

# **REGIONAL TRANSPORTATION PLAN**



## **INPUT OPPORTUNITY REPORT**

**June 2003**



**MARICOPA  
ASSOCIATION of  
GOVERNMENTS**

## **INTRODUCTION**

A public outreach program was implemented in May and June 2003 to provide the public an early opportunity to input into the regional transportation planning process and to identify the public's funding priorities for future transportation projects. Information obtained from the public will be presented to the Transportation Policy Committee for its review during the development of the Regional Transportation Plan.

## **INPUT OPPORTUNITIES**

Various forums for input were used during this public outreach program. These included:

- Five public workshops
- Presentations to community groups and organizations
- Public events including MAG at the Malls

Two survey instruments were used during this process: 1) funding priorities survey; and 2) four-question survey.

### Funding Priorities Survey:

After a short presentation on the future growth of the region, citizens were asked how they would spend approximately \$8.3 billion, the estimated revenues from an extension of the existing one-half cent transportation sales tax for twenty years. The participants were given a list of 19 transportation projects with information on the estimated cost for each project. They were asked to determine which projects they would fund and the amount they would spend on each without exceeding the \$8.3 billion. They recorded their responses on a feedback form and returned to staff.

### Four-Question Survey:

The second survey consisted of four questions. The results of this survey are summarized in a companion document.

## LOCATIONS

The following is a list of the five public workshops held to obtain public input. The workshops were held from 6:30-8:30 p.m. A total of 151 funding priority surveys were returned during the workshops.

### **Central**

Thursday, May 22, 2003  
ASU Downtown

### **Southwest Valley**

Wednesday, June 4, 2003  
Estrella Community College, Avondale

### **Northwest Valley**

Thursday, May 29, 2003  
Thunderbird Graduate School, Glendale

### **Southeast Valley**

Thursday, June 5, 2003  
Rendezvous Center, Mesa

### **Northeast Valley**

Tuesday, June 3, 2003  
Horizon Community Center, Scottsdale

The following groups and organizations also participated in the funding priorities survey. Responses were received from 126 participants.

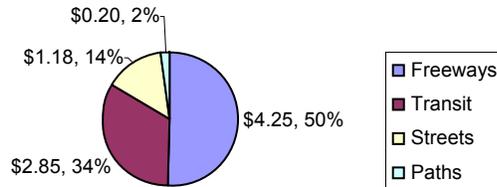
- Maricopa County Special Transportation Services
- Valley Forward
- Sky Harbor Transportation Coordinator Alliance
- Valley Citizens League
- Intel Community Advisory Panel
- Glendale Citizen Transportation Oversight Committee
- Environmental Group Leaders
- Financial Management Class
- Sun City Grand Neighborhood Representatives
- MAG Bicycle Task Force
- Tempe Transportation Commission
- Mesa Transportation Commission
- Phoenix Surface Transportation Committee
- Goodyear Planning and Zoning Commission

The funding priorities survey was also posted on the Web site. Twenty-five responses were received on-line and through the mail.

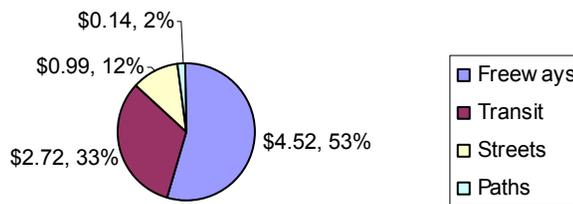
# SUMMARY OF INPUT

The following graphs summarize the funding priorities for each of the public workshops and community organizations. The on-line surveys are also included.

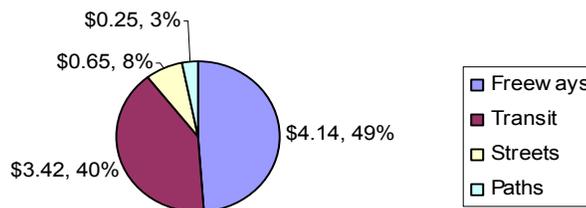
**Average of All Workshop Participants**



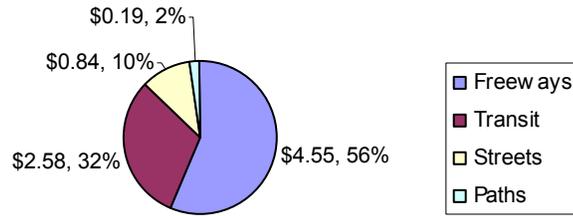
**NW Valley Workshop**



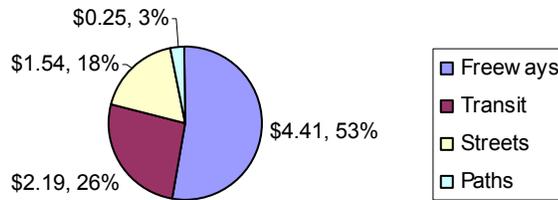
**Central Workshop**



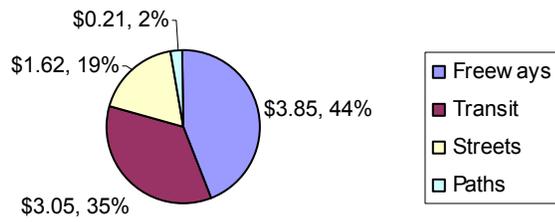
**SW Valley Workshop**



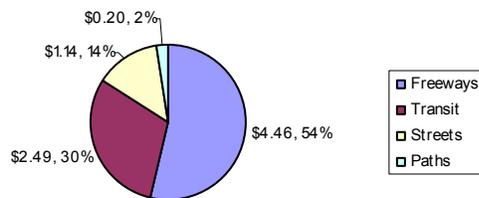
**NE Valley Workshop**



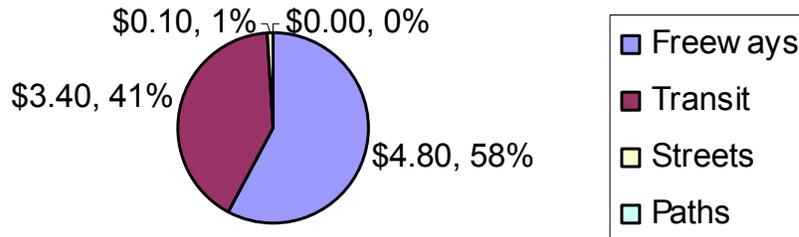
**SE Valley Workshop**



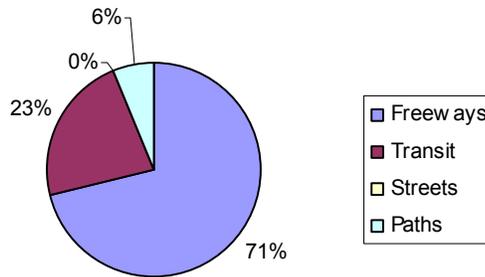
**Average of Community Group Participants**



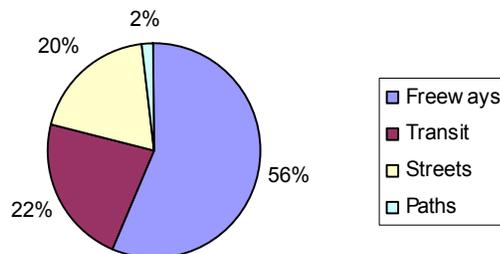
## Maricopa County - Special Transportation Services



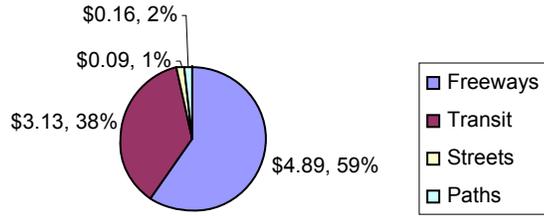
### Valley Forward (Group)



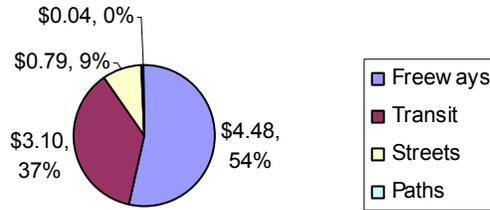
### Sky Harbor TCA



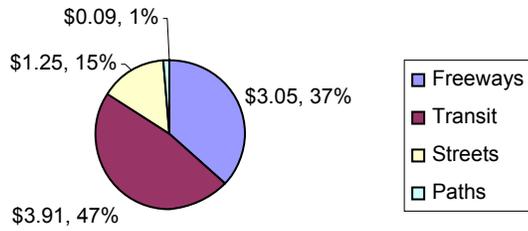
**Valley Citizens League**



**Intel Community Advisory Panel**



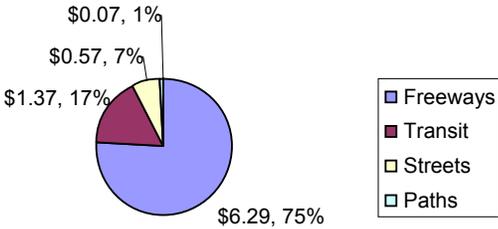
**Glendale Citizens Transportation Oversight Committee (GROUP)**



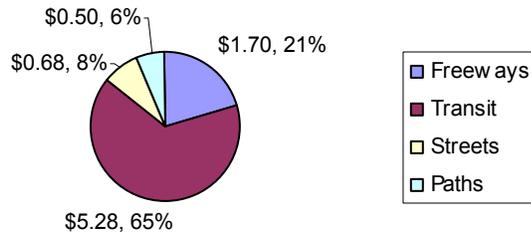
**Phoenix - Surface Transportation Advisory  
Committee**



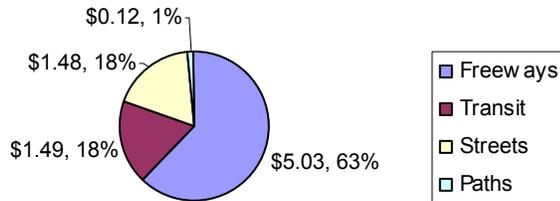
**Financial Management Class**



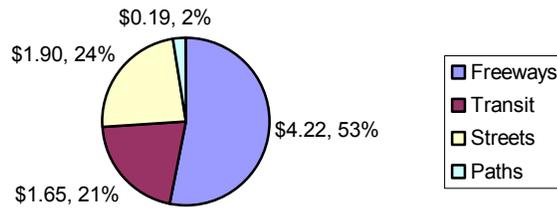
**Environmental Group Representatives**



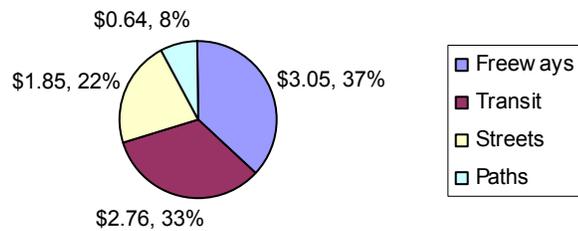
**Mail and Online Surveys**



**Sun City Grand Neighborhood Representatives**



**MAG Bicycle Task Force**



# PUBLIC COMMENTS

## Northeast Valley Workshop, Scottsdale:

- Separate air quality and congestion issue – fuel changes may solve air quality.
- If keep building freeways add to gridlock – if don't build freeways it will encourage people to use other options – need to give incentives to use transit.
- Phoenix is past point to make a rail system effective.
- Rip up existing pavement and people will leave.
- Some projects are reasonable to fund local senior services.
- Regional – should be larger projects that cross jurisdictions.
- Build South Mountain and 303.
- New freeway interchanges – developers should fund.
- It is too hot here to stand and wait for a bus. Do subways or forget it.
- Build another loop – outlying.
- Build the South Mountain Freeway.
- Encourage business to locate in outlying areas.
- Major streets - only improve some.
- New freeways – only outlying areas
- Fixed route bus service – trolley bus instead.
- Raise (bus) fares in rush hours.
- Neighborhood circulators serve wealthy people – make them pay their own way.
- Express bus service – trolley bus instead.
- Express bus operating should be paid by the fare box.
- Commuter rail should be a private enterprise.
- Freeway maintenance and street improvements are OK.
- ITS arterial management is needed to bring existing roads up to capacity.
- Sales tax fails. (Nothing on funding priorities plan shown will be funded.)
- Street improvements – include bike lanes.
- We agreed to spend money for new freeways.
- Spent more on infrastructure, streets, fixed routes, circulators.
- Want South Mountain and 303 freeways built.
- Don't widen existing freeways.
- No new HOV lanes.
- No bottleneck improvements or widening of existing freeways.
- Fully funded transit, circulators, express.
- No new freeways and street improvements – local jurisdictions should fund street improvements.
- Street and bike lanes were important – Scottsdale/Tempe put bike lanes on new street construction.
- Multi-use paths are for recreation.
- \$6B for new freeways –need to start on the 404 and building out.

- Most did not fund HOV lanes.
- Didn't like neighborhood circulators – weren't regional.

### **Southeast Valley Workshop, Mesa:**

- Include strong component of Light Rail and Commuter Rail. Historically where these modes of transportation have been built they were used and grew. Examples are Southern California/San Diego/Los Angeles, Oregon-Washington State, Dallas, Chicago/Midwest area.
- Additional freeways have not been successful moving the congestion from surface streets to freeway while increasing the danger due to high speeds. Multi lane surface streets have a similar effect on speed/danger.
- How are seniors and disabled able to vote in the surveys you mentioned? The ones who do not have transportation.
- Seniors want to be involved in surveys. Need more outreach to seniors in transportation issues.
- Need more bus shelters. Too hot for seniors to sit and wait.
- Seniors often can't use fixed route bus service – not transit mobile. Need special services.
- It is great the cities of Mesa, Tempe, Gilbert, Chandler and Scottsdale have combined Dial-a-Ride services. This has been a godsend.
- To relieve East Valley congestion and support Gateway Airport for future growth.
- Express Bus Operating facilitates Park and Ride.
- Reduce pollution in Valley air.
- Optimize the right-of-way we already have.
- Maximize the efficiency of existing surface streets to alleviate the impending increased density.
- Optimize alternative transportation at local levels.
- Seniors, ADA and Rural have limited options.
- Existing freeways already have right-of-way and no one is displaced.
- Express buses can carry commuters at peak times.
- Freeway traffic will slow down if freeways are not maintained.
- Existing streets should be maintained and improved for non-freeway users.
- Adding light rail will decrease pollution and freeway congestion, especially if used for sporting events.
- Complete freeway plan under consideration around the city to the far reaching areas the rail and buses don't reach.
- Widen East 60, continuous growth and congestion.
- Improve some bottlenecks now; wait to see how effective the rail is.
- Most effective is the rail system, begin construction.
- Senior, ADA need more reliable service – generates revenue!
- My breakdown of priorities for the estimated 8.3 billion puts the priority on freeways and bus routes. I recommend adding the South Mountain and Williams Gateway extensions. I recommend adding and supporting bus routes of all types. Once the

capital expenditures have been made, a bus can be used on any appropriate route, as well as being routed around temporary problems on the road. Buses should be sized better to fit the route and advancements in propulsion methods can be more easily adjusted too. I don't want any train, trolley or other fixed transit system of that type funded due to the high capital and operating cost. In addition the rails make the route fixed and inflexible to future unseen events. I believe the method used during the meeting was constructive and I hope the input helps.

- I think any additional monies generated from the 5 cent sales tax should go for express bus routes, increasing fixed bus routes and refining available bus service because if there is a more comprehensive service reaching more people and making it easier for those people, more people will use the bus service. As it is now, it is too inconvenient, costs too much time and does not have easy connecting routes. Make it easy, make it fast, and people will use it.
- Didn't leave any money for HOV lanes as we have several and people hardly ever use them so why spend the money for more? Can be used much better somewhere else as it always costs more than planned.
- More accordion buses are needed. People are in love with their automobiles. More emphasis should be put on mass transportation. Bicycle lanes should be widened. People in wheel chairs should have better help and offers of help by drivers. Routes 81-77 are too steep for wheel chairs to get up the ramps.
- Let voters decide – put separate transportation projects on the ballot.
- Do maintenance costs come out of the 8.3 billion?
- Left new freeways to end and put in left-over focused on light rail, commuter rail and paths.
- Highest priority would be freeways if toll roads.
- Commuter rail and fixed route bus service is priority.
- Yes to toll ways but local impacts.
- About half funded HOV –they are empty most of the time, don't entice people out of cars, and are not enforced – need limited access.
- HOV lanes are needed for express bus.
- Who is responsible for improvements – look to see which were regional.
- 3 of 5 support light rail
- Circulators and ADA services are local and should be funded locally.
- Need to fund freeway related expenses regionally.
- 1985 money – more should have been used for transit express bus and light rail – can't continue building freeways and not transit.
- When right-of-way was acquired should include right-of-way for rail in the medians.
- Voted against ValTrans because it was elevated – unsightly.
- Most funded multi-use paths
  - Must be regional to be effective
  - Bike lanes are too wide
  - Want to fix bike path break between Mesa and ASU
  - It's a local issue
  - Some cities do the lanes right
  - Use money to create regional tie-ins

- Rail will take buses off central.
- Improvements to process – have discussion of pros and cons of each card before the exercise.
- Missing projects – BRT, better service – customer service, and ITS.
- Why is senior ADA a regional funding issue?
- Need shading at bus stops. We have enough money so let's have everything.

### **Southwest Valley Workshop, Avondale:**

- Why is commuter rail funding less than light rail?
- Need a greater education component.
- Can't continue to build freeways.
- Don't see an emphasis on transit - need commuter and light rail.
- There is no one answer – we need all of the parts to make it work.
- Don't spread money too thin – focus on something and make it the best possible.
- To make transit work – faster service i.e. express bus. Amenities – laptop hookups – productive time.
- Bring jobs to outlying areas – tie to land use planning.
- Need to know where people live and work and how to do it same place.
- Emphasis on rail is vital. Phoenix isn't going to give up its cars easily so I don't think bus service is ever going to work well.
- Widening the freeways seems imperative. There are too many dangerous bottlenecks.
- The population is aging and we have to face that need.
- New HOV lanes will not improve traffic flow. Overall, it only relieves the rush hour traffic load.
- New freeways are too costly per mile without accurate demographic data and projections.
- Major street improvements are a quality of life issue.
- Senior/ADA service – Population getting older – soon will need the service.
- Express bus service – People interested in saving time. Regular bus too slow.
- Fixed route bus service – Need to get cars off road – ozone problem will only increase.
- New HOV lanes – Need to get more cars off road.
- Bottlenecks slow down traffic.
- I think you need to include facts like with the increase of autos will come an increase in ozone and other health effects. Then will be forced to use alternative modes.
- New freeways – I-10 reliever a must!
- New interchanges – Bullard traffic interchange.
- Spent bulk of money for new freeways and streets. Remainder fixed route, widening, HOV lanes/bottlenecks.
- Difference of opinion HOV vs. general lanes. Minimize freeway congestion during peak periods – need more lanes.
- People will carpool with or without HOV lanes.

## **Central Workshop, Phoenix:**

- Congestion to gridlock happens in commuter travel time – both am and pm. (*Intent of comment was to suggest that we need to focus on getting commuters out of their cars.*)
- Express buses and HOV lanes are essential – but (*HOV lanes should be built when the freeways are built not added on later.*)
- How can we reduce commuter traffic volume if commuters can't get to an express bus from home – and how does the commuter get from the bus to the workplace?
- Residences are now dispersed and workplaces are now dispersed so we must know their traffic patterns. (*Participant stated that MAG needs to identify the origin and destination of commuters to effectively plan the needed improvements.*)
- Pavement preservation is not included on any card and it is a low amount for freeway maintenance. (*The participant felt there was a difference between basic maintenance and preservation of the pavement.*)
- No street preservation card. (*The participant stated there was no card for preserving and maintaining the street improvements.*)
- HOV doesn't add up same as freeways not broken down. (*The participant felt that the HOV card should have a series options similar to the new freeways card.*)
- Street improvements should include (*striping*) bike lanes with paint.
- ¼ cent (*should be dedicated*) to: bus, ADA, Rural Pedestrian bike and commuter rail.
- Need to move people, not just cars.
- Trolley buses – cheap and flexible. We've spent \$35 million (*on light rail*) and they don't know where to put stations.
- They put the (*light rail*) route right against the future airport and railroad.
- For \$35 million they have the trolley (*light rail*) going under the Civic Plaza in (*an*) unsecured (*area*) where there is no safety (*police protection*).
- They (*light rail system*) tear up 40 miles of auto lanes and then talk about system preservation (*one of the RTP goals and objectives*).
- Research where people live and work – work with major employers (*to find out where their employees live*).
- There was no place (*card*) to clearly improve bike connectivity and this is needed.
- Safe routes to school program needed!
- Return excess funds to the taxpayers – do not need all of the \$8.3 billion for transportation.
- Fund fixed route bus service another way.
- Neighborhood circulators are a city issue.
- Included 10% for high-tech transportation research and development and 5% for ITS, telecommuting and vanpools.
- What about on-street bicycle accommodations as priority emphasis?
- Any and all freeways must include effective noise mitigation and pollution control, especially with heavy trucks. That is not happening with equitable standards today.
- New freeway interchanges should only be built as need to bypass traffic around Valley.
- Commuter rail should be private not public funded.

- No “public art” on freeways.
- Multi-use paths should come from existing parks budgets.
- One group placed a heavy emphasis on transit. We need to get people out of cars.
- Another group funded 12 of the 19 items: commuter rail funding was a compromise, they spent little on freeways, most of the money was for express bus, senior transit services, and maintenance
- Another group spent the low end for new freeways and put emphasis on bus (fixed/express), streets, and bike paths.
- Need to spend money on ITS
- Circulators should be used in poor areas, not rich neighborhoods such as Ahwatukee.
- Express bus should be self-supporting.
- Many solutions are not being looked at, for example we need to integrate school buses and local transit.
- Another group provided no new freeway funding (with dissent), and spent money on bus service, HOV, express service, bottleneck (improve what we have), light rail, commuter rail, maintenance, senior transit, and some street improvements.
- Need to move away from fossil fuels.
- Don’t require zero emissions like California.
- Air quality is going to be a real issue.
- Need to coordinate with ADOT. Ask about other funding mechanisms.
- People are disenfranchised by the system.
- Should show the public the SIMS outputs.
- People aren’t necessarily disenfranchised but have competing projects (demands) and don’t have time to make the public meetings.

### **Northwest Valley Workshop:**

- California charges to use HOV lanes (toll lanes)
- HOV lanes are not used properly. There is no way to enforce without further congesting freeways. Build the HOV lanes like Houston (redesign) and control access.
- (Most felt HOV lanes did not entice carpooling.)
- There was no discussion regarding private enterprise – circulators could be privately operated.
- Where does noise mitigation come in?
- What effect will the new stadiums have on the city? There is no service. (Glendale does have bus service to the stadium area.)
- Is ASU going to open their shuttle to non-students?
- Noise mitigation!
- New freeways for expansion beyond the outer (current) loop should include HOV lanes.
- Additional light rail reduces auto traffic.
- Additional express bus services – regarding route to east-west movement across expanded light rail.

- Freeway maintenance – because it is a lost investment if it is not maintained.
- Increased bus service/rural service to access light rail /express.
- Major street improvements.
- They are building an arena in Glendale that they tout as accessible. The buildings may be accessible, but if you can't get there via paratransit, they aren't accessible.
- Current paratransit services don't adequately accommodate the disabled population. Dial-A-Ride ends at 5 p.m. on Sundays, at 7 p.m. during the week. It takes three hours to go from the East Valley to the West Valley (Tempe to Glendale). I've sat 2 ½ hours waiting on a bus for a connection.
- Circulators are a good idea if they are used to connect neighborhoods to a main bus line. My concern is that they will decentralize neighborhoods.
- Please design a system that accommodates the needs of ADA populations.
- Need transit. Lot SRS (seniors) in future need more svcs (services). For them. Lt. (Light) rail – needed to alleviate pollution (and provide) fast commutes. Major st. (street) improvements – bal. (balanced) with freeways/lt. (light) rail.
- More transit emphasis – bus, LRT, express to move more persons to major activity centers.
- Leaned towards buses, express buses circulators and building of or improving existing freeways.
- With increasing senior population, we need to provide services for this population.
- Light rail (is) needed to alleviate pollution (and provide a) fast commute. Major street improvements (to be) balanced with freeways and light rail. Freeway maintenance (we are) spending millions of \$ (dollars) on freeways (and we) need \$ (dollars) to maintain. Look at Loop 101 and see how dirty and trashy it looks!!
- With approximately 75% of the future population ~~will be~~ contained within the existing loop freeways, I could not support building new freeways. Should work to remove existing freeway bottlenecks. Need improved transportation for seniors. Improve fixed bus routes.
- Why not 1 cent? This (exercise) does not take into consideration federal money.
- I am against new HOV lanes because I don't believe that anyone carpools just to use the HOV lanes. Those lanes could otherwise help relieve congestion.
- If commuter rail ties up traffic like freight trains do, it makes traffic congestion worse.
- Fixed route bus would make taking the bus much simpler.
- (From one sheet:)
  1. West Valley underdeveloped. – needs new freeway.
  2. Existing fixed routes severs the majority of commuters less pollution – moves people faster cheaper – accessible to everyone – less ozone.
  3. Same as item 2 and busses have to be subsidized – takes care of the masses and those with special needs/handicap etc.
  4. Self-apparent – increase traffic flow – less congestion.
  5. To move people in the neighborhoods to the public transportation.
  6. Same as #5.
  7. Move multiple people faster and out of the freeway lanes.
  8. Rapidly move commuters into the work area.

9. Proved the support of #8.
  10. Self explanatory.
  11. Buy the equipment.
  12. Operating cost to operate the equipment.
  13. Easier access to major metro centers/areas.
  14. Provide commuter transportation between major cities (morning and evening).
  15. Freeways need to be maintained what we have.
  16. Serve the senior and ADA population.
  17. Same as #16.
  18. Streets are in bad shape – must be kept up.
  19. Has to be an alternate mode of transportation.
- (From one sheet:)
    17. Voted for capital, operation should come from cities.
    18. Should be handled locally, some cities have dedicated funding sources, some do not. Should have consistency though.
    19. Same thought as #18. Should be regional, but should MAG be paying or locally? (Funded) \$.05 billion to design to keep consistency.
  - New construction will never keep up with growth.
  - Existing systems will deteriorate, so maintenance is vital.
  - Improve mass transit systems to reach those that need it -- low income, disabled, elderly.
  - People won't use mass transit if you make it more desirable to use personal autos.
  - If buses and dial-a-ride services aren't fully utilized, why would light rail be any different?
  - Considering the maps showing congestion in 2020 and 2040, we have to get people out of cars more often. Building and/or widening freeways simply puts more pollution in the air and causes more congestion. I was born and raised in LA and we need to find a different path. If alternative means of transportation are convenient and available, maybe we can get more people out of cars.
  - The red areas in the roads shown are peak traffic hours on the freeways; commute times morning and afternoon. I concentrated my funds on items that will get commuters out of their own vehicles and into express buses (and to) give them a means of getting to the buses and from the buses to home or work.
  - Current freeways need to be maintained and modified to eliminate bottle necks. Public transit need to be an available option to address long distance commutes express bus or commuter rail need to be usable options. Local streets need to be maintained and improved to address community needs. Alternative transportation needs to be provided for seniors and persons with disabilities.
  - Noise mitigation because: Loop 101, Cardinals stadium, hockey stadium, communities grow around major hiway (highway) routes.
  - Enjoyed your meeting very much. Art Plocke.
  - I would use the last \$.5 billion to put trees everywhere. Lots of available shade will encourage more non-vehicular uses.
  - (Funding Priorities worksheet totaled \$7.8 billion) Because it's always more than estimated. Spend the rest on noise mitigation.
  - One group wanted to improve mass transit and maintain existing freeway system.

- The group created a balanced system with no HOV lanes. Their focus was regional. They spent most of the freeway money on maintaining and improving the existing system.
- HOV lanes are hard to get in and out, and are used to speed.
- The group tried to balance the system, but did not fund HOV lanes. They agreed on express bus funding.
- The group agreed to \$3 billion for new freeways and to improve existing freeways. Funding for light rail was split.
- This group invested in major streets since these have more use. They did not fund HOV lanes because of the need to improve access and egress.
- HOV lanes would be funded if there were dedicated ramps with exits for major destinations.
- This group was unable to reach consensus and used averages of the individual plans. The lowest funding was for HOV lanes.
- The group spread the money to all categories, with \$1.4 billion for new freeways. The group had consensus on senior services and maintenance. Major streets and commuter rail were not a priority for the group.
- Priorities for the group were HOV lanes for transit. They funded freeways; light rail; major street improvements; HOV lanes; commuter; express bus; and neighborhood bus. Senior services were not a priority.

#### **East Valley Partnership:**

We would like to make certain the position of the East Valley Partnership is on the public record. For the emerging transportation plan being developed by MAG's Transportation Policy Committee, we want to make certain that the plan includes key elements for the East Valley. These include:

1. The Williams Gateway Parkway/Bypass
2. The Loop 101/Loop 202 traffic interchange improvements to eliminate bottleneck
3. Funding for major arterial corridors
4. High-capacity transit coordinated with the arterials and freeways
5. High occupancy vehicle lanes on the Loop 101 and Loop 202 in the East Valley
6. An additional all-purpose lane on the Loop 101 and Loop 202 in the East Valley
7. The extension of the US60 to the county line with appropriate traffic interchange improvements

We encourage completion of the existing five-year plan. We strongly encourage and recommend regional equity in the plan.

#### **Sun City Grand Neighborhood Representatives:**

- \$5.3 million has to be spent on state highway?
- Are you considering adding revenue or cutting expenses/eliminating? Why are you eliminating if these are the people's needs?
- Of the 400 projects, who makes the decision what gets funded? What is the process?
- What process used to get from 30 billion to the current projects?

- Of the 23 who represents Surprise, every major city has a representative except Surprise – made on current population.
- What is the current gas tax?
- Want to have a better system? Need to get legislature to increase the gas tax.
- Why are you advocating extension of sales tax instead of gas tax when it has nothing to do with transportation?
- Less of a problem with extending the gas tax.
- You could tax people driving cars and use for other means of transportation.
- There are no alternatives to driving in Surprise.

#### **Glendale Citizens Transportation Oversight Committee:**

- Committee members were interested in helping all modes, but not necessarily funding bus operations which they fund through the GO Glendale program.
- The committee wants to be assured that projects like super streets and the “Northern Parkway” project are included in the Major Street Improvements that become a part of the program.
- Members wanted to be assured that new projects and improvements to existing ones would include sufficient opportunities for ITS to improve transportation operations.

#### **Phoenix Surface Transportation Advisory Committee:**

- Monies should be spent on the expansion of our systems, and not on the operations and maintenance of things that are shortfalls in the budgets of other agencies
- Improvements should be balanced between freeways, streets, and transit.
- Other cities need to find a way to fund transit operations and not expect the cities with their own dedicated funding to pay for it.
- Light rail, commuter rail, and new freeways will provide better mobility for the entire region.

#### **Environmental Group Representatives:**

- Which growth patterns are used? Worked with the local cities and their approved land use plan.
- Any chance having MAG a regional elected body instead of coalition of mayors?
- Make regional transportation plan and land use follows.
- What other jurisdictions are doing affects us all.
- A real regional planning organization is needed.
- Developers use freeways as a selling point.
- New freeway fund with gas tax but not appropriate use for sales tax.
- What should be done for I-10 west – need other options – mass transit – light rail would be a good option.
- Bill I-17 land increases to Anthem.
- I-10 would be a legitimate use of freeway expansion.
- This is budgeting not regional transportation planning.

- People don't think about consequences when buying homes.
- Need an agency that can control city.
- HOV lanes – more people in carpooling concern legislature will change use – current format is underused.
- Freeway interchanges -- may help traffic flow.
- Maintenance – not from sales tax.
- OK to raise gas tax.
- Streets – local improvements getting to market to shop – relationship to sales tax.
- Want more money for multi-use paths.
- Could street improvements be used for narrowing streets to make more pedestrian friendly – could have a local match requirement.
- Multi-use includes pedestrian ramps over streets.
- Next steps: preliminary draft end of July – fine tune August/September conformity in September on final draft. Legislative approval in January.
- Next as much public input as possible on draft plan.
- Public knows about this and want to get involved.
- Why is vote in May and not in November?
- Triple A poll – people were for gas tax if money went to transit projects.
- Money needs to go transit – it needs to be balanced.
- Why was 30 miles picked for rail extension?
- Need weekend bus frequency same as.
- How to involve these organizations:
  - Plenty of opportunity to review and comment on the draft plan.
  - Put out draft – took comments and then addressed how comments were incorporated and response to comments – similar to rulemaking.
- Get the draft as soon as available on website as .pdf.
- Modeling scenarios. Is it?
- Transit projects were very cheap – and left big ticket items for later.

### **Maricopa County Special Transportation Services:**

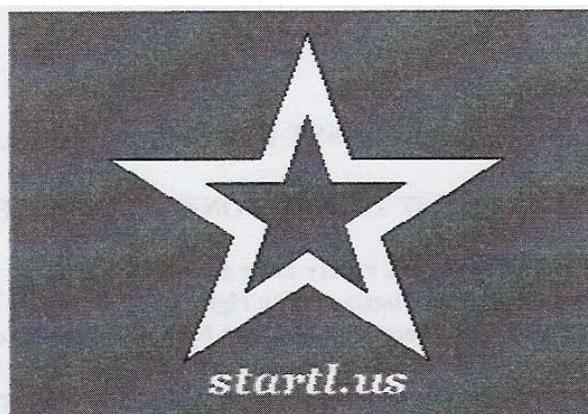
- Plan needs to include ITS – especially smart cars and technology that allows cars to drive themselves
- Too much congestion on SR 51 – also need interchange improvements
- Need better light coordination – "smart signals" that read true traffic conditions
- Need to lengthen the yellow lights at photo radar intersections. Too short – you get caught out in the middle if you're trying to make a left turn and unfairly ticketed.
- Tatum & Bell – lights not timed correctly – creates bottlenecks and congestion when no traffic flowing the other way.
- Need "chirp" sounds for the blind at traffic lights like they have in Tucson.
- Tucson also has a system where a white intersection light flashes when emergency vehicle approaching - we need that.
- Too many traffic lights in Buckeye and Avondale - it takes longer to go from Van Buren to Thomas than the rest of the 10 miles to work.
- Need to look at implementing a road tax like in the Midwest.

- I disagree with road tax; other areas don't have as high vehicle a registration fee, that's why they need road tax.
- Interchanges onto freeways are too dangerous.
- Traffic on I-17 is horrible.
- Need to fix bottleneck on US-60.
- Need to publicize to other states the true picture of our congestion, let people know how bad it is so they won't move here.
- It will get worse no matter what we do.

**Comments Submitted Via E-mail or Online:**

- Surprise needs more mass transit
- There is not easy access to mass transit in Chandler
- Need extension to get from 303 to 101 North
- We need an extension of 101 to Surprise. Bell Road is the only access.
- \$8.3 billion on major street improvements. Nothing will work in the Valley until all of our major streets run either west to east or north to south without interruption. After that we can start thinking of bus lines or light rail service throughout the Valley.

## DOCUMENTS RECEIVED FOR THE PUBLIC RECORD



### STATE TAXPAYERS AGAINST REGIONAL TROLLEY LINES

**WHO WE ARE:** State Taxpayers Against Regional Trolley Lines (startl.us) is a voluntary, non-partisan group of citizens dedicated to bringing common sense back into the realm of transportation planning. We would like to see our elected officials “startl.us” with bold new proposals for innovative transportation projects, including research and development efforts that propose real and scientifically-based solutions to our commuting and air pollution problems into the 21<sup>st</sup> Century. Multi-billion dollar light-rail trolley car systems are not the answer to gridlock, pollution and sprawl. Investment in and development of high-tech transportation systems is the key to actualizing 21<sup>st</sup> Century transportation solutions. Squandering billions of taxpayer dollars on 15-mph light rail trolley cars is not in the best interests of the citizens of Maricopa County. Investing in “The 10% Solution” is a better way to assure that we are on the right track to our collective transportation future.

**WHAT IS “THE 10% SOLUTION?”** The Maricopa County Association of Governments (MAG) is in charge of planning transportation projects for the Valley of the Sun. Most recently these transportation decisions have been politicized to the point where there is a mad scramble among Valley cities and towns to milk taxpayers out of billions of dollars. These pet freeway and transit projects have all to do with land speculation and so-called economic development rather than getting commuters where they need and want to go. Startl.us is not only against multi-billion dollar boondoggle light rail projects, it is for transportation projects that can pay for themselves without taxpayer subsidies and without the need for political propaganda to manipulate the electorate into believing that MAG’s proposals are in any way altruistic. “The 10% Solution” simply states that any Maricopa County taxpayer-funded transportation plan include a mandate that any proposed transportation project in the Valley set aside 10% of their budget for in-state and university-based transportation research and development projects to benefit all the citizens of the Valley. Let’s take the political pork out of this ill-conceived trolley car boondoggle and put high-tech research and development back in!

(OVER)

## STATE TAXPAYERS AGAINST REGIONAL TROLLEY LINES

### WHY IS STARTL.US AGAINST THIS REGIONAL TROLLEY FOLLY?

1. Only Phoenix and Glendale voters have approved spending their local tax dollars on light-rail construction. The rights of Tempe and Mesa citizens/taxpayers have been trampled on by their respective city councils who have purposely done an end run around the ballot box to keep voters out of the decision making process – Taxation without Representation!
2. Under the banners of Valley Connections, MAG and Valley Metro Rail, all the light rail cities mentioned above have willfully conspired to mislead the public as to the actual costs, speed, capacity and impacts of light rail, particularly on air quality and traffic congestion, by consistently low balling the costs while hyping light rail as a “bullet train.” Yes, they lied together.
3. Citizens in these light rail wanna-be cities have been told that the cost per mile for light rail would be approximately \$30 million before elections, but the real construction costs already have doubled to \$60 million per mile after the transit elections. Don’t be surprised when these costs double again.
4. Light rail ridership projections on the Glendale, Phoenix, Tempe and Mesa Central Corridor Lines are absolutely ridiculous, with estimates of approximately 30,000 boardings per day by the year 2020. This translates into 15,000 real round-trip passengers per day, with 75% of those passengers being the same commuter riders every day. Why should every taxpayer in Maricopa County subsidize not only the light rail construction costs, but the fares these riders will pay, which only cover 25% of the cost of their rides?
5. Without even one mile of light rail constructed or proven, and after five long years of hype, Phoenix-controlled MAG would have us all believe that the rest of the Valley should hop on a regional light rail bandwagon at a staggering cost of up to \$4 billion dollars for 85 more miles of 15 mph snail rail trolley car lines. Meanwhile the San Jose light rail model, touted recently by Phoenix Mayor Rimsza, is drowning in red ink with reduced service, reduced ridership and a call for fare increases – light rail rat hole!

Without going deeper into the folly that light rail is here in this limited flier, let STARTL.US suggest that you check out our website at: <http://www.startl.us> where you will find lots more information on why this is a trolley car scam.

The STARTL.US bottom line is as follows:

1. **NO TAXES FOR TROLLEYS!** No Maricopa County transportation sales tax money for anything related to light rail, including bailing out the light rail wanna-be cities and elected officials for their part in the trolley folly.
2. **SOLID 10% INVESTMENT IN HIGH-TECH TRANSPORTATION R&D.**

## **Transit Commute Cars**

### **A Revolution in Suburban Commuting**

Across the United States, only 3% of suburban commuters use available public mass transit. Most suburban commuters travel 15 to 40 miles from home to work virtually every workday, enduring bumper-to-bumper traffic, loss of time and debilitating aggravation. Yet, in most suburban commute corridors, express buses and/or commute trains are available - and subsidized by everybody - including those commuting in their own cars.

Why don't commuters use public mass transit?

As a non-profit Institute, focused on economic research, and concerned about general public problems, we have spent several years investigating public transit problems - and exploring potential solutions. We have no financial interest in any aspect of potential solutions. We want to help solve a difficult problem.

We believe public mass transit can change the 3% to 30% of suburban commuters being served, - by looking "outside the box" - by looking beyond the operation of trains and buses, existing equipment, schedules and depots.

#### **The problem**

The essential fact is that with today's dispersion of both residences and workplaces, suburb-to-suburb commuting involves 4 segments -

1. 1 to 5 miles from home to a freeway
2. 10 to 40 miles on freeway corridors
3. 1 to 5 miles from freeway corridors to work
4. Often overlooked, the need of a vehicle during the workday for the essential short errand trips - calling on a client, making sales calls, visiting a supplier, or just going to lunch. So, commuters use their own cars for the entire commute.

We don't think it has to be that way.

#### **The solution**

Recognizing that suburb-to-suburb commuting involves 4 segments, 'Individual mobility' is the missing element, and must be made an integral part of public mass transit.

Debilitating traffic congestion (and potential gridlock) is happening at morning and afternoon peak drive times - commuter times. **The critical objective is to get commuters out of their own cars and into public mass transit for the major segment of their commutes**

#### **Transit Commute Cars**

Small, efficient, 2-person vehicles available to every registered commuter at both ends of the commute, designed to handle commute segments 1, 3 and, 4 - the short trips from home to transit, and from transit to the workplace; plus the necessary errands during the workday. They will be publicly financed in the same way as all rolling stock acquired by a Transit Authority. A Transit Commute Car's home base will be express bus stops.

waiting for transit commuters to drive them to work or to drive home. There will be thousands of them to start, multiples of that ultimately, as commuters become aware of the many benefits they offer.

. To attract commuters, there must be one Transit Commute Car for every commuter who registers to join the program - **a Transit Commute Car will be available whenever a registered commuter needs one.**

We recognize that to change the habit - commuting in their own cars - with the comfortable feeling of being in control of when and how to go from one place to another - the alternative must be just as flexible and available. And, it must offer something better for the commuter.

With Transit Commute Cars available on either end of the major commute segment, the commuter can take advantage of the faster, more comfortable and significantly more relaxing ride in an express bus. And, it must be cost competitive.

These days, there are as many commuters who live at one end of their commute corridor and work at the other, as those with the opposite needs. In actual practice, two Commute Cars can serve two commuters. It seems complicated. It *is* in organization and operation. But, not for the commuter!

#### How it works

A commuter registers to join the Transit Commute Car program. Identifies the two transit stations to be used regularly, so the Commute Cars can be positioned. The commuter must have a valid driver's license, accident and liability insurance - provide home and workplace addresses and phone numbers. Because positive identification is essential for accessing a Commute Car, the commuter records a voice recognition tape.

The commuter is issued an "Access Card". It looks like a credit card, but serves many functions. Entered into a slot, it unlocks any Transit Commute Car door, and permits starting the engine. A digital electronic box is mounted in each Car which records the commuter's identity, the date and time and tracks the commuter's use of the Car. The data is transmitted to the computer of the Transit Commute Car fleet administrator by GPS transponder. It provides the fleet administrator with the exact location of the Commute Car at all times, and its regular service status. It also provides the fleet administrator with the essential information needed to bill the commuter monthly for Transit Commute Car use.

A registered commuter will find a Transit Commute Car will always be at the express bus stop, available on demand -to drive to the workplace, or, at the end of the day, to drive home.

- No reservation

- No advance payment

- No minimum use commitment

Just knowing one will be there will answer a commuter's major concern about losing 'individual mobility' - being able to go when and wherever during the workday.

Commuter user fees for Transit Commute Cars will more than cover the operating costs of running and maintaining the fleet of vehicles. (With trains and buses, only about 32% of operating costs are covered by passenger tickets.) Consequently, as detailed in the addendum, the Transit Commute Car program will increase the overall percentage of transit operating costs covered by user revenues. And, by significantly increasing the numbers of commuters using public mass transit, the effectiveness and efficiency of public funding will be materially increased for all public transit.

All of us pay the costs of public mass transit. With Transit Commute Cars as an integral part, public mass transit can serve not just suburban commuters, but all of the public in these many ways -

- \*The vehicles are significantly shorter so more of them can fit in overcrowded parking facilities;
- \*They will remove thousands of full-size cars on our commute corridors;
- \*They can function effectively with alternative fuels such as hybrids and electric power.
- \*When introduced into several major transit corridors nationally, the demand for these vehicles will be in the millions. Such production volume potential will begin to make fuel cell and/or solar power practical considerations for car manufacturers - reducing acquisition costs of alternative fuel vehicles for public mass transit, and for the general public.

The task is to communicate the concept to the public, so they will understand the benefits of including Transit Commute Cars as an integral part of public mass transit. Public mass transit can serve all the people!

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## **Addendum**

### **Specifications and Pro-Forma Projections**

#### **Transit Commute Car Specifications**

- 2 passengers, with space to carry a few packages and small boxes.
- Acquisition price of \$8,000 to 10,000 (year 2003 equivalent)
- Electric preferred
- 50 miles per hour maximum required speed
- 10 feet maximum length (to optimize available parking space)
- 2 doors
- Limited rear cargo space
- 100 mile range minimum
- Simple radio - no tape players, no tobacco lighters

- All the same color, user interchangeable and identifiable in any parking place
- Sturdy interior fabrics and design
- Air bags and windshield wipers
- Headlights, tail lights and turn signals
- Instrument panel with fuel indicator and interior lights
- Manual seat adjuster and side window function
- Interior heater and air conditioner
- No spare tire. Anticipate annual mileage to be approx. 9,000 miles

Users will not own the Transit Commute Cars. That minimizes the urge of drivers to have a car that reflects individual distinction, personality status, or other personal relationships to a vehicle.

**Multi-purpose digital chip**

Mounted in each Transit Commute Car is an electronic box programmed to perform these functions -

- \*Recognizes and records commuter entering Commute Car, date and time, starting mileage. Tracks time and mileage of use
- \*GPS transponder in vehicle communicates use data to computer of Fleet Administrator
- \*Responds to computer interrogation with precise location at all times, fuel condition and status of regularly scheduled service

Billing - Computes commuter use data for automated monthly billing

For the purpose of demonstrating the viability of the Transit Commute Car concept, we anticipate 1,000 commuters registered by the end of 2004, with the numbers accelerating rapidly. We believe 20,000 Transit Commute Cars will be registered in Metro Phoenix commute corridors, and growing as population increases.

**Pro-Forma Projections**

(Expenses of 1,000 Cars - revenue from only 800 Cars)

**Operating Expenses**

<b><u>Personnel</u></b>	<b><u>Salaries/year</u></b>	
Manager	\$ 50,000	
Assistant Mgr.	25,000	
Billing & Bookkeeping	25,000	
6 car handlers and service personnel @ \$20,000/yr	120,000	
Load	20,000	
Overhead	<u>20,000</u>	
<b>Total operating personnel</b>		<b>\$ 260,000</b>

**Fuel and Maintenance**

Fuel@ \$500/car	\$ 500,000
Maintenance	<u>100,000</u>
	<u>\$ 600,000</u>

**Total annual Operating \$860,000**

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**Annual Revenues**

800 cars

Each car @ 35 miles/day - 22 days/month = 9,240 miles per year

Total annual miles for 800 cars = 7,392,000 miles

@ 30cents/mile \$ 2,217,600

@ 50 cents/mile \$3,696,000

**Or Hourly basis 4 hours/day per car**

@ \$ 2/hour \$ 1,689,000/ year

@ \$ 4/hour \$ 2,534,400/ year

It should be recognized that additional revenues will be generated by weekend use of the vehicles. And, there should be significant income in the program from residual values of the vehicles after a 5 year amortization.

(Unique to public transit, user revenues may be able to contribute significantly to vehicle acquisition costs in addition to covering operating costs.)

**Express Buses**

Express buses, using diamond lanes as rights-of-way, can offer flexible, rapid mass transit service for commuters. The facilities and freeway lanes exist such that they can be made available. The Transit Commute Car program will generate a significant increase in demand for these transit services.

Identifying the commuters most likely to benefit from the combination of Transit Commute Cars and express buses should be the first of the many tasks to be done. Knowing where they live and where they work, will determine the most important commute corridor for the start of the Commute Car program, and where the Commute Cars must be positioned.

It will also help to qualify prospective commuters for the program. Prospects for the program are commuters whose major commute segment is 15 to 40 miles. There will be very few circumstances where getting from home to the bus, and from the bus to work, can be time-competitive with the commuter's own vehicle if the distance is less than 15 miles.

## Tasks to be accomplished to help obtain public support for the transit tax extension

Introduce the program to the public

- Prepare and send out news releases

- Arrange media interviews, newspapers, magazines and broadcast

- Arrange speaking engagements to generate publicity

- Interview prospective commuters

Introduce the program to car and express bus manufacturers

- Send letters and copies of news articles

- Arrange meetings with manufacturers to discuss specifications, volume production potentials, features and prices

Introduce the concept to potential Commute Car fleet administrators

- Discuss operating and servicing concepts and operating costs

Launch the Transit Commute Car Program

### The future

As the initial phase demonstrates the concept, we would expect that transit authorities throughout the country will initiate their own versions: inducing suburban commuters to get out of their own cars and take advantage of available public mass transit. The Institute will welcome the opportunity to assist, but we anticipate that this revolution in suburban commuting will grow vigorously on its own.

Walter Selover, Principal

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