

Appendix C. Public Outreach Meeting Reports

Public Outreach Meeting #1 -
Open House



US 60 (Grand Avenue)

Loop 303 to SR 74 Corridor Study

**Summary of Aug. 14, 2024
Public Open House and
Input Received**



MAG US 60 (Grand Avenue) Loop 303 to SR 74 Corridor Study

Public Open House Report

November 2024

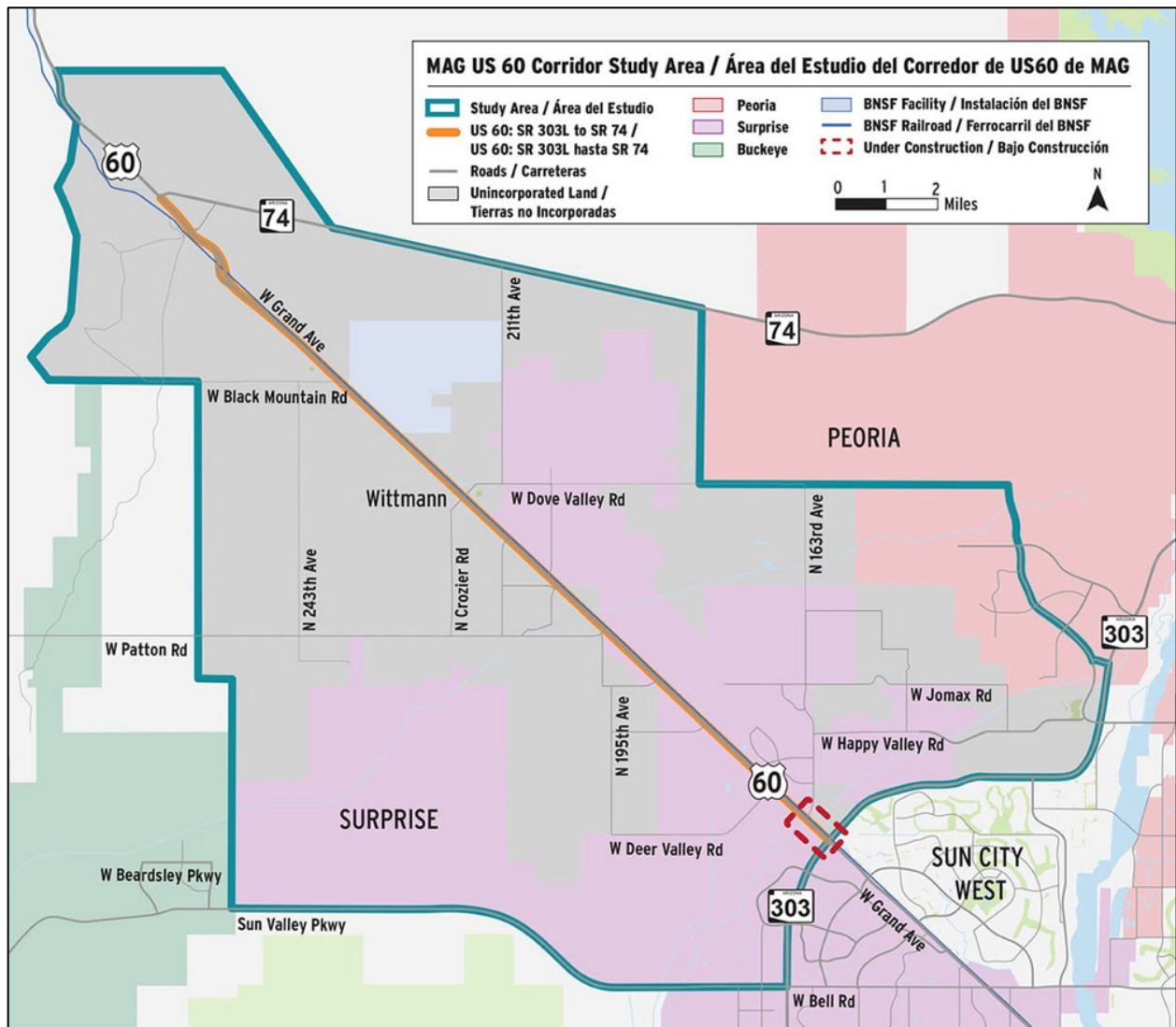
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Appendix A – Online Interactive Map Comments

OVERVIEW

The Maricopa Association of Governments (MAG), in partnership with the cities of Surprise and Peoria, the Arizona Department of Transportation (ADOT), and the Maricopa County Department of Transportation (MCDOT), is conducting a comprehensive assessment of current and future travel demands within the study area shown on the map below. The study will identify appropriate transportation investments to address existing travel needs and support anticipated development in the area through 2050.



Study Area Map

To inform the study outcomes, three rounds of public engagement are being facilitated to: **1)** introduce the study to the community within the study area and receive their input on **travel challenges and potential solutions**; **2)** present and gather feedback on **conceptual strategies** for addressing travel needs and anticipated development within the study area; and **3)** present and gather feedback on **recommended improvements** to address travel needs and anticipated development within the study area.

A unique characteristic of this study is that the community already has been actively engaging with the project partners (MAG, Peoria, Surprise, ADOT, and MCDOT) regarding travel needs in the area, and some near-term improvements have been built and are underway. Outreach activities and materials have been designed with special care and intention to build on interactions with the community that have already occurred.

EXECUTIVE SUMMARY OF OPEN HOUSE INPUT

The study team received valuable and specific input to add to the technical analysis of traffic patterns, expected growth, and areas of concern.

The study team is confident that it reached the right people at the right time to hear on-the-ground observations of travel conditions. In this Open House, the initial round of the study's public outreach program, public comments were abundantly indicative of a rapidly growing area. People directly commented about rapid growth and the strains it has put on travel into, out of, through, and around the study area. They also said they need more options, more access, more crossings, more capacity, better reliability, and a focus on safety as their transportation network is improved to accommodate development.

Some key themes, which will be reiterated by the summary report that follows, include:

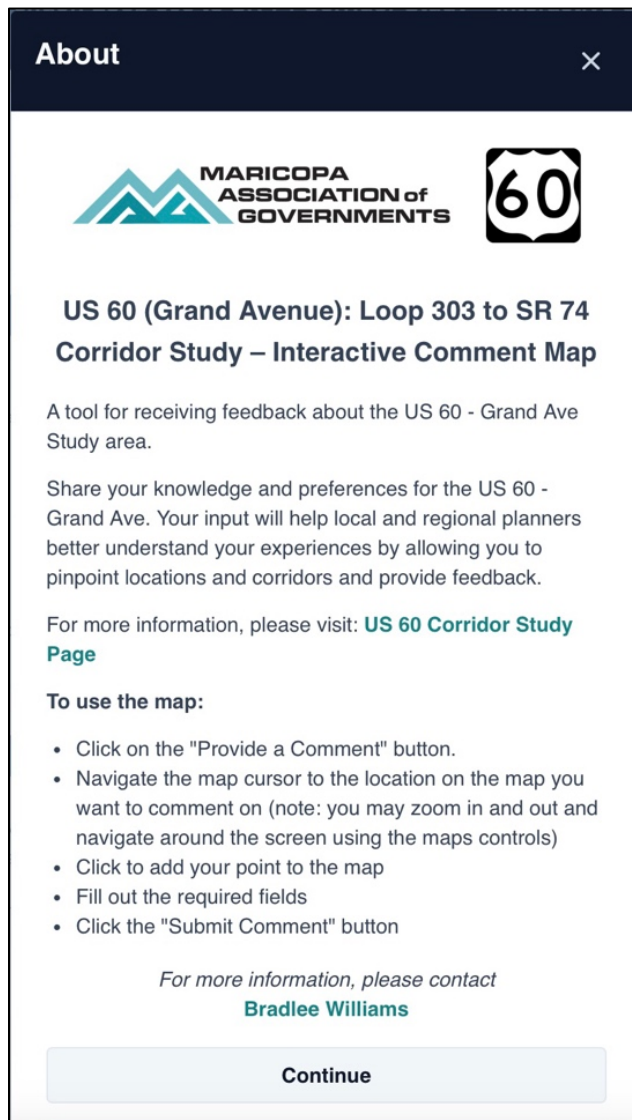
- Frustration that improvements are not happening more quickly
- Appreciation for the information and staff provided at the Open House
- Need for better access into and out of neighborhoods
- Need to add capacity
- Requests to use techniques such as acceleration/deceleration lanes or added turn lanes to keep traffic moving and for enhanced safety
- Desire to pave dirt roads/importance of dirt roads in providing access
- Concerns that congestion and bottlenecks reduce efficiency and/or increase response times for emergency access, and that people feel "trapped" in an emergency due to limited neighborhood access points
- Frustration with high speed of travel on Grand Ave., with associated safety concerns
- Various concerns expressed related to a potential new BNSF rail facility in the study area

Description of Round 1 Outreach Activities and Input Received

This initial Public Input Report covers input received in August 2024 via the project website and a public open house held August 14, 2024.

Project Website

Available at azmag.gov/US60CorridorStudy, the project website includes information about the study and ways for the public to provide input. Prior to the public open house, the project website was updated to include information about the open house, a link to an online interactive map (a tool for the public to provide input), and information that would be presented at the open house.



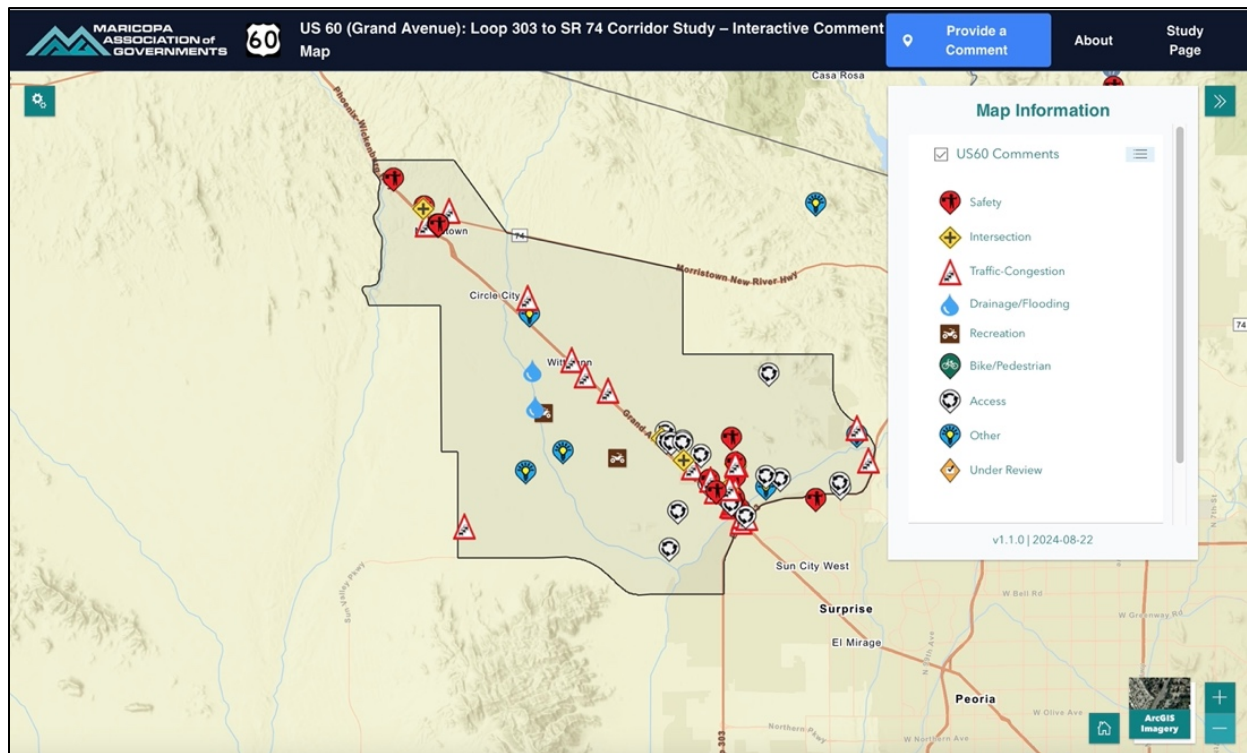
[AZMAG.gov/US60CorridorStudy Landing Page](https://azmag.gov/US60CorridorStudy)

As shown on the image above, one tool for providing input was an interactive map where one could pinpoint a location and provide a comment. The image to the left shows the instructions that popped up when a user clicked into the tool.

Interactive Map Instructions

Seventy-six comments were received via the online interactive map. Comments were received in the following categories:

- Access (17)
- Drainage/Flooding (2)
- Intersection (5)
- Other (7)
- Recreation (2)
- Safety (17)
- Traffic Congestion (26)



Interactive Map Information

A full list of comments received via the online interactive map is included in Appendix A. The comments provide ideas for specific improvements such as extending roads, adding lanes, providing new crossings and access points to US 60 and Loop 303, adding or upgrading traffic interchanges and intersections, and adding traffic signals (and/or adjusting timing at existing signals) and crosswalks. Along with the need for additional routes into and out of the area, concerns were expressed regarding emergency response access times due to congestion, and the need to add alternative forms of transportation, pave dirt roads, develop an arterial grid, and address increasing truck traffic. The comments also included requests for recreational facilities including biking/walking paths.

Email addresses also are available on the website for project team members Tim Strow and Bradlee Williams. A few comments were received via email addressed to the individuals named on the website. One voicemail was received describing conditions and requesting a traffic signal at the intersection of Gates Road, Castle Hot Springs Road, and Grand Avenue.

Public Open House

The purpose of the August 14, 2024 public open house was to introduce the project to the public and provide information demonstrating that the project partners are listening to the community, inform them about near-term improvements completed and under construction, present initial data about traffic volumes, and receive input on traffic challenges and solutions. More than 150 people attended the open house. Information about the open house format, materials available, and publicity deployed to invite the community to attend and provide input is summarized below.



Open House Format

The open house was designed to ensure that all individuals would have the same opportunity to be heard by the study team. The event was intentionally designed as an open house, with no formal presentation or question-and-answer session. The intent was to make the event as convenient as possible for all participants and promote the highest quality dialogue between the study team and all individual members of the public with questions and/or concerns.

In efforts to have a chance to speak with as many people as possible and understand their challenges and ideas for solutions, more than 30 staff, representing all the project partners plus the Federal Highway Administration (FHWA), were on hand to participate. There were multiple ways for people to comment:

- Speak directly with a team member, who in turn provided a report out to the team
- Draw/write ideas on an 11"x17" "worksheet" provided to every attendee
- Draw/write ideas on large roll plots laid out on a table showing an aerial view of the US 60 Corridor and an aerial view of the study area

Comments could also be provided electronically and online as noted above under "Project Website."



One Spanish-speaking interpreter was available to assist Spanish-speaking participants, and an American Sign Language (ASL) interpreter was provided to accommodate a group of hearing-impaired people who contacted the team prior to the open house. This group walked through the open house with the ASL interpreter and one of the study's managers. In addition to their active participation in the open house, they also provided helpful advice on how to improve this service in future events.



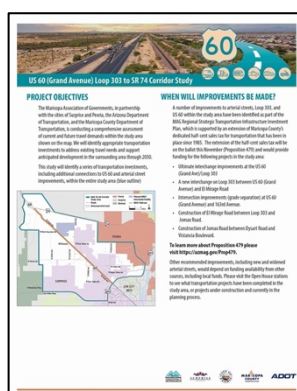
Accommodations provided for the hearing impaired

Open House Materials

Materials available for public review and comment included an overview handout, a video, poster boards presented on easels throughout the room, an 11"x17" map "worksheet," and large roll plots laid out on tables providing an aerial view of the US 60 Corridor being studied and the study area. The materials were organized in to five open house stations as listed below.

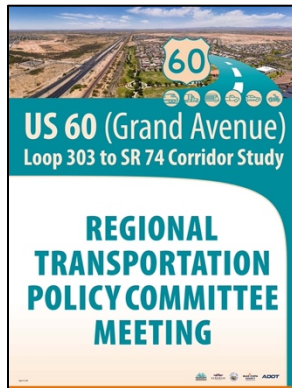
Station 1: Welcome

Upon entering the open house, participants were welcomed and provided an overview handout. Also available at the Welcome station were sign-up sheets where people could provide their email address to receive project updates, and 11"x17" "worksheets" showing a map of the study area and inviting people to draw/write their comments about traffic challenges and ideas for solutions.



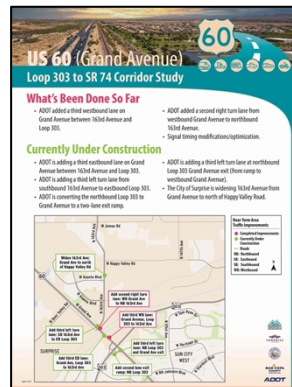
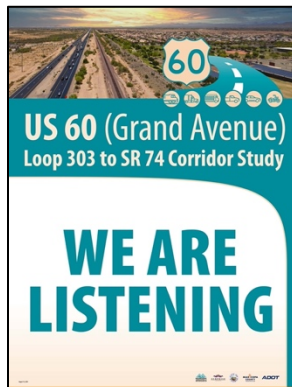
Station 2: Regional Transportation Policy Committee Meeting

A looped video with captions showed community leaders discussing the traffic situation in the northwest Valley at the April 2024 MAG Transportation Policy Committee. There was also a poster displaying a QR code linked directly to the video online.



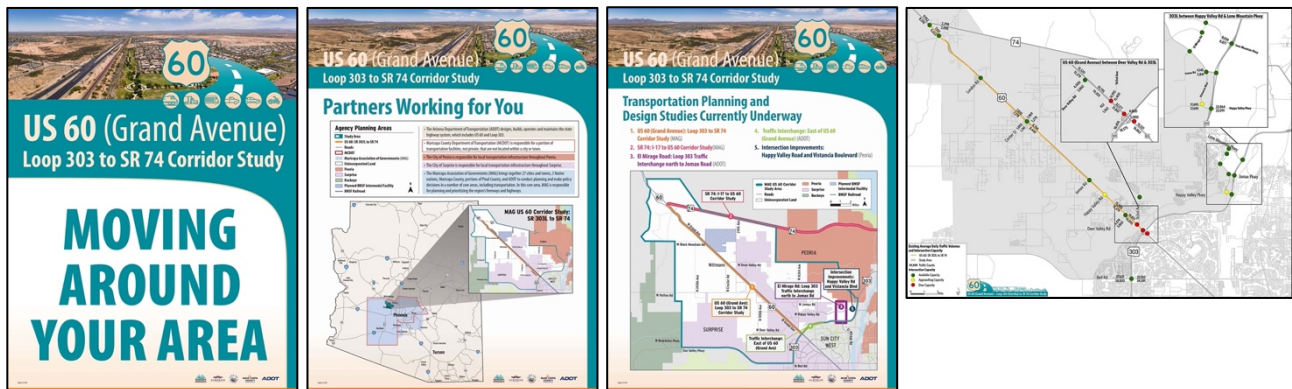
Station 3: We are Listening

It was a key goal of the study team and project partners to demonstrate to participants that their voices had been heard before the study even started. Poster boards played back key themes heard to date and presented information about near-term improvements that have been completed or are currently under construction.



Station 4: Moving Around Your Area

The purpose of this station was to communicate to participants about the relationship among the project partners and emphasize the number of agencies coordinating responsibility related to transportation in the study area, present information about the several transportation studies underway in and around the study area and provide background information on existing and projected traffic volumes. This information was meant to help set the stage and provide context for participants to provide input about traffic challenges and ideas for solutions.



Station 5: How and Why Do You Use Grand Avenue?

Participants were invited to draw/write ideas on large roll plots laid out on tables showing an aerial view of the US 60 Corridor and an aerial view of the study area.



Open House Publicity

The study team worked closely with the cities of Peoria and Surprise, ADOT, and MCDOT to publicize the public open house and ways to provide input.

Mailing

MAG mailed an 8.5"x11" postcard to 23,000 addresses in and around the study area using United States Postal Service (USPS) Every Door Direct Mail (EDDM) service, which reaches every mailbox on selected carrier routes. The EDDM online tool allows the user to pick an area to target, and a USPS carrier delivers the printed piece to every address while delivering the day's mail. The postcards were in mailboxes August 1, 2024.



US 60 (Grand Avenue)
Loop 303 to SR 74 Corridor Study

Public Open House
Wednesday, August 14, 2024 • 6:30 p.m. – 8 p.m.
Asante Preparatory Academy,
23251 N. 166th Dr., Surprise, AZ 85387
Join us any time between 6:30 p.m. and 8 p.m. to meet with study team members and discuss:

- **Messages:** What we have heard from the community
- **Responses:** What's been done so far
- **Your Experiences:** Moving around your area
- **Your Perspective:** Problems and solutions

Traffic Challenges and Solutions
The Maricopa Association of Governments, in partnership with the cities of Surprise and Peoria, the Arizona Department of Transportation, and the Maricopa County Department of Transportation, is conducting a comprehensive assessment of current and future travel demands within the study area shown on the map. We will identify appropriate transportation investments to address existing travel needs and support anticipated development in the surrounding area through 2050.

Can't make the meeting? Visit our website to give us your comments and sign up for email updates!
azmag.gov/US60CorridorStudy

Map of the study area: The map shows the study area from Loop 303 to SR 74, including the cities of Surprise and Peoria. It highlights the US 60 corridor and various transportation features like roads, transit, and bicycle routes.

Logos: MARICOPA ASSOCIATION OF GOVERNMENTS, SURPRISE, PEORIA, MARICOPA COUNTY, ADOT.

Spanish Section:

Jornada de Puertas Abiertas Pública
miércoles, 14 de agosto de 2024
las 6:30 p.m. hasta las 8:00 p.m.
Asante Preparatory Academy,
23251 N. 166th Dr., Surprise, AZ 85387
Únase a nosotros en cualquier momento entre las 6:00 p.m. y las 8:00 p.m. para reunirse con los miembros del equipo del estudio y hablar de:

- **Mensajes:** Lo que hemos escuchado de la comunidad
- **Respuestas:** Qué se ha hecho hasta ahora
- **Sus Experiencias:** Moverse por el área
- **Su Perspectiva:** Problemas y soluciones

Desafíos y Soluciones del Tráfico
La Asociación de Gobiernos de Maricopa, en colaboración con las ciudades de Surprise y Peoria, el Departamento de Transporte de Arizona, y el Departamento de Transporte del Condado Maricopa, lleva a cabo una evaluación completa de las demandas de los viajes actuales y futuros en el área del estudio tal como se muestra en el mapa. Identificaremos inversiones de transporte apropiadas para abordar las necesidades de viajes existentes y apoyar el desarrollo previsto en el área y sus alrededores hasta 2050.

Mapa del área del estudio al revés.

¡Visite nuestro sitio web para enviarnos sus comentarios y registrarse para recibir actualizaciones por correo electrónico!
azmag.gov/US60CorridorStudy

Legal Disclaimers: Pursuant to Title VI of the Civil Rights Act of 1964, and the Americans with Disabilities Act (ADA), Maricopa Association of Governments (MAG) does not discriminate on the basis of race, color, national origin, age, sex, or disability. Persons who require a reasonable accommodation based on language or disability should contact Bradlee Williams at (602) 254-6300 or BWilliams@azmag.gov. Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.

Postage: PSRST STD, ECRWSS, U.S. POSTAGE, PAID, EDDM Retail.

LOCAL POSTAL CUSTOMER

MAG Social Media

MAG publicized the public meeting on its Facebook, Instagram, LinkedIn, and Twitter accounts.



Facebook post dated Aug. 12, 2024



Facebook post dated Aug. 14, 2024



Instagram post dated Aug. 13, 2024



MAG US 60 (Grand Avenue) Loop 303 to SR 74 Corridor Study Public Open House Report November 2024

Maricopa Association of Governments (MAG)
5,127 followers
2mo • Edited •

Join us at the upcoming public open house in Surprise to discuss the US 60 (Grand Avenue) – Loop 303 (Estrella) to SR 74 Corridor Study. The purpose of the study is to assess current and future travel demands and identify transportation infrastructure investments needed to accommodate traffic along the US 60 corridor and the surrounding roads.

Wednesday August 14, 2024
6:30 p.m. to 8 p.m.
Asante Preparatory Academy
23251 N 166th Dr, Surprise, AZ 85387.

Visit <https://lnkd.in/gQ536Kna> for more information.

The study is being conducted in partnership with ADOT, MCDOT, and the cities of Peoria and Surprise.

US 60 (Grand Avenue)
Loop 303 to SR 74 Corridor Study

Public Open House
August 14, 2024
6:30 p.m. – 8 p.m.

LinkedIn post

Maricopa Association of Governments (MAG)
5,127 followers
2mo • Edited •

Thank you to the many community members in the Northwest Valley who shared their input during last night's open house in Surprise to discuss the MAG US 60 (Grand Avenue) – Loop 303 to SR 74 Corridor Study. We appreciated ...more

+6

You and 46 others 1 comment • 3 reposts

LinkedIn post

MAG - Maricopa Association of Governments @MAGregion · Aug 12 ...
MAG, in partnership with the cities of @AZSurprise and @PeoriaAZ, @ArizonaDOT, and @MaricopaRoads, are working together on the US 60 (Grand Avenue) – Loop 303 (Estrella) to SR 74 Corridor Study. We're hosting a public open house this Wednesday, August 14, from 6:30 p.m. to 8 p.m.

US 60 (Grand Avenue)
Loop 303 to SR 74 Corridor Study

Public Open House
August 14, 2024
6:30 p.m. – 8 p.m.

Twitter post dated Aug. 12, 2024

You reposted

Maricopa County Department of Transportation @MaricopaRoad · Aug 9 ...
Heads up! The @MAGregion US 60 (Grand Ave) Corridor Study (Loop 303 to SR 74) is holding a public open house Wednesday, August 14, in partnership with @ArizonaDOT, @PeoriaAZ, @AZSurprise, and MCDOT.

Learn more: azmag.gov/US60CorridorSt...

#MaricopaRoads #MaricopaCounty

US 60 (Grand Avenue)
Loop 303 to SR 74 Corridor Study

Public Open House
August 14, 2024 • 6:30 p.m. – 8 p.m.

1 2 3 332

Twitter post dated Aug. 9, 2024

Partner Publicity Toolkit

The study team emailed publicity items to project partner public information offices on July 31, 2024, along with a request for assistance with publicizing ways for the public to provide comments, including the public open house and the project website. The following items were provided:

- Word document containing text for use in e-mail distributions (e.g., City Council e-newsletters, GovDelivery) and/or news releases
- .jpg of the study area map
- Social media graphics formatted for Facebook/Instagram and Twitter/X, with suggested text: *“Join us for an Open House to discuss traffic challenges and solutions in the area of US 60 (Grand Avenue) from Loop 303 to SR 74. Visit www.azmag.gov/US60CorridorStudy for more information.”*



Social media graphic formatted for Facebook and Instagram

Partner Publicity—City of Peoria

Peoria’s Office of Communication highlighted the MAG US 60 Corridor Study and open house in their weekly “Pulse on Peoria” newsletter on Monday, August 5, along with social media posts the same day.



Partner Publicity—City of Surprise

The City of Surprise posted on August 1, August 7 and August 14 to the City of Surprise Facebook, Instagram, Twitter and Threads accounts; August 1 on Nextdoor to all neighborhoods; and August 1 on Vice Mayor Haney’s Facebook and Instagram account.

Information about the open house was also featured in an August 1 email to City News subscribers and posted to City website on August 1. The Surprise Vice Mayor also sent the meeting info as part of his District 1 Newsletter to his District 1 email subscribers on August 14.

Partner Publicity—MCDOT

MCDOT also posted information on its social media channels to assist with publicizing public input opportunities for the project.

Input and Feedback Received at the Open House

The open house was successful, and the majority of attendees expressed appreciation for the opportunity to talk to team members one-on-one. The study team received excellent comments regarding the transportation issues in the study area and recommendations for improvements.

While appreciation was expressed for information about the near-term improvements that had been completed along with those currently under construction, attendees were looking for information on the proposed solution: they wanted to know about long-term improvements. All participants agreed that something needs to be done because there is too much traffic and too many accidents, as well as an immense backup on eastbound US 60 every morning as well as other times throughout the day.

The following comments were captured by the study team members who attended the meeting, written on sticky notes and placed on the large roll plots, and/or written directly on the roll plots and 11"x17" worksheets. They cover the following topics and are summarized below:

- Access
- Roadway Connections
- Add Capacity
- Access Points, Interchanges
- Alternate/Redundant Routes
- Intersection Control
- Traffic Signal Timing
- Truck Traffic
- Speeding
- Signage and Pavement Marking
- Comments related to new BNSF rail facility

Comments that did not fit into one of these categories addressed the need to remove cattle guards on Deer Valley Rd. to US 60, the declining quality of maintenance/street sweeping near the intersection of US 60 and SR 74, the need for medians throughout the US 60 corridor, and the need for sound walls and taller walls in the area of the Sun City Grand Capitán neighborhood closest to the US 60/Loop 303 traffic interchange. I sent you additional comments received via email from the website last week.

“Very helpful information, this shows us that our comments are being heard and things are getting better”

--Comment from Open House attendee

Access

Comments received related to access included the following:

- Lack of secondary access for large residential developments.
- Landlocked area near 163rd Ave. and Dove Valley Rd. needs attention and infrastructure is not here to support future houses. The current state is a concern for safety and wellbeing.
- Around Dale Ln. and 163rd Ave., area is landlocked. Concerns over limited exits and safety.
- Open access on more roads in land locked area at 163rd Ave. and Jomax Rd. or Dale Ln.
- If 163rd Ave. is closed, the only way to the neighborhood is to go around Loop 303 to Vistancia/Happy Valley Rd..
- Consider school accessibility.

Roadway Connections

Comments received related to roadway connections included the following:

- Extend 163rd Ave. to SR 74.
- Connect Jomax Rd. to Grand Ave.
- Connect Jomax Rd. to Loop 303.
- Connect Happy Valley Rd. to Grand Ave.
- Connect Happy Valley Rd. to Loop 303.
- El Mirage Rd. to Happy Valley Rd. and Jomax Rd.
- Loop 303 access from Pinnacle Peak Rd.
- More connections to Sun Valley Parkway.
- Explore all possible connections to the south as an alternate to Grand Ave.
- Connect 195th Ave. to Sun Valley Parkway.
- Connect 219th Ave. to Sun Valley Parkway.
- Extend 243rd Ave. from Patton Rd. to Sun Valley Parkway.
- Extend Crozier Rd. from Bell Rd. to Deer Valley Rd.
- Extend and connect Deer Valley Rd.
- More connections to Loop 303 to avoid travel south to Grand Ave. and Loop 303 TI.
- Another connection to Loop 303 to avoid going down 163rd Ave.
- Connect El Mirage Rd. north.
- Deer Valley Rd./195th Ave. to extend to Bell Rd.
- Connect Deer Valley Rd. to 219th Ave. and 243rd Ave.
- Connection to US 60 from Sun Valley Parkway along the McMicken Dam Flood Channel.
- Connect 211th Ave. to SR 74.
- Build a connecting road from Sun City Festival to Bell Rd. and Grand Ave. so people don't have to drive an hour loop.

Add Capacity

Comments received related to adding capacity included the following:

- Add two lanes to Grand Ave./US 60; make it four lanes each direction all the way to SR 74.
- Make 27th Ave. four lanes next to BNSF.
- Widen US 60 further west.
- More lanes on Grand Ave. to increase green time for side street.
- Widen Patton Rd.

- Widen Grand Ave. for diesel trucks (minimum three lanes).
- The northbound off-ramp widening being performed currently should have three dedicated left-turn lanes onto westbound US 60 and one dedicated right-turn lane onto eastbound US 60.
- Dedicated eastbound right-turn lane on US 60 onto the southbound Loop 303 ramp.
- Two continuous right-turn lanes to 163rd Ave. from Grand Ave. westbound, this traffic should only stop for any trains.
- Acceleration lanes are needed from all minor streets onto Grand Ave.. It does not feel safe to enter Grand Ave.
- Acceleration lanes for roads turning onto US 60.
- Fix transition at Loop 303 ramps; two lane exits.
- Expand Grand Ave. to a minimum of three lanes in both directions or construct a cargo/diesel alternate route.

Access Points, Intersections, and Interchanges

Points, Intersections, and Interchanges

Comments received related to access points, intersections and interchanges included the following:

- Another connection from neighborhood on Jomax Rd. and 163rd Ave. to US 60.
- Build El Mirage Rd. access to overpass.
- Second interchange at 163rd Ave., diverging diamond.
- Additional access to Happy Valley Rd. from Loop 303.
- A reliever TI on Loop 303 between El Mirage Rd. and US 60 to get more people out of the 163rd Ave. neighborhood.
- System to system interchange at Loop 303/US 60.
- Diamond diverging TI at or near Loop 303.
- Open gate at 187th Ave. to allow access to SR 74.
- Add entrance to Loop 303 from W. Pinnacle Peak Rd.
- Add new east access to Loop 303.
- Add another Loop 303 access.
- Need a junction like Bell Rd. and Grand Ave. at 163rd Ave.

Alternate/Redundant Routes

Comments received related to alternative/redundant routes included the following:

- Need alternative Pat Tillman to Jomax Rd. at Grand Ave.
- Relief roads leaving Bell to 163rd Ave. and relief from Bell Rd. for Loop 303/US 60.
- Road that passes over CAP canal.
- Alternative routes needed to access the northeast area of US 60 and Loop 303.
- Ability to bypass the Loop 303/US 60 interchange.
- Southern reliever road off of US 60 leading to Bell Rd.
- Consider two-lane alternative to SR 74. Need more options for emergency egress and alternatives for traffic northwest bound.
- Need alternate route off W. Bell Rd. to Grand Ave.
- Need more options off Loop 303 to Grand Ave. and subdivisions.

- No loop exit from North 303.
- We need a median along US 60 all the way.

Intersection Control

Comments received related to intersection control included the following:

- Signal at SR 74 and Grand Ave.
- Stop signs on 163rd Ave. where some stop controlled intersections connect; we are not getting enough gaps and people occupy the intersections from the queues when queues spill back or speed when there are no queues.
- Stop light at Patton Rd. and Grand Ave., stop light at Jomax Rd. and connect through Grand Ave. to Pat Tillman.
- Happy Valley Rd. and Dysart Rd. needs traffic signal.
- Need traffic signal at W. Asante Blvd. and 163rd Ave.
- Need traffic signal at 163rd Ave. and Happy Valley Rd.
- Signal at 163rd Ave. and Jomax Rd.
- No more traffic lights.
- Address Happy Valley Rd. and Vistancia Blvd. intersection.
- Missing traffic light at 163rd Ave. and Asante Blvd. and 163rd Ave. and Happy Valley Rd..
- Do away with light on the Loop 303 southbound side.
- Merge Loop 303 with frontage roads. Get rid of the lights.

Traffic Signal Timing

Comments received related to access included the following:

- Traffic light timing at Loop 303/Grand Ave. is a major issue.
- Semi-trucks are dangerously stopping in traffic.
- The current timing of signals at the Loop 303/US 60 TI is unfair and far too long.

Truck Traffic

Comments received related to access included the following:

- The primary cause of traffic issues here and at Grand Ave. and 163rd Ave. is the truck traffic.
- Idle trucks cause issues. Stop truck idling.
- We heard about a new truck stop or a rest area near Morristown. Is this true will it add more trucks on the US 60 in this region?
- No semi-trucks on Grand Ave.
- No idling trucks on Loop 303. Idling trucks cause backups, Post signs along Loop 303 to warn drivers that truck idling is prohibited along the stretch.
- Add weigh station on Loop 303; this will make trucks take a different route.
- Local trucks only at 163rd Ave.
- Trucks coming off Loop 303 and 163rd Ave. will make it difficult to maneuver.

Speeding

Comments received related to access included the following:

- 45 mph posted speed limit at Center St., but people are speeding through.
- Crashes near post office on Rockaway Hills Rd. – there was a fatal accident in the past. People speed through this area. Something should be done. Sight distances are a concern.
- Speeding down 163rd Ave. to beat lights near railroad tracks.
- Slow down traffic on US 60 south of SR 74, it is dangerous.

Signage and Pavement Marking

Comments received related to signage and pavement marking included the following:

- Striping for westbound-northbound right turn is confusing at Grand Ave. and 163rd Ave. Left arrow for eastbound-westbound left turn conflicts with westbound right.
- Mark 163rd Ave. better.
- Better markings for 163rd Ave. exit. Rightmost lane should be a right turn only.
- From westbound Grand Ave. to go south on Loop 303, overhead sign that reads south Loop 303 should also have the word “Phoenix.”
- Pleased with temporary improvements at 163rd Ave. intersection, but please add pavement signs to clearly show the lane use.
- Signs to show right turn, only at 163rd Ave.
- Add overhead signs on 163rd Ave. to clearly say which left turn lane goes to Loop 303 southbound versus northbound or to Grand Ave. This will prevent excessive lane changing and crowding on Grand Ave.
- Grand Ave. and SR 74 needs a straight right badly.
- Grand Ave. before 163rd Ave. doesn’t have right turn only sign far enough back – last minute lane changes.

Comments Related to New BNSF Rail Facility¹

Comments received related to the new Burlington Northern Santa Fe (BNSF) logistics facility included the following:

- Capacity of US 60 and SR 74.
- Truck impacts.
- 211th Ave.
- School near Center St. This is a concern with new trucks that will come with the railyard. Safety of school children is important.
- BNSF facility (800 trucks per day is what we heard); this is a lot of diesel trucks through this area. Add new lanes for trucks.
- Comment on BNSF: adding minimum 1,800 per day more trucks on US 60 will be problematic.
- No (we do not want) the BNSF facility.
- Cemetery very close to planned BNSF facility.
- No BNSF, no more trucks.
- Place a section of the railroad just west of Jomax Rd. to east of Loop 303 underground to allow more options to get in and out of the northwestern part of Surprise.

¹ The study team is actively coordinating with BNSF as a partner in the study and sharing relevant technical information and comments received from the public related to the new facility throughout the study process.

LESSONS LEARNED AND NEXT STEPS

The study team is carefully reviewing lines drawn on maps and written comments provided by the community and preparing for the next public outreach event in early 2025 to present and gather feedback on conceptual strategies for addressing travel needs and anticipated development within the study area.

The next public outreach event will be intended to present and gather feedback on conceptual strategies for addressing travel needs and anticipated development within the study area. The study team will host a virtual public meeting in early 2025 to accomplish this. Heading into the second event, the study team will continue to coordinate closely with the project partners to publicize opportunities for input.

For the third and final public outreach event, the study team expects to host another in-person meeting. This final event will provide detailed information on the strategies considered and a draft set of recommendations to be carried forward into design and implementation in a phased approach. This will provide the community with an opportunity to ask questions and make suggestions on the plan.

APPENDIX A
Online Interactive Map Comments

Comment Category	Location	Comment
Access		Continue El mirage road north past 303 to Happy Valley Road.
Access		Take Happy Valley road west to intersection on US60.
Access		We need additional exits North off of the 303. We have zero from Happy Valley to Grand Ave. We can use this space to create a Northbound route, and it can continue North to Happy Valley and East to McMicken road. We can also add an access road connecting to the Pinnacle Peak Road.
Access		Increase north-south connectivity. Provide access to shopping along Bell Road. We do not want to go north to Grand and get on L 303 only to exit at Bell Road. Why is the City concentrating all its efforts on the other side of Grand Avenue? We want solutions, too.
Access	147th and McMicken	Hello, The only way in and out is 163rd or all the way down to Happy Valley like we all realized when 163rd was shut down most of the day for the road rage shooting. There needs to be more ways in and out of this area then just 163rd. A ramp on and off the 303 from 147th would be so helpful with traffic congestion at 163rd and Happy Valley for this area, as well as another in and out access point if a road closure/blockage happens. There is so much more building still going on and when it's all complete to only have 163rd as the only road in and out is crazy. There are way to many homes between 163rd and Happy Valley plus all of Asante, Desert Oasis and the others by Jomax to force everyone down 163rd. So really any other access that can be added to the 303 or to Grand is most definitely needed. Thanks for considering
Access	147th Ave at Loop 303	Exit for Loop 303 at 147th Ave northward in leu of Litchfield or El Mirage exits, connecting to already existing 147th Ave
Access	163rd and Grand	There needs to be a dedicated left hand turn lane from 163 to Grand that goes directly to the 303 South ramp that states 303 South Only.
Access	303 and El Mirage	There needs to be another exit off of 303 to get to Happy Valley or Jomax and El Mirage seems the likely one. This would relieve some of the traffic at 303, Grand and 163 for people trying to get to their residences.
Access	303 north exit ramp to Grand Avenue and Grand Avenue	There needs to be a dedicated left hand turn lane from the 303 north ramp to Grand Avenue that is for right hand turns only onto 163rd avenue. Right now there are just signs that say through traffic should merge over to the left but even they should be down near the intersection of the ramp and Grand not after the light at Grand and the southbound 303 ramp.
Access	Asante	There should be additional access to Grand from Asante (other than via Pat Tillman/163rd). Extend Jomax or Pat Tillman onto Grand?
Access	Deer Valley Rd	We need a road that connects Deer Valley to Bell Rd. The North Copper Canyon community can only be accessed via Grand Ave. We need an alternate route that provides access to Surprise without having to go through Grand. This would also alleviate some traffic congestion on Grand/163rd and Grand/303.
Access	end of jomax rd [west] in the desert oasis of surprise master community	It would be nice to have more than 1 option [163rd] to access the 60. 163rd and grand\60 becomes a bottle neck at all times of the day which when I personally had to go to an Urgent Care it took 30 minutes waiting in bumper to bumper vehicles to get onto the 60 to head south towards the hospitals. Thank goodness it wasn't a medical emergency. I think of the firefighters, police, and emergency services and this could be life and death for someone.
Access	Jomax Rd and Access to Grand	there should be a way to access the 60 from Jomax aside from the 163rd, the 163rd/US60 is getting too congested with traffic, with more and more houses being built it will bo even more traffic. it will be nice to have Jomax extended to the US60, it is also safety issue when so many cars are backed up and ambulance can't get thru.
Access	Jomax road and access to grand Ave Jomax where it dead ends heading towards Grand	We need another road access into and out of Asante along with other subdivisions in the area. If 163rd and Grand is shut down we are trapped to emergency help. Fire police and ambulance have to go around other ways making time much longer. Another road at 60 and Jomax would be a great help.
Access	Avenue	Jomax road seems to be the likely one that needs to be extended to go out to Grand Avenue providing additional access to Grand and relieving some of the traffic on 163rd
Access	Litchfield & Loop 303	North Exit at Litchfield to provide better access for the rapidly growing and congested northern sections of Peoria and Surprise
Access	Lone Mountain Rd between 163rd Ave and Vistancia community	The residents of the northern end of 163rd need to see more access in and out of our area for both emergencies and amenity access. With Vistancia being built up so much and having multiple points of access to the 303, I could see a real reason to pave Lone Mountain all the way through from Vistancia to 163rd. This would give a direct path to the 303 for those heading east (thus alleviating traffic on Happy Valley) which would give us more options for ingress and egress in emergencies and open up more shopping and amenity options. We are also expected to see much more large communities being built in the near future on the northern part of 163rd (near the canal area) and Lone Mountain Rd would provide much needed road infrastructure for that.
Access	Patton off Grand	For those of us living in developments off Grand we only have one way home and that is Grand Ave/60. If there is an accident and Grand is closed we can't get home and if you have animals at home you need to be able to get there. If access was added from the west like from Bell we wouldn't have have to add to the traffic congestion at Grand and 303. This is only going to get worse as more homes are being built out here.
Access	The entire Hwy 60 corridor.	Glendale, Peoria and Surprise are each handicapped by the great divider Hwy 60. Do not let this happen again in the study area. Plan ahead for multiple ways to cross 60 such that the two sides of the highway are interconnected physically and socially. This is especially important considering the long range plan for this corridor to become an interstate highway.
Access	US 60 both ways.	US60 is the only access to Surprise, as well as the Phoenix area, from Wittmann. An accident or road work that closes US60 makes it impossible for residents to access Phoenix or to get home from Phoenix. Additional routes into and out of Phoenix are necessary.
Drainage/Flooding		This crossing at Peakview Rd needs a box culvert or small bridge to allow for the Trinity wash to not block local traffic to the neighborhood to the west.
Drainage/Flooding		intersection needs a box culvert to allow for water in the Trinity Wash to not block local traffic on Lone Mountain Rd

Intersection		Improve intersection by building an eastern extension of Happy Valley Rd over the railroad for more than one alternative route from the multiple residential subdivisions off of 163rd Ave.
Intersection		Build a traffic interchange with a bridge over the BNSF here for Jomax Rd to continue east to the new residential subdivisions. This will alleviate traffic congestion that is presently occurring further south as it ties closer to the Loop 303 interchange.
Intersection	303 aligned with Williams or Deer Valley Rd (north of the 60)	On/off ramp or just off ramp for 163rd north at Williams/Deer Valley. There's already a dirt exit on the satellite view and the land is owned by MARICOPA COUNTY DEPT OF TRANSPORTATION in this area (parcels 503-57-019U and 503-57-025D) Avoids the rail road
Intersection	Happy valley road and 163rd Ave	There needs to be a light for safety at Happy Valley rd and 163rd. This is a very dangerous area. More housing is going in all around this intersection and accidents are going to happen. Especially if access at 163rd and Grand is closed. This is the only other way in or out.
Intersection	Morristown interchange of US 60 and SR 74	Re-design this interchange into a diamond intersection with on/off ramps. There is presently limited space in the median for a queue of vehicles, especially big rigs that need to turn from EB US 60 to EB SR 74.
Intersection	N 166th Drive and Pat Tillman	There is no crosswalk at the intersection of 166th Drive and Pat Tillman, yet there is a library, a church, a park and a school right off this intersection. There are also homes on the other side of the intersection.
Other		Since this area is going to keep growing in population we need to future proof the infrastructure in this area. If my car were to break down I would be stranded at home. Adding lanes and access points only do so much. Smart planning by having alternative modes of transportation (i.e light rail/commuter rail) is necessary for smart & healthy growth.
Other		1. This type of investment has been proven time and time again to reduce traffic congestion on roads like US 60 improving travel times for everyone. 2. This helps with our air quality in the area by reducing emissions, 3. This helps with economic growth near for businesses and workers along the serviced area. 4. It is safer as it will have less chances of car accidents on the road. 5. Accessible transportation can help people get around who can't drive for reasons such as age, disability, or economic reasons.
Other	219th Ave	We need an arterial grid like the rest of Phoenix metro in this area. Maintain 219th Ave between Sun Valley Parkway and Patton Rd. This is a good alternate route for those living west of US60, but this dirt road is rough and a washboard. When traffic is backed up on US 60/Loop303 I use this route if I'm driving my truck and I see several other people with the same idea.
Other	303/60	Overpass/bypass for north 303 to west 60 that completely skips 163rd ave. There's loads of traffic trying to bypass the 163rd light, this would lighten the traffic on both grand and the 303 Similar to overpass at 101/i17 that skips 23rd ave (or 101/51 interchange going north to west)
Other	Grand ave between London road and Central ave.	Myself and some of my neighbors in Circle City are wondering/concerned if an entrance road from Grand ave [rt 60] onto the BNSF property over the existing railroad tracks is being considered. If so would trains be required to sound the whistle on approach to that entrance road? Because if so it would be an extremely unpleasant situation - ALL THE TIME 24/7 I don't know what category this would fall under. Will Jomax Road be extended to connect to 303? Also, we need more crossings across the canals (there are two or three canals in this area - I do not know all the names).
Other	Surprise and Peoria	How can you be so incredibly irresponsible?? What is wrong with you government people...build up and contained in central areas, no need for urban sprawl. What you are proposing makes no sense if we are trying to cut back on GLOBAL WARMING!
Other	US 60	Survey where people work and use that information to add express route service to those destinations. Add a park-and-ride at this location so cars do not cross the BNSF tracks, sort of like one big van pool out of this area to major employment centers. With TSMC coming to this area, it only makes sense for a park-and-ride and to take all the relatively short trips off the road.
Other	Vacant land above L 303	
Recreation	Along US 60 from Sunrise west along the highway as far as possible. The New River Trail in Peoria has two off-street trails along one part of its off-street trail system.	An off-street walking/biking trail would help reduce the gap of safe recreational/transportation opportunities in the area. Traffic is so congested that an off-street trail would be so beneficial both for recreation and pedestrian/biking transportation. If there was a way to connect it to the New River Trail in Peoria that would be a bonus.
Recreation		Create a park for Remote control aircraft of all types, Planes, Jets, gliders, helicopters, quad copters, cars, trucks, boats powered and sailing. This area was once a Car race area and is presently a RC plane runway. Expand that so more people can enjoy the Remote control hobbies in this area.
Recreation	RC park	Having a dedicated place for these disciplines that can create events would be a huge draw into the area for people from all over the USA. It's a win for county, city and state.
Safety		People use 163rd like a freeway. Going 45 gets you passed and cut off in the merge areas as people wait until the last minute to get over. The frustration from people was evident by the recent road rage shooting incident. The merge lanes need opened up.

Safety		Basically having only 2 exits (163rd and Happy Valley) becomes a bit of a safety issue when one of them closes. We have had a few incidents of that when something happens on Grand and that intersection gets closed. We need another exit/entrance to maybe grand and/or 303 (I know there has been talk about El Mirage).
Safety		A dedicated right turn lane was added westbound on Grand recently which has helped however apparently people are still waiting until the last minute to either get out of the lane or get into it.
Safety		Full right-hand turn lanes need to be installed at Castle Hot Springs and Rockaway Hills. Turning from US60 into the community is dangerous as drivers do not pay attention to vehicles slowing down to turn. The makeshift turn lane from US60 onto Castle Hot Springs using the shoulder is too small for traffic in this area.
Safety	along Grand and the Asante home area that runs along there.	There should be a tall expressway type wall between the homes in Asante and the railroad for safety and to cut down on the loud road noise from Grand. With all the continued growth in the area and future plans to widen Grand it's only going to get worse. Especially when the BNSF intermodal and carload hub goes in Wittmann, so many more semi trucks will be using Grand just causing more problems.
Safety	163 Ave and Happy Valley Rd. 163 and Asante Blvd	Need a traffic light at 163 and Happy Valley Road. Very dangerous intersection. Also another light at 163 Ave and Asante Blvd. Same issue.
Safety	163rd and Grand	We only have one way in or out of this area. When there is a problem with traffic and the road is shut down we are trapped. Emergency vehicles can't come or go. We need another access to the 60 that will allow us access out of our home area or into our homes. Another road needs to be made over the train tracks at Jomax. I feel trapped in this area in an emergency. Also you will be only adding to the traffic with the train station being built just north of this area. So many trucks making it more dangerous for drivers in this area.
Safety	163rd Ave north of Jomax	We should be seeing some expansion to 163rd Ave north of Jomax as thousands of homes are planned (with hundreds already under construction) in numerous big builder planned communities. North of Jomax is no longer just the 1 acre+ properties all spread out. We are getting tons of tightly packed homes that is going to bring hundreds and eventually thousands of cars traveling north of Jomax every day. The single lane road that it is now is not going to cut it. The city/county needs to look at expanding that road soon.
Safety	163rd, US60, 303	Why are we wasting time and money on this? It's blatantly obvious extensive road work needs to be done. Quit wasting everyones time and get to work. Build out 303 and grand interchange to a no stop light exchange, build out US60 and 163rd to a bridge over 163rd. Add a minimum of two more ways in and out of the area.
Safety	60 & Morristown approaches All residential and commercial buildings off of 163rd North of Grand	Trying to enter highway 60 (SE or NW) is very dangerous at all intersections in Morristown. There are many horse trailers trying to get off and get on 60 during the winter months. They did create a turn lane for those exiting on Gates Road or W Rockaway Hills which did help but getting on 60 from any of these access points is difficult with the current traffic. I can't image what the conditions would be with increase truck traffic estimated. Thank you for taking this area into consideration as you plan for the increased traffic.
Safety	Deervaley cattle guards	If you live off of 163rd, there are currently only two ways to get out of the area ...Grand or Happy Valley Road. For the number of residents in the area this could be a matter of life or death depending on the issues. Also, if the intersection at Grand is blocked so is access to get to the nearest hospital. If one of these access roads is blocked it means first responders will take more time in or out.
Safety		Remove cattle guards at deer valley and 163. Also weekly clean up of gravel buildup and garbage. Add right turn acceleration lane at deer valley and 163rd
Safety	left lane along the curve on 163rd Ave	Along the curve on 163rd Ave, there is a very dangerous hazard. At the bottom of the median, there is a flat section of concrete 'skirt' that butts up to the blacktop. Along the roadway curve, this flat section sticks up higher than the blacktop. When a large commercial truck in the right lane crossed the middle line and partially into my lane, I was forced against this flat concrete area (NOT the median). It caught my tire, causing a control issue similar to handling a car on ice. I regained control and observed that further up 163rd Ave, the concrete was even with the blacktop as it should be. Please fix this curve before it causes a serious wreck!
Safety	Morristown	The speed limit needs reduced through this Morristown area. It is extremely dangerous both getting on and getting off 60 from N Castle Hot Springs and W Rockaway Hills/Gates Rd. Poor visibility and vehicles/trucks going 70 mph.
Safety	The intersection of N 163rd Ave and W Happy Valley Rd	With the growing number of subdivisions along W Happy Valley Rd (from N Vistancia Blvd to N 163rd Ave), the number of vehicles desiring to turn either north or south onto N 163rd Ave (from W Happy Valley Rd) will only increase. As traffic on N 163rd Ave does not have to stop, this is a high-risk intersection (for accidents) in making a left hand turn onto N 163rd Ave during rush-hour travel.
Safety	US 60 / Garden City Rd. both dirrections	the right turn lane from the 60 "going north" onto Garden City Rd. need to be much longer, its hard to hit your brakes to slow down when you have several cars behind you, even when you blinkers are on. same is to be said for the left turn lane going South on the 60 to Garde City Rd.
Safety	US60 & SR74 intersection	Drivers do not obey the reduced speed limit. Drivers roll the stop sign from SR 74 onto US 60. Timing of light at US60 and 163rd Ave remains too long for 163rd traffic. This is causing major backups on US60 both directions. This is apparent when there is no backup at all on 163rd ave and US 60 is backed up beyond Loop 303. It takes several light cycles to get from US60 & Loop 303 exit ramp and up through 163rd Ave. Heavy trucker traffic on US60 is adding to the delays.
Traffic-Congestion		

Traffic-Congestion		Timing of light at US60 and 163rd Ave remains too long for 163rd traffic. This is causing major backups on US60 both directions. This is apparent when there is no backup at all on 163rd ave and US 60 is backed up beyond Deer Valley Rd heading from Wittmann into Surprise.
Traffic-Congestion		2 southbound left turn lanes at the intersection of 163rd and Grand is not enough. Traffic backs up almost to Tillman at times. When really congested cars start going straight across Grand and turn around and take a right turn backing that area up as well. The congestion is just going to get worse as they build up the area south of Tillman.
Traffic-Congestion		Happy Valley likely needs a traffic light installed (hate to say it). Westbound left turn from Happy Valley gets backed up and is often lengthy to get an opening to turn.
Traffic-Congestion		The northbound off ramp onto Grand needs to be a minimum of 3 full lanes. Backing up onto the 303 is a normal occurrence.
Traffic-Congestion		There should be another rd from Happy Valley to access Bell, maybe El Mirage, people have to take the 163rd to the 60 to Bell, it will be nice have that access this will easy up on the congestion at the 163rd and 60, also it will be nice to have a traffic light at Happy Valley rd.
Traffic-Congestion		Why can't we re-route all the Trucks away from the 303/grand completely? We should be creating a dedicated truck route off the 303 possibly between Greenway/Bell or somewhere off the 303 directing them west then North then East again closer to the BNSF drop-off there is plenty of land that we can utilize this for There needs to be an alternate route west of Loop 303 from Bell Road to US60-Grand Avenue. Currently there is too much through traffic at 163rd and US60 headed toward Wickenburg. Also needs to be an exit off of 303 between the Grand Ave and Happy Valley exits.
Traffic-Congestion	163rd and Grand Ave; 163rd and Happy Valley	A traffic light is badly needed at the intersection of 163rd and Happy Valley. I think that may already be in the works. We tend to go that way when we want to shop in the Lake Pleasant area and will sometimes go out of our way and take Loop 303 to Grand Ave in order to avoid turning left on 163rd from Happy Valley.
Traffic-Congestion	163rd and Happy Valley; also 163 and Asante!!	We live in Asante and the traffic noise is bothersome at times. We'd like to see a freeway type sound barrier wall along Grand Ave west of 163rd.
Traffic-Congestion		It's almost impossible to turn left off Happy Valley onto 163, and will only get worse with the extension of HV under construction. A 4-way stop will help until a light can be installed.
Traffic-Congestion	163rd Ave and Grand Ave. 211th....Sun Valley	The Asante neighborhood has only one entrance and exit that is 163rd ave. Just last week there was an incident, a shooting that closed 163rd ave both coming and going into the neighborhood. This is a huge safety issue. For instance if I had to go to the hospital or an ambulance needed to get to any of the homes in the Asante neighborhood it would take 14 mins to Banner Hospital. With only having an exit at 163rd Ave. and it being closed or shut down. They or I would have to take Happy Valley Rd which would take 24 minutes! We need more outlets out of our neighborhood to help alleviate traffic congestion and to aid in the safety of the neighborhood. Pat Tillman should be extended to Grand Ave now, not later.
Traffic-Congestion	Parkway to Grand Avenue	Waiting for the builders to do this is unsafe for all of us.
Traffic-Congestion		211th avenue needs to be completed ASAP like the General Plan calls for and the White Tank study by the county also called for.....this will provide for a badly needed north/south access for everyone that lives west of grand avenue and allow the truck traffic exiting BNSF on the way to California to avoid Grand Avenue entirely
Traffic-Congestion	235th Ave between 60 and 74	There is no infrastructure to support thousands of trucks coming in daily from proposed BNSF intermodal. What is the plan to assure residents from neighboring properties can get in and out from their homes without getting stuck in truck traffic? Trucks should have a separate route.
Traffic-Congestion	303 North / Grand ave Exit	Timing of light at the US60 and 303, when exiting on Grand Ave from 303North, the traffic light must be shorter, this is creating more traffic back up specially with big trucks, it takes 2-3 traffic light changes to get thru, this also backs up the 303 North at the exit 1-2 miles before you exit. Additionally to providing a route to the I-10 to shift trucks away from the suburbs along the 60, Trucks should be shifted to use the 74 carefree highway to access I-17 coming south on the 60.
Traffic-Congestion	60 and 74 carefree highway	This will greatly alleviate truck traffic using the 303 access the 60 in Surprise both getting off on the grand 60 offramp heading north on the 60, and those trucks intending to use the 60 going south through the neighborhoods.
Traffic-Congestion	Along 163rd, US 60, and L 303.	This area is congested. Please add an overpass at 163rd over the railroad and connections to Grand Avenue as a free left turn.
Traffic-Congestion	Deer Valley Rd to Sun Valley Pkwy via Crozier/Citrus connection	Provide access to Bell Rd/Sun Valley Pkwy from the North Copper Canyon area. Allow additional access for this community that does NOT involve Grand Avenue Need to increase the egress and ingress roads into the Asante and surrounding areas.
Traffic-Congestion	Happy Valley to Pat Tillman Blvd/ 163rd to Grand Ave	Will Happy Valley be a through fairway to Grand? Plans to extend Pinnacle Peak to Reems?
Traffic-Congestion	Light @ Deer Valley Rd & Grand Ave Eastbound	On 8/7/2024, traffic was backed up EB Grand Ave beyond the Deer Valley light. When this light turned green, traffic still could not move due to backup at next light on 163rd Ave/Grand Ave. The congestion has dramatically increased in this area and will worsen when Snowbirds return. All this congestion has increased travel time from Wittmann to Surprise by an additional 20 - 30 minutes! Besides roadway upgrades, slowing new housing construction should be considered until roadways are able to accomodate the traffic.
Traffic-Congestion	mutiple	We need multiple new access locations, 1. Pave Jomax Rd. to 303, 2. Create a tunnel or overpass to gain access to 303 at El Mirage from the north. 3. Build an overpass at 163rd and 60 to allow traffic to flow east and west uninterrupted and build on and off ramps for 163rd traffic. 4. I have been hearing for years about 163rd going out to 74, when will that happen. 5. A light at happy valley and 163rd before there is a fatality. Finally, a truck route taking semis off 60 until past Wittman for all the warehousing congestion along 303 and 60. All these new builds have given Surprise new revenue, time to put it to use.

Traffic-Congestion	The intersection of N Vistancia Blvd and W Happy Valley Rd US 60 & Loop 303	This end of W Happy Valley Rd (as well as the W 163rd Ave end of W Happy Valley Rd) will only become a real bottleneck as time goes on* as vehicles wanting to turn left (to head west on West Happy Valley Rd) have been backed up to beyond the 303 overpass (more than once) during rush hour travel. *The number of subdivisions being built along this stretch of the W Happy Valley Rd is a concern as portions of W Happy Valley Rd are only one lane in each direction.
Traffic-Congestion	Interchange	Would like to see on and off ramps that merge traffic with no traffic lights. The current system with traffic lights is what is causing all this congestion.
Traffic-Congestion	US 60 and L303	The timing of the lights on US60 needs to be adjusted carefully. There are times when traffic on US60 west-bound is backed up nearly to Sunrise Blvd. Other times, the exit off L303 to west-bound US60 is backed up onto L303, causing a very hazardous situation.
Traffic-Congestion	US 60 Corridor	Truck traffic along this corridor should be encouraged via signage to stay in the right lane. Currently heavy trucks have no issue with impeding traffic by hogging the left lane.
		Trucking Route Shift
		We all look at possiblilitites to reduce traffic pattern congestion. With a potential planned train hub being planned for this area we are in dire need to shift Trucking traffic as it will only get worse for these suburb areas.
Traffic-Congestion	us 60 grand north west of 303 exchange	Proposition: Create a permanent two lane simple road to shift trucks from the 60 starting at Wickenburg or Morristown down tied into the I-10 at a location that provides truckers a route to access the I-10 and back into the 303
Traffic-Congestion	US60 at 163rd ave	Timing of light at US60 and 163rd Ave remains too long for 163rd traffic. This is causing major backups on US60 both directions. This is apparent when there is no backup at all on 163rd ave and US 60 is backed up beyond Loop 303.
	West side of Grand ave either at Deer Valley or 163rd Ave to Bell Rd.	
Traffic-Congestion		Several comments already, but creating a north/south access point between Bell Rd. and Deer Valley or 163rd avenue would ease some congestion for those just trying to get to Bell rd - Willow Canyon High School (buses and commuters/students), shopping, gym etc without getting onto the 303. It would divert traffic around.
Traffic-Congestion	Wittmann	With the construction for the BNSF intermodal facility on the horizon what and when are preparations of the area from 203rd Ave N to Center St and beyond going to be formulated?
	Wittmann between Surprise and Wickenburg and 303	we have lived in wittmann a good ten or more years, with all the newer construction/housing traffic has gotten worse and perhaps more dangerous. A lot of people speed through the Wittmann turnoff on Center St, in spite of posted 55 and 45 mph zones. We travel to Surprise, Wickenburg and along 303 often. We have had to give up and turn around because of the congestion - kind of not so good in a medical emergency.
Traffic-Congestion	Wittmann US60 Dove Valley Rd	There needs to be another way to reach Surprise from Wittmann other than one highway. There needs to be more roads that connect to the Sun Valley Parkway. Dove Valley also needs to be paved and connected to the 303 from Wittmann. The closest grocery store is off 163rd Ave there should be an alternate road that connects with Pat Tillman from the 60 too. Sometimes US60 gets shutdown and there are no other ways to the hospital or anywhere. It's a nightmare!

Public Outreach Meeting #2 -
Virtual Public Meeting



US 60 (Grand Avenue) Loop 303 to SR 74 Corridor Study

**Summary of March 3, 2025
Virtual Public Meeting and
Input Received**



MAG US 60 (Grand Avenue) Loop 303 to SR 74 Corridor Study

Round 2 Public Engagement Report

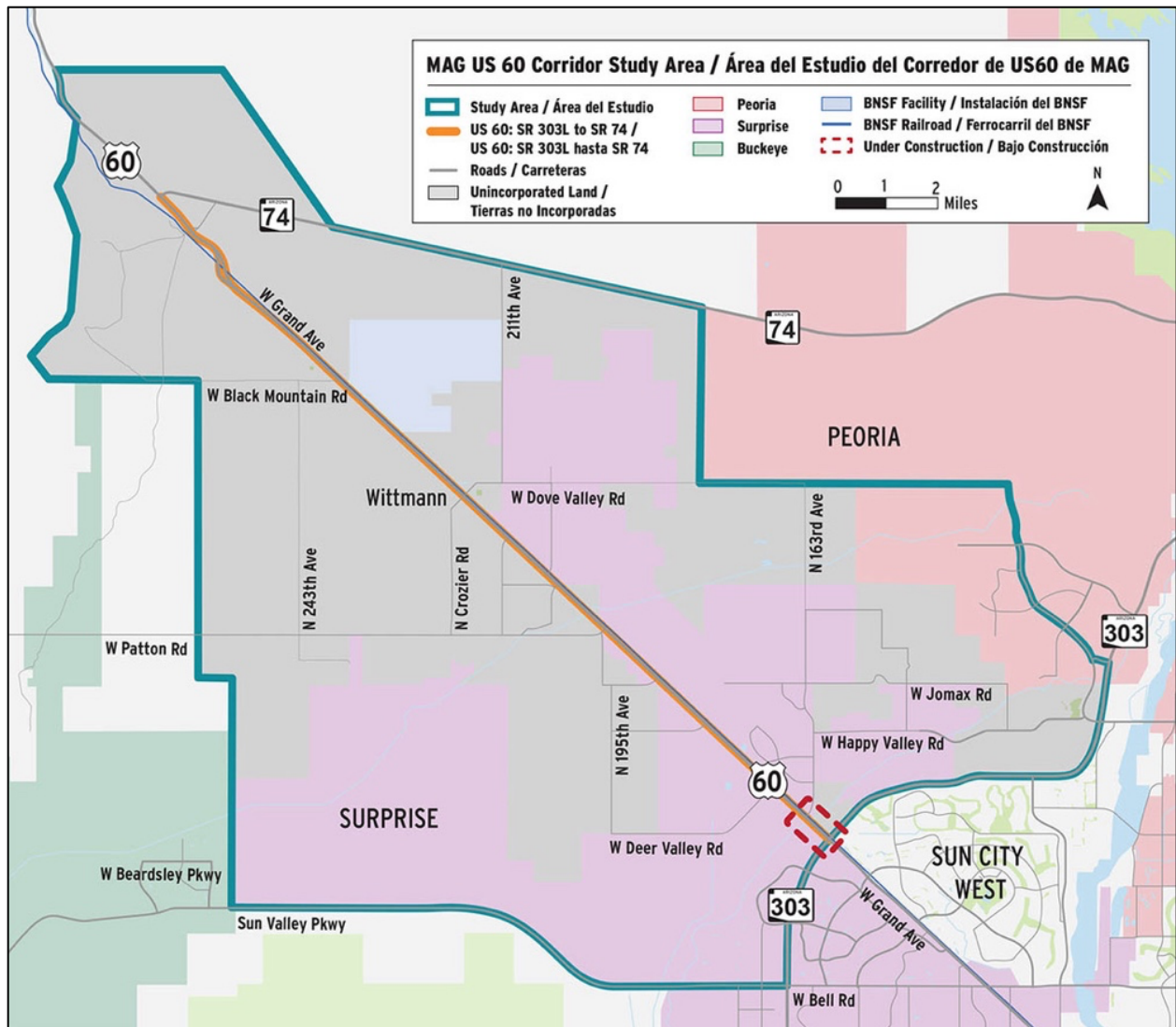
May 15, 2025

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OVERVIEW

The Maricopa Association of Governments (MAG), in partnership with the City of Surprise, the City of Peoria, the Arizona Department of Transportation (ADOT), the Arizona State Land Department (ASLD) and the Maricopa County Department of Transportation (MCDOT), is conducting a comprehensive assessment of current and future travel demands within the study area shown on the map below. The study will identify appropriate transportation investments to address existing travel needs and support anticipated development in the area through 2050.



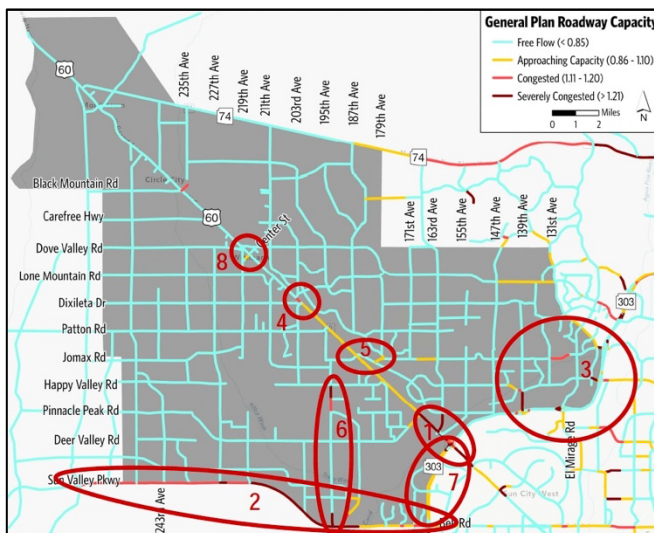
Study Area Map

To inform the study outcomes, three rounds of public engagement are being facilitated to: **1)** introduce the study to the community within the study area and receive their input on **travel challenges and potential solutions**; **2)** present and gather feedback on **conceptual strategies** for addressing travel needs and anticipated development within the study area; and **3)** present and gather feedback on **recommended improvements** to address travel needs and anticipated development within the study area. This report summarizes **Round 2** of the public engagement process. Public engagement for this phase included a virtual public meeting held the evening of Monday, March 3, 2025 and an online comment form at www.azmag.gov/US60CorridorStudy that was available March 3 through April 1, 2025.

EXECUTIVE SUMMARY OF ROUND 2 INPUT

In 2010, just 15 years ago, the study area had a population of less than 5,000 people. Today, this number is approaching 50,000, and the segment of Grand Avenue between 163rd Avenue and Loop 303 carries about 41,000 vehicles per day. By 2030, just five years from now, the population is projected to more than double, and by 2050 the area will be approaching a population of a quarter million. By that time, the traffic demand on the section of Grand Avenue near Loop 303 is projected to grow from 41,000 vehicles per day to 147,000.

To look out to the year 2050, MAG worked closely with the project partners to better understand the future transportation network provided by their plans and develop alternative conceptual strategies to address anticipated future traffic issues. The second round of public engagement focused on ten areas of concern within the study area, and a number of alternative conceptual strategies for each.



The map at left shows the areas of concern:

1. Grand Avenue and 163rd Avenue from Pat Tillman Boulevard to Loop 303
2. Sun Valley Parkway from Canyon Springs Boulevard to Loop 303
3. Access to Loop 303 from Peoria
4. 203rd Avenue/Bradely Road/Future Lone Mountain Road connection(s) to Grand Avenue
5. Jomax Road Access to Pat Tillman Boulevard continuing to Grand Avenue
6. Access to Sun Valley Parkway from Happy Valley Road
7. Dove Valley Road/Center Street/Crozier Road in Wittmann
8. Arterial Network with Probable Gaps
9. Railroad Crossings (area wide)
10. Access Management (area wide)

The public was invited to a virtual public meeting on March 3, 2025, during which a detailed presentation was provided discussing existing and future traffic conditions and different ways that traffic congestion might be addressed. ADOT also provided a presentation on its Project Assessment to evaluate a potential new traffic interchange on Loop 303 between US 60 and El Mirage Road and a new round of near-term improvements coming soon for the area of 163rd Avenue, Loop 303, and Grand Avenue.

Throughout the two presentations, meeting attendees were encouraged to submit questions and comments in writing using the virtual platform’s “Q&A” dialogue box, and when the presentations concluded, the team answered the questions live. Information was also provided about the online comment form available at www.azmag.gov/US60CorridorStudy, where each alternative was illustrated and described, and where people were able to indicate whether they agreed or disagreed and provide comments about each.

After the March 3, 2025 meeting, the online comment form was further publicized by email and social media. In total, 249 comment forms were received. The online comment form asked them to click on their choices from several improvement alternatives (described in this report beginning on page 11). A total of 4,811 responses to these alternatives were posted, with 73 percent responding “agree” and 27 percent responding “disagree.” The alternatives that received the most “agree” responses were as follows:

- **Alternative 1.4—88% Agree.** Combines Alternative 1.1: Upgrade Grand Avenue/163rd Avenue Intersection and Grand Avenue/Loop 303 Interchange; Alternative 1.2: Build a new Loop 303 Interchange east of Grand Avenue, and Alternative 1.3: Include new interchange and extend 163rd Avenue south to connect with Deer Valley Road and add a connection to Bell Road.
- **Alternative 2.2—85% Agree.** Provide a new connection from Deer Valley Road to 187th Avenue (extended to 163rd Avenue).
- **Alternative 3.1—85% Agree.** Widen Litchfield Road, Happy Valley Road, Jomax Road, Vistancia Boulevard, and freeway ramps to the width needed to meet total demand.
- **Alternative 5.2—85% Agree.** Realign Jomax Road as a continuous east-west roadway from Pat Tillman Boulevard all the way to 211th Avenue.

Only one alternative received more “disagree” responses than “agree,” as follows:

- **Alternative 9.1—56% Disagree.** Keep the number of at-grade railroad crossings at the current level with new at-grade crossings allowed only after an existing crossing is grade separated or removed. (Note that due to the location of the railroad track close to Grand Avenue, any at-grade crossing of the railroad would then intersect with Grand Avenue at-grade).

127 of the forms included additional individual comments on many of the proposed alternatives, adding up to a total of 616 additional individual comments. The comments received expressed frustration that improvements cannot happen more quickly. Several respondents stressed the urgency of long-term, strategic planning that accommodates rapid growth and minimizes neighborhood impact. There was broad agreement on the need for

infrastructure that supports smoother, faster commutes. Even though avoiding the addition of new at-grade railroad crossings was the only idea that received more “disagree” responses than “agree” responses, many comments received indicated a strong preference for grade-separated access to Grand Avenue, stating that more traffic signals would worsen congestion. Other comments emphasized a preference for free-flowing roads and intersections (e.g., flyovers). Comments also highlighted the need for long-term, effective solutions rather than temporary fixes, especially given the area's increasing industrial and residential growth. Concerns were raised about the costs, timelines, and disruptions associated with construction, but many argued that the current infrastructure is inadequate, and the situation will worsen without proactive planning.

The responses to the improvement alternatives and the additional comments received are indications that the community understands the need for and supports this project. The community has been very cooperative and helpful in sharing their thoughts and suggestions.

The sections that follow include more detailed descriptions of the outreach activities and input received on the full set of alternatives presented.

DESCRIPTION OF ROUND 2 OUTREACH ACTIVITIES AND INPUT RECEIVED

This report covers input received in March 2025 via a virtual public meeting held March 3, 2025, and an online comment form that was available between March 3, 2025 and April 1, 2025 at the project website.

Virtual Public Meeting

The purpose of the March 3, 2025 virtual public meeting was to present information about existing and future population trends and associated traffic concerns, along with alternative conceptual strategies to address traffic issues for the ten areas of concern.

A unique characteristic of this meeting was that for the convenience of the community, it was decided to invite ADOT to present information on another project significant to the study area, its Project Assessment to evaluate a potential new traffic interchange on Loop 303 between US 60 and El Mirage Road. ADOT also presented an update on a new round of near-term improvements coming soon for the area of 163rd Avenue, Loop 303, and Grand Avenue, and invited public comment on traffic interchange options at azdot.gov/Loop303TIAalternatives.

American Sign Language (ASL) interpretation was provided, and 74 people attended the meeting. A recording of the meeting was posted to the website the next day.

Presentation

After welcome remarks, the MAG study project managers provided information about the study background and timelines, existing conditions, future conditions, areas of concern, strategies to address concerns, and next steps.

The slide deck for the MAG presentation is provided in Appendix A.

Question and Answer Session

The following questions and comments were submitted during the meeting.

- Why is using the developed (residents already living on) 147th Avenue as a connection between Loop 303 and Happy Valley Road so heavily considered? I already live on 147th Avenue and the street, in its current two-lane road, is about 20 feet from my front porch.
- Will the already completed El Mirage Road/Loop 303 interchange be connected to Happy Valley Road at any point in the future?
- Due to the congestion on Happy Valley Road from 163rd Avenue to Vistancia, since all the traffic needs to come from the northwest to get to Loop 303 if going north on 303, are there plans to extend Jomax Road and Lone Mountain Boulevard from Loop 303 to 163rd Avenue to help keep that traffic off Happy Valley Road?
- Comment: Lower speed limit on Grand Avenue between Loop 303 and the town of Wittmann.

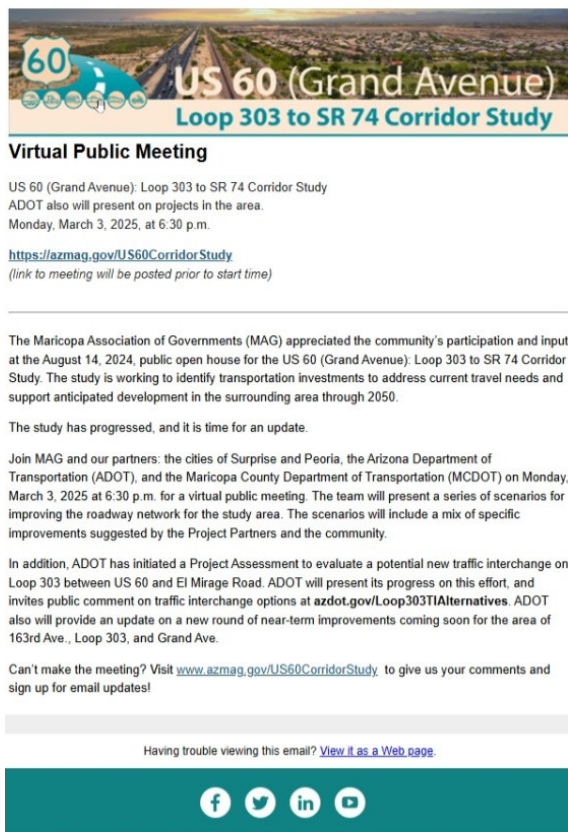
- I didn't hear any information in regard to the railroad hub going in. Have increased traffic predictions been taken into consideration with these proposals?
- Why won't the City of Surprise connect Pat Tillman Boulevard to Jomax Road and continue Jomax Road straight out to US 60 to help use Pat Tillman Boulevard to the shopping area to make it easier?
- With today's announcement of further expansion of TSMC, I'm guessing that the pressure and priority for interchanges with Loop 303 will increase.
- Is there a way to make the City of Surprise put a "pause" on building until alternative routes can be completed due to the congestion that is already a problem before any of these proposals get under construction?
- Definitely support any efforts made to improve the area around 163rd Avenue and Grand Avenue. Living over in Escalante, it's beautiful, but traffic is definitely a detractor. That said, because there is no quick way in or out of 163rd Avenue and Grand Avenue in the event of a police incident – which we just had this past summer – it becomes a choke point around here and I only want to know if you all can expedite putting in quicker ways to get out of this area before some of these other things. Safety first please.
- What are the estimated total costs for these projects?
- Comment: I like the 151st Avenue alternative
- Any studies to determine how we got where we are today to make sure we can halt or be better prepared for the future?
- Is a connection between the west end of Lone Mountain Road in Vistancia to 163rd Avenue near the CAP canal being considered? This would give the northern residents of Surprise another east-west route in and out of the area and alleviate traffic on Happy Valley Road as it would be a direct route to Loop 303 through Vistancia. This would also provide more commercial options (stores and restaurants) to the northern residents.
- What about paving Deer Valley Road through to 219th Avenue so North Copper Canyon can at least get out during emergencies?
- Are there any long-term plans for a full freeway in this region (I-11 or White Tanks Freeway)?
- What other regional connection options are being considered for the area north of Jomax Road at 163rd Avenue? There is a lot of new large housing communities planned for north of Jomax Road and 163rd Avenue as the two-lane only route in and out of that area will become a problem.
- Based on Brad and Eric's response and regarding growth in Surprise, if what we are seeing now is from approvals back in 2008/2009, why can't we halt growth until everything catches up? That is 16 years of approvals that still need to be completed to catch up to 2025!
- Are there any plans for public transportation north of US 60? Bus, shuttle, passenger train?

Meeting Publicity

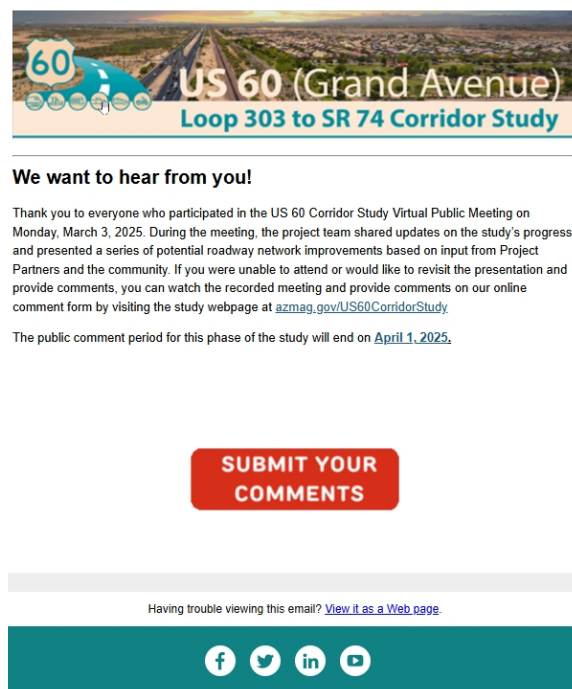
The study team worked closely with the City of Peoria, the City of Surprise, ADOT, and MCDOT to publicize the virtual public meeting and ways to provide input. The publicity was entirely digital and included social media posts and email distributions.

MAG Email

MAG sent an email to those who signed up during Round 1 outreach to receive email updates. Email signup during Round 1 was available at the August 14, 2024 in-person public open house and on the project website. MAG also sent a reminder email to the same list.



Email sent by MAG announcing March 3, 2025 virtual public meeting



Email sent by MAG soliciting online comments

MAG Email

Email (HTML) Email (Plain Text)

From: Maricopa Association of Governments <mag@service.govdelivery.com>
Subject: US 60 - Loop 303 to SR 74 Corridor Study Open House



Please join us for an Open House!

Join us any time between 6:30 and 8 p.m. to meet with the study team, learn about the US 60 (Grand Avenue) - Loop 303 to SR 74 Corridor Study, discuss transportation alternatives for future corridor improvements, and provide us with your feedback.

The Maricopa Association of Governments, in partnership with the cities of Surprise and Peoria, the Arizona Department of Transportation, and the Maricopa County Department of Transportation, is nearing completion of the US 60 (Grand Avenue) - Loop 303 to SR 74 Corridor Study focusing on a comprehensive assessment of current and future travel demands within the study area. The study team carefully assessed existing and future street and highway needs of the surrounding area and is now ready to share the recommendations on a series of investments and actions aimed at improving vehicle travel throughout the area for a long time to come.

Public Open House:

Thursday, November 13, 2025 @ 6:30 - 8 p.m.

Asante Preparatory Academy

23251 N. 166th Dr., Surprise, AZ 85387

[Visit the Study Webpage](#)



Open House Tomorrow Evening!

Join us any time between 6:30 and 8 p.m., November 13, to meet with the study team, learn about the US 60 (Grand Avenue) - Loop 303 to SR 74 Corridor Study, discuss transportation alternatives for future corridor improvements, and provide us with your feedback.

The Maricopa Association of Governments, in partnership with the cities of Surprise and Peoria, the Arizona Department of Transportation, and the Maricopa County Department of Transportation, is nearing completion of the US 60 (Grand Avenue) - Loop 303 to SR 74 Corridor Study, focusing on a comprehensive assessment of current and future travel demands within the study area.

The study team carefully assessed the existing and future street and highway needs of the surrounding area and is now ready to share recommendations on a series of investments and actions aimed at improving vehicle travel throughout the area for the long term.

Public Open House:

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23251 N. 166th Dr., Surprise, AZ 85387

[Visit the Study Webpage](#)

Unable to join us? Leave your comments at the link below.

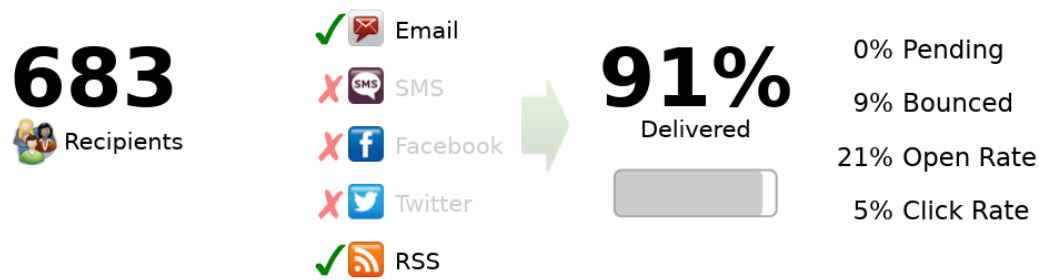
[US 60 \(Grand Avenue\): SR 303L to SR 74 Corridor Study Public Comments](#)

Subject:US 60 Corridor Study: Only a few days left to provide your comments on alternatives

Sent:03/27/2025 10:49 AM MST

Sent By:mholmgren@azmag.gov

Sent To:Subscribers of US 60 Corridor Study



Delivery and performance

These figures represent all data since the bulletin was first sent to present time.

	Progress	% Delivered	Recipients	# Delivered	Opened Unique	Bounced/Failed	Unsubscribes
Email Bulletin	Delivered	90.4%	645	583	109 / 18.7%	62	0
Digest	n/a	n/a	38	38	20 / 52.6%	0	0
SMS Message	Delivered	0.0%	0	0	n/a	0	n/a

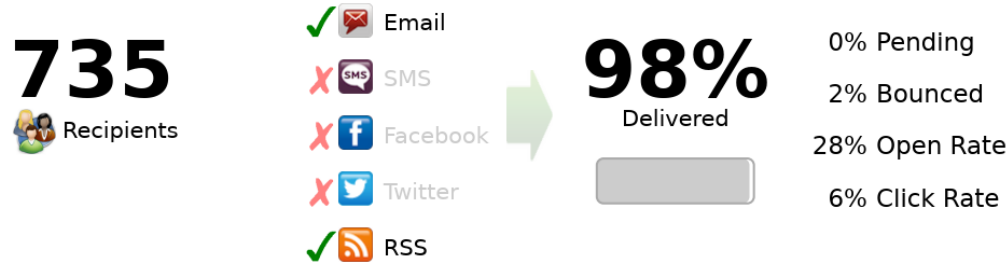
Link URL	Unique Clicks	Total Clicks
https://azmag.gov/Programs/Transportation/Freeways-and-Highways/US-60-Grand-Avenue-SR-303L-to-SR-74-Corridor-Study?utm_source=govdelivery&utm_medium=email&utm_campaign=us60study_comments_studypagelink	20	23
https://azmag.gov/Programs/Transportation/Freeways-and-Highways/Online-Comment-Form?utm_source=govdelivery&utm_medium=email&utm_campaign=us60study_comments_commentsgraphic	7	7
https://azmag.gov/Programs/Transportation/Freeways-and-Highways/Online-Comment-Form?utm_source=govdelivery&utm_medium=email&utm_campaign=us60study_comments_bannergraphic	1	1
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https://subscriberhelp.govdelivery.com/	0	0
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https://twitter.com/MAGregion	0	0
https://www.linkedin.com/company/maricopa-association-of-governments	0	0
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https://www.youtube.com/MAGCommunications/	0	0

Subject: US 60 - Loop 303 to SR 74 Corridor Study Open House

Sent: 10/30/2025 03:31 PM MST

Sent By: gtyus@azmag.gov

Sent To: Subscribers of US 60 Corridor Study



Delivery and performance

These figures represent all data since the bulletin was first sent to present time.

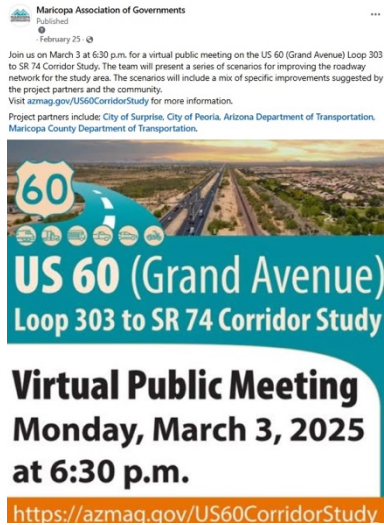
	Progress	% Delivered	Recipients	# Delivered	Opened Unique	Bounced/Failed	Unsubscribes
Email Bulletin	Delivered	97.6%	675	659	168 / 25.5%	16	0
Digest	n/a	n/a	60	60	34 / 56.7%	0	0
SMS Message	Delivered	0.0%	0	0	n/a	0	n/a

Link URL

	Unique Clicks	Total Clicks
https://azmag.gov/Programs/Transportation/Freeways-and-Highways/US-60-Grand-Avenue-SR-303L-to-SR-74-Corridor-Study	33	53
https://azmag.gov/	2	2
https://www.facebook.com/MAGRegional	2	2
https://www.youtube.com/MAGCommunications/	2	2
https://twitter.com/MAGregion	2	2
https://public.govdelivery.com/accounts/AZMAG/subscriber/new?preferences=true	1	1
https://subscriberhelp.govdelivery.com/	0	0
https://subscriberhelp.granicus.com/	0	0
https://www.instagram.com/mag_regional/	0	0
https://www.linkedin.com/company/maricopa-association-of-governments	0	0
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https://content.govdelivery.com/accounts/AZMAG/bulletins/3f93d37?reqfrom=share	0	0

MAG Social Media

MAG publicized the virtual public meeting on its Facebook, Instagram, LinkedIn, and X accounts.



MAG Facebook post dated February 25, 2025 announcing March 3, 2025 virtual public meeting

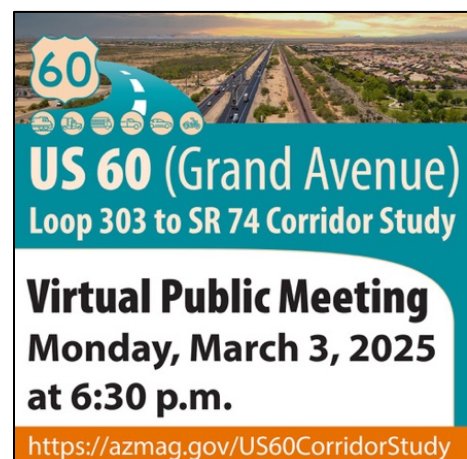


MAG Facebook Post dated March 13, 2025 soliciting online comments

Partner Publicity Toolkit

The study team emailed publicity items to project partner public information offices on February 19, 2025, along with a request for assistance with publicizing ways for the public to provide comments, including the virtual public meeting and the project website. The following items were provided:

- Social media graphics formatted for Facebook/Instagram and X, to be accompanied by the following text: *“Join us for Virtual Public Meeting to discuss traffic challenges and solutions in the area of US 60 (Grand Avenue) from Loop 303 to SR 74. Visit www.azmag.gov/US60CorridorStudy for more information.”*
- Digital invitation that can be attached to email distributions.
- Word document containing text that can be used in e-mail distributions (e.g., City Council e-newsletters, GovDelivery) and/or news releases.

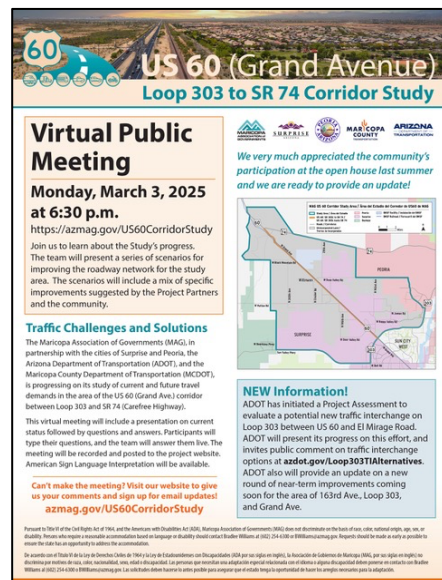


Social media graphic formatted for Facebook and Instagram

A second set of social media graphics was provided to the project partners on March 21, 2025, to request their assistance in reminding the community about the opportunity to comment online through April 1, 2025.

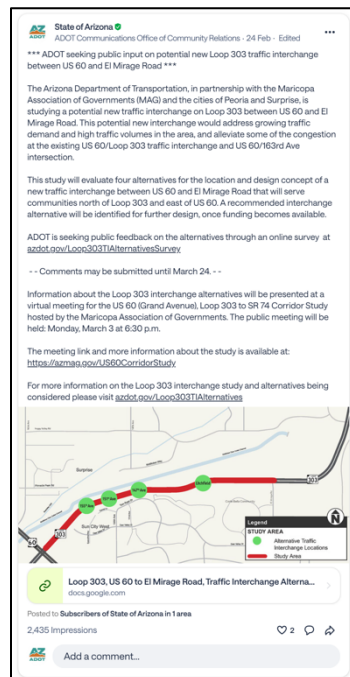


*Social media graphic formatted for X.
Suggested accompanying text: "Don't forget to provide your input! Visit our website to learn more about ideas for addressing traffic congestion and tell us what you think by April 1, 2025. Your input helps us plan for better solutions."*

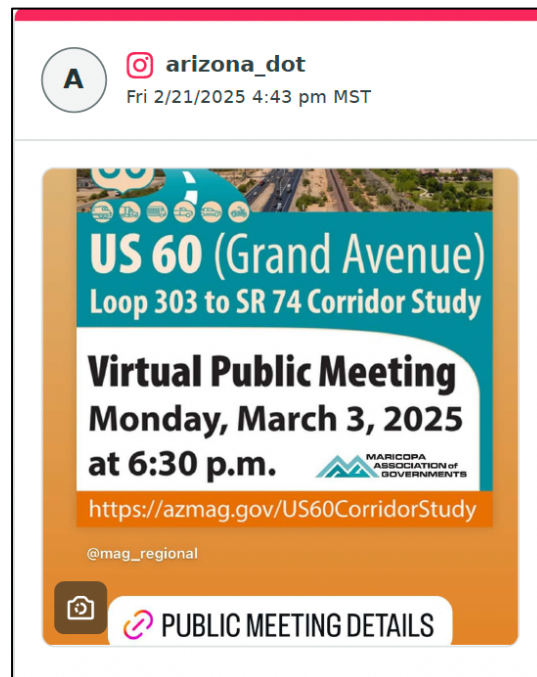


Digital invitation provided to accompany email distributions

Partner Publicity—ADOT



Posted February 24, 27, and 28, and March 1, 2, and 3, 2025

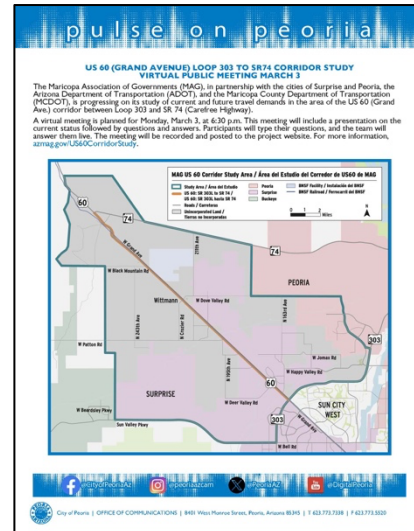


Posted February 21 and 25, 2025

ADOT posted on social media as shown above and sent an email to 16,693 subscribers in and around the study area on February 24, 2025.

Partner Publicity—City of Peoria

Peoria’s social media channels (Facebook, X, and NextDoor) and weekly newsletters promoted the public meeting on February 17, February 24, and March 3, 2025. The weekly newsletters are emailed to 1,900 subscribers, and the media distribution list includes approximately 160 contacts.



City of Peoria weekly newsletter, “Pulse on Peoria”

Partner Publicity—City of Surprise

The City of Surprise posted the virtual public meeting to its surpriseaz.gov website calendar, emailed a press release to City News subscribers on February 21, 2025, and to City Council District 1 email subscribers on February 24, 2025. The meeting invitation also was featured on the Surprise Lately news show that plays on the City TV channel and emailed to City News subscribers and posted February 28, 2025 to YouTube, Facebook, X, Threads, and Instagram. The information also was posted to City of Surprise social media—Facebook X, Instagram, and Threads—on February 21, February 28, and March 3, 2025; and posted to City Council District 1 social media on March 3, 2025, before the meeting and at the time of Q&A. Finally, the City and District 1 posted the recap video to social media on March 5, 2025.

Partner Publicity—MCDOT

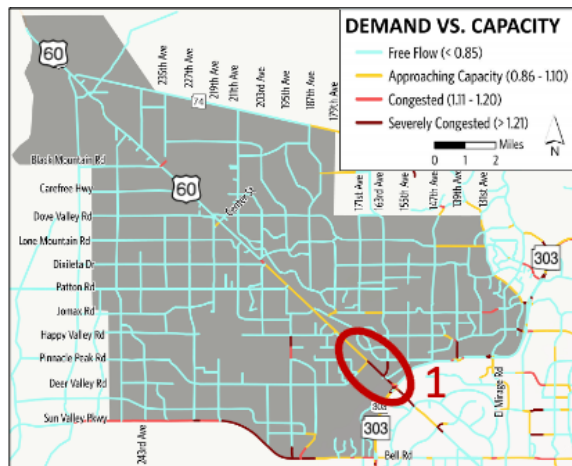
MCDOT posted the meeting information to Facebook and Instagram on February 25 and 26, 2025.

Project Website and Online Comment Form

Available at azmag.gov/US60CorridorStudy, the project website includes information about the study and ways for the public to provide input. Prior to the virtual public meeting, the project website was updated to include information about the meeting, an online comment form (a tool for the public to provide input), and information that would be presented at the virtual public meeting. A recording of the virtual public meeting was posted to the website the day after the meeting.

The responses to each of the alternatives identified in the online survey (refer to page 3) are summarized in the paragraphs below. Appendix B provides a full listing of the additional individual online comments received, and Appendix C includes a spreadsheet identifying additional alternatives to be considered that were suggested by the responders.

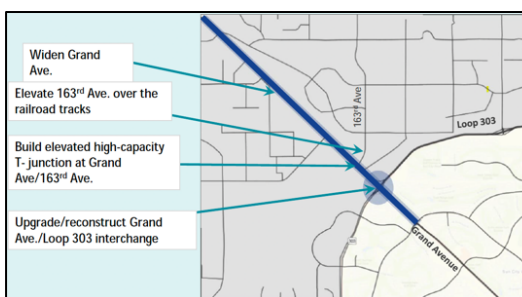
Area of Concern 1: Grand Avenue and 163rd Avenue from Pat Tillman Boulevard to Loop 303



Area of Concern 1 is shown on the map at left. The four alternative conceptual strategies for Area of Concern 1 are shown below, along with the associated online comment form results.

Alternative 1.1: Upgrade Grand Avenue/163rd Avenue intersection and Grand Avenue/Loop 303 interchange.

- Elevate 163rd Avenue over railroad tracks that has an elevated three-legged junction with Grand Avenue.
- Major upgrade/reconstruction of the Grand Avenue/Loop 303 Interchange.
- Widen Grand Avenue from Pat Tillman Boulevard to RH Johnson Boulevard.



Comments on Alternative 1.1 expressed frustration over traffic congestion in the 163rd Avenue, Grand Avenue (US 60), Loop 303, and Deer Valley Road areas, citing long travel times, daily bottlenecks, and safety concerns. Many urged immediate action, emphasizing that the situation will worsen with continued residential development and the potential BNSF development. There were also questions as to whether the railroad will contribute funding since its operations impact local roads.

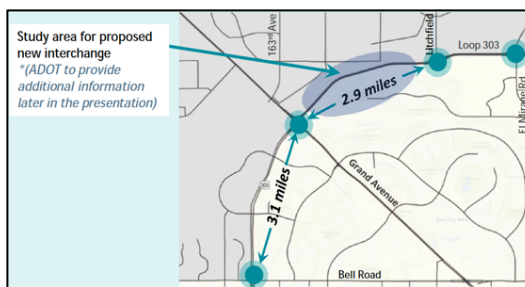
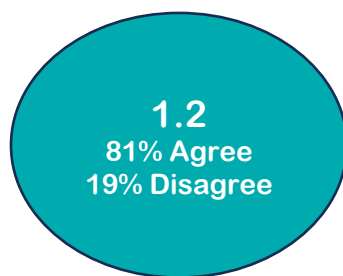
There is agreement with elevating US 60 over 163rd Avenue, constructing flyovers at key intersections, and eliminating stoplights to improve traffic flow. Suggestions include widening

Grand Avenue and other roads west of Loop 303, adding new routes like Jomax Road to Loop 303 or Pat Tillman Boulevard extensions, and creating bypasses to divert truck traffic.

Concerns over speed limits, poor road design, signal timing, and lack of traffic enforcement were common, with calls for lower speed zones, photo enforcement, and better separation of local and freight traffic. Overall, the comments were unified endorsing comprehensive, timely solutions to reduce congestion and improve safety in the area.

Alternative 1.2: Build a new Loop 303 interchange east of Grand Avenue.

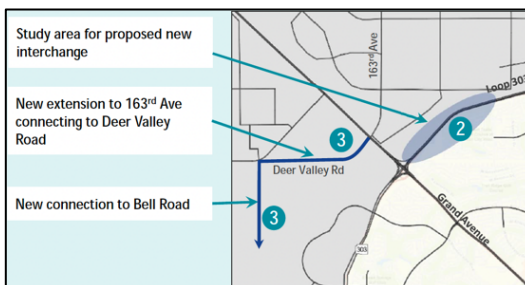
- The location of this interchange would be determined by ADOT in a separate project.



Comments received on Alternative 1.2 expressed a desire for better freeway access and traffic relief in the rapidly growing area near 163rd Avenue, Grand Avenue, and Loop 303. Comments favored a new interchange near 155th or 151st Avenue. Suggestions included adding flyovers, eliminating traffic signals, building sound barriers, and providing additional exits to Loop 303, especially from 163rd Avenue and nearby communities. There is concern about routing traffic through Sun City West due to safety concerns.

Alternative 1.3: Include a new interchange and extend 163rd Avenue south to connect with Deer Valley Road and add a connection to Bell Road.

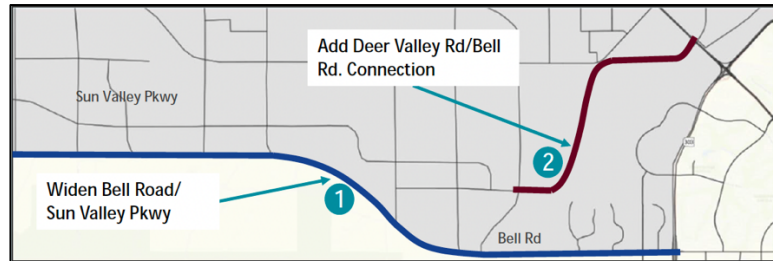
- The location of the new interchange will be determined by ADOT in a separate project.



Comments received on Alternative 1.3 included suggestions like elevated or bypass roads, widening Grand Avenue, and enhancing emergency evacuation routes. While some fear increased traffic from commercial vehicles like trash trucks, most agree that new infrastructure is essential due to ongoing housing development and rising population. There is a desire for immediate action to improve connectivity and reduce dependence on Grand Avenue.

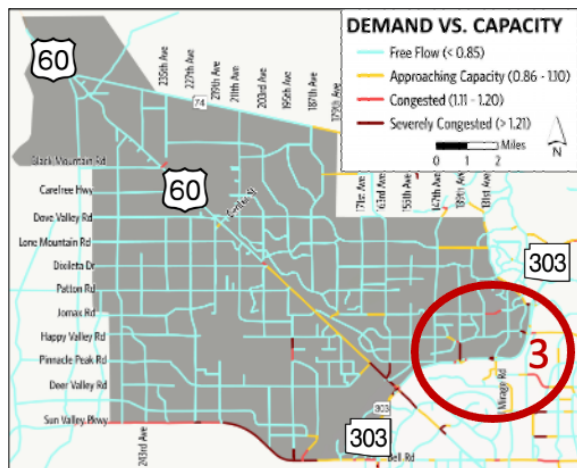
Alternative 2.2: In addition to Alternative 2.1 (widening Bell Road/Sun Valley Parkway), provide a new connection from Deer Valley Road to 187th Avenue.

- Widen Bell Road/Sun Valley Parkway as an arterial street to the width needed to meet total demand.
- New connection between Sun Valley Parkway and realigned Deer Valley Road.



Comments received on Alternative 2.2 expressed need for better ways to reduce congestion, with suggestions including a bypass route and a connection between Bell Road and Deer Valley Road. Some propose paving Adkins Road and widening key areas like Grand Avenue, Loop 303, and Sun Valley Parkway. Opinions vary on whether these measures would effectively reduce traffic or just push the congestion to other areas. There are also concerns about the impact on residential neighborhoods and whether the proposed changes would be merely temporary fixes.

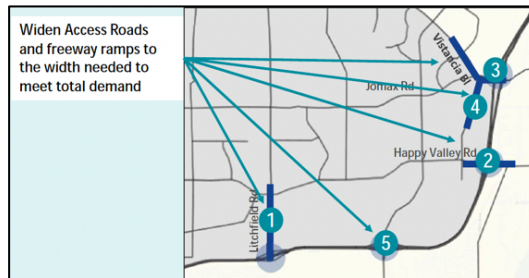
Area of Concern 3: Access to Loop 303 from Peoria



Area of Concern 3 is shown on the map at left. The alternative conceptual strategy for Area of Concern 3 is shown below, along with the associated online comment form results.

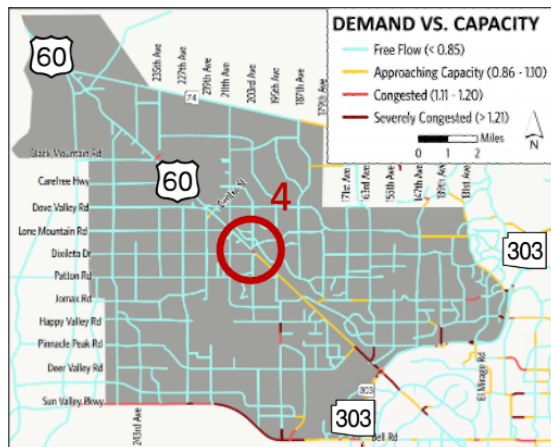
Alternative 3.1: Widen access roads.

- Widen Litchfield Road, Happy Valley Road, Jomax Road, Vistancia Boulevard, and freeway ramps to the width needed to meet total demand.



Comments received on Alternative 3.1 indicated agreement with expanding and improving road infrastructure in the area surrounding Loop 303, particularly emphasizing the need to extend roads like Jomax Road, El Mirage Road, and Litchfield Road north of Loop 303 to meet growing traffic demands. There is concern about inadequate access points to Loop 303, with suggestions to widen key roads and create additional exits to ease traffic flow. Some commenters argued against placing interchanges at Litchfield Road, while others pushed for better long-term planning, including transit options and smarter traffic designs like jug handles.

Area of Concern 4: 203rd Avenue/Bradley Road/Future Lone Mountain Road Connection(s) to Grand Avenue.

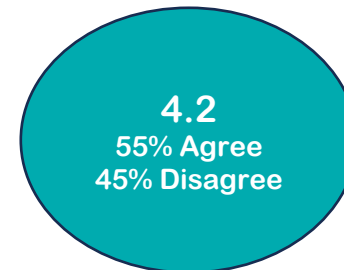


Area of Concern 4 is shown on the map at left. The three alternative conceptual strategies for Area of Concern 4 are shown below, along with the associated online comment form results

Alternative 4.1: Develop a design solution allowing these two closely spaced three-leg intersections with Grand Avenue to operate well.

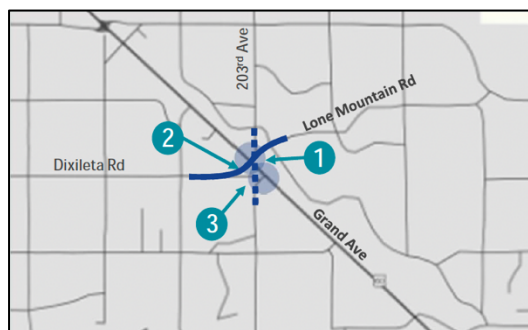
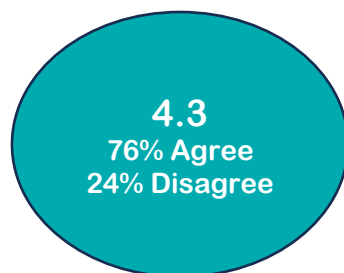


Alternative 4.2: Convert these two intersections into a single 6-leg intersection.



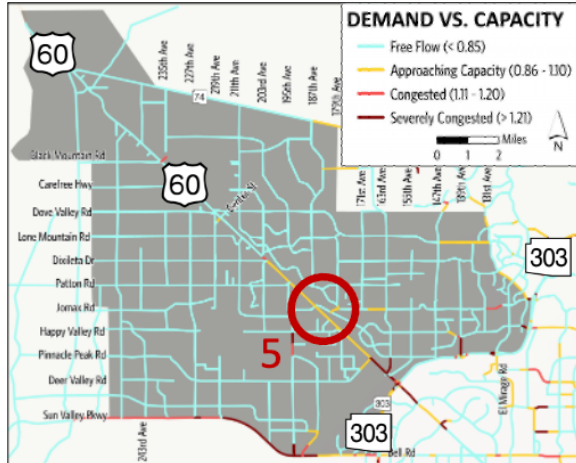
Alternative 4.3: Realign Dixileta Road and Lone Mountain Road and create intersection with bridge at 203rd Avenue.

- Four-leg Intersections at Lone Mountain and Dixileta roads.
- 203rd Avenue bridges over Grand Avenue.



Comments received on Area of Concern 4 disagree with adding more traffic signals on US 60 and Grand Avenue, emphasizing a need for smoother, uninterrupted traffic flow. Many commenters advocated for constructing flyover ramps, bridges, or full freeway interchanges instead of at-grade intersections, citing frustration with poor signal timing and growing congestion. Residents support rural character preservation and stress that solutions should anticipate future growth while maintaining Grand Avenue as a true highway.

Area of Concern 5: Jomax Road Access to Pat Tillman Boulevard Continuing to Grand Avenue

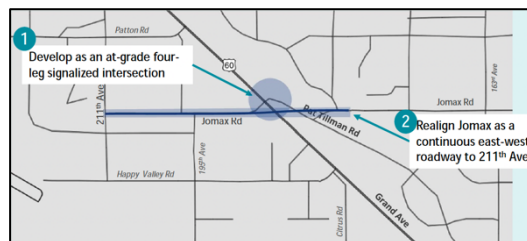
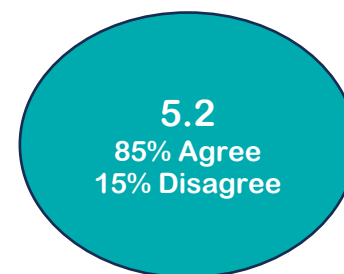


Area of Concern 5 is shown on the map at left. The two alternative conceptual strategies for Area of Concern 5 are shown below, along with the associated online comment form results.

Alternative 5.1: Keep the intersection of Pat Tillman Boulevard with Grand Avenue as an at-grade four-leg signalized intersection.



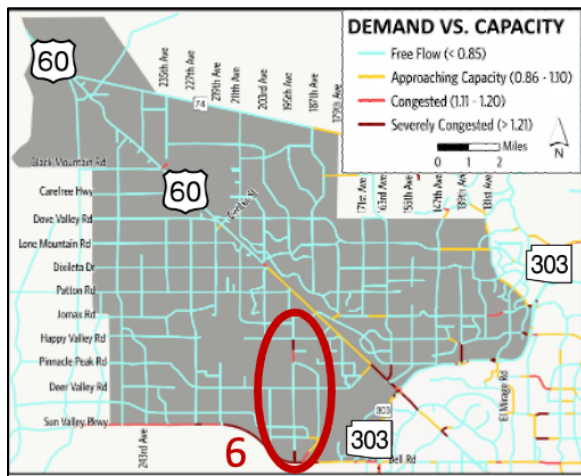
Alternative 5.2: Realign Jomax Road as a continuous east-west roadway from Pat Tillman Boulevard all the way to 211th Avenue.



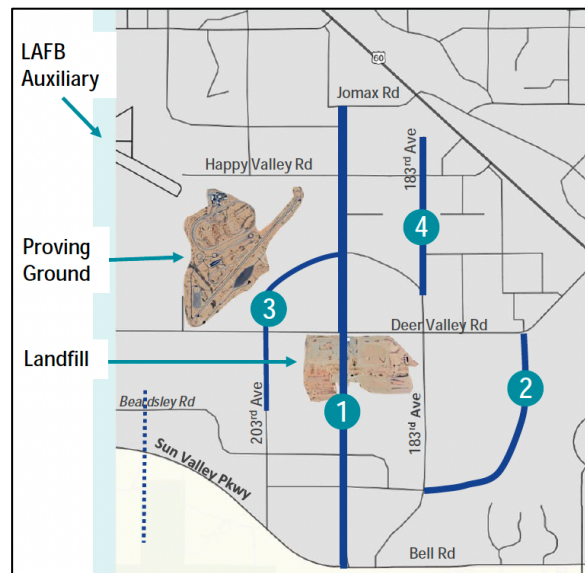
Comments received on Alternative 5.1 indicate that the community disagrees with adding traffic signals along Grand Avenue, emphasizing the need for freeway-style access with overpasses, interchanges, and elevated highways, and stating that traffic lights create congestion, lengthen commutes, and compromise safety. Comments advocated for building interchanges like at Bell Road/Grand Avenue, improving connectivity through roads like Jomax Road and Pat Tillman Boulevard, and ensuring any new development supports efficient, non-stop traffic flow.

Comments received on Alternative 5.2 emphasized the need for better traffic flow along US 60, favoring solutions like traffic circles, elevated crossings, and limited access highways over traffic signals and at-grade intersections. Many residents advocated for moving US 60 above key intersections, adding on/off ramps, and ensuring uninterrupted highway travel. There is concern over safety, especially with increased accidents at existing at-grade crossings. Suggestions included using Patton Road instead of Jomax Road for better connectivity and to avoid development limitations near Luke Air Force Base.

Area of Concern 6: Access to Sun Valley Parkway from Happy Valley Road



Area of Concern 6 is shown on the map at left. The four alternative conceptual strategies for Area of Concern 6 are shown below, along with the associated online comment form results.



Alternative 6.1: Widen 195th Avenue running through the landfill.



Alternative 6.2: Provide a parallel north-south road connection east of 187th Avenue connecting Deer Valley Road to Sun Valley Parkway.



Alternative 6.3: Provide a connection to 203rd. Avenue between Happy Valley Road and Deer Valley Road.

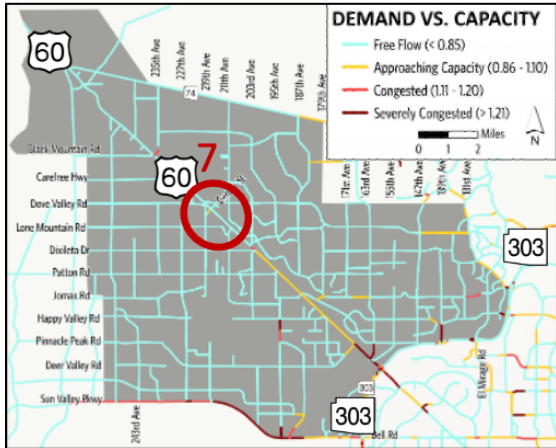


Alternative 6.4: Fill in the gap on 187th Avenue between Jomax Road and Deer Valley Road.



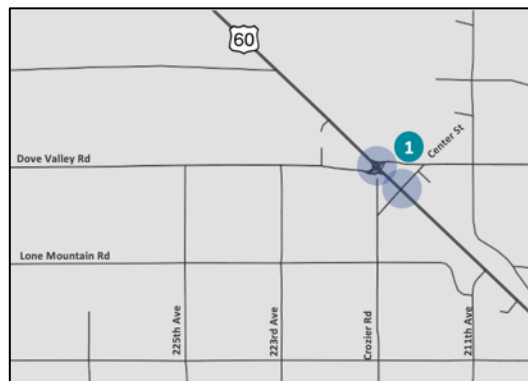
Comments on Area of Concern 6 focused on access points to Bell Road and the construction of new roads. Building 211th Avenue is anticipated to provide significant improvement, while other options, such as creating new routes through undeveloped areas, are seen as less effective or wasteful. Commenters want better traffic flow, especially on Deer Valley Road and Grand Avenue, and prefer alternatives that alleviate congestion and provide direct connection between key areas like Sun Valley Parkway and Grand Avenue. Suggestions also address the need to relocate heavy truck traffic, improve emergency routes, and prioritize long-term infrastructure over short-term solutions.

Area of Concern 7: Dove Valley Road/Center Street/Crozier Road in Wittmann



Area of Concern 7 is shown on the map at left. The three alternative conceptual strategies for Area of Concern 7 are shown below, along with the associated online comment form results.

Alternative 7.1: Develop a design concept that allows all movements to accommodate demand, at grade, with signal coordination.



Comments on Alternative 7.1 expressed disagreement with adding more traffic signals along US 60 near Wittmann. Residents emphasized the need for long-term solutions such as overpasses, on/off ramps, and limited-access highways instead of temporary fixes like new traffic lights. Concerns were raised about safety for students at Nadaburg Elementary School, enforcement of traffic laws, and proper planning to account for heavy truck use and existing intersections. Multiple comments stressed the importance of maintaining US 60 as a continuous-flow highway.

Alternative 7.2: Elevate Center Street over Grand Avenue and provide a four-legged intersection at Grand Avenue and Dove Valley Road.

- Center Street does not connect directly to Grand Avenue.
- Extend Ocupado Drive and/or Myers Street.



Comments on Alternative 7.2 expressed consensus against adding traffic signals and favoring grade separation to maintain traffic flow and safety. Several contributors stated the need for interchanges, particularly at Dove Valley Road and Center Street, with ideas like pedestrian or golf cart bridges to improve safety. There were also concerns about impacts on local streets like Ocupado Drive and Myers Street, and issues with the functionality of current traffic lights.

Alternative 7.3: Elevate Center Street over Grand Avenue and provide four-legged intersections on Grand Avenue at Dove Valley Road and 211th Avenue (with Lone Mountain Road potentially bridging over Grand Avenue).



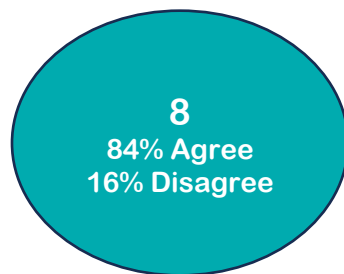
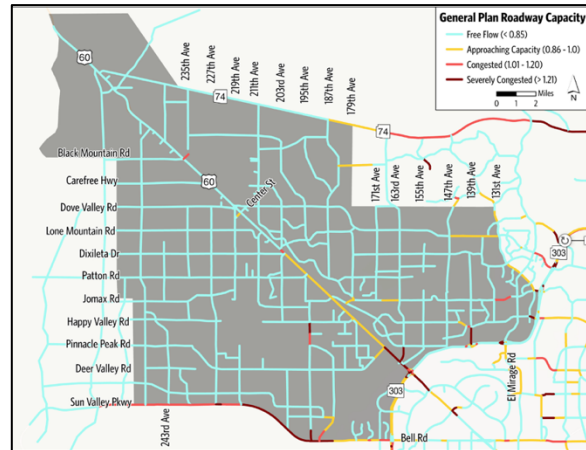
Comments received on Alternative 7.3 emphasized that US 60 must remain a highway without traffic signals—favoring overpasses, interchanges, and ramps instead of at-grade intersections. There was support for bringing 211th Avenue directly down to Sun Valley Parkway to avoid routing truck traffic back to Grand Avenue. Suggestions included prioritizing an interchange at 211th Avenue over Dove Valley Road, terminating some streets to reduce redundancy, and elevating intersections like Center Street to improve traffic flow and safety. Some suggested that BNSF should cover the costs of necessary upgrades.

Area of Concern 8: Arterial Network with Probable Gaps

This is an area-wide issue. Streets are typically constructed by developers as they build on the surrounding land. This will result in some gaps in the road network.

This causes two problems. First, some gaps will need to be filled before the surrounding land is developed. This would be the responsibility of the local jurisdiction, but funding is limited.

Second, the future street network shown on the map at right will work as planned only if all the streets in the map are built when they are needed. This requires that the rights-of-way for all these streets be protected and not removed by future General Plan amendments.



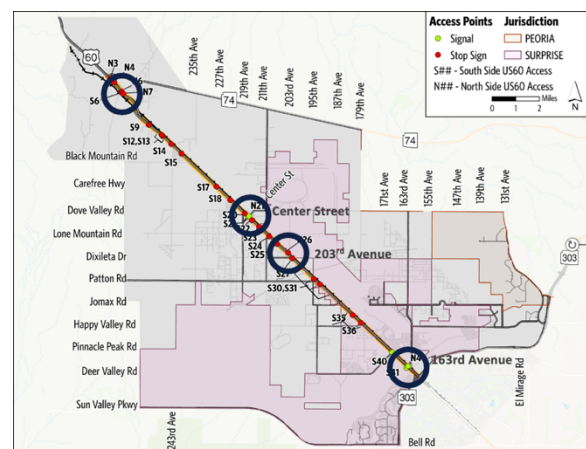
Comments on this Alternative indicated that priorities should be completing arterial roads, avoiding at-grade intersections on US 60, constructing proper highway access ramps, and maintaining 1-mile intervals for highway connections to prevent traffic bottlenecks. Along with concerns about congestion, comments highlighted the importance of rural preservation, limiting high-density housing, and ensuring funding—possibly through bonds—for infrastructure before further development.

Area of Concern 9: Railroad Crossings

There currently are four surface-level railroad crossings in the study area, as shown on the map at right. When trains are present at at-grade crossings, roadway traffic is stopped, causing traffic congestion.

It is expected that the crossing at 163rd Avenue will be elevated in the coming years, and the existing crossing at Center Street could also be removed.

Additional connections to Grand Avenue will be needed, and most of these new connections will also cross the railroad tracks. It will need to be decided how many of these new railroad crossings need to be elevated over the tracks, and how many should be surface level.



The four alternative conceptual strategies for Area of Concern 9 are shown below, and with the associated online comment form results are shown at left. It is important to note that requiring all railroad crossings to be elevated is very costly and will reduce the number of crossings that can be provided.

Alternative 9.1: Keep the number of at-grade crossings at the current level with new at-grade crossings allowed only after an existing crossing is grade separated or removed.



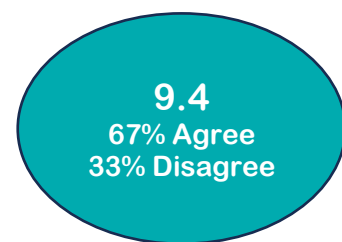
Alternative 9.2: Set an agreed-upon maximum limit of at-grade crossings and require all other crossings to be elevated.



Alternative 9.3: Do not allow any new at-grade crossings, and grade separate existing crossings over time.



Alternative 9.4: Establish a policy that all railroad crossings should also be Grand Avenue crossings, or they should be moved to locations that can cross Grand Avenue.

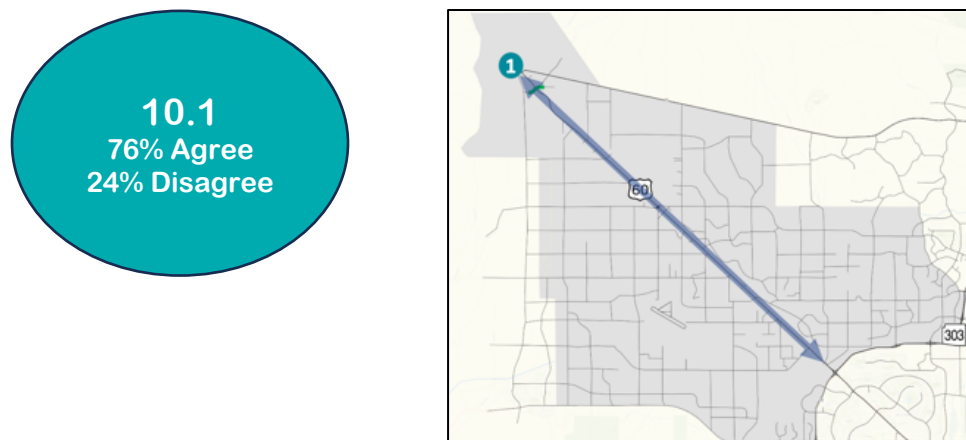


For Area of Concern 9, comments communicated disagreement with the use of at-grade railroad crossings on US 60, especially considering anticipated increases in train and truck traffic due to the proposed BNSF intermodal facility. Many believe that only one intersection—Meeker Boulevard and Grand Avenue—should be grade separated with public funding due to its proximity to a hospital, while BNSF should be financially responsible for all other grade separations. There was a clear push for the construction of elevated crossings, on/off ramps, and freeway interchanges like Bell Road and Grand Avenue to ensure continuous traffic flow and minimize congestion.

Area of Concern 10. Access Management

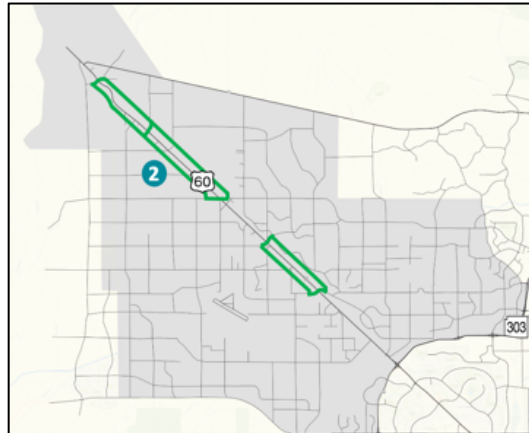
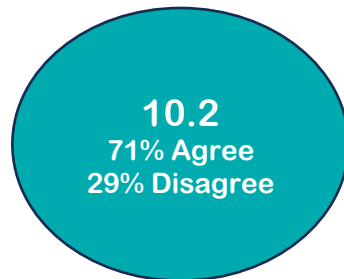
Another area-wide concern is access management. The safety concerns associated with the high speeds and congestion on Grand Avenue are compounded by allowing direct access to the road, such as driveways and intersections. The three alternative conceptual strategies for providing safer access are shown below, along with the associated online comment results.

Alternative 10.1: Add acceleration and deceleration lanes at every unsignalized access point along Grand Avenue.



Comments on Alternative 10.1 highlighted safety and infrastructure concerns along Grand Avenue between Loop 303 and Wickenburg. Residents urged a full repaving of the road—not just temporary fixes—as the current condition is said to be damaging vehicles. There were strong calls for longer, well-marked turn-only lanes, lowered speed limits in certain sections (especially between Loop 303 and Wittmann), and an upgrade of US 60 to full highway standards to improve traffic flow and emergency response times. Many emphasized the need for better signage, education on lane usage, and thoughtful planning to prevent accidents, particularly at access points where vehicles struggle to merge or accelerate safely.

Alternative 10.2: Create new frontage roads to reduce the number of unsignalized access points along Grand Avenue.



Comments on Alternative 10.2 suggested restricting access to US 60 in 1-mile increments, eliminating at-grade railroad crossings, and constructing on/off ramps or bridges over railroad tracks. A suggestion was included to create frontage roads and extend them across the railroad tracks, along with adding longer and wider turn lanes. Concerns about impacts on nearby residences, speeding, and traffic congestion on Grand Avenue were raised, with some suggesting acceleration and deceleration lanes as a solution. The idea of widening Grand Avenue was also mentioned, and there were questions about the effectiveness of various proposals, including whether to allow semis on the roads.

Alternative 10.3: Hybrid of Alternatives 1 and 2.



Comments on Alternative 10.3 suggested eliminating at-grade railroad crossings and intersections along US 60 by constructing on/off ramps leading to bridges over railroad tracks, like those at Bell Road and Grand Avenue. It was stated that this long-term solution would benefit both local and through traffic, and would require investment in monitoring and traffic enforcement, including photo monitoring for violations and proper police staffing. The comments also suggested

minimizing signalized intersections to avoid worsening air quality and addressing overuse of frontage roads that connect to Grand Avenue. The goal is to ensure that US 60 can safely accommodate more traffic and not be compromised as a non-stop highway.

ROUND 2 LESSONS LEARNED AND NEXT STEPS

The study team is committed to intentional reflection at the conclusion of each round of outreach to document lessons learned in attempt to continually improving our service to and quality of dialogue with the community. This round, we had the following takeaways:

- Developing and sharing consistent publicity materials with partner agencies is extremely valuable and should be a standard procedure for all transportation planning projects.
- Combining the meeting with ADOT was a valuable service to the community. By looking at the study holistically and collaborating closely with our partners, we were able to give the community a clearer understanding of what is happening in their area.

The study team is reviewing community feedback and continuing computer modeling and technical analysis to develop final recommendations.

The next public engagement event will be an in-person public open house in late 2025 to present and gather feedback on improvements recommended to be carried forward. into design and implementation in phases. This will provide the community with an opportunity to ask questions and make suggestions on the recommendations. Heading into this third and final event for the study, the team will continue to coordinate closely with the project partners to publicize opportunities for input.

APPENDIX A: VIRTUAL PUBLIC MEETING PRESENTATION

Welcome

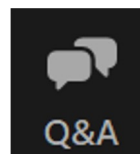
US 60 (GRAND AVENUE) CORRIDOR STUDY:
LOOP 303 (ESTRELLA) TO SR 74

PUBLIC MEETING
IDENTIFYING ISSUES AND DEFINING ALTERNATIVE SOLUTIONS

March 3, 2025
6:30 PM

Meeting Format

- MAG Presentation: US 60 (Grand Avenue) Corridor Study
- ADOT Presentation: Additional Near-Term improvements
Potential New Loop 303 Interchange
- Questions and Comments



Presentation

US 60 (GRAND AVENUE) CORRIDOR STUDY:
LOOP 303 (ESTRELLA) TO SR 74

PUBLIC MEETING
IDENTIFYING ISSUES AND DEFINING ALTERNATIVE SOLUTIONS

March 3, 2025
6:30 PM

Presenters and Panelists

Presenters

- Moderator: Kristin Sebastiani
- MAG Project Manager: Brad Williams
- Consultant Manager: Troy Sieglitz

Panelists

- City of Surprise
- City of Peoria
- Maricopa Department of Transportation
- Arizona Department of Transportation
- Arizona State Land Department

MARICOPA ASSOCIATION OF GOVERNMENTS



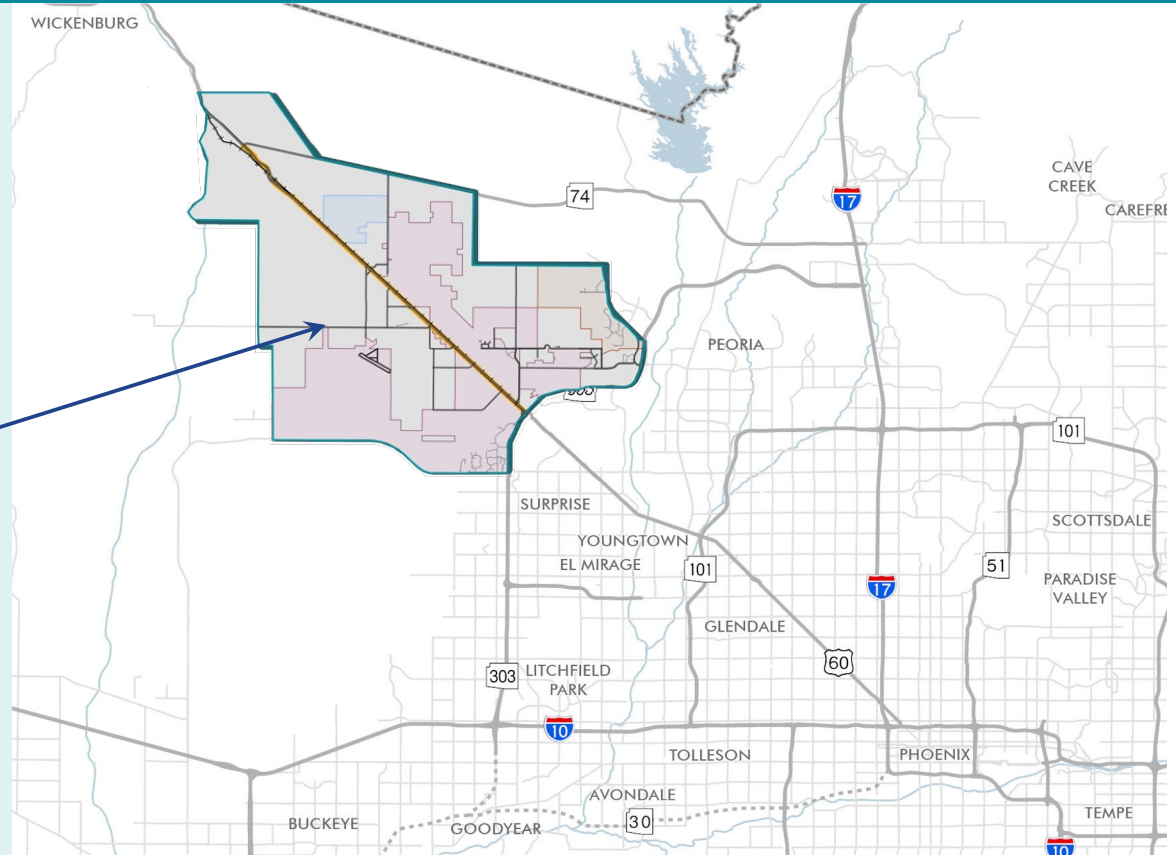
Meeting Agenda

- Study Background and Timelines
- Existing Conditions
- Future Conditions
- Areas of Concern
- Strategies to Address Concerns
- Next Steps (US 60 Corridor Project)

Study Area

**US 60 (GRAND AVENUE)
CORRIDOR STUDY: Loop
303 (Estrella) to State
Route 74**

Study Area



Study Schedule

February 2024

Initiate
project

August 2024

Public Open
House

March 2025

Virtual Public
Meeting

Summer/Fall 2025

In-Person Public
Meeting

Fall 2025

Project Report



We are here

Public Open House – August 2024

What We Learned

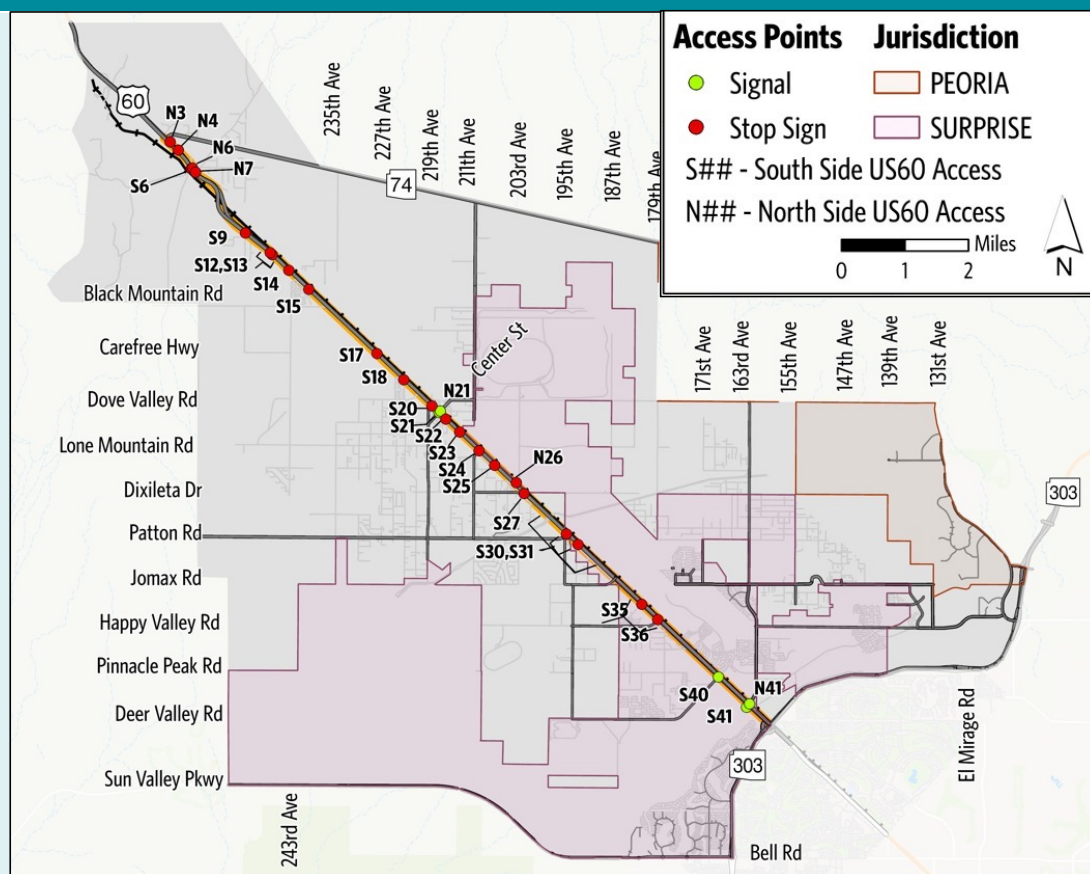
- Intense interest (175 participants)
- The current situation is critical
- More action is needed
- Safety is a priority
- Additional connectivity desired
- Frustration with the current situation
- Appreciation for actions being taken



EXISTING CONDITIONS (2023)

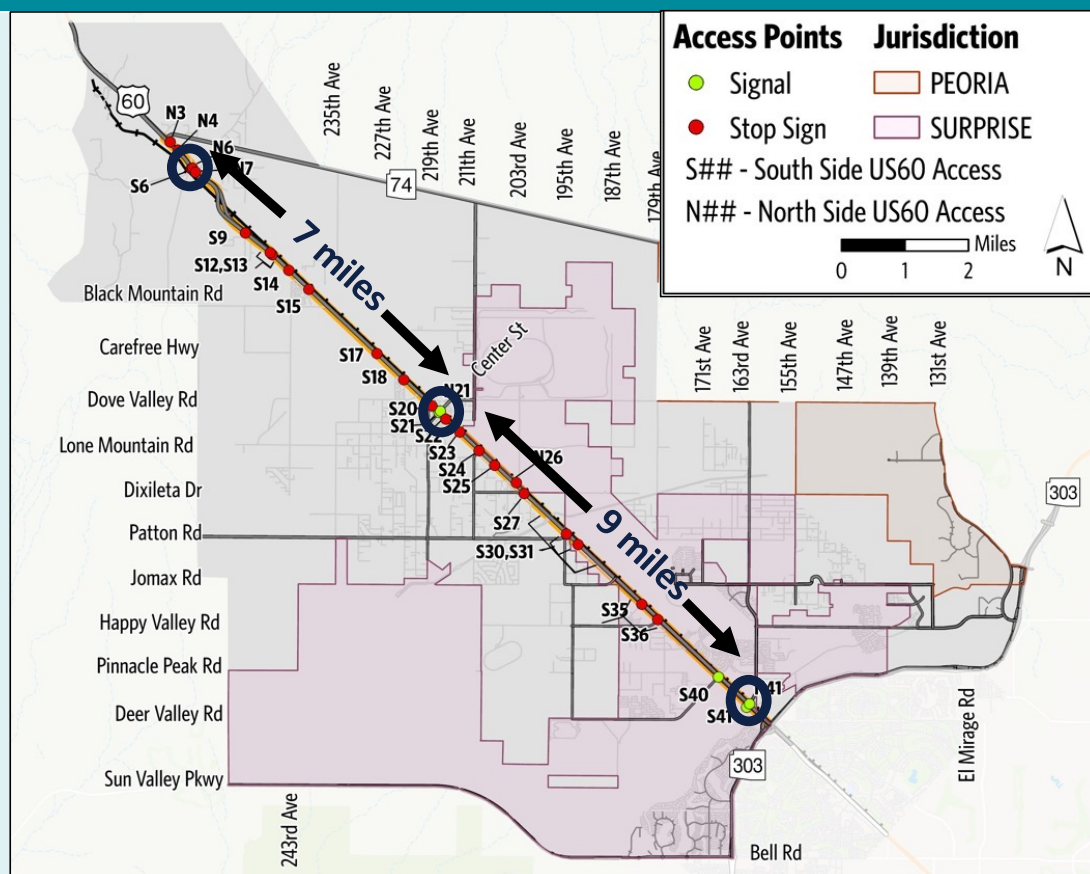
Access Along Grand Avenue

- Southside Access – 21 Locations
- Northside Access – 7 Locations



Access Along Grand Avenue

- Southside Access – 21 Locations
- Northside Access – 7 Locations
- Road Crossings – 3 Locations
 1. Gates Rd/Rockaway Hills Rd
 2. Center St
 3. 163rd Ave

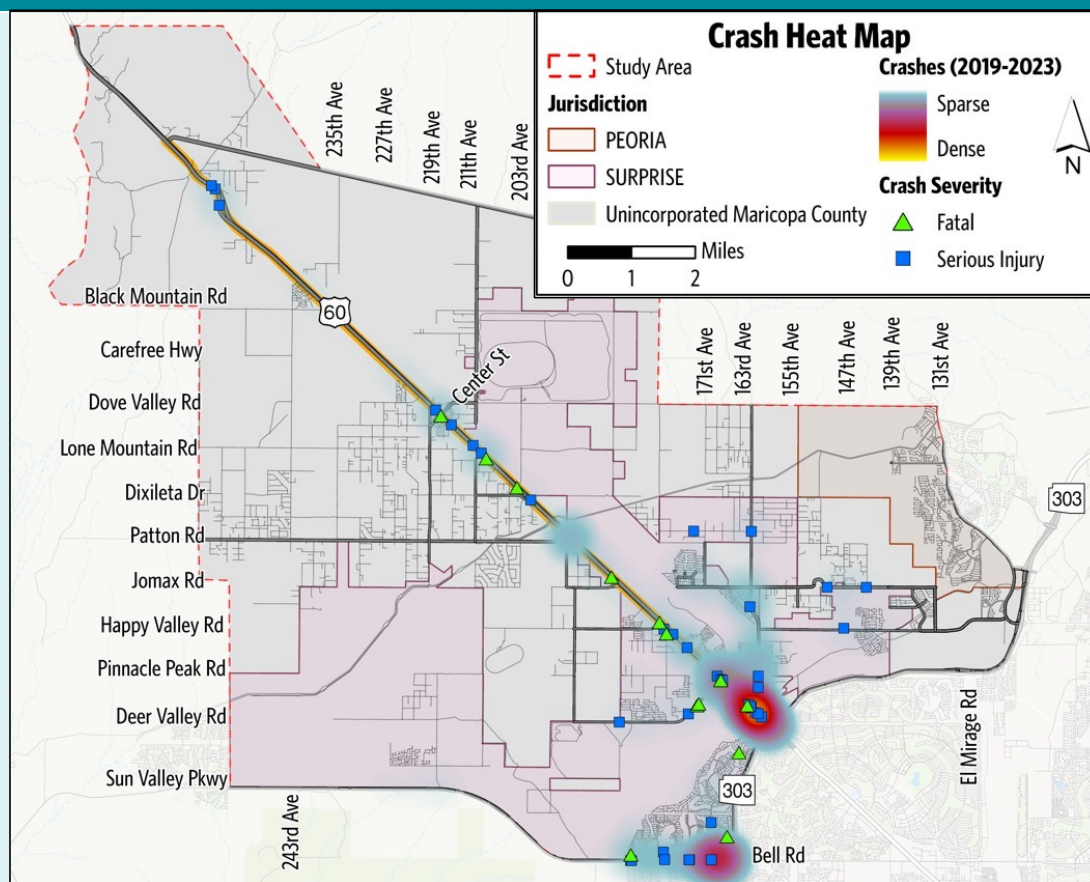


Traffic Safety

Traffic Crashes (2019-2023)

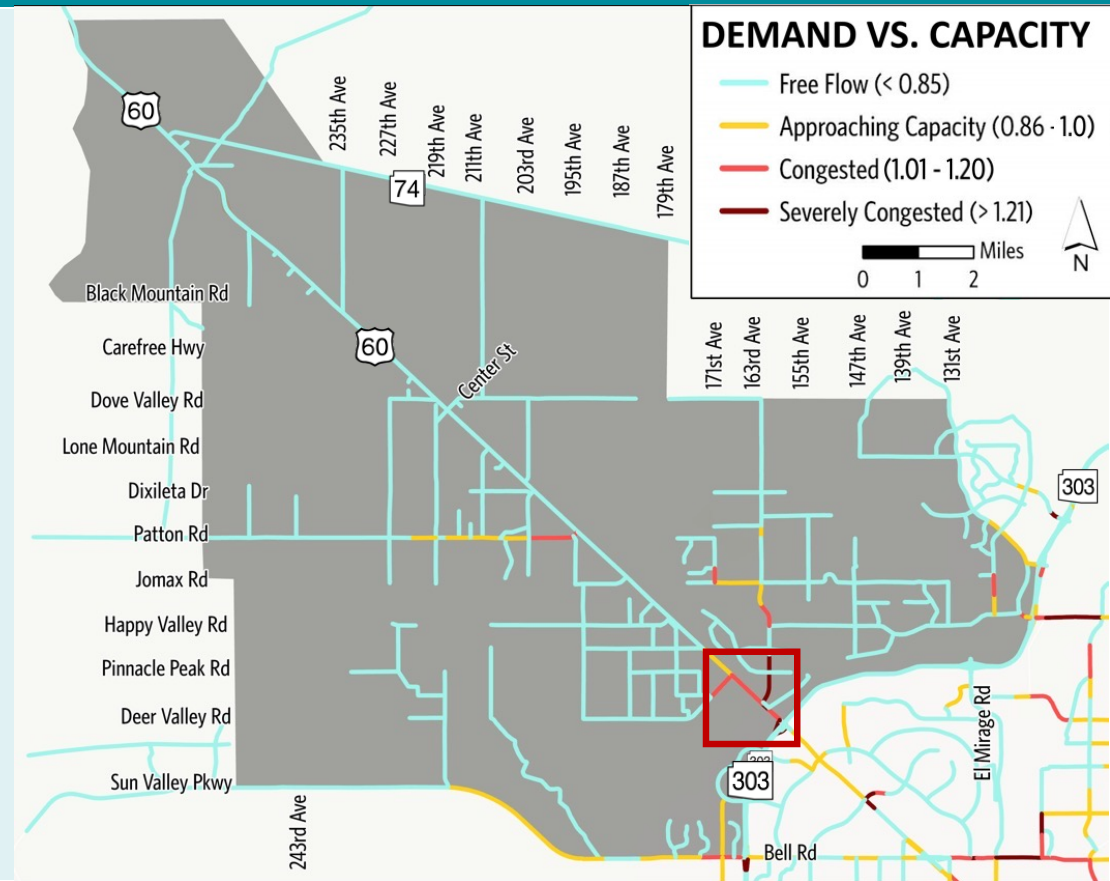


- Most crashes occur where volumes are highest and congestion is worst
- Serious injury and fatal crashes occur areawide (9% of total)



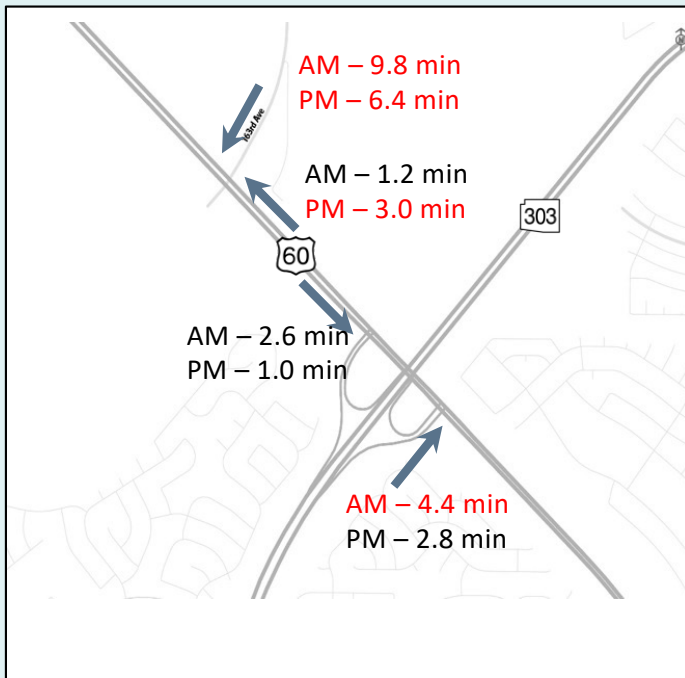
Existing Roadway Congestion

- Congestion occurs on Grand Ave and 163rd Ave between Deer Valley Rd and Loop 303
- Small pockets of congestion emerging in other locations

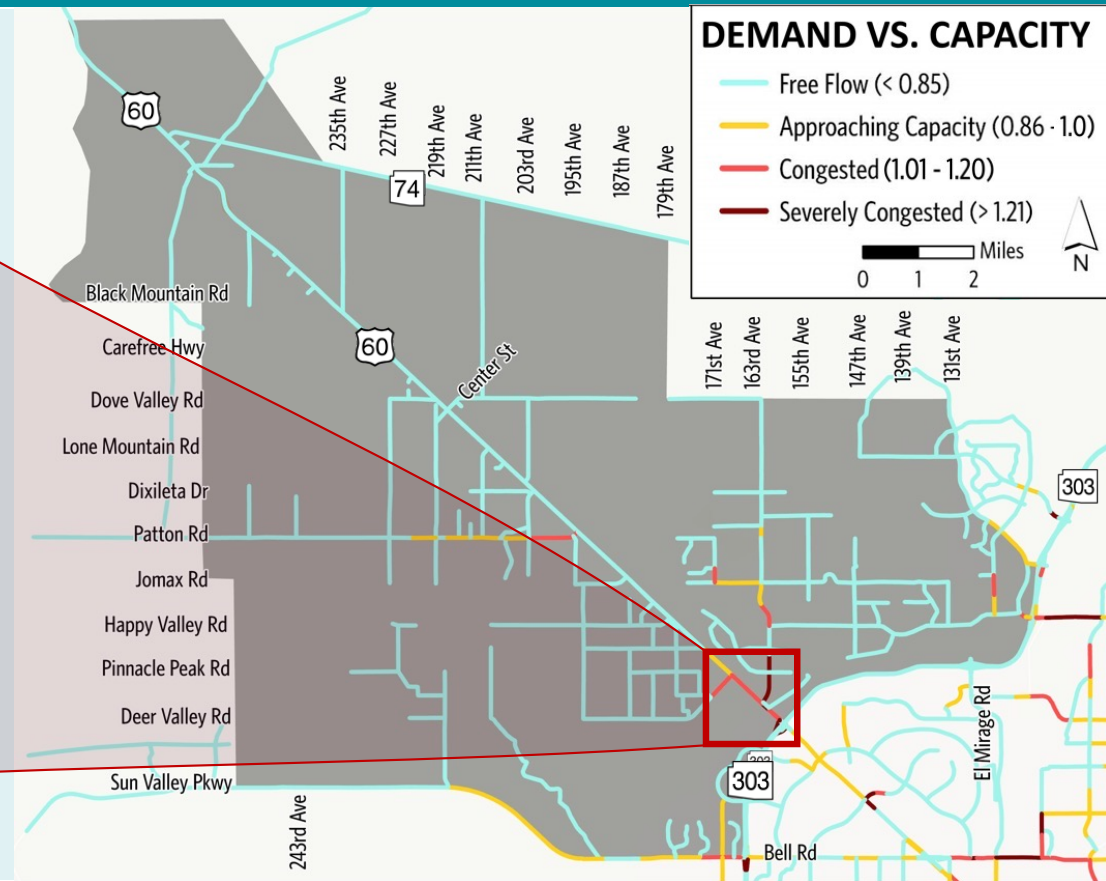


Existing Roadway Congestion

2023 TRAVEL TIMES



nd Ave
er Valley

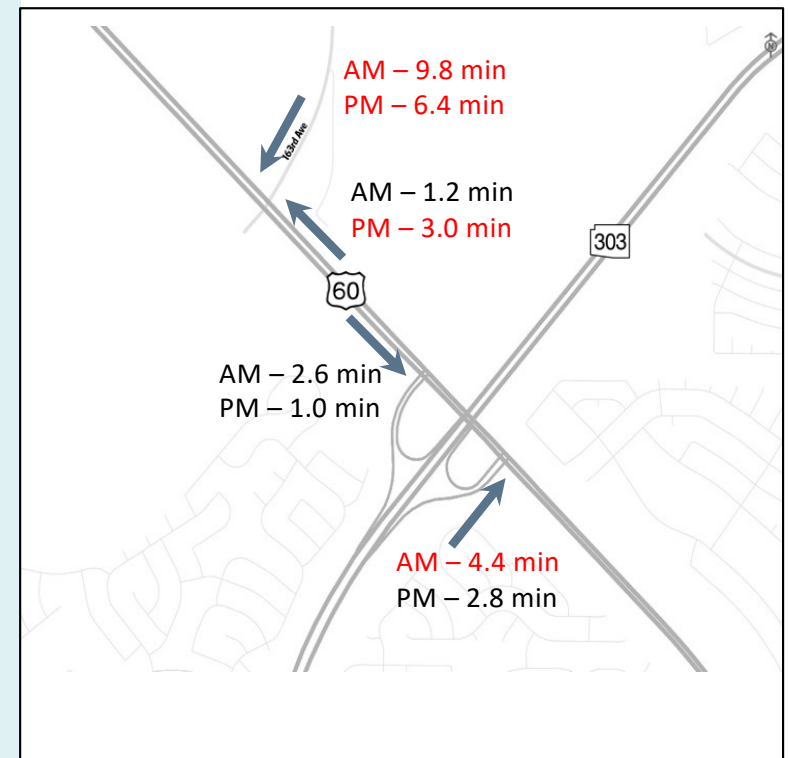


Defining the Problem

Symptoms of the Problem – At This Location:

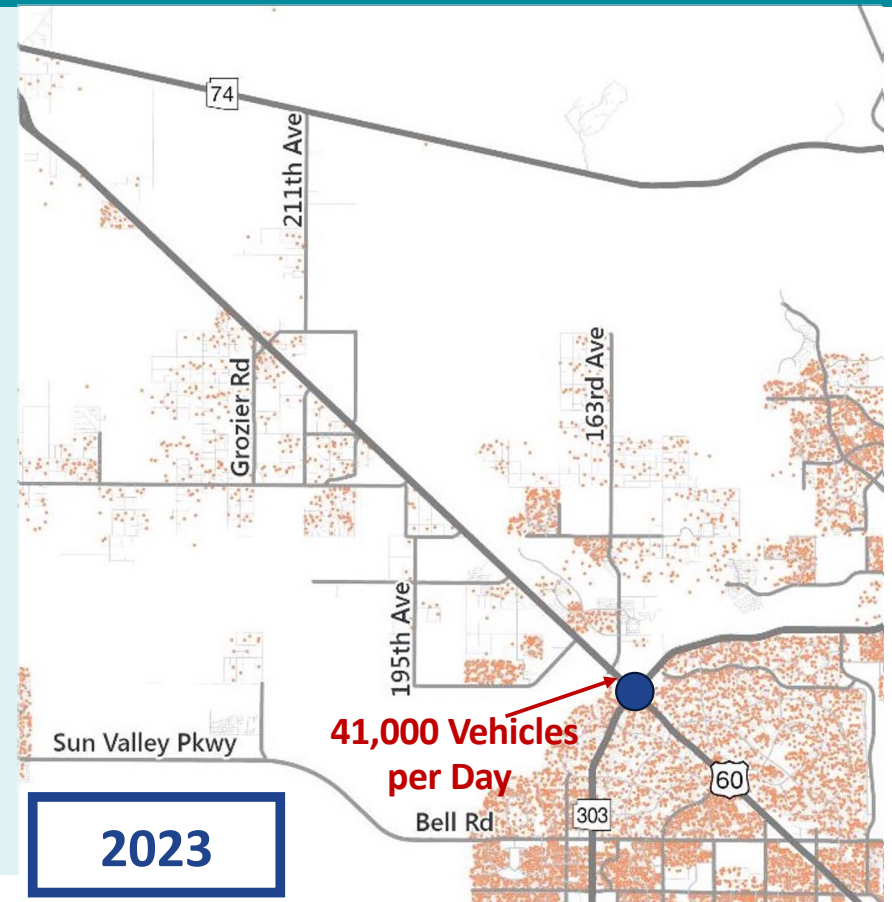
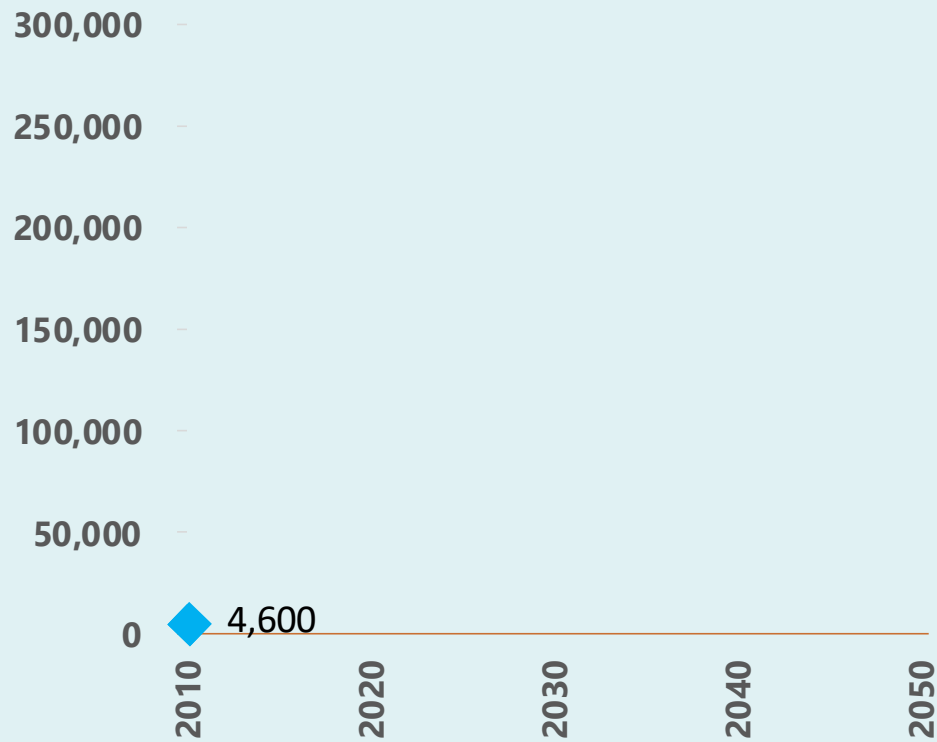
- **Congestion** – Long delays
- **Mobility** – Everyone travels through bottleneck
- **Safety** – High crash rates, high severity of crashes
- **Security** – First responder access is slow
- **Emergencies** – No alternative routes

2023 TRAVEL TIMES



Population Growth in the Study Area

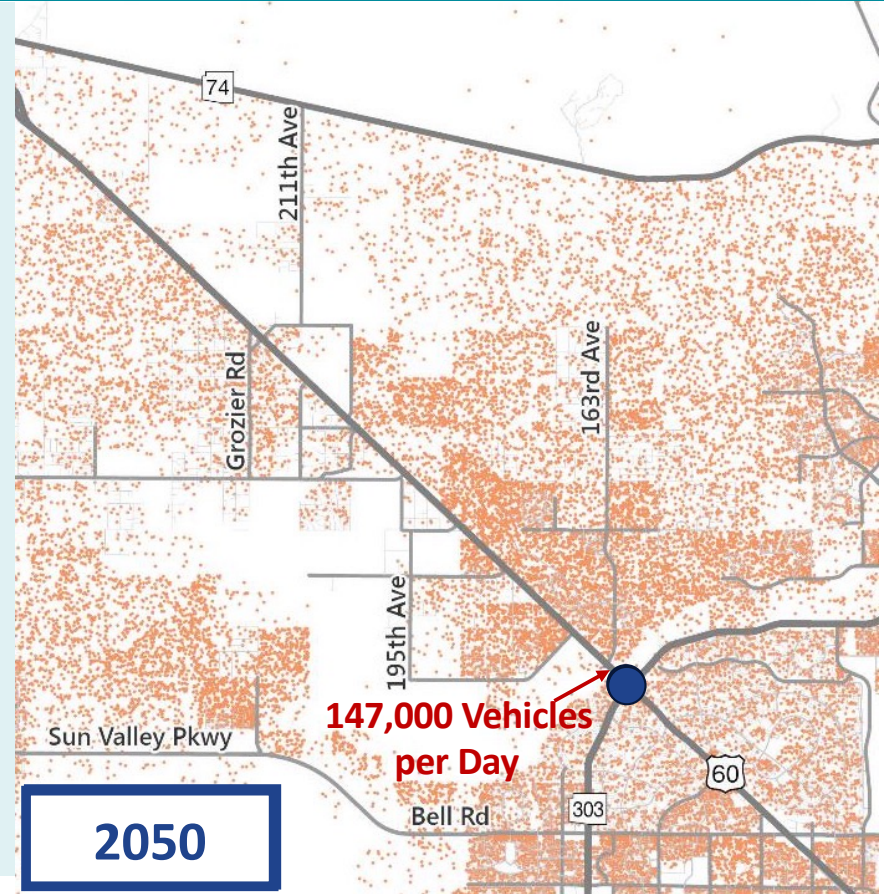
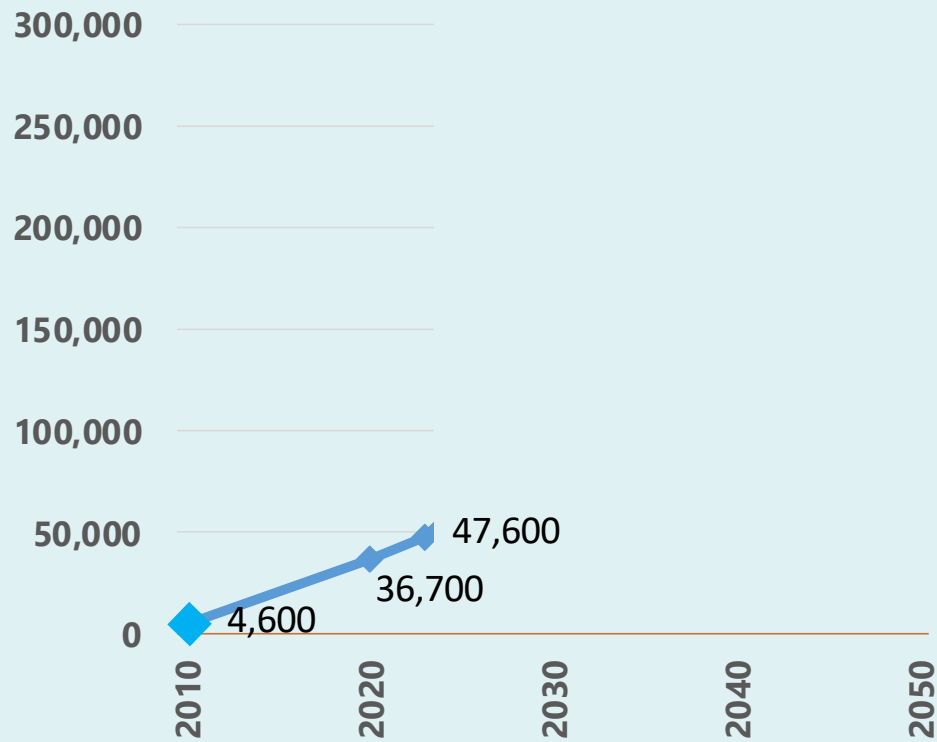
Population Growth



Each gold dot = 15 people

Population Growth in the Study Area

Population Growth

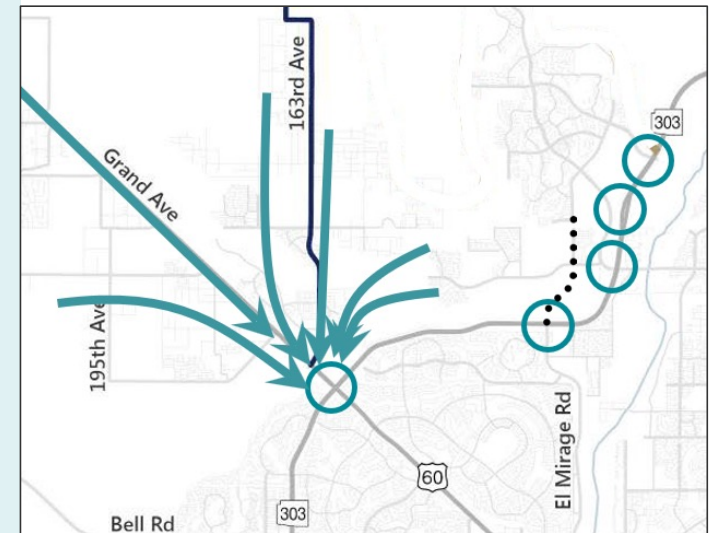


Each gold dot = 15 people

Defining the Problem

Causes of the Problem – Local and Subregional

- **Congestion** – Severe only in one small area
- **Mobility** – Lack of route redundancy
- **Safety** – Access to high-speed traffic
- **Security** – Lack of route redundancy
- **Incident Rerouting** – Lack of route redundancy



Potential Solutions

POTENTIAL SOLUTIONS	LOCALIZED PROBLEM	SUBREGIONAL PROBLEM
Immediate Improvements	Short-term benefit	

Potential Solutions

POTENTIAL SOLUTIONS	LOCALIZED PROBLEM	SUBREGIONAL PROBLEM
Immediate Improvements	Short-term benefit	
More Interim Improvements (to be presented by ADOT)	Short-term benefit	

Potential Solutions

POTENTIAL SOLUTIONS	LOCALIZED PROBLEM	SUBREGIONAL PROBLEM
Immediate Improvements	Short-term benefit	
More Interim Improvements (to be presented by ADOT)	Short-term benefit	
Continued Minor Improvements to Grand-163rd-Loop 303	Long-term benefit	

Potential Solutions

POTENTIAL SOLUTIONS	LOCALIZED PROBLEM	SUBREGIONAL PROBLEM
Immediate Improvements	Short-term benefit	
More Interim Improvements (to be presented by ADOT)	Short-term benefit	
Continued Minor Improvements to Grand-163rd-Loop 303	Long-term benefit	
More Arterial Connections to Grand Ave		Long-term benefit

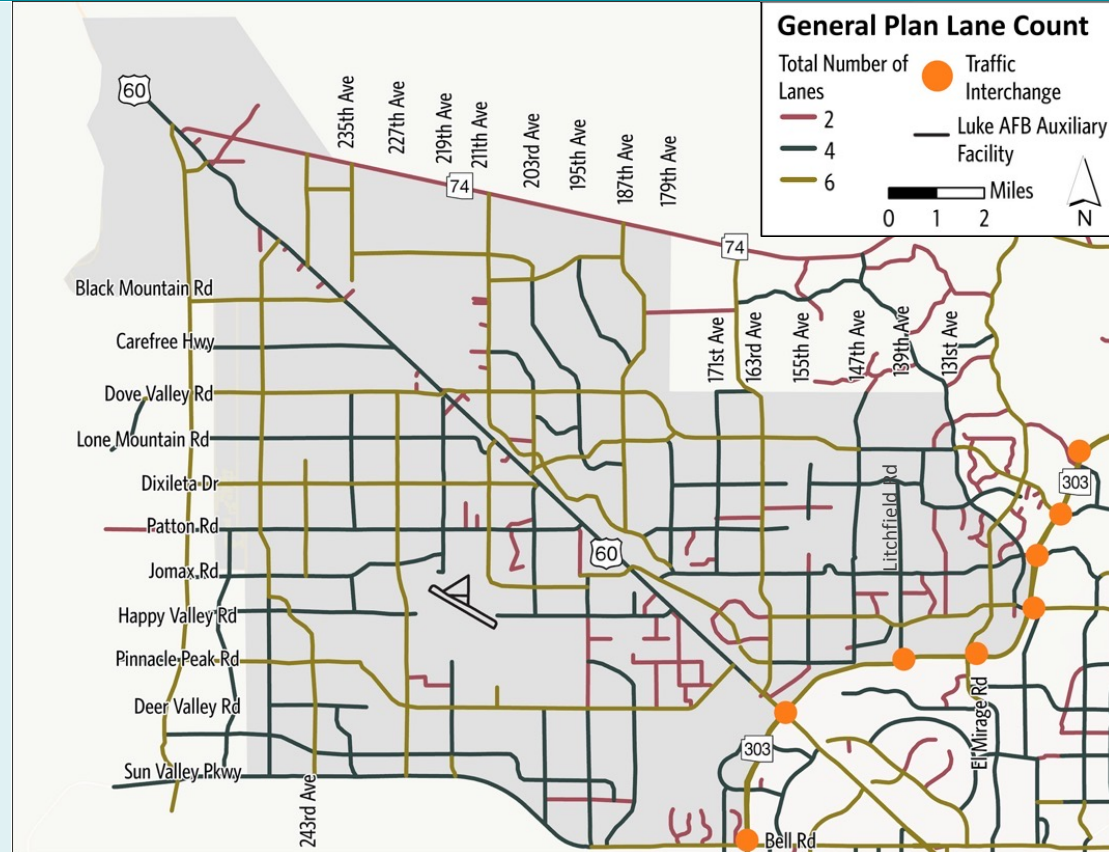
Potential Solutions

POTENTIAL SOLUTIONS	LOCALIZED PROBLEM	SUBREGIONAL PROBLEM
Immediate Improvements	Short-term benefit	
More Interim Improvements (to be presented by ADOT)	Short-term benefit	
Continued Minor improvements to Grand-163rd-Loop 303	Long-term benefit	
More Arterial Connections to Grand Ave		Long-term benefit
New Loop 303 Interchange closer to Grand Ave	Long-term benefit	Long-term benefit

Future (Year 2050) Conditions

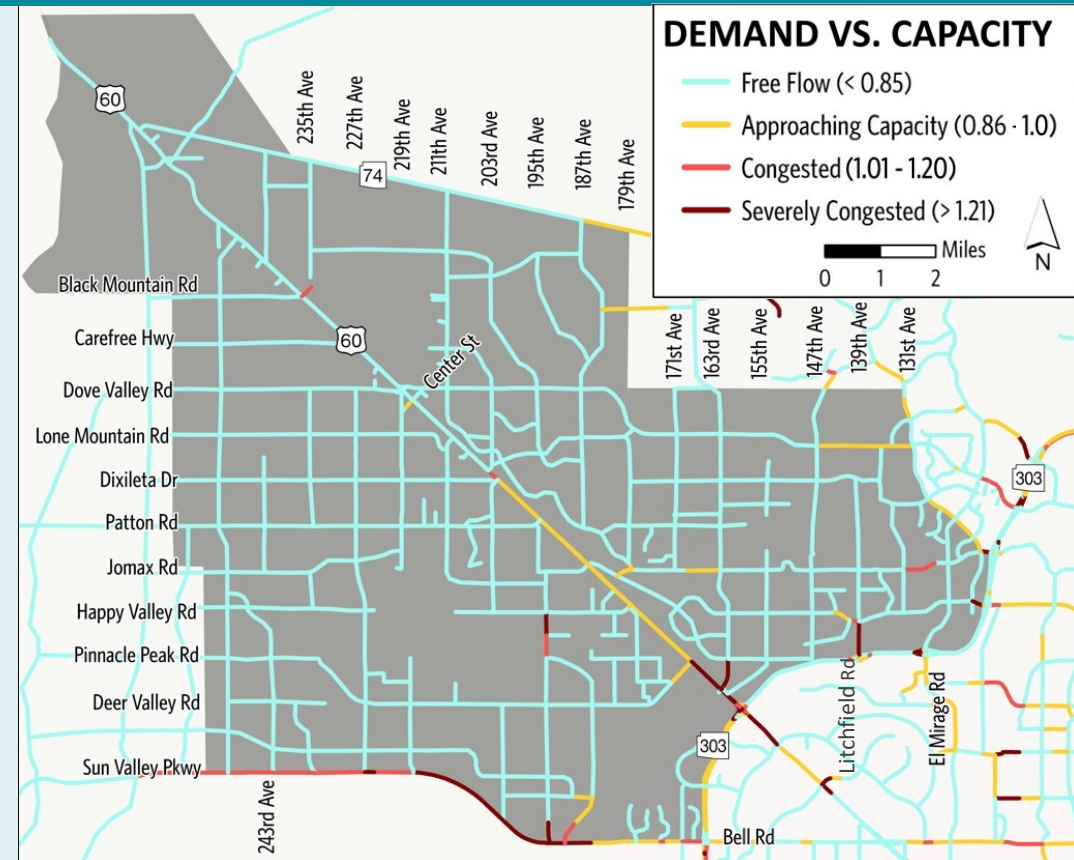
General Plan Road Network

- Starting point for future year analysis
- General plans network:
 - Comprehensive network of arterial streets
 - One new interchange along Loop 303
 - Additional connections to SR 74
 - Additional connections to Sun Valley Pkwy



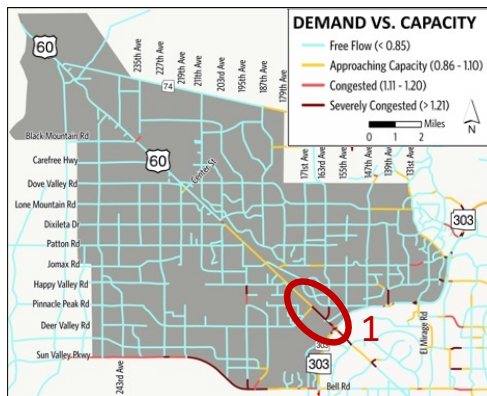
Roadway Capacity – General Plan Network (2050)

- Arterial network works very well overall
- Streets typically built by developers
- Not all of these arterial streets will be built by 2050 and there will be gaps
- There are areas of congestion, especially in the area of Grand Ave, 163rd Ave, and Loop 303



General Plans Network Areas of Concern

1. Grand Ave and 163rd Ave from Pat Tillman Blvd to Loop 303

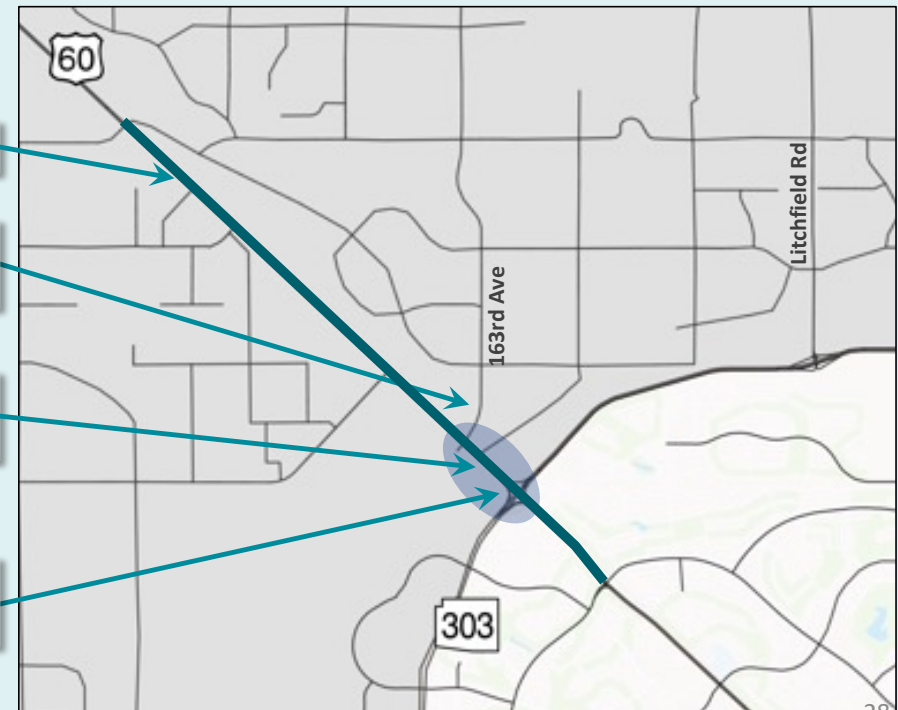


Alternative 1: Upgrade Grand Ave/163rd Ave Intersection and Grand Ave/Loop 303 Interchange

- Elevate 163rd Ave over railroad tracks that has an elevated three-legged junction with Grand Ave
- Major upgrade/reconstruction of the Grand Ave/Loop 303 Interchange
- Widen Grand Ave from Pat Tillman Blvd to R H Johnson Blvd

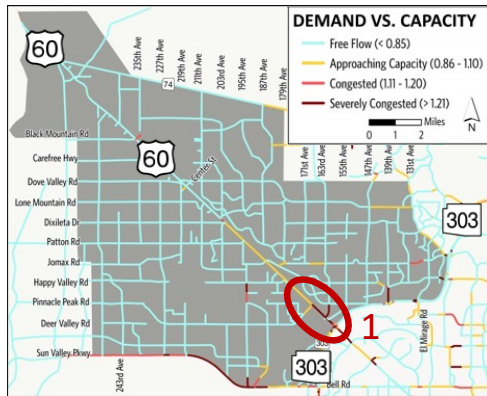
Prop 479 improvements

- Widen Grand Ave
- Elevate 163rd Ave over the railroad tracks
- Build elevated three-leg junction at Grand Ave/163rd Ave
- Upgrade/reconstruct Grand Ave/Loop 303 interchange

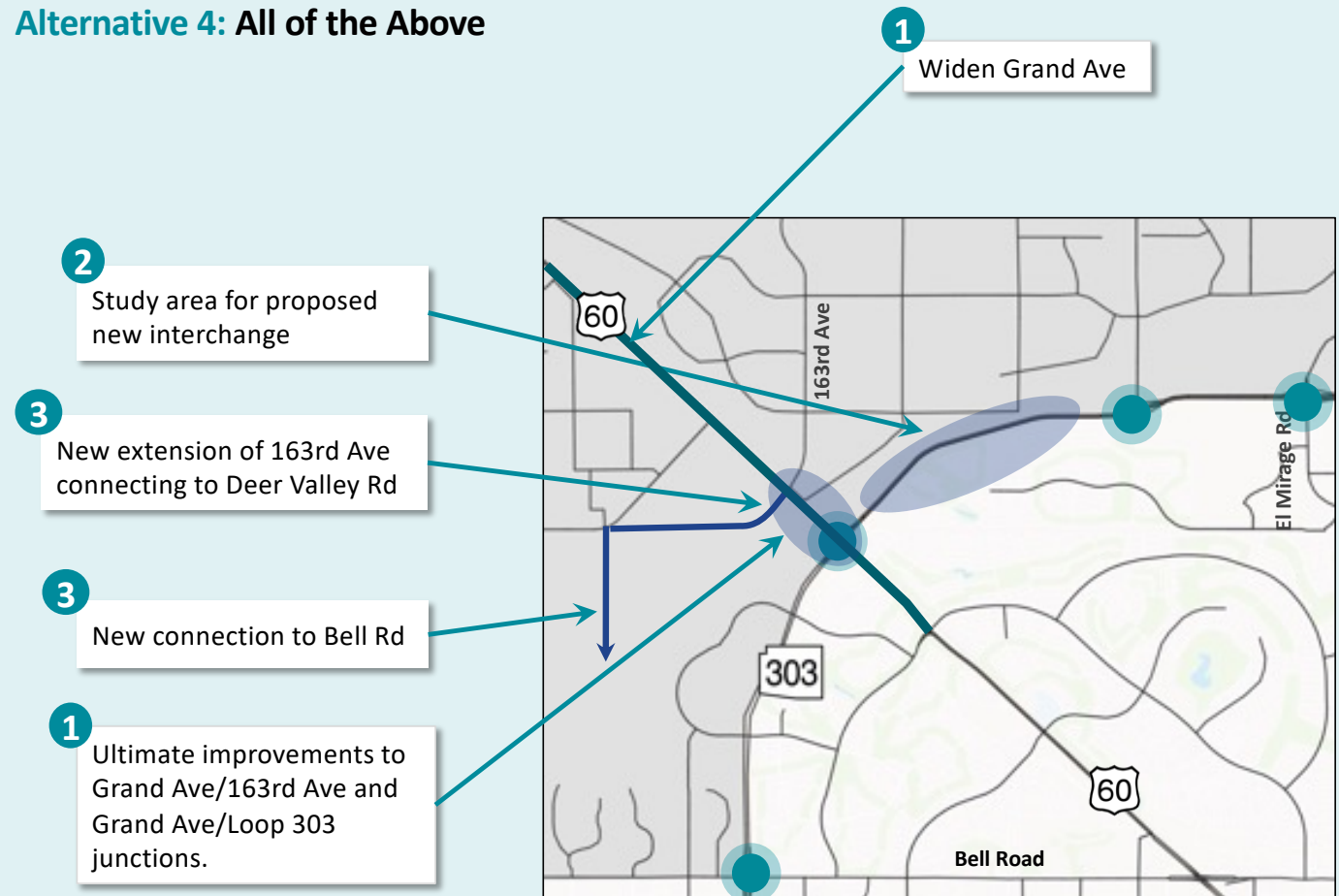


General Plans Network Areas of Concern

1. Grand Ave and 163rd Ave from Pat Tillman Blvd to Loop 303

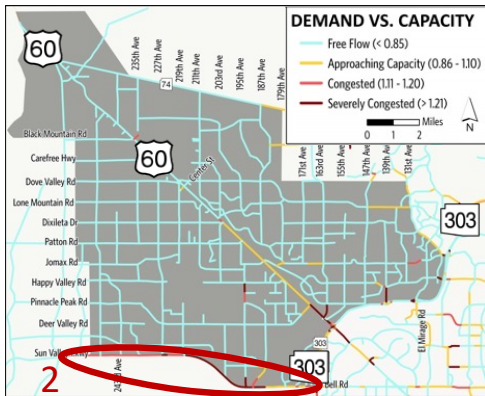


Alternative 4: All of the Above



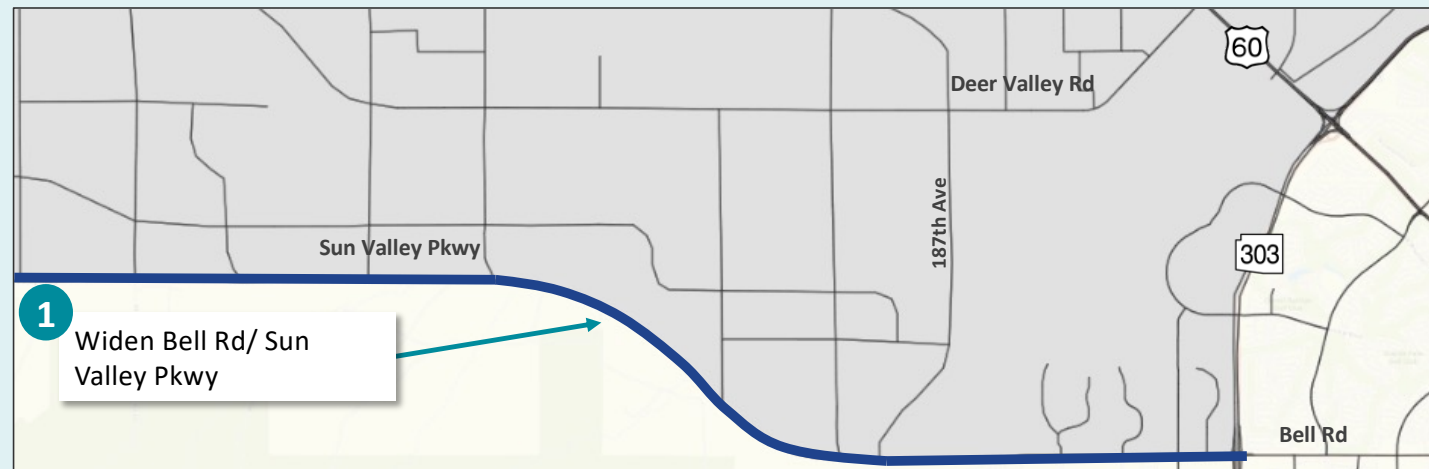
General Plans Network Areas of Concern

2. Sun Valley Pkwy from Canyon Springs Blvd to Loop 303



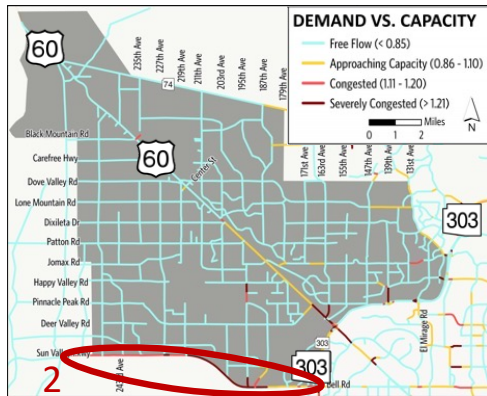
Alternative 1: Widen Bell Rd/Sun Valley Pkwy

- Widen Bell Road/Sun Valley Pkwy as an arterial street to the width needed to meet total demand



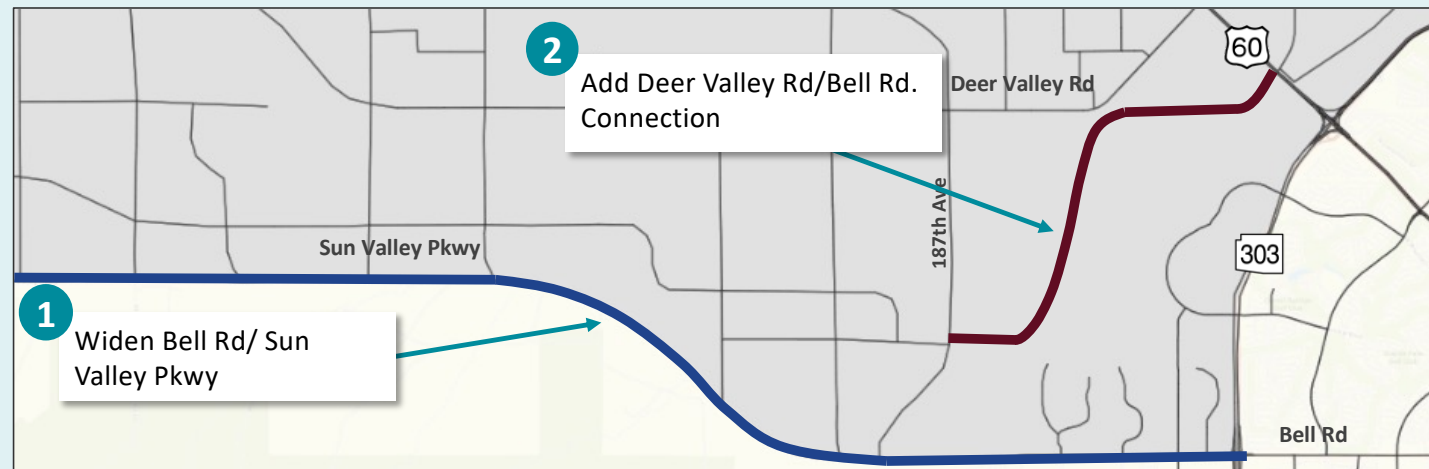
General Plans Network Areas of Concern

2. Sun Valley Pkwy from Canyon Springs Blvd to Loop 303



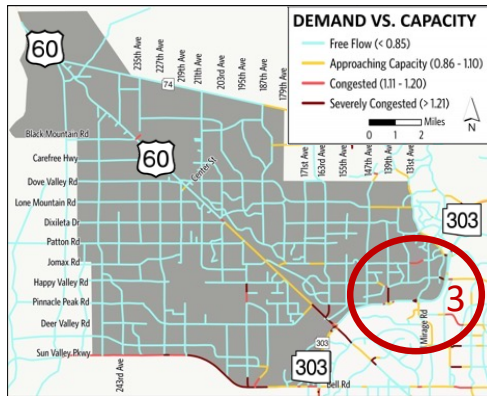
Alternative 2: In addition to alternative 1 (widening Bell Rd/Sun Valley Pkwy), provide a new connection from Deer Valley Rd to 187th Ave

- Widen Bell Road/Sun Valley Parkway as an arterial street to the width needed to meet total demand
- New connection between Sun Valley Parkway and realigned Deer Valley Road



General Plans Network Areas of Concern

3. Access links to Loop 303 in Peoria

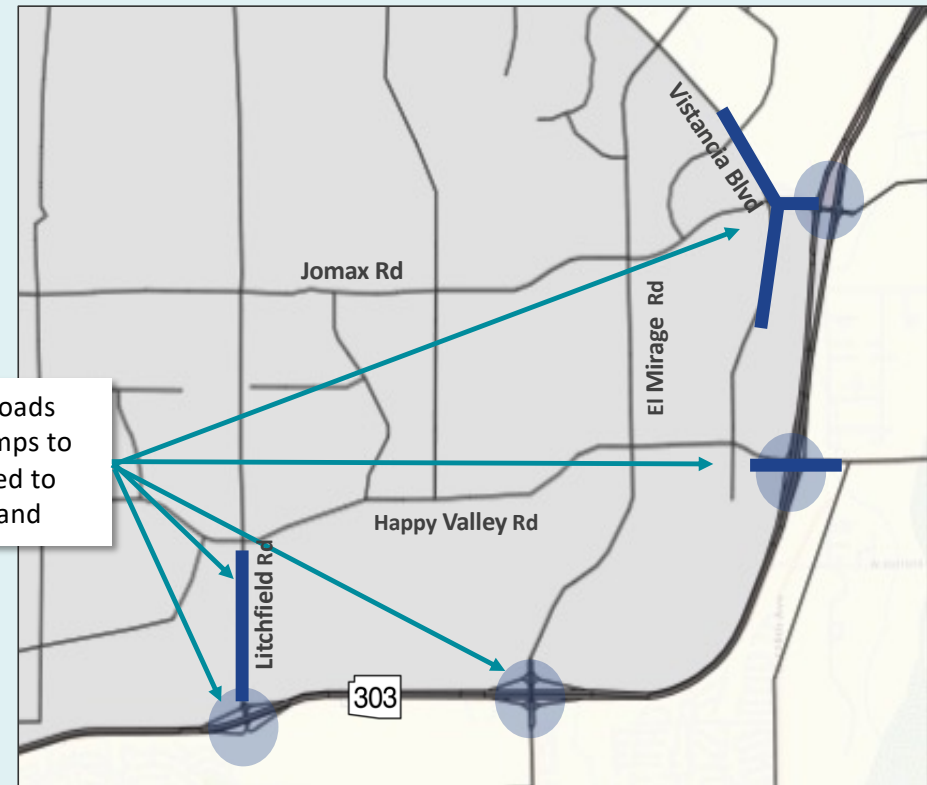


Alternative 1: Widen access roads

- Widen Litchfield Rd, Happy Valley Rd, Jomax Rd, Vistancia Blvd, and freeway ramps to the width needed to meet total demand

1

Widen Access Roads and freeway ramps to the width needed to meet total demand

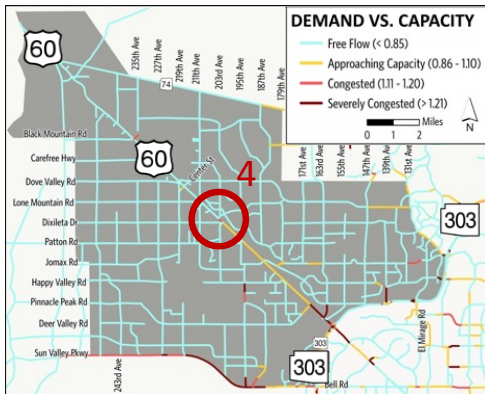


Alternative 2: Other options.

- Other options will be considered if Alternative 1 does not solve this problem.

General Plans Network Areas of Concern

4. 203rd Ave/Bradley Rd/ Future Lone Mountain Rd connection(s) to Grand Ave



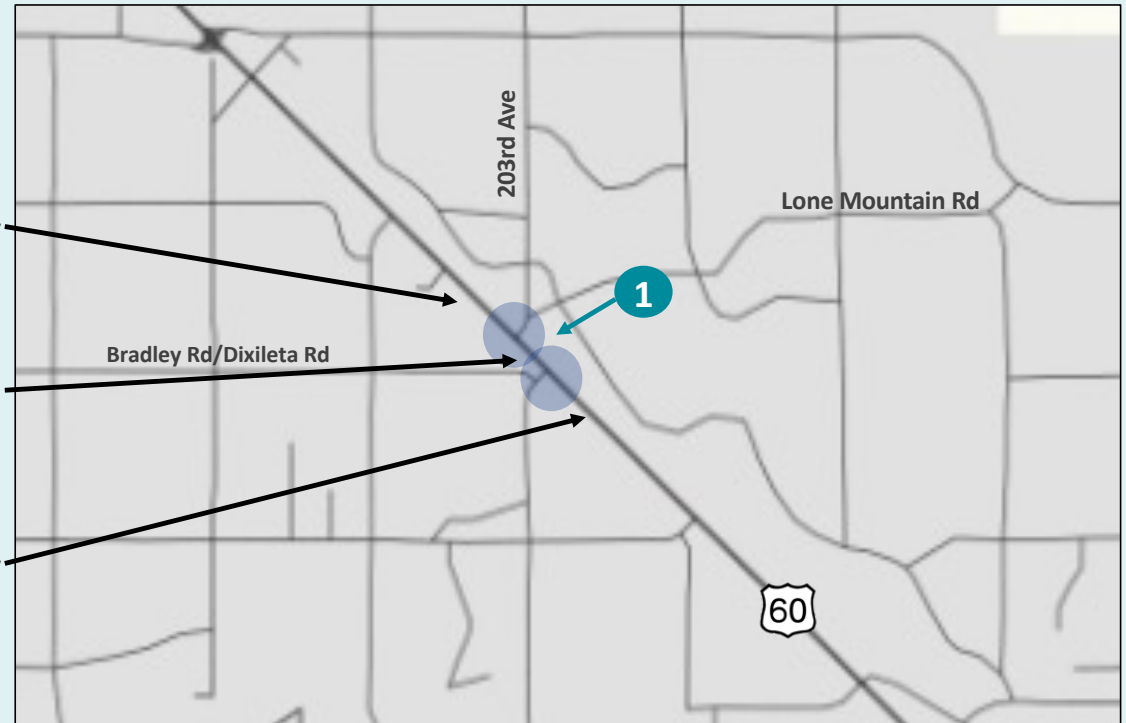
Alternative 1: Develop a design solution allowing these two closely spaced three-leg intersections with Grand Ave to operate well

- Develop a design concept that allows all movements to accommodate demand, at-grade, with signal coordination

34,000 Vehicles / Day

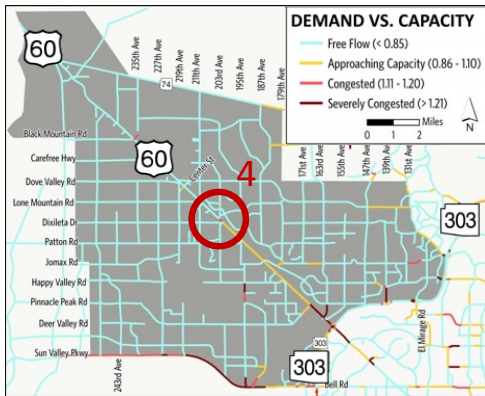
54,000 Vehicles / Day

45,000 Vehicles / Day



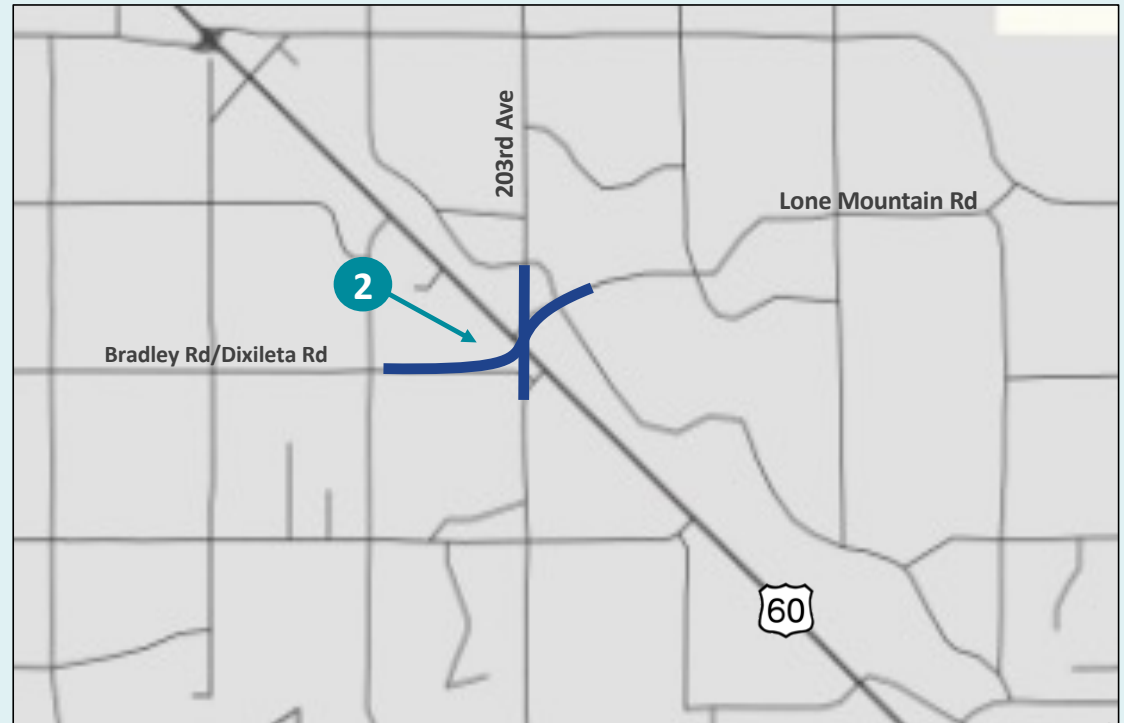
General Plans Network Areas of Concern

4. 203rd Ave/Bradley Rd/ Future Lone Mountain Rd connection(s) to Grand Ave



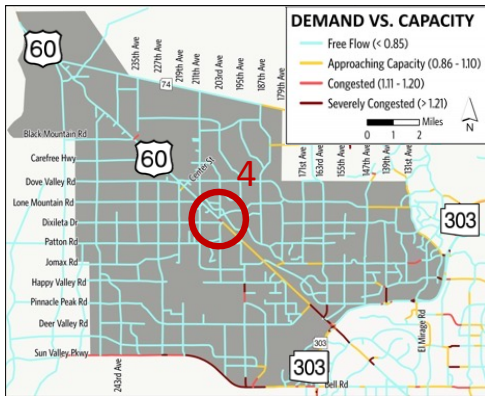
Alternative 2: Convert these two intersections into a single 6-leg intersection

- Develop a design concept that allows all movements to accommodate demand, with signal coordination



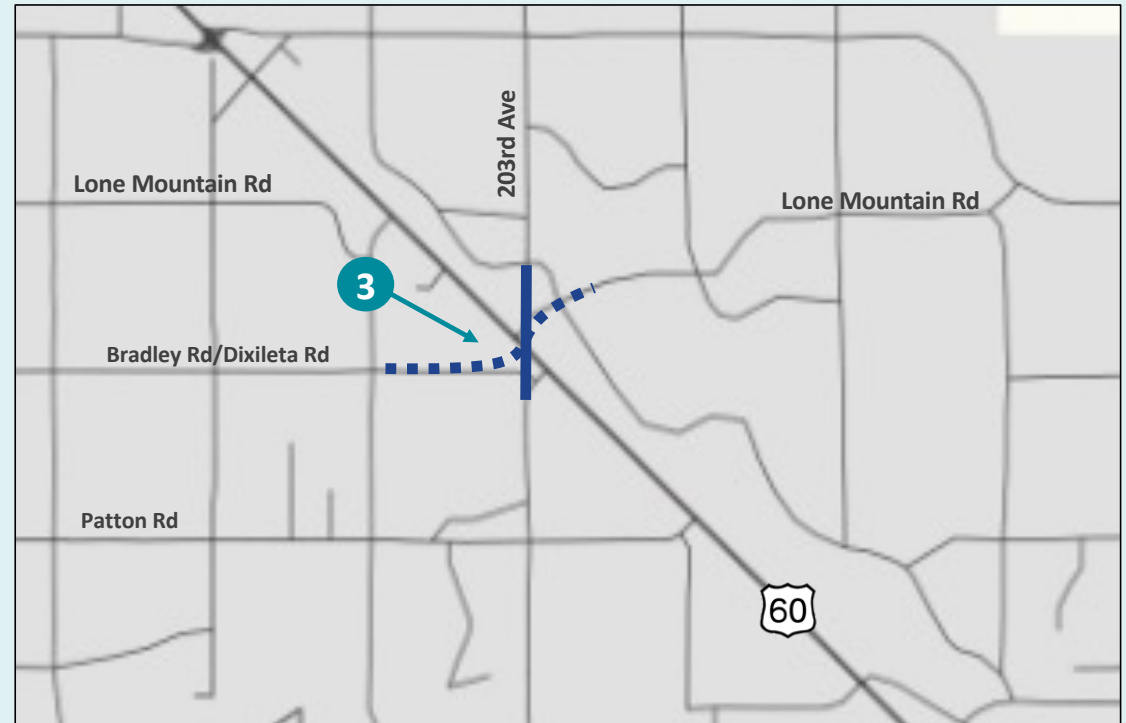
General Plans Network Areas of Concern

4. 203rd Ave/Bradley Rd/ Future Lone Mountain Rd connection(s) to Grand Ave



Alternative 3: Realign Dixileta Rd and Lone Mountain Rd and create intersection with bridge at 203rd Ave

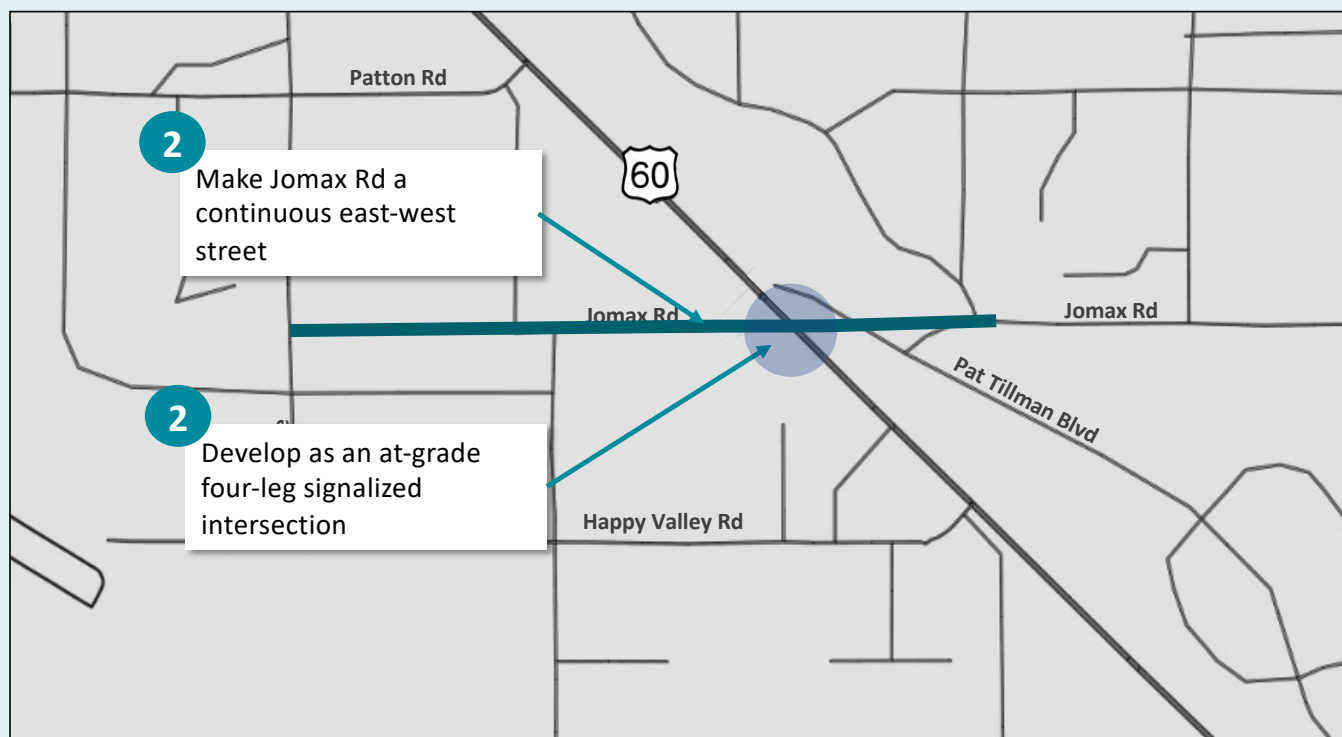
- Four-leg Intersections at Lone Mountain and Dixileta roads
- 203rd Ave bridges over Grand Ave



Alternative 1: Keep the intersection of Pat Tillman Rd with Grand Ave as an at-grade four-leg signalized intersection

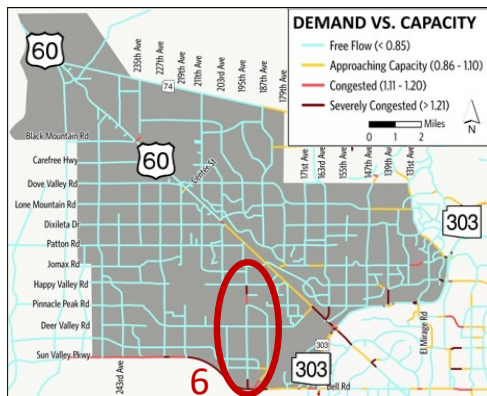


Alternative 2: Realign Jomax Rd as a continuous east-west roadway from Pat Tillman Blvd all the way to 211th Ave

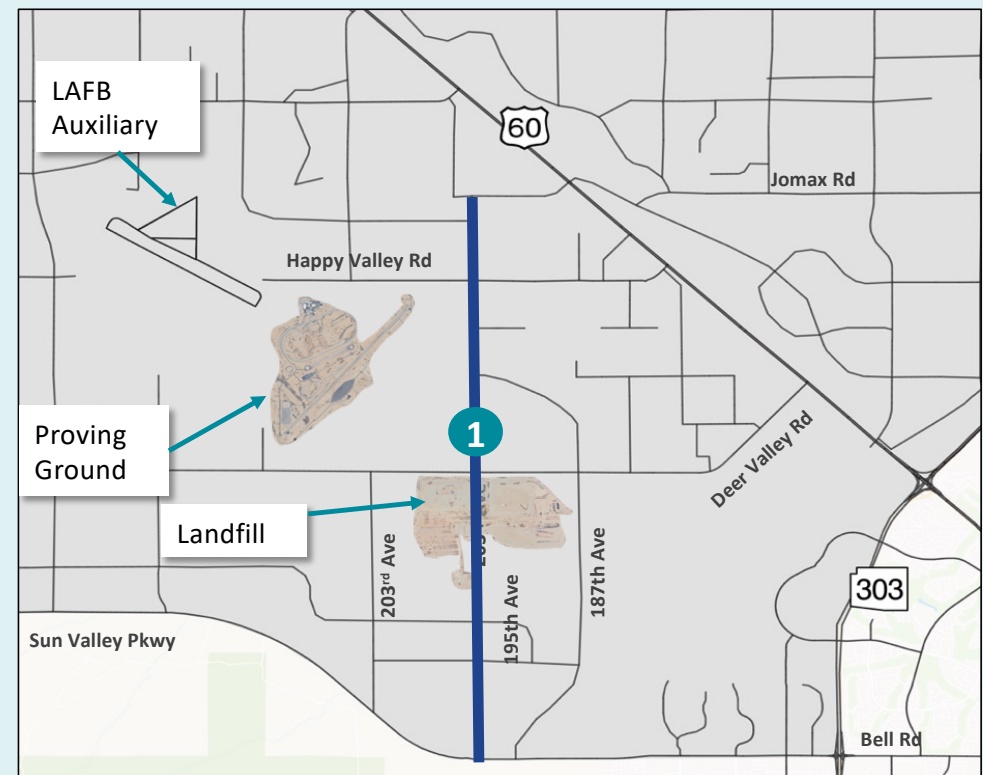


General Plans Network Areas of Concern

6. Access to Sun Valley Pkwy from Happy Valley Rd

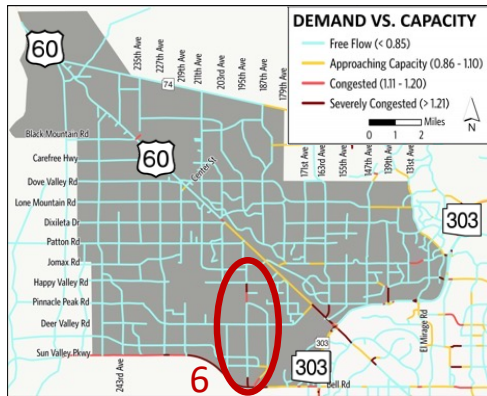


Alternative 1: Extend 195th Ave through the landfill and widen as needed

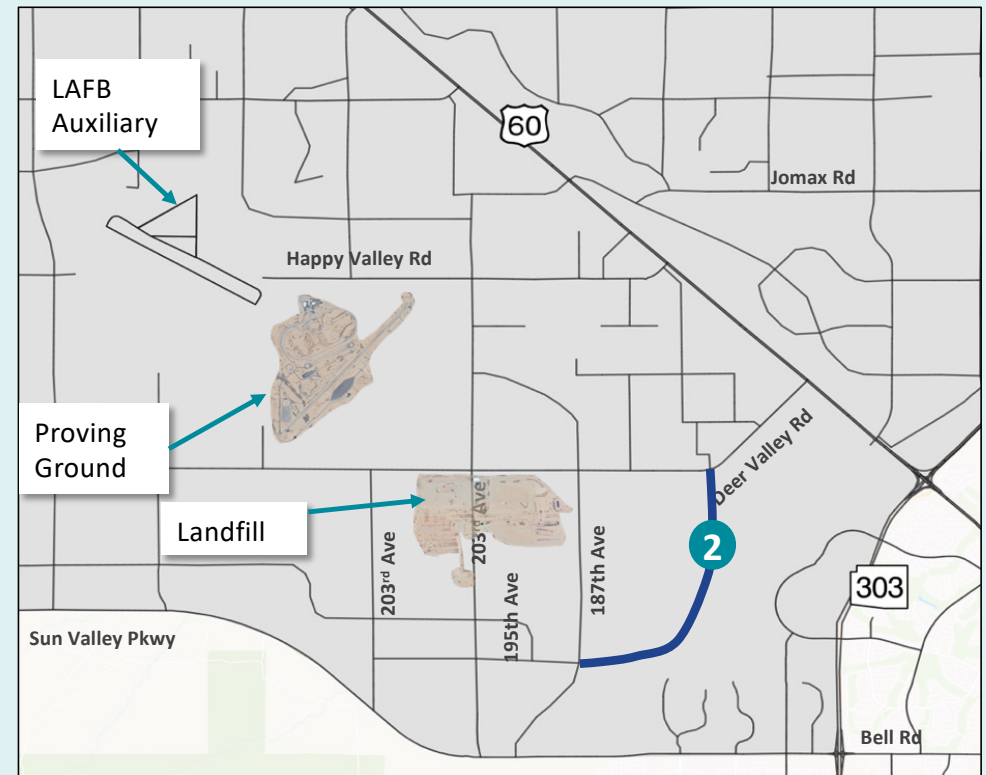


General Plans Network Areas of Concern

6. Access to Sun Valley Pkwy from Happy Valley Rd

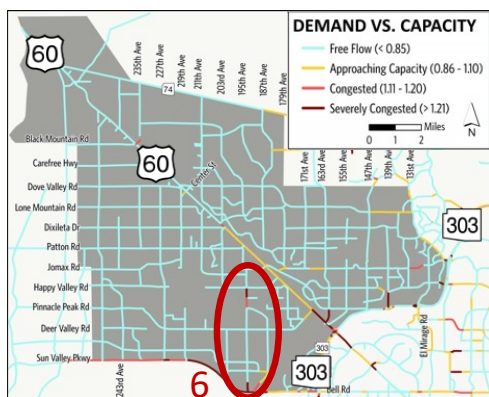


Alternative 2: Provide a parallel N/S road connection east of 187th Ave connecting Deer Valley Rd to Sun Valley Pkwy



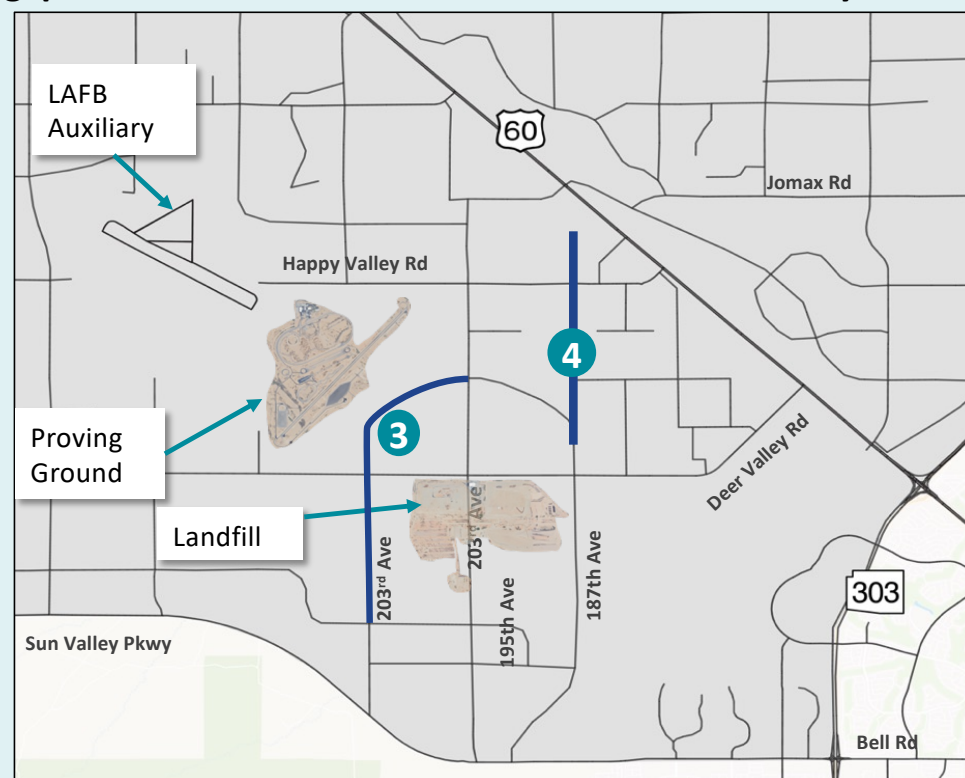
General Plans Network Areas of Concern

6. Access to Sun Valley Pkwy from Happy Valley Rd



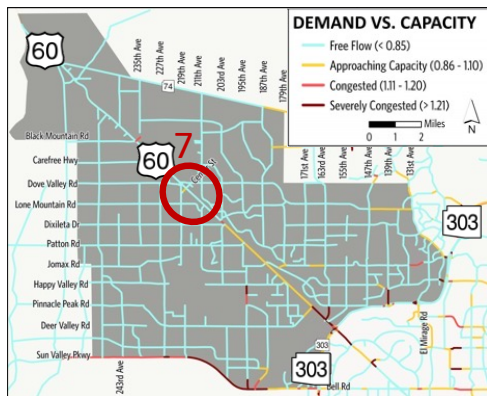
Alternative 3: Provide a connection to 203rd Ave between Happy Valley Rd and Deer Valley Rd

Alternative 4: Fill in the gap on 187th Ave between Jomax Rd and Deer Valley Rd

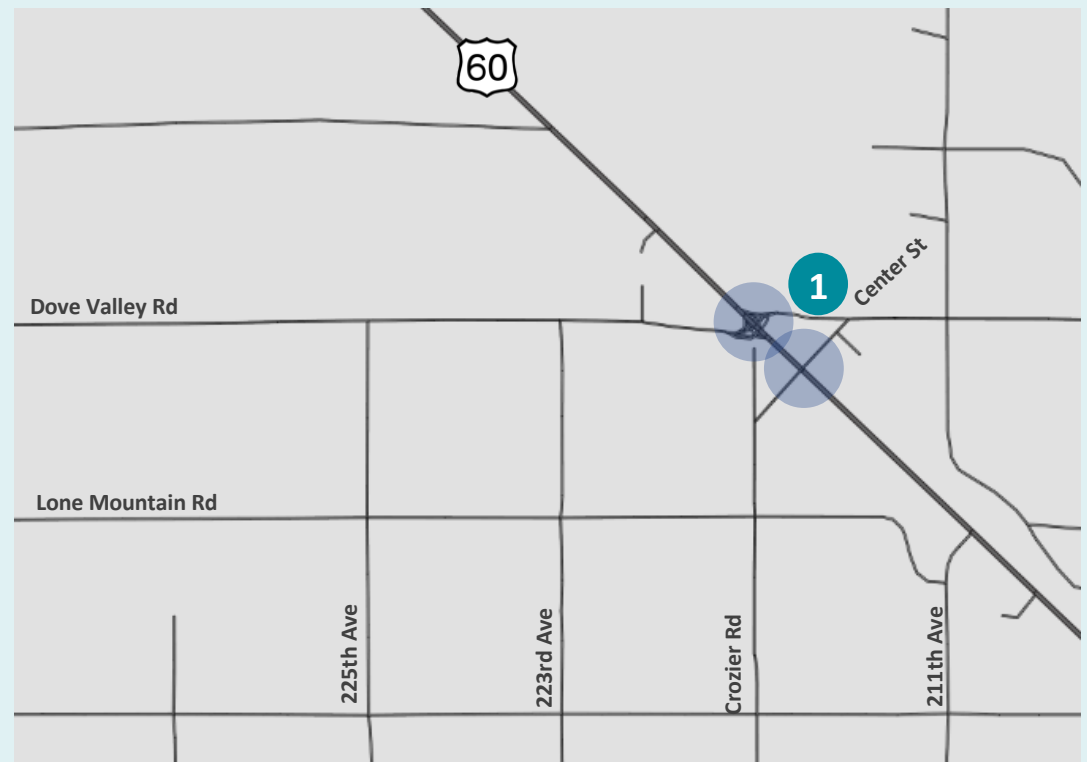


General Plans Network Areas of Concern

7. Dove Valley Rd/Center St/Crozier Rd in Whitman

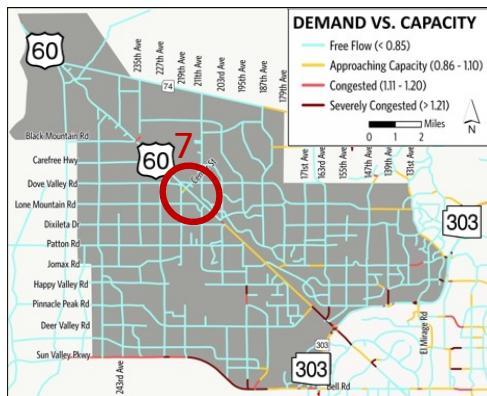


Alternative 1: Develop a design concept that allows all movements to accommodate demand, at-grade, with signal coordination



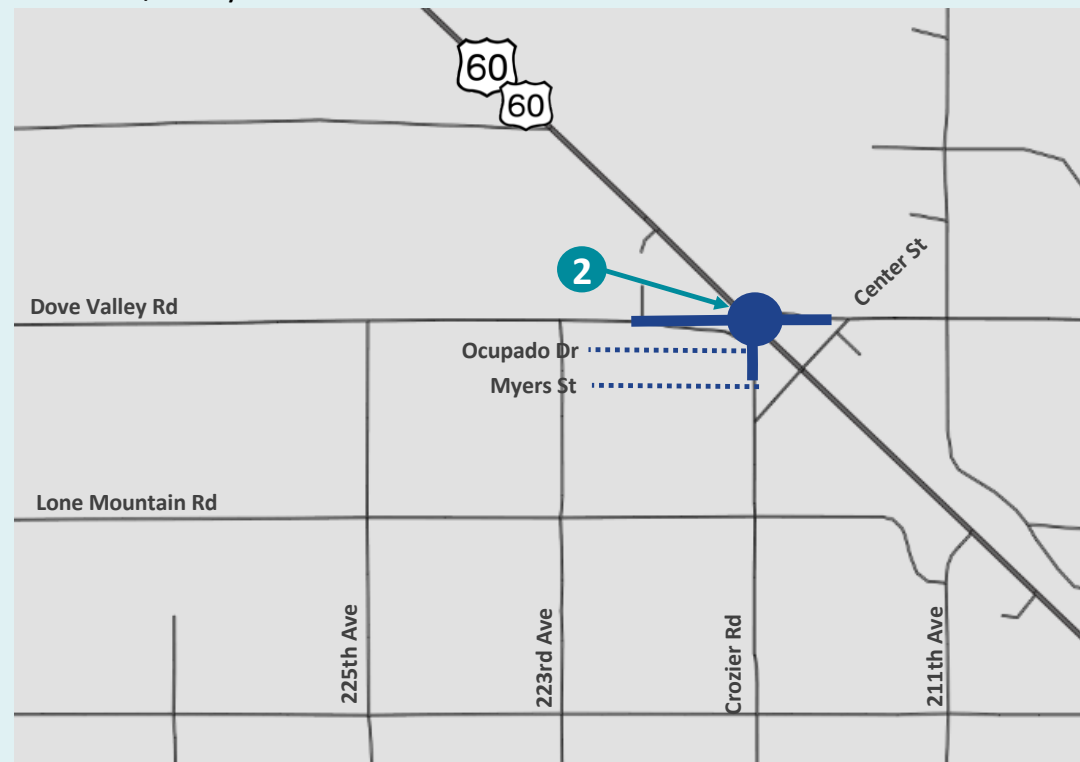
General Plans Network Areas of Concern

7. Dove Valley Rd/Center St/Crozier Rd in Whitman



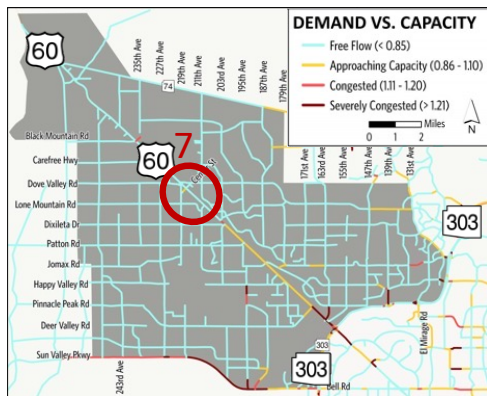
Alternative 2: Elevate Center St over Grand Ave and provide a four-legged intersection at Grand Ave and Dove Valley Rd

- Center St does not connect directly to Grand Ave
- Extend Ocupado Dr and/or Myers St

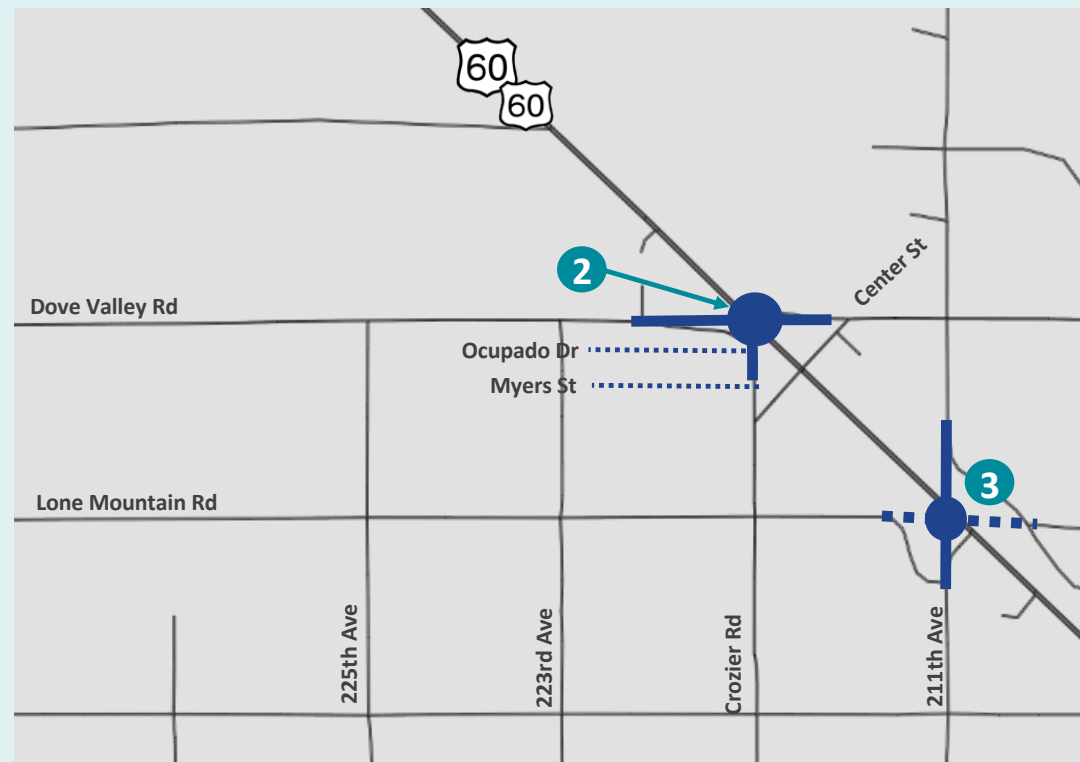


General Plans Network Areas of Concern

7. Dove Valley Rd/Center St/Crozier Rd in Whitman

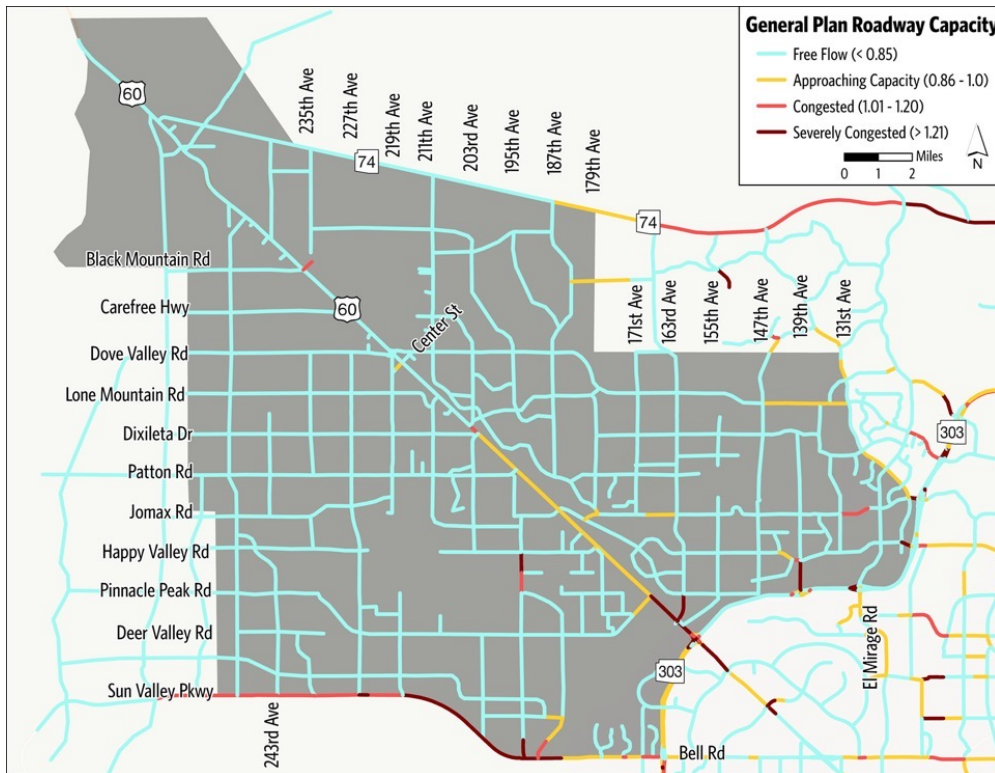


Alternative 3: Elevate Center St over Grand Ave and provide four-legged intersections on Grand Ave at Dove Valley Rd and 211th Ave (with Lone Mountain Rd potentially bridging over Grand Ave)



General Plans Network Areas of Concern

8. Arterial Network with Probable Gaps

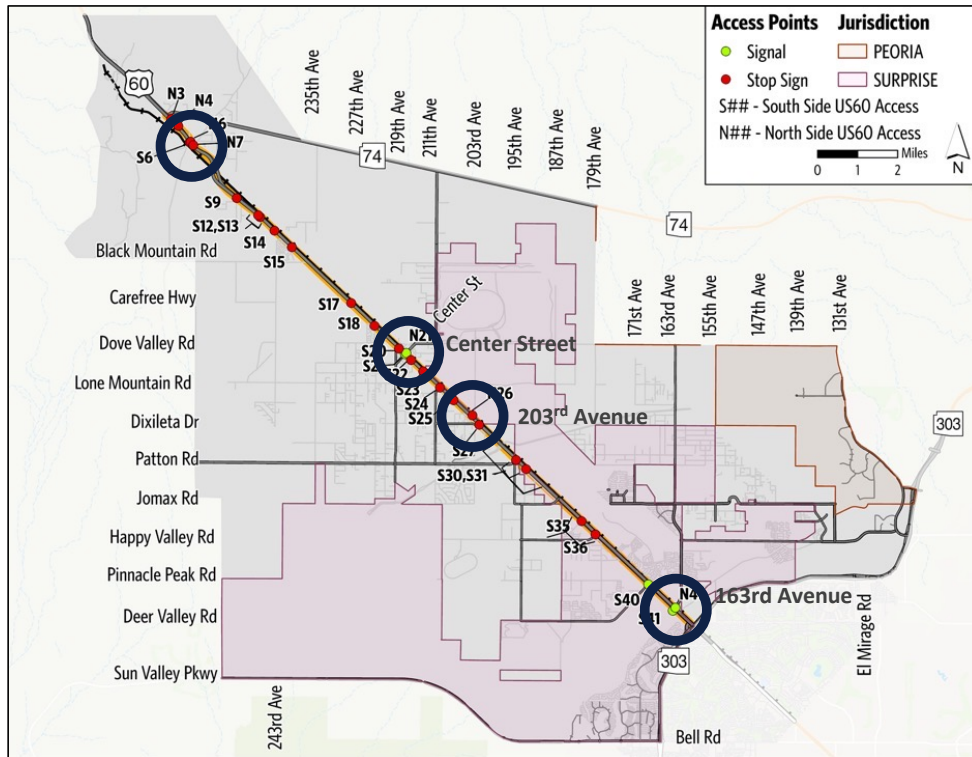


Arterial Street network, when completed, is comprehensive and works well with only a few problem areas

- There will be a problem with gaps as developments spring up at different locations leaving undeveloped land between them
- Filling in the gaps will be an issue through the timeline
- The arterial street system will only continue to be comprehensive and work well if all the planned streets are protected and not removed by future General Plan amendments

General Plans Network Areas of Concern

9. Railroad Crossings



Alternative 1: Keep the number of at-grade crossings at the current level with new at-grade crossings allowed only after an existing crossing is grade separated or removed

Alternative 2: Set an agreed-upon maximum limit of at-grade crossings, and require all other crossings to be elevated

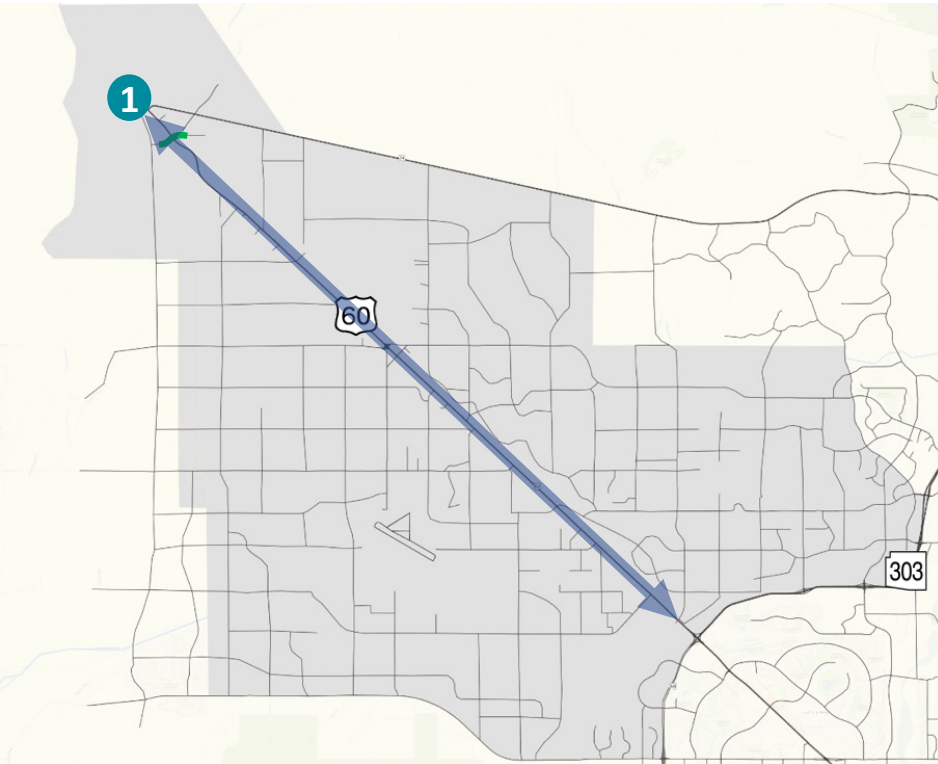
Alternative 3: Do not allow any new at-grade crossings, and grade separate existing crossings over time

Alternative 4: Establish a policy that all railroad crossings should also be Grand Avenue crossings, or they should be moved to locations that can cross Grand Avenue

Important Note: Requiring all railroad crossings to be elevated is very costly and will reduce the number of crossings that can be provided

General Plans Network Areas of Concern

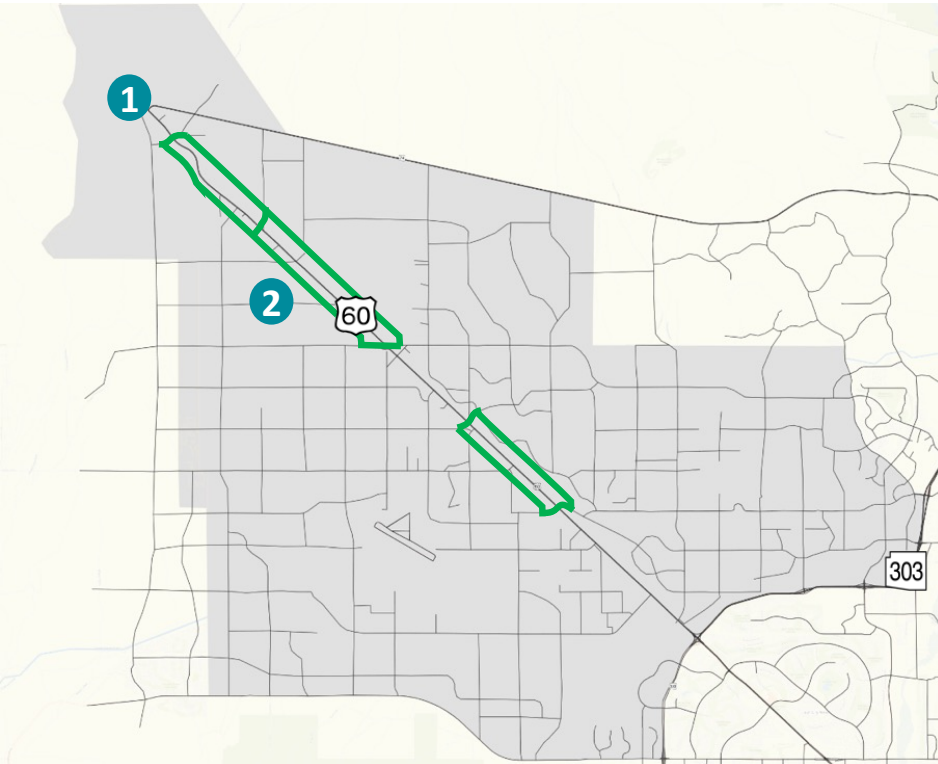
10. Access Management (Grand Avenue)



Alternative 1: Add acceleration and deceleration lanes at every unsignalized access point along Grand Ave

General Plans Network Areas of Concern

10. Access Management (Grand Avenue)

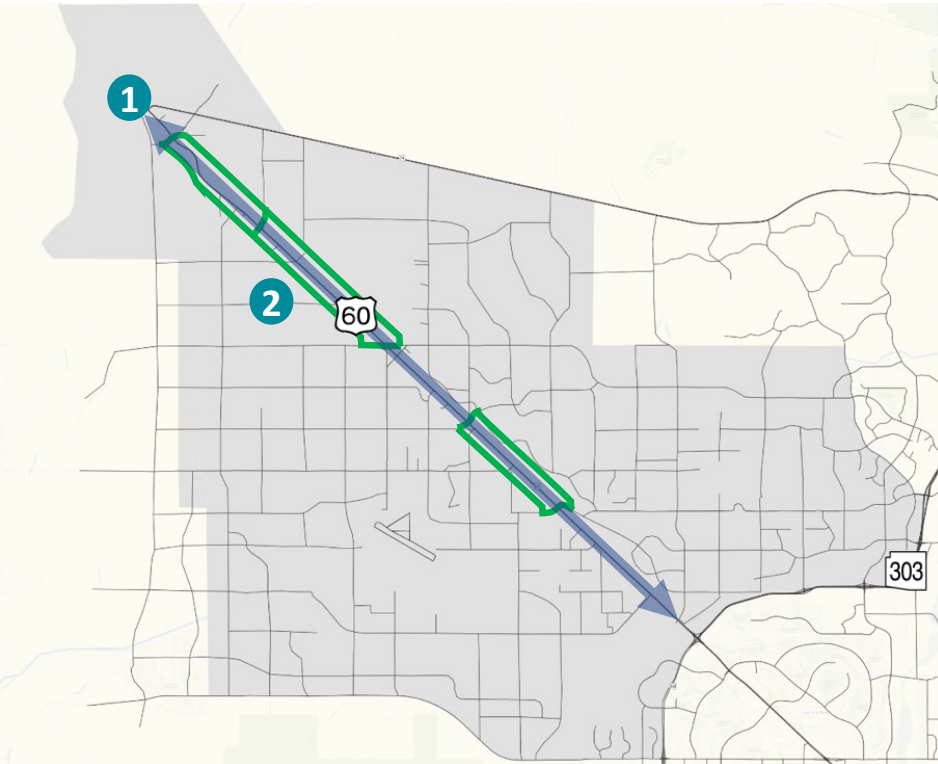


Alternative 1: Add acceleration and deceleration lanes at every unsignalized access point along Grand Ave

Alternative 2: Create new frontage roads to reduce the number of unsignalized access points along Grand Ave

General Plans Network Areas of Concern

10. Access Management (Grand Avenue)



Alternative 1: Add acceleration and deceleration lanes at every unsignalized access point along Grand Ave

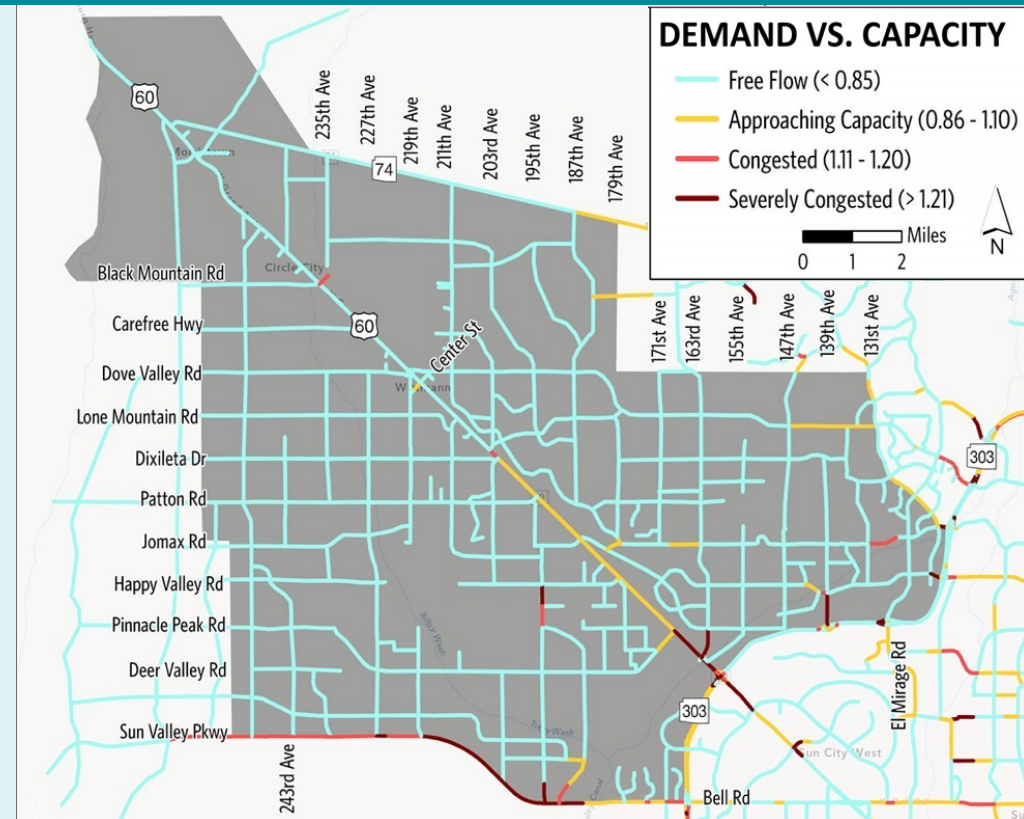
Alternative 2: Create new frontage roads to reduce the number of unsignalized access points along Grand Ave.

Alternative 3: Hybrid of alternatives 1 and 2.

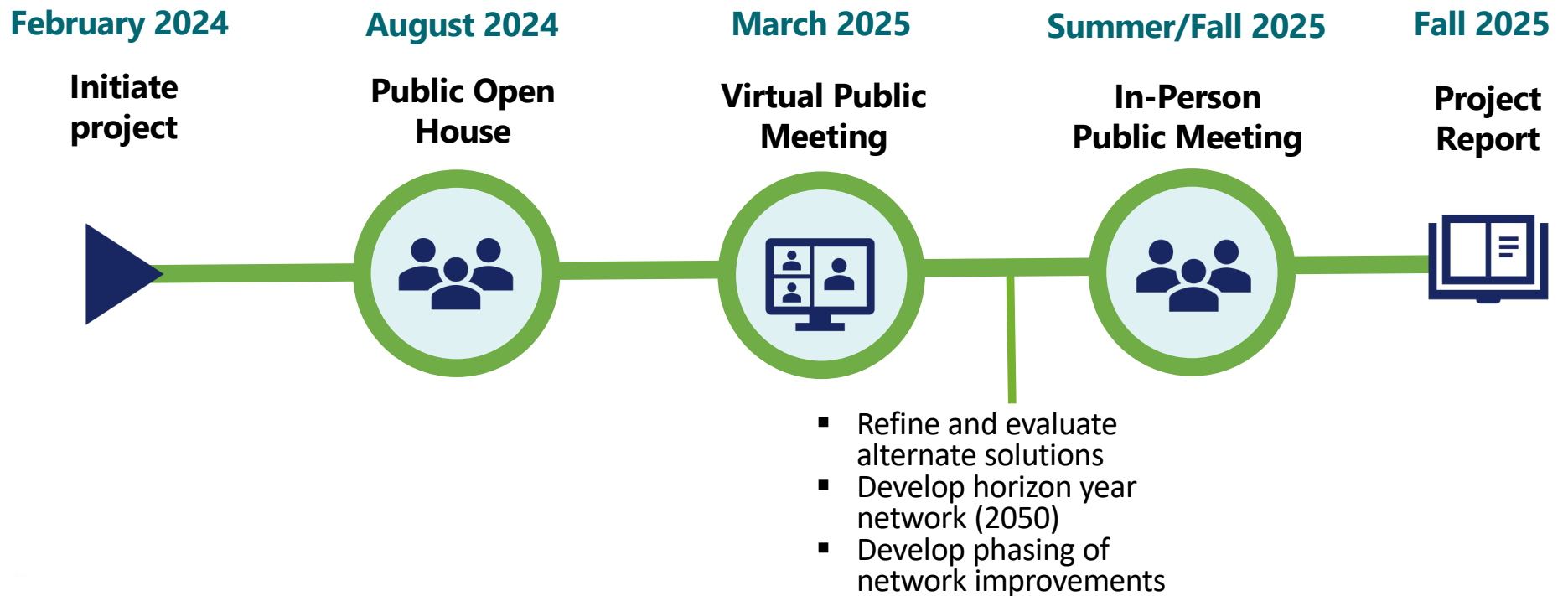
Summary

What have we learned?

- Existing localized congestion is severe
- Immediate and interim improvements will help for a while
- A new Loop 303 Interchange is needed
- More access to and across Grand Avenue needed
- General Plans will create a well-working street system in general but...
 - The street network will take time to develop
 - Protect right of way along street alignments



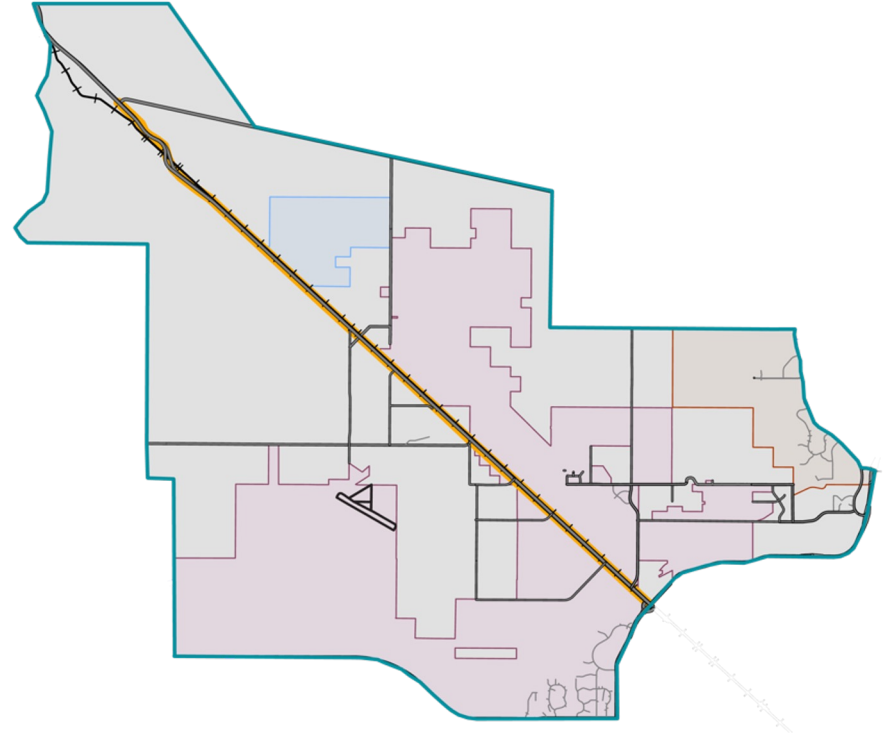
Study Schedule



Tell us What you Think

Help us Improve our alternatives

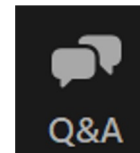
- What alternatives do you like or dislike?
- What other alternatives do you suggest?
- Do you support our efforts?



US 60 (Grand Avenue) – Loop 303 (Estrella) to SR 74 Corridor Study ⁵⁴

Questions and Answers

➤ Questions and Comments →



➤ Online Comments:

- www.azmag.gov/US60CorridorStudy
- www.azdot.gov/Loop303TIAalternatives



APPENDIX B: ONLINE COMMENT FORM RESULTS

COMMENT CARD RESPONSES

AREA OF CONCERN	ALTERNATIVE	03/14/25 9:47 PM	03/14/25 11:10 PM	03/15/25 12:08 AM	03/15/25 6:48 AM	03/15/25 6:57 AM	03/15/25 7:08 AM	03/15/25 7:32 AM	03/15/25 7:37 AM	03/15/25 8:47 AM	03/15/25 10:51 AM	03/15/25 12:30 PM
1 Grand Av S/O Deer Valley	1.1 Upgrade Existing	Agree	Agree	Agree	Agree		Agree		Agree	Agree	Agree	
	1.2 New TI E/O Grand Avenue	Agree	Agree	Disagree	Agree		Agree		Agree	Agree	Agree	
	1.3 Extend 163rd to Deer Valley	Disagree	Agree	Agree	Agree		Agree	Agree	Agree	Agree	Agree	
	1.4 All of Above	Disagree	Agree		Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree
2 Bell/Sun Desert	2.1 Widen			Agree		Disagree	Agree	Agree	Agree	Agree	Agree	Agree
	2.2 Add access from 163rd	Agree		Disagree		Disagree	Agree	Agree		Agree	Agree	Agree
3 Peoria Acc	3.1 Widen	Agree	Agree	Agree	Disagree	Agree			Agree	Agree	Agree	Agree
4 203rd/ Bradley/ Lone Mtn	4.1 Widen	Agree	Agree	Disagree		Disagree	Agree			Agree	Agree	Agree
	4.2 6-leg Intersection	Agree	Disagree			Disagree	Agree		Agree	Agree	Agree	
	4.3 4-leg int. + Bridge	Disagree	Disagree	Agree		Disagree	Agree			Agree		Agree
5 Jomax/ Pat Tillman	5.1 Design as Planned	Disagree	Disagree			Agree	Agree		Agree	Agree		Agree
	5.2 Straighten Jomax	Agree	Agree	Agree		Disagree	Agree		Agree	Agree	Agree	Agree
6 Happy Val to Bell	6.1 Build Thru Landfill	Disagree		Agree		Agree	Agree		Agree		Agree	Agree
	6.2 Access from 163rd	Agree				Disagree	Agree		Agree			Agree
	6.3 Fill in Gap W	Disagree				Disagree			Agree			Agree
	6.4 Fill in Gap E	Agree				Disagree	Agree		Agree		Agree	Agree
7 Dove Val/ Center St	7.1 Design as Planned	Disagree				Agree			Agree	Agree		Agree
	7.2 Elevate Center Add Dove	Agree				Disagree			Agree	Agree	Agree	Agree
	7.3 7.2 + Add 111th	Agree		Agree		Disagree			Agree	Agree	Agree	Agree
8 Arterials	8.1	Agree	Agree	Agree		Agree	Agree		Agree	Agree	Agree	Agree
9 Railroad Crossings	9.1 No more at-grade	Agree	Agree			Agree			Agree	Disagree		
	9.2 Set Max at-grade	Disagree				Agree	Agree		Agree	Agree	Agree	
	9.3 Reduce to 0 over time	Disagree		Agree		Disagree	Agree		Agree	Disagree		Agree
	9.4 All RR + Grand Crossings	Agree				Disagree			Agree	Agree	Agree	
10 Access Mgmt	10.1 Accel/Decel Lanes	Agree	Agree	Agree	Agree	Agree	Agree		Agree	Agree		
	10.2 Frontage Roads	Disagree	Agree		Agree	Disagree	Agree		Agree	Disagree	Agree	Agree
	10.3 Hybrid	Disagree	Agree	Agree	Agree	Disagree	Agree		Agree	Disagree	Agree	
Totals		26	15	15	8	24	20	3	24	23	19	18
Agrees		15	12	12	7	9	20	3	24	19	19	18
Disagrees		11	3	3	1	15	0	0	0	4	0	0

COMMENT CARD RESPONSES

AREA OF CONCERN	ALTERNATIVE	03/15/25 1:23 PM	03/15/25 1:29 PM	03/15/25 1:42 PM	03/15/25 2:42 PM	03/15/25 3:13 PM	03/15/25 3:17 PM	03/15/25 5:07 PM	03/15/25 5:18 PM	03/15/25 7:46 PM	03/15/25 9:38 PM	03/15/25 11:11 PM	03/16/25 4:57 AM	03/16/25 6:42 AM	03/16/25 6:49 AM	03/16/25 2:31 PM
1 Grand Av S/O Deer Valley	1.1 Upgrade Existing	Agree		Agree	Agree		Agree	Agree			Agree	Agree	Agree	Agree	Agree	Agree
	1.2 New TI E/O Grand Avenue	Agree		Agree	Agree		Agree	Agree			Agree	Agree	Agree		Disagree	Agree
	1.3 Extend 163rd to Deer Valley	Disagree		Agree	Agree	Disagree	Agree	Agree			Agree	Agree	Agree	Agree	Agree	Agree
	1.4 All of Above	Agree	Agree	Agree	Agree		Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Disagree	Agree
2 Bell/Sun Desert	2.1 Widen	Agree			Agree	Agree	Agree	Agree		Agree	Disagree	Agree	Agree	Agree		Disagree
	2.2 Add access from 163rd	Disagree		Disagree	Agree	Disagree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree		Disagree
3 Peoria Acc	3.1 Widen	Agree			Agree	Disagree	Agree	Disagree		Agree	Disagree	Agree	Agree	Agree		Agree
4 203rd/ Bradley/ Lone Mtn	4.1 Widen	Agree			Disagree	Disagree	Agree	Agree	Agree	Agree	Disagree	Agree				Agree
	4.2 6-leg Intersection	Disagree		Agree	Disagree	Agree	Agree	Disagree	Disagree	Disagree	Disagree	Agree	Disagree			Disagree
	4.3 4-leg int. + Bridge	Agree		Agree	Agree		Agree	Agree	Agree	Agree	Agree	Agree	Disagree	Agree		Agree
5 Jomax/ Pat Tillman	5.1 Design as Planned	Disagree			Agree		Disagree	Agree	Agree			Agree	Disagree			Disagree
	5.2 Straighten Jomax	Agree		Agree	Disagree		Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree		Agree
6 Happy Val to Bell	6.1 Build Thru Landfill	Disagree	Agree		Agree	Disagree	Agree	Agree	Agree	Agree	Disagree		Agree	Agree		Disagree
	6.2 Access from 163rd	Disagree	Agree		Agree	Agree	Agree	Agree		Agree	Agree	Agree	Agree	Agree		Agree
	6.3 Fill in Gap W	Disagree			Disagree		Agree	Agree	Agree	Agree	Disagree	Agree	Agree	Agree		Disagree
	6.4 Fill in Gap E	Disagree	Agree		Agree		Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree		Disagree
7 Dove Val/ Center St	7.1 Design as Planned	Disagree			Disagree		Agree	Disagree	Agree		Disagree		Disagree			Disagree
	7.2 Elevate Center Add Dove	Disagree			Agree		Agree	Disagree	Agree		Disagree		Disagree			Agree
	7.3 7.2 + Add 111th	Agree			Disagree		Agree	Disagree	Agree	Agree	Disagree	Agree	Disagree	Agree		Agree
8 Arterials	8.1	Disagree	Agree		Agree		Agree			Agree	Disagree	Agree	Disagree	Agree		
9 Railroad Crossings	9.1 No more at-grade	Disagree	Disagree		Disagree		Disagree	Agree	Agree	Agree	Agree	Agree	Agree	Agree		Agree
	9.2 Set Max at-grade	Disagree	Disagree		Agree	Agree	Disagree	Agree		Agree	Agree	Agree	Agree	Agree		Agree
	9.3 Reduce to 0 over time	Disagree	Agree		Disagree	Agree	Disagree	Disagree	Agree		Disagree	Agree	Disagree	Disagree		Agree
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10 Access Mgmt	10.1 Accel/Decel Lanes	Agree	Agree	Agree	Disagree	Agree	Agree	Agree	Agree	Agree	Agree	Agree		Agree		Agree
	10.2 Frontage Roads	Disagree			Agree	Agree	Agree	Agree			Agree	Agree	Agree	Agree		Disagree
	10.3 Hybrid	Agree			Agree		Agree	Agree	Agree	Agree	Agree	Agree				Disagree
Totals		27	9	10	27	12	27	25	17	19	26	24	24	10	4	26
Agrees		12	7	9	17	7	23	19	16	18	13	24	15	10	2	16
Disagrees		15	2	1	10	5	4	6	1	1	13	0	9	0	2	10

COMMENT CARD RESPONSES

AREA OF CONCERN	ALTERNATIVE	03/16/25 3:53 PM	03/16/25 5:54 PM	03/16/25 8:42 PM	03/17/25 12:38 AM	03/17/25 1:59 PM	03/17/25 11:09 PM	03/18/25 12:07 PM	03/18/25 5:38 PM	03/18/25 5:40 PM	03/18/25 5:55 PM	03/19/25 5:17 AM	03/19/25 5:26 AM	03/19/25 6:59 AM	03/19/25 8:21 AM	03/19/25 9:37 AM
1 Grand Av S/O Deer Valley	1.1 Upgrade Existing 1.2 New TI E/O Grand Avenue 1.3 Extend 163rd to Deer Valley 1.4 All of Above	Agree	Disagree Agree Agree Agree	Agree Agree Agree Agree	Agree	Agree	Disagree Disagree Disagree Disagree	Agree	Agree Agree	Agree Agree Agree Agree	Agree Agree Agree Agree	Agree Agree Agree Agree	Agree	Agree Agree Agree Agree	Disagree Disagree Disagree Agree	Agree
2 Bell/Sun Desert	2.1 Widen 2.2 Add access from 163rd	Agree	Agree Agree	Agree Agree	Disagree Disagree	Agree	Disagree Disagree		Agree Disagree	Agree Agree	Agree Agree	Agree Agree	Agree	Agree Agree	Agree Agree	Disagree Disagree
3 Peoria Acc	3.1 Widen	Agree	Agree	Agree	Disagree	Agree	Disagree		Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree
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6 Happy Val to Bell	6.1 Build Thru Landfill 6.2 Access from 163rd 6.3 Fill in Gap W 6.4 Fill in Gap E	Agree Disagree Agree	Disagree Agree Agree Agree	Agree Disagree Agree Agree	Agree Disagree Disagree Disagree	Agree	Disagree Disagree Disagree Disagree		Agree Agree	Disagree Agree Agree Agree	Agree Agree Agree Agree	Disagree Agree Agree Agree	Agree	Agree Agree Disagree		Agree Disagree Disagree Disagree
7 Dove Val/ Center St	7.1 Design as Planned 7.2 Elevate Center Add Dove 7.3 7.2 + Add 111th	Agree	Agree Disagree Disagree	Agree Disagree Disagree	Disagree Disagree Disagree		Disagree Agree		Agree Agree	Agree Agree Agree	Agree Agree Agree	Disagree Agree Disagree		Disagree Agree Agree		Disagree Agree Agree
8 Arterials	8.1	Agree		Agree	Disagree					Agree	Agree	Agree	Agree	Agree	Agree	Agree
9 Railroad Crossings	9.1 No more at-grade 9.2 Set Max at-grade 9.3 Reduce to 0 over time 9.4 All RR + Grand Crossings	Agree Agree Agree	Agree Agree Disagree Agree	Disagree Disagree Disagree Agree	Disagree Disagree Agree Disagree		Disagree Disagree Disagree Disagree		Agree Agree		Agree Agree Agree	Disagree Agree Disagree Disagree		Disagree Agree Agree Agree	Agree Disagree Disagree Disagree	Disagree Agree Disagree Agree
10 Access Mgmt	10.1 Accel/Decel Lanes 10.2 Frontage Roads 10.3 Hybrid	Agree	Agree Agree Disagree	Agree Agree Agree	Agree Agree Agree	Agree	Disagree Agree Disagree		Agree Agree Agree	Agree Agree Agree	Agree Agree Agree	Disagree Disagree Agree	Disagree Agree	Agree Agree Agree	Agree Disagree Agree	Agree Disagree Agree
Totals		13	26	26	24	5	25	1	17	22	26	27	11	25	18	23
Agrees		12	19	19	6	5	4	1	16	20	26	16	10	20	10	14
Disagrees		1	7	7	18	0	21	0	1	2	0	11	1	5	8	9

COMMENT CARD RESPONSES

AREA OF CONCERN	ALTERNATIVE	03/19/25 10:54 AM	03/19/25 11:56 AM	03/19/25 3:48 PM	03/19/25 4:08 PM	03/19/25 4:34 PM	03/19/25 4:38 PM	03/19/25 5:13 PM	03/19/25 6:37 PM	03/19/25 6:52 PM	03/19/25 8:22 PM	03/19/25 8:55 PM	03/19/25 9:08 PM	03/19/25 9:14 PM	03/19/25 9:23 AM	03/19/25 10:55 PM
1 Grand Av S/O Deer Valley	1.1 Upgrade Existing		Agree	Agree		Agree	Agree	Agree	Disagree	Agree	Agree	Disagree		Agree	Agree	Agree
	1.2 New TI E/O Grand Avenue		Disagree	Agree		Agree	Agree		Agree	Agree	Agree	Disagree		Agree	Disagree	Agree
	1.3 Extend 163rd to Deer Valley	Agree	Agree	Agree	Agree	Agree	Agree		Agree	Agree	Agree	Agree		Agree	Disagree	Agree
	1.4 All of Above		Disagree	Agree		Agree	Agree	Agree		Agree	Agree	Agree	Agree	Agree	Agree	Agree
2 Bell/Sun Desert	2.1 Widen		Agree	Agree		Agree	Agree		Agree	Agree	Agree	Disagree	Agree	Agree	Agree	Agree
	2.2 Add access from 163rd	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree
3 Peoria Acc	3.1 Widen	Agree	Agree	Agree	Disagree	Agree	Agree	Agree				Agree	Agree	Agree	Agree	Agree
4 203rd/ Bradley/ Lone Mtn	4.1 Widen		Disagree	Agree	Disagree	Agree	Agree			Disagree				Agree	Agree	Agree
	4.2 6-leg Intersection		Disagree	Agree		Agree	Disagree	Agree		Disagree	Agree	Agree		Agree	Disagree	Agree
	4.3 4-leg int. + Bridge	Agree	Agree	Agree		Agree	Agree			Agree	Agree	Agree	Agree	Agree	Agree	Agree
5 Jomax/ Pat Tillman	5.1 Design as Planned		Disagree	Agree		Agree	Agree			Agree	Agree	Disagree		Agree	Agree	Agree
	5.2 Straighten Jomax	Agree	Agree	Disagree		Agree	Agree	Agree		Agree	Agree	Agree	Agree	Agree	Agree	Agree
6 Happy Val to Bell	6.1 Build Thru Landfill		Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree		Agree	Agree	Agree
	6.2 Access from 163rd		Disagree	Agree	Agree	Agree	Agree		Agree	Agree		Agree	Agree	Agree	Disagree	Agree
	6.3 Fill in Gap W		Disagree	Agree	Disagree	Agree	Agree		Agree	Agree		Disagree		Agree	Disagree	Agree
	6.4 Fill in Gap E	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree		Disagree	Agree	Agree	Agree	Agree
7 Dove Val/ Center St	7.1 Design as Planned		Disagree	Agree		Agree	Agree			Disagree		Disagree	Agree	Agree	Agree	Disagree
	7.2 Elevate Center Add Dove		Disagree	Agree		Agree	Agree			Agree		Agree		Agree	Agree	Disagree
	7.3 7.2 + Add 111th	Agree	Agree	Agree		Agree	Disagree	Agree		Agree	Agree	Disagree	Agree	Agree	Agree	Disagree
8 Arterials	8.1	Agree	Agree	Agree		Agree	Disagree	Agree	Agree	Agree	Disagree	Agree	Agree	Agree	Agree	Disagree
9 Railroad Crossings	9.1 No more at-grade		Disagree	Agree		Agree	Agree					Disagree	Agree	Agree	Disagree	Agree
	9.2 Set Max at-grade	Agree	Disagree	Agree		Agree	Agree	Agree		Agree		Agree		Agree	Agree	Agree
	9.3 Reduce to 0 over time	Agree	Agree	Agree		Agree	Agree			Disagree	Agree	Agree		Agree	Agree	Agree
	9.4 All RR + Grand Crossings		Disagree	Agree		Agree	Agree	Agree		Disagree	Disagree	Agree		Agree	Agree	Agree
10 Access Mgmt	10.1 Accel/Decel Lanes		Disagree	Agree		Agree	Disagree	Agree	Agree	Disagree	Agree	Disagree		Agree	Agree	Agree
	10.2 Frontage Roads		Agree	Agree		Agree	Agree			Agree	Disagree	Disagree	Agree	Agree	Agree	Agree
	10.3 Hybrid	Agree	Disagree	Agree		Agree	Agree		Agree	Agree		Agree	Agree	Agree	Agree	Agree
Totals		11	27	27	7	26	27	13	11	25	17	26	14	27	27	27
Agrees		11	13	26	4	26	23	13	10	19	14	15	14	27	21	23
Disagrees		0	14	1	3	0	4	0	1	6	3	11	0	0	6	4

COMMENT CARD RESPONSES

AREA OF CONCERN	ALTERNATIVE	03/20/25 6:14 AM	03/20/25 7:22 AM	03/20/25 8:35 AM	03/20/25 3:42 PM	03/20/25 5:40 PM	03/20/25 7:24 PM	03/20/25 7:37 PM	03/20/25 8:46 PM	03/21/25 5:53 AM	03/21/25 7:25 AM	03/21/25 9:00 AM	03/21/25 10:52 AM	03/21/25 10:57 AM	03/21/25 3:16 PM	03/22/25 5:26 AM
1 Grand Av S/O Deer Valley	1.1 Upgrade Existing	Agree			Agree			Agree	Agree		Agree	Agree	Disagree	Disagree		Agree
	1.2 New TI E/O Grand Avenue	Agree			Disagree			Agree	Agree		Agree		Disagree	Agree		
	1.3 Extend 163rd to Deer Valley	Agree			Disagree		Agree	Agree	Agree	Agree	Agree	Agree	Agree	Disagree	Agree	Agree
	1.4 All of Above	Agree	Agree	Agree	Disagree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Disagree	Agree	Agree	Agree
2 Bell/Sun Desert	2.1 Widen	Agree			Agree			Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	
	2.2 Add access from 163rd	Agree	Agree	Agree	Agree		Agree	Agree	Agree		Disagree	Disagree	Agree	Agree	Agree	Agree
3 Peoria Acc	3.1 Widen	Agree	Agree	Agree	Disagree	Agree		Agree	Agree		Agree		Agree	Agree	Agree	Agree
4 203rd/ Bradley/ Lone Mtn	4.1 Widen				Disagree		Agree	Disagree	Disagree		Disagree		Disagree	Agree		Disagree
	4.2 6-leg Intersection				Agree			Agree	Agree		Agree		Agree	Agree		Disagree
	4.3 4-leg int. + Bridge		Agree	Agree		Agree	Agree	Agree	Agree		Agree		Agree	Agree		Agree
5 Jomax/ Pat Tillman	5.1 Design as Planned	Agree			Disagree			Disagree	Agree		Agree	Disagree	Agree	Agree	Agree	Disagree
	5.2 Straighten Jomax	Agree	Agree	Agree	Disagree	Agree	Agree	Agree	Agree		Disagree	Agree	Disagree	Disagree	Agree	Agree
6 Happy Val to Bell	6.1 Build Thru Landfill	Agree		Agree	Agree		Disagree	Agree				Agree	Agree	Disagree		Disagree
	6.2 Access from 163rd	Agree			Agree	Agree	Agree	Agree			Agree	Agree	Agree	Agree	Agree	Agree
	6.3 Fill in Gap W	Agree		Disagree	Agree		Disagree	Disagree	Agree		Disagree	Disagree	Disagree	Agree	Agree	
	6.4 Fill in Gap E	Agree	Agree	Disagree	Agree		Agree	Disagree	Disagree	Agree	Agree	Disagree	Disagree	Disagree	Agree	
7 Dove Val/ Center St	7.1 Design as Planned				Disagree			Disagree	Disagree		Agree	Disagree	Disagree	Disagree		
	7.2 Elevate Center Add Dove	Agree	Agree		Agree			Agree	Disagree			Agree	Disagree	Agree		
	7.3 7.2 + Add 111th	Agree		Agree	Agree			Agree	Agree			Agree	Disagree	Agree		
8 Arterials	8.1	Agree	Agree		Agree		Agree		Agree		Disagree	Agree	Disagree	Disagree		
9 Railroad Crossings	9.1 No more at-grade				Disagree			Disagree	Disagree			Disagree	Disagree	Disagree		
	9.2 Set Max at-grade		Agree		Disagree		Agree	Agree	Agree		Agree	Agree	Disagree	Agree	Agree	
	9.3 Reduce to 0 over time				Disagree	Agree		Agree	Disagree			Agree	Disagree	Disagree		
	9.4 All RR + Grand Crossings				Agree			Agree	Agree			Disagree	Agree	Agree		
10 Access Mgmt	10.1 Accel/Decel Lanes	Agree		Agree	Agree		Agree	Agree	Agree	Agree		Disagree	Disagree	Agree	Agree	
	10.2 Frontage Roads	Agree		Agree	Disagree		Agree	Agree	Agree	Agree		Agree	Agree	Agree		
	10.3 Hybrid	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Disagree	Agree		
Totals		19	10	12	26	7	15	26	25	7	19	22	27	26	11	12
Agrees		19	10	10	14	7	13	20	19	7	14	14	11	18	11	8
Disagrees		0	0	2	12	0	2	6	6	0	5	8	16	8	0	4

COMMENT CARD RESPONSES

AREA OF CONCERN	ALTERNATIVE	03/22/25 6:44 PM	03/23/25 9:46 AM	03/23/25 4:57 PM	03/23/25 6:00 PM	03/24/25 11:29 AM	03/24/25 11:36 AM	03/25/25 5:49 AM	03/25/25 1:12 PM	03/25/25 4:16 PM	03/25/25 4:35 PM	03/25/25 5:21 PM	03/25/25 5:23 PM	03/26/25 9:07 AM	03/26/25 12:22 PM	03/26/25 1:52 PM
1 Grand Av S/O Deer Valley	1.1 Upgrade Existing	Disagree	Agree	Agree	Agree		Agree	Agree	Agree	Agree	Agree			Agree	Disagree	Agree
	1.2 New TI E/O Grand Avenue	Agree		Agree	Agree				Disagree	Agree	Agree		Agree	Agree	Disagree	Agree
	1.3 Extend 163rd to Deer Valley	Agree		Disagree	Agree	Agree		Agree	Agree	Agree	Agree				Disagree	Agree
	1.4 All of Above		Agree	Agree	Agree	Agree	Agree		Agree	Agree	Agree	Agree			Disagree	Agree
2 Bell/Sun Desert	2.1 Widen	Agree	Disagree	Disagree	Disagree		Disagree		Disagree	Agree	Agree		Agree	Agree	Agree	Disagree
	2.2 Add access from 163rd	Agree	Disagree	Disagree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree		Agree	Agree	Agree
3 Peoria Acc	3.1 Widen		Agree	Disagree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Disagree	Agree
4 203rd/ Bradley/ Lone Mtn	4.1 Widen		Agree	Agree	Disagree	Agree	Disagree	Agree	Agree	Disagree	Agree	Disagree	Agree	Agree	Agree	
	4.2 6-leg Intersection	Agree		Disagree	Disagree		Disagree		Agree	Disagree	Disagree	Disagree			Disagree	Disagree
	4.3 4-leg int. + Bridge	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree				Agree
5 Jomax/ Pat Tillman	5.1 Design as Planned	Disagree		Disagree	Disagree		Disagree		Agree	Disagree	Agree			Agree	Disagree	Disagree
	5.2 Straighten Jomax	Disagree		Agree	Agree	Agree	Disagree	Agree	Disagree	Disagree	Agree	Agree	Agree	Agree		Agree
6 Happy Val to Bell	6.1 Build Thru Landfill	Agree		Agree	Agree		Disagree		Agree	Disagree		Agree	Agree	Agree	Disagree	Agree
	6.2 Access from 163rd	Disagree		Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree		Agree	Agree	Agree
	6.3 Fill in Gap W	Disagree		Disagree	Disagree	Agree	Agree		Agree	Agree	Agree	Agree		Agree	Disagree	Agree
	6.4 Fill in Gap E	Disagree		Agree	Agree		Agree		Agree	Disagree		Agree		Agree	Agree	Agree
7 Dove Val/ Center St	7.1 Design as Planned	Disagree		Disagree			Disagree		Agree	Disagree	Disagree	Agree			Disagree	Disagree
	7.2 Elevate Center Add Dove	Agree		Agree	Agree	Agree	Agree		Agree	Agree	Agree	Agree		Agree	Disagree	Agree
	7.3 7.2 + Add 111th	Agree	Agree	Agree	Agree	Agree	Agree		Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree
8 Arterials	8.1	Disagree	Agree	Agree	Agree	Agree	Disagree		Disagree	Agree	Agree	Agree	Agree	Agree	Agree	Agree
9 Railroad Crossings	9.1 No more at-grade	Agree		Disagree	Agree	Agree	Disagree		Disagree	Disagree	Disagree		Disagree	Agree	Agree	Disagree
	9.2 Set Max at-grade		Agree	Agree	Agree	Agree	Agree	Agree	Disagree	Disagree	Disagree				Disagree	Agree
	9.3 Reduce to 0 over time			Disagree				Disagree	Disagree	Disagree	Disagree	Agree			Agree	Agree
	9.4 All RR + Grand Crossings			Agree	Agree		Disagree	Disagree	Disagree	Disagree	Disagree	Agree		Agree	Disagree	Agree
10 Access Mgmt	10.1 Accel/Decel Lanes	Agree	Agree	Disagree			Disagree	Agree	Agree	Agree	Agree	Agree	Agree		Agree	Agree
	10.2 Frontage Roads		Disagree	Disagree	Agree	Agree	Disagree		Disagree	Disagree	Disagree	Disagree	Disagree	Agree		Disagree
	10.3 Hybrid	Agree	Agree	Agree	Agree		Disagree	Agree	Disagree	Disagree	Disagree	Disagree	Disagree	Agree	Agree	Agree
Totals		20	13	27	24	15	24	12	27	27	24	19	12	18	24	26
Agrees		12	10	15	19	15	11	11	17	19	22	18	10	18	11	20
Disagrees		8	3	12	5	0	13	1	10	8	2	1	2	0	13	6

COMMENT CARD RESPONSES

AREA OF CONCERN	ALTERNATIVE	03/26/25 2:20 PM	03/26/25 3:17 PM	03/26/25 3:21 PM	03/26/25 3:41 PM	03/26/25 4:14 PM	03/26/25 8:20 PM	03/26/25 9:11 PM	03/27/25 12:29 PM	03/27/25 1:02 PM	03/27/25 4:33 PM	03/27/25 4:53 PM	03/27/25 7:43 PM	03/27/25 9:03 PM	03/27/25 9:07 PM	03/28/25 7:51 AM
1 Grand Av S/O Deer Valley	1.1 Upgrade Existing	Agree	Agree	Agree	Agree	Agree	Agree	Agree		Agree	Agree		Disagree	Disagree		Agree
	1.2 New TI E/O Grand Avenue	Agree	Disagree	Agree		Agree	Agree			Agree	Agree		Disagree	Disagree		Agree
	1.3 Extend 163rd to Deer Valley	Agree	Disagree	Agree		Disagree	Agree	Agree		Agree	Disagree		Disagree			Agree
	1.4 All of Above	Agree	Disagree	Agree	Agree	Disagree	Agree	Agree	Agree	Agree	Disagree	Agree		Agree	Agree	Agree
2 Bell/Sun Desert	2.1 Widen	Agree	Disagree	Agree		Disagree	Agree	Agree		Disagree		Agree	Agree	Agree	Agree	Agree
	2.2 Add access from 163rd	Agree	Disagree			Disagree	Agree	Agree	Agree	Disagree		Agree	Agree	Agree		Agree
3 Peoria Acc	3.1 Widen	Agree	Agree	Agree		Agree	Agree	Agree	Disagree	Agree		Agree	Agree	Agree	Agree	Disagree
4 203rd/ Bradley/ Lone Mtn	4.1 Widen	Agree	Agree	Disagree		Disagree	Agree	Agree		Disagree	Agree	Agree	Disagree		Agree	Disagree
	4.2 6-leg Intersection	Agree	Agree	Disagree		Agree	Agree	Agree	Agree	Agree	Disagree	Agree	Agree	Disagree		Agree
	4.3 4-leg int. + Bridge	Agree	Disagree	Agree	Agree	Agree	Agree	Agree		Disagree	Disagree	Agree	Agree	Agree	Agree	Agree
5 Jomax/ Pat Tillman	5.1 Design as Planned	Agree	Agree	Disagree	Agree	Agree	Agree	Agree	Disagree	Agree	Agree	Disagree	Disagree			Disagree
	5.2 Straighten Jomax	Agree	Agree	Agree	Agree	Agree	Agree	Agree		Disagree	Agree	Agree	Agree	Agree		Disagree
6 Happy Val to Bell	6.1 Build Thru Landfill	Agree	Agree	Agree		Disagree	Agree	Agree		Agree	Disagree		Agree	Agree		Agree
	6.2 Access from 163rd	Agree	Disagree			Disagree	Agree	Agree	Disagree	Agree	Agree		Agree	Disagree		Disagree
	6.3 Fill in Gap W	Agree	Disagree				Agree	Agree	Agree	Disagree			Disagree	Disagree		Disagree
	6.4 Fill in Gap E	Agree	Agree			Disagree	Agree	Agree	Disagree	Disagree			Disagree		Agree	Agree
7 Dove Val/ Center St	7.1 Design as Planned	Agree	Agree			Disagree	Agree	Agree					Agree			Agree
	7.2 Elevate Center Add Dove	Agree	Agree	Disagree	Agree	Disagree	Agree	Agree		Disagree			Disagree	Agree	Agree	Agree
	7.3 7.2 + Add 111th	Agree	Agree	Agree		Disagree	Agree	Agree		Disagree	Agree		Disagree	Agree	Agree	Disagree
8 Arterials	8.1		Agree	Agree		Agree	Agree	Agree	Agree	Disagree					Agree	Agree
9 Railroad Crossings	9.1 No more at-grade	Agree	Agree	Disagree	Disagree	Agree	Disagree	Agree	Disagree	Disagree				Disagree		Agree
	9.2 Set Max at-grade	Agree	Agree	Agree		Agree	Disagree	Agree	Disagree	Disagree		Agree				Agree
	9.3 Reduce to 0 over time	Disagree	Agree		Agree	Disagree	Disagree	Agree	Disagree	Agree					Agree	Agree
	9.4 All RR + Grand Crossings	Agree	Agree			Agree	Agree	Disagree	Agree	Disagree				Agree		Agree
10 Access Mgmt	10.1 Accel/Decel Lanes	Agree	Disagree	Agree		Agree	Agree	Agree	Agree	Disagree	Agree	Agree	Agree	Agree		Agree
	10.2 Frontage Roads	Agree	Agree	Agree	Agree	Agree	Agree	Disagree	Agree	Agree		Agree	Disagree	Agree		Agree
	10.3 Hybrid	Agree	Agree	Agree		Agree	Agree	Agree	Agree	Disagree		Agree	Disagree	Agree	Agree	Disagree
Totals		26	27	20	9	26	27	26	16	26	13	12	21	19	10	26
Agrees		25	18	15	8	14	24	24	9	11	8	11	10	13	10	18
Disagrees		1	9	5	1	12	3	2	7	15	5	1	11	6	0	8

COMMENT CARD RESPONSES

AREA OF CONCERN	ALTERNATIVE	03/28/25 10:34 AM	03/28/25 11:18 AM	03/28/25 12:12 PM	03/28/25 12:43 PM	03/28/26 1:07 PM	03/28/25 1:57 PM	03/28/25 2:35 PM	03/28/25 6:16 PM	03/28/25 6:18 PM	03/28/25 6:22 PM	03/28/25 6:39 PM	03/28/25 6:41 PM	03/28/25 6:52 PM	03/28/25 7:23 PM	03/28/25 7:23 PM
1 Grand Av S/O Deer Valley	1.1 Upgrade Existing	Agree		Disagree	Agree		Agree	Agree		Agree	Agree		Agree	Agree		
	1.2 New TI E/O Grand Avenue	Agree		Agree	Agree		Disagree	Agree		Agree	Agree		Disagree	Agree		
	1.3 Extend 163rd to Deer Valley	Agree		Agree	Agree		Disagree	Agree		Agree	Agree		Agree	Agree		
	1.4 All of Above	Agree	Agree		Agree	Agree	Disagree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree
2 Bell/Sun Desert	2.1 Widen	Agree			Agree	Disagree	Disagree		Disagree	Agree			Disagree	Agree		
	2.2 Add access from 163rd	Agree	Agree		Agree	Disagree	Disagree	Agree	Disagree	Agree			Agree	Agree		Agree
3 Peoria Acc	3.1 Widen	Agree	Disagree	Disagree	Agree	Agree	Agree		Disagree	Agree	Agree	Agree	Agree	Agree		Agree
4 203rd/ Bradley/ Lone Mtn	4.1 Widen	Agree		Disagree			Agree	Agree	Disagree	Disagree			Agree			
	4.2 6-leg Intersection	Agree		Disagree			Agree	Disagree	Disagree	Disagree				Disagree		
	4.3 4-leg int. + Bridge	Agree	Agree	Disagree			Disagree	Agree	Agree	Agree	Agree	Agree		Agree		Agree
5 Jomax/ Pat Tillman	5.1 Design as Planned	Agree	Agree	Disagree		Disagree	Agree		Disagree	Disagree			Disagree	Disagree	Agree	Agree
	5.2 Straighten Jomax	Agree	Disagree	Disagree		Agree	Agree		Disagree	Agree		Agree	Disagree	Agree		
6 Happy Val to Bell	6.1 Build Thru Landfill	Agree	Agree	Disagree		Disagree	Agree		Disagree	Agree			Agree	Agree		
	6.2 Access from 163rd	Agree	Disagree	Agree		Disagree	Disagree	Agree	Disagree	Agree				Agree		Agree
	6.3 Fill in Gap W	Agree	Disagree			Disagree	Disagree		Disagree	Agree				Agree		
	6.4 Fill in Gap E	Agree	Disagree			Agree	Agree	Agree	Agree	Agree				Disagree		
7 Dove Val/ Center St	7.1 Design as Planned	Agree	Agree	Disagree			Agree		Disagree	Agree	Agree		Disagree	Disagree		
	7.2 Elevate Center Add Dove	Agree	Disagree	Disagree			Agree	Agree		Disagree			Disagree	Agree		
	7.3 7.2 + Add 111th	Agree	Disagree	Disagree			Agree	Agree	Agree	Disagree				Disagree		Agree
8 Arterials	8.1	Agree	Agree				Agree	Agree		Agree			Disagree	Agree		Agree
9 Railroad Crossings	9.1 No more at-grade	Agree				Disagree	Agree	Disagree	Agree	Disagree			Agree	Agree		
	9.2 Set Max at-grade	Agree			Agree	Disagree	Agree	Disagree		Disagree			Agree	Disagree		
	9.3 Reduce to 0 over time	Disagree				Agree	Agree	Disagree	Agree	Agree			Disagree	Disagree		
	9.4 All RR + Grand Crossings	Disagree	Agree	Agree		Agree	Agree	Agree	Agree	Disagree			Disagree	Disagree		Agree
10 Access Mgmt	10.1 Accel/Decel Lanes	Disagree	Agree			Disagree	Disagree	Agree	Disagree	Agree	Agree		Agree	Agree		
	10.2 Frontage Roads	Disagree	Disagree	Agree	Agree	Disagree	Agree	Agree	Agree	Agree	Agree		Agree	Disagree		Agree
	10.3 Hybrid	Agree	Disagree			Agree	Agree	Agree		Agree	Agree		Agree	Disagree		
Totals		27	18	16	9	17	27	20	19	27	10	3	20	26	2	10
Agrees		23	9	5	9	7	18	16	7	19	10	3	11	16	2	10
Disagrees		4	9	11	0	10	9	4	12	8	0	0	9	10	0	0

COMMENT CARD RESPONSES

AREA OF CONCERN	ALTERNATIVE	03/28/25 7:45 PM	03/28/25 8:25 PM	03/28/25 8:31 PM	03/28/25 8:38 PM	03/28/25 8:42 PM	03/28/25 8:42 PM	03/28/25 8:42 PM	03/28/25 8:53 PM	03/28/25 8:55 PM	03/28/25 9:26 PM	03/28/25 9:44 PM	03/28/25 9:46 PM	03/28/25 9:48 PM	03/28/25 9:53 PM	03/28/25 10:10 PM				
1 Grand Av S/O Deer Valley	1.1 Upgrade Existing	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Disagree		Agree	Agree	Agree				
	1.2 New TI E/O Grand Avenue		Agree	Agree	Disagree	Agree	Agree	Agree		Disagree	Agree			Agree	Agree					
	1.3 Extend 163rd to Deer Valley		Agree	Agree	Agree	Agree	Agree	Agree		Disagree	Agree			Agree	Agree					
	1.4 All of Above		Agree	Agree	Agree	Agree	Agree	Agree		Agree	Agree			Agree	Agree	Agree				
2 Bell/Sun Desert	2.1 Widen	Agree	Disagree	Agree	Disagree	Agree	Agree	Disagree	Disagree	Agree	Disagree		Agree	Agree	Agree	Disagree				
	2.2 Add access from 163rd		Disagree	Agree	Agree	Agree	Agree	Agree			Disagree			Agree	Agree	Agree				
3 Peoria Acc	3.1 Widen	Agree	Disagree	Agree	Disagree	Agree	Agree	Agree	Agree	Agree	Agree		Disagree	Agree	Agree	Disagree				
4 203rd/ Bradley/ Lone Mtn	4.1 Widen	Agree	Disagree	Agree	Disagree	Agree	Agree	Disagree			Agree		Disagree	Disagree	Agree	Agree				
	4.2 6-leg Intersection			Disagree	Disagree	Agree	Agree	Agree			Agree									
	4.3 4-leg int. + Bridge			Disagree	Agree	Disagree	Agree	Disagree			Agree						Agree			
5 Jomax/ Pat Tillman	5.1 Design as Planned	Agree	Agree	Disagree	Disagree	Agree	Disagree	Agree	Agree	Agree	Disagree		Disagree	Agree	Agree	Disagree				
	5.2 Straighten Jomax		Agree	Agree	Agree	Agree	Agree	Agree			Agree									
6 Happy Val to Bell	6.1 Build Thru Landfill	Agree	Agree	Agree	Disagree	Agree	Agree	Agree	Disagree	Agree	Agree		Disagree	Agree	Agree	Disagree				
	6.2 Access from 163rd			Agree	Disagree						Agree						Disagree	Agree	Agree	
	6.3 Fill in Gap W			Agree	Disagree						Agree						Disagree	Agree	Agree	Agree
	6.4 Fill in Gap E			Agree	Disagree						Agree						Disagree	Agree	Agree	Agree
7 Dove Val/ Center St	7.1 Design as Planned	Agree	Disagree	Disagree	Disagree	Agree	Agree	Agree	Disagree		Disagree	Disagree	Disagree	Agree	Agree	Agree				
	7.2 Elevate Center Add Dove		Agree	Disagree	Disagree						Agree						Agree	Disagree		
	7.3 7.2 + Add 111th		Disagree	Disagree	Disagree						Agree						Agree	Disagree	Agree	
8 Arterials	8.1	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Disagree		Agree		Agree	Agree	Agree	Agree				
9 Railroad Crossings	9.1 No more at-grade	Agree	Agree	Disagree	Disagree	Agree	Disagree	Disagree	Disagree		Disagree		Disagree	Agree	Disagree	Agree				
	9.2 Set Max at-grade			Disagree	Disagree	Agree	Disagree	Agree			Disagree									
	9.3 Reduce to 0 over time	Agree	Agree	Disagree	Disagree	Agree	Disagree	Disagree	Disagree		Disagree		Agree		Agree	Disagree	Agree	Disagree	Disagree	
	9.4 All RR + Grand Crossings		Disagree	Agree	Disagree	Agree	Disagree	Agree			Disagree									
10 Access Mgmt	10.1 Acce/Decel Lanes	Agree	Agree	Disagree	Agree	Agree	Agree	Disagree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree				
	10.2 Frontage Roads		Agree	Disagree	Disagree	Agree	Agree	Disagree			Agree									
	10.3 Hybrid		Disagree	Disagree	Disagree	Agree	Agree	Disagree			Agree									
Totals		11	24	27	27	27	23	27	21	15	27	3	23	23	25	27				
Agrees		11	15	16	7	27	18	19	10	15	16	1	11	19	22	19				
Disagrees		0	9	11	20	0	5	8	11	0	11	2	12	4	3	8				

COMMENT CARD RESPONSES

AREA OF CONCERN	ALTERNATIVE	03/28/25 10:15 PM	03/28/25 10:17 PM	03/28/25 10:21 PM	03/28/25 10:25 PM	03/28/25 10:42 AM	03/28/25 11:13 PM	03/29/25 1:36 AM	03/29/25 5:09 AM	03/29/25 5:26 AM	03/29/25 5:54 AM	03/29/25 6:25 AM	03/29/25 6:49 AM	03/29/25 6:51 AM	03/29/25 6:56 AM	03/29/25 7:02 AM
1 Grand Av S/O Deer Valley	1.1 Upgrade Existing	Agree	Agree	Agree	Agree		Agree		Agree		Agree	Agree		Disagree	Agree	Agree
	1.2 New TI E/O Grand Avenue	Agree	Agree	Agree	Disagree		Agree		Agree		Disagree	Agree		Agree	Agree	Agree
	1.3 Extend 163rd to Deer Valley	Agree	Agree	Agree	Disagree		Agree		Agree		Disagree	Agree		Agree	Agree	Agree
	1.4 All of Above	Agree	Agree	Agree	Disagree	Agree	Agree	Agree	Agree	Agree	Disagree	Agree	Agree	Agree	Agree	Agree
2 Bell/Sun Desert	2.1 Widen	Agree	Agree		Disagree		Agree			Agree	Agree	Disagree		Disagree	Agree	Agree
	2.2 Add access from 163rd		Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Disagree	Agree	Agree	Agree	Agree
3 Peoria Acc	3.1 Widen	Agree	Agree	Agree	Disagree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Disagree	Agree	Agree
4 203rd/ Bradley/ Lone Mtn	4.1 Widen	Disagree	Agree		Disagree		Agree		Agree	Agree	Agree			Disagree	Agree	Agree
	4.2 6-leg Intersection	Disagree	Agree				Agree			Agree	Agree	Agree		Agree	Agree	Disagree
	4.3 4-leg int. + Bridge	Disagree	Agree				Agree	Agree		Agree	Disagree	Disagree	Agree	Disagree	Agree	Disagree
5 Jomax/ Pat Tillman	5.1 Design as Planned	Agree	Agree		Disagree	Agree	Agree			Agree	Agree	Agree		Disagree	Agree	Disagree
	5.2 Straighten Jomax	Agree	Agree	Agree	Agree		Agree	Agree	Agree	Agree	Agree	Agree	Agree	Disagree	Agree	Disagree
6 Happy Val to Bell	6.1 Build Thru Landfill	Disagree	Disagree		Disagree		Agree	Agree		Agree	Disagree	Agree	Agree	Disagree	Agree	Agree
	6.2 Access from 163rd	Agree	Agree	Agree	Disagree		Agree		Agree	Agree	Disagree	Agree		Agree	Agree	Agree
	6.3 Fill in Gap W	Disagree	Disagree		Disagree		Agree			Agree	Disagree	Agree		Disagree	Agree	Agree
	6.4 Fill in Gap E	Agree	Agree		Disagree		Agree			Agree	Disagree	Agree		Agree	Agree	Agree
7 Dove Val/ Center St	7.1 Design as Planned	Disagree	Agree				Agree			Agree	Agree		Disagree	Disagree	Agree	Agree
	7.2 Elevate Center Add Dove	Disagree	Disagree				Agree		Agree	Agree	Agree	Agree	Disagree	Disagree	Agree	Agree
	7.3 7.2 + Add 111th	Disagree	Disagree				Agree	Agree		Agree	Disagree	Agree	Agree	Disagree	Agree	Agree
8 Arterials	8.1	Disagree	Agree				Agree	Agree	Agree	Agree	Agree	Agree	Agree	Disagree	Agree	Agree
9 Railroad Crossings	9.1 No more at-grade	Disagree	Disagree				Agree				Disagree	Agree	Disagree	Disagree	Disagree	Agree
	9.2 Set Max at-grade	Disagree	Agree				Agree		Agree		Agree	Agree		Disagree	Agree	Agree
	9.3 Reduce to 0 over time	Agree	Agree				Agree				Agree	Disagree		Agree	Disagree	Agree
	9.4 All RR + Grand Crossings	Agree	Agree				Agree	Agree			Agree	Disagree	Agree	Agree	Agree	Disagree
10 Access Mgmt	10.1 Accel/Decel Lanes	Disagree	Agree		Agree		Agree		Agree	Agree	Agree		Agree	Disagree	Agree	Agree
	10.2 Frontage Roads	Agree	Disagree		Disagree		Agree			Agree	Agree	Agree	Agree	Agree	Agree	Agree
	10.3 Hybrid	Disagree	Disagree		Disagree		Agree	Agree	Agree	Disagree	Disagree	Agree	Agree	Disagree	Agree	Agree
Totals		26	27	8	17	4	27	10	14	19	27	24	14	27	27	27
Agrees		13	20	8	4	4	27	10	14	18	16	19	11	10	25	22
Disagrees		13	7	0	13	0	0	0	0	1	11	5	3	17	2	5

COMMENT CARD RESPONSES

AREA OF CONCERN	ALTERNATIVE	03/29/25 7:11 AM	03/29/25 7:18 AM	03/29/25 7:53 AM	03/29/25 7:53 AM	03/29/25 8:04 AM	03/29/25 8:15 AM	03/29/25 8:22 AM	03/29/25 8:41 AM	03/29/25 9:55 AM	03/29/25 10:19 AM	03/29/25 10:44 AM	03/29/25 10:50 AM	03/29/25 10:52 AM	03/29/25 10:55 AM	03/29/25 11:01 AM
1 Grand Av S/O Deer Valley	1.1 Upgrade Existing	Agree		Agree	Agree	Agree	Agree	Agree	Disagree	Disagree	Agree	Agree		Agree	Agree	Agree
	1.2 New TI E/O Grand Avenue	Agree		Agree	Disagree	Agree	Agree	Agree	Agree	Agree	Agree	Agree		Agree	Agree	Agree
	1.3 Extend 163rd to Deer Valley	Agree			Disagree	Agree	Agree	Agree	Agree	Agree	Agree	Agree		Disagree	Agree	Agree
	1.4 All of Above	Agree	Agree	Disagree	Agree	Agree	Agree	Agree	Agree	Disagree	Agree	Agree	Agree	Agree	Agree	Agree
2 Bell/Sun Desert	2.1 Widen	Agree		Agree	Disagree	Agree	Agree		Agree	Agree		Agree		Agree	Agree	Agree
	2.2 Add access from 163rd	Agree	Agree	Agree	Agree	Agree	Agree			Agree		Agree		Agree	Agree	Agree
3 Peoria Acc	3.1 Widen	Disagree	Agree		Agree	Agree	Agree		Agree	Agree		Agree		Agree	Agree	Agree
4 203rd/ Bradley/ Lone Mtn	4.1 Widen	Disagree				Agree	Agree		Agree	Agree		Agree		Agree	Agree	Agree
	4.2 6-leg Intersection	Disagree	Agree			Agree	Agree			Disagree				Agree	Agree	Agree
	4.3 4-leg int. + Bridge	Disagree	Agree			Disagree	Agree		Agree	Disagree				Agree	Agree	Agree
5 Jomax/ Pat Tillman	5.1 Design as Planned	Agree	Agree	Disagree		Agree	Agree		Agree	Agree					Agree	Disagree
	5.2 Straighten Jomax	Agree	Agree	Agree		Disagree	Agree		Agree	Agree		Agree		Agree	Agree	Agree
6 Happy Val to Bell	6.1 Build Thru Landfill	Agree	Agree	Disagree		Agree	Agree		Disagree	Agree					Agree	Disagree
	6.2 Access from 163rd	Agree	Agree			Agree			Disagree	Agree				Agree	Agree	Agree
	6.3 Fill in Gap W	Agree	Agree			Agree	Agree		Disagree	Disagree		Agree		Disagree	Agree	Agree
	6.4 Fill in Gap E	Agree				Disagree	Agree			Agree				Disagree	Agree	Agree
7 Dove Val/ Center St	7.1 Design as Planned	Disagree	Agree	Disagree		Disagree	Agree		Agree	Agree				Disagree	Agree	Agree
	7.2 Elevate Center Add Dove	Disagree	Disagree	Disagree		Disagree	Agree		Agree	Agree				Agree	Agree	Agree
	7.3 7.2 + Add 111th	Disagree	Agree	Disagree		Disagree	Agree		Disagree	Agree				Agree	Agree	Agree
8 Arterials	8.1	Agree							Agree	Agree		Agree		Agree	Agree	Agree
9 Railroad Crossings	9.1 No more at-grade	Disagree		Disagree			Agree		Agree	Agree					Agree	Disagree
	9.2 Set Max at-grade	Disagree	Agree	Disagree		Agree			Agree	Disagree		Agree		Agree	Agree	Agree
	9.3 Reduce to 0 over time	Disagree		Disagree					Disagree	Agree				Disagree	Agree	Disagree
	9.4 All RR + Grand Crossings	Disagree		Disagree			Disagree		Agree	Disagree				Agree	Agree	Agree
10 Access Mgmt	10.1 Accel/Decel Lanes	Disagree		Disagree		Agree	Agree		Agree	Disagree		Agree		Agree	Agree	Agree
	10.2 Frontage Roads	Agree	Agree	Disagree		Disagree	Disagree		Agree	Agree		Agree		Agree	Agree	Agree
	10.3 Hybrid	Agree	Agree	Disagree					Disagree	Agree		Agree		Agree	Agree	Agree
Totals		27	16	18	7	22	22	3	24	27	4	15	1	24	27	27
Agrees		15	15	5	4	15	20	3	17	19	4	15	1	19	27	23
Disagrees		12	1	13	3	7	2	0	7	8	0	0	0	5	0	4

COMMENT CARD RESPONSES

AREA OF CONCERN	ALTERNATIVE	03/29/25 2:27 PM	03/29/25 3:33 PM	03/29/25 4:24 PM	03/29/25 4:30 PM	03/29/25 4:47 PM	03/29/25 5:36 PM	03/29/25 7:28 PM	03/29/25 9:05 PM	03/29/25 9:13 PM	03/29/25 10:15 PM	03/29/25 10:34 PM	03/29/25 10:45 PM	03/29/25 11:09 PM	03/29/25 11:20 PM	03/29/25 11:55 AM
1 Grand Av S/O Deer Valley	1.1 Upgrade Existing	Agree	Agree	Agree	Disagree		Agree	Agree	Disagree	Agree	Agree	Agree	Agree	Agree	Disagree	Agree
	1.2 New TI E/O Grand Avenue	Agree	Agree	Agree	Agree		Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Disagree	Agree
	1.3 Extend 163rd to Deer Valley	Agree	Agree	Agree	Agree		Agree	Agree	Disagree	Agree	Agree	Agree	Agree	Agree	Disagree	Agree
	1.4 All of Above	Agree	Agree	Agree		Agree	Agree	Agree	Disagree		Agree	Agree	Agree	Agree	Disagree	Agree
2 Bell/Sun Desert	2.1 Widen	Agree	Agree	Disagree	Disagree		Agree	Agree	Agree	Agree	Agree	Disagree	Agree	Agree		Disagree
	2.2 Add access from 163rd	Disagree	Agree	Disagree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree		Disagree
3 Peoria Acc	3.1 Widen	Agree	Agree	Agree	Disagree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Disagree		Agree
4 203rd/ Bradley/ Lone Mtn	4.1 Widen		Disagree	Disagree	Disagree		Agree	Agree	Disagree	Disagree	Agree	Disagree	Agree	Agree		Disagree
	4.2 6-leg Intersection		Agree	Disagree	Disagree		Disagree	Agree	Disagree	Disagree	Disagree	Disagree	Agree	Agree		Disagree
	4.3 4-leg int. + Bridge		Disagree	Disagree	Disagree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree		Disagree
5 Jomax/ Pat Tillman	5.1 Design as Planned		Disagree	Agree	Agree	Agree	Agree	Agree	Disagree	Disagree	Disagree	Disagree	Agree	Agree		Agree
	5.2 Straighten Jomax		Agree	Agree	Disagree		Agree	Agree	Disagree	Agree	Agree	Agree	Agree	Agree		Agree
6 Happy Val to Bell	6.1 Build Thru Landfill	Disagree	Disagree	Disagree	Disagree	Agree	Agree	Agree	Disagree	Disagree	Agree	Disagree	Disagree	Agree		Agree
	6.2 Access from 163rd	Disagree	Agree	Disagree	Disagree	Disagree	Agree	Agree	Disagree	Agree	Agree	Agree	Agree	Agree		Agree
	6.3 Fill in Gap W	Disagree	Disagree	Disagree	Disagree	Agree	Agree	Agree	Disagree	Disagree	Agree	Agree	Agree	Agree		Disagree
	6.4 Fill in Gap E	Disagree	Disagree	Disagree	Disagree	Agree	Agree	Agree	Disagree	Agree	Agree	Agree	Agree	Agree		Disagree
7 Dove Val/ Center St	7.1 Design as Planned		Disagree	Agree	Disagree		Agree	Agree	Disagree	Disagree		Disagree		Agree		Disagree
	7.2 Elevate Center Add Dove		Agree	Disagree	Disagree	Disagree	Disagree	Agree	Disagree	Disagree		Disagree		Agree		Disagree
	7.3 7.2 + Add 111th		Disagree	Agree	Disagree	Agree	Agree	Agree	Agree	Agree		Agree		Agree		Disagree
8 Arterials	8.1		Agree	Agree	Disagree		Agree	Agree	Disagree	Disagree	Agree	Agree		Agree		
9 Railroad Crossings	9.1 No more at-grade		Agree	Disagree	Disagree	Disagree	Agree	Agree	Agree	Disagree	Agree	Disagree		Agree		
	9.2 Set Max at-grade	Agree	Disagree	Agree		Agree	Agree	Disagree	Disagree	Agree	Disagree	Disagree	Disagree	Agree		
	9.3 Reduce to 0 over time			Agree	Disagree	Disagree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree		
	9.4 All RR + Grand Crossings		Agree	Agree	Disagree	Agree	Agree	Agree	Agree	Disagree		Disagree	Disagree	Agree		
10 Access Mgmt	10.1 Accel/Decel Lanes	Agree	Agree	Agree	Disagree	Agree	Agree	Disagree	Agree	Agree	Agree	Agree	Agree	Agree		Agree
	10.2 Frontage Roads	Agree	Disagree	Agree	Disagree	Agree	Agree	Agree	Agree	Disagree	Agree	Agree	Agree	Disagree		Agree
	10.3 Hybrid	Agree	Agree	Agree	Disagree	Disagree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Disagree		Agree
Totals		15	26	27	25	18	27	27	27	26	23	27	21	27	4	22
Agrees		10	16	16	4	13	25	25	12	15	20	17	18	24	0	12
Disagrees		5	10	11	21	5	2	2	15	11	3	10	3	3	4	10

COMMENT CARD RESPONSES

AREA OF CONCERN	ALTERNATIVE	03/30/25 7:38 AM	03/30/25 8:07 AM	03/30/25 8:35 AM	03/30/25 9:47 AM	03/30/25 10:13 AM	03/30/25 10:15 AM	03/30/25 10:15 AM	03/30/25 10:46 AM	03/30/25 12:54 PM	03/30/25 3:38 PM	03/30/25 3:43 PM	03/30/25 3:54 PM	03/30/25 4:39 PM
1 Grand Av S/O Deer Valley	1.1 Upgrade Existing			Agree	Disagree	Agree	Agree	Agree		Agree	Disagree	Agree	Agree	Agree
	1.2 New TI E/O Grand Avenue			Agree	Agree	Agree	Agree	Agree		Agree	Disagree	Agree	Agree	
	1.3 Extend 163rd to Deer Valley	Agree		Agree	Agree	Agree	Agree	Agree		Agree	Agree	Agree	Agree	
	1.4 All of Above	Agree	Agree		Disagree	Agree	Agree	Agree	Agree	Agree	Disagree	Agree	Agree	
2 Bell/Sun Desert	2.1 Widen				Agree		Agree	Agree	Agree	Disagree	Agree	Agree	Agree	
	2.2 Add access from 163rd			Agree	Agree	Agree	Agree	Agree	Agree	Disagree	Agree	Agree	Agree	Agree
3 Peoria Acc	3.1 Widen	Agree	Agree	Agree	Agree	Agree	Disagree	Disagree	Agree	Agree	Agree	Agree	Agree	Agree
4 203rd/ Bradley/ Lone Mtn	4.1 Widen				Disagree	Agree	Disagree	Disagree	Disagree		Disagree	Agree	Agree	
	4.2 6-leg Intersection			Agree	Disagree		Disagree	Disagree	Disagree		Agree	Agree	Agree	
	4.3 4-leg int. + Bridge			Agree	Agree	Agree	Disagree	Disagree	Agree		Disagree	Agree	Agree	
5 Jomax/ Pat Tillman	5.1 Design as Planned			Agree	Agree	Agree	Disagree	Disagree	Disagree	Agree	Disagree	Disagree	Agree	Agree
	5.2 Straighten Jomax		Agree	Agree	Agree	Agree	Disagree	Disagree	Agree	Agree	Agree	Agree	Agree	Agree
6 Happy Val to Bell	6.1 Build Thru Landfill			Agree		Agree	Agree	Agree	Disagree		Disagree	Agree	Agree	Agree
	6.2 Access from 163rd			Agree	Agree	Agree	Agree	Agree	Agree		Disagree	Agree	Agree	
	6.3 Fill in Gap W			Agree	Disagree	Agree	Agree	Agree	Disagree		Agree	Disagree	Agree	
	6.4 Fill in Gap E			Agree	Disagree	Agree	Agree	Agree	Disagree		Agree	Disagree	Agree	Agree
7 Dove Val/ Center St	7.1 Design as Planned			Disagree	Disagree	Agree	Disagree	Disagree	Disagree		Agree	Disagree	Agree	
	7.2 Elevate Center Add Dove			Disagree	Disagree	Agree	Disagree	Disagree	Agree		Disagree	Agree	Agree	Agree
	7.3 7.2 + Add 111th			Disagree	Agree	Agree	Disagree	Disagree	Agree		Disagree	Agree	Agree	
8 Arterials	8.1			Agree	Agree	Agree	Disagree	Disagree	Agree		Agree	Agree	Agree	Agree
9 Railroad Crossings	9.1 No more at-grade			Agree	Disagree	Disagree		Disagree	Disagree		Agree	Agree	Agree	
	9.2 Set Max at-grade			Agree	Agree	Disagree	Agree	Disagree	Agree		Disagree	Agree	Agree	Agree
	9.3 Reduce to 0 over time			Disagree	Disagree	Agree		Disagree	Agree	Disagree	Agree	Disagree	Disagree	
	9.4 All RR + Grand Crossings			Disagree	Agree	Agree		Disagree	Agree	Disagree	Agree	Disagree	Agree	
10 Access Mgmt	10.1 Accel/Decel Lanes		Disagree	Agree	Disagree	Agree	Agree	Agree	Disagree	Disagree		Disagree	Agree	Agree
	10.2 Frontage Roads		Agree	Disagree	Disagree	Agree	Agree	Agree	Disagree		Agree	agree	Agree	Agree
	10.3 Hybrid		Disagree	Agree	Agree	Agree	Agree	Agree	Agree		Agree	Disagree	Agree	Agree
Totals		3	6	24	26	25	23	27	24	12	26	27	27	13
Agrees		3	4	18	14	23	13	13	14	7	15	19	26	13
Disagrees		0	2	6	12	2	10	14	10	5	11	8	1	0

COMMENT CARD RESPONSES

AREA OF CONCERN	ALTERNATIVE	03/30/25 4:43 PM	03/30/25 4:50 PM	03/30/25 5:05 PM	03/30/25 5:14 PM	03/30/25 5:32 PM	03/30/25 6:02 PM	03/30/25 6:05 PM	03/30/25 7:09 PM	03/30/25 7:24 PM	03/30/25 8:38 PM	03/30/25 8:40 PM	03/30/25 8:42 PM
1 Grand Av S/O Deer Valley	1.1 Upgrade Existing		Agree	Disagree			Agree	Agree	Disagree	Agree	Agree	Agree	Agree
	1.2 New TI E/O Grand Avenue		Disagree	Agree			Agree	Agree	Disagree	Agree	Agree	Agree	Agree
	1.3 Extend 163rd to Deer Valley		Agree	Agree			Agree	Disagree	Disagree	Agree	Agree	Agree	Agree
	1.4 All of Above	Agree	Agree	Disagree	Agree	Agree	Agree		Agree	Agree	Agree	Agree	Agree
2 Bell/Sun Desert	2.1 Widen		Agree	Agree			Agree	Agree	Disagree	Agree	Agree	Agree	Agree
	2.2 Add access from 163rd	Agree	Agree	Agree		Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree
3 Peoria Acc	3.1 Widen	Agree	Agree	Agree	Agree	Agree	Agree	Agree		Agree	Agree	Agree	Agree
4 203rd/ Bradley/ Lone Mtn	4.1 Widen			Disagree			Agree	Disagree	Disagree	Agree	Disagree	Agree	Agree
	4.2 6-leg Intersection			Disagree			Agree	Agree	Disagree	Disagree	Agree	Agree	Agree
	4.3 4-leg int. + Bridge			Disagree			Agree	Disagree	Agree	Agree	Agree	Agree	Agree
5 Jomax/ Pat Tillman	5.1 Design as Planned		Disagree	Agree	Agree			Disagree	Disagree	Disagree	Disagree	Disagree	
	5.2 Straighten Jomax	Disagree	Agree	Agree	Agree		Agree	Agree	Agree	Agree	Agree	Agree	Agree
6 Happy Val to Bell	6.1 Build Thru Landfill			Disagree		Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree
	6.2 Access from 163rd			Disagree			Agree	Disagree	Disagree	Agree	Agree	Disagree	
	6.3 Fill in Gap W			Disagree			Agree	Agree	Disagree	Agree	Disagree	Disagree	
	6.4 Fill in Gap E			Disagree			Agree	Agree	Disagree	Agree	Agree	Disagree	
7 Dove Val/ Center St	7.1 Design as Planned			Disagree			Agree	Disagree	Disagree	Agree	Agree	Agree	
	7.2 Elevate Center Add Dove			Disagree			Agree	Agree	Disagree	Agree	Agree	Agree	
	7.3 7.2 + Add 111th			Disagree				Agree	Agree	Agree	Agree	Agree	
8 Arterials	8.1			Agree	Agree		Agree	Agree	Disagree	Agree	Agree	Agree	Agree
9 Railroad Crossings	9.1 No more at-grade			Disagree		Agree	Agree	Disagree	Disagree	Disagree	Disagree	Disagree	Agree
	9.2 Set Max at-grade			Agree			Agree	Agree	Agree	Disagree	Agree	Agree	
	9.3 Reduce to 0 over time			Disagree			Agree	Disagree	Disagree	Agree	Agree	Agree	
	9.4 All RR + Grand Crossings			Agree			Agree	Disagree	Disagree	Agree		Disagree	
10 Access Mgmt	10.1 Accel/Decel Lanes	Disagree	Agree	Agree		Disagree	Disagree	Agree	Agree	Disagree	Agree	Disagree	Agree
	10.2 Frontage Roads	Disagree	Agree	Disagree	Disagree		Disagree	Disagree	Disagree	Disagree	Agree	Disagree	Agree
	10.3 Hybrid	Agree	Agree		Agree		Disagree	Agree	Disagree	Disagree	Agree	Agree	
Totals		7	12	26	8	5	25	26	26	26	26	27	15
Agrees		4	10	11	7	5	22	16	8	19	22	19	15
Disagrees		3	2	15	1	0	3	10	18	7	4	8	0

COMMENT CARD RESPONSES

AREA OF CONCERN	ALTERNATIVE	03/30/25 8:44 PM	03/30/25 8:47 PM	03/30/25 9:09 PM	03/30/25 9:28 PM	03/30/25 9:33 PM	03/30/25 10:10 PM	03/31/25 4:57 AM	03/31/25 6:01 AM	03/31/25 7:12 AM	03/31/25 8:12 AM	03/31/25 8:21 AM	03/31/25 9:11 AM	03/31/25 12:17 PM
1 Grand Av S/O Deer Valley	1.1 Upgrade Existing	Disagree	Agree	Disagree		Agree	Disagree	Agree	Agree	Agree		Agree	Agree	Agree
	1.2 New TI E/O Grand Avenue	Disagree	Agree	Agree		Agree	Disagree	Agree	Disagree	Agree		Agree	Disagree	Agree
	1.3 Extend 163rd to Deer Valley	Disagree	Agree	Agree		Agree	Disagree	Disagree	Disagree	Agree		Agree	Disagree	Agree
	1.4 All of Above	Agree	Agree	Disagree	Agree	Agree	Disagree	Disagree	Agree	Agree	Agree	Agree	Disagree	Agree
2 Bell/Sun Desert	2.1 Widen	Disagree		Agree	Agree	Agree	Agree	Disagree	Agree	Agree	Agree	Agree	Disagree	Agree
	2.2 Add access from 163rd	Agree		Agree	Agree	Agree	Disagree	Agree	Agree	Agree		Agree	Agree	Agree
3 Peoria Acc	3.1 Widen	Agree	Agree	Agree	Agree	Agree	Disagree	Agree	Agree	Agree	Agree	Agree	Agree	Agree
4 203rd/ Bradley/ Lone Mtn	4.1 Widen	Disagree	Agree		Agree	Agree	Disagree	Disagree	Agree	Disagree			Agree	Agree
	4.2 6-leg Intersection	Disagree	Disagree		Agree	Agree	Disagree	Disagree	Disagree	Disagree	Agree			Disagree
	4.3 4-leg int. + Bridge	Agree	Disagree		Agree	Agree	Disagree	Agree	Agree	Agree				Agree
5 Jomax/ Pat Tillman	5.1 Design as Planned			Agree	Agree	Agree	Disagree	Agree	Disagree	Disagree	Agree		Agree	Agree
	5.2 Straighten Jomax	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Disagree	Agree			Disagree	Agree
6 Happy Val to Bell	6.1 Build Thru Landfill		Disagree		Agree	Agree	Agree	Disagree	Agree	Agree				Agree
	6.2 Access from 163rd		Disagree	Agree	Agree	Agree	Disagree	Agree	Agree	Disagree				Agree
	6.3 Fill in Gap W				Agree	Agree	Disagree	Agree	Disagree	Disagree				Agree
	6.4 Fill in Gap E		Disagree		Agree	Agree	Disagree	Agree	Agree	Disagree	Agree			Agree
7 Dove Val/ Center St	7.1 Design as Planned		Agree		Agree	Agree	Disagree		Disagree	Disagree				Agree
	7.2 Elevate Center Add Dove		Agree		Agree	Agree	Disagree	Disagree	Agree	Disagree	Agree			Agree
	7.3 7.2 + Add 111th		Agree		Agree	Agree	Disagree	Agree	Agree	Agree				Agree
8 Arterials	8.1	Agree	Agree		Agree	Agree	Disagree		Agree	Agree	Agree	Agree		Agree
9 Railroad Crossings	9.1 No more at-grade	Disagree	Disagree		Agree	Agree	Agree	Agree	Disagree	Disagree				Agree
	9.2 Set Max at-grade	Agree	Agree		Agree	Agree	Agree	Agree	Agree	Disagree				Disagree
	9.3 Reduce to 0 over time	Disagree	Disagree			Disagree	Agree	Agree	Disagree	Agree				Disagree
	9.4 All RR + Grand Crossings	Disagree	Disagree		Agree	Agree	Disagree	Disagree	Disagree	Disagree	Agree			Agree
10 Access Mgmt	10.1 Accel/Decel Lanes	Agree	Agree	Disagree	Agree	Agree	Agree	Disagree	Disagree	Agree	Agree		Agree	Disagree
	10.2 Frontage Roads	Disagree	Agree		Agree	Agree	Agree	Agree	Disagree	Disagree				Agree
	10.3 Hybrid	Agree	Agree	Agree			Agree	Disagree	Agree	Disagree				Agree
Totals		19	23	12	22	26	27	25	27	26	10	8	11	27
Agrees		9	15	9	22	25	9	15	15	14	10	8	6	23
Disagrees		10	8	3	0	1	18	10	12	12	0	0	5	4

COMMENT CARD RESPONSES

AREA OF CONCERN	ALTERNATIVE	03/31/25 12:39 PM	03/31/25 12:53 PM	03/31/25 2:00 PM	03/31/25 2:37 PM	03/31/25 4:05 PM	03/31/25 6:25 PM	03/31/25 6:58 PM	03/31/25 7:45 PM	03/31/25 9:07 PM	04/01/25 4:12 AM	04/01/25 9:12 AM	04/01/25 11:32 AM	04/01/25 12:16 PM	04/01/25 3:33 PM	04/01/25 4:24 PM
1 Grand Av S/O Deer Valley	1.1 Upgrade Existing	Agree	Agree	Agree	Agree		Agree	Agree	Agree	Agree	Agree		Agree	Agree		
	1.2 New TI E/O Grand Avenue	Agree		Agree	Agree		Disagree		Agree	Agree	Agree	Agree	Disagree	Agree		
	1.3 Extend 163rd to Deer Valley	Agree		Disagree	Agree		Disagree		Agree	Agree	Agree	Agree	Agree			
	1.4 All of Above	Agree		Disagree	Agree	Agree	Disagree	Agree	Agree	Agree	Agree	Agree	Agree		Agree	Agree
2 Bell/Sun Desert	2.1 Widen			Disagree	Agree		Agree		Disagree	Agree	Agree			Agree		Disagree
	2.2 Add access from 163rd	Agree			Agree		Agree	Agree	Agree	Agree	Disagree	Agree		Agree	Agree	Agree
3 Peoria Acc	3.1 Widen	Agree		Agree	Agree	Agree	Agree	Agree	Disagree	Agree	Disagree	Agree		Agree	Agree	Agree
4 203rd/ Bradley/ Lone Mtn	4.1 Widen				Agree					Agree	Agree	Agree		Agree		Agree
	4.2 6-leg Intersection				Agree			Disagree		Agree	Agree	Agree		Agree		Disagree
	4.3 4-leg int. + Bridge				Agree			Agree		Agree	Agree	Agree		Agree	Agree	Disagree
5 Jomax/ Pat Tillman	5.1 Design as Planned	Agree		Agree	Agree	Agree		Agree		Disagree	Disagree			Agree		Agree
	5.2 Straighten Jomax	Agree	Agree	Agree	Agree		Agree		Agree	Agree	Agree	Agree			Agree	Agree
6 Happy Val to Bell	6.1 Build Thru Landfill	Agree			Agree		Agree	Agree		Agree	Disagree	Disagree		Agree		Disagree
	6.2 Access from 163rd	Agree			Agree		Agree		Agree	Agree	Agree	Agree		Agree	Agree	Agree
	6.3 Fill in Gap W				Agree					Agree	Agree	Agree			Agree	Disagree
	6.4 Fill in Gap E	Agree			Agree			Agree	Agree	Agree	Disagree	Disagree				Agree
7 Dove Val/ Center St	7.1 Design as Planned	Agree			Agree					Agree	Agree					Agree
	7.2 Elevate Center Add Dove							Agree		Agree	Agree			Agree		Disagree
	7.3 7.2 + Add 111th				Agree			Agree		Agree	Agree	Agree		Agree	Agree	Disagree
8 Arterials	8.1				Agree			Agree		Agree	Agree	Disagree		Agree	Agree	Agree
9 Railroad Crossings	9.1 No more at-grade						Disagree			Disagree	Disagree	Agree				Disagree
	9.2 Set Max at-grade		Agree					Agree		Agree	Agree	Agree				Agree
	9.3 Reduce to 0 over time							Agree		Disagree	Disagree	Disagree				Agree
	9.4 All RR + Grand Crossings							Agree		Agree	Disagree	Disagree			Agree	Disagree
10 Access Mgmt	10.1 Accel/Decel Lanes	Agree						Agree	Agree	Agree	Disagree			Agree	Agree	Agree
	10.2 Frontage Roads	Agree					Agree		Agree	Disagree	Agree			Agree	Agree	Disagree
	10.3 Hybrid		Agree						Agree	Agree	Disagree	Agree			Agree	Agree
Totals		14	4	8	19	3	12	16	13	27	27	16	3	16	13	24
Agrees		14	4	5	19	3	8	15	11	23	17	12	2	16	13	14
Disagrees		0	0	3	0	0	4	1	2	4	10	4	1	0	0	10

COMMENT CARD RESPONSES

AREA OF CONCERN	ALTERNATIVE	04/01/25 5:12 PM	04/01/25 6:02 PM	04/01/25 8:40 PM	04/01/25 10:51 PM	04/03/25 1:53 PM	Total Posts	Agree	Disagree	Net	Percent
1 Grand Av S/O Deer Valley	1.1 Upgrade Existing	Agree	Agree		Disagree			157	27	130	85.3%
	1.2 New TI E/O Grand Avenue	Agree	Agree		Disagree	Disagree		141	34	107	80.6%
	1.3 Extend 163rd to Deer Valley	Agree	Agree		Disagree	Disagree		146	33	113	81.6%
	1.4 All of Above	Agree	Agree	Agree	Agree	Disagree		197	27	170	87.9%
2 Bell/Sun Desert	2.1 Widen	Agree	Agree		Agree	Agree		139	43	96	76.4%
	2.2 Add access from 163rd	Agree	Agree		Agree	Disagree		179	32	147	84.8%
3 Peoria Acc	3.1 Widen	Agree	Agree		Agree	Agree		184	33	151	84.8%
4 203rd/ Bradley/ Lone Mtn	4.1 Widen	Agree	Agree			Disagree		98	64	34	60.5%
	4.2 6-leg Intersection	Agree	Agree			Disagree		90	74	16	54.9%
	4.3 4-leg int. + Bridge	Agree	Agree			Disagree		137	43	94	76.1%
5 Jomax/ Pat Tillman	5.1 Design as Planned	Agree	Agree	Agree	Agree	Disagree		105	74	31	58.7%
	5.2 Straighten Jomax	Agree	Agree	Agree	Agree	Disagree		175	31	144	85.0%
6 Happy Val to Bell	6.1 Build Thru Landfill	Agree	Agree			Agree		128	52	76	71.1%
	6.2 Access from 163rd	Agree	Agree			Disagree		137	45	92	75.3%
	6.3 Fill in Gap W	Agree	Agree			Agree		96	69	27	58.2%
	6.4 Fill in Gap E	Agree	Agree	Agree		Agree		127	47	80	73.0%
7 Dove Val/ Center St	7.1 Design as Planned	Agree	Agree			Disagree		75	72	3	51.0%
	7.2 Elevate Center Add Dove	Agree	Agree			Agree		105	55	50	65.6%
	7.3 7.2 + Add 111th	Agree	Agree			Agree		124	45	79	73.4%
8 Arterials	8.1	Agree	Agree	Agree	Agree	Agree		148	28	120	84.1%
9 Railroad Crossings	9.1 No more at-grade	Agree	Disagree	Disagree		Disagree		66	83	-17	44.3%
	9.2 Set Max at-grade	Agree	Agree	Disagree				121	47	74	72.0%
	9.3 Reduce to 0 over time	Agree	Agree	Disagree				81	71	10	53.3%
	9.4 All RR + Grand Crossings	Agree	Agree	Agree		Disagree		104	52	52	66.7%
10 Access Mgmt	10.1 Accel/Decel Lanes	Agree	Disagree			Disagree		149	46	103	76.4%
	10.2 Frontage Roads	Agree	Disagree			Disagree		132	55	77	70.6%
	10.3 Hybrid	Agree	Agree			Disagree		147	41	106	78.2%
Totals		27	27	6	10	24	249	3,488	1,323	2,165	72.5%
Agrees		27	24	6	7	8	249	3,488			
Disagrees		0	3	0	3	16	249		1,323	2,165	

Alternative Comments
1.1 1.1 Will the railroad be contributing any funds toward these projects? After all, it is their intermodal that will benefit.....
1.1 1,1 Why not elevate US60 over 163rd. Creating an exit off US60 to 163rd that is elevated over the tracks. Traffic entering US 60 from 163rd would go under the bridge to go south. Also, STOP adding stop lights on US60! They slow traffic they don't fix anything.. time to spend money.. bridges for US60 traffic are a must.
1.1 1.1 Get rid of lights on grand all the way to Wickenburg. create freeway style access
1.1 This option should be a priority to have implemented due to the constant number of trains that delay traffic movement along 163rd Ave.
1.1 Traveling from 3900 W Cactus rd to 185th and deer valley can take up to 1 1/2 hours. Something needs to be done. I could almost make it to Flagstaff in that amount of time.
1.1 Grand approaching the 303 from the east is already 3 lanes. Leave it be, and elevate those lanes to provide a clean and clear drive to 163rd, with off ramps and no traffic signals. The traffic signals are the bottleneck.
1.1 This is a no brainer.
1.1 This plus make deer valley connect to bell rd with a paved road.
1.1 Must install interchange at Jomax and US60. Additional access to US60 needed ASAP.
1.1 I'm not exactly sure what all of this stuff means but I think adding a bunch of construction in this area is not a great idea. The best idea is to get traffic off of grand via alternative routes.
1.1 Elevation of 163 over the railroad tracks would help to improve traffic flow at select portions of time on 163. I understand the desire to increase road capacity with the widening of grand Avenue however what needs to be addressed are the speeds at which the vehicles traveling on that road approach the intersection of grand and 163. The larger concern is not only the traffic pattern but the enforcement of traffic laws on both 163rd Ave. and grand it is irresponsible for the city and the state to continue to allow for excessive criminal speeding on these roads and failure to enforce or tickets individuals going through red lights both the city and the state need to reduce speeds being traveled on US 60 or find a way to separate local and through traffic via a frontage road or other means. Additionally photo enforcement needs to be considered if the local municipalities are not willing to invest in the police force necessary to appropriately monitor traffic to enforce speed limits and reduce aggressive, driving tactics. The light at 163 and grand also needs to be evaluated for timing when exiting 163 onto Grand the timing of the yellow light is not appropriate for the intersection. When turning left from 163rd Ave. to Grand individuals who are traveling to the 303 on ramp are forced into a bottleneck with those traveling in the middle lane regularly cutting off individuals who are appropriately in the far right turning lane for entry onto the 303. to help discourage this behavior the project should consider installation of flexible road delimiters to clearly define between the on ramps to the 303 and those remaining on grand Avenue.
1.1 Please do this upgrade there is only one route to travel this direction for local residents plus this is a trucker route to Vegas NV and we do not all fit. I witness severe road rage twice a day in this zone as vehicles that are not passing still stay slow in fast lanes. It's going to take help from police and troopers or it will not help as much. Please
1.1 Will there be cost comparison of this to other modes of transportation?
1.1 Maybe add a diverging diamond interchange at us 60 and 163rd ave for easy access north to Asante and heading east to loop 303. Add a 4 or 5 level system interchange at loop 303 and us 60 west of loop 303 for a potential new freeway connector. Maybe add frontage roads on us 60 starting from east of the loop 303 and the road will be turned to frontage roads west of loop 303. Provide exit and enter ramp at 163 ave at the ramps from each loop 303 exit ramps for safely connecting to 163rd ave.
1.1 Lower the speed limit at least before 163rd and Grand considerably to RH Johnson or Meeker at the most. 50 and 55 mph is just too fast with all the traffic it gets. My suggestion would be 30-35 MPH max
1.1 Have a road that connects from the 303 HWY to the back part of Deer Valley, so those' vehicles can just drive to Deer Valley from the 303 and not have to deal with a stop light, getting onto US60 and then turning onto Deer Valley Road. Make another exit off of Pat Tillman heading towards Jomax, there needs to be another exit/entrance for the home owners way out there in Desert Oasis. Widening the lanes will only create more accidents. Get the HWY 11 project started. If Tucson wants to wait on environmentalist stopping the project then just start building it from HWY 10 to Wickenburg.
1.1 In the mean time, extend Pat Tilman way to Happy Valley/Jomax road, This needs to be priority, to get a quick fix for a 3 third option to allow traffic in/out of 163/grand area. This must be done, with government money should not wait for Builders doings! Also adding the El mirage north to Happy Valley/Jomax. Again a fifth 5th option for in/out of 163/grand area. Happy Valley to Pat Tilman also! Forth 4th option These a re a quick fix and I think could decrease 163/grand traffic by 10% percent?? (Alot of traffic goes north from 163/grand.
1.1 303 and 60 Should have flyovers like I-10 and 303. 6-0 should become a freeway starting at Johnson all the way to Wittman.
1.1 Yes traffic is absolutely terrible in this area.
1.1 Might as well start construction now, its only gonna get worse with all the new homes being built, major improvements need to happen to keep up the population.
1.1 Fly overs that will direct traffic of the 303, onto Grand going west towards Wickenburg, that avoid the lights from the north off ramp to 163rd.Same thing to go from Grand onto the 303. It is already a nightmare on a daily basis, and they just keep building homes, which will make it even worse. If that dreaded train depot becomes reality, it will become 100 times worse with all the truck traffic. Please improve this area before they are even allowed to break ground.

Alternative Comments

- 1.1

The 163 and 60 is one of the worse stretch of horrible roads I have ever seen. The accidents area deadly the ADOT has done terrible job planning and terrible fixes that does not work. They should build a bypass to bypass 163 and have the truckers use it. Now every truck that is going to Las Vegas must come through 163. Until we force the truckers or build them a bypass it will continue to be a nightmare - and deadly.
- 1.1

The bottle necking around 163rd and grand ave is insane widen the whole 60-grand ave down to wittmann and or build large ramps from the 303 to be able to exit to grand and not have to stop at all the intersections by the 303 and 163rd unless you need to. Thank you.
- 1.1

Every road that connects to Grand needs an acceleration lane! The one you "improved" from Deer Valley onto Grand going east is a joke! Come and try it! You have idiots in Copper Canyon that are too afraid to use it! The trucks leaving the landfill cannot use the acceleration lane BECAUSE THE ENTRANCE TO IT IS NOT CONDUCIVE TO TRUCKS! We waited through all this construction for...NOTHING! You put the grand eastbound stoplight post in the wrong location! Fire the engineer please! Or make that engineer travel this for a week! The signal post needs to be 20' further South, either next to the cattle guard or south of it. Then make the turn onto Grand truck friendly. Also, all the work from Grand South on Deer Valley, WHY DIDN'T YOU GO THE FULL WIDTH OF THE CULVERTS?!?!?!? You have plenty of dirt staged, you could have easily made Deer Valley 4 lanes to the first light. Just dumb, poor planning and no forward logic. Waste of time and money on all the barricades. Why not have egress and ingress of every road that enters Grand all the way to Wickenburg? So simple to do to make grand safer and improve traffic flow. Very low cost and low hanging fruit! Why don't you make it so that a person can take 163rd north all the way to hwy 74? Does not have to be paved. The road is there but there is a big locked gate! We need more escape routes out of this corridore. Again, low hanging fruit, low-cost! Also desperately need a paved road from Grand to Sun Valley. Actually need more than one! Or with all that crushed asphalt sitting in the yard on Deer Valley, use that for a road.
- 1.1

You have incorrect signage placed. Contact me to discuss
- 1.1

Perfect. I have said the exact same thing for a couple years now. Do it.
- 1.1

This is imperatyive due to the future influx of vehicle traffic from the communities/subdivisions and apartment complexes already existing will be made worse by the ones planned in the area.
- 1.1

Please god just do something quickly and correctly.
- 1.1

Off ramp off of 303 primarily NB, but also southbound needs seamless direct access to grand
- 1.1

60 needs to be widened and repaved all the way from the 303 to Morristown
- 1.1

We need more ways in and out not wider road in one section. We need Patton to go thru to 60 so north side can easily leave the communities
- 1.1

Grand to 303 S ramp needs more then 1 turn lane to on ramp.
- 1.1

This is a terrible intersection and the proposed plan appears to resolve the issues with the high number of vehicles that pass through this area.
- 1.1

Grand all the way to Patton rd needs widening as they are building more communities west. Not safe when there are just two lanes and cars with semis. Grand exit going west needs maybe another exit off the left side of the freeway that by passes 163rd to prevent back up onto 303.
- 1.1

Reduce lanes on 163 to discourage use of the Grand interchange, while constructing other routes to and from the area. Grand should be widened, but the 163 traffic will continue to create traffic and safety issues no matter how many lanes are added.
- 1.1

Provide a second exit from this densely populated area onto 60.
- 1.1

Anything to help traffic flow, the sooner the better.
- 1.1

The whole area of grand from the 303 to the 74 needs widened if they are adding the BNSF rail depot. Traffic is already atrocious and semis are going to rule the road and kill more people.
- 1.1

Open up Jomax road to the 303. This will help with the drivers accessing the 303. What do you want to accomplish with an overpass? Unless there is a foreseeable problem with the train traffic with the new Wickenburg train yard?
- 1.1

This needs to be wider anyway, but by the time this could potentially happen, thousands more homes will have been built so essentially traffic would still be congested.
- 1.1

This is a must. The traffic at this location is unsustainable
- 1.1

This is a huge area of contention and would be a major improvement to traffic flow, and reduce the amount of aggression in this area due.
- 1.1

Seems overly complex and expensive
- 1.1

This only solves for one issue, traffic that wants on or off 163. Adding the 2nd turn lane helped tremendously but, I'm not sure how diverting just that subset off grand will help much. Yes, Grand needs to be widened but not just to this proposed location, it needs to go past Patton to really work
- 1.1

Jomax needs to be extended to Grand Ave so the Desert Oasis,Sunrise residents have another outlet to Grand which will reduce the congestion on 163rd.
- 1.1

Traffic backups on 303 interchange already run well onto 303
- 1.1

West of 303 on 60 to avoid 163rd and 18 wheelers to get to 303 south. Get off the trucks on Grand from 303!
- 1.1

Seems a need to widen Grand Ave going west past 163rd Ave since a lot traffic going that way along with a lot of traffic turning onto 163rd Ave as well
- 1.1

Everything possible needs to be done. This area is a nightmare and will only get worse with the thousands of houses that are being built.
- 1.1

Please please please just make it easier to get out of this area between the two 303 exits (happy valley or grand)
- 1.1

First, if I may. I started as a young construction worker when Awatukee was just being started and knew the traffic would be a disaster. One way in and one way out, terrible traffic still. Seven years ago I told the surprise council the same thing. Look where we are at now. The US60 has to be a non-stop highway. More importantly, cars need to be able to merge seamlessly onto Grand & the 303.

Alternative Comments
1.2 1.2 I prefer the 151st alignment
1.2 1.2This will relieve some but only a small amount of traffic. These must be in place before starting on 163rd, 303 and US60 interchanges.
1.2 1.2 East of 163rd avenue on Pinnacle Peak Rd. This is the closest the 303 is to this part of the neighborhood before it continues it's way NE. Having the interchange here would allow quick access in and out of the community. It would reduce the congestion at the 303 off ramp to Grand Ave and provide needed alternative ways in and out in an emergency.
1.2 1.2 Need sound barrier for both sides of freeway (north and south/east) — already pretty loud as is
1.2 This is a must for this rapidly growing area
1.2 Traveling from 3900 W Cactus rd to 185th and deer valley can take up to 1 1/2 hours. Something needs to be done. I could almost make it to Flagstaff in that amount of time.
1.2 This is desperately needed!
1.2 Build off ramp lanes that exit the 303 south to the 60 west, without traffic signals. The signals are the problem.
1.2 Do not connect Deer Valley to 303 through Sun City West. This would cause danger/heavy traffic through Deer Valley in a residential community.
1.2 Even with grand improvements. North 163 needs its own on and off ramp. We'll never handle the truck traffic if you don't. You have already blown it on the rest of grand. Please don't blow it again.
1.2 If it's 155th. The other options don't produce the results needed to mitigate the issue 163rd and grand have.
1.2 There also needs to be an additional outlet from 163rd Ave to the 303 with the interchange forget North. Currently all traffic from 163rd Ave exits and enters on US 60. This is a safety concern and traffic nightmare.
1.2 No need for interchanges in this area !!!! Please complete El Mirage going north to Vistancia.
1.2 Yes, get as many people off of grand as possible. The people that live further out on grand are overwhelmed by all the people that live in the neighborhood off of 163rd and Pat Tillman area. Also, this is why we needed interstate 11 project. What the hell happened with that it's clearly that it needs to be put in place and needs to start at Wickenburg and work south.
1.2 I agree there is a need to reduce traffic at the intersection of Grand and 163 a second access point to the 303 in this area would significantly help with the 155 th ave proposal offering the greatest relief. The current conditions at the Grand 163 Rd intersection are dangerous for local traffic.
1.2 Better off adapting current interchange so that there is no stop light to exit including elevating over train tracks as needed.
1.2 Will there be cost comparison of this to other modes of transportation?
1.2 Yes, so desperately needed for all the new homes off of Happy Valley being built.
1.2 303 and 60 Should have flyovers like I-10 and 303. 6-0 should become a freeway starting at Johnson all the way to Wittman.
1.2 Not sure how that's gonna help grand, and 163rd
1.2 Get rid of the off ramp from southbound 303 onto Grand. That light is making traffic BAD. Too many lights (3) in a short distance! The off ramps needs to come onto 163rd north of the rail road tracks, that is the only way. Going to have to buy some property for the 303 northbound onto Grand. That wall needs to be moved back allowing more lanes onto Grand. Good luck! It is the worst mess in AZ! I really feel Maricopa and Surprise need to stop all residential construction form Wickenburg to the 303 until this is solved. Your just going to keep killing people at 163rd.
1.2 It won't be enough
1.2 Would like to see at least two access points added to the 303 from north 303 area
1.2 The light at 3:03 and 60 needs to be adjusted so the cars don't back up so bad onto the 303
1.2 New connections to Bell from Wittmann and North Asante would be very helpful
1.2 This would help reduce the number of vehicles going to Grand and then to the 303 to travel east of west.
1.2 Route traffic to the 303 loop and remove or reduce access to grand
1.2 Would ease traffic flow from the 163 exit
1.2 It would also make sense to provide more than one way to exit the new Frys are neighborhoods. It's like a death trap back there.
1.2 Not enough information to make a decision.
1.2 This needs to happen. 4 new interchanges will alleviate congestion. Force BNSF to allow an interchange from Jomax to Grand
1.2 There MUST be a second exit to 303 that is not dependent on 163rd. Consider vis Jomax or happy valley. One of the largest issues is the single way in/out.

Alternative Comments
1.2 I don't really understand how this would alleviate traffic.
1.2 3 miles is too far north for another off ramp.
1.2 How much of the traffic that currently gets off and on at 163rd is coming from the 303? While I do think an additional exit would be nice but doesn't solve for all the variables.
1.2 This would be helpful with flow of traffic during rush hour
1.2 Like this option to reduce traffic at Grand Ave/163rd interchange by distributing traffic closer to where people are going. Would alleviate traffic at W Happy Valley Rd and N Vistancia Blvd
1.2 Everything possible needs to be done. This area is a nightmare and will only get worse with the thousands of houses that are being built.
1.2 HIGHLY AGREE with this. Litchfield or el mirage would be so helpful. It takes forever to get out of this area. 20 minutes to go 4 miles is ridiculous.
1.2 Grand has to be able to merge seamlessly onto 163rd.
1.3 1.3 How would this play in with the elevated roadway at grand and 163rd?
1.3 1.3 This is long over due, a sun city bypass is needed.
1.3 1.3 Bell access for the south side of grand is needed with or without 163rd access. The residents south of grand are essentially trapped with no other access point if there's an issue with grand
1.3 While this would be nice and likely alleviate some of the traffic on Grand, I fear it would make matters worse regarding amount of total cars in the area
1.3 Traveling from 3900 W Cactus rd to 185th and deer valley can take up to 1 1/2 hours. Something needs to be done. I could almost make it to Flagstaff in that amount of time.
1.3 Agree on something connecting deer valley to bell.
1.3 PLEASE DO THIS! It is ridiculous that it takes me 45 minutes to get home from bell and grand. Just pave the road so the NCC residents can bypass grand and 1) alleviate traffic on grand and 2) not sit for so long when we aren't the issue. The semi trucks clogging the road are a pain.
1.3 There needs to be more than one way in and out of this area. Especially for locals when there is a holiday weekend and everyone is trying to leave town when the rest of us are just trying to get home after a long shift
1.3 This is a bad idea. The trash transfer trucks will use this as a bypass and block the lane going west on DV to the dump. Elevate or dig roadways to access deer valley to bell, without intersection access or traffic signals. The signals are the problem
1.3 Absolutely has happen.
1.3 Yes please we need another way out
1.3 We need extra entrances and exits as the only two viable options are ONLY DV/Grand and Norwich/Grand for the entire neighborhood. If there was ever an emergency that called for evacuations it would be a huge hazard with those two are the only options. Please consider 183rd ave to Bell or Citrus to Bell.
1.3 Grand must be widened.
1.3 This would elevate some traffic on US60 but not elivate 163rd Ave traffic to US60
1.3 Grand must be widened.
1.3 Interchange at El Mirage needed desperately. Join El Mirage to Vistancia ASAP. Any other new interchanges not needed.
1.3 This should be the primary option. We need more than 1 road (Grand) in/out of the North Copper Canyon neighborhood. There is no reason that a connection to bell rd from somewhere west of the 303 (whether it is 163rd, deer valley, 183rd, etc) cannot be accomplished. We need an additional option, to divert traffic, rather than just expanding roadways.
1.3 I mean, this does provide us another way through the bull****, but you need to just eliminate as much traffic as you can off of grand.
1.3 Local traffic on 163 needs a way to travel south that bypasses Grand completely. The continuation of 163 should be elevated over Grand so that local traffic does not need to navigate the incredibly busy and dangerous intersection at Grand and 163. Some of the greatest danger comes from the excessive speed of those driving in this area especially when traffic lights are run. The city and state need to invest in enforcement of traffic law including photo monitoring for speeding and violation of red light. The incidents of criminal speeded on both 163 and Grand make the current conditions even more dangerous and the city and state turning a blind eye are making conditions worse.

Alternative Comments

- 1.3

Partial agreement there does need to be an additional connection to the bell road area offering drivers more than one way to access bell instead of putting 100% of drivers through same intersection.
- 1.3

Only agree with the extension. Why are you pouring money to fix the problems created by new housing where it should not exist. We create a problem with unbound development approvals and fix it with tax payer money?! Make the developers disclose to potential buyers that this area has traffic problems. One way to control the growth and reduce complaints.
- 1.3

Have a road that connects from the 303 HWY to the back part of Deer Valley, so those’ vehicles can just drive to Deer Valley from the 303 and not have to deal with a stop light, getting onto US60 and then turning onto Deer Valley Road. Make another exit off of Pat Tillman heading towards Jomax, there needs to be another exit/entrance for the home owners way out there in Desert Oasis. Widening the lanes will only create more accidents. Get the HWY 11 project started. If Tucson wants to wait on environmentalist stopping the project then just start building it from HWY 10 to Wickenburg.
- 1.3

Deer Valley, way to busy now! Dump Road and residents!!!
- 1.3

Is there a plan to have a 303 west exit at El Mirage connecting to 163rd to help alleviate gridlock and provide an additional egress point for travelers along that corridor.
- 1.3

This extension across grand and to bell is a huge unmet need and will help traffic a great deal.
- 1.3

This seems like a short term solution.
- 1.3

I really like this idea also there is and are other roads like Crozier from Patton that connects to Bell road the road is 219th that could be cleaned and paved would be another good bypass.
- 1.3

Best idea yet. What can I do to get this moving forward? This should be the highest priority!!!
- 1.3

That would be good
- 1.3

This may alleviate traffic from many of the traveler "Heading to town" to the main areas of Surprise as opposed those utilizing the freeway to access the i10 to commute to futher parts for the Phoenix metro area.
- 1.3

As a resident of this area I'd love this very much.
- 1.3

Diversion of traffic off of grand before 303 is crucial
- 1.3

There needs to be a little more concentration on the 60 from the 303 all the way past Morristown we have a lot of commercial trucks and commercial vehicles that use the 60 as well as traffic coming from Vegas, California all those locations and it tears the road up the strip of 60 has become very dangerous
- 1.3

Good start but again we need more ways in and out of the communities that are not 163.
- 1.3

This would reduce the number of vehicles at the 303 and Grand over pass and intersection.
- 1.3

This would be nice and divert a lot of traffic to the new builds
- 1.3

How does that help with the traffic problem at 60 and 163?
- 1.3

This is the weakest idea even considered. No traffic will be eased
- 1.3

This would also offer an additional outlet from North Copper Canyon and reduce safety concerns and feelings of being stranded/trapped in the neighborhood when accidents occur at deer valley/grand
- 1.3

Better, but you'd need to upgrade the traffic circle off of Williams. That already gets backed up.
- 1.3

I like this option but it doesn’t address the train tracks nor does it help much with all of the 18 wheelers on grand.
- 1.3

While the extension to Bell is a must but, connecting it to 163rd kinda defeats the purpose, doesn’t it?
- 1.3

Does not provide benefit to MY neighborhood surroundings in regards to traffic.
- 1.3

Everything possible needs to be done. This area is a nightmare and will only get worse with the thousands of houses that are being built.
- 1.3

Any additional roads to help people get out is helpful
- 1.3

This is extremely crucial as traffic needs another access to Bell Rd
- 1.3

That is a pointless achievement. That would make people wait for the signal light. Cars have to be able to merge seamlessly onto the 303.
- 1.4

1.4 Was any serious consideration given to getting truck traffic off of grand and onto SR 74 instead? I know it involves the feds, but the reality is it is the truck traffic that has seriously bogged down traffic in this area. And it’s only going to get worse with the railway intermodal which is coming whether we like it or not. Any consideration of raising General Obligation bonds so that these improvements can be expedited?
- 1.4

1.4 Stop studying these.. get to work and get it done. To much time and money is wasted studying..
- 1.4

1.4 It will all be needed, start early and get it done.
- 1.4

The preferred approach would be to have all of these proposed solutions implemented, with an 163rd Ave being elevated above the railroad tracks being the first improvement made.

Alternative Comments
1.4 With more houses and BNSF intermodal on the horizon, all improvements need to be performed
1.4 Traveling from 3900 W Cactus rd to 185th and deer valley can take up to 1 1/2 hours. Something needs to be done. I could almost make it to Flagstaff in that amount of time.
1.4 Thus is far too late already but these need to get done ASAP.
1.4 Again the connection to bell would be so beneficial.
1.4 Elevate and build flyover ramps , and dig and build lower access ramps to gain access to the 60 east and west from the 303. Allow exit lanes for 163rd, both directions(extended) with no traffic signals. The idea is to get away from signals. They are the problem. The 303 to l10 doesn't have stop signs and traffic lights. The l10 to the l17 doesn't have traffic signals The l17 and the 101 don't have traffic signals. The 101 and the 10 don't have traffic signals. . The 202 and the 10 don't have traffic signals. . You're building highways, not city streets. Cut out the signals. It can be done. Free flowing on and off ramps. Not metered Not stop and go where 200 cars in 3 lanes have to make the light when it's green. More access points over the rail line for the East and West 60, north of the existing rail crossing... Without traffic signals. The hov on ramps aren't metered by traffic signals and stop signs. There's a reason for this. Unfettered access that doesn't stop. The idea is to keep traffic flowing. Not stop traffic at every intersection. Highways, not city streets. Let surprise handle the city street problem. Def don't need a connector to Bell. That's 4 more traffic signals, minimum and each signal equates to 2 mins of stopped traffic, and not flowing. That 2 mins turns into 4 when there are 100 cars per signal and everyone is distracted to their phones.
1.4 I promise you. This extremely tall order ask wouldn't be being pushed if it weren't extremely necessary. The traffic in this area isn't just annoying or bad, it's dangerous and neglectful. All four of these are CRUCIAL!!! And they need to happen by this decades' end! Not 2040, not 2050!! PLEASE! Fundraise to pay for it if money is an issue. We as a community will do whatever it takes to fix this NOW
1.4 Elevate 163rd over RR tracks and Grand Ave a la the Bell & Grand interchange. This eliminates an "at grade" crossing, which enhances safety for both the train and cars. Eastbound US60 should have a free-flowing lane onto southbound Loop 303.
1.4 There should be several routes to get to the area north of the 60 and west of the 303. The one road, 60, is not cutting it. Connecting 163rd to bell is a good idea. Can we add an exit on the east/west portion of the 303 shown? Can this connect to Happy Valley? I understand there is already a Happy Valley Exit more NE of the shown area.
1.4 Until you quit building more HOAs, cancel the railroad super depot and start enforcing the laws concerning speeders, nothing you suggested will help.
1.4 Put a connection from Paton via crozier to Bell Rd.(sun valley park way)Would reduce congestion at the 163rd and 303 intersection.
1.4 All of this NEEDS TO HAPPEN. Please don't delay and make me living out her for 30 years turn in to traffic night mare. You need to build all 4 of these ASAP
1.4 This has gotten so bad please do all of the above
1.4 If (when), the BNSF yard takes over the Morristown area, it is assumed that not only will there be an increase in track usage which means more stoppage for vehicle traffic at many points East along Grand Ave but also, most importantly, this means more commercial traffic to and from the 303 as the point, we are told, of the BNSF expansion is to offload cargo to waiting trucks. Commercial traffic is already very heavy in that stretch, and contributes greatly to the congestion. As it is now, if I want to get home north and east of 163rd and Peakview, I take my chances on how long I want to creep forward in increments of 3mph for the 7 miles of my commute - or stay on the 303, get off on Happy Valley along with all the other people who also choose to take this way out, and then backtrack to my house; a waste of personal time, a finite resource such as gas and additional wear and tear on our vehicles. The last 20 years of municipal development in this area has been nothing short of a series of "slap a bandaid on it and call it a day" solutions. Do it all, and do it right - and do it before the BNSF yard becomes a problem and we're all angry about it again.
1.4 Jomax connection THROUGH us60 Deer valley connected to bell Complete redesign of 303/grand interchange with dedicated 163rd avenue lanes 163rd avenue OVER us60 with a bridge.
1.4 If the second 2 proposals are done the first is not necessary
1.4 With how much and how fast the city of Surprise is growing we need better infrastructure than what is in place right now. Houses are going up faster than ever without any consideration of improving the driving conditions until after X amount of traffic collisions/fatalities have occured. It is unacceptable how things have been planned/handled.
1.4 I feel like this area whoever is allowing all these new homes to go and more builders keep coming, all of the above needs to happen. So many deaths have happened, hrs stuck in traffic and so many big rigs on the road and not a lot of options to keep the traffic flow going smoothly. 303 has even gotten so so bad in both directions trying to get off grand needs help. Maybe another exit for patt Tillman rd and 303 would be helpful and widen grand and more lanes to get onto the 303. Maybe even a road for north copper canyon to get onto bell the back way past 187th Ave and deer valley would also help
1.4 Grand must be widened in both directions especially considering the bnsf project that will greatly increase traffic. I'd also propose banning semi trucks from deer valley, instead forcing them to use Patton to get to the dump, this change will vastly reduce congestion on deer valley and grand as the semis turning to deer valley cause backups on grand.
1.4 Grand must be widened in both directions especially considering the bnsf project that will greatly increase traffic. I'd also propose banning semi trucks from deer valley, instead forcing them to use Patton to get to the dump, this change will vastly reduce congestion on deer valley and grand as the semis turning to deer valley cause backups on grand.

Alternative Comments
1.4 Please complete El Mirage interchange. Widen Grand ave. Place new interchange at Jomax and US60. Do NOT add interchange at Litchfield.
1.4 PLEASE, consider all of the additional traffic that will be added in the coming years from 3 sources: 1.) Continued growth NW of 303/60, 2.) Increased development along the 303 south of the 60, both retail and warehouse, and 3.) The BNSF railyard near Morristown. This area is nearly untenable now, as all the above come online in the next few years, 163rd, 60, and 303 will become untravellable. So yes, all the above, and I fear even that will not be enough!
1.4 This is the perfect solution to get most of the traffic off of Grand.
1.4 All of these options are not needed.
1.4 From Whitman to 163rd, on grand, you need to slow the speed limit down. The people coming off of Deer Valley and Norwich and all the streets north west of 163rd are suffering due to all of the traffic and the amount of speeding traffic. There are horse trailers, semi’s, trash trucks plus everyone else in their regular four wheelers. It is a ***** show out here.
1.4 The prospect of a massive regional railyard will overwhelm the proposed solutions unless there is a direct limited access connection between Loop 303 and the 4 lane limited access section of Rt93 north of Wickenburg. This will also alleviate the Achilles heel access issue for Wickenburg which is the section of Rt60 between Rt74 and the Downtown Roundabout. That is, any road closure of that section leaves the town and points west inaccessible except via backtracking to 303 to 10 and west to Tonopah and rural roads north.
1.4 I agree that multiple enhancements and improvements to the grand 60 and loop 303 intersection need to be addressed in order to ensure the safety for individuals who live in the northwest surprise area. as part of this the studies working group needs to continue to find ways for localized traffic to have a safe way of traversing in and out of the neighborhoods in Northwestern Surprise. There is not currently a low risk way to transition from Northwest surprise to Southwest surprise and there needs to be a focus on turning 60 into the true highway that it is allowing for localized traffic options that do not need to interact with route 60 this could be accomplished with a frontage road or bridges over 60. US 60 acts as a major artery and connection for all traffic from the Phoenix metro to Las Vegas, Nevada, resulting in a high volume of through traffic in the form of semi trucks these vehicles need a way of moving through the area where they do not interact with local traffic Additionally, it is irresponsible of the city of surprise and the state of Arizona to not address. The extreme need for increased enforcement of traffic law to reduce the instances of criminal speeding, the ignoring of red lights and the aggressive and irresponsible driving tactics that are prevalent in this area. I would encourage both the city and the state to pursue all means necessary to appropriately enforce the law, including photo monitoring for speed and violations for those that run red lights and increased funding and placement of police officers to ticket individuals who are in violation of traffic law. If actions are not taken to appropriately enforced traffic law, we will continue to see increased incidences of accidents that include horrific, trauma and loss. These are steps that the city and the state can take immediately to make our roads safer on a day-to-day basis.. continuing to do nothing is negligent to your citizens and visitors.
1.4 163rd ave must be elevated over the train tracks. Also if the intersection stays as is of now, then a No turn on red sign must be put for right hand turns coming from 163rd ave heading south turning onto Grand going west. Too many accidents and hard line of sight with double turning lanes coming from grand onto 163rd ave north
1.4 It wouldn’t hurt and eventually will need it for sure. Growth is going to continue tremendously in these areas. Need more than one way out please
1.4 I know there are power lines going over Grand Av. could a flyover exit from the 303 go over south bound 303 and meet Grand Av pass the 163rd interchange
1.4 Only new connection to Bell because I suspect it is cheaper. Why did you not include cost of each of these? We need to know how much the State is funding, the City is funding or the Federal government. If expensive, take a look at other solutions.
1.4 Build an interchange between 147 and 155th ave. It will help with connectivity and will help ease traffic at Us 60 and 163rd ave. Building a connection to bell road will help for future growth west of the mcmicken dam. It can provide an alternate route to Asante instead of taking the Loop 303 and Us 60.
1.4 Full freeway interchange for US 60 and Lopp 303 US 60 freeway with interchanges to Hwy 74 junction, widen US 60
1.4 The time for study has passed. This is reactive instead of proactive and the people of the community are paying. Accidents nearly everyday. I think Grand needs to be modeled like the Northern Parkway. Have the through traffic different than the local traffic. Have the through-Grand traffic connect directly to the 303, unlike the 303 and 17 corridor. The area north of Grand and 163rd needs another entrance onto Grand. Please extend, minimally, Jomax to Grand Ave.
1.4 All of this. Have a road that connects from the 303 HWY to the back part of Deer Valley, so those’ vehicles can just drive to Deer Valley from the 303 and not have to deal with a stop light, getting onto US60 and then turning onto Deer Valley Road. Make another exit off of Pat Tillman heading towards Jomax, there needs to be another exit/entrance for the home owners way out there in Desert Oasis. Widening the lanes will only create more accidents. Get the HWY 11 project started. If Tucson wants to wait on environmentalist stopping the project then just start building it from HWY 10 to Wickenburg.

Alternative Comments
1.4 Same, way to busy now.
1.4 Should have flyovers.
1.4 Please complete these projects. Traffic would greatly be improved.
1.4 This is the smartest choice, the lack of exits from the west is alarming. I pray we never need to evacuate from Wittmann and go east because there is not enough traffic relief. The leg down to Bell road would be a huge improvement. I feel like the more exits the better. It's only growing out here and planning ahead will save time and headaches. I'm nervous driving home in the afternoons nb 303 coming home the traffic back up is embarrassing at hwy60 interchange. I would like to see changes made before someone loses their life or is forever dismembered because of an outdated set up. Last thing that could help is adding exists from the west side of Asante. I hear the railroad is an issue but they shouldn't dictate what is best for our community.
1.4 With the proposed BNSF railyard going in near Morristown, and the explosive growth of warehouses along 303, this will get dramatically worse in the very near future ... and it's already horrible. This area needs drastic and immediate help... Please - all of the above!
1.4 After reviewing the 3 Alt, all of the above needs to happen. Start one at a time.
1.4 All of the above, 100 percent.
1.4 3 lanes on each side all the way to Wittmann
1.4 Madam Governor give ADOT more funding to build an over pass from 303 to 60 without going through 163
1.4 We definitely need more access roads all the way around out here and more roads to be able to get to 163rd and pat tilman from grand ave the back up of people trying to get out of that area in the morning is insane (need more access roads to grand from Asante like across the tracks.
1.4 Need all, but I think with the two culvert crossings between 303 and 163rd, you have got to divert traffic before replacing those to widen Grand in tht area. I have been dreading how you will have to go to one lane each to replace the bridges over the culverts! Again, stop all building until this mess is fixed! You will have developers tossing \$\$ at you to get this done quickly! :)
1.4 There needs to be more areas to enter and exit the 163rd Ave area. Also widen all the way to Patton Rd in Wittmann and so many new home developments are causing major back up with left lane campers because they have to make a left somewhere between 303 and Patton Rd.
1.4 All of the above is the best! For everyone.
1.4 Honestly this is the real answer. This area has heavy traffic from trucks and trailers. This would allow for the citizens of these existing communities to have traffic outlets that bypass this truck traffic also allowing for this truck traffic and in addition regular traffic for those living beyong these residential areas. Additionally if traffic flow was ever bad or blocked off this allows for additional routes to and from the area.
1.4 The worst part of my work commute coming from North Scottsdale around 3-5pm is the grand ave exit getting off the freeway to turn left onto grand ave that has you do a giant half circle before turning left onto grand ave. The cars will be backed up all the way to the freeway where folks are traveling very fast making it incredibly unsafe. If someone doesn’t stop quick enough the whole line is getting smashed into
1.4 This is a good start
1.4 The population out here is growing faster then the roads can handle. It's is causing an increase in road rage, car accident, delays. Before more houses get built the roads need to handle the traffic.
1.4 Please consider resurfacing Grand to Wickenburg. Portions have been done, not all the way. It is very highly traveled,and in poor conditions. Please reconsider allowing rail yard - transfer facility in Wittman area. VERY POOR location for a facilty of this type and magnitude for this area.Traffic problems, as bad as they are, will be amplified many times if rail facility is allowed. Thank You - Affected Taxpayer.
1.4 These plans should help greatly. Thanks for your support of this and speedy resolution of the traffic problems that occur daily.
1.4 Grand all the way to Patton rd needs widening as they are building more communities west of the 60. Not safe when there are just two lanes and cars with semis. Grand exit going west needs maybe another exit off the left side of the freeway that bypasses 163rd to prevent back up onto 303 for people going into Wittmann.
1.4 Grand is US60, an important Highway, access from Asante should be decreased.
1.4 All of the above are needed
1.4 Ultimately all these upgrades are needed. This area will continue to grow and needs significant overhaul to improve traffic flow and commute times.
1.4 The city needs to put a halt on building before more infrastructure is implemented, the roads are horrid. My commute times have doubled in the past 2 years. AT LEAST! Better signage for lights and laws and ENFORCEMENT for semi drivers, speeders and aggressive psychos. The worse the roads are the crazier people act, it's scary nearly every single day
1.4 A lot of the traffic from 163 and 60 exit on to the 303. Build a separate on ramp that can be accessed north of the interchange. This should have been planned prior to the housing construction now in progress.

Alternative	Comments
1.4	Extend Jomax going east to the 303 and also west to grand. Eliminate new train hub projected for the Surprise/Wittman area. There are too many Semi trucks coming off the 303 going west on grand to Wickenberg which causes so much congestion, these trucks should be staying on the 10 fwy and then exiting closer to Wickenberg.
1.4	All of this would greatly improve traffic at this intersection. Start construction now
1.4	All of these would help with congestion and are great ideas, the only other addition i hope gets completed is jomax connecting to grand to the west and the 303 to the east.
1.4	What you should do is work with the railroad to get Jomax opened to 60. From there, a connection at the El mirage off ramp to happy valley needs to be established. Otherwise, you're still not solving the problem as happy valley at vistancia gets hammered daily. You can't look at this at just the pinch points. You need to see the forest through the trees
1.4	Making all of these changes is the best option. It gives us options of ingress and egress from a very congested area with more housing being built.
1.4	Do it all, there are more houses being built and more traffic coming.
1.4	None of these are ideal but they would work to elevate the issues in the short term. Maybe try connecting Bell/west sun valley parkway to Patton, widen Grand 163rd to Patton, add 2 additional lanes for 303 drivers wanting to go to 163rd and widen 163rd.
1.4	All of these are needed. There are way too many homes and not enough ways to get out. I would also suggest extending north Jomax to Grand Ave. We need as many outlets as possible. It shouldn't take 40 minutes to get in or out of our neighborhood. Thank you.
1.4	As a resident who lives off 163rd and Jomax, I'd like to see the the extension of Jomax to 60, among these other changes you've indicated in section Alt #4. There is so much traffic that exits @ 163rd and Grand, we need another route to 60, and it's only going to get worst with all the new housing and businesses going up.
1.4	There also needs to be other access to escape road closers from wittmann to 303
1.4	Everything possible needs to be done. This area is a nightmare and will only get worse with the thousands of houses that are being built.
1.4	Anything to help alleviate the mess there is at these locations. It's absolutely horrible. I also think Jomax should extend out to the 60. BNSF wants to build their hub, we'll grant us access over your railroad to extend Jomax.
1.4	Only a stack that merges all vehicles onto 163rd and the 303 would accommodate future growth. There should not be any (TRAFFIC LIGHTS) in the area. I told council this would happen seven years ago, this nightmare would happen.
2.1	2.1 Bell is nothing but choke points.. bridges and widening are needed.
2.1	2.1 The SB 303 has multiple turn lanes to go east but only one to go west. Traffic backs up as this is the only way west and the only access for many communities
2.1	If running a connectino from 163rd to bell. This area would need to be widen.
2.1	Elevated onramp lanes without traffic signals. ,
2.1	As long as the Maricopa trail system remains intact and has a pheasants solution for outdoor enthusiasts
2.1	I don't travel this way, although I work in the area. I can say that traffic is very heavy during certain seasonal visitor times and the amount of accidents increase due to this - there is a definite uptick in emergency vehicles seen and heard. Will widening the street improve that? There is commercial density on the SW stretch of Bell Road with room for more expansion there that makes the SB on-ramp to the 303 short and tight - that needs to be an area of focus.
2.1	Yes
2.1	I have no opinion on this because I don't know where it is and I can't widen the map to see so.
2.1	Agree if this provides alternative access to Wickenburg bypassing growing congestion on Rt 60
2.1	Not the biggest need yet
2.1	Provide cost and funding breakdown.
2.1	traffic volumes don't indicate this is needed
2.1	Agree but 163rd and US60 plus 303 need more resolution.
2.1	No opinion, never travel there
2.1	There is not a significant traffic problem in this area. Use this money to improve 303/60
2.1	Not busy enough, 3-5 years out.
2.1	I've traveled this road before and hardly ever see that much traffic on it.

Alternative Comments	
2.1	This area is poised for massive growth. it should be prepared for it.
2.1	Don’t really go this way ever.
2.1	Again, it’s growing out west. Plan ahead.
2.1	This would be nice but not high on the necessity list
2.1	Dependance on Bell is a terrible idea. Spread traffic by explaining connections to other areas.
2.1	Widening of streets is always a good idea
2.1	Does not provide benefit for my neighborhood traffic issues.
2.1	I totally see that as a great move. conventional wisdom would say.
2.2	2.2 Insane this hasn’t happened already! North Copper Canyon is a giant culdesac, this would alleviate a lot of the congestion and stress on Grand & the 303
2.2	I would prefer this alternative.
2.2	Because of the amount of people moving to the new housing communities, it is becoming a safety concern for all residents, as well as causing major congestion for students to come home from school, something needs to happen.
2.2	This is a good idea as a bypass. They the area non stop without traffic signals. Restrict access to offramp onramp lanes only.
2.2	Why don’t you pave Adkins from Patton Road to the SVP?
2.2	You need different options then just grand ave
2.2	The connection to Bell ti Deer Valley is a must!
2.2	I don’t travel West of the 303 and Bell at this location, although I work in the area. I can say that traffic is very heavy during certain seasonal visitor times and the amount of accidents increase due to this - there is a definite uptick in emergency vehicles seen and heard. Will widening the street improve that? Would the "new connection" just be another "slap a bandaid on it" solution that will lead to an increase of heavy traffic congestion through a mostly residential area? The focus of most of the traffic appears to be the 303 and while this "new connection" would provide an emergency outlet in cases where traffic just comes to a standstill due to the daily collisions at 303 and Grand area, I do not see it being anything useful to myself in any other case. It would only increase my commute in terms of time and mileage.
2.2	Yes!!!!
2.2	I don’t know what this is. But if it’s gonna help eliminate traffic off of grand do it.
2.2	Agree if this provides alternative access to Wickenburg bypassing growing congestion on Rt 60
2.2	I agree both need to be done. Additional arteries that run north south need to be implemented and this is a step in the right direction.
2.2	Definitely will reduce 303 and grand ave problems big problem
2.2	Provide cost and funding breakdown.
2.2	Especially with the news of aggressive development along Sun Valley Pkwy, these both need to happen. Be proactive here and get something done in advance of the drastic growth.
2.2	No opinion
2.2	There is not a significant traffic problem in this area. Use this money to improve 303/60
2.2	This will help with the major reconstruction of grand, 303, and 163rd.
2.2	HURRY! Do this as #1 priority
2.2	Great idea. It would provide yet another alternative for drivers in the area.
2.2	This would help the congestion on Grand to the 303 interchange.
2.2	This would help the congestion on Grand to the 303 interchange.
2.2	This would be nice for the new builds but things in 1st page more important
2.2	This would help reroute some of the congestion on grand and greatly improve the quality of life for residents in North Copper Canyon

Alternative Comments	
2.2	I would think both of these would need to be implemented in order for them both to help with congestion. The deer valley bell rd connection will probably bring more congestion to bell west of the 303 so a widening to handle that and the growing traffic from the new sun valley developments would be necessary
2.2	If you’re going to directly or indirectly connect bell to grand, it has to be widened But, connecting it in the area of 163rd isn’t going to help the traffic on Grand after 164rd
2.2	You'll still have many cars waiting at the light to go straight. Defeats the purpose of the traffic jam at the 163rd light.
2.3	I'm not sure i've never seen a massive backup on these. I don't venture out much due to the headache of getting home.
3	Yes, anything that will alleviate trffic at 303/60 is worthwhile.
3.1	3.1 Well, get these connections built first... then build out intellegently.
3.1	3.1 These aren’t really issues as is, especially once jomax opens up as an option.
3.1	These are good bypass routes. Agree.
3.1	Litchfield road locations for exit is less than ideal compared to 147th
3.1	Widen them to meet the demand? Right now, neither Litchfeild or El Mirage go anywhere north of the 303 - it sure would be helpful if they did as it would have met the demand a long time ago. Jomax has no direct through to the 303 either despite what your map shows. So yes, do it and do it now *before* it's a problem... and it's already a problem. And connect them to something useful, like an outlet north of the 303.
3.1	Do NOT place interchange at Litchfield road !!!!!
3.1	Yes, please and again get people off of grand. Anything to alleviate the traffic on grand
3.1	I agree with this proposal we need to take the steps to ensure that all of the arteries leading to 303 entrances can support not only the current traffic but the future traffic needs of the area if we do not take these steps immediately we will have more areas of north northwest surprise plague by the same challenges of the 163 Grand intersection. I believe that many of the drivers in Northwest surprise are made more aggressive because of their broader frustration with the traffic problems. We are seeing due to the failures to proactively meet the needs of this growing area.
3.1	Definitely will help relieve 303 and grand ave problems
3.1	I see four connections to the 303 on this picture. How many residents live in this area? Four is not enough and we need to do more? Why not transit? With this pattern of feeding the car population, will the State, City ever give transit its opportunity to succeed?
3.1	no opinion. Im not aware of need.
3.1	Jomax needs completed from Dysart to Vistancia blvd
3.1	I don’t understand why the infrastructure is not put in place prior to giving permits to build all of these new residential homes and commercial spaces
3.1	All of these exits should go thru (el mirage and Happy Valley
3.1	This will help with the congestion back up and back up during busy part of the day.
3.1	Yes PLEASE
3.1	This would help with backup and clogging up the 303 and grand, keep adding people without space to move them
3.1	This would also need jomax to connect from 163rd, all these way through to the widened ramp
3.1	Widen yes, but ALSO need secondary exists. One way in/out for so many people is dangerous and frustrating when one can't navigate around issues on the road
3.1	Also need to start thinking about jug handles when contemplating on/off ramps. Super efficient in the East Coast
3.1	Yes! Widen all of them. And connect Jomax from vistancia for Jomax/147th. Also....connect Jomax with the 60
3.1	Widening access roads only gets people on and off Grand which is backed up. Before this, grand has to be able to manage the current and future growth
3.1	I'd love to see Jomax extended to the 303! That simply allows for more ingress and egress into what I'm already considering a land locked region.
3.1	I don't live in that area, but I have never had a issue with traffic on Happy Valley Rd.
3.3	3.3 Desperately needed, now that Happy Valley is being developed. Should have been done before extending Happy Valley

Alternative Comments	
4.1	4.1 A design is fine, but don't use stop lights... No more stop lights
4.1	4.1 Do not add more lights to Grand Ave
4.1	Flyover ramps for both. No traffic signals stopping traffic on an inbound -oitbound highway. People don't want more traffic lights .. they want easy access that doesn't include 5 mins wait time at poorly times signals. There are highways. They are controlled access. No access beyond the dry over ramps . Hence the elevated ramps.
4.1	There should be no mor “at grade” intersections. Construct on/off ramps from the US60 highway.
4.1	It seems to me part of the issue is a lack of foresight - planned development in this area has been on the table for a long, long time. Planned development in this area went forward long before infrastructure was there to support what it would bring.
4.1	I'm a normal person and have no idea what a three legged and six legged intersection is so.... There's that
4.1	no more traffic lights on 60
4.1	Homes continue to grow further back in that area with no connection to grand over train tracks and that helps jam up 303 and grand ave
4.1	seems like a low cost solution
4.1	Hope to keep it rural with no stop lights!
4.1	If you want to widen it. widen it all the way instead of creating more bottlenecking issues.
4.1	I guess so. Need a bigger map and more detail please.
4.1	Given the growth that the area is experiencing and in consideration of future development, all options should be employed. If Surprise wants to be a serious player in the west valley we must invest in the infrastructure.
4.1	This would help eliminate the congestion. Not sure it would help, unless there is a traffic light installed and in operation.
4.1	No more signals on US60
4.1	Seamless merging, and eliminate the light.
4.2	4.2 Build a bridge no Stoplights on US 60
4.2	4.2 These don't work well even “in town” they create more traffic than they're trying to accommodate
4.2	4.2 I like this, it always confuses people, then flyovers nee to be built later. But it's better than misaligned roads
4.2	Negative. No signals. Flyover ramps for access to the 60. Signals for the ones using 203rd as a thru street.
4.2	There should be no mor “at grade” intersections. Construct on/off ramps from the US60 highway.
4.2	Over passes. Keep grand a highway.
4.2	It seems to me part of the issue is a lack of foresight - planned development in this area has been on the table for a long, long time. Planned development in this area went forward long before infrastructure was there to support what it would bring.
4.2	Whatever is gonna help do it
4.2	no more traffic lights on 60
4.2	Going to be needed eventually
4.2	Six-leg intersections on Grand in other parts of Phoenix are hard to navigate.
4.2	Move to connect with Patten Road.
4.2	Need more info
4.2	Cluster ***
4.2	Either one would help
4.2	Put in a traffic light and the proper operation would help eliminate the traffic congestion.
4.2	No more signals on US60
4.2	No! This is horrible in central phoenix.
4.2	Us 60 has to be a non-stop Highway, as designed. builds ramps.

Alternative	Comments
4.3	4.3 Build a bridge not an intersection
4.3	4.3 Less/no more lights on grand. No extravagant intersections on grand, that’s just asking for a problem with all the semi trucks
4.3	Disagree. You are trying to build a flat intersections controlled by poor signal timing. . Remove the signals from the equation. You're big on traffic circles, an elevated 60 over a traffic circle would work best. There isn't much traffic using 203rd.
4.3	There should be no mor “at grade” intersections on US60. Construct on/off ramps from the US60 highway.
4.3	It seems to me part of the issue is a lack of foresight - planned development in this area has been on the table for a long, long time. Planned development in this area went forward long before infrastructure was there to support what it would bring.
4.3	Or, preferably build new limited access road between 303 and 93 notrh
4.3	A bridge over grand Avenue would be the best solution for this intersection anytime that traffic flowing from north to South in surprise can avoid interacting with grand is an ideal situation as crossing grand even with traffic lights can prove to be excessively dangerous as we are seeing at the 163 Intersection and the intersection of sunrise and grand, both hotspots for significant traffic incidents.
4.3	Bridge is best idea to keep more cars moving
4.3	This needs to be an overpass or a full interchange at Grand Avenue. This is a better solution than Alt 2 above.
4.3	What are the timelines? None of these roads are there now? What are the funding sources for the concepts?
4.3	Full freeway interchange
4.3	Not much traffic here, move it down to Patton Rd and align Dynamite Rd and build bridge. Extend road to run to 163 ave, this way you don't need to worry about the CAP canal,
4.3	If you have to do one this one. I'm sure they are going to pile houses in here eventually but simple is smooth and smooth is fast.
4.3	I like the idea
4.3	No extra lights now that will make **** worse
4.3	Not sure an bridge over Grand Ave at this location would be of any help.
4.3	The other two solutions are good but this seems to be the best to accommodate a complex intersection, while maintaining flow of traffic on grand
4.3	This doesn’t add another stoplight on grand
5.1	5.1 Build a bridge, not an intersection. No stoplights on US60
5.1	5.1 No more lights on grand. Freeway style access only
5.1	Stop signs along 60 will add congestion and backup along 60. You need to divert traffic off of there
5.1	Very much agree
5.1	No, cut out the signals and use traffic circles and elevate the 60 to go over it. Stop trying to put signals on a highway. It makes the commute even longer. These are highways and freeways. Stop trying to work in traffic signals.
5.1	There should be no mor “at grade” intersections on US60. Construct on/off ramps from the US60 highway.
5.1	303 to wickenburg should be overpasses only on grand ave. You can’t allow the trains and trucks to turn the area industrial and not give us roads
5.1	This should have been a solution a long, long time ago. However, it is useless to residents (and businesses) if Grand Avenue continues to be a parking lot. Another band-aid solution to a much larger problem.
5.1	This should eleviate some of the current traffic on 163rd Ave
5.1	Put in similar interchange to Bell/Grand on Jomax and Grand.
5.1	Good idea!!!!
5.1	no more lights on 60 unless replaced by limited access highway linking 303 and 93
5.1	Much needed!
5.1	See below. This solution is a waste of money.
5.1	This is very confusing concept. Pat Tillman is a neighborhood road. That is how it appears on this map? You plan to connect a neighborhood road across railroad? Does it not encourage kids to cross the tracks? and where does Jomax go on the other side? How many people or cars use this connection? Is it meant to be a neighborhood connector? What are the costs?
5.1	Full freeway interchange
5.1	THIS IS A PRIORITY. This is beyond needed. It's a safety issue. Wish it was closer to 163rd Ave.

Alternative Comments

- 5.1

Have a road that connects from the 303 HWY to the back part of Deer Valley, so those’ vehicles can just drive to Deer Valley from the 303 and not have to deal with a stop light, getting onto US60 and then turning onto Deer Valley Road. Make another exit off of Pat Tillman heading towards Jomax, there needs to be another exit/entrance for the home owners way out there in Desert Oasis. Widening the lanes will only create more accidents. Get the HWY 11 project started. If Tucson wants to wait on environmentalist stopping the project then just start building it from HWY 10 to Wickenburg.
- 5.1

And also bring Happy Valley over to Pat Tilman way, with railroad signal at crossing, same as Jomax.
- 5.1

This would quickly be outdated and cause congestion and risky driving in heavy traffic making left turns.
- 5.1

I’m confused , but we need more ways out of our development
- 5.1

This should’ve already been done
- 5.1

This would help get from Wittmann over 60 to Pat Tillman nicely. Get me to church faster 😊
- 5.1

This must happen
- 5.1

This is the kind of thing that is most needed.
- 5.1

From a morning rush hour perspective, Jomax will be backed up and will have difficulty turning right onto Tillman and then left to the 60. Evening rush, will have a large backup on the 60 as it won’t siphon traffic onto Tillman fast enough.
- 5.1

This is a terrible and dangerous intersection.
- 5.1

Provides additional route into Asante/Desert Oasis/etc
- 5.1

Ramps, US60 has to remain a non-stop highway.
- 5.2

5.2 Is the railroad going to allow this? We’ve been told in the past the railroad objected to any new grade crossings and only wanted elevated crossings.
- 5.2

5.2 Have Jomax bridge over US60 with entry and exit ramps to US60
- 5.2

5.2 We like our roads straight. Curves throw us off. Does 83rd and Lake Pleasant Parkway ring a bell? It's confusing the first few times
- 5.2

Much needed!
- 5.2

Use a traffic circle, not signals. Flowing traffic is the idea, not adding a dozen more signals to a busy highway. Move the highway over the intersections and remove the signals. Flowing traffic, not stopped.
- 5.2

There should be no mor “at grade” intersections on US60. Construct on/off ramps from the US60 highway.
- 5.2

With all of the growth just continue jomax
- 5.2

This should have been a solution a long, long time ago. However, it is useless to residents (and businesses) if Grand Avenue continues to be a parking lot. Another band-aid solution to a much larger problem.
- 5.2

no more lights on 60 unless replaced by limited access highway linking 303 and 93
- 5.2

I agree that it is incredibly important to have additional ways of crossing grand Avenue from the northwest to Southwest portions of surprise however, whenever possible these crossings should be elevated so that local traffic does not have to interact with the through traffic on US 60. We have seen from other historical intersections including the 163 Ave grand intersection and grand sunrise Boulevard intersection that the traffic on US 60 pose a significant risk and danger to local traffic with increased incidences of accidents and fatalities.. no matter what choice the city of surprise and state of Arizona Make. They need to ensure that appropriate monitoring of speed and adherence to traffic law is in place.
- 5.2

Other options would work better for future growth
- 5.2

Do not make Jomax Road east west connection across Grand Avenue. It is a bridge (if overpass) that does not connect to a lot of residents on the west side of Grand. The airforce base will prevent expansion of Jomax Road on the west side or to continue to west limiting the advantage of this option. It is wasted opportunity. Use the money on other improvements along Grand. Better solution is to make Pat Tillman a striaght road and Jomax road T-intersects with Pat Tillman; Connect Pat Tillman Road to Patton Road as an Overpass at Grand; Patton is a continuous Road and is not impacted by airforce base. So move your intersection bubble on this picture north to Patton Road and connect Patton road on the east side to Pat Tillman.
- 5.2

Same as above. Money should be used in other areas. Jomax is not the right place for crossover across Grand. This is a neighborhood that is developing fast and with a lot of young families. No at grade connection here.
- 5.2

This is the better solution I think. Access is closer to 163rd.
- 5.2

Do not intrude on horse property in Wittmann
- 5.2

Same, as long as it crosses Railroad for easement, but this may not be needed, with connection to Happy Valley,
- 5.2

Do it right the first time. Nothing is there right now

Alternative	Comments
5.2	The residents in that area need another egress point other than the ones available.
5.2	Any new roads built if they have to go across the railroad a bridge should be built
5.2	This would be the best solution to reduce the back up traffic on Jomax Road and expedite the travel through the area.
5.2	Much more convenient
5.2	This option is better as it will siphon evening rush onto Tillman quickly, allowing for Jomax to not get backed up as well at the 60. Morning Rush will allow for less traffic to backed up on either Jomax or Tillman. This is the more efficient option between the two.
5.2	I like this option better.
5.2	Better then the first choice and more ways to access the area around fry's and the new development is going to be necessary
5.2	This is absolutely needed.
5.2	I strongly agree with this.... Please please extend Jomax out to the 60!
5.2	Everything possible needs to be done. This area is a nightmare and will only get worse with the thousands of houses that are being built.
5.2	Ramps, US60 has to remain a non-stop highway.
5.3	Sure. Why not.
6.1	6.1 To little traffic there now.
6.1	6.1 This map shows multiple access points to Bell Rd from the north, none of which exist. Any access to bell from the developments to the north would be an improvement
6.1	6.1 Waste of resources.....211th avenue needs to be built....Luke will abandon the LAFB auxiliary eventually because of the eventual residential noise complaints relative to how infrequently they use the field...you can accommodate Luke or BNSF but you can't accommodate both....there's a finite amount of housing demand in the Northwest area....if you invest in infrastructure south of Grand and immediately north of the White Tanks significant housing demand will shift away from north of Grand to the area solving many problems
6.1	Not a bad idea.
6.1	Do this!
6.1	This might be a better route for those living much further up the Grand Ave corridor assuming it also goes in hand with widening the Sun Valley parkway, but if it isn't immediately a much wider multi lane road it's going to be congested.
6.1	Yes
6.1	no more lights on 60 unless replaced by limited access highway linking 303 and 93
6.1	Who pays for the landfill relocation? Poor suggestion.
6.1	This would be a good emergency route if it ever needed to be.
6.1	This is what I was saying in my previous rant. You can use the crushed asphalt until you get paved.
6.1	Not sure running a road through the Landfill would be the best solution in this.
6.1	Needs to go all the way to 60 though
6.1	Seems logical.
6.2	6.2 This is to much like other ideas already suggested
6.2	6.2 Waste of resources.....211th needs to be built
6.2	Doesn't look very useful.
6.2	alt 1 is a better solution - this is just a band-aid.
6.2	Deer valley is too congested.
6.2	Deer valley is too congested.

Alternative	Comments
6.2	This option also provides a sun valley parkway connection to Grand
6.2	This is a good addition and along with the one going to 163rd shown on the first map.
6.2	This might help traffic on Deer Valley,
6.2	This wouldn't be utilized as hoped.
6.2	We need a road from Grand to Sunvalley west of 163rd
6.2	We need a road from Grand to Sunvalley west of 163rd
6.2	This would be the best to resolve the vehicle traffic in the area.
6.2	Doesn't help the congestion on grand
6.3	6.3 This will ruin a good area that is untouched
6.3	6.3 Waste of resources.....211th needs to be built
6.3	Why?
6.3	alt 1 is a better solution - this is just a band-aid.
6.3	Deer valley is too congested.
6.3	Deer valley is too congested.
6.3	Like this but Alt 2 above is better
6.3	How is this different from 187th shown on the other side of the land fill? Are these roads not serving the same areas? Do we need two
6.3	Unknown, but may help traffic on Deer Valley.
6.3	The more the better!
6.3	Not sure this would be the best solution.
6.3	Needs to be a "Straight shot" from sun valley parkway to grand
6.4	6.4 This could be useful.
6.4	6.4 Waste of resources.....211th needs to be built
6.4	I don't live in this area, I cannot comment on what would be a benefit for the residents there.
6.4	I think I need to see all of these in a larger screen side-by-side, I can't really tell what is going on and the screens are so small and I can't make the map bigger because I'm on my phone. So I'm trying to help you but your not providing me very good Place to put down what I actually think
6.4	Alt 2 is better.
6.4	Makes sense
6.4	limited amount of benefit as compared to Alt 1 and 2
6.4	Maybe. The roads onto Deer Valley need decel abd accel lanes badly!!!! Be nice to get the landfill trucks to take a different route, not use Deer Valley to Grand.
6.4	I agree to whatever helps get these heavy trucks and all the heavy traffic off the 60 but it wouldn't help to put it on the side road wherever these heavy trucks or the roads need to be better maintained
6.4	This would not help as Alt #2.
6.4	This is the easiest fix
6.4	Not enough to make a difference

Alternative Comments
7.1 7.1 Needs to be a bridge interchange.
7.1 Still trying to put more signals in . Traffic circle, just like the Sedona and Wickenburg areas. .stop with the signal ridiculousness.
7.1 There should be no mor “at grade” intersections on US60. Construct on/off ramps from the US60 highway.
7.1 Over pass for grand Ave.
7.1 If the BNSF yard is approved, this area will need traffic congestion mitigation. This is just a bandaid.
7.1 no more lights on 60 unless replaced by limited access highway linking 303 and 93
7.1 Not clear. How will this work with the railroad intermodal? Will trucks use this?Dont think signal coordination will work this close with intersections and slow moving trucks in the future. Only one intersection should be at this location or a better solution that considers the trucks.
7.1 Signals dont work well on Grand. This is true at all signals on Grand in the Phoenix area.
7.1 First off, it is spelled Wittmann, no H so make sure whom ever is putting together this road improvements is accurate on the city names. What ever happened to the old over pass that went across Grand US60 on Center Street? For the safety of students who might want to walk home from Nadaburg Elementary school this might be a safe option and less traffic.
7.1 Make the **** cops do their job of protecting and serving out here and actually pull over speeders! I've watched buses and cars speed in front of dps. They have failed this area. They aren't strict enough and there is a sign there for Mary because of it.
7.1 It's spelled Wittmann.
7.1 Learn to properly spell WITTMANN !!
7.1 Lots of wrecks and crack heads at this intersection
7.1 The roads should be made of concrete because they last longer
7.1 This would not help, it would just add another intersection and barrier to travel through the area.
7.1 No new signals on Grand
7.1 Don’t want additional signals
7.1 This is necessary for the safety of the students at Nadaburg Elementary School.
7.1 Ramps, US60 has to remain a non-stop highway.
7.2 7.2 Yes
7.2 A good idea as long as you don’t apply traffic signals.
7.2 There should be no mor “at grade” intersections on US60. Construct on/off ramps from the US60 highway.
7.2 This is a better solution that Alt 1 but still not great. If the BNSF yard is approved, this area will need traffic congestion mitigation. This is just a bandaid.
7.2 This would be wonderful
7.2 I think whenever possible local traffic and roads should be elevated over grand Avenue to allow for safer and easy flow of local traffic and provide options that do not require them to interact with the through traffic on grand Avenue
7.2 Generally agree but consider the following suggesitons. Make center street a pedestrian or golf cart bridge. Dove Valley should be a full intechange. Making center street a pedestrian or golf cart option allows people to cross grand and many trains that will go through this area (also trucks will increase making it difficult for pedestrians). Interchange at dove valley will help with slow moving trucks as well.
7.2 The two streets Ocipado and Myers are local streets. There are houses there. What is being proposed here? It is not clear. Did you quantify the impacts?
7.2 Full freeway interchange
7.2 Wittmann
7.2 Centers traffic light really needs to be investigated. It would randomly change with no opposite traffic coming.
7.2 I will move out if this happens.
7.2 Given all the accidents at this intersection better do something
7.2 All roads crossing the railroad should be elevated with the bridge

Alternative Comments	
7.2	Agree something is needed to connect Wittmann and North Surprise area not sure this idea would work.
7.2	This would be the best option for the area, to tie them into one intersection.
7.2	Center st does go directly across grand...
7.2	Center street crossing is needed for the school.
7.2	There are too many accidents with traffic not stopping on Hwy 60 at this intersection. Center St needs to be elevated over Grand Ave to allow traffic to cross the hwy safely.
7.2	Ramps, US60 has to remain a non-stop highway.
7.3	7.3 Bridges.. Yes
7.3	7.3 Only if the plan is to bring 211th directly down to the Sun Valley Parkway....if you plan on avoiding Luke and bringing traffic further east and increasing the chances that trucks get back on Grand then forget it
7.3	BNSF should pay for all improvements required of them in the area of 211 and 60
7.3	As long as you don't stall the 60 with traffic signals. It's a highway. Keep the signals in city streets.
7.3	There should be no mor “at grade” intersections on US60. Construct on/off ramps from the US60 highway.
7.3	This area will need multiple solutions, especially if the BNSF yard is approved.
7.3	Even better, this would be great
7.3	Whenever possible, new roadways and intersections should be elevated over grand Avenue allowing for local traffic to travel from north to south without having to interact with the through traffic on grand Avenu
7.3	Generally agree. See if the following suggestions make it better. Only one of the two intersections is needed; Dove Valley or 211th; 211th makes better sense as the rail road can use 211th; in this case 211th should be an interchange. Center Street can be elevated to make it a car, pedestrian bridge (different from solution above where cars are prevented); With the 211th in place; Dave Valey on the west side should terminate at crozier road; on the east side, dove valley should terminat at 211th. We don't need both 211th and Dove Valley.
7.3	Make this a four leg. Not a six leg like in Phoenix.
7.3	Wittmann
7.3	Learn to spell Wittmann ... see above not whitman
7.3	Not help, to build a bridge over Grand.
7.3	Elevate intersections to allow for ramps and more limited access
7.3	Minimizes the disruption of the flow of traffic
7.3	By doing this it would eliminate traffic at both Center St and 203rd because there is no other way to reach South 211th Ave.
8	With the speed of development in the area and BNSF you will definitely have a problem with gaps!
8	Roads are more important than houses. Cut off building out here Phoenix valley is full enough.
8	Take over the community roads off 223rd and bobwhite way.
8	Worded like **** but any improvements we will take
8.1	8.1 If Jomax is to be extended eastward from Surprise to Peoria it has to be more than one lane each way. That would already be outdated. That’s what happens when developers are the ones designing the roads! Use bonds if needed to get funding, put in sufficient roads at the beginning, and then money back from developers as the area develops.
8.1	8.1 I think your map is incorrect.....you’re showing severely congested and congested for the Sun Valley Parkway west of the dam all the way to Buckeye....it’s a 4 lane roadway all the way to I-10 and nobody lives out there but for 5,000 ish homes in Festival Ranch...meanwhile Bell Road from Grand to the dam shows free flow or approaching capacity which is ridiculous....even if this is not present day and is projecting out in the future this is a political map for whatever reason that doesn’t reflect facts on the ground
8.1	Please prioritize filling in the gaps along the communities near 163rd Ave in Surprise.
8.1	Require developers to construct or expand arterials as a condition of development.
8.1	Do not allow arterial street access to the highway beyond the customary 1 mine intervals. .frontage Rd to the intersections, then signals to access the highway. .don't bring highway traffic to a stop for arterial flooding.

Alternative	Comments
8.1	There should be no mor “at grade” intersections on US60. Construct on/off ramps from the US60 highway.
8.1	If you know it's coming, it seems to me it would be better to get ahead of it; why wait until it is already a (bigger) problem?
8.1	I can’t tell what’s going on here and the map is too small
8.1	The project area is fatally flawed as it does not address the connecting area to the west, RT 60 west of 74, where any closure shuts down the entire corridor to the west including Wickenburg, RT 93 and Las Vegas. The current alignment for I-II is based on an insane assumption that the massive BNSF railyard would be located west of Wickenburg. NOT Happening. REVISIT I-11 NOW!
8.1	The city of surprise and state of Arizona need to be thoughtful and comprehensive in their future plans to complete the necessary grid and traffic flow in north Northwest Surprise. At this point in time I am incredibly concerned by the number of improvements that are being. Deferred to builders and not being fully owned by the municipalities. This feels like a continuation of the problem we are facing today, and if the city is not proactive and fully in ownership of the transportation infrastructure for its city, they will continue to have frustrated citizens who are faced with dangerous traffic conditions. In the end, this shortsighted approach will impact the quality of life and the ability of Northwest Surprise to grow at the rate the city desires.
8.1	Stongly Agree. Surprise should prevent developers from controlling this space. Connections should come first and let developers build around it. Protect these roads or space to build the roads now.
8.1	Bring back a neighborhood character. Retain desert landscape. You do not need to construct all these roads. Think about transit and other modes.
8.1	These fixes need rapid repair
8.1	keep north Surprise and Wittmann rural as they can. If builders come in, AZ needs to re-instate the builders paying the fee for the streets to be build or no more building houses or construction.
8.1	Don’t start too many projects at once and make it absolutely impossible for people to get through. Try to finish one job before you start another.
8.1	Something needs done before the railroad comes in and we start seeing rail trucks a day in and out of the town.
8.1	Agree, 74 is severely congested in much of the area, other parts are approaching capacity. Need double lanes to reduce congestion. Grand Ave is approaching capacity and in the area of 303 is severely congested at many times of the day. Need an additional lane in much of the Grand Ave roadway.
8.1	Traffic problems are best solved by adding no more high density housing, keeping it rural.
8.1	Id rather everyone have the desert alone but if we have to, please make it accessible
8.1	Let’s get off our rear ends and fix this crap instead of continually pushing “studies”
8.1	Not sure what this is asking me to agree with.
8.1	This proposal is confusing. What is being proposed?
8.1	Exactly right. Need to understand each downstream impact.
8.1	Stop building so many subdivisions before the infrastructure can support it
9	Out with the old **** that isn’t working at all in with the new. Traffic is at a all time high on grand ave after pat tillman
9.1	9.1 Railroad SHOULDNT be dictating traffic and roadway design
9.1	9.1 Bridge over the rail road
9.1	9.1 As long as ample turn lane only length is provided to keep turning traffic off Grand, it should not cause the issue it has created at 163rd ave in the past.
9.1	Only one intersection needs to be grade separated by public money, Meeker and Grand (due to the nearby hospital). Currently there is limited rail traffic and it doesn't significantly affect vehicle traffic. BNSF should be required to fund other grade separations as a condition of building their intermodal facility.
9.1	There should be no more “at grade” RR crossings or intersections on US60. Construct on/off ramps from the US60 highway to bridges over RR tracks a la Bell & Grand.
9.1	We need outlets and we need outlets that will account for what will be an increase in train traffic due to the possible BNSF yard.
9.1	I can’t tell what’s going on here and the map is too small and not expandable
9.1	Grade separate all crossings. More trains and trucks are coming.
9.1	Full freeway interchange
9.1	Grand Ave traffic needs a continuous flow not more stop signs round about or signal lights.
9.1	Get rid of the lights. The U.S. 60 is a highway keep it that way
9.1	This would be the best Alternative.

Alternative	Comments
9.1	At least one exit should go over or around tracks. If the train is unable to move then everyone is stuck.
	No more at grade, to many people pulling out into traffic now.
	Many of these need to be elevated and not at-grade crossings. At-grade crossings are going to congest traffic with the new proposed BNSF traffic coming and are not going to be effective if the proposed project is allowed.
	Ramps, US60 has to remain a non-stop highway.
9.2	9.2 At grade crossings are terrible.. 163rd needs to be an elevated crossing.
	BNSF should be responsible for above grade crossings!
	There should be no more “at grade” RR crossings or intersections on US60. Construct on/off ramps from the US60 highway to bridges over RR tracks a la Bell & Grand.
	We need outlets and we need outlets that will account for what will be an increase in train traffic due to the possible BNSF yard.
	Sort of agree. All new connections should be grade separated. 163rd must be grade separated.
	Who will pay? How much?
	Less lights more traffic flow
	It’s costly yes but maybe that should have been addressed before allowing all the houses to be built. Pay the piper and fix the roads.
	This would be costly and not as good as Alternative 1.
	Perfect, as long as they aren’t bogged down by multiple traffic lights like the bell grand interchange heading northwes
	Elevated is perfect, with onramps to the 60.
	Ramps, US60 has to remain a non-stop highway.
9.3	9.3 What kind of timeline are we talking? I suspect it would be many many years, which is unacceptable.
	The expense of this would negatively impact needed road construction.
	There should be no more “at grade” RR crossings or intersections on US60. Construct on/off ramps from the US60 highway to bridges over RR tracks a la Bell & Grand.
	We need outlets and we need outlets that will account for what will be an increase in train traffic due to the possible BNSF yard.
	Given the incredible amount of additional traffic on the 60 in this area over the next several years, using at grade intersection is asking for disaster.
	If see the demand for grade separation, invest over time
	Too much construction at once will make traffic worse and this work needs to be done overnight not during the day
	This would be costly. Not as good as Alternative 1.
9.3	No more at grade
	Ramps, US60 has to remain a non-stop highway.
9.4	9.4 People can go down grand ave in whichever direction the traffic is flowing, find the nearest intersection where traffic is going in the other direction and do a U Turn. Or design “turnarounds” like they commonly use in Texas to handle this kind of issue
	As long as you don't try and clog up the 60 with traffic signals.
	There should be no more “at grade” RR crossings or intersections on US60. Construct on/off ramps from the US60 highway to bridges over RR tracks a la Bell & Grand.
	Elevated crossing all of them.
	We need outlets and we need outlets that will account for what will be an increase in train traffic due to the possible BNSF yard.
	Not sure on this one. Need more details please
	Grand is messed up enough from the railroad bull****
9.4	This may be a resolution, but would need to see what Policy is created.

Alternative Comments
9.4 This feels as though it would be the most efficient traffic pattern
9.4 This is confusing
9.4 Ramps, US60 has to remain a non-stop highway.
10.1 10.1 Lower the speed limit on grand between 303 and Town of Whitman. It is too high!
10.1 10.1 Speed up US60 to highway standards.. not this mess we have today.
10.1 It’s hard to get up to speed or slow to turn safely at access points
10.1 If y’all would come in and repave Grand from the 303 to Wickenburg. That road is destroying my truck. Don’t just throw down some asphalt and oil like you did a year ago but really do a repaving of Grand. Do it during the summer rather than high season.
10.1 Longer and wider turn-only lanes that are not one of the main travel lanes would be very helpful. Well-signed longer and wider turn-only lanes would be even more helpful. And not just at un-signalized access points.
10.1 Please help cars are pulling in front of fast moving vehicles daily I witness this. Many crash and get seriously hurt
10.1 Yes. We suggested this several times.
10.1 Safety!
10.1 This would be better for 1st responders in the event of a major accident. Frontage roads would just be backed up with cars.
10.1 OMG yes, been saying this at all the meetings! Low hanging fruit, low cost and easy to do
10.1 Any improvements are a good idea
10.1 This would be nice - if the drivers actually used it
10.1 This would help with the side streets that pull out on to Grand Ave. Seen too many near misses, where vehicles pull onto Grand Ave and through traffic have to avoid them until they are up to speed. This would be a great solution.
10.1 Without signage the semi-trucks continue to block both lanes until they can merge so this will not be helpful
10.1 Of course, just widen grand. And teach people how to use the lanes. Not a long term solution
10.1 Ramps, US60 has to remain a non-stop highway.
10.2 10.2 Why not just widen grand Ave?
10.2 10.2 Great idea.
10.2 And keep traffic away from 303/60 as much as possible
10.2 This is how you control access to the highway. Restrict access to 1 mile increments, like every other highway.
10.2 There should be no more “at grade” RR crossings or intersections on US60. Construct on/off ramps from the US60 highway to bridges over RR tracks a la Bell & Grand.
10.2 If you can create Frontage Roads why can't you create extensions across the tracks? Also.... create longer and wider turn only lanes!
10.2 But what about impacts to residences? How will you address that? This will also create speeding on grand.
10.2 Good for safety due to the amount of accidents on Grand.
10.2 acceleration and deceleration lanes should solve this
10.2 Maybe? Could work
10.2 One of the best ideas I’ve seen on the list
10.2 Frontage road is better than acceleration lanes.
10.2 Still would have large amounts of traffic trying to gain access to Grand Ave and still impeding the flow of traffic already on Grand Ave.
10.2 This might work if semis are not allowed to use it.
10.2 Ramps, US60 has to remain a non-stop highway.

Alternative Comments
10.3 There should be no more “at grade” RR crossings or intersections on US60. Construct on/off ramps from the US60 highway to bridges over RR tracks a la Bell & Grand.
10.3 This is the ideal long term solution for residents and through traffic. However, the improvements need to be accompanied by an appropriate investment in monitoring and traffic enforcement.. This would include the utilization of photo monitoring for both violations of speed and other moving vehicle in fractions as well as the appropriate staffing of police officers to monitor drivers behavior and ticket appropriately for violations. Increased road capacity alone does not solve the dangerous driving conditions in this area of Northwestern. Surprise regular enforcement needs to be in place to change the behaviors of the individuals driving these roads.
10.3 Full freeway interchange
10.3 Maybe
10.3 Mucho Gusto
10.3 This may work and resolve the over use of frontage roads that dump out onto Grand Ave.
10.3 Absolutely! I have to exit my neighborhood to grand and some days it is feeling impossible and so unsafe
10.3 Only if you keep the number of signalized intersections to a minimum. Otherwise, you're contributing to the air quality concerns.
10.3 Seems be a bandaid vs a solution
10.3 Route 60 needs to accommodate more traffic, safely. I believe that this will be the best approach to cover the immense amount of traffic 60 sees.
10.3 This hybrid option needs to be utilized as it will help to reduce congestion on hwy 60 with local traffic.
10.3 Ramps, US60 has to remain a non-stop highway.

General Comments:

Work on these roads needs to get going.. the growth has exceeded capacity. Identically new builds need to stop till the roadwork is done.
Please require coordination with BNSF. Even currently backups at train crossings are detrimental to safety in the SCW area.
All of the above options relate to Grand Avenue/303 up to Highway 74 in some way. I assume that the proposed new railroad yard location is considered in all of the options. If the railroad yard is built, it will drastically effect all options. Please realize that the above options are needed even if the railroad yard is not built. It should be obvious that the railroad yard should not be built at the proposed location. The hiway/street infrastructure required to do it correctly is off the charts. As a side note, work with the state/federal government to get Interstate 11 built. This would eliminate most of the semi-truck traffic from the 303/Grand to Wickenburg.
Keep all BNSF RR and gravel truck traffic off of 211th Ave between Dove Valley & Hwy 74
Believe there should be both. Need to be able to re route and keep traffic moving incase of accidents blocking grand Ave. I think an access road would help this.
Anything and everything you can do to improve traffic around 163rd Ave and Grand and Grand Ave and the 303 in that area would be amazing. There is also a study happening (I did that survey) about additional exits off of the 303 - one at 155th ave, one at 147th ave and one at Litchfield road I believe. Those are more of a priority to me. Thank you for asking for our input. I look forward to the improvements.
MAJOR investment is needed on Grand from the 303 North on grand for safety.
Agree
Grand needs to be turned into a freeway with exits, not a 3 lane street with lights every mile. It should have been treated as a freeway since the beginning. It will save everyone across the west side of the valley a ton of time and you may even see reductions in road rage, accidents and people driving like idiots.
The frontage Rd are also an alt route in case of collision. There's a other way when the road is closed.
It bad is dead, but get away from more signals. Less stopping and more flow. Elevate roadways and controlled access to highways. They are the priority
Feel free to contact me
There should be no more “at grade” RR crossings or intersections on US60. Construct on/off ramps from the US60 highway to bridges over RR tracks a la Bell & Grand.
Traffic at grand and 163 is a nightmare
No new interchanges between Grand and El Mirage on 303.
Improvements needed at 163rd &. Grand and the 303 interchange need to be made a priority for all drivers safety!
303 to 74 can be maintained as is but only if the original concept of I-11 utilizing 303 and a new limited access connector to 93 North can be revived.

Alternative Comments	
	Something has to be done to help with 74 accessing Grand, roads from Wittmann accessing Grand with drivers NOT stopping at stop signs and pulling out in front of oncoming traffic without regard of causing accidents to those on Grand Ave
	Lower the speed limit on Grand and a lot of problems at the 303 connection would be solved. 50 and 55 MPH is too much for the volume those roads get.
	These areas are in dire need of upgrades as soon as possible
	We are already way past the time for studies. Accidents happen everyday while we wait for actual solutions to be completed. Please expedite this process. Thanks for the opportunity.
	Have a road that connects from the 303 HWY to the back part of Deer Valley, so those’ vehicles can just drive to Deer Valley from the 303 and not have to deal with a stop light, getting onto US60 and then turning onto Deer Valley Road. Make another exit off of Pat Tillman heading towards Jomax, there needs to be another exit/entrance for the home owners way out there in Desert Oasis. Widening the lanes will only create more accidents. Get the HWY 11 project started. If Tucson wants to wait on environmentalist stopping the project then just start building it from HWY 10 to Wickenburg. Keep Wittmann (Spelled right) rural.
Wittman Resident	
	Too much construction up in Whitman area that needs to be addressed.
	Please take over the roads off 223rd and bobwhite way.
	I'd like to see mostly the 303, grand, and 163rd changed.
	A cloverleaf for the 303 and Grand Ave. And NO more Roundabouts please!
	Again, please halt residential building until you get 163rd north to 74 (dirt is fine) and a couple of roads south to Bell/Sun Valley. Get the landfill trucks to take a different route to Grand instead of Deer Valley until you fix that intersection making the acceleration lane truck user friendly!
	Please god just fix it this isn't helpful I get it but something is better than nothing.
	We need more ways to get out of desert oasis , if there is a medical emergency and a train or a wreak , someone will die waiting . That’s no joke . We need more access ! Thank you
	I live in Circle City and drive on grand ave everyday so I’d read my inputs if I were you.
	Stop giving out permits for residential and commercial buildings to be built until you get the infrastructure correct. The 60 has become very dangerous. Crazy drivers at high speed commercial trucks landfill trucks. It’s just out of control.
Let's improve our roads	
	Please read and consider
	Thanks for giving us the opportunity to share some input for these.
	In all the areas of concern one was left out. Intersection of US 60 and AZ74 needs a stop light. There are numerous accidents there every year.
	Fix the traffic.
	As a resident of North Copper Canyon, traffic in this area is a huge point of contention and greatly affects every day life. Any improvements that will support better flow of traffic and less feeling of being trapped in or out of the neighborhood would be highly recommended
	The ideas are not horrible, but the two biggest issues is there must be additional exits and COMMERCIAL INFRASTRUCTURE to support the wide numbers of people living in the area
	The sooner the better.
	Thank you for taking the time to review my input

APPENDIX C: ADDITIONAL ALTERNATIVES SUGGESTED

Alternative #	Notes	Category
1.1	Why not elevate US60 over 163rd. Creating an exit off US60 to 163rd that is elevated over the tracks. Traffic entering US 60 from 163rd would go under the bridge to go south. Also, STOP adding stop lights on US60! They slow traffic they don't fix anything.. time to spend money.. bridges for US60 traffic are a must.	Ideas that suggest design modifications or enhancements to one or more of our alternatives
4.2	Build a bridge no Stoplights on US 60	Ideas that are already on our list of alternatives
4.3	Build a bridge not an intersection	Ideas that are already on our list of alternatives
5.1	Build a bridge, not an intersection. No stoplights on US60	Ideas related to at-grade vs grade-separated facilities or signalized vs unsignalized junctions
5.2	Have Jomax bridge over US60 with entry and exit ramps to US60	Ideas related to at-grade vs grade-separated facilities or signalized vs unsignalized junctions
9.1	Bridge over the rail road	Ideas related to at-grade vs grade-separated facilities or signalized vs unsignalized junctions
9.4	People can go down grand ave in whichever direction the traffic is flowing, find the nearest intersection where traffic is going in the other direction and do a U Turn. Or design "turnarounds" like they commonly use in Texas to handle this kind of issue	New ideas not previously considered
7.1	Use a traffic circle, not signals. Flowing traffic is the idea, not adding a dozen more signals to a busy highway. Move the highway over the intersections and remove the signals. Flowing traffic, not stopped.	New ideas not previously considered
2.2	Why don't you pave Adkins from Patton Road to the SVP?	New ideas not previously considered
1.4	Put a connection from Paton via crozier to Bell Rd.(sun valley park way)Would reduce congestion at the 163rd and 303 intersection.	New ideas not previously considered

Alternative #	Notes	Category
5.2	Do not make Jomax Road east west connection across Grand Avenue. It is a bridge (if overpass) that does not connect to a lot of residents on the west side of Grand. The airforce base will prevent expansion of Jomax Road on the west side or to continue to west limiting the advantage of this option. It is wasted opportunity. Use the money on other improvements along Grand. Better solution is to make Pat Tillman a straight road and Jomax road T-intersects with Pat Tillman; Connect Pat Tillman Road to Patton Road as an Overpass at Grand; Patton is a continuous Road and is not impacted by airforce base. So move your intersection bubble on this picture north to Patton Road and connect Patton road on the east side to Pat Tillman.	New Ideas not previously considered/Ideas that suggest design modifications or enhancements to one or more of our alternatives
7.2	Generally agree but consider the following suggesitons. Make center street a pedestrian or golf cart bridge. Dove Valley should be a full intechange. Making center street a pedestrian or golf cart option allows people to cross grand and many trains that will go through this area (also trucks will increase making it difficult for pedestrians). Interchange at dove valley will help with slow moving trucks as well.	New Ideas not previously considered/Ideas that suggest design modifications or enhancements to one or more of our alternatives
7.3	Generally agree. See if the following suggestions make it better. Only one of the two intersections is needed; Dove Valley or 211th; 211th makes better sense as the rail road can use 211th; in this case 211th should be an interchange. Center Street can be elevated to make it a car, pedestrian bridge (different from solution above where cars are prevented); With the 211th in place; Dave Valey on the west side should terminate at crozier road; on the east side, dove valley should terminat at 211th. We don't need both 211th and Dove Valley.	Ideas that suggest design modifications or enhancements to one or more of our alternatives
1.1	Maybe add a diverging diamond interchange at us 60 and 163rd ave for easy access north to Asante and heading east to loop 303. Add a 4 or 5 level system interchange at loop 303 and us 60 west of loop 303 for a potential new freeway connector. Maybe add frontage roads on us 60 starting from east of the loop 303 and the road will be turned to frontage roads west of loop 303. Provide exit and enter ramp at 163 ave at the ramps from each loop 303 exit ramps for safely connecting to 163rd ave.	New ideas not previously considered
1.4	Build an interchange between 147 and 155th ave. It will help with connectivity and will help ease traffic at Us 60 and 163rd ave. Building a connection to bell road will help for future growth west of the mcmicken dam. It can provide an alternate route to Asante instead of taking the Loop 303 and Us 60.	Ideas that are already on our list of alternatives
1.1	Have a road that connects from the 303 HWY to the back part of Deer Valley, so those' vehicles can just drive to Deer Valley from the 303 and not have to deal with a stop light, getting onto US60 and then turning onto Deer Valley Road. Make another exit off of Pat Tillman heading towards Jomax, there needs to be another exit/entrance for the home owners way out there in Desert Oasis. Widening the lanes will only create more accidents. Get the HWY 11 project started. If Tucson wants to wait on environmentalist stopping the project then just start building it from HWY 10 to Wickenburg.	New ideas not previously considered
4.2	Move to connect with Patten Road.	New ideas not previously considered
8.1	Take over the community roads off 223rd and bobwhite way.	New ideas not previously considered

Alternative #	Notes	Category
1.3	I really like this idea also there is and are other roads like Crozier from Patton that connects to Bell road the road is 219th that could be cleaned and paved would be another good bypass.	New ideas not previously considered
1.4	All of these would help with congestion and are great ideas, the only other addition i hope gets completed is jomax connecting to grand to the west and the 303 to the east.	Ideas that are already on our list of alternatives
1.4	What you should do is work with the railroad to get Jomax opened to 60. From there, a connection at the El mirage off ramp to happy valley needs to be established. Otherwise, you're still not solving the problem as happy valley at vistancia gets hammered daily. You can't look at this at just the pinch points. You need to see the forest through the trees	Ideas that are already on our list of alternatives
3.1	Also need to start thinking about jug handles when contemplating on/off ramps. Super efficient in the East Coast	Ideas that suggest design modifications or enhancements to one or more of our alternatives
1.4	None of these are ideal but they would work to elevate the issues in the short term. Maybe try connecting Bell/west sun valley parkway to Patton, widen Grand 163rd to Patton, add 2 additional lanes for 303 drivers wanting to go to 163rd and widen 163rd.	Ideas that are already on our list of alternatives
1.4	All of these are needed. There are way too many homes and not enough ways to get out. I would also suggest extending north Jomax to Grand Ave. We need as many outlets as possible. It shouldn't take 40 minutes to get in or out of our neighborhood. Thank you.	Ideas that are already on our list of alternatives
1.4	As a resident who lives off 163rd and Jomax, I'd like to see the the extension of Jomax to 60, among these other changes you've indicated in section Alt #4. There is so much traffic that exits @ 163rd and Grand, we need another route to 60, and it's only going to get worst with all the new housing and businesses going up.	Ideas that are already on our list of alternatives
3.1	I'd love to see Jomax extended to the 303! That simply allows for more ingress and egress into what I'm already considering a land locked region.	Ideas that are already on our list of alternatives

Public Outreach Meeting #3 -
In-Person Public Meeting



US 60 (Grand Avenue) Loop 303 to SR 74 Corridor Study

**Summary of November
13, 2025 In-Person Public
Meeting and Input Received**



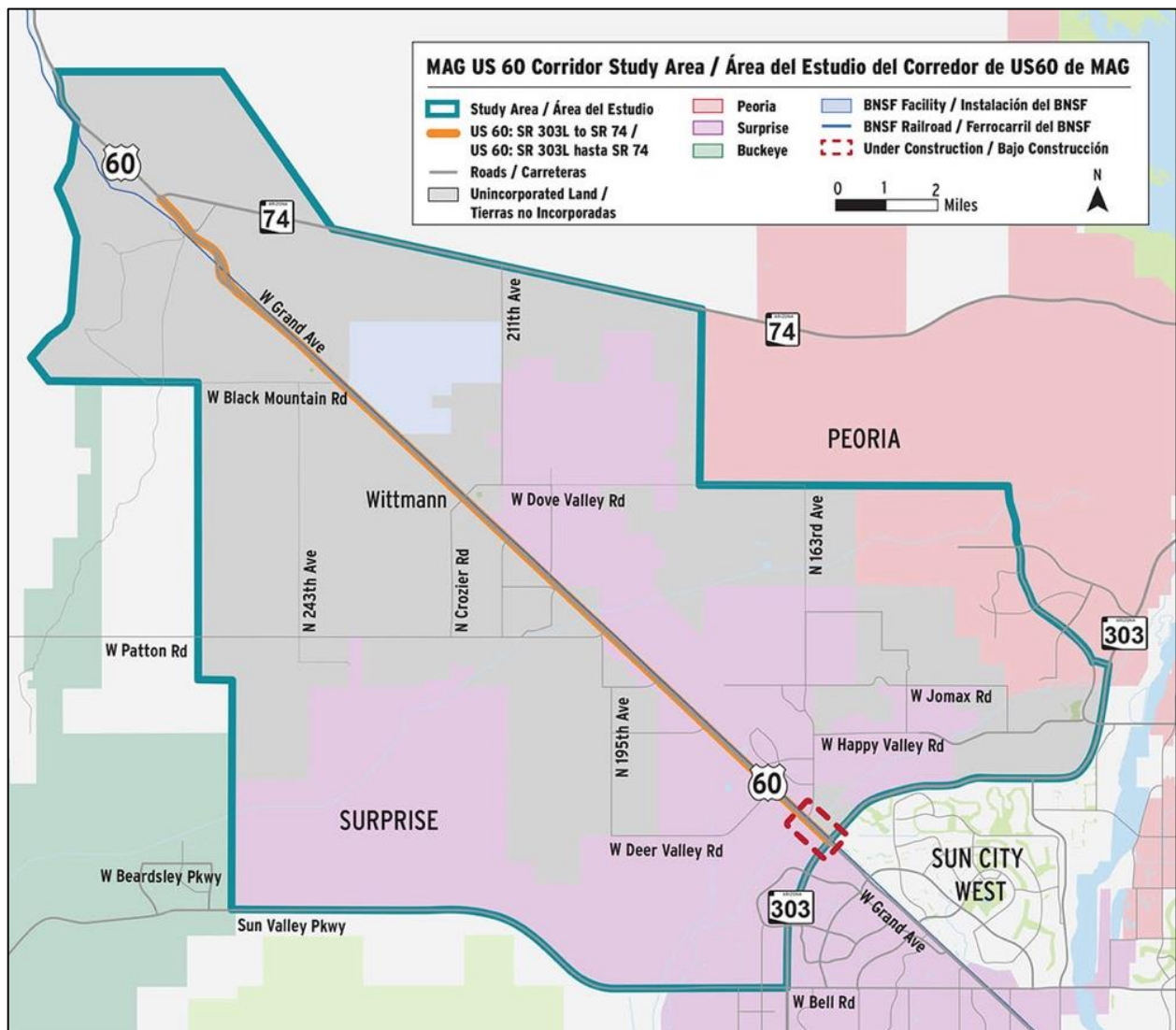
MAG US 60 (Grand Avenue) Loop 303 to SR 74 Corridor Study Round 3 Public Engagement Report

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OVERVIEW

The Maricopa Association of Governments (MAG), in partnership with the City of Surprise, the City of Peoria, the Arizona Department of Transportation (ADOT), the Arizona State Land Department (ASLD) and the Maricopa County Department of Transportation (MCDOT), has completed a comprehensive assessment of current and future travel demands within the study area shown on the map below. Informed by technical analysis and extensive stakeholder and public input, the study identifies appropriate transportation investments to address existing travel needs and support anticipated development in the area through 2050.



Study Area Map

To inform the study outcomes, three rounds of public engagement were facilitated to: **1)** introduce the study to the community within the study area and receive their input on **travel challenges and potential solutions**; **2)** present and gather feedback on **conceptual strategies** for addressing travel needs and anticipated development within the study area; and **3)** present and gather feedback on **recommended improvements** to address travel needs and anticipated development within the study area. This report summarizes **Round 3** of the public engagement process.

EXECUTIVE SUMMARY OF ROUND 3 INPUT

Public engagement for this final phase included a public open house held the evening of Thursday, November 13, 2025 and an online comment form at www.azmag.gov/US60CorridorStudy that was available November 13 through December 15, 2025. More than 175 people attended the in-person open house, 70 email addresses and 16 handwritten comment cards were collected at the open house, and 65 comments were received online.

Comments expressed that traffic conditions along US 60 (Grand Avenue), Loop 303, 163rd Avenue, and SR 74 (Carefree Highway) are unsafe, congested, and unsustainable given current and planned growth. There is strong support for major, immediate infrastructure upgrades, with frustration over long timelines, stoplight-based solutions, and development proceeding without adequate transportation planning.

Residents favor real highway solutions over temporary fixes, want faster action, and expect government agencies, developers, and BNSF to collaborate and fund the necessary infrastructure before growth continues.

The top 5 common themes (ranked) that emerged from the comments include the following:

1. Build a grade-separated interchange at US 60 and 163rd Avenue
2. Fast-track construction/accelerate timelines
3. Add more access points and alternative routes
4. Separate or restrict truck and rail impacts
5. Treat US 60 as a true highway/improve flow

Notable Secondary themes included the following:

- Temporary moratorium on development until infrastructure is fixed
- Sound walls and speed reductions
- Traffic circles instead of lights (where overpasses not feasible)
- Dedicated, separated bike paths
- Improved SR 74 and US 60 intersections



DESCRIPTION OF ROUND 3 OUTREACH ACTIVITIES AND INPUT RECEIVED

This report covers input received in November and December 2025 via a public open house held November 13, 2025, and an online comment form that was available between November 13, 2025, and December 15, 2025, at the project website.

Project Website

Available at azmag.gov/US60CorridorStudy, the project website includes information about the study and ways for the public to provide input. Prior to the public open house, the project website was updated to include information about the open house, information that would be presented at the open house, and an online comment form.

65 comments were received via the online comment form. Comments were received in the following categories:

Safety Concerns

- Frequent accidents, near-misses, and daily congestion, especially at the US 60/163rd Avenue and Loop 303/Grand Avenue interchanges.
- Long backups onto highways creating rear-end and high-speed collision risks.
- Limited emergency access for growing neighborhoods, creating evacuation concerns.
- Requests for better lighting, signage, speed control, and safer merges.

Support for Grade-Separated Interchanges

- Desire to eliminate stoplights on US 60.
- Preference for overpasses, cloverleafs, mini-stacks, and freeway-style interchanges.
- Bell Road/Grand Avenue overpass cited as a successful local model.
- Calls to treat US 60 as a true highway/freeway, potentially expanding lanes.

Project Timelines

- Frustration with projected timelines extending to 2030–2050.
- Calls to fast-track construction and start immediately.
- Concerns that waiting will result in more accidents and declining quality of life.

Growth Outpacing Infrastructure

- Residents feel development has moved forward without adequate planning.
- Declining property values, rising noise, and loss of rural character.
- Requests to pause or limit development until infrastructure catches up.
- Calls for developers and BNSF to pay for transportation improvements.

BNSF Rail/Truck Traffic

- Opposition to a BNSF logistics hub without prior road improvements.
- Suggestions for truck-only roads or ramps; restrictions on train horns and compression braking; and separate routes for semi-trucks to reduce congestion and noise.
- Sentiment that all improvements be completed before BNSF construction begins.

Need for More Access Points and Alternative Routes

- Emphasis on fixing the “single-egress” problem for communities.
- Extend Jomax Road to US 60.
- Complete and extend 163rd Avenue.
- Add additional Loop 303 on/off-ramps.

- Improve east-west connectivity (Bell Road, Sun Valley Parkway, Happy Valley Road).
- Support for bike paths separated from traffic.

Noise and Quality-of-Life Issues

- Traffic noise likened to living next to a freeway.
- Requests for sound walls, speed reductions, and truck controls.
- Concerns about children, families, and long-time residents being displaced

Public Open House

The purpose of the November 13, 2025, public open house was to demonstrate to the community that they have been heard and that MAG and the Project Partners are continuing to listen, and to present study recommendations. More than 175 people attended the open house. Information about the open house format, materials available, and publicity deployed to invite the community to attend and provide input is summarized below.

Open House Format

The open house was designed to ensure that all individuals would have the same opportunity to be heard by the study team. The event was intentionally designed as an open house, with no formal presentation or question-and-answer session. The intent was to make the event as convenient as possible for all participants and promote the highest quality dialogue between the study team and all individual members of the public with questions and/or concerns.

In efforts to have a chance to speak with as many people as possible and understand their challenges and ideas for solutions, study team members representing MAG and the Project Partners were on hand to participate. The following ways were provided for people to comment:

- Speak directly with a team member, who in turn provided a report out to the team.
- Write ideas on comment cards available at the open house to all participants.
- Draw/write ideas on large roll plots laid out on a table showing an aerial view of the US 60 Corridor and an aerial view of the study area.
- All materials displayed a QR code leading to the project website and online comment form.

One Spanish-speaking interpreter was available to assist Spanish-speaking participants, and an American Sign Language (ASL) interpreter was available.

Open House Materials

Materials available for public review and comment included a video, poster boards presented on easels throughout the room, a computer simulation showing the 2050 PM peak hour projected traffic demand traveling along the proposed design alternative at 163rd Avenue-Loop 303-US 60 area and large roll plots laid out on tables providing an aerial view of the US 60 Corridor being studied and the study area. The materials were organized into five open house stations as listed below.

American Sign Language (ASL) interpretation was provided; however, none of the attendees requested the assistance.

Accommodations provided for the hearing impaired

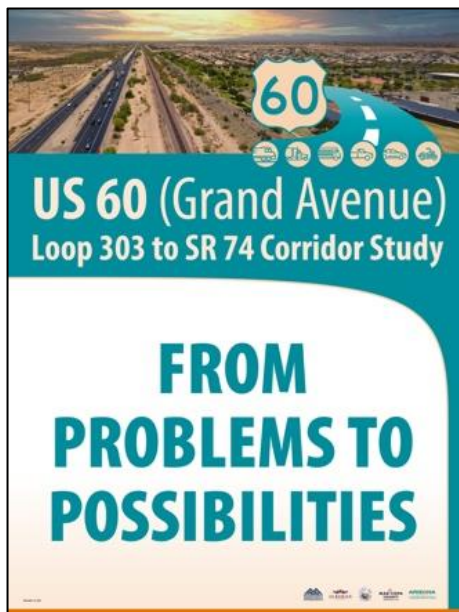
Station 1: Welcome

Upon entering the open house, participants were welcomed and provided an opportunity to provide their email address for future updates, an orientation of the room, and availability of the hard copy comment forms.



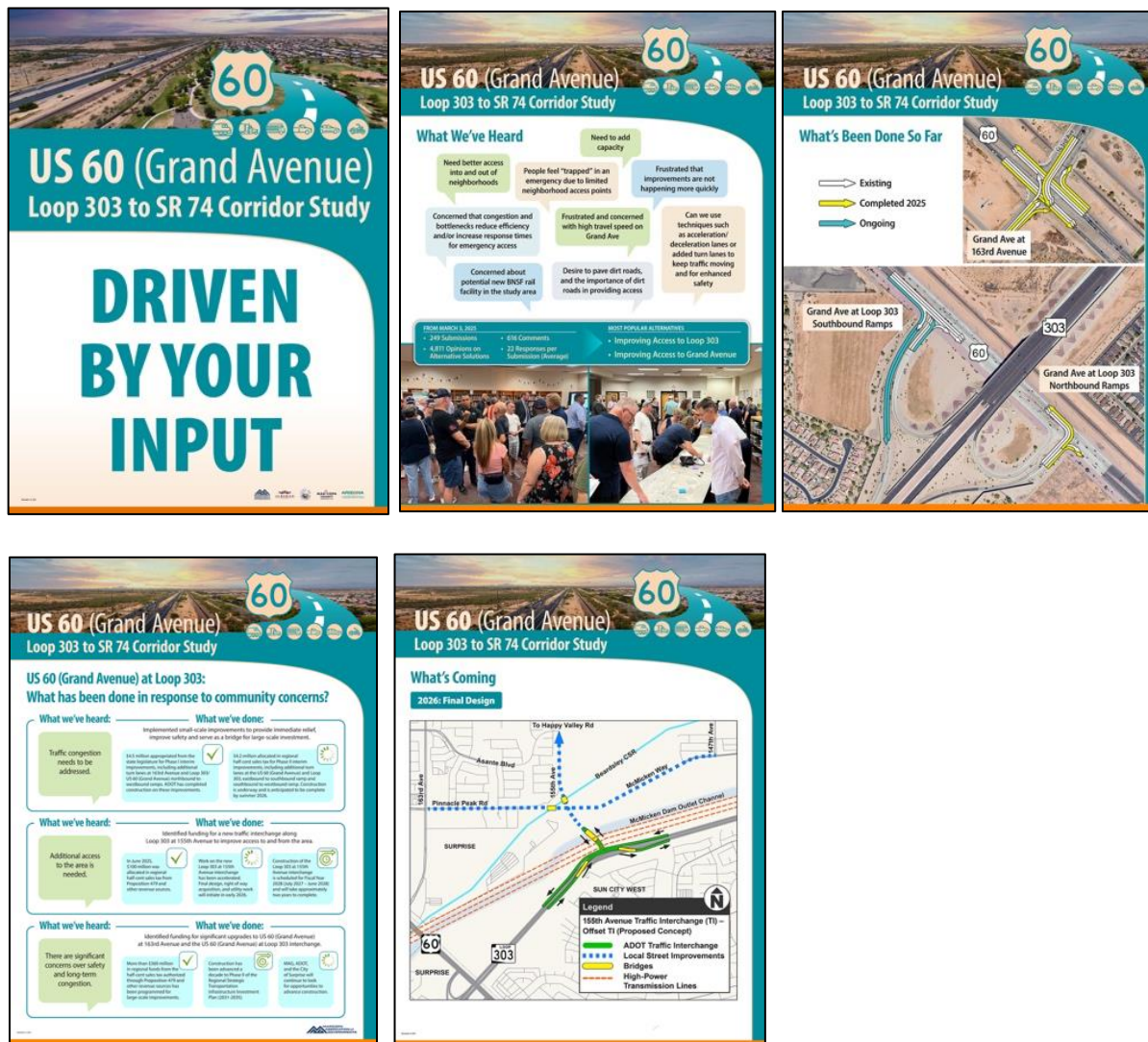
Station 2: From Problems to Possibilities

A looped video with captions showed the US 60 Corridor Study findings and recommendations as we progress towards the year 2050.



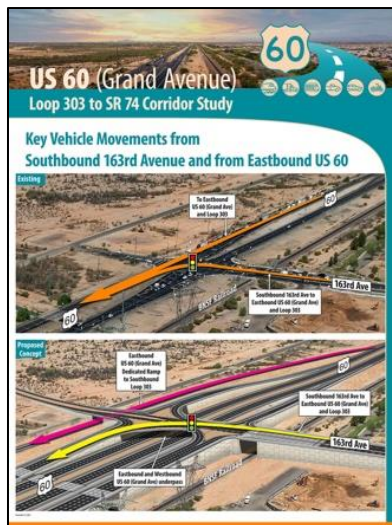
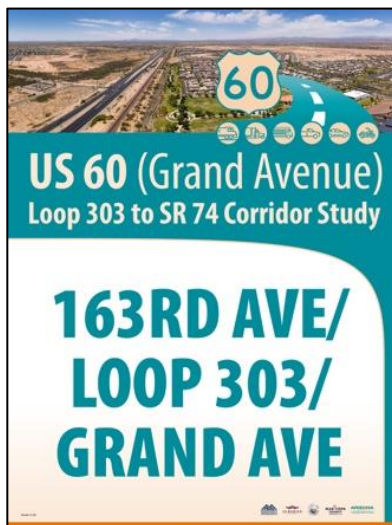
Station 3: Driven By Your Input

It was a key goal of the study team and project partners to demonstrate to participants that their voices had been heard.

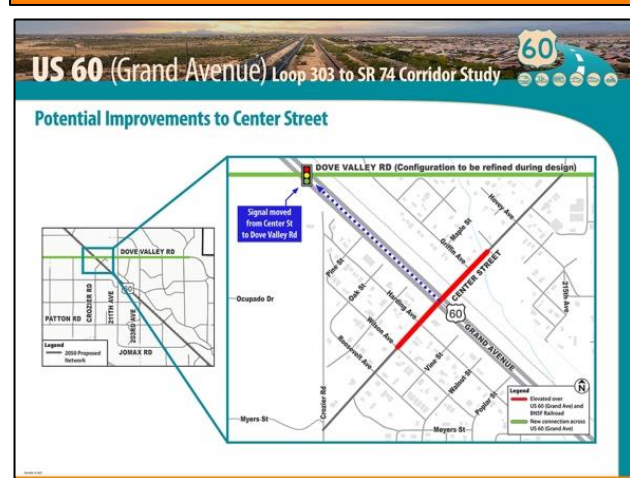


Station 4: 163rd Ave/Loop 303/Grand Ave

The purpose of this station was to show key vehicle movements at this intersection, which has been a primary topic throughout this study, along with ways to improve traffic flow.



The purpose of this station was to show what is programmed for the area and present freeway interchange recommendations based on anticipated needs.



Open House Publicity

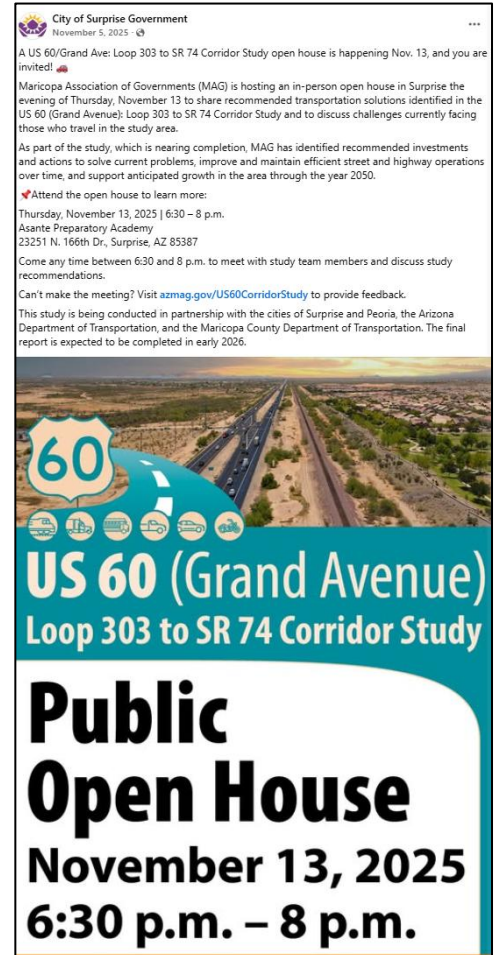
Meeting Publicity

The study team worked closely with the City of Peoria, the City of Surprise, ADOT, and MCDOT to publicize the virtual public meeting and ways to provide input. The publicity including a mailing, social media posts, and email distributions.

Partner Publicity

Partner agencies actively promoted the US 60 Corridor Study and its November 13 public Open House across their communication channels. The City of Surprise shared announcements on November 5 through its Facebook, Twitter, and Instagram accounts, and also posted the event on Nextdoor. Additional visibility came from the City's website update published the same day. Councilmember Haney amplified the message further by posting about the Open House on his personal social media platforms on November 6, helping extend the study's reach to his constituents.

Other regional partners contributed early and consistent outreach as well. The City of Peoria posted information about the study to its website and social media accounts on September 25, providing one of the earliest public notices. MCDOT added another wave of visibility by sharing the event on its social media channels on November 10. Together, these coordinated efforts ensured broad public awareness and encouraged community participation in the upcoming Open House.



Mailing

US 60 (Grand Avenue) Loop 303 to SR 74 Corridor Study

Public Challenges and Solutions

Maricopa Association of Governments, in partnership with the cities of Surprise and Peoria, the Arizona Department of Transportation, and Maricopa County Department of Transportation, has conducted a comprehensive assessment of current and future travel demands within study area shown on the map and has identified transportation priorities to address existing travel needs and support anticipated development in the surrounding area through 2050.

Public Open House

Tuesday, November 13, 2025 - 6:30 – 8 p.m.
Surprise Preparatory Academy,
151 N. 166th Dr., Surprise, AZ 85387
Join us any time between 6:30 and 8 p.m. to meet with study team members and discuss the following topics:

- From Problems to Possibilities
- Grand Ave Loop 303/
- Driven by Your Input
- Recommendations

Don't make the meeting? Visit our website to view the open house materials and give us your thoughts!
azmag.gov/US60CorridorStudy



City of Surprise Government
Follow

November 17, 2025

If you weren't able to make the US 60 – Loop 303 to SR 74 Corridor Study Open House last night, don't worry! We have some information that will get you up to speed on proposed alternatives for future corridor improvements.

Maricopa Association of Governments has made the presentation boards, informational video and an online survey available on the study website at azmga.gov/US60Corridorstudy

Here are some of the important links:

- Display Boards (with maps of recommendations): <https://bit.ly/4i0xMlt>
- Informational Video: <https://bit.ly/47FvcJg>
- Survey (give input!): <https://bit.ly/47Yvgay> See less



US 60 (Grand Avenue)
Loop 303 to SR 74 Corridor Study

Key Vehicle Movements from Northbound Loop 303 and Westbound US 60



Key Vehicle Movements from Southbound 163rd Avenue and from Eastbound US 60

PRIST ST
ECRWS
U.S. POSTAGE
PAID
EDDM Retail

Desafíos y Soluciones del Tráfico

La Asociación de Gobiernos de Maricopa, en colaboración con las ciudades de Surprise y Peoria, el Departamento de Transporte de Arizona, y el Departamento de Transporte del Condado Maricopa, llevó a cabo una evaluación completa de las demandas de los viajes actuales y futuros en el área del estudio tal como se muestra en el mapa de la zona del estudio localizado en la página al revés. Identificaremos inversiones de transporte para ayudar con las necesidades de viajes existentes y apoyar el desarrollo previsto en el área y sus alrededores hasta 2050.

Jornada de Puertas Abiertas al Público

**Jueves, 3 de noviembre de 2025
a las 6:30 p.m. hasta las 8:00 p.m.**

Asante Preparatory Academy,
23251 N. 166th Dr, Surprise, AZ 85387

Acompañemos en cualquier momento entre las 6:30 p.m. y 8:00 p.m. reunirse con los miembros del equipo de estudio y discutir los siguientes temas:

- De los problemas a las posibilidades
- Impulsado por tus aportaciones
- 163rd Ave/Loop 303/Grand Ave
- Recomendaciones

¡Visite nuestro sitio web para enviarnos sus comentarios y registrarse para recibir actualizaciones por correo electrónico!

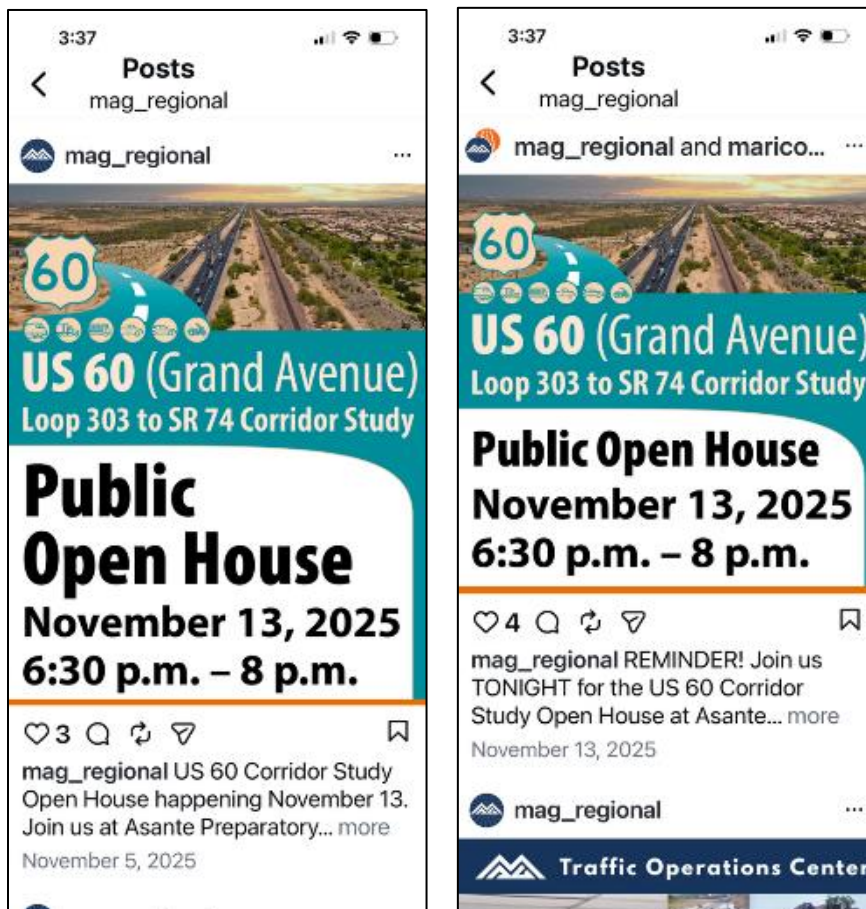
azmag.gov/US60CorridorStudy

LOCAL
POSTAL CUSTOMER

De acuerdo con el Título VIII de la Ley de Derechos Civiles, de 1964 y la Ley de Estadísticas sobre las Discriminaciones (EDDA) que se aplica en inglés, la Asociación de Gobiernos de Maricopa (AGM), por sus propios medios o por medio de sus contratados, ofrece este estudio de movilidad. Las personas que necesitan una adaptación especial relacionada con el idioma o alguna discapacidad deben ponerse en contacto con Braden Williams al (602) 254-4444 o bwilliams@azmag.gov. Los solicitantes deben hacerle saber antes de poder participar para asegurar que AGM tendrá el tiempo necesario para la adaptación.

MAG Social Media

MAG promoted the open house across its social media platforms on Nov. 5 and 13, 2025, as shown below.



Partner Publicity Toolkit

The study team emailed the following publicity items to project partner public information offices on November 4, 2025, along with a request for assistance with publicizing the open house and the project website:

- Postcard
- Digital flier (to share via email or post online)
- E-news suggested text
- Plug-and-play social media graphics and the following suggested post text:

*US 60 (Grand Avenue) Corridor Study - Public Open House tonight (or give the date, if sent out earlier). Join us at **Asante Preparatory Academy in Surprise** to learn about recommendations for shaping the future of the **US 60 Corridor** and the surrounding area from now through the year **2050**. Drop in **anytime from 6:30–8:00 p.m.** to see what is in store for this corridor, chat with the study team, and share your feedback.*

💬 Your voice helps guide how we plan for safer, smarter travel in the years ahead. Can't make it? Visit azmag.gov/US60CorridorStudy to learn more about this planning study and to leave a comment online!

ROUND 3 LESSONS LEARNED AND NEXT STEPS

The study team is committed to intentional reflection at the conclusion of each round of outreach to document lessons learned in attempt to continually improving our service to and quality of dialogue with the community. This round, we confirmed that developing and sharing consistent publicity materials with partner agencies is extremely valuable and should be a standard procedure for all transportation planning projects.