

Appendix J. Agency and Public Involvement Summary Report

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**Interstate 10/Interstate 17
Corridor Master Plan (FY 2014)**

Agency and Public Involvement Summary Report

April 1, 2015



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**Interstate 10/Interstate 17
Corridor Master Plan (FY 2014)**

Agency and Public Involvement Summary Report

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April 1, 2015

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1 Public Involvement

The Spine Corridor Master Plan Study has included a public involvement program designed to obtain the maximum amount of diverse engagement and thorough investigation of issues to help determine the most effective study outcomes. The following summary report describes the methods, strategies and outcomes of the program.

1.1 Overview of Public Involvement Goals, Process and Strategies

During the months of February and March 2015 the study team held agency and public information meetings, attended various community events to educate and engage members of the community and agency representatives, and solicited comments through a variety of techniques. The following summary report includes the information and materials provided during this outreach process, as well as a summary of comments received in writing, via email, and online. The official comment period for this process ended on March 18, 2015.

1.2 Agency and Public Involvement Program Components

1.2.1 Study Website

The study team used the Maricopa Association of Governments study website to share information with the public. The website, located at spine.azmag.gov, contained information related to the study purpose and history, as well as a section dedicated to public outreach. The public outreach section included links to collateral materials, comment submission information, public meeting locations and times and a link to related media stories.

1.2.2 Agency Scoping Letters

Agency scoping letters were sent to 178 agency representatives on Friday, January 30, 2015. The letters described the purpose and need for the study, study area boundaries, an invitation to the Agency Information Meeting (described in section 1.3.1), and a request for comments. Copies of the scoping letter and enclosures, and a list of recipients are provided as Appendices I, J, K, and L.

1.2.3 Media Relations

A press release (Appendix A) announcing the public meetings and MetroQuest was distributed on February 12 and February 25 to the MAG media contact list as well as the study's stakeholder email database with over 11,000 recipients. On February 19, the local PBS affiliate, KAET Channel 8 aired a segment featuring the study. The segment was also publicized on the study website. Prior to the first meeting on February 25, Spine Study Project Manager Bob Hazlett was interviewed by KTAR-FM regarding public input opportunities. During the first public meeting on February 25, the local CBS affiliate KPHO Channel 5 interviewed study team members.

1.2.4 E-Blasts and E-Newsletters

On February 18 and 26, and March 2 and 3, MAG Communications Staff sent an invitation to the meetings (Appendix B) to the study's stakeholder database. Additionally, ADOT forwarded the invitation to the agency's database of more than 32,700 subscribers. The MAG newsletter "MAGazine" featured the study on the cover of

its February 2015 – April 2015 issue (Vol. 20: No. 1) which was printed for in person distribution and posted on the MAG website.

1.2.5 Social Media

MAG used the agency Twitter and Facebook social media accounts to share public meeting and MetroQuest details throughout the comment period. The accounts have 1,998 and 299 followers, respectively.

Table 1-1. Social Media Posts

Date	Website	Number of Shares/Retweets	Message
February 13, 14, 16	Twitter & Facebook	12	The I-10/I-17 Spine study is out for public input. Share your idea/thoughts by taking this survey, http://bit.ly/SpineMQ .
February 17	Twitter & Facebook	0	Do you live/travel along the I-10 or I-17? We want to hear from you! Take this survey, http://bit.ly/SpineMQ & help improve your commute.
February 18	Facebook	0	The Valley's Spine (I-10/I-17 corridor) is being studied to improve traffic flow. Public input is NEEDED, http://bit.ly/SpineMQ .
February 18	Facebook	2	Mark Your Calendar! I-10 and I-17 Spine Corridor Master Plan Public Meetings – (inserted display ad graphic)
February 18	Facebook	0	The I-10/I-17 Spine study is out for public input. Share your idea/thoughts by taking this survey, http://bit.ly/SpineMQ .
February 19	Facebook	0	Mark Your Calendar for Feb. 25th, 26th or Mar. 4th, I-10/I-17 Spine Corridor Master Plan Public Meetings - http://ow.ly/i/8H9ft! (inserted display ad graphic)
February 19	Facebook	2	Over 40% of ALL daily freeway traffic uses the Spine (I-10/I-17) Corridors! Take this survey, http://bit.ly/SpineMQ & help your commute.
February 23	Facebook	5	The Spine Study is out for public input, please take this survey & share your thoughts/ideas for the future, http://bit.ly/SpineMQ .
February 24	Facebook	1	40% of daily traffic drives along the I-10/I-17 "Spine" Corridor! We need your input, attend a public meeting.
February 24	Facebook	0	Spine Study public meetings are scheduled for 2/25, 2/26 & 3/4. Can't attend? Then take part in an online survey, http://bit.ly/SpineMQ .
February 24	Facebook	0	Spine Study (I-10/I-17 corridor) is looking at freeway, street, transit & more. Help shape the future of transp., http://bit.ly/SpineMQ .
February 25	Twitter	0	Do you live/travel along the I-10 or I-17? We want to hear from you! Take this survey, http://bit.ly/SpineMQ & help improve your commute.
February 25	Facebook	0	Come to the Spine study public meeting 6pm today at Academia del Pueblo Elementary School (201 E. Durango St., Phx)!

Table 1-1. Social Media Posts

Date	Website	Number of Shares/Retweets	Message
February 25	Facebook	0	Why is the Spine Study important to you? Check out this @arizonapbs Horizon episode to learn more, http://bit.ly/1DaMwlp (start at 12min.). (inserted PBS Channel 8 Horizon video clip link)
February 25	Facebook	0	Spine public meeting at 6pm at Academia del Pueblo Elementary School (201 E. Durango St., Phx), or participate online http://bit.ly/SpineMQ
February 13, 14, 16	Twitter & Facebook	12	The I-10/I-17 Spine study is out for public input. Share your idea/thoughts by taking this survey, http://bit.ly/SpineMQ .
Total		34	

1.2.6 Newspaper Display Notices

Five quarter-page ads including information about the study purpose, public meetings, MetroQuest and study team contact details were printed one time in each of the following general-circulation publications two weeks in advance of the first public meeting.

Table 1-2. Public Meeting Newspaper Display Notices

Publication Name	Publication Date
Ahwatukee Foothills News	Wednesday, February 11, 2015
Arizona Informant	Wednesday, February 11, 2015
Arizona Republic	Wednesday, February 11, 2015
East Valley Tribune	Thursday, February 12, 2015
Prensa Hispana	Thursday, February 12, 2015

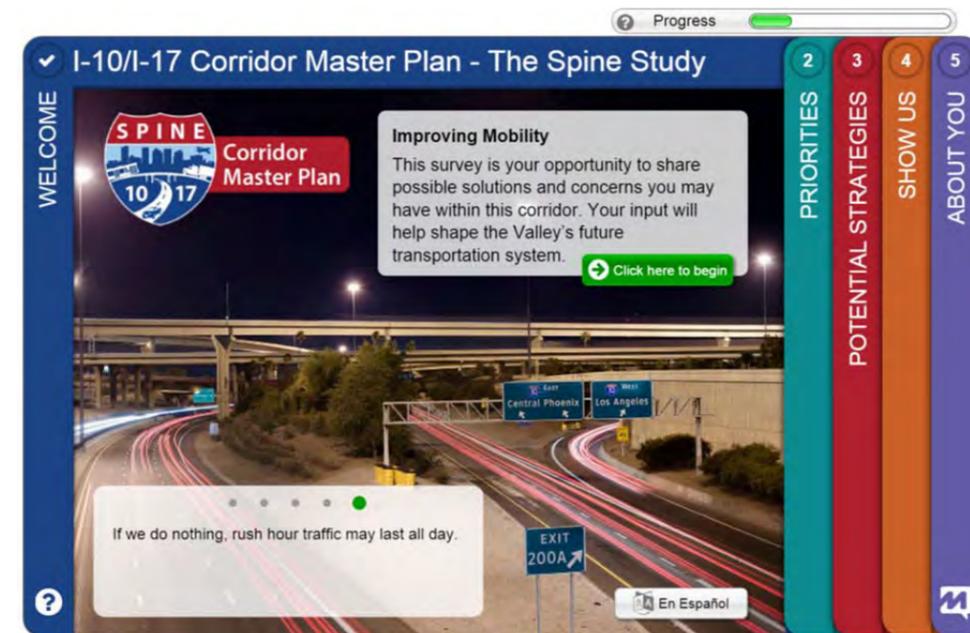
Copies of the advertisements are included in Appendices C-G.

1.2.7 MetroQuest

On February 9 the study team launched an online survey tool - MetroQuest. The online mobile-compatible survey featured five interactive screens:

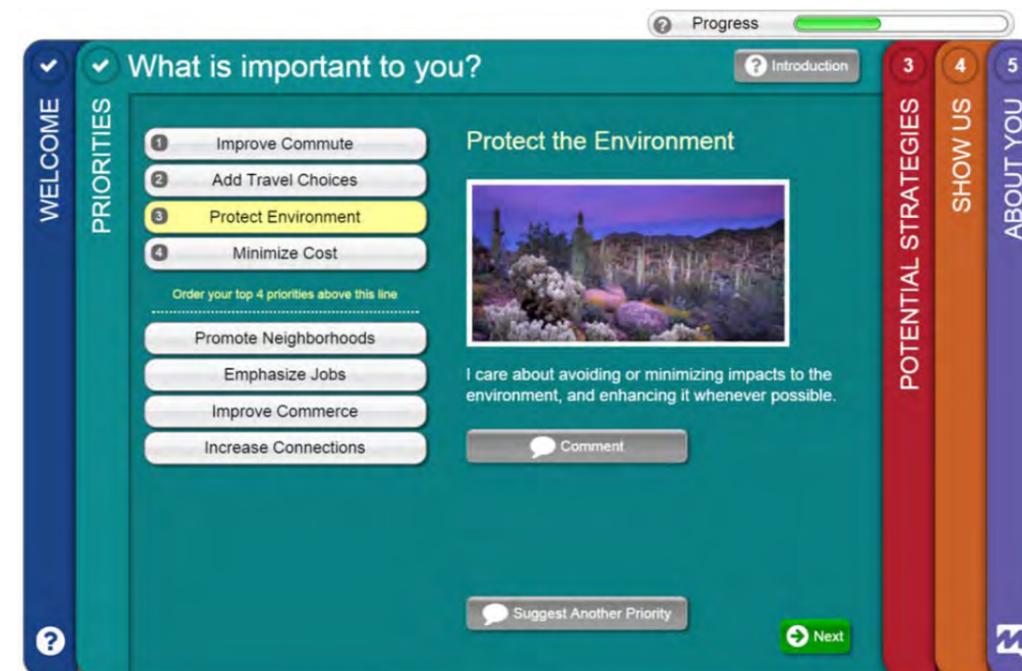
Welcome – An introduction to the study purpose and goal of the survey.

Figure 1-1. MetroQuest Welcome Screen



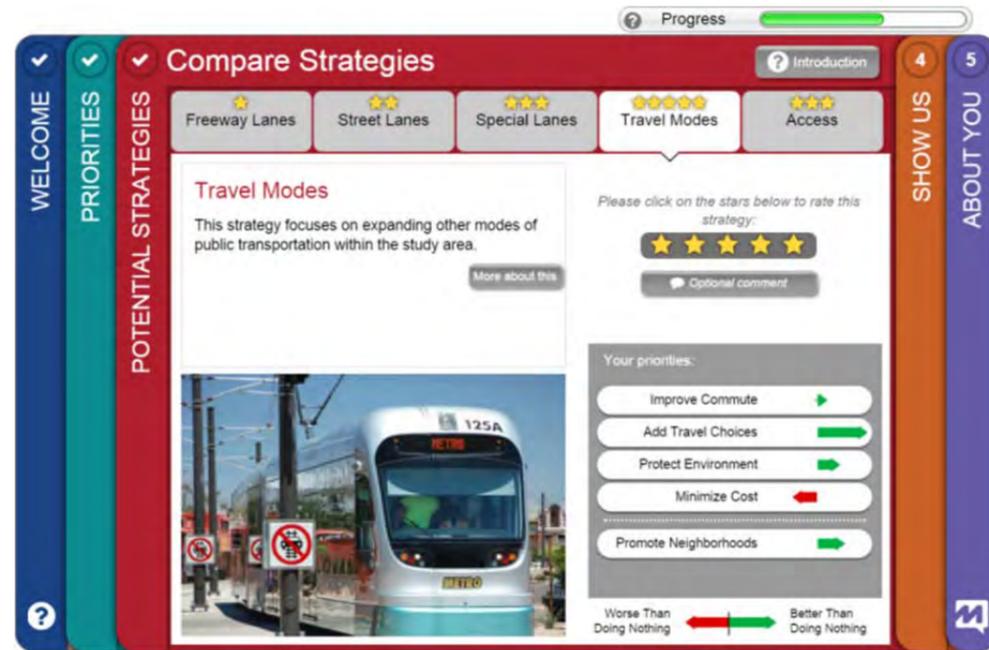
Priorities – A ranking screen on which respondents selected their top four priorities. As each category was clicked, a brief description with photo was displayed, along with “Comment” and “Suggest Another Priority” buttons to encourage additional input.

Figure 1-2. MetroQuest Priorities Screen



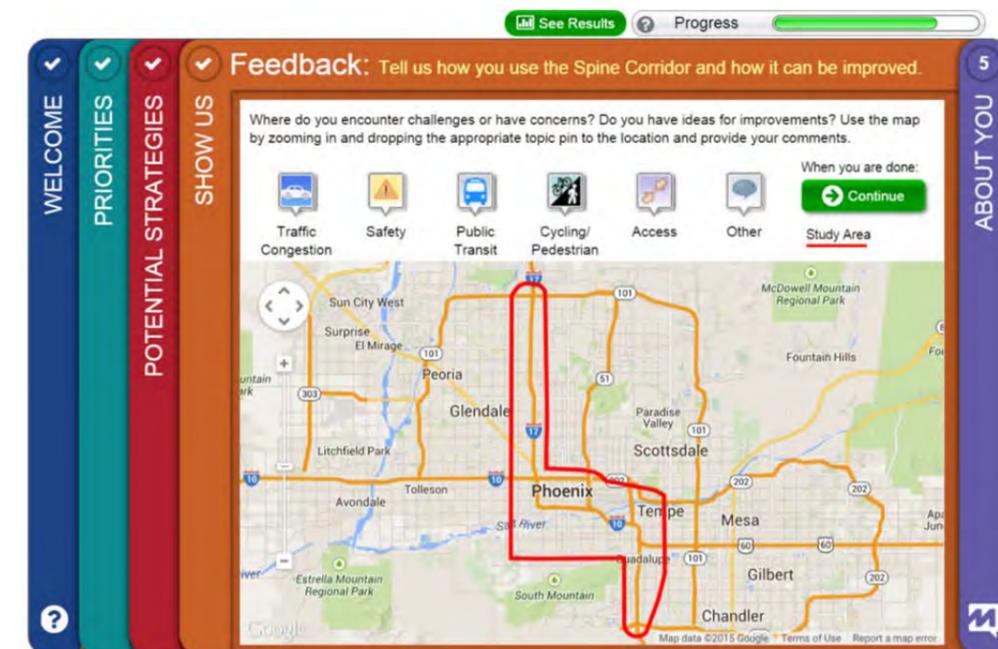
Potential Strategies – A rating screen that instructed respondents to rate five potential improvement strategies and provide additional comments on each. This screen also featured a real-time display that showed how respondents’ priorities performed under each strategy.

Figure 1-3. MetroQuest Strategies Screen



Show Us – A map screen with interactive “pins” used to locate and describe issues within the corridor at the location at which they are experienced. General comments were also collected on this screen.

Figure 1-4. MetroQuest Show Us Screen



Stay Involved – A form screen with optional fill in the blanks and drop-down boxes for respondents’ demographic information and a space for an email address to be included in future project related mailings.

Figure 1-5. MetroQuest Stay Involved Screen



Although, a March 18, 2015 comment deadline was identified in printed materials, the survey remained online until March 23, 2015 to capture late participation. Survey comments are summarized in Section 1.4.

1.3 Meetings

1.3.1 Agency Information Meeting

On Monday, February 23, 2015 the study team held an Agency Information Meeting for stakeholders from local, regional and state agencies to identify any specific concerns, suggestions or recommendations, with a focus on future development, general plans and/or capital improvement projects that could be affected. Meeting attendees examined a series of 28 banners (Appendix H), viewed a presentation, participated in a question-and-answer session and completed comment forms. 40 stakeholders from 18 agencies attended. A copy of the meeting summary can be found in Appendix R, and the meeting invitation, enclosures and recipient list are included as Appendices M through Q.

1.3.2 Public Information Meetings

Three public information meetings were held throughout the study area during the months of February and March 2015. Each meeting was held in an open house format. The meetings were held in three distinct communities along the Spine Corridor in order to promote easy access for the public, and to increase the potential for diverse participation. Table 1-3 shows the location and attendance of each meeting.

Table 1-3. Public Meeting Location and Attendance

Date	Location	Attendance
Wednesday, February 25	Academia Del Pueblo Elementary School Gymnasium, 201 E. Durango St., Phoenix	9
Thursday, February 26	Deer Valley Community Center Multipurpose Room, 2001 W. Wahalla Ln., Phoenix	23
Wednesday, March 4	Four Points by Sheraton Grand Ballroom, 10831 S. 51st. St., Phoenix	36
Total		68

The three public information meetings were set up in similar formats, including the following five interactive areas:

- Meeting Sign-in
- Display Banners
- Aerial Map
- MetroQuest Online Survey
- Comment Tables

In addition to the five areas outlined above, two project partners (ADOT Near-Term Improvements and City of Phoenix Transit Department) attended the meetings to share information about their projects.

Meeting Sign-in

At the sign-in station, meeting attendees were greeted by members of the study team, asked to sign in and given a study fact sheet—which had been produced in English and Spanish (Appendices I and J)—and meeting guide/comment form—also available in English and Spanish (Appendices K and L). Attendees were encouraged to visit each of the stations and ask questions of study team members.

Display Banners

A series of 28 banners (Appendix H) displaying study information was positioned around the meeting rooms for attendees to view. The banners were color-coded in four groups to represent different aspects of the study:

- Red banners described general study information and opportunities for input;
- Blue banners contained existing and future corridor characteristics;
- Green banners highlighted environmental considerations such as air quality, natural resources and neighborhoods; and
- Orange banners explained priorities, potential strategies and future technologies.

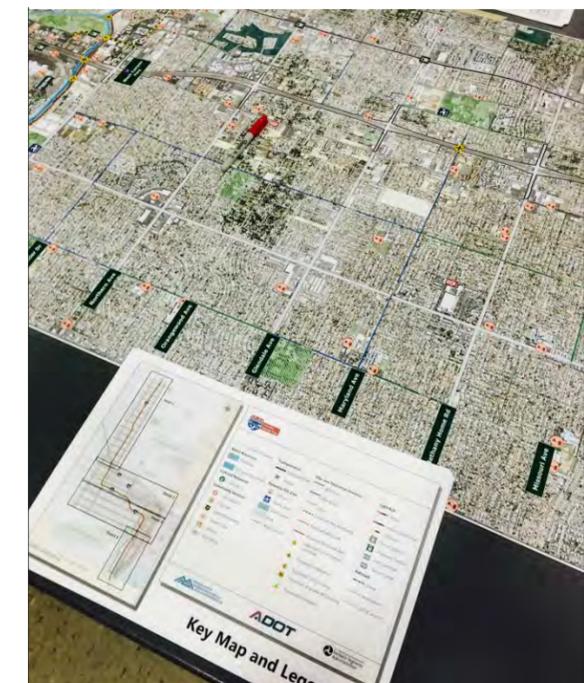
Figure 1-6. Display Banners at Public Meeting



Aerial Map

A 35-foot long aerial map of the study area was available in for attendees to review, mark with comments, concerns and suggested improvements. Comments that were provided on the aerial maps have been incorporated into the online map comment function on MetroQuest. The issues conveyed through these comments are captured in Section 1.4.

Figure 1-7. Aerial Map at Public Meeting



MetroQuest Online Survey Stations

An online survey station with four laptops was established at each meeting to facilitate attendees' completion of the MetroQuest online survey (previously described). In addition to laptops, several electronic tablets were available with study team members around the room.

Source: Jacobs, 2015

Figure 1-8. Online Survey Station at March 4, 2015 Public Meeting



Source: Jacobs, 2015

1.4 Comments

Numerous comments were gathered via the public outreach methods previously described. The following sections summarize agency and public comments received.

1.4.1 Agency Comments

Agency representatives in attendance at the Agency Information Meeting were offered an opportunity to complete a five-question survey regarding their agencies' interests and concerns about the study. Table 1-4 below captures comments submitted in writing.

Table 1-4. Agency: Survey Comment Summary

Agency	Relation to Study	Owned Facilities in Study Area	Future Plans	Specific Issue/Concern	Suggested Alternatives
Arizona Department of Administration (ADOA)	Responsible for Capitol Master Planning.	Yes. ADOA has 50+ state owned facilities within the Study Area.	In process of updating Capitol Complex Master Plan.	I-10 West Light Rail Extension might have large impact.	Additional alternative modes, such as: regional transportation options, commuter rails, light rail extensions, street cars, etc.

Table 1-4. Agency: Survey Comment Summary

Agency	Relation to Study	Owned Facilities in Study Area	Future Plans	Specific Issue/Concern	Suggested Alternatives
City of Phoenix Street Transportation Department	Much of the Study Area is within the City. Partner agency that is affected positively and negatively.	Yes. Adjacent signalized arterials.	All future plans related to arterial operations are being coordinated through MAG and ADOT.	Many of the signalized arterials have older signalized technology with limited capabilities that are inherent to active traffic management strategies.	None
City of Phoenix [Department Unknown]	Potential projects that can be accelerated for implementation. How City of Phoenix can help identify those projects.	Yes. Streets (arterials, collectors, locals), transit operations, traffic signals, drainage facilities.	Phoenix Comprehensive Transportation Downtown Study, Pecos Basin Drainage Facilities, Future Northwest LRT Extension to MetroCenter.	Adjacent neighborhoods and flood control.	Integrated Corridor Management/ ITS. Consolidated drainage facilities.

Additionally, agencies were invited to submit comments by standard mail. These comments are summarized in Table 1-5.

Table 1-5. Agency: Standard Mail Comment Summary

Date	Agency	Summary of Comments
February 9, 2015	Gila River Indian Community (GRIC)	Request to keep agency updated and submit cultural resources documents for review. The proposed project area is within ancestral lands.
March 2, 2015	United States Department of the Interior (DOI)	National Historic Lands: Pueblo Grande Ruin and Irrigation Sites National Historic Landmark are within the study area. Please minimize any potential impacts to the site per Section 106 of the National Historic Preservation Act. Land and Water Conservation Fund and Urban Park and Recreation Recovery: Nuestro Park, Acacia Park, South Mountain Park/Preserve, Encanto Park and Verde Park are assisted properties to which specific regulations apply. Contact information provided for appropriate staff within the agency for each of the three departments represented in the letter.

Table 1-5. Agency: Standard Mail Comment Summary

Date	Agency	Summary of Comments
March 13, 2015	City of Phoenix (COP) Aviation Department	The Aviation Department has several planned projects in the Study Area. The airport roadways and nearby State Route 143/I-10 traffic interchange are congested. Airport officials are concerned as traffic increases, cut through traffic will further congest the airport. Several regulations, statues and circulars cited may be relevant to the study. Sky Train Stage 2 map provided.

Email was the third method by which agency representatives shared comments and documentation relevant to the study. Table 1.6 summarizes the emails received.

Table 1-6. Agency: Email Comment Summary

Date	Agency	Summary of Comments
February 6, 2015	Natural Resources Conservation Service (NRCS)	Request for more information. NRCS may have comments under the Farmland Protection Policy Act. Attached form CPA-106 can be used to inform NRCS about corridor alternatives. Agency cannot comment until alternatives are known. Included NRCS Web Soil Survey brochure.
February 24, 2015	Federal Aviation Administration (FAA)	Ensure Advisory Circulars are referenced and utilized when near airport environment. Links to circulars, publications and a proposal portal provided. Airport Layout Plan (ALP) attached to email. Respondent suggested coordination with City of Phoenix on updates to the ALP.
February 27, 2015	City of Tempe	Request for Study Area map so Tempe Community Development staff can comment.
March 18, 2015	City of Phoenix (COP) Historic Preservation Department	Noted that most information/survey activity of historic properties has been concentrated along I-10 through central Phoenix. Recently, ADOT commissioned a study of potentially eligible historic properties along I-17 from the 10/17 split, around the Durango curve, north to Loop 101. Moving forward, staff directed that a thorough historical resource survey be completed within the area of potential effects.

1.4.2 General Public Comments

Approximately 1,742 comments were obtained from members of the public. Table 1–7 summarizes how many comments each method yielded.

Table 1-7. Comments by Response Method

Source	Surveys/Comments
MetroQuest Online Survey	1,695
Printed Forms	31
Email	10
Telephone Hotline	3
Social Media	3
Total	1,742

Survey Respondent Demographic Information

Respondents were asked a series of questions to help the study team learn when, why and how they used the corridor. In addition, they were asked to provide a home zip code. Figure 1.9 shows the zip code areas in which residents reside. It is noteworthy that most of the participants do not live within the Study Area.

Figure 1-9. Online Survey Participants by Zip Code

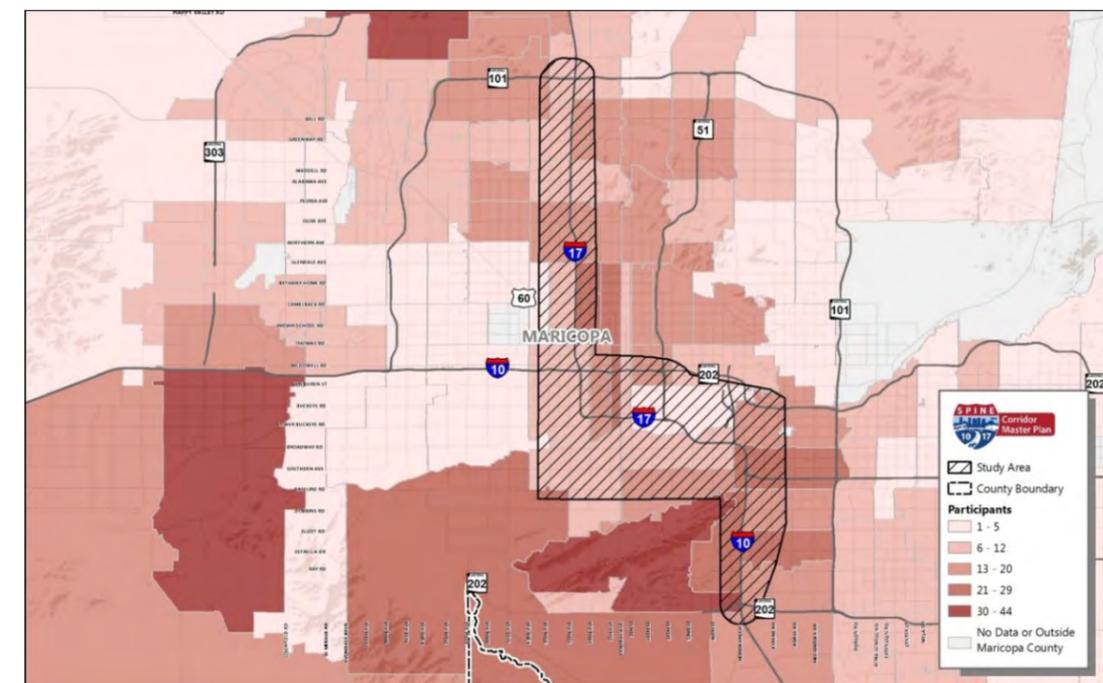
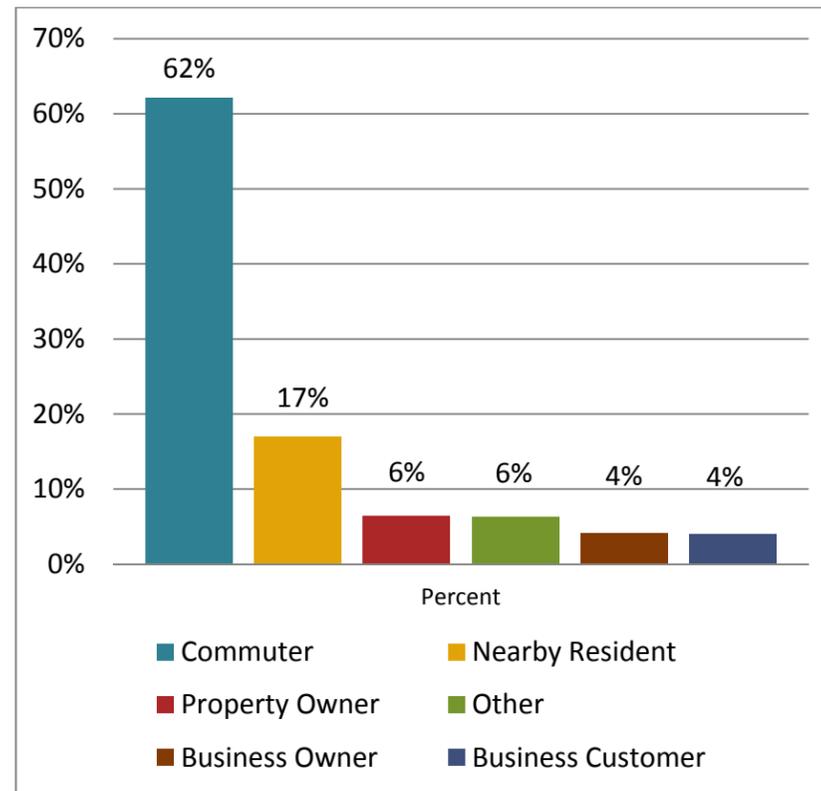


Figure 1-10. Participants' Interest in Corridor



How often participants used the corridor is represented in Figure 1.11.

Figure 1-11. Response to "How often do you use the Spine Corridor?"

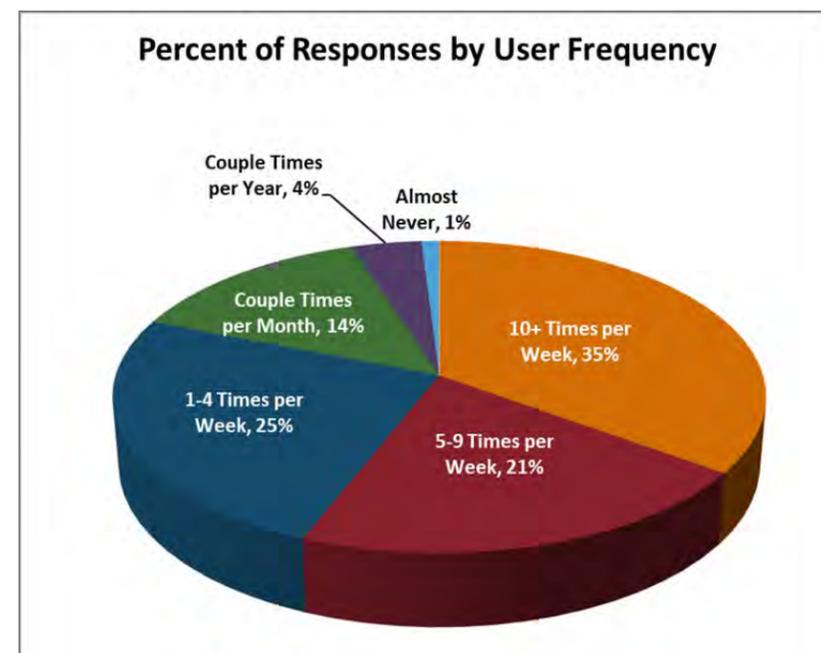
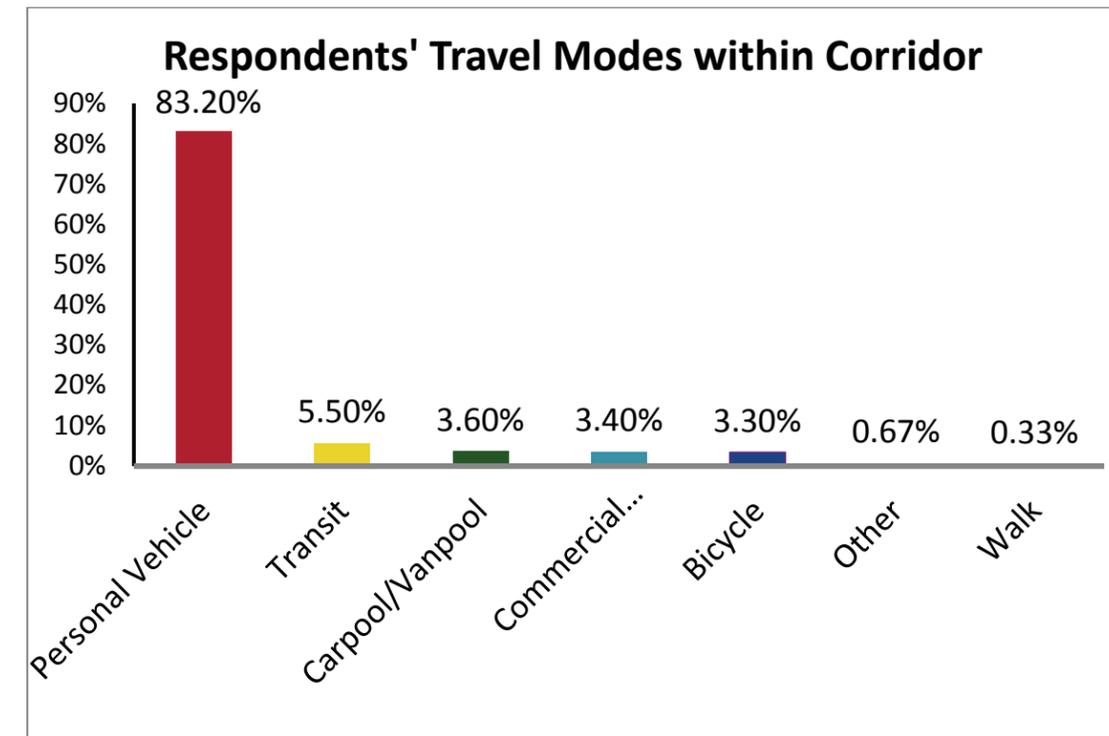
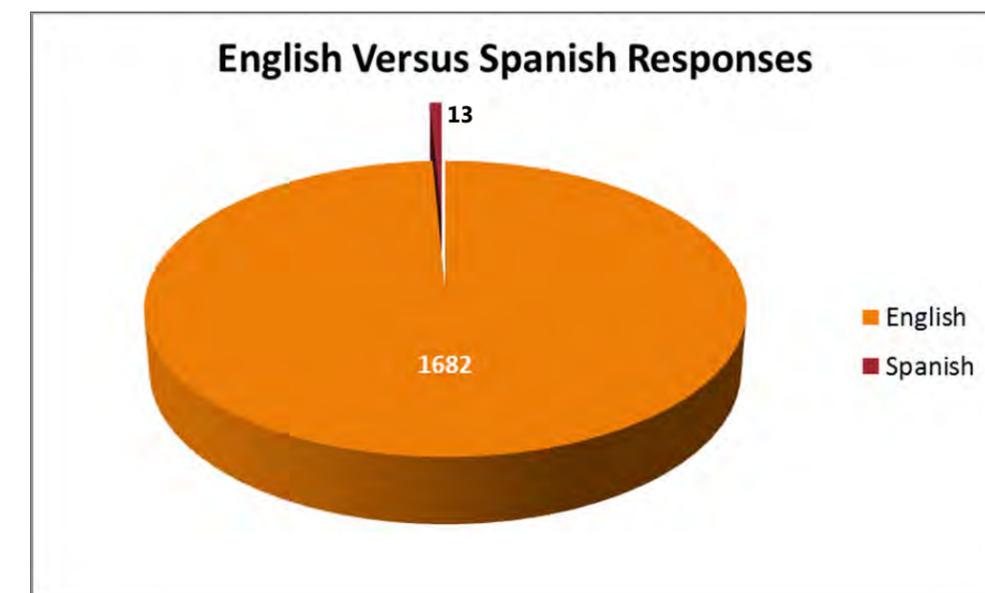


Figure 1-12. Online Survey Participants Frequency of Corridor Use by Zip Code



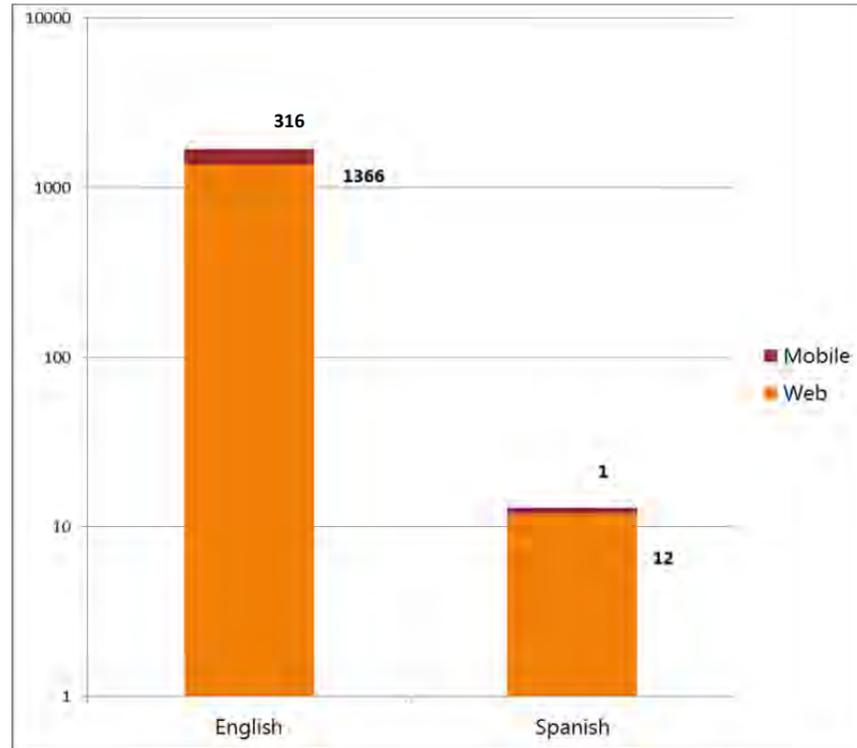
The number of English surveys submitted outnumbered the Spanish surveys by a large majority as seen in Figure 1-13. This statistic does not necessarily represent how many users speak either language; it shows in which language they preferred to take the survey.

Figure 1-13. English versus Spanish Responses



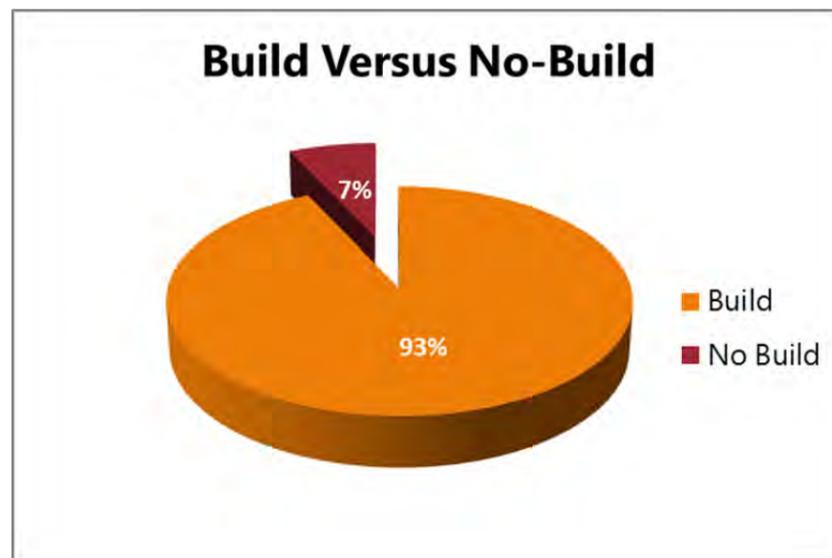
Respondents surveys were also tallied according to which electronic means they used to access the survey: via a mobile device or computer.

Figure 1-14. Response Platform by Device and Language



Respondents indicated they support building to meet future needs as opposed to the No-Build alternative, as shown in Figure 1.15

Figure 1-15. Build versus No-Build



Strategy and Priority Comments

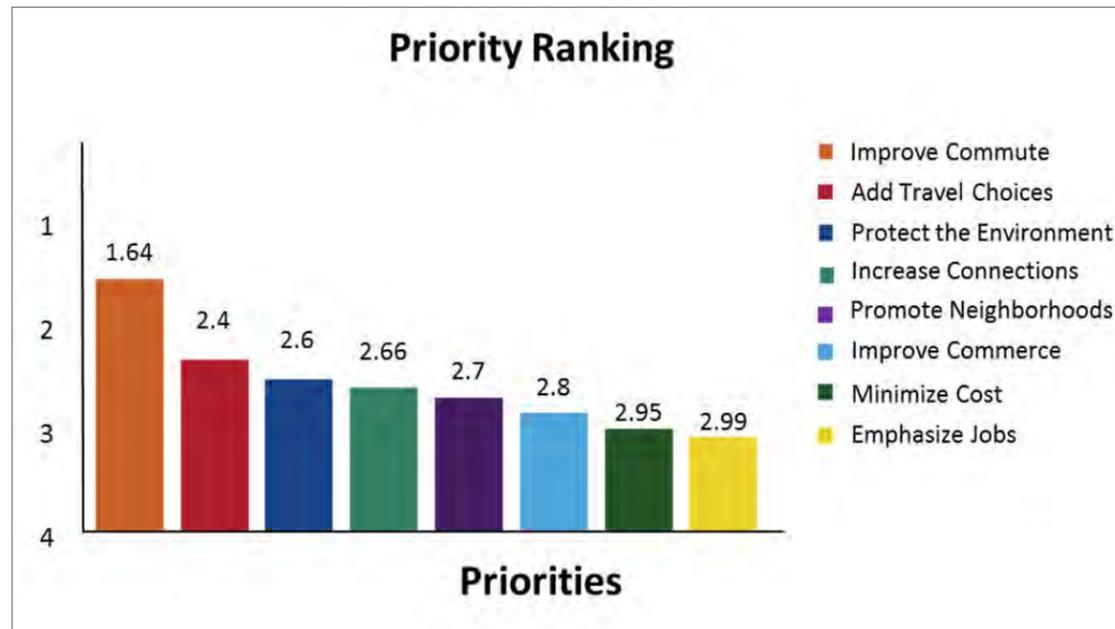
The first task of the MetroQuest survey asked participants to rank eight priorities against one another to determine the community's number one priority. Descriptions for each priority are shown in Table 1.8.

Table 1-8. Priorities and Text Descriptions

Priority	Text Description
Improve Commute	I care about improving my commute, including making it faster, having consistent and reliable travel times, increasing access to real-time traffic conditions, improving safety, and/or making my commute cheaper.
Add Travel Choices	I care about enhancing transit, vanpools, bicycle, and pedestrian facilities, and encourage their use through more accessible and convenient locations and frequencies. This could include improved connectivity between types of transportation and/or access to real-time transit wait times.
Protect the Environment	I care about avoiding or minimizing impacts to the environment, and enhancing it whenever possible.
Increase Connections	I care about improving or adding connections onto and across the freeway to make my trips to work, home, and play easier and more convenient. This could include advanced communications between intersection traffic signals and on-ramp meters to minimize interchange congestion.
Promote Neighborhoods	I care about minimizing impacts to neighborhoods and schools, and improved quality of life. This includes promoting walkable communities, safe routes to schools, parks, open space, and noise reduction.
Improve Commerce	I care about how the transportation system affects business, including improving travel time reliability, accessing real-time travel information, minimizing traffic congestion, providing easier access and accommodating trucks.
Minimize Cost	I care about reducing spending of public funds for the construction, maintenance, and operation of the transportation system. This could include optimizing the existing transportation system through the use of technology so new construction costs may be minimized.
Emphasize Jobs	I care about creating and preserving jobs in the corridor, as well as improving access to those jobs, to encourage a vibrant and prosperous regional economy.

As each priority was clicked, a photo depicting the priority and the priority's text description was shown along with two buttons for further comment. One comment button was for a general comment. The other was marked "Suggest Another Priority." Both comment buttons were optional. Figure 1-16 – Community Priorities Ranking shows how many times each priority was ranked as one of a user's top four priorities.

Figure 1-16. Community Priorities Ranking



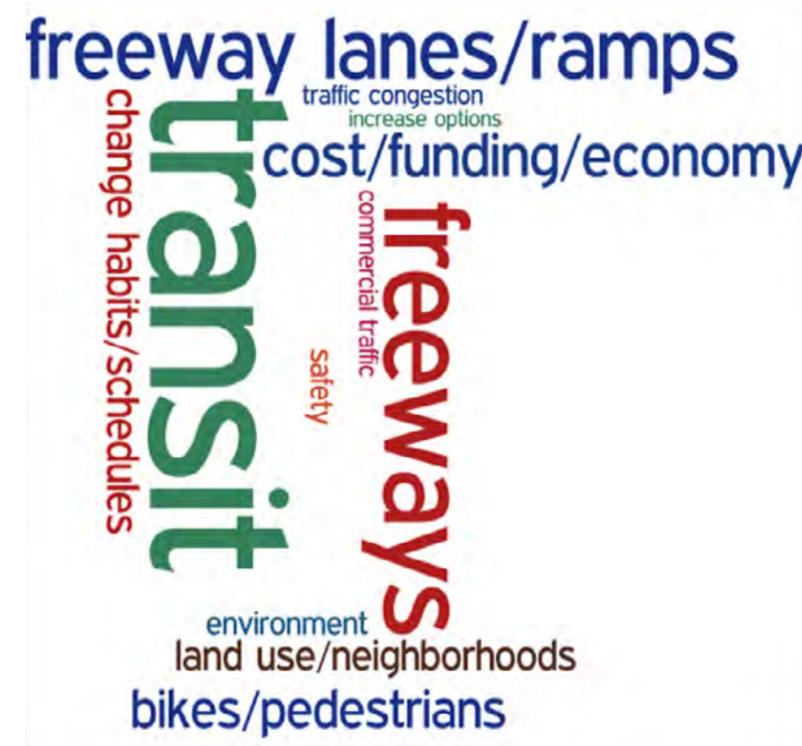
250 comments received via the Strategy Screen were coded primarily across 21 categories and secondarily across 125 sub-categories that more specifically capture each comment’s content. Figure 1.17 Priority Comments Word Cloud demonstrates a great interest in transit, freeways, and freeway lanes and ramps. Also available on the Priority Screen was a “Suggest Another Priority” button. 40 alternate priorities were suggested but over half of the suggestions were in three categories: Safety, Traffic Congestion, and Transit. A complete list of suggested priorities is included as part of Appendix U.

Typical “Transit” comments included requests for increased transit services and adding new modes of transit service, but it is important to note that the general codes are neutral – so comments against transit are included, as well. A set of secondary codes were used to further “drill down” on each comment. The list of comment codes is included as Appendix S.

Typical “Freeway” code comments included suggestions to build more freeways and create bypass routes, as opposed to “Freeway Lanes and Ramps” code comments which often suggested adding lanes and creating special lanes.

Specific comments from the Priority and Strategy screens are included as Appendix U.

Figure 1-17. Priority Comments Word Cloud



The second task within the survey prompted respondents to rank a set of five potential strategies according to their preference. As on the Priority Screen, an optional comment button was available on the Strategy Screen. Figure 1.18 shows Travel Modes received the highest ranking among the strategies, while Street Lanes received the lowest. Strategy Comment Codes are shown in Appendix T.

Figure 1-18. Potential Improvement Strategy Ranking



Comments gathered from the Strategy Screen showed a high interest in freeway lanes, transit, and freeways – see Figure 1.19.

Typical “transit” comments included suggestions regarding building new transit options and enhancing existing transit systems.

Typical “freeway lanes” comments included those about special lanes (including toll and HOV) – which generally supported HOV lanes but not toll lanes.

Typical “freeways” comments focused on induced demand and improving interchanges.

Specific comments and a coding key are included as Appendix T.

Figure 1-19. Strategy Comments Word Cloud



After the priority and strategy ranking exercises, respondents completed a mapping exercise on the Show Us screen using pins marked with six different topics:

- Traffic Congestion
- Safety
- Public Transit
- Cycling/Pedestrian
- Access
- Other

Respondents placed pins on specific points on a map of the corridor. As they placed each pin, a box containing an optional comment space appeared. Comments from each pin type were coded among the same topics used for the strategy and priority coding with added topic codes to accommodate the more detailed responses this portion of the survey yielded.

Heat maps depicting the number of pins of each type have been included below in Figures 1-20 through 1-24.

Figure 1-20. Traffic Congestion Pin Heat Map

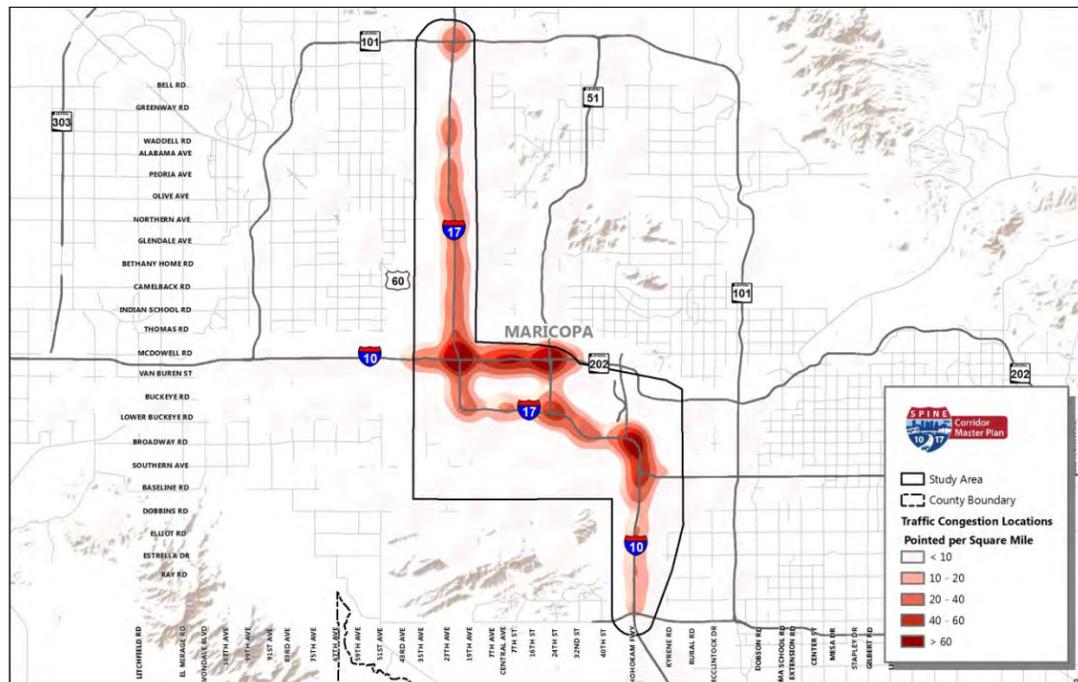


Figure 1-22. Public Transit Pin Heat Map

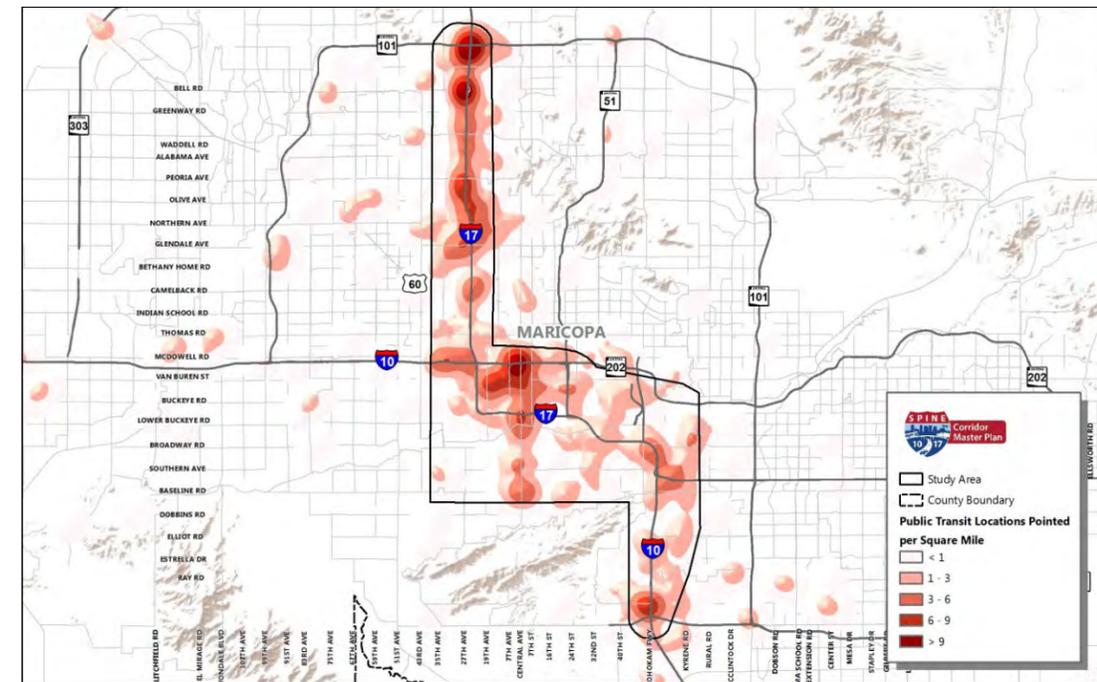


Figure 1-21. Safety Pin Heat Map

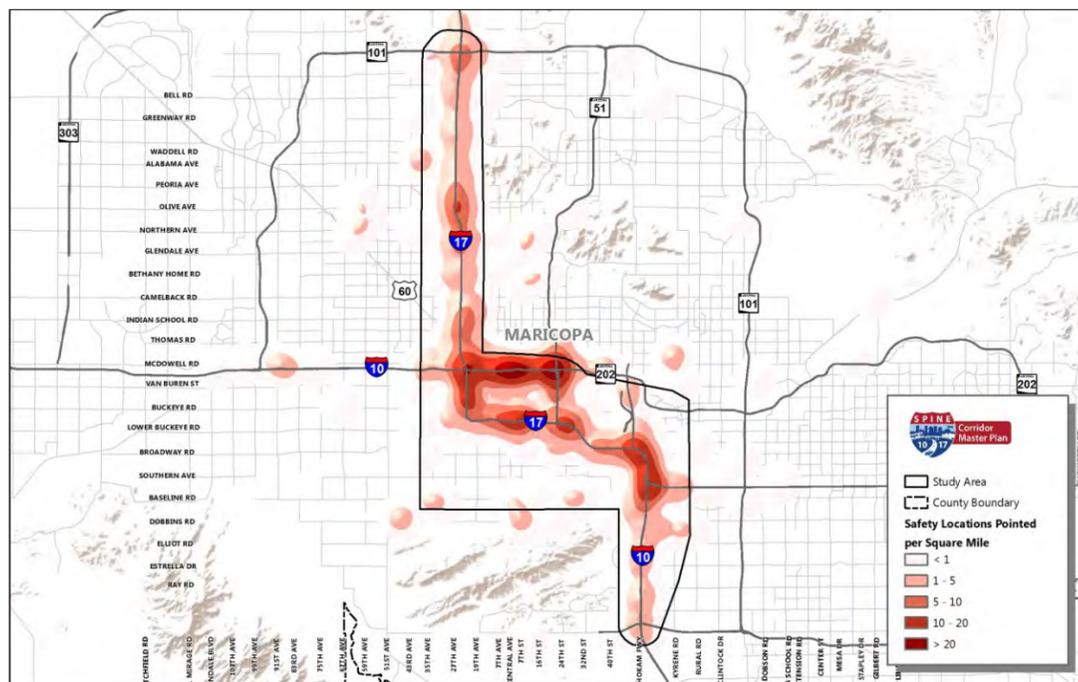


Figure 1-23. Cycling/Pedestrian Pin Heat Map

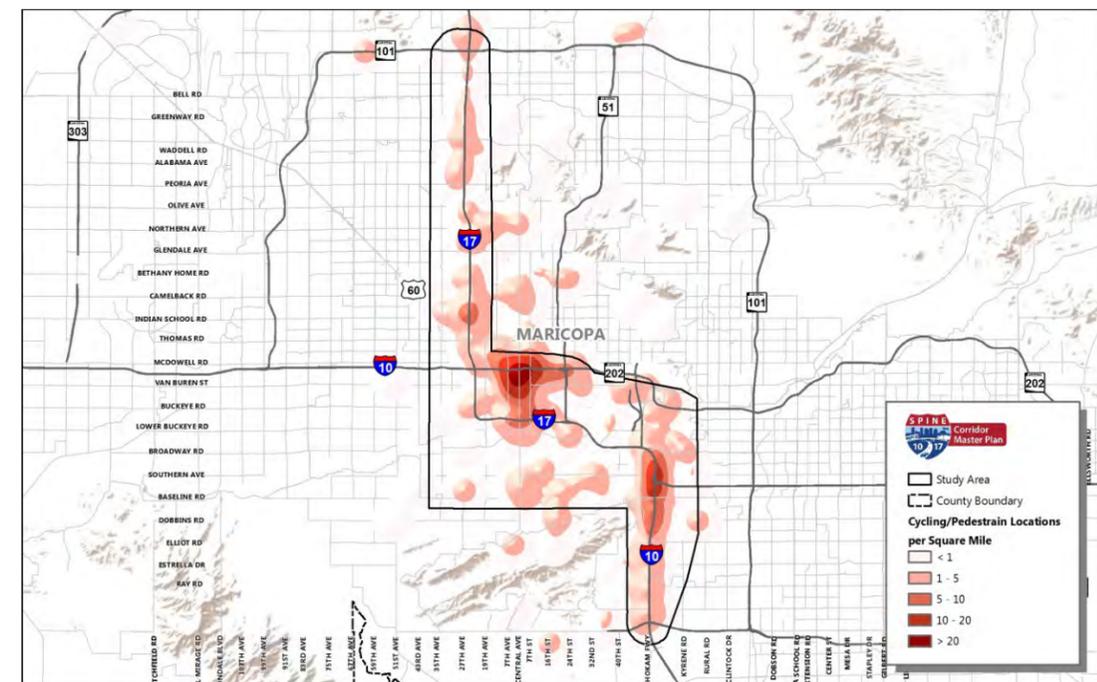
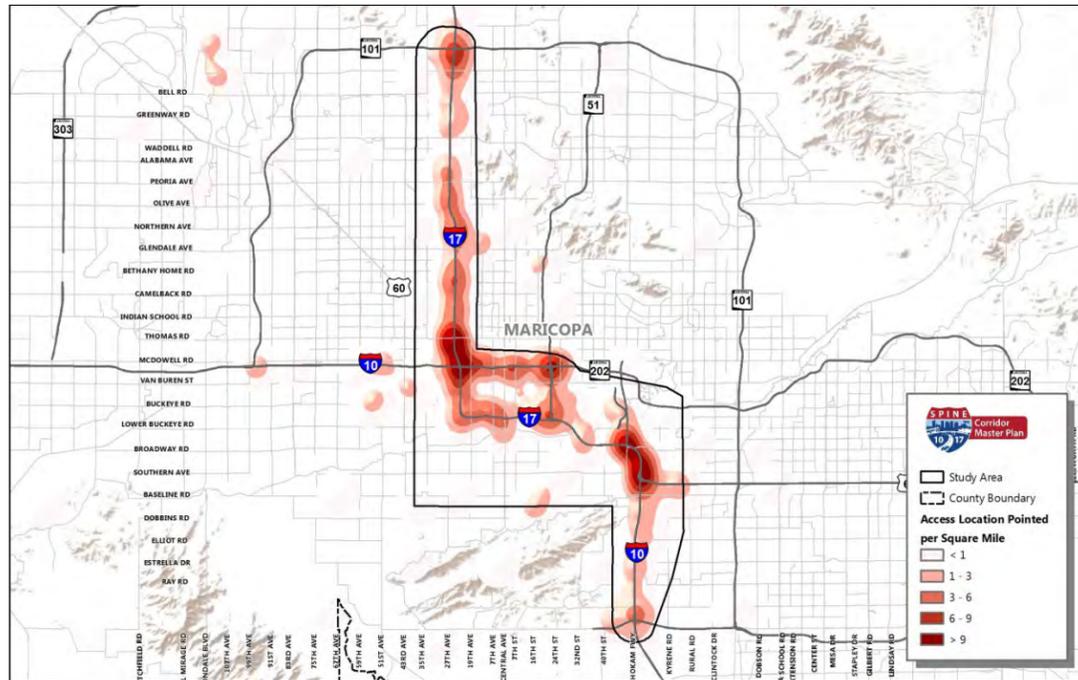
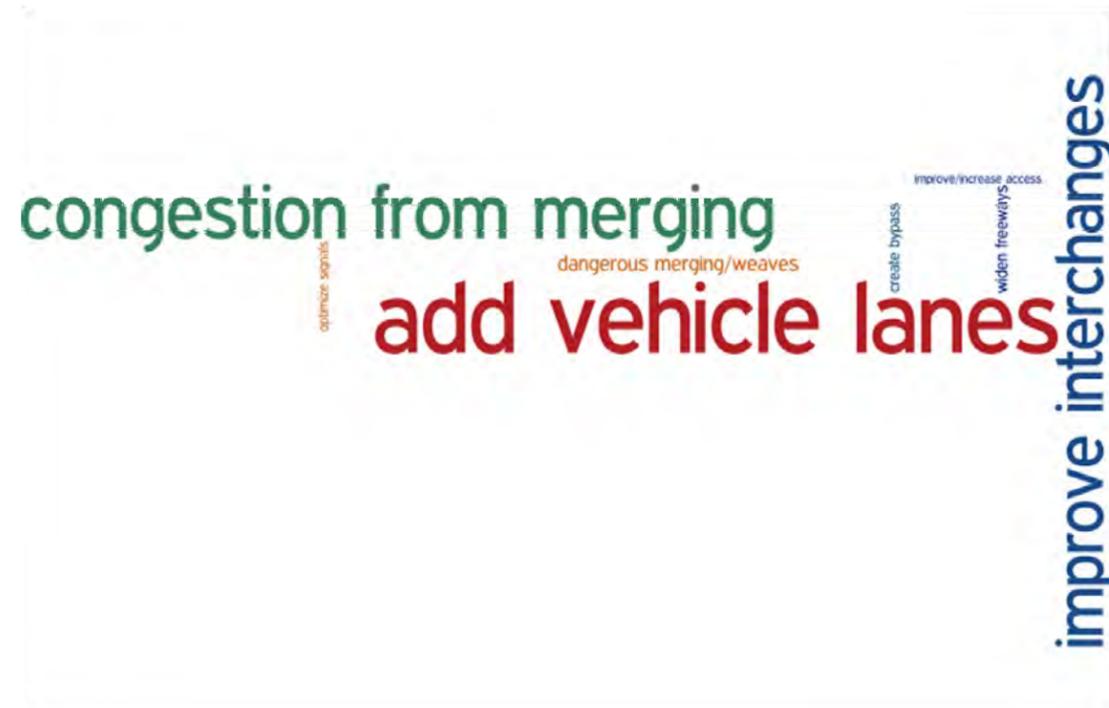


Figure 1-24. Access Pin Heat Map



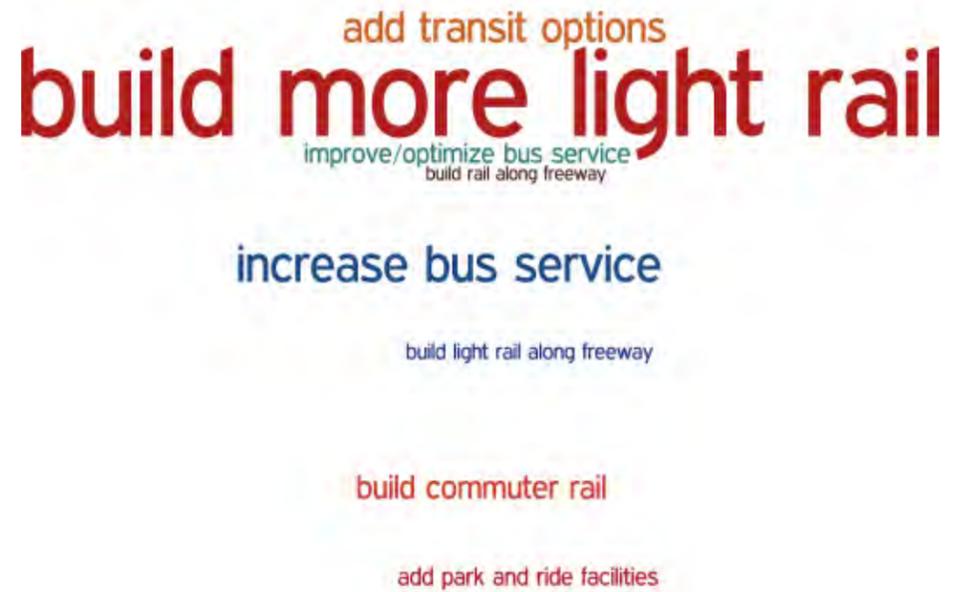
As shown in the word cloud, traffic congestion comments centered on adding vehicle lanes, congestion from merging and improving interchanges. The difference between the scale of the top three comment topics and the five other frequently mentioned topics is notable, as well.

Figure 1-25. Traffic Congestion Pin Comments Word Cloud



Respondents sentiments regarding public transit also showed high concurrence, as the majority of transit drop pins comments fell into the “build more light rail” topic than any other. The next two highest topics were “increase bus service” and “add transit options.”

Figure 1-26. Public Transit Pin Comments Word Cloud



Cycling/Pedestrian pin comments commonly related to three topics:

- Create bike/ped crossings
- Add bicycle lanes/bicycle facilities
- Add pedestrian facilities

Respondents often stated they’d like to ride a bike or walk to a destination but opted not to because they felt infrastructure they needed to do so was not available.

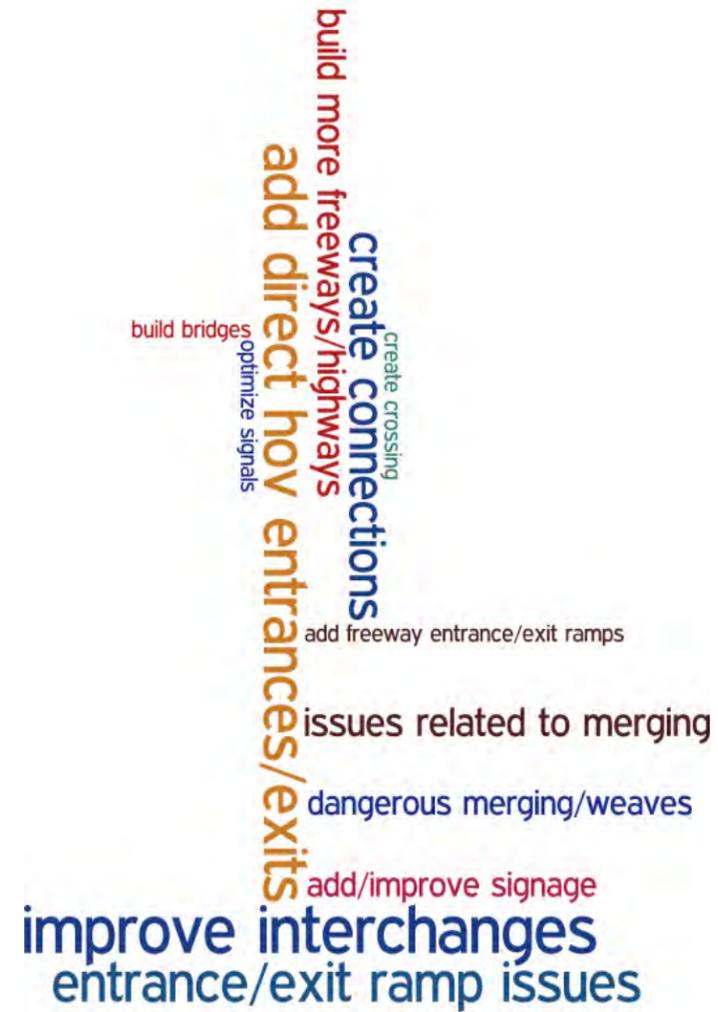
Figure 1-27. Cycling/Pedestrian Pin Comments Word Cloud



Responses from access pins were spread fairly evenly among a number of topics, as reflected by Figure 1.28. The top three topics in this group were:

1. Improve interchanges
2. Add direct HOV entrances/exits
3. Entrance/exit ramp issues

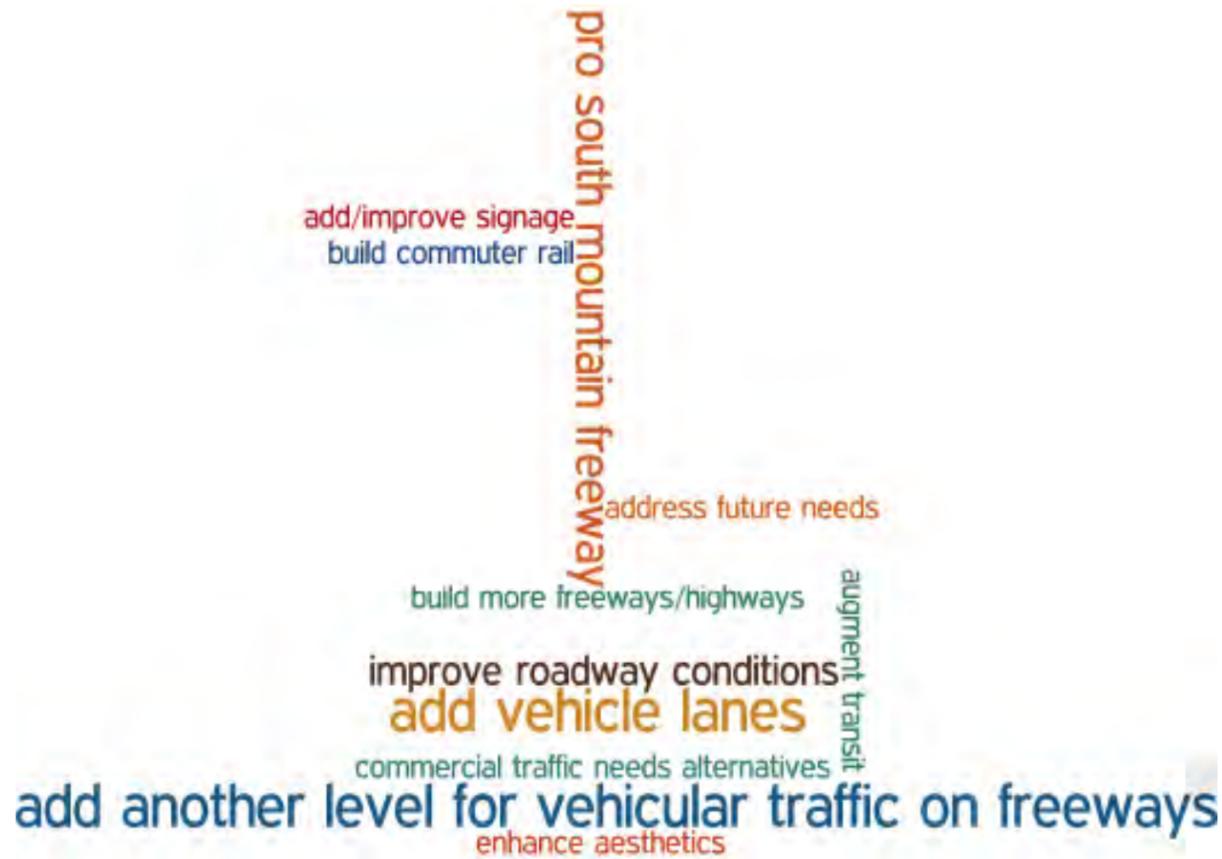
Figure 1-28. Access Pin Comments Word Cloud



“Other” pin comments also had a relatively even distribution among frequent topics. The three most common topics were:

1. Add another level for vehicular traffic on freeways (or create a double-deck freeway)
2. Add vehicle lanes
3. Pro South Mountain Freeway

Figure 1-29. "Other" Pin Comments Word Cloud



Comments input in conjunction with the "safety" pin type were not able to be organized to form word clouds. The resulting word cloud would not have been legible, because the difference between the highest value and the next highest value was so great that the difference between the font sizes was too great. In fact, **more than 40% of all safety comments were attributed to the "dangerous merging/weaves" and "entrance/exit ramp issues" categories.** The remaining 60% of comments were spread among numerous other topics with very little concurrence.

The following heat maps show the same pin concentrations as Figures 1-30 through 1-34 with the addition of boundaries around the highest concentrations. Pin comments were analyzed to determine the most frequent comment topics in each area for each pin type. Figures XX through XX show the outcome of that analysis.

Figure 1-30. Traffic Congestion Pin Heat Map with Comment Areas

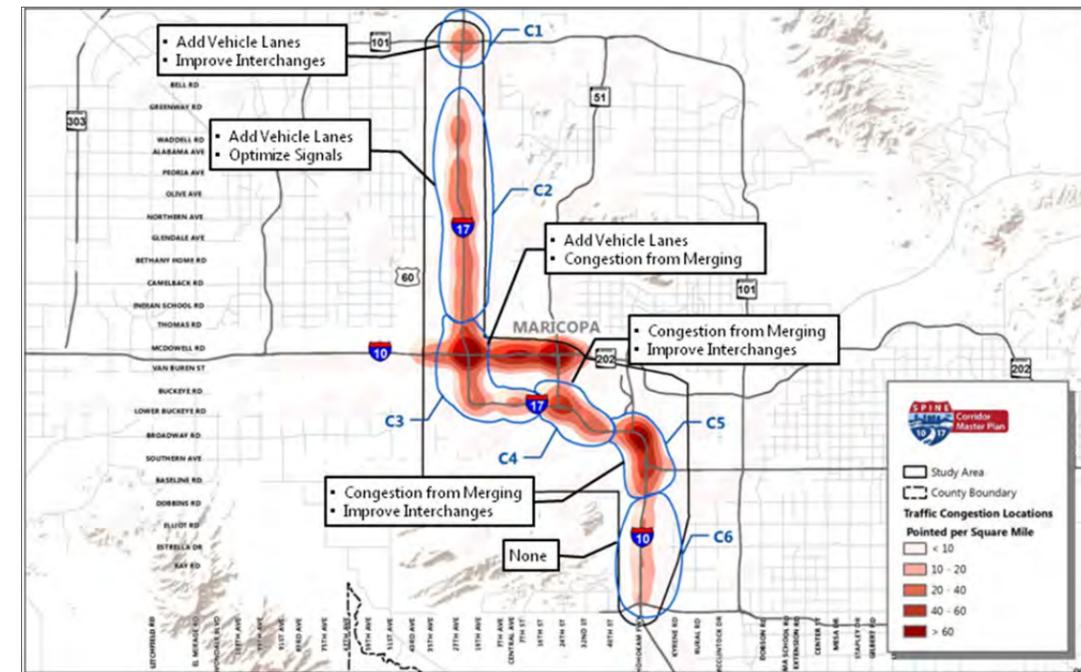


Figure 1-31. Safety Pin Heat Map with Comment Areas

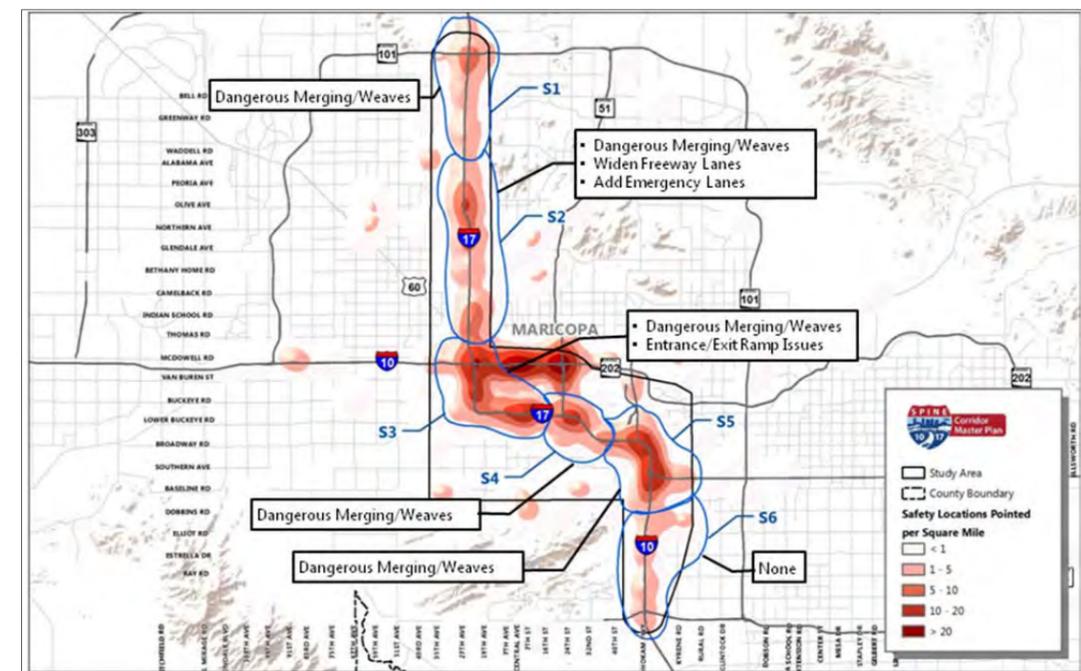


Figure 1-32. Public Transit Pin Heat Map with Comment Areas

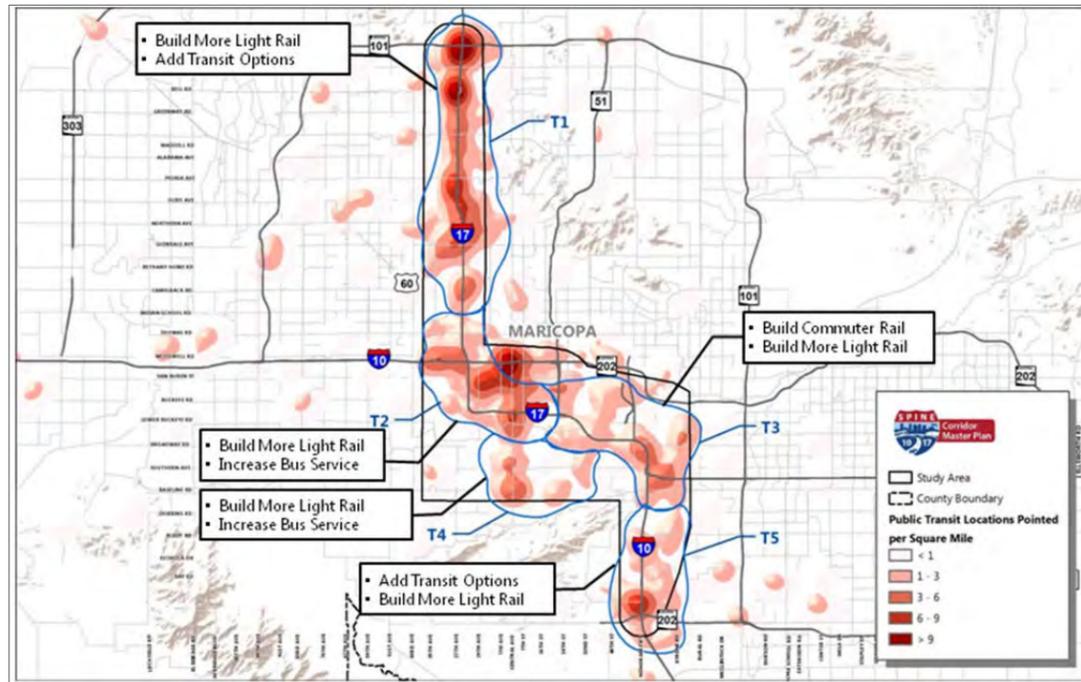


Figure 1-34. Access Pin Heat Map with Comment Areas

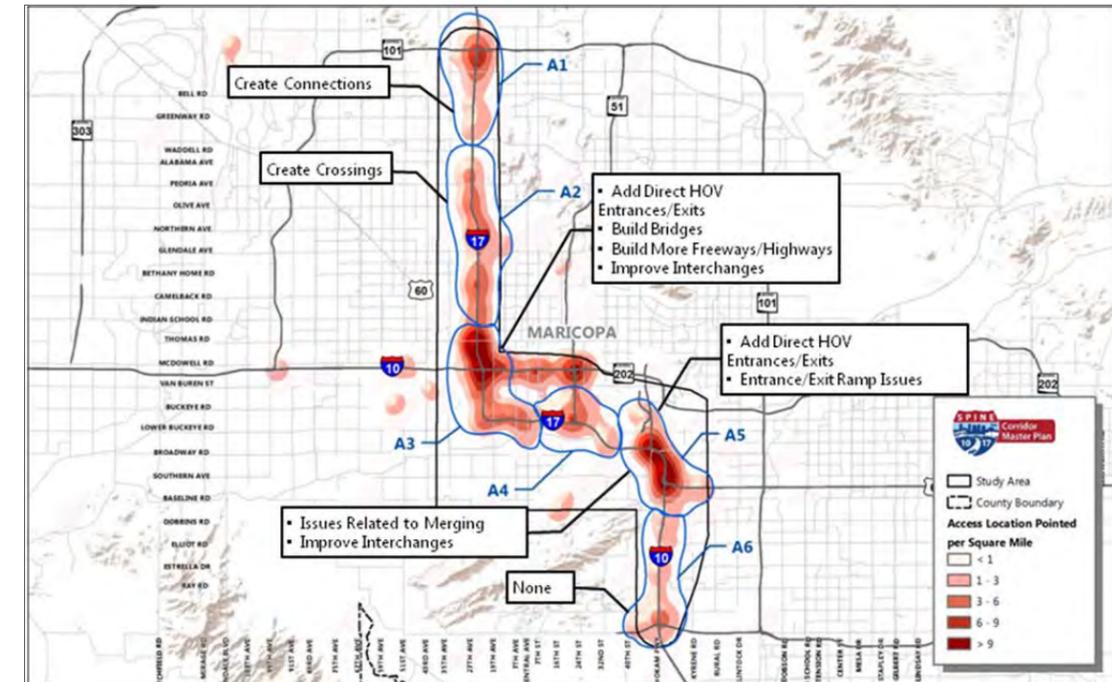
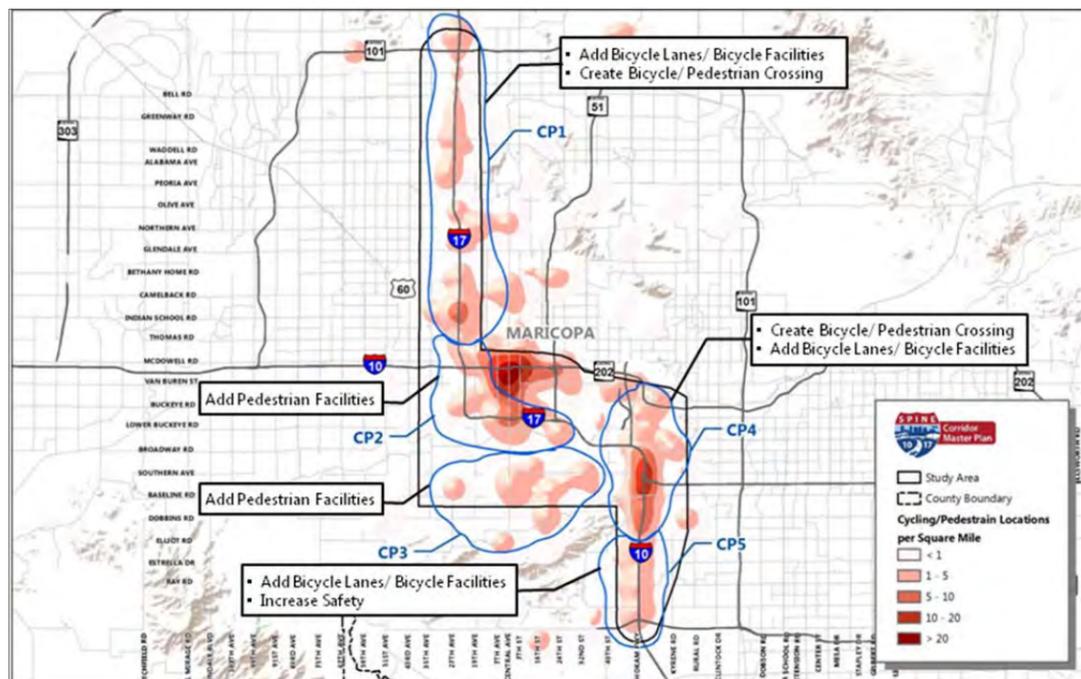


Figure 1-33. Cycling/Pedestrian Pin Heat Map with Comment Areas



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Appendix A. Press Release



NEWS RELEASE

www.azmag.gov

FOR IMMEDIATE RELEASE

CONTACT: Kelly Taft
Communications Manager
(602) 452-5020

Public Input Encouraged for I-10/I-17 “Spine” Study

PHOENIX (February 12, 2015)—The “Spine” is a corridor that carries more than 40 percent of ALL daily freeway traffic. The Maricopa Association of Governments (MAG), in partnership with the Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT), is seeking public input on a study to develop a Corridor Master Plan for the Interstate 10 and Interstate 17 corridor. This corridor is referred to as the “Spine,” because it serves as the backbone of the freeway system in the metropolitan Phoenix area.

“This is a critical travel corridor in the Valley,” says MAG Chair Michael LeVault, mayor of Youngtown. “To develop a plan that meets future traffic needs, we need to hear from business owners and residents on what they define as their highest priorities. For example, do you want a faster commute or is business development more important? Do you care more about connecting neighborhoods or accommodating transit? This feedback will guide our decisions on transportation investments to best manage traffic congestion through 2040.”

The 35-mile Spine corridor begins at the I-17/Loop 101 North Stack interchange in the north Valley and travels south and east to the interchange with I-10/Loop 202 Pecos Stack. The study also will look at traffic operations on the street and transit network around the freeway. Additionally, the study will integrate information gathered during two previous environmental studies conducted in the corridor.

“The Spine Study will examine long-term options to improve travel along the I-10 and I-17 corridors using a combination of traditional methods and new technology,” noted ADOT Director John Halikowski. “The intended outcome of the study will be a detailed strategy to manage future traffic along the corridor.”

Study recommendations will be programmed in the MAG Regional Transportation Plan, which currently allocates \$1.47 billion for improvements within the Spine Corridor.

“In addition to the Master Plan being developed, the study team has identified several near-term improvements along I-10 and I-17 that will be implemented while the Spine Study is underway,” said FHWA Arizona Division Administrator Karla Petty. “It is very important for the public to participate in the study, so that their input can be incorporated into the development of alternatives.”

The public is encouraged to submit comments by March 18, 2015. Members of the public can engage in a variety of ways. The easiest is to take a short online survey to identify their priorities and preferred improvement strategies for the corridor at spine.azmag.gov. Public meetings also are planned at the following times and locations:

<p>Wednesday, February 25, 2015, 6:00-8:00 PM Academia Del Pueblo Elementary School Gymnasium 201 E. Durango St., Phoenix</p>	<p>Thursday, February 26, 2015, 6:00-8:00 PM Deer Valley Community Center Multipurpose Room 2001 W. Wahalla Ln., Phoenix</p>
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Wednesday, March 4, 2015 6:00-8:00 PM
Four Points by Sheraton Phoenix South, Grand Ballroom
10831 S. 51st St., Phoenix

Members of the public can provide direct input to the study at spine.azmag.gov or email at spine@azmag.gov, calling (602) 759-1916, or writing Spine Study Team, 302 N. 1st Ave, Suite #200, Phoenix, AZ 85003.

###

Appendix B. Email Invitation



Interstate 10/Interstate 17 Corridor Master Plan "Spine Study"

**Stuck in Traffic?
You're in good company.**

More than 40% of all daily freeway traffic in Maricopa County uses the I-10/I-17 freeway corridor—the "Spine" of the Valley's transportation system—each day!

The Maricopa Association of Governments, the Arizona Department of Transportation and the Federal Highway Administration are studying the Spine corridor to find solutions to current and future traffic congestion. Your input is critical to this process! The outcome of the Spine Study will be a detailed strategy to manage future traffic along the I-10 and I-17 corridor.

Please attend a public information meeting to learn more and share your thoughts on necessary improvements. Meetings will be held in an open house format with no formal presentation.



YOU'RE INVITED TO PARTICIPATE:

- 1** Wednesday, February 25, 2015, 6-8 p.m.
Academia Del Pueblo, Elementary School
Gymnasium, 201 E. Durango St., Phoenix, AZ
- 2** Thursday, February 26, 2015, 6-8 p.m.
Deer Valley Community Center, Multipurpose
Room, 2001 W. Wahalla Ln., Phoenix, AZ
- 3** Wednesday, March 4, 2015, 6-8 p.m.
Four Points by Sheraton Phoenix South,
Grand Ballroom, 10831 S. 51st St., Phoenix, AZ

Can't make a meeting?

Take our online survey:
spine.azmag.gov

Call the study team:
602-759-1916

Email: spine@azmag.gov

Mail comments:
Spine Study Team
302 N. 1st Avenue, Suite 200,
Phoenix, AZ 85003

Persons requiring reasonable accommodations, such as a sign language interpreter, should request as early as possible. Call 602-254-6300 or email Jason Stephens at jstephens@azmag.gov for more information. Llame para información en español 602-254-6300.



Appendix C. Ahwatukee Foothills News Newspaper Advertisement



Corridor Master Plan

Interstate 10/Interstate 17 Corridor Master Plan "Spine Study"

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- 3 Wednesday, March 4, 2015, 6-8 p.m.**
Four Points by Sheraton Phoenix South, Grand Ballroom, 10831 S. 51st St.



Can't make a meeting?

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spine.azmag.gov
- Call the study team:**
602-759-1916
- Email:** spine@azmag.gov
- Mail comments:**
Spine Study Team
302 N. 1st Avenue, Suite 200,
Phoenix, AZ 85003

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AFN21115







Appendix D. Arizona Informant Newspaper Advertisement



Interstate 10 / Interstate 17 Corridor Master Plan "Spine Study"

Stuck in Traffic? You're in good company.

More than 40% of all daily freeway traffic in Maricopa County travels the I-10/I-17 freeway corridor the—"Spine" of the Valley's transportation system—each day!

The Maricopa Association of Governments, the Arizona Department of Transportation and the Federal Highway Administration are studying the Spine corridor to find solutions to current and future traffic congestion. Your input is critical to this process! The outcome of the Spine Study will be a detailed strategy to manage future traffic along the I-10 and I-17 corridor.

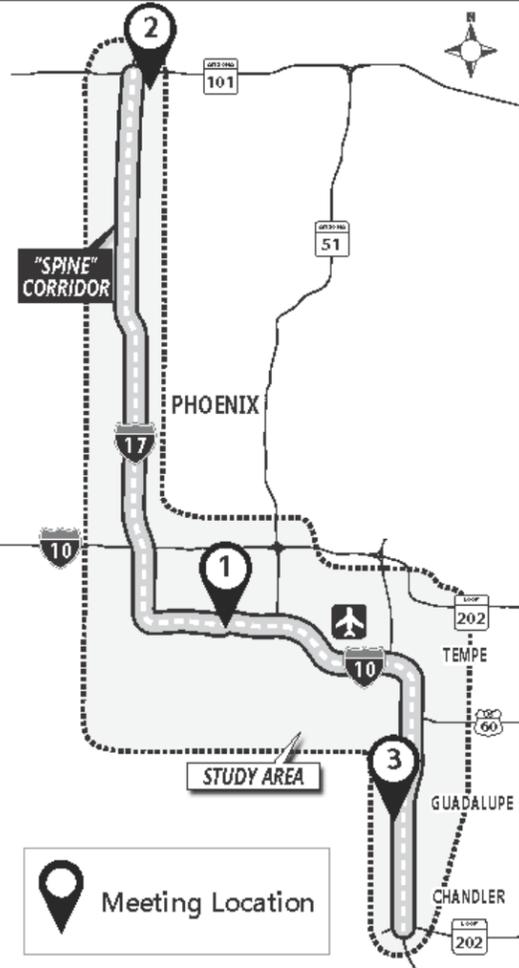
Please attend a public information meeting to learn more and share your thoughts on necessary improvements. Meetings will be held in an open house format with no formal presentation.

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Academia Del Pueblo, Elementary School Gymnasium,
201 E. Durango St.
- 2 Thursday, February 26, 2015, 6-8 p.m.**
Deer Valley Community Center, Multipurpose Room,
2001 W. Wahalla Ln.
- 3 Wednesday, March 4, 2015, 6-8 p.m.**
Four Points by Sheraton Phoenix South, Grand Ballroom,
10831 S. 51st St.

Can't make a meeting?

-  **Take our online survey:**
spine.azmag.gov
-  **Call the study team:** 602-759-1916
-  **Email:** spine@azmag.gov
-  **Mail comments:**
Spine Study Team
302 N. 1st Avenue, Suite 200,
Phoenix, AZ 85003



Meeting Location





AZINF21115



Persons requiring reasonable accommodations such as a sign language interpreter should request as early as possible. Call 602-254-6300 for information. Llame para información en español 602-254-6300.

Appendix E. Arizona Republic Newspaper Advertisement

SPINE
Corridor
Master Plan

Interstate 10/Interstate 17 Corridor Master Plan "Spine Study"

Stuck in Traffic? You're in good company.

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Four Points by Sheraton Phoenix South, Grand Ballroom
10831 S. 51st St.

Can't make a meeting?

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- Call the study team:** 602-759-1916
- Email:** spine@azmag.gov
- Mail comments:**
Spine Study Team
302 N. 1st Avenue, Suite 200, Phoenix, AZ 85003

AZR21115

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Appendix F. East Valley Tribune Newspaper Advertisement



SPINE
Corridor
Master Plan

Interstate 10/Interstate 17 Corridor Master Plan "Spine Study"

Stuck in Traffic? You're in good company.

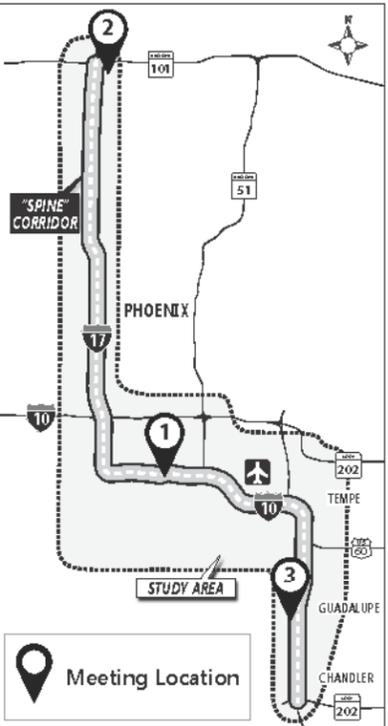
More than 40% of all daily freeway traffic in Maricopa County travels the I-10/I-17 freeway corridor—the "Spine" of the Valley's transportation system—each day!

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- 2** **Thursday, February 26, 2015, 6-8 p.m.**
Deer Valley Community Center, Multipurpose Room,
2001 W. Wahalla Ln.
- 3** **Wednesday, March 4, 2015, 6-8 p.m.**
Four Points by Sheraton Phoenix South, Grand Ballroom,
10831 S. 51st St.



Meeting Location

Can't make a meeting?

-  **Take our online survey:**
spine.azmag.gov
-  **Call the study team:**
602-759-1916
-  **Email:** spine@azmag.gov
-  **Mail comments:**
Spine Study Team
302 N. 1st Avenue, Suite 200,
Phoenix, AZ 85003

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EVT21015





Appendix G. Prensa Hispana Newspaper Advertisement

Plan Maestro para Corredor

Plan Maestro del Corredor I-10/I-17 - Estudio de "La Espinal"

**¿Atascado en el tráfico?
Está en Buena compañía.**

Más del 40 % de todo el tráfico vehicular que transita cada día por las autopistas del Condado Maricopa, lo hace por el corredor de las autopistas I-10/I-17, "La Espinal" del sistema de transporte del Valle.

La Asociación de Gobiernos de Maricopa, el Departamento de Transporte de Arizona, y la Administración Federal Carreteras están realizando un estudio sobre el Corredor para encontrar soluciones al congestionamiento de tráfico actual y futuro.

¡Su opinión es crucial para este proceso!

El estudio resultará en una estrategia para controlar el tráfico futuro en el corredor de las autopistas interestatales 10 y 17.

Por favor de asistir a una reunión de información pública al estilo casa abierta, sin presentaciones formales, para aprender más y compartir su opinión sobre las mejoras necesarias.

LO INVITAMOS A PARTICIPAR:

- 1** **Miércoles 25 de febrero de 2015, 6 - 8 p.m.**
Gimnasio de la Escuela Primaria Academia del Pueblo 201 E. Durango Street
- 2** **Jueves 26 de febrero de 2015, 6 - 8 p.m.** Centro Comunitario Deer Valley
2001 W. Wahalla Ln.
- 3** **Miércoles 4 de marzo de 2015, 6 - 8 p.m.** Hotel Four Points by Sheraton Phoenix South, Salón Grand Ballroom. 10831 S. 51st Street

¿No puede asistir a una reunión?

Tome nuestro sondeo en línea:
spine.azmag.gov
<<http://www.spine.azmag.gov>>

Llame al equipo que realiza el estudio: 602-759-1916

Envíe un correo o nota electrónica a: spine@azmag.gov

Envíe comentarios por correo a:
Spine Study Team
302 N. 1st Avenue, Suite 200,

Las personas que necesiten ayuda o adaptaciones razonables, como interpretación de lenguaje a señas, pueden solicitarla llamando lo antes posible al 602-254-6300. Para mas información en español llame al 602-254-6300.

PREN21215

Appendix H. Public Meeting Banners 1-3

Welcome

THANK YOU FOR ATTENDING!

Purpose of This Meeting

- Present study overview, existing and future conditions and potential improvement strategies for the Spine Corridor.
- Present an overview of how alternatives will be evaluated.
- Provide an opportunity for public comment.

TONIGHT'S MEETING CONSISTS OF 3 COMPONENTS:



Banners

- You are encouraged to start here and review the banners in sequence. These banners will help you learn about the study process, the work completed to date and the next steps.



Aerial Map

- View a detailed map of the study area.
- Speak with study team members.



MetroQuest Computer Survey

- Complete this short online survey and provide your priorities and preferences to the study team.



spine.azmag.gov

1

What is the Spine Study?

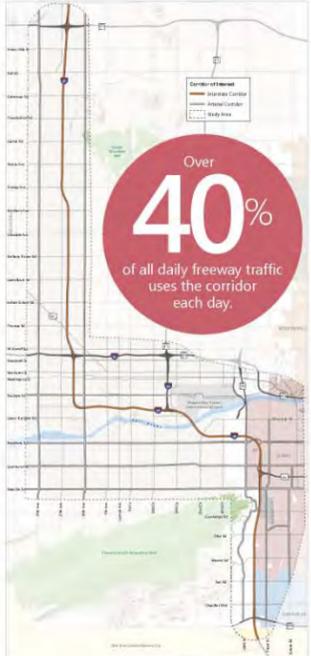
MARICOPA ASSOCIATION OF GOVERNMENTS | ADOT | U.S. Department of Transportation Federal Highway Administration

The Interstate 10/Interstate 17 Corridor Master Plan Study is a proactive effort to anticipate and respond to future traffic needs for both freeways and streets in the corridor by 2040. The study is conducted by the Maricopa Association of Governments (MAG), in partnership with the Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT). This corridor has been named the "Spine" because it serves as the backbone for transportation in the metropolitan Phoenix area. The study also will evaluate all modes of transportation, including cars, transit, biking, freight and walking.

The Study Area includes freeways, streets and major transit corridors. This area was delineated to include all major transportation routes that could reasonably be considered alternatives to I-10 and I-17.

THE SPINE STUDY GOALS ARE TO:

- Identify future transportation needs in corridor.
- Develop a plan to accommodate future needs.
- Create a strategy to implement the plan.
- Ask what goals you'd like to see.



Over **40%** of all daily freeway traffic uses the corridor each day.

CORRIDOR MILESTONES

2002	I-10 Corridor Improvement Study Draft EIS begins	I-10 Scoping Meeting
2003		
2004		Trans 400 Phase
2005		
2006		
2007	I-10 Study Meetings	
2008		
2009	I-17 Corridor Improvement Study Draft EIS begins	I-17 Agency Scoping Meeting
2010		I-17 Public Scoping Meeting
2011		I-17 Public Meetings
2012		I-10 and I-17 Draft EIS Circulated
2013		
2014	Spine Study Begins	WE ARE HERE
2015	Near-Term Improvements Begin	Spine Agency/Public Meetings
2016	Spine Agency/Public Meetings to Present Recommended Alternative	Spine Draft Corridor Master Plan Complete
2017	Spine Study Complete	Near-Term Improvements Scoping Improvements Implemented
2020-2040	Improvements Implemented	Improvements Implemented

SEE BANNERS 5 & 21 FOR MORE INFORMATION.



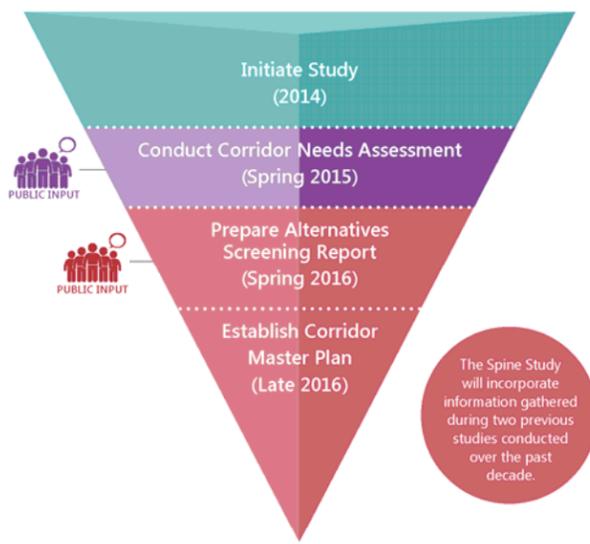
spine.azmag.gov

2

What is a Corridor Master Plan?

The Spine Corridor Master Plan is a document that establishes the vision of the transportation corridor through 2040 by identifying solutions and implementation strategies.

SPINE CORRIDOR MASTER PLAN STUDY PHASES



POSSIBLE OUTCOMES OF SPINE STUDY

- Improvements Along I-10
- Improvements Along I-17
- Street Improvements
- Transit, Bike and Pedestrian Improvements
- Other Solutions
- Ideas from the Public



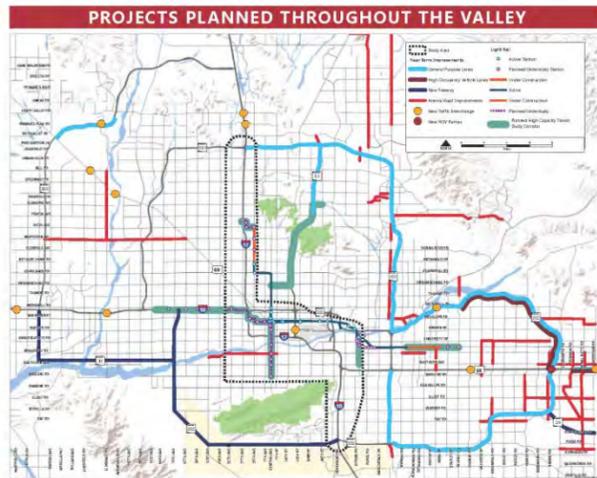
spine.azmag.gov

3

Public Meeting Banners 4 - 6

What other projects are currently planned in the region?

The *Regional Transportation Plan* has identified projects throughout the Valley for construction. These projects are in addition to the improvements that will be recommended through this study.



Did You Know? No additional lanes will fit through the Deck Park Tunnel.

New lanes cannot be added to I-10 inside the park tunnel due to space constraints. Consequently, I-17 around the Durango Curve represents the best opportunity to improve freeway traffic flow in and around downtown Phoenix.

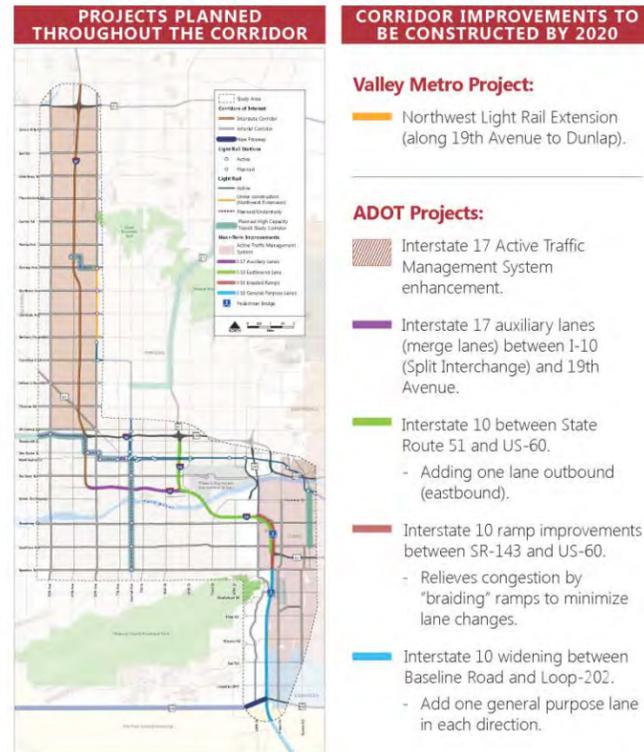
TECHNOLOGY ENHANCEMENTS PLANNED FOR THE REGION

- Faster and safer traffic diversions from the freeway during incidents.
- New technology on freeways and arterials to make them work better together.
- Smarter ramp meters that adjust to traffic flow.
- Expanded real-time information for travelers to make informed choices.
- Travel times on adjacent streets.

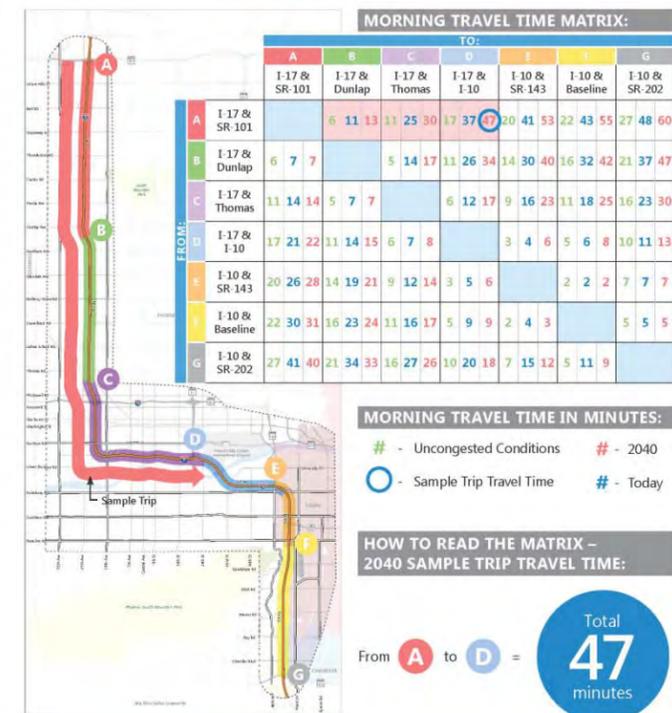


What other projects are currently planned in the corridor?

Did You Know? MAG and ADOT have identified several freeway improvement projects within the Spine Corridor (nicknamed "Near-Term Improvements") that are planned for construction over the next five years. In addition to the Spine Study's corridor recommendations, these improvements are needed and have been advanced toward construction to provide the greatest benefit to the community.



How will travel times change in the morning over the next 25 years?



Did You Know? In 2040, drivers commuting between I-17/Loop 101 and Downtown will take a total of 87 more hours per year. That equals 3.6 more days commuting compared to 2014.



Public Meeting Banners 7 – 9

How will travel times change in the evening over the next 25 years?

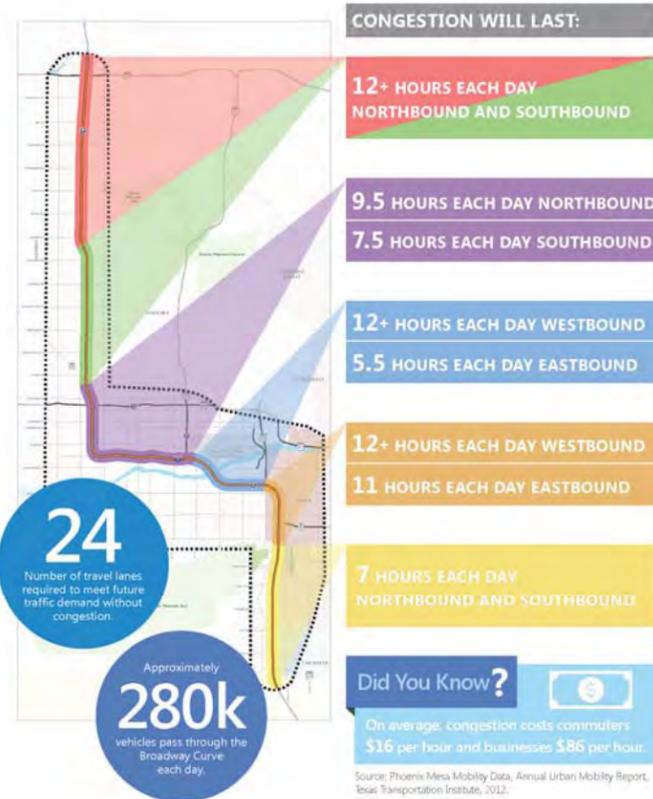


Did You Know? In 2040 Northbound I-17 traffic will travel **30 miles per hour slower** during peak hours than today.



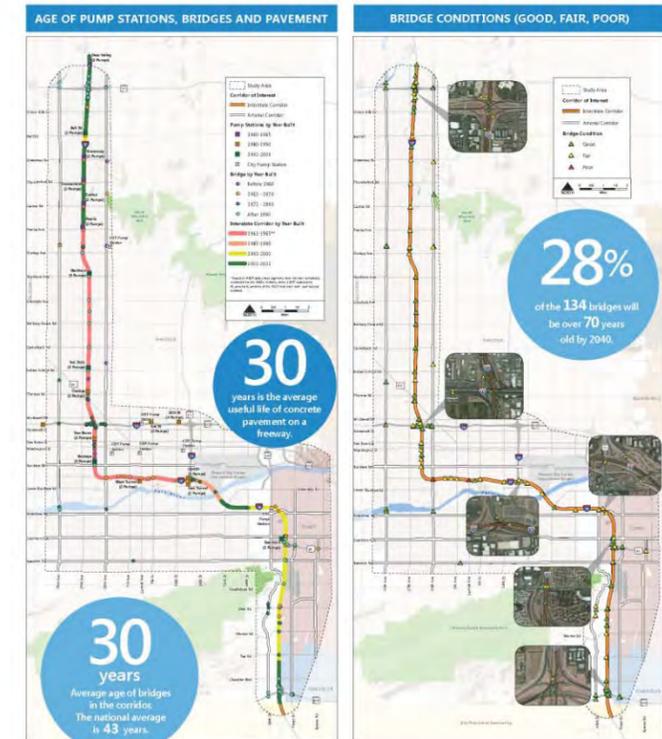
In 2040, how many hours of congestion can we expect if we do nothing?

One of the challenges for the future will be finding the best time of day to avoid congestion. Today, roadways are congested during the morning and evening rush hours, but in the future it is predicted that similar conditions will occur for much longer periods throughout the day. The map below provides an estimate of the amount of time congestion is expected to last in the future.



What is the condition of the infrastructure?

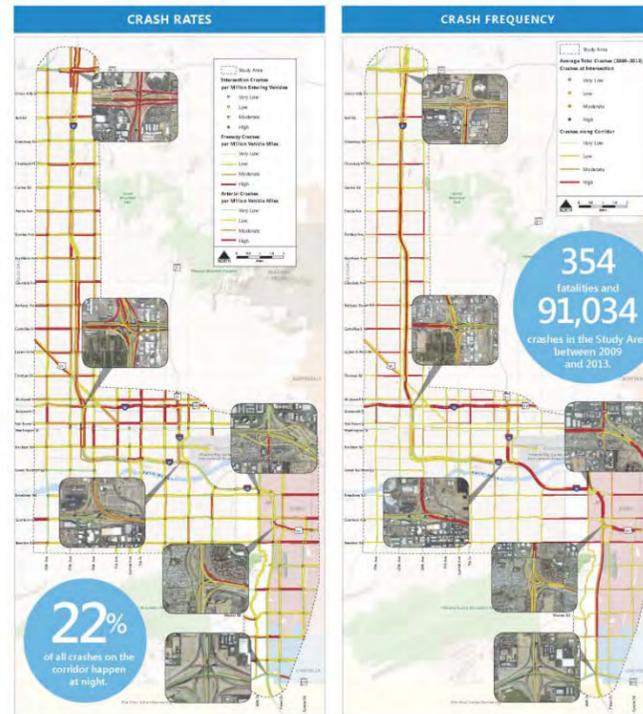
Bridges, pavement, drainage facilities, traffic signals, and road signs are all elements of the Spine corridor's infrastructure. Good infrastructure provides drivers more reliable service and a better user experience. As infrastructure ages, maintenance needs increase. By identifying the infrastructure's current condition and age, areas to be maintained, repaired or replaced can be determined.



Public Meeting Banners 10 - 12

Where have crashes occurred and how often?

Researching the frequency and rate of crashes throughout the corridor helps identify current and future problem areas. Crashes generally increase in areas where there are more vehicles. Crash rates identify areas with an unusually high number of crashes compared to the number of vehicles traveling on the road. This information helps identify the location of potential improvements.



Did You Know? • 26% of the region's crashes and 22% of the region's fatalities happened within the Study Area.
 • Historically, on average, 1 person dies every 5 days within the corridor due to a traffic crash.



What transit services are available?

Transit services currently provided in the study area include express bus service, fixed route local bus service, and light rail transit (LRT). Express bus service, which includes the City of Phoenix RAPID bus service and Valley Metro Express bus service, is the only service that directly operates on Interstates 10 and 17. Express bus service is designed to serve commuters traveling between suburban communities located throughout the region and downtown Phoenix.



TRANSIT FAST FACTS

551k Number of express bus passengers that travel through the Broadway Curve each year.

423k Number of bus passengers that travel I-17 each year.

P+ 1,312 Total number of cars parked each day in the four public park-and-rides serving the freeway corridor.

62% of all express bus passenger trips in the region take place on I-10 East and I-17.

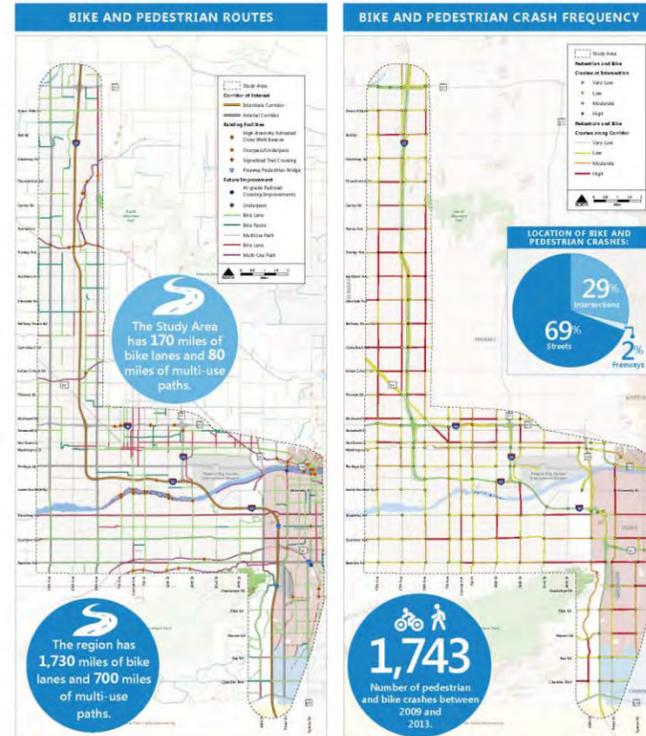
Did You Know? On average, Valley Metro's on-time performance exceeds 93%



Where are bike and pedestrian amenities and how many crashes occur?

Bicycle and pedestrian infrastructure is essential to a multimodal corridor. As part of this study, problem areas in the current transportation network and potential opportunities for expansion will be identified.

Did You Know? • 12 pedestrians are killed each year by a vehicle in the Spine Study Area.
 • Phoenix, Tempe, Chandler, and Guadalupe all have pedestrian crash rates that are higher than the national average.



What would you like to see related to bike and pedestrian improvements?



Public Meeting Banners 16 - 18

What are the social conditions of the corridor?

The relationship between land use, transportation, and other infrastructure is a critical consideration in the Corridor Master Plan process. For example, how people use and access parks, churches, schools, and grocery stores can be altered by where transportation services are placed. This can have a positive or negative impact on neighborhoods and quality of life.

EXISTING LAND USE

The corridor includes portions of the cities of Phoenix, Tempe and Chandler, as well as the Town of Guadalupe and Maricopa County.

The study area also includes numerous schools, playground areas, libraries, institutional facilities, parks, and public and private golf courses.

HOW WILL MARICOPA COUNTY GROW BY 2040?

TODAY	2040
4.2 million people	6.6 million people
1.7 million houses	2.4 million houses
1.5 million jobs	2.7 million jobs

Corridor improvements need to be planned to accommodate today's demands and those that will occur in the future.

Did You Know?

- Historic districts are examples of distinct communities in the Study Area.
- The Town of Guadalupe is an example of a strong community with a unique identity.

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How are minority and low-income populations addressed?

Did You Know? Environmental Justice regulations direct that programs, policies, and activities identify and address disproportionately high and adverse human health and environmental effects on minority and low-income populations. Title VI of the Civil Rights Act of 1964 and subsequent laws prohibit discrimination based on race, color, national origin, age, sex, and disability.

MINORITY POPULATION MAP

63% minority population in the Study corridor

LOW-INCOME POPULATION

27% low-income population in the Study corridor

Impacts on Title VI and Environmental Justice communities will be an important consideration when recommending transportation solutions.

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What protected resources exist?

Many public parks, recreational areas, trails, wildlife and waterfowl refuges, and historic properties are afforded federal protection.* Protected resources in the Study Area include:

PROTECTED RESOURCES

- 21 Public Recreation Areas
- 53 Public Parks
- 65 Schools with recreational areas (athletic fields, trails, recreation centers, golf courses, stadiums, and swimming pools).
- 92 Historic Properties (buildings, historic districts, cemeteries, and linear structures such as canals).

CULTURAL RESOURCES IN THE STUDY AREA:

- 2 historic roads
- 3 historic railroads
- 2 prehistoric and 6 historic canals
- 16 historic bridges
- 175 historic structures/buildings/districts/features
- 4 prehistoric and 4 historic artifact scatters
- 1 historic shrine
- 2 prehistoric petroglyphs
- 9 artifact scatters
- 8 prehistoric villages
- 9 multi-component sites
- 22 sites of unknown age and affiliation
- at least 6 modern/historic cemeteries

Approximately 47,000 potentially historic structures are located in the Study Area.

* Federal regulations providing protection include the Department of Transportation Act of 1966, the Land and Water Conservation Fund Act, and the National Historic Preservation Act.

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How is air quality addressed?

Air quality is an important factor when considering potential transportation improvements. It is important to account for how a project or set of projects will improve or potentially impact air quality conditions in the region.



Did You Know? Under the Clean Air Act, the Environmental Protection Agency sets limits, also known as air quality standards, on how much pollution can be in the air. Health standards are set for "criteria" pollutants associated with traffic including:

- carbon monoxide
- ozone
- nitrogen dioxides
- particulate matter (PM_{2.5} and PM₁₀)

Did You Know? The Clean Air Act restricts the funding or approval of plans and programs that do not conform to the State's Implementation Plan for staying within the National Ambient Air Quality Standards. MAG is responsible for analyzing transportation plans to ensure that they conform to air quality standards (known as conformity analysis). Currently, conformity status for the study area is:

- nonattainment area for ozone
- attainment/maintenance area for PM₁₀
- maintenance area for carbon monoxide



Why are improvements needed?

During the process, a "Purpose and Need" is developed as a "mission statement" to help guide study recommendations for future improvements.

Purpose

The purpose of the Spine Study is to identify and budget for a project, or series of projects, that would address the transportation needs of the corridor.

Need

- I-10 and I-17 are at capacity during rush hour and are unable to handle future traffic levels.
- I-10 and I-17 experience lengthy periods of congestion. The lengths of congestion, both in time and distance, are projected to worsen over time.
- Travel times on the two freeways will worsen as the average travel speeds decrease.
- Projected growth will continue to put stress on the two freeways.
- Degradation of the two freeways will adversely affect the operations of HOV and transit modes like freeway bus rapid transit, express buses, and local bus routes.
- Aging infrastructure of the two freeways could limit economic growth opportunities in the region.
- Timely and efficient delivery of freight is vital to the region's economic health.
- Poor operations on I-10 and I-17 adversely affect local streets, especially at intersections.



What other projects are currently planned in the corridor?

Did You Know? MAG and ADOT have identified several freeway improvement projects within the Spine Corridor (nicknamed "Near-Term Improvements") that are planned for construction over the next five years. In addition to the Spine Study's corridor recommendations, these improvements are needed and have been advanced toward construction to provide the greatest benefit to the community.

PROJECTS PLANNED THROUGHOUT THE CORRIDOR



CORRIDOR IMPROVEMENTS TO BE CONSTRUCTED BY 2020

- Valley Metro Project:**
- Northwest Light Rail Extension (along 19th Avenue to Dunlap).
- ADOT Projects:**
- Interstate 17 Active Traffic Management System enhancement.
 - Interstate 17 auxiliary lanes (merge lanes) between I-10 (Split Interchange) and 19th Avenue.
 - Interstate 10 between State Route 51 and US-60.
 - Adding one lane outbound (eastbound).
 - Interstate 10 ramp improvements between SR-143 and US-60.
 - Relieves congestion by "braiding" ramps to minimize lane changes.
 - Interstate 10 widening between Baseline Road and Loop-202.
 - Add one general purpose lane in each direction.



Public Meeting Banners 22 - 24

What types of improvement strategies are possible?

Part of this study includes evaluating how commonly used transportation improvement strategies would work within the Spine Corridor. The following 5 strategies are under consideration:



Freeway Lanes - Focuses on adding general use lanes to the freeway for everybody's use.

Other examples of potential improvements include:

- Integration of the latest technology for freeway monitoring.
- Accident response.
- Driver information.

Did You Know? At least three new lanes in each direction would be required by 2040 to notice a reduction in traffic congestion.



Street Lanes - Focuses on adding lanes to the parallel and crossing streets around the freeway corridor.

These types of improvements frequently include:

- Signal coordination and communication.
- Emergency vehicle priority technologies.
- Traffic surveillance.

Did You Know? New lanes could help relieve some freeway traffic congestion by shifting a small percentage to the street network.



Special Lanes - Focuses on adding new "managed" lanes and/or redefining how current ones are used.

Typically, managed lane systems integrate monitoring technology to actively control these lanes to maintain efficient and reliable operations.

Did You Know? Managed lanes refer to a wide variety of special lane types including carpool (known as HOV lanes), price-controlled (known as HOT lanes), transit only, truck only and others.



Travel Modes - Focuses on expanding other modes of public transportation within the study area. This may include more bus and rail lines, bike paths and lanes, and pedestrian paths. This expansion could include more frequent buses and trains within existing routes, or adding new routes in areas that currently lack public transit service.

Did You Know? Tracking technology is used on public transit vehicles to monitor and adapt operations in real-time in response to accidents or other problems.



Access - Focuses on improving access onto and across the interstate, using the most modern and appropriate designs and technology available to maximize efficiency and safety.



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How do the potential strategies compare?

The table below compares how the five potential strategies perform against eight community priorities. The arrows presented are relative to the "do-nothing" alternative, which is defined as only building currently approved projects.

KEY: ← Worse Than Do Nothing → Better Than Do Nothing

Note: Scores based on an average corridor user.

COMMUNITY STRATEGIES	POTENTIAL STRATEGIES				
	Freeway Lanes	Street Lanes	Special Lanes	Travel Modes	Access
IMPROVE COMMUTE	→	→	→	→	→
ADD TRAVEL CHOICES	→	→	→	→	→
PROTECT ENVIRONMENT	←	→	←	→	→
INCREASE CONNECTIONS	→	→	→	→	→
MINIMIZE COST	←	←	←	←	←
PROMOTE NEIGHBORHOODS	←	→	→	→	→
EMPHASIZE JOBS	→	→	→	→	→
IMPROVE COMMERCE	→	→	→	←	→

KEY: ← Worse Than Do Nothing → Better Than Do Nothing

Note: Scores based on an average corridor user.



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How will potential solutions be evaluated?

This study will use a tiered screening process to systematically reduce the number of potential alternatives down to a preferred alternative.

STEP 1	STEP 2	STEP 3	STEP 4
Eliminate alternatives that have major flaws or hurdles using some of the potential criteria noted below.	Perform a detailed study of specific improvements or strategies using a wide range of possible criteria.	Group high performing alternatives from step 2 into packages and evaluates those packages using similar criteria used in step 2.	Advise transportation officials to select the preferred alternative using the findings from step 3, coupled with input from agency stakeholders and the public.

PUBLIC INPUT PROCESS  We are here

POTENTIAL CRITERIA

- Right of way impacts, concerns, and benefits
- Land use compatibility
- Extreme cost
- Known significant environmental impacts
- Non-responsive to purpose and need
- Cost (Construction, Operations, Maintenance, and User costs)
- Traffic (Traffic Operations and Level of Service)
- Improved access to the transportation system
- Transportation mode choices
- Existing transportation system optimization
- Critical Infrastructure Replacement
- Safety Enhancements
- Impacts to the movements of goods and services
- Neighborhoods impacts and/or benefits
- Liability impacts and/or benefits
- Cultural Resource Impacts

STEP 1
FATAL FLAW ANALYSIS

STEP 2
INDIVIDUAL IMPROVEMENTS/STRATEGIES

STEP 3
GROUPED IMPROVEMENTS/STRATEGIES

STEP 4
PREFERRED ALTERNATIVES

SCREENING PROCESS



PUBLIC INPUT



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Public Meeting Banners 25 - 27

How will technology shape the future transportation network?

By 2040, nearly all vehicles will be able to "talk" to traffic signals and other cars on the road.

By 2040, it will be common to see self-driving vehicles on the road.

Mobile technology makes information easily accessible for travelers, and travelers can contribute to real-time information.

Systems are being developed that can "predict" what traffic conditions will be so travelers can better plan their trips.

looking ahead...

Using technology to actively manage freeway, street and transit networks can:

- Improve freeway capacity by up to 23%.
- Reduce primary crashes by 30%.
- Reduce secondary crashes by 40-50%.
- Reduce delay on arterials by 10-30%.
- Improve transit on-time performance.

POTENTIAL FUTURE SYSTEMS

Temporary shoulder use and variable speeds.

Next generation in-vehicle and mobile technologies.

Integrated and seamless transit and traffic management.

Did You Know? Over the last 10 years, enormous innovations in transportation technology and advanced traffic management techniques have occurred. Numerous cities and regions around the world have adopted these strategies as a means of enhancing the capacity and efficiency of the existing transportation system without adding new expensive infrastructure. Depending on the strategies and technology used, it has been estimated that the capacity of an existing roadway can improve by **5% to 25%**. This means that on an existing four-lane freeway, these strategies can have the same effect as adding a new lane.

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How can you provide feedback?

One of the key goals of the Master Plan is to obtain public input to develop a unified vision for the corridor.

There are several opportunities for the public to provide comments.

Please use any of the following methods to provide your valuable input:

MetroQuest Online Survey: May be accessed from study webpage at spine.azmag.gov

Fill out a public comment form today or send in by mail (postmarked by **Wednesday, March 18, 2015**)

Spine Study Team

302 N. 1st Ave., Suite 200
Phoenix, AZ 85003

(602) 759-1916
spine@azmag.gov

spine.azmag.gov

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How is your feedback incorporated into the study?

Public comments obtained throughout the study will be analyzed to identify:

EXAMPLE COMMENTS:

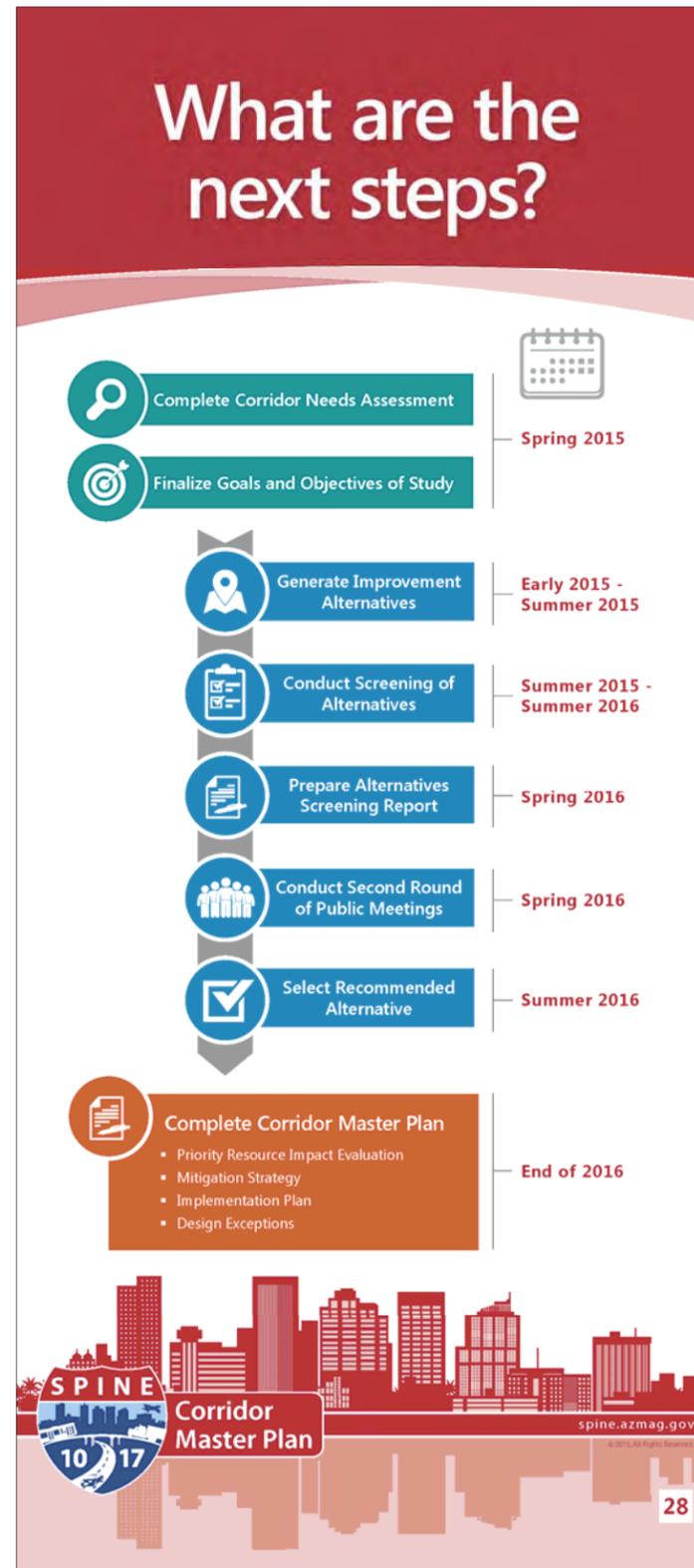
- Add more transit options
- Add extra lanes to streets
- Add or remove a freeway exit / entrance ramp
- Consider important local issues
- Add carpool lane

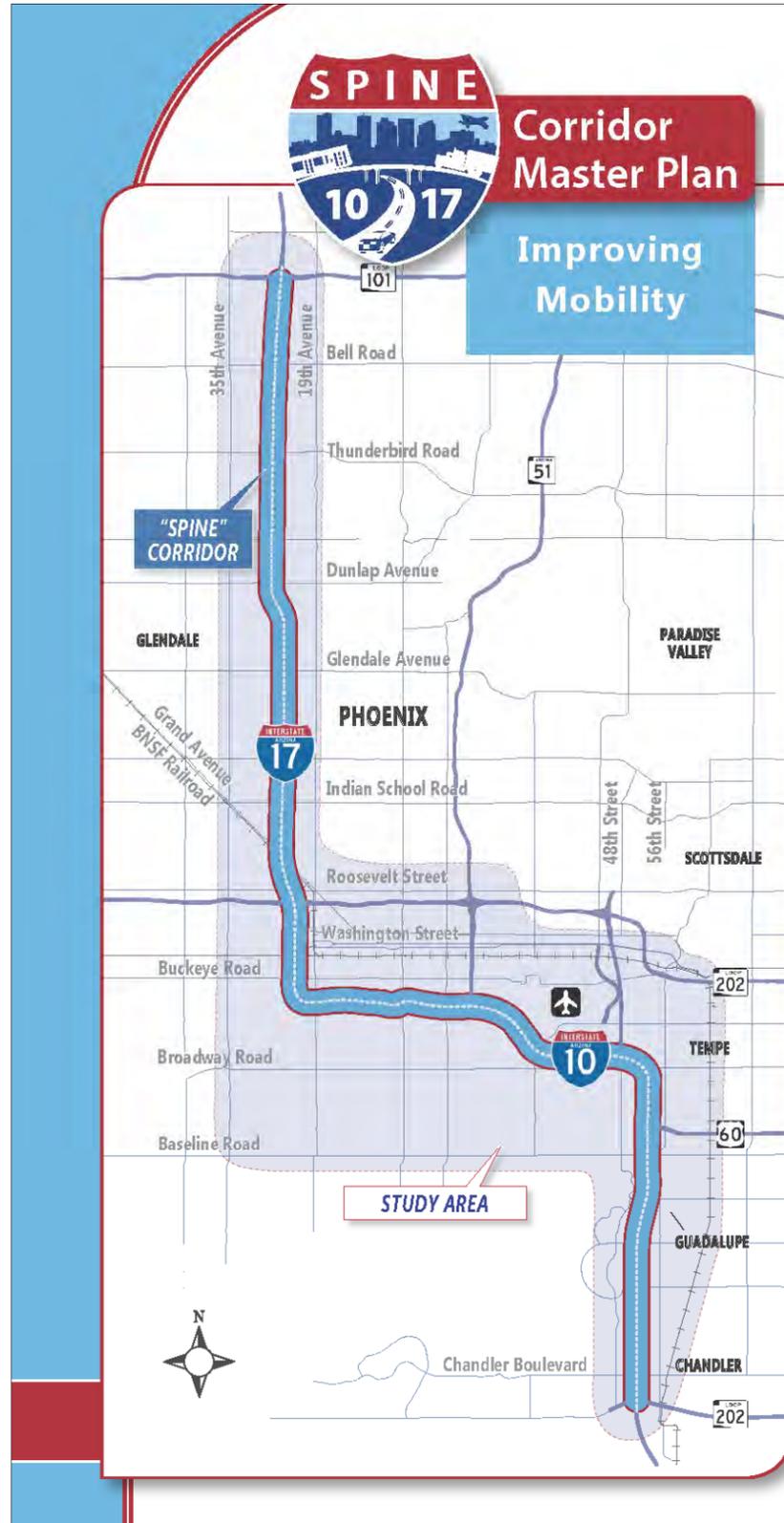
All public comments received during the study will be considered and included in the Corridor Master Plan.

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Public Meeting Banner 28





THE SPINE STUDY

The Interstate 10/Interstate 17 Corridor Master Plan Study is a proactive effort to anticipate and respond to future traffic needs along the I-10 and I-17 corridor. This corridor has been named the “Spine,” because it serves as the backbone for transportation in the metropolitan Phoenix area.

The Spine Study will investigate long-term options to improve travel mobility using a combination of traditional methods, new technology and increased use of transit (such as buses). The intended outcome of the Spine Study will be a detailed strategy to manage traffic along the I-10 and I-17 corridors through 2040.

The study is conducted by the Maricopa Association of Governments (MAG), in partnership with the Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT).

DID YOU KNOW?

Over **40%** of ALL daily freeway travel uses the Spine Corridor.



STUDY GOALS

- Identify future transportation needs in corridor.
- Develop a plan to accommodate future needs.
- Create a strategy for implementing the plan.

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EARLY 2015

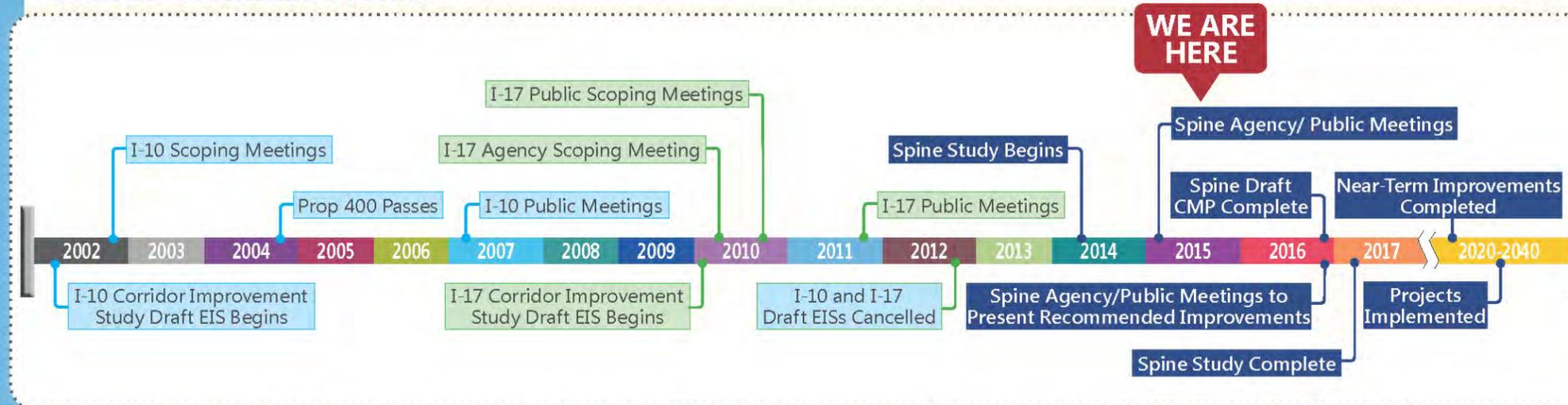
Fact Sheet – Page 2 (English)

STUDY HISTORY

The Spine Study will integrate information gathered during two previous studies conducted over the past decade. Additionally, ADOT has identified several smaller improvements along I-10 and I-17 (known as near-term improvements) that will be implemented while the Spine Study is underway.



CORRIDOR MILESTONES



HOW TO PARTICIPATE

You are invited to attend public meetings to learn about the study and share your thoughts on necessary improvements. Meetings are held in an open house format with no formal presentation. You may also contact the study team online, by phone, or mail.

VISIT THE STUDY WEBSITE AND TAKE OUR ONLINE SURVEY AT SPINE.AZMAG.GOV

Phone: (602) 759-1916

Email: spine@azmag.gov

Mail: Spine Study Team
302 N 1st Ave., 2nd Fl.
Phoenix, AZ 85003

FEB 25

Wednesday, February 25, 2015, 6-8 p.m.
Academia Del Pueblo Elementary School Gymnasium
201 E. Durango St., Phoenix, AZ

FEB 26

Thursday, February 26, 2015, 6-8 p.m.
Deer Valley Community Center, Multipurpose Room
2001 W. Wahalla Ln., Phoenix, AZ

MAR 4

Wednesday, March 4, 2015, 6-8 p.m.
Four Points by Sheraton Phoenix South, Grand Ballroom
10831 S. 51st St., Phoenix, AZ

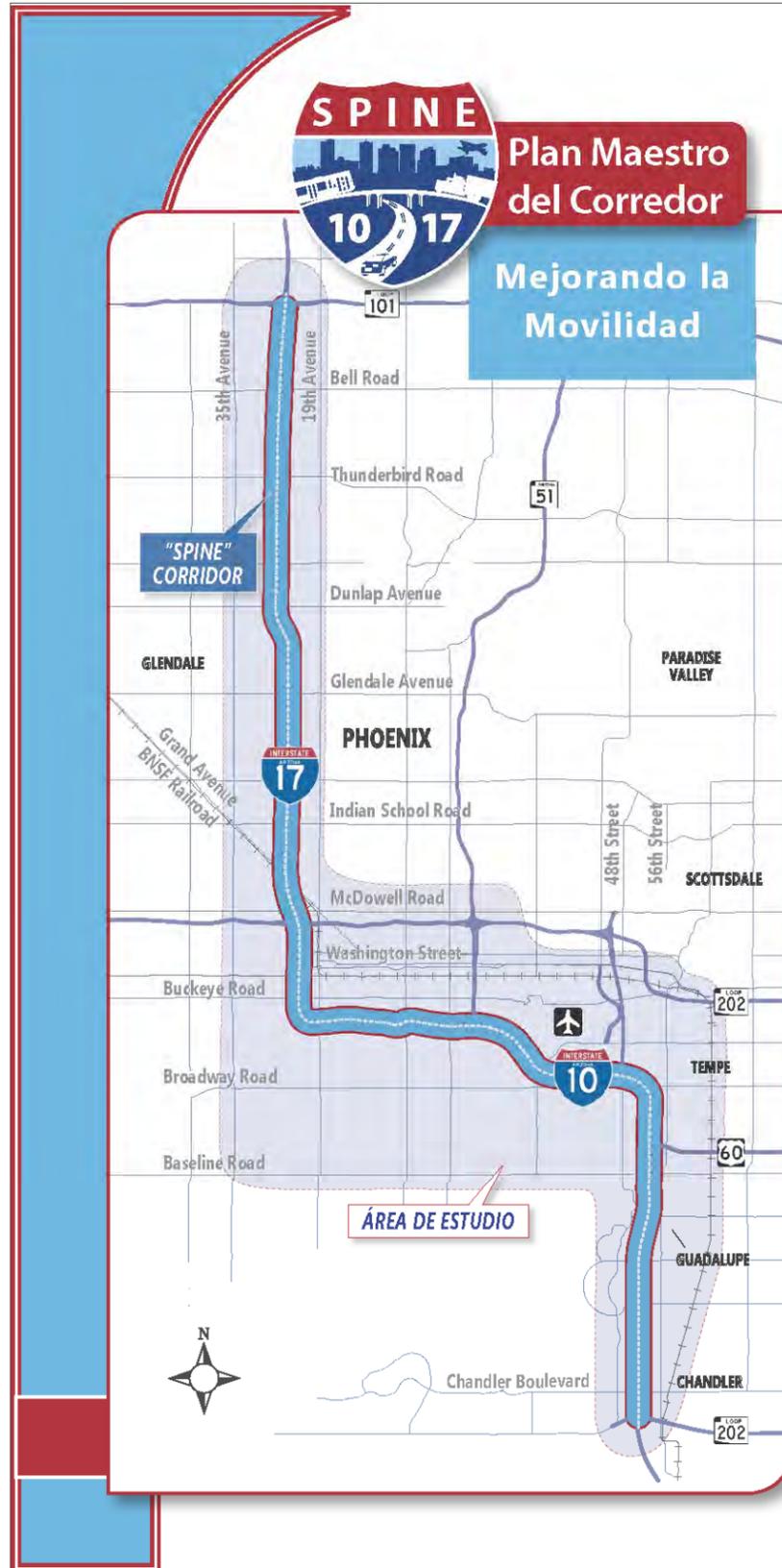
STUDY PARTNERS



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EL ESTUDIO "LA ESPINA"

El Plan Maestro del Corredor I-10/I-17 es un esfuerzo proactivo el anticipado tráfico del futuro. Porque este corredor sirve como la "Espina Principal" del sistema de transportación del valle, así mismo se usa esa referencia para indicar la sección del estudio, "La Espina."

El estudio "La Espina" investigara las opciones de largo plazo para mejorar la movilidad de transito usando una combinación de métodos tradicionales, nuevas tecnologías y el uso incremental de tránsito (por ejemplo autobuses). El resultado previsto del estudio "La Espina" será un detalle de estrategias para la administración de tráfico a lo largo de los corredores de las autopistas 10 y 17 hasta el año 2040.

El estudio está siendo realizado por la Asociación de Gobiernos de Maricopa, en asociación con la Administración Federal de Carreteras (FHWA) y el Departamento de Transportación de Arizona (ADOT).

¿Sabía usted?

Más del **40%** de todo viaje cotidiano en las autopistas del Valle usan el corredor conocida como "La Espina" de I-10/I-17.



OBJETIVOS DEL ESTUDIO

- Identificar las futuras necesidades de transporte del corredor.
- Desarrollar un plan para acomodar las necesidades del futuro.
- Crear una estrategia para implementar el plan.

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PRINCIPIOS DE 2015

HOJA DE DATOS

Fact Sheet – Page 2 (Spanish)

HISTORIA DEL ESTUDIO

El estudio "La Espina" integrara información aquerida durante dos previos estudios que fueron conducidos durante la pasada década. Adicionalmente, ADOT ha identificado varios mejoramientos pequeños a lo largo de las autopistas 10 y 17 (conocidas como mejoramientos de termino cercano) que serán implementados mientras se está realizando este estudio.



ETAPAS DEL CORREDOR



COMO PARTICIPAR

VISITE LA PÁGINA DE INTERNET DEL ESTUDIO Y CONTESTE NUESTRA ENCUESTA, SPINE.AZMAG.GOV

Teléfono: (602) 759-1916

Email: spine@azmag.gov

Postal: Spine Study Team
302 N 1st Ave., Suite 200
Phoenix, AZ 85003



COMPAÑEROS DE ESTUDIO



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PRINCIPIOS DE 2015

Appendix K. Comment Form – Pages 1-2 (English)



MEETING GUIDE AND COMMENT FORM

Welcome and thank you for attending! The purpose of this public information meeting is to present an overview of the Interstate 10/Interstate 17 Corridor Master Plan Study and obtain public comments on necessary improvements. This meeting has four activities to help you learn and share your ideas about transportation within the I-10/I-17 Corridor – the “Spine” of the Valley’s transportation system. As you walk around the room, you will find:



- **Banners** representing different aspects of the Corridor Master Plan Study that are color-coded into four groups:
 - **Red banners** – describe basic Study information and public input opportunities.
 - **Blue banners** – show existing and future corridor characteristics.
 - **Green banners** – highlight environmental considerations such as air quality, natural resources and neighborhoods.
 - **Orange banners** – explain priorities, potential strategies and future technologies.



- An **aerial map** of the corridor that you can mark to show exactly where you would like to see improvements.



- **Survey stations** where you can take a quick online survey to share your opinions.



- **Comment tables** where you can review information and complete this form.

Members of the Study team are available throughout the room to answer questions.
Please return your comments by Wednesday, March 18, 2015. Thank you!

1 Priorities - What is important to you?

We believe plans for the future transportation needs of Metro Phoenix should be built for the people, places and prosperity of our community. It’s important to establish a common set of priorities to help guide decisions on transportation investments.

Please review the priorities listed and rank your top 4 using the following scale:

1 = Most Important to 4 = Less Important

If there are additional areas you think are critical which are not listed, please use the box below to “suggest another priority”.



Improve Commute

I care about improving my commute, including making it faster, having consistent and reliable travel times, increasing access to real-time traffic conditions, improving safety, and/or making my commute cheaper.



Minimize Cost

I care about reducing spending of public funds for the construction, maintenance, and operation of the transportation system. This could include optimizing the existing transportation system through the use of technology so new construction costs may be minimized.



Add Travel Choices

I care about enhancing transit, van-pools, bicycle, and pedestrian facilities, and encourage their use through more accessible and convenient locations and frequencies. This could include improved connectivity between types of transportation and/or access to real-time transit wait times.



Promote Neighborhoods

I care about minimizing impacts to neighborhoods and schools, and improved quality of life. This includes promoting walkable communities, safe routes to schools, parks, open space, and noise reduction.



Protect the Environment

I care about avoiding or minimizing impacts to the environment, and enhancing it whenever possible.



Emphasize Jobs

I care about creating and preserving jobs in the corridor, as well as improving access to those jobs, to encourage a vibrant and prosperous regional economy.



Increase Connections

I care about improving or adding connections onto and across the freeway to make my trips to work, home, and play easier and more convenient. This could include advanced communications between intersection traffic signals and on-ramp meters to minimize interchange congestion.



Improve Commerce

I care about how the transportation system affects business, including improving travel time reliability, accessing real-time travel information, minimizing traffic congestion, providing easier access and accommodating trucks.

Suggest Another Priority:

Comment Form – Pages 3-4 (English)

2 Potential Strategies

Part of this study is to evaluate how commonly used transportation improvement strategies would work within the Spine Corridor. Please indicate your level of support for each potential strategy. Comments can be provided on the back page.

	Low				High
<p>Freeway Lanes This strategy focuses on adding general use lanes to the freeway for everybody's use.</p>	<input type="checkbox"/>				
<p>Street Lanes This strategy focuses on adding lanes to the parallel and crossing streets around the freeway corridor.</p>	<input type="checkbox"/>				
<p>Special Lanes This strategy focuses on adding new "managed" lanes and/or redefining how current ones are used.</p>	<input type="checkbox"/>				
<p>Travel Modes This strategy focuses on expanding other modes of public transportation within the study area.</p>	<input type="checkbox"/>				
<p>Access This strategy focuses on improving access onto and across the interstate, using the most modern and appropriate designs and technology available to maximize efficiency and safety.</p>	<input type="checkbox"/>				

3 How can the Spine Corridor be improved?

Where do you encounter challenges or have concerns? Do you have suggestions for improvements? Use the spaces below to identify the types and locations of traffic challenges you encounter.

TRAFFIC CONGESTION

SAFETY

PUBLIC TRANSIT

CYCLING/ PEDESTRIAN

ACCESS

OTHER

Challenges, Concerns or Suggestions	Locations(s) in Study Area

Interstate 10 / Interstate 17 Corridor Master Plan "Spine Study" – 2015

4 About You

Thank you for sharing your views on the future of transportation in the Valley. Please tell us about yourself by answering these simple questions. Your input is greatly appreciated.

<p>What is the zip code of your home address?</p> <div style="border: 1px solid black; display: flex; justify-content: space-between; width: 100px; height: 20px; margin-bottom: 5px;"></div>	<p>Please describe any additional issues, concerns or ideas that you would like to see considered as a part of the study, as well as any other comments you may have:</p>
<p>How often do you use the Spine Corridor?</p> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <input type="checkbox"/> 10 or more times per week <input type="checkbox"/> 5-9 times a week <input type="checkbox"/> 1-4 times a week </div> <div style="width: 45%;"> <input type="checkbox"/> A couple times a month <input type="checkbox"/> A couple times a year <input type="checkbox"/> Almost never </div> </div>	
<p>Overall, would you prefer:</p> <input type="checkbox"/> Building to meet future traffic needs? <input type="checkbox"/> Planning no future improvements to the Spine?	
<p>How do you typically travel in the Corridor?</p> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <input type="checkbox"/> Personal vehicle <input type="checkbox"/> Transit <input type="checkbox"/> Bicycle <input type="checkbox"/> Walk </div> <div style="width: 45%;"> <input type="checkbox"/> Commercial vehicle or truck for business <input type="checkbox"/> Carpool/Vanpool <input type="checkbox"/> Other </div> </div>	

What is your interest in the Spine corridor?

Commuter
 Business owner
 Property owner

Nearby resident
 Business customer
 Other

Provide an email to stay involved with future updates to this project

↑ FOLD HERE

Spine Study Team
302 N 1st Ave, Suite 200
Phoenix, AZ 85003

PLACE STAMP HERE

↓ TAPE HERE

Appendix L. Comment Form – Pages 1-2 (Spanish)



Corridor Master Plan

GUÍA DE LA REUNIÓN Y HOJA DE COMENTARIOS

Bienvenidos y gracias por venir! El propósito de esta reunión de información pública es presentar una visión general del Plan Maestro del Corredor I-10/I-17 el Estudio "La Espina" y obtener los comentarios del público sobre los mejoramientos necesarios. Esta reunión tiene cuatro actividades para ayudarle a aprender y compartir sus ideas sobre el transporte dentro del Corredor I-10/I-17 – "La Espina" de transporte del Valle. Al caminar alrededor del cuarto se encuentran:



- **Banderas** que representan diferentes aspectos del estudio del plan maestro del corredor que están codificados por colores en cuatro grupos:
 - **Banderas Rojas** – describe la información del estudio básico y oportunidades para comentarios públicos.
 - **Banderas Azules** – muestra características del corredor existentes y futuras.
 - **Banderas Verdes** – resalta las consideraciones del medioambiente como la calidad del aire, los recursos naturales y los vecindarios.
 - **Banderas Anaranjadas** – explica las prioridades, estrategias posibles y tecnologías futuras.



- Un **mapa aéreo** del corredor que usted puede marcar para mostrar exactamente dónde le gustaría ver mejoramientos.



- **Estaciones de reconocimiento** donde usted puede contestar una encuesta rápida por internet para compartir su opinión.



- **Mesas de comentarios** donde se puede revisar la información y rellenar éste formulario.

Miembros del equipo del estudio están disponibles en todo el cuarto para contestar preguntas. **Por favor, devuelva sus comentarios antes del Miércoles el 18 de Marzo de 2015.** ¡Gracias!

1 Prioridades - ¿Qué es importante para usted?

Los planes para las necesidades futuras de transporte del área Metropolitana de Phoenix deberían hacerse para el beneficio de la gente, los lugares y la prosperidad de nuestra comunidad. Es importante establecer las prioridades que ayudarán a guiar las decisiones de inversión en el transporte.

Por favor revise las prioridades listadas y clasifique sus **cuatro** preferencias:

1 = Más Importante a 4 = Menos Importante

Si usted cree que hay otras prioridades que son críticas y no están listadas, por favor inclúyalas en el espacio al final de esta página "Sugiera Otra Prioridad".



Mejorar el Comercio

Me importa cómo afecta el sistema de transporte al comercio, incluyendo mejorar la confiabilidad del tiempo de viaje, acceder a información de viaje en tiempo real, minimizar el congestionamiento de tráfico, proveer más fácil acceso y dar cabida a camiones.



Minimizar Costos

Me importa reducir el gasto de fondos públicos para la construcción, el mantenimiento y la operación del sistema de transporte. Esto podría incluir optimizar al sistema existente de transporte a través del uso de tecnología para poder minimizar los costos de construcción.



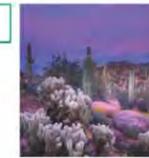
Agregar Opciones de Viaje

Me importa mejorar las instalaciones de transporte público, ciclistas y peatonales, viajes compartidos en camioneta, y alentar su uso a través de frecuencias y sitios más accesibles y convenientes. Esto podría incluir mejor conectividad entre tipos de transporte y/o acceso a tiempos de espera del transporte en tiempo real.



Promover Vecindarios

Me importa minimizar los impactos a los vecindarios y las escuelas, y promover una calidad de vida mejorada. Esto incluye promover comunidades peatonales, rutas seguras a escuelas, parques, espacios abiertos, y reducción del ruido.



Proteger al Medioambiente

Me importa el evitar o minimizar los impactos al medio ambiente, y mejorarlo siempre que sea posible.



Enfatizar Empleos

Me importa la creación y preservación de empleos en el corredor, así como el mejoramiento del acceso a dichos empleos, para promover una vibrante y próspera economía regional.



Aumentar Conexiones

Me importa mejorar o agregar conexiones a y a través de la autopista para hacer mis viajes al trabajo, al hogar y a la diversión más fáciles y convenientes. Esto incluiría comunicaciones avanzadas entre señales de tráfico en los cruces y medidores en las rampas de entrada para minimizar el congestionamiento.



Mejorar Viajes Cotidianos

Me importa mejorar mi viaje cotidiano, incluyendo hacerlo más rápido, lograr tiempos de viaje más consistentes y confiables, aumentar el acceso información acerca de las condiciones de tráfico en tiempo real, mejorar la seguridad, y/o hacer mis viajes más económicos.

Sugiera Otra Prioridad:

Comment Form – Pages 3-4 (Spanish)

2 Estrategias Potenciales

Parte de este estudio evalúa cómo funcionarían las estrategias comunes de mejoramiento de transporte en el Corredor "La Espina." Por favor califique cada estrategia potencial. Provea sus comentarios en la última página.

	Bajo				Alto
Carriles en Autopistas Esta estrategia se enfoca en agregar carriles de uso general a la autopista para el uso de todos.	<input type="checkbox"/>				
Carriles en Calles Esta estrategia se enfoca en agregar carriles a calles paralelas y cruces alrededor del corredor.	<input type="checkbox"/>				
Carriles Especiales Esta estrategia se enfoca en agregar nuevos carriles "controlados" y/o redefinir cómo se usan los carriles actuales.	<input type="checkbox"/>				
Modalidades de Viaje Esta estrategia se enfoca en ampliar otras modalidades de transporte público dentro del área de estudio.	<input type="checkbox"/>				
Acceso Esta estrategia se enfoca en mejorar el acceso a y a través de la interestatal, usando los diseños más modernos y apropiados y la tecnología disponible para optimizar la eficiencia y seguridad.	<input type="checkbox"/>				

3 ¿Como mejoramos el corredor "La Espina"?



¿Dónde encuentra retos o tiene inquietudes? ¿Tiene ideas para mejoramientos? Use los espacios de abajo para identificar los lugares y tipos de retos que encuentran. También denos sus comentarios.



Retos, Preocupaciones o Sugerencias	Lugares en el Area del Estudio

4 Sobre Usted

Muchas gracias por compartir sus puntos de vista sobre el futuro del transporte en el Valle. Por favor proporcionenos información contestando estas sencillas preguntas. Sus respuestas son muy apreciadas.

¿Cuál es el código postal del domicilio de su hogar?

Por favor describa otras sugerencias, comentarios o ideas que quisiera que sean consideradas en este estudio:

¿Qué tan frecuentemente usa el corredor Spine Corridor?
 10 ó más veces por semana Un par de veces al mes
 5-9 veces por semana Un par de veces al año
 1-4 veces por semana Casi nunca

En general, usted preferiría:
 ¿Construir para satisfacer las necesidades del tráfico?
 ¿No planear mejoramientos futuros para el corredor?

¿Cómo viaja típicamente por el corredor?
 Vehículo personal Vehículo o camión comercial
 Transporte público Compartir el viaje en auto/camioneta
 Bicicleta Otro
 Caminar Otro

¿Qué interés tiene usted en el corredor?
 Viaje cotidiano Residente cercano/a
 Dueño/a de negocio Viaje de negocio
 Dueño/a de propiedad Otro

Para seguir informado/a sobre el estudio, visite el sitio web del estudio: spine.azmag.gov

Denos un domicilio electrónico para recibir actualizaciones de este proyecto

FOLD HERE

Spine Study Team
 302 N 1st Ave, Suite 200
 Phoenix, AZ 85003

PLACE STAMP HERE

TAPE HERE

Appendix M. Agency Letter



302 North 1st Avenue, Suite 300 • Phoenix, Arizona 85003
Phone (602) 254-6300 • FAX (602) 254-6490
E-mail: mag@azmag.gov • Web site: www.azmag.gov

January 30, 2015

RE: Request for Agency Scoping Comments and Meeting Invitation
Interstate 10/Interstate 17 Spine Corridor Master Plan

Dear Agency Representative:

The Maricopa Association of Governments (MAG), in association with the Arizona Department of Transportation (ADOT) and Federal Highway Administration (FHWA), have entered into a partnership establishing a Corridor Master Plan to determine, plan, and implement Regional Transportation Plan (RTP) improvements to Interstates 10 (I-10) and 17 (I-17) and parallel arterial corridors in the Phoenix Metropolitan area (Figure 1 – State Map and Figure 2 – Study Area Map). The study corridor has been named the “Spine” because it serves as the backbone for transportation in the metropolitan Phoenix area. This letter is a request for comments, concerns, or issues relevant to the study to comply with the scoping requirements of the National Environmental Policy Act (NEPA).

We invite you or a representative of your agency to participate in an agency scoping meeting on **Monday, February 23, 2015** from 2:00 p.m. to 5:00 p.m. at MAG, 302 North 1st Avenue, Second floor, Saguaro Room, Phoenix, Arizona. Validated parking is available in the garage under the MAG building, accessed from First Avenue. At the meeting, team representatives will describe the study history; provide an overview of the Corridor Master Plan process, schedule, deliverables, and status; discuss the Planning and Environment Linkages (PEL) process and future NEPA actions; and provide an opportunity for agency input and involvement.

ADOT, in conjunction with FHWA, is tasked with maintaining roadways and the movement of vehicles throughout Arizona. Interstate 10 and I-17 are major transportation facilities through Arizona, Maricopa County, and within the metropolitan Phoenix area. As such, these roadways and other components of the transportation system are evaluated in their ability to effectively move people, goods, and services throughout the region. The operation of the corridor affects all other freeway corridors feeding the Spine, as well as the Valley’s arterial street system.

The purpose of this study is to investigate long-term options to improve travel mobility and address projected travel demand on I-10 and I-17. The Spine Corridor Master Plan will provide guidance in establishing a project or group of projects contributing to and meeting a regional vision for I-10 and I-17. As part of this study, a PEL process is underway to integrate environmental, community, and economic goals into the transportation planning process.

The corridor begins at the I-10/State Route 202 Loop (SR-202L) Pecos Stack in the south part of Phoenix, extends north/west on I-10 to the I-10/I-17 Split, then north on I-17 to the I-17/SR-101L North Stack. The total length of the corridor is 35 miles and the study was delineated to include all major transportation routes that could reasonably be considered alternatives to I-10 and I-17. The study area covers portions of the cities of Chandler, Tempe and Phoenix, the Town of Guadalupe, and Maricopa County (Figure 2). Within the study limits, most land is privately owned. Land uses within the study area are mixed and include the existing transportation corridor, residential development, commercial development, institutional uses such as schools, undeveloped lands, utility lines, roads and streets, and recreational features.

A Voluntary Association of Local Governments in the Maricopa Region

City of Apache Junction • Arizona Department of Transportation • City of Avondale • City of Buckeye • Town of Carefree • Town of Cave Creek • City of Chandler • Citizens Transportation Oversight Committee
City of El Mirage • Town of Florence • Fort McDowell Yavapai Nation • Town of Fountain Hills • Town of Gila Bend • Gila River Indian Community • Town of Gilbert • City of Glendale • City of Goodyear
Town of Guadalupe • City of Uitchfield Park • City of Maricopa • Maricopa County • City of Mesa • Town of Paradise Valley • City of Peoria • City of Phoenix • Pinal County • Town of Queen Creek
Salt River Pima-Maricopa Indian Community • City of Scottsdale • City of Surprise • City of Tempe • City of Tolleson • Town of Wickenburg • Town of Youngtown

Interstate 10/Interstate 17 Spine Corridor Master Plan
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This letter serves as MAG’s invitation to identify any specific concerns, suggestions or recommendations your agency has pertaining to this specific study. Your input is critical to the process. This may include information on future development, general plans, or capital improvement projects that could be affected, as well as any ideas/solutions to consider.

Please identify any issues or concerns you have regarding this study and mail them to the Maricopa Association of Governments, c/o Bob Hazlett, 302 N. 1st Avenue, Suite 300, Phoenix, AZ 85003, by e-mail at BHazlett@azmag.gov, or by fax at (602) 254-6490. We would appreciate receipt of your comments by **Wednesday, March 18, 2015**. Additional details can be found on the study website: spine.azmag.gov. Thank you for your assistance.

Sincerely,

Robert C. Hazlett, P.E.
Senior Engineering Manager
RH:jh

Enclosures: Figure 1 – State Map
Figure 2 – Study Area Map
Figure 3 – Study Process Diagram
Figure 4 – Study Schedule

Appendix N. Agency Letter Enclosures 1-2

Interstate 10/Interstate 17 Spine Corridor Master Plan
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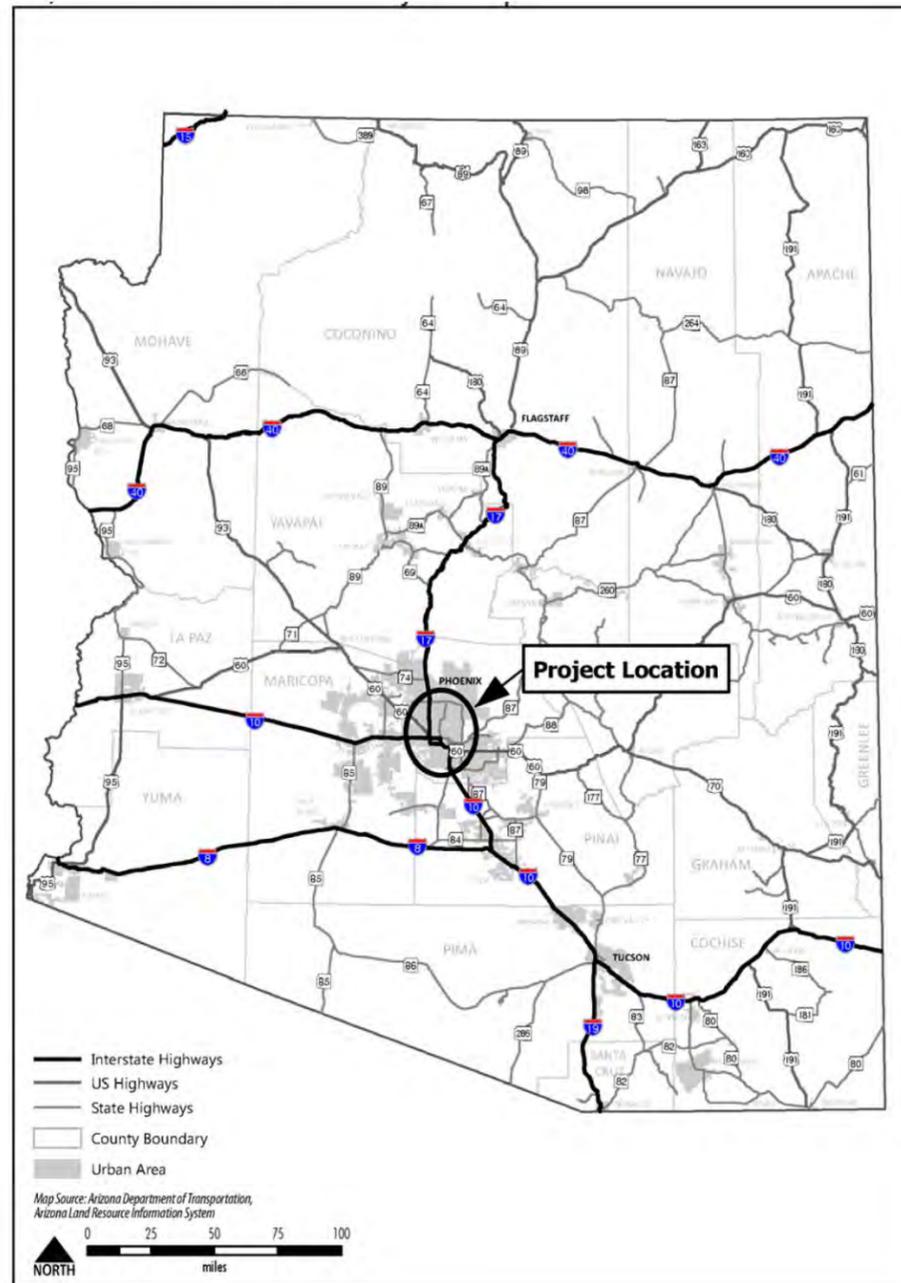


Figure 1 – State Map

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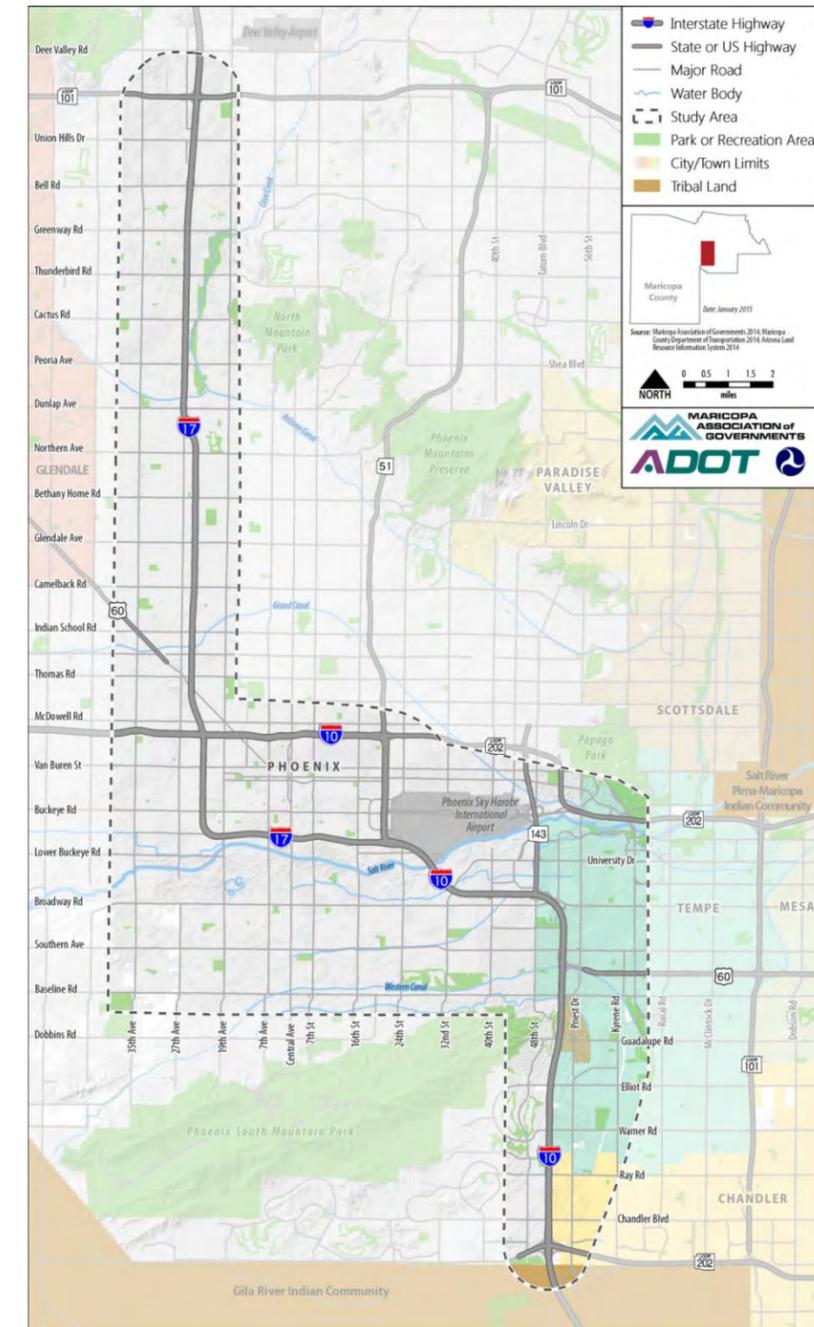


Figure 2 – Study Area Map

Appendix O. Agency Letter Enclosure 3

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Figure 3 – Study Process Diagram

Appendix P. Agency Letter Enclosure 4

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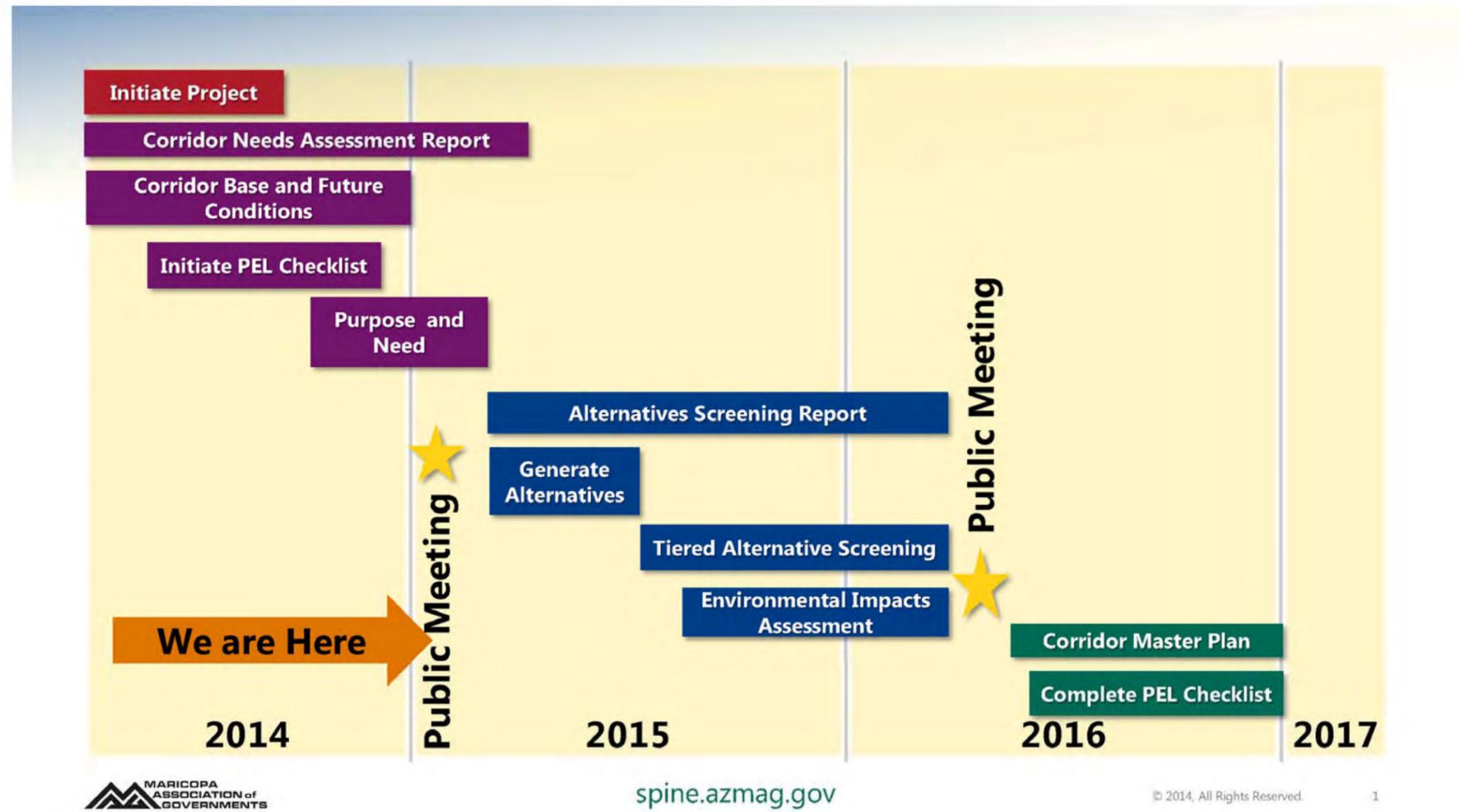


Figure 4 – Study Schedule

Appendix Q. Agency Letter Recipient List

LastName	FirstName	Company	Section	Phone	EmailAddress
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Moody	Dave	MAG	Project Management	602-254-6300	dmoody@azmag.gov
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Taft	Kelly	MAG	Communications	602-452-5020	ктаft@azmag.gov
Yazzie	Eileen	MAG	Transit/Bike/Ped Coordinator	602-452-5058	eyazzie@azmag.gov
Strow	Tim	MAG	Freight Coordinator		tstrow@azmag.gov
St. Peter	Amy	MAG	Human Services		astpeter@azmag.gov
Bauer	Linda	MAG	Environmental Director		lbauer@azmag.gov
Livshits	Vladimir	MAG	System Analysis		vlivshits@azmag.gov
Henry	Micah	MAG	ITS PM		mhenry@azmag.gov
Joshua	Sarath	MAG	ITS/Safety		sjoshua@azmag.gov
Kennedy	Teri	MAG	Programming		tkennedy@azmag.gov
Herzog	Roger	MAG	Transportation		rherzog@azmag.gov
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Agency Letter Recipient List (continued)

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	Sheridan	Jerry	MCSO	Chief Deputy	602-876-1801	
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	Blackwater	Errol	Gila River Indian Community	Land Use, Planning, and Zoning		
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			SRPMIC	EPNR Manager	480-362-7500	
			Ak-Chin Indian Community	Cultural Resources	520-568-1365	
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			Paradise Valley, Town of	Town Manager		
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			Peoria, City of	City Manager		
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	Dayal	Abhishek	Valley Metro / RPTA	Service Development	602-744-5572	adayal@valleymetro.org
	Luecker	Amanda	Valley Metro / RPTA	Planning & Development	602-744-8241	aluecker@valleymetro.org

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	Dovalina	Ray	Phoenix, City of	Street Transportation	602-262-6781	ray.dovalina@phoenix.gov
	Owsiany	Dana	Phoenix, City of	Street Transportation	602-534-5692	dana.owsiany@phoenix.gov
	Melnychenko	Mark	Phoenix, City of	Street Transportation	602-534-0592	mark.melnychenko@phoenix.gov
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Agency Letter Recipient List (continued)

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Others						
			Sky Island Alliance			
			Center for Biological Diversity			
			Sierra Club			

Appendix R. Agency Information Meeting Summary



***I-10/I-17 "Spine" Corridor Master Plan (FY 2014)
Agency and Planning Partners Scoping Meeting Summary***

Date: Monday, February 23, 2015

Time: 2:00 p.m. to 5:00 p.m.

Location: Maricopa Association of Governments
302 N. 1st Ave, 2nd Floor – Saguaro Conference Room
Teleconference

Agencies Represented:

Arizona Department of Administration	Environmental Protection Agency <i>(teleconference)</i>
Arizona Department of Public Safety (DPS)	Federal Aviation Administration
Arizona Department of Transportation (ADOT); Environmental Planning Group, Freight Planning Program, Intergovernmental Affairs, State and Regional Planning, Urban Project Management	Federal Highway Administration (FHWA)
Arizona State Land Department <i>(teleconference)</i>	Gila River Indian Community; Department of Transportation, Land Use Planner, Tribal Historic Preservation Office
Arizona State Parks, State Historic Preservation Office (SHPO)	Maricopa Association of Governments; Intelligent Transportation System/Safety, Project Management
City of Chandler, City Transportation Engineer	Maricopa County Department of Transportation
City of Phoenix; Aviation, City Engineer's Office, Office of Environmental Programs, Intelligent Transportation System, Light Rail Coordinator, Public Transit, Street Transportation	Maricopa County Sheriff's Office
City of Tempe; Historic Preservation Office, Police Department, Public Works	Southwest Gas
	Valley Metro, Environmental Manager
	Washington Elementary School District

Attendees: See attached sign-in sheet.



***I-10/I-17 "Spine" Corridor Master Plan (FY 2014)
Agency and Planning Partners Scoping Meeting Summary***

Meeting Summary: Jessica Rietz, Jacobs; Heather Honsberger, Jacobs

1. For the first 25 minutes of the meeting, attendees reviewed the 28 study public information banners set up around the room. Graphics of these banners can be found on the study website spine.azmag.gov.
2. B. Hazlett welcomed attendees and led introductions. Attendees were invited to leave comment forms or letters in the comment box provided (see Table 1 for a summary of comments provided in writing). The banners on display at the meeting will be shown at the public information meetings scheduled for February 25th, 26th, and March 4th. Attendees were encouraged to review roll plots of the study area and attend the public meetings.
3. B. Hazlett presented an overview of the study. See attached meeting presentation.
 - a. Study overview and history
 - b. Study goals, objectives, and expectations
 - c. Study timeline and deliverables
 - d. PEL and Future NEPA Actions
 - e. Agency input and involvement
4. B. Hazlett led a question, answer and comment session to identify study issues and concerns.

General questions:

Question (Q): Will the public meeting be held in the same format as this meeting?

Answer (A): No. The public meeting will be held in an open house format with the banners you see today, an aerial map made up of four roll plots depicting the study area, computer stations for attendees to take the online survey, comment tables where attendees can write down comments on a paper form, a Transit 2020 table from City of Phoenix and an ADOT table for the Near-Term Improvements project team.

Q: City of Phoenix: Is FHWA involved? Perhaps if they are we won't need to be concerned about segmentation issues in the future?

A: Yes, FHWA is a Management Partner on this study.

Question Number 1: Please describe your agency's/department's mandate and how it relates to the study?

Agency Information Meeting Summary (continued)



**I-10/I-17 "Spine" Corridor Master Plan (FY 2014)
Agency and Planning Partners Scoping Meeting Summary**

Comment (C): City of Phoenix, Street Transportation Department: The City's top priority is to identify potential projects that can be accelerated, and how those projects tie back to the City's activities. One example of this is the Metro Center light rail extension.

B. Hazlett noted that the previous project's recommended solutions were so big that nothing could be done. The idea behind this study is to break the solution into smaller projects that can be implemented incrementally.

C: City of Phoenix, Environmental Programs: Requested confirmation on whether FHWA would be involved, to ensure they are on board with future environmental work. Inquired whether the environmental studies from previous projects would be used.

In response, B. Hazlett stated the study's organizational structure involves representatives from FHWA, and the data from the previous studies would be incorporated in this study.

C: City of Phoenix, Street Transportation Department: From the City's perspective, there are a lot of locations in this corridor where the freeway acts as a barrier. Need to make connections across the freeway.

C: Valley Metro: Valley Metro has four active projects in this corridor. Want to ensure these projects and environmental processes are coordinated with FHWA, MAG, and ADOT.

B. Hazlett stated the idea of this study is to streamline the process so all governmental agencies are working together.

C: Washington Elementary School District: There are fifteen schools within the Study Area.

C: City of Phoenix, Aviation: Runway protection zones for Sky Harbor are affected by Interstate 10 (I-10). The maintenance of these zones is very important.

Question Number 2: Does your agency or department have facilities in the Study Area? Does your agency or department have plans for future facilities that we need to account for within the Study Area?

C: Washington Elementary School District: There are fifteen schools within the Study Area.

C: City of Phoenix, Aviation: Sky Harbor is looking to improve the west entrance to the airport.

C: City of Phoenix Transit: There is the future I-10 West light rail project. It is important that current projects not preclude these future improvements.



**I-10/I-17 "Spine" Corridor Master Plan (FY 2014)
Agency and Planning Partners Scoping Meeting Summary**

C: Valley Metro: There are four projects crossing I-10 within the Study Area, three of which are the West I-10 light rail project, the South Central Project, the Northwest Phase 2 Project.

Question Number 3: Are there any specific issues or concerns (i.e., regulation changes, etc) that you are aware of within the Study Area?

C: City of Phoenix, Aviation: Regulatory requirements and list of issues and concerns changes frequently.

C: City of Tempe: The City's General Plan was just approved. Suggestion made to look at the type of traffic being placed onto City of Tempe's streets. Some of the signals are rather old. Need to make sure the infrastructure for active traffic management systems is present. The City has concerns about moving traffic efficiently onto the freeway and that the freeway acts as a barrier in moving across the freeway. Another concern is that traffic will back up onto local streets.

C: City of Chandler: The City just started a process to approve their General Plan. We do not know the approval timeline at this point, but the City will e-mail the study team that information.

C: City of Phoenix: The traffic signals on the parallel arterials are fairly old, with little detection and monitoring. There is a concern that infrastructure improvements would be needed if any active traffic management moves forward. The City also noted there are probably some drainage issues in the corridor.

B. Hazlett acknowledged the study team is aware there are drainage issues and concerns with water overtopping the roadway at some locations throughout the Study Area. The team will be looking at solutions to address the flooding.

C: Gila River Indian Community: No land use planning or other updates they are aware of at the present time.

C: SHPO: Our mandate has to do with the National Historic Preservation Act (NHPA). This has a floating timeline of fifty years. Our issues are dependent upon properties that are fifty years old when the time comes to implement any projects. The National Environmental Policy Act does not cover NHPA, so any projects will eventually have to come through SHPO for project review. Suggested that SHPO could implement a Programmatic Agreement for something that is twenty to thirty years away. This could use a sunset clause that is some years away, providing latitude to do what is needed. Any projects would still need to deal with a project review through the tribal historic preservation offices.

C: Maricopa County Sherriff's Office: They would work with the DPS, the cities of Tempe and Phoenix, and the GRIC to do a trend and behavioral analysis to act in concert with other stakeholders.

Agency Information Meeting Summary (continued)



***I-10/I-17 "Spine" Corridor Master Plan (FY 2014)
Agency and Planning Partners Scoping Meeting Summary***

C: DPS: We have no major concerns at this time. The Department has a good relationship with MAG and ADOT as they move forward with the ADOT Traffic Operations Center.

Question Number 4: Do you have any ideas for alternatives that can help achieve the study's goals?

C: City of Phoenix: Limiting heavy truck traffic to certain lanes. Is there any way to provide signage for limiting truck use? B. Hazlett responded this change would need to be discussed with the legislature.

Integrated corridor traffic management should include upgrading signals to provide better connectivity north-south and east-west.

There is an inability for buses and transit vehicles to pick up speed in the HOV lane because they are constantly being cut off by cars entering the lane. Is there any way to provide a dedicated lane for buses that could be used for another use during the day?

C: Banning large trucks from the HOV lanes.

C: Washington Elementary School District: The challenge with school districts is that schools add to congestion when parents want to pick up their students rather than allow them to use buses or transit. Start times are mixed to match when parents need to arrive at school. The District is interested in the Safe Routes to School program, so children could walk. Specific strategy ideas in the past have included creating a different traffic pattern to get vehicles off the streets without needing a new road or right-of-way. The District has worked with the City of Phoenix to educate parents on the Safe Routes to School idea. They have worked with a few engineering firms for traffic analysis, but have never completed a meta-analysis of their whole district.

C: ADOT: Requested special lanes and high-occupancy toll lanes be included in the range of alternatives so that this option is available to those willing to pay a premium for reliability.

Question Number 5: Are there particular traffic interchanges that cause an issue which we should pay attention to? Please disregard major system interchanges.

C: City of Tempe: Broadway/I-10 and Baseline/I-10 both have serious issues.

C: City of Phoenix, Aviation: SR 143/I-10

C: Wilson (traffic engineering consultant): 7th Street in the evening peak period ingress, eastbound traffic. Additional storage on that ramp is needed to reduce spillback onto Roosevelt.

C: City of Phoenix: I-17/19th Avenue has challenges during both morning and evening peak periods. The real issue is capacity, as the interchanges are maxed out and more lanes would back up onto other streets. We need to look at other areas to allow for more connections.



***I-10/I-17 "Spine" Corridor Master Plan (FY 2014)
Agency and Planning Partners Scoping Meeting Summary***

C: The east-west movement across I-10 is an issue. Could additional east-west streets cross the freeway, rather than major streets with interchanges? Why don't we have an interchange at I-17/US 60?

B. Hazlett responded that having a freeway interchange at every street crossing can be problematic, but closing an interchange can also be very tricky.

Over crossings can be considered, but this would potentially add traffic to streets that have been disconnected for more than fifty years, these neighborhoods may not want to be reconnected.

C: SHPO: Land use changes over time, and just because the freeway is fifty years or older does not mean it can't change. Suggestion to use census data to identify where people live, and if they have school-aged children. Information about what a neighborhood goes through over time is important. SHPO would not be averse to looking at this data and figuring out what to do with these old neighborhoods.

C: HOV direct connections could be implemented.

C: A potential drainage solution would be a consolidated drainage system, or facility, administered across different agencies.

C: An update of street lighting to address wrong-way drivers. Different interchange types can also help reduce wrong-way drivers.

5. Adjournment. B. Hazlett thanked attendees for coming and reminded everyone that they can still come to the public meetings. Also invited agencies to utilize the MetroQuest survey tool online to submit comments. Requested agencies notify MAG if there are any different or additional contacts within their respective agencies that need to be included in the project.

Agency Information Meeting Summary (continued)



***I-10/I-17 "Spine" Corridor Master Plan (FY 2014)
Agency and Planning Partners Scoping Meeting Summary***

Table 1. Agency and Planning Partners Scoping Meeting Comment Summary

Agency	Relation to Study	Owned Facilities in Study Area	Future Plans	Specific Issue/Concern	Suggested Alternatives	Other Comments
Arizona Department of Administration	Responsible for Capitol master planning.	Yes. ADOA has 50+ state owned facilities within the Study Area.	In process of updating Capitol Complex Master Plan.	I-10 West Light Rail Extension might have large impact.	Additional alternative modes, such as: regional transportation options, commuter rails, light rail extensions, street cars, etc.	None
City of Phoenix Street Transportation Department	Much of the Study Area is within the City of Phoenix. Partner agency that is affected positively and negatively.	Yes. Adjacent signalized arterials.	All future plans related to arterial operations are being coordinated through MAG and ADOT.	Many of the signalized arterials have older signalized technology with limited capabilities that are inherent to active traffic management strategies.	None	None
City of Phoenix [Department Unknown]	Potential projects that can be accelerated for implementation. How City of Phoenix can help identify those projects.	Yes. Streets (arterials, collectors, locals), transit operations, traffic signals, drainage facilities.	Phoenix Comprehensive Transportation Downtown Study, Pecos Basin Drainage Facilities, Future Northwest LRT Extension to Metrocenter.	Adjacent neighborhoods and flood control.	Integrated Corridor Management/ITS. Consolidated drainage facilities.	Obtain solution & result oriented improvements. Collaboration between agencies, (i.e., City, MAG, ADOT, County, etc.)

Appendix S. Comment Codes and Frequency Chart – Priorities

		All Priorities Comments	Add Travel Choices	Emphasize Jobs	Improve Commerce	Improve Commute	Increase Connections	Minimize Cost	Promote Neighborhoods	Protect the Environment
Access	Improve/Increase Access	1	0	0	0	0	1	0	0	0
	Access Management	0	0	0	0	0	0	0	0	0
	Restrict Access	0	0	0	0	0	0	0	0	0
ADA	Need ADA Compliance	1	1	0	0	0	0	0	0	0
Address Future Needs	Address Future Needs	4	1	1	1	1	0	0	0	0
Bikes/Pedestrians	Add Bicycle Lanes/Bicycle Facilities	11	9	0	0	0	0	0	1	1
	Add Pedestrian Facilities	3	2	0	0	0	0	0	1	0
	Add Sidewalks	1	1	0	0	0	0	0	0	0
	Bicycle Issues	0	0	0	0	0	0	0	0	0
	Create Complete Streets	1	0	0	0	0	0	0	0	1
	Improve Sidewalk Conditions	1	1	0	0	0	0	0	0	0
	Pedestrian Issues	0	0	0	0	0	0	0	0	0
	Change Habits/Schedules	Discourage Long Commutes	0	0	0	0	0	0	0	0
	Discourage Single Occupancy Trips	2	0	0	0	0	1	0	0	1
	Encourage Biking	2	2	0	0	0	0	0	0	0
	Encourage Commerce	1	1	0	0	0	0	0	0	0
	Encourage Transit Use	0	0	0	0	0	0	0	0	0
	Encourage Walking	6	4	0	0	0	0	0	1	1
	Work With Employers	3	0	0	0	3	0	0	0	0
Commercial Traffic	Commercial Traffic Creating Damage	1	0	0	1	0	0	0	0	0
	Commercial Traffic Needs Alternatives	6	0	0	5	1	0	0	0	0
	Commercial Traffic	1	0	0	1	0	0	0	0	0
Crossings/Connections	Create Connections	4	1	0	0	0	0	0	3	0
	Create Vehicle Crossing Over Freeway	3	0	0	0	1	2	0	0	0
Enhance Aesthetics	Enhance Aesthetics	2	0	0	0	0	0	0	2	0
Environment	Protect the Environment	1	0	0	0	0	0	0	1	0
	Reduce Air Pollution	8	0	0	1	0	1	0	1	5
	Health Concerns	1	0	0	0	0	0	1	0	0
Cost/Funding/Economy	Affordability	1	0	0	0	0	1	0	0	0
	Consider Alternate Funding Mechanisms	3	0	1	0	0	0	2	0	0
	Fund Allocation	0	0	0	0	0	0	0	0	0
	Improve Economy	2	0	1	0	1	0	0	0	0
	Inadequate Funding	3	0	0	0	0	0	3	0	0
	Inadequate Gas Tax Revenues	1	0	0	0	0	0	1	0	0

Comment Codes and Frequency Chart – Priorities (continued)

	All Priorities Comments	Add Travel Choices	Emphasize Jobs	Improve Commerce	Improve Commute	Increase Connections	Minimize Cost	Promote Neighborhoods	Protect the Environment	
Cost/Funding/Economy	Increase Taxes for Transportation	2	0	0	0	1	1	0	0	
	Negative Economic Impact	0	0	0	0	0	0	0	0	
	Promote Job Growth	3	0	1	0	2	0	0	0	
	Too Expensive	0	0	0	0	0	0	0	0	
	Use Funds Judiciously	2	0	1	0	0	0	1	0	
Freeway Lanes/Ramps	Add Direct HOV Entrances/Exits	0	0	0	0	0	0	0	0	
	Add Express Lane(s) on Freeway(s)	1	1	0	0	0	0	0	0	
	Add Freeway Entrance/Exit Ramp(s)	0	0	0	0	0	0	0	0	
	Add Reversible Lanes	1	1	0	0	0	0	0	0	
	Add Vehicle Lanes	15	1	1	1	7	2	1	1	
	Against HOV Lanes	1	0	0	0	1	0	0	0	
	Against Special Lanes	0	0	0	0	0	0	0	0	
	Against Toll Lanes	0	0	0	0	0	0	0	0	
	Against Truck Only Lane	0	0	0	0	0	0	0	0	
	Allow Any HEV in HOV	0	0	0	0	0	0	0	0	
	Create Longer Exit Ramps	1	0	0	0	0	0	1	0	
	Entrance/Exit Ramp Issue(s)	0	0	0	0	0	0	0	0	
	Pro HOV Lanes	2	0	0	0	2	0	0	0	
	Freeway Lanes/Ramps	Pro Special Lanes	2	0	0	1	0	1	0	0
		Pro Toll Lanes	2	0	0	0	2	0	0	0
Pro Truck Only Lane		0	0	0	0	0	0	0	0	
Repurpose Lanes		1	0	0	0	0	0	0	1	
Freeway Lanes are Too Narrow		1	0	0	0	1	0	0	0	
Increase Ramp Metering		0	0	0	0	0	0	0	0	
Reduce Freeway Ramps		0	0	0	0	0	0	0	0	
Widen Freeway Lanes		0	0	0	0	0	0	0	0	
Freeways	Add Elevated Deck on Freeway(s)	1	0	0	0	1	0	0	0	
	Against Freeways	1	0	0	0	0	0	0	1	
	Against South Mountain Freeway	2	1	0	0	1	0	0	0	
	Build More Freeways/Highways	12	2	1	0	5	1	0	3	
	Create Bypass	5	1	0	2	2	0	0	0	
	Create Crossing	4	3	0	0	0	1	0	0	
	Focus on I-10	0	0	0	0	0	0	0	0	
	Focus on I-17	1	0	1	0	0	0	0	0	
	Improve Commute	2	0	0	0	0	0	1	1	
	Improve Interchanges	2	0	0	0	1	1	0	0	
Freeways	Improve Visibility onto Freeways	0	0	0	0	0	0	0	0	
	Increase Speed Limit	1	0	0	0	1	0	0	0	

Comment Codes and Frequency Chart – Priorities (continued)

		All Priorities Comments	Add Travel Choices	Emphasize Jobs	Improve Commerce	Improve Commute	Increase Connections	Minimize Cost	Promote Neighborhoods	Protect the Environment
Freeways	Induced Demand	2	0	0	0	0	0	0	2	0
	Minimize Freeway Footprint	0	0	0	0	0	0	0	0	0
	No HEV in HOV	0	0	0	0	0	0	0	0	0
	Pro Frontage Roads	1	0	0	1	0	0	0	0	0
	Pro South Mountain Freeway	4	0	0	1	1	1	0	0	1
	Remove I-10 Tunnel	0	0	0	0	0	0	0	0	0
Increase Options	Increase Transportation Options	7	3	0	0	1	0	0	0	3
Land Use/ Neighborhoods	Encourage Smart Growth	5	0	1	0	0	0	0	3	1
	Land Availability Issue	0	0	0	0	0	0	0	0	0
	Lowered Property Values	1	0	0	0	0	0	1	0	0
	Reduce Noise	3	0	0	0	0	0	0	2	1
Lane Use Enforcement	Protect Neighborhoods	4	1	0	0	0	1	0	0	2
	Lane Use Enforcement	5	1	0	0	3	1	0	0	0
Maintenance	Improve Roadway Conditions	4	1	0	0	0	0	3	0	0
No Build	No Build	0	0	0	0	0	0	0	0	0
Safety	Cell Phone Use	0	0	0	0	0	0	0	0	0
	Dangerous Merging/Weave	2	0	0	0	1	1	0	0	0
	Enforce Speed Limits	1	0	0	0	0	0	0	1	0
	Increase Safety	7	1	0	1	2	1	0	1	1
Signage Street Improvements	Reduce Speeding	0	0	0	0	0	0	0	0	0
	Add/Improve Signage	0	0	0	0	0	0	0	0	0
	Add Roundabout(s)	0	0	0	0	0	0	0	0	0
	Against Roundabout(s)	0	0	0	0	0	0	0	0	0
	Build Elevated Right-of- Way	1	0	0	0	0	0	1	0	0
	Create One Way Streets	1	0	0	0	1	0	0	0	0
	Improve Roundabout(s)	0	0	0	0	0	0	0	0	0
	Improve Street Intersections	1	0	0	0	1	0	0	0	0
	Narrow Street Lanes	0	0	0	0	0	0	0	0	0
	Optimize Signals	0	0	0	0	0	0	0	0	0
	Reduce Street Lanes	0	0	0	0	0	0	0	0	0
	Reduce Street Traffic	2	0	0	0	0	0	0	2	0
Technology	Increase Use of Technology	6	1	0	0	1	3	0	0	1
Traffic Congestion	Reduce Traffic Congestion	8	1	0	1	3	1	1	1	0
Transit	Add a Subway	0	0	0	0	0	0	0	0	0
	Add BRT	6	3	1	0	1	0	0	0	1
	Add Bus Amenities	1	1	0	0	0	0	0	0	0
	Add Bus Pullouts	0	0	0	0	0	0	0	0	0

Comment Codes and Frequency Chart – Priorities (continued)

	All Priorities Comments	Add Travel Choices	Emphasize Jobs	Improve Commerce	Improve Commute	Increase Connections	Minimize Cost	Promote Neighborhoods	Protect the Environment
Transit	Add Park and Ride Facilities	1	1	0	0	0	0	0	0
	Add Transit Lane on Freeway(s)	2	0	0	0	2	0	0	0
	Add Transit Options	11	11	0	0	0	0	0	0
	Against Light Rail	0	0	0	0	0	0	0	0
	Against Transit	1	0	0	0	0	0	1	0
	Augment Transit	9	1	0	1	3	1	1	1
	Build a Monorail	1	0	0	0	1	0	0	0
	Build an Elevated Rail System	4	1	0	0	2	0	0	1
	Build Commuter Rail	4	2	1	0	1	0	0	0
	Build Light Rail Along Freeway	3	1	0	0	2	0	0	0
	Build More Light Rail	8	5	0	0	0	2	1	0
	Connect to Commuter Rail	1	1	0	0	0	0	0	0
	Increase Bus Service	6	3	1	0	2	0	0	0
	Ineffective Transit	2	1	0	0	0	0	1	0
	Lower Transit Fares	0	0	0	0	0	0	0	0
	No More Light Rail	2	1	1	0	0	0	0	0
	Total Codes	266	74	13	18	62	25	21	25

Appendix T. Comment Codes and Frequency Chart – Strategies

Primary Code	Secondary Code	All Strategies	Access	Freeway Lanes	Special Lanes	Street Lanes	Travel Modes
Access	Access Management	0	0	0	0	0	0
	Restrict Access	2	1	0	1	0	0
	Improve/Increase Access	5	3	0	0	2	0
ADA	Need ADA Compliance	1	0	0	0	0	1
Address Future Needs	Address Future Needs	7	1	4	1	1	0
Bikes/Pedestrians	Add Bicycle Lanes/Bicycle Facilities	28	4	1	1	15	7
	Add Pedestrian Facilities	3	2	0	0	1	0
	Add Sidewalks	0	0	0	0	0	0
	Bicycle Issues	1	0	0	0	1	0
	Create Complete Streets	4	1	0	0	3	0
	Improve Sidewalk Conditions	0	0	0	0	0	0
	Pedestrian Issues	1	0	0	0	1	0
Change Habits/Schedules	Discourage Long Commutes	0	0	0	0	0	0
	Discourage Single Occupancy Trips	1	0	0	1	0	0
	Encourage Biking	2	0	0	0	0	2
	Encourage Commerce	0	0	0	0	0	0
	Encourage Transit Use	2	0	0	2	0	0
	Encourage Walking	1	0	0	0	0	1
	Work With Employers	1	0	0	0	0	1
Commercial Traffic	Commercial Traffic Creating Damage	0	0	0	0	0	0
	Commercial Traffic Needs Alternatives	4	0	3	1	0	0
	Commercial Traffic Should Have Priority	2	0	1	0	0	1
Crossings/Connections	Create Connections	4	3	0	0	1	0
	Create Vehicle Crossing Over Freeway	2	1	0	0	1	0
Enhance Aesthetics	Enhance Aesthetics	0	0	0	0	0	0
Environment	Protect the Environment	2	0	2	0	0	0
	Health Concerns	0	0	0	0	0	0
	Reduce Air Pollution	2	0	2	0	0	0
Cost/Funding/Economy	Affordability	0	0	0	0	0	0
	Consider Alternate Funding Mechanisms	0	0	0	0	0	0
	Dangerous Merging/Weaves	12	10	1	0	1	0
	Fund Allocation	0	0	0	0	0	0

Comment Codes and Frequency Chart – Strategies (continued)

Primary Code	Secondary Code	All Strategies	Access	Freeway Lanes	Special Lanes	Street Lanes	Travel Modes
Cost/Funding/Economy	Improve Economy	1	1	0	0	0	0
	Inadequate Funding	0	0	0	0	0	0
	Inadequate Gas Tax Revenues	0	0	0	0	0	0
	Increase Taxes for Transportation	1	0	0	0	0	1
	Negative Economic Impact	1	0	1	0	0	0
	Promote Job Growth	0	0	0	0	0	0
	Too Expensive	5	1	1	1	1	1
	Use Funds Judiciously	1	1	0	0	0	0
Freeway Lanes/Ramps	Add Direct HOV Entrances/Exits	3	1	1	1	0	0
	Add Express Lane(s) on Freeway(s)	10	0	2	6	0	2
	Add Freeway Entrance/Exit Ramp(s)	1	1	0	0	0	0
	Add Reversible Lanes	2	0	0	1	1	0
	Add Vehicle Lanes	8	0	4	1	3	0
	Against HOV Lanes	12	0	1	10	0	1
	Against Special Lanes	1	0	0	1	0	0
	Against Toll Lanes	27	0	1	26	0	0
	Against Truck Only Lane	2	0	0	2	0	0
	Allow Any HEV in HOV	3	0	0	3	0	0
	Create Longer Exit Ramps	0	0	0	0	0	0
	Entrance/Exit Ramp Issue(s)	0	0	0	0	0	0
	Pro HOV Lanes	17	0	3	14	0	0
	Pro Special Lanes	12	0	6	6	0	0
	Pro Toll Lanes	13	0	2	11	0	0
	Pro Truck Only Lane	7	0	0	7	0	0
Repurpose Lanes	4	0	0	4	0	0	
Freeways	Add Elevated Deck on Freeway(s)	7	0	6	1	0	0
	Against Freeways	2	1	1	0	0	0
	Against South Mountain Freeway	0	0	0	0	0	0
	Build More Freeways/Highways	1	0	1	0	0	0
	Create Bypass	4	2	1	1	0	0
	Create Crossing	2	0	0	0	1	1
	Focus on I-10	0	0	0	0	0	0

Comment Codes and Frequency Chart – Strategies (continued)

Primary Code	Secondary Code	All Strategies	Access	Freeway Lanes	Special Lanes	Street Lanes	Travel Modes
Freeways	Focus on I-17	0	0	0	0	0	0
	Freeway Lanes are Too Narrow	0	0	0	0	0	0
	Improve Commute	1	0	1	0	0	0
	Improve Interchanges	6	3	2	1	0	0
	Improve Visibility onto Freeways	1	1	0	0	0	0
	Increase Ramp Metering	1	1	0	0	0	0
	Increase Speed Limit	1	0	1	0	0	0
	Induced Demand	25	0	23	0	1	1
	Minimize Freeway Footprint	5	0	3	1	0	1
	No HEV in HOV	1	0	0	1	0	0
	Pro Frontage Roads	1	0	0	0	1	0
	Pro South Mountain Freeway	1	0	1	0	0	0
	Reduce Freeway Ramps	0	0	0	0	0	0
	Remove I-10 Tunnel	2	0	0	0	0	2
	Widen Freeway Lanes	1	0	1	0	0	0
Increase Options	Increase Transportation Options	22	2	10	0	3	7
Land Use/Neighborhoods	Encourage Smart Growth	5	0	2	0	0	3
	Land Availability Issue	1	0	0	0	1	0
	Lowered Property Values	0	0	0	0	0	0
	Reduce Noise	2	0	1	0	1	0
	Protect Neighborhoods	13	2	6	0	5	0
Lane Use Enforcement	Lane Use Enforcement	15	0	3	12	0	0
Maintenance	Improve Roadway Conditions	0	0	0	0	0	0
No Build	No Build	1	1	0	0	0	0
Safety	Cell Phone Use	3	1	1	1	0	0
	Dangerous Merging/Weaves	12	10	1	0	1	0
	Enforce Speed Limits	0	0	0	0	0	0
	Increase Safety	20	8	5	1	6	0
	Reduce Speeding	1	0	0	0	1	0
Signage	Add/Improve Signage	2	1	0	0	1	0
Street Improvements	Add Roundabout(s)	1	1	0	0	0	0
	Against Roundabout(s)	2	2	0	0	0	0

Comment Codes and Frequency Chart – Strategies (continued)

Primary Code	Secondary Code	All Strategies	Access	Freeway Lanes	Special Lanes	Street Lanes	Travel Modes
Street Improvements	Build Elevated Right-of-Way	0	0	0	0	0	0
	Create One Way Streets	1	0	0	0	1	0
	Improve Roundabout(s)	1	1	0	0	0	0
	Improve Street Intersections	2	0	0	0	2	0
	Narrow Street Lanes	1	0	0	0	1	0
	Optimize Signals	11	0	1	0	10	0
	Reduce Street Lanes	1	0	0	0	1	0
	Reduce Street Traffic	3	1	0	0	2	0
Technology	Increase Use of Technology	6	4	0	1	1	0
Traffic Congestion	Reduce Traffic Congestion	4	0	4	0	0	0
Transit	Add a Subway	3	0	0	0	0	3
	Add BRT	1	0	0	1	0	0
	Add Bus Amenities	0	0	0	0	0	0
	Add Bus Pullouts	5	0	1	0	3	1
	Add Park and Ride Facilities	1	0	0	0	0	1
	Add Transit Lane on Freeway(s)	6	0	0	6	0	0
	Add Transit Options	7	1	0	2	0	4
	Against Light Rail	7	0	0	0	1	6
	Against Transit	1	0	0	0	0	1
	Augment Transit	28	2	4	2	4	16
	Build a Monorail	0	0	0	0	0	0
	Build an Elevated Rail System	3	1	0	0	0	2
	Build Commuter Rail	15	1	3	0	1	10
	Build Light Rail Along Freeway	8	0	1	3	1	3
	Build More Light Rail	24	0	1	0	1	22
	Connect to Commuter Rail	0	0	0	0	0	0
	Increase Bus Service	7	0	0	0	1	6
	Ineffective Transit	1	0	0	0	0	1
	Lower Transit Fares	0	0	0	0	0	0
	No More Light Rail	0	0	0	0	0	0
	Total Codes	515	68	120	135	83	109

Appendix U. Priority & Strategy Comments and Suggested Priorities

Add Travel Choices	Phoenix needs more bike/ped bridges over I-17.
Add Travel Choices	Actually enforcing HOV restrictions we already have
Add Travel Choices	We need to expand light rail ASAP in a hub and spoke manner that follows historical travel corridors. From there, we can enhance options for neighborhood circulators, better bus systems, and a less autocentric development footprint going forward. Commuter/regional rail should also have an interface with this plan.
Add Travel Choices	Yes, we need more mass transit, bicycle use, and walkable neighborhoods
Add Travel Choices	By increasing choices and multimodal options there is a great chance that this will lower the number of vehicle trips. This infrastructure is relatively inexpensive compared to traditional highway roads and would better serve those who cannot drive as well as those who would rather not drive but do not realistically have the option due to the configuration of the freeway.
Add Travel Choices	Can I put bike/ped/transit four times?
Add Travel Choices	More park-and-ride locations in the east valley.
Add Travel Choices	Enhancing light rail or other rail options to the primary east/west corridors would be helpful long-term.
Add Travel Choices	Huge parking area off Pecos but Valley Metro services from Ahwatukee area to Central Phoenix, using I10, almost nonexistent.
Add Travel Choices	More protected bike lanes.
Add Travel Choices	Why are the freeways so wide in the suburbs and so narrow. In Phoenix. Phoenix has been cheated. No paradise parkway no south mountain... The result gridlock
Add Travel Choices	Currently there is no way to access the benefit of the corridor's high speed potential with frequent transit service throughout the day.
Add Travel Choices	Too many people. We need mass transit.....
Add Travel Choices	We need extension the light rail to Desert Ridge Marketplace.
Add Travel Choices	Cannot build your way out of congestion. Add more travel choices to give people options
Add Travel Choices	GETTING OFF I-17 AND DRIVING WEST IN AFTERNOON IS IMPOSSIBLE. NEED MORE HIGHWAY CHOICES HEADING WEST.
Add Travel Choices	I'd really like to see light rail along the spine corridor bus stations with service coordinated with arrival and departures.
Add Travel Choices	When I was in Seoul SK I could catch a bus from about any major intersection going in the direction that I wanted to go and wait no more than 5-10 minutes for a bus. A system like that can be flexible and allow people access from the spine to work, shopping, or home. It is not practical today. A bus system would support existing corridor and future corridors. No more light rail that has no flexibility and high costs.
Add Travel Choices	Adding more public transit options such as light rail or more express busses
Add Travel Choices	train could be used along Grand Ave to connect to light rail downtown.
Add Travel Choices	Fixed-lane ("transit-only") Bus Rapid Transit is the way to go. Once established along the I-10/I-17 Spine corridor, it should become the foundation for future growth throughout the valley. This option would reduce congestion on I-10/I-17 by putting more SOVs in buses (which would improve commute times for bus users and SOV commuters), reduce air pollution, promote multi-modal transportation, enhance transportation options for those without drivers licenses (young/elderly/disabled), and be one of the most cost-effective alternatives. Additionally, by working with our local governments, chambers of commerce, and local businesses, we could develop new "Mobility Hubs", which would replace/retrofit our standard Park & Rides to create new microeconomic hubs. Such Mobility Hubs would not only provide parking to Fixed-Lane BRT riders, they would have businesses that users would need at the same location (child care, cafes, auto shops, dental/medical services, markets, and etc.). Furthermore, implementing a Fixed-Lane BRT system would encourage new business by improving the quality of life in the Phoenix Area. (CEOs like livable cities!) Let's take advantage of the Spine's funding opportunity to lay a new foundation to revitalize the Greater Phoenix Area.
Add Travel Choices	Trains only work intra-downtown. Even if you have a park and ride, the Phoenix website planner for transportation is poor, doesn't point them out, and prices are inconsistent based on express bus transports leaving the car as the only reliable, predictable option.

Add Travel Choices	I would not agree to improving car commutes. We must put emphasis on alternative means of transportation now before it's too late. Don't make it easier to drive. Promote the neighborhoods that can encourage people to walk, bike, or use transit.
Add Travel Choices	Bring light rail to the west valley
Add Travel Choices	Add more transit to every corridor in Phoenix
Add Travel Choices	Build high speed elevated train like the BART or EL
Add Travel Choices	I care about adding commuter rail right up the spines, especially I-17. Use Denver as a model.
Add Travel Choices	Reverse HOV lanes during commute rush hours. From dulap down pass the I10 Stack directly for the I17.
Add Travel Choices	Allow for alternative transportation. Gilbert has wonderful trails along the canals. Please look at these alternatives when planning.
Add Travel Choices	Again having a bus or transit system that provides long distance travel (i.e. like from Peoria to Tempe without having to switch to 5 different buses) would be an ideal system. I lived in WA state and they have a great public transit system. take a look at how they do it.
Add Travel Choices	More walking/bicycle bridges.
Add Travel Choices	Especially high-capacity transit
Add Travel Choices	Dedicated bikeway along the highways
Add Travel Choices	Make every crossing of the freeways on foot or by bicycle a little less challenging – and create new connections where feasible, like Alameda/I-10 (Maricopa Freeway); add on-road bike lanes to Guadalupe Rd bridge
Add Travel Choices	Promote and prepare for unmanned vehicular travel.
Add Travel Choices	having only one real major artery to travel north to south is poor planning and needs to be addressed way before now so as to make travel less of a tedious undertaking and possible an enjoyable trip...things need to be done now to keep whatever future there may be pleasant in respect.
Add Travel Choices	Need more transit possibilities, like transit down the center of the freeways, not just on roads.
Add Travel Choices	The Southwest valley is badly in need of light rail transportation, right down the I-10 spine!
Add Travel Choices	As much as possible, when alternate routes must be taken, due to accidents or other reasons.
Add Travel Choices	maybe a couple more Rapid bus times? all of them make me really early to work or really late getting home
Add Travel Choices	What about adding additional highways/freeways?
Add Travel Choices	We want bike lanes!!! The more bike lanes, the better.
Add Travel Choices	Add metro miles, bike lanes, covered sidewalks and bus shelters
Add Travel Choices	I'd like to see several bypass options to divert traffic away from downtown Phoenix including parallel roads with both local and express options
Add Travel Choices	Add a metro
Add Travel Choices	Arizona is a desert state. You cannot bicycle to work in the summer. Travel choices are just that- you get to choose what you want to use to travel- not have it dictated.
Add Travel Choices	Get ride of pot holes, have side walks that are actually flat, connected, and wheelchair accessible (it's seriously disgusting how much this state doesn't care about its disabled citizens).
Add Travel Choices	Get ride of potholes, have sidewalks that are actually flat, connected, and wheelchair accessible (it's seriously disgusting how much this state doesn't care about its disabled citizens). Put in bike lanes ON EVERY ROAD. People will bike if they feel safe doing it. Pedestrians get killed by drivers every week it seems and here is a survey trying to make their lives easier. Focus on pedestrians 100% for the first time.
Add Travel Choices	Yes, we need more mass transit, bicycle use, and walkable neighborhoods.
Add Travel Choices	More bicycle lanes
Add Travel Choices	We can not build our way out of congestion. maximizing all of the modes available should be the master plan for the corridor
Emphasize Jobs	Expanded transportation system resiliency near our core is vital to supporting the local economy and its accessibility to residents. We need more managed growth in the Phoenix area, and transportation plays a huge role in this.

Priority & Strategy Comments and Suggested Priorities (continued)

Emphasize Jobs	I thought this money was targeted for I17... Don't give it to the airport or Broadway curve.. Another steal by east valley politicians
Emphasize Jobs	Infrastructure is the backbone for economic development.
Emphasize Jobs	We need more jobs in AZ. Build the roads and they will come with their businesses
Emphasize Jobs	If freeways are built, jobs will occur. We should however never build roads to create jobs.
Emphasize Jobs	By adding Fixed-Lane BRT, we would effectively create dozens to hundreds (as the system expands) of new full-time jobs for bus drivers, transit planners, transit supervisors, maintenance workers, bus cleaners, fuelers, and more. These are much-needed new (primarily) blue-collar positions, in addition to the temporary construction jobs it would create to implement the new lanes for the Fixed-Lane BRT system. How do we fund it? The same way we would construct Mobility Hubs--working with LPAs, chambers of commerce, and private business to develop Public Private Partnerships (P3). I bet Starbucks (and many other businesses) would love to invest in a Mobility Hub and transit line where daily customers would be guaranteed--especially if provided free advertisement banners on our buses for such private partners.
Emphasize Jobs	The way the freeway is set up now is killing the business all along the freeway and this has to stop. This city needs to grow and the jobs have to be there.
Emphasize Jobs	If you accomplish the four priorities I have above it will have a positive impact on jobs.
Emphasize Jobs	What does this mean? Emphasize jobs? Does this mean do construction as a make work effort for unions? Wrong priority! Does it mean easier access to downtown jobs? That's realistic!
Emphasize Jobs	If road and travel planning were embraced with a proper sense of Future needs, jobs would be more consistent and available rather than a scramble to get things done quickly and hire outsources to make it happen.
Emphasize Jobs	We have hit peak car, with car usage back to 1995 levels, and continuing to reduce... we don't need more freeways, we need a high speed rail line between Phoenix and Los Angeles... also, do this before rail to Tucson, or commuter rail. Keep in mind fully autonomous vehicles, shared one vehicle between 2-10 people, are coming in less than 10 years further reducing traffic congestions... you don't need new/widened freeways, at all, and they don't need built-in traffic monitoring systems since mobile phones collect this data today.
Emphasize Jobs	If you don't have public transit and you can't/don't own a car, then you can't get to work. Which means that communities that you be a job hub (and garner all the ensuing tax benefits) are out of the picture.
Emphasize Jobs	You can't have jobs unless there are decent roads and transportation to get you there. Valley Metro needs to expand their bus routes. We cannot afford light rail.
Improve Commerce	I see development of dense mass transit corridors as improving commerce, and freeway development as being bad for commerce.
Improve Commerce	Through trucking (and autos) currently has no viable alternative but to use the lower half of "the Spine" = I-10. The proposed 51st Ave "south bypass" could remove substantial through traffic from this segment.
Improve Commerce	Working professionals like doctors, nurses and appraisers operating during congested business hours should be allowed to use the carpool lane
Improve Commerce	Stop allowing trucks to travel in all lanes. All delivery trucks need to be in one lane for better movement of traffic.
Improve Commerce	It is the hardest way to get around and needs to be one of the easiest. This should have been corrected in 1969 when put forth but hind sight 20/20. This is still one of the most important routes in the City so lets get right this time.
Improve Commerce	We need to focus on getting the traffic moving and those not doing business here around a southern loop to keep them out of down town
Improve Commerce	Reduce pollution
Improve Commerce	GET THE COMMUTERS OFF THE IMPORT/EXPORT CORRIDOR!!
Improve Commerce	Truck traffic wanting to travel thru phoenix would benefit from an elevated bypass. it could be tolled to offset the cost. this also improves safety on the rest of the system.

Improve Commerce	I left ended up leaving the west valley because of the Traffic on I10 East trying to get to the 51.
Improve Commerce	Too much traffic for the number of lanes in this area. Last minute decisions by vehicles put everyone in danger. There needs to be better, and more safe options to smoothly flow through. When driving a commercial vehicle everyone's life is in your hands no matter who's at fault. I think the biggest issue is not enough lanes for the traffic that is moving much too fast for a safe merge into the lanes carrying so much traffic.
Improve Commerce	Need to add an upper deck for through traffic.
Improve Commerce	Congestion in Central/South Phoenix makes it less desirable for trucking and warehousing businesses. Improving connections and reducing congestion will promote more jobs close to central/south Phoenix
Improve Commerce	Remove the idiots from the roadway is going to be a challenge so the trucking industry can move more freely in the two right lanes
Improve Commerce	Bring back full frontage roads
Improve Commerce	Trucks should be banned from the left or high speed lanes. They bog down the commutes by being in those lanes especially during rush hour. What need do they have to be across all lanes slowing things down.
Improve Commerce	Raise the gas tax and let the truckers pay for it. They are the ones who are ruining our freeways.
Improve Commute	I would like to see conventional commuter rail installed parallel to the spine.
Improve Commute	I have long joked that, when the traffic comes to a standstill in both directions during commute hours, all drivers should be require to get out of their vehicles, walk over to the median wall and exchange work and home information with drivers headed the opposite direction. "Hey, let's trade jobs (or residences) and stop passing each other twice every day!" Seriously, let's have a well-advertized database to provide commuters this option.
Improve Commute	"Improving commute" will address all other sub-issues (most importantly reducing property damage, injury, and death). Environment, cost, jobs, etc, would all subsequently benefit from and improved commute.
Improve Commute	...by adding sustainable choices, not just expanding freeway lanes. Review "induced demand."
Improve Commute	I would rather not have to commute by car.
Improve Commute	The 202 freeway will improve nothing. It is a waste of money. Use the 2 Billion to widen I-10 on the west side.
Improve Commute	Broadway curve slightly improved in the past with dedicated lane to Broadway Road and two lanes to AZ143/airport but is still extremely dangerous and congested.
Improve Commute	Building the Pecos freeway between S. Phoenix and W. Phoenix seems to be the best way to reduce truck traffic on I-10 through Phoenix.
Improve Commute	I work in phx but live in buckeye its a 42 miles commute each way takes me about an hour and a half that is almost 3 hours total a day I waste of my life not to mention all the extra gas and damage I do to the ozone layer these are things we cannot get back or fix the damage to ozone, money, gas and precious time there has to be a better way. We could do our jobs here in my department but we don't maybe if you offered incentives to employers for doing that would help get more people off the road. I know nothing will change but thanks for letting me vent be blessed Carl Schroeder
Improve Commute	I recommend building more bridges over the I17 East/West bound at intermediate streets. There is not enough 'street' crossing over I17. Bridges at Orangewood, Maryland, Missouri, Osborn, Campbell, etc. should be constructed to alleviate the traffic jams crossing over I17 on major cross streets, East and West bound.
Improve Commute	I have great pity for anyone whose circumstances cause them to rely on any "Freeway" for a portion of their daily commute. Whatever this Study will promise is a chimera.
Improve Commute	I live in the area off US60 and McClintock and just want these commuters out of here as quickly and easily as possible.
Improve Commute	We need reduce the traffic congestion on SR-51 & Loop 101.

Priority & Strategy Comments and Suggested Priorities (continued)

Improve Commute	If Grand Avenue were made into a freeway, I wouldn't use I17. I'd use 101 to Grand to get downtown. It's actually less miles than my current commute, but traffic lights and congestion make it less appealing.
Improve Commute	Install Monorails in the center of the freeway systems
Improve Commute	but NOT at the cost of more pollution or a negative impact on neighborhoods.
Improve Commute	Would be willing to pay .1 cent more in taxes to increase revenue for highways.
Improve Commute	more general purpose lanes and HOV connectors is a must to all freeways
Improve Commute	My current commute takes anywhere between 1 hour 15 mins to 1 hour 30 mins and that's on a day with no accidents. Sun Lakes to Camelback and 19th.
Improve Commute	Need to eliminate commuter lanes
Improve Commute	Reduce congestion at Broadway curve and I-10/17 split EB during evening peak
Improve Commute	elimination of stop and go traffic absolutely needs to be the top priority. Besides being inconvenient, it is a serious safety issue.
Improve Commute	There must be a way to re-engineer the US 60/I-10 interface. If that were solved a significant part of the I-10 backup would go away.
Improve Commute	Add a bus lane along side the HOV lane or add more HOV lanes.
Improve Commute	Add a bus lane or another HOV lane next to existing HOV lane.
Improve Commute	Hands down, the fastest way to improve commute times is to develop a Fixed-Lane BRT system-- starting with the SPINE project, then ultimately expanding outwards in all directions so a Valley-wide system would occur. Imagine... walking, biking, or driving just a few miles to a Mobility Hub (park and ride), then getting to work stress-free and quicker than driving in a Fixed-Lane bus, all at a cheaper cost than an SOV driver paid in gas/vehicle maintenance. What could be better?
Improve Commute	No matter where you live, all freeways run through downtown Phoenix. Why is that? That is a really bad idea since few need to go there. We need diagonal freeways and freeways and parkways that run north/south in the Southeast Valley. In the West Valley, Thomas Road is being used as an alternative to I-10 since it is so congested.
Improve Commute	I-10 from the west valley is horrible. The west valley is growing, but the light rail is going north and east. There is no good way to get downtown from the far west and north west valley
Improve Commute	I live in the far west valley and commute into downtown Phoenix each day. Not that I want another freeway the size of I-10 leading into Phoenix, I never could understand why Buckeye Road hasn't been widened to accommodate more traffic wanting to bypass Phoenix. Otherwise I'd want to ban tractor trailers from using the freeways during commute hours (which I know is ridiculous).
Improve Commute	Add elevated train from Phoenix to Tucson and connect to light rail
Improve Commute	Making raising the speed limit on I-17 to 65 a top priority. This road is clearly built to handle it, with full length acceleration / deceleration lanes.
Improve Commute	Createsome major 1 way streets in all directions. Add lots of buffer landscaping increased parking access. Help create improved dining and shopping in strip malls that are a blight. Add more express bus service adj to parking access and increase in quality businesses along the major lots! All much cheaper than more concrete and light rail.even doing some of this bnfts all the choices for comment provided.
Improve Commute	Use existing freeway corridors for light rail. Elevate tracks along the middle of the freeway. Running light rail up 19th Avenue and to south mountain is pointless. You are implementing an old outdated rail plan and wasting taxpayer dollars.
Improve Commute	More lanes will permit greater capacity. There are too many interchanges.
Improve Commute	It is no longer a joy to drive. I work a 8 hour day and drive 3 hours. That is 11 hours out of my life. Fix that and Phoenix will be the greatest city in America.
Improve Commute	I17 lanes too narrow, Too congested. I feel less safe. I use alternate routes to get to work
Improve Commute	less congestion on the 60 and 10
Improve Commute	Lanes on the I17 are too narrow. From the I10 to Dunlap. ould like to see additional lanes.
Improve Commute	Accidents on the freeway snarl rush hour traffic. Bigger may not be better, but planning other access with public transit - including trains from outlying areas into the city - Phoenix and Tucson. This works very well in other big cities. Why not here?

Improve Commute	None of these choices are independent. Improving the commute will affect commerce and jobs.
Improve Commute	I would take a light rail system or even a bus system if it increase my commute time by 2.5 times what it takes me to drive.
Improve Commute	Possibly some work places could change their employees work hours to a half hour, or an hour later. So, everyone is not traveling at the same time.
Improve Commute	We are retired but we do travel within the state and there are plenty more persons working and quite a few retired as we are that travel within the state.
Improve Commute	Priced managed lanes can be one strategy to make travel times more reliable
Improve Commute	It's so frustrating to sit in traffic when you leave five minutes late.
Improve Commute	Commuters need to be pushed off this freeway. It serves a manufacturing corridor, and we must not strangle it with commuters!
Improve Commute	I feel like the freeways are so narrow. In addition big issues traveling East/West on all the major roads. There are very few Right hand turn lanes and even less Bus Stop pull outs. The traffic and accidents that occur due to a bus or someone turning right seems crazy.
Improve Commute	Most of the other items don't matter if we spend half the day getting there and back.
Improve Commute	The problem is that "improving the commute" translates to making it easier for cars. The state failed to build/use rail for commuters. It is impossible to ride a bicycle safely from Ahwatukee to Downtown without having an adventure of some sort; let alone from Ahwatukee to the North side of the city. Buses are not the answer. Had light rail been constructed from Pecos Road to Bell Road along the spine much of the congestion would have gone away. Politics decided the east-west route along the current light rail path. Had light rail been constructed to reduce congestion the north south route across the valley would have been developed straight down the middle of the freeway before adding lanes.
Improve Commute	the traffic concerns here are addressed about 15 years after it has already become an issue. What we need are some progressive thinkers/planners that might foresee at least a portion of the issues that come with growth and Human expansion so as to keep the travel times and stress to a minimum and not allow the sort of impasse that exists now just trying to get to work and or school.
Improve Commute	Increased capacity is needed and has been needed for a LONG TIME.
Improve Commute	I would like I10E traffic that doesn't need to go through Phoenix to be routed to 18 or another road but NOT through Ahwatukee which I think is ridiculous considering all the available land south and west of phoenix that is not developed
Improve Commute	I assume land availability is limited. For the long term explore overhead light rail down the center of freeway corridors much like the L in Chicago. Put in key stops for park and ride sites then branch out from there with Public transportation.
Improve Commute	Get more Park and Ride from outside the Spine area
Improve Commute	Traffic here is ridiculous. Then after highways are completed, move construction for hov lanes. do it right the first time
Improve Commute	You to think of something really outside the box. A combination of old and new technology.
Improve Commute	The I-17 is not too bad until you get down to the stack. Due to the merge there, it's always backed up and there is no carpool lane to exit from there onto the I-10.
Improve Commute	traffic westbound from 202 to downtown in the afternoon is getting worse every day
Improve Commute	We need light rail to run from anthem/carefree highway down to the Capitol.
Improve Commute	I travel into Phoenix (downtown) and My husband brings me in. We use the HOV lane- It's great until 83rd than it might as well be any other lane. we probably spend 35-40 minutes goin from 83rd to the HOV exit to get onto 7th ... Why are there so many drivers that have only one person in the HOV lane? What causes these holdups? Other Cities (Denver, CO for example) have fantastic HOV lanes! They move quick. Here it makes no sense!
Improve Commute	With the heavy flow of traffic through this area, not only during rush hour, it is very dangerous trying to merge from one freeway to the other. There has to be more lanes on I-17 as well as entrance and exits. Driving a commercial vehicle through these areas is very dangerous because there has to be more following distance for a large vehicle and that gives everyone else a place to cut in.

Priority & Strategy Comments and Suggested Priorities (continued)

Improve Commute	By adding an upper deck for through traffic, the commute would greatly improve
Improve Commute	I would like to see more DPS patrolling the HOV lanes. I feel that this would help improve the flow of traffic.
Improve Commute	Please study the West Valley (Buckeye / Goodyear) the 303 is adding a TON more traffic in this area.
Improve Commute	Totally overlooked in this is any kind of enforcement to keep traffic moving. Lanes, better interchanges, etc all help, but the real issue is a people problem. Check out any valley highway during rush hour and see how many people are hanging 1/4 to 1/2 mile back. Do the math on how much time delay this causes, how long of a backup it causes, etc. Getting people to simply keep up with traffic (and citing them when they don't) will do more than anything else.
Improve Commute	Businesses could be encouraged to use flex time scheduling to reduce traffic and peak times and provide employees with more options to work from home a day or two during the week. Perhaps a tax break on the state level could be an incentive.
Improve Commute	If the goal is to eliminate our dependence on fossil fuels, then we have to reduce commute times.
Improve Commute	Perhaps giving 18 wheelers another option to get through Phoenix during rush hour!
Improve Commute	It's about jobs
Improve Commute	The present commute is terrible. Why would planners dump 3 freeways into one and do it in the downtown area. Commuting from the West Valley to anywhere is a nightmare. And what is so disturbing there are no additional freeways planned to stop this gridlock.
Improve Commute	Allow permits to be purchased to drive in HOV lane during peak hours for less than 2 occupants
Increase Connections	Example: Traffic headed in one direction typically wants to continue in that direction, even when the route ends (e.g., SR143 at I10) or changes its direction (e.g., I-10 EB at ministack). Looks like most backups not caused by a collision are the result of up to three lanes of traffic trying to migrate to the left while another 3 lanes are attempting to move right, all in the same five- or six-lane section.
Increase Connections	The problem isn't the existing infrastructure - it's how the facility is being used. There are too many single-occupancy auto trips. I say increase gas taxes to pay for improvements to existing infrastructure (not completely new infrastructure) and decrease single-occupancy trips.
Increase Connections	I understand that increased tie ins to the freeway will increase travel times but connecting areas across the freeway are very important since the spine often has the effect of dividing neighborhoods. If these connections did not feed into the freeway but only served to connect areas across the freeway that would be very beneficial to the development of these neighborhoods.
Increase Connections	To reduce traffic on major roadways such as Bethany Home Road & I-17, create overpasses at the half mile roads such as Missouri that cross the freeway for local traffic (no freeway access). This will ease congestion, keep traffic moving, and improve the air quality due to fewer vehicles idling.
Increase Connections	The south loop 202 connecting the west side is critical to our growth
Increase Connections	I recommend building more bridges over the I17 East/West bound at intermediate streets. There is not enough 'street' crossing over I17. Bridges at Orangewood, Maryland, Missouri, Osborn, Campbell, etc. should be constructed to alleviate the traffic jams crossing over I17 on major cross streets, East and West bound.
Increase Connections	The current freeways create "Great Walls" that severely limit walking, biking, etc. from one side to the other. "It's only a half mile to the bridge, etc. translates to a one mile detour on foot. This does not make for a walkable city environment.
Increase Connections	I would like to bring more light rail expansion.
Increase Connections	The area around the Tempe Buttes getting onto the I-10 is a nightmare. Everybody is trying to go east and south. The 143 to EB I-10 ramp needs the most improvement with the EB Broadway and EB Baseline ramps to EB I-10 needing improvement as well but to a lesser extent. This natural boundary of south mountain bottlenecks this entire area, both the freeway and surface streets.

Increase Connections	The connectivity between interchanges needs more lanes to improve capacity.
Increase Connections	Increased connections did not make it into my top four, but I assume that if adding a crossing of one of the two interstates would improve the commute then an increased connection would be added. I cannot see that there would be any real opportunity to add a new connection to either of the interstate routes given the close spacing of interchanges now. Though I guess there could be opportunities for things like HOV left lane exits between interchanges (similar to Maryland Ave on SR 101L), but again these would be added to improve commute.
Increase Connections	It would make sense to increase connections for everyone be it resident or others.
Increase Connections	Also direct HOV ramp connections and exits, where they do not already exist
Increase Connections	Investment in infrastructure has a great ROI.
Increase Connections	The Northern Parkway should be priority one emergency project for the state to reduce traffic trying to get to I-10 or Loop 101. There is no major corridor across the middle of the city for some ridiculous reason. Well - extremely poor planning on ADOT's part is the reason.
Increase Connections	more cameras for online viewing
Increase Connections	Yes, and safer connections as possible
Increase Connections	this might help - 51st and 79th entrances are both awful. you literally travel 5 miles an hour and that's in the HOV lane
Increase Connections	Bus routes and trains need to be synchronized for a harmonious connection. increased frequency is also needed.
Increase Connections	The west valley should have a connection for I-10 to Tucson without having to drive across downtown Phoenix to get on to I-10, The east valley traffic could be reduced by working with ASU to reduce the number of cars on campus and to expand the light rail system
Increase Connections	Great if not with stop signs at exits. Street lights with sensors when cars approach will stop congestion.
Increase Connections	People working at minimum wage jobs shouldn't have to spend so much time/money to get to work.
Increase Connections	On ramp meters are a joke. Do you really monitor them and see if folks are using it as it should be. Have more right turn lanes to keep traffic moving and not backing up. Monitor intersections off the freeway ramps so you are not backed onto the freeway.
Increase Connections	Individual lane speed limits.
Increase Connections	never just one lane. Always two to three lanes when building these types of interchanges.
Increase Connections	Some of the turning lanes should be widened to get on and off the freeway.
Minimize Cost	Freeways are very expensive infrastructure and have the added effect of devaluing property adjacent to freeway which in turn decreases the tax base of the region. Freeways are very bad at recapturing value in a community and the gas tax that is used to pay for them is predicted to not be as robust due to lower VMT across the country. Due to the poor return on freeway investment and flawed funding mechanism I would be against any kind of expensive improvements that are based on the idea of larger traffic volume. This would include such things as widening the freeway and adding lanes.
Minimize Cost	Minimizing cost means transit--people are paying directly for the service they are receiving.
Minimize Cost	Do more projects in the same area, to reduce construction costs.
Minimize Cost	I list it as a top priority but not at the degradation of improving commute. I would like minimum expenditures going toward alternate solutions like mass transit unless it can be shown they will actually be used and really change the situation.
Minimize Cost	Cost must be a consideration. Solutions like the current Phoenix City commuter rail idea that costs over \$200M per mile are absurd. There has to be an alternate.
Minimize Cost	Bike infrastructure costs a fraction of automobile infrastructure.
Minimize Cost	The 4 years of construction to build 6 miles of light rail on 19th Avenue is totally without justification. This project could have been done much faster, at less cost and caused less traffic congestion than it has. There is no way someone took into account the impact on the community. They could have built bridges at all intersections and built it in less time and less cost.
Minimize Cost	This can also be done in the user finance method or through private but there are many other types financing that are available to the State they just have to pick one and go with it.

Priority & Strategy Comments and Suggested Priorities (continued)

Minimize Cost	We know this is a tough one. But any improvement will cost big bucks, Go for the GOLD-You will not get another chance to do it right. Think BIG-Think BOLD.
Minimize Cost	Obviously there is a need to get the most for the money we spend; however, we need to invest in our infrastructure to help the Phoenix area thrive. There needs to be more emphasis on finding creative ways to fund projects. Also, the region needs to start planning for an extension of the Prop 400 funding source for infrastructure, among other funding sources.
Minimize Cost	Focus on not wasting the money spent; not just spending less. In most sectors of government in the US, whether it's city, county, state or federal spending, there's a lot of waste of time and money. All forms of government need to be run more like a business and with less politics!
Minimize Cost	We certainly want to see anything to help Arizona save money over the long term. It helps the residents visitors and state as a whole.
Minimize Cost	costs also need to be considered in the regard of commute, time and fuel. Being stuck in traffic is costly AND unhealthy...having to breath all that exhaust fumes for longer than necessary each day and spending all that money on fuel just sitting in traffic with the engine idling for climate control in this desert is unsatisfactory and ridiculous!
Minimize Cost	Elevated structures have been very successful to relieve congestion in Tampa Florida. These should be considered as they can be constructed in existing right-of-way.
Minimize Cost	More rapid transit along current corredores
Minimize Cost	we trust u to be realistic and cautious with OUR tax money
Minimize Cost	As much as possible, but safety comes first.
Minimize Cost	Mass transit needs to priority 1. Expand light rail to popular attractions(westgate, pir, anthem)
Minimize Cost	Alleviate the congestion on the 17 Another Lane longer exit ramps to facilitate traffics flow
Minimize Cost	Although new construction I'd always a must Repairs are also needed. Adding to what we have is also a necessity.
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Minimize Cost	Although new construction Is always a must Repairs are also needed. Adding to what we have is also a necessity.
Minimize Cost	Our federal government has talked extensively about "shovel ready" projects with available funds- I would hold them to this commitment and press hard for federal funding.
Minimize Cost	cost is too much
Minimize Cost	There is not enough money to maintain our freeways. We are not getting all the money from the government to maintain and build out roads. Abolish MAG so transportation monies are fairly appropriated to all the cities.
Promote Neighborhoods	This applies to all neighborhoods equally. People tend to move to the outskirts and then lose all respect for whatever lays between them and their commutes.
Promote Neighborhoods	Promote businesses to locate where their employees live; whereby greatly reducing the commute!
Promote Neighborhoods	The freeways are notoriously difficult to cross and have had the very negative effect of isolating adjacent neighborhoods. This makes these neighborhoods undesirable and forces people to move further out which increases vehicle trip counts, trip lengths, and trip distance. This contributes more to traffic than insufficient road capacity.
Promote Neighborhoods	I am concerned with the gas/pollution generated by freeways in the core of Phoenix (I10 btw 16th st and 7 th av)
Promote Neighborhoods	I care about increasing neighborhood safety and cleanliness. The major interchanges result in panhandling, homeless camps, and broken down cars. I have had to post a sign on my door to stop the interruptions from people breaking down and asking to borrow tools or the phone.
Promote Neighborhoods	I've lived in my house for 45 years...same street, same neighborhood. Way to much traffic and noise polution now. Needs to stop !
Promote Neighborhoods	We have to fix the gridlock on neighoring streets near I-17. It lock neighbors using local system out of their houses.
Promote Neighborhoods	I don't understand why this is relevant to a discussion of the highways.

Promote Neighborhoods	We cannot build our way out of traffic by continuously adding more and wider freeways. As soon as there is more capacity they fill up. Create land use planning that works toward density, of people and jobs, public transit and leveraging of those investments
Promote Neighborhoods	Please use this expansion as an opportunity to help increase the value and beautification to revitalizing Central Phoenix.
Promote Neighborhoods	We cannot continue to use the philosophy that doesn't seek solutions with the least impact on existing residential areas.
Promote Neighborhoods	Neighborhoods in Maricopa County are poorly connected. Often 3-6 subdivisions are in one square mile, none connected except by the arterial traffic around the edges. No center square, no central reason to congregate or move inward in the community. Wasteful of time, discourages bike riding and healthy lifestyles for kids.
Promote Neighborhoods	Walkable communities! Less dependence on cars.
Promote Neighborhoods	This road is a blight to communities through which it passes. It is a barrier between shopping, schools and other destinations, such as parks. All the development along the freeway (south of Bell Road) is blighted. Any improvements MUST support connectivity, mid-mile connections for peds and bikes, and enhance neighborhoods.
Promote Neighborhoods	Greater economic growth will happen with improved freeway capacity.
Promote Neighborhoods	Why live if you can not move around esaily
Promote Neighborhoods	Promoting the quality of life is very important! Preserve open space areas before they are all gone. People from Canada and all over the country come here to the east valley to enjoy the mountain trails and open spaces. Open trails, pathways, safety is so important Arizona. Smart planning is most important to us.
Promote Neighborhoods	making neighborhoods safer by having less traffic go through our residential neighborhoods would only be a win win situation.
Promote Neighborhoods	Your not going to improve the neighborhoods until you slow folks down by hiring more police to help slow them down.
Promote Neighborhoods	Enhance bus stops with covers art and neighborhood facts
Promote Neighborhoods	Improved public transportation makes accessible neighbourhood more desirable.
Promote Neighborhoods	ADOT is not doing their job to protect neighborhoods from traffic noise. We need more sound walls and rubberized roadways.
Protect the Environment	Get vehicular traffic off of our surface streets wherever we can. No more "stroads" please. Let's instead focus on complete streets, enhanced safety, resilient freeway network, and improved options for non-vehicular travel.
Protect the Environment	Monitor and reduce pollution generated by freeways in core Phoenix.
Protect the Environment	elevated rail through coridor to Tucson., private enterprise passenger/freight -state of art, govt' land along taxpayer paid roads/hwyways.
Protect the Environment	I live in the Spine Corridor and the noise, poor air quality, and soot that is produced needs to be addressed.
Protect the Environment	We must reach a solution with the minimal effect on the environment. Rerouting and destroying existing residential areas must be avoided.
Protect the Environment	The reason so many people have come to make Arizona their home is due the amazing environment we have here. If our skies become as smoggy as L.A., it will have a very negative impact on health, livability, and ultimately the economy. Because of that-we need to ensure we fix the problem in a way that would protect our air quality. Fixed-Lane BRT would do just that as most buses run off of CNG/LNG which is a very clean-burning (and American-made) fuel alternative. Not only that, but every full bus means 30+ SOVs off our roads.
Protect the Environment	Promote walkable lifestyles and transit oriented development to reduce car use and carbon emissions.
Protect the Environment	If you add more transit to the Phoenix Area you would be protecting the environment over building more highways
Protect the Environment	We need to protect the beauty that is Arizona.
Protect the Environment	Make left lanes on Freeways "Passing lanes only".
Protect the Environment	That is why we are here. The South Mountain Freeway is a good idea, but at what price-destroying the environment.???? You need to build wisely
Protect the Environment	Protect wildlife corridors and open space connectivity when planning for new highways, etc.

Priority & Strategy Comments and Suggested Priorities (continued)

Protect the Environment	Within this corridor there is minimal, if any, "natural" environment. Promoting neighborhoods would protect the human environment. Environmental concerns may not be listed in my top 4 but they go hand-in-hand with all.
Protect the Environment	High Fines for Littering.
Protect the Environment	I don't believe there is any need for any new freeways. The maximum loads are being exceeded for the lack of alternatives for business and work commuters.
Protect the Environment	I don't believe there is any need for any new freeways. The maximum loads are being exceeded for the lack of alternatives for business and work commuters. On the north side, the exit and entrance ramps had nothing to do with congestion; rather it was to improve access to the hospital that was constructed there to alleviate costs to the hospital owners. Where are the bike paths north south across the valley and state; east-west across the state. A person should be able to ride a bicycle from Apache Junction to Buckeye and Pecos Road to Anthem without being "integrated" into car traffic ... separate scenic bicycle travel. Additionally electric vehicles and recharging stations need to be added to the "spine."
Protect the Environment	air quality is number one
Protect the Environment	We need to protect the air we breathe and where our children go to school and play...that is more important than arriving a few minutes early to work! Carpool!!!! Make incentives for carpooling and public transportation.
Protect the Environment	We worry too much about environmental impacts. Considering this area is already urban, we should really worry about whether not a quail will be inconvenienced. Build the damn freeway
Protect the Environment	We need to expand / build more lanes of freeway.
Protect the Environment	We need to put roads where we can move people effectively and quickly. No matter where it is.
Protect the Environment	This must be a top priority, especially in light of climate change, ongoing drought, and other stresses on our lands and waters.
Improve Commute	Yes, best reason
Improve Commute	Yes, let's do it ASAP
Access	It doesn't have to be very high-tech. Find a way to remove the visual obstruction of freeway traffic cause by the noise-abatement walls. Drivers cannot see how backed-up a freeway is until they commit to the on-ramp. (AZ511 or GoogleMaps are not a good substitute when you are already behind the wheel.)
Access	Sounds good! Can we also design and install physical barriers to wrong way drivers on the freeways?
Access	merging and lane changes are the most terrifying part of my morning commute. :)
Access	The wrong way driver incidents need to be addressed.
Access	This is usually a bad idea. The more you increase access points onto a freeway, the more you slow it down. The very word transportation means to moving from port to port, or place to place. Adding excess access points results in huge amounts of congestion.
Access	This is another area where modern design and technologies can increase both the flow and safety of traffic and seems to be something that should be considered as a fundamental in all transportation planning efforts.

Access	I do not care about improving access onto the freeway but access across would be very good. My dream would be to see more of the freeway buried in a similar way that it is at the deck park tunnel. I realize that is the most expensive solution but the types of developments and land use above the tunnel are generally very high quality and capture a great deal of value in property and sales taxes. I believe that once you factor in the added economic benefit of the additional land that would be created for development it would be worth the cost of the project. I would love to see Phoenix do its own version of the Big Dig that Boston undertook. It has done amazing things for Boston and would really be a nice compromise because you still get the carrying capacity of the road but none of the negative effects of cutting off neighborhoods and promoting low level economic development that comes from freeways. I realize that this is a very ambitious suggestion, but it is one that I think would be amazingly beneficial.
Access	One of my biggest problems is crossing I-17 during evening rush hour. Some of the intersections will back up a half mile.
Access	Improving access to transportation choices for those that do not, cannot or can't afford to drive is essential and should be the first priority for transportation policy in the next 25 years.
Access	build transfer stations at Hance Park, Sky Harbor, Casa Grande & Tucson airport in private- public passenger/freight elevated (cleaner fuel/solar lit elevated train
Access	"Access" is a misleading term when being applied only to freeways. These roads are only accessible to those who can afford - and choose to purchase - a car. True "access" should come in the form of improved mass transit and complete streets which are open to all.
Access	As long as this does not destroy the quality of life among the neighborhoods adjacent.
Access	Build roads across the freeway at the half mile point to ease local traffic on the major roadways. This was done in the Detroit area about 40 yrs ago. It helps move local traffic and reduces idle/wait times at the major intersections. It also provides another route for Public Safety vehicles when there is a major accident.
Access	No new construction
Access	If said improved access is only for motor vehicles I would drop my rating to two. If this include improved pedestrian and bicycle access my rating would be 4
Access	Many access situations seem dangerous (e.g. the ramps from the 51 north to the 101 west). Too many cars trying to be in the same place at the same time.
Access	The ramp stop and go lights should be used less; traffic is slowed to allow merging of cars accelerating from a stop. Better control would be allowing constant right turn into right entrance ramp to reduce bunching of cars entering. Eliminate no right turn on red signage.
Access	Crossing a Freeway on bike or foot via a sidewalk on this ADOT style interchange is a drag. I'm always concerned about a motorist crashing into me because of the design and placement of the crosswalks. Right on red is particularly bad because motorists tend to look straight ahead or to the left when actually moving right.
Access	Increased population and cross country interstate traffic would benefit
Access	Antiquated ingress/egress exists on I-17. Too often extremely dangerous to traffic flow.
Access	I am very interested in knowing what ideas can be used along the I17 to improve access without closing too many points of access.
Access	I've always liked the way some of the Houston freeways control left turns and U-turns when exiting the freeway. Also, no cloverleaves - horrible when trying to merge at high speeds. And no more of the freeway entrance ramps where you immediately have to cross two lanes of traffic to a third one because the two lanes are running out! I won't use some entrance ramps because they're almost suicidal!
Access	THIS WOULD COST TOO MUCH AND CONGESTION WOULD STILL REMAIN THE SAME.... I SEE NO VALUE
Access	Again HOV exits.

Priority & Strategy Comments and Suggested Priorities (continued)

Access	improving efficiency and safety are both worthy of spending in this area, but observations and lack of data on my part make me skeptical that changes to the current access strategy will lead to significant improvements
Access	Improve antiquated ingress/egress ramps of I-17.
Access	Connecting our HOV lanes to each freeway and major destination is critical. This would help prevent weaving, accidents, and improve overall traffic flow.
Access	Access on and off the freeway at the Salt River needs to occur as if there is an accident no vehicles can get off the freeway at that location.
Access	Be sure your lowest roadway is not flooded with flashflood problem in the area. Cause a bigger headache.
Access	Sometimes the freeway designs are confusing as are the signs to get you to different places along that freeway.
Access	Current access is good, however some streets (such as Apache Blvd.) really need on/off ramps to the 101 to reduce congestion
Access	improve access to transit. use technology to better inform transit riders of when bus will arrive
Access	I'm for more mass transit options than more roads or freeways! Do people think we have unlimited land for freeways, and lots of fuels, and all those cars and pollutions??? Get real!!! and also parking lots and garages!!! people are just lazy and stupid!
Access	Increase ease of access and increase usage. increase usage increase congestion. Unless you can increase access to the proper lanes to put commuters where they need to be without crossing traffic and slowing things down while they do it.
Access	Access should have been limited along time ago and now you may understand why this is the problem it has become. Moving traffic over the interstate would be a city concern and not so much the states.
Access	I would rather see more effective roundabouts at neighborhood intersections rather than traffic signals. I don't know if it is effective to use this for interstate access and crossings.
Access	Installing Texas U-Turns on the freeways to help traffic run smoother.
Access	Again, I believe your assessments are at best misleading. While the strategy is good, how viable is it given the existing conditions within the corridor. Is this discussing just improving interchanges and making single-lane interchanges double, etc. or is it including added interchanges and where would they go. If you improve the intersection without improving the street lanes where does the traffic go, you have just added more space for cars to stack up on the exits (which I guess would open up the mainline traffic lanes on the interstates). Adding more cross streets over the freeways and opening them up more so that you have more arterial streets to carry traffic would help (e.g., open up the half mile streets) however, most of these go through residential neighborhoods, thus possibly NOT promoting neighborhoods (again I think there is a bias in this presentation).
Access	PLEASE--NO MORE traffic circles (like I-17/Happy Valley (horrendous) or clover-leaf designs. Both are extremely dangerous when combined with a freeway.
Access	When technology and state of the art solutions can add capacity to the system, and when cost/benefit is demonstrated, then make the investment. Using credible sources to show the ROI for the investment is seldom brought forward. It seems like a missed opportunity. For instance, if spine improvements can produce a 5:1 ROI over a reasonable period of time, then state it so us simple folks can understand the benefit to the community. I don't mind investing in the infrastructure that my children or theirs may use. I have benefited greatly from the infrastructures planned, designed, constructed and paid for by others.
Access	clover leaf access points might be a consideration
Access	Add tire shred strips for wrong-way drivers on freeway entries/exits where accidents are most common
Access	Pedestrian, transit, and bike access = YES. No more vehicular access, please.
Access	I don't see this as an improvement. Access on and off is good unless you want to lengthen approaches and exits
Access	when merging traffic from one freeway to another don't bottleneck down to one lane as is the case with so many freeways in Phoenix - that is poor transportation planning
Access	more metered ramps

Access	If this gets cars off the streets, good. But if it eats up the budget for other pedestrian/bike improvements, then I would not prioritize it.
Access	Not sure what this actually would do.
Access	In my opinion and talking to other people that drive the AZDOT has done a poor job in putting roundabout circles to keep traffic moving. How silly it is to have two lane going into a roundabout to have only one lane going out in each direction. this is very confusing to most drivers. one sample is Happy Valley Rd/I-17, they should have added another lane to the overpass to this congested shopping\dining\business area of USSA area.
Access	GET RID OF THE MERGE LANES AND END THE LANE IN A STREET EXIT. PUT BARRIERS UP ONE MILE BEFORE CONNECTION AREAS TO PREVENT PEOPLE CUTTING IN LINE AT THE LAST SECOND SO THEY DON'T HAVE TO WAIT. THAT'S WHAT CAUSES THE BIG MESSSES I SEE
Access	MAJOR OBSTACLE TO THE FREE FLOW OF TRAFFIC IS CELL PHONE USAGE!!
Access	DO NOT USE ROUNDABOUTS!!!!!! near controlled intersections!!!!!!
Access	Our Freeway System could use some state-of-the-art merging strategies to minimize logjams at access points and minimize the opportunities for drivers to pursue aggressive and unsafe driving habits.
Access	previous land acquisition at major on-off ramps was too skimpy, causing disappearing right lanes &/or not enough capacity - providing only a single lane off ramp eg. the 202 to the N.B. SR 51.
Access	This is such a vague option. I may vote higher if I had more information.
Access	We have hit peak car, with car usage back to 1995 levels, and continuing to reduce... we don't need more freeways, we need a high speed rail line between Phoenix and Los Angeles... also, do this before rail to Tucson, or commuter rail. Keep in mind fully autonomous vehicles, shared one vehicle between 2-10 people, are coming in less than 10 years further reducing traffic congestions... you don't need new/widened freeways, at all, and they don't need built-in traffic monitoring systems since mobile phones collect this data today.
Access	In some places, there isn't enough distance between the ramp meters and the freeway for cars to accelerate to freeway speed, which means people have to slam on their brakes for others entering the freeway.
Access	Find a way to optimize all options.
Access	Need more information. This description is not detailed enough, but improvement is always good.
Access	I'm sorry, but the freeway system in the Phoenix area is one of the most dangerous I have ever driven on. Why wasn't a bypass for Phoenix addressed and built like all the other cities in America?
Access	You need better drivers to make things safer. Focus on not giving impulsive, angry, adrenaline-rush-seeking people licenses.
Access	Less freeways and highways. More bike lanes and public transportation.
Access	A ramp every half mile is ludicrous. Closing every other ramp might reap benefits instead.
Access	Agreed - providing enough access decreases non-local traffic, making arterial streets safer and more enjoyable by residents, employees, and businesses.
Access	what does this option mean? increasing the amount of interchanges??
Access	I don't know if this goes here, but having an I-10 spur that goes south of the Phoenix metro area would help in some of the congestion.
Access	New or improved access points should be coordinated to improve commerce, therefore improving the economy
Freeway Lanes	You guys know we can't pave our way out of congestion. Don't give in to developers and road builders. Lead the region in the right direction!
Freeway Lanes	Although we don't want to end up like Los Angeles, we will need additional traffic lanes even with the incorporation of other mods.
Freeway Lanes	With the caveat I mentioned earlier- more lanes that only result in more lane-changing are not needed.

Priority & Strategy Comments and Suggested Priorities (continued)

Freeway Lanes	Although expansion of general use of freeway lanes is beneficial, it could encourage the continual urban sprawl growth that encourages driving and harms the environment.
Freeway Lanes	This would help the problem a little right away, but with little long-term value. When self-driving cars dominate the road, there won't be a need for so many lanes anyway.
Freeway Lanes	New general purpose lanes would help but impacts to adjacent neighborhoods should be carefully evaluated.
Freeway Lanes	We need to build the 202 and then stop adding general use freeway lanes.
Freeway Lanes	there certainly seems to be an issue with volume of vehicles and this would help mitigate the congestion caused by that volume.
Freeway Lanes	This will only create induced demand, resulting in more traffic.
Freeway Lanes	The Phoenix metro area needs to enforce the "keep right except to pass" rule that other states like Colorado do. There is constant congestion on valley freeways because there is no place for faster cars to pass because there are always slower vehicles who stay left even after they have completed a pass resulting in congestion.
Freeway Lanes	The freeway lanes will only get busier as they grow. Alternative transportation should be the bigger focus. Bikes, Lightrail, bus, etc.
Freeway Lanes	Awful. Zero stars. This will result in induced demand, more air pollution, more congestion, more mono-modal travel, increased urban heat island, etc. We have more than enough freeway lanes currently- enough is enough!
Freeway Lanes	REMOVE the I-10 tunnel It's a bottleneck and hazard when entering into it's blackness from the bright Arizona sunlight - blinding! Lots of accidents in this area which contributes to the back up of the I-10.
Freeway Lanes	Adding lanes is always the "go to" option. However, it is also the least desirable from the standpoint that we will never have enough lanes to meet current and projected transportation needs. As soon as additional lanes are built, we are up to barely meeting current traffic conditions during peak travel times. Therefore, adding lanes is a short term fix and will never solve issues for the long term.
Freeway Lanes	Adding lanes is always the "go to" option. However, it is also the least desirable from the standpoint that we will never have enough lanes to meet current and projected transportation needs. As soon as additional lanes are built, we are up to barely meeting current traffic conditions during peak travel times. Therefore, adding lanes is a short term fix and will never solve issues for the long term. In addition, it has the potential to destroy neighborhoods, degrades air quality, and often impacts the environment in negative ways.
Freeway Lanes	This is the worst option. This does not actually improve commerce. There may be some metric that shows this correlation when looking at things like regional malls but the quality and type of commerce that it promotes must also be considered. The data I have seen regarding this shows that freeway reliant commerce does not have a positive economic impact due to the relative low cost and the tendency for the businesses to not age well.
Freeway Lanes	Additional Freeway lanes typically don't reduce rush hour jams, there end up being more vehicles in that jam.
Freeway Lanes	This strategy isn't well-supported by research.
Freeway Lanes	Not helpful in the long term. More lanes means more traffic.
Freeway Lanes	The basic concept of Induced Demand should negate this as a viable option.
Freeway Lanes	Adding lanes will cause induced demand and will not affect congestion.
Freeway Lanes	Two words: induced demand.
Freeway Lanes	I feel this would only help with commute times if there are designated lanes to travel for a specific distance without merging traffic being able to interfere for maybe lets say 10 miles.
Freeway Lanes	Use for elevate, fast rail, passenger freight fee for best mode
Freeway Lanes	Adding lanes creates "induced demand," thereby failing to adequately manage congestion.
Freeway Lanes	Don't preclude high speed rail or light rail from these corridors.
Freeway Lanes	Stop adding lanes. Has anyone there heard of induced demand? Stop saying that adding lanes will improve commutes.
Freeway Lanes	I like this idea but it seems impractical for where it is needed most.

Freeway Lanes	This is likely to improve commute and emphasize jobs for the short term but not for the long term
Freeway Lanes	Comprehensive transportation survey for the entire area determining the travel demand in multiple directions of travel, divided in highway and potential transit trips. On that basis you can determine the transportation plans for the entire area and then start building the individual parts of it in order of most pressing priorities. Without this process, the priorities listed here are meaningless.
Freeway Lanes	Attempts at minimizing disruption to neighborhoods should be pursued. No more additional land should be acquired than is necessary for planned and potential future expansions. If disruption is inevitable, get it over with as quickly as possible and don't cause future disruptions to the same people and neighborhoods.
Freeway Lanes	connect HOV lanes to HOV on/off ramps. Too many interchanges/exits where HOV have to cross traffic lanes to exit.
Freeway Lanes	May make getting to an exit difficult with more lanes to cross, especially at the stacks.
Freeway Lanes	I am OK with this but the endless construction never helps anything. By the time you're done, we have outgrown the improvement that it was planned for and then we go right back into construction
Freeway Lanes	I would prefer the space be used for public transportation such as the light rail and bus lanes in the middle of the freeways similar to what is in place in other urban areas.
Freeway Lanes	Likely a component of any full solution
Freeway Lanes	Relief from extra lanes will be minimal compared to improved relief from improved transit
Freeway Lanes	Hurts environment, causes induced demand.
Freeway Lanes	Will not encourage alternatives
Freeway Lanes	Better to have Managed lanes that charge tolls for use. If you want the certainty of travel time you should pay extra
Freeway Lanes	How many more can realistically be added?
Freeway Lanes	The EB10 to EBUS60 connection near 40th Street is an example of what not to do. Traffic must cross "X" to access either freeway. It should be improved to avoid this jam.
Freeway Lanes	Too often HOV are underutilized during heavy traffic use.
Freeway Lanes	Focus should be maximizing existing freeway system and only add lanes as the last resort. Keep to existing right-of-way for freeways.
Freeway Lanes	Adding more lanes doesn't solve the problem. We need more transit.
Freeway Lanes	I would only support adding lanes if they were elevated and did not spread out to double the size of the existing freeway. I don't want to be driving in six lanes of traffic and trying to maneuver my way to an upcoming exit! We have too many risk-taking drivers already who jeopardize everyone else's safety!
Freeway Lanes	More general use lanes are the only effective way I have seen to impact gridlock.
Freeway Lanes	HOV lanes are underutilized
Freeway Lanes	Traveling on the I17, i wonder why there are not raised lanes from key points like Metro Center to the Capitol (where I travel) ;)
Freeway Lanes	You could add 20 more lanes and eventually they would all be congested. As long as houses continue to be built farther and farther outside the core area, congestion will be a problem.
Freeway Lanes	Fixed-Lane BRT, yes. GPL's, no.
Freeway Lanes	Use HOV lanes for rush hour for better movement of traffic. Each vehicle must have 2 or more passengers to use. No delivery trucks in this lane.
Freeway Lanes	Ever heard of induced demand? Adding more lanes does not ease congestion. Any votes for more lanes are by drivers who don't understand this concept. No more lanes. Focus on alternative modes of transportation.
Freeway Lanes	Not sure where you are going to get all the space for 6 lanes in some of the areas.
Freeway Lanes	ADOT needs to change its mindset. Get over cars and massive roads. They pollute, contribute to the heat island, and make the Phoenix climate worse. Cities should be nodes. Put heavy rail along free way corridors as connectors to each cities center. The more roads you build, the more it caters to developers to access pristine land in the suburbs, increasing heat island. Focus on options to get people out of cars and keep them in the center.

Priority & Strategy Comments and Suggested Priorities (continued)

Freeway Lanes	If freeways are needed we should build them above ground on existing right-of-way. Reducing the impact on existing neighborhoods, and providing shade to afternoon commutes should be priorities.
Freeway Lanes	We need 6 lanes on I10 from Goodyear in and on I17.
Freeway Lanes	Seems like it will slow down traffic while adding the lanes and barely help.
Freeway Lanes	The current width is not adequate. Should be made as wide as possible.
Freeway Lanes	Build the light rail along the center of freeways, rather than adding lanes
Freeway Lanes	I am not in favor of expanding any of our highways. it just promotes auto dominated sprawl
Freeway Lanes	freeways promote urban sprawl, bad idea
Freeway Lanes	Try limited enter and exit express lanes for cross town traffic as opposed to HOV lanes.
Freeway Lanes	I utilize the HOV lane daily with my Plug-In vehicle, and it is usually fast-moving until the HOV lane ends. The general traffic and congestion at the I-17 South to I-10 split slows all 4 lanes of traffic.
Freeway Lanes	add at least one lane
Freeway Lanes	Adding lanes is a short sighted approach especially with the expectant Valley growth. \$ need to be prioritized to alternate modes of BRT, Commuter Rail, etc.
Freeway Lanes	Even before you start this, raise the speed limit on I-17 to 65.
Freeway Lanes	This only works for some freeways that have the available land area to expand.
Freeway Lanes	Add a train lane. A train that would arrive at each mile mark every 30 minutes.
Freeway Lanes	This would create a problem when the freeway backs up and everyone merges over in a hurry creating accidents and a parking lot.
Freeway Lanes	Destruction of the people's neighborhoods and their environments needs to be minimized. Adding travel choices (less reliance on auto) does this.
Freeway Lanes	Create a law that says trucks are NOT allowed in the left lanes to help traffic run smoother.
Freeway Lanes	It is hard to rank this strategy without knowing more about how it would be accomplished. To implement this strategy on I-10 between the Santan and SR 51 would have relatively minimal impact on neighborhoods due to needed ROW since most of the needed ROW has already been purchased by ADOT. A similar scenario along I-17 might have a completely different effect if that ROW still needs to be purchased.
Freeway Lanes	Only a short-term solution. Data shows added lanes will induce more overall trips through triple-convergence
Freeway Lanes	Added lanes become less efficient & need more RW. Double deck where needed.
Freeway Lanes	Only add lanes to the extent the investment makes sense. When engineers demonstrate that other solutions make sense, then go that way. Use the engineers training not the public's emotion.
Freeway Lanes	Unneeded
Freeway Lanes	unneeded
Freeway Lanes	I think the biggest problem with the freeways is that there's always a crash on the 51 or I-10 around the mini-stack. I'm not sure how much more lanes will help.
Freeway Lanes	"Everybody's use." We need import/export corridors. Stop choking the best one we have with commuters. We do NOT need more lanes.
Freeway Lanes	This would just increase sprawl and adverse environmental impacts
Freeway Lanes	At some point we have to realize there are just too many vehicles on the road.
Freeway Lanes	also designate some lanes as express lanes, others as local lanes and the current diamond lane.
Freeway Lanes	Additional lanes can be provided on elevated structures in existing right-of-way.
Freeway Lanes	This would only increase sprawl and encourage more single occupant vehicles
Freeway Lanes	Please stop widening freeways.
Freeway Lanes	How do you 'add general lanes'...there is no room. You are already are behind the needs. You will have to go stack.
Freeway Lanes	Is it within consideration to build another freeway above the existing freeway, as has been done in other cities (Honolulu, San Francisco, etc.)? I think this is a good idea for the spine, but also for Grand Avenue!

Freeway Lanes	More lanes may help in some areas but they need not be additional HOV lanes. People already abuse them. I've seen some states actually use the special lanes during high traffic times. Possible signaling usage with lane arrow similar to bank teller lanes.
Freeway Lanes	What have freeways done for us lately?
Freeway Lanes	Restrict Commercial traffic during peak hours. Either to certain lanes or prohibit completely.
Freeway Lanes	Can you add rubber to this new roadway?
Freeway Lanes	This just continues the status quo.
Freeway Lanes	When 3+ lanes exist for general use, keep large trucks out of 1+ of those lanes.
Freeway Lanes	Extra lanes are not a real option. Then you'll have more people on the freeway with folks moving further out, then in 2025 you'll need a 5th lane. What's the point?
Freeway Lanes	This is the worse state for freeways. Add a toll road I'd pay to be away from the rest of the traffic congestion
Freeway Lanes	We don't want this to turn into the US 60 or the lanes in California where we have a thousand lanes of traffic, LOL. We need to make the transition from the I-17 to the I-10 with "miles of notice" and at least an HOV lane and one regular lane for this transition.
Freeway Lanes	Light rail.
Freeway Lanes	more lanes in the right areas, other wise just more lanes of congestion.
Freeway Lanes	Additional freeway lanes provide very short-term congestion relief. We need to get cars off the road, not encourage higher traffic levels.
Freeway Lanes	people dont know how to use lanes already provided. much confusion about hov. MAJOR OBSTACLE TO THE FREE FLOW OF TRAFFIC IS CELL PHONE USAGE!!
Freeway Lanes	current conditions in the AM without any crashes it takes 40 minutes at 05:00 to go from Estrella / Pebble Creek exit to getting off the freeway at 7th Street. that is insane.
Freeway Lanes	At a point adding more lanes only increases congestion!!! You need to add additional freeway routes for a metro area this size. An at grade rail system only increases congestion, by taking away available driving lanes and causing longer wait times to cross rail. ALL BUS STOPS should have PULL OUTS, this would improve all secondary routes.
Freeway Lanes	6 lanes of traffic is overwhelming. Build another route close by.
Freeway Lanes	It's unfortunate, but growth projections for the Valley must have been consistently underestimated. The Freeways have been built like a patchwork rather than a planned activity with accompanying ability to plan in growth. Go to other large cities and you will see Freeways with 6-9 lanes in both directions, built with growth in mind. We need to stop building freeways based on current population and look at growth.
Freeway Lanes	Check transportation modes in other countries.
Freeway Lanes	More lanes means more traffic... if you build it they will come.
Freeway Lanes	We have hit peak car, with car usage back to 1995 levels, and continuing to reduce... we don't need more freeways, we need a high speed rail line between Phoenix and Los Angeles... also, do this before rail to Tucson, or commuter rail. Keep in mind fully autonomous vehicles, shared one vehicle between 2-10 people, are coming in less than 10 years further reducing traffic congestions... you don't need new/widened freeways, at all, and they don't need built-in traffic monitoring systems since mobile phones collect this data today.
Freeway Lanes	Adding lanes only puts more people on the freeway, it doesn't reduce congestion.
Freeway Lanes	Freeways freeways freeways, no tolls, no HOV.
Freeway Lanes	Widening freeways means that neighborhoods get destroyed, right? If that is the case, no. No this should not be done.
Freeway Lanes	I would give 5 stars to a 2nd level for express/through traffic and lower level for accessing exits
Freeway Lanes	Semi Trucks and trailers have no need to be in the left or high speed lanes. They hog them up during rush hour and hold up traffic because they take time to come up to speed. Also when the freeways are at full speed do they really need to be going faster than the speed limit. Dangerous...keep them out of those lanes.
Freeway Lanes	You have to have HOV lanes on all freeways- then keep adding lanes. 5 or 6 if needed.
Freeway Lanes	More lanes is encouraging more drivers which means more traffic
Freeway Lanes	Less freeways and highways. More bike lanes and public transportation.

Priority & Strategy Comments and Suggested Priorities (continued)

Freeway Lanes	This takes too long to do, by 2040 everything will be three times, or more the cost of today
Freeway Lanes	Allowing use of the HOV lane by Permit
Freeway Lanes	Focus on expanding transit first, or we'll be just another L.A.
Freeway Lanes	increased lanes does not necessarily correlate to increased traffic flow. Adding a light rail option along the freeway corridor would be more viable just to relieve congestion. How is this option better for the environment?? More cars in idle during rush hour due to increased lanes will result in poorer air quality conditions and more noise issues.
Freeway Lanes	Consideration should be giving to capping the footprint of our existing freeways similar to their existing width.
Special Lanes	Examine Seattle's reversible express lanes.
Special Lanes	This option has a big learning curve to be effective. I'm not sure if the average motorist will every understand it.
Special Lanes	Price controlled lanes (HOT) disproportionately affect those in lower income brackets. I would be highly against the addition of these lanes.
Special Lanes	Price controlled lanes (HOT) disproportionately affect those in lower income brackets. I would be highly against the addition of these lanes. However, the addition of new HOV lanes would be beneficial for both commuters and the environment as it encourages driving together or bus usage.
Special Lanes	Yes - I like rethinking the use of CURRENT infrastructure rather than building more of the same.
Special Lanes	I-17 to I-10 westbound at the stack interchange needs an additional lane added because it gets backed up on I-17 in the PM rush hours.
Special Lanes	Toll options should not be off the table, and HOV lanes are a must.
Special Lanes	No Toll Roads... please please don't add toll roads.
Special Lanes	if they were HOT lanes, wouldn't that have a favorable impact on minimizing costs? Revenue generated could "repay" the funds used for original construction of the new lanes and, over time, alleviate some of the maintenance burden.
Special Lanes	Transit only and HOV lanes are good.
Special Lanes	This can be good IF done properly. BRT, carpool, and HOT lanes are all good ideas.
Special Lanes	I do not support toll roads of any kind!
Special Lanes	This is similar to adding additional freeway lanes excepting that are designated for a special purpose. Oftentimes we see unaccompanied drivers in the HOV lane during rush hour. There is little to no enforcement or incentive for drivers to obey special lane designations other than the current honor system.
Special Lanes	This can be an effective way of dealing with this issue. Usage fees and priority lanes are good incentives for commuters.
Special Lanes	Conversion would be fine. Additions are unneeded.
Special Lanes	Way too expensive for the benefits
Special Lanes	No new lanes should be added; however, current lanes can be repurposed for HOV, bus rapid transit, etc.
Special Lanes	HOV lanes should be 24 / 7 dedicated for 2 or more riders with no trucks.
Special Lanes	Can care less about HOV since AZ allows Motorcycles to get away with everything including emissions where Hybrids like a Prius gets NOTHING from the Government.
Special Lanes	I saw zip lanes used in Hawaii, but it was confusing and short-term.
Special Lanes	Create bus-only lanes so it actually makes some sense to take a bus in this city. You should have built the light rail along the free way but now that it's too late, at least make some bus-only lanes. Have them connect certain CDD's of the valley like downtown phoenix and old town scottsdale.
Special Lanes	More HOV, create a permit lane and invest money in public transport system
Special Lanes	I don't agree with HOT lanes, this just provides elite access for those with more \$. I do agree with truck lanes or requiring trucks to stay out of specific lanes similar to GA.
Special Lanes	please eliminate carpool lanes all people pay taxes and all people should be able to use ALL lanes
Special Lanes	HOV lanes are good. Truck only lanes can be very frustrating and don't always work as planned.

Special Lanes	No toll roads
Special Lanes	No toll. Rather see truck, bus, HOV, and thru-area (no exit) lanes
Special Lanes	I don't like the idea of HOT lanes, but I think that having other types of specialty lanes is promising.
Special Lanes	Vehicles are currently using the HOV lanes during rush hours that should not. Maybe making them reversible lanes would help?
Special Lanes	Additional HOV lanes will likely cut into general use lanes, causing additional congestion, as there are not that many HOV. If lanes changed to allow a purchase option to pay for access to/use of special lane, relieve traffic slightly plus positive economic impact.
Special Lanes	Kind of a red herring--does little to nothing to reduce pollution and congestion
Special Lanes	Probably confusing
Special Lanes	How can adding special lanes be "worse than doing nothing" for the Protect Environment category? Anything that reduces traffic congestion is good for the environment, isn't it?
Special Lanes	Once again, same old problem.
Special Lanes	It would be ideal for underutilized HOV lanes to offer peak travel solutions.
Special Lanes	redefine the use and increase special lanes to reflect actual travel cost at peak times to price out non-essential travel. Increase capacity for shared rides and buses.
Special Lanes	Managing how the existing lanes are used could definitely streamline traffic and make it more efficient.
Special Lanes	HOV lanes don't seem to get a lot of carpool use, although they are available for everyone during non-peak hour usage. I think most people are afraid to use the HOV lane because it has become the "Speeder Lane" - everyone in it exceeds the speed limit!
Special Lanes	COMMERCIAL DIESELS SHOULD BYPASS THE CONGESTED AREAS WITH AN ALTERNATIVE ROUTE FOR PASS-THROUGH TRAVELING. 51ST AVE TO MARICOPA RD IS A GOOD ALTERNATIVE. WIDEN THESE STREETS TO GET RID OF PASS-THROUGH TRAFFIC TRAVELING EAST TOWARDS US 60 AND I-17 SOUTH TO TUCSON
Special Lanes	More HOV off ramps. It's hard to determine when to start maneuvering across 3-6 lanes of traffic when needing to exit; leads to risky behavior and weaving. Use regular ramps for HOV entrances since same urgency to make connection isn't there. Could add HOV bypass lane for ramps where existing right-of-way space allows (e.g. Broadway/I-10). Would like consideration for local/express lanes division between major interchange junctions. (e.g. enter eastbound at 10/17 split that dumps you on US60 and/or Loop202 San Tan. Maybe make these dynamically reversible outside of downtown for overall smaller pavement footprint.
Special Lanes	Special lanes are a good idea in theory but the majority of travelers don't really have the option to change their habits to use them. Taking 15-20 minutes to deviate a route to pick up the nearest co-worker probably erases the gains of the HOV lane. It also erases the freedom and flexibility one has to leave work early, go in late, or otherwise accommodate a commuter with a family. Also, low emissions vehicles have no business in the HOV lane. They are not high occupancy and are doing nothing to help the traffic situation. Eliminate the govt. bribe to help stimulate the purchase of that type of car.
Special Lanes	HOV is already crowded and used by many single drivers. Lane end early to avoid further congestion near 1-10 interchange. Concentrating on the interchange area may help most.
Special Lanes	Create smooth flow of traffic with utilization of all traffic lanes.
Special Lanes	I see people abusing these lanes all the time, so I wonder how much it would actually help traffic.
Special Lanes	if "special managed lanes" is a euphemism for toll roads, then outright say it and don't beat around the bush. Besides toll roads and more HOV, what are you referring to here?
Special Lanes	A Fixed-Lane BRT lane is a great example of an effective "Special" / "Managed" lane. Toll lanes on the other hand would simply only benefit the top 1% of the travelling public (or less than 1%) that would be willing to pay the fee to use a toll lane and therefore be an ineffective solution. 99% of people could take the bus, whereas only less than 1% of the travelling public would benefit from a toll lane.
Special Lanes	If this means a special lane for trucks, I'm for it. If it means more HOV lanes, I'm against it.

Priority & Strategy Comments and Suggested Priorities (continued)

Special Lanes	Having Semi-Truck, Commercial Truck only lanes like in other stated would be beneficial to allow more passenger vehicles and better flow on freeways. These trucks are in every lane, go slow for their safety but back up traffic and prevent visibility for vehicles to switch lanes around in rush hour creating unsafe situations.
Special Lanes	Having Semi-Truck, Commercial Truck only lanes like in other stated would be beneficial to allow more passenger vehicles and better flow on freeways. These trucks are in every lane, go slow for their safety but back up traffic and prevent visibility for vehicles to switch lanes around in rush hour creating unsafe situations. Also, the I-17 truck route should have an HOV lane and not be a truck out designation since it has not been used that way for many many years.
Special Lanes	ADOT should study the use of "express lanes" to get commuters through congested sections such as the Broadway curve on I10
Special Lanes	Great idea
Special Lanes	I don't like the idea of price controlled lanes, after all, it's a freeway not a toll road. I do like the idea of dedicated truck lanes. Too many people cut them off so they can cause backups with going slow & cautiously.
Special Lanes	Again, build a light rail in the center of the freeway rather than adding HOV lanes, etc. And, another good option would be to restrict traffic in the 3rd & 4th lanes to a "minimum speed" of, say 65, and max. of 75 for example. this ensures slow drivers are keeping to the right
Special Lanes	Again, build a light rail in the center of the freeway rather than adding HOV lanes, etc. And, another good option would be to restrict traffic in the 3rd & 4th lanes to a "minimum speed" such as 65
Special Lanes	Do NOT include toll roads!
Special Lanes	I am not in favor of special lanes unless they would be transit only lanes
Special Lanes	Managed is a code word for TOLLS, do not consider this
Special Lanes	EXPRESS lanes. Yes. Managed by limited access and exiting. Truck only and pay lanes NO. Express lanes should include exits to commercial zones so trucks can exit without crossing traffic to warehouse districts, as well as commuters into high production/employment areas.
Special Lanes	What about the west side of town going to the spine?
Special Lanes	Complete HOV network. Convert HOV to HOV/ Managed Lane
Special Lanes	The space is too small now and special lanes will not move the traffic better. Looking at it as a whole it will most likely make worse.
Special Lanes	I would not like to see toll roads added to the current system. If you have to add a toll it should not take up the current roads.
Special Lanes	HOV lanes are fine. I oppose paying tolls for road usage. I'm from the east coast where toll roads exist everywhere, and their roads are still absolutely horrible. I don't know what they use the toll money for, but it isn't used to keep the roads in good shape. I doubt Arizona would use the money for road maintenance and traffic improvements. They would instead divert it for another use as the Legislature typically tries to do.
Special Lanes	This strategy is hit and miss. Managed lane utilization must be enforced. It seems police enforcement is the only viable option but police availability is the problem.
Special Lanes	there will only be a few that would participate in this and it wouldn't pay off! It would limit those who are everyday drivers rather than helping them! This only increases the problem and creates new ones.
Special Lanes	This still does not address the need for more public transportation options. Depending on how you "manage" the lanes, the traffic could be worse for those of us who are driving alone because of poor public transportation.
Special Lanes	How about creating a toll lane in the HOV, could help cover at least a portion of freeway costs.
Special Lanes	Same issues as with freeway lanes in impacts to neighborhoods. The value of this option greatly depends on what is adopted (thus also affecting the rating you show to the right). How many managed lanes, how much the cost would be, what the criteria would be for their use, etc. all would affect the viability of the strategy. Not enough is known at this time to accurately rate this option.

Special Lanes	1) Adamantly OPPOSED TO TOLL Roads/HOT lanes! Keep them OUT of AZ. 2) We don't need any more HOV lanes--in my opinion they add to the congestion (although they keep the EPA happy!)
Special Lanes	The best strategy overall. Making the existing system as efficient as possible, within existing footprint, through pricing and technology
Special Lanes	This seems like a do more with less or more with the same type of solution. It seems like a smart alternative. Demonstrate a bang for the buck, and let the professional engineers show the public the benefits.
Special Lanes	I would be open to an E-Toll option, used in places like the 93 freeway in Los Angeles to create a special lane and ease congestion. This also serves as a revenue generated for the state. Phoenix is the 5th largest city in the country and rated similarly for expected growth. We should model future highway plans on effective methods other major cities are using.
Special Lanes	I don't trust MAG / ADOT to effectively manage the current HOV lanes, so I would not support adding special lanes. They seem to be underutilized and inconsistent in speed.
Special Lanes	I don't like this option because I don't believe the HOV lanes currently help reduce congestion along the freeway. Allowing more vehicles to use the new lanes might help (all hybrids, total electric, etc).
Special Lanes	Managed lanes only make sense if you are carpooling, and that's not an option for most people.
Special Lanes	Managed lanes can be added on dedicated elevated structures for cars and trucks.
Special Lanes	Move through traffic to an inside lane for miles; special Rapid bus lane.
Special Lanes	Maybe add HOV lanes wherever they don't exist? Maybe some sort of yield pricing for access to the "Spine" from outside the area?
Special Lanes	HOV lanes only serve to force a majority of drivers into the remaining lanes. Traffic congestion is always worse when HOV times kick in.
Special Lanes	Has there been a look into having express lanes which switch direction based on the time of day and major commute direction? Similar to what Seattle has.
Special Lanes	Transit only would make a huge difference in the onetime scheduling and reliability of the Metro Valley bus systems that utilize the interstate. People misusing the HOV lane are partly to blame of altering the onetime reliability. With truck only & transit only lanes it will be much easier for officers to patrol (or cameras) to catch offenders and stave off the allure to use an unoccupied lane. A motorist cannot deny that they are diving a sedan in a truck only lane therefore they will be less likely to make an offense.
Special Lanes	NO HOT lanes.
Special Lanes	If we can do more to discourage single-occupancy vehicle travel, I'm all for special lanes.
Special Lanes	NO commercial vehicles or in-tow vehicle lanes.
Special Lanes	Not interested in paying for HOT lanes
Special Lanes	This is what is known as Lexus lanes where those who can afford to pay can go faster and those that can't afford are stuck in lanes that are even slower than they were before. NO THANKS
Special Lanes	Allow any fuel efficient vehicle in HOV without passengers. Inspect and test, at driver's cost, the fuel efficiency of the vehicle and Grant or Deny HOV access based on test results.
Special Lanes	I am against HOT lanes (toll). I think you should restrict when people can enter and exit HOV lanes to make them move faster.
Special Lanes	I am most interested in this for toll lanes (not necessarily hot)
Special Lanes	Feel that all trucks/trailer/utility vehicle should use the two slow lanes and cars in the fast lanes.
Special Lanes	I would really like to see this used for toll lanes that could be open to all passenger vehicles, not just carpool vehicles.
Special Lanes	I do not like the word managed. Sounds like toll lanes so the wealthy can pay to go faster than the hoi polloi. The bigger danger is the expansion of those lanes so there are more toll lanes than not. One is too many; Freeway, right. I give 5 stars to diamond lanes and building them at the start, not adding later. I give no stars to toll lanes.

Priority & Strategy Comments and Suggested Priorities (continued)

Special Lanes	people dont know how to use lanes already provided. much confusion about hov. MAJOR OBSTACLE TO THE FREE FLOW OF TRAFFIC IS CELL PHONE USAGE!!
Special Lanes	Enforce traffic rules. Far too many single occupants in the carpool lane. Rule should be two licensed drivers to be considered a carpool. Intent is to decrease vehicles on the rode. Not met if carpool does not consist of licensed drivers.
Special Lanes	Rule should be enforced unlike today's HOV lane use. Far too many single drivers in the HOV lane. All occupants should be licensed drivers. The intent is to reduce traffic. This is not met if there are not at least two licensed drivers utilizing the HOV lane.
Special Lanes	Special lanes are ripe for abuse. Get rid of them and concentrate on overall traffic flow improvement.
Special Lanes	If you are going to make provisions for adding lanes, why no utilize rail in one or two of the lanes instead of focusing on automobile traffic.
Special Lanes	Safe, high-speed
Special Lanes	HOV lanes are great, HOT lanes not welcome here in AZ
Special Lanes	HOV lanes should be changed to HEV (high efficiency vehicle) lanes for vehicles getting high mpg, and adjusted annually, using stickers like Los Angeles does with hybrids. We have hit peak car, with car usage back to 1995 levels, and continuing to reduce... we don't need more freeways, we need a high speed rail line between Phoenix and Los Angeles... also, do this before rail to Tucson, or commuter rail. Keep in mind fully autonomous vehicles, shared one vehicle between 2-10 people, are coming in less than 10 years further reducing traffic congestions... you don't need new/widened freeways, at all, and they don't need built-in traffic monitoring systems since mobile phones collect this data today.
Special Lanes	There should be express lanes in the middle of the freeway for long distance traffic that is passing through Phoenix. They should have a higher speed limit, and very few exits, so that there will be minimal interference with local traffic.
Special Lanes	no tolls. no hov. Many people are aware of the attempt to make I15 in NW AZ a tollroad to set a president. NO!
Special Lanes	Get away with HOV lanes. Most of us travel alone for work. that space can be used by all of us.
Special Lanes	Maybe add toll lanes
Special Lanes	Give commuters an option to pay a fee to use HOV/special lane
Special Lanes	Paying for access to a less busy lane does not improve traffic it creates a special class of driver. This is NOT a solution. This is elitist.
Special Lanes	Paying for access to a less busy lane is not a solution to traffic. It creates a special class of driver. Being able to pay should not be a 'solution'. What about people who cant afford the cost. This is elitist and should not be considered. Let's create a special freeway for rich people and have no one drive on it. This isn't California. NO.
Special Lanes	The hov lanes are often not used by carpoolers, but by individuals for their convenience as either a passing or traveling lane.
Special Lanes	As long as you have an HOV lane, fine. I am not sure what you mean by redefining how current ones are used. Remove all the Alt fuel vehicles allowed and only allow more than 1 occupant in the HOV lane. Put up Report violators sign with toll free number direct to DPS and ticket them.
Special Lanes	Make more carpool only lanes.
Special Lanes	Less freeways and highways. More bike lanes and public transportation.
Special Lanes	Better management of separation of faster and slower moving traffic. Also lane restrictions on commercial vehicle, large vehicles and vehicles pulling trailers. Traffic flows better on the open highway because slower traffic operates on the right an allows passing traffic on the left. Same thing needs to happen in town to promote traffic flow.
Special Lanes	Opening existing diamond lanes would help. Adding more adds to congestion.
Special Lanes	Agree with this strategy if it's set up to encourage people to use the expanded transit options.
Special Lanes	Th phoenix valley would likely not accept toll roads/HOT lanes as a viable option. LA would be an example of this.... freeways are congested and toll roads are empty. The cost is too high for approximately 20 to 30 min wait time.

Special Lanes	I like the idea of truck only lanes, especially on the western part of the Phoenix metro area. I do not support the HOT lanes
Special Lanes	Adding 'special lanes' moves existing traffic and congestion into a smaller space. Ridership in these 'special lanes' is a very small percentage of overall traffic volume, based on my observations while behind the wheel.
Special Lanes	Should only be considered to maximize transit utilization in the corridor.
Street Lanes	At least in Mesa, this concept seems to be going the opposite direction- parallel streets are being narrowed, not widened. Horrible idea. Mesa!
Street Lanes	OK - but ONLY if alt modes, such as cycling, are accommodated as well as cars.
Street Lanes	No more "stroads" please! Two lanes in each direction should be the maximum preferred, and complete streets should be our priority.
Street Lanes	Not convinced that this is "better than doing nothing" for promoting neighborhoods; specifically, when it comes to quality of life, noise, pedestrian safety, etc.
Street Lanes	Not convinced that this is "better than doing nothing" for promoting neighborhoods; specifically, when it comes to quality of life, noise, pedestrian safety, etc.
Street Lanes	Of course, I say that but my preferred alternate southbound route is 7th Ave. and I frequently use that rather than stress out on the 17.
Street Lanes	We already have too many lanes. The only lanes we should add need to be for bicycles or for BRT.
Street Lanes	Include improved pedestrian & bicycle connectivity at all crossings and add connectivity at ALL half-mile streets.
Street Lanes	Adding more street lanes would make this city less walkable. No one wants to walk or bike when you have to cross 6 lanes to get across a street
Street Lanes	0 stars. Many of our streets are already "stroads"- enough is enough. Lets put most of our streets on diets, increased multi modalism, and discourage excess automobile reliance.
Street Lanes	Pinnacle peak needs lanes by the I17. This is just outside your corridor, but it's where I live. It gets ugly at rush hour.
Street Lanes	This seems to be a more economical and reliable way to address problems in commuter traffic. The frontage roads - where provided - have always given commuters an alternative travel option if there's an accident.
Street Lanes	The problem for me is the delay at a intersection. Too many, and it takes to long for the light to change.
Street Lanes	This would be great for me, as I tend to avoid rush hour freeway driving on principle. This strategy lines up with my stated priorities.
Street Lanes	unneeded
Street Lanes	unneeded
Street Lanes	Streets need to be designed for people walking and biking. Space needs to be made available for the safe use of our streets by people.
Street Lanes	Who decided that adding additional lanes "promotes Neighborhoods" in the slightest. Reducing lanes Promotes Neighborhoods.
Street Lanes	Widening collector streets destroys walkable urban environments and reduces viability of alternative transportation modes.
Street Lanes	More bike lanes please!
Street Lanes	For most of the greater Phoenix network, the focus should be on REDUCING the amount of street lanes to make room for complete streets that leave room for mass transit and bike lanes (travel choices and emphasize jobs), shaded sidewalks (promote neighborhoods and travel choices), and in commercial districts, parallel parking (promote neighborhoods, emphasize jobs).
Street Lanes	These may be where the light rail or other type of mass transit can occur offering real estate development along the way.
Street Lanes	See my comment on freeway lanes. Adding more street lanes will only create more induced demand. It will also make it more miserable than it already is to be a pedestrian or bicyclist trying to survive on these dangerous corridors.

Priority & Strategy Comments and Suggested Priorities (continued)

Street Lanes	To do this you would need to ensure there is still adequate opportunity to cross the arterials safely by peds. Increased number of HAWKs and ped bridges
Street Lanes	To do this you would need to ensure there is still adequate opportunity to cross the arterials safely by peds. Increased number of HAWKs and ped bridges. Enforce laws too so the arterial is not used at freeway speeds
Street Lanes	If the added lanes are combined with increased bus service. I'd like it better.
Street Lanes	This would be beneficial if it also had the consequence of improving travel times.
Street Lanes	Work with municipalities to re-think traffic signals and cross streets immediately off exits which stall exiting traffic. Add right turn lanes immediately off exits to keep traffic merging onto surface streets.
Street Lanes	I feel this would only make neighborhood congestion worse and more unsafe with the added traffic.
Street Lanes	Right-of-way costs in the dense urban core are likely to be too expensive for this to be feasible.
Street Lanes	Worsens neighborhood separation, makes streets less pedestrian and bike friendly
Street Lanes	Would increase congestion - funnel AZ mall people off earlier than Baseline. traffic is really bad already.
Street Lanes	This solution adds to the existing problem.
Street Lanes	parallel and crossing streets lights become bottlenecks on the spin/freeway corridor.
Street Lanes	Adding more arterial lanes would make them more dangerous to pedestrians, bicyclists and transit users. For this reason, where feasible, removing existing lanes should be considered.
Street Lanes	Arterial Streets are wide enough no more lanes. Utilize existing streets to add other modes of travel.
Street Lanes	Again, Adding lanes perpetuates the problem and adds to pollution. We need transit options.
Street Lanes	PHX is the only city that I know of where street speed limits are 45 mph. We already have a disproportionate number of red light runners.
Street Lanes	TYPICALLY ARTERIALS THAT RUN CLOSE TO THE FREEWAY ARE ONLY 1 TO 2 LANES... MORE LANES ARE NEEDED
Street Lanes	Adding street lanes will further degrade the pedestrian/cyclist experience.
Street Lanes	We need more and better alternative routes (lanes & possibly dynamic modification to optimize traffic signals) when an incident blocks/closes the highway. Also, would love to see more right-turn-only/bus-only lanes especially at intersections to keep thru traffic lanes flowing. Do NOT do create scalloped intersections where thru lanes are added only to merge back in after intersections. These cause more weaving & erratic movements leading to additional breaking and backups.
Street Lanes	Desireable only if it really improves highway congestion. If planned properly seems like a good 2nd option to freeway lanes.
Street Lanes	Street lights cross traffic at intersections create bottlenecks.
Street Lanes	Yes and No: Where it makes sense and would not impact too much ROW/existing business, it's a great idea (where traffic volumes are warranted). However, rather than just adding a general lane, we should add a Fixed-Lane BRT if limited business exists/not zoned for business/commercial development (since the bus wouldn't be stopping often), or extend the light rail where there is opportunity for business as light rail stops often. (Typically Fixed-Lane BRT is better on freeways and light rail works great on dense urban arterial streets.) While we're at it, if we're adding to the arterial network, we might as well enhance the streets with divided multi-use paths so pedestrians and bikers could safely off of the street. Bicycling is a huge economic generator in AZ--let's better and safely connect bike lanes (via separated multi-use paths when possible).
Street Lanes	Long overdue. Thomas Road in the West Valley is currently used as an I-10 alternative with just 2 lanes in 1 direction. Buses often block 1 of two lanes with stops. An out of the box idea with the moving lane marker (physical barrier) could add lanes in each direction based on the time of day and direction of traffic.
Street Lanes	Safe bicycle lanes should be included

Street Lanes	We don't need more car lanes. We need multi-use transport streets, dedicated bike and possibly bus lanes.
Street Lanes	Signal coordination is important
Street Lanes	Streets need to go on a diet for cars - lanes to be added should be for bikes and expanding sidewalks with foliage.
Street Lanes	We have enough streets, just don't take them away with more lightrail.
Street Lanes	Many streets need additional (or longer) right-turn lanes to minimize backups - e.g. if the number of cars travelling straight exceeds the length of the right-turn lane, cars can no longer turn right, creating additional backups
Street Lanes	Consider adding lanes to streets if it promotes faster travel for transit
Street Lanes	I support this if the lanes added are bike lanes
Street Lanes	I can see this aiding traffic not getting on the freeway but access to the freeway will still be congested during peak hours
Street Lanes	Adding lanes on the side streets will assist in relieving exiting traffic. Now at the I-17 north of the 101, the right lanes add in about a 1/4 mile of stopped traffic trying to exit the freeway onto a single lane crossing over the I-17.
Street Lanes	We already have 140' right of way distances along major arterial streets. I dont see how this promotes neighborhoods
Street Lanes	This would cost far too much for the min. benefit.
Street Lanes	This only works if there is available land area to do this.
Street Lanes	make lanes dedicated to exiting and entering the freeway to allow cars to flow without stopping
Street Lanes	You still must be careful not to demolish neighborhoods in this process.
Street Lanes	I think this is a needed strategy to go along with freeway improvement. I am not sure that I would agree with the ratings for better or worse than the no-build. Also, I would think that actions such as signal optimization would be part of the no-build scenario. For most of the local streets within the vicinity of the I-10/I-17 corridor there is little room for widening. So if you were to widen think the impacts to neighborhoods would be far greater than what is shown. Also there would be increased traffic on the major collector and distributor roads also affecting neighborhoods.
Street Lanes	Must insure that signal coordination does not further delay the traffic light wait on our city streets. As it is now, there are huge backups at evening rush hour on city streets crossing the I-17.
Street Lanes	Where possible add another lane for traveling in high traffic areas.
Street Lanes	Priority should be to make parallel streets more efficient, through ITS and transit, not to simply add lanes
Street Lanes	A better solution is to allow the half mile street to cross the free way without freeway access to allow traffic that just needs to get from one side to the other without having to mix with freeway traffic on and off ramps. I believe Jefferson St. is set up like this
Street Lanes	Localized use of this solution should be demonstrated by engineers and planners capable of showing the benefit.
Street Lanes	I think this is a good option as long as the signal timing facilitates a better flow of traffic during AM/PM periods towards the downtown area. Also, please do not recommend the "suicide lanes". No one understands how to use them.
Street Lanes	Narrow the existing lanes, add buffered bike lanes but don't add more lanes
Street Lanes	This could worsen neighborhood culture and pride and reduce safety. Instead of "add" focus should be on "routinely scheduled maintenance" of pavement and readjustment of traffic signal timing; add/operate left turn signal lights during 3-hour morning and afternoon peak commute times at more major intersections so more than 2 cars get through during each cycle. Example: Indian Bend & 7th St.
Street Lanes	This could worsen neighborhood cultures and threaten safety. Better to maintain pavement on routine schedule and operate left turn signals at major intersections throughout peak commute hours. Example: Indian Bend & 7th St. only 2 cars can get through each cycle now.

Priority & Strategy Comments and Suggested Priorities (continued)

Street Lanes	Instead, we should have maximum numbers of lanes to promote neighborhood safety and quality of life.
Street Lanes	It can help take stress off the freeways
Street Lanes	This is a great idea in theory but I think it will backfire onto the communities that already struggling to co-exist with the 3 lane each direction traffic on these roads. Driver relate more lanes to faster speeds which is not a good mix on some of these crossing streets of the corridor.
Street Lanes	More street lanes are bad for neighborhoods.
Street Lanes	Crossing streets over freeway without freeway access. Move traffic without the delay.
Street Lanes	This would be a good tool during incidents or very highly congested times, especially if you could provide travel time information on parallel routes
Street Lanes	More signage currently needed, such as "Signals are set for 40 mph".
Street Lanes	Few places actually allow for added lanes without major expense. tight lanes, etc.
Street Lanes	Adding lanes and synching traffic lights would be awesome.
Street Lanes	Do not favor wider streets. Instead, turn some arterials into one-way streets.
Street Lanes	people dont know how to use lanes already provided. much confusion about hov. MAJOR OBSTACLE TO THE FREE FLOW OF TRAFFIC IS CELL PHONE USAGE!!
Street Lanes	ALL BUS STOPS should have PULL OUTS!!!! This will make a huge impact on traffic flow.
Street Lanes	Our streets have been inconsistently designed. More standardization would be a huge benefit. For example, bus pullover slots so traffic flow is not interrupted; right turn lanes as a standard; consistent street light schemes so motorists know what to expect. These are some of the things I believe could enhance traffic flow.
Street Lanes	most of our major arterial streets are already much too wide!
Street Lanes	We have hit peak car, with car usage back to 1995 levels, and continuing to reduce... we don't need more freeways, we need a high speed rail line between Phoenix and Los Angeles... also, do this before rail to Tucson, or commuter rail. Keep in mind fully autonomous vehicles, shared one vehicle between 2-10 people, are coming in less than 10 years further reducing traffic congestions... you don't need new/widened freeways, at all, and they don't need built-in traffic monitoring systems since mobile phones collect this data today.
Street Lanes	As long as bike lanes are added this could be a potential strategy.
Street Lanes	Only if including protected (buffered) bike lanes
Street Lanes	You have to built pull out for busses to stop. They continually block traffic during commute. Having them stop on the side creates havoc.
Street Lanes	Less freeways and highways. More bike lanes and public transportation
Street Lanes	Important for corridors that do not have a freeway option, but again - provide additional transit options first.
Street Lanes	putting a main thoroughfare through communities downtown would be very difficult considering the historic homes. this also does not solve to congestion problems on the freeway itself
Travel Modes	Need "disneyland monorail" to reach commuters in outskirt communities.
Travel Modes	Additional bus lanes and mass transit to the outer reaches of the Valley would be beneficial. The far East Valley has many more transit options than the far NW Valley. The current expansion of the light rail to the "NW" is not the true northwest portion of the Valley. A revitalization of commuter trains would help commute times in the areas of urban sprawl in the far suburbs, protect the environment, and relieve the congestion on the freeways.
Travel Modes	Despite the calculator's suggestion, I don't see how this wouldn't be the most beneficial for improving the freeway traffic beyond the immediate-short-term. People drive because they have to.
Travel Modes	YES! Increased mobility is best realized by accommodating all transportation modes, not just cars.
Travel Modes	We need an expanded light rail and commuter rail network ASAP and should have regional rail to Tucson as well.

Travel Modes	Frankly, things are too spread out here to make pedestrian and bike traffic that much more desirable than surface streets. I do think there is an opportunity to improve public transit (particularly to the far west valley) in a way that would make it a more realistic, viable option for commuters.
Travel Modes	We need more bike lanes so that people have a transportation choice that feels safe.
Travel Modes	Please add more and safer bike lanes around the city. Promoting bicycle use will lower traffic from cars.
Travel Modes	Giving more travel options, i.e. Light Rail, Commuter Rail, urban streetcar, BRT, increased bus service, walking and cycling is the only way to truly reduce congestion in the long run and strengthen our communities. I challenge ADOT to truly become the Arizona Dept. of TRANSPORTATION, not the Arizona Dept. of highways.
Travel Modes	Promote businesses to locate where their employees live; not just in the center of town. This would eliminate the need to commute long distances by personal car and would encourage bus usage for short distances. as long as the housing is affordable in the area.
Travel Modes	REMOVE the I-10 tunnel! It's a bottle neck and hazard when entering into it's blackness from the bright Arizona sunlight - blinding! Lots of accidents in this area which contributes to the back up of the I-10.
Travel Modes	REMOVE the I-10 tunnel! It's a bottle neck and hazard when entering into it's blackness from the bright Arizona sunlight - blinding! Lots of accidents in this area which contributes to the back up of the I-10. Promote businesses to locate where their employees live; not just in the center of town. This would eliminate the need to commute long distances by personal car and would encourage bus usage for short distances. as long as the housing is affordable in the area.
Travel Modes	We need more choices to move people quickly and efficiently besides vehicles. The majority of freeway traffic during peak commuter times is single drivers. This is not an effective or economical way to move people. A comprehensive transportation plan would include high speed rail along with pedestrian crossings, bike paths, and increased public transportation opportunities (such as buses, ride share programs, and rail lines) offers a better long term solution.
Travel Modes	Fact of the matter is we need less vehicle trips. Adding road capacity only creates induced demand and has proven an expensive way to deal with traffic demand.
Travel Modes	I bought my house because it's on the light rail. Good rail and bus options are absolutely essential for Phoenix to be a modern city.
Travel Modes	Prioritizing transit, people walking and riding bicycles is paramount to our transportation infrastructure.
Travel Modes	This is the future.
Travel Modes	fast, safe express bus
Travel Modes	Focusing on mass transit options is the only sustainable (beyond just environmental impacts) option. You can only add so many lanes before you run out of space and end up in a polluted dystopia. Mass transit provides affordable and accessible transit to entire neighborhoods, linking them to other destinations and communities, and strengthens the commercial centers of each. It adds travel choices, reduces congestion, emphasizes jobs, and improves the commute no matter which mode one chooses.
Travel Modes	I think this is critical. Getting people out of cars is important, but you will have to add the airport to the hub. Then key areas where there is parking like the baseball stadiums.
Travel Modes	This is what the majority of the money should be spent on for the valleys transportation. It makes no sense that Phoenix wants to promote and grow its downtown area and yet at the same time is building a 303 freeway on the west side. Stop wasting money creating more ugly subdivisions and foster a city where people actually want to live. Making it bike friendly and easy to use public transportation while reducing sprawl is the way to achieve this.
Travel Modes	More light rail lines to underserved areas. Rapid bus transit. City sponsored car share like Calgary Alberta

Priority & Strategy Comments and Suggested Priorities (continued)

Travel Modes	Light Rail from Phoenix's Ahwatukee near the I-10, ChandlerTempe area on east side of I-10 would be beneficial and reduce single passenger vehicles on the freeway in rush hour.
Travel Modes	Too expensive and only serves downtown Phoenix. Reach of trains isn't far enough out to be utilized and it is too expensive to have them come to nicer, desirable neighborhoods that are very distant from downtown.
Travel Modes	more light rail and/or commuter rail please!
Travel Modes	Allow bicycle to be transported with this mode. Allow handicap access as well.
Travel Modes	Extra light rail lines would be nice but since my commute comes from the City of Maricopa I don't think it would make a difference for me. If others used it then it might cut down on the amount of traffic that I would normally encounter on my route.
Travel Modes	Lightrail is fine for those not working, but is inefficient for rush hour traffic. We need a monorail system like San Francisco's BART. Above ground, limited stops, fuel efficient, with minimal impact on neighborhoods. Again, using existing right-of-way will save money and construction time. The picture of the light rail here is perfect. It demonstrates how that projects wiring system is now dominating and cluttering our skies. We can and should do better. If not above ground monorail, then we should use existing rail lines that cross our Valley with modern trains. The rail lines already exist, all we need to do is create parking lots at strategic points with neighborhood bus systems.
Travel Modes	Again, LIGHT RAIL ALONG FREEWAYS INSTEAD OF SURFACE STREETS. I promise this will be such a better use of money spent on light rails, and down the line when individual car ownership is on the decline we can add smaller light rails (e.g. half the size they are now, to allow faster response time & better maneuverability) throughout surface streets
Travel Modes	Yes, the more modes the better. Phoenix needs a robust transit network. Stop building more roads
Travel Modes	Expand the light rail system
Travel Modes	Although this will improve the quality of life for lower income job seekers by allowing access to employment areas at low cost. It is a HUGE subsidized option and will not affect the commuting public on the freeways.
Travel Modes	Not a bad idea but running the mass transit with the same speed of traffic is a waste. Look at Florida their system really works and I have only been 3-4 times.
Travel Modes	I am in favor of alternate transportation, particularly subways or light rail. But it needs to be convenient for the users. Safe place to park your vehicle and to wait for the transportation, timely and flexible travel schedules are essential. If I have to drive 20 minutes to get to the rail station, I may as well drive another 15 minutes to go all the way to work.
Travel Modes	It would be fantastic if a train or bus option was available on the freeways.
Travel Modes	Create a commuter rail using existing rail and extend the light rail west with 24h service. Those of us who aren't used to public transportation won't use it unless they know it will be up and running when they are ready to leave. So 24h operation is better because people work odd hours. They might go into work around afternoon rush hour but they might get out later than the rail.
Travel Modes	Building light rail further out into west valley to cut back on number of vehicles on road.
Travel Modes	Use caution with more bike/pedestrian paths. If we add too many bike/pedestrian paths, our streets will become even more dangerous for everyone and the delays for all will be increased. Bike/ped paths are already a nightmare for vehicle drivers when bikes don't stay in their lanes, or when attempting to turn a corner with bicycles and people everywhere. It holds up traffic, especially in righthand lanes.
Travel Modes	High capacity transit service, especially commuter rail, would remove cars from the freeway and offer choices
Travel Modes	Mixing to many modes in high traffic areas is dangerous.
Travel Modes	It is not a personal favorite because I seldom use it. However, I do see the long-term benefit of an urban environment transportation system when density is demonstrated. I also feel that ridership should pay for this rather than general population.
Travel Modes	GET THE COMMUTERS OFF THE IMPORT/EXPORT CORRIDOR. I feel like I need to just show up at a MAG meeting with a bullhorn and chant this very simple axiom. Get the cars off the freeway. Simple as it is.

Travel Modes	how is adding transit/lightrail cheaper than redefining lane use?
Travel Modes	Constantly adding more freeway lanes is not a good option. It will only destroy existing neighborhood. We need more options for transportation otherthan driving our car.
Travel Modes	Done correctly, this could address both commuting issues and non-commuting related transportation
Travel Modes	More protected bike lanes.
Travel Modes	This is a much better way to protect the environment and get vehicles off the road. The current light rail/bus system is good but could be better. Many times I've been on the light rail and it is clear all passengers are not buying tickets. Also, the schedule needs to be expanded. Visitors from Chicago were dismayed the system stop running later in the evenings.
Travel Modes	PLEASE PLEASE PLEASE!!!
Travel Modes	PLEASE PLEASE PLEASE!!! Especially additional express options for longer distance or common routes
Travel Modes	YES! Provides actual equity and access changes for people across geographic locations and economic levels
Travel Modes	I think the cooperation with the transit organizations is critical for success, given the information about how the traffic will increase.
Travel Modes	City is growing exponentially - encourage people to work where they live and vice versa.
Travel Modes	Should have a Dedicated Bike Trail like one along SR-51, also improve w more Bike Crossings at Campbell for Ex.. also should have a BRT go b-Directional from MetroCenter to Baseline..
Travel Modes	No public transport.
Travel Modes	Monorails
Travel Modes	We need a rail system similar to "BART" in CA or the British Tube system to make necessary improvements and position us for the future.
Travel Modes	Rail and bus lines do not offer service to the Maricopa County Durango complex which is a large employment center.
Travel Modes	If there was a high speed bus from Sun Lakes to 19th would use in a heartbeat
Travel Modes	Increase capital and operating investments on regional transit system, including high capacity transit at parallel corridors.
Travel Modes	Transit is the only answer! We need to be thinking seriously about additional light rail and commuter rail services.
Travel Modes	I think this is the best option so far. Add to the light rail, perhaps an elevated train over the freeway. Or limited access lanes that bypass the main traffic flow (example: I-95 in Northern Virginia).
Travel Modes	RAIL LINES SHOULD TRAVEL FROM THE WEST VALLEY TO DOWNTOWN PHOENIX.....
Travel Modes	The next ride mssg system is great. Any effort to increase frequency and improve timing to connecting routes would make public transportation more appealing. I hate waiting- especially in the sun when its hot!
Travel Modes	Even according to your ranking this option does little to nothing to fix the traffic problem. Its strong suit is emphasizing jobs and I assume that means the jobs created to build and run the alternative travel modes. These are not helping the congestion on the highways and are a waste of money with regard to fixing it. Unless a way to make them at least as convenient as a car is found, they never will be a viable solution.
Travel Modes	We need to implement a bus system that provides busses on every major mile street and running about 15min apart. This would simplify the mass transit system for people, plus allow for anyone to ride the bus without having to wait an hour and not get to where you need to go. You get easily get within 1/2mile of your destination by this bus system.
Travel Modes	Not in favor of rail but would like to see express buses or subway along the spine that only stop every 4-5 miles with connecting buses that stop at those locations along the spine. Bicycle lanes add to cost and are not really a mode of transportation for commuters.
Travel Modes	Construct rail and provide alternative modes of travel to major employment centers.
Travel Modes	I commend the traffic safety people who manage getting accidents moved off the roadways so quickly in rush hour traffic. This has improved immensely in the last 5 years
Travel Modes	Fixed-Lane BRT is the most efficient, cost-effective, and overall most beneficial way to go.

Priority & Strategy Comments and Suggested Priorities (continued)

Travel Modes	I am an advocate of public transit; however, our system functions pretty poorly and it take a long time to get to your destinations.
Travel Modes	Elevated guideway structures are being used across the country to facilitate rail projects. Honolulu is building a 20 mile system that is very similar to the Sound Transit system in Washington State.
Travel Modes	Rapid buses and light rail are popular; keep expanding and encourage use of transit 2 days a week by everybody. Increase gasoline tax to fund--long overdue
Travel Modes	We should be expanding rail routes much faster than we are. There should also be bike lanes on every arterial and collector.
Travel Modes	You should have done this 30 years ago
Travel Modes	Light rail and buses only appeal to a small minority of the population. Waste of time and resources to force light rail out to the suburbs.
Travel Modes	get more park and rides coming in from outside of the Spine area
Travel Modes	The light rail project is going really well throughout the city. Is my assumption that it will continue to improve as long as they keep extending it out toward the furthest parts of metro Phoenix (i.e. Northwest Valley). I live in the Glendale Arrowhead area if the LR extended that far I would definitely use it daily. To me LR is more dependable than the bus. The bus can be thrown off schedule so easily (i.e. several wheelchairs, traffic, etc) but the LR is more seamless there's less opportunities for outside effects to interfere with your commute.
Travel Modes	Metro expansion north to the Anthem/ Happy Valley area is sorely needed for routine and airport travel.
Travel Modes	Why did we build one light rail track and then stop? We should be doing much more of this!
Travel Modes	Add Express Trains
Travel Modes	I would take bus or light rail if this option were available. I live near 101 / I17 and work off Pima 101 yet it would take 3 hours ONE way to take bus. There doesn't seem to be a lot of emphasis on east/west or west/east travel.
Travel Modes	City buses should have a pull over area for new pick ups, having them stop in the middle of moving traffic to have others go around them is dangerous. This I believe is a flaw in city transit system which causes more problems then it helps in keeping traffic moving.
Travel Modes	If there was an efficient rail line that could be utilized, I think that would be best. This should not be affected by traffic lights or current traffic conditions though - I'd like to see something separate, perhaps that goes down the middle of the freeway.
Travel Modes	We absolutely must begin investing more in transit rather than the same-ol' transportation planning. Let's stop delaying!
Travel Modes	Phoenix is to spread out for mass transit unless you provide it to ALL sections of suburbs, not just what you did downtown. It doesn't do anything for us in suburbs where most of us live.
Travel Modes	a 20 minute highway drive to work would take 4 hours by public transportation.
Travel Modes	More options for the West Valley. I live in Estrella Mountain Ranch in Goodyer. I must drive 1/3 of my 30 mile one way commute to get to the first public transportation location.
Travel Modes	I think the light rail is excellent and should be extended to other areas of the city so we all have more options
Travel Modes	Alternating business hours and, thereby person commuting at any one time, such as was done in Louisville, KY, many years ago has the real potential to open up capacity of the system, precluding the need for massive construction projects.
Travel Modes	Why not add this down the middle of the freeway. No new R/W and higher occupancy travel. Cuts down on auto traffic and roadway upkeep
Travel Modes	Who is going to oversee the management of the lanes?

Travel Modes	We need high speed rail between Phoenix and Riverside California, where there will be a California High Speed Rail Station that connects to San Diego, LA/Anaheim, San Francisco, Sacramento, and Las Vegas... this is under construction now with the first segment opening as soon as 2017. This would encourage commerce, especially since California's population will hit 100 million within 35-50 years. Our airport has hit maximum airlift on peak travel dates, making it literally impossible for people to fly into Phoenix to come and spend money here. The route for this would be Phoenix to Goodyear to Gila Bend to Yuma to Coachella/Indio/Palm Springs/Riverside. During the day, transport passengers, during the night, transport goods from warehouses in West Phoenix to LA and from LA to Phoenix, as well as produce, dairy, meat, agricultural products from the Imperial Valley to both LA and PHX.
Travel Modes	I think the Phoenix area DESPERATELY needs a high speed passenger rail system,(not light rail! actual real trains! :D) especially along the I-10 corridor between Downtown and the west valley.
Travel Modes	light rail is a disaster, its expensive in creation and ongoing, it screws up local traffic its very slow and stops at many stoplights. Horrible
Travel Modes	Add a light rail route in the middle for the entire length of the Spine.
Travel Modes	Light rail in between I-10 lanes from west valley.
Travel Modes	This is important. For me personally, the challenge is still my commute time. I would love to take transit or light rail, but it adds an hour to my day. More express buses, perhaps express trains. Get commuter rail going in the east valley.
Travel Modes	Providing alternatives is what we need. I know it is difficult because of our weather but the station on Washington has that solar powered air thing. How about we invest in those at stops so people are comfortable using public modes of transportation. Weather is the issue. Let focus on ways to change the way people view public transportation.
Travel Modes	Special attention should be paid to adding buffers (preferably some kind of physical barrier, even just a plastic bollard) to bike lanes on busy roads
Travel Modes	We need more light rail out to the burbs like Ahwatukee. OR use the buses from park and rides to take us downtown for basketball and baseball games. They are out in the neighborhoods anyway at the end of the day. Take a load back downtown and give a time when you MUST catch the bus back to your neighborhood at the end of those evenings.
Travel Modes	No light rail. We simply cannot afford this mode of transportation. Add more bus routes and more frequent service.
Travel Modes	We are the biggest city with the most laughable public transportation here in Phoenix. No wonder everyone is moving to other states.
Travel Modes	More bike lanes, mixed-use paths (bike + pedestrian), more shared bike lanes/paths, etc. More bike infrastructure, and LESS (so much less) motor vehicle infrastructure. If you're going to spend time and money on travel modes, please emphasize bicycle infrastructure and providing actual, adequate alternative public transportation, more similar to cities of similar size as Phoenix. Smaller cities have infinitely better transportation options than we have, it's absolutely ridiculous. Make it easier for people to bike and take the bus and light rail, or walk! And make it SAFE. It's not safe now, at all.
Travel Modes	Persons traveling through Phoenix are not served by this.
Travel Modes	If we don't set up a strong transit system now, we'll be even more behind and getting the ROW will be impossible without intense litigation activities.
Travel Modes	the Phoenix valley does not have a well developed public transit option like that of other cities (ei Chicago or New York) ... Developing the light rail further is a prime option. It is under utilized at the moment and could be expanded further.
Travel Modes	Adding more train lines would be good, if possible. Neither train or bus transit help us much in Fountain Hills, but it does help those in many of the Phoenix metro areas.
Travel Modes	Phoenix has made a good initial start with public rail transportation
Travel Modes	Transit is the future, embrace it.
Suggested Priority	2-5pm west bound from 202 to I10 weekdays always at crawl. Please improve congestion!
Suggested Priority	Add a westbound lane after the deck park tunnel
Suggested Priority	long backups I10 east from here to us 60.

Priority & Strategy Comments and Suggested Priorities (continued)

Suggested Priority	Bailing out to 10 is always sketchy. Left lane to merge spot at 80+ is seen often.
Suggested Priority	long backups merging traffic from southbound 51 to i10 west.
Suggested Priority	long backups merging traffic from southbound 51 to i10 west. Also 202 westbound merging with i10 westbound.
Suggested Priority	safety -- there are places where merging or changing lanes are very dangerous
Suggested Priority	Access Management
Suggested Priority	Commuter Rail & High Capacity Public Transportation.
Suggested Priority	Encourage wise and sustainable urban form with our transportation investments
Suggested Priority	Support alternate transportation options in all designs, including biking and walking
Suggested Priority	Safety
Suggested Priority	Increased Enforcement of Traffic Laws
Suggested Priority	Impacts to neighborhoods
Suggested Priority	Public Safety
Suggested Priority	Public Safety - Have a designated pull out area for officers to pull vehicles over exiting the freeway. Have good lighting and signage. Stop using my residential street.
Suggested Priority	Truck Bypass Around Phoenix
Suggested Priority	ADOT and all the other transportation agencies in this area have to recognize that traffic engineering, transportation planning, and transit operations design functions are the primary steps in development of effective transportation system. These professional disciplines are closely related and need to be dealt with on the metropolitan area bases. These are the key areas of management functions providing the leadership in what is to be built. These functions are so far nonexistent. Without the recognition of these disciplines the above priorities are meaningless and demonstrate the complete lack of understanding how to accomplish them.
Suggested Priority	Consider using new transportation technology, such as monorail, limited stop commuter rail, etc.
Suggested Priority	Complete 202 South Mountain Pass as alternative.
Suggested Priority	lay rail on each side of the meridian
Suggested Priority	Reduce the air pollution where possible. Noise control is also very important.
Suggested Priority	Grand Avenue as a cross section Freeway
Suggested Priority	Polution
Suggested Priority	SAFETY - Some on-ramps are too short to allow cars to enter the freeway safely.
Suggested Priority	I miss the attractive landscaping along the freeways, which was replaced by wires.
Suggested Priority	A solution for the drivers that enter the freeway going the wrong way causing accidents and deaths
Suggested Priority	Allow motorcycle lane splitting.
Suggested Priority	Build the Pecos Freeway ASAP, it will eliminate a lot of traffic on the spine.
Suggested Priority	Build the planned 303 connector from I-8 to I-10 ASAP.
Suggested Priority	Complete streets: put 7th ave and 7th st on a diet.
Suggested Priority	It was a tough one but my next highest priority is the desert. Don't destroy any part of the desert to build a freeway.
Suggested Priority	Promote urban density
Suggested Priority	Lightrail, Commuter Trains, Buses, less Freeways
Suggested Priority	Provide an extension of mass transit (light rail).
Suggested Priority	Look at heavy rail Cleveland or Chicago. Consider a subway under the freeway. Consider a Bus Lane along a frontage road. Consider developing mini-work-communities.
Suggested Priority	Provide safe travel options
Suggested Priority	Improve safety. Tailgating and speeding are big issues. limit lane merging by not having lane ending zones. Tailgating and speeding make it almost impossible to merge which backs up and slows ending lanes. Southbound I-17 near Bell Rd sometimes can be crazy!
Suggested Priority	safety. I 17 on ramps east of the durango curve are too short.
Suggested Priority	Fix pavement and widen roadway
Suggested Priority	Traffic and Public Safety
Suggested Priority	Making some exits or entrances a little longer so traffic getting off or getting on an exit like at 7th Avenue and 7th St while on the 101 heading east.

Suggested Priority	Priced managed lanes could contribute to all these priorities
Suggested Priority	I still care about maximizing the regional freeway program dollars.
Suggested Priority	I feel it will be necessary to separate the local traffic from interstate traffic featuring thru frontage roads & toll lanes
Suggested Priority	Do not Build South Mountain freeway
Suggested Priority	Reduce accidents/improve safety during peak travel times including I-17 weekend trips to high country and back
Suggested Priority	Reduce likelihood of accidents esp. during peak AM and PM commute times and on weekend trips to high country and back
Suggested Priority	Discourage long commutes
Suggested Priority	Praise Success--see my already submitted comments re "wide outs" and highway patrol officers
Suggested Priority	Design Build partnerships and toll roads
Suggested Priority	Promote safety
Suggested Priority	have better east/west highways not far apart, like 101 and 10
Suggested Priority	Safety
Suggested Priority	Only use toll roads if everyone must pay the toll. No Lexus Lanes.
Suggested Priority	The light rail system is a bust you definitely need to improve the spine
Suggested Priority	Affordable for users
Suggested Priority	Noise from highways
Suggested Priority	Increase transit
Suggested Priority	Add express lanes or flyover path to i-17 with exits at say Glendale and Bell
Suggested Priority	Reduce Noise
Suggested Priority	do not build
Suggested Priority	do not build, scam to raise taxes
Suggested Priority	In order for our lovely city and state to prosper and be an even greater place to live we must improve our freeways.
Suggested Priority	Construct a corridor that connects I-17 to I-51 and I-101. This will alleviate the conjection at the ramps that connect I-17 south to I-10 east and west.
Suggested Priority	None of the above will help improve without adding additional higher speed controlled access routes.
Suggested Priority	Enhance the safety of driving on freeways, including controlling speed.
Suggested Priority	Regional Rail Alternative
Suggested Priority	Discourage driving
Suggested Priority	Protect connectivity for wildlife.
Suggested Priority	Reduce residential traffic

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