



DRAFT

FY 2013 EARLY PHASE INPUT OPPORTUNITY REPORT

OCTOBER 2012



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

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EXECUTIVE SUMMARY

INTRODUCTION

Federal transportation legislation emphasizes public involvement in the metropolitan transportation planning process. New transportation authorization was passed on July 6, 2012. It is anticipated that the new enabling legislation, Moving Ahead for Progress in the 21st Century (MAP-21) will continue to emphasize public involvement in transportation planning. Current legislation requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs. The Maricopa Association of Governments (MAG) will continue to adhere to the federal requirements for public involvement, in addition to finding new ways of engaging Valley residents in the transportation planning and programming process.

The Early Phase input opportunity provides for initial input prior to the development of a draft listing of projects that will eventually make up the FY 2014-2018 Transportation Improvement Program (TIP), and input on any projects that may be included in the draft update of the Regional Transportation Plan. The input is then collected and entered into the Draft FY 2013 Early Phase Input Opportunity Report, which is presented to the MAG Management Committee and MAG Regional Council for review and consideration prior to action.

INPUT OPPORTUNITIES

Various forums for input were used prior to and during the FY 2013 Early Phase Input Opportunity. In addition to all of the committee meetings held during this phase, MAG also received comment during a variety of other events, including small and large group presentations, information booths at special events and via telephone and e-mail correspondence. Comments received during this time are included in the *Summary of Input* section on Page 2. All of the public events that MAG participated in were scheduled in venues that are transit accessible and comply with the provisions of the Americans with Disabilities Act. In addition, Spanish language materials, sign language interpretation and alternative materials such as large print, Braille and FM/Infrared Listening Devices, were available upon request.

SUMMARY OF INPUT

A summary of the comments/questions/suggestions received during the Early Phase input opportunity is listed below. All comments/questions/suggestions were addressed on site or responded to within 48 hours:

- ▶ Sidewalks need to be relocated before developers start building.
- ▶ There needs to be more separation between the curb and sidewalk, and move the sidewalks away from the street.
- ▶ What does “ADA Certified” mean?
- ▶ Can you use the Dial-a-Ride pass on the bus?
- ▶ Who can go on the circulators?
- ▶ How much do the circulators cost?
- ▶ How long are the passes good for?
- ▶ How much do the passes cost?
- ▶ How do we submit the “reduced fare card” application?
- ▶ How much do the reduced fare cards cost?
- ▶ Can a behavioral health professional sign a reduced fare card application?
- ▶ Do you need an exact address when trip planning on the Valley Metro website?
- ▶ Is the assessment for ADA certification for Dial-a-Ride service set up to determine how you deal with bus travel when you have symptoms such as anxiety?
- ▶ Do they still have the “Dash” in downtown Phoenix?
- ▶ Do you still pay \$.25 per ride on the “Gus” circulator?
- ▶ When are they going to break ground for the northwest extension of the light rail?
- ▶ Is the Route 19 still going to run once the new light rail extension starts?
- ▶ Do you have to show a Medicare card to get the reduced fare on the bus or can you use the AHCCCS I.D. card?
- ▶ How much does a lifetime reduced fare card cost?
- ▶ My reduced fare card will expire in January 2013. Should I start now to get a new reduced fare card or wait until my current card expires?
- ▶ What does “ADA” mean and what is Dial-a-Ride?
- ▶ How much is a one-way trip on Dial-a-Ride?
- ▶ Has the process changed for persons with disabilities to apply for a reduced fare card?
- ▶ Do I have to mail in the application for the reduced fare or go to a photo site?
- ▶ A lot of the locations to buy bus passes don’t have reduced fare passes to sell.
- ▶ What happened to the transfer slips used for changing buses?
- ▶ I am grateful for these services because I am slow and elderly and I appreciate it.
- ▶ The “Next Ride” also announces when the next light rail train coming.
- ▶ Is the light rail running less frequently on the weekends?
- ▶ What are the future plans for transit in the West Valley?

- ▶ Is there going to be an increase in fares?
- ▶ Will there be an increase for the “discount fares”?
- ▶ How can I obtain information about transit?
- ▶ Where do I go to get bus/train schedules?
- ▶ Does it cost more for express buses?
- ▶ Is there only one location to pick up your discount fare cards?
- ▶ How much does the reduced fare card cost for new or replacement cards?
- ▶ Who can sign to prove you have a disability for the reduced fare cards?
- ▶ Where can you get applications for the reduced fare cards?
- ▶ Where are hydration centers located?
- ▶ Are the trains and bus shelters monitored for security?
- ▶ Can you use discount cards in Tucson transit?
- ▶ Can you buy a single bus pass?
- ▶ What is the cost for a single pass?
- ▶ More bike lanes are needed throughout the Valley.
- ▶ The Town of Aguila needs to upgrade its sidewalks.
- ▶ Along Central Avenue, from Southern to Baseline and along Southern, from 24th Street to Baseline, the asphalt is really chewed up and needs to be replaced.
- ▶ The coordination between the bus and rail system needs to be better.
- ▶ Valley Metro needs to re-establish the rural route to Wickenburg.
- ▶ There is too much money being spent on shelter for park and ride lots, and not enough on shelters for bus stops.

I. PUBLIC INVOLVEMENT PROCESS

INTRODUCTION

Federal transportation legislation emphasizes public involvement in the metropolitan transportation planning process. New transportation authorization was passed on July 6, 2012. It is anticipated that the new enabling legislation, Moving Ahead for Progress in the 21st Century (MAP-21) will continue to emphasize public involvement in transportation planning. Current legislation requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs. The Maricopa Association of Governments (MAG) will continue to adhere to the federal requirements for public involvement, in addition to finding new ways of engaging Valley residents in the transportation planning and programming process.

In response to previous federal guidelines known as Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the MAG Regional Council, in December 2006, approved a Public Participation Plan to guide the MAG public input process. This enhanced plan incorporated many of the previously-adopted public involvement guidelines set forth by the Regional Council in 1994 and enhanced in 1998 (*see History of MAG Public Involvement Process, Page 6*). The MAG Public Participation Plan sets forth guidelines for receiving public opinion, comment and suggestions on transportation planning and programming in the MAG region. This process provides complete information on transportation plans, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement in the planning process.

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

The public involvement process is divided into four phases: Early Phase, Mid-Phase, Final Phase and Continuous Involvement. The Early Phase meetings ensure early involvement of the public in the development of these plans and programs. This year, the FY 2013 Early Phase Input Opportunity was conducted from August through September, 2012. The purpose of this document, the *FY 2013 Early Phase Input Opportunity Report*, is to provide information about the outreach conducted during this early phase and to summarize the results of the input received.

The Mid-Phase process provides for input on initial plan analysis for the Draft TIP and Draft Plan, and includes a public hearing on regional transportation issues. The Mid-Phase is usually conducted from February through April. The results of the Mid-Phase Input Opportunity will be included in the *FY 2013 Mid-Phase Input Opportunity Report*.

The Final Phase provides an opportunity for final comment on the TIP, Plan and Air Quality Conformity Analysis, and generally occurs upon the completion of the air quality conformity analysis in the summer. The results of the Final Phase Input Opportunity will be included in the *FY 2013 Final Phase Input Opportunity Report*. In addition, continuous outreach is conducted throughout the annual update process and includes activities such as presentations to community and civic groups, distributing press releases and newsletters, and coordinating with the Citizens Transportation Oversight Committee (CTOC).

HISTORY OF MAG PUBLIC OUTREACH PROCESS

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

Additional changes in planning and programming responsibilities were prompted by the passage of TEA-21. As a result, ADOT hosted a meeting of regional planning organizations to suggest changes that would benefit the planning and programming process throughout Arizona. The meeting was held in Casa Grande in April, 1999 and was attended by representatives of Metropolitan Planning Organizations, Councils of Governments, ADOT and Valley Metro. All participants agreed to several guiding principles to help develop and integrate state and regional transportation plans and programs. In the past, development of the MAG TIP, MAG Long Range Plan, Surface Transportation Program (STP) and State Transportation Improvement Program (SHIP) were on different schedules—which was confusing to members of the public. With changes included in the guiding principles adopted at the April meeting, the state and regional planning and programming processes have been combined. (See Page 7.)

In December 2006, the MAG Regional Council approved a Public Participation Plan to guide the MAG public input process in accordance with SAFETEA-LU guidelines for metropolitan transportation planning.

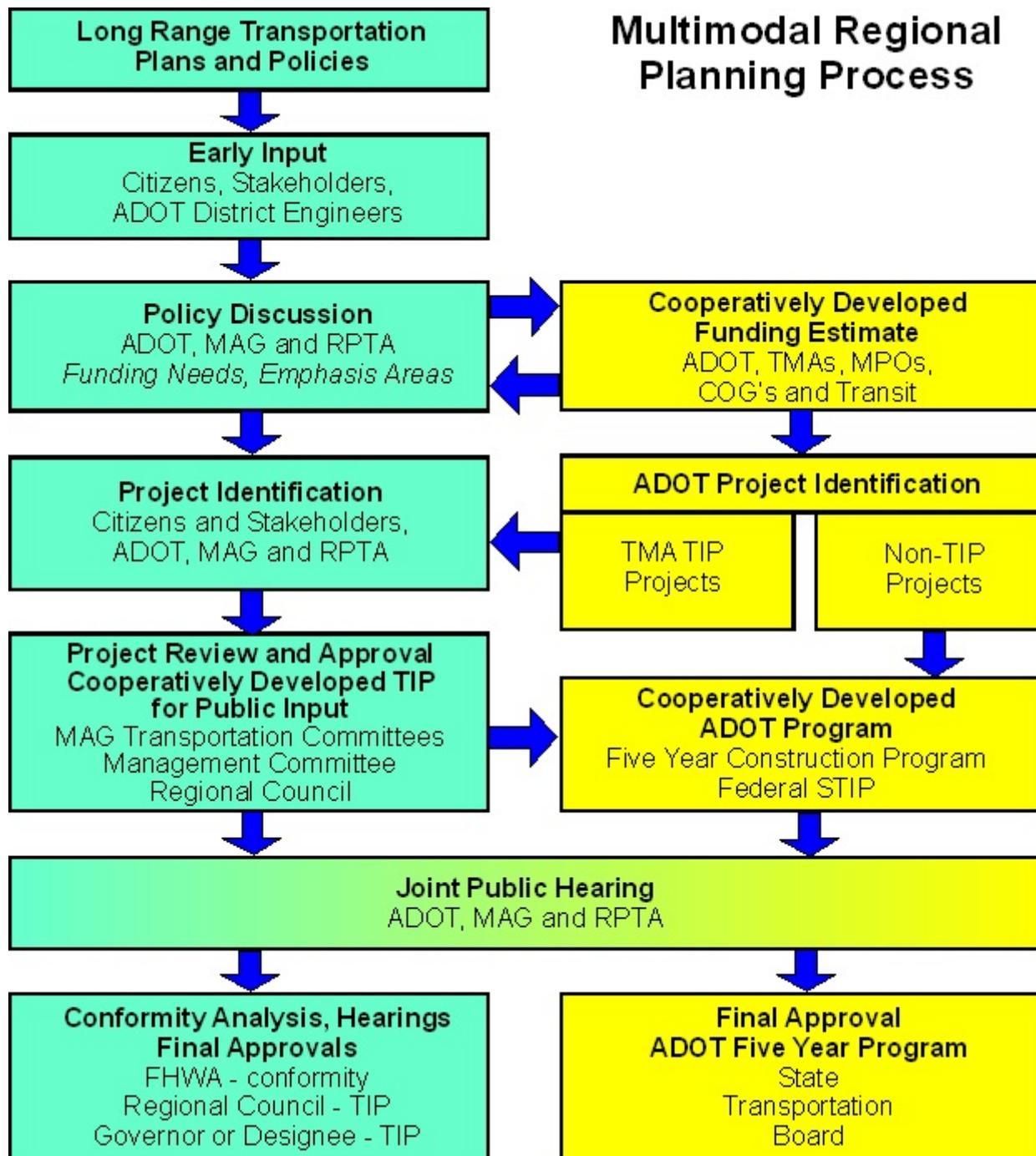


Table 1: Development Process for ADOT Five-Year Program, MAG TIP, MAG RTP, and ADOT Life Cycle Program (Joint Planning Process)

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

**Guiding Principles
New Arizona Transportation Planning and Programming Process
Casa Grande Resolves**

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

Table 2: Casa Grande Resolves

PUBLICITY

MAG publicizes all input opportunities via targeted mailings, public notice, public advertisements and via the MAG website. All committee meetings are posted and noticed on the MAG website and all special events that MAG participated in were widely advertised and noticed via print or electronic media.

CONTINUOUS INVOLVEMENT

As part of the continuous outreach process, MAG staff has participated in a number of events since the completion of the FY 2013 Early Phase input opportunity. Activities included:

- ◆ Small group presentations, participation in special events and providing information to residents via e-mail, telephone and one-on-one consultations.

- ◆ Continued consideration of input received by the MAG Human Services Planning Program in its public outreach process.
- ◆ Continued community outreach to Title VI/Environmental Justice populations, utilizing the MAG Community Outreach Specialist and MAG Disability Outreach Associate.
- ◆ Continued involvement with the Citizens Transportation Oversight Committee (CTOC).
- ◆ Partnership in numerous joint special events including MAG, ADOT, Valley Metro, and METRO, where and when possible.
- ◆ Monthly e-mail updates summarizing the activities and actions of the Transportation Policy Committee.

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

**II. APPENDIX A.
CORRESPONDENCE RECEIVED DURING THE
CONTINUOUS INVOLVEMENT AND EARLY PHASE
INPUT OPPORTUNITIES**

From: [William Dudley - Library](#)
To: [Jason Stephens](#)
Subject: The Town of Aguila Arizona needs paved roads and sidewalks
Date: Saturday, August 11, 2012 1:26:56 PM

Hi Jason,

I just received your:
"We Want Your Input" card.

I live in Aguila and work in its library.

Aguila could use an upgrade
On its dirt roads. . . .

This would be a large project,
Let me know if you have any

Interest.

Thanks,
William Dudley

602-652-3481

From: [Annie Neroda](#)
To: [Jason Stephens](#)
Subject: Transportation Planning
Date: Saturday, August 11, 2012 8:15:33 AM

Jason --

I represent the Northridge Village Homeowners Association at 7th Street and Orangewood in Phoenix. I received a card from you today saying you seek input in neighborhood transportation requirements. We have an unpaved alley adjacent to our property that needs to be paved. The alley runs east from 7th Street halfway between Orangewood and State Avenues.

--

*Peace and Good,
Annie Neroda*

*** What is little and suffices is better than what is abundant and distracting ***



From: [Jeff Walker](#)
To: [Jason Stephens](#)
Subject: Regional Transportation Plan
Date: Monday, August 13, 2012 2:34:00 PM

Hi Jason,

Thank you very much for the quick return phone call today as well as sending out the postcard looking for input. I completely understand the budget constraints that the cities and counties must work with; however, I would like to make two suggestions and curious to see what the feedback might be about them.

The first is **Camelback Rd between Perryville Rd & Jackrabbit Tr:**

*The road is completed in both directions up to the canal and then there is a gap over the canal where the road ends in both directions. In speaking with one of the builders in that area, they said the reason the road hasn't been put through is the cost of the bridge.

*There are approximately 200 houses in that area now between Arroyo Mountain Estates and Arizona Beautiful subdivisions and Arroyo Mountain Estates is BOOMING! My biggest concern is that Jackrabbit Tr is currently the only way to access these areas. Not just from the school bus side of it, but from public safety as well, if anything should happen on Jack Rabbit Tr, there is no way to access all of these houses.

*This would also greatly alleviate traffic on Indian School Road between Jack Rabbit Tr and the 303.

*Buses currently have to come down Perryville to Indian School to Jackrabbit to access Arroyo Mountain and Arizona Beautiful. If Camelback were open all the way through it would save time and fuel.

The second is **stoplights along Litchfield Rd between Camelback & Glendale:**

*I'm not even sure how many houses (I'm guessing 1000+) are in Dreaming Summit and there is no safe access to make a left turn onto Litchfield Rd.

*There's a small hill at Missouri Rd & Litchfield Rd making that intersection extremely difficult to see and there's no clear sight to the left.

*I have a safety policy in my district that my buses do not turn left onto the crossroads unless there is a stoplight or four-way stop. Without stoplights many of the routes coming out of Dreaming Summit have to loop around the entire subdivision and go back to Dysart Rd adding extra miles and wasting fuel, but it's worth it to be safe. A stoplight at Bethany Home & Litchfield and Missouri & Litchfield would help us out tremendously!

As I mentioned, I understand the budget constraints and everything can't be fixed at one time but if you could put these two ideas on your radar for future projects, you'll be my hero! Thank you in advance for taking the time to read this and forward to the appropriate people. I'm more than willing to help serve on committees and attend meetings if you're interested.

Thanks again,
Jeff

--

Jeff Walker
Director of Transportation

Litchfield Elementary School District #79
(623) 535-6075 Office

From: [Tamara Ford-Johnson](#)
To: [Jason Stephens](#)
Subject: Input - On th Move
Date: Tuesday, August 14, 2012 1:25:08 PM

Hello Jason,

Thank you for returning my call and sorry I missed you. After living in Colorado it was wonderful having bike routes throughout the area I lived in, I would love to see more bike routes here in Arizona. I enjoy riding to work, but find it stressful having to ride it on the sidewalk all the way until I reach Lakeshore, which leads me to Rural. My route begins at Dobson and Baseline ending just north of the 60 and Rural. So, would it be possible to have a route from Alma School and Baseline to I-10 and Baseline. I am sure others would enjoy the ride to the mall in safe lanes. Please keep me posted on the results.

Thanks,

Tamara Ford-Johnson
Administrative Assistant

Association for Supportive Child Care
3910 S. Rural Road, Suite E
Tempe, AZ 85282
480-829-0500 x1101
480-736-5901 Direct line
tford-johnson@asccaz.org
www.asccaz.org



From: [Dona Record](#)
To: [Jason Stephens](#)
Subject: Coke Trucks-impute postcard
Date: Thursday, August 16, 2012 10:44:13 AM

Dona Record, 10635 W. Solano Dr. Glendale AZ, 85307
602-292-0754

Got your flyer in the mail,
Concerning Traffic management...
Thoroughbred Farms has an issue with Coca-Cola owner/operators Semi Trucks looking for the Coke plant.
The drivers come through the neighborhood several a day
Looking for the Coke plant on Glen Harbor BLVD , south of northern, truck plant entrance.
They get in this neighbor hood and can barely turn around and the trucks are tearing up our roads.
We've called the city to no avail....

We would love to have a bike path hooking up to the (Aqua Fria River, or is it New River) bike path-- the path that runs along the Loop 101 on the west side of town. That is an awesome path that runs all the way to Jomax , I think. Or any bike path for that matter.

Thank you Jason Stephens, I hope all well with you.
Dona Record

=====

Email scanned by PC Tools - No viruses or spyware found.
(Email Guard: 9.0.0.909, Virus/Spyware Database: 6.20410)
<http://www.pctools.com>

=====

From: [Marci](#)
To: [Jason Stephens](#)
Subject: Hi Jason my name is Marci Harwood I live on the West Side...
Date: Tuesday, August 28, 2012 2:13:50 PM
Attachments: [image010.png](#)
[image011.png](#)
[image012.png](#)
[image013.png](#)
[image014.png](#)
[image015.png](#)

I received a MAG postcard stating that you are looking for local input regarding a regional transportation plan.

I am intrigued at how to participate.

Would love to see West Side Cities and County Islands working together to create a connected system of bike paths and Parks. Would love to have something like Scottsdale's Green Belt. Having a bike lane right next to traffic is dangerous but having a path that is scenic and runs for miles is perfect for the exercise enthusiast. Also, then Rollerbladers and walkers and families with young ones can have a place to go as a family.

I live in a Subdivision that is a County Island (Dreaming Summit) Between Glendale and Camelback and Dysart and Bethany Home we have a rather large park here that the general public has many times tried to use for soccer and football practice that we have had to deny because our Run Off park was not built to withstand the traffic plus we have no facilities for bathrooms and parking. Listening to the homeowners not just from Dreaming Summit but from surrounding neighborhoods public facilities that teams can practice at is much needed. They have to travel 30 min. to a park that they can practice at.

We have quite a showing of pick-up basket ball games that jam ALL of the surrounding courts. Goodyear/ Surprise/ High School outdoor courts etc... I say if people want to play having places to play, park and use the restroom would be something that serves the community.

I understand that I don't understand all of the logistics of what was involved in the development of the Green Belt in Scottsdale but if the West Side could look to that as a Model and give bike path access through/to surrounding facilities would be a HUGE benefit to the West Side.

I don't know if I am making sense or if any of this is even relevant to what you are asking for. I just thought I would give my two cents...

My other Penny is for covered Bus Stops especially on Glendale Rd. we see people having to stand in the heat with no shade and think it would be nice for a seat and some shade! That's a no brainer ALL Bus Stops should have a seat and some shade or at the very least Shade!

Thanks for your time and let me know if you would like me to participate in any other way.

I have a community Facebook Page for Dreaming Summit that gets the word out to the homeowners and would love to have more opportunities like this one to rally the locals. We are a County Island though I don't know if that disqualifies us or not.

www.Facebook.com/DreamingSummit

m.



REALTY ONE GROUP
A Team of Professionals™

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