aware of improvements to Mountain Road that we asked the county to consider. While these improvements would enhance safety on our road, they will no doubt also increase traffic somewhat, making Mountain Road more of a north-south route of choice in this area. If the county does indeed make needed improvements to Mountain Road, that will no doubt exacerbate the problems we point out on Apache Trail.

We would appreciate your study of our concerns and proposals. Feedback from your department would be helpful to us as well.

La Casa Trail Mobile Villa Homeowners' Association

David H. Howard, Secretary
53 N Mountain Rd. # 71 • Apache Junction, AZ 85120 • (480) 984-3085

March 10, 2017

COPY

Madhu Reddy, District Engineer
Arizona Department of Transportation
1801 W. Jefferson Street, Suite 120 MD E700
Phoenix, AZ 85007

Dear Mr. Reddy:

Another tragic fatality accident last week at the intersection of Mountain Road (a Maricopa County DOT street) and Apache Trail (an ADOT highway) makes it necessary that we communicate once again with both ADOT and the Maricopa County Dept. of Transportation about the need to improve safety at this dangerous location. Copies of previous letters are enclosed for background purposes. Unfortunately, we received no feedback from these communications in 2014.

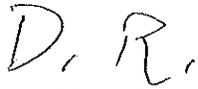
Last week's accident involved three vehicles and three drivers, at least one of whom died. One of the three was a resident in our community; fortunately, she was not the fatality. There have been other fatalities at this intersection in the past as well as numerous non-fatality accidents.

At our general business meeting on March 1 members voted unanimously to contact transportation agencies and others with jurisdiction in this arena urging yet again that some solutions be advanced that will cut back on the danger at this location. Our previous suggestion about a median cross-through at 114th would help but it is becoming more obvious that a traffic light at Mountain Road would be a better option. We understand that this would require coordination between MCDOT and ADOT because this section of Mountain Road just north of Apache Trail is not developed adequately to support even the traffic currently using the street. Mountain Road just north of University Blvd. (a Mesa City street) is adequately widened, however, and that is just four blocks away.

Would it be possible to get some feedback from both MCDOT and ADOT about our concerns? Could representatives come to speak with our residents (many of whom are year-

round residents)? We desperately want to see improvements made to this intersection and our street before more lives are lost.

Respectfully,

A handwritten signature in black ink, appearing to read "D. R.", written in a cursive style.

Donald Rothstein, President

cc: Jennifer Toth, MCDOT Director
Teri Kennedy, Transportation Improvement Program Mgr., Maricopa Assoc. of Governments
Sen. David C. Farnsworth, Arizona State Senate
Rep. Douglas Coleman, Arizona House of Representatives
Rep. Kelly Townsend, Arizona House of Representatives

From: Leila Gamiz
To: "rlingleaz@cox.net"
Bcc: [Audra Koester Thomas](#); [Marc Pearsall](#); "[Ketcherside, Carol](#)"
Subject: RE: Email From MAG Website
Date: Thursday, March 16, 2017 4:43:00 PM
Attachments: [image010.png](#)
[image012.png](#)

Ms. Lingle:

In response to your email, I shared your concern with Valley Metro. Following is Valley Metro's response to your comment:

Valley Metro understands the issue raised, and regrets the poor Dial-a-Ride service experienced by the commenter. The contract between Valley Metro and its paratransit service provider includes specific standards for on-time performance. As the commenter pointed out, a trip is on-time as long as it arrives within 30 minutes of the scheduled pick-up time. If the vehicle arrives after this point, the trip is considered late. If the vehicle arrives more than 45 minutes after the scheduled pick-up time, the service provider is charged with a "missed trip." Poor on-time performance and/or an excessive number of missed trips can result in financial penalties for the service provider. Valley Metro policy currently permits riders to cancel any trip when the vehicle runs late. Valley Metro also routinely permits the service provider to modify a scheduled pick-up time or a scheduled pick-up or drop-off address for an excessively late trip. Thus, the experience reported is unacceptable. Customers are requested to contact Valley Metro's Customer Service Department by phone at 602.253.5000, by email at csr@valleymetro.org or on-line at www.valleymetro.org any time issues such as this one occur. When Valley Metro receives a comment of this nature, it is logged into the Customer Assistance System (CAS) and forward it to the appropriate service provider for resolution. The service provider is expected to resolve complaints within fourteen days, and an excessive number of complaints can result in a financial penalty for the service provider. Additional questions about this information may be directed to Valley Metro Customer Service for assistance.

A copy of your email and this response will also be included in the FY 2017 Mid-Phase Input Opportunity Report that will be submitted to MAG policy committees as part of planning process. If I can assist you with anything else, please let me know.

Kindly,

Leila C. Gamiz
Community Outreach Specialist II
Maricopa Association of Governments
Website: www.azmag.gov
Office: 602.452.5076 (Direct)
602.254.6300 (Main Line)
602.452.5090 (FAX)
Email: lgamiz@azmag.gov



From: webmaster@azmag.gov [mailto:webmaster@azmag.gov]

Sent: Sunday, March 12, 2017 10:27 AM

To: Leila Gamiz <LGamiz@azmag.gov>

Subject: Email From MAG Website

Subject: Email From MAG Website

To: Leila Gamiz

Name of Sender: Rachel Lingle

Email Address: rlingleaz@cox.net

Organization:

City/State: Chandler,AZ

Phone: 480-786-4847

Sent: 3/12/2017 10:26:41 AM

I propose a policy change that allows Dial a Ride users to alter their destination address if the service provider arrives for the scheduled pick up more than 30 minutes after the 30 minute pick up window expires. Twice on the past month my scheduled pick up arrived 60 to 75 minutes after the desired p/u time, making me miss or late to subsequent appointments. There seems to be no accountability for the service provider and only the rider is penalized by being required to proceed to their original destination.

This email has been sent to you from the MAG Website.

This email was scanned by Bitdefender

From: Leila Gamiz
To: ["jeffreydavidburgess@gmail.com"](mailto:jeffreydavidburgess@gmail.com)
Bcc: [Roger Herzog](#)
Subject: RE: Email From MAG Website
Date: Friday, March 17, 2017 4:47:00 PM
Attachments: [image012.png](#)
[image013.png](#)

Mr. Burgess:

Thank you for your comment regarding the Draft 2040 MAG Regional Transportation Plan (RTP). As currently configured, the Draft 2040 RTP places a high degree of emphasis on improving existing freeway/highway facilities in the MAG region. During the eight years encompassing FY 2018-2026, the RTP allocates \$1.87 billion (2016 \$'s) to improvements on I-10, I-17, US-60, SR-101 and SR-202, while \$262 million (2016 \$'s) is identified for 303L, SR-24 and SR-30.

At the same time, it is important to note that the MAG region is projected to continue to grow with over 6 million by 2040. New streets, highways and public transportation will be needed. In addition, federal transportation planning regulations identify economic issues as one of the key planning factors that metropolitan transportation plans should address, as follows: "Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency."

Again, thank you for your interest in the MAG transportation planning process. Your comments will be provided to MAG's policy committees for consideration.

Kindly,

Leila C. Gamiz
Community Outreach Specialist II
Maricopa Association of Governments
Website: www.azmag.gov
Office: 602.452.5076 (Direct)
602.254.6300 (Main Line)
602.452.5090 (FAX)
Email: lgamiz@azmag.gov



From: webmaster@azmag.gov [mailto:webmaster@azmag.gov]
Sent: Friday, March 17, 2017 9:49 AM
To: Leila Gamiz <LGamiz@azmag.gov>
Subject: Email From MAG Website

Subject: Email From MAG Website

To: Leila Gamiz

Name of Sender: Jeff Burgess

Email Address: jeffreydavidburgess@gmail.com

Organization:

City/State: Tempe,AZ

Phone: 6028190795

Sent: 3/17/2017 9:49:07 AM

Please consider these comments in response to the draft update to the Regional Transportation Plan. I realize that Proposition 400 locks-in a specific amount freeway spending. But within that spending category there can be prioritization of projects. I believe that projects which primarily server to promote future real estate development, instead of the urgent needs of the existing urban residents of Maricopa County should receive the lowest priority, or be delayed indefinitely. Specifically, I'm referring to the Estrella Freeway (303L), the I-10 Reliever (SR 30), and the Gateway Freeway (SR 24). The primary objective of these roads is to encourage and facilitate development on the edges of metro Phoenix. In effect, the funding of these projects is the equivalent of a subsidy for suburban real estate developers. The purpose of the RTP should be to improve local transportation, not promote a particular type of economic development.

This email has been sent to you from the MAG Website.

This email was scanned by Bitdefender

From: [Bob Hazlett](#)
To: [Jason Rediger](#)
Cc: [Leila Gamiz](#); jayv@horrocks.com; [Clemenc Ligocki \(CLigocki@azdot.gov\)](mailto:Clemenc.Ligocki@azdot.gov) (CLigocki@azdot.gov)
Subject: RE: SR-85
Date: Tuesday, March 28, 2017 3:28:00 PM

Mr. Rediger –

Thank you for your email. Presently, the Arizona Department of Transportation is undertaking environmental studies for identifying the future Interstate 11 corridor between Wickenburg and Nogales. Presently, the study is looking at all possibilities for routing I-11, and SR-85 is an option under consideration. However, no decision has been made about using this roadway for the future interstate. More information about the I-11 study can be found on ADOT's website at <http://i11study.com/Arizona/index.asp>. Presently the study is developing alternatives for the environmental documentation.

Apart from a planned overcrossing at Warner St in Buckeye, no other projects have been funded for improving SR-85 between I-8 and I-10 in the next five-years.

Please let me know if you have any further questions. This email is being copied with Jay Van Echo and Clem Ligocki in ADOT Planning as a potential contacts for assisting with additional questions you may have related to SR-85. Jay is the project manager for the Interstate 11 environmental projects. Clem is ADOT's planning and programming manager.

Thank you again for your email.

Bob Hazlett

MARICOPA ASSOCIATION OF GOVERNMENTS

302 N First Avenue
Suite 300
Phoenix AZ 85003-1516
602 254-6300
602 254-6490 FAX
bhazlett@azmag.gov
www.azmag.gov



From: Jason Rediger [mailto:jasonrrem@aol.com]
Sent: Tuesday, March 28, 2017 15:15
To: Bob Hazlett <BHazlett@azmag.gov>
Subject: SR85

Hello Mr. Hazlett,

My name is Jason Rediger, I own several pieces of frontage property on SR-85 (Gila Bend to Buckeye) is this one of the corridors that's on the table for the I-11 Canada/Mexico Highway? If so, on the current study... What is the percentage of the likelihood you would choose SR85? Is there any other projects on the table that will impact SR85 in the next 5 years?

Thanks for your time..

Sincerely,

Jason Rediger
jasonrrem@aol.com

This email was scanned by Bitdefender