

# MAGAZine

A Quarterly Newsletter Focusing on Regional Excellence

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## Transportation Milestone Caps Decades of Effort

Thousands of Valley residents turned out to celebrate the completion of the last section of the Red Mountain Freeway. But while it may have looked like a typical freeway opening, the celebration marked an even greater transportation milestone—the final segment of the state’s largest-ever public works project and the completion of the loop freeway system that resulted from the passage of Proposition 300 in 1985.

“What an utterly fantastic, great time it is to see this loop finally completed all the way around the Valley—I mean, it is just a great, great thing,” enthused former Chandler Mayor Jim Patterson, who served as vice chair of MAG in 1983 and was a member of the MAG Regional Council that developed the freeway plan.

The final five-mile-long segment of Loop 202 between Power Road and University Drive culminates the construction of about 137 miles of new freeways in the Valley. The Red Mountain Freeway is the second component of Loop 202 in the East Valley; the Santan Freeway was completed in July 2006. Other



**Above:** Valley residents attend the opening ceremony for the final segment of the 202 freeway system on July 15, 2008.



**Left:** The ribbon cutting ceremony included Governor Napolitano and ADOT Director Victor Mendez (far right).



**Above:** Some of the officials who helped plan and implement the Prop 300 freeway system include (left to right) MAG Transportation Manager Eric Anderson, Senior Project Manager Roger Herzog, former MAG Secretary Jack DeBolske, current Regional Council Chair Mayor Mary Manross, and current MAG Executive Director Dennis Smith.

**Right:** Governor Janet Napolitano visits with youth during the opening celebration.



Proposition 300 projects include the entire Loop 101 and State Route (SR) 51, as well as the Loop 202 segment from SR 51 to Loop 101 (see map, page 8).

In passing the proposition in 1985, voters agreed to a one-half cent sales tax in Maricopa County over 20 years—one of the first times in the United States that citizens agreed to impose a regional sales tax to pay for transportation improvements.

“It was a challenge then, as it is today, to try to get more money for transportation, especially through a sales tax,” recalls Patterson. “But I always felt the public was with us, especially in Maricopa County.”

Former Glendale Mayor George Renner, who chaired MAG in 1983, recalls that at the time Prop 300 was passed, citizens were simply fed up.

“I think we’d arrived at a point where the public frustration was just bubbling. Had something not happened, I think we may have faced a transportation revolt,” said

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**Mayor Mary Manross,**  
Scottsdale

## Message From the Chair

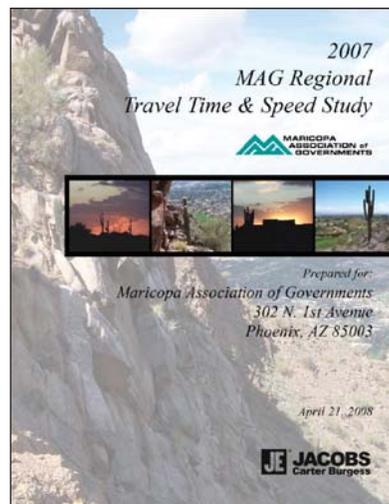
I would like to thank my fellow Regional Council members for electing me to serve as MAG chair. It is an honor to be associated with so many distinguished regional leaders and I pledge to do my best to represent MAG and the citizens of this region.

Our cover story summarizes the leadership demonstrated in 1985 that created the Proposition 300 freeway system. The elected officials in 1985 worked to overcome many obstacles for the betterment of the region and future generations. These efforts were further validated in 2004 when citizens voted to continue investing in our transportation system through Proposition 400, which extended the half-cent sales tax to help implement the Regional Transportation Plan.



Like the leaders who implemented Proposition 300, it will take all of us working together to imple-

ment Proposition 400, which is our number one priority. We are well on our way by moving forward with one of the most aggressive Transportation Improvement Programs in history, with nearly \$8 billion in projects being constructed over the next five years. Other good news is documented in the recently published *MAG Regional Travel Time and Speed Study*, which finds that investment in our transportation system is paying off by keeping pace with population growth in terms of managing congestion (*see page 10*).



The local elected officials who formed MAG in 1967 had it right. The underlying concept of MAG, as outlined in its By-Laws, is that cities, towns, counties and Indian communities, which are closest to the people, should exercise the basic initiative, leadership and the primary responsibility for addressing local problems that require action on a regional basis. As in 1967, MAG remains true to its underlying mission.

Thank you. I am looking forward to working with all of you.

## Regional Council MEMBERS

### Executive Committee Members

- Mayor Mary Manross**  
Scottsdale, *Chair*
- Vice Mayor Peggy Neely**  
Phoenix, *Vice Chair*
- Mayor Tom Schoaf**  
Litchfield Park, *Treasurer*
- Mayor Marie Lopez Rogers**  
Avondale, *At-Large Member*
- Mayor Steve Berman**  
Gilbert, *At-Large Member*
- Mayor Hugh Hallman**  
Tempe, *At-Large Member*
- Mayor James M. Cavanaugh**  
Goodyear, *Past Chair*

- Councilmember Robin Barker**  
Apache Junction
- Mayor Jackie Meck**  
Buckeye
- Mayor Wayne Fulcher**  
Carefree
- Councilmember Dick Esser**  
Cave Creek
- Mayor Boyd Dunn**  
Chandler
- Mayor Fred Waterman**  
El Mirage
- President Clinton Pattea**  
Fort McDowell Yavapai Nation
- Mayor Jay Schlum**  
Fountain Hills
- Mayor Fred Hull**  
Gila Bend
- Governor William Rhodes**  
Gila River Indian Community
- Mayor Elaine M. Scruggs**  
Glendale
- Mayor Rebecca Jimenez**  
Guadalupe
- Supervisor Max Wilson**  
Maricopa County
- Mayor Scott Smith**  
Mesa
- Mayor Vernon Parker**  
Paradise Valley
- Mayor Bob Barrett**  
Peoria
- Mayor Art Sanders**  
Queen Creek
- President Diane Enos**  
Salt River Pima-Maricopa Indian Community
- Mayor Lyn Truitt**  
Surprise
- Mayor Adolfo Gamez**  
Tolleson
- Mayor Ron Badowski**  
Wickenburg
- Mayor Michael LeVault**  
Youngtown
- Victor Flores and Felipe Zubia**  
Arizona Department of Transportation
- David Martin**  
Citizens Transportation Oversight Committee

## MAGAZine

MAGAZine is a quarterly newsletter of the Maricopa Association of Governments. It focuses on the issues and concerns of the cities, towns and tribal communities of Maricopa County. If you know of a friend or colleague who would like to receive MAGAZine, please call the MAG office, (602) 254-6300.

- Mary Manross**  
Mayor of Scottsdale  
*Regional Council Chair*
- Dennis Smith**  
*Executive Director*
- Amy St. Peter**, Contributor
- Kelly Taft**, Editor
- Gordon Tyus**, Graphic Design



# Voices From the Council



*Thank you to the members of the Regional Council for reelecting me to the MAG Executive Committee and as Treasurer for the upcoming two years. I look forward to continuing to serve the Regional Council in its efforts to promote regional cooperation and build our shared transportation infrastructure.*

—Litchfield Park Mayor Thomas L. Schoaf

*In recent months, there's been much talk across the Valley about a variety of green initiatives – all to be applauded. In June, the Chandler City Council authorized a new Green Building program that supports and encourages LEED-certified buildings in Chandler both from the public and private sector. This is just one example of our community's sustained commitment to the environment, and we will continue to identify ways to be more environmentally friendly in how we go about our business.*

—Chandler Mayor Boyd W. Dunn, on the city's efforts to meet Leadership in Energy and Environmental Design (LEED) standards – the nationally accepted benchmark for energy efficient buildings.



*Recently, Avondale was selected by the National Safe Routes to School Partnership as one of four cities in the nation to be profiled for its successful Safe Routes to School program. One of the most important components of the Safe Routes to School Program is the comprehensive safety study undertaken at each participating school to review and evaluate on-site traffic operations such as drop-off and pick-up procedures, observations of walking routes from surrounding neighborhoods, bicycling to and from school (including helmet usage), school crossing guard effectiveness, compliance of school crossings, and traffic control surrounding the school. Getting children to and from school safely is a high priority for Avondale and the six school districts which serve our community.*

—Avondale Mayor Marie Lopez Rogers, after Avondale was featured in a special report for the Centers of Disease Control and Prevention titled *Safe Routes to School: A Catalyst for Building Partnerships and Leveraging Resources*. The report focused on select programs that have successfully leveraged federal grants to develop active Safe Routes To School programs in the community.



## MAG Elects Officers



**CHAIR**  
Mary Manross  
Mayor of Scottsdale



**VICE CHAIR**  
Peggy Neely  
Vice Mayor of Phoenix



**TREASURER**  
Tom Schoaf  
Mayor of Litchfield Park



Steve Berman  
Mayor of Gilbert  
Member At-Large,  
TPC Chair



Marie Lopez Rogers  
Mayor of Avondale  
Member At-Large,  
TPC Vice Chair



Hugh Hallman  
Mayor of Tempe  
Member At-Large



James Cavanaugh  
Mayor of Goodyear  
Past Chair

Scottsdale Mayor Mary Manross was elected chair of the MAG Regional Council during MAG's Annual Meeting in Phoenix on June 25, 2008. She succeeds Goodyear Mayor James Cavanaugh, who has chaired the Regional Council since 2006. Mayor Manross will also preside over the MAG Executive Committee, which serves as MAG's finance committee.

Manross has served on the MAG Regional Council since 2000. She has been a member of the MAG Executive Committee since 2002,

serving as treasurer from 2004 to 2005 and as vice chair since 2006. She has also served as chair of the MAG Regional Domestic Violence Council for the past two years.

In addition to Manross's election as chair, Phoenix Vice Mayor Peggy Neely was elected vice chair and Litchfield Park Mayor Thomas Schoaf to serve as treasurer. Elected as at-large members of the Executive Committee were Avondale Mayor Marie Lopez Rogers, Gilbert Mayor Steve Berman, and Tempe Mayor Hugh Hallman.

Goodyear Mayor James Cavanaugh remains on the Executive Committee as past chair.

The Regional Council also approved new officers and members of the MAG Transportation Policy Committee (TPC). Gilbert Mayor Steve Berman was elected to serve as TPC chair, with Avondale Mayor Marie Lopez Rogers elected as vice chair. New members include Buckeye Mayor Jackie Meck and Mesa Mayor Scott Smith. The TPC is responsible for making policy recommendations to the Regional Council on transportation issues.



Mayor Michael LeVault, Town of Youngtown



## Youngtown Mayor Focuses on Faith, Politics

From running a microbrewery to participating in a prison ministry, it has been an interesting road into politics for Youngtown Mayor Michael LeVault, who found himself thrust into the leadership role after leading a recall effort of the former mayor.

“It just got to the point with me that it was time to either stand up and do something positive or move to another community, so that was really the inspiration,” says Mayor LeVault, whose previous government experience included working

Although he’s lived in Youngtown for only four years, LeVault sees that as a plus.

“When you’re new to an area, sometimes it’s an advantage, because you have a fresh set of eyes and sometimes you can see a problem that others can’t,” says LeVault, who uses the analogy of a frog in boiling water to make his point. “If you throw a frog into a boiling pot he’s going to hop out, but if you put him in cold water and bring it to a boil, he’s probably going to boil to death. And sometimes that’s what happens to us, when we’re right in the middle of all this massive change going on around us. It happens so incrementally that we don’t recognize what’s really happening,” notes LeVault. “I think I can do a lot of good things for my community and the region.”

LeVault, who has not missed a single Regional Council meeting since taking office in 2006, says the most important issue facing the Valley and his community is the ability to provide infrastructure—especially



Mayor Michael LeVault presents Town Council member Lucille Retheford with the Youngtown 2007 Person of the Year Award.

transportation—for the growth that is expected to continue.

“Youngtown is essentially landlocked...we’re not going to see a bunch of dramatic growth, but it is taking place all around us. The strength I see for Youngtown is we are a small town with small town values and virtues. It is a great place to raise a family or retire, we can walk the streets safely at night, it’s a nice little community. But we have to have roads to get in and out of here to go to ballgames and shopping and

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Mayor LeVault presents Court Administrator Petra Mendez with a retirement plaque honoring her husband Jesse's 35 years of service to the town. Mr. Mendez was too ill to attend the ceremony.

for the state of Illinois as a local government liaison in the Department of Business and Economic Development and as a personnel officer and political organizer for the Illinois governor’s office. Mayor LeVault left state government to work first as a sales representative, then as president and CEO of Financial Insurance Agency. In 2004, he became a realtor and moved to Arizona.



Mayor LeVault in his restored 1958 Triumph TR3A.

# Cooperative Efforts Save Dialysis Patients

Six older adults in Wickenburg have peace of mind now that they have reliable transportation to their dialysis appointments, thanks to a new collaboration among the public and private sector that will soon provide a new van service for the patients.

The residents, all of whom are in their mid-eighties, live in Wickenburg, where currently there is no dialysis center. The patients, who need dialysis three days a week, had been transported regularly to their treatments in Sun City, until funding shortfalls forced the agency that had been providing their transportation to discontinue the service. This left the Wickenburg residents without transportation to their lifeline.

“If you don’t get your dialysis you don’t live. It’s that simple,” said Pauline Hipp, one of the patients left without transportation three months ago when the original van service ended. Pauline says her husband used to take her on the 80-mile round trip from Wickenburg to the Desert Dialysis Center in Sun City, but he passed away in December. When the transportation service suddenly ended in April, Pauline said it became a monumental struggle.

“You only have so many friends that are willing to take a day off and come down. We need the bus. The best solution would

be a center there (in Wickenburg), but until that happens, which may be never, we need to have transportation.”



**Russ Greene**

Wickenburg resident Russ Greene said he has been forced to use his Social Security checks to pay for private transportation twice a week. The third day his son-in-law makes the trip.

“We’ve made it, but it’s still hard. My son-in-law has to take off once a week and loses \$120 by doing that, because he’s still working,” said Greene. “So

that’s hard on his part. Each one of us tries to get a ride, and it’s quite a hardship on us,” he said.

“It used to be easier for us to come over here,” added Eva Sierra, another Wickenburg patient. “I’m 85 years old already—and I’m looking to live a little

bit longer. We had a van before, and we knew for sure

we were going to be here with the van. Now that we don’t have it, we are always having to look for volunteers to take us or get help from someone else, because we can’t get here by ourselves,” she said.

“All of the older adults were very concerned, but no one had a solution,” said Wickenburg Town Manager Gary Edwards. “For a short time, they were able to arrange their own transportation, but these were not long-term, consistent options. Fortunately, that’s when MAG stepped in to help find a solution,” he said.

When the Arizona Kidney Foundation and the dialysis center serving the Wickenburg residents called MAG with news of the situation, MAG began looking for alternatives. After weeks of brainstorming and numerous phone calls, a workable plan finally evolved. Valley Metro donated a van and free driver training for volunteers. The Town of Wickenburg committed to subsidizing the service by paying for the gas, insurance and maintenance within a budget. The Area Agency on Aging agreed to be the host agency for the van. Pat Campbell, the social worker at the Desert Dialysis Center, a for-profit company, recruited and organized volunteers.

“We needed to find a solution, because there are no options,” said Campbell.

“This is a matter of life and death—if they did not come here, they would be dead within a matter of days. It is very difficult to find transportation solutions.

You’re talking about not only getting them here three times a week but getting them back. I talked

to some of the public transportation agencies in town and they didn’t even want to put in a bid. They’re thinking about the wear and tear on their vehicles and the amount of time involved. So fortunately, a solution was found, thanks to MAG and the other partners.”

Town Manager Edwards was gratified by the partnership that made it possible.

“This innovative arrangement helps to meet a critical need. Not one of the partners could have done this alone. This is a great example of how the combined resources and ingenuity of many can outperform the talents of a few.”



**Eva Sierra**



**Pauline Hipp**



Goodyear Mayor James Cavanaugh was emcee for the 2008 Desert Peaks Awards ceremony.

# Regionalism Honored at Desert Peaks Awards

Nearly 300 people were on hand as the Maricopa Association of Governments honored seven partnerships and individuals who have been selected to receive the 2008 Desert Peaks Awards. The prestigious awards were presented during a special ceremony at the Arizona Biltmore June 25, 2008.

The Awards were distributed in five categories: Public Partnership, Public-Private Partnership, Professional Service, Regional Partnership (two recipients tied), and Regional Excellence (awarded to co-nominees). Below is a description of the projects and people who were recognized for demonstrating a commitment to promoting, recognizing, and attaining the ideals of regionalism.



## Public Partnership

### Glendale Regional Public Safety Training Facility

The Glendale Regional Public Safety Training Facility is a \$45 million, state-of-the-art public safety training center that represents the only shared use public safety training center in the Valley. Along with classrooms and computers, its 56-acre "props" site includes a shooting range, driver training track, a burn/drill tower, a simulated fire station, a burn house, railroad tanker cars, and more. By pooling their resources, the participating cities collectively saved millions of dollars. The inclusion of Maricopa Community Colleges in the partnership is expected to result in the expansion of public safety programming at community college campuses across the Valley, and to increase the number of students exposed to public safety as a professional career choice.

*Partnering agencies: Cities of Avondale, Glendale, Peoria, and Surprise; Maricopa County Community College District.*



Glendale Mayor Elaine Scruggs (left center) was among those accepting the Public Partnership award.

## Public-Private Partnership

### Lower Hassayampa Sub-Basin Hydrological Study and Computer Model

The Lower Hassayampa Sub-Basin Hydrological Study and Computer Model represents a cooperative effort to study the availability of water resources on a regional scale. The purpose of the project was to develop a scientifically-sound, three-dimensional groundwater flow model of the Lower Hassayampa sub-basin that can be used to assess the long-term impacts of groundwater withdrawals, and to assist in the planning, management, and utilization of water supplies as the area grows and develops. The sub-basin is located in a largely undeveloped area north of Interstate 10, where significant residential growth is projected. The model will be used as a tool to collaboratively manage water resources in the surrounding region and to ensure the growing water demand will be met.

*Partnering agencies: Arizona Department of Water Resources; Belmont; Douglas Ranch; Elianto; Festival Ranch-Lyle Anderson Development Co.; Festival Ranch-Pulte/Del Webb; Spurlock Land, LLC; Town of Buckeye; Sun Valley South-Pulte/Del Webb; Trillium.*

## Professional Service

### William "Bill" Hayden, Arizona Department of Transportation

Bill Hayden served the MAG region throughout his long and productive 39-year career with the Arizona Department of Transportation (ADOT), with expertise in freeway system management, environmental planning services, and funding capacities. Hayden is perhaps best known for his tireless work in support of the MAG Regional Freeway System and Regional Transportation Planning Life Cycle Program, including key roles in



Public-Private Partnership Recipients gather for a group photo.



Mesa Police Chief George Gascón accepts the award on behalf of the East Valley Gang and Criminal Information Fusion Center.



Professional Service Recipient Bill Hayden poses with his wife, Charleen, after receiving the award.

the evolution of the system through Proposition 300 in 1985 and Proposition 400 in 2004. He was a fixture at MAG committee meetings and provided comprehensive reports, often addressing challenging questions and comments. He worked to address citizen concerns and facilitated cooperative efforts that resulted in problem solving.

## Regional Partnership

(Two recipients were selected in this category.)

### East Valley Gang and Criminal Information Fusion Center

The East Valley Gang and Criminal Information Fusion Center is designed to be an effective mechanism to exchange information, streamline operations and enhance crime-fighting efforts within the East Valley law enforcement community. The center is hosted by the Mesa Police Department and works in partnership with five other East Valley police departments. Each participating agency provides a detective or analyst to participate in the center. The representatives work together, sharing current crime trend analysis among cities, providing access to each other's databases, and distributing critical crime information in a timely manner. In addition to the partnering agencies, associate agencies include the Arizona Department of Corrections; the Bureau of Alcohol, Tobacco, Firearms and Explosives; Maricopa County Probation Department; and the Salt River Tribal Police Department.

*Partnering agencies: Chandler Police Department, Gilbert Police Department, Mesa Police Department, Scottsdale Police Department, Tempe Police Department.*

### Loop 202 Santan Freeway Improvements

The Loop 202 Santan Freeway corridor not only added a significant section of the urban freeway system for Valley motorists, but the partnership also spawned a unique approach to a freeway infrastructure design that incorporated and embraced several recreational and public art opportunities. The typical retention basin is a deep trapezoidal basin fenced to prevent public access, with the sole purpose of serving as a storm water management and conveyance system. The Town of Gilbert, in partnership with ADOT and with assistance from MAG, recognized the basin as a significant opportunity for enhancing the community. The engineering design



Cosmo Park included paths, water features and play areas.

resulted in the creation of multiple public amenities such as Cosmo Park, Discovery Park, Zanjero Park, and approximately four miles of a multi-use trail system. What would have been dry slopes and concrete ditches were replaced by grassy hills, lakes, accessible trails, picnic ramadas, sports fields, a dog park, playgrounds, public art, and an interconnected system of public amenities that occur along the entire freeway corridor.

*Partnering agencies: Arizona Department of Transportation, Maricopa Association of Governments, Town of Gilbert.*

## Regional Excellence

### The Honorable Peggy Bilsten and The Honorable Les Presmyk

As co-chairs of the Valley Metro Board of Directors, former Phoenix Councilmember Peggy Bilsten and Gilbert Councilmember Les Presmyk were a driving force for regional excellence in an agency that is charged with more than \$250 million per year in regional transit service and projects. The co-chairs helped spearhead the recreation of the Regional Public Transportation Authority into a strong, effective and credible public transportation services provider. Working as a team, they built consensus among the board members, leading to the development of a new agency mission, vision and goals. They initiated a resolution to give the agency direction to proceed with a 20-Year Strategic and Organization Plan for transit in Maricopa County. The nomination was supported by Governor Janet Napolitano, who wrote, "(T)heir success has been proven with the development of a resolution that puts 'region' into the Regional Public Transportation Authority by providing the leadership to one day create a single, seamless transit agency for all modes of transit." 



Former Phoenix Councilmember Peggy Bilsten



Gilbert Councilmember Les Presmyk

# Transportation Milestone (continued from page 1)



Former Glendale Mayor George Renner (above) and former Phoenix City Council member Ken O'Dell (below) were chairs of MAG in the early 1980s, when Prop 300 was conceived.



Renner, who said there was lingering frustration after earlier attempts to pass transportation legislation failed. “Then growth just outstripped our local and regional system. So by the time this finally got to the ballot, I think people were more than ready and willing to do something positive to try to move the region forward,” he said.

While Renner voices regret that the Paradise Freeway was removed from the plan due to budget concerns and public opposition, he said the completion of the system is something everyone can celebrate, especially local governments.

“I look back on all of that not just with a little nostalgia but honestly with some pride. It was probably one of the early, real regional successes of MAG,” said Renner. “It was a huge step forward for MAG.

It was an acknowledgment that the county was a true region, and that for any individual city to be successful and grow, you had to understand that you were part of something bigger...It was a watershed moment that all of us were able to come together and move forward, and I was proud to be a part of that.”

Renner added that the process wasn't always easy, recalling “brutal battles” to define alignments that had been on the map as mile-and-a-half wide corridors, especially on western and northern alignments of the Agua Fria Loop 101. He noted that former Phoenix Councilman Ken O'Dell was his worthy opponent in those debates. Today, O'Dell, who chaired MAG in 1980, also remembers the thorny discussions.

“We had what was called the ‘Beardsley Alignment,’ which was

the north part of the loop, and we had some people pretty upset,” notes O'Dell. “But we toughed it out and made the decision for the alignment, and it's a good thing we did, because we wouldn't have had the loop system at all if we had waffled or backed off, or decided not to do it,” he said. “We just had to focus on the future and what was best for the entire community.”

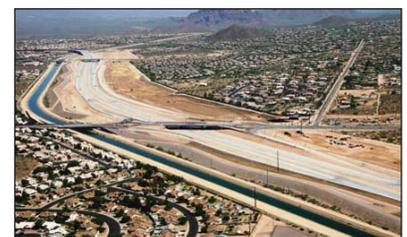
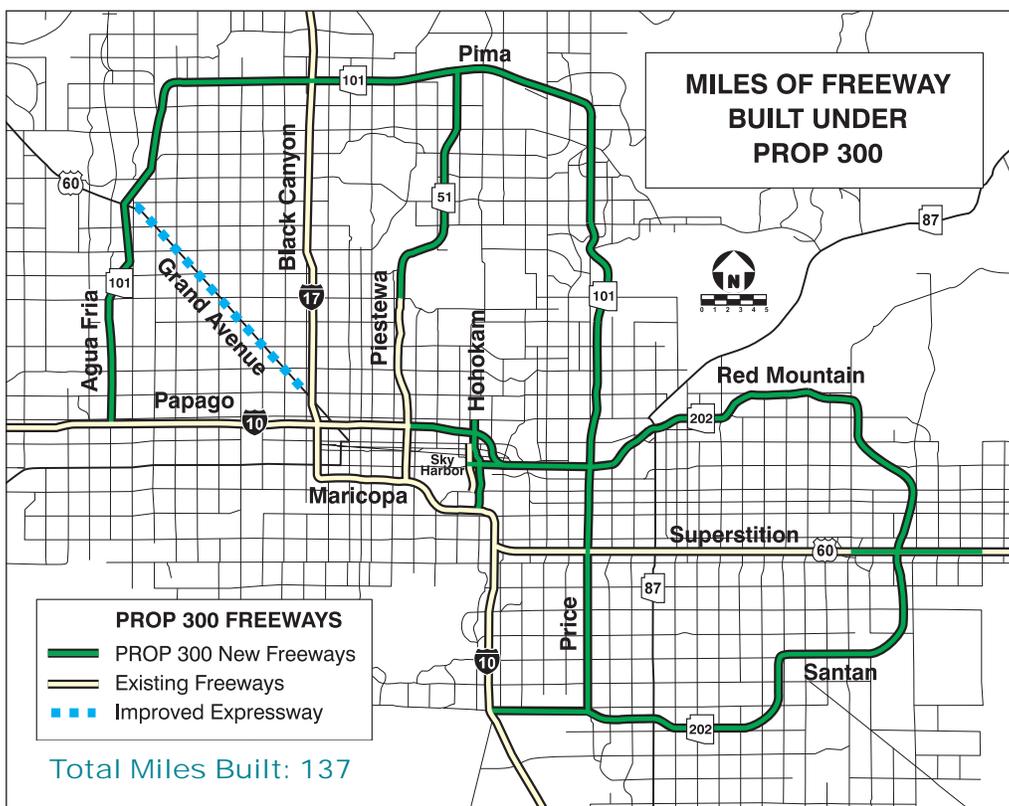


Terry Goddard

Arizona Attorney General Terry Goddard, a former Phoenix mayor who served on the original Outer Loop Financing

Task Force in 1984, recalls the group's recommendation to the Regional Council. He said the group felt strongly that the time had come

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Aerial views of the Loop 202 while under construction (courtesy of ADOT).

## Transportation Milestone (continued)

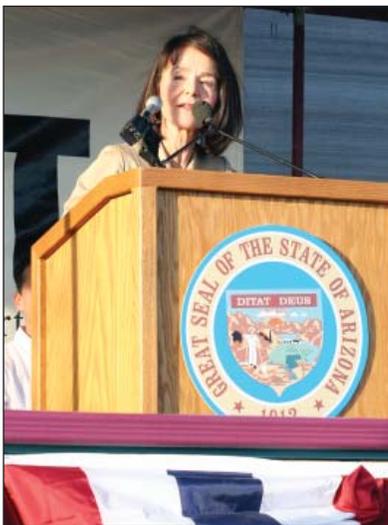
to move forward with the measure.

“It was imperative that regional mobility be addressed, and we knew regional action was necessary to solve the transportation crisis that was evident at the time,” he said.

Former Chandler Mayor Patterson remembers that once the Regional Council developed the plan, the next challenge was getting the issue on the ballot.

“I think we were fortunate; we had the support of Governor Babbitt and of course Burton Barr and a number of others there in the Legislature, which was tremendous. And they were real leaders to step up on this. So our top political leaders were of a mind to really take a statesman’s position and support it,” he said.

Scottsdale Mayor Mary Manross, current MAG chair, noted that building the Regional Freeway System represents a true effort in perseverance by MAG, ADOT, the Legislature and the business



Scottsdale Mayor Mary Manross emphasizes MAG’s key role in completing the Outer Loop of the freeway system at the Red Mountain celebration July 15, 2008.



On October 14, 2000, Glendale Mayor Elaine Scruggs spoke at the opening of the Loop 101 freeway. She has been an advocate for the system from its very beginning.

community—especially after the region was hit by a national recession in the late 1980s.

“The freeway program prevailed through economic hard times, management challenges and increasing costs for construction materials and right-of-way,” said Manross. “It is a testament to hard work paying off for the entire region, as the freeway system has been the backbone for our regional economy.”

For Glendale Mayor Elaine Scruggs, Proposition 300 not only launched her foray into politics, but also an enduring passion for transportation issues.

“Proposition 300 was the first political campaign I ever worked on,” said Scruggs. “I had become active in Glendale’s civic life as a citizen and was asked to co-chair the ‘get out the vote’ effort in Glendale. I recall that the acronym ReSET, which stood for Residents for Safe and Effective Transportation, was used to describe us. Without a doubt, Proposition 300 has been effective in providing



the beginnings of the freeway system needed to serve our dynamic region.” In fact, it was Mayor Scruggs, also a former MAG chair, who initiated the effort in 1996 to replace segments that were unfunded back into the regional freeway system and to accelerate portions of the system.



In 2004, Maricopa County voters approved a 20-year extension of the one-half cent sales tax to help fund a new package of diverse transportation improvements as part of the \$19 billion Regional Transportation Plan.

“Despite the ups and downs, one thing has remained constant, and that is the belief of the Regional Council in sound transportation planning,” said MAG Transportation Policy Committee Chair Steve Berman, mayor of Gilbert. “When you do your homework, develop the technical data, listen to the regional community, and identify priorities, you will continue to celebrate transportation successes,” he said. 

## MAG Moment



MAG Human Services Planner Brandee Mead packs up bottled water donated by MAG to deliver to a Valley homeless shelter. While the heat affects everyone, it can be especially dangerous to vulnerable populations such as homeless people or older adults.

MAG has developed maps showing where water hydration stations and refuge locations are located, as well as donation sites where those willing to help can drop off water or other items. To access the maps, visit: [mag.maricopa.gov](http://mag.maricopa.gov).

# Travel Time Study Results Show Encouraging Trends

Far-sighted investment in the Valley's transportation system is paying off by saving drivers from lengthy traffic delays, according to a study just released by the Maricopa Association of Governments.

only slightly, and in some areas have even decreased, according to the 2007 MAG Regional Travel Time and Speed Study. The last such study was done over an 18-month period in 2002 to 2003.

Berman noted that although the MAG region is the 13<sup>th</sup> largest metro area in the United States, nationwide studies show we are 15<sup>th</sup> in terms of congestion—a finding that is borne out through the MAG study.

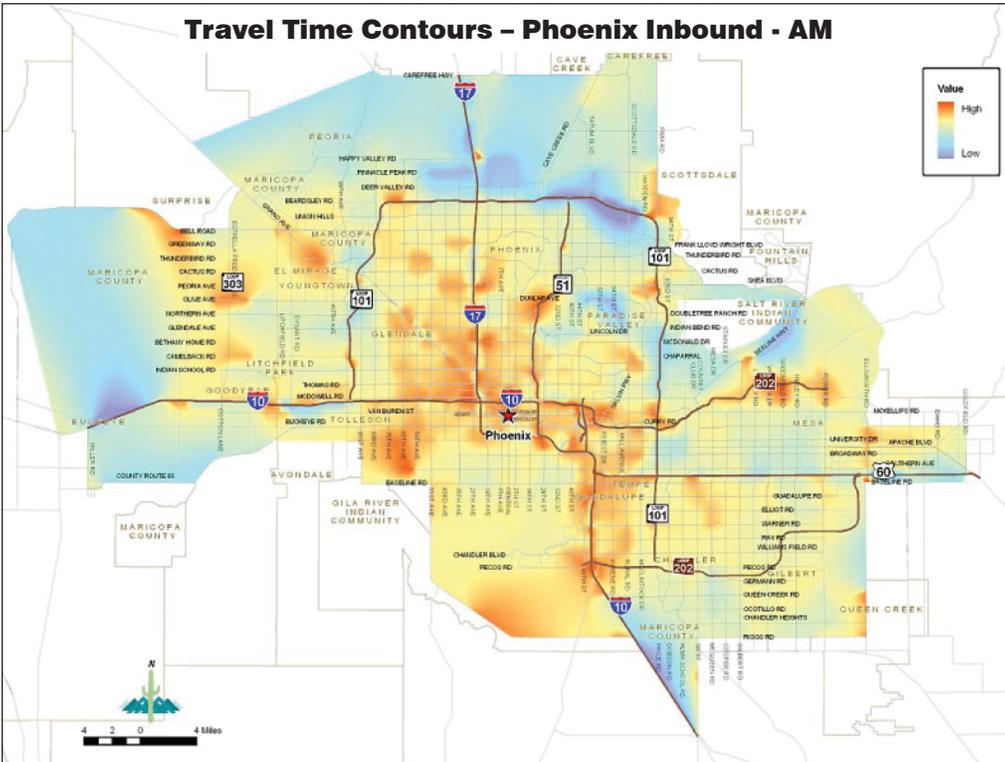


A driver prepares a probe car for its commuter run.

In spite of a huge population increase that means many more people traveling a lot more miles, region-wide travel times have increased

“Since Proposition 300 was passed in 1985, we have added more than 1,000 lane-miles to our Regional Freeway System, and those improvements are yielding results when it comes to the amount of traffic congestion we experience,” said MAG Transportation Policy Committee Chair Steve Berman. “When you compare MAG to similar regions, we have one of the lowest levels of travel delay per traveler per year, even though we experienced the largest growth in the number of vehicle miles traveled,” he said.

To conduct the travel time and speed study, drivers in 16 “probe cars” mounted with GPS tracking equipment were dispatched around the Valley at peak and off-peak commute times.\* The study collected and analyzed travel time, travel speed, and intersection delay data on the regional road network during these periods, including regional freeways and major arterial roads and a large number of major arterial intersections. The study covered more than 70,000 miles of runs over 2,038 centerline miles, representing the largest travel study in the country.



The composite map above shows a number of congested hotspots in the morning peak period, including heavy traffic along major freeway corridors, especially where they intersect.

\* Morning (AM) Peak—6:30-8:30 a.m.  
 Midday (Off-Peak)—9:00-11:00 a.m.  
 Evening (PM) Peak—4:00-6:00 p.m.

Some of the most positive findings show minimal increases in travel times between central business districts, which can be traced all the way back to 1966. Comparisons between travel speeds document some interesting changes over time, with average speeds increasing as transportation improvements are brought online, and then decreasing again as those new routes fill up as the population grows.

For example, in 1966, the average speed traveling from the central business district in Phoenix to the central business district in Scottsdale during the evening peak was 25.3 miles per hour (mph). By 2003, that average had increased to 32 mph, thanks to the completion of segments of Loop 202. But by 2007,

Continued on next page

## Travel Time Study (continued from page 10)

the average speed had decreased again, to 26 miles an hour, as more motorists began using the system (see the table below).

“When you compare today’s average speed for that trip to the average speed in 1966, it is interesting to note that we are traveling only about a half-mile per hour slower today than we were more than 40 years ago,” said MAG Transportation Director Eric Anderson. “That is all the more impressive when you consider that there were only 870,000 people in the Valley in 1966, compared to 3.9 million in 2007. This means that our transportation investments are doing a pretty good job of keeping pace with growth,” he said.

Anderson notes there is room for improvement. One notable increase in congestion was experienced in high occupancy vehicle (HOV) lanes on Valley freeways. The most dramatic example was experienced on HOV lanes located within central business districts, for which travel speed during the evening commute fell 21 percent over the 2003 levels. Meanwhile, the average speed on HOV lanes during the morning commute fell by four miles an hour, from just over 64 mph to

just over 60 mph. That was a significant decline when compared to overall freeway and arterial speeds, which fell by only about one mile per hour (from 61.4 to 59.2 mph and from 36.4 to 35.1, respectively).

“The decrease in HOV speed is likely due to the fact that demand is up due to an increase in carpooling as well as the passage of legislation that allows hybrid vehicles to use the HOV lanes,” said Anderson, who added that HOV speeds dropped less significantly during the PM period (from 61 mph to 59.7 mph). “Still, the drop is less than what might have been expected, considering the population increased 16.6 percent from 2003 to 2007,” he said.

The information collected in the study allows in-depth analysis of the regional traffic conditions by time of day, jurisdiction, and functional class (type of road), as well as level of service analysis for major arterial intersections. The information will be used to help MAG update and calibrate its computer transportation models to assist in regional transportation planning and travel demand forecasting, as well as to conform to state and federal regulations for air quality. 

## Mayor LeVault (continued from page 4)

entertainment and restaurants and that sort of thing, so transportation is no doubt the key to our success going forward.”



LeVault says if he could deliver one gift to the Valley, it would be to expedite the planning and implementation process.

“When citizens look at a problem and say, ‘Why don’t we fix that tomorrow?’ you have to explain to them that’s not how government works, there’s a process in the way that has to be gone through that’s lengthy and arduous and you can’t avoid it. That makes dealing with problems very difficult to keep up with, so if I could deliver one gift with no limits, it would be to expedite the planning process somehow.”

LeVault says many colleagues are surprised to learn he once owned and operated a microbrewery—an old Illinois farmhouse he and his wife converted into a microbrewery and upscale restaurant. That period in his life, he says, “preceded my transaction with grace,” in which he became a devout Christian. He has since been active in a number of church ministries, including a seniors’ ministry, prison ministry, ministry for the homeless and hungry, and remedial reading program for disadvantaged children. LeVault says he believes there are significant opportunities for the church and government to work together.

“I’m a great believer in faith-based initiative programs where governments, philanthropic organizations and churches can come together in a community and help make it a better community by making available more resources to the most needy among us,” he says.

In his spare time, LeVault says he “tinkers with” his 1958 Triumph TR3A—an old British sports car he likes to take on drives with his wife to other parts of the state. As for continuing his career in politics, he will need to make a decision by the end of the year as to whether he will run for reelection.

“I haven’t decided yet. I’m leaning toward doing it, simply because to leave after one two-year term would leave all kinds of thing undone,” he says. “Beyond that, if I choose to run for a second term as mayor, that’s as far out as my political horizon goes.” 

Average PM Peak Period/Peak Direction Speed Between Central Business Districts <sup>1</sup> , 1966 to 2007 <sup>2</sup>								
Speeds in Miles per Hour								
CBD Commute	1966	1970	1976	1979	1986	1993	2003	2007
Glendale-Scottsdale	33.4	31.6	29.6	26.5	26.8	25.1	40.1	28.8
Phoenix-Glendale	24.0	26.2	23.0	23.4	22.6	24.6	21.2	23.4
<b>Phoenix-Scottsdale</b>	<b>25.3</b>	27.1	22.1	26.5	22.8	28.4	<b>32.0</b>	<b>26.0</b>
Phoenix-Tempe	25.8	28.4	25.1	28.3	24.4	32.7	34.2	22.8
Tempe-Scottsdale	28.5	24.2	25.0	23.9	17.0	20.6	27.3	23.7
Tempe-Mesa	32.0	30.7	25.7	25.0	19.6	29.3	25.1	23.0

1. CBD Locations: **Glendale**-Glendale Ave and 59th Ave; **Mesa**-Main St and Center St; **Phoenix**-2nd Ave and Washington; **Scottsdale**-Scottsdale Rd and Indian School Rd; **Tempe**-University Drive and Mill Ave.  
2. Speeds for 1966, 1970, 1976, 1979, 1986 and 1993 are from the 1993 Study of Travel Speed and Delay in the MAG Region. Due to limitation of historical data, only above CBD travel speed results can be presented.

## August

- 6<sup>th</sup> 10:00 a.m. Intelligent Transportation Systems Committee
- 6<sup>th</sup> 1:30 p.m. Standard Specifications and Details Committee
- 7<sup>th</sup> 1:00 p.m. Domestic Violence Council
- 14<sup>th</sup> 1:00 p.m. Human Services Technical Committee
- 19<sup>th</sup> 1:30 p.m. Regional Bicycle Task Force/ Pedestrian Working Group Joint Meeting
- 20<sup>th</sup> 2:00 p.m. Building Codes Committee
- 26<sup>th</sup> 10:00 a.m. Population Technical Advisory Committee
- 28<sup>th</sup> 10:00 a.m. Transportation Review Committee
- 28<sup>th</sup> 1:30 p.m. Air Quality Technical Advisory Committee

The dates, times and locations of all meetings may change. Other committees not listed here may meet during these months.

All meetings, unless indicated otherwise, will be held in the conference rooms located in the MAG offices on the second floor of the building, 302 N. 1st Avenue, Phoenix.

Parking is available under the building. Please ask for parking validation at the meeting. Transit tickets will be provided for those using transit. Bike racks are available at the entrance to the parking garage.

## September

- 3<sup>rd</sup> 10:00 a.m. Intelligent Transportation Systems Committee
- 3<sup>rd</sup> 1:30 p.m. Standard Specifications and Details Committee
- 9<sup>th</sup> 1:00 p.m. Street Committee
- 10<sup>th</sup> 12:00 p.m. Management Committee
- 11<sup>th</sup> 1:00 p.m. Human Services Technical Committee
- 15<sup>th</sup> 12:00 p.m. Regional Council Executive Committee
- 16<sup>th</sup> 1:30 p.m. Regional Bicycle Task Force/ Pedestrian Working Group Joint Meeting
- 17<sup>th</sup> 2:00 p.m. Building Codes Committee
- 17<sup>th</sup> 4:00 p.m. Transportation Policy Committee
- 18<sup>th</sup> 10:00 a.m. Technology Advisory Group
- 22<sup>nd</sup> 2:00 p.m. Continuum of Care Regional Committee on Homelessness
- 23<sup>rd</sup> 10:00 a.m. Population Technical Advisory Committee
- 24<sup>th</sup> 5:00 p.m. Regional Council
- 25<sup>th</sup> 10:00 a.m. Transportation Review Committee
- 25<sup>th</sup> 1:30 p.m. Air Quality Technical Advisory Committee

The MAGAZine newsletter is available in electronic format and in Spanish on the MAG Web site: [www.mag.maricopa.gov/project.cms?item=433](http://www.mag.maricopa.gov/project.cms?item=433)

## October

- 8<sup>th</sup> 10:00 a.m. Intelligent Transportation Systems Committee
- 8<sup>th</sup> 1:30 p.m. Standard Specifications and Details Committee
- 8<sup>th</sup> 12:00 p.m. Management Committee
- 15<sup>th</sup> 2:00 p.m. Building Codes Committee
- 15<sup>th</sup> 4:00 p.m. Transportation Policy Committee
- 16<sup>th</sup> 1:00 p.m. Human Services Technical Committee
- 20<sup>th</sup> 12:00 p.m. Regional Council Executive Committee
- 16<sup>th</sup> 10:00 a.m. Human Services Coordinating Committee
- 21<sup>st</sup> 1:30 p.m. Regional Bicycle Task Force/ Pedestrian Working Group Joint Meeting
- 21<sup>st</sup> 3:30 p.m. Planners Stakeholders Group
- 22<sup>nd</sup> 5:00 p.m. Regional Council
- 23<sup>rd</sup> 10:00 a.m. Transportation Review Committee
- 28<sup>th</sup> 10:00 a.m. Population Technical Advisory Committee
- 28<sup>th</sup> 10:00 a.m. Transportation Safety Committee
- 30<sup>th</sup> 1:30 p.m. Air Quality Technical Advisory Committee

For confirmation call (602) 254-6300, or visit the Web site: [www.mag.maricopa.gov/meetings.cms](http://www.mag.maricopa.gov/meetings.cms)



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