CITIZEN COMMENTS AND RESPONSES

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Build the South Mountain Freeway
Date: Wednesday, May 15, 2013 3:30:27 PM

From: Ryan A. Abbott [mailto:Raabbott@sundt.com]
Sent: Wednesday, May 15, 2013 3:28 PM
To: Projects
Cc: info@buildthe202.com
Subject: Build the South Mountain Freeway

1 BUILD THE SOUTH MOUNTAIN FREEWAY!!!! We thread together the inland empire with the Gulf of Mexico.

Ryan Abbott
Sundt Construction, Inc.
Cell: (602) 725-4995
Fax: (480) 629-0231
raabbott@sundt.com

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

affecting this proposed freeway.

Also, the second issue is that this is a unique freeway in that it connects the north part of I-10 to the south, which is a bypass or a wraparound that makes all interstate traffic and truckers going through the Ahwatukee area and having congestion at the end of the road, where there is already major congestion from the 202 freeway, and there's miles and miles of stop-and-go traffic on the way to Maricopa, on the way to Sun City, and to the casino at that location.

I have a much longer statement that I would like to put into the information that's being collected today. I greatly oppose this freeway.

THE FACILITATOR: Thank you, Ms. Sampson.

MS. SAMPSON: Thank you.

THE FACILITATOR: Linda Abegg. Good afternoon. Did I pronounce your name right?

MS. ABEGG: Yes, you did.

THE FACILITATOR: Ms. Abegg, you have three minutes, there's a timer right down here. Begin, please.

1 MS. ABEGG: I just wanted to say that I'm in support of building the 202 freeway. I live in Laveen, I have been there for about six or seven years, I think that this would benefit our community in bringing more of the amenities and things that our community is lacking

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

1 and help us to -- I feel like Laveen is somewhat at a
2 crossroads and we can move forward to be a good community
3 for our families. Or if it stays kind of stagnant where
4 it is, that it's not going to be as good of a place for
5 people with families trying to improve their community,
6 so I support the freeway coming through. Thank you.
7 THE FACILITATOR: Thank you.
8 David Gould.
9 MR. GOULD: I hope this is not the walk of
10 shame.
11 THE FACILITATOR: Not at all.
12 MR. GOULD: It's a lovely facility you have
13 here. I'm from Maine and we don't have anything like
14 this up there. Bear with me until I get my question.
15 THE FACILITATOR: Mr. Gould, before you begin,
16 this is not a Q-and-A session, it's a --
17 MR. GOULD: I'm kind of hard of hearing, I
18 apologize.
19 THE FACILITATOR: Yes. This is not a
20 question-and-answer session, it's merely to gather your
21 comments.
22 MR. GOULD: All right.
23 THE FACILITATOR: And you have three minutes and
24 the timer is right there. Begin, please.
25 MR. GOULD: Okay. Well, there are a lot of

Code	Issue	Response

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 7/24/13 INCOMING CALL TIME: 1:37 PM CALLER: KATHY ABRAHMS CALLER ADDRESS: 20426 NORTH 38TH DRIVE PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** And I am in support of the freeway, thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway
Date: Monday, June 24, 2013 9:05:50 AM

Thank you,
Felicia Beltran
Senior Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-319-7709
azdot.gov
ADOT Communications

From: DADAIR3015@aol.com [mailto:DADAIR3015@aol.com]
Sent: Saturday, June 22, 2013 8:24 AM
To: Projects
Subject: South Mountain Freeway

The whiners protesting the freeway have forgotten that the original purpose of the interstate was modeled on the German Autobahn, and while a convenience to motorists its primary use was for military mobility.

1 The people like, Greta Rogers, Jim Jochims, Steve Brittle, et.al; need to get a grip with reality. We need the extension to insure we have adequate means of egress in case of emergency evacuation and to mediate the problems with I-10, the Broadway Curve and to create a bypass for those not wanting to go 'downtown' but continue western routing.

This issue is not about personal desires but what is best for the metropolitan area and best for Phoenix.

Dennis E. Adair
5229 East Tamblo Drive
Phoenix 85044 (Ahwatukee)
dadair3015@aol.com
480 734 6368

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 3:55 PM CALLER: JOHN ADAMCZYK CALLER ADDRESS: 2328 WEST OBISPO AVENUE, MESA, AZ 85202 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I am in favor of the freeway going through South Mountain. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/20/13 INCOMING CALL TIME: 2:34 PM CALLER: FLORENCE ADOMOLEY CALLER ADDRESS: PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Please go with the new freeway that's gonna connect our way to Tucson. We need it. Thank you very much.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 05/9/13 INCOMING CALL TIME: 3:13 PM CALLER: MARY AGEE CALLER ADDRESS: 1719 S. PARKSITE DRIVE, TEMPE, AZ 85281 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the planning and construction of the South Mountain Freeway. It's important to reduce traffic congestion and the accidents that happen during the morning and evening rush hours.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Swati Aggarwal Document Created: 7/21/2013 9:13:39 AM by Web Comment Form Very good study. I hope the freeway gets built very soon.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1 2 3	Document Created: 7/23/2013 9:08:01 PM by Web Comment Form I am writing to state my opposition for the proposed expansion of Loop 202/ South Mountain Freeway. I want to advocate " no built" as only the option that preserves the environment, health of Laveen & Ahwatukee resident & respects O'dham traditions. Sencerely, Rebecca Aguayo

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Air Quality**	
3	**Cultural Resources**	

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Comment on Proposed Loop 202 (South Mountain Freeway)
Date: Wednesday, July 24, 2013 10:55:31 AM

Thank you,

Salina Tovar
Community Relations Officer
1655 W. Jackson St.
MD 126F, Room 170
Phoenix, AZ 85007
602.712.4629
azdot.gov

ADOT Communications

From: Mary Ellen Ahearn [mailto:quaildove@gmail.com]
Sent: Wednesday, July 24, 2013 10:53 AM
To: Projects
Subject: Comment on Proposed Loop 202 (South Mountain Freeway)

1 South Mountain Park would be irreparably harmed by having a major freeway crossing (or even close to) its western boundary. NO BUILD is the best option for the proposed Loop 202 Freeway extension.

2 As a resident of Ahwatukee, I urge that this project not go forward. A massive freeway just south of Ahwatukee will have negative consequences for our community and for South Mountain Park.

3 Vehicle exhaust – including noxious diesel fumes – from a massive freeway would foul the air in our neighborhood and in the park. Any expectation that the project would reduce regional air pollution simply reflects spreading that pollution into Ahwatukee. We don't want it. This would reduce the

4 attractiveness of Ahwatukee as a place to live. If Ahwatukee becomes as hazy as the rest of Phoenix, property values here will suffer.

5 Additional traffic on a major freeway to our south and west would inevitably increase traffic in our neighborhoods – quite simply, there would be more cars in the area if a freeway is wrapped around us. Traffic here is bad enough as it is. Cut-through drivers would be speeding down our streets (endangering

(Comment codes continue on next page)

Code	Issue	Response
1	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Alternatives, No-Action (No-Build) Alternative**	
3	**Air Quality**	
4	**Property Values**	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; "Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor"). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
5	**Traffic**	In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).
6	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.
7	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document	Code	Issue	Response
	children, pedestrians and cyclists) when they realize that speed limits are not enforced in our residential neighborhoods.			
6	The proposed project has many negatives for Ahwatukee and South Mountain, and precious few positives. The main positive results of this project would accrue to developers who would profit by increasing suburban sprawl, and to the firms that build the road. These profits would come at the expense of reduced quality of life in Ahwatukee.			
7 3	Ahwatukee does not need or want increased air pollution and traffic. Yes, these will increase with time anyway, but they would increase to a greater degree (and sooner) with the 202 extension in our backyard.			
1	South Mountain Park is a valuable asset to Phoenix and should not be degraded by placing a major freeway at its western boundary. NO BUILD is the only acceptable option for Ahwatukee and South Mountain Park.			
	Mary Ellen Ahearn, MS Ahwatukee, Phoenix, AZ			
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Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 6/15/13 INCOMING CALL TIME: 10:45 AM CALLER: AHMED CALLER ADDRESS: PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support South Mountain 202. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Ray Albano Document Created: 6/4/2013 7:28:17 PM by Web Comment Form Please build the South Mountain Loop 202 connection. It will not only relieve the traffic on the I-10 but will benefit all the areas the freeway will pass thru. PLEASE PLEASE PLEASE!Ry

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	G Albano Document Created: 6/4/2013 7:55:35 PM by Web Comment Form Please build this freeway for environmental issues. It is detrimental that a freeway be built as such in an ever developing city where growth is necessary.It will relieve traffic and cut travel time, especially for the people in Laveen and surrounding areas that do not have the luxury of a close freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/20/13 INCOMING CALL TIME: 3:12 PM CALLER: JAMES ALBERTS CALLER ADDRESS: 13015 N. JOAN DE ARC, PHOENIX, ARIZONA PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I totally support the freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 05/10/13 INCOMING CALL TIME: 10:09 AM CALLER: JAMES ALBERTSON CALLER ADDRESS: 1580 W. OAKLAND STREET, CHANDLER, AZ 85224 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I am in favor of the Loop 202. Thanks.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Alcumbrac Document Created: 5/21/2013 5:10:09 PM by Web Comment Form This Project is the completion of a great plan put in motion over two decades ago. It is imperative that the last leg of the program be completed. Without this leg of the 202 completed the congestion and ultimately the loss of commerce for the Valley is garanteed. My only comment on the preferred alignment is that with the 59th alignment the all vehicles that are using I-10 to 202S leg to bypass the core of the valley will still have have to travel deep into the city to gain access. The 101 alignments seems to be a better chose and will also gain easier access to the 101 corridor.

Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1	Mary Aldham Document Created: 5/21/2013 8:39:04 PM by Web Comment Form Hi there. I am a resident of Laveen. My husband and I chose Laveen because it was a great community. Having lived here for a year, it is evident that a freeway is much needed. You have professionals that have moved to Laveen either for the highly ranked schools for their kids, or for that small town sense of community on the outskirts of a big city... whatever the reason, without the 202, we all feel a sense of disconnect. Disconnect from shops, specialty grocery stores, malls, but most importantly, life-saving establishments such as hospitals, clinics, etc. The 202 is gravely needed. The 202 will ensure that we will not have to drive 30 minutes to go to the hospital. We won't have to drive a wasted 45 minutes to get to Chandler or Awhatukee. Most importantly, we won't have to waste time driving in grid-locked surface streets, such as Baseline to get to work. Please build the 202!!

Code	Issue	Response
1		Comment noted.

Code	Comment Document

1

1 of three announcements. The last shuttle will be
2 leaving at 7:30 for all routes, that's the orange,
3 green, and blue routes or 1, 2, and 3. Again, the
4 last shuttle will leave at 7:30. Thank you.
5 Mary Aldham.
6 MS. ALDHAM: Hi, I just want to tell you I
7 live in Laveen; I am pro 202. We -- my husband and I
8 moved to Laveen a year ago, and just because we love
9 the community, we thought it was a great -- there was
10 a great sense of community. We've been living there
11 a year. The community is still very tight, but
12 everybody in the community feels a sense of
13 disconnect. They feel that -- I feel that we're
14 disconnected from a lot of things, shops,
15 restaurants, hospitals, like, and I go to work and,
16 you know, I have to take surface roads. We have to
17 take surface roads wherever we go, and it's
18 grid-locked, stop, start, stop, start. Lots of
19 traffic. And the lady that spoke just before me, she
20 wanted you to consider the area that she lives in,
21 the traffic. Well, we deal with the traffic every
22 day. That's why we need the 202. We don't want to
23 feel a sense of disconnect. I don't want to know
24 that if I get sick or something like that, it's going
25 to take 25 minutes to get to a hospital.

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www.drivernix.com

Code	Issue	Response
1		Comment noted.

Code	Comment Document

1 So I -- I'm here in support of the 202.
2 Just one of your statistics, people are talking about
3 sacred land and so forth and South Mountain
4 preservation land, taking your statistics, it's only
5 going take .2 percent, which is 31 acres of the
6 16,600 acres of South Mountain Park.
7 So that's completely minimal. And, anyway,
8 thank you for my -- for considering. Thank you.
9 THE FACILITATOR: Thank you.
10 If anybody out there would like to speak,
11 please go out front and register at the front desk
12 and then come on back in.
13 Before we call the next person up, the last
14 shuttle will be leaving for all destinations at 7:30,
15 that's orange, green, and blue or 1, 2, and 3.
16 Claudia "Leeschen," Leischen.
17 MS. LEISCHEN: Leischen.
18 THE FACILITATOR: Leischen. Would you mind
19 using this other microphone, please.
20 MS. LEISCHEN: I wrote my statement. I
21 live in Central Phoenix, just near Baseline and
22 Central. As you know, Baseline is the main corridor
23 for people who live in Laveen and work or shop in the
24 East Valley. I suspect that an interchange on the
25 proposed freeway at Baseline will now funnel even

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www.drivernix.com

Code	Issue	Response

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: 202 South Mt. Loop
Date: Wednesday, May 22, 2013 10:52:41 AM

-----Original Message-----
From: Kathy Aleman [mailto:kathya@swproperties.com]
Sent: Tuesday, May 21, 2013 9:03 AM
To: Projects
Subject: 202 South Mt. Loop

ADOT,

1 Please continue to push forward with getting this important piece of the Phoenix freeway system designed & built. It is crucial to open up our down town to only the necessary traffic & get give the rest of us an option from funneling thru the neck at the Broadway curve. It's a crazy waste of time & energy for all.

The 60 & the rest of 202 is so wonderful now let's get an answer for that part of town & those passing thru Phoenix an option.

Thank you.

Kathy Aleman
Gilbert, Arizona

_____

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 6:23 PM CALLER: ALI ALI ADDRESS: 1885 E. RIDGE DRIVE, TEMPE, AZ PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the Loop completely, the Loop 202 South Mountain Freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Loop 202 was a promise
Date: Friday, May 24, 2013 8:42:00 AM

-----Original Message-----
From: Bill & Sue Alkema [mailto:all4alkema@cox.net]
Sent: Thursday, May 23, 2013 9:32 PM
To: Projects
Subject: Loop 202 was a promise

1 My husband and I attended the public hearing on the EIS draft last Tuesday in support of the continuation of the 202 but had a couple of questions. The video and the displays were very informative and the representatives were very helpful in answering those questions. We left feeling more confident that this freeway will finally be completed.

When we purchased our house in Ahwatukee in 2000, we were informed of and promised that the Loop 202 would eventually be completed. That was a deciding factor in the location of the home we chose. Following, in our opinion, are areas where this continuation of the 202 would be an asset.

FOR THE VALLEY - It will reduce the traffic throughout the city on the I-10 by drivers heading to the southeast of the Valley or out of the Valley towards Tucson and vice versa. It will also be another option when there are freeway closures or accidents on the I-10... which are often.

FOR AHWATUKEE - It will relieve the traffic for residents that have to commute during rush hour into the City, because those residing in the Desert Foothills would probably choose to exit Ahwatukee on the west end. Today at rush hour we sit in a parking lot on the I-10 from Chandler Boulevard to the Broadway curve. Also, our businesses might see more activity since the West Valley would now have easier access to our area's services and restaurants. But probably the biggest asset would be that many residents of Ahwatukee would save around 15 minutes or more driving time to the West Valley. And with high gas prices, saving 15 minutes is huge.

Susan and Bill Alkema
480-704-1441

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Build the South Mountain Freeway
Date: Tuesday, May 14, 2013 9:38:42 AM

-----Original Message-----
From: Robert Allen [mailto:onerjallen@aol.com]
Sent: Saturday, May 11, 2013 4:25 PM
To: Projects
Cc: info@buildthe202.com
Subject: Build the South Mountain Freeway

1 I completely support SMF. It should have happened years ago!

Sent from my iPad
Robert Allen

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Denise Allen
To: Projects
Subject: Freeway
Date: Tuesday, June 11, 2013 5:40:25 PM

1 2 3 4

As a parent in the Ahwatukee Foothills I am disheartened by the ruin of our community by adding a truck bypass, which is all this is, down Pecos. The pollution, noise and crime this will bring to our community is sad. My home will be affected by the all of the above. There has got to be a better route.

Denise Allen

Sent from my iPhone
Denise

Code	Issue	Response
1	**Purpose and Need, Truck Bypass**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Air Quality**	
3	**Noise**	
4	**Neighborhoods/ Communities**	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.

Code	Comment Document

LOOP 202
South Mountain
Freeway Study
2013

Draft Environmental Impact Statement
COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013. STOP negotiations with The GILA RIVER INDIAN TRIBE IF "NOT a yes" on the freeway BY now on their Land, Heres the answer: THEY DONT WANT IT. SO DONT WASTE ANY more TIME, AND JUST FINALLY BUILD the freeway. or rather START BUILDING THE FREEWAY

1

Optional

Name: Luther Allen Email: lyallen39@gmail.com

Address:

City: State: Zip:

Phone: Fax:

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov **or mailed to:** ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-100

ADOT Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	

1 Luther Allen.
2 MR. ALLEN: Hi, I'm Luther Allen. I'm a
3 recent graduate at the University of Arizona, and I
4 got my degree in urban development, which involves a
5 lot of what you guys do. I've been following this
6 project for years, and it is feasible that something
7 like this gets built, because being that, you know,
8 Phoenix has basically hardly any bypass routes and
9 Interstate 10 is basically getting congested on -- it
10 seems like on a monthly basis, and there needs to be
11 a reliever, you know, some airspace, other routes for
12 traffic to go. And this would be great.
13 Now, this ain't something that's cropped
14 up overnight. I know the residents of Ahwatukee may
15 say otherwise about this, but this has been for
16 planned in years. As a matter of fact, I have a map
17 here that shows that this project is -- well, this is
18 1986, this was called the Southwest Loop, and now
19 it's called the South Mountain Freeway. This was
20 planned for years, long before Ahwatukee became what
21 it is today.
22 So, now, I think the developers, you
23 know, it's unfortunate that they didn't give the
24 residents of Ahwatukee proper notice, or whatever
25 information that the proposed freeways was going to

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

1 be in the making, you know, a few miles to the south
2 of where they live, but the fact of the matter is,
3 you know, this highway project is needed.
4 Now, I understand that, you know, you
5 guys are negotiating with the Indian tribe called the
6 Gila River to the south, since then the Proposition
7 400 taxes passed, If they haven't said yes by now,
8 you know -- I understand you guys have been back and
9 forth in negotiations with them -- if they haven't
10 said yes by now, you know, I think they don't want
11 it. So it's time to, you know, quit wasting time,
12 move on, build this thing, because the longer you
13 wait to build it, the more construction costs are
14 going to skyrocket, and that's what we don't need
15 right now today. And, what, another form of tax
16 revenue will need to be passed to allow for more
17 funding, so I say, get busy, build this thing,
18 because it's desperately needed.
19 Now, the Proposition 400, you know,
20 included, you know, this freeway project was included
21 in those plans. And this is what the voters wanted,
22 so I think it's time to, you know, give them what
23 they wanted, and just, you know, stop negotiating,
24 and build this thing. And that's all I got. Thank
25 you.

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Code	Issue	Response

Code	Comment Document

1 This environmental impact draft study doesn't seem
2 to think that it will worsen the air quality on the sensor
3 that's on 43rd Avenue, which will be two to three miles away
4 from this construction. So it really needs to be understood
5 that it could -- could risk Arizona losing its federal funds.
6 And then the City and our citizens will have to pay the bill.
7 This could turn into one of the more expensive highways. And I
8 think a separate study of that impact is very, very important
9 before we go to the final phase of the environmental study.
10 So thank you very much for your time. I appreciate
11 the opportunity to comment.
12 MR. SMITH: They've already spent a lot of money
13 studying this thing, right? And they might as well finish the
14 project or a lot of people's work has been wasted already.
15 And as far as alignments go, I think, even though
16 the one that's more expensive, that would link up to the 101,
17 is probably a better option in the long run, even though it
18 looks like it might be more expensive now. I don't think I
19 have anything else to say.
20 MR. STROOP: Well, I just wanted to say that I am a
21 Laveen resident and that I am for the proposal to build the
22 freeway in any of the capacities that I saw today. I don't
23 really have a preference on an alternative, but I would prefer
24 it to get built as soon as possible.
25 MR. ALLEN: I don't know what ADOT's plans for

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(Comment codes begin on next page)

Code	Issue	Response

(Responses begin on next page)

Code	Comment Document
1	the -- for the 101 -- or I mean the 202 merging into the I-10, as far as lane -- you know, lanes merging, you know, lanes from the 202 merging into the 10. But what I think is that lanes from the 202 should stay -- you know, should stay as extra lanes. Instead of merging in, just stay as extra lanes on Interstate 10 until they get to the 101, which is, like, another four miles westward, because some of that traffic coming from northbound 202 is going to want to connect with 101 going south instead of going to an Arizona Cardinals game. So they're not going to have -- They're probably not going to have -- They're not going to have a purpose to merge onto the Interstate 10 and then merge back onto the -- you know, merge back to the right to get onto the 101. So they should just keep those lanes off of 202 as additional lanes, all the way out to the 101, and then maybe points further west. And then, after the 101, then that's when they should merge into the -- into what's existing on the Interstate 10, you know. Because, the way I understand it now, it's going to merge some point, you know, a couple miles after -- a mile or so after the 202/Interstate 10 junction. And that's just going to create a traffic nightmare like the Broadway Curve. So but, if they keep the lanes -- keep them as additional lanes, all the way out to the 101, then I think that would be -- that Page 11 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
1	**Design**	The construction of the proposed freeway would include widening along Interstate 10 to facilitate the entrance and exit of vehicles between the two freeways. Additional information related to the Interstate 10 modifications can be found in Figure 3-26 on page 3-49 and Figure 3-29 on page 3-53 of the Final Environmental Impact Statement. The design of the connection to Interstate 10 and the widening along Interstate 10 was developed in accordance with Federal Highway Administration's Interstate System Access Informational Guide and has received an initial determination of operational and engineering acceptability from Federal Highway Administration.

Code	Comment Document

1 would be feasible. And that's what I've got.
2 MR. HAMILTON: I just did a comment via the
3 computer, but I thought of something else.
4 COURT REPORTER: Okay. What is it?
5 MR. HAMILTON: You mean, specifically, my comment?
6 COURT REPORTER: Yes.
7 MR. HAMILTON: I would like ADOT to keep the
8 preferred route, the purple route, in the west end. That's the
9 only -- That's the only thing I forgot to add to my original
10 comment.
11 MR. BRENNAN: Okay. So I already spoke inside,
12 regarding some of the impacts specifically with traffic.
13 Oh, you have to do every stutter and "Oh," don't
14 you? I'm sorry.
15 Traffic, particularly with existing traffic
16 conditions with the trucks, the warehousing and shipping
17 business located to the north of Laveen, currently using
18 51st Avenue going south, as well as spilling over frequently
19 onto our surface streets like Baseline Road, as well as
20 whenever traffic incidents slow traffic on the I-10, which
21 pushes traffic onto our surface streets, and I think that that
22 creates a negative impact on both the Laveen community as well
23 as the rest of the South Mountain/South Phoenix area, which is
24 where I presently live, and have previously lived in Laveen and
25 remain fairly active in that part of the South Phoenix

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Code	Issue	Response

Code	Comment Document

(Comments made by public members to the court reporter as follows:)

MR. HARTLEY: My name is Chad Hartley, Gilbert, Arizona. I travel the Santan on 202 daily towards 32nd Street and I-10.

I believe the Broadway Curve to be dangerous due to high congestion that it sees in the morning and the afternoon.

To alleviate that with the new 202 would be -- I support the construction to alleviate the congestion and the -- I believe it would help alleviate the -- I don't know how to say -- the dangerous Broadway Curve.

Thank you so much for your time.

1 LAWRENCE ALLEN: Lawrence Allen. Basically this South Mountain Freeway has been in place since early 1980s. You know, this map dates back to, what, 1986. So we might as well go back to 1980. So these are plans. So they had to, you know, think about this for a few years to actually put it on paper.

So this ain't something that cropped up yesterday, as the Ahwatukee residents are probably thinking. Now, it's unfortunate that the developers who built Ahwatukee where those residents live that

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

1 they weren't given the proper information from the
2 developers, because I think the developers are more
3 concerned about their pocketbook; or, you know, there
4 may be rules where they had to disclose it. But I
5 pretty much think the developers had a way of going
6 around it without eking out the fine details.
7 So I think that, you know, the developers
8 they didn't want to leak that information to the
9 residents and say, "Oh, nothing is going to happen
10 here, so let's just move right in." Lo and behold, you
11 know, Phoenix grew to be the 5th largest city in the
12 nation. You know, we were past Philadelphia a couple
13 of years ago in terms of population alone.
14 So, yes, we need some bypass routes, because
15 Interstate 10 is getting congested on a monthly basis.
16 And there needs to be some more space on the freeway.
17 And if I am going from Southeast Valley to,
18 let's say, going to Arizona Cardinals game, I don't
19 want to drive through Central Phoenix if I don't have
20 to. I don't want to drive through downtown if I don't
21 have to. I want to bypass that route and avoid that
22 whole area altogether, if I had to chose. But being
23 Phoenix is so big as it is, we need that so desperate.
24 Now, the Indian tribe that ADOT has been
25 negotiating with for, you know, what, five or six

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Code	Issue	Response

Code	Comment Document

1 years, they have been back and forth: Well, maybe we
2 should; maybe we shouldn't; maybe we will look at this.
3 If they haven't said a definitely yes by now, they
4 don't want it.
5 So ADOT needs to quit stalling with them and
6 build this thing and stop wasting time. The longer
7 they wait, the more construction is going to be. And
8 then, what? We need another proposition sales tax to
9 provide more funding?
10 So hopefully ADOT kind of comes to a
11 conclusion that, you know, let's build this thing
12 yesterday and, you know, get this thing built before,
13 you know, something else comes through the cracks.
14 And that's pretty much all I've got.
15 Well, there's another concern that a few
16 ridges of South Mountain Park will be taken out.
17 Please. What portion of the park do 100 percent of the
18 population visit? They visit the part that you come
19 in, come in southbound on Central Avenue, on the other
20 side of Ahwatukee. They don't go to that little
21 itsy-bitsty, teeny-weeny little southwestern portion of
22 the park. There's not even a road over there. They go
23 to the other side.
24 So for them to say that cutting out a few
25 small ridges of the park would be devastating, that's

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Driver and Nix Court Reporters - (602) 266-6525
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Code	Issue	Response

Code	Comment Document

1 just completely bogus, because nobody visits that
2 portion of the park anyway. It's very insignificant.
3 You know, if they want -- otherwise, how did
4 Squaw Peak -- or actually Piestewa Freeway -- how did
5 that get through. When you go through there, you see
6 big ridges on either side of the freeway. So they --
7 you know, look, how about that? Either that, why don't
8 we just take out that road and replace it to what it
9 was before?
10 But to say a few ridges of the least-used
11 portion of the park would be devastating, it just --
12 it's just, what do you say, really stupid, I would say.
13 And that's what I wanted to add; it's just
14 insignificant.
15 MICHAEL MOSS: I live in the path of the
16 freeway, in Laveen. And I have lived there most of my
17 life. And the traffic over the last ten years has just
18 doubled on the surface streets: on 16th, on Baseline
19 Road, 51st Avenue, 67th Avenue, 91st Avenue.
20 So many people when the freeway I-10 plugs
21 up, they go to the surface streets. And there's
22 accidents and there's just major traffic. They go to
23 the surface streets. They ditch off of I-10. If
24 they're going to the east, they ditch off at 91st or
25 67th Avenue, which takes them to Baseline Road. And

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Code	Issue	Response

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Build the South Mountain Freeway
Date: Tuesday, May 14, 2013 9:38:48 AM

-----Original Message-----
From: Michael Allison [mailto:jalli87583@icloud.com]
Sent: Saturday, May 11, 2013 10:16 AM
To: Projects
Cc: info@buildthe202.com
Subject: Build the South Mountain Freeway

1 We have to constantly keep our interstates and streets able to handle the influx of people and new communities. I just spent 4 months in Indianapolis and their traffic and roads were not well planned for and it was very frustrating to sit in traffic everyday because the city planners thought that a new football stadium and a new airport were more important. I love Arizona and would hate to see it look anything like Indianapolis. You have done a wonderful job with the interstate systems we have today but now is not the time to drop the ball. Build the 202!

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: 202 freeway
Date: Monday, May 20, 2013 8:23:46 AM

-----Original Message-----
From: Michael Allison [mailto:jalli87583@icloud.com]
Sent: Sunday, May 19, 2013 2:12 PM
To: Projects
Subject: 202 freeway

1 At this point I am proud of the interstate system here in the Phoenix area but it will not stay that way if we don't keep up with the growth. I just spent 3 months in Indiana caring for my aging parents and I guarantee you that if you drive you do not want our city to become like Indianapolis. The gridlock there is horrible and it is a pain to even go grocery shopping. The state government in Indiana would rather spend their money on frivolous stadiums and airports that are not needed. The roads were not planned well there to start with and some are still the same as they were when I was a young man in the 50's and 60's. Let's keep the Phoenix area a place that we can all be proud of. Life is stressful enough without having to sit in traffic for 2 hours every day. Thank you for your time, Michael Allison

---

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

1 ***
2 THE REPORTER: Please state your name.
3 MR. ALLISON: Matthew Allison.
4 I'm pretty much here today to put my
5 comment to say no against the build 202. The reason
6 I'm dressed as a zombie is that the air quality and
7 the environmental state and just being our native
8 culture of O'odham people, this will take a lot away
9 from us as our people, as our mountain is sacred to
10 our land. And I just would like to state that I
11 would really strongly -- for the people to really
12 look at the stand that we're trying to make. And we
13 may be young and growing to come against this, but to
14 me that's the start of us to grow as people and
15 reclaim our land and reclaim our culture to rebuild
16 it again, because it is -- it has been kind of lost,
17 in a way, but we are trying to come and reclaim it
18 back. And pretty much saying, it hasn't been lost.
19 That's all I want to say. Thank you.
20 THE REPORTER: Thank you.
21
22
23
24
25

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Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Air Quality**	
3	**Cultural Resources**	

Code	Comment Document

From: Patricia Talcott
To: ADOT
Cc: Patricia Talcott
Subject: ENVOY #1314826854
Date: Tuesday, May 28, 2013 9:02:31 AM
Attachments: image001.png

The following was received on the ADOT ENVOY System:

Proposed Freeway
5/28/2013 7:22:33 AM
1 **I recently lost my husband and can no longer afford my home at the above address. I have it listed wihtout any interest whatsoever. It would help me to know that if the freeway goes down Pecos, will this address be one to be eliminated. Thank you for your time. Joycxe Allred**
Allred, Joyce - jallred@cox.net

Thank you.

Patricia A. Talcott
Program Project Specialist II
206 S. 17th Avenue, Room 101, MD118A
Phoenix, AZ 85007
602.712.7610
www.azdot.gov

ADOT Communications

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Code	Issue	Response
1	**Acquisitions and Relocations**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix. Aerial maps showing the proposed freeway (W59 and E1 *Alternatives*) are accessible through the project Web site, <azdot.gov/southmountainfreeway>.

Code	Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 6:38 PM
CALLER: CHARLES ALTENBERN	ADDRESS: GILBERT, AZ
PHONE:	EMAIL:

1 **CALLER REMARKS/QUESTIONS:**
I am 100% in favor of the South Mountain Freeway expansion across Pecos. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway
Date: Thursday, June 13, 2013 1:25:28 PM

From: Richard and Jacque Alvarado [mailto:randjalvarado@yahoo.com]
Sent: Thursday, June 13, 2013 1:02 PM
To: Projects
Subject: South Mountain Freeway

Hi there,

1 We are absolutely in support of building the final phase of the Loop 202! As Laveen residents for just over a year now, we are excited to see how things are developing here. We fell in love with the "small-town" feel of the Laveen community, having participated in the annual parade, Laveen 5k, Laveen Turkey Trot and more this year, and we love getting to know people within our community. We dislike, however, the traffic heading down 51st Avenue, not to mention other major streets, on our daily commutes, and the congestion it causes around our neighborhood (at 51st Avenue and Dobbins Rd) day in and day out. Having freeway access will alleviate the traffic from the surface streets, and would actually help with pollution, getting some of the stagnant air moving. It would also provide an alternate route for semis, which really back up the surface streets in our community, as well as casino traffic, which typically uses 51st Avenue as a primary route. Basic business sense would also indicate improvement to our economy. With quick access to the area comes larger retail outfits, even opportunity for local businesses to grow and thrive, with the greater traffic flow, which, in turn, encourages residents to keep money local. I know, personally, we drive to Goodyear, Avondale, Tolleson, Ahwatukee, Tempe and Phoenix for our everyday shopping needs and HATE it! Even as just one family, this is a lot of money that could be spent within our community. If we had the opportunity to do so, at stores that would subsequently be built near the freeway, the Laveen economy would see immediate and exponential growth. We feel the Loop 202 South Mountain Freeway will be great for our community, and is necessary for its sustainability as a major Phoenix suburb.

Thank you for listening to the people of OUR community,
Richard and Jacqueline Alvarado

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

1 PROCEEDINGS

2

3 MR. ALVARADO: My name is Frank Alvarado.

(1) 4 I just wondered if they were going to put in a light

5 rail. It's been in the air or something. I think it

(2) 6 could probably help with the recycling the rubber,

7 the road as well.

8 Well, I need some kind of a -- help get

9 started on the project, and there would be a lot of

10 benefit in return. I guess I'm interested in

11 probably rubber recycling for the freeway. And

12 possibly putting the funds into a suspended light

13 rail system.

14 Anything else? I don't know. That's

15 where I'm at.

16 THE REPORTER: Okay. If you think of

17 anything else, you're welcome to come back and speak

18 with one of us again.

19

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25

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Code	Issue	Response
1	**Alternatives, Nonfreeway Alternatives**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Design**	Rubberized asphalt was assumed in the Location/Design Concept Report cost estimate to further reduce noise impacts. Although not recognized by the Federal Highway Administration as mitigation, rubberized asphalt would be used as the top level of paving; it is discussed beginning on Final Environmental Impact Statement page 4-99.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 12:08 PM CALLER: WENDY ALVERS CALLER ADDRESS: 2741 E. BRIDGEPORT PARKWAY, GILBERT, AZ 85295 PHONE: 480-646-0491 EMAIL: **CALLER REMARKS/QUESTIONS:** I absolutely, 100%, support the building of this freeway for the South Mountain Loop Freeway, and I hope it goes in sooner than later because it would really, really get rid of some of this congestion.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 05/15/13 INCOMING CALL TIME: 9:34 AM CALLER: VIRGINIA ALVEY CALLER ADDRESS: 1345 N. LAKESHORE DRIVE, CHANDLER, AZ 85226 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I approve the South Mountain Freeway. I think it would be a good thing. Thank you. Thanks. Bye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: 202 loop **Date:** Wednesday, May 22, 2013 10:50:38 AM --- -----Original Message----- From: Amanda [mailto:amp7282@aol.com] Sent: Tuesday, May 21, 2013 6:13 PM To: Projects Subject: 202 loop The 202 loop is a fantastic idea. Please move forward. Thank you, Amanda Sent from my Verizon Wireless 4G LTE smartphone _____ Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. .

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1 2	P Amonte Document Created: 5/27/2013 11:51:42 PM by Web Comment Form Connection of this highway only poses threat to the safety and security of our children and families. We urge you not to connect the freeway system as proposed, but rather to leave the freeway system in its present state instead.

Code	Issue	Response
1	**Neighborhoods/ Communities**	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
2	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1	Madhavi Anamala Document Created: 5/24/2013 12:14:48 PM by Web Comment Form I support loop 202 south

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Angela Andersen Document Created: 6/22/2013 12:45:12 PM by Web Comment Form I have lived in Ahwatukee 30 years, I still choose to live here and raise my children here because it is a great community. By putting this freeway this close to our community you will be ruining it! The village feel will be gone and along will come a ton of traffic and pollution! I am concerned the pollution from all the trucks will get "trapped" by South Mountain and we will be living in it. The impact on our community and health will be greatly impacted in a negative way on us. PLEASE MOVE THIS FREEWAY OUT AWAY FROM AHWATUKEE!!!! DON"T RUIN OUR COMMUNITY AND MY CHILDREN"S HEALTH!

Code	Issue	Response
1	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix. Air quality depends on several factors such as the area itself (size and topography), the prevailing weather patterns (meteorology and climate) and the pollutants released into the air. Cuts through the South Mountains would be expected to produce microclimate differences similar to those produced by a series of buildings in a large city that produce localized wind tunnel effects. The mountain cuts, however, would not affect regional air quality.

Code	Comment Document
1 2 3 4	Ryan Andersen Document Created: 6/22/2013 2:52:57 PM by Web Comment Form I do NOT want this freeway built unless on Indian Land. I don't know why this freeway has to go on the Pecos Road plan when the Indians have plenty of unused land which would save homes, churches, pollution near schools, noise etc. I vote NO NO NO on this plan. The original plan is from 1985 at which time this plan sounded great, today not so much. Talk to the chief at the casino and get this moved and tell some politicians to do their jobs and help save peoples homes. This whole thing is just a pile of....

Code	Issue	Response
1	**Alternatives, Gila River Indian Community Alignment**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
3	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Noise**	

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: 202 Freeway
Date: Monday, May 20, 2013 8:35:37 AM

From: AZmjanderson@aol.com [mailto:AZmjanderson@aol.com]
Sent: Friday, May 17, 2013 9:34 PM
To: Projects
Subject: 202 Freeway

Attn: azdot,

1 The 202 is way past due. People driving to or from Tucson from the west can by-pass the heavy traffic in the city of Phoenix.

Thank you.

Sincerely,

Martha Anderson
azmjanderson@aol.com

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Timothy Anderson Document Created: 5/21/2013 2:31:42 PM by Web Comment Form I have lived in the Phoenix Metro area since 1982 and am a current Ahwatukee resident since 1998. I am a strong advocate for this freeway. I believe it should have been built years ago. We need to get more trucks off the freeways through town and also give our residents and visitors another option to get from the southern part of the valley to the west valley. I firmly believe that the construction of this freeway will improve my quality of life and the quality of life for the majority of the residents in the Phoenix area. This should also improve congestion which will ultimately reduce the air pollution from idling and slow moving commuters. Let's Build the 202!

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 6/12/13 INCOMING CALL TIME: 4:45 PM CALLER: JOHN ANDERSON CALLER ADDRESS: 9137 W. [UNCLEAR] DRIVE, PEORIA, AZ PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the South Mountain Freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway
Date: Tuesday, May 14, 2013 9:48:12 AM

From: Jim Angrick [mailto:jdp-a@cox.net]
Sent: Monday, May 06, 2013 10:04 AM
To: Projects
Subject: South Mountain Freeway

1 I think that the W101 Alternative is the best option because:

1. It gathers the traffic from the north which wants to by-pass the city. This also will smoothly mesh traffic from the south on to both west bound I-10 or north loop 101.

2 2. The object is to relieve eastbound traffic on I-10. Why have more traffic build up all the way to 59th ave when much traffic could go south and by-pass the city with the W101 alternative

H. James Angrick
14230 W Domingo Ln
Sun City West, AZ 85375
jdp-a@cox.net

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Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Design**	The construction of the proposed freeway would include widening along Interstate 10 to facilitate the entrance and exit of vehicles between the two freeways. Additional information related to the Interstate 10 modifications can be found in Figure 3-26 on page 3-49 and Figure 3-29 on page 3-53 of the Final Environmental Impact Statement. The design of the connection to Interstate 10 and the widening along Interstate 10 was developed in accordance with Federal Highway Administration's Interstate System Access Informational Guide and has received an initial determination of operational and engineering acceptability from Federal Highway Administration.

Code	Comment Document

Rita Anselmo Document Created: 7/23/2013 3:19:09 PM by Web Comment Form

Comments about South Mountain Impact on Ahwatukee

(1) 1.Better use of the Pecos Rd 202 alignment would be light rail going in both east and west directions of South Mountain and along I-10 to Tucson. Help get rid of traffic and congestion! Especially since Ahwatukee pays high taxes and doesn't even get City bus service! Well, very very limited service!

(2) 2.Place the 202 extension from I-10 along Queen Creek Road going west toward the City of Maricopa and prepare for the growth of the south west valley. It could then go north along the Estrella Mountains to connect at I-10. This would keep the noise, pollution, hazardous cargo etc. etc. all away from more populated areas. Also, if the road went to Maricopa, it could also connect I-8 with I-10 at a more convenient point for those going to Phoenix, Yuma, or southern California instead of south toward Tucson. It would also take some traffic off I-10 to travel along I-8 instead.

(3) 3.Keep the land at Pecos Road alignment for future necessity, not for main highway. Putting the proposed freeway along Pecos Road is like putting a new freeway through the middle of Paradise Valley. It would never happen for it would ruin the area!!!

(4) (5) 4.When we moved to the Foothills of Ahwatukee in 1991, the only thing you could hear at night were the coyotes! It was so refreshing then. No dark brown cloud hanging over the area. You could breathe! Now, pollution is seen coming around the mountain and the noise from the traffic on Pecos Road wakes you up at night. I don't even live that close to the road, but the noise comes right up the slope of the land, because of the mountain, right to all of the homes in the area. I can't even phantom the amount of noise pollution that all of the extra traffic and trucks would cause. I sell real estate and I know how hard it is to sell homes that are near the I-10 corridor that is routed alongside Ahwatukee between Baseline and Pecos Roads. It is so noisy!

(6) (7) 5.Have you ever studied the traffic that is now on Chandler Blvd between 24th Street and the Ray Chandler Loop? During certain hours of the day it is almost impossible to make a left-hand turn out of the neighborhoods located here (from either direction), let alone try to cross the road on foot. It is extremely dangerous! What will happen when all the extra traffic being routed from the 202 to Chandler Blvd. enters this area! Do you have to wait until people are killed! This is a neighborhood area with schools, parks, bike trails, walking trails etc. that is not made for major traffic!

(8) 6.What about all the homes, schools, churches etc. that will have to be torn down! And what about the people that bought homes in a beautiful neighborhood only to find out that they will have to look at a freeway. If this was your home, you wouldn't like it!

(9) 7.Why haven't the people of Ahwatukee been able to vote on wanting or not wanting a freeway in their backyard? I can say that I don't know one person that lives here in Ahwatukee that wants a freeway in their backyard to connect around the mountain!

(10) 8. When there are accidents on the proposed 202 (and we know there will be) where will all of the traffic be diverted to? Bingo, onto the few streets we have in the largest cul-de-sac!!!!! Let's make it more difficult to live here. Let's make more pollution! What about the safety here? How will the residents of Ahwatukee get out if a disaster happened and the roads

Code	Issue	Response
1	**Alternatives, Nonfreeway Alternatives**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Alternatives, Gila River Indian Community Alignment**	
3	**Alternatives**	The proposed freeway would address the purpose and need criteria, including relieving Interstate 10 congestion. The discussion of the responsiveness of the proposed freeway to the purpose and need criteria is presented beginning on page 3-27 of the Final Environmental Impact Statement. Alternatives farther south, such as the Interstate 8/State Route 85 Alternative were considered in this study (see page 3-9 for more information). The Paradise Parkway was included in the original "Prop 300" packages of road improvements (see Figure 1-2 on page 1-6). However, it was dropped from the plan and was not included in the projects proposed in Prop 400 (the Maricopa Association of Governments *Regional Transportation Plan*). The South Mountain Freeway was part of both Prop 300 and 400 proposals.
4	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement beginning on page 4-91).
5	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
6	**Air Quality**	
7	**Traffic**	In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the freeway on the local street system. The City study found no adverse effects on the local street system from the proposed freeway (see Appendix 3-1 in the Final Environmental Impact Statement).
8	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)

(Responses continue on next page)

Code	Comment Document
	already filled with trucks and auto congestion boxing us in on all 4 sides?
11	9.An extension of Pecos Road could be added later, but not as a main highway for trucks and hazardous materials etc. Only for local traffic.
12	10. Why take a beautiful area that people seek out to live in and destroy it while calling it progression for the future. Doesn't make any sense to me. I'm all for future plans that make sense, but not for stupidity! And this is stupidity!
13	11.It's always been said that if you follow the money you can figure out who benefits from things (ex: the alignment of the 202). One that I have noticed is the Casinos at either end of the proposed route. The Casino at the intersection of I-10 and proposed new freeway, and the other (the new Casino) at 51st Avenue right by where the proposed freeway would connect to I-10. Amazing no one has commented on this……get the tax payers to build a road to gambling meccas and we could care less about the impact on them!
	12.I haven't seen even one good reason to put the proposed 202 along Pecos Road yet. You show me the good in this! I'm very interested in finding out.

Code	Issue	Response
9	**Public Involvement**	No public vote was held as part of the Draft Environmental Impact Statement review process. Members of the public were encouraged to participate and submit their comments on the Draft Environmental Impact Statement during the 90-day comment period. The proposed Loop 202 South Mountain Freeway has been a critical part of the Maricopa Association of Governments' Regional Freeway and Highway System since it was first included in funding approved by Maricopa County voters in 1985. It was also part of the *Regional Transportation Plan* funding passed by Maricopa County voters in 2004 through Proposition 400.
10	**Traffic**	Hazardous materials commodity flow studies and other information are considered by emergency response planners (such as the Arizona State Emergency Response Commission statewide and the Maricopa County Local Emergency Planning Commission for Maricopa County) when developing emergency response plans. If the plan were amended, it would be made available to the Arizona Department of Transportation.
11	**Alternatives**	Extending Pecos Road through the South Mountains along the same alignment as the freeway would result in similar environmental impacts as the freeway. However, the arterial facility type would not meet the level of travel demand for this corridor (see page 3-19 of the Final Environmental Impact Statement).
12	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
13	**Alternatives**	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other "loop" freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway
Date: Friday, May 24, 2013 8:41:45 AM

From: Arlotti Family [mailto:arlotti@hotmail.com]
Sent: Thursday, May 23, 2013 9:22 PM
To: Projects
Subject: South Mountain Freeway

We oppose the freeway for so many reasons, not the least of which are:

1 1. You are exploiting Native Americans and infringing on their sacred land.

2 2. The plan includes extending Chandler Boulevard Westbound through beautiful hiking terrain on the SOuth Mountain Preserve, where new trails were JUST CREATED, and now you will destroy them and send a whole neighborhood of traffic through the pristine area to the neighborhood at the end of Pecos Rd. If this project goes through, you must create an exit for this neighborhood at the end of Pecos Road so that they do not go through the hiking area land.

3

4 3. You are being deceptive about the claim that pollution will be less with the new freeway. That is a farce for stupid people to believe who don't know any better. Adding highways has NEVER improved pollution.

5 4. Just the name tells you this project is not right - you are destroying a sacred mountain for the sake of development, when it is not absolutely necessary.

We urge you to reconsider!

Daniel and Jean Arlotti

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Code	Issue	Response
1	**Cultural Resources**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Section 4(f) and Section 6(f)**	South Mountain's newest trails are the Bursera and Pyramid Trails (see Final Environmental Impact Statement page 5-8). The E1 Alternative is approximately 1 mile south of the Pyramid Trail and even farther from the Bursera Trail; thus, it would not affect either trail. The trails have walk-in access from Chandler Boulevard and 19th Avenue, with on-street parking. This walk-in access would be north of and adjacent to the planned extension of Chandler Boulevard and, thus, would not be directly affected. The walk-in access point and the part of the Pyramid Trial at the access point are located adjacent to a residential neighborhood and the City of Phoenix's planned Chandler Boulevard Extension. These trails are typically used for high-intensity recreational activities such as running, hiking, and biking, not noise- or viewshed-sensitive activities. All proposed action alternatives would span existing and proposed trails to avoid impacts. However, during construction (if an action alternative were selected), trails that would be spanned or would be near potential freeway construction would be closed for limited times for safety reasons. Closures would necessitate that trail users detour around construction sites to rejoin the trails farther along their length. According to Phoenix South Mountain Park/Preserve rangers, the Gila Trail—although well-defined—is not a designated trail within the park. That said, the Gila Trail would not be affected by the proposed freeway or by the Chandler Boulevard Extension. The Draft Environmental Impact Statement Appendix A394 contains information directly from the Phoenix General Plan and early coordination with the City of Phoenix Parks Department. The trails in the preserve are exceptions to this statement and were always meant as such. The trails within 1/4 mile of the proposed alternatives were treated separately, as in the case of the Maricopa County Regional Trails System. Should an alternative be selected, the Arizona Department of Transportation and Federal Highway Administration would work closely with the City of Phoenix during final design to ensure the connectivity of trails is maintained, whether they are eligible as Section 4(f) resources or not.
3	**Traffic**	Impacts associated with extension of Chandler Boulevard are included in the Final Environmental Impact Statement. The new road is not located within the Phoenix South Mountain Park/Preserve boundary. The road is planned in the City of Phoenix General Plan and would be constructed eventually with or without the proposed freeway. The extension of Chandler Boulevard west of 19th Avenue is included in this project because access must be maintained to the neighborhoods at the west end of Pecos Road. Early in the study process an interchange at approximately 27th Avenue was evaluated but ultimately eliminated because of increased residential displacements and cost.
4	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Section 4(f) and Section 6(f)**	

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

2013

Draft Environmental Impact Statement
COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013.

1 I OPPOSE THE FREEWAY EXTENSION

Optional

Name Sean Arloth Email

Address

City State Zip

Phone 602-513-6459 Fax

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov **or mailed to:** ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: AZ Loop 202 South Mountain Freeway
Date: Tuesday, July 23, 2013 8:50:06 AM

Thank you,

Salina Tovar
Community Relations Officer
1655 W. Jackson St.
MD 126F, Room 170
Phoenix, AZ 85007
602.712.4629
azdot.gov

From: John Armstrong [mailto:armstrongjohna@icloud.com]
Sent: Tuesday, July 23, 2013 6:41 AM
To: Projects
Subject: AZ Loop 202 South Mountain Freeway

To whom it may concern,

1 I am a resident of Ahwatukee and I am a staunch supporter of the 202 expansion. I purchased a home there a little over year ago where my beautiful fiancee lives and it is the home that I hope some day to start a family in. I want someday my family to live in the best metro area in the US and I struggle to understand how that can happen without the 202 expansion.

In today's age and with private-political-activitst groups with their own self-serving agendas, it is so easy to find things wrong with development and progress. I hope that our leaders at ADOT recognize that this issue has a silent majority and that a boisterous few do not represent the citizens of Maricopa County.

No plan is 100% perfect but that shouldn't be the reason why a much needed project is thrown in the garbage. The Hoover Dam had its naysayers. The Chesapeake Bay Bridge-Tunnel had its critics. People at first hated the Eiffel Tower. Even the light rail in Phoenix had opponents. But it was cooler heads that prevailed and people who understood that real progress has some risks made the right decision. I sincerely hope ADOT's leaders will reconize that too.

Good luck. I wish you well in making your decision and I sincerely hope this project comes a reality.

John

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 7/24/13 INCOMING CALL TIME: 2:22 PM CALLER: BONNIE ARMSTRONG CALLER ADDRESS: PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I am for the freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Laurel Arndt Document Created: 6/7/2013 12:26:08 PM by Web Comment Form I have reviewed the Noise section on the DEIS. This information is not presented in a manner in which residents can compare the existing condition with the future conditions. On page 4-83, Table 4-39 shows the ambient noise monitoring results at various locations along the Eastern Section. It is relatively easy to identify where each on of the sites was located, they area pretty specific, allowing a resident to look on a map and see where the reading may have been taken. On page 4-88, Table 4-40 shows the noise analysis results that were modeled base on the proposed project. This information is useless in evaluating the change in conditions; as not only are the locations different but they do not give enough information for a resident to identify where the modeling points are. The locations identified in able 4-40 are not identifiable to the average resident. Residents to not know where "parcels" are. Why were the points in Table 4-39 not carried over and identified in Table 4-40, so a reviewer could actually see the difference before and after the proposed freeway is constructed? Why was the information but in "parcels" (Receiver ID #11-26a), this seems to cloud the analysis. The amount of information and the manner in which it is reported in Table 4-40 obfuscates the ability to evaluate the increase in noise at a one location and understand the impacts. I suggest that this Table 4-40 be redone to reflect comparative information and not just information for information's sake. The subconsultant can do the modeling at the same points which are in Table 4-39, THIS is the information which should be in Table 4-40.

Code	Issue	Response
1	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix. The locations used for measuring existing noise levels do not necessarily correspond to locations used for noise modeling for future conditions. Therefore, combining the two tables would not be practical. The neighborhood, or parcel, name was obtained from Maricopa County Assessor records and is the legal name for the residential development. This information is easily obtained on the Maricopa County Assessor's Web site. In addition to the name reference in the table, the monitor and receiver locations are shown on maps to assist the reviewer (see Figure s 4-29 to 4-32 in the Draft Environmental Impact Statement).

Code	Comment Document
1	Laurel Arndt Document Created: 6/7/2013 1:22:04 PM by Web Comment Form Presenting current and accurate information is part of the NEPA process. The DEIS does not reflect current conditions, and was not updated after it was first started in 2006, nor was it reviewed properly before being released. This is evident be many statement which do not reflect current conditions including the statement below in Chapter 5, page 5-25: "The cuts would be located in a remote portion of the SMPP, not near any trails and barely visible from any of the readily used trail." This is a erroneous analysis. This statement was true in 2006. The subconsultant and ADOT have not re-evaluated the study area since 2006. Conditions have changed, in 2011, the City of Phoenix added two new trails in the west end of SMPP. The trails start at the future 19th Ave Trailhead and go west and east along the Main Ridge South (and connecting to the National Trail). They are called the Bursera Trail and the Pyramid Trail. While the trails are physically more than a 1/4 mile away from the proposed project area, the project is clearly visible when you are on the Bursera Trail. These trails were not identified or evaluated for their 4(f) status, they are strictly for hiking and biking. Therefore the statement in the Appendix 5-1 pA586 is also false: "This statement in the General Plan indicates that pedestrian tails maintained by the City of Phoenix are used for transportation and thus not primarily recreational". This statement is a generalization which is incorrect. It is clear that these trails in the Preserve are not used for transportation and are strictly recreational. I request that these trails be inventoried, assessed and given a full Section 4(f) impacts analysis as to the visual and noise impacts of the proposed project on these resources.

Code	Issue	Response
1	**Section 4(f) and Section 6(f)**	South Mountain's newest trails are the Bursera and Pyramid Trails (see Final Environmental Impact Statement page 5-8). The E1 Alternative is approximately 1 mile south of the Pyramid Trail and even farther from the Bursera Trail; thus, it would not affect either trail. The trails have walk-in access from Chandler Boulevard and 19th Avenue, with on-street parking. This walk-in access would be north of and adjacent to the planned extension of Chandler Boulevard and, thus, would not be directly affected. The walk-in access point and the part of the Pyramid Trial at the access point are located adjacent to a residential neighborhood and the City of Phoenix's planned Chandler Boulevard Extension. These trails are typically used for high-intensity recreational activities such as running, hiking, and biking, not noise- or viewshed-sensitive activities. All proposed action alternatives would span existing and proposed trails to avoid impacts. However, during construction (if an action alternative were selected), trails that would be spanned or would be near potential freeway construction would be closed for limited times for safety reasons. Closures would necessitate that trail users detour around construction sites to rejoin the trails farther along their length. According to Phoenix South Mountain Park/Preserve rangers, the Gila Trail—although well-defined—is not a designated trail within the park. That said, the Gila Trail would not be affected by the proposed freeway or by the Chandler Boulevard Extension. The Draft Environmental Impact Statement Appendix A394 contains information directly from the Phoenix General Plan and early coordination with the City of Phoenix Parks Department. The trails in the preserve are exceptions to this statement and were always meant as such. The trails within 1/4 mile of the proposed alternatives were treated separately, as in the case of the Maricopa County Regional Trails System. Should an alternative be selected, the Arizona Department of Transportation and Federal Highway Administration would work closely with the City of Phoenix during final design to ensure the connectivity of trails is maintained, whether they are eligible as Section 4(f) resources or not.

Code	Comment Document
1	Laurel Arndt Document Created: 6/27/2013 10:51:16 AM by Web Comment Form I am concerned that the DEIS does not address the secondary impacts of the freeway on local traffic in Ahwatukee. The discussion on induced traffic in Chapter 4 p.4-168-169 is primarily a discussion on the traffic offsets (which the City of Mesa and Scottsdale experienced with the opening of the SR 101L and SR 202L) and the elimination of traffic congestion for the W59 Alternatives. This "analysis" only states how it relieved traffic on arterials in Mesa and Scottsdale. This is accurate for Laveen where the freeway is not replacing an arterial and will provide additional mobility. This comparative is irrelevant for the E1 Alternative where the proposed SR202 is replacing a major arterial (Pecos Rd) and eliminating access to another collector (32nd St). Pecos Road currently provides access for residents west of Desert Foothill Parkway and east of 40th Street to Desert Vista High School and Akimel Middle School. With the elimination of the 32nd Street access from Pecos Rd/SR 202, the traffic volumes will adversely impact Chandler Blvd and neighborhoods adjacent to the schools. The proposed SR202 will promote cut through traffic in the Lakewood community (directly east of the schools) and to the west via Liberty Lane (west of 24th Street) as residents try to access the schools on Liberty Lane without the use of 32nd Street via Pecos Road. Elimination of access south of these schools will lead to increased congestion on Chandler Blvd as students/resident reroute their travel to get to the schools.The increased use of the Pecos Rd/24th Street exit will also lead to increased congestion and cut through traffic as student are funneled to 24th Street exit to access Akimel Middle School and Desert Vista High School. Additionally, cut through traffic may chose to use Liberty west of 24th Street to get to the schools. This will contribute even further to local congestion and cut through traffic as there are already two primary schools operating on Liberty Lane (Keystone Montessori and Sierra Elementary). This will cause further traffic congestion because of the decreased speed limits and increased am traffic from working residents leaving the neighborhoods. A traffic study should be conducted to evaluate the impacts on local traffic from the proposed South Mountain 202. There are unintended consequences to eliminating Pecos Rd as a local arterial and eliminating access to 32nd Street from Pecos Road. These indirect impacts have been excluded from the DEIS and MUST be included in the secondary impacts analysis section of the DEIS. In order to properly assess the impacts a traffic analysis must be completed, analyzed and included in the DEIS in order to disclose the significant impacts to local traffic the proposed South Mountain 202 will have on Ahwatukee.

Code	Issue	Response
1	**Design**	The determination to not include an interchange at 32nd Street was made in coordination with the City of Phoenix (see Figure 3-8 on page 3-15 of the Draft Environmental Impact Statement). The interchange would have required the displacement of over 100 homes and would have been located near an existing high school. The City recommended that, based on these impacts, the interchange be removed from the study. In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system, including the shift of access to Foothills Reserve and Calabrea from Pecos Road to Chandler Boulevard. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).

Code	Comment Document

From: Michelle Thompson
To: ADOT
Subject: FW: Support to Build the South Mountain 202 Freeway
Date: Friday, May 17, 2013 2:20:18 PM

Michelle Thompson
Senior Community Relations Officer
1655 W. Jackson St. MD: 126F
Phoenix, AZ 85007
602.316.4057
azdot.gov

From: Roc Arnett [mailto:rarnett@evp-az.org]
Sent: Friday, May 17, 2013 1:33 PM
To: Projects
Subject: Support to Build the South Mountain 202 Freeway

1 The South Mountain 202 Freeway should be built ASAP. Please report my support.

Roc
Roc Arnett
President & CEO
East Valley Partnership
Office: 480-834-8335 Ext. 202
Cell: 602-999-3444

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Sierra Club on behalf of Eric Arnould
To: Projects
Subject: Comments in opposition to South Mountain Freeway
Date: Monday, May 27, 2013 11:15:20 PM

May 28, 2013

Arizona Department of Transportation South Mountain Study Team
1655 W Jackson St, MD 126F
Phoenix, AZ 85007

Dear South Mountain Study Team,

1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.

2 I can hardly believe that in an era of emerging alternatives to the automobile and when the effects of climate change provoked by air pollution are becoming increasingly obvious all around us that ADOT can think of no other solution for traffic congestion than more roads. The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.

3

4

5 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.

6

7 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.

8

9 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.

1 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.

Sincerely,

Mr. Eric Arnould

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Alternatives, Nonfreeway Alternatives**	
3	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
4	**Alternatives**	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the *Regional Transportation Plan* and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
5	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
6	**Health Effects**	
7	**Section 4(f) and Section 6(f)**	
8	**Biology, Plants, and Wildlife**	

(Responses continue on next page)

Code	Comment Document
	2825 N Tyndall Ave Tucson, AZ 85719-2545 (307) 399-3462

Code	Issue	Response
9	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway 7-06-13
Date: Monday, July 08, 2013 8:48:33 AM
Attachments: image001.png

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov
ADOT Communications

From: Freddy Arteaga [mailto:freddyarteaga@cox.net]
Sent: Saturday, July 06, 2013 1:02 PM
To: Projects
Subject: South Mountain Freeway 7-06-13

1 While I was employed as a Hydrologist with the Gila River Indian Community (GRIC),
major South Mountain drainage issues flared up.
The Ahwatukee southerly flows had been diverted
to a concentration point impacting the El Paso natural Gas pipelines within
the GRIC Farmlands. During this time (1993-1995),
ADOT was busy preparing the South Mountain freeway alignment.
It seemed to me that a useful plan creating benefits for the State and GRIC
was to route the purposed freeway along the Queen Creek Wash,
within the GRIC, and north of the Gila River. This would utilize unusable lands bordering the wash.
By aligning the wash and superimposing the freeway on top of the Wash, the route would be
beneficial to everyone.
This implies the Tribe was made aware of the benefits of using unusable land and deriving fees for
such use.
Several factors were obvious — ADOT staff could not bring about such a proposal
without internal approval. Secondly, no one within the tribe could submit such
an idea without the entire Council approving the idea.
Thus, both sides would need concurrent approval to engage in such a proposal.
That is not a simple matter and thus a valuable alternative was never submitted.
Years later (2000), I worked for ADOT as a Project Manager (Local Govt. Section)
and acquired a better understanding of how ADOT approaches these complex issues.

2 A proposal to depress the freeway (Republic July 6, 2013) within its current alignment would not be
necessary.

Code	Issue	Response
1	**Alternatives, Gila River Indian Community Alignment**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Drainage**	Pecos Road drainage is designed as a pass-through system. In other words water is allowed to drain along its natural existing pathway underneath the freeway and to Gila River Indian Community land. If an action alternative were to become the Selected Alternative, the E1 Alternative would be constructed aboveground and the existing culverts would extend to pass drainage under the freeway. Pecos Road currently has numerous existing culvert crossings. Doing so would ensure that there would be no adverse flooding impacts to adjacent properties. (See Draft Environmental Impact Statement pages 3-18, 4-98, and 4-107.)

Code	Comment Document

Freddy Arteaga P.E.
Hydrology Support Services LLC
3309 S Hazelton Lane
Tempe,Az 85282
ph 480 - 839 - 4015
Cell: 602 - 295 - 1343
freddyarteaga@cox.net

Freddy Arteaga
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Tempe,Az 85282
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Cell: 602 - 295 - 1343

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Code	Issue	Response

Code	Comment Document
1	Sashanka Ashili Document Created: 5/24/2013 12:15:42 PM by Web Comment Form I support Loop 202 South. We need development in this area

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Krishna Ashili Document Created: 5/24/2013 12:16:50 PM by Web Comment Form I completely support Loop 202 South freeway extension. We need more development in South mountain area

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: ADOT Loop 202 South
Date: Friday, May 24, 2013 11:22:52 AM

From: Shashi Yahoo [mailto:sashili@yahoo.com]
Sent: Friday, May 24, 2013 10:18 AM
To: Projects
Subject: ADOT Loop 202 South

1 I support building the Loop 202 South. I am a home owner in Laveen and we need development in this area.

Shashanka Ashili
480-286-6880

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Jonas Atlason Document Created: 7/12/2013 2:03:10 AM by Web Comment Form I am expressing my opposition to the construction of the 202 South Mountain extension. There should be more effort put into public transportation infrastructure such as more light rail routes and efficient bussing system.

Code	Issue	Response
1	**Alternatives, Nonfreeway Alternatives**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway
Date: Monday, July 22, 2013 9:49:10 AM

Thank you,
Felicia Beltran
Senior Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-319-7709
azdot.gov
ADOT Communications

From: Atonna, Arthur [mailto:Arthur_Atonna@tempe.gov]
Sent: Monday, July 22, 2013 9:34 AM
To: Projects
Subject: South Mountain Freeway

1

I was a member of the Transportation Board between 1983 and 1989. The South Mountain Freeway alignment was placed on all public materials produced by the Department before and after the 1985 bond election and again before and after the bond renewal election twenty years later.

Ahwatukee-Foothills is a much different place now than it was in 1985. Then there was the Warner-Elliot Loop, jackrabbits and little more. Therefore, there is more pressure brought to bear when discussing the South Mountain Freeway now than there was initially. Initially, no churches or homes were in the way of construction. Now there are both. However, the need for the freeway now is as great or greater than planners would have anticipated in 1985. That is the reality that must lead to one conclusion: the freeway must move forward and must be built as originally planned.

Individuals will be displaced and hurt by a freeway build but overall the freeway will become a major benefit to the whole Valley. Anyone who travels I-10 will welcome the congestion relief from large trucks. Anyone who plans our freeway road repairs will appreciate the lessened pressure on maintenance from so many heavy 18 wheelers. The occasional rush hour closures and delays from not too infrequent accidents involving 18 wheelers will decline.

Granted, ideally a positive vote by the Tribe allowing the freeway to be built on its land (like the 101 through Scottsdale) would have been ideal, but it's their land and they have said "no." That's reality and the remaining option must proceed. Talking and arguing time has gone far beyond what is constructive.

By the way, I lived in Cochise County when I was on the Board in the 1980's. For the past 23 years I have lived in Ahwatukee-Foothills. Our community will be enhanced, not unduly harmed, by the construction. I support moving forward with the design and building of the South Mountain Freeway.

Art Atonna, Phoenix
artjunque@msn.com

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Tom Auayfuay Document Created: 5/21/2013 3:07:19 PM by Web Comment Form Building the South Mountain Freeway would be of great benenfit for both the Valley and the State of Arizona. We will see immediate impact from the jobs that this freeway will create and will ease the I-10 of the congestion that it see's today when it is completed. Let's build it.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Please build the south mountain bypass freeway
Date: Wednesday, May 22, 2013 2:52:31 PM

From: Timothy Ault [mailto:tim.ault@asu.edu]
Sent: Wednesday, May 22, 2013 2:31 PM
To: Projects
Subject: Please build the south mountain bypass freeway

Hello,

1 I'm here to voice my support (via email) for the construction of the SM I-10 bypass freeway because the benefits truly outweigh the costs, especially over the long haul:

By reduced congestion/traffic on the current I-10 corridor with the bypass in place, the realized benefits would be:

1. Less fuel consumption, including the interstate truckers, benefits both locals and out of towners with their discretionary income
2. Less accidents/bodily injury, especially since the big rigs would be concentrated on the bypass (when the big rigs have traffic accidents, the whole freeway shuts down, evident of some recent spills on the phoenix freeways)
3. Less need for freeway construction expansion of the current I-10 corridor through Phoenix, which would cause additional traffic delays, increase traffic congestion, accidents, etc
4. Usually there would be a negative economic $$ impact as traffic congestion increases (people don't want to deal with traffic delays)

This benefits positively affect the quality of life, consumer spending (going shopping instead of I'll stay home because I don't want to be stuck in traffic), reduced government spending on maintaining the freeways and dealing with the accidents, and less use of fuel while crawling in traffic. Hopefully the project will be approved and we will see the benefits once this segment is completed. Regards.

Timothy Ault

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/20/13 INCOMING CALL TIME: 1:24 PM CALLER: LAURIE AUSTIN CALLER ADDRESS: 102 EAST WAGONWHEEL DRIVE, PHOENIX, ARIZONA 85020 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Ah yes, I support the South Mountain Freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Anthony Avery Document Created: 5/21/2013 2:54:13 PM by Web Comment Form I am curious as to what consideration was given to including a multi-use bike/ped trail alignment within the freeway ROW. This would incorporate "multi-modal" aspect of ADOT's responsibilities into the project. Looking at the draft drawings, it would likely be very easy to incorporate a multi-use path on the south side of the freeway along the eastern alignment, connecting with the residential neighborhoods through standard street alignments. The western section would be more complex, but developing an onramp/offramp system along with but separated from the freeway on and off ramps and continuing the multi-use trail main line under those ramps to eliminate conflicts with vehicles would be the likely be the most economical way of doing that. This would provide a great benefit to the areas immediately adjacent to the freeway for recration and transportation, and connect the neighborhoods directly with the western edge of South Mountain Park. I know many people from Tempe and Mesa who would ride their bikes to South Mountain on Silent Sundays if it weren't so dangerous to ride on the local streets in the area; this would be a great opportunity to provide 365-day access to a safe, reliable transportation/recreation corridor for bicyclists and pedestrians, as well as access to the park that would reduce the need for regional automobile travel. As or even more important than a multi-use path within the freeway alginment is the bike/ped access at the interchanges. What steps would be taken to create a SAFE and COMFORTABLE crossing of the freeway for persons walking or biking along the arterial streets, and how would that be an improvement over existing conditions at other freeway crossings? Thank you very much for taking the time to be sensitive to and aware of the multi-modal potential of this extremely large public works project.

Code	Issue	Response
1	**Design**	The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Draft Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.

Code	Comment Document

From: Anthony Avery
To: Projects
Subject: Loop 202 Freeway Bike Lanes
Date: Thursday, June 20, 2013 8:57:07 PM

Dear Sir or Ma'am,

1 My name is Anthony Avery and I am a concerned citizen residing at 6262 East Brown Road Unit 49, Mesa, AZ 85205 who feel like the Loop 202 extension through South Mountain will be a hazard to our environment and our standard of living. It has been demonstrated time (link to academic study through summary portal) and time again that adding freeway lanes only exacerbates the prevalence of suburban sprawl and contributes to traffic congestion, rather than the stated goal of relieving said congestion.

2 That being said, there is one addition I did not see at the exhibition at the convention center that would make me shift my support from opposing the construction of the South Mountain Freeway to supporting it, and that is a parallel bike facility. Early in 2012 I had the following conversation with your Twitter agent:

3 Me: You know what would be a cool project/job creator? Grade-separated bike trails along freeway alignments! @ArizonaDOT tinyurl.com/7vyqflf ADOT: @TripleAvery We have them in a few locations - in fact, there is one under construction in North Phoenix along the CAP. Me: @ArizonaDOT awesome! I know some underpasses. Any plans to design them into freeways? Would love to take 202 dwntwn 2 work via bike 4 exampl Them: @TripleAvery Oftentimes, ped/bike crossings are funded by local cities so money is always an issue. Crossings are integrated where possible. Me: @ArizonaDOT oh definitely. Let me re-phrase: Does ADOT have any funds allocated to build bike lanes in FWY ROW? Or at all? Is it possible?...

No response. What I was trying to articulate, and apparently couldn't, was exactly what I had seen on I-70 from Grand Junction to Denver, Colorado. If this were to be implemented, and the South Mountain Freeway be researched and included as a true multi-modal corridor, I would be more willing to lend my support to the project. Thank you very much for your consideration on this much contested issue. Because I clearly was unable to articulate what I was referring to, what I had seen on my trip to Denver should articulate what my words could not: I-70 trial.

Thank you for taking the time to respond to this very important e-mail as the South Mountain Freeway decision is one of the most important decisions that will be made concerning the MSA transportation options in the foreseeable future.

Sincerely,

Anthony A. Avery

Sincerely,

Anthony A. Avery
6262 East Brown Road Unit 49
Mesa, AZ 85205
480-280-8471
aaavery1@gmail.com

Code	Issue	Response
1	**Secondary and Cumulative**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.
2	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
3	**Design**	The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.

Code	Comment Document

From: Rusty Crerand
To: ADOT
Subject: Loop 202 S. Mt.
Date: Thursday, July 25, 2013 2:20:21 PM
Attachments: image001.png

7/25/2013 2:01:42 PM
Dear Sir or Ma'am,

1 2 **My name is Anthony Avery and I am a concerned citizen residing at 6262 East Brown Road Unit 49, Mesa, AZ 85205 who feel like the Loop 202 extension through South Mountain will be a hazard to our environment and our standard of living. It has been demonstrated time (http://daily.sightline.org/2011/12/14/study-more-roads-more-traffic/ link to academic study through summary portal) and time (http://www.assmotax.org/Releases/AMCT%20release:%20building%20more%20roads%20relieves%20your%20wallet,%20not%20congestion.php) again that adding freeway lanes only exacerbates the prevalence of suburban sprawl and contributes to traffic congestion, rather than the stated goal of relieving said congestion.**

3 **That being said, there is one addition I did not see at the exhibition at the convention center that would make me shift my support from opposing the construction of the South Mountain Freeway to supporting it, and that is a parallel bike facility. Early in 2012 I had the following conversation with your Twitter agent: Me: You know what would be a cool project/job creator? Grade-separated bike trails along freeway alignments! @ArizonaDOT http://tinyurl.com/7vyqflf ADOT: @TripleAvery We have them in a few locations - in fact, there is one under construction in North Phoenix along the CAP. Me: @ArizonaDOT awesome! I know some underpasses. Any plans to design them into freeways? Would love to take 202 dwntwn 2 work via bike 4 exampl Them: @TripleAvery Oftentimes, ped/bike crossings are funded by local cities so money is always an issue. Crossings are integrated where possible. Me: @ArizonaDOT oh definitely. Let me re-phrase: Does ADOT have any funds allocated to build bike lanes in FWY ROW? Or at all? Is it possible?...**

No response. What I was trying to articulate, and apparently couldn't, was exactly what I had seen on I-70 from Grand Junction to Denver, Colorado. If this were to be implemented, and the South Mountain Freeway be researched and included as a true multi-modal corridor, I would be more willing to lend my support to the project. Thank you very much for your consideration on this much contested issue. Because I clearly was unable to articulate what I was referring to, what I had seen on my trip to Denver should articulate what my words could not (note the location of the bike lane on the diagram located about 1/4 of the way down the page): http://www.fhwa.dot.gov/publications/publicroads/04mar/04.cfm.

Thank you for taking the time to respond to this very important e-mail as the South Mountain Freeway decision is one of the most important decisions that will be made concerning the MSA transportation options in the foreseeable future.

Sincerely,

Anthony A. Avery
6262 East Brown Road Unit 49
Mesa, AZ 85205
480-280-8471
aaavery1@gmail.com

Rusty Crerand
Constituent Services Officer
206 S. 17th Ave.
MD 118A Room 101
Phoenix, AZ 85007
602.712.7856
dcrerand@azdot.gov

ADOT Communications

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Code	Issue	Response
1	**Secondary and Cumulative**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.
2	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
3	**Design**	The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Pro-South Mountain Freeway
Date: Friday, June 21, 2013 3:27:09 PM

From: Aaron Avila [mailto:azhikeravila@gmail.com]
Sent: Friday, June 21, 2013 1:57 PM
To: Projects
Subject: Pro-South Mountain Freeway

1 Please build this freeway. The hazardous waste argument is fear mongering and the lost of bike trails is laughable. South Mountain Park, the largest in the country is just to the north, ride or run there.

Build it and save traffic issues on I-10 on both sides of the Valley.

4538 E. Rock Wren Rd, Phoenix, AZ 85044
623-889-4999

--
Aaron Avila

"O Sacred Heart of Jesus, I place all my trust in Thee"

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/18/13 INCOMING CALL TIME: 12:07 PM CALLER: KIM AZINE CALLER ADDRESS: 4801 E ROVEY AVE, PARADISE VALLEY, AZ 85253 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the 202 Freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**From:** Randy Babchuk **To:** Projects **Subject:** Tolleson Supports the 59th Avenue Alignment **Date:** Wednesday, June 05, 2013 4:47:27 PM The city of Tolleson supports the recommendation of the South Mountain Freeway EIS which recommends the 59th Avenue alignment to connect the South Mountain Freeway to I-10. Randy Babchuk City of Tolleson Parks and Recreation Manager 623-936-2705 Office 623-936-9793 Fax This message has been scanned for malware by Websense. www.websense.com

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Loop 202 Freeway
Date: Wednesday, May 29, 2013 1:01:18 PM

From: Mark Babington [mailto:markb@tenaire-bac.com]
Sent: Wednesday, May 29, 2013 12:56 PM
To: Projects
Subject: Loop 202 Freeway

1 Like it or not and not everybody will be happy with the result but the time for this project to proceed is now. A native Arizonan, I remember all the back lash when the very first freeway was built thru town. What would we do without them now? 2025 will be here before we know it and then where will we be? I vote build it on Pecos it the Gila Indians do not want it on their land.

Pls do not add my email to any lists.

Best regards,

Mark B. Babington, B.S.E.E.
President
Tenaire Inc.
480 894 9175 Phone
480 967 1319 Fax
markb@tenaire-bac.com
tenaire@tenaire-bac.com

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/29/13 INCOMING CALL TIME: NO TIME DISPLAYED CALLER: ANTHONY BACCA CALLER ADDRESS: PHONE: 602-427-7850 EMAIL: **CALLER REMARKS/QUESTIONS:** Hello, my suggestion on the 202 Loop South Mountain Freeway Study, I would recommend alternative western option, therefore because we need get coming down Broadway and attaching to the Loop 101 already would be a great idea and plus the valley is growing. 99th Avenue and Broadway is going to be full of homes here soon. Again, W-101 alternative western option. Thank you. Have a good day.

Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1	Brett Bacon Document Created: 7/20/2013 7:06:37 PM by Web Comment Form Looks Good! Now get it done! No more delays please. You are already 10 YEARS behind schedule and costing the community dearly in time and money going the long way around the mountain from Laveen to SE Phoenix. Please get it finished like we were promised almost 30 years ago.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Sheila Bacon Document Created: 7/20/2013 7:08:17 PM by Web Comment Form I like it. Please proceed.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

Humberto Badillo Document Created: 5/21/2013 6:07:31 PM by Web Comment Form

1 Thank you for giving us an chance to give our comments on the proposeed freeway, the visuals are very helpful. The part of the proposed freeway that really concern's me is the Pecos Rd section of the freeway, specifically the Dusty Lane section. That part of the proposed freeway will cut through one of the best places visually of South Mountain Park. In that part of South Mountain Park, the Gila River Indian Community, Phoenix, and the park all link up in that specific area. From there, one can look west for an uninterupted view of the magnificent Estrella Mountains. Furthermore, that area contains a jackpot of historical and 2 prehistoric resources that make the Phoenix metro area unique to the rest of the nation. It's no suprise that the City Archaeologist has spent countless days out there recording archaeological sites. Although we always take pride in our Native American population here 3 in Phoenix, it is quite obvious that there is a clear divide between the reservation and the metro area. We see this every time we commute on the 101, the Santan portion of the 202, and even on Hunt Hwy in Chandler. This attitude toward reservation land on our part must change in order to have a united Phoenix Metro, not just Indian land and non-Indian land. We 4 must start with the way we just push a proposed freeway system with out having a clear understading of how people who dont have the means to come to these pulic commnents feel about an 8- lane freeway cutting through there yard. Most of these people dont even have acess to the internet. In short, there is not much I could say about the portion of the freeway that will run north and south because I'm not very familiar with the area. However, I have been to western portion South Mountain Park, particularly the section where the freeway is going to cut through it, and I'm telling you that the area has too much historical and pre-historic relevance, not to mention the visual beauty, for a freeway to be cutting through there. Also, the Pecos Rd section of the freeway will just be another clear division between Phoenix Metro and the reservation. Just go down there yourself, and take a look towards the Estrellas.

Code	Issue	Response
1	**Visual Resources**	The Final Environmental Impact Statement on pages 4-160 and 4-161 states that construction of the proposed road cuts at the western end of the South Mountains would cause "severe visual impacts" and that these cuts "would be visually inconsistent with the natural setting of the surrounding area." These impacts would, however, be in a remote, seldom-used area of the Phoenix South Mountain Park/Preserve and not near any major trails. General mitigation measures to minimize these visual impacts are described on page 4-161. These measures would include the incorporation of newly exposed rock faces characteristic of the adjacent natural rock features. Contractors would respond to the faces' scale, shape, slope, and fracturing to the extent that could be practicable and feasible as identified through geotechnical testing and constructibility reviews. The Arizona Department of Transportation would require the contractor to round and blend new slopes to mimic the existing contours to highlight natural formations. The Arizona Department of Transportation would evaluate having the contractor adjust and warp slopes at intersections of cuts and natural grades to flow into each other or transition with the natural ground surfaces without noticeable breaks. A local example of such treatment would be the cuts associated with Dreamy Draw on State Route 51 in northern Phoenix.
2	**Cultural Resources**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Environmental Justice/Lifestyle**	The Gila River Indian Community is a sovereign nation, and as such has the authority to regulate land uses and activities on its land (see Draft Environmental Impact Statement, page 2-1 sidebar, "*What is a sovereign nation?*"). Throughout the preparation of the Draft Environmental Impact Statement, consultation and coordination with the Gila River Indian Community has been occurring (see Draft Environmental Impact Statement, Chapter 2, *Gila River Indian Community Coordination*).

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
4	**Public Involvement**	This study, which began in July 2001, is expected to be completed in 2014. During the study process, community members have had and will continue to have various opportunities to ask questions, express opinions and provide comments about the proposed action (see Chapter 6, *Comments and Coordination*). To facilitate public input to the environmental impact statement process, a variety of communication tools were used at major project milestones, including: · During the EIS process, over 200 presentations were made to community groups, homeowners' associations, chambers of commerce, village planning committees, trade associations, and other interested parties. · Eleven formal public meetings were held. Fifteen days prior to each meeting, display advertising was placed in the *Arizona Republic*, the *Ahwatukee Foothills News*, the *Gila River Indian News*, the *East Valley Tribune*, *La Voz*, and the *West Valley View*. Total distribution was approximately 260,000 newspapers per formal meeting. · One meeting notice flier and four newsletters were distributed throughout the Study Area in the following quantities (per distribution per meeting): 28,500 door hangers, 5,000 inserts in the *Gila River Indian News*, and 28,000 inserts in the *Ahwatukee Foothills News*. In addition, newsletters and fliers were sent to over 4,500 individuals on the project mailing list. · The November 2008 project newsletter was mailed to 78,700 businesses and residences in the Study Area and to 3,300 individuals on the project mailing list. · The February 2010 project newsletter was mailed to 62,400 businesses and residences in the Study Area and to 3,600 individuals on the project mailing list. A project Web site was developed to provide the public with project information and obtain feedback. Approximately half of comments received were submitted electronically through the Web site's online survey or e-mail. Over 5,000 comments have been received by the project team. Since 2002, the Arizona Department of Transportation has worked with a South Mountain Citizens Advisory Team, representing various stakeholder groups in the South Mountain Freeway Study Area including Districts 4, 6, and 7 of the Gila River Indian Community and the Interstate 10/Pecos Road Landowners Association. The group met regularly to review environmental and technical data, discuss the interests and concerns of their respective organizations, and to help find a consensus solution for this proposed project. The general public was welcome to attend each one of these meetings. There also have been various community meetings through the course of this study. For a listing of the past South Mountain Citizens Advisory Team and community meetings, visit <azdot.gov/southmountainfreeway/meeting_notices.asp#communitypast>. Additionally, individual members of the community had an opportunity to review the Draft Environmental Impact Statement, attend the public hearing, attend the forum held at the Komatke Boys & Girls Club in District 6 of the Gila River Indian Community, and provide comments to be included in the Final Environmental Impact Statement.

Code	Comment Document

From: Carissa Bailey
To: Projects
Subject: Comments on the Loop 202 South Mountain Freeway
Date: Friday, May 31, 2013 9:20:43 PM

Hello

1 I would like to start by saying I am excited about an alternate route to the NE side of town. I currently work in Chandler and it takes me about 50 minutes to get to work each way. I think my first option would be the W101 Alternative because west side residents will not have to travel far to get to the interchange; specifically the central or west interchange. I think as we improve our freeways in AZ, businesses will be willing to expand to West valley.

Thanks

Carissa Bailey-Wade

Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: Build the South Mountain Freeway **Date:** Tuesday, May 14, 2013 9:36:28 AM -----Original Message----- From: Neal Baker [mailto:jetblast19@yahoo.com] Sent: Monday, May 13, 2013 10:04 AM To: Projects Cc: info@buildthe202.com Subject: Build the South Mountain Freeway I support the South Mountain Freeway!! Sent from my iPad Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. .

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: ADOT Loop 202 South Mountain Freeway Study
Date: Tuesday, July 02, 2013 8:46:51 AM
Attachments: image001.png

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov
ADOT Communications

From: Richard Baker [mailto:rgbimail@gmail.com]
Sent: Monday, July 01, 2013 8:06 PM
To: Projects
Cc: Councilman Sal DiCiccio
Subject: ADOT Loop 202 South Mountain Freeway Study

1 How will ADOT ensure that residents that live around/near the Loop 202 South Mountain highway extension won't be infected by the sometimes deadly valley fever fungus? This disease is caused by the dispersal of fungal spores when the soil is disturbed. Highway construction is one of the means be which this dispersal can occur.

Recently a federal court ordered the removal of up to several thousand inmates out of two California state prisons...

http://www.latimes.com/news/local/political/la-me-pc-ff-court-orders-inmates-moved-out-of-valley-fever-prisons-20130624,0,2870415.story

The court judged that these individuals were at risk for getting severe infections or worse due to valley fever. Apparently, 36 people with this fever died over the past 6 years.

How many valley fever infections does ADOT judge to be an acceptable risk for building the Loop 202 South Mountain freeway? I wonder. Personally, I haven't heard or read how ADOT and the State of Arizona plans to address this issue.

Respectfully,

Richard Baker
3216 E. Ashurst Drive
Phoenix, AZ 85048

Code	Issue	Response
1	**Safety and Health**	Detecting the fungus responsible for valley fever in soils is not practical at this time. However, to reduce the amount of construction dust generated that could carry the fungus, particulate control measures related to construction activities would be followed. The following mitigation measures would be followed, when applicable, in accordance with the most recently accepted version of the Arizona Department of Transportation *Standard Specifications for Road and Bridge Construction* (2008). Prior to construction and in accordance with Maricopa County Rule 310, Fugitive Dust Ordinance, the contractor shall obtain an approved dust permit from the Maricopa County Air Quality Department for all phases of the proposed action. The permit describes measures to be taken to control and regulate air pollutant emissions during construction (see page 4-173 of the Final Environmental Impact Statement).

Code	Comment Document
1	Paul Balch Document Created: 7/15/2013 11:31:22 AM by Web Comment Form This is a much needed freeway! You have my complete support!

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: 202 freeway
Date: Monday, May 20, 2013 8:32:27 AM

-----Original Message-----
From: Norman.V.Balderrama@wellsfargo.com [mailto:Norman.V.Balderrama@wellsfargo.com]
Sent: Saturday, May 18, 2013 7:51 AM
To: Projects
Subject: 202 freeway

This is a must in our south mountain community. Norman balderrama
Thanks,

Norman Balderrama
Las Avenidas Market President
(602) 378-1259

1

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	James Ball Document Created: 7/15/2013 1:29:37 PM by Web Comment Form I favor the W101 plan because it makes the most sense as an extension of the current 101 Loop.

Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/18/13 INCOMING CALL TIME: 2:49 PM CALLER: LINDA BANDLER CALLER ADDRESS: 7130 N. 2ND PLACE, PHOENIX, AZ 85020 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** And I support the South Mountain Freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: I support building the 202
Date: Wednesday, May 15, 2013 10:45:43 AM

From: Jeff Banker [mailto:jbanker@bankerinsulation.com]
Sent: Wednesday, May 15, 2013 9:48 AM
To: Projects; info@buildthe202.com
Subject: I support building the 202

To whom it may concern,

1 I believe this project should be approved for many reasons. The studies that have been done show that this project delivers the most "bang for the buck" and in today's economy that is important. Along with relieving serious traffic issues this project will create many needed jobs and help boost the local economy.

Regards,

Jeff Banker
Banker Insulation, Inc.
602.273.1261 Office
480.553.5657 Fax
wwww.bankerinsulation.com

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

1 MR. BANYAI: James Banyai. My concern is the lack of alignment of the northern portion -- northbound portion, southbound portion with the 101. And I understand it's not even being talked about anymore. They say, oh, it's still on the table, but nobody's addressing it. That's a concern. I think that's going to be the biggest congestion in the whole mess. It's doubling the traffic flow through there and it's doubling the cost because you've got two T intersections and they're huge, both of them.

2 We're extending the 101 directly south and then bringing it over would make a lot more sense and it would be a loop. Right now it's not a loop. It's two Ts. That would be, I don't know, four miles or so of congestion. People trying to get to Los Angeles and back are going to be slowed down even more than they are today. People coming north have to swing east and then south, and that common area they're fighting the northbound or fighting the southbound traffic trying to get onto I-10. So to me it's a very poor choice as far as alignment. And I probably won't be around to see it. I'm 72 years old right now, but I think that's a major flaw in what I see today.

The other one would be -- I guess I don't

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Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Design**	The proposed connection to Interstate 10 (Papago Freeway) would include substantial improvements (widening) along Interstate 10 to allow traffic to and from the South Mountain Freeway to enter and exit the Interstate 10 main line smoothly (see page 3-48 of the Final Environmental Impact Statement).

Code	Comment Document
3	quite understand -- ignoring of working with the Indian community to put the -- at least half of the eastbound portion south of South Mountain on the other side of the power line easement. Just run the power down the center, half of it at least on Indian land. And I think as far as the Indian community would be the least affected -- least impact on them. They'd lose some farmland, but it's a lot different than losing mountains, the corner of South Mountain, and the noise would be alleviated somewhat to South Mountain people. But, you know, our wonderful planners have not established firm right-of-way plans early enough to make a difference, and that's why it's so expensive. I'm disappointed in the political aspects of that, I guess. I think the 101 extension should have gone between the border of Tolleson and is it Avondale? And I realize it's been hard on those communities, but people built in the way of it thinking that for years, and it's kind of an impact that they devised themselves. And they could join with Laveen and join together and make common communities, not little provincial states. So that Page 8 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
3	**Alternatives, Gila River Indian Community Alignment**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

1 kind of argument is apparently fallen by the wayside.
2 I'm sorry to see that. That's all I have to say.
3 (The proceedings concluded at 2:00 p.m.)
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Code	Issue	Response

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 11:14 AM
CALLER: CYNTHIA BARAZA	CALLER ADDRESS: 118 WEST PUEBLO AVENUE, PHOENIX, AZ 85041
PHONE: 602-276-3534	EMAIL:

CALLER REMARKS/QUESTIONS:
I am in support of the South Mountain Freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4175

adding trucks and a longer length of I-10 that will congest the traffic even more, so the faster you can get them off I-10, the better off we will all be.

Other than that, I hope that they build it quickly, you know, cause this would not take forever to build.

Okay. Thank you very much.

MR. HUSTON: I just want to say that I am in favor of the project and after I've reviewed all the boards and the entire process, it seems to make sense what they've narrowed it down to. I think, based on cost alone, it seems like 59th is the best alternative. If cost weren't a factor, I think some of the ones that go further to the west would also be nice to help tie into the west valley. It seems like a long time coming.

It seems like a great project. I think it would be good for, not only our freeway system, but putting people back to work. Overall I just think it would be a really good thing for the community.

That's it.

MR. BAREHAND: My name is Harlan Barehand. I'm from the Gila River Indian Community. I'd like to thank ADOT for finally listening to us and not putting it on the Reservation. I just got through seeing a video next door; it was beautiful. I think it works out fine.

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
2	It's not on the Reservation at all. It boundaries to it but that's about it. The only comment that -- you know, since we didn't want it on the Reservation, it would be nice to have some egress onto the freeway on the Reservation areas especially between 40th Street and the curve all the way around to 51st Avenue. That's about it. And also I hope that the tribe, the Gila River Indian Community, will take advantage of this opportunity. And since they don't want to have -- the whole reason that we didn't want to have the freeway on the Reservation is because we would have no control over it. We want control over things that happen on the Reservation from here on out. It wouldn't have been -- it would have been fine if they would have put it on the Reservation, but we had no control over it. This way, if we put our own roads close to the freeway so we can get on the freeway easily from the Reservation side, that would be, I think, our next move for the Council to consider it. That's what we're going to submit to the Council meeting tomorrow morning. I think this is great. I'm really happy with it. I'm happy that we don't have to vote on it a fifth time, vote on it on the Reservation for what would Page 4 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
2	**Alternatives**	Federal law prohibits the denial of access to any community. Thus, traffic interchanges would be located along the freeway where it borders the Gila River Indian Community (see Final Environmental Impact Statement page 3-51). Roadway connections on Gila River Indian Community land to the traffic interchanges would be the responsibility of the Gila River Indian Community, in coordination with appropriate jurisdictions.

Code	Comment Document

be their fifth time. Four times we said no and they still want to bring it up. I think it's just the landowners that want to -- that are standing to make a lot of money off the freeway. It's not but a handful of them. I'm one of the handful. I would make a lot of money off of it.

I also realize that the land is more important itself because I need to keep that within my family to hand down to my children and their children, et cetera, et cetera. If we do it this way, we would lose it forever. They'd never have it. And it just decreases our Reservation by a thousand acres. Originally our reservation went down to Van Buren Street. You can imagine all this land all the way across we lost all to the City of Phoenix.

What have we got for it?

Nothing.

It wouldn't have done us any good the way they had everything set up. They had nothing for us to really build any businesses next to the Reservation. They really didn't consider Indians. The cost of having exits put on was their argument, it would cost too much to have all the exits. But they were here to serve the traffic problem and that was it. I just remember the first meeting they had when they said that we have a

Code	Issue	Response

Code	Comment Document

1 traffic problem. ADOT said, "We have a traffic problem."
2 When it was my turn to speak, I said, "No
3 you have a traffic problem. Gila River does not have
4 one. We didn't have a transportation problem. We have
5 no transportation problems."
6 But I just want to say, thank you very
7 much for the Arizona voters for not putting it on the
8 Reservation. I thank you very much for ADOT to finally
9 come to the decision to put it on the boundaries to it.
10 I think that works out well. And I've seen the video;
11 it's beautiful; it's gorgeous. Laveen will benefit big
12 time and so will the Ahwatukee community, too, I think.
13 As far as the Gila River is concerned, we
14 have a long ways to go to develop our own. Until we have
15 complete control, we have to work on our own Tribal
16 Council and people that we elect in our districts. Since
17 all this money thing waged with the casino and all, it
18 has really changed quite a lot of attitudes for a lot of
19 people. I think that when our people become more
20 educated, we can start handling our own real estate, our
21 own financial affairs, our own businesses and so forth,
22 then we can step into those shoes. Then we can start
23 dealing with it. We can have our own economy boost.
24 As it is, I'm pretty sure we're still
25 probably at poverty level, a third-world country even

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Code	Issue	Response

Code	Comment Document

1 though we're right next door until we and our kids and
2 our people realize that we can make bigger strides if we
3 apply ourselves and our children and not be afraid to
4 stand in places where we need to stand up. That's about
5 it.
6 Thank you very much.
7 MS. FORGY: My name is Janet Forgy. I
8 have lived in Laveen area, the 67th Avenue and Baseline
9 subdivision, Laveen Meadows, for about six years in
10 November. And I can tell you we desperately need to have
11 this 202. It's imperative. It's like we're out in the
12 boondocks. Businesses are not developing. We have to go
13 five miles to get to I-10, that's the shortest distance,
14 five or 13 miles to get to an interstate.
15 I-10 is like a parking lot sometimes.
16 There's no development of businesses. I mean, there's
17 nothing. We need that desperately, and so I strongly
18 encourage the 202 to be developed as soon as possible
19 without any delays cause we definitely need it.
20 UNIDENTIFIED SPEAKER: One of the things I
21 want to stress is that when I purchased my house in
22 November of 2007 I saw the possibilities of development
23 and I was assured that it was going to be developed. It
24 subsequently has not. As a matter of fact I understand
25 because of the economic situations, things had a way of

Code	Issue	Response

Code	Comment Document

4366

tribes in Southern Arizona, being Tohono O'odham, Ak Chin, Salt River Indian Community, culturally it affects them and is disgusting to see how this is still being pushed forward.

THE FACILITATOR: Thank you.

If anybody else who has not registered would like to speak at the hearing, please make sure that you register at the registration desk and then come before us.

If you need additional time, please, if you would like to make additional comments, please give your comments to the court reporter. Thank you.

Harlan Barehand.

1 MR. BAREHAND: Good morning, sirs. Thank you for the opportunity to come and speak with you this morning. I am Harlan Barehand, I'm registered with the Gila River Indian Community. Thank you very much for not putting it on our reservation, we appreciate that very much. I hope that it will stay off our borders and into the Ahwatukee and the Laveen area. And I think that we can benefit financially through them, but our reservation as it is is very small and we cannot afford to lose any more land as it is. And history tells us that the original Gila River boundaries is Van Buren on this side, so you're asking for Gila River land, but that's history.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

I came here primarily because I understood that the freeway was going to make a loop and enter our reservation at Pecos Road, and my niece just told me that I was mistaken, that it's not going to, that it is going to stay on Pecos Road, so my presentation is really ineffective and has no balance as to -- like I said, my whole thought is to not put anything on the reservation, because we cannot lose any more land, and I congratulate you on the wise decision not to put it on the Ahwatukee side, and I think that'll be best for everybody and speed up the process of the freeway and so forth. And I thank you very much, and that's all I have to say. Thank you.

THE FACILITATOR: Thank you.

Do we have another name up there? There it is.

Dave Von Tersch. Did I pronounce that right? Dave Von Tersch.

As a reminder, anyone in the auditorium, if you would like to speak just register at the front desk, your name will appear on the screen, and we will call you up.

Ken Lapierre.

Dave Von Tersch, is that you, sir?

MR. VON TERSCH: Hi, my name is Dave Von Tersch, I live in Ahwatukee. I'd like to suggest, as long as there's no ordinance against it or law against it, that the committee 202 project team might consider a

Code	Issue	Response

Code	Comment Document

4404

commute. Thank you.

THE FACILITATOR: Thank you.

The next speaker, could you use this microphone, please. Thank you, ma'am.

Raven Barehand.

As we're waiting for the next speaker, I'd like to remind you to refrain from clapping or making comments regarding any speaker's position on any of this out of respect for their position.

Ms. Barehand, you can use this microphone here. You have three minutes, the timer is here in front of you. You may begin.

1 MS. BAREHAND: Okay. Hi, my name is Raven Barehand, I live over there in Laveen and Komatke in the Hillcrest area. One thing I'd like to say is that that freeway would steal the blue from the Estrella Mountain range. It's a brilliant blue, it's a brilliant, cobalt blue or very bright blue. There's no other mountain around here that is that blue as that mountain, and on days when there is a lot of smog that comes in from Phoenix, that mountain turns gray. And so I know that it would cause more emphysema, a lot of people don't want it but the thing is it would cause a lot more sicknesses to come to that area.

I know that the people who were pushing to have

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Code	Issue	Response
1	**Health Effects**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

1 their freeway built, they are thinking of economic
2 development, but that's just people who are money -- they
3 always want more money and some that is -- you can't buy
4 that blue, you can't go back there and repaint it blue.
5 So I just -- I'm against building of that.
6 I know we do need some kind of a roadway,
7 because the existing 51 that turns into belt line is too
8 small and we do need some kind of a widening through
9 there to stop all this speeding and accidents; and when
10 emergency vehicles need to get through, we do need more
11 of a -- we do need a road or widening of that road, but
12 for something like an eight-lane freeway, that's not
13 (2) really necessary. They can even do a smaller, two-lane
14 or something that wouldn't cause so much traffic that
15 would bombard, and it would -- there would be too much
16 (3) air pollution with an eight-lane freeway.
17 And so those are the points I wanted to make,
18 and I know -- I am hoping that this doesn't go through,
19 especially because we're trying to break a lot of rules
20 to get it passed and hold back the studies and lying and
21 (4) moving information around; that just shows that they're
22 shady, there's something wrong with that, there's
23 something very wrong with what they're trying to do in
24 passing that eight-lane freeway. So that's everything I
25 have to say and I appreciate, you know, you having this

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Code	Issue	Response
2	**Alternatives**	An alternative that included widening 51st Avenue and Beltline Road was considered as part of this study. It was called the Riggs Road Alternative (see Final Environmental Impact Statement page 3-9). The Riggs Road Alternative would be almost entirely on Gila River Indian Community, would not complete the loop system as part of State Route 202L, and would require substantial out of direction travel. Therefore the alternative would not meet the project's purpose and need criteria and was eliminated from further study. Similarly, the concept of building an arterial or a parkway was also considered. In the best-case scenario, a parkway would carry approximately 105,000 vehicles per day, well below the average daily traffic on the proposed freeway, which would range from 117,000 to 190,000 vehicles per day (see Final Environmental Impact Statements page 3-19). As a result, the Arizona Parkway would lack sufficient capacity to meet projected travel demand. The Arizona Parkway would not adequately address the projected transportation system capacity deficiency, would not remove a sufficient amount of traffic from arterial streets, and, therefore, would not meet the project's purpose and need. For these reasons, the Arizona Parkway was eliminated from further consideration.
3	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Purpose and Need**	The Federal Highway Administration and the U.S. Environmental Protection Agency approved the air quality conformity determination that includes the Maricopa Association of Governments regional travel demand model that produced the traffic projections used in the traffic analysis for the project (see Draft Environmental Impact Statement page 3-27). The model projects demand for multiple modes of travel, including automobile, bus, and light rail. Key model inputs used to forecast travel demand in the Study Area included socioeconomic data (based on land use plans and population and economic forecasts), the anticipated average number of vehicle trips within the region on a daily basis, the distribution of transportation modes used by travelers in the region, the capacity of the transportation infrastructure to accommodate regional travel, and the future transportation infrastructure. The project team used the most recent and reliable data available. The Final Environmental Impact Statement (Chapter 1, *Purpose and Need*, and Chapter 3, *Alternatives*) provides more detail on the data inputs to the modeling effort and discussions of the assumptions used. The Maricopa Association of Governments approved new socioeconomic projections in June 2013. The new data are presented in the Final Environmental Impact Statement (see page 1-11). Although slower growth in total vehicle miles traveled was noted, the need for the freeway did not change. The revised traffic analysis validated that the proposed project is needed today.

Code	Comment Document

1 forum open, so no build. Do not build Loop 202. Thank
2 you.
3 THE FACILITATOR: Thank you.
4 If there's anyone in the auditorium that would
5 like to speak, please make sure you're registered at the
6 front desk. Your name will appear on the screen and
7 we'll call you up in the order that you register.
8 Again, if there's anyone in the ballroom who
9 would like to speak, please make sure you register at the
10 front desk. Thank you.
11 Ruben Gallego.
12 MR. GALLEGO: Hello.
13 THE FACILITATOR: Mr. Gallego, you have three
14 minutes, here's the timer. Please begin.
15 MR. GALLEGO: Thank you. My name is Ruben
16 Gallego, I'm a resident of South Mountain, I live right
17 next to the mountain, I'm also the state representative
18 for the area that would be impacted by this freeway. I
19 represent the Laveen area, South Mountain, Gila River
20 Indian Community, as well as portions of the west side of
21 Phoenix. I'm here in support of the 202 highway, not
22 only as a resident, but also as a representative of the
23 people in the district. For years I've been hearing
24 about complaints in terms of traffic and traffic
25 congestion. A lot of the jobs that are currently being

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Code	Issue	Response

Code	Comment Document

1 PROCEEDINGS
2 THE REPORTER: Please state your name.
3 MS. BAREHAND: Raven Barehand.
4 My first thought is, you know, instead of
5 an eight-lane freeway, why not have a four-lane
6 freeway in the style of the Maricopa Freeway? That's
7 one thought. That way the people who are concerned
8 about the animals that might lose access to that
9 area, they can run across, you know, they'll chance
10 it just like they do with the freeway now, but at
11 least they get across to their different territories.
12 And the four-lane freeway wouldn't
13 attract the constant, you know, there would be -- it
14 wouldn't be such a draw of so much traffic, because
15 you can see the Maricopa Freeway and even though
16 there's a ton of traffic, they use that Maricopa
17 Freeway, and it's -- it gives them space. It's not
18 just congested all the time. And so that's my
19 thought on that.
20 And the other thought is the money that
21 they would save on building an eight-lane freeway
22 with all that concrete laying and everything, they
23 could just build a wall to shield the people in
24 District 6 in that housing development and the
25 hospital from the noise. They could plant a lot of

Page 2

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Code	Issue	Response
1	**Alternatives**	The concept of building a four-lane freeway would be similar to an alternative that was considered, the Arizona Parkway. In the best-case scenario, a parkway would carry approximately 105,000 vehicles per day, well below the average daily traffic on the proposed freeway, which would range from 117,000 to 190,000 vehicles per day (see Final Environmental Impact Statements page 3-19). As a result, the Arizona Parkway would lack sufficient capacity to meet projected travel demand. The Arizona Parkway would not adequately address the projected transportation system capacity deficiency, would not remove a sufficient amount of traffic from arterial streets, and, therefore, would not meet the project's purpose and need. For these reasons, the Arizona Parkway was eliminated from further consideration.
2	**Biology, Plants, and Wildlife**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Noise**	

Code	Comment Document

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1 trees to kind of offset the carbon dioxide and, you
2 know, have reminders about updating your vehicle
3 along the sides. And the ecological conservation or,
4 you know, when they design the freeway, little
5 information about the animals that live in the area,
6 you know, "Please respect us, we live here too," you
7 know, just little cute things. I mean, that would be
8 a good education for the people who come through,
9 like visitors. They don't know the desert animals
10 out here and their habitat and everything. So that
11 would kind of educate on that.
12 And what else? There was something else.
13 How -- I wanted to know how do we -- because we could
14 put it on the reservation and it's less invasive and
15 then the tribe people who want money for their land
16 would get, you know, something, and it wouldn't tear
17 up that mountain. And I was one of the people who
18 said no freeway, no freeway, no freeway, but I
19 changed my mind, because this two-lane freeway of
20 51st and Beltline, every time I hear those sirens and
21 I know they can't get through, because that two-lane
22 gets backed up and where there's 20 cars sometimes.
23 And during the rush-hour traffic, you'll just see a
24 straight stream of cars, and there's no way. And
25 then you hear the sirens, and I'm thinking, God, how

Page 3

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Code	Issue	Response
4	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Alternatives, Gila River Indian Community Alignment**	

Code	Comment Document

did those ambulance and fire trucks get through?

And then I know throughout the years that two-lane freeway is too small anyway, it's like a two-lane freeway, but the oncoming traffic is versing each other. So we've had -- my ex-boyfriend was in a real deadly accident, and they were sober, and it was just the big 18-wheelers that go through and they go really fast. And here it would be like the people who didn't drive that much, and they get scared, people that are slow, and I've been doing it when I was younger and I was a daredevil, and I would get past there and almost get in accidents twice. And that's a dangerous two-lane highway.

I know we need another way through here, and I went to the end of the freeway where the freeway ends, and I said, we do -- they're going to build it no matter what, I hope they don't cut that mountain open. And I'm going to have to change my stance to, yeah, build it on the res, because before I was saying we don't owe them any more land, they keep taking little bits and pieces. Because in Ahwatukee, that was Gila River land in the '70s, and my uncle who kind of watches the council's decisions, he said, "When did we give that land away? For what?" And it was our land. The map showed it, and

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Code	Issue	Response

Code	Comment Document

1 now it's not our land. And there's no documentation.
2 And that was before they were really watching.
3 That's before on the other side, or whatever.
4 That's just how I feel.
5 And it would benefit our businesses a
6 little bit. I know they were already thinking of
7 that. I was one who said no freeway, no freeway, no
8 freeway. Now I'm saying a four-lane freeway, not an
9 eight-lane freeway, and then something to block the
10 noise, something to clean the air. Something to let
11 the animals go through, they just chance it, and
12 that's it. Those are my ideas.
13 THE REPORTER: Okay. Thank you very much.
14 MS. BAREHAND: I was wondering if I could
15 make another statement.
16 THE REPORTER: Yes, of course.
17 MS. BAREHAND: Maybe a program could be
18 started when -- what we notice on the reservation is
19 that a lot of people who work in Phoenix will live in
20 Tucson or in Maricopa, and you know, or Casa Grande,
21 and they go back and forth. And so maybe people
22 could get some kind of credit or a tax break for
23 living in the town where they work. Because they're
24 taking air out -- bad air out of the, you know, out
25 of the atmosphere, or tax for fuel efficient

Code	Issue	Response

Code	Comment Document

1 vehicles, some kind of discount, like at the DMV, or
2 something like that, to encourage more people getting
3 the fuel-efficient cars. And so that -- so that will
4 reduce the air pollution and then the travel. So
5 that might benefit -- and then having -- encouraging,
6 I don't know, but through the City of Phoenix, maybe
7 encouraging more job advertisers who list the city
8 they're in or the area they're in. That way people
9 in that area will comply to that area, because they,
10 a lot of times, they don't tell you, so that's just
11 something to benefit the air.
12 And there was something else. I can't
13 remember. I can't remember, but if I remember, I
14 will come back and tell you again.
15 THE REPORTER: Okay. Thank you.
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Code	Issue	Response

Code	Comment Document

1 ***
2 MS. BAREHAND: Raven Barehand.
3 It is wrong that they don't have the
4 study available at the Cesar Chavez Library because
5 that is the closest library to the area that would be
6 most impacted on the reservation, the District 6
7 area, or even the Ocotillo branch is close, that's in
8 the southwest of Phoenix. But all these studies are
9 being made available at three public libraries, and
10 they are all far away.
11 And that shows that they are doing dirty
12 work, kind of manipulating this whole situation. And
13 it also shows down there on their EIS study they're
14 blatantly lying. There's a part there that says it
15 doesn't do cultural damage, and that is a lie. It
16 shows that they weren't -- they didn't -- they don't
17 have a connection with the people here, and they
18 don't care about the people's culture here, because
19 if they did, they would be talking to all these many
20 voices who keep saying no 202. There's a -- that's
21 our cultural -- that's what we're about, that's our
22 man in the maize, that's Jesus Christ coming back to
23 earth, that's who gave us this O'odham land. And it
24 is a direct attack on our O'odham hemda. Our Pima
25 way of life, our Pima and Tohono O'odham way of life.

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Code	Issue	Response
1	**Public Involvement**	The Draft Environmental Impact Statement was made available for the public to view online at <azdot.gov/southmountainfreeway>. Hardcopies were also made available for viewing at the following locations: Phoenix Public Library - Burton Barr Branch, Phoenix Public Library - Ironwood Branch, Avondale Public Library - Sam Garcia Western Avenue Branch, Tolleson Public Library, and the Arizona Department of Transportation Environmental Planning Group. Hardcopies of part or all of the Draft Environmental Impact Statement were also made available at the FedEx Office Print & Ship Center in Ahwatukee Foothills Village. A public forum was held in at the Komatke Boys & Girls Club on Saturday June 22, 2013. All study materials were available at that time for review and comment.
2	**Cultural Resources**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Public Involvement**	The entirety of Chapter 2 of the Final Environmental Impact Statement is devoted to coordination and involvement with the Gila River Indian Community. A public forum was held in at the Komatke Boys & Girls Club on Saturday June 22, 2013. All study materials were available at that time for review and comment. Additional details related to the public outreach surrounding the release of the Draft Environmental Impact Statement can be found in Chapter 6, *Comments and Coordination*.

(Comment codes continue on next page)

Code	Comment Document

1 We are here still as people with a language, and it's
2 not going to go away.
3 And God will not let this happen. God is
4 on our side. He doesn't like that his mountain is
5 being destroyed. And these are lies and
6 manipulations to give them right-of-way that they've
7 already decided on, that they've already approved.
8 And this is a mockery that we even have a say right
9 here, but we do have a say. We know that they have
10 all these deals in place. The asphalt workers are
11 ready to go, ready to pour. They're already ordering
12 the supplies. They already have this whole plan in
13 place. This is all a farce. And you can tell that
14 they had it all worked out, maybe years ago, because
15 why would they not have the library access for us?
16 In Casa Grande, that Gila River has a, you know, it's
17 available in Sacaton. That's only Sacaton. But they
18 did not put the libraries that are of easy access to
19 the Pima. They make sure it's far away, in places
20 where people who don't even care about this area can
21 access this, but it's not even -- it's at the Burton
22 C. Central Library, but that's only because it's the
23 main library, even that is hard to get to from here.
24 But I just want to say that they left out
25 our cultural information. There is nothing out here

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Code	Issue	Response

(Comment codes continue on next page)

Code	Comment Document

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1 about the Pima and Maricopa tribes. There is nothing
2 about Gila River on this EIS study. There's nothing
3 about the culture, the animals, nothing about it. It
4 is all presented very one sidedly, and that's why
5 this big, huge eight-lane freeway will not be built.
6 We can let them put a two-lane level freeway, but
7 this eight-lane freeway will not be built. I can
8 speak right now. Yahweh will not let this freeway be
9 built. That is not happening. It is not going to
10 happen. No eight-lane freeway is going to be built.
11 That South Mountain is not going to be
12 blasted, God's creation, his cultural marker for this
13 tribe that goes from south of Flagstaff all the way
14 down into Mexico is not going to be blown apart, and
15 that is not the key to destroying my tribe, so that
16 you can take my people's land in the year 3000, which
17 is your plan, and I know. I already seen it in the
18 paper. No.
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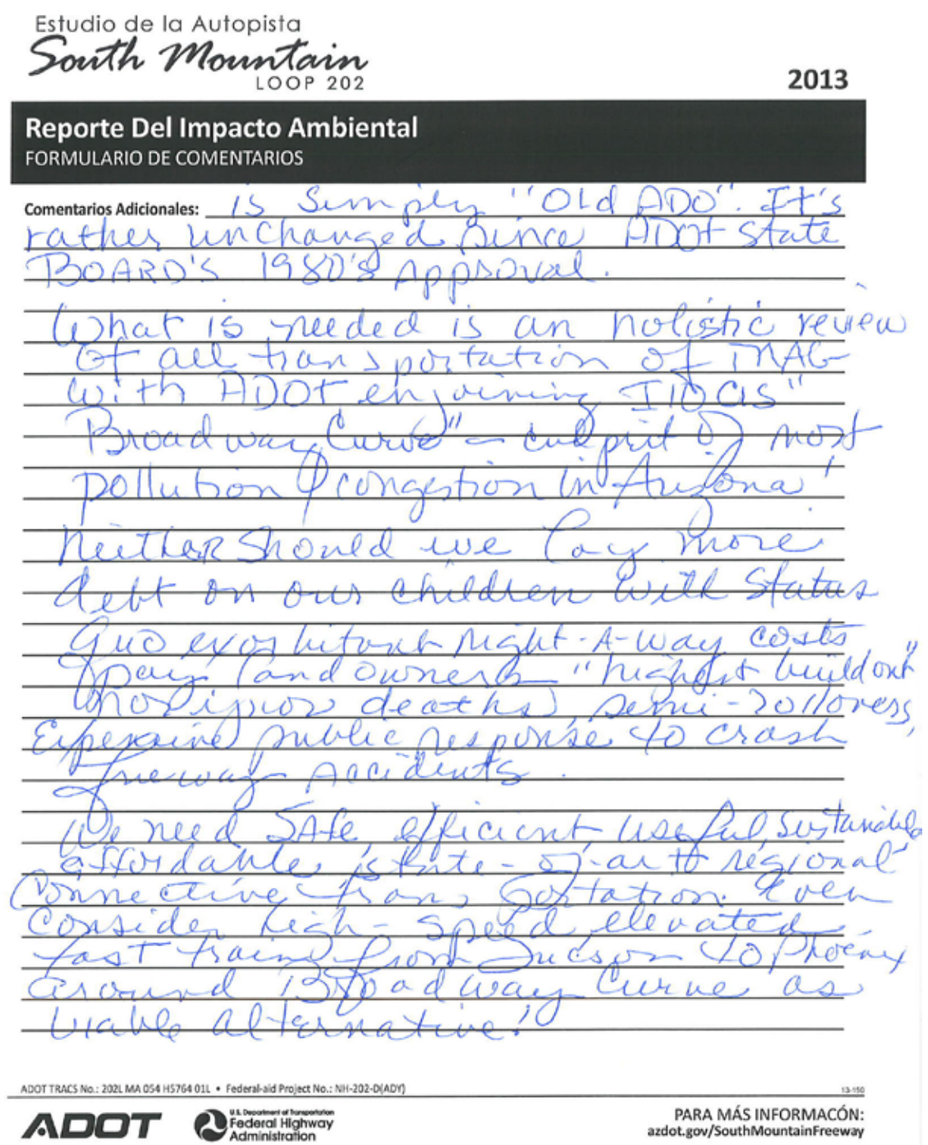
Code	Issue	Response
4	**Cultural Resources**	Sensitive and confidential information regarding Native American sacred sites is not included in the Draft Environmental Impact Statement, a public document, as a means of protecting them. This information is included in the technical reports prepared for the project and is kept confidential.
5	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1	Dianne Barker Document Created: 5/21/2013 5:30:12 PM by Web Comment Form Thank you for the opportunity to participate in your very well organized Draft South Loop 202 EIS. I have spoken to the panel, gave testimony to the recorder, and entered my written comments. Just because I don't favor building, as specifically previously stated, the 202 loop, and think that ADOT simply is regurging old State Board adoption, does not mean am personally against ADOT. On the contrary, believe ADOT, our state "multi-modal" stated entity CAN do better! Good luck in the best endeavor, ADOT!!

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	

Estudio de la Autopista
South Mountain
LOOP 202

2013

Reporte Del Impacto Ambiental
FORMULARIO DE COMENTARIOS

Comentarios Adicionales: Is simply "Old ADOT". It's rather unchanged since ADOT State BOARD'S 1980'S Approval.

1 What is needed is an holistic review of all transportation of MAG with ADOT enjoining "IDCS" "Broadway Curve" – culprit of most pollution & congestion in Arizona!

2 Neither should we lay more debt on our children with Status Quo exorbitant right-of-way costs (pay landowners "highest buildout" mortgages deaths) semi-rollover, expensive public response to crash freeway accidents.

3 We need safe efficient useful sustainable affordable, state-of-art to regional connective transportation. Even consider high-speed elevated fast train from Tucson to Phoenix around Broadway Curve as viable alternative!

4

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150

ADOT Federal Highway Administration

PARA MÁS INFORMACÓN:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	**Alternatives**	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No-Action Alternative). The proposed freeway is part of the multimodal *Regional Transportation Plan* (see Final Environmental Impact Statement page 1-5 for more information regarding the *Regional Transportation Plan*). The determination of purpose and need for the proposed project includes an assumption that substantial improvements would be made to the Interstate 10 corridor between State Route 51 and U.S. Route 60 (see Final Environmental Impact Statement page 1-13). The Maricopa Association of Governments, in coordination with the Arizona Department of Transportation recently completed the Southeast Corridor Major Investment Study (see <azmag.gov/Projects/>) and developed multimodal concepts for addressing transportation issues in the Interstate 10 corridor. Even with these planned improvements to Interstate 10, the proposed project remains a vital component of the Regional Freeway and Highway System.
2	**Acquisitions and Relocations**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Safety and Health**	To reduce the number of freeway accidents and the expenses associated with responding to them, particular attention was paid to safety factors in the design of the proposed freeway. The proposed South Mountain Freeway's eight-lane section is shown on Final Environmental Impact Statement page 3-58, with discussion and remarks that the freeway would be consistent with the design of other freeways in the region and thereby would improve driver expectancy and safety. The sidebar on Final Environmental Impact Statement page 3-59 discusses the safety features of auxiliary lanes (used at traffic interchanges) for facilitating acceleration and deceleration, thereby reducing potential conflicts with through-traffic and travelers merging onto or exiting from the proposed freeway.
4	**Alternatives**	Alternatives were screened for their (see Final Environmental Impact Statement page 3-3): · ability to satisfy purpose and need · ability to minimize impacts on the human and natural environments · ability to improve operational characteristics of the region's transportation system · degree of public and political acceptability · ability to be constructed within project budget

Code	Comment Document

Estudio de la Autopista
South Mountain
LOOP 202

2013

Reporte Del Impacto Ambiental
FORMULARIO DE COMENTARIOS

Gracias por participar en el proceso de recopilación de comentarios sobre el Reporte del Impacto Ambiental del proyecto de la autopista South Mountain.

ADOT alienta a todos los interesados, a presentar sus comentarios por escrito sobre cualquier aspecto del Reporte del Impacto Ambiental. ADOT considerará todos los comentarios en la preparación final de este reporte e incluirá las respuestas a todos los comentarios, conclusiones finales sobre impactos potenciales, y la recomendación final de ADOT.

Para ADOT es muy útil recibir comentarios sobre:

- Alguna alternativa en particular, cúal sería su impacto ambiental y las medidas propuestas para reducir dicho impacto.
- Cualquier información que usted sienta que está incompleta o incorrecta.
- Cómo le afectará a usted la acción propuesta.

Los comentarios deben ser recibidos o tener el sello postal con fecha límite del 24 de julio de 2013. Angela —

Thank you for the opportunity to be heard and considered in my following statement ADOT:

Am favoring "no build" scenario. 40 CFR 1502.4 stipulates this EIS be "rigourous exploration" of alternatives. Any real transportation/congestion/pollution problem with determines action upon needs herein, should be current "Multi-modal". EVEN MAG's RTP in last 15 years considers all modes not just "freeway" an oxymoron due to expensive costs, etc. South loop 202 and its W59/E1 parts

5

Opcional

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Dirección: 509 N. 5th Ave #303

Ciudad: Arizona — Estado: AZ — Código Postal: 85003

Teléfono: (602) 281-0917 — Fax:

Los comentarios deben ser recibidos o tener el sello postal con fecha límite de Julio 24,2013. Los comentarios pueden ser depositados en la reunión de hoy, enviados por correo electrónico a projects@azdot.gov **o por correo regular a :**
ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150

ADOT — U.S. Department of Transportation Federal Highway Administration

PARA MÁS INFORMACÓN:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
5	**Traffic**	The proposed freeway is part of the multimodal *Regional Transportation Plan* (see Draft Environmental Impact Statement page 1-5 for more information regarding the *Regional Transportation Plan*). The *Regional Transportation Plan* addresses freeways, streets, transit, airports, bicycle and pedestrian facilities, freight, demand management, system management, and safety. The proposed freeway is only one part of the overall multimodal transportation system planned to meet the travel demand needs of the Maricopa Association of Governments region. The Maricopa Association of Governments, as the region's metropolitan planning organization, has the responsibility to perform regional multimodal planning. The Arizona Department of Transportation is charged with implementation of the freeway program (of which the proposed freeway is a part) within the *Regional Transportation Plan*. Similarly, Valley Metro is charged with implementing the transit program within the *Regional Transportation Plan*.

Code	Comment Document

4352

We do have a light at 67th, which makes it a lot better for us. We didn't have the light for a long time. But they did put a light in, I guess, about a year or year and a half ago. Which I knew if they did that at the place where we exit from her home, it would make it a lot better too. They don't have a light there. They have one four blocks down the street. And we can sit there forever trying to get out of there.

And I guess that's about it for now. That's all I can think about right now.

Oh, except for the infrastructure. They did promise us we were going to have shopping centers and other things to make it convenient for us to live in that area. And they have never materialized.

My comments are certainly my own, and they may not be many of the other people's.

DIANNE BARKER: I am a resident, citizen resident here in Phoenix and have lived in the Valley for over 25 years.

I was raised in Ohio, The Buckeye State. And I do want to thank you for this opportunity to be heard and believe I will be considered by ADOT.

I am favoring no-build scenario. 40 CFR 1502.4 -- that's federal regulations -- stipulates that the Environmental Impact Statement, this EIS, be

1

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Code	Issue	Response
1	**Alternatives**	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No-Action Alternative). The proposed freeway is part of the multimodal *Regional Transportation Plan* (see Final Environmental Impact Statement page 1-5 for more information regarding the *Regional Transportation Plan*). The determination of purpose and need for the proposed project includes an assumption that substantial improvements would be made to the Interstate 10 corridor between State Route 51 and U.S. Route 60 (see Final Environmental Impact Statement page 1-13). The Maricopa Association of Governments, in coordination with the Arizona Department of Transportation recently completed the Southeast Corridor Major Investment Study (see <azmag.gov/Projects/>) and developed multimodal concepts for addressing transportation issues in the Interstate 10 corridor. Even with these planned improvements to Interstate 10, the proposed project remains a vital component of the Regional Freeway and Highway System.

Code	Comment Document

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1 rigorous exploration of all alternatives.
2 Any real transportation, congestion,
3 pollution problem which determined action upon the
4 needs should be current with the idea of multimodal.
5 It is a Maricopa, a MAG, regional plan trip term
6 meaning many modes of transportation.
7 And MAG has been doing this in the last 15
8 years, considering all modes, just not the freeways and
9 the traditional building of ADOT. By the way, freeway
10 is an oxymoron due to the fact that somebody pays.
11 They are very expansive too.
12 Now, South Loop 202 and its parts, W-59 and
13 E-1, are simply old ADOT. It's rather unchanged since
14 the ADOT state board approved it in the 1980s.
15 What is needed is a holistic review of all
16 transportation of MAG with ADOT enjoining the I-10
17 EIS -- or MIS, as you may want to say -- around the
18 Broadway Curve. That's the culprit here in the Valley.
19 It's got the most pollution and congestion in Arizona,
20 and it's right around six freeways of the Phoenix Sky
21 Harbor, so you can understand that planes, trains, et
22 cetera, commuter trains, freeways, and plumes,
23 underground leakages; the whole ball of wax. That's
24 where we should focus.
25 Now, neither should we lay more debt on our

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Code	Issue	Response
2	**Purpose and Need**	The proposed freeway is part of the multimodal *Regional Transportation Plan* (see Draft Environmental Impact Statement page 1-5 for more information regarding the *Regional Transportation Plan*). The *Regional Transportation Plan* addresses freeways, streets, transit, airports, bicycle and pedestrian facilities, freight, demand management, system management, and safety. The proposed freeway is only one part of the overall multimodal transportation system planned to meet the travel demand needs of the Maricopa Association of Governments region. The Maricopa Association of Governments, as the region's metropolitan planning organization, has the responsibility to perform regional multimodal planning. The Arizona Department of Transportation is charged with implementation of the freeway program (of which the proposed freeway is a part) within the *Regional Transportation Plan*. Similarly, Valley Metro is charged with implementing the transit program within the *Regional Transportation Plan*.
3	**Purpose and Need**	While the Interstate 10 Corridor Improvement Study was canceled by the Arizona Department of Transportation, there remains funding in the *Regional Transportation Plan* for substantial improvements along the Interstate 10 corridor. The Maricopa Association of Governments and Arizona Department of Transportation are initiating a new study to identify short-range improvements and a long-range multimodal framework for the Interstate 10 corridor.

Code	Comment Document

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1 children with the status quo, using the exorbitant
2 right-of-way freeway paid the landowners the highest
3 buildout cost. The Arizona legislature has done that
4 to us.
5 Nor should we ignore the many deaths, semi
6 rollovers, and the expensive public responders to the
7 many and frequent crash freeway accidents.
8 Now, what we need is safe, efficient, useful,
9 sustainable, affordable, state-of-art regional
10 connective transportation.
11 And even considering a fast train, high-speed
12 elevated train, from Tucson to Phoenix around this
13 Broadway Curve as a viable alternative.
14 MANUEL TOPETE: And I live in Laveen, 51st
15 and Baseline. And I can't wait for this to happen. As
16 simple as that.
17 My only regret is I won't live to see it.
18 Just I wish it was already done. I think you should
19 also hear this, aside from all this bad.
20 KARIN GRAY: I have been a resident of
21 Ahwatukee for over ten years, moved here from Texas,
22 and absolutely love South Mountain. One of the reasons
23 I moved to that area was to have access to all 15 miles
24 of the Nation Trail, from one end to the other on South
25 Mountain, the biggest city park in the United States.

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Code	Issue	Response
4	**Acquisitions and Relocations**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Safety and Health**	To reduce the number of freeway accidents and the expenses associated with responding to them, particular attention was paid to safety factors in the design of the proposed freeway. The proposed South Mountain Freeway's eight-lane section is shown on Final Environmental Impact Statement page 3-58, with discussion and remarks that the freeway would be consistent with the design of other freeways in the region and thereby would improve driver expectancy and safety. The sidebar on Final Environmental Impact Statement page 3-59 discusses the safety features of auxiliary lanes (used at traffic interchanges) for facilitating acceleration and deceleration, thereby reducing potential conflicts with through-traffic and travelers merging onto or exiting from the proposed freeway.
6	**Alternatives**	The Arizona Department of Transportation is currently undertaking a study related to passenger rail between Tucson and Phoenix (see <azdot.gov/planning/CurrentStudies/PassengerRail/overview>). Passenger rail between Tucson and Phoenix would not adequately address projected capacity and mobility needs of the Phoenix metropolitan area and, therefore, would not meet the purpose and need criteria.

Code	Comment Document

4353

1 family's safety, if for nothing else, I say yes,
2 let's do it. And the 59th Avenue Freeway is the one
3 that I would be concerned about.
4 Thank you very much.
5 THE FACILITATOR: Thank you, Ms. Williams.
6 We welcome our next speaker, Diane Barker.
7 Welcome, Ms. Barker, you have three minutes.
8 MS. BARKER: Oh, thank you. And I imagine
9 you're the ADOT board; is that who I'm addressing?
10 Can I get you to respond? Okay. Now that you
11 notice, I came in with my suitcase. I am a person
12 that believes in [unintelligible]. I have just seen
13 your video, and I've read the bulk of your EIS. And
14 I would like to apologize up front if what I have to
15 say offends anybody, but I believe it's the truth,
16 certainly mine.
17 I favor a no-build. 40 CFR 15024
18 stipulates that the Environmental Impact Statement
19 conducted by ADOT and all will be a rigorous
20 exploration of alternatives to a real problem, need
21 an action herein, of any possible growth in
22 population with socioeconomic viability, as we are
23 one of the USA's largest and fastest-growing
24 counties, Maricopa.
25 Therefore, completion of the South 202 Loop

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(Comment codes begin on next page)

Code	Issue	Response

(Responses begin on next page)

Code	Comment Document

1 is a regurgitative ADOT state board 1980s idea, out
2 of date of current modes, multi-modalism, certainly
3 defined by MAG's members, department and public
4 deserving safe, efficient, convenient, affordable,
5 state of art, usable, sustainable transportation.
6 Resolution of any real or perceived problem of the
7 region's priority and its plan should be holistic and
8 inclusive of present and future largest pollution and
9 congestion areas in MAG -- in the MAG region, the
10 Broadway curve.
11 ADOT wrongly eliminated I-10 CIS, favoring
12 building Loop 202 south. Why? Is it because the
13 state legislative body still allows the building of
14 public dollars going to right-of-way purchases? For
15 example, landowners have to pay the highest in
16 build-out compensation -- they would receive the
17 highest in build-out compensation for their property
18 when ADOT builds it.
19 These horrible and expensive life-taking
20 accidents that are currently around our I-10 because
21 of our current modes, the rollovers of trucks and
22 so -- and a lot of vehicles, this extends from I-10
23 to Broadway curve down to Tucson, clutters our
24 freeways, stops progress. I won't accept this. I
25 won't ignore better multi-modal solutions, even high

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Code	Issue	Response
1	**Purpose and Need**	The proposed freeway is part of the multimodal *Regional Transportation Plan* (see Draft Environmental Impact Statement page 1-5 for more information regarding the *Regional Transportation Plan*). The *Regional Transportation Plan* addresses freeways, streets, transit, airports, bicycle and pedestrian facilities, freight, demand management, system management, and safety. The proposed freeway is only one part of the overall multimodal transportation system planned to meet the travel demand needs of the Maricopa Association of Governments region. The Maricopa Association of Governments, as the region's metropolitan planning organization, has the responsibility to perform regional multimodal planning. The Arizona Department of Transportation is charged with implementation of the freeway program (of which the proposed freeway is a part) within the *Regional Transportation Plan*. Similarly, Valley Metro is charged with implementing the transit program within the *Regional Transportation Plan*.
2	**Alternatives**	While the Interstate 10 Corridor Improvement Study was canceled by the Arizona Department of Transportation, there remains funding in the *Regional Transportation Plan* for substantial improvements along the Interstate 10 corridor. The Maricopa Association of Governments and Arizona Department of Transportation are initiating a new study to identify short-range improvements and a long-range multimodal framework for the Interstate 10 corridor.
3	**Acquisitions and Relocations**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Safety and Health**	To reduce the number of freeway accidents and the expenses associated with responding to them, particular attention was paid to safety factors in the design of the proposed freeway. The proposed South Mountain Freeway's eight-lane section is shown on Final Environmental Impact Statement page 3-58, with discussion and remarks that the freeway would be consistent with the design of other freeways in the region and thereby would improve driver expectancy and safety. The sidebar on Final Environmental Impact Statement page 3-59 discusses the safety features of auxiliary lanes (used at traffic interchanges) for facilitating acceleration and deceleration, thereby reducing potential conflicts with through-traffic and travelers merging onto or exiting from the proposed freeway.
5	**Alternatives**	The Arizona Department of Transportation is currently undertaking a study related to passenger rail between Tucson and Phoenix (see <azdot.gov/planning/CurrentStudies/PassengerRail/overview>). Passenger rail between Tucson and Phoenix would not adequately address projected capacity and mobility needs of the Phoenix metropolitan area and, therefore, would not meet the purpose and need criteria.

Code	Comment Document

speed rail to --

THE FACILITATOR: Thank you, Ms. Barker, I'm sorry, your three minutes have run.

MS. BARKER: -- killing the citizens, just to satisfy old ADOT.

THE FACILITATOR: I'd like to welcome our next speaker, Travis Hardin.

Welcome, Mr. Hardin, you have three minutes.

MR. HARDIN: Thank you. To the committee that sits here today, I'm definitely in favor of this Loop 202 transition. I believe this is going to do two major things: One thing that's focused on is the congestion coming from the Southwest Valley, as well as the West Valley. I think you free up a lot of travel time, travel space for those community members that are in the Laveen area, Tolleson, Avondale. I think you're going to clear up with this project, with the proposed being a yes, I think you're going to clear up more room for retail. I think this brings a lot of retail opportunity for the Southwest Valley, and then you also -- you open up areas for the East Valley to meet with the West Valley. I'm not a native of Arizona, but you often hear about people in the West Valley saying they don't know much

Code	Issue	Response

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 5:44 PM CALLER: MIKE BARKLY CALLER ADDRESS: PHONE: 602-633-4287 EMAIL: **CALLER REMARKS/QUESTIONS:** I am in support of the South Mountain Freeway. I am a native of Phoenix, Arizona and I own a freight forwarding business and I think this would be ideal for our economy. Thank you very much. Bye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Jill Barnard
To: Projects
Subject: Pecos Rd Freeway
Date: Monday, May 27, 2013 12:51:04 PM

---

1 2 3 4 5 6 7

I currently reside at the end of Pecos Road in a Woodside housing development. My family moved here to be farther away from the hustle and bustle and to take advantage of Pecos Rd as a route to exercise and stay healthy. We bike ride as do hundreds of people who also enjoy running, rollerblading, and hiking.

I am extremely opposed to building a freeway on the Pecos alignment. This will not only change our ability to have a quiet out of the way place to live, but will ruin our environment, air quality, view and noise level. This would have an impact on our way of life in Ahwatukee.

Please consider other alternatives as hundreds of people will be impacted in a negative way including my family who has lived here for 10 years and plan to stay through retirement.

Sent from my iPad

Code	Issue	Response
1	**Traffic**	The study has considered concepts for parallel multiuse paths, however the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.
2	**Alternatives, Nonfreeway Alternatives**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Neighborhood**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21).
4	**Biology, Plants, and Wildlife**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Air Quality**	
6	**Visual Resources**	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
7	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 7/23/13 INCOMING CALL TIME: 3:49 PM CALLER: PATRICIA BARNELL CALLER ADDRESS: PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I'm a voter, I live in Phoenix, Arizona and I am calling in support of the South Mountain freeway. I have been approved by voters and I am a strong believer that it should be completed as it will help with our traffic congestion. Thank you so much.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: Loop 202 **Date:** Tuesday, May 14, 2013 9:46:37 AM **From:** Javier Barraza [mailto:javier_b86@yahoo.com] **Sent:** Friday, May 10, 2013 7:00 PM **To:** Projects **Subject:** Loop 202 Lets build it. Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1 2 3	Susan Barrett Document Created: 7/24/2013 8:36:06 PM by Web Comment Form Please do not continue the efforts to extend the Loop 202 around South Mountain from Chandler to Laveen, AZ. Based on the materials provided, I do not agree that the extension would alleviate traffic or provide a vital traffic route around the city. I do believe that the extension would contribute to the degradation of the Valley's air quality, cost the taxpayers too much money and force the relocation of too many businesses and homes. No on 202 extension!

Code	Issue	Response
1	**Purpose and Need**	The proposed freeway is needed to serve projected growth in population and accompanying transportation demand and to correct existing and projected transportation system deficiencies. See Chapter 1, *Purpose and Need*, in the Final Environmental Impact Statement. Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
2	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Acquisitions and Relocations**	

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway (Loop 202)
Date: Wednesday, May 22, 2013 10:51:13 AM

From: benandelliesmomma [mailto:benandelliesmomma@gmail.com]
Sent: Tuesday, May 21, 2013 12:22 PM
To: Projects
Subject: South Mountain Freeway (Loop 202)

1 2

I want to express my absolute support to get this freeway built. We in Laveen are in need of infrastructure and transportation options... the whole west valley would benefit from greater infrastructure and transportation options that would alleviate congestion and provide better access to the I-10. It is a wonderful opportunity to connect people and places, creating a greater more beautiful community. Please also consider when building this freeway that families and communities would greatly appreciate bike paths, bridges and sound walls that would add functional beauty to all the communities! Please build for our future!!! Thank you.

Amberlee Barricklow

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Code	Issue	Response
1	**Design**	The Arizona Department of Transportation Roadside Development Section is responsible for assigning a wide range of standard treatment applications and wall materials, including color, to noise barriers and other structures. Typically the community where the wall will be constructed would work closely with its City Architect or planning department to decide on a theme for the wall. Usually, this can be accomplished by using the Arizona Department of Transportation's standard applications.
2	**Design**	The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 4:32 PM
CALLER: IQBAL BASHARAT	CALLER ADDRESS: 2701 E. BOSTON STREET, GILBERT, AZ 85295
PHONE: 480-775-6077	EMAIL:

CALLER REMARKS/QUESTIONS:

I support the proposed freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Comments about South Mountain freeway
Date: Tuesday, April 30, 2013 8:52:57 AM

From: Faisal Bashir [mailto:fbashir79@gmail.com]
Sent: Saturday, April 27, 2013 7:56 AM
To: Projects
Subject: Comments about South Mountain freeway

1 Respected Sir/Madam
Extention of freeways is part of modern life and construction of South mountain free way will have positive impact on community especially laveen residents. Construction of South Mountain freeway is not only required but its also right of residents to reach hospitals, emergency cares, schools, colleges, work on time. It will definately help save lifes. Please go for it, this project should not be stopped for any reason.

Thanking you
Faisal Bashir
5817 S 53rd Glen
Laveen, AZ

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Comments in opposition to South Mountain Freeway
Date: Wednesday, May 29, 2013 8:25:54 AM

-----Original Message-----
From: Sierra Club [mailto:information@sierraclub.org] On Behalf Of Anne Bassett
Sent: Tuesday, May 28, 2013 5:00 PM
To: Projects
Subject: Comments in opposition to South Mountain Freeway

May 28, 2013

Arizona Department of Transportation South Mountain Study Team
1655 W Jackson St, MD 126F
Phoenix, AZ 85007

Dear South Mountain Study Team,

1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.

2 The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer.
3 ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.

4 5 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.

6 7 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.

8 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.

1 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.

The basis for building new roads is WILDLY UNREALISTIC PROJECTIONS OF UNSUSTAINABLE POPULATION GROWTH. Please do not destroy Arizona beauty for an almost extinct dependancy on personal automobiles & gasoline.
Thank you
Councilperson Anne Bassett

Sincerely,

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
3	**Alternatives**	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the *Regional Transportation Plan* and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
4	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Health Effects**	
6	**Section 4(f) and Section 6(f)**	
7	**Biology, Plants, and Wildlife**	

(Responses continue on next page)

Code	Comment Document

Ms. Anne Bassett
PO Box 34
32 Magnolia
Jerome, AZ 86331-0034
(928) 639-3875

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Code	Issue	Response
8	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.

Code	Comment Document

From: Sierra Club on behalf of Joan Batchelor
To: Projects
Subject: Comments in opposition to South Mountain Freeway
Date: Tuesday, June 04, 2013 9:37:50 AM

Jun 4, 2013

Arizona Department of Transportation South Mountain Study Team
1655 W Jackson St, MD 126F
Phoenix, AZ 85007

Dear South Mountain Study Team,

1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.

2 The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer.

3 ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.

4 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would

5 temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.

6 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be

7 destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.

8 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.

When relatives and friends from out of state visit, they all comment on what a great park we have in the South Mountain Park and it is often what they remember most.

1 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.

Sincerely,

Mrs. Joan Batchelor

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
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4	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Health Effects**	
6	**Section 4(f) and Section 6(f)**	
7	**Biology, Plants, and Wildlife**	

(Responses continue on next page)

Code	Comment Document
	1022 N Delmar Mesa, AZ 85203-5002 (480) 710-8687

Code	Issue	Response
8	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: Proposed Loop 202 **Date:** Wednesday, May 22, 2013 10:51:43 AM -----Original Message----- From: Andy Bateman [mailto:bonsaiandy@cox.net] Sent: Tuesday, May 21, 2013 11:46 AM To: Projects Subject: Proposed Loop 202 Dear Sir, Ma'am, I am writing in support of the proposed Loop 202 extension. This extension will provide a long-needed relief for surface streets in South Phoenix and Laveen, Arizona where I live. This will increase the level of overall safety on our streets and reduce the amount of wear-and-tear on the surface roadways, and reduce air and noise pollution where I live. This extension is long overdue and needs to be fully funded and completed as soon as possible. Sincerely, Andrew Bateman 6316 S. 45th Drive Laveen, AZ 85339 602-237-8288 Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. .

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Proposed Loop 202
Date: Wednesday, May 22, 2013 10:51:41 AM

-----Original Message-----
From: Lindsay Bateman [mailto:lindsaydbateman@cox.net]
Sent: Tuesday, May 21, 2013 12:38 PM
To: Projects
Subject: Proposed Loop 202

1 > I am writing in support of the proposed Loop 202 extension. This extension will provide a long-needed relief for surface streets in South Phoenix and Laveen, Arizona where I live. This will increase the level of overall safety on our streets and reduce the amount of wear-and-tear on the surface roadways, and reduce air and noise pollution where I live.
>
> This extension is long overdue and needs to be fully funded and completed as soon as possible.
>
> Sincerely,
>
> Lindsay Bateman
> 6316 S. 45th Drive
> Laveen, AZ 85339
> 602-237-8288

_____

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

4277

with the intention that the freeway had been approved. So we really struggle with being able to get to the places that we need to get to, particularly having a, you know, young son. We don't have the resources that we need. So we just really want to stay in Laveen. We want Phoenix and the Laveen area to stay liveable, but without the freeway, we're stuck in traffic. We can't get the hospital, the resources and things that we need without it.

So we just encourage moving forward with the plan for the freeway. Thank you.

THE FACILITATOR: Thank you.

Lindsay Bateman.

An announcement, please. The last bus will be running in about five minutes, at 7:30, for all destinations, orange, green, and blue, routes 1, 2, and 3.

MS. BATEMAN: Just talk? All right.

THE FACILITATOR: Are you Lindsay?

MS. BATEMAN: I'm Lindsay Bateman. I'm just here to support the South Mountain Freeway. I'm a resident of Laveen. And I'm just looking forward the economic development open to our area, and really relieve the congestion on the surface streets. And

1

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

1 help the commute to work. I know a lot of times the
2 freeway, I-10 gets closed and then the surface
3 streets are just blocked all the time and I just
4 really hope that we can get there. We moved to
5 Laveen counting on that freeway coming in, knowing
6 that it was approved, so I just really hope that you
7 guys take that into consideration and support the
8 freeway.
9 That's all I have to say. Thanks.
10 THE FACILITATOR: Thank you.
11 For those of you who may not have heard,
12 the last bus is leaving in about three minutes for
13 all destinations out there.
14 Jennifer Rouse, take your time.
15 MS. ROUSE: Hi, thank you. I wanted to
16 speak on the record in favor of the 202. I live in
17 Laveen, and have lived there for seven years. When
18 we first moved there I lived close to 35th and
19 [unintelligble] Road, where traffic jams pretty much
20 with the big trucks going down the road, and things
21 have changed, and having moved closer to 51st Avenue
22 and Baseline, we see the semis that come through that
23 earlier we heard people talk about how this is going
24 to bring all of these semis coming through the
25 neighborhood. It's already there. It's already

Code	Issue	Response

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 6:59 PM CALLER: FRED BATES ADDRESS: 1001 EAST BASELINE ROAD, PHOENIX, AZ 85042 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I am in support of the South Mountain Freeway that we have voted on twice, originally 20 some years ago. Thanks.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway
Date: Friday, June 14, 2013 8:08:29 AM

-----Original Message-----
From: Sandy Bauer [mailto:sandy@whalen-family.org]
Sent: Thursday, June 13, 2013 6:56 PM
To: Projects
Subject: South Mountain Freeway

I support the Loop 202 South Mountain Freeway.

1 I live in the West Valley and think it will help cut down on the horrible congestion on the I-10 freeway.

Sandra Bauer
13615 W. Meeker Blvd
Sun City West, AZ 85375

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 7:52 PM CALLER: JOHN BEAUREGARD CALLER ADDRESS: 2422 E. RIVIERA PLACE, CHANDLER, AZ 85249 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I have been in Chandler for 18 years and I totally support this freeway. This freeway was known about this extension since I've been here and would great to get this extension put in. I work in Phoenix and this would greatly reduce my travel time. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 6/11/13 INCOMING CALL TIME: 4:53 PM CALLER: FRANK BECK CALLER ADDRESS: 2639 N. 33RD AVENUE, PHOENIX, ARIZONA 85009 PHONE: 602-423-0027 EMAIL: **CALLER REMARKS/QUESTIONS:** Hi, I'd like to voice my opinion and I'd like to support the South Mountain freeway. Ahh once again, I would like to support the new proposed freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Please give us out South mountain Freeway
Date: Tuesday, June 25, 2013 1:22:27 PM

From: melodie.beck@gmail.com [mailto:melodie.beck@gmail.com]
Sent: Tuesday, June 25, 2013 12:56 PM
To: Projects
Subject: Please give us out South mountain Freeway

1 We Moved to Laveen almost 10 years ago. Part of the reason we moved to this part of the valley was because we were told that the South Mountain Freeway would be built through Laveen. This area grew astronomically the first year we lived here. The traffic in our area has become so bad that getting on to Baseline road and 51st ave. can take you 7-10 minutes or longer during the morning and evening commuter traffic. Please honor the voters that passed the bills to build our freeway. We have taken our time to vote so don't show us that our votes don't count or that we should have voted differently for the people making the decisions.
Thank you for listening
Melodie Beck
602-502-8076

Sent from Windows Mail

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.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Brent BeDillon Document Created: 5/21/2013 1:58:25 PM by Web Comment Form As a daily commuter on I-10 I feel it is important that we have additional routes between the East and West valleys. The highways are congested now and with future growth the existing highways will not be able to handle the traffic. The existing roads are becoming unsafe with the amount of traffic that is expected to use them. Additional routes are needed to make the roads safe for our families to travel.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Southmountain Freeway Extension
Date: Wednesday, July 24, 2013 8:29:30 AM

Thank you,

Salina Tovar
Community Relations Officer
1655 W. Jackson St.
MD 126F, Room 170
Phoenix, AZ 85007
602.712.4629
azdot.gov

ADOT Communications

From: Gretchen Beers [mailto:ghbeers@cox.net]
Sent: Wednesday, July 24, 2013 8:28 AM
To: Projects
Subject: Southmountain Freeway Extension

1 It is time for ADOT to correctly interpret the needs of the South Mountain Freeway Extension as it relates to the needs of the US Interstate 10 that now provides the only access into and around Phoenix for residents and commercial entities in Ahwatukee and points south. ADOT has a duty to resolve the problems on the federally funded Interstate 10 that worsen on a daily basis. Interstate 10 is the primary southern conduit linking east to west, and it's capability to meet this need is already being compromised. The South Mountain Freeway Extension is a vital solution to ease the Interstate 10 problems, no matter what path it may take. As a member of the silent majority who regularly use Interstate 10 and wanting this project to go forward as planned, I urge ADOT to not be swayed by the relatively few who oppose the extension for selfish reasons, such as buying and owning homes that were clearly presented many years ago as being in the path of a future freeway.

Gretchen Holden Beers
3422 E Winona St
Phoenix, AZ 85044

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway
Date: Tuesday, July 16, 2013 10:08:26 AM
Attachments: image001.png

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov
ADOT Communications

From: Jerry and Judy Bell [mailto:belljxj@yahoo.com]
Sent: Monday, July 15, 2013 4:19 PM
To: Projects
Subject: South Mountain Freeway

1 I think this is a total waste of taxpayer's money. Use the $2,000,000,000 to upgadre all of the roads throughout Arizona. 22 miles for $2Billion... forget it!

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Code	Issue	Response
1	**Purpose and Need**	The proposed project is part of the *Regional Transportation Plan* for the Maricopa County region. In 2004, the voters of Maricopa County approved the *Regional Transportation Plan* and the extension of a half-cent sales tax to fund the projects. The funding for the right-of-way acquisition and construction of the proposed project would come from a combination of Federal (National Highway Performance Program) and County (half-cent sales tax, also known as Regional Area Road Funds) sources. Use of these funds for construction of the proposed freeway would not affect available funds for statewide projects nor would not constructing this facility make additional funds available for other statewide projects.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Let"s Build the 202 South Mountain Freeway
Date: Wednesday, May 15, 2013 11:19:33 AM

From: Michel Bendeck [mailto:chmc98@aol.com]
Sent: Wednesday, May 15, 2013 11:13 AM
To: Projects
Subject: Let's Build the 202 South Mountain Freeway

Ref: Loop 202 South Mountain Freeway

1 I strongly support the construction of Loop 202 South Mountain Freeway.

Thank you,

Michel Bendeck
chmc98@aol.com
Off. 480-451-5200
Cell 480-201-1510

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: 202 S MT. freeway... **Date:** Monday, May 20, 2013 8:32:17 AM --- -----Original Message----- From: BENIKAT@aol.com [mailto:BENIKAT@aol.com] Sent: Saturday, May 18, 2013 6:32 AM To: Projects Subject: 202 S MT. freeway... I firmly support that proposal... R BENI Retired Phoenix P D.</HTML> _____ Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. .

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Proposed South Mountain Freeway
Date: Monday, May 20, 2013 8:21:54 AM

From: Bennett, Marsha - SJHMC [mailto:Marsha.Bennett@DignityHealth.org]
Sent: Monday, May 20, 2013 6:31 AM
To: Projects
Subject: Proposed South Mountain Freeway

1 I am writing in opposition to this freeway taking portions of the South Mountain Preserve. Aside from the damage to the ecosystem, this project damages the heart of what makes living in PHoenix so wonderful.

For many years my out of town visitors remark at how much foresight and wisdom was done in preserving the mountain areas. My father stated: What a wonderful effort.

2 The mountain preserves are the only thing that makes living in Phoenix bearable. Hopefully, you can find a better alternate route.

Thank you,

Marsha Bennett

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.

Code	Issue	Response
1	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Alternatives, E1 Alternative**	

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/16/13 INCOMING CALL TIME: 5:15 PM CALLER: ROBERT BENNING CALLER ADDRESS: 2514 S. LOS FELIZ, TEMPE, AZ 85282 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I'm for the South Mountain Freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 05/13/13 INCOMING CALL TIME: 2:19 PM CALLER: JAMES BENSON CALLER ADDRESS: 2220 S. SHANNNON DRIVE, TEMPE, AZ 85282 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the plans for the Loop 202 South Mountain Freeway. Thanks.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

2013

Draft Environmental Impact Statement
COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013.

I SUPPORT THE NO ACTION (AKA NO BUILD) ALTERNATIVE FOR THE FOLLOWING REASONS:

1 ① AS A TRIATHLETE, I USE SOUTH MOUNTAIN PARK ON A REGULAR BASIS FOR BICYCLE TRAINING. THE PARK IS VERY POPULAR FOR CYCLISTS, RUNNERS AND HIKERS. THE PROPOSED FREEWAY WOULD CAUSE INCREASED AIR POLLUTION WHICH

2 WOULD NEGATIVELY IMPACT OUR HEALTH. IT IS NOT FAIR TO ASSUME THAT COMPARABLE AIR POLLUTION WOULD RESULT FROM THE NO ACTION ALTERNATIVE.

3 ② THE PROPOSED FREEWAY (ALL ACTION ALTERNATIVES) WOULD LARGELY BLOCK AN IMPORTANT WILDLIFE CORRIDOR CONNECTING SOUTH MOUNTAIN PARK TO THE ESTRELLA MOUNTAINS. (OVER)

Optional

Name DON BENTLEY Email DONBENTLEY@EARTHLINK.NET

Address 301 W. WINDSOR AVE

City PHOENIX State AZ Zip 85003

Phone 602-230-7273 Fax

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov **or mailed to:** ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Health Effects**	
3	**Biology, Plants, and Wildlife**	

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

2013

Draft Environmental Impact Statement
COMMENT FORM

Additional Comments:

4 ③ IT IS UNCONSCIONABLE THAT OUR FREEWAY PLANNERS WOULD AGAIN LOOK TO OUR PRECIOUS MOUNTAIN PRESERVES AS AN EASY PLACE TO GET RIGHT-OF-WAY FOR THEIR FREEWAY PROJECTS.

5 ④ SOUTH MOUNTAIN PARK IS A WORLD FAMOUS URBAN PARK AND A MAJOR TOURIST ATTRACTION FOR PHOENIX.

6 THE PROPOSED FREEWAY WOULD DETRACT FROM THE PANORAMIC DESERT VIEWS IN THE PARK AND WOULD INCREASE NOISE LEVELS.

THANK YOU FOR THE OPPORTUNITY TO COMMENT ON THIS DRAFT EIS.

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
4	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Visual Resources**	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
6	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

From: Sierra Club on behalf of Dahniayl Benyahmeen
To: Projects
Subject: Comments in opposition to South Mountain Freeway
Date: Monday, May 27, 2013 11:14:51 PM

May 28, 2013

Arizona Department of Transportation South Mountain Study Team
1655 W Jackson St, MD 126F
Phoenix, AZ 85007

Dear South Mountain Study Team,

1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.

2 The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer.

3 ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.

4 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more

5 vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.

6 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be

7 destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.

8 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.

Only the "Anti-Christ" would approve of such a thing. Is that ADOT???

1 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.

Sincerely,

Mr. Dahniayl Benyahmeen
PO Box 209

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
3	**Alternatives**	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the *Regional Transportation Plan* and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
4	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Health Effects**	
6	**Section 4(f) and Section 6(f)**	
7	**Biology, Plants, and Wildlife**	

(Responses continue on next page)

Code	Comment Document
	Grand Canyon, AZ 86023-0209

Code	Issue	Response
8	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.

Code	Comment Document

4258

Thank you.
If anyone else is in the auditorium and would like to speak, please make sure you register at the front desk. Your name will appear on the screen, and we'll call you up in the appropriate order.
Thank you.
Also, please be respectful of all the speakers; your comments need to be kept to yourself, regardless of your side of the issue.
Thank you. The next speaker, could you use this microphone, please.
Tony Berastegui, I'm sorry, I probably didn't say that right.
MR. BERASTEGUI: That was pretty good.
THE FACILITATOR: I'm sorry, if I butchered it too much. You have three minutes. Please begin, thank you.
MR. BERASTEGUI: Alan, Steve, Matthew, thank you for your time, I'm Tony Berastegui, originally from Miami, Florida. I'm now a resident of Laveen. Graduated from Arizona State University. And I moved to Laveen because I thought they were going to build the 202 that was approved by voters in 1985 and again in 2004. And I'm kind of here to figure out why it hasn't been built yet, so I

Page 80

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document
1	

1 educated myself.
2 It's time to build the South Mountain
3 Freeway. Valley commuters have waited in traffic
4 jams long enough. The freeway will cut traffic
5 congestion across the metro area, reduce air
6 pollution and save drivers time and money. 64.3
7 percent of likely voters in Maricopa County support
8 construction of the freeway, according to the results
9 of a new poll commissioned by the We Build Arizona.
10 19.6 percent said they were either opposed or likely
11 to oppose a project. In a separate survey also
12 commissioned by We Build Arizona, 59 percent of
13 likely voters living in Ahwatukee and Laveen support
14 the freeway as well. If we don't build the South
15 Mountain Freeway, traffic in the region will get much
16 worse over the next two decades. According to ADOT's
17 own study, traffic on I-10 between Ahwatukee and
18 Goodyear will grow 28 percent. Another 103,000 cars
19 will use the Broadway curve each day. Another 38,000
20 cars will jam the tunnel every day. Morning and
21 evening commute times will increase 39 percent to 82
22 percent, traffic congestion on city streets will
23 increase 46 percent. The same report indicates the
24 project also will reduce air pollution by reducing
25 the time vehicles spend stuck in traffic. The

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

1 project will create 38,000 jobs during the five- to
2 six-year construction period that will result in a
3 $2 billion investment in the Phoenix area economy.
4 The money to build the freeway is in the
5 budget, and again, this has been approved by voters
6 twice, first in 1985 and again in 2004. I approve
7 the 202, and I would like to see it built. Thank you
8 for your time.
9 THE FACILITATOR: Thank you, sir. Garell
10 Jordan. Did I get that name proper?
11 MS. JORDAN: Garell.
12 THE FACILITATOR: Ma'am, you have three
13 minutes. Here's the timer; please begin.
14 MS. JORDAN: My name is Garell Jordan; I am
15 a proud resident of Laveen for the last two years.
16 We moved to Laveen, I live at 64th Avenue and
17 Southern, so very close to the 59th Avenue alignment.
18 We knew when we moved there that there was a freeway
19 planned. And we moved there because we wanted more
20 acreage; we wanted land for our animals; we have six
21 dogs, three horses, and a bunch of chickens. But we
22 also knew that we wanted to live in close proximity
23 to downtown Phoenix, where I work, two blocks from
24 here. And we knew that we wanted some of the
25 amenities of living in the city that, you know,

Code	Issue	Response

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: south mt freeway
Date: Monday, May 20, 2013 8:34:25 AM

-----Original Message-----
From: David Berliner [mailto:dcberliner@mac.com]
Sent: Friday, May 17, 2013 9:42 PM
To: Projects
Subject: south mt freeway

1 Please--I have lived in Ahwahtukee and Tempe for over 25 years, always waiting for this freeway to be built.
NOW please build it before I get to old to ever use it.

David C. Berliner
Regents' Professor Emeritus
Arizona State University
120 E. Rio Salado Parkway
Tempe, AZ 85281-9116

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Kenneth Berry Document Created: 5/21/2013 3:27:59 PM by Web Comment Form Construction of the South Mountain Freewayy will complete the outer loop around Phoenix, reduce traffic congestion, and support economic development. I fully support the project.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/16/13 INCOMING CALL TIME: 5:57 PM CALLER: BONNIE AND CHARLIE BETTS CALLER ADDRESS: 1527 S. LONGMORE COURT, CHANDLER, AZ 85286 PHONE: 480-899-5087 EMAIL: **CALLER REMARKS/QUESTIONS:** We support the freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	

From: Projects
To: ADOT
Subject: FW: Build the South Mountain Freeway
Date: Tuesday, May 14, 2013 9:36:25 AM

From: BEYERN@nationwide.com [mailto:BEYERN@nationwide.com]
Sent: Monday, May 13, 2013 1:34 PM
To: Projects
Cc: info@buildthe202.com
Subject: Build the South Mountain Freeway

DO IT!

Seriously.. Build the South Mountain Freeway... money well spent.. as opposed to the failed people mover project...I'm sorry I meant light rail...

Nationwide® On Your Side

Nate Beyer
Specialist, Customer Solutions
OT Run MCTS Windows 7 A+ | Nationwide
W 480-365-3933 | C 602-448-7061 | F 480-365-5443
beyern@nationwide.com
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Code	Issue	Response
1		Comment noted.

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

Draft Environmental Impact Statement
COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013.

1 JUST IN CONSIDERATION OF THE COST, I DO NOT UNDERSTAND HOW THIS PROJECT CAN BE CARRIED OUT. IF THE LAND HAD BEEN PURCHASED & SET ASIDE BACK WHEN THE PROJECT WAS RECORDED, IT MAY HAVE BEEN FEASBLE. TODAY, HOUSES & COMMUNITIES

2 HAVE BEEN ESTABLISHED. THE CITY & STATE ~~DOES~~ DO NOT HAVE THE FUNDS TO PURCHASE & DESTROY WHAT HAS BEEN BUILT. THESE FUNDS CANNOT BE RECOVERED.

3 ON A PERSONAL SIDE, I DO NOT WANT THE ADDITIONAL TRAFFIC THAT WOULD BE ROUTED THROUGH OUR COMMUNITY.

Optional

Name: LYNN BIAGIOTTI Email:
Address: 15820 S 25TH WAY
City: PHOENIX State: AZ Zip: 85048
Phone: Fax:

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov **or mailed to:** ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)

ADOT · U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	**Neighborhoods/ Communities**	While the City has some ability to control development through its zoning ordinances, the City does not have the authority to stop private land from being developed. The Arizona Department of Transportation was able to acquire large tracts of land along the Pecos Road alignment in the 1980s, but funding shortfalls kept the Arizona Department of Transportation from acquiring all of the needed land. Developers were aware of the potential freeway and made the decision to develop the land despite the risk that the freeway would eventually be built. Citizens were also aware of the potential and chose to buy homes near the freeway despite the same risk. Information related to freeway awareness and the responsibilities of the City of Phoenix, developers, and the Arizona Department of Transportation related to disclosure of the planning for the freeway is presented on page 4-13 of the Final Environmental Impact Statement.
2	**Purpose and Need**	The cost estimate for the proposed freeway includes the cost to acquire, relocate residents, and clear the necessary properties for the freeway as well as to build and design the project (see page 3-59 of the Final Environmental Impact Statement). The funding for the project is programmed in the Maricopa Association of Governments *Regional Transportation Plan*, adopted by the Maricopa Association of Governments Regional Council, and the Arizona Department of Transportation 5-year Transportation Facilities Construction Program, approved by the State Transportation Board. Both actions indicate this project is the highest priority for each agency. The funding for right-of-way acquisition and construction of the proposed project would come from a combination of federal (National Highway Performance Program) and County (half-cent sales tax, also known as Regional Area Road Funds) sources.
3	**Traffic**	In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the freeway on the local street system. The City study found no adverse effects on the local street system from the proposed freeway (see Appendix 3-1 in the Final Environmental Impact Statement).

Code	Comment Document

From: Sierra Club on behalf of Bettina Bickel
To: Projects
Subject: Comments in opposition to South Mountain Freeway
Date: Thursday, May 30, 2013 6:38:53 PM

May 30, 2013

Arizona Department of Transportation South Mountain Study Team
1655 W Jackson St, MD 126F
Phoenix, AZ 85007

Dear South Mountain Study Team,

1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.

2 The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer.

3 ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.

4 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more

5 vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.

6 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. What a shame that we would even consider destroying part of it with a freeway. The park was set aside to protect resources and to benefit our communities; it

7 is a point of pride in our community that we should be protecting. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.

8 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center. Phoenix is one of the ten most dangerous cities for pedestrians and bicyclists, and we should spend money on making safe bikeways and greenbelts that will improve our health, reduce gasoline consumption, and improve air quality.

1 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.

Sincerely,

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
3	**Alternatives**	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the *Regional Transportation Plan* and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
4	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Health Effects**	
6	**Section 4(f) and Section 6(f)**	
7	**Biology, Plants, and Wildlife**	

(Responses continue on next page)

Code	Comment Document
	Ms. Bettina Bickel 9218 N 51st Dr Glendale, AZ 85302-3401 (623) 939-1667

Code	Issue	Response
8	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.

Code	Comment Document

South Mountain Study Team
Arizona Department of Transportation
1655 West Jackson Street, MD 126F
Phoenix, Arizona 85007

Dear Study Team,

1 I strongly oppose the proposed South Mountain freeway. The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.

2 3

4 5 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.

6 7 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. What a shame that we would even consider destroying part of it with a freeway. The park was set aside to protect resources and to benefit our communities; it is a point of pride in our community that we should be protecting. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.

8 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center. Phoenix is one of the ten most dangerous cities for pedestrians and bicyclists, and we should spend money on making safe bikeways and greenbelts that will improve our health, reduce gasoline consumption, and improve air quality.

1 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.

Bettina Bickel
9218 N. 51st Dr.
Glendale, AZ 85302

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
3	**Alternatives**	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the *Regional Transportation Plan* and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
4	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Health Effects**	
6	**Section 4(f) and Section 6(f)**	
7	**Biology, Plants, and Wildlife**	

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
8	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.

Code	Comment Document

4358

1 doing a great job and we appreciate that. Thank you.
2 At this point, David Bickford. Mr. Bickford.
3 MR. BICKFORD: Good morning, thank you for the
4 opportunity. In discussing the proposed freeway's impact
5 on South Mountain, ADOT spokesperson Tim Tate has said
6 the following: "You can't build a freeway without some
7 sort of consequence."
8 That's true, but what the statement omits is the
9 distinction between acceptable consequences and
10 unacceptable ones. If we allow the world's largest
11 municipal park to be violated by a freeway, Phoenix may
12 become the world's largest municipal laughingstock; that
13 is clearly an unacceptable consequence. If we absolutely
14 must have this freeway, then another route must be found.
15 Nevertheless, it's unclear if this freeway is needed at
16 all.
17 After reading the entire report, I believe it is
18 based on out-of-date assumptions and faulty reasoning.
19 On the issue of induced demand, I quote from the draft:
20 "The purpose of the proposed action is not to promote
21 economic development, but to respond to a growing need
22 for additional transportation capacity as a result of
23 regional growth occurring now and is projected.
24 Therefore, the action alternatives are not expected to
25 contribute to induced growth in the region."

Page 7

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Code	Issue	Response
1	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need, Old Plan or Use of Old Data**	
3	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.

Code	Comment Document

4

5

That's like going to the doctor, telling him or her that you eat nothing but bacon, but you don't expect any negative impact on your health because you aren't eating bacon with the intent of hurting your health. If only we can simply wish away the unintended consequences of our actions. The more likely outcome is that this freeway will provide short-term relief but that induce more traffic. Contrary to the claims made in the report, induced demand happens routinely as a result of road building, even when transportation demand exceeds supply.

Of course, there are different ways to meet transportation demand, and a far better scenario is not a freeway connecting two suburban neighbors but instead, enriching those areas with the best possible rail and bus links to existing employment centers. Unfortunately, the draft report dismisses these options with insufficient consideration.

Chapter three notes that "No planned rail lines will serve the territory connected by the proposed freeway," but doesn't even contemplate that additional rail lines beyond those currently planned could be added. A strategy that does not rely exclusively on automotive travel would be aligned with shifting demographic realities, ones that were ignored in the draft EIS. Since 2005 there has been substantial downturn in driving

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Code	Issue	Response
4	**Purpose and Need**	The proposed freeway is part of the *Regional Transportation Plan* for the Maricopa Association of Governments region. The *Regional Transportation Plan*, as described on pages 1-5 and 1-10 of the Final Environmental Impact Statement, addresses freeways, streets, transit, airports, bicycle and pedestrian facilities, freight, demand management, system management, and safety. The proposed freeway is only one part of the overall multimodal transportation system planned to meet the travel demand needs of the Maricopa Association of Governments region.
5	**Alternatives, Nonfreeway Alternatives**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
6	1 and car ownership by young adults. Why, then, assume 2 that patterns that held prior to 2005 will inevitably be 3 repeated over the next few decades? Why not reinforce 4 this positive trend toward diminished driving by 5 enhancing transit, rather than building a freeway that 6 may counteract the positive trend with an inducement to 7 drive more? 8 Please don't destroy part of South Mountain on 9 the basis of insufficient justification. I urge you to 10 rethink this report and the freeway it recommends. 11 THE FACILITATOR: Thank you, Mr. Bickford. 12 Shana Velasquez. 13 MS. VELASQUEZ: Hi, thank you. I may not be as 14 eloquent of a speaker as my speakers before me, but I'm 15 here today as a mother that lives in Laveen. And we 16 moved there originally four years ago because we were 17 told there's going to be a lot more things that were 18 going to be built, and so far that has not happened 19 because we do not have the access to the 202. We can't 20 have a hospital, we don't have a rec center, I have to 21 drive my children 30 minutes just to, you know, take them 22 to dance classes. 23 I personally work in Tempe, I used to work in 24 North Scottsdale when I originally moved to Laveen and 25 that takes me the same amount of time to get to Tempe as Page 9 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
6	**Traffic**	The historical growth in the Maricopa County region is discussed in the Draft Environmental Impact Statement beginning on page 1-5. The critical factors such as available land, mild climate, affordable cost of living, and employment opportunities that led to the historical growth rates in the region remain unchanged. The comment relies heavily on national trends for travel; however the local conditions and setting of the Phoenix metropolitan area are not consistent with areas of high-density cities in other parts of the country. In Maricopa County, daily vehicle miles traveled levels increased by almost 2 percent between 2011 and 2012 and the 2012 daily vehicle miles traveled is approaching the prerecession peak in 2007. (*Source:* Arizona Department of Transportation Multimodal Planning Division Highway Performance Monitoring System Data for the Calendar Year 2012 and 2011). Even if the trend of vehicle miles traveled "per capita" decreasing continues, the total vehicle miles traveled in the region would still increase along with increases in total population. A critical factor not acknowledged in the comment is that the proposed project is needed today. Details of this need are presented in the Draft Environmental Impact Statement beginning on page 1-13. While new projections based on the 2010 Census and emerging national trends may show a lower anticipated population and vehicle miles traveled in 2035 than the previous projections, the need for the freeway has not changed. The Maricopa Association of Governments approved new socioeconomic projections in June 2013. The new data are presented in the Final Environmental Impact Statement beginning on page 1-11.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Comments on the South Mountain Freeway Draft EIS
Date: Wednesday, June 26, 2013 10:42:24 AM

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov

-----Original Message-----
From: David Bickford [mailto:exit2lef@gmail.com]
Sent: Wednesday, June 26, 2013 10:16 AM
To: Projects
Subject: Comments on the South Mountain Freeway Draft EIS

I am commenting as a concerned citizen and not as a representative of any organization. In discussing the proposed freeway's impact on South Mountain, ADOT Spokesperson Tim Tait has said the following: "You can't build a freeway without some sort of consequence …." That's true, but the statement fails to distinguish between acceptable consequences and unacceptable ones. If we allow the world's largest municipal park to be violated by a freeway, Phoenix may become the world's largest municipal laughing stock. If we absolutely must have this freeway, then another route must be found. Nevertheless, it's unclear if this freeway is needed at all. After reading the entire report, I believe it is based on out-of-date assumptions and faulty reasoning. (1)

Starting with the issue of induced demand, I quote from the draft: "The purpose of the proposed action is not to promote economic development but to respond to a growing need for additional transportation capacity as a result of regional growth occurring now and as projected. Therefore, the action alternatives are not expected to contribute to induced growth in the region."

That wording is astonishing. The claim being made in the passage above can be compared to going to the doctor, telling him or her that you eat nothing but bacon, but that you don't expect any negative impact on your health because you aren't eating bacon with the intent of hurting your health. If only we could simply wish away the unintended consequences of our actions. The more likely outcome is that this freeway will provide short term relief but then induce more traffic.

Contrary to the claims made in the report, induced demand happens routinely as a result of road building, even when transportation demand exceeds supply. The induced traffic may not come primarily from the Laveen and Ahwatukee neighborhoods linked by the proposed freeway, but instead from more far-flung suburban regions that become more appealing when a commute that had been previously unthinkable suddenly becomes "not so bad." Is it really in the best interests of the metropolitan area to enable daily drives between Buckeye and Queen Creek, for example? (2)

Supporters of the South Mountain Freeway claim that construction of this road will bring economic development to Laveen. While a freeway is likely to bring construction projects and real estate investment to the area, the most likely result will be inefficient, unsustainable job sprawl instead of a strong local economy. The idea of decentralized employment has been pursued for years, most notably in Phoenix's urban village concept, and its failure is evident in the long suburb-to-suburb commutes that have resulted.

Because contemporary labor markets are so specialized, few job seekers find work in their particular professional niches close to home. Instead, the jobs in one suburb are often filled not by nearby

Code	Issue	Response
1	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.

Code	Comment Document
	residents, but instead by people commuting long distances in single-occupant motor vehicles from another suburb miles away. Even if one is lucky enough to find work close to home, job transfers and office relocations are such a frequent occurrence that the congruence of residence and workplace can disappear with little notice. Likewise, even someone employed close to home may find his or her spouse, domestic companion, or adult child traveling a long distance to find employment in his or her area of specialized area of expertise. For all those reasons, a far better scenario is not a freeway connecting two suburban neighborhoods and encouraging unproductive land use, but instead enriching those areas with the best possible rail and bus links to existing employment centers. Unfortunately, the draft report dismisses these options with insufficient consideration. Chapter 3 notes that no planned rail lines will serve the territory connected by the proposed freeway, but doesn't even contemplate that additional rail lines beyond those currently planned could be added.
3	That's quite an omission considering how many times the map of planned light rail extensions has been revised since the passage of Proposition 400 in 2004. The original map did not envision light rail in South Phoenix, but a line to that part of town is now being studied. A second phase extending that line to Laveen might be feasible. While the study acknowledges that other modes of transport could be added in the future, relegating non-automotive modes to a wish list is not responsible planning. The time to look at those alternatives in depth is now, before any park land is sacrificed for a freeway. Similarly, the report considers each mode of transport in isolation without appropriate attention to the possibilities that an appropriate mixture of modes might present. Could the proposed freeway be built as a parkway with a smaller footprint? The study claims that would not fulfill transportation needs by itself, but doesn't address the possibility of a parkway combined with investments in public transit as a more balanced approach to regional transportation needs.
4	A strategy that does not rely exclusively on automotive travel would be in line with shifting demographic realities, ones that were ignored if the draft EIS. Since 2005, the date from which most projections in the report are extrapolated, there has been a substantial downturn in driving and car ownership, particularly by young adults. Quoting from the U.S. Public Interest Research Group's May 2013 report, "The Millennial generation is leading the change in transportation trends. 16 to 34-year-olds drove a whopping 23 percent fewer miles on average in 2009 than in 2001— the greatest decline in driving of any age group." Why then assume that patterns that held prior to 2005 will inevitably be repeated over the next few decades?
5	Of course, one might argue that a reduction in driving could offset the induced traffic mentioned earlier in these comments. That optimal balance between opposing forces would come about only with extraordinarily good fortune. Instead of relying on luck, why not reinforce the positive trend toward diminished driving instead of building roads that might have a contrary effect of inducing traffic? In addition, why spend substantial amounts of money on a freeway that may not be needed when it is clear that increasing numbers of Americans want to see more investment in public transit, along with bicycling and pedestrian infrastructure. In light of all these considerations, the only logical conclusion is that the draft report relies on outmoded data and assumptions to forecast growth in vehicle miles traveled, and it casually dismisses non-automotive modes of travel that might meet transportation demand, either by themselves or in conjunction with a smaller road project. Even if ADOT's VMT projections are accurate, it likely the freeway will only worsen the problem due to induced demand. Don't destroy part of South Mountain on the basis of such insufficient justification. Please rethink this report and the freeway it advocates.
	David Bickford 2001 E Orangewood Ave Phoenix AZ 85020 exit2lef@gmail.com
	_____
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. .

Code	Issue	Response
3	**Purpose and Need**	The proposed freeway is part of the *Regional Transportation Plan* for the Maricopa Association of Governments region. The *Regional Transportation Plan*, as described on pages 1-5 and 1-10 of the Draft Environmental Impact Statement, addresses freeways, streets, transit, airports, bicycle and pedestrian facilities, freight, demand management, system management, and safety. The proposed freeway is only one part of the overall multimodal transportation system planned to meet the travel demand needs of the Maricopa Association of Governments region.
4	**Alternatives, Nonfreeway Alternatives**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Traffic**	The historical growth in the Maricopa County region is discussed in the Draft Environmental Impact Statement beginning on page 1-5. The critical factors such as available land, mild climate, affordable cost of living, and employment opportunities that led to the historical growth rates in the region remain unchanged. The comment is based on national trends for travel; however, the local conditions and setting of the Phoenix metropolitan area are not consistent with areas of high-density cities in other parts of the country. In Maricopa County, daily vehicle miles traveled levels increased by almost 2 percent between 2011 and 2012 and the 2012 daily vehicle miles traveled is approaching the prerecession peak in 2007. (*Source:* Arizona Department of Transportation Multimodal Planning Division Highway Performance Monitoring Program Data for the Calendar Year 2012 and 2011). Even if the trend of vehicle miles traveled "per capita" decreasing continues, the total vehicle miles traveled in the region would still increase along with increases in total population. A critical factor not acknowledged in the comment is that the proposed project is needed today. Details of this need are presented in the Draft Environmental Impact Statement beginning on page 1-13. While new projections based on the 2010 Census and emerging national trends may show a lower anticipated population and vehicle miles traveled in 2035 than the previous projections, the need for the freeway has not changed. The Maricopa Association of Governments approved new socioeconomic projections in June 2013. The new data are presented in the Final Environmental Impact Statement beginning on page 1-11.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 6/13/13 INCOMING CALL TIME: 6:18 PM CALLER: JENNIFER BIFERT CALLER ADDRESS: 314 W. PEYUTE AVENUE, PHOENIX, ARIZONA 85027 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I am for the freeway, I think it is a good idea. We need to build it. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/17/13 INCOMING CALL TIME: 4:34 PM CALLER: BILL AND CATHY CALLER ADDRESS: PHONE: EMAIL: BILLANDCATHY@MET.COM **CALLER REMARKS/QUESTIONS:** Hi, I am in favor of the 202 but if I ever receive a message from 'Let's build the 202' to my e-mail again without my permission, I'm going to create a stink. There is an opportunity at the bottom of the e-mail to opt out, but when you do you get a fake system message that says if you continue you might have a virus or you might contract a virus on your PC. But if you continue to it anyway it doesn't allow you to unsubscribe cause then it says you haven't picked any list to unsubscribe from. So I consider the whole thing complete and utter bullshit. So if you ever send a message to Bill and Cathy @ met.com again it will not be the last time you hear from me. Thank you.

Code	Issue	Response
1	**Public Involvement**	Comment noted. E-mail did not come from the Arizona Department of Transportation It was sent by a private group called We Build Arizona.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 4:17 PM CALLER: DAVID BIMACHINSKI CALLER ADDRESS: 438 E. NETTLES LANE, GILBERT, AZ PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I just wanted to say that I have complete support for that extension of the Freeway. It is going to avert traffic, heavy semi traffic out of the Phoenix area and let them get around to their destination faster and reduce the congestion of the freeway as it is now. So, I can't imagine a reason why it wouldn't be built and hope it goes forward.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/20/13 INCOMING CALL TIME: 2:03 PM CALLER: JAN BINDER CALLER ADDRESS: 5707 N. 18TH PLACE, PHOENIX, AZ 85016 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** In favor of the South Mountain Freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 3:32 PM CALLER: JARRED BIRD CALLER ADDRESS: 874 E. AQUARIUS PLACE, CHANDLER, AZ 85249 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I have lived in the valley 37 years. I am a high-paying tax citizen and I fully support the expansion of the South Mountain Freeway system. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 5:09 PM CALLER: KEN BIRD CALLER ADDRESS: 7207 W. GETTY DRIVE, PHOENIX, AZ 85043 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the South Mountain Freeway project and Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway
Date: Wednesday, May 22, 2013 10:54:21 AM

From: Tamal Biswas [mailto:tbiswas@gmail.com]
Sent: Tuesday, May 21, 2013 7:18 AM
To: Projects
Subject: South Mountain Freeway

Hello,
I am a resident of Laveen and would like to thank the ADOT project team for completing the Draft EIS.

By looking a the details of the Draft EIS, it absolutely makes sense that the E1 and the W59 are the Recommended Alternatives.

1 I am looking forward eagerly for this freeway to be built quickly as we have a huge commute problem in Laveen area. The Baseline road is heavily clogged during rus hours and also when it is free cars go at a very high speed through Baseline road due to unavailability of any nearby freeway for people travelling from Laveen to South East valley. Taking the I-10 E from Laveen for travelling to Chandler is not really an option.

Also I think this proposed South Mountain freeway would free-up the downtown congestion with I-10 and improve the overall air quality of central Phoenix area.

All the best to the ADOT project team!!

Regards,
Tamal Biswas

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

2013

Draft Environmental Impact Statement
COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013.

I used to live in Laveen and work in Chandler. The commute traffic through Baseline was getting so worse that I had to move to Chandler. I still have my house in Laveen and I think the economic growth of the Laveen area will grow significantly when this freeway is built.

1 PLEASE BUILD South Mountain Freeway ASAP!!

Optional

Name: Tamal Biswas Email: tbiswas@gmail.com

Address: 421 N Kenneth Pl

City: Chandler State: AZ Zip: 85226

Phone: 5209713979 Fax:

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov **or mailed to:** ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)

ADOT

U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4414

Thank you.

Temal Biswas. Could I ask you to use this microphone, please.

MR. BISWAS: Hello. My name is Temal Biswas, so I am currently a resident of Chandler. I used to live in Laveen from 2007 to 2012 and I work at Intel Corporation and my main commute goes to the Baseline Road and it was getting worse day by day. I pretty much had to skip morning meetings because I just couldn't travel through there, so I had to go off hours, late hours in the evening so that I am not caught in the Baseline traffic. And I know many of my colleagues start to move out of the area because not having a proper alternate to travel to the Southeast Valley where a lot of employees are.

So I think this freeway is badly needed for the reasons, and I still have my home there, but I see my home value regularly falls because there is no growth happening and I think having a freeway would help the area. And I think the primary consideration of any government body should be the overall, long-term economic growth of an area, and I strongly believe by looking at the EIS statement that building a freeway would accommodate different regions of the Valley and economy is deemed to be one of the main things that drives economy growth, so I absolutely would support the plan,

1

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

1 the proposed alternative to build the freeway. Thank
2 you.
3 THE FACILITATOR: Thank you.
4 Phillip Morales.
5 Use this microphone, please.
6 MR. MORALES: Good evening. Thank you for
7 letting me speak. I'm kind of emotional right now, but
8 I'm a veteran, I'm a Gila River Community member, I speak
9 my language, I'm very related to my culture.
10 South Mountain is the most sacred mountain we
11 have for the Akimel and O'odham people. And I know
12 that's -- I'm from District 6 and I know that that
13 freeway's going to go through our cultural sites.
14 Elaborate petroglyphs that our great-, great-, great-,
15 great-grandfathers kids' hands put their hands on there.
16 You know, I could put my hand on there, I know I'm
17 touching their hands from hundreds of years ago.
18 Suhu, man of the maize, you all know was -- this
19 was the son of God, like Jesus Christ, it was son of our
20 mountain tribes, we are all related to one God. He came
21 down from heaven, we call him elder brother Suhu, he came
22 and lived in South Mountain and he showed us how to live
23 our life, the four stages of life: How to respect, how
24 to learn your language, your first love, when you have a
25 family do it right, then your third sage is to become

Code	Issue	Response

Code	Comment Document
1	Thomas Biswas Document Created: 7/21/2013 9:08:01 AM by Web Comment Form The video and the simulation was very informative. After viewing the materials in the website, I feel so much confident knowing that ADOT has done a through study to come up with the draft EIS and recommending the preferred alternatives. The Loop 202 South Mountain Freeway is badly needed to connect the east and west valley and will be a huge economic driver for the phoenix metro area.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4407

1 timer. Please begin.
2 MR. BIVVINS: Okay. Pretty much the same thing,
3 I travel on this piece of freeway every day between the
4 99th and 59th Avenue, and it's the biggest bottleneck in
5 town. We watch the news every morning and that piece of
6 freeway is always backed up and a mess every day, every
7 morning and every afternoon.
8 So the thought to me is to bring the 101 down
9 and feed to the freeway and bring the 202 up and feed
10 into that freeway. Everyone going north who wants to go
11 north will get on that piece of I-10, Everyone going
12 south would go on that piece of I-10. If you lined them
13 up, that piece of freeway will not end up being jammed up
14 with all this traffic, it will end up being funneled on
15 that five-mile stretch of road.
16 I'm all for the 202, I just think it could be
17 moved further west where Tolleson is at and go through
18 that same piece of freeway, that same interchange and
19 make it one big -- hopefully like the other things are in
20 town. That's all I have. Thank you.
21 THE FACILITATOR: Thank you.
22 Another reminder for those of you who are in the
23 ballroom, if you're planning on speaking please make sure
24 you register at the registration desk, your name will
25 appear on the screen, and we'll call you in the order

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1

Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 6/12/13 INCOMING CALL TIME: 7:18 PM CALLER: KIMARA BLACK [UNCLEAR] CALLER ADDRESS: 5656 W. 17TH AVENUE, C7 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the South Mountain Freeway. The building of it, I think is a wonderful thing.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 3:14 PM CALLER: DOMINIC BLACKMORE CALLER ADDRESS: P.O. BOX 50086, PHOENIX, AZ 85076 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I am a long time resident of Ahwatukee and I definitely support the South Mountain Freeway. We need more ways in and out of this huge cul-de-sac. Thank you. Bye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 7/23/13 INCOMING CALL TIME: 6:06 PM CALLER: MIKE BLACKWELL CALLER ADDRESS: 16814 WEST ORACLE RIM, SURPRISE, ARIZONA PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Yes, I just wanted to leave a message that I support the South Mountain freeway. I think it's good for the Arizona economy and would bring a lot of different jobs and subsequently would definitely make transportation much better when you move around the Phoenix area. Thank you. Bye now.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Raelynna Blair Document Created: 7/24/2013 11:40:16 PM by Web Comment Form I absolutely want the freeway. Laveen has no restauramts or anything for a family to do. With the 202 I could get to these things easier as well as get to work in Chandler easier. Also, this would help with the congestion on Baseline and the 10

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: 202 **Date:** Monday, May 20, 2013 8:44:01 AM **From:** BBlake4192@aol.com [mailto:BBlake4192@aol.com] **Sent:** Friday, May 17, 2013 5:56 PM **To:** Projects **Subject:** 202 We would like the South Mountain freeway to be built. Thank you. Michael and Elizabeth Blake Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Build South Mountain Freeway Please
Date: Wednesday, May 22, 2013 10:51:39 AM

-----Original Message-----
From: Dorothy [mailto:mdbless@yahoo.com]
Sent: Tuesday, May 21, 2013 1:40 PM
To: Projects
Subject: Build South Mountain Freeway Please

Ladies & Gentlemen,

1 I vote in favor of this long over due project. I recently moved to Laveen, AZ (originally from San Antonio, TX) in March 2013 and agree that this highway would bring a positive economic impact to Laveen, AZ and help drivers like myself commute better in the metro Phoenix area. Please do not delay this project anymore. I can hardly wait to see the construction team to build...wish it were tomorrow!

Thank you for reading.

Sincerely,
Maria D. Blessing
6920 W. Darrel Rd.
Laveen, AZ 85539

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**From:** Charles **To:** Projects **Subject:** 202 **Date:** Wednesday, July 24, 2013 9:51:45 AM To whom it concerns I am against the the southwest portion of the 202 I feel the the draft EIS was not thorough . Much smarter infrastructure options exist in the city center Charles Blonkenfeld Phoenix, Arizona Sent from my iPhone

Code	Issue	Response
1	**Alternatives**	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the *Regional Transportation Plan* and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: public hearing phase of the Draft Environmental Impact Study/South Mountain Freeway
Date: Friday, June 07, 2013 3:26:49 PM

From: Brynda Blowers [mailto:taloatombi@gmail.com]
Sent: Friday, June 07, 2013 3:11 PM
To: Projects
Subject: public hearing phase of the Draft Environmental Impact Study/South Mountain Freeway

Dear ADOT,

As a longtime resident of Ahwatukee, I am deeply opposed to the freeway being built through the Ahwatukee Foothills.

I lived and raised my son in the Ahwatukee Foothills for many years. After 4 years in Seattle I have once again chosen Ahwatukee as my home for my my family. Ahwatukee is a unique part of Phoenix that enjoys access to one of the most beautiful parts of the city, the foothills and South Mountain Park. We live here because of the quality of life. It is quiet, has relatively low crime and traffic and has more of a "neighborhood" feel than most parts of the city. In addition, and probably most importantly, we are surrounded with the beautiful Sonoran Desert and it's wildlife. We enjoy seeing javelina, coyotes, owls, eagles etc. on a regular basis that reside in South Mountain Park and the surrounding desert. (1)

We currently reside just a couple of miles north of Pecos road at the base of South Mountain and would love to continue to make our home here. We chose the area specifically because of it's separation from the rest of the city, it's desert (not city) feel, it's distant proximity to a freeway and general quality of life.

Building the freeway would route the freeway by-pass directly through the Ahwatukee foothills. First of all, the noise pollution alone would ruin the serenity we currently enjoy as part of our quality of life. (2) Secondly, the long-term impact of the pollution of hundreds of thousands of cars and trucks through this pristine desert environment is almost unimaginable. (3) Not only to the desert animals we share our home with but to all of the residents of the Ahwatukee foothills. Thirdly, the quality of life that the residents chose the foothills for would all but disappear. (4) (5) (6) Property values will plummet, crime will rise, and our "neighborhood feel" will be a thing of the past. Furthermore, there is always the potential of hazardous waste accidents on the freeway and an unimaginable impact from that alone. (7) And lastly, the construction of the freeway itself would immediately and intensely disrupt the lives of all foothills and Gila River residents in a dramatically negative manner.

I simply cannot imagine climbing telegraph pass trail as I often do and instead of the serene beautiful view of the desert as far as the eye can see south, there is a roaring freeway and a resulting low hanging dark cloud of pollution. (8)

The Ahwatukee foothills are one of the last remaining truly lovely and suburban desert areas of Phoenix with one of the highest qualities of life in the city in my opinion. This proposed freeway would forever ruin the area and I would imagine prompt many, many residents (including myself) that chose the area because of it's beauty and remoteness to leave. (3)

Code	Issue	Response
1	**Biology, Plants, and Wildlife**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Noise**	
3	**Air Quality**	
4	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement beginning on page 4-91).
5	**Economics, Socioeconomics**	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138-47; "Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor"). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
6	**Neighborhoods/ Communities**	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Draft Environmental Impact Statement sidebar on page 4-21.
7	**Hazardous Materials**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
8	**Visual Resources**	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.

Code	Comment Document
9	I urge you to find another solution to this proposed freeway to preserve the residents quality of life, the beautiful foothills and the desert surrounding it. Once the freeway is built this area will forever change for the negative and the desert foothills will never be the same. This brings tears to my eyes. Please find another solution with far less impact to this environment and neighborhood. Sincerely, Brynda L. Blowers 730 E. Mountain Sage Dr Phoenx, Az 85048 Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
9	**Alternatives, E1 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

1 MS. BLOWERS: I am deeply passionate about this
2 neighborhood. My son grew up here, and we loved it so much.
3 We moved to Seattle, and when we came back to Phoenix, we chose
4 Ahwatukee again, to live here. So we love the neighborhood.
5 We live up against South Mountain.
6 So I have several things I'm deeply opposed to
7 about this.
8 Number one, the construction alone: the impact on
9 the neighborhood traffic, the noise, the dust. I can't even
10 imagine the problems we would have with that.
11 Number two, there is animals all over this place.
12 It's separated from the city. You know, we hear the coyotes at
13 night. We have eagles. We have owls. The environment alone,
14 the exhaust from the freeway. The impact on the land and the
15 animals would just change so much. South Mountain Park is
16 something that we use a lot.
17 Number three, the proximity to the schools. My son
18 attended Keystone Montessori. It's right next to where the
19 freeway will be built. It's an amazing school. I can't even
20 imagine how different it would be, being right next to a
21 freeway, because, you know, it's just so -- It's so much
22 desert. It's just desert out there. You can see the stars at
23 night. You know, it's quiet. I would really be concerned
24 about -- I just wouldn't want my son to attend a school next to
25 a freeway.

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Code	Issue	Response
1	**Construction**	The freeway construction staging plan for the area along Pecos Road would allow for keeping east-west travel open during construction. One side of the freeway would be constructed while traffic remained on Pecos Road. When complete, traffic would be shifted from Pecos Road to the new freeway. At that time, the other side of the freeway would be built. Therefore, traffic would be able to continue to operate as it currently does during construction. However, temporary detours may be needed during construction. (See Final Environmental Impact Statement page 3-27.) Where feasible, noise barriers would be constructed as early as possible in the construction phasing to shield adjacent properties from construction-related noise impacts
2	**Safety and Health**	To reduce the amount of construction dust generated, particulate control measures related to construction activities must be followed. The following mitigation measures would be followed, when applicable, in accordance with the most recently accepted version of the Arizona Department of Transportation *Standard Specifications for Road and Bridge Construction* (2008). Prior to construction and in accordance with Maricopa County Rule 310, Fugitive Dust Ordinance, the contractor shall obtain an approved dust permit from Maricopa County Air Quality Department for all phases of the proposed action. The permit describes measures to be taken to control and regulate air pollutant emissions during construction (see page 4-173 of the Final Environmental Impact Statement).
3	**Biology, Plants, and Wildlife**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Air Quality**	
5	**Noise**	

Code	Comment Document

6

7

5

8

1 Number four, the housing impact. I think property
2 values would drop considerably because the desirability of the
3 neighborhood would greatly go down. I personally would --
4 probably would leave the neighborhood. So it just wouldn't be
5 the same. And I think that would really impact the housing
6 market.
7 Number five, it would route all the trucks with
8 hazardous waste through the Ahwatukee Foothills. And all those
9 trucks that are bypassing Phoenix: Right through.
10 Again, the school, the proximity to the schools;
11 there is always a possibility of an accident. The -- I just --
12 I can't -- I would never move here if that were, you know, an
13 issue.
14 Number six, the noise alone. I know there would be
15 sound walls built. But we live up against South Mountain. I
16 think that would create kind of a -- just a noise tunnel
17 between the freeway and South Mountain. I think it would --
18 It's really quiet at night here. It's nice. It's serene.
19 It's the reason we moved here. The freeway would change all of
20 that, noise-wise, noise pollution.
21 And the most important point of all is that
22 Ahwatukee is very unique in the Phoenix area. You know, there
23 is places in other cities that -- Cave Creek has the term of
24 the mountains of the desert. Parts of Scottsdale, Carefree,
25 you know, they have that, what people move there for. And

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Code	Issue	Response
6	**Economics, Socioeconomics**	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; "Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor"). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
7	**Hazardous Materials**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
8	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix. As discussed in the Noise Analysis Technical Report prepared for the Final Environmental Impact Statement, the proposed South Mountain Freeway was modeled in the latest version of the Traffic Noise Model (version 2.5). This is a three-dimensional model that factors in elements of the proposed freeway using x, y, and z coordinates. The model did account for the elevations of the freeway, nearby homes, which may be elevated above the roadway, and any recommended barriers between the homes and freeway. This is the same procedure and same model used for other freeway projects in the Valley and across the country.

Code	Comment Document

9

1 people -- This is, I think, the last part of Phoenix that I
2 know of that has that kind of charm and quietness, and you live
3 in the city but you're not in the city.
4 The reason -- People don't move to Ahwatukee
5 because it's convenient. They call it the world's largest
6 cul-de-sac. I personally moved here because it's not
7 convenient. Both times I moved here, we chose to be as far
8 from the freeway as possible because we knew that's less
9 pollution, less noise, less crime.
10 You build a freeway right through the Ahwatukee
11 Foothills: The charm, I mean, you know, the noise. You would
12 have exits. There would be, you know, who knows? Truck stops,
13 gas stations would be built. Everything that comes with a
14 freeway.

10

15 Immediately, crime is completely going to change.
16 The crime is relatively not -- It's not bad out here. I mean,
17 it is here, but we don't really worry about it much because,
18 you know, it's too inconvenient. Things don't happen out here.
19 You know, crooks don't want to come out and rob you and then
20 drive 10 miles back to the freeway. It's just too -- You know,
21 it does happen, but I think crime would go up exponentially.
22 The entire -- Again, the inconvenience of
23 Ahwatukee. We're sandwiched back here in the corner, behind
24 the mountain. We have the reservation on the other side. So
25 it's this little micro-environment of: You know, we are part

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Code	Issue	Response
9	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement beginning on page 4-91).
10	**Neighborhoods/ Communities**	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.

Code	Comment Document

11

1 of Phoenix, but we're completely separate. And we live here
2 because we love that. We love that.
3 I don't mind driving, you know, 20 minutes into the
4 city. I just don't mind it. For me, the tradeoff is worth it.
5 I think the entire charm, the neighborhood feel of
6 Ahwatukee which it really has right now, would completely
7 change. I think the impact on what Ahwatukee is, a
8 neighborhood, a quiet neighborhood, a safe neighborhood, a
9 place to raise children, a beautiful neighborhood -- Granted,
10 you know, a lot of that, some of it won't change.
11 But the long-term impacts on the environment, on
12 South Mountain. You know, I can't imagine climbing that, like
13 we do all the time in the winter, and looking out and it's, you
14 know, seeing a haze and seeing the freeway instead of just
15 beautiful desert. I mean, it just will change everything.
16 And I -- It would make me so sad to -- I would want
17 to leave. You know, I don't want to be that close to a big
18 freeway. I don't want to be that close to -- to the noise. I
19 don't want to be that close to -- Well, the reason we moved out
20 here is because we're -- we're separate. We're far. We like
21 it that way.
22 And I -- I think, generally, most people would
23 agree with me. It makes -- It's a very, very unique
24 neighborhood to Phoenix because of the way it -- because it's
25 the world's largest cul-de-sac. It is -- It has charm. It has

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Code	Issue	Response
11	**Visual Resources**	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.

Code	Comment Document
12	quiet. It has the environment. It has -- We're separated a little bit from the smog because of that. And that's very important to me. I think a freeway down Pecos Road, where -- where they plan on, is just going to change everything. It's going to change everything. I just can't even imagine it. And it just brings me to tears to think about it. And I hope -- I hope the people, you know, are paying attention and they can find another alternative for this. Or perhaps don't even build it. You know, ultimately, just leave it the way it is. Phoenix is big enough. You know, things -- Certain things are inconvenient. But, you know, find another solution because I think I speak for a lot of people. We don't want it. And I think it will just ruin what is the last of Phoenix's very unique neighborhoods. You know, I would personally want to move to something like Cave Creek, if this happens, because of that. So I just urge them to consider an alternative, something without the incredible, incredible environmental and neighborhood impact. There is only something like 77,000 residents here. The impact, you know, in the Foothills, to those people, would be enormous comparatively and to each individual family that lives there and the children. And -- And I think, honestly think -- I can't Page 17 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
12	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
13	1 imagine a lot of people staying, because the people that I know 2 live in Ahwatukee because of how it is right now: quiet, 3 serene, less pollution, less crime, dark, quiet. 4 And that would change everything. So they need to 5 find another alternative. 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 Page 18 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
13	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1	Lindsey Blum Document Created: 5/21/2013 3:42:21 PM by Web Comment Form I support the Loop 202 South Mountain Freeway. I think that it will benefit the valley greatly both economically, and for the sake of efficiency in traffic flow.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Barbara Boblett Document Created: 5/21/2013 1:46:52 PM by Web Comment Form I want to express my support for the proposed loop 202. It has been approved by the voters and discussed for over 20 years. The need for it has only increased. As a resident of Laveen for the past 7 years I have seen the great increase in traffic with little increase in businesses. I beleive this freeway will help not only the traffic but the economics of the area.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 05/14/13 INCOMING CALL TIME: 10:22 AM CALLER: BARB BOBLETT CALLER ADDRESS: 7118 W. ELLIS STREET, LAVEEN, AZ 85339 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Hi. I just wanted to leave a message with my support for putting in the freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: No South Mountain Freeway
Date: Monday, May 20, 2013 8:34:38 AM

From: Theodore Bodjanac [mailto:tbodjanacrelc@yahoo.com]
Sent: Friday, May 17, 2013 9:42 PM
To: Projects
Subject: No South Mountain Freeway

1 2 3 4

I am a resident of Laveen and I am completely against the new freeway idea as it will destroy the quality of life in this community. We don't want this to become another central Phoenix or Tempe. Life here is peaceful and it needs to stay this way. Please respect the lives of the people of our community and do not build this freeway through the South Mountain area.
Freeways divide communities, destroy nature and bring urban blight. You need to find another place for a bypass. We don't want it here.

Theodore G. Bodjanac
Laveen, AZ

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Code	Issue	Response
1	**Neighborhoods/ Communities**	The Laveen Village area is anticipated to have a built-out population of over 105,000 (see Final Environmental Impact Statement page 4-14). This proposed level of development places increasing demand on the road network. The City of Phoenix's General Plan for Laveen Village has designated areas along the proposed freeway for commercial development that cannot support the projected densities without implementation of the proposed freeway. Without the proposed freeway, the conversion of land from undeveloped and agricultural uses to residential, commercial, and industrial land uses would likely continue, placing a greater demand on surface streets (see Final Environmental Impact Statement page 4-14).
2	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Purpose and Need, Truck Bypass**	
4	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.

Code	Comment Document

From: Sierra Club on behalf of Murray Bolesta
To: Projects
Subject: Comments in opposition to South Mountain Freeway
Date: Wednesday, July 24, 2013 12:05:31 PM

Jul 24, 2013

Arizona Department of Transportation South Mountain Study Team
1655 W Jackson St, MD 126F
Phoenix, AZ 85007

Dear South Mountain Study Team,

(1) I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.

America's past was defined by rapacious exploitation. Her future will be defined by balanced conservation.

(2) The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer.
(3) ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.

(4) South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would
(5) temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.

(6) The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a
(7) freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.

(8) The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.

(1) Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.

Sincerely,

Mr. Murray Bolesta
291 W Calle Lecho
Green Valley, AZ 85622-1603

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
3	**Alternatives**	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the *Regional Transportation Plan* and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
4	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Health Effects**	
6	**Section 4(f) and Section 6(f)**	
7	**Biology, Plants, and Wildlife**	

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
8	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 05/14/13 INCOMING CALL TIME: 2:15 PM CALLER: GARY BONEBRIGHT CALLER ADDRESS: 3844 E. SEQUOIA TRAIL, PHOENIX, AZ 85044 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the South Mountain Freeway extension. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/16/13 INCOMING CALL TIME: 5:31 PM CALLER: DAVID BOONE CALLER ADDRESS: CHANDLER, AZ PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I do support the Loop 202 South Mountain Freeway going down Pecos Road and connecting to Interstate 10 on the west valley. I am a supporter of that and I would like to see that pushed through. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/18/13 INCOMING CALL TIME: 4:22 PM CALLER: SHARON BOREAJON CALLER ADDRESS: PARADISE VALLEY, AZ PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Hello, I support the 202 freeway extension around South Mountain.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Loop 202 Freeway comment
Date: Tuesday, June 18, 2013 9:50:56 AM

Thank you,
Felicia Beltran
Senior Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-319-7709
azdot.gov
ADOT Communications

From: Paul Bosch [mailto:paul.bosch@southmountaincc.edu]
Sent: Tuesday, June 18, 2013 9:21 AM
To: Projects
Subject: Freeway comment

To whom it may concern:

1 We would urge ADOT to make the connection with I-10 west (59th Ave) starting at Riggs Road and cutting west. This location has very few nearby homes or communities, that would suffer from the huge amount of air and noise pollution generated by a new Freeway.

2 3 4 The proposed route along Pecos road, in contrast, is very close to thousands of homes, along with churches and schools - with many people who would suffer daily from the intense pollution.

5 We also urge ADOT to avoid cutting into South Mountain Park. The Phoenix area had plenty of roads, highways, and sprawled developments, but the park is a irreplaceable jewel of peace, quiete, and desert habitat within this huge metropolitan areas. To have a freeway so close to the park (actually within part of the park) would be a tragedy for all of our valley residents and tourist visitors.

6 Lastly, Pecos road has become a Mecca for bicyclists, runners, roller bladers and others, with its wide shoulders and desert views. Putting a freeway there instead would of course destroy the value and current use of this important road.

Thank you for reviewing our comments,
Paul and Pamela Bosch

--
Paul Bosch: Ed.D
Professor of Biology
7050 South 24th Street Phoenix, AZ 85042
phone | 602-305-5795

Code	Issue	Response
1	**Alternatives**	A Riggs Road Alternative was considered. It would replace 51st Avenue south of its connection to Interstate 10 (Papago Freeway) for approximately 21 miles. It would then replace approximately 4 miles of Beltline Road in an easterly direction. At the Riggs Road/State Route 347 intersection, the alternative would replace approximately 3 miles of Riggs Road before connecting to Interstate 10 (Maricopa Freeway) (see Final Environmental Impact Statement page 3-9). While the Riggs Road Alternative would serve regional mobility needs, particularly of those living in the Maricopa area, meeting this travel demand would not address specific planning goals for an integrated regional transportation network. The *Regional Transportation Plan* identifies the proposed South Mountain Freeway as a critical link in the Regional Freeway and Highway System. The Riggs Road Alternative would not complete the Phoenix metropolitan area's loop system as part of State Route 202L, thereby causing substantial out-of-direction travel for motorists. Therefore, the Riggs Road Alternative would not meet the project's purpose and need criteria and was eliminated from further study. In addition, nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.
2	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement beginning on page 4-91).
3	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Noise**	
5	**Section 4(f) and Section 6(f)**	
6	**Neighborhoods/ Communities**	The study has considered concepts for parallel multiuse paths, however the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.

Code	Comment Document
	email | paul.bosch@southmountaincc.edu website | www.southmountaincc.edu Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response

Code	Comment Document
1	

From: Projects
To: ADOT
Subject: FW: Build the South Mountain Freeway
Date: Tuesday, May 14, 2013 9:38:45 AM

From: Jeremiah Botello [mailto:jeremiah.botello@gmail.com]
Sent: Saturday, May 11, 2013 11:21 AM
To: Projects; info@buildthe202.com
Subject: Build the South Mountain Freeway

Let's do it!

--
Jeremiah Botello

'A disciplined mind is one which can read, write critically and do efficient work in discovery.'

- Mortimer Adler

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Jeff Bowman Document Created: 5/21/2013 8:34:00 PM by Web Comment Form This section of the freeway is overdue to be built. It is unfortunate that the State did not lock up this land earlier and avoid the extra costs that will be incurred to build it today. I would prefer to see it built on the reservation and let Pecos remain as a street. It could be useful as a relief if there was ever an accident on the new freeway.

Code	Issue	Response
1	**Alternatives, Gila River Indian Community Alignment**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 7/23/13 INCOMING CALL TIME: 4:25 PM CALLER: JOHN BOWN CALLER ADDRESS: 2610 EAST BEVERLY ROAD, PHOENIX, ARIZONA 85042 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** And I am in support of building the extension of the freeway south of South Mountain to connect the 202 out to the Interstate 10. Thanks bye, bye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	Matthew Boyd — Document Created: 7/12/2013 1:26:27 PM by Web Comment Form
1	Soon I will be leaving Arizona and the Ahwatukee Foothills area that I have called home for the past 31 years. ADOT do your best to destroy this wonderful community and I will remember it fondly as it used to be and should remain. What person has this project continuing seems to want to remain hidden but there is no doubt there is a person who is driving this insistently forward. Aside from a few developers and greedy land owners, who couldn't care less about our community, no one wants to see the truck traffic this road will bring. Anyone who has seen the roads and the traffic, as I have for many years traveling for work, knows the attraction of this by-pass will be irresistible for the big rigs. The prevailing winds will blow it all right into the Foothills and into Ahwatukee. Who is it that is so angry with Ahwatukee Foothills?
2	
3	
4	

Code	Issue	Response
1	**Purpose and Need**	The proposed Loop 202 South Mountain Freeway has been a critical part of the Maricopa Association of Governments' Regional Freeway and Highway System since it was first included in funding approved by Maricopa County voters in 1985. It was also part of the *Regional Transportation Plan* funding passed by Maricopa County voters in 2004 through Proposition 400.
2	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Air Quality**	
4	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement beginning on page 4-91).

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

2013

Draft Environmental Impact Statement
COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013.

I oppose the South Mt. Freeway for several reasons:

1 • Impact on air quality, e.g. children + schools near the Freeway. Its been determined that asthma + Autism are linked to auto + diesel exhaust fumes.

2 • No one has convinced me that this road is needed

3 • No one has convinced me that it will not become a TRUCK route for CAN-MEX TRUCKS

Optional

Name John Boyer Email NBJohn@Cox.net

Address 2545 E Cathedral Rock Dr

City Phoenix, AZ State Zip 85048

Phone Fax

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov **or mailed to:** ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)

ADOT Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	**Health Effects**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need, Lack of Support**	
3	**Purpose and Need, Truck Bypass**	

Code	Comment Document

From: John Boyer
To: Projects
Subject: comments on S Mountain Freeway
Date: Wednesday, July 24, 2013 3:41:17 PM

As an Ahwatukee senior resident, and supporter of PARC, I appose the freeway for the following reasons:

1 2 3 4 5

Dated projections were used to justify the project. No justification to build it now. Plus growth conditions can change due to water shortages, etc. which could diminish the need of such an expensive and divisive project.
No emergency plan is part of "draft" to evacuate residents in the event of a chemical spill.
Mexican truck traffic would generate high sulphur diesel exhaust fumes, exasperating existing and causing new serious breathing problems.
It is an environmental travesty to ruin South Mountain Park by routing the unnecessary freeway through it. This would never be acceptable in environmental friendly states like Oregon, Washington, or California.

John f. Boyer
2545 E. Cathedral Rock Drive
Phoenix, AZ 85048

Code	Issue	Response
1	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Hazardous Materials**	
3	**Trucks**	
4	**Air Quality**	
5	**Section 4(f) and Section 6(f)**	

Code	Comment Document
1	Stephen Bradford Document Created: 5/21/2013 3:39:56 PM by Web Comment Form I am in favor of the new Freeway. I support either the W59 alternative or the W101 Central alternative with a preference of the W101. I beleive that the study participants have put forth a good faith effort to determine all the possible impacts that this new freeway will have and have done a good job of mitigating those impacts with the alternatives proposed. Phoenix is going to continue to grow whether this freeway is built or not, the only way to keep Phoenix a great place to live is to provide the people with adequate infrastructure.

Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 6:23 PM CALLER: JOANNE BRADFORD CALLER ADDRESS: QUEEN CREEK, AZ PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the building of the new freeway. Thank you. Bye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Support South Mountain Loop 202
Date: Monday, May 20, 2013 8:32:25 AM

-----Original Message-----
From: Mike C. Bradley [mailto:mcbradley@safeguard.us]
Sent: Saturday, May 18, 2013 5:57 AM
To: Projects
Subject: Support South Mountain Loop 202

1 I'm writing in support of the building of the South Mountain Loop 202 Extension. This route is long overdue and will have a long term positive impact in our valley. I'm an Awhatukee/Foothills resident of 20 years and I urge you to move forward to build this freeway.

Mike Bradley
Sent from my iPad

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: 202 **Date:** Monday, May 20, 2013 8:31:52 AM --- -----Original Message----- From: Carol Bradley [mailto:mutzeraz@yahoo.com] Sent: Saturday, May 18, 2013 8:29 AM To: Projects Subject: 202 I do NOT want 202 too many trucks Sent from my iPhone _____ Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. .

Code	Issue	Response
1	**Purpose and Need, Truck Bypass**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

From: Kenn Bradley
To: Projects
Subject: South Mountain Freeway
Date: Tuesday, July 23, 2013 6:17:58 PM

1 2 3 4 5

I would like to express my desire for a no build option on the proposed loop 202 South Mountain Freeway. I use Pecos Road for biking and find the unobstructed view of the mountains important to my community.

I do not want Ahwatukee to become a major thoroughfare for cross-country traffic. I believe this proposed freeway is a waste of taxpayer money.

Thank you for your time and consideration.

Kenneth Bradley
4023 E. Hiddenview Drive
Phoenix, AZ 85048

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Design**	The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.
3	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement beginning on page 4-91).
4	**Visual Resources**	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
5	**Purpose and Need, Truck Bypass**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: **Date:** Monday, May 20, 2013 8:27:42 AM **From:** catherine bradshaw [mailto:catherine_bradshaw@yahoo.com] **Sent:** Saturday, May 18, 2013 1:56 PM **To:** Projects **Subject:** I support building 202 Cathy Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: 202 Red Mountain Freeway
Date: Monday, May 20, 2013 8:22:42 AM

From: Bob Brady [mailto:bob051904@yahoo.com]
Sent: Sunday, May 19, 2013 9:01 PM
To: Projects
Subject: 202 Red Mountain Freeway

AZDOT,

1 I support the 202 Red Mountain Freeway build. Traffic is constantly getting worse and will never get better. I understand that this is an expensive project, however, it will never be cheaper to build that right now and the need will only increase!

If more tax is needed for this project I for one will pay more taxes as this is a vital project and if Arizona is to continue to grow and attract more people and more business we must build it and as soon as possible. Thank you for listening to my thoughts!

Best Regards,

Robert H. Brady

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.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	KYLA BRAKER: I believe that there should be actually an exit also off of 32nd Street. That's all. * * * * Page 3 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
1	**Traffic**	The determination to not include an interchange at 32nd Street was made in coordination with the City of Phoenix (see Figure 3-8 on page 3-15 of the Draft Environmental Impact Statement). The interchange would have displaced more than 100 homes and would have been located near an existing high school. The City recommended that, based on these impacts, the interchange be removed from the study. In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system, including the shift of access to Foothills Reserve and Calabrea from Pecos Road to Chandler Boulevard. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).

Code	Comment Document
1	Dave Brandau Document Created: 7/23/2013 9:54:50 PM by Web Comment Form Build it! When looking at what has been done for the freeway transportation system in the phoenix metro area, it is more than obvious that the Loop 202 (South Mountain Freeway) is the primary component that is missing. When we see 2nd tier freeways being built prior to this (e.g. 303) and see what local government officials have been able do to influence extensions from other freeways (e.g. State Route 802), it only becomes a question of who else needs to be brought into the process of assuring that the 202 South Mountain is built. It is necessary for reasons articulated much better and in much more detail in the EIS than I can provide in these comments.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 05/10/13 INCOMING CALL TIME: 9:45 AM CALLER: TUNDA BRAXTON CALLER ADDRESS: 7118 W. MALDONADO ROAD, LAVEEN, AZ 85339 PHONE: 602-233-1244 EMAIL: **CALLER REMARKS/QUESTIONS:** I am in favor of the South Mountain Freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Build the 202
Date: Wednesday, May 15, 2013 11:12:28 AM

From: Michael Brennan [mailto:mike.brennan@mtba.net]
Sent: Wednesday, May 15, 2013 11:04 AM
To: Projects
Subject: Build the 202

1 **I support the construction/extension of the 202 through Ahwatukee into the 10.**

Michael T. Brennan
Executive Search Consultant
1777 E. Marquette Dr.
Gilbert, AZ 85234
Phone: (480) 503-4779
Cell (602) 999-7804
FAX: (480) 892-5606
mike.brennan@mtba.net
www.mtba.net

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	SOUTH MOUNTAIN PUBLIC HEARING Public comments to reporter) May 21, 2013 10:00 a.m. REPORTED BY: Bonnie Ponce, RPR AZ Certified Reporter No. 50669 2 MS. BRENNAN: Catherine Brennan. 3 So I'm just -- I'm for the Loop 202 because 4 it's going to help with economic development in Laveen 5 and help bridge the two communities of the East and 6 West Valley.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4233

at the registration desk, with the exception of some of the pre-registered folks. And we will wait until they arrive or until the next person has registered.

Patrick Brennan. Patrick Brennan.

Are you Patrick Brennan?

MR. BRENNAN: Yes. Sorry it took a minute to get in here. I haven't been watching, so I'm not sure of the appropriate format to address you guys, but --

THE FACILITATOR: You just have three minutes to provide your comments. If you exceed the three minutes, you're welcome to provide your information to our court reporters.

MR. BRENNAN: My name is Patrick Brennan; I live in South Phoenix, in the 85042 zip code, which is the eastern portion of South Phoenix. Although I do own a home in Laveen, which is currently rented, is where we used to live. And so I like to think that I have both the economic interest on the Laveen side of this issue, as well as some interest in how this freeway stands to impact the overall South Phoenix area, which is inclusive of the Laveen, South Mountain, and Ahwatukee Villages.

On one hand, from the Laveen side, I've been pretty actively involved in advocating for the

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(Comment codes begin on later page)

Code	Issue	Response

(Response codes begin on later page)

Code	Comment Document

1 202 for a number of years, part of that is because of
2 my background as a brand development specialist in
3 hospitality, which allowed me to work with a whole
4 lot of folks in the commercial real estate industry,
5 and particularly on the development side, and one of
6 the absolute truths that we can see about new
7 development areas like this that have grown as much
8 as they have in recent years in population, is that
9 we are looking for commercial amenities, we're
10 looking for healthcare, and we're looking for other
11 basic things that that population needs, and we can't
12 get that until we have some way to decrease drive
13 times to about 10 minutes, 5 minutes, 10 minutes, 15
14 minutes, tend to be kind of the general rules of
15 thumb, depending on what we're talking about.
16 And so in Laveen we have just over 40,000
17 households. In Ahwatukee, we have plenty more, I'm
18 not sure of the precise number, what I do know is
19 that the entire western portion of Ahwatukee is
20 fairly isolated from the amenities that are
21 accessible to the eastern portion of Ahwatukee. So
22 what we'd like to see is bringing those areas
23 together, the Ahwatukee and Laveen communities,
24 simply so that we can get through some of those
25 thresholds of population count. Bring in the

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(Comment codes begin on next page)

Code	Issue	Response

(Response codes begin on next page)

Code	Comment Document

1 hospital, bring in some retail and everything else.
2 Now, one of the other issues, I know
3 you're hearing from plenty of people who live
4 particularly in some of the older, more established
5 areas of Laveen close to 51st Avenue who've seen
6 traffic just increase dramatically on 51st Avenue,
7 and it's become really hazardous to the community in
8 the surrounding area. We're seeing the same thing on
9 Baseline, Baseline Road. Now living further east, I
10 never thought that I would be as impacted by this,
11 but we are; we see surface traffic from trucks that
12 are being diverted off the freeway for various
13 reasons. Some of them just use the area as a
14 short-cut. We're also seeing the -- all the other
15 overflow traffic every time there's an accident or
16 something else.
17 We know that we have air pollution
18 problems in South Phoenix that desperately need to be
19 addressed, but I think it's time we bring those cars
20 off the street and help them get through as fast as
21 possible. And I'm over time. Thank you.
22 THE FACILITATOR: Okay. Thanks. Ed
23 Mears.
24 MR. MEARS: Thank you very much for
25 inviting us. Can you guys hear me just fine?

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1

Code	Issue	Response
1	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

4301

would be feasible. And that's what I've got.

MR. HAMILTON: I just did a comment via the computer, but I thought of something else.

COURT REPORTER: Okay. What is it?

MR. HAMILTON: You mean, specifically, my comment?

COURT REPORTER: Yes.

MR. HAMILTON: I would like ADOT to keep the preferred route, the purple route, in the west end. That's the only -- That's the only thing I forgot to add to my original comment.

MR. BRENNAN: Okay. So I already spoke inside, regarding some of the impacts specifically with traffic.

Oh, you have to do every stutter and "Oh," don't you? I'm sorry.

Traffic, particularly with existing traffic conditions with the trucks, the warehousing and shipping business located to the north of Laveen, currently using 51st Avenue going south, as well as spilling over frequently onto our surface streets like Baseline Road, as well as whenever traffic incidents slow traffic on the I-10, which pushes traffic onto our surface streets, and I think that that creates a negative impact on both the Laveen community as well as the rest of the South Mountain/South Phoenix area, which is where I presently live, and have previously lived in Laveen and remain fairly active in that part of the South Phoenix

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(Comment codes begin on later page)

Code	Issue	Response

(Response codes begin on later page)

Code	Comment Document

1 community, as well.
2 Some of the other things that I think are important
3 to look at are the economic impacts. We've talked quite a bit
4 about the population thresholds that we need to reach, for the
5 sake of a hospital and for regional retail and other commercial
6 amenities, additional employment for the area, for instance.
7 And I think, in addition to that, one of the other
8 things to look at is housing. And we currently have a shortage
9 of housing available for sale in the Phoenix market, which is
10 why we see the construction and general construction-related
11 services industries now lobbying in favor of the Loop 202.
12 What I think is an important nuance to that part of the
13 discussion is that we're not looking at overall increasing
14 housing for the Phoenix area and looking at increasing growth
15 for the Phoenix area.
16 What we are looking at, however, is increasing the
17 incentives for growth in an area that's closer to our current
18 population centers, that geographically would be in the central
19 Phoenix area, close to downtown Phoenix, stretching across to
20 Tempe. So, if we actually want to dissuade people from moving
21 to the outskirts, like Queen Creek on the southeast side or to
22 the extreme northwest side of town, and continue putting
23 pressure on the northwest-to-southeast growth of population,
24 then we absolutely need the infrastructure in this area, which
25 creates that development opportunity in a more in-fill type

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(Comment codes begin on next page)

Code	Issue	Response

(Response codes begin on next page)

Code	Comment Document
1	

1 location and also at the same time enhances the amenities
2 within the City of Phoenix, keeps tax dollars here, keeps
3 people able to stay within the lesser range for seeking out
4 employment or shopping.
5 And I think that's about all that I can muster at
6 this point, so I will probably be back if that's okay.
7 MS. DAD: I'm in favor of the acquisition for the
8 freeway. I think it will be a benefit for the west side of
9 the -- of the -- of the area, for people to be able to travel
10 from the west side to the east side, avoiding the midtown
11 congestion. I think they have studied every stick and stone
12 and that they can now move forward and pick the 59 route. I
13 think that is the best one for the freeway. That's it. I'm in
14 favor of it.
15 MR. CARRILLO: I've been a resident of South
16 Phoenix, in Laveen, all my life, which is 38 years old. I
17 mean, I'm 38 years old now. And, absolutely, there's no
18 question, the freeway being built would be the absolute best
19 for that community in Laveen. And I did hold back in putting
20 in my opinion, to study more concerning the South Mountain, the
21 Gila River. A lot of them are my friends, and I understand
22 their -- their dissatisfaction with everything.
23 But I do understand that they also had a problem
24 with the casino first coming in there, a lot of these friends
25 of mine. And, now that the casino has become something

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

4305

lineup -- 59th connection would be an economic engine. And so it's designed that way. The setbacks are already set up that way. And it would be a -- It would just be a win/win for everybody at the end of the day.

And you're taking that from a person who lives in Tolleson but is employed by the City of Phoenix. So it's a win/win for me because that's how -- that's how I feed my family, with the City of Phoenix.

And the sales-tax revenue coming back to the City would be huge, especially during these -- especially during these difficult economic times. And who knows -- who knows how long it's going to last? But also because, as a long-term, long-time -- actually, life-long resident of the City of Tolleson, I would hate to see what happened to our city many, many moons ago happen again.

And so that, my friend, is what I have to say.

MR. BRENNAN: Another point that I would like to bring up regarding, sort of, a land-use concern of the Loop 202 is, in light of the recent Brookings Institution report that has been publicized in the last week regarding the shift in poverty from more urban to suburban areas around the country, while not being a total shift in the share of impoverished populations, it does illustrate the challenges that more suburban areas are -- are experiencing in trying to address those social problems.

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(Comment codes begin on next page)

Code	Issue	Response

(Response codes begin on next page)

Code	Comment Document
1	And the issue with Laveen is that it has always been planned as a lower-density overall area, which has grown significantly in population. And as we see these populations would need, moving in to Laveen and actually Ahwatukee, as well, we are ill-prepared to handle those social needs that come with that increase in population. And it's not just the low-income populations, but it's others that also have that kind of need. So without the freeway, we're not going to have that concentration of resources or really much opportunity to develop that concentration of resources. So, like the hospital argument where we need to bridge the populations to give ample rooftop counts to support a hospital, the same is going to be true of any other social services and -- and other amenities or public resources that -- that are there to serve based on larger concentrations of population. That's all. MS. WINKLER: I think I am in favor of this. I think this is a good idea. I live in the central city area, and I know that a lot of people in the Ahwatukee area may be in opposition to this. But I particularly look at this as an issue of equality, that if the rest of the city all has to have freeways that border or come into their areas, that no one single area should be exempt. I think it will complete the grid system for the freeway if -- the freeway grid system. Page 18 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

INCOMING CALL DATE:	INCOMING CALL TIME:
05/13/13	2:24 PM
CALLER: MIKE BRENNAN	CALLER ADDRESS: 1777 E. MARQUETTE DRIVE, GILBERT, AZ 85234
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:
I would like to voice my support for the Loop 202 South Mountain Freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: 202 Freeway **Date:** Monday, May 20, 2013 8:25:30 AM **From:** Jaime Bresson [mailto:jbresson2001@yahoo.com] **Sent:** Saturday, May 18, 2013 9:53 PM **To:** Projects **Subject:** 202 Freeway Please approve and authorize construction of the new freeway. Thank you, Jaime Bresson Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4339

grow up and how I will be affected and my children's children.

And I also feel like all the health, like, complications to bring up, it's just crazy. Because I take early childhood and we talked about how freeways affect children and development and birth, and it's -- it's not good, like, at all. And I don't see how people can, like, just sit there and say they're for it without even thinking about all this stuff before and ahead of time.

And people are going to wish they didn't have this freeway. Like in, like, hundreds of years, they're going to wish we, like, stopped now and stopped, like, building stuff. And we don't have the money to build this stuff anyways, in the first place, with our economy. So, yeah, that's how I feel about this freeway.

1 MR. BRIGGS: Tom C. Briggs. And then -- I'm trying to think. My one suggestion would be is, try to work at removing the 32nd Street bridge and work to provide the U-Haul storage place with access through the tribal lands. No need to build a multibillion dollar bridge for that sole business's benefit. That's one.

The other comment would be within the

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www.drivernix.com

Code	Issue	Response
1	**Design**	As noted in the comment, the bridge at 32nd Street is provided to allow existing access to a business to remain after construction of the proposed freeway. Because the business is located on Gila River Indian Community land, the Arizona Department of Transportation does not have the ability to acquire or relocate the business. Nor can the Arizona Department of Transportation construct alternative access roads on Gila River Indian Community land without the permission of the Gila River Indian Community. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.

Code	Comment Document

2

1 constraints of all the drainage out of Ahwatukee
2 trying to sync the -- subset the bridges as low as
3 possible at all the major interchanges, in particular
4 40th Street. Every foot the bridge can go down, the
5 better for the sound walls. So I think that's kind
6 of most of it.
7 UNIDENTIFIED SPEAKER: Hello. Okay. I
8 have another perspective now that I've been looking
9 around at all of these advertisements and these
10 banners and I've been seeing what's been posted, and
11 I'm understanding a little bit more completely now.
12 But something that had me thinking twice is the level
13 of medication that other people take, maybe the
14 prescriptions, maybe these people who take
15 prescriptions and different pills can't drive because
16 they're afraid of getting a DUI, or maybe people who
17 have, you know, no driver's licenses or something
18 like that. I mean, they don't have the
19 opportunities. Sure, there's going to be a freeway
20 there. Maybe we should think twice about maybe
21 putting a train there instead.
22 You know, it would be a little bit less
23 of a headache for other people, you know, other
24 people who have had DUIs or mental illness or
25 something and they're a risk to other drivers. And

Page 26

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Code	Issue	Response
2	**Design**	The current level of engineering is used to determine the limits of environmental and construction impacts due to the proposed freeway. The location and profile of the freeway are evaluated to minimize potential changes to the freeway as the design level would progress. The current level of engineering is an accepted industry standard for determining impacts. (See Final Environmental Impact Statement sidebar on page 3-40 for more discussion.)

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 6:40 PM
CALLER: KIM BRITTAIN	ADDRESS: 2765 E. HOBART STREET, GILBERT, AZ 85296
PHONE: 602-488-3934	EMAIL:

CALLER REMARKS/QUESTIONS:

I use the 202 quite frequently and go up to the 10 and around Phoenix and the South Mountain Freeway would be awesome. Also coming from a position where my family had to sell our property, our way of living, our business, to the state in the 80's in order to have the 143 go through and this was at the time devastating, but it was for the greater good and I do not think a handful of people should be holding the entire Metro Phoenix area to congestion and needless gas. Also I think it would make that neighborhood a lot less congested and people would not have to us 48th Street going north and they could get out of Awatukee relatively easily and have two choices Pecos or the I-10.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

Beth Broeker

Document Created: 7/24/2013 1:16:58 PM by Web Comment Form

The Loop 202 South Mountain freeway will have a significant negative impact on air quality. Its proposed proximity to so many schools, churches, parks, and even a YMCA puts children and adults who are asthmatic at risk for severe complications due to the dust and toxins released during construction, as well as increased pollution from the anticipated traffic on the new freeway. Phoenix has enough pollution already, and the number of high pollution days is already at an unacceptable level. (1) (2)

In addition, Valley Fever is on the rise, and the construction increases the likelihood that residents in the affected area will contract the disease, which is incurable and can be fatal. Valley Fever is contracted when spores are released from dirt, usually during construction. (3)

Two members of our family are asthmatic, and we live in the Lakewood neighborhood. I fear the impact this freeway will have on the health of my family, both from the pollution impact and the potential for Valley Fever. Please examine and consider the health impact of this build on residents whose homes, churches, and schools are close to the proposed build site. So many people have asthma and other pulmonary issues; building this freeway so close to a residential community will do them irreparable harm. Do not build this freeway, or build it in an area that is not close to schools, churches, and other places where children congregate. (4)

Code	Issue	Response
1	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Health Effects**	
3	**Safety and Health**	Detecting the fungus responsible for valley fever in soils is not practical at this time. However, to reduce the amount of construction dust generated that could carry the fungus, particulate control measures related to construction activities would be followed. The following mitigation measures would be followed, when applicable, in accordance with the most recently accepted version of the Arizona Department of Transportation *Standard Specifications for Road and Bridge Construction* (2008). Prior to construction and in accordance with Maricopa County Rule 310, Fugitive Dust Ordinance, the contractor shall obtain an approved dust permit from the Maricopa County Air Quality Department for all phases of the proposed action. The permit describes measures to be taken to control and regulate air pollutant emissions during construction (see page 4-173 of the Final Environmental Impact Statement).
4	**Neighborhoods/ Communities**	While the City has some ability to control development through its zoning ordinances, the City does not have the authority to stop private land from being developed. The Arizona Department of Transportation was able to acquire large tracts of land along the Pecos Road alignment in the 1980s, but funding shortfalls kept the Arizona Department of Transportation from acquiring all of the needed land. Developers were aware of the potential freeway and made the decision to develop the land despite the risk that the freeway would eventually be built. Citizens were also aware of the potential and chose to buy homes near the freeway despite the same risk. Information related to freeway awareness and the responsibilities of the City of Phoenix, developers, and the Arizona Department of Transportation related to disclosure of the planning for the freeway is presented on page 4-13 of the Final Environmental Impact Statement.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 2:13 PM CALLER: THERESA BROOKING CALLER ADDRESS: TEMPE, AZ PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I would like to have it noted that I am a registered voter and in favor of the South Mountain Freeway project. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW:
Date: Monday, May 20, 2013 8:43:24 AM

From: Dann Brooks [mailto:montanabigsky2@yahoo.com]
Sent: Friday, May 17, 2013 6:19 PM
To: Projects
Subject:

We need this freeway bypassing Tempe & Awatooki areas for many a year. The setting in long lines with engines a idling & over heating & such causes more air polution than if traffic can get on out of town.Actually 107th or 99th avenues north to Riggs rd would be a better choice. But actually I'll vote on this project from 50th ave. north to Riggs as no other choice.
Thank you, DCB

1

2

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Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Alternatives**	A Riggs Road Alternative was considered. It would replace 51st Avenue south of its connection to Interstate 10 (Papago Freeway) for approximately 21 miles. It would then replace approximately 4 miles of Beltline Road in an easterly direction. At the Riggs Road/State Route 347 intersection, the alternative would replace approximately 3 miles of Riggs Road before connecting to Interstate 10 (Maricopa Freeway) (see Final Environmental Impact Statement page 3-9). While the Riggs Road Alternative would serve regional mobility needs, particularly of those living in the Maricopa area, meeting this travel demand would not address specific planning goals for an integrated regional transportation network. The *Regional Transportation Plan* identifies the proposed South Mountain Freeway as a critical link in the Regional Freeway and Highway System. The Riggs Road Alternative would not complete the Phoenix metropolitan area's loop system as part of State Route 202L, thereby causing substantial out-of-direction travel for motorists. Therefore, the Riggs Road Alternative would not meet the project's purpose and need criteria and was eliminated from further study. In addition, nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: **Date:** Monday, May 20, 2013 8:43:06 AM **From:** Dann Brooks [mailto:montanabigsky2@yahoo.com] **Sent:** Friday, May 17, 2013 6:21 PM **To:** Projects **Subject:** Here's my vote FOR the 202 South Mt. project, also. Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: S. Mountain Freeway
Date: Monday, May 20, 2013 8:27:34 AM

-----Original Message-----
From: Jerry. Brooks [mailto:brooksdidit@aol.com]
Sent: Saturday, May 18, 2013 4:07 PM
To: Projects
Subject: S. Mountain Freeway

1 I strongly support the construction of S. Mountain Freeway at the earliest possible date.

Jerry brooks
Chandler, AZ

Sent from my iPhone

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Colleen Brosnan Document Created: 6/11/2013 12:37:43 PM by Web Comment Form I moved to Phoenix in late 1993 and began looking for a house to buy in the area in early 1994. My realtor advised me not to look anywhere near Pecos Road (even though houses were cheaper than in Mountain Park Ranch) because a freeway was going to be built there. Now, almost 20 years later, a church, school, and many houses have been built in that exact location--and people are protesting the freeway! Either their realtors didn't give them the information I gave or they didn't do due diligence on their own--or they chose to ignore it. I commuted on I-10 for years and suffered through heavy traffic all the time. PLEASE get this freeway built! It will relieve congestion and pollution along I-10, which gets worse every year because traffic increases, not decreases, along this route! Yes, it's too bad that some played Russian roulette with their choice of property, but that was their choice. Don't penalize the rest of us for their choices.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: azcolleen
To: Projects
Subject: South Mountain Freeway
Date: Tuesday, June 11, 2013 10:35:49 AM

I moved to Phoenix in late 1993 and began looking for a house to buy in the area in early 1994. My realtor advised me not to look anywhere near Pecos Road (even though houses were cheaper than in Mountain Park Ranch) because a freeway was going to be built there.

Now, almost 20 years later, a church, school, and many houses have been built in that exact location--and people are protesting the freeway! Either their realtors didn't give them the information I gave or they didn't do due diligence on their own--or they chose to ignore it.

1 I commuted on I-10 for years and suffered through heavy traffic all the time. PLEASE get this freeway built! It will relieve congestion and pollution along I-10, which gets worse every year because traffic increases, not decreases, along this route!

Yes, it's too bad that some played Russian roulette with their choice of property, but that was their choice. Don't penalize the rest of us for their choices.

Colleen Brosnan
2201 E. Cathedral Rock Dr.
Phoenix, AZ 85048

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Support for South Mountain 202
Date: Monday, May 20, 2013 8:50:02 AM

From: Brad Brown [mailto:Brad.Brown@swgas.com]
Sent: Friday, May 17, 2013 3:29 PM
To: Projects
Subject: Support for South Mountain 202

I am writing to let you know that I support the extension of the Loop 202 South Mountain Freeway. I have no preference of whether it is built on the Gila River Indian Community property or on already purchased and required purchase of Right of Way.

I understand that if it is located off of the Community property, it may displace some existing homes and properties. I think that the net benefit to the Phoenix area will be worth the inconvenience of some existing homeowners and/or churches.

Completing the extension of the 202 around South Mountain is critical to the future of the Valley of the Sun.

1 I support the 202 extension!

Sincerely, Brad Brown - Gilbert Resident, Phoenix area native of over 50 years.

****
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Thank you for your cooperation.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Michelle Thompson
To: ADOT
Subject: FW: Opposition to South Mountain 202
Date: Monday, May 20, 2013 2:55:06 PM

Michelle Thompson
Senior Community Relations Officer
1655 W. Jackson St. MD: 126F
Phoenix, AZ 85007
602.316.4057
azdot.gov

From: Brown, Lawrence [mailto:lbrown@swlaw.com]
Sent: Monday, May 20, 2013 2:40 PM
To: Projects
Subject: Opposition to South Mountain 202

To Whom It May Concern:

I work in downtown Phoenix, Arizona and would like to voice my opposition to the proposed construction of the South Mountain 202 along the Pecos alignment in southern Phoenix.

I am a voter and taxpayer and would ask that ADOT only develop the South Mountain 202 if an alternative alignment were obtained. Traffic patterns on the I-10 have been reasonable over the past several years; the only times when traffic has been particularly burdensome has been when ADOT closes lanes on the freeway or arterial roads are closed down. My understanding is that (in coordination with ADOT?) the City is soon to put much of the arterial system around Pointe South Mountain under construction. I wonder if the intent is to purposefully cause driver frustration in an effort to generate support for the South Mountain 202. I would caution against that approach as it will, inevitably, undermine credibility and faith in your endeavors.

1 I oppose the Pecos alignment as I know it will significantly and adversely impact the neighboring community.

Thank you for your consideration of one person/families' viewpoint.

Lawrence Brown
Snell & Wilmer
Phoenix, Arizona
602-382-6510

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Code	Issue	Response
1	**Alternatives, E1 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

4289

1 PHOENIX, ARIZONA; TUESDAY, MAY 21, 2013
2 10:00 A.M.
3 * * *
4 CHRIS BROWN: I am totally for the project,
5 the South Mountain Project, especially if it
6 improves drive times.
7 I drive a lot for business from the south
8 part of town, like Maricopa, the city of Maricopa,
9 and have to get to like Buckeye and west valley
10 cities and I think South Mountain would cut down
11 on travel time quite a bit.
12 I am very much for it.
13 *****
14
15 JENNIFER NELSON: I am in support of the
16 Loop 202 South Mountain Freeway, specifically
17 the W59 Alternative. I am a resident for seven
18 years of Laveen and South Mountain.
19 Previously I spoke before the panel of
20 all of the statistics that will positively impact
21 this community, including the quality of life,
22 the infrastructure, and the feasibility of being
23 able to connect the east and west valley.
24 I have requested the design and construction
25 of community-value additions, such as a

Page 2

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www.drivernix.com

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/16/13 INCOMING CALL TIME: 5:07 PM CALLER: NADINE MARNA BROWN CALLER ADDRESS: 12044 S. TOMI, PHOENIX, AZ 85044 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I would like to leave my message that I do support that freeway. We need it and it should be done. It's been approved by the voters and thought that meant that it should go through. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: appose
Date: Thursday, July 11, 2013 8:28:41 AM
Attachments: image001.png

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov
ADOT Communications

From: Frank Myers [mailto:bringuslight@msn.com]
Sent: Wednesday, July 10, 2013 8:43 PM
To: Projects
Subject: appose

1 The only alternative for the South Mountain Freeway that makes any sense is the option W 101 alternative. The purpose of the "extension" is to connect the Valley freeways and make it easier to travel throughout the "valley".

The current favored connection of the loop 202 freeway makes no logical sense. You are talking about taking the loop 202 off of the I-10 freeway and expanding the lanes of the I-10 both approaching the freeway exchange and leaving the exchange. Anyone who drives the I-10 freeway going East in the morning or going West in the evening can tell you what a lane reduction means to the traffic on the freeway. The I-10 reduces, going West at 35th Avenue, which creates a huge bottleneck. Should you make the 202 interchange at 59th or 63rd Avenue it will create the same bottleneck traffic situation. I cannot believe that the planners for this freeway are blind to this situation.

If, however, the 202 connects with the 101 freeway, continuing South, there would not be that bottleneck situation, and it would connect seamlessly with the Northbound 101 freeway and would indeed better connect the North and South valley, and in addition give faster and safer transport to the Vee-Quiva casino and the I-10 southbound to Tucson.I strenuously object to the current plan for the 202 freeway extension.

2 As planned, the current 202 freeway plan would create more traffic problems for the Valley than it will alleviate.

Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.

Code	Comment Document
	Thank you for your attention to my concerns, Nicola Brown Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response

Code	Comment Document
1	Megan Brownell Document Created: 5/21/2013 7:05:11 PM by Web Comment Form As residents of Laveen for 12 years, we would love to see the Loop 202 be built as has been the plan. This freeway can do for Laveen and Ahwatukee what the Loop 101 did for Glendale, bringing much-needed retail, economic development and a boost to property values. It also will relieve traffic congestion on the I-10 and on 51st Avenue, which is filled with big-rigs at all hours of the day. Voters have already supported this freeway twice. There is no reason to continue delaying.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway
Date: Wednesday, May 22, 2013 10:49:39 AM

From: J Browning [mailto:jc.browning2@gmail.com]
Sent: Tuesday, May 21, 2013 2:31 PM
To: Projects
Subject: South Mountain Freeway

Hello,

1 Connecting the 101 to the 202 will drastically improve traffic flow from the east and south valley to the north and west valley. It will also improve commerce in the southwestern area, reduce carbon monoxide gasses, and limit traffic and excessive wear and tear on the already overused urban streets in the Laveen area. In addition, after its compeltion, it will have limited to no negative impact to the South Mountain area. I am a resident of Trail Side Point (67 and Southern) and highly encourage this freeway to be built in my area. My preference is for the W101 Central or Eastern Option and for it to be built during the first phase of construction.

Respectfully,

Jason Browning

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Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/16/13 INCOMING CALL TIME: 6:09 PM CALLER: JIM BRUNNER CALLER ADDRESS: 2848 E. HOUSTON, GILBERT, AZ 85234 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I am calling in support of the South Mountain Freeway. I think that would be awesome. It would reduce a tremendous amount of traffic going through Phoenix, especially the big cross-country truck rigs. So, if that can be built, it would be incredible. Bye

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Chad Buck Document Created: 5/21/2013 3:33:12 PM by Web Comment Form As Phoenix continues to experience population growth, it is imperative to plan accordingly with our freeway/traffic plan. Without projects such as the 202 extension, congestion will get significantly worse for not only freeway traffic traveling through Phoenix, but for all residents living and working within Phoenix. Alleviating some of this congestion will have notable economic and quality of life impacts/improvements.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

Chad Buckman Document Created: 5/25/2013 9:07:20 PM by Web Comment Form

No to 202! The state and agencies responsible for our roads have failed miserably for years. The biggest example of this is the I-10 freeway, especially in the east valley. The section of I-10 between Chandler Blvd. and the I-10/I-17 split near 7th Street is a virtual parking lot every weekday morning and evening. Until we have a resolution for dealing with I-10 we shouldn't spend billions of dollars to connect more vehicles and traffic congestion to it. (1)

The committee needs to address I-10 first and if they can't take that on find another hobby that doesn't consist of wasting billions of dollars on needless freeways or light rail system (confirmed example of government wasteful spending with ROI nowhere near "expert" estimates).

At a time when our school systems continue to rank last or near the bottom in our Country I can't see spending billions on a freeway:

a) nobody wants (2)
b) causes more traffic delays on I-10 (3) (4)
c) creates a virtual parking lot for east valley commuters (5)
d) ruins established communities (6)
e) harms the health of our citizens and nearby schools (7)
f) destroy's homes, churches and business needlessly
g) doesn't address the real issues we have in this state.

No-2-202!

Code	Issue	Response
1	**Purpose and Need**	The proposed freeway is part of the multimodal *Regional Transportation Plan* (see Final Environmental Impact Statement page 1-5 for more information regarding the *Regional Transportation Plan*). The determination of purpose and need for the proposed project includes an assumption that substantial improvements would be made to the Interstate 10 corridor between State Route 51 and U.S. Route 60 (see Final Environmental Impact Statement page 1-13). The Maricopa Association of Governments, in coordination with the Arizona Department of Transportation recently completed the Southeast Corridor Major Investment Study (see <azmag.gov/Projects/>) and developed multimodal concepts for addressing transportation issues in the Interstate 10 corridor. Even with these planned improvements to Interstate 10, the proposed project remains a vital component of the Regional Freeway and Highway System.
2	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Traffic**	An assessment of conditions with and without the freeway in 2035 is presented beginning on Final Environmental Impact Statement page 3-27. The results of the assessment, supporting the need for the proposed freeway, are summarized in Final Environmental Impact Statement Table 3-9 on page 3-38.
4	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
5	**Neighborhoods/ Communities**	Generally, a freeway is perceived as incompatible with local businesses because the facility could divide service areas, resulting in limited local access and negatively affecting the market share necessary for their sustainability. While neighborhood businesses rely on a local customer base, the proposed freeway may, on the other hand, provide additional and improved access to some neighborhood businesses (see Final Environmental Impact Statement page 4-16).
6	**Health Effects**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
7	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/17/13 INCOMING CALL TIME: 4:13 PM CALLER: BETTY BUELL CALLER ADDRESS: 6844 N. 36TH STREET, PHOENIX, AZ 85018 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the South Mountain Freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountian Freeway
Date: Tuesday, May 14, 2013 9:47:57 AM

From: Roberto Buenaver [mailto:Roberto@gdc-az.com]
Sent: Monday, May 06, 2013 12:00 PM
To: Projects
Subject: South Mountian Freeway

To whom it may concern,

I am aware that a hearing will be held to review the Draft EIS for Loop 202 on May 21, 2013.

1 I did not see any anticipated construction timing for this project on the ADOT website.

Is there currently any anticipated construction timing for this project that ADOT can share with the public?

Thank you.

Roberto

Roberto Buenaver | **Garrett Development Corporation**
Camelback Square
6991 East Camelback Road, Suite B-297
Scottsdale, Arizona 85251
Direct: 480.970.4004 | Main: 480-970-4001 | Mobile: 480.215.9392
roberto@gdc-az.com

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Code	Issue	Response
1	**Alternatives**	Upon completion of the environmental impact statement process, and if the Selected Alternative were to be an action alternative, the Arizona Department of Transportation would begin the design phase, which would be followed by the final right-of-way acquisition process. Then other early construction tasks such as utility relocations would begin. The corridor would be divided into multiple final design segments. Construction sequencing and duration could change based on several factors, including funding availability, traffic volumes, coordination with other major freeway projects, earthwork balancing, utility relocation schedules, and regional priorities.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Loop 202 South Mountain freeway
Date: Tuesday, July 02, 2013 2:04:28 PM
Attachments: image001.png

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov
ADOT Communications

From: Roberto Buenaver [mailto:Roberto@gdc-az.com]
Sent: Tuesday, July 02, 2013 1:34 PM
To: Projects
Subject: Loop 202 South Mountain freeway

To whom it may concern:

1 I am looking to obtain more information on the anticipated start and completion of this freeway.

Who can I speak to learn more about this matter?

Thank you.

Roberto

Roberto Buenaver | Garrett Development Corporation
Camelback Square
6991 East Camelback Road, Suite B-297
Scottsdale, Arizona 85251
Direct: 480.970.4004 | Main: 480-970-4001 | Mobile: 480.215.9392
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Code	Issue	Response
1	**Alternatives**	Upon completion of the environmental impact statement process, and if the Selected Alternative were to be an action alternative, the Arizona Department of Transportation would begin the design phase, which would be followed by the final right-of-way acquisition process. Then other early construction tasks such as utility relocations would begin. The corridor would be divided into multiple final design segments. Construction sequencing and duration could change based on several factors, including funding availability, traffic volumes, coordination with other major freeway projects, earthwork balancing, utility relocation schedules, and regional priorities.

Code	Comment Document

From: Lori Buhlman
To: Projects
Subject: South Mountain highway project
Date: Monday, June 03, 2013 10:39:26 AM

1 2 3 4

I am writing to express my objection to the Loop 202 South Mountain Freeway Project. I understand that the idea of this new project is to relieve traffic congestion, but this is at the expense of the natural environment, Native lands, and air quality. It is my strong believe that better urban planning (e.g., better public transportation, improved pedestrian and cycling infrastructure and increased investment in central Phoenix schools) will encourage Arizonans to move closer to the city. This would improve our communitites by decreasing polution, boosting local business economy (rather than that of large chains, which dominate our suburbs) and creating a healthier, more active community.
Thank you for your consideration.
Sincerely,
Lori Buhlman, Ph.D.

Code	Issue	Response
1	**Biology, Plants, and Wildlife**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Alternatives, Nonfreeway Alternatives**	
3	**Air Quality**	
4	**Purpose and Need, Lack of Support**	

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/16/13 INCOMING CALL TIME: 6:15 PM CALLER: DORIS BULK CALLER ADDRESS: 4344 E. COCONINO, PHOENIX, AZ 85044 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I would just like to say that I am in support of building the 202 South Mountain Freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 8:02 PM CALLER: BURDICK CALLER ADDRESS: 551 NORTH ASH DRIVE, CHANDLER, AZ PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I am much in support of this freeway and I would like to see it in. It should have been in 10 years ago. Let's get this thing done. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

INCOMING CALL DATE:	INCOMING CALL TIME:
7/10/13	2:45 PM
CALLER: MRS. BURGE	CALLER ADDRESS:
PHONE: 602-237-3741	EMAIL:

CALLER REMARKS/QUESTIONS:

Hi, I own Country Garden Charter School which is right near the proposed freeway. I'm looking at a brochure that does not have the freeway inflicting my property. But I had a constituent go down and go to your hearing and said that you have changed your route now to go down 63rd Avenue which is right down the center of my school. So I need some information on this cause this is not the documentation I have been sent in the mail. And I am opposed to anything that is going to go down 63rd Avenue and take out our school and the neighborhood around it. We have been here 14 years and we provide schooling for over 400 students. Thank you.

RESPONSE:

I left a message with Kimberly, an assistant to Mrs. Burge at Country Garden Charter School, on Friday, July 19 at 11:30 a.m. Mrs. Burge was not in the office but Kimberly stated that she would pass my message along to Mrs. Burge immediately. As of Monday, July 22, I have not heard back. If I do receive a return call, I will provide the same information to Mrs. Burge as I shared with Dustin (who works for her charter school.) It appears there are a number of folks from the Country Garden Charter School who are concerned about this project and how it may affect them.

Jessica Amend
HDR/InfraConsult

RESPONSE DATE:	RESPONSE TIME:	HDR STAFF INITIAL:

Code	Issue	Response
1	**Acquisitions and Relocations**	The alignment of the W59 Alternative had not been changed in the area of the Country Garden Charter School. The freeway would not directly affect the school, but would run just east of the school. Design of each action alternative, while completed to an equivalent level, is still preliminary and subject to change because designs would be further refined. The Arizona Department of Transportation would work with businesses during the design phase to identify ways to minimize property impacts that allow the business to continue operations.

Code	Comment Document

From: Scott, Lisa (Phoenix)
Sent: Tuesday, July 23, 2013 3:26 PM
To: Ellison, Gina
Cc: Bailly, Becky
Subject: FW: Mrs. Burge

Add this to the e-mail. Thanks. Lisa

LISA L. SCOTT
HDR Engineering, Inc.
Administrative Assistant|Trip Reduction Plan Coordinator

3200 East Camelback Road, Suite 350 | Phoenix, AZ 85018
602.522.7700 | d: 602.522.4330 | c: 602.882.1226
lisa.scott@hdrinc.com| hdrinc.com
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From: Amend, Jessica
Sent: Tuesday, July 23, 2013 3:11 PM
To: Scott, Lisa (Phoenix); Unger, Audrey C.
Cc: Book, Michael
Subject: Mrs. Burge

Hi ladies,

1 Mrs. Burge from the Country Gardens Charter School called me back just now and expressed (which she's done at the meeting and in writing already) that her preference is for the off ramp at 63rd Avenue to be moved 100 feet to the east so that it does not affect a portion of her school and property. She has old trees on the property that she would hate to see removed. Just wanted to pass that along even though it sounds like it's already in the record. Thanks!

JESSICA AMEND
HDR | InfraConsult
Public Involvement Specialist

6900 E. Camelback Rd, Suite 800 | Scottsdale, AZ 85251
o: 480.339.1041 | c: 623.606.2090
jessica.amend@hdrinc.com | hdrinc.com
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Code	Issue	Response
1	**Design**	The alignment of the W59 Alternative had not been changed in the area of the Country Garden Charter School. The freeway would not directly affect the school, but would run just east of the school. Design of each action alternative, while completed to an equivalent level, is still preliminary and subject to change because designs would be further refined. The Arizona Department of Transportation would work with businesses during the design phase to identify ways to minimize property impacts that allow the business to continue operations.

Code	Comment Document

1 ***
2 THE REPORTER: What is your name?
3 MR. BURGE: Zachary Burge, Z-a-c-h-a-r-y,
4 Burge, B-u-r-g-e.
5 THE REPORTER: Go ahead.
6 MR. BURGE: I work at the school in the
7 area, Country Gardens Charter School. I'm the
8 operations director there and I foresee -- and I also
9 live in the area on 64th Drive. I foresee, you
10 know -- I see the good side of the project. I see
11 that it can benefit our business and benefit our
12 community, by providing access to East Valley
13 residents to our area and sharing our beautiful
14 little community with the rest of Phoenix. But I
15 think the cons outweigh the pros in this situation,
16 because the amount of pollution that it's going to
17 bring to the area is not good. The amount of impact
18 of construction by our school, because it's so close
19 to us, is going to have a huge impact.
20 I run the transportation department at
21 our school. It's under my operational jurisdiction.
22 And my detours I'm going to have to make my buses go
23 on for my bus routes for my children is going to
24 be -- it's going to be very extensive. I'm going to
25 have to make alterations to our bus routes. We're

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Code	Issue	Response
1	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Acquisitions and Relocations**	The alignment of the W59 Alternative had not been changed in the area of the Country Garden Charter School. The freeway would not directly affect the school, but would run just east of the school. Design of each action alternative, while completed to an equivalent level, is still preliminary and subject to change because designs would be further refined. The Arizona Department of Transportation would work with businesses during the design phase to identify ways to minimize property impacts that allow the business to continue operations.

Code	Comment Document

1 going to spend almost double the money in fuel, which
2 right now we have four buses, we spend around $200 a
3 week a bus in fuel with our current bus routes. And
4 we're going to have to do basically double the amount
5 of miles because we're going to have to backtrack and
6 do detours and everything else. We're a charter
7 school, we don't get funding for busing. We just get
8 money for payroll and land. That's about it. And
9 our land is owned privately, so we don't get a
10 big-time budget like other public schools do.
11 As long as -- the first notice we'd
12 gotten for the freeway said that it was going through
13 63rd Avenue all the way up until Lower Buckeye, which
14 would have taken out my house, the school, my
15 neighbor's homes and the rest of my community. And I
16 just don't think that's right in today's world.
17 The current drawing I'm looking at here
18 today is saying that it's going through the alfalfa
19 field next door. If that is true and if that is
20 correct and if that is the final draft, I do not have
21 a problem with it. But if it is not, and it is not
22 the final draft, then I do have a problem with it. I
23 moved to Laveen because it's a good area. I moved to
24 Laveen because I love the area. I grew up on a farm
25 in Tonopah, and Laveen reminds me of home. Good

Code	Issue	Response

Code	Comment Document

1 people, and it's a good place to live. And I don't
2 want that to change. And I especially don't want to
3 be forced out of my home because of eminent domain
4 issues.
5 So I would appreciate the, you know,
6 cooperation with ADOT and everyone else. And me
7 saying keep the 202 where it's at, where your drawing
8 is, the draft of the drawing I'm looking at, if
9 you're going to -- I know you're going to do it,
10 because you have the funding for it, keep it on 59th
11 Avenue, away from my school and away from my
12 neighborhood. It can be beneficial, but it can also
13 hurt everyone very badly, economically and
14 personally.
15 So final statement: Pros, it can help
16 local businesses and local residents and bring more
17 of the Valley to us. Cons, provides a lot of
18 pollution, construction takes a long time. And I've
19 seen construction in the Valley put businesses out of
20 business because no one wants to go down that road,
21 because it's under construction. So especially
22 parents of kids in a school where they can't get in
23 to drop their kid off. So as long as it stays where
24 it's at, you know, I hope this is the final draft, I
25 really do, because then it will most likely happen.

Code	Issue	Response

Code	Comment Document

1 But if it's not the final draft, I can guarantee the
2 residents of Laveen are going to make sure it doesn't
3 happen, one way or another with courts or anything
4 else, because we're not moving, we're here to stay.
5 We're not being bought out.
6 Have a good day.
7 THE REPORTER: Thank you.
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Code	Issue	Response

Code	Comment Document

1 MR. BURGE: My name is Nick Burge. I am
2 the science director and coordinator for Country
3 Gardens Charter School which is a local charter
4 school in the area that may be impacted by the
5 proposed freeway. Essentially my concerns are
6 several. My concerns are the -- mainly the on-ramp
7 and off-ramp egress and ingress to the freeway coming
8 down Southern Avenue. The rest of the proposed
9 freeway in the state that it's in does not seem that
10 it will affect us that adversely. Maybe through
11 noise and some small amount of environmental impact.
12 We do have several species of animals
13 that live in a naturalized state on our campus
14 including Great Horned Owls, including Red-tailed
15 Hawks, California Kingsnakes, checkered garter
16 snakes, gopher snakes, many species that travel
17 through the corridor near our campus or on our campus
18 to the Salt River and to the Estrella -- Sierra
19 Estrella Mountains behind us and the South Mountain
20 corridor behind us as well.
21 Essentially a lot of those animals and
22 populations of wildlife will probably be affected by
23 this, but it does seem at this point that the route
24 that they've chosen, the W59 alternative is -- I
25 still will oppose it, but at the same time it seems

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Code	Issue	Response
1	**Acquisitions and Relocations**	The alignment of the W59 Alternative had not been changed in the area of the Country Garden Charter School. The freeway would not directly affect the school, but would run just east of the school. Design of each action alternative, while completed to an equivalent level, is still preliminary and subject to change because designs would be further refined. The Arizona Department of Transportation would work with businesses during the design phase to identify ways to minimize property impacts that allow the business to continue operations.
2	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Biology, Plants, and Wildlife**	

Code	Comment Document

1 as if it has a decent route. It's just that we do
2 not want it any further west.
3 At this point, if it goes any further
4 west, it is going to cut into the property that the
5 school sits on, it will interfere with daily
6 operations of our school and will not benefit us in
7 any way, shape or form. It may also affect housing
8 and residences in the area that have been there for
9 many, many years, some of them since the 1970s.
10 So basically at this point what I'm
11 saying is, yes, if they could find another
12 alternative to the W59 alternative, it would be
13 wonderful. It would be great if they could utilize
14 the W71 alternative or even the W101 alternative.
15 However, the main thing is that we do not want the --
16 the project to expand any further west.
17 In fact, if it could actually move maybe
18 even just 100 feet further east to accommodate the
19 edge of the property of our school, which again is
20 the area we call "The Wilds" which contains many of
21 these native animals and urban wildlife that live and
22 utilize that area almost like a miniature preserve.
23 If they could move that on-ramp even just 100 to 200
24 feet further east, it would much better accommodate
25 what we're trying to do for our school.

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Code	Issue	Response
4	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix. When comparing action alternatives in the Western Section, the W71 Alternative was considered the least desirable because it would provide the least traffic operational benefits, would have high residential displacements, did not have support from the public and local or regional agencies, and would be inconsistent with local planning.

Code	Comment Document

1 Our school is a school that's always been
2 top 10 percent in test scores for the state of
3 Arizona for over eight years. We have a population
4 of over 4 to 500 students annually. Every year we
5 take trips to Costa Rica and Belize and many other
6 conservation projects, not only locally. We built an
7 1800 square foot desert tortoise habitat that if the
8 project moved further west would affect.
9 Again, there's numerous other projections
10 there that we're expanding into as well. We have not
11 only conservation projects, but also art and music
12 programs and many, many other things. We just built
13 a $350,000 barn for our horsemanship program that,
14 again, is very close to that -- what would be the
15 western edge of the freeway expansion, and we just
16 really don't want it any further west than it is.
17 If they have to choose the W59
18 alternative, and that is the preferred alternative
19 which it seems to be, no further west. It cannot go
20 any further west. If it does, it will drastically
21 affect a large population of students who are -- not
22 only that, but a low -- sorry, a low-income area.
23 Over 70 percent of our students are below the poverty
24 level, and it would drastically, drastically affect
25 their day-to-day education, as well as the

Code	Issue	Response

Code	Comment Document

1 livelihoods and employment of well over 30 to 50
2 people who live in our area and work on our campus as
3 well.
4 Our payroll every year is over $1.5
5 million, and the amount of taxes that the area gets
6 from our -- just from our income taxes alone is
7 staggering. So if we had to relocate the school even
8 partially, it would be disastrous and it would be
9 quite a blow to the community.
10 We've been a pillar of the community
11 there for well over 14 years, and it's something that
12 we want to stay, we want to continue to be what we've
13 been and continue to provide the good services that
14 we want for the community.
15 We also have in the property, there are
16 plans for a $4.7 million expansion project to include
17 new buildings which would include a semipublic
18 aquarium and zoological exhibits and workshops and
19 things like that for music and an auditorium and a
20 public pool for use by the community as well, and
21 many other things that would drastically, drastically
22 benefit this community.
23 However, if we were made to relocate,
24 even partially, that project would be obviously
25 unfeasible. So essentially at this point, my

Code	Issue	Response

Code	Comment Document

1 viewpoints on this issue are, I do have some
2 concerns, mainly the on-ramps and off-ramps, again,
3 the egress and ingress to the freeway off of Southern
4 Avenue and 63rd. Southern Avenue and 63rd Avenue is
5 my main concern.
6 Again, if they could move that on-ramp
7 even just a little further east, even 100 to 200
8 feet, it would be very, very, very beneficial and
9 could accommodate us very pleasantly, I think. The
10 freeway could benefit us in the future as basically
11 almost having an exit to us which would be nice, but
12 again, we can't deal with the detractments that it
13 would take from us if it were to be located further
14 west than the current plan. Or, again, if we could
15 have it accommodate us by moving a little tiny bit
16 further east, even just 100 to 200 feet by the
17 on-ramps and off-ramps for that exit, it would be
18 fantastic.
19 Other than that, I have minor
20 environmental impact concerns, again, because of the
21 migratory wildlife in the areas and because of the
22 owls and other animals that we have that live on
23 residence, the urban wildlife that lives there. I
24 would like to see more detailed environmental studies
25 about how that may impact those types of things and

Code	Issue	Response

Code	Comment Document

1 the urban wildlife in that area between the Salt
2 River corridor and the Sierra Estrellas and the South
3 Mountain Regional Park as well.
4 The other concerns I have also are based
5 on the video I just watched, is the very -- actually
6 much larger than I thought previously cut that would
7 be taken out of South Mountain Regional Park on the
8 western side. That area is actually a home to a
9 small, but viable population of Sonoran desert
10 tortoises which are protected by law.
11 Also something that it seems nobody has
12 addressed is the Gila Monster Heloderma suspectum is
13 a resident of that area and is vigorously protected
14 by law from game and fish, and through the state laws
15 of Arizona is one of our state treasures essentially.
16 That animal is so restricted that you can't even get
17 close to -- too close to that animal to take a
18 photograph. You can actually be ticketed for
19 harassing native wildlife.
20 Seems like a freeway through that area is
21 very much harassing native wildlife. They may in my
22 opinion want to rethink how much of that they're
23 cutting through and possibly reroute that slightly.
24 I think it would be very beneficial to many species
25 of wildlife, also mountain lions, bobcats, coyotes.

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Code	Issue	Response
5	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
6	**Biology, Plants, and Wildlife**	Sonoran desert tortoises have been documented in the Eastern Section of the Study Area, and suitable habitat for this species is present within Phoenix South Mountain Park/Preserve and the foothills of the South Mountains (see Draft Environmental Impact Statement pages 4-122 and 4-123). The E1 Alternative would directly adversely affect suitable habitat as the freeway would cross Phoenix South Mountain Park/Preserve and would be expected to affect individual Sonoran desert tortoises.

Code	Comment Document
3	There was a proposal at one time to reintroduce big horn sheep to the South Mountain range that they've already done in the Estrellas and the Sonoran desert monument to the west. If this freeway were to go in, they would need to definitely think about extended wildlife corridors either under or over the freeway to accommodate populations between the Sierra Estrellas and the South Mountain range in order to prevent inbreeding and increased genetic biodiversity. For further comment and for more information on opinions and even actually biological studies that my students and I have done on the area and its native wildlife and urban wildlife, I can be reached at 602-931-7522. Again, that's 602-931-7522. That's my cell. You can also e-mail me at animalman1981@yahoo.com. The website for the school is also available, www.cgcsaz.com. Our school's name is Country Gardens Charter School. Again, that's www.cgcsaz.com, and there's a link there to our Facebook page. I'm the admin on the Facebook page. If you would like to reach me for further comment or opinion or other information, it's easy to do. Other than that, thank you for your time. Page 12 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response

Code	Comment Document

1 MS. BURGE: My name is Goldie Burge and I
2 own the property and founded the school, Country
3 Gardens Charter School which is located on 6313 West
4 Southern Avenue. It's been in existence since 2000.
5 And I also own the property with my house on it which
6 is on the south end of the property of the school
7 which would be also on the west side, would be facing
8 the freeway as well.
9 I would prefer that the ramps coming off
10 onto Southern, if at all possible, be shifted about
11 200 feet to the east so as not to impact our school
12 entrance as much. And a little bit -- if they could
13 move it slightly to the north on that right-of-way
14 rather than going into our property on the south side
15 of Southern. That would be my preference.
16 I want to just make sure that I would
17 oppose any part of the freeway taking out our school,
18 our property there and the houses that are around it.
19 We have a viable charter school with 420 students
20 with high test scores, and we have a very involved
21 life science program that extends and has an outreach
22 all the way to Costa Rica, Panama and Belize, and
23 also we do outreach programs for other schools to
24 come and visit our barnyard program.
25 And our biology teacher does outreach

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Code	Issue	Response
1	**Design**	The alignment of the W59 Alternative had not been changed in the area of the Country Garden Charter School. The freeway would not directly affect the school, but would run just east of the school. Design of each action alternative, while completed to an equivalent level, is still preliminary and subject to change because designs would be further refined. The Arizona Department of Transportation would work with businesses during the design phase to identify ways to minimize property impacts that allow the business to continue operations.

Code	Comment Document

1 programs all over the state for the Arizona
2 Herpetological Society. So he utilizes some of our
3 animals to take to these presentations for disabled
4 children, for educational seminars, etc. So we're a
5 very different type of public charter school in that
6 we're very hands-on life science focused, and we
7 provide a totally different opportunity than the
8 public schools in the area.
9 On the school property we have an
10 extremely large amount of large about 80 to 100 foot
11 trees that are over 5 feet in diameter that have been
12 there back to the Pima Indians. There was a Pima
13 Indian dig ruin site on Southern right in front of
14 the school which SRP has now since covered back over,
15 and some remains were also found on our property in
16 the trees, as well as in those trees which is our
17 "Wilds" area.
18 We have Great Horned Owls that breed
19 there, as well as Red-tailed Hawks, plus some other
20 species of animals such as the California Kingsnake,
21 et cetera. So we would not want those habitats to be
22 disturbed.
23 We're in the Migratory Bird Act -- we're
24 protected under the Migratory Bird Act, and we're in
25 what we call a migration zone. We get many other

2

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Code	Issue	Response
2	**Biology, Plants, and Wildlife**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

1 birds that come to the trees there, Lovebirds,
2 parakeets in the wintertime that migrate through. So
3 it's a pretty viable biology or biological corridor,
4 if you will, and important to maintain that.
5 Our school employs over 35 people with a
6 payroll of $1.5 million per year which is pretty
7 significant. If the school were to have to be moved,
8 it would impact quite a few families, both employees
9 and 420 families of students.
10 And we are a 70 percent poverty level.
11 We're a Title 1 school and we serve students not only
12 in Laveen, but we bus students in from all over 10 to
13 12 districts so that these students can get a
14 different type of school choice than they're offered
15 in their public school district.
16 We provide opportunities for these
17 low-income students that otherwise would never be
18 offered to them, particularly our trips across
19 country. We have two charter buses that we have
20 outfitted with bunk beds, and we travel students
21 every year on three-week and two-week trips in
22 different regions of the U.S. for a very low amount
23 of money so that they can afford to go. And we cover
24 all 48 states in the United States on a four-year
25 rotating basis.

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Code	Issue	Response

Code	Comment Document

1 And then we take high school students to
2 Costa Rica, Panama and Belize where we have life
3 science studies in the rainforest for six to eight
4 weeks, and in Belize for two weeks where we study the
5 second largest Great Barrier Reef in the world and do
6 archaeological studies on the Mayan Ruins there as
7 well.
8 We also have a village we sponsor in
9 Panama and marine biology tours that we do in Panama
10 while we're in Costa Rica. So our students are
11 getting these opportunities that typically only
12 higher income or private school students would be
13 offered, and they're offered it at a more affordable
14 rate for them, and it's providing them the science
15 and math opportunities for careers that they wouldn't
16 be offered if they had not experienced these learning
17 environments.
18 For example, we have students now wanting
19 to be archaeologists. We have many students wanting
20 to go into marine biology. We have students who are
21 decided on many different science careers and are in
22 college presently and doing very well. And they're
23 all low-income kids that probably would have never
24 pursued this had they not been on these trips. So
25 that is a big factor for our school.

Code	Issue	Response

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1 And nobody in the whole state of Arizona
2 offers any of this, and as far as we know in the
3 United States not to this extent. For example, our
4 trip to Costa Rica is six to eight weeks. Our kids
5 only pay a total for everything, including airfare,
6 $1,450. Our three-week trips, our students only pay
7 $900 for three weeks across the United States seeing
8 30 venues.
9 For example, last year -- this last year
10 we went to the Florida region, southern region of the
11 U.S. and D.C. and actually met with Senator Jeff
12 Flake. Had a meeting with him for over 30 minutes.
13 Senator John McCain. We're very involved in the
14 House of Representatives, and we got to see them
15 voting in the Senate, plus all of the historical
16 places, Williamsburg, Jamestown, et cetera. Over 30
17 places that they saw on a three-week trip just on
18 that one southern region.
19 We have another region where we do
20 Chicago, Mt. Rushmore and the Great Lakes region.
21 That's next year. The year after that is our Rocky
22 Mountain region which covers all of the state parks
23 including Yellowstone, Bryce Canyon, Arches National
24 Park and many other entities.
25 Our fourth trip is to the New England

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Code	Issue	Response

Code	Comment Document

1 region where we tour all of New England, all the way
2 to Maine, Statue of Liberty, New York, go over to
3 Canada and Niagara Falls. We have many, many venues
4 of historical significance throughout the whole New
5 England region.
6 And then we have the pacific northwest
7 where we do the whole pacific northwest coast. So
8 basically our students traveling on these trips will
9 cover all 48 states if they go on all the trips and
10 be learning the whole time. They are not vacation
11 trips.
12 So these are the things we offer.
13 Besides that, our school is completely hands-on. We
14 have a zoo lab that has over 300 species of animals
15 where all the students get to go in and interact and
16 work in science through living animals. We have a
17 barnyard with all the farm animals. They interact
18 with them and work with science on those. And all of
19 our classrooms are hands-on with learning centers
20 which is a very -- and it's a very accelerated
21 learning program.
22 Our students are taking -- are taking
23 more high school classes, more core classes than
24 other high schoolers. Our tenth graders are
25 outscoring all the schools in the region on --

Code	Issue	Response

Code	Comment Document

1 there's tests, especially in math, and -- and we have
2 an extensive amount of homework that so that our
3 students are college prepared.
4 We have a very high graduation rate from
5 80 to 100 percent, and most of our kids that are in
6 college are in state colleges and are doing extremely
7 well. So that's why the school needs to stay there
8 so we can offer these opportunities to our --
9 especially our lower income students. Give them the
10 opportunities that they're missing out when they're
11 attending regular public school. That's probably it.
12 For example, one of our students, a young
13 African-American student who really didn't have much
14 ambition when he started our school in junior high
15 was now our valedictorian a year ago, got a
16 scholarship to ASU where he's attending, and he now
17 -- his plans after going to Costa Rica and Belize is
18 that he wants to be a foreign language interpreter.
19 And he has also taught himself since then Portuguese
20 as well as the Spanish we taught him and that he
21 utilized in Costa Rica.
22 He was so excited when he was in Costa
23 Rica to be able to speak to people and enjoyed that
24 so much that now that is his focus. So these
25 wonderful opportunities do make huge differences on

Code	Issue	Response

Code	Comment Document

1 these students' lives, so that is why we're working
2 on maintaining this level of education for these
3 kids.
4 (The proceedings concluded at 2:00 p.m.)
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Code	Issue	Response

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Comments in opposition to South Mountain Freeway
Date: Wednesday, May 29, 2013 8:22:59 AM

-----Original Message-----
From: Sierra Club [mailto:information@sierraclub.org] On Behalf Of Tina Burger
Sent: Tuesday, May 28, 2013 8:18 PM
To: Projects
Subject: Comments in opposition to South Mountain Freeway

May 28, 2013

Arizona Department of Transportation South Mountain Study Team
1655 W Jackson St, MD 126F
Phoenix, AZ 85007

Dear South Mountain Study Team,

1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.

2 3 Although i am a former developer, we never took land that wasn't already infill or along a current road. The reason Scottsdale is so successful is we looked at long term sustainability to include open space/land, this is imperative in the attempt to preserve the beauty, environment and wildlife.The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.

4 5 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.

6 7 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.

8 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.

1 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.

Sincerely,

Ms. Tina Burger
2200 E Dortha Ave Apt K
Flagstaff, AZ 86004-3663

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
3	**Alternatives**	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the *Regional Transportation Plan* and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
4	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Health Effects**	
6	**Section 4(f) and Section 6(f)**	
7	**Biology, Plants, and Wildlife**	

(Responses continue on next page)

Code	Comment Document
	(480) 215-6440 Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. .

Code	Issue	Response
8	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Comments in opposition to South Mountain Freeway
Date: Thursday, June 20, 2013 8:37:05 AM

Thank you,
Felicia Beltran
Senior Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-319-7709
azdot.gov

-----Original Message-----
From: Sierra Club [mailto:information@sierraclub.org] On Behalf Of Robert "Steve" Burkhart
Sent: Wednesday, June 19, 2013 6:20 PM
To: Projects
Subject: Comments in opposition to South Mountain Freeway

Jun 19, 2013

Arizona Department of Transportation South Mountain Study Team
1655 W Jackson St, MD 126F
Phoenix, AZ 85007

Dear South Mountain Study Team,

1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.

I am a resident in the Ahwatukee area of Phoenix that would be most directly impacted by the construction of the freeway. I can't claim ignorance of the proposed project when I bought my residence in this area because I already knew the construction was in the long-term plan.
If that were the only factor involved I would not be writing this.
2 3 However there are broader issues involved that I feel compelled to address. Simply because a project has been on the drawing board is not good enough reason to bring it to fruition. Our knowledge of environmental impacts to the local ecosystems as well as to the entire world is much greater now than when it was first proposed. Our scientific knowledge of what is happening to our world is inconsistent with the ambitions of those who feel that development of such projects is the highest ideal. It is not. The health and survival of sons and daughters, and their children and children's children are of utmost importance and present a much higher value.
I do a considerable amount of hiking on the mountain and my property is also situated along the desert. I don't know what kind of research has gone into this , but it seems very clear to me that the ecosystem of South Mountain is already greatly impaired due to the city that surrounds it. My neighbors feed rabbits that the coyotes feast on, which surely must increase their numbers. I do a lot of hiking around the state of Arizona, and I have to tell you that I see far more
4 coyotes outside my residence than I ever see anywhere else. If you add to that by building a freeway that cuts off the wildlife corridor then their gene pool and ultimately their survival will become seriously impacted by negative effects of interbreeding. The coyote is just an example. There are many other species that will also be affected.

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need, Old Plan or Use of Old Data**	
3	**Health Effects**	
4	**Biology, Plants, and Wildlife**	

Code	Comment Document
5 6 7	Beyond the local environment is the world-wide problem of global warming that can only be worsened by the spewing of pollution in the air. Building more freeways is not the answer! They will encourage even more urban sprawl and cars on the road that will just exacerbate the problem. There needs to be a greater concerted effort into building public transportation systems that will clean up the air and provide a healthy and enjoyable world for my grandchildren and yours to live in. Sincerely, Robert "Steve" Burkhart 3236 E. Chandler Blvd. #1042 Phoenix, AZ Sincerely, Robert "Steve" Burkhart 3236 E Chandler Blvd Unit 1042 Phoenix, AZ 85048-7281 (480) 695-2138 _____ Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. .

Code	Issue	Response
5	**Air Quality**	Climate change is an important national and global concern. While the earth has gone through many natural changes in climate in its history, there is general agreement that the earth's climate is currently changing at an accelerated rate and will continue to do. Human-caused greenhouse gas emissions contribute to this rapid change. Carbon dioxide makes up the largest component of these greenhouse gas emissions. Other prominent transportation-related Greenhouse gases include methane and nitrous oxide. Greenhouse gases trap heat in the earth's atmosphere. Because the atmospheric concentration of greenhouse gases continues to climb, our planet will likely continue to experience climate change-related phenomena (see Final Environmental Impact Statement pages 4-85 through 4-86). To date, no national standards have been established regarding greenhouse gases. Greenhouse gases are different than other air pollutants evaluated in federal environmental reviews because their impacts are not localized or regional due to their rapid dispersion into the global atmosphere. The affected environment for greenhouse gas emissions is the entire planet. In contrast to broad-scale actions such as those involving an entire industry sector or very large geographic areas, it is difficult to isolate and understand greenhouse gas emissions' impacts for a particular transportation project. Furthermore, presently there is no scientific methodology for attributing specific climatological changes to a particular transportation project's emissions. Under the National Environmental Policy Act, detailed environmental analysis should focus on issues that are significant and meaningful to decision making. The Federal Highway Administration has concluded, based on the nature of greenhouse gas emissions and the exceedingly small potential greenhouse gas impacts of the proposed freeway (as shown in Final Environmental Impact Statement Table 4-37 on page 4-85), that greenhouse gas emissions from the proposed freeway would not result in "reasonably foreseeable significant adverse impacts on the human environment" [40 Code of Federal Regulations § 1502.22(b)].
6	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
7	**Alternatives**	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No-Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the *Regional Transportation Plan* and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.

Code	Comment Document

1 MR. BURKHART: Robert Burkhart, and I
2 reside at 3236 East Chandler Boulevard, No. 1042,
3 Phoenix, Arizona 85048.
4 I'm an Arizona native. I was born at
5 Good Sam Hospital and have lived in several
6 communities, including at various times in the
7 Valley. I know this doesn't give me any special
8 privileges over someone who moved here, say, a year
9 ago, but I also spent 20 years of my adult life in
10 Alaska. I came home at least once a year to visit
11 family and this gave me a bird's eye perspective.
12 You know, time-lapse photography, the
13 kind where you set a camera up to take pictures every
14 minute as a rose is blooming. A beautiful rose
15 blossoms in front of your very eyes. This is so
16 beautiful. I think you already know where I'm going
17 with this. That's what it was like for me coming
18 home to the Valley once a year to watch the blooming
19 of the Valley.
20 Before I left, the rose was definitely in
21 bloom with a wonderful downtown architecture
22 including the Westwood Ho Hotel and of course the
23 Biltmore in Scottsdale along with the general western
24 theme of the area, but then something changed. The
25 vine was still there, but the rose strangely faded in

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Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1 the distance. A vine of freeways spread its
2 insidious tentacles in every which direction. The
3 city spread not like a rose of theme of fine
4 architecture, but like a haphazard cancer with no
5 organized plan and all its tentacles were thorns.
6 There were people coming from places like
7 Chicago, Atlanta and D.C. who found that they have
8 actually come to a place that is harder to get around
9 in than the many places they left. There was no L,
10 no Marta, and no Metro. Instead, they found
11 themselves stuck on the vines in rush-hour traffic
12 honking their horns going in the thorny road rage.
13 And I asked myself why? Is it because in
14 Arizona we are still stuck in the dilution that this
15 is the wild west and that every man needs his own
16 horse to get around on? It's the real kind of
17 Marlboro man who has his own horse. Yet because of
18 that, chokes on the smoke and develops emphysema.
19 I live in the Ahwatukee area. You know,
20 the one affected by the freeway. Please don't do me
21 any favors by finding a faster way to Avondale when
22 you will be increasing the noise and filth due to the
23 out of control plan to make things worse than is
24 already broken.
25 Hurray for putting in the Light Rail.

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Code	Issue	Response
1	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

2

1 It's too little too late, and sorry it doesn't reach
2 me, nor most other people in the Valley for that
3 matter.
4 I have the lucky privilege of owning a
5 residence on the edge of the desert where I can sit
6 on my porch and watch the bunnies hop around while I
7 sip my morning cup of coffee. I am blessed. There
8 are plenty of rabbits because they are fed by
9 neighbors who don't know any better. Most mornings
10 that I'm actually looking, I'll see at least one
11 coyote who I'm guessing is checking out the bunny
12 scene, and sometimes chicken left out for them by
13 another neighbor. Easy pickings.
14 I'm an avid hiker who sees far more
15 bunnies and coyotes pass by my property in the city
16 than I ever do in the wild. They're nice to look at,
17 but there are way too many of them and it's nature
18 out of balance. Now you're going to do something
19 that throws this whole thing in reverse by cutting
20 off a wildlife corridor, you'll be shutting off the
21 coyotes' access to visiting coyotes from the
22 Estrellas. And by doing so, you will affect their
23 ability to interbreed. Without interbreeding, you
24 get what? They get what? Right, they get dumb and
25 they get diseases associated with recesssive traits.

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Code	Issue	Response
2	**Alternatives**	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No-Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the *Regional Transportation Plan* and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
3	**Biology, Plants, and Wildlife**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

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1 Because they are dumb and sick, they will die and the
2 mountain will become a cold hard rock without them.
3 So maybe you're saying to yourselves,
4 what's a few less Mangy Coyotes and a little more
5 emphysema when we have to grease the wheels of
6 commerce by way of truck between L.A. and El Paso.
7 Well, if that's the way you see it, I know there's
8 nothing I could ever say or present any kind of
9 scientific evidence that could possibly change your
10 mind. But if you have any inkling of a doubt, then
11 please examine your conscience and feel it in your
12 heart to draw a line in the sand to do what it takes
13 to help us all breathe a little cleaner air and save
14 many thoroughly gorgeous coyotes. Thank you.
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Page 5

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Code	Issue	Response
4	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Purpose and Need, Truck Bypass**	

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Say "No!" to the Proposed South Mountain Freeway
Date: Friday, June 14, 2013 1:24:11 PM

Thank you,
Felicia Beltran
Senior Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-319-7709
azdot.gov

-----Original Message-----
From: AMY BURKHOLDER [mailto:AMY.BURKHOLDER@EEOC.GOV]
Sent: Friday, June 14, 2013 12:37 PM
To: Projects
Subject: Say "No!" to the Proposed South Mountain Freeway

To Whom it May Concern:

I am a resident of Ahwatukee. My family and I moved from Oak Park, IL a few years ago when my husband's job transferred him to Phoenix. When we purchased our house in the Club West community and enrolled our children in the Ahwatukee public schools system, we felt like we won the lottery! Finally, we discovered a community where the public schools rivaled the schools in Oak Park (some would say they are even better) and the residents are friendly and the neighborhood is super safe. If that wasn't enough, we have one of the nation's greatest parks, South Mountain. My family and I routinely hike these trails and are never ceased to be amazed by its majestic beauty! There aren't many of these areas left in our great country!

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I truly believe building a freeway through South Mountain is a terrible idea. It's terrible for the health hazards brought by the increased congestion and vehicular traffic. With the increase in traffic, we will experience an increase in crime, air pollution as well as noise pollution, especially from the substantial increase in truck traffic.

Rather than destroying South Mountain to build the freeway, why doesn't Arizona begin constructing public transportation, including commuter trains and additional buses. Why aren't I10 and the 202 expanded to accommodate commuter trains that would assist residents from Ahwatukee, Chandler, Gilbert and Mesa to reach downtown. Finding ways to minimize crime and pollution should be the focus of Arizona, not adding to the problem which is what the proposed freeway represents.

Thank you for your consideration.

Regards,

Amy Burkholder

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Code	Issue	Response
1	**Health Effects**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
3	**Neighborhoods/ Communities**	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
4	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Noise**	
6	**Trucks**	The Maricopa Association of Governments regional travel demand model forecasts approximately 10 percent truck traffic on the South Mountain Freeway in 2035 (see Final Environmental Impact Statement page 3-64). This percentage is similar to current conditions on Interstate 10 between Loop 101 and Interstate 17 and on U.S. Route 60. Noise modeling for the Final Environmental Impact Statement used this forecast truck traffic, with the model accounting for greater noise generation by trucks in the future (see Final Environmental Impact Statement page 4-88). Noise mitigation is designed for this predicted noise level, including the noise from trucks. The noise analysis was updated for the Final Environmental Impact Statement using the most recent Federal Highway Administration and Arizona Department of Transportation policy and traffic projections provided by the Maricopa Association of Governments. Discussion of this updated analysis begins on page 4-88 of the Final Environmental Impact Statement. No substantial differences between the analyses presented in the Draft and the Final Environmental Impact Statements resulted.
7	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
8	**Alternatives, Nonfreeway Alternatives**	

Code	Comment Document

From: Ken Burns
To: Projects
Subject: Public Input - Proposed South Mountain Freeway
Date: Tuesday, June 11, 2013 10:06:37 PM

I believe the proposed 202 South Mountain Freeway is short-sighted and does not reflect the current traffic patterns. The freeway was envisioned in 1985, but does not reflect the population growth over the past 30 years and the anticipated growth in the near future. In particular the recent and expected population growth in Goodyear and Buckeye will cause an explosion in the population west of the White Tank Mountains. (1)

- The South Mountain Freeway as proposed will do little to relieve the traffic congestion currently on the Papago Freeway. The 59th Avenue alignment is well east of the morning congestion point for inbound traffic. The same argument can be made for evening outbound traffic. (2)
- The South Mountain Freeway would become the de-facto "truck route" for semi-trailer traffic from the ports in California to points east of Phoenix. (3)
- The "truck route" designation will be even more evident with the completion of State Route 801.
- The South Mountain Freeway will not be similar to the San Tan Freeway. Because of the high volume of semi-trailer truck traffic, the South Mountain Freeway will be much noisier and provide much higher pollution to the neighboring communities. (4) (5)

I am not proposing a "no build" scenario. I can see the value of completing the 202 Loop and providing an alternate for traffic from the Chandler and Ahwatukee areas removing some of that traffic from the I-10 Broadway Curve. My recommendation relates to timing and scope.

- Before the South Mountain Freeway is built, I viable option should be built to pull traffic off the eastbound I-10 on west of Goodyear and reconnecting to I-10 south of the Phoenix metro. (6)
- Once the alternate route is completed, the South Mountain Freeway can be sized to accommodate the normal east-west traffic. Even then, the South Mountain Freeway will be primarily a pass-thru highway and not lead to significant population growth along its route (unlike the San Tan Freeway and the Loop 303), because of the South Mountain Freeway's proximity to tribal land and the fact that Ahwatukee is nearly built out. (7)

In conclusion, I believe that construction of the South Mountain Freeway should be postponed until:

1. The significant issues of the traffic congestion to/from the Goodyear and Buckeye communities is addressed. (8)
2. An alternate route for I-10 thru-traffic (especially semi-trailer trucks) is constructed. This would go a long way toward relieving the metro traffic congestion. The current proposal only serves to manage the traffic. A thru-traffic route would actually remove traffic from the metro freeway system. (6)

Code	Issue	Response
1	**Purpose and Need, Old Plan or Use of Old Data**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Alternatives, W59 Alternative Versus W101 Alternative**	
3	**Trucks**	The Maricopa Association of Governments regional travel demand model forecasts approximately 10 percent truck traffic on the South Mountain Freeway in 2035 (see Final Environmental Impact Statement page 3-64). This percentage is similar to current conditions on Interstate 10 between Loop 101 and Interstate 17 and on U.S. Route 60. Noise modeling for the Final Environmental Impact Statement used this forecast truck traffic, with the model accounting for greater noise generation by trucks in the future (see Final Environmental Impact Statement page 4-88). Noise mitigation is designed for this predicted noise level, including the noise from trucks. The noise analysis was updated for the Final Environmental Impact Statement using the most recent Federal Highway Administration and Arizona Department of Transportation policy and traffic projections provided by the Maricopa Association of Governments. Discussion of this updated analysis begins on page 4-88 of the Final Environmental Impact Statement. No substantial differences between the analyses presented in the Draft and the Final Environmental Impact Statements resulted.
4	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Air Quality**	
6	**Alternatives**	There is an existing route (Interstate 8 and State Route 85) that provides a bypass of the Phoenix metropolitan area. Signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. This route continues to be available for interstate and interregional travel.
7	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
8	**Traffic**	The proposed freeway is part of the multimodal *Regional Transportation Plan* (see Final Environmental Impact Statement page 1-5 for more information regarding the *Regional Transportation Plan*). The proposed freeway would serve as an important link to planned transportation facilities in the Goodyear and Buckeye areas, namely State Route 30 and State Route 303L. This system of freeways would help to improve traffic operations along Interstate 10 in the southwest metropolitan Phoenix area.

Code	Comment Document
	Ken Burns 1762 W Thunderhill Dr Phoenix, AZ 85045

Code	Issue	Response

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway comments
Date: Monday, July 01, 2013 8:45:40 AM
Attachments: image001.png

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov
ADOT Communications

From: Joe and Marie Burns [mailto:jmburns6@hotmail.com]
Sent: Sunday, June 30, 2013 1:57 PM
To: Projects; Joe and Marie Burns
Subject: South Mountain Freeway comments

1 2 3 4 5 6 7 8 9

We are strongly opposed to all of the current proposals that put the highway through Pecos Road. We disagree with the need to destroy part of South Mountain and think it should be preserved with alternative routes explored instead. We live a few blocks north of Pecos Road and are opposed to the increased traffic, noise, and pollution; loss of bike trails; unnecessary demolition of homes, church, and school; and potential increased crime rate that would result with a highway on Pecos Road. It sure seems like it would be less costly to run the highway through the open land south of Pecos where no homes, churches, or businesses would be negatively impacted.

We do believe the highway would best serve the community if it was located on GRIC land instead.

We look forward to having the GRIC route be put back on the table for further consideration.

Joe & Marie Burns

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Code	Issue	Response
1	**Alternatives, E1 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Section 4(f) and Section 6(f)**	
3	**Traffic**	In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).
4	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Air Quality**	
6	**Design**	The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.
7	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
8	**Neighborhoods/ Communities**	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
9	**Alternatives, Gila River Indian Community Alignment**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 6/12/13 INCOMING CALL TIME: 5:17 PM CALLER: MARILYN BURNS CALLER ADDRESS: 10231 CONCORD AVENUE, SUN CITY, AZ 85351 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the South Mountain Freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 05/9/13 INCOMING CALL TIME: 3:22 PM CALLER: JOHN BURTON CALLER ADDRESS: PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the planning and construction of the South Mountain Freeway and think it should be built as soon as possible.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Let"s Build the 202!!!
Date: Monday, May 20, 2013 8:44:11 AM

From: Randy Bury [mailto:rbury@me.com]
Sent: Friday, May 17, 2013 5:46 PM
To: Projects
Subject: Let's Build the 202!!!

1 **I am in support of building the 202 south mountain freeway and believe it is an extremely important freeway connection between the east and west valley.**

Please support this construction. Thank you.

Randy Bury
480-993-7690

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 05/13/13 INCOMING CALL TIME: 2:45 PM CALLER: KELLY BUSK CALLER ADDRESS: 5731 W. DUBLIN LANE, CHANDLER, AZ 85226 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the proposed South Mountain Freeway. Thank you for your time.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 7/23/13 INCOMING CALL TIME: 1:39 PM CALLER: JOHN BUSKOVITCH CALLER ADDRESS: PHONE: 602-678-1020 EMAIL: **CALLER REMARKS/QUESTIONS:** I support the South Mountain freeway extension. Thank you bye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

1

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 3:56 PM
CALLER: DEBORAH BUSSER	CALLER ADDRESS: 1906 S. 65TH AVENUE, PHOENIX, AZ 85043
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:
I am a registered voter and citizen of the City of Phoenix and I support the South Mountain Freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Loop 202 extension
Date: Thursday, July 11, 2013 10:43:34 AM
Attachments: image001.png

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov
ADOT Communications

From: Jean and Mike [mailto:jeanandmikeb@cox.net]
Sent: Thursday, July 11, 2013 10:08 AM
To: Projects
Cc: council.district.6@phoenix.gov; Jim Jochim
Subject: Loop 202 extension

Ladies and Gentlemen:

1 2 We are residents of Ahwatukee and most definitely do not want the Loop 202 to be built in our community. For many reasons, mainly air pollution, we would like to see this project abandoned and funds expended elsewhere i.e. on the improvement of AZ 85 between I-8 and I-10. This would provide the "truck bypass" around Phoenix that supposedly everyone wants.

One of the main reasons we moved to Ahwatukee over 16 years ago, was that this area didn't get the infamous Phoenix "brown cloud." South Mountain protected the Ahwatukee area. If the freeway is constructed it (by itself) will most likely give us a "brown cloud" - that isn't healthy for anyone.

3 We both feel that ADOT has an obsessive need to build this road whether it is needed or not or wanted or not.

Jean Butterfield
Michael Butterfield
3126 E. Woodland Drive
Phoenix, AZ

480-706-8465

Code	Issue	Response
1	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Alternatives, Truck Bypass**	
3	**Purpose and Need, Old Plan or Use of Old Data**	

Code	Comment Document
	jeanandmikeb@cox.net Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. .

Code	Issue	Response

Code	Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 4:39 PM
CALLER: ROBERT CAAN	CALLER ADDRESS: 9508 E. CAREFREE WAY, #D-315, SUN LAKES, AZ 85248
PHONE:	EMAIL:

1

CALLER REMARKS/QUESTIONS:
I support the Freeway. I think you better get with it because it will never happen unless you do so. Bye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 12:30 PM
CALLER: JOE CABRERA	CALLER ADDRESS: 8330 WEST SIERRA VISTA DRIVE, GLENDALE, ARIZONA 85305
PHONE:	EMAIL:

1

CALLER REMARKS/QUESTIONS:
I live in Glendale. I just want to say I support the Loop 202 South Mountain freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Matthew Caggiano Document Created: 6/6/2013 7:29:18 PM by Web Comment Form Please do NOT build the south mountain freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Sierra Club on behalf of Barbara Cain
To: Projects
Subject: Comments in opposition to South Mountain Freeway
Date: Tuesday, June 04, 2013 12:46:54 PM

Jun 4, 2013

Arizona Department of Transportation South Mountain Study Team
1655 W Jackson St, MD 126F
Phoenix, AZ 85007

Dear South Mountain Study Team,

1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.

2 I have fond memories of South Mountain Park in the late 40's and 50's. It is a valuable site for Phoenix folks and tourists. The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.

3 4 5 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.

6 7 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.

8 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.

1 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.

Sincerely,

Miss Barbara Cain
3489 N Camino La Jicarrilla
Tucson, AZ 85712-6042
(520) 881-5689

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
3	**Alternatives**	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the *Regional Transportation Plan* and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
4	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Health Effects**	
6	**Section 4(f) and Section 6(f)**	
7	**Biology, Plants, and Wildlife**	

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
8	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

INCOMING CALL DATE:	INCOMING CALL TIME:
5/15/13	3:27 PM
CALLER: HEVER CALENBUTTERS	CALLER ADDRESS: 1881 N. ELLIS STREET, CHANDLER, AZ 85224
PHONE: 480-839-1610	EMAIL:

CALLER REMARKS/QUESTIONS:
I support the 202 extension. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Raul Camacho Document Created: 6/20/2013 9:30:22 AM by Web Comment Form I really like and support the W59 Alternative.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/16/13 INCOMING CALL TIME: 6:04 PM CALLER: PAULINE CAMERON CALLER ADDRESS: 249 W. PECAN PLACE, TEMPE, AZ PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I would like to voice my support for the South Mountain Freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1 2 3 4 5 6 7	Joseph Campell Document Created: 7/24/2013 9:12:03 PM by Web Comment Form Do Not Build & ruin Ahwatukee. We do not need more trucks, cars & Buses to add to our pollution. A few years ago I participated in getting neighbors opinions and out of the area I live in only 1person (a truck driver) wanted it. Home values will drop, pollution will increase, crime will increase, business will vacate this area. The money wasted on this ill conceived plan is outrageous. Have you ever seen a plan this big which didn't require more and more funds as the contractors want more & more $$$. I think train rails should prevail, or I-10 improved. Taxpayers don't want this boondoggle.

Code	Issue	Response
1	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement beginning on page 4-91).
2	**Economics, Socioeconomics**	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; "Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor"). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
3	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Neighborhoods/ Communities**	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
5	**Economics, Socioeconomics**	Businesses directly and adversely affected by implementation of an action alternative would be mitigated through relocation or site purchase at fair market value. The construction of the proposed facility would likely generate additional business and jobs in the corridor upon implementation because of the improved access it would provide.
6	**Acquisitions and Relocations**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
7	**Alternatives, Nonfreeway Alternatives**	

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 6/15/13 INCOMING CALL TIME: 12:39 PM CALLER: FRANCIS CANITS CALLER ADDRESS: PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Yes, I do support the freeway construction. I live on the west side of the valley. Anyway I do support it. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Support of South Mountain Loop 202
Date: Monday, May 20, 2013 8:49:34 AM

From: Rose Ann Canizales [mailto:RoseAnn@greatimpactinc.com]
Sent: Friday, May 17, 2013 3:48 PM
To: Projects
Subject: Support of South Mountain Loop 202

Dear ADOT:

1 I am writing in support of the South Mountain Loop 202 initiative. The economic "Crash" of 2008 in Arizona has devastated our state. The jobs created by this project will benefit the construction industry greatly and its community. The trickle down affect from general contractors to small business will aid commerce in Arizona and put people back to work.

The environmental impact to air quality will further bring pollutants counts down by aiding in decreased automobile emissions. The long term effects of this project will translate into boosting commerce and bringing contractors and their employees back to their state to find work.

Respectfully,

Rose Ann Canizales

President
Association for Construction Career Development
www.azccd.com

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

4303

1 location and also at the same time enhances the amenities
2 within the City of Phoenix, keeps tax dollars here, keeps
3 people able to stay within the lesser range for seeking out
4 employment or shopping.
5 And I think that's about all that I can muster at
6 this point, so I will probably be back if that's okay.
7 MS. DAD: I'm in favor of the acquisition for the
8 freeway. I think it will be a benefit for the west side of
9 the -- of the -- of the area, for people to be able to travel
10 from the west side to the east side, avoiding the midtown
11 congestion. I think they have studied every stick and stone
12 and that they can now move forward and pick the 59 route. I
13 think that is the best one for the freeway. That's it. I'm in
14 favor of it.
15 MR. CARRILLO: I've been a resident of South
16 Phoenix, in Laveen, all my life, which is 38 years old. I
17 mean, I'm 38 years old now. And, absolutely, there's no
18 question, the freeway being built would be the absolute best
19 for that community in Laveen. And I did hold back in putting
20 in my opinion, to study more concerning the South Mountain, the
21 Gila River. A lot of them are my friends, and I understand
22 their -- their dissatisfaction with everything.
23 But I do understand that they also had a problem
24 with the casino first coming in there, a lot of these friends
25 of mine. And, now that the casino has become something

1

Page 14

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

1 lucrative for them, now there's not such an uproar about it.
2 So I do believe that we are respecting their values and giving
3 them a voice. But I also believe that there's a louder voice,
4 including that with my community and residents in Laveen and
5 everything, that absolutely this is the right choice and the
6 right direction for growth.
7 MR. RODRIGUEZ: Yeah. Basically, I just want to
8 state my absolute support for the 59th Avenue alternate.
9 That's the priority one right now. I think it's probably --
10 Well, I know it's the best option based on the city planners of
11 the City of Phoenix. They've expected this for a long time.
12 It's a great benefit to Maricopa County. It's a great benefit
13 to the Valley. And, quite honestly, a lot of people coming
14 from the West Valley, all the way out to Buckeye, eventually,
15 you have to cross 59th.
16 If it were to go any further west, then people that
17 live on, for example, 51st, 59th, 67th, 75th, 83rd, they're not
18 going to go back to try to catch it at the 101 if they're
19 heading out to the East Valley. It's counterintuitive to what
20 human nature would tell you. So they would just jump on the
21 I-10, currently, and continue to take the regular flow, causing
22 the same problems that we're experiencing downtown, when it
23 comes to major traffic. So I would say 59th Avenue is, without
24 a doubt, the best alternative.
25 The worst alternative is the one going through

Code	Issue	Response

Code	Comment Document
1	

From: Projects
To: ADOT
Subject: FW: Build the202 freeway
Date: Thursday, May 16, 2013 8:14:35 AM

From: cr@zfine.com [mailto:cr@zfine.com]
Sent: Wednesday, May 15, 2013 8:48 PM
To: Projects
Subject: Build the202 freeway

This freeway has been studied, now let the bulldozers lose, it will be a great addition to Arizona's system.

Carl

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 4:40 PM CALLER: DOROTHY CARLSON CALLER ADDRESS: 1535 W. PELICAN COURT, CHANDLER, AZ 85286 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the South Mountain Freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Brett Carlson Document Created: 7/17/2013 5:00:42 PM by Web Comment Form I am leaving this comment in support of building the Loop 202 South Mountain Freeway. I am a native of Phoenix, living in the valley for over 35 years now. This section of freeway has been planned since 1985. It was determined back then that this connection was needed, when there were a lot fewer people living in our metro area. It is badly needed now to help relieve congestion on I-10, as well as other freeways and arterial streets. As the owner of a mobile photography business, I travel all over the valley using what has become a very large and overall efficient network of freeways. I believe the South Mountain Freeway is an important link that needs to be completed to connect the West and South West valley, with the South East valley. There are very few East-West freeway options, especially when you get to Downtown Phoenix and West of I-17. I would love to see this freeway built to give everybody another option instead of having to travel through downtown Phoenix. I live very close to I-10 at Baseline Road. I believe this freeway will help to relieve some pass through traffic on Baseline that heads to and from Laveen and other areas near there. That would be a much welcomed relief to those of us who live near Baseline Road. I have heard and understand the arguments from others, especially those in the Ahwatukee community. I believe there are just as many people in Ahwatukee that support the freeway being built, if not more, as there are against it. In reality, it will affect a very small number of people and businesses in that community. Noise levels will not increase that much, if at all, for residents 1/2 a mile or more away from the freeway. Again, I live within 1/2 a mile of I-10 with no sound walls, so I know. The pollution argument is a moot point. The pollution is already there. It's not like South Mountain prevents the pollution from the rest of the valley from entering Ahwatukee. I understand some homes and businesses may be removed to make room, and others may lose property value. But it's no different than any other community that other freeways have cut through in the past. And those areas have not died, they have thrived since the freeways have come through. Areas have become major employment centers in the valley because of freeways being completed nearby. So please, do not let a very vocal minority of people sway the decision on whether to build or not. I believe for every person like me who voices their opinion in support of building the freeway, there are at least 5-10 others who silently support building it. Let's complete what was planned 28 years ago and build the South Mountain Freeway! Thank you for your time and consideration of my comments.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Five Year Program
To: ADOT
Subject: FW: No Loop 202 Expansion
Date: Tuesday, June 11, 2013 9:07:10 AM

Thank you,
Felicia Beltran
Senior Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-319-7709
azdot.gov
ADOT Communications

From: Leahjo Carnine [mailto:leahjocarnine@gmail.com]
Sent: Sunday, June 09, 2013 4:50 PM
To: Five Year Program
Subject: No Loop 202 Expansion

1 2
3 4

To whom it may concern,
I live in the South Mountain area and am a tax paying, home owning citizen. The expansion of loop 202 is a violation a terrible transportation plan that violates our few remaining parks in the Phoenix area. Furthermore it is a violation of Indigenous land rights in the area. Please consider my input in the Environmental Impact assessment.

Leah Carnine
4202 E Vinyard Rd.,
Phoenix AZ 85042

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Code	Issue	Response
1	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Section 4(f) and Section 6(f)**	
3	**Environmental Justice/Lifestyle**	The Draft Environmental Impact Statement describes a decade-long consultation and coordination effort led by the Arizona Department of Transportation and the Federal Highway Administration with the Gila River Indian Community and other Native American tribes. As a result of the consultation, the cultural importance of the South Mountains is acknowledged in the Draft Environmental Impact Statement in several locations, notably page 5-26. The proposed project would accommodate and preserve (to the fullest extent possible from the available alternatives) access to the South Mountains for religious practices. Section 106 of the National Historic Preservation Act requires a government-to-government relationship between the Federal Government and Indian tribes as described beginning on page 4-140 of the Final Environmental Impact Statement. Section 106 requires federal agencies take into account the effects of their undertakings on historic properties and requires consultation with tribal authorities. Consultation has occurred with Gila River Indian Community government officials, the Tribal Historic Preservation Officer, the Cultural Resource Management Program, other tribes, and the State Historic Preservation Office and has led to concurrence from the Gila River Indian Community Tribal Historic Preservation Office and the State Historic Preservation Office on National Register of Historic Places eligibility recommendations (including traditional cultural properties like the South Mountains), project effects, and proposed mitigation and measures to minimize harm. This consultation has been ongoing and will continue until any commitments in a record of decision are completed. The section entitled *Title VI and Environmental Justice*, beginning on page 4-29 in the Draft Environmental Impact Statement, presents acceptable methods, data, and assumptions to assess the potential for disproportionately high and adverse effects from the proposed action on environmental justice populations and disparate impacts to populations protected under Title VI. Based on the content of the section, no such effects would result from the action alternatives. In light of comments received on the Draft Environmental Impact Statement, the above-referenced conclusions were confirmed in the preparation of the Final Environmental Impact Statement. To provide further clarity, the discussions of environmental justice and Title VI were separated and additional text explaining the relationship of environmental justice and Title VI to various environmental elements was added throughout Chapter 4, *Affected Environment, Environmental Consequences, and Mitigation*, as exemplified by the inserted text on page 4-29 of the Final Environmental Impact Statement.
4	**Alternatives, Gila River Indian Community Alignment**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1	D Carpenter Document Created: 5/29/2013 5:07:59 PM by Web Comment Form Highway is much needed, I believe it is important to maintain the sovereignty of the Gila river community. Please keep the highway on state land

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Victor Carranza Document Created: 6/23/2013 3:10:36 PM by Web Comment Form I am all in favor of the South Mountain Freeway. I moved in to the Ahwatukee area in 1993 and was advised at that time that the freeway was going to be built in ten years. It's now twenty years later and still no freeway. People who bought in the freeway access area did so at their own risk. They were advised as I was or else there was poor planning on their part. Build the freeway. The community needs it. Only 200 community members attended the last meeting in Ahwatukee. That's 200 out of approximately 85,000 residents living in the area who obviously want the freeway built. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	Joseph Carreon Document Created: 7/24/2013 4:44:13 PM by Web Comment Form Hello:
1	Please do not build the 202 extension. It is harmful to the planet and our landscape and ourselves. In order for Phoenix to thrive other policies can be supported that have little to do with making more roads. Please do not build the 202 extension. Save our mountain preserve.
2	I disagree that a 202 extension should be built. Current indicators show that traffic will not increase--this is due to technology people will be working from home more often and

Code	Issue	Response
1	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need, Lack of Support**	

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 — INCOMING CALL TIME: 10:11 AM CALLER: TONY CARRICCI — CALLER ADDRESS: 1111 WEST BARROW DRIVE, CHANDLER, AZ 85224 PHONE: — EMAIL: **CALLER REMARKS/QUESTIONS:** Yes, I support the freeway, but I also would like to see some more light rail expansion.

Code	Issue	Response
1	**Alternatives**	The proposed freeway is part of the *Regional Transportation Plan* for the Maricopa Association of Governments region. The *Regional Transportation Plan*, as described on pages 1-5 and 1-10 of the Final Environmental Impact Statement, addresses freeways, streets, transit, airports, bicycle and pedestrian facilities, freight, demand management, system management, and safety. The proposed freeway is only one part of the overall multimodal transportation system planned to meet the travel demand needs of the Maricopa Association of Governments region.

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

Draft Environmental Impact Statement
COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013.

1 A legitimate concern is the amount of traffic entering the I-10 from the preferred alternate W59. It will make the bottleneck even worse than it is now at morning commute. Will another I-10 lane be added to I-10 E and W?

2 The Baseline Rd. ~~entrance~~ route to W59 is another concern. Heading west from 51st Ave, Baseline merges into one lane. Will Baseline be expanded?

Optional

Name: Mary Carroll Email: mcarroll8@g.com
Address: 7304 S. 29 Ln
City: Phx State: AZ Zip: 85041
Phone: Fax:

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov **or mailed to:** ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	**Design**	Construction of the proposed freeway would include widening along Interstate 10 to facilitate entrance and egress of vehicles between the two freeways. Additional information related to the Interstate 10 modifications can be found in Figure 3-26 on page 3-49 and Figure 3-29 on page 3-53 of the Final Environmental Impact Statement. The design of the connection to Interstate 10 and the widening along Interstate 10 were developed in accordance with the Federal Highway Administration's Interstate System Access Informational Guide and has received an initial determination of operational and engineering acceptability from the Federal Highway Administration.
2	**Traffic**	Traffic interchanges (on- and off-ramps) would be located at Van Buren Street, Buckeye Road, Lower Buckeye Road, Broadway Road, Southern Avenue, Baseline Road, Dobbins Road, Elliot Road, 51st Avenue, 17th Avenue, Desert Foothills Parkway, 24th Street, and 40th Street. In the immediate area of the interchanges, the crossroads would be widened to their ultimate lane configuration based on the City of Phoenix General Plan. Adjacent improvements such as signals and road widening would be the responsibility of the City of Phoenix.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway
Date: Monday, July 15, 2013 8:04:27 AM

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov

-----Original Message-----
From: Linda Carroll [mailto:gorda1148@gmail.com] On Behalf Of Sue Carroll
Sent: Saturday, July 13, 2013 1:59 PM
To: Projects
Subject: South Mountain Freeway

1 My husband and I live in the Sunrise subdivision in the foothills. We often walk through the desert and have seen some beautiful petroglyphs on the first of the three areas that will be destroyed if the freeway is built. The petroglyphs are just off the well worn trail and easily visible. We have not explored higher up but would not be surprised if there are not more. Do you take these ancient petroglyphs into consideration when making your decision? It seems a sad thing to destroy our history just to build roads.

2 My hope is that ADOT and the Indian Community will agree on the alignment a half mile south that will spare not only hundreds of homes but also those ancient petroglyphs.
Thank you for the opportunity to voice my opinion.
Linda Carroll
2804 W. Ashurst Dr.
Phoenix, AZ 85045

_____

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Code	Issue	Response
1	**Cultural Resources**	The freeway alternatives were surveyed for archaeological sites, which include petroglyphs (rock art). The archaeological survey documented several petroglyph locations. Subsequently, the freeway alternatives were redesigned to avoid the petroglyph sites. No petroglyphs would be destroyed by implementation of the proposed freeway. Because right-of-way fencing would limit access from the proposed freeway, damage to petroglyph sites would not be facilitated (see Final Environmental Impact Statement pages 4-151 and 4-172).
2	**Alternatives, Gila River Indian Community Alignment**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1	Nicole Carson Document Created: 5/20/2013 5:11:03 PM by Web Comment Form How can I find out if my house is in the path of development and part of the plan for residentail displacement?

Code	Issue	Response
1	**Acquisitions and Relocations**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix. Aerial maps are available through the hearing available on the project Web site: <azdot.gov/southmountainfreeway>.

Code	Comment Document
1	

From: Projects
To: ADOT
Subject: FW: Build the South Mountain Freeway
Date: Tuesday, May 14, 2013 9:36:46 AM
Attachments: dd26a0.png
imagec1b5fa.PNG

From: Rebecca Carter [mailto:rcarter@wirc.co]
Sent: Monday, May 13, 2013 7:09 AM
To: Projects
Cc: info@buildthe202.com
Subject: Build the South Mountain Freeway

I am in full support of building the 202 South Mountain Freeway, I do not understand why anyone would oppose such a needed relief for our freeway system. Our freeways are just getting way to congested and we need more roadways to elevate that problem.

Rebecca Carter | Human Resources Manager

Western Industrial Resources Corporation
3640 South Cactus Road
Apache Junction, Arizona 85119-9200

480-396-7404(O), 480-396-7405(F), 480-505-5310(D)

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 05/13/13 INCOMING CALL TIME: 2:38 PM CALLER: FRANK CARTER CALLER ADDRESS: 1686 E. CAROB DRIVE, CHANDLER, AZ 85286 PHONE: 480-802-4379 EMAIL: **CALLER REMARKS/QUESTIONS:** I fully support this venture. I hope it can move forward as soon as possible.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 6/11/13 INCOMING CALL TIME: 4:26 PM CALLER: MARY ANN CASE CALLER ADDRESS: 9449 W. MORROW DRIVE, PEORIA, ARIZONA 85382 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I do support building of the South Mountain Freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1 2	Alice Casson Document Created: 5/24/2013 5:00:59 PM by Web Comment Form A major thoroughfare is not an appropriate use of government owned, public used land. The air quality alone would seem to be reason enough for such a project. Adding car pollution and the public disregard of littering and loitering would only worsen the atmosphere already stressed. We are intended to be caregivers of the land - NOT users and destroyers. Please reconsider and find another way.

Code	Issue	Response
1	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Air Quality**	

Code	Comment Document
1	Andre Castaneda Document Created: 5/21/2013 3:44:04 PM by Web Comment Form The research provided seems to be the best alternative to build freeway in the proposed locations. I'm in favor of the proposed freeway as an Ahwatukee resident.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4257

speakers with respect. Please refrain from clapping or booing or whatever you might feel to do, out of respect to the people who have an opinion and comments as they address the panel.

So as soon as we get a new name on the list, we'll call that person and we will continue. Thank you.

Patrick Castle. Mr. Castle, could you use the microphone on this side here, please. Thank you.

Mr. Castle, you have a three-minute time period; you'll notice the timer right here.

MR. CASTLE: Okay. Great.

THE FACILITATOR: Begin, please.

MR. CASTLE: Thank you very much today for the opportunity. I just want to give a bit of anecdotal observation and evidence of what a freeway can do for enriching the fabric of the community, enriching the home values, enriching the cultural values. We currently live in Laveen where we've experienced growth of the community and quality of homes and we feel it's poised to expand; however, the lack of a freeway currently we see as one of the issues that's holding that back. One of our prior homes, though, we lived in an area that's approximately Cactus and where Highway 51 currently

1

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

1 is, and we lived there over 20 years ago, prior to
2 the completion of Highway 51. So we lived during the
3 building of Highway 51, we experienced the opening of
4 that, and what we saw was an enrichment of the
5 community far beyond our expectations. It enriched
6 the school systems, the quality of the housing, the
7 number of businesses then that were able to step up
8 and see the opportunity to go into that community.
9 And so just from, again, an anecdotal, our
10 own personal experience, we've seen the impact of the
11 freeway, which, you know, we thought at the time,
12 great, we'll have better access, but we didn't really
13 anticipate the powerful impact it had in all aspects
14 of that area. So we're just now seeing now the
15 planned 202 extension in Laveen where we currently
16 live as being a very similar opportunity, that the
17 community is poised to expand in both commercial and
18 in cultural ways that I think will be far beyond the
19 expectations of the folks that are even pro the
20 extension at this point.
21 That's all I have. Thank you.
22 THE FACILITATOR: Thank you, sir.
23 Those of you who just entered the room, if
24 you're planning on speaking, please make sure that
25 you register at the registration desk out front.

Code	Issue	Response

Code	Comment Document

4286

don't get their jobs back. We'll give them to people with sense in their heads.

Anyhow, thanks for listening. ADOT, you're depressing as always.

* * *

UNIDENTIFIED SPEAKER: The biggest thing right now, I think, is why is it that it's only one day and during the workday, like, this particular public hearing and the forum and everything like that? Because normal people work Monday through Friday, 8:00 to 5:00, so it seems like it would be better, like, on a weekend, all day Saturday and all day Sunday.

Because there's a lot of information for people to kind of comprehend, especially for the people who may be newer to the community and not familiar with the NEPA process, not familiar with the technical process, I think a bigger span of time would have been better.

* * *

MR. CASTLE: Patrick, C-a-s-t-l-e.

I just spoke in the other room, but I think that the key thing that we saw in years in living in an area

Page 7

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Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1 that is now Highway 51 -- we lived there over 20 years ago
2 prior to the Highway 51 expansion -- was that not only did
3 it resolve many of the crowded freeway situations and the
4 transportation impact, but it also enriched the quality of
5 life way beyond our expectations.
6 And so we lived through the building of
7 Highway 51. We were approximately at Cactus and the 51,
8 where our house was. And that wasn't really a problem,
9 the building phase. But once the freeway was done, we
10 found that the business and cultural opportunities just
11 really took off at that point because of access.
12 We now live in Laveen where we see a very similar
13 circumstance and where the community has experienced a lot
14 of growth in the last five, ten years. But because of a
15 lack of a freeway, there's been reticence for many
16 businesses to come in and really serve the community, and
17 the commute for many of the folks is more than they would
18 like.
19 So once that freeway is completed, we'll see not
20 only expansion of businesses but also the expansion of the
21 housing areas and the enrichment of the area, which I
22 think is going to be way beyond the expectations of the
23 folks that are proposing it, similar to the situation we
24 experienced when Highway 51 was completed when that
25 enriched the area far beyond expectations.

1

Page 8

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

1 Thank you.
2
3 * * *
4
5 MS. KIMMICK: Debbie, Kimmick, K-i-m-m-i-c-k.
6 I live on 59th Avenue and Broadway, and I'm
7 concerned about the alternate route or the proposed route.
8 It's going to knock off my access heading north because
9 that's turning into an access road, and I'm concerned that
10 it's cutting my neighborhood in half.
11 So my concerns with it being there would be the
12 noise, the air pollution, the extra congestion. I feel
13 that it would be better if they went and connected it to
14 the 101 instead of the 59th route.
15 I'm going to keep it that simple.
16
17 * * *
18
19 MR. KIMMICK: My name is Galen, G-a-l-e-n,
20 Kimmick, K-i-m-m-i-c-k, and I live at 59th Avenue and
21 Wood.
22 I have several concerns about this project and
23 the noise it's going to create, the air pollution that I
24 believe it's going to create in my neighborhood that I
25 don't have now. I believe there's a better alternative by

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Code	Issue	Response

Code	Comment Document

Document Created: 5/20/2013 1:14:17 PM by Web Comment Form

To Whom It May Concern,

I am writing to express my thought on the proposed loop 202 and 59th Avenue Route. My husband, family members, friends and I have voted for approval on the original route when it was first drafted and put on the ballot. Many of us bought our homes in this area with the knowledge that we would be able to access Awhatukee, Chandler and Tempe area by that route to get to work. I have always lived in the southwest valley and worked in the east valley it is a shame that they now they want to change the route. I hate to think of what it will do to our home values and what homes and busineses will have to be destroyed for the alternative routes. I know that this area is not a very affluent one, but it really irritates me that this area is always the last to get any type of expansion of transportation services.

Thank You
Joanna Castro

Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix. The Preferred Alternative, W59 and E1 Alternatives, closely follows the original alignment adopted in 1988.
2	**Acquisitions and Relocations**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

Elizabeth Cazan Document Created: 7/21/2013 1:54:47 PM by Web Comment Form

To Whom it Concerns,

As a native of Tempe Arizona (59 years) and homeowner in the Ahwatukee Foothills (21 years) I offer my opinion and feeling on the issues and concerns regarding the proposed South Mountain Freeway. I have and will continue to be COMPLETELY OPPOSED to the freeway being installed along Pecos Road!

1 I would be in agreement to a South Mountain Freeway Loop being installed about 1/4 mile South of Pecos and parallel to Pecos, on the Gila Indian Reservation ... with some condition, and that would be that the plan is useful and agreeable with a fair vote, to the Gila Indian Tribe.

2 I have followed and engaged in the issues and meetings surrounding the need for a S.M. Loop, for the past 21 years. A more recent suggestion is to have NO FREEWAY/NO ACTION/NO BUILD on or near Pecos but rather to have a truck by-pass route improved and connected to the outer region of Highway 85 and Gila Bend.

If an agreement cannot be made for a loop on the Gila Reservation then my vote is for improving and expanding on the outer loop connection to/through highway 85 and Gila Bend.

-Respectfully,

Elizabeth F. Cazan
480-734-7353
ecazan@gmail.com

Code	Issue	Response
1	**Alternatives, Gila River Indian Community Alignment**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Alternatives**	An alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 was considered (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and inter-regional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, it was eliminated from further consideration.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Regarding South Mnt Freeway Loop
Date: Monday, July 22, 2013 8:47:03 AM

FYI

From: Elizabeth Cazan [mailto:ecazan@gmail.com]
Sent: Sunday, July 21, 2013 11:47 AM
To: Projects
Subject: Regarding South Mnt Freeway Loop

To Whom it Concerns,

As a native of Tempe Arizona (59 years) and homeowner in the Ahwatukee Foothills (21 years) I offer my opinion and feeling on the issues and concerns regarding the proposed South Mountain Freeway. I have and will continue to be COMPLETELY OPPOSED to the freeway being installed along Pecos Road!

1 I would be in agreement to a South Mountain Freeway Loop being installed about 1/4 mile South of Pecos and parallel to Pecos, on the Gila Indian Reservation ... with some condition, and that would be that the plan is useful and agreeable with a fair vote, to the Gila Indian Tribe.

2 I have followed and engaged in the issues and meetings surrounding the need for a S.M. Loop, for the past 21 years. A more recent suggestion is to have NO FREEWAY/NO ACTION/NO BUILD on or near Pecos but rather to have a truck by-pass route improved and connected to the outer region of Highway 85 and Gila Bend.

If an agreement cannot be made for a loop on the Gila Reservation then my vote is for improving and expanding on the outer loop connection to/through highway 85 and Gila Bend.

-Respectfully,
Elizabeth F. Cazan
480-734-7353
ecazan@gmail.com

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Code	Issue	Response
1	**Alternatives, Gila River Indian Community Alignment**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Alternatives**	An alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 was considered (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and inter-regional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, it was eliminated from further consideration.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Say no to the Loop-202 Extension
Date: Wednesday, May 22, 2013 10:48:24 AM

From: Scott Cecil [mailto:scottbcecil@gmail.com]
Sent: Tuesday, May 21, 2013 7:42 PM
To: Projects
Subject: Say no to the Loop-202 Extension

PEOPLE OF THE GREATER PHOENIX AREA: If you are opposed to the construction of the Loop-202 freeway expansion, please take the time to submit a public comment to projects@az.gov. Here is mine:

Once again, the moral callousness of eco-apartheid is rearing its ugly head in the Valley of the Sun. The Phoenix, Arizona greater metropolitan area, with its unsustainable urban sprawl, unchecked growth, rampant destruction of finite natural resources and wildlife habitats, and the most industrially polluted zip-code in the country, was recently cited as "The World's Least Sustainable City". As is the case with every major city In the United States, most of the negative externalities that are associated with these ecological crises are disproportionately dumped on the doorsteps of oppressed and subjugated populations. The proposed Loop-202 extension is yet one more chapter in the devastatingly sad and brutally savage story of cultural eradication of the indigenous peoples of this valley, who have lived here for hundreds of years. The expansionist eco-philosophy of our American culture has a total disregard for the fact that this land is sacred to the native peoples who still live here and rightfully call this land their home. Many others have commented today about the questionable, outdated and often inaccurate information provided in the environmental impact report for this project. Thusly, I feel it is imperative to focus on the cultural, ecological and spiritual rape that this freeway would commit on the peoples of the Gila River Indian Community. It would be extremely unwise, unfair and unjust to continue the failed model of perpetual growth that we have taken in and around Phoenix. Enough is enough. The line must be drawn here, this far and no farther. The only way that we can ever even begin to heal this land and the people whose culture we have systematically destroyed is to stop now and reverse the trend. Please do not build this freeway.

Scott B Cecil
Chandler, AZ

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Code	Issue	Response
1	**Cultural Resources**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need, Old Plan or Use of Old Data**	

Code	Comment Document

4371

Dale Huish; may have just registered.
Dale Huish. Did I pronounce that right, sir?
MR. HUISH: That's correct.
THE FACILITATOR: Sir, this isn't a --
MR. HUISH: I'm sorry.
THE FACILITATOR: That's okay. You're welcome to provide your comments, we just don't have a Q-and-A-type environment.
Thank you, sir.
Stephanie Hurd.
As soon as we finish with Stephanie, we're going to change the panel out and take a break.
So if you're ready, she can come up to this microphone and get ready to speak.
MS. HURD: So can I go?
THE FACILITATOR: The panel's fine with that.
Gina Cernohous.
MS. CERNOHOUS: Yep, that's me. I just moved here, I've had my house in Laveen for a couple months. I'm a contract graphic designer. I chose Laveen because I like the -- kind of the farm, open area, but I strongly, strongly support the freeway, just so it'll connect us to the rest of the city. I sympathize with the people who are against it, but the urban sprawl is there and we need the freeway to eliminate just the

1

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www.drivernix.com

Code	Issue	Response
1		Comment noted.

Code	Comment Document

terrible traffic. I'm sure I'm also like a lot of people that I live in Laveen and we have very few businesses, people have to go outside of the city, and I would love the freeway to enable businesses and encourage businesses to move into Laveen and get the traffic so people will stop spending their money elsewhere, so that's why I support it.

I think we can't go back in time, the houses are there, the people are there, and the freeway needs to be there, so I strongly support it and I really hope that you do too. Thanks.

THE FACILITATOR: Thank you. We're going to take a ten-minute break to change out the panel. When the ten-minute period is over, Ana Morago, if you're here we'll take you at that point. Thank you, panelists.

(The proceeding was at recess from 12:02 p.m. to 12:13 p.m.)

THE FACILITATOR: Good afternoon, everybody. May we begin again, please. We have a new panel I'd like to introduce up here. We have Matthew Burdick from ADOT, Randy Everett from Federal Highways, and we have Trent Kelso from ADOT.

May I please ask Ana Morago to come up and please come up to this microphone.

Lisa Doromal.

Code	Issue	Response

Code	Comment Document
1	Tony Cesarano Document Created: 6/27/2013 9:45:42 AM by Web Comment Form I travel the entire Valley every week for work. Please accept this email as a strong YES to move forward with the South Mountain Freeway. If in your studies the 59th Ave. corridor was the best option than please start this process as soon as possible. In my opinion the further we delay the project- cost rise. Land today is at a fair price, in a few years that will not be the case. Finally - biggest impact is on the Broadway curve it is very overloaded today, this freeway will take pressure off of that area.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Draft Environmental Impact Statement now available
Date: Tuesday, April 30, 2013 8:54:10 AM

From: Yesenia Chacon [mailto:ychacon@ejmdevelopment.com]
Sent: Friday, April 26, 2013 10:22 AM
To: Projects
Subject: FW: South Mountain Draft Environmental Impact Statement now available

1

Hi,
I am a resident of South Phoenix, living close to South Mountain and I'm interested in receiving a draft route plan (pdf) of the proposed freeway.
I am excited about this development as it will facilitate traveling from our part of town to other areas of the valley.
Is the plan available on-line?

Thank you in advance!

Best,

Yesenia Chacon
EJM DEVELOPMENT CO.
7419 E. Helm Drive, Suite E
Scottsdale, AZ 85260
480.948.7880 ext. 122
480.948.8051
www.ejmdevelopment.com

From: Arizona Department of Transportation [mailto:adot@service.govdelivery.com]
Sent: Friday, April 26, 2013 10:09 AM
To: Yesenia Chacon
Subject: South Mountain Draft Environmental Impact Statement now available

South Mountain Draft Environmental Impact Statement Now Available

PHOENIX – The Arizona Department of Transportation and the Federal Highway

Code	Issue	Response
1	**Public Involvement**	Aerial maps and other study materials are available on the project Web site: <azdot.gov/southmountainfreeway>.

Code	Comment Document

Administration today released the Draft Environmental Impact Statement (EIS) for the proposed South Mountain Freeway. This release launches a 90-day public comment period.

The draft environmental document can be found on the project website — azdot.gov/SouthMountainFreeway — and at the following locations in the community:

- Phoenix Public Library – Ironwood Branch, 4333 E. Chandler Blvd., Phoenix
- Phoenix Public Library – Burton Barr Central Library, 1221 N. Central Ave., Phoenix
- FedEx Office Print and Ship Center, 4940 E. Ray Road, Phoenix
- Sam Garcia Western Avenue Library, 495 E. Western Ave., Avondale
- Tolleson Public Library, 9555 W. Van Buren St., Tolleson
- ADOT Environmental Planning Group, 1611 W. Jackson St., Phoenix (call 602.712.7767 for appointment)

The document covers potential impacts from building or not building a freeway, coordination with the Gila River Indian Community, purpose and need for a new freeway, alternatives studied and public outreach efforts since the study was launched in 2001.

To provide input during the 90-day public comment period, you can participate in the following ways:

- Attend a public hearing on May 21 from 10 a.m. to 8 p.m. at the Phoenix Convention Center
- Email projects@azdot.gov
- Submit comments at azdot.gov/SouthMountainFreeway
- Call 602.712.7006
- Mail comments to the South Mountain Study Team, 1655 W. Jackson St. MD 126F, Phoenix, AZ 85007

All public comments must be submitted by July 24.

The project's study team will incorporate input gained from comments to produce the final environmental impact statement, which will have a 60-day public review period. A record of decision is expected in 2014.

Construction of the South Mountain Freeway, if approved, could begin as soon as 2015. The eight-lane freeway would run from I-10 in the West Valley along 59th Avenue, cut across the southwest corner of South Mountain Park and connect with Pecos Road on the south side of Ahwatukee to connect with I-10 and the Loop 202 Santan Freeway.

Code	Issue	Response

Code	Comment Document

MR. CHADDERTON: I moved to Ahwatukee in '77 and started doing real estate then. And what I was telling them is, when I used to hike South Mountain, it was quiet and serene. Now, if you hike it, you can hear the diesel noise on I-10. And my house, I live on the golf course. Now, at 4:00 in the morning, I hear diesel and noise, even though they have the abatement wall. (1)

In 1988 I worked on the CAC, Citizens' Advisory Committee, to master-plan South Mountain Park, for 22 months. I learned a lot about it. And I'm just concerned that putting that in is going to -- I was told that, whenever you put a road in, it affects the habitat for a one-mile corridor. So that's my concern. (2)

The other thing is South Mountain was given to the City under a patent through the BLM, the Bureau of Land Management. And I'm wondering if they would have a problem if they want to cut into South Mountain. And I don't think they've looked into that, either. (3)

But I'm just worried about pollution and noise. I think it's going to be a big factor that's going to affect all of Ahwatukee. (4) (5)

I think it would be neat if Pecos continued, as is, as a two-lane blacktop with lights, to 51st. And if they found -- could do an alternate truck route for the south, so that the trucks -- you know, let the local traffic get around (6)

Page 5

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www.drivernix.com

Code	Issue	Response
1	**Noise**	Noise barriers are designed to provide a substantial reduction in noise levels along freeways, but do not and cannot eliminate noise from passing into nearby neighborhoods. Just because noise can be heard does not mean that noise barriers are ineffective. Even at the levels considered "acceptable" by the Arizona Department of Transportation Noise Abatement Policy and Federal Highway Administration regulations, noise is still readily audible and can be heard for some distance from the freeway.
2	**Biology, Plants, and Wildlife**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix. The history of the Phoenix South Mountain Park/Preserve, including information related to the conveyance of land from the Bureau of Land Management to the City of Phoenix, is presented in the Draft Environmental Impact Statement on page 5-25.
4	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Noise**	
6	**Alternatives**	The Gila River Indian Community has not allowed the project team to consider alignments on its land, so extending Pecos Road to 51st Avenue is not feasible. In addition, in the best-case scenario, a parkway would carry approximately 105,000 vehicles per day, well below the average daily traffic on the proposed freeway, which would range from 117,000 to 190,000 vehicles per day (see Final Environmental Impact Statement page 3-19). As a result, the Arizona Parkway would lack sufficient capacity to meet projected travel demand. The Arizona Parkway would not adequately address the projected transportation system capacity deficiency, would not remove a sufficient amount of traffic from arterial streets, and, therefore, would not meet the project's purpose and need. For these reasons, the Arizona Parkway was eliminated from further consideration.

Code	Comment Document

1 but keep the trucks further south, so that we won't have to
2 deal with so much pollution. That's my two cents.
3 I started the Chamber of Commerce in Ahwatukee and
4 am the founding charter president of the Ahwatukee Chamber.
5 And, as I said, I was on the Citizens' Advisory Committee to
6 master-plan South Mountain Park back in '88, so I think that
7 that makes me familiar with the area.
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Page 6

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Code	Issue	Response

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Eastern Alternative Proposed 202 Route
Date: Tuesday, May 14, 2013 9:49:16 AM

-----Original Message-----
From: Nitrogenfixx [mailto:nitrogenfixx@cox.net]
Sent: Saturday, May 04, 2013 5:59 PM
To: Projects
Subject: Eastern Alternative Proposed 202 Route

Dear Mayor Stanton and Freeway Engineers;

I am a cyclist and utilize riding my bike on Pecos Rd. a couple times weekly, and have done since 2002..... It is wonderful! Wide bike lanes, very few stop lights, and goes from 49th St. west into the new housing development to about 27th avenue..... Yea!!!!! Nice long pretty safe road.

Arizona Senior Olympics anual events have been located there for years: Cycling, Inline roller blade, and running races all utilize Pecos Road for two mornings early in March. There is ample parking off 40th St., Phoenix police keep traffic off Pecos for the races duration, and it has been a wonderful attraction for both in and out-of-state competitors....

1 Question: What will happen to the Pecos Rd. bicycle lanes? How can cyclists be safe on traffic filled frontage roads? We don't need more cyclist's deaths, and we DO need all the safe roads with bike lanes we presently have.

2 3 Question: What will happen to the beautiful new homes on the western end of Pecos which may be mere feet from a noisy freeway????

4 Question: Could the 202 Eastern leg follow Riggs Road further south, and connect with I-10 on the western edge of South Mountain???? I have ridden that route many times, and there are essentially no homes to bother, and plenty of room to build.

Thank you in advance for your attention to my concerns (and those of MANY cyclists too).

Sincerely,
Ann Chadwick,
Phoenix Metro Bicycle Club
Strada Racing Club

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Code	Issue	Response
1	**Traffic**	The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.
2	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
3	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement beginning on page 4-91).
4	**Alternatives**	A Riggs Road Alternative was considered. It would replace 51st Avenue south of its connection to Interstate 10 (Papago Freeway) for approximately 21 miles. It would then replace approximately 4 miles of Beltline Road in an easterly direction. At the Riggs Road/State Route 347 intersection, the alternative would replace approximately 3 miles of Riggs Road before connecting to Interstate 10 (Maricopa Freeway) (see Final Environmental Impact Statement page 3-9). While the Riggs Road Alternative would serve regional mobility needs, particularly of those living in the Maricopa area, meeting this travel demand would not address specific planning goals for an integrated regional transportation network. The *Regional Transportation Plan* identifies the proposed South Mountain Freeway as a critical link in the Regional Freeway and Highway System. The Riggs Road Alternative would not complete the Phoenix metropolitan area's loop system as part of State Route 202L, thereby causing substantial out-of-direction travel for motorists. Therefore, the Riggs Road Alternative would not meet the project's purpose and need criteria and was eliminated from further study. In addition, nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.

Code	Comment Document
1, 2, 3, 4	Donna Chamberlain Document Created: 7/24/2013 7:38:39 PM by Web Comment Form The proposed freeway should not be built. Have you thought of the impact on several schools on Liberty Lane up and down Pecos Rd. The lost lives of high school drivers using this to exit and enter the school will be on ADOT. You don't have to ramrod this idea down the throat of all who live out here. Not to mention the fact we don't have enough mountains in Phoenix and you want to destroy part of it. I never thought our own people that live in this state or county would even consider it. Think of something useful to waste 1.9 billion on. I would rather have my money and live peacefully.

Code	Issue	Response
1	**Traffic**	The study considered local travel for residents including those attending schools near the freeway. In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the freeway on the local street system. The City study found no adverse effects on the local street system from the proposed freeway (see Appendix 3-1 in the Final Environmental Impact Statement). Schools will continue to be accessed using the local street system.
2	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement beginning on page 4-91).
3	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Purpose and Need, Lack of Support**	

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Build the South Mountain Freeway
Date: Tuesday, May 14, 2013 9:38:25 AM

From: Paul Chapman [mailto:pwchapman3@yahoo.com]
Sent: Saturday, May 11, 2013 11:22 PM
To: Projects
Cc: info@buildthe202.com
Subject: Build the South Mountain Freeway

1 Build the 202 South Mountain freeway

Paul Chapman

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Adrien Chapman Document Created: 6/14/2013 6:01:11 PM by Web Comment Form The South Mountain Freeway is desperately needed. As a resident of Laveen, I fear without freeway access my neighborhood will not fully flourish. Easier access to other cities in the valley will bring more income to the area and better economic growth. With the growth in population projected, the freeway would help reduce commute times and decrease traffic congestion. Less cars on residential streets and reduced time on freeways would help decrease pollution in the valley as well.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 2:31 PM
CALLER: KIP CHARLTON	CALLER ADDRESS: 4040 N. 58TH STREET, PHOENIX, ARIZONA 85018
PHONE: 480-703-5919	EMAIL:

1

CALLER REMARKS/QUESTIONS:
I'm calling in support of the South Mountain freeway. You can reach me at…Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 6/11/13 INCOMING CALL TIME: 4:08 PM CALLER: MICHAEL CHARLTON CALLER ADDRESS: 169011 W. DESERT MIRAGE DRIVE, SURPRISE, ARIZONA PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Yes, I do support that freeway being built. Having lived on both sides of the valley, it will be a great help. Bye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

1 MS. CHASE: I'll start out by saying I'm angry. I
2 am angry because I came here to have something to say about
3 this, to the State of Arizona and to the people. And now I
4 find out, when I get here, I can't say anything.
5 Well, I'm just now pointing out that all I can talk
6 to is a court reporter. I can't even talk -- And that's not
7 what the paper said. The paper said that -- The paper said
8 there was going to be another meeting here, for public -- for
9 public opinion. Well, that's what I'm here for.
10 I'm not here to talk to a court reporter. I'm not
11 here to talk to the State of Arizona. I'm here to talk about
12 this issue to the people that are involved: community members;
13 Pangaea, who wants to do this thing. What for? And to the
14 State of Arizona.
15 The Government gave us this land, this reservation,
16 for our benefit, for our use. The State of Arizona aren't
17 Indians. Go on the other side of the boundary. Put your
18 freeway on the other side of the boundary.
19 Yeah, well, you can just listen to what I've got to
20 say here, being I can't talk to anybody.
21 That's wrong, doing it, because that's tyranny,
22 that you're going to tell us what you're going to do but you
23 don't want -- you don't want us to tell you what we think about
24 it except to a court reporter?
25 I want to talk to the people. I want to be able to

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Page 3

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Code	Issue	Response
1	**Alternatives, Gila River Indian Community Alignment**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

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1 get my ideas and what I think about this thing to the people.
2 That's the whole purpose of the meeting, as to whether they're
3 going to build the freeway or not. How are you going to build
4 the freeway when you don't know what we think about it, except
5 on paper?
6 I'm not here to talk to you.
7 And that's wrong. That's not Indian way. That's
8 another thing that I'm talking about, wanting to talk about, is
9 Indian way. We have our way, our traditions, our culture. And
10 you people, you Americans, we call you Americans. You
11 Americans, you don't know Indian way.
12 Well, I'm here to tell you what Indian way is. And
13 Indian way is still here on the reservation. It's alive and
14 kicking.
15 And Pangaea wants to build this freeway on there,
16 and they're not even -- I called and found out, they don't even
17 have any exit. What is it? 22 miles, that freeway is going to
18 run? There aren't even any exits on the reservation.
19 And Pangaea wants to bring industry and business?
20 How are they going to bring industry and business to the
21 freeway when there's no exits?
22 The exit is going to be at 59th Avenue,
23 off-reservation. All the State wants to do is put a road in
24 here, for your convenience.
25 And the paper said that this is not going to be

Page 4

Driver and Nix Court Reporters - (602) 266-6525
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Code	Issue	Response
2	**Cultural Resources**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Alternatives**	Federal law prohibits the denial of access to any community. Thus, traffic interchanges would be located along the freeway where it borders the Gila River Indian Community (see Final Environmental Impact Statement page 3-51). Roadway connections on Gila River Indian Community land to the traffic interchanges would be the responsibility of the Gila River Indian Community, in coordination with appropriate jurisdictions.
4	**Design**	The interchange locations for the proposed freeway are (see Figure 3-28, on Draft Environmental Impact Statement page 3-51): · Interstate 10 (Maricopa Freeway)/State Route 202L Traffic Interchange · 40th Street · 24th Street · Desert Foothills Parkway · 17th Avenue · 51st Avenue · Elliot Road · Dobbins Road · Baseline Road · Southern Avenue · Broadway Road · Lower Buckeye Road · Buckeye Road · Van Buren Street · Interstate 10 (Papago Freeway)/State Route 202L Traffic Interchange

Code	Comment Document
5	harmful to the City of Phoenix. Do I care about the City of Phoenix? No. I live here on the reservation. I am concerned about the impact of this freeway, that's going to have on our environment. We've got South Mountain here. We've got Estrellas over here on the other side. Where is that smog going to go? Right here on the reservation. And Phoenix, the State of Arizona, wants that smog here on the reservation, not in Phoenix. From the very beginning, when Columbus came here and discovered -- to the Bahamas and to the United States of America, what it is now, they've been trying to destroy the Indian population, the Natives. They set out to kill us. Germany, Hitler, they had their concentration camps where they annihilated the Jewish population. The United States is no different. The only thing is they don't call them concentration camps. They call them reservations. They put us on reservations for why? To kill us off. But I've got news for you: We're still here. We're survivors. They took -- The Government took our land, in Docket 228. And the attorney told me, we got 25 cents an acre for that land. That was $6 million to be split with Salt River, Ak-Chin, and Gila River. That's three -- $6 million. That came to 25 cents an acre. That's what we got for it. Page 5 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
5	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

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1 And the Government argued: Because it was
2 undeveloped land.
3 What do they mean, undeveloped land? The Pimas
4 built canals all over this place. It was not undeveloped land.
5 We had an irrigation system here that's doing well today.
6 Those same irrigation canals that the Pimas built are being
7 used right now. It was not undeveloped land.
8 We didn't have 20-foot -- or 20-story skyscrapers.
9 But I'll tell you what: We still had a skyscraper. We had a
10 four-story building near Coolidge, the Casa Grande ruins today.
11 Four stories high, a massive building. There aren't even
12 four-story buildings in Casa Grande, in Florence, or Coolidge
13 today.
14 And they have the nerve to tell -- call us
15 uncivilized? Heathens? They don't know Indian history. They
16 don't know Indians like we know Indians.
17 I'm an Indian. I'm a Pima Indian. I was raised by
18 Pimas. My first language was Pima. I was born on the
19 reservation. I know what our history is.
20 I know what it is today: We're in a transition.
21 And I don't like that transition.
22 This guy -- I wasn't going to say this, but I will
23 now. This guy, what's his name? Joseph Perez. Pangaea. I
24 said -- I was talking to some young people at the computer lab,
25 some time ago, and I says, "Who is this guy, anyway?"

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1 And one of the young men there laughed, and he
2 said, "I went to school with -- with Joey. He used to say,
3 'I'm not an Indian. I'm a Mexican.'"
4 And now, all of a sudden, it behooves him to become
5 an Indian because he wants to make money? So now he's saying,
6 "Oh, I'm a tribal member. My family this, and my family that."
7 What kind -- What kind of stuff is this? I mean,
8 that's not Pima way. He wasn't raised as a Pima. He doesn't
9 even speak Pima.
10 And that's what I'm saying, is now, what we've got,
11 we're in a transition, where that we have people like me, who
12 know Indian life, who know Indian tradition and Indian way.
13 And we have the new generation, who don't even speak Pima and
14 didn't even want to be associated as being an Indian. He's a
15 Mexican.
16 Well, I'm glad to be a Pima because I know my
17 heritage. I know my ancestors. I know their way of life. I
18 know how they lived and what they did.
19 And I have something against those contractors that
20 were at that last meeting, saying that they wanted -- that this
21 meant 30,000 jobs for them and they wanted -- they wanted that
22 freeway in there. Well, I'm sick and tired of them.
23 I've got news for them: I'm sick and tired of
24 rescuing the American public, people, because we did that when
25 the settlors came through. They had Indian scouts, Pima

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1 scouts, that went out in the desert and picked up the settlors
2 because they were dying from lack of water, dehydration. And
3 they rescued them, fed them, gave them water, took care of
4 their animals.
5 And now these contractors are coming to the Pimas
6 and saying, "Oh, help us. We want 30,000 jobs."
7 I've got news for them: They're barking up the
8 wrong tree. Let them go to their Government.
9 It was the United States Government that was
10 overseeing all this housing thing that went corrupt and
11 bankrupt and put us into recession, put this country into
12 recession. Hold those people responsible. Make them provide
13 jobs for them. Don't come to the Pimas and ask the Pimas to
14 provide jobs for them. We already did that. And I don't want
15 to do it now.
16 Now all we've got is 373,000 acres. This land is
17 for our children. It's for us to live on. The Government gave
18 us this land for our use, for our benefit.
19 And those contractors and the State of Arizona,
20 they're not Pimas. They're not Indians. Go on the other side
21 of the freeway -- or the boundary. Go on the other side of the
22 boundary and build your freeway over there.
23 They gave us 25 cents an acre for this land.
24 Don't -- You don't need any more. We're not giving you another
25 square inch. You go on the other side of the boundary and

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1 build your freeways.
2 These freeways are like snakes: a freeway here, a
3 freeway there, a freeway here. Freeways all over the place.
4 We don't want any freeways on our reservation.
5 Where is all that pollution going to go? Right here on the
6 reservation.
7 Does Phoenix care? Does the State of Arizona care?
8 Does Governor What's-Her-Name care? No.
9 We're survivors. And I'm here to tell you guys:
10 Take your freeway and go on the other side of the boundary.
11 You've got Baseline over there. Put your freeway
12 over there. And then don't put any exits on it for 22 miles,
13 and see what those people, those business people, have to say
14 about that.
15 A freeway with no exits? And these Pangaea people
16 think they're going to get rich because they're going to put in
17 a freeway with no exits and they're going to put businesses up
18 alongside the freeway? That's disaster. That's failure
19 because people off-reservation aren't going to come to the
20 reservation, to their businesses, to do business, when they can
21 go two blocks down there from their house and go to Bashas', go
22 to Walmart, and Target, and all of those other places. They're
23 not going to come to here.
24 Business is: Location, location, location.
25 Where is your location?

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1 And they want to put business out in the middle of
2 the desert, by a freeway with no exits? How smart are these
3 people at Pangaea? Who are they, anyway? We don't even know
4 anything about Pangaea. Who is this Joey Perez? Has he done
5 land development? How successful has -- What's his history?
6 Where is his money coming from? Who is financing this Pangaea
7 outfit?
8 They're paying -- They're paying people $50 a
9 signature to sign those petitions. And where else is that
10 done? Do off-reservation people get $50 when they sign a
11 petition? They're doing it here.
12 And who is paying them that $50? Where is it
13 coming from?
14 Joey Perez is just a front. I understand, his wife
15 is a partner in this, too. He's just a front.
16 But who is behind it? Where is the money coming
17 from? Who are the -- Where is the money?
18 And even those people aren't too smart if they want
19 to put businesses out in the middle of the freeway with no
20 traffic.
21 We're 22 percent unemployed here. And they expect
22 us to go and buy from them? We're poor. We're
23 poverty-stricken. And that's why those landowners want that
24 freeway to go in there. They think it's going to be money for
25 them. But it isn't.

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1 They're promised $2,000, that they're going to get
2 $2,000. But those landowners don't stop to think that that
3 land is fractionated land. What -- how that turn -- How that
4 came about is that, when the Allotment Act was passed in
5 18-something -- '87, I think it was. When they passed that
6 first Allotment Act, every Indian in the Gila River got ten
7 acres. My grandfather got ten acres. His children got ten
8 acres.
9 Then, when he died, then his children got a
10 fraction of his allotment. And then his grandchildren -- who
11 I'm a grandchild -- now I have interest in that land. So
12 that's what this land is. That ten acres is fractionated.
13 When it's leased out, all the people, the allottees
14 that have interest in that land, just get a fraction of the
15 $2,000. But these people think they're going to get $2,000?
16 Huh-uh. They're only going to get a portion of that $2,000,
17 depending on how many people are in that land.
18 All of the landowners are -- They're not landowners
19 because they don't own the land. They just have interest in
20 the land. All of those people are going to get a portion of
21 that $2,000.
22 So what are they going to end up with? We have
23 hundreds of people that have interest in these fractions, one
24 piece of fractionated land, so that some of them only get
25 pennies when that land is leased out. So how far is $2,000

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1 going to go?
2 And this is why I'm here to tell the people, to
3 bring out these things, so that they won't be taken in. They
4 don't -- They don't think about this. All they see -- All they
5 hear is: We're going to get $2,000.
6 And where is $2,000 going to go, anyway?
7 One lady told me she went to a meeting. They told
8 her she was going to get $2,000. She said, "What am I going to
9 do with $2,000? I can't fix my car, pay my electric bill.
10 What am I going -- What good is $2,000 going to do me?"
11 She said, "I left. I wasn't interested."
12 She was a smart one. She had it figured out. But,
13 unfortunately, there are people that don't figure it out. They
14 don't think.
15 And that's what I'm here for, is to try to tell
16 them: Look, this is what's happening. This is what's
17 involved. These are -- These are all the things that are
18 involved in this freeway thing.
19 (Ms. Chase speaks a brief phrase in Pima) Don't
20 like it. Don't accept it.
21 And -- and Joey Perez, and he wants to -- He wants
22 to have another election on this? We already said, "No." The
23 people already had an election.
24 And here, here, I found this thing here. I didn't
25 get a copy of that. But read that.

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1 See, that's a -- This is a picture of the
2 reservation. There's Chandler and all these other places
3 around it. And this is what it says here. It says -- I have
4 to get my glasses.
5 This says: Shouldn't community members be able to
6 decide what is -- what is appropriate for the community?
7 We already did. We already decided. No, we don't
8 want the freeway.
9 But, you see, there's a -- There's a Indian way and
10 an American way. We're in conflict. And Americans don't
11 understand Indian way. Indian way, the people have already
12 said what they -- what they wanted. Indian way, it shouldn't
13 even come up again. It's been decided.
14 So how -- And I was talking to a friend about this.
15 And I said, "Well, you know, this isn't like a court hearing
16 and one side loses and they ask for an appeal. We had an
17 election, not -- not a court hearing. This shouldn't be an
18 appeal."
19 And she said, "Well, if I think of it, I think that
20 there was a Martin Luther King election, and I think they --
21 the voters went to the polls three times before they made
22 Martin Luther King a holiday."
23 I thought -- I said, "Oh, yeah, I didn't know that.
24 I forgot about that."
25 So that's a difference, right there, between Indian

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way and the American way. American way, you can keep petitioning and petitioning and petitioning and petitioning. It's like a crying baby. The baby cries and cries and cries until momma comes and gives it some milk and shuts it up.

So then -- And that's what -- That's what Pangaea is doing: Crying and crying and crying, petition after petition, to get their way because legally they can do it.

But Indian way, Indian way, you can't, because we already decided. We already told you: No, we don't want it. Go away. Leave us alone.

That's Indian way.

And I said -- And that's the conflict that we're in. We're in one -- we're in one -- We're in one life and in another life. We're Indian way, living Indians -- living Indian way, and trying to be living American way. They're in conflict.

And we're getting this new generation of people who don't know Indian way. And Perez doesn't even want to admit he's an Indian, saying, "I'm a Mexican."

So what have we got here?

And I'm just here to say, to the people, that we need to -- we need to -- If we're Indians and this land is our land, we need to preserve it for our children. We need to be careful about the environment. We have the Sierra Club now and all kinds of other clubs that are concerned with the

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1 environment.
2 I've got news for them: We had Sierra Club long
3 before they ever came along, because Indians didn't kill just
4 to kill. It wasn't a sport.
5 The Indians up north, they hunted buffalo. And
6 they used every bit of that buffalo for their -- for their
7 livelihood or whatever. They used the -- They used the hides
8 for tents, for clothing, for food. They used the whole
9 buffalo. They didn't go out there and just destroy it.
10 They did the same thing with other life. Deer,
11 they didn't go out there and kill Bambi's mother and kill
12 Bambi, too. They were concerned with wildlife.
13 They called the earth "Mother Earth," because
14 Indian way, Indian language, is expressive and they saw that
15 the earth provided grain, berries, rabbits, buffalo, deer, for
16 their food and for whatever they needed. The earth did that.
17 So that's why they called it "Mother Earth."
18 And they lived in harmony with their environment.
19 When those settlors came west and they saw the
20 buffalo and the beavers, all they saw were hides and money.
21 And that's the difference between the Europeans and the
22 Indians.
23 Our lives are different. We think different.
24 We're Indians. And -- and we live, many of us, just like our
25 ancestor did. And we've lost so much of -- of our way of life

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1 now.
2 My grandfather, when I was a little girl, our
3 little dog, Tuffy -- I still remember his name. It was a
4 little -- kind of, a little white dog with fluffy fur. That
5 little dog was running in circles, yipping and yapping, and
6 just wild. And we all stood there watching him, my brothers
7 and sisters and I.
8 And my grandfather was close by, and he saw that
9 little dog. He calmly walked over to the house and got a
10 pitchfork standing up against the building. He took that
11 pitchfork and he killed that little dog.
12 And I thought: Why are you doing this? Why are
13 you killing our dog?
14 And it wasn't until I went to high school and had a
15 science class and heard about rabies, then I knew why my
16 grandfather killed that dog.
17 And that was the way the whole Indians were.
18 They -- He didn't bat an eyelash. He saw the danger, and he
19 moved. He didn't wait an hour, 15 minutes, or the next day.
20 He took that pitchfork and he killed that little dog for the
21 safety of us children.
22 And that's part of what I know Indian way is like.
23 And that's why that I'm here, to say that there's still some of
24 us that are traditional. There's still some of us that know
25 Indian way.

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1 And I won't bat an eyelash to say, "Take your
2 freeway and put it on the other side of the boundary."
3 That's what it's all about. Our Indian way is
4 different. And -- and we're in conflict. And our children are
5 not learning Indian way.
6 But there's some of us here that still -- we're
7 still traditional. We still know our ways.
8 And I'll tell you another story about my
9 grandfather. My father was in the United States Army. And he
10 came home. He was in Hawaii, and he came home. And I guess my
11 grandfather got his check and cashed it. And my dad found out
12 about it. I was a little girl. I was standing right there,
13 listening to all of this.
14 And my dad said to my grandfather, (Ms. Chase
15 speaks a brief phrase in Pima), "I'm going to put you in jail."
16 And my grandfather looked at him and said,
17 (Ms. Chase speaks a brief phrase in Pima), "Go ahead and do
18 it."
19 But he said, "These children" -- he said all of
20 this in Pima -- "these children are your children. It's your
21 responsibility to take care of these children. But you haven't
22 been doing it. I've been doing it. I've been taking care of
23 your children. And, yes, I took that check and I cashed it,
24 for your children, to buy them food, to buy them clothes, to
25 buy them what they need. I did it. Go ahead. Put me in

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1 jail."
2 My dad, because he was an Indian, raised Indian
3 way, put his head down, turned around, and walked away.
4 Yeah, American way, my grandfather could have gone
5 to prison for forgery. But Indian way, he won. And my dad
6 walked away and didn't do that.
7 So that's the way Indian way is. That's what I
8 know about Indian way. It's different from the American way.
9 And that's what I'm here, to remind these people that want to
10 do this: No, don't do it. Do like my grandfather did. He
11 killed that little dog for the safety of his children. Think
12 about your children. Don't give away this land because what
13 are your children going to have? Nothing.
14 I have -- I have interest in my grandfather's land
15 now because he didn't give it away. He was poor. He didn't
16 have money. They were poverty-stricken. But he didn't sell
17 his land because in those days, those old people said, "Don't
18 sell your land. If you do, you're going to be walking down the
19 road with a bag of clothes. You're going to have nowhere to
20 live. You're going to have nothing. You save this land."
21 That's what we were told. That's how we were
22 raised. But some of our people don't know this.
23 This Joey Perez, he's not Indian way. All he's --
24 He's American way: Greed. Give me that money. Give me that
25 money. That's the way -- That's the way it is.

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6	And I'm here to say, I don't want the freeway on -- on Indian land. I like our buzzards. I like our jackrabbits. An elderly man at an elderly-concerns meeting said, "I saw -- I saw two eagles up there on South Mountain. What's going to happen to them once that freeway goes in?" Because Indians live with their environment. They care about the roadrunners, the quail. They learn from it. I used to go to the old-time Farmers Association meetings and hear the stories that they told. And the stories were about the animals, and they lived with the animals. They didn't -- They only took what they needed. They didn't just kill them. They didn't destroy them. That's why I'm saying that they were here long before Sierra Club came along, and all of these other wildlife programs and projects. We lived that life, and I don't want to see it destroyed. I want to save it for -- for our people and for our children. And, as it is, we have all kinds of pollution now. We get asthma. My little great-grandson has asthma. I get asthma because of our environment and the -- and the pollution of the -- of the air. But people don't think of that. We're dying from diabetes. 80 percent of our population on Gila River have diabetes. In 1909 they only had Page 19 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

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6	**Biology, Plants, and Wildlife**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

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1 one case of diabetes. Today, 80 percent of our population has
2 diabetes.
3 Diabetes causes strokes, heart attacks, kidney
4 failures, all kinds of failures in the bodies. Our legs are
5 amputated. Our arms are amputated. And then we die.
6 And now they say that Alzheimer's is connected with
7 diabetes.
8 So we're dying. We're becoming an extinct nation.
9 And that's bad enough, that we -- Now they want to put a
10 freeway through here and further pollute our air? No.
11 The people need -- Our people need to think about
12 all these things and to think of what they're doing and not
13 just be trying to grab that money because where is that money
14 going to go, anyway? It's not going to go anywhere. You're
15 not going to take it with you.
16 And you're just depriving -- These people are just
17 depriving their children of land, of a place to live. So
18 that -- that -- those are -- That was what I wanted to try to
19 bring out, and these points to bring out to the people. And --
20 and to try, both sides.
21 And those -- Those contractors need to be ashamed
22 of themselves because all they want is 30,000 jobs. They don't
23 care about the people here.
24 And when those jobs and that freeway is completed
25 and those 30,000 people are out of jobs, what are they going to

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1 do next?
2 It's just a temporary -- a temporary cure for their
3 insatiable desire for TVs and, you know, those phones, all
4 kinds of phones, and all kinds of computers and all kinds of
5 stuff like that. It's never going to end, their desire for
6 them, because that's the way that these Europeans are. They
7 did it in Europe, fought over land over in Europe. From bible
8 days, they fought over land.
9 But the Natives here in this country, we're
10 different. We don't -- We didn't fight over land. We had our
11 areas where we lived, but we didn't fight over land because
12 they believed that land was to live on. It wasn't meant for
13 personal ownership.
14 And this is one of the differences between the
15 Indians and the Europeans. They want their name on a tract of
16 land. And, when the West started being settled, the Government
17 gave -- I didn't write that down, the statistics on that -- but
18 gave a lot of land in the West, reserved for the Indians.
19 Then they passed -- I believe it was the Dawes Act.
20 They passed that Act. And what that Act did was they took the
21 land that they reserved for the Indians and sold it to the
22 settlors for 50 cents an acre.
23 And so this Government has been -- they've -- Their
24 intention, from the very beginning, was to kill all of the
25 Natives off, get their land and their buffalo and everything

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else they could get. And that's been -- That's been the intent, all this time.

And they're -- And they're still doing it. They already got all our reservation land. I mean, not our reservation land but the -- what do you call it, the -- the Native lands where the Natives lived. They already took that. That's where we got the 25 cents an acre. They already got it. But they're not satisfied with that.

Now they're coming on the reservation and wanting our reservation land.

I fought more developers coming -- wanting to come on our reservation and take our land, because they've developed all of Chandler. They're up to our border now. Now our reservation land is looking pretty good to them because contractors, their mindset is: If they see a piece of land that doesn't have asphalt on it, they're going to put asphalt on it. They're going to put buildings on it. That's the nature of the beast.

But that's not our way. We like our jackrabbits. I live on a tribal home-site lot that's about an acre big. I have rabbits. I have cardinals, doves, quail, all kinds of birds, and owls that come to -- come to my lot because I provide water for them. And birds love water; I've found that out.

And they come to -- Even dogs, stray dogs, come to

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my house looking for water. And -- and I have trees. And they want the safety of my -- of my lot.

And I just found out we even have rattlesnakes. We had found a little tiny rattlesnake on the porch. So even rattlesnakes are coming to my house.

But -- but Indian way, these are all -- This is part of my heritage, to live in conformity with nature. They didn't -- They didn't kill animals just to kill them.

We had a -- We had a Gila monster one time by our house, and my dad took that Gila monster and took it out in the desert. He didn't kill it. And so but that's an example of -- of how Indian -- Indian way is, how Indian people thought and how they lived.

And it's so sad for me to see that we're losing it. For what? For money? For the greed of money?

And in the old days people didn't have money. They didn't care about money. They put holes in nickels and made necklaces out of them or put them on their shirts. You know, that's what money meant to them. It was just a decoration.

And they were happy. I remember, as a little girl, that we would go to Sacaton. And the church would take their tamales and sell tamales. And they had -- They had baseball teams playing against each other. They had rodeo. And people were happy. People laughed and visited, and they were happy.

But it wasn't money that made them happy. It

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1 was -- It was being social, getting together, relatives. We're
2 all related. And it was people getting together. And they
3 laughed and had fun.
4 I remember, as a little girl, that the girls used
5 to hold hands, and they would walk around the rodeo arena in
6 one direction. And the boys would walk around the arena in the
7 opposite direction. And then, when they'd come together,
8 they'd all giggle and laugh. The girls would giggle and laugh.
9 And -- and you used to be able to -- Girls would hold hands,
10 and nobody thought of them as being homosexuals. Now you don't
11 dare walk down the street holding a girl's hand.
12 But so those are the -- Those are the differences.
13 And being 75 years old, I've lived in that
14 generation. I know what it's like to be a Pima, what it's like
15 to be an Indian, and what it's like to live in the -- in the
16 Indian society, where that -- where that families, they live
17 together and work together and help each other. If somebody
18 needed a house, they all got together and built a house for
19 them. Somebody needed their grain to be -- to be harvested;
20 they all came and harvested the grain. They -- They lived
21 together. That's the way Indian life was.
22 Today, it's different because Americans don't live
23 like that. They put their grandparents in the nursing home
24 somewhere so they won't be bothered by them. Now we're doing
25 that.

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1 So we're changing, and I don't think it's for the
2 good.
3 And all we've got -- If all we've got now is -- is
4 to fight for this freeway not to go through here, then we've
5 got to do.
6 And I'll just say, to that Pangaea, Joey Perez, and
7 all those people that are -- that are trying to put this
8 freeway in, that there's still some of us here, some of us
9 traditionals, that we're still here. And we're still Indians.
10 We're still Pimas.
11 And -- and those people that were at that Phoenix
12 meeting, they're a block that were opposed to the 202 Freeway.
13 They're a block. And, if Joey Perez and his cohorts want to
14 put that freeway in, they're going to have to go through that
15 block.
16 And we're still Pimas, like the old Pimas. We're a
17 formidable bunch. And you better look out because we're not --
18 we don't want it.
19 And -- and, as they said in the Marine Corps -- My
20 husband was in the Marine Corps. And there was a saying. It
21 goes: You feel froggy? Jump.
22 Joey Perez feels froggy? Jump.
23 So that -- Yeah, he's going to have to reckon with
24 some of us traditionals.
25 And that's all I've got to say.

Code	Issue	Response

Code	Comment Document

1 Pangaea got another petition. And so they brought
2 it to the Council. And the enrollment or the secretary's
3 office, they looked at these signatures, and they weren't
4 right. And so I guess some of them were forged. They didn't
5 really say.
6 But so they had a -- So the Council had a meeting
7 on that. And Myron Scherers (phonetic) made a motion to clean
8 up the petition, go through all the signatures and make sure
9 they were all valid signatures. And the Council passed that
10 motion.
11 But Annette Stewart, a councilwoman from
12 District 5, didn't vote for it. And she gave her reason why.
13 She said: They should just redo the whole petition, not just
14 clean it up.
15 And -- and I'm in agreement with her on that, on
16 account of the petition is one document. It isn't just this
17 page and that page and all of the pages put together. It's all
18 of the pages put together making one document. And, if any
19 part of that document is fraudulent, then the whole document is
20 fraudulent.
21 They need to retake that petition and redo it.
22 And I'll go one step further, to say that the
23 people that carried those petitions and got those fraudulent
24 signatures shouldn't be allowed to carry another petition. And
25 in my anger I'll even say that those people should be excluded

Code	Issue	Response

Code	Comment Document

1 from the reservation. We have people that are excluded. What
2 that means is that, when people are so bad, they're -- they're
3 run off the reservation.
4 And that's what they should do to these people
5 because they're confidence people. And I don't know if they're
6 men or woman or who. But they take -- They get the confidence
7 of the people.
8 These people that signed the petition are believing
9 that everything is upright; everything is honest. And it
10 isn't. And so they signed the petition, believing that
11 everything is right when it isn't. And these people getting
12 the petitions, signatures, they're -- They're confidence
13 people.
14 And that -- What can be worse than to betray Indian
15 way again is to betray people that have trusted you to do
16 what's right. There's just no -- There's just no excuse for
17 it.
18 There isn't even -- We don't even have a law, I
19 think, about that because it's not our way. We don't have
20 people that -- confidence men that come in here and gain the
21 confidence of the people for their benefit and then turn around
22 and stab them in the back. That's not Pima way. So we don't
23 even have any laws that would cover that.
24 The only thing we have is exclusion. If -- if a
25 family or a person is so bad, then exclude them from the

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Code	Issue	Response

Code	Comment Document

1 reservation. Throw them off.
2 So and I think -- I would have a tendency to
3 believe that, if we were living back in the seventeen, eighteen
4 hundreds, they would do exactly that. I think that, if they
5 found somebody that was so bad, and so immoral, so corrupt, I
6 think they'd -- they'd tell them, "Leave the reservation. Get
7 out of here."
8 I think that's what they -- that that would be the
9 remedy that they would have for that. So I would -- being --
10 Being somebody from the old ways, that's -- that would be my
11 opinion on that.
12 But, at least, what they should do is not allow
13 these people who carry these petitions and got fraudulent
14 signatures to go do it again. You -- When somebody robs your
15 house, you don't open the door and say, "Come on in, do it
16 again. You didn't -- You forgot my refrigerator."
17 So but okay. I guess that will be all.
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Code	Issue	Response

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Build the South Mountain Freeway
Date: Tuesday, May 14, 2013 9:36:45 AM

-----Original Message-----
From: Micaela Cheath [mailto:willlldcat80@aol.com]
Sent: Monday, May 13, 2013 6:55 AM
To: Projects
Cc: info@buildthe202.com
Subject: Build the South Mountain Freeway

1 I live in Laveen and traffic coming and going from here gets worse everyday. 51st Ave is downright hazardous with big trucks and casino traffic and people using Riggs to skip the city. It's madness and neither road is built to sustain much more traffic. During rush hour it's crazy, particularly on 51st and lower buckeye near the amazon building. There's a huge need for the 202, it's been on the plans for 30 years, not having it is delaying development in Laveen and the only hold up is a handful of awhatukee residents who don't want to be close to the reservation that they bought homes right next to. I have lived in Laveen my entire life as well and I'm very nervous about the change it will bring. Progress and change however is undeniable and while I have concerns I recognize that this freeway is a necessity for the improvement of all of Phoenix for safer more convinient road ways. So lets just build it already! Please and thank you.

Sent from my iPhone

_____

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Code	Issue	Response
1	**Neighborhoods/ Communities**	The Laveen Village area is anticipated to have a built-out population of over 105,000 (see Final Environmental Impact Statement page 4-14). This proposed level of development places increasing demand on the road network. The City of Phoenix's General Plan for Laveen Village has designated areas along the proposed freeway for commercial development that cannot support the projected densities without implementation of the proposed freeway. Without the proposed freeway, the conversion of land from undeveloped and agricultural uses to residential, commercial, and industrial land uses would likely continue, placing a greater demand on surface streets (see Final Environmental Impact Statement page 4-14).

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Build the 202
Date: Monday, May 20, 2013 8:32:45 AM

-----Original Message-----
From: Walter E. Cheatham [mailto:wearlc1@concentric.net]
Sent: Saturday, May 18, 2013 1:19 AM
To: Projects
Subject: Build the 202

Hello,

I received an email from the "Build the 202 Group" that is requesting my support for this project. I DO NOT support it.

I live on 51st. Avenue in Laveen and have lived here most of my life. I am 70 years old and in fact helped my parents build the house (we finished it in 1957), which is now mine.

I repeat, I DO NOT support building the 202 though Laveen and specifically along 51st Avenue.

1 I do NOT understand why the route is NOT along the Pima Indian reservation line (the Laveen side) to about 83rd. Avenue and then North to join the I-10.

The route SHOULD NOT be through ANY residential areas.

2 IF the 202 MUST be built then it WOULD be much less expensive to purchase farm land rather than residential property.

The idea makes me think there are some individuals and maybe corporations that are SOLELY thinking of financial profit without any regard to homes and displacing families.

SO, PLEASE STOP this plan and reroute the proposed 202 alignment, like I already said, along the reservation line and then turn it North along 83rd Avenue to the I-10, THROUGH farm land ONLY!

I am NOT able to attend any meetings to discuss this project so I am relying on the Arizona DOT to hear my concerns and act accordingly and positively on my wishes.

Sincerely,

Walter Cheatham
PO Box 4
Laveen AZ 85339

My house is located at 8402 S. 51st Avenue in Laveen but there is NO mail delivery at my house.

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Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix. The alignment proposed in the comment is similar to the W71 Alternative. The W71 Alternative would affect over 800 single-family residences. The Preferred Alternative, W59 Alternative, is located almost entirely along farmland in Laveen Village and would affect only 46 single-family residences (see page 4-46 of the Final Environmental Impact Statement). It is not possible to route the proposed freeway entirely through farmland.
2	**Acquisitions and Relocations**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

INCOMING CALL DATE:	INCOMING CALL TIME:
7/24/13	10:59 AM
CALLER: VIRGINIA CHOISNARB	CALLER ADDRESS:
PHONE: 602-269-0285	EMAIL:

CALLER REMARKS/QUESTIONS:

I support South Mountain freeway. I don't really know too much about it but anything that will relieve the pressure, I think will be wonderful. [Unclear]. Thank you very much. [Unclear]. Bye bye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Raj Christian Document Created: 5/21/2013 1:16:36 PM by Web Comment Form The proposed South Mountain Freeway will have huge impact on valley's transpotation system and environmental characteristics. It will provide a much needed alternative route to bypass Phoenix downtown reducing traffic congestion and drastically improving air quality. Traffic safety will be enhanced and crashes will be reduced by constructing this freeway. Semi-trucks and larger commercial vehicles will have an easier bypass route. It will allow I-10 commuters easier commuting especially during rush hours on Phoenix freeways including I-10 and I-17 truck route. The freeway construction is already funded through voter-approved transportation funds in the MAG regional transportation plan. The project will tremendously help state's economy by providing jobs and business opportunities to hundreds and thousands of construction workers, contractors, small businesses, manufacturers, suppliers and professionals.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Sierra Club on behalf of Karen Christian
To: Projects
Subject: Comments in opposition to South Mountain Freeway
Date: Monday, May 27, 2013 12:15:00 PM

May 27, 2013

Arizona Department of Transportation South Mountain Study Team
1655 W Jackson St, MD 126F
Phoenix, AZ 85007

Dear South Mountain Study Team,

(1) I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.

(2) The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. (3) ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.

(4) South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more (5) vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.

(6) The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a (7) freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.

(8) The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center. Encourage condensing & reducing our population, rather than continuing expansion.

(1) Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.

Sincerely,

Ms. Karen Christian
8435 S Tumbling X Ranch Pl
Vail, AZ 85641-8972
(520) 219-7287

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
3	**Alternatives**	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the *Regional Transportation Plan* and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
4	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Health Effects**	
6	**Section 4(f) and Section 6(f)**	
7	**Biology, Plants, and Wildlife**	

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
8	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.

Code	Comment Document

From: Sierra Club on behalf of Angela Christie
To: Projects
Subject: Opposition to the South Mountain Freeway
Date: Wednesday, July 24, 2013 5:34:57 AM

Jul 24, 2013

Arizona Department of Transportation South Mountain Study Team
1655 W Jackson St, MD 126F
Phoenix, AZ 85007

Dear South Mountain Study Team,

(1) I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.

(2) The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.

(3) While having a light-rail line is helpful, it only scratches the surface and needs to be greatly expanded to connect to all major areas of the city north, south, east, and west to encourage people to use it, taking many more cars off the road and helping people exercise by walking. Light-rail can work extremely well as in seen in other major cities in the U.S. and around the world, and having an improved, more extensive bus system would certainly help, as well, for many areas in the farther reaches of Metro Phoenix are still poorly served by public transport. That is the key: sustainable public transport must be "easy" for commuters and contribute to improved air quality, not worsen it. The negative impacts of a freeway, the resulting traffic, and the pollution and environmental degradation that would impose are hazardous both for nature and human health and do not address the larger problem for a Metro area that has been expanded over years without a wise plan for public transport to accommodate the growth.

(4) South Mountain Freeway would have incredibly negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.

(5) The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
3	**Alternatives**	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the *Regional Transportation Plan* and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
4	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Air Quality**	
6	**Section 4(f) and Section 6(f)**	
7	**Biology, Plants, and Wildlife**	

(Responses continue on next page)

Code	Comment Document
8	The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.
1	Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you. Sincerely, Angela Christie 8902 E Via Linda # 110-170 Scottsdale, AZ 85258-5416

Code	Issue	Response
8	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway Plans / Comments...
Date: Tuesday, May 14, 2013 9:35:40 AM

-----Original Message-----
From: cbsiv@cox.net [mailto:cbsiv@cox.net]
Sent: Tuesday, May 14, 2013 7:52 AM
To: Projects
Subject: South Mountain Freeway Plans / Comments...

HI:
Three things; Build it fast for it's overdue now; two, make it four lanes in each direction and finally, designate a " Trucker Lane " where 75 MPH
is ok and they can move the freight safely ! Thank You,

Chuck

1

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/19/13 INCOMING CALL TIME: 5:21 PM CALLER: BILL CHUCKGROVE CALLER ADDRESS: PHONE: 480-922-4780 EMAIL: **CALLER REMARKS/QUESTIONS:** I support the South Mountain freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Patricia Talcott
To: ADOT
Cc: Patricia Talcott
Subject: ENVOY #1314664103/Loop 202 South Mountain Freeway Darft EIS
Date: Tuesday, May 28, 2013 9:18:10 AM
Attachments: image001.png

The following was received on the ADOT ENVOY System:

Loop 202 South Mountain Freeway Darft EIS
5/26/2013 5:35:01 PM
It appears that the study is well done and comprehensive. I agree completely that this is the type of improvement we need. Just like the I-10 widening between Phoenix and Tucson, this project is well overdue. I think the 101 inter-connection would alleviate the most traffic on Interstate 10. I often travel between Avondale and Tucson. Being able to avoid all of the morning eastbound traffic that starts to slow at 83rd Avenue would be a great benefit in commute time and stress. If you bring it in at 59th Ave, commuters will still have to wait in traffic (from about 6:30 am until about 9 am) as they slowly make their way from the 101 to 59th Ave. Traffic gets crazy during these times. Same deal coming back into town from the south. You would be able to divert at Pecos, go west, but then be dumped into 59th Ave. At rush hour, I suspect intuitively that it would not be much better than what we have now, and the bottleneck at that interchange will be tough. That is a key item that I focus on; merging with heavy traffic. Peeling off at the 101 should be OK at most hours of commuting. I am surprised the study did not address merging at rush hour (it did address commute times, I realize.) I realize the study says that the 101 option is a bit more impactive to some aspects. It is still the better alternative in my mind as most of the area is open or agricultural, at least once you get past the Tolleson area or below Buckeye Rd. 59th is mostly industrial with some residential. I guess there is not a tremendous difference as some entities will be displaced. With the growth levels on the west side, this freeway is essential. If 59th Ave. vs. 101 is a deal breaker, I say go with 59th as the best alternative. I still prefer any of the 101 alignments. I think the freeway should proceed on schedule. Thanks for the chance to comment.
Clarillos, Robert - bleppo1@hotmail.com

1

Thank you.

Patricia A. Talcott
Program Project Specialist II
206 S. 17th Avenue, Room 101, MD118A
Phoenix, AZ 85007
602.712.7610
www.azdot.gov

ADOT Communications

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Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
	disclosure of the information in this e-mail and its attachments. If you have received this e-mail in error, please immediately notify the person named above by reply e-mail, and then delete the original e-mail. Thank you. --- Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. .

Code	Issue	Response

Code	Comment Document
1	Thom Clark Document Created: 5/27/2013 11:39:54 AM by Web Comment Form I am writing this e-mail in opposition to the proposed Loop 202 South Mountain Freeway. When is enough growth enough? When are we going to say the metro Phoenix area, Maricopa county, and yes, the state of Arizona has reached the point of of population saturation. Growth does not equal improved quality of life. Let's not pave over our heritage.

Code	Issue	Response
1	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

4388

THE FACILITATOR: Thank you.

MR. ROWLEY: Good afternoon, it's good to be here with you today. My name is Cade Rowley, I've been here in the Valley for almost 15 years, and I want to show my support for the 202 freeway. This things's been studied for almost 20 years, I think that I've reviewed the draft EIS, I think the team has done a very thorough job of looking at all the issues, weighing in on the environmental consideration as a need to be taken and, you know, the freeway here's going to provide a lot of great things for the community. It's going to reduce air pollution; as you probably heard today, congestion is at a premium in this part of the Valley, it's very difficult to get from the west side of the Valley to the east side where I live and, you know, it's going to make a big impact on that.

In addition to that, we really need the jobs here in Arizona, so it has the potential to create 30,000 jobs. Our economy is struggling, now is the time to build the 202, and I want to issue my support for the build option of the 202. Thank you.

THE FACILITATOR: Thank you.

Don Clark.

MR. CLARK: Thank you. I want to just voice my appreciation for the study that has been done and voice

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www.drivernix.com

Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1

1 my support for the 202 freeway. I happen to live in
2 Ahwatukee just off of Chandler Boulevard and I know that
3 there's been a lot of conversations in Ahwatukee about
4 the impact to that part of Phoenix. I think it would
5 actually be a boon to that portion of town for several
6 reasons. If you travel from Ahwatukee up I-10 to get to
7 I-17 going north to Prescott, you've experienced a lot of
8 traffic delays on I-10, particularly through the Broadway
9 curve. I think this freeway extension will help to
10 relieve that traffic by bringing traffic off of I-10 that
11 comes up from Tucson and has to get to the middle of
12 Phoenix. This way you'll have a bypass that will
13 actually put that traffic out to the west side of town
14 and relieve the congestion and the delays that people
15 from Ahwatukee experience getting to the airport and in
16 the central business district of Phoenix.
17 So, again, I want to support my support -- or
18 voice my support for this freeway project. I know that a
19 lot of the information that you see here in the draft EIS
20 shows the real benefits of that and in particular,
21 further, I want to voice the support and in the area of
22 relieving traffic from my area of town. Thank you.
23 THE FACILITATOR: Thank you.
24 Randy Frank.
25 MR. FRANK: I'm Randy Frank, I'm representing

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response
1		Comment noted.

Code	Comment Document

1 * * *
2 MS. CLARK: I'm horribly frustrated with the fact
3 that this freeway has been delayed again. When I bought
4 my house in 2004, I was told the freeway was coming
5 through, that a town center was going to be built over at
6 59th and Elliot, the infrastructure would be coming out
7 here. And here we are almost ten years later and nothing
8 has happened in this community.
9 The closest freeway access is at least 9 miles
10 away. There's no shopping -- limited shopping. We don't
11 have any -- we have a Wal-Mart. If you want to buy
12 clothes, you go to Wal-Mart.
13 It's very frustrating to live in this community.
14 Our home values have not really increased because nobody
15 wants to live here. No businesses want to come out here
16 because of the lack of access on the freeways. And now
17 they're saying it's going to be 2015 before they start,
18 and I would be surprised if it happened in 2015.
19 So, like I said, I'm extremely frustrated with
20 the fact that when I bought my house in 2004, I was under
21 the impression that the freeway was going to be coming
22 through and that this community would be a viable
23 community instead of what it is today, which is not very
24 good.
25 I was going to add on the shopping. The nearest

Page 3

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Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1 malls are about 12 miles away in both directions. It's at
2 least 20 minutes of a drive one way to go shopping.
3 There's limited restaurants and services, like just
4 getting a good haircut, because businesses have not seen
5 this as a place to come and develop their business.
6 And a large part of that, I think, points to
7 there's no highway, so there's no perception, of, you
8 know, ease of access. We consistently see restaurants
9 open and they're busy -- or they're packed because they're
10 a new choice in the neighborhood.
11 MR. CLARK: I think we have three restaurants
12 down here.
13 MS. CLARK: And a bunch of fast-food restaurants.
14 It's frustrating.
15 I was going to say something else.
16 MR. CLARK: Well, how the highway would
17 benefit -- have you talked about the flooding?
18 MS. CLARK: Yeah, that's another point. Right
19 now, there's only three roads that go across the river:
20 51st Avenue, 67th Avenue and 99th Avenue.
21 MR. CLARK: Well, 51st Avenue is going west.
22 MS. CLARK: Right. If we have major rain and
23 flooding -- 67th Avenue and 99th Avenue flood. It takes
24 several months for those roads to open up again, so all of
25 the people that live south of the river have to come to

Page 4

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Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1 51st Avenue south -- or west of the river -- have to come
2 to 51st Avenue to access Phoenix. So we have a lot of
3 traffic on 51st Avenue.
4 But, yeah, the benefits of getting that freeway
5 in here is -- this community would be so much more
6 vibrant. There's so many people that live out here, but
7 there's just no infrastructure.
8 That's it.
9 THE COURT REPORTER: Did you want to leave your
10 names?
11 MS. CLARK: Oh, Nancy Clark.
12 THE COURT REPORTER: C-l-a-r-k?
13 MS. CLARK: Yes.
14 MR. CLARK: And Michael Clark.
15 THE COURT REPORTER: Thank you.
16 MS. CLARK: I just wish they would get it done
17 already. I might be selling my house. Seriously, I think
18 I've had it with waiting and hoping things are going to
19 change and get better. I think I'm at the point where my
20 house is going on the market and, unfortunately, for not
21 as much money as I would have hoped for because nobody
22 wants to live out here -- I shouldn't say "nobody," but it
23 sure is limited. It's like living in the boonies.
24 Thank you.
25 THE COURT REPORTER: You're welcome.

1

Page 5

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

Shonna Clifford

Document Created: 7/23/2013 10:35:06 PM by Web Comment Form

I can only think of negative consequences to the Loop 202 South Mountain freeway being built on its current alignment, including, but not limited to, the following:

1 Decreased property values, my home is within 0.2 mile proximity

2 3 4 Increased noise and air pollution, especially since this will turn into a truck bypass

5 Increased crime rates

6 Increased exposure to toxic chemicals and airborne particulates, increasing disease

7 Increase in surface street traffic since there are fewer outlets

8 If a bypass route is needed, it should be further south

9 Cost is prohibitive

Code	Issue	Response
1	**Property Values**	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; "Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor"). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
2	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Air Quality**	
4	**Purpose and Need, Truck Bypass**	
5	**Neighborhoods/ Communities**	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
6	**Health Effects**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
7	**Traffic**	In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).
8	**Alternatives**	The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.
9	**Costs**	The project is completely funded through federal sources and a local ½-cent sales tax, as programmed in the Arizona Department of Transportation 5-year Transportation Facilities Construction Program and the Maricopa Association of Governments *Regional Transportation Plan*.

Code	Comment Document
1 2 3 4	Emily Cobb — Document Created: 6/10/2013 1:25:17 PM by Web Comment Form Please, please, please stop the project to build the South Mountain freeway. As an avid South Mountain hiker it would be devastating to have a highway ruin this amazing park and destroy wildlife. I am incredibly concerned about the noise and air pollution impact on Ahwatukee.

Code	Issue	Response
1	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Biology, Plants, and Wildlife**	
3	**Noise**	
4	**Air Quality**	

Code	Comment Document
1	Donna Cobos Document Created: 5/21/2013 12:40:19 PM by Web Comment Form We definitely need a freeway out here to alleviate some of the traffic on the 10. I have lived between Warner & Elliot east of 48th St. since 1983 and what used to be a 20 minute drive downtown is now more like 45 minutes to an hour during rush hour-talk about air quality-no one seems to worry about us folks that live along the 10 but with the traffic backed up every day and night, it can't be good so it just makes sense to keep that traffic moving and make it faster to get to downtown. I'm sorry for the people that will be displaced but this freeway really needs to be built thru.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

To: Arizona Department of Transportation
South Mountain Freeway Study
1655 West Jackson Street MD126F
Phoenix, Arizona 85007

Re: Environmental Impact Statement ("EIS")
Loop 202/South Mountain Freeway

Date: June 14, 2010

The purpose of this letter is to inform you that I am a property owner in the Laveen area of Phoenix. The property I own is located at 59th Avenue and Baseline Road.

1 I am supportive of the Loop 202/South Mountain freeway, with the alignment through Laveen known generally as the 59th Avenue Alignment.

I have many reasons for my support of the Loop 202 Freeway:

- **Access to the Region.** The Laveen area needs improved access to the Metro Phoenix Region. Currently, despite the recent growth in Laveen, there is no Freeway to provide access to the employment, service and entertainment centers in Downtown Phoenix, Sky Harbor Airport, the Loop 101 Corridor (West Valley), and/or the Loop 202 Corridor in the Southeast Valley. The Loop 202/South Mountain Freeway will connect the Laveen area to the Metro Phoenix Region.

- **Congestion/Bottleneck in Downtown Phoenix.** The I-10 Freeway has become a major bottleneck at many locations: in Downtown Phoenix (at the Deck Park Tunnel), on the I-10 West out to the 101 Stack, and certainly at the Broadway Curve and Superstition Freeway Interchange. The Loop 202/South Mountain Freeway will help relieve these major bottlenecks and also support future growth.

- **Long-Range Planning.** The Loop 202/South Mountain Freeway has been on all of the transportation plans from ADOT, MAG and the City of Phoenix dating back to the 1980s (or even earlier). The Loop 202 Freeway has been approved by the voters of Maricopa County on at least two separate occasions. Many long-range planning decisions have been put in place over the years based on the ultimate construction of the Loop 202 Freeway, including zoning and other land-use decisions by the City of Phoenix and property owners to provide commercial, industrial, multifamily and other appropriate land uses directly adjacent to the Loop 202 Freeway. The Loop 202 Freeway supports this approach to long-range planning.

- **Infrastructure/Investment.** The City of Phoenix and the private property owners have continued to work to bring the needed infrastructure to the Laveen area to support and add to the $2 Billion investment in the Loop 202 Freeway. This is a model for

Code	Issue	Response
1		Comment noted.

Code	Comment Document

public/public/private partnership—again, at all levels of government and with the strong support of private property owners. The Loop 202/South Mountain Freeway will be a major stimulus to significant local government investment and private development investment.

- **Jobs.** The Loop 202/South Mountain Freeway is a fully funded $2 Billion Freeway Infrastructure project that will bring an estimated 30,000 jobs to our region. These are much-needed jobs for our community and our families.

- **Laveen Community/Services.** The Loop 202/South Mountain Freeway will allow the Laveen area to obtain the development and services that are needed to support this growing community, including retail services, healthcare services, additional educational opportunities, and certainly enhanced municipal and other government al services. The Loop 202 Freeway will bring these vital services to Laveen.

- **Air Quality.** The Loop 202/South Mountain Freeway would reduce congestion on I-10, the Broadway Curve and the Deck Park Tunnel, and keep traffic moving. This will actually improve air quality in this region. The EIS has concluded that the No-Build Alternative would not meet the State of Arizona's air quality implementation plan.

Please contact me directly at 602-264-4411 or e-mail at rcochran@kitchell.com if you have any questions regarding my property or my support for the Loop 202/South Mountain Freeway.

Thank you.

Ryan Cochran
Director of Development

CC: **Governor Jan Brewer**
ADOT Director John Halikowski
MAG Director Dennis Smith
MAG Chair Marie Lopez Rogers, Mayor of Avondale
FHWA Administrator Victor Mendez
Congressman Ed Pastor
Congresswoman Ann Kirkpatrick
Congressman Raul Grijalva
Representative Ruben Gallego
Representative Catherine Miranda
Senator Leah Landrum-Taylor
Mayor Greg Stanton
Councilman Michael Nowakowski
Councilman Michael Johnson
Phoenix City Manager David Cavazos

Code	Issue	Response

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: A Vision for a better future
Date: Thursday, July 11, 2013 1:44:32 PM
Attachments: image001.png

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov
ADOT Communications

From: Gail Cochrane [mailto:gcochrane@cox.net]
Sent: Thursday, July 11, 2013 1:44 PM
To: Projects
Subject: A Vision for a better future

I believe the community of Ahwatukee is better served without this proposed freeway. Thirty years ago there was nothing this side of South Mountain except big farms and ranches. What will it be like thirty years out?

1 Will Ahwatukee be encircled by eight lanes of freeway with the attendant billboards and quick stop exits featuring Subways, Dairy Queens, Chevrons and Love's truckstops? 2 How many years will it be before the proposed South Mountain freeway suffers gridlock at rush hour? 3 Will future generations really benefit from more vehicles idling on more miles of freeway?

4 I believe the transportation money should be invested in expanding our current light rail system, providing a network of speedy trains that whisk commuters and families around the mountain into downtown, the U-district and to entertainment and sporting venues around the Valley. This is the future of metropolitan areas.

Instead of freeway construction, the community of Ahwatukee should invest in retail spaces with shade and character so locals decide to stay here instead of driving to Scottsdale for dinner. We should encourage local small businesses as the community would grow richer and more integrated.

5 Slicing into South Mountain and upending sacred Native spaces is extremely shortsighted. 6 Imagine if thirty years from now, our legacy was a decision by all involved to maximize the benefits of proximity to South Mountain Park. School kids would have the opportunity to learn about the habitat of the Sonoran Desert, our abundance of wildlife, the ancient geology of South Mountain and the Native American history on the land. Enhanced trailheads should better serve this scenic area's many hikers. These are investments in our future. I just don't see the benefits of a freeway to this community.

7 We've learned alot since the time the Valley's transportation plan was made, and every freeway we build is soon clogged and needing to be expanded. Where

Code	Issue	Response
1	**Visual Resources**	The State of Arizona (through the Arizona Department of Transportation) administers an Outdoor Advertising Program as mandated by the Federal Highway Beautification Act. Arizona's program provides regulations for the permitting, placement, and maintenance of outdoor advertising signs along Interstate highways as well as State highways within Arizona. The State statutes (Arizona Revised Statutes §§ 28-7901 through 28-7915) and the State rules (R17-3-701 and R17-3-701.01) provide that the Arizona Department of Transportation must regulate any sign that is within view of, directed at, and intended to be read from the main traveled way of a controlled highway. (A controlled highway is any highway that is part of the National Highway System along with specific State routes. The South Mountain Freeway would be both a State route and part of the National Highway System.) While the Arizona Court of Appeals did decide in November 2011 that electronic billboards violate the 1970 Arizona Highway Beautification Act, a new law was passed by the State Legislature that banned such billboards in much of the state but allowed them in most of Maricopa County and parts of Pinal, Yuma, and La Paz counties. Weeks later, the Phoenix City Council created a zoning ordinance to regulate such billboards on city streets and highways. Chapter 7, Section 705, of the Zoning Ordinance of the City of Phoenix does not permit billboards to occupy public property or to extend across a property line where such property line borders a public highway. Electronic messages are permitted only on land zoned as commercial or industrial or zoned as a nonresidential use in Residential Districts. Under current zoning, this eliminates most, if not all, of the land along the E1 Alternative. Such signs might be permissible along portions of the W59 Alternative. Such signs may not be illuminated between 11 p.m. and sunrise "when (1) located within one hundred fifty (150) feet of Single Family Residential zoned property and (2) visible from such development or property." Erection and operation of any billboards on Gila River Indian Community land would be subject to regulation by the Gila River Indian Community.
2	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.

(Responses continue on next page)

Code	Comment Document

does that stop? Must we reinvent Southern Cal and their transportation nightmares?
Thanks for your consideration. I hope you too can envision a better future.

Gail Cochrane

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Code	Issue	Response
3	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Alternatives, Nonfreeway Alternatives**	
5	**Section 4(f) and Section 6(f)**	
6	**Cultural Resources**	
7	**Alternatives**	The proposed freeway is part of the *Regional Transportation Plan* for the Maricopa Association of Governments region. The *Regional Transportation Plan*, as described on pages 1-5 and 1-10 of the Final Environmental Impact Statement, addresses freeways, streets, transit, airports, bicycle and pedestrian facilities, freight, demand management, system management, and safety. The proposed freeway is only one part of the overall multimodal transportation system planned to meet the travel demand needs of the Maricopa Association of Governments region.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Proposed freeway through the west end of South MTn
Date: Monday, May 20, 2013 8:37:24 AM

From: mayacoffey@cox.net [mailto:mayacoffey@cox.net]
Sent: Friday, May 17, 2013 8:40 PM
To: Projects
Subject: Proposed freeway through the west end of South MTn

ADOT,
I am voicing my opposition to the proposal of the freeway to the SE of South Mountain. It will disturb the pristine quiet beauty of this wonderful park that is so unique. It will not only be an eye sore but also will bring more noise to the area disturbing the wild life. I have lived in this valley for 30 years and South Mountain was the first park I have visited. I have hike all sections of this precious park and would be devastated if some sections were ruined.
I understand the need for better commuting routes but surely the government could spend a little more money to divert the freeway further west We need future generations to enjoy what many of us are enjoying today. Please realize that such a change to our park will be regretted by so many of residents for generations to come. Let's keep our park as it is to be enjoyed by future generations. It will recognized as a important step by people all over this country as well. Thanks,
A concerned citizen.
Maya Coffey

1 2 3 4

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Code	Issue	Response
1	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Visual Resources**	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-161 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
3	**Biology, Plants, and Wildlife**	Limited research has been conducted on the relationships of highways, traffic volume, noise, and impacts on wildlife. Some studies have alluded to noise as being harmful to wildlife populations, but most information to date has documented impacts on songbirds (Reijnen et al. 1995a, 1996) where densities next to highways were lower for 60 percent of the species, and species richness was a third lower. The "noise effect zone" adjacent to highways varied greatly by vegetative type (Reijnen et al. 1995b) as well as traffic volume (Reijnen et al. 1995a). These factors then relate to the noise impact distance on wildlife, extending 0.25 mile (1,320 feet) with 8,000 to 15,000 vehicles per day, 0.40 mile (2,112 feet) with 15,000 to 30,000 vehicles per day, and 0.75 mile (3,960 feet) with greater than 30,000 vehicles per day (Forman and Deblinger 2000; Forman et al. 1997). As such, with the projected high use of the corridor, noise impacts from traffic are anticipated to have a considerable effect on all species of wildlife, ranging from song birds to eagles to large mammals including mule deer, and may limit their use of adjacent habitats.
4	**Alternatives, Nonfreeway Alternatives**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Loop 202 freeeway through Ahwatukee
Date: Monday, June 24, 2013 9:04:57 AM

Thank you,
Felicia Beltran
Senior Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-319-7709
azdot.gov
ADOT Communications

From: Dan Coffey [mailto:aci2@cox.net]
Sent: Saturday, June 22, 2013 10:45 AM
To: Projects
Cc: aci2@cox.net
Subject: Loop 202 freeeway through Ahwatukee

Hi ADOT,

1 2 3 4

I am against building this freeway through my community. I like the small town atmosphere. I don't want noise, truckers disrupting this community. I don't feel you are listening to the community that you are effecting. It seems you are going to build this ancient, non-useful freeway through a mountain that we just don't need. This community will end up a commercial park and you will drive out residents. Please listen and don't build.

Sincerely,

Dan Coffey

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Code	Issue	Response
1	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Alternatives, Truck Bypass**	
3	**Purpose and Need, Lack of Support**	
4	**Section 4(f) and Section 6(f)**	

Code	Comment Document

Document Created: 7/24/2013 12:37:55 PM by Web Comment Form

1 My name is Tamara Coffman and I live at 1308 W Deer Creek Road, Phoenix AZ. I am in opposition to the proposed South Mountain Freeway. I purchased my home in Ahwatukee July 2011, moving from NJ to AZ. At no time did the Real Estate agent or the Home Owner's Association disclose that a major freeway was under consideration with the potential to be built so close to my house. In talking with various neighbors, they have said they were all made aware when they made the original purchase for their house 14 years prior. They have also said that they were made aware that their homes were right in the line of the proposed freeway. I attended the ADOT session on May 21 and was told alignment with my home was still under consideration.

I am a member of PARC and I oppose the freeway for the following reasons:

2 3 4 5 •The current proposed alignment through Ahwatukee will create a thoroughfare for the CANAMEX truck bypass. This will bring unregulated diesel trucks from Mexico into Phoenix and trucks will use it as a bypass for downtown Phoenix. I am greatly concerned about the amount of pollution they will put into the air. I am even more concerned about the amount of hazardous materials that they are carrying. There is no way out of Ahwatukee if there is an accident. This is too dangerous.

6 7 8 2 3 9 10 11 •Blasting through 3 ridges of South Mountain is an unnecessary and irresponsible action that would permanently disfigure South Mountain, destroying the integrity of the park, the mountain, and its ecosystem. Currently, there is little pollution in our area. Once the freeway goes through, the desert life will be destroyed. I don't believe the result of the EPA study either. I think it is outdated and doesn't take into consideration the amount of schools and people living so close to the freeway. What is Phoenix going to do when they lose freeway funding because the pollution levels exceed what is acceptable. The report also recorded acceptable levels of noise proposed by an 8-lane freeway. All you need is one night listening to the coyotes howl or owls calling and you realize how the sound travels in this area. The noise will be amplified. There is no proper plan to preserve the wells and water retention ponds in the area. There are no plans for bike paths. Basically this freeways blasts 8-lanes through a beautiful community just so people can get to work 10 minutes faster.

12 13 •I also believe that this is a significant waste of taxpayers' dollars to build this freeway. I travel frequently for work and am in a different city every week. Every city has issues with morning and evening rush hour traffic. The problem isn't the roads the problem is the ability to offer options outside of cars. Building transit hubs along the freeway, along with high speed rail would be money better spent. This would then need to be continued downtown so folks can easily walk to their office buildings. To make this freeway worthwhile, people would need to backtrack and go away from downtown as far up as the Broadway Curve. That will add close to 10 miles to each person's commute – 20 miles daily – 100 miles weekly – 400 miles monthly – 5,000 miles annually. It's not so much the gas bill that would be the problem ($570/est at $3.65) but the wear and tear on a car. Phoenicians won't use this freeway. That

Code	Issue	Response
1	**Neighborhood**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
2	**Trucks**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Air Quality**	
4	**Purpose and Need, Truck Bypass**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Hazardous Materials**	
6	**Section 4(f) and Section 6(f)**	
7	**Visual Resources**	Draft Environmental Impact Statement pages 4-157 and 4-158 state that construction of the proposed road cuts at the western end of the South Mountains would cause "severe visual impacts" and that these cuts "would be visually inconsistent with the natural setting of the surrounding area." These impacts would, however, be in a remote, seldom-used area of the Phoenix South Mountain Park/Preserve and not near any major trails. General mitigation measures to minimize these visual impacts are described on page 4-158. These measures would include the incorporation of newly exposed rock faces characteristic of the adjacent natural rock features. Contractors would respond to the faces' scale, shape, slope, and fracturing to the extent that could be practicable and feasible as identified through geotechnical testing and constructibility reviews. The Arizona Department of Transportation would require the contractor to round and blend new slopes to mimic the existing contours to highlight natural formations. The Arizona Department of Transportation would evaluate having the contractor adjust and warp slopes at intersections of cuts and natural grades to flow into each other or transition with the natural ground surfaces without noticeable breaks. A local example of such treatment would be the cuts associated with Dreamy Draw on State Route 51 in northern Phoenix.
8	**Biology, Plants, and Wildlife**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
9	**Noise**	

(Responses continue on next page)

Code	Comment Document
14	means the freeway won't be utilized as it was intended and it will be a $1B road to nowhere. The largest farce in the nation.
15	•Market value was mentioned in the report as remaining stable. There is already proof that this is an inaccurate statement. Goldman Ranch had homes purchased by ADOT when some homeowners claimed financial hardship. That option was not presented to all homeowners and those homes now make it difficult for other owners to sell at a reasonable price.
16	Business at 32nd street are unable to make decisions because there is no planned exits that lead to their business. You can see at the corner of Chandler/Desert Parkway the number of vacant tenants in the business malls that dot that intersection. There is no reason these shouldn't be booming with replacement business to support our area. The only reason is everyone is afraid of the potential impact of the freeway. If there are not appropriate exists, if this decision goes on forever….no one can move forward with decisions.
17	•ADOT, the City of Phoenix and everyone involved in this process owe the residents of Ahwatukee a no build option. Stop planning, stop wasting tax payer dollars, stop development of this road to nowhere. Put engineers minds, hearts and souls into a wide scale public transit system that is the first of its kind, that is the envy of the nation. We don't want to be known for the city that blasted into a nationally revered park, destroyed a beautiful community, let our children breathe polluted air, spent $1B on a road to nowhere and lost all freeway funding.

Tamara Coffman
tel: 609.610.6604 | tamaracoffman@yahoo.com

Code	Issue	Response
10	**Groundwater**	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner would be compensated by drilling a new well according to State regulations/standards. (See text box on Draft Environmental Impact Statement page 4-108.) The Arizona Department of Water Resources would undertake measures to improve surface water quality and maintain retention, detention, and stormwater facilities during construction through erosion and sediment control plans and through the municipal separate storm sewer systems program. Municipalities operating municipal separate storm sewer systems within local urbanized areas designated by the Arizona Department of Environmental Quality or U.S. Environmental Protection Agency are required to obtain individual discharge permits. This municipal separate storm sewer systems program includes monitoring activities and protection of facilities associated with the municipal separate storm sewer system operated by the Arizona Department of Transportation through its Stormwater Management Program. The program includes best management practices and monitoring outfalls. See Draft Environmental Impact Statement pages 4-95 and 4-96. If an action alternative were to become the Selected Alternative, during project implementation a Stormwater Pollution Prevention Plan that would establish best management practices for sediment and erosion control would be completed. These best management practices would be in place and maintained for the duration of construction to ensure that erosion and pollution from sediment and other pollutants running downstream would be minimized. The proposed project would require water quality certification under Section 401 of the Clean Water Act (see Draft Environmental Impact Statement pages 4-110 through 4-412).
11	**Design**	The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Draft Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.
12	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
13	**Alternatives**	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the *Regional Transportation Plan* and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
14	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
15	**Acquisitions and Relocations**	
16	**Design**	The interchange locations for the proposed freeway are (see Figure 3-28, on Draft Environmental Impact Statement page 3-51): · Interstate 10 (Maricopa Freeway)/State Route 202L Traffic Interchange · 40th Street · 24th Street · Desert Foothills Parkway · 17th Avenue · 51st Avenue · Elliot Road · Dobbins Road · Baseline Road · Southern Avenue · Broadway Road · Lower Buckeye Road · Buckeye Road · Van Buren Street · Interstate 10 (Papago Freeway)/State Route 202L Traffic Interchange The determination to not include an interchange at 32nd Street was made in coordination with the City of Phoenix (see Figure 3-8 on page 3-15 of the Draft Environmental Impact Statement). The interchange was eliminated based on undesirable residential displacements and cost. In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the freeway on the local street system, including the shift of access to Foothills Reserve and Calabrea from Pecos Road to Chandler Boulevard. The City study found no adverse effects on the local street system from the proposed freeway (see Appendix 3-1 in the Final Environmental Impact Statement).

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
17	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1	Terry Cole Document Created: 5/21/2013 3:06:26 PM by Web Comment Form I live in Chandler, and I support the new South Mountain Freeway. The longer you wait the more expensive it gets!

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 7/23/13 INCOMING CALL TIME: 10:14 AM CALLER: WARREN COLE CALLER ADDRESS: 327 WEST SWAN DRIVE, CHANDLER, ARIZONA PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I am in support of the South Mountain freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: Build the South Mountain Freeway **Date:** Wednesday, May 15, 2013 2:26:26 PM **From:** Raquel S. Collett [mailto:rscollett@sundt.com] **Sent:** Wednesday, May 15, 2013 2:04 PM **To:** Projects **Cc:** info@buildthe202.com **Subject:** Build the South Mountain Freeway This is an important project and needs to be started sooner than later. Please help our traffic by starting this project. It's a nightmare to drive in the mornings Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Kelly Collins Document Created: 5/21/2013 3:41:35 PM by Web Comment Form As a Laveen resident, it is my understanding that the loop 202 through the laveen area is part of a grand plan. I see the advantages of the project, and am anxious to get this project finally completed! This has been a "loose end" in need of tying for ten years since i moved to Laveen. It's time to tie it up and complete the loop. I opt for the preferred route (57 purple)

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Kelly Collins Document Created: 5/25/2013 11:14:25 PM by Web Comment Form I've anticipated the South Mountain Freeway project for ten years in Laveen! I'm in favor of the 59th Ave.(preferred)route.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/16/13 INCOMING CALL TIME: 4:59 PM CALLER: KENNETH COLLINS CALLER ADDRESS: 1037 W. FARMDALE, MESA, AZ 85210 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the South Mountain Freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway Comments
Date: Tuesday, April 30, 2013 8:53:19 AM

From: Condon, Kevin [mailto:Kevin.Condon@Honeywell.com]
Sent: Friday, April 26, 2013 2:17 PM
To: Projects
Subject: South Mountain Freeway Comments

Thank you for allowing me to comment on the South Mountain Freeway Draft EIS.

I will address my first comments to specific sections of the EIS.

1. On page 3-16 Tunneling Under the South Mountain – ADOT did not consider either a double-decker tunnel or a cut & cover tunnel, both of which are being considered for the CA SR 710 project in Pasadena. So this EIS did not adequately address additional tunnel options. (1)
2. On page 3-47 Figure 3-25 – The Profile A cross-section does not match the picture of the overall project at the bottom of the page. Profile A shows that the freeway will be above the existing grade throughout all of Profile A, and, therefore, should be red for an elevated section. However, the overall picture shows that Profile A only has 2 small sections of elevation above the existing ground. (2)
3. Page 3-60 – All of the Traffic Analysis is FLAWED and NEEDS to be redone. The traffic analysis is ALL based on a "hypothetical" SR30 being built by 2035. However, the EIS and MAG admits there is no funding for SR30. Therefore, ALL traffic analysis should be done based on the current funding, which means without SR30 being built. One can't include in the traffic analysis a mythical freeway, unless that mythical freeway has a fully paid for and approved funding stream, which SR30 does not. According to MAG, "Construction of SR 30 has been shifted beyond FY 2026 but remains within the FY 2031 planning horizon". However, Proposition 400 funding ends in 2025, so there is NO approved funding for SR 30. So if the SR30 is never built, then the WHOLE design for the South Mountain Freeway is FLAWED and build to the WRONG traffic requirements. This is a MAJOR flaw in the EIS! This EIS SHOULD NOT be published until the traffic analysis is redone without SR30! (3)
4. Page 3-61 Figure 3-37 I-10 – Again the Traffic Analysis is FLAWED! Your analysis shows that on I-10 between 83rd Ave and 75th Ave:
    a. The no-build option and W59 will have essentially the same traffic. So based on this analysis, NO ONE will travel on the W59 South Mountain Freeway on to the I-10 and continue on the Loop101! This is seriously flawed! Other cities with loop roads have shown that people DO travel around the city on the loop. So many people will travel on the South Mountain Freeway around the SW corner of Phoenix and continue on the I-10 to the Loop 101. It is obvious your traffic analysis neglected this group of vehicles. Figure 3-38 shows that 65k vehicles would take the L101 to W101 South Mountain Freeway, but these 65k vehicles magically disappear when the W59 route is chosen. How did these 65k vehicles magically disappear? These 65k vehicles were overlooked in your analysis and should be added to the I-10 (4)

Code	Issue	Response
1	**Design**	A cut-and-cover tunnel would not be feasible based on the geologic (hard rock) conditions of the South Mountains. A double deck tunnel would result in similar or even higher costs and impacts as the tunnels considered in the study. In the State Route 710 project in Pasadena, California, the freeway alternatives that include tunnels cost almost $4 billion more than the freeway alternative without tunnels.
2	**Design**	The vertical profile was exaggerated ten times to make it easier to identify differences in elevation. The definition of "at-grade" in these figures is within 10 feet of the existing ground, which allows for pipes and culverts to pass beneath. Sections greater than 10 feet above ground have been noted as "elevated." Figure 3-25 was revised in the Final Environmental Impact Statement (see page 3-47 in the Final Environmental Impact Statement) to display those sections of the profile that go over the multiuse crossings as elevated. Other sections were evaluated and adjusted as necessary.
3	**Traffic**	The Federal Highway Administration and the U.S. Environmental Protection Agency approved the air quality conformity determination that includes the Maricopa Association of Governments regional travel demand model that produced the traffic projections used in the traffic analysis for the project (see Draft Environmental Impact Statement page 3-27). Although the Maricopa Association of Governments half-cent sales tax will end in 2025, the region continues to receive substantial funding for freeway construction from state and federal funding sources. State Route 30 is included in Maricopa Association of Government's adopted *Regional Transportation Plan* and would be constructed prior to 2035.
4	**Traffic**	The traffic volumes in Figure 3-37 on Draft Environmental Impact Statement page 3-61 do not provide information related to origins and destinations of vehicles. The section of Interstate 10 between 83rd Avenue and 75th Avenue for the W59 Alternative would include vehicles destined to or coming from State Route 101 Loop. These same vehicles that without the W59 Alternative would use Interstate 10 to get to State Route 101 Loop would also be on this segment of Interstate 10. That is why the total values are approximately the same. Depending on the location of the connection to Interstate 10 (Papago Freeway), different motorists would choose to use the proposed freeway or another route to complete their trip. Therefore, there is not a one-to-one comparison among alternatives. While it seems that vehicles have been removed, they have decided to use an alternative route, including arterial streets or other freeways. A similar response explains the noted differences between the W71 and W101 Alternatives.

Code	Comment Document

traffic.

b. The W71 and W101 options will have essentially the same traffic. So based on this analysis, NO ONE will travel on the W71 South Mountain Freeway on the I-10 and continue on the Loop101! This is seriously flawed! Other cities with loop roads have shown that people DO travel around the city on the loop. So many people will travel on the South Mountain Freeway around the SW corner of Phoenix and continue on the I-10 to the Loop 101. It is obvious your traffic analysis neglected this group of vehicles. Figure 3-38 shows that 65k vehicles would take the L101 to W101 South Mountain Freeway, but these 65k vehicles magically disappear when the W71 route is chosen. How did these 65k vehicles magically disappear? These 65k vehicles were overlooked in your analysis and should be added to the I-10 traffic.

c. The analysis needs to be redone WITHOUT the SR30 being built.

5. Page 3-61 Figure 3-37 Chandler Blvd

5

a. No analysis was done on the NEW Chandler Blvd between 17th and 29th Ave. This needs to be done and presented.

b. The 3 western options will have NO impact on the traffic on Chandler Blvd, but your FLAWED analysis says the 3 western routes will impact traffic all the way over on Chandler Blvd at 48th St. In fact, your flawed traffic analysis shows the 3 western routes will impact traffic more at 48th St & Chandler Blvd than 48th St & Baseline Rd or 51st Ave & Buckeye Rd.

6

6. Page 3-62 Figure 3-38 – Again the traffic analysis is FLAWED. With W59, why did the traffic DROP from 155k at Van Buren to 120K at I-10? Also, this shows that your analysis estimates that 65k vehicles will take the L101 and continue on the South Mountain Freeway (just subtract W59 from W101), but this is NOT reflected in Figure3-37 in the I-10 traffic for routes W59 and W71. Where did these 65k vehicles go in W59 and W71?

Kevin Condon
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Code	Issue	Response
5	**Traffic**	Figure 3-37 was revised in the Final Environmental Impact Statement to include traffic projections for the new section of Chandler Boulevard between 17th and 29th Avenues (see page 3-61 in the Final Environmental Impact Statement). There was no difference among the three action alternatives at the noted locations. However, any of the Western Section action alternatives, combined with the E1 Alternative, would reduce traffic along Chandler Boulevard.
6	**Traffic**	The traffic dropped from 155,000 vehicles at Van Buren Street to 120,000 at Interstate 10 because it is projected that 35,000 vehicles would exit or enter the South Mountain Freeway at Van Buren Street.

Code	Comment Document
1	Charles Conn — Document Created: 5/22/2013 4:57:15 PM by Web Comment Form It makes absolutely no sense why W71 or W59 would be used !! Apparently none of the people making the decision have to commute from 59th Ave. to the 101 Loop on I-10 or in the opposite direction. That commute is a weekday mess with MANY car wrecks. The W101 is the ONLY one that uses common sense.

Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 6/17/13 INCOMING CALL TIME: 3:42 PM CALLER: ROBERT CONNELLY CALLER ADDRESS: 16451 W. WILSHIRE DRIVE, GOODYEAR PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the South Mountain freeway project. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: I Support the S. Mtn. Freeway
Date: Wednesday, May 22, 2013 10:51:39 AM

From: Victor Jett Contreras [mailto:victorcontrerasaz@gmail.com]
Sent: Tuesday, May 21, 2013 1:42 PM
To: Projects
Subject: I Support the S. Mtn. Freeway

1 Hello, my name is Victor Contreras and my address is 1425 E. Baseline Rd. Phoenix, AZ 85042. Unfortunately, I can not make it to the public comment event, but wanted to express my support for the proposed South Mountain Freeway.

I'm not a resident of Laveen but I'm affected by the lack of a freeway. I am a resident of South Phoenix and live on Baseline Rd. which is the southernmost major arterial street in the city. Many of Laveen's residents have to use Baseline Rd. because it's the most accessible street in Laveen and he only east-west street that connects to the I-10 (East or West). This has created many traffic problems along the Baseline Corridor and increased drivetime for all residents south of the Salt River.

Also, because of the lack of the South Mountain Freeway, many amenities, restaurants, and important health and educational developments have not been built. This not only affects people in Laveen but also us in South Phoenix, since many of us have to travel out of our community (or neighboring community) in order to eat at nice restaurants, watch a movie with our families or go to a hospital emergency room.

The proposed freeway would help alleviate traffic, provide more amenities, and greater access to important community institutions like a hospital and community college.

One last point, as a real estate agent who also sells homes in Laveen, I have always informed my clients about the proposed freeway alignments. Some clients decided to look elsewhere, further from proposed alignments, and some decided to buy in the area knowing that they may have to move. For me it's unconscionable, for people in Laveen or Ahwatukee to feign surprise or anger that they may have to move because of the freeway alignment. Residents in all parts of town near the proposed freeway have had every opportunity and the responsibility to do their due diligence prior to buying a home in the proposed alignments.

Thank you,

Victor Contreras

--
All the best,

Victor Jett Contreras
Direct - (480) 766-0719

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Sierra Club on behalf of Kathleen Conway
To: Projects
Subject: Comments in opposition to South Mountain Freeway
Date: Wednesday, July 24, 2013 10:05:41 AM

Jul 24, 2013

Arizona Department of Transportation South Mountain Study Team
1655 W Jackson St, MD 126F
Phoenix, AZ 85007

Dear South Mountain Study Team,

(1) I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.

I LOVE hiking in South Mountain. I can recall how lovely Baseline Road was when the fragrance of orange blossoms permeated the air. it has been sad to watch the area fall prey to developers who construct ticky tacky houses and follow them up with standard issue chain stores and small malls. i understand how important it is to have a viable transport plan, but imply laying down miles of tar or macadam roads is a foolish, archaic, cheap for the moment but disastrous for the future option. We need a 21st century approach that includes mass transport (avoiding buses) -preferably trains, trolleys, light rail or some other (2) option powered by solar and alternative energies.

(3) The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to (4) effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.

(5) South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more (6) vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.

(7) The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a (8) freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terribleprecedent by demolishing what should remain a protected area.

(9) The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Alternatives, Nonfreeway Alternatives**	
3	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
4	**Alternatives**	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the *Regional Transportation Plan* and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
5	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
6	**Health Effects**	
7	**Section 4(f) and Section 6(f)**	
8	**Biology, Plants, and Wildlife**	

(Responses continue on next page)

Code	Comment Document
1	Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you. Sincerely, Ms. Kathleen Conway 909 W Harvard Dr Tempe, AZ 85283-1791

Code	Issue	Response
9	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.

Code	Comment Document

From: Sierra Club on behalf of M A Cook
To: Projects
Subject: Comments in opposition to South Mountain Freeway
Date: Monday, June 03, 2013 4:11:53 PM

Jun 3, 2013

Arizona Department of Transportation South Mountain Study Team
1655 W Jackson St, MD 126F
Phoenix, AZ 85007

Dear South Mountain Study Team,

(1) I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.

(2) The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. (3) ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.

(4) South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. (5) As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.

(6) The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. (7) By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.

(8) The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.

(1) Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.

Phoenix must maintain some of our state's amazing beauty and support our need to enjoy it in this lovely preserve. Its accessibility alone merits us keeping as a haven for future generations.

Please maintain the integrity of this natural and vital place.

Sincerely,

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternatives**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
3	**Alternatives**	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the *Regional Transportation Plan* and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
4	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Health Effects**	
6	**Section 4(f) and Section 6(f)**	
7	**Biology, Plants, and Wildlife**	

(Responses continue on next page)

Code	Comment Document
	Ms. M A Cook 4220 E Patricia Jane Dr Phoenix, AZ 85018-3758 (602) 957-8312

Code	Issue	Response
8	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/17/13 INCOMING CALL TIME: 1:54 PM CALLER: DAN COOK CALLER ADDRESS: 55240 N. QUAIL RUN ROAD, PARADISE VALLEY, AZ 85253 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the freeway and the traffic alleviation that it would create and also the jobs and so I would like you to consider supporting that also. Thanks. Bye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Bob Cook Document Created: 7/17/2013 4:17:15 PM by Web Comment Form Looking forward on seeing the air quality report and noise studies. Also looking forward on getting this project started.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 6:12 PM
CALLER: DAVE COOK	CALLER ADDRESS: 12742 WEST SOLA COURT, SUN CITY WEST, ARIZONA 85375
PHONE: 623-322-3449	EMAIL:

CALLER REMARKS/QUESTIONS:

I support the idea of the South Mountain freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: 202 extension
Date: Wednesday, May 22, 2013 10:54:18 AM

-----Original Message-----
From: Mike Cooley [mailto:leftypar@cox.net]
Sent: Tuesday, May 21, 2013 5:34 AM
To: Projects
Subject: 202 extension

To whom it may concern,

1 I would like to see the 202 extension run south of South Mountain.

As someone who travels down Baseline road many times a year, I know it would relieve a lot of congestion, certainly many accidents and assuredly fatalities that occur in the road.

There are many people in SW Phoenix and Laveen that would be helped greatly in their travels to I-10E and to the southeast valley if this stretch was extended.

2 This would also relieve I-10 truck traffic from L.A. to Tucson on I-10E through town and vice versa.

It would be a great extension to our valley freeways!

Thank you for your time.

Sincerely,

Mike Cooley

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Code	Issue	Response
1	**Alternatives, Gila River Indian Community Alignments**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need, Truck Bypass**	

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 7:01 PM CALLER: LOWELL COONAN ADDRESS: 1071 S. OAK COURT, GILBERT, AZ 85233 PHONE: 480-507-8189 EMAIL: **CALLER REMARKS/QUESTIONS:** I support the Loop 202 South Mountain Freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 6/15/13 INCOMING CALL TIME: 11:44 AM CALLER: BOB COOPER CALLER ADDRESS: 19255 N. 88TH AVE., PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I am in total support of the Loop 202 freeway around South Mountain. In fact it has gone on too long, it should have been finished a long time ago. Please move forward quickly with this freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Charles Corbin Document Created: 7/24/2013 7:12:28 PM by Web Comment Form I am a thirty year resident. It is time to build the loop for our convenience and security. Move on! The study lays to rest concerns.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

RECEIVED June 7/2013

JUN 10 2013

AZ Dept of Transportation
Director's Office

Personel at A.D.O.T.

I am a concerned citizen of Ahwatukee voicing my opinion against building the South Mt. Freeway on Pecos Rd. or anywhere near Ahwatukee.

1 This is an outdated plan and needs
2 to be revised as to not be such a bad impact on our health for all who call this our home.

3 This freeway-truck by pass-needs
4 to be built futher east and south.

I stand with P.A.R.C. in full opposition to South Mt. Freeway.

I am a legal citizen and taxpayer of this state. I am also a purple heart veteran and I am someone who belives our goverment should serve the citizens of our country and not there own private interests, paid for by private trucking companies and others who stand to gain financialy.

If PARC stages a protest against this freeway, I will be there along with several other hundred concerned citizens.

"Please" reconsider this bad and outdated plan for this area.

Sincerly
Floyd Corbitt
Floyd Corbitt
4220 E. Cedarwood Ln.
Phx., AZ.
85048

Code	Issue	Response
1	**Purpose and Need, Old Plan or Use of Old Data,**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Health Effects**	
3	**Alternatives, Gila River Indian Community Alignment**	
4	**Purpose and Need, Truck Bypass**	

Code	Comment Document

From: Sierra Club on behalf of Valerie O Cornelius
To: Projects
Subject: Comments in opposition to South Mountain Freeway
Date: Monday, May 27, 2013 2:44:43 PM

May 27, 2013

Arizona Department of Transportation South Mountain Study Team
1655 W Jackson St, MD 126F
Phoenix, AZ 85007

Dear South Mountain Study Team,

(1) I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.

(2) The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.

(3) I highly recommend and strongly encourage you to choose long-term transit solutions!

(4) South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.
(5) As a respiratory therapist and mother of two asthmatics I have experienced this consequence of pollution!

(6) The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.
(7) Thus setting in motion a domino affect across the nation. I have read of numerous other protected areas already fighting to stay protected.

(8) The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center. This would increase the water shortage problem.

(1) Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
3	**Alternatives**	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No-Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the *Regional Transportation Plan* and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
4	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Health Effects**	
6	**Section 4(f) and Section 6(f)**	
7	**Biology, Plants, and Wildlife**	

(Responses continue on next page)

Code	Comment Document
	Sincerely, Mrs. Valerie O Cornelius 1470 S Palo Verde Ave Apt J209 Tucson, AZ 85713-2370

Code	Issue	Response
8	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region(see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.

Code	Comment Document

From: Unger, Audrey C.
To: Bailly, Becky
Subject: FW: Article for Phoenix Magazine
Date: Thursday, July 25, 2013 7:15:49 AM

Please upload into iRealm. Thanks.

From: Honsberger, Heather [mailto:Heather.Honsberger@jacobs.com]
Sent: Wednesday, July 24, 2013 6:08 PM
To: Unger, Audrey C.
Subject: Fwd: Article for Phoenix Magazine

Tim would like the comment provided thru his email with Phoenix Magazine writer included in the formal record. Essentially recommending commute times on the SMF be included in the document.

Thanks,
Heather

Sent from my iPhone

Begin forwarded message:

From: Timothy Tait <TTait@azdot.gov>
Date: July 22, 2013, 3:59:32 PM MST
To: "Honsberger, Heather" <Heather.Honsberger@jacobs.com>
Subject: FW: Article for Phoenix Magazine

I guess we need to log this as a formal public comment.

Timothy Tait, Ed.D.
Assistant Communication Director
Arizona Department of Transportation
602.712.7070 (office)
602.501.5038 (mobile)
news@azdot.gov (media)
azdot.gov
ADOT Communications

From: Keridwen Cornelius [mailto:kcornelius@citieswestpub.com]
Sent: Monday, July 22, 2013 3:49 PM
To: Timothy Tait
Subject: Re: Article for Phoenix Magazine

OK, great, thanks. So, to confirm, there are no estimated commute times for travel on the South Mountain Freeway? If not, and if I may make a suggestion (since we're in a public comment period), that information would really improve the current Draft EIS.

Code	Issue	Response

(Comment codes begin on later page)

Code	Comment Document

On 7/22/13 3:32 PM, Timothy Tait wrote:
I had to go back to the team to get an answer – you posed a great question. Here's what I learned:

For the Laveen trip, travel time was modeled along 51st Avenue and I-10 (Papago Freeway) for both 2010 and 2035. For the Ahwatukee trip, travel time was modeled and calculated along I-10 (Maricopa Freeway) for both 2010 and 2035. Essentially this allows an apples to apples comparison, as opposed to comparing arterial street to freeway travel times for each segment.

-Tim

Timothy Tait, Ed.D.
Assistant Communication Director
Arizona Department of Transportation
602.712.7070 (office)
602.501.5038 (mobile)
news@azdot.gov (media)
azdot.gov
ADOT Communications

From: Keridwen Cornelius [mailto:kcornelius@citieswestpub.com]
Sent: Monday, July 22, 2013 2:07 PM
To: Timothy Tait
Subject: Re: Article for Phoenix Magazine

In the second graphic where it talks about commute times with the freeway in 2035, are those numbers based on the estimated time it would take to drive from Laveen and Ahwatukee *on the actual South Mountain Freeway*, or on the same routes as you show in the non-freeway scenario (surface streets/the I-10), which would be faster thanks to the fact that the South Mountain Freeway would be lessening traffic on those roadways?

On 7/22/13 1:51 PM, Timothy Tait wrote:
Keridwen,

The attached graphic should help to answer your question. Let me know if this makes sense.

Thanks,
-Tim

Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

Timothy Tait, Ed.D.
Assistant Communication Director
Arizona Department of Transportation
602.712.7070 (office)
602.501.5038 (mobile)
news@azdot.gov (media)
azdot.gov
ADOT Communications

From: Keridwen Cornelius [mailto:kcornelius@citieswestpub.com]
Sent: Monday, July 22, 2013 12:18 PM
To: Timothy Tait
Subject: Re: Article for Phoenix Magazine

Hi Tim,

1 Just following up with a quick question. I had asked if there was an estimate of commute times from Laveen/Ahwatukee to downtown Phoenix with the South Mountain Freeway. I still couldn't find that info over the weekend. Do you have that info? If you could get back to me as quickly as possible, that would be great, as we are shipping the issue in the next couple days.

Thanks!

Keridwen

On 7/13/13 6:57 PM, Timothy Tait wrote:

```
ADOT is located at 206 South 17th Avenue in downtown Phoenix,
south of the state capitol (northeast corner of 18th Avenue and
Jackson). Park in any available spot; the main entry is at the
flagpoles.

-tim.


Timothy Tait, Ed.D.
Assistant Communication Director
Arizona Department of Transportation
602.712.7070 (office)
602.501.5038 (mobile)
news@azdot.gov (media)


----- Original Message -----
From: Keridwen Cornelius [mailto:kcornelius@citieswestpub.com]
Sent: Friday, July 12, 2013 04:24 PM
To: Timothy Tait
Subject: Re: Article for Phoenix Magazine

That sounds great to me. Where is your office? Thanks!

On 7/12/13 3:41 PM, Timothy Tait wrote:

     We are looking at 3:30 p.m. on Wednesday. Would that
     work for you? We could meet in my office, if that's OK?
```

Code	Issue	Response
1	**Alternatives**	Travel times for trips throughout the region, including those that would include use of the proposed freeway are shown in Table 3-8 on Final Environmental Impact Statement page 3-34. The table compares conditions in 2035 with and without the proposed freeway in place.

Code	Comment Document

Timothy Tait, Ed.D.
Assistant Communication Director
Arizona Department of Transportation
602.712.7070 (office)
602.501.5038 (mobile)
news@azdot.gov (media)

From: Keridwen Cornelius [kcornelius@citieswestpub.com]
Sent: Thursday, July 11, 2013 4:50 PM
To: Timothy Tait
Subject: Re: Article for Phoenix Magazine

Hi Tim,

Sorry about this, but my meeting on Monday just got moved to the afternoon rather than the morning, so if you were thinking of Monday as the day for an interview, then the morning would actually be better that day. My Tuesday and Wednesday schedules remain the same.

Thanks!

Keridwen

On 7/11/13 12:40 PM, Timothy Tait wrote:
Keridwen,

I can arrange something - either in person or via phone - with the project manager and myself for early next week, if that works for you. Which days/times work best?

Thanks,
-Tim

Timothy Tait, Ed.D.
Assistant Communication Director
Arizona Department of Transportation
602.712.7070 (office)
602.501.5038 (mobile)
news@azdot.gov<mailto:news@azdot.gov> (media)
azdot.gov

[http://adotnet/divisions/communications/graphic_standards/Logos/Comm
]

From: Keridwen Cornelius
[mailto:kcornelius@citieswestpub.com]
Sent: Thursday, July 11, 2013 10:56 AM
To: ADOT News
Subject: Article for Phoenix Magazine

Hello,

My name is Keridwen Cornelius, and I am the editor-in-chief of Phoenix Magazine. I am writing a feature-length article about the South Mountain Freeway for our Hot Topics section, in which we interview people on both sides of a topical or controversial subject. I would like to speak with someone regarding the freeway, either by phone or in person, this week or early next week. Please feel free to contact me by email or phone at your earliest convenience.

Thank you very much,

Keridwen Cornelius
Editor

Phoenix Magazine
15169 N. Scottsdale Rd., Ste. C310
Scottsdale, AZ 85254

Code	Issue	Response

Code	Comment Document

Office: 480-664-3960 Ext. 202
Fax: 480-664-3962
Email:
kcornelius@citieswestpub.com
<mailto:xxxxx@citieswestpub.com>

[cid:part2.03010005.08080401@citieswestpub.com]

http://www.phoenixmag.com

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Code	Issue	Response

Code	Comment Document
1	

From: Projects
To: ADOT
Subject: FW: Draft Environmental Impact Study for the South Mountain Freeway
Date: Tuesday, July 23, 2013 3:42:30 PM
Attachments: image001.png

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov

From: Sandra Smith [mailto:SSmith@aamaz.com]
Sent: Tuesday, July 23, 2013 3:40 PM
To: Barbara Russell; Projects
Cc: SMF@aol.com
Subject: RE: Draft Environmental Impact Study for the South Mountain Freeway

Wonderful email - thank you Zacc and Barbara.
Please be advised that I have also forwarded to the Lakewood Board of Directors for their information.
We appreciate your written support and concern for the Lakewood Community!
Thank you

Sandra L. Smith, CMCA(r), AMS(tm), CAAM(r)
Community Manager
AAM, LLC
(602) 674-4343 (direct line)
(602) 480-821-2334
(602) 957-9191 (main line)

-----Original Message-----
From: Barbara Russell [mailto:bsuerussell@cox.net]
Sent: Tuesday, July 23, 2013 3:30 PM
To: projects@azdot.gov
Cc: SMF@aol.com
Subject: Draft Environmental Impact Study for the South Mountain Freeway

To Whom It May Concern:

My husband and I have been residents for ten years in the Lakewood Community in Ahwatukee. As you are aware, the Lakewood Community was established in June 1985. The lakes are fed by a "well" or "spring". Our grave concern is the protection of these existing wells or springs to continue as the source for the two lakes in our community.

We respectfully request that ADOT protect these existing wells as they review the route for construction of South Mountain Loop 202 Freeway. We recognize the importance of the freeway to the city of Phoenix and State of Arizona. We also recognize the importance of our community lakes and their existing properties including the wells that feed and sustain the lakes in this vital Phoenix community. Any negative change to the lakes would have a devastating impact on our community, residents and their future children.

We are proud citizens of our community and will be long term residents well into our retirement in Lakewood Community.

Sincerely,
Zacc & Barbara Russell
3421 E Wildwood Dr
Phoenix, AZ 85048
AssociatedAsset.com | HomeownerResources.com

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Code	Issue	Response
1	**Groundwater**	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner would be compensated by drilling a new well according to State regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.) The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Water Resources to effectively mitigate well impacts associated with its projects throughout the region.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/18/13 INCOMING CALL TIME: 2:11 PM CALLER: ELIZABETH [UNCLEAR] CORVILLE CALLER ADDRESS: 833 E. CHERYL DRIVE, PHOENIX, AZ 85020 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I'm in favor of expanding the freeway. Thank you. Bye

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Sierra Club on behalf of Mark Coryell
To: Projects
Subject: Comments in opposition to South Mountain Freeway
Date: Monday, June 03, 2013 7:11:58 PM

Jun 3, 2013

Arizona Department of Transportation South Mountain Study Team
1655 W Jackson St, MD 126F
Phoenix, AZ 85007

Dear South Mountain Study Team,

(1) I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.

(2) The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer.

(3) ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.

(4) South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would

(5) temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.

(6) The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be

(7) destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.

(8) The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.

(1) I have commented repeatedly about this issue. I also attended the 21 May 2013 hearing at the Phoenix Convention Center and presented both oral and written testimony on the South Mountain Freeway. Your agency, ADOT, has already acknowledged that there will be a negative environmental impact on my neighborhood. I live within 300 yards of the proposed overpass at South 17th Avenue in the Ahwatukee Foothills.

Sincerely,

Mr. Mark Coryell

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
3	**Alternatives**	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No-Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the *Regional Transportation Plan* and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
4	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Health Effects**	
6	**Section 4(f) and Section 6(f)**	
7	**Biology, Plants, and Wildlife**	

(Responses continue on next page)

Code	Comment Document
	1334 E Chandler Blvd # 5613 Phoenix, AZ 85048-6267 (480) 219-8673

Code	Issue	Response
8	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.

Code	Comment Document

1 THE FACILITATOR: Thank you, Mr. Demerritt.
2 Mark Coryell. Is that the correct
3 pronunciation, sir?
4 MR. CORYELL: That's good enough.
5 Hello -- oh, it works. Well, I just got off the
6 bus from Ahwatukee, so I jumped in to make a comment.
7 I'm opposed to the South Mountain freeway because it's
8 going to put a freeway in my front yard and I don't think
9 it's the best alternative for the community as a whole. (1)
10 It's going to destroy the character of my neighborhood,
11 it's going to add more traffic into my neighborhood, and (2)
12 the total character of my -- where I live is actually
13 going to be destroyed, and I don't want to see that
14 happen. I don't know what else to say. I feel like kind
15 of, you know, David here standing up before Goliath,
16 because I know that my voice means very little to any of
17 you that are standing here today.
18 I've lived in Arizona for 20 years, I love
19 living here; I had planned to spend the rest of my life
20 here, but because of the freeway, I'm looking at
21 alternatives, including moving to Tucson, and I also have
22 a couple of teaching opportunities outside the United
23 States, looks likely where I'm going to end up someday.
24 I feel really sad that I have to come here and defend
25 everything that means so much to me. Basically, all my

Page 13

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response
1	**Alternatives, E1 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix. While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Draft Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to Arizona Department of Transportation policy (see Final Environmental Impact Statement beginning on page 4-91).
2	**Traffic**	In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system. The City study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).

Code	Comment Document

savings and everything I own is tied up in my house, and I realize that's going to be done and I realize I don't think a lot of people really care.

I was almost killed on Pecos Road in January of 2008 in a serious auto accident where a hit-and-run driver about 9:30 at night went straight through the intersection, totaled my car, and if it hadn't been for the grace of God, I would not be here today. My car jumped off the curb and into a ditch and it just happened to sit on a set of brush and that's why I'm here and still alive, which I'm thankful for.

There's just a lot better alternatives. It's such a beautiful community, you can bike, if you spent your time here it's probably the last place -- the last place in the city of Phoenix, and I've lived in Glendale and I've lived in Avondale, that you can ride a bike without getting killed, so that's the conclusion of my remarks.

THE FACILITATOR: Thank you.

Please refrain from applause with respect to both build and no-build discussions today. This is a hearing, and we appreciate your patience.

Those of you whose names have been registered to speak, if you would make your way up to the front, that will help speed this up a little bit. Thank you.

Code	Issue	Response

Code	Comment Document

LOOP 202
South Mountain
Freeway Study
2013

Draft Environmental Impact Statement
COMMENT FORM

Additional Comments:

1 – We are destroying very heritage that makes Arizona unique. I moved here and stayed because I love Arizona. Not some amorphous sprawling community that looks like Southern California or somewhere else for that matter. Sadly Phoenix, Tucson will be ruined – no more flower farms, agricultural uses. Soon Arizona may lose its capacity to grow its own food and will likely be importing everything from out-of-state, and worse yet overseas, particularly Mexico and beyond.

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-158

ADOT Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	**Agriculture**	The current analysis of impacts on prime and unique farmland—the land most suitable for growing food—indicates that loss of this type of farmland would be negligible. Urbanization in the Study Area is steadily moving in a westward direction. If an action alternative were selected—and by the time it were to be constructed—it is likely that more land will have already been converted from agricultural use to residential, commercial, and/or industrial uses, and that the proposed South Mountain Freeway would have even less of an impact. Urbanization will continue with or without implementation of the proposed freeway (see Final Environmental Impact Statement pages 4-153 and 4-154).

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

2013

Draft Environmental Impact Statement
COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013.

2 - Own home directly in path of South Mountain Freeway at 51st Ave and Pecos Rd
- Will sit on 2 lane road with a stop sign replaced by interchange on 8 lane freeway
3 - Prominently see green replaced by environment that will be unlivable
- Lost opportunity to create a recreational corridor, only safe place one can ride bicycles in Phoenix metro area
4 - Serves the purposes of the real estate/construction industrial complex
5 - Elevated freeway will likely amplify noise in neighborhood

Optional

Name: Mark A Coryell Email: mxmpa930@earthlink.net
Address: 1676 West Satinwood Drive
City: Phoenix State: Arizona Zip: 85045
Phone: 480-219-8673 Fax:

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov **or mailed to:** ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)

ADOT — U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
2	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
3	**Design**	The study has considered concepts for parallel multiuse paths, however the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.
4	**Planning**	Cities' and towns' adopted land use plans were evaluated as part of the environmental impact statement process. The effect of a freeway corridor on these plans was considered (see Final Environmental Impact Statement pages 1-21, 4-18, and 4-19). The City of Phoenix's General Plan land use map shows the freeway alignment as "Future Transportation," generally matching the W59 (Preferred) Alternative alignment. The City of Phoenix's plans for both Laveen and Estrella Villages identify "cores" along the W59 Alternative, surrounded by commercial/ mixed-commercial uses for each planning area clearly intended to benefit from proximity to the proposed freeway.
5	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix. Noise modeling is used to determine the most appropriate and effective location for noise barriers. All noise-sensitive land uses are included in the noise analysis and noise abatement considerations.

Code	Comment Document
1	Richard Costa — Document Created: 5/21/2013 8:53:40 PM by Web Comment Form Living in Laveen since 2004 has shown me how important this project is to the residents. Comuting daily to I-10 from Baseline Rd has always been the worst part of the commute. It is obvious County and multiple jurisdictions serving the community between Baseline Rd and I-10 with lack of capital improvement funds (or desire) contribute to the problem. This project is way overdue. One that I have been hoping for 8 years now and that is just a fraction of how long ADOT has been working on it. This project should not have followed the L303 corridor but rather preceded it. Just get it done.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Comments in opposition to South Mountain Freeway
Date: Wednesday, May 29, 2013 4:50:41 PM

-----Original Message-----
From: Sierra Club [mailto:information@sierraclub.org] On Behalf Of Nick Coury
Sent: Wednesday, May 29, 2013 4:49 PM
To: Projects
Subject: Comments in opposition to South Mountain Freeway

May 29, 2013

Arizona Department of Transportation South Mountain Study Team
1655 W Jackson St, MD 126F
Phoenix, AZ 85007

Dear South Mountain Study Team,

1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.

I am the race director of Aravaipa Running, organizing over a dozen trail running events in the mountains around Phoenix, providing recreational opportunities for thousands every year. I see the positive effects of outdoor recreation on the health of Phoenix residents every day. Many of my runners are seeking an escape from the congestion and pollution of the city, and the mountain trails offer a bit of solace and fresh air in an accessible way. Most of the mountains around Phoenix are out of the way, requiring an hour drive or more. Others, like the Phoenix Mountain Preserve or Camelback Mountain are so close to the city that the air, noise, and visual pollution can't be avoided. South Mountain is unique in that it is not engulfed by the city, yet is still easily accessible to Phoenix area residents. Surrounding South Mountain with a new freeway would quickly encroach on this unique accessibility, and compromise it's appeal. This comes at a time when our cities and country face undeniable health problems and need outdoor recreation more than ever.

2 3 4

On a personal level, I moved near the base of South Mountain in January 2012 for all that it offers. I spend 1-3 hours nearly every day running and enjoying the trail system, crossing back and forth all of it's trails. The west end of the range is the true gem of the Preserve, and to disrupt it's natural beauty and secluded wilderness with a freeway would be a tragedy.

4

Building any of the proposed alternatives would do little or nothing to relieve congestion in the Phoenix area. Intelligent growth is what Phoenix needs, and part of this intelligence includes preserving our natural landscapes that will become more and more valuable to future generations as growth increases. Compromising the South Mountain Preserve to place a major freeway through a remote area will offer little benefit to drivers, and major destruction to one of Phoenix's greatest treasures. I urge you to choose the No-Build Alternative and seek other, more effective, less destructive solutions.

5 6 1

Sincerely,

Mr. Nick Coury
7504 S 28th Ter
Phoenix, AZ 85042-6047
(602) 828-6629

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Air Quality**	
3	**Noise**	
4	**Visual Resources**	The Final Environmental Impact Statement on pages 4-158 and 4-160 states that construction of the proposed road cuts at the western end of the South Mountains would cause "severe visual impacts" and that these cuts "would be visually inconsistent with the natural setting of the surrounding area." These impacts would, however, be in a remote, seldom-used area of Phoenix South Mountain Park/Preserve and not near any major trails. General mitigation measures to minimize these visual impacts are described on page 4-161. These measures would include the incorporation of newly exposed rock faces characteristic of the adjacent natural rock features. Contractors would respond to the faces' scale, shape, slope, and fracturing to the extent that could be practicable and feasible as identified through geotechnical testing and constructibility reviews. The Arizona Department of Transportation would require the contractor to round and blend new slopes to mimic the existing contours to highlight natural formations. The Arizona Department of Transportation would evaluate having the contractor adjust and warp slopes at intersections of cuts and natural grades to flow into each other or transition with the natural ground surfaces without noticeable breaks. A local example of such treatment would be the cuts associated with Dreamy Draw on State Route 51 in northern Phoenix.
5	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
6	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 6/12/13 — INCOMING CALL TIME: 4:50 PM CALLER: CRAIG COWEN — CALLER ADDRESS: 9001 W. IRONWOOD DRIVE, PEORIA, AZ 85345 PHONE: — EMAIL: **CALLER REMARKS/QUESTIONS:** I support the South Mountain Freeway. This is something that should have been done many years ago. The valley is far behind in improving the infrastructure in the valley, so yes, put in the freeway. I fully support this new system. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain 202
Date: Monday, May 20, 2013 1:57:08 PM

From: Gene Cox [mailto:xocgk@aol.com]
Sent: Monday, May 20, 2013 1:55 PM
To: Projects
Subject: South Mountain 202

1 Please take action to complete the South Mountain portion of Loop 202. The loud mouthed cry babies have stalled this project long enough. I live in area code 85048 and want to see this project completed. I have lived here since 1987 and most of the opposition is from new comers who have a personal axe to grind. It is time to "git er done".

Gene Cox

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: 202 SM freeway
Date: Wednesday, May 22, 2013 4:14:30 PM

From: Cox, David [mailto:David.Cox@usfoods.com]
Sent: Wednesday, May 22, 2013 4:01 PM
To: Projects
Subject: 202 SM freeway

Hello, My name is David Cox,
I live in the area of the proposed 202 South Mountain Freeway and will be impacted by what ever is decided. The ultimate decision will impact me regardless what is decided, so I wanted to take this opportunity to make a comment. I have a large economic investment and interest in the decision and want to voice my opinion.

1 As I see it, the most economical and logical route which would have the least impact to home owners, businesses and the environment would be to utilize the existing Chandler/Pecos road "highway": progressing south where it currently tapers to two lanes, progressing south a half a mile or more, onto the Indian Reservation. This would minimize any impact the residences and commercial buildings along Pecos road on and off the reservation. It then could swing north approximately at 59th - 63rd avenue, missing most if not all the residences along 51st avenue: utilizing the W59 alternative to tie into I10 freeway.

This alignment would minimize impact to existing residences, businesses both on and off the reservation. It would also bypassing existing infrastructure, such as High tension power lines, gas lines and water mains, which curretly run along the border between private/public and reservation. This alignment would swing clear of the mountains and thus would not require expensive and damaging blasting into the sacred and beautiful South Mountains.
I would like to propose some of the saving be utilized to create an off ramp for the Vee Quiva Casino and also suggest a highway be created with an exit that would to tie into SR238 near Mobile. This would provide an alternative route for traffic to and from Phoenix, access to Vee Quiva and tribal lands as well as opening up traffic to Mexico. I believe the Indians may agree with this idea if proposed as a package deal with the proposed freeway and current access limitations on 51st ave.

There is a lingering dangerous unaddressed traffic issue coming up quickly with the opening of this New Vee Quiva in July.
2 Currently the only access to Vee Quiva is off 51st avenue. Already the majority of traffic on 51st avenue are going to the casino and this traffic is non-stop 24X7. One could easily determine when the New Vee Quiva Casino opens there will be an exponential increase in the volume of traffic: the new casino is much larger, has a 90 + room hotel and numerous restaurants. I have noticed considerable advertising for the New Casino on radio, TV, printed and outdoor billboards. I'm certain this campaign will continue as the casino is vying for patrons. I can easily foresee with the additional traffic which will include special events; 51st ave may become a virtual parking lot. We have already experienced this when there has been a serious accident. There is no other way out of the area other than 51st ave, with one lane each way, no turn lanes or pullouts this is putting all of us, casino patrons and residents, native American and non-natives in jeopardy. This road was not designed to handle this projected volume and I'm sure the tribe is aware of this, however nothing has been done to remedy this situation by them or DOT. I certainly hope this gets addressed before there are any deaths attributed to this situation.

Code	Issue	Response
1	**Alternatives, Gila River Indian Community Alignment**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Design**	The proposed freeway includes an interchange at 51st Avenue. The interchange at 51st Avenue would be located in close proximity to the Vee Quiva Casino. The design of the turning lanes and intersections would be completed in coordination with the City of Phoenix and Gila River Indian Community and include projected casino traffic. Concerns related to current traffic conditions along 51st Avenue are within the jurisdiction of the City of Phoenix.

Code	Comment Document

We need this freeway and need it ASAP to ensure the safety of all. I want to see this casino traffic routed to an alternate road designed for the volume and get 51st ave back to being utilized as it was built, as a rural isolated road.

Thank You for reading this and considering the residents concerns.

Regards,
David and Brenda Cox
4307 W. Ivanhoe St
Laveen, AZ 85339
480-226-5075

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Code	Issue	Response

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/20/13 INCOMING CALL TIME: 3:42 PM CALLER: REBA CRAIG CALLER ADDRESS: 1821 E. MARYLAND UNIT#5, PHOENIX, ARIZONA 85016 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I'm a registered voter in Phoenix and I do support the South Mountain Freeway and feel it should be built. And I do support the freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway
Date: Monday, May 20, 2013 1:06:53 PM

From: Craig Darlene-RDRV30 [mailto:rdrv30@freescale.com]
Sent: Monday, May 20, 2013 12:55 PM
To: Projects
Subject: South Mountain Freeway

To Whom it Concerns:

1 We need this freeway in the South Mountain area it currently takes me 45 mins to commute to Chandler where I work one way.

Sincerely,
Darlene Craig-Wilson

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 7/23/13 INCOMING CALL TIME: 3:39 PM CALLER: MICHAEL CRANDELL CALLER ADDRESS: 2345 EAST BECKER LANE PHONE: 602-595-6275 EMAIL: **CALLER REMARKS/QUESTIONS:** Yes, I do and I travel I-10 all the time and it's, definitely need that freeway. Definitely need that freeway, 'cause sitting in traffic is not real fun. But anyway that's it.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Sierra Club on behalf of Shannon Crane
To: Projects
Subject: Comments in opposition to South Mountain Freeway
Date: Monday, May 27, 2013 3:14:09 PM

May 27, 2013

Arizona Department of Transportation South Mountain Study Team
1655 W Jackson St, MD 126F
Phoenix, AZ 85007

Dear South Mountain Study Team,

1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.

2 The proposed South mountain Freeway would negatively effect our environment and the lands of the Native American people who are residents there.

3 This project would set a terrible precedent by demolishing what should remain a protected area.

4 The South Mountain Park is the largest city park in our nation. This was due to the wonderful foresight of our forefathers for the benefit the Phoenix Valley. Dividing the reserve with a freeway would be devastating to wildlife, because much of their habitat would be destroyed.

5 Wildlife movement corridors would be cut off. If the South Mountain Freeway is constructed, it must include wildlife corridors to allow wildlife to continue their seasonal migrations. This would also allow people to hike or walk without restriction-- especially the Native Americans who consider South Mountain sacred.

6 Please save tax-payers money and help protect our communities, our beautiful park, our health, and our environment, by selecting the No Action Alternative.

1 Thank you.

Sincerely,

Shannon Crane
8221 E Garfield St Unit L19
Scottsdale, AZ 85257-3884

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Air Quality**	
3	**Section 4(f) and Section 6(f)**	
4	**Biology, Plants, and Wildlife**	
5	**Cultural Resources**	
6	**Health Effects**	

Code	Comment Document

From: Sierra Club on behalf of Marian Crane
To: Projects
Subject: Comments in opposition to South Mountain Freeway
Date: Wednesday, July 24, 2013 11:05:51 AM

Jul 24, 2013

Arizona Department of Transportation South Mountain Study Team
1655 W Jackson St, MD 126F
Phoenix, AZ 85007

Dear South Mountain Study Team,

1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.

As a resident of Ahwatukee and the 32nd Street & Pecos area, I urge ADOT to reconsider the current alignment of the proposed Loop 202 extension.

2 3 4 5 6 7 8 9 10 While a bypass around the great Phoenix area will be necessary, the current alignment does not adequately address that issue and runs the risk of being outdated and ineffective before it is even finished. The proposed freeway will permanently damage the Gila River Indian Community (GRIC), Ahwatukee, and Laveen areas through property and business destruction. It will harm a treasured city park and tourism destination. It will damage culturally-valuable GRIC sites, increase air pollution, increase crime access, and increase exposure to hazardous materials (through truck transport bypassing Phoenix on a proposed Canamex route). Nor is it completely necessary, since a safer route already exists which only needs to be properly developed.

ADOT and the City of Phoenix have already shown a lack of public responsibility over this proposed extension:

11 1. Stonewalling and judicial bullying of the GIRC's earliest proposals to situate the extension on their land. These efforts were chronicled as far back as the late 1980s, so ADOT has no business claiming the GRIC never intended to work with ADOT or MAG.

12 2. Inadequate oversight during the Loop 202's initial planning phases in the mid-1980s. The cities of Gilbert and Chandler looked ahead and zoned land near their freeway routes for commercial development. The City of Phoenix, courting short-term gain through developers' fees and homeowners' taxes, allowed developers to build residential communities on land already slated for freeway or near-freeway conditions.

13 14 15 3. Misinformation spread by ADOT representatives at local community meetings, about their inadequate research on environmental, health, and quality-of-life impacts on both the GRIC and the residents of Ahwatukee. Numerous recent studies have shown the high health costs of even moderate air pollution. The Ahwatukee area locked between South Mountain and the Estrella Mountains is a prime candidate for becoming smog-bound from the projected heavy traffic on the Loop 202 extension.

The financial and time cost to ADOT will undoubtedly be exacerbated by eminent domain legal challenges from the GRIC, from homeowners and

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need, Truck Bypass**	
3	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
4	**Economics, Socioeconomics**	Businesses directly and adversely affected by implementation of an action alternative would be mitigated through relocation or site purchase at fair market value. The construction of the proposed facility would likely generate additional business and jobs in the corridor upon construction because of the improved access it will provide.
5	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
6	**Cultural Resources**	
7	**Air Quality**	
8	**Neighborhoods/ Communities**	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
9	**Hazardous Materials**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
10	**Trucks**	
11	**Alternatives, Gila River Indian Community**	
12	**Acquisitions and Relocations**	It is not within a City's or State's right to deny building permits to developers who meet all requirements and want to develop their land. In 1996, the Maricopa Association of Governments Regional Council approved the Red Letter Process to provide early notification of potential development (including plans, zoning, and permits) in planned freeway alignments. In addition, the Arizona Department of Transportation works closely with Cities and Counties during the environmental impact statement process to encourage developers to reserve land for future transportation improvements. In some cases, when the developer is willing, the

(Response 12 continues on next page)

Code	Comment Document
5	businesses, and from environmental watchdog groups seeking to protect the western end of South Mountain Park. In a time when Arizona is still facing budget shortfalls and rebuilding its economy, there are wiser public-transportation projects that would show greater benefit to Arizona citizens.
16 17	I submit that, should negotiations to build the extension farther south on GRIC completely break down, the best option is No-Build on either GRIC or Ahwatukee land. Long-haul truckers already use the dangerous and undeveloped Interstate 8 / Highway 85 route to bypass the greater Phoenix area. This route should be safely developed and commercialized, to fit with projected population expansion of the far southwest Phoenix area. The current western terminus of the extension in Laveen is too far east to safely route heavy commercial traffic far enough around the city, and it is too far west to prove an effective connection between the East Valley and Central Phoenix.
	Sincerely,
	Ms. Marian Crane 3145 E Chandler Blvd Ste 110 Phoenix, AZ 85048-8702

Code	Issue	Response
12 (cont.)		Arizona Department of Transportation has been able to purchase a portion of the land through advanced acquisition (see Final Environmental Impact Statement pages 3-53, 4-13, and 4-48).
13	**Neighborhoods/ Communities**	While the E1 Alternative would be adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to the Arizona Department of Transportation's policy (see Final Environmental Impact Statement beginning on page 4-91).
14	**Health Effects**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
15	**Air Quality**	The air quality impacts of the proposed action are discussed in the Final Environmental Impact Statement, beginning on page 4-68. Meteorological information was considered in the air quality analyses [*Air Quality Assessment: South Mountain Freeway (SR 202L)*, dated March 1, 2013] conducted for the proposed action. Data from Maricopa County Air Quality Department and from the Gila River Indian Community monitoring station were compared with two, 1-month studies conducted during the winter of 2006 and the spring of 2007 along Pecos Road in the Study Area. According to the Arizona Department of Transportation, 2013, *Air Quality Assessment South Mountain Freeway 202L Draft Report*, review of wind data from the Gila River Indian Reservation Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows winds and stable atmospheric conditions, the wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns will tend to have a flow from the easterly component as the air flows from the east to the lower elevations along the Gila River. During the warmer hours with improved mixing, the flows typically follow the river channel and come from the north and northwest toward the south and southeast.
16	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
17	**Alternatives**	There is an existing route (Interstate 8 and State Route 85) that provides a bypass of the Phoenix metropolitan area. Signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. This route continues to be available for interstate and interregional travel.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: **Date:** Monday, May 20, 2013 8:42:10 AM **From:** Dan Cripe [mailto:danandcherylcripe@yahoo.com] **Sent:** Friday, May 17, 2013 6:54 PM **To:** Projects **Subject:** please build the south 202 asap Dan Cripe Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 05/10/13 INCOMING CALL TIME: 10:21 AM CALLER: PHYLLIS CRIPPEN CALLER ADDRESS: 2220 E. SARATOGA STREET, GILBERT, AZ 85296 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I would like to register my vote for the Loop 202 South Mountain Freeway to be built.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: South Mountain Freeway Project **Date:** Tuesday, April 30, 2013 8:52:23 AM **From:** Pat Cruse [mailto:pcruse@azsfb.gov] **Sent:** Monday, April 29, 2013 9:50 AM **To:** Projects **Subject:** South Mountain Freeway Project To Whom It May Concern: I have been living in the west valley for 20 years and drive the I-10 freeway traffic every day to work. It originally was a 15 min drive from Avondale Blvd and now it is 40-50 mins. every day from 7 – 8:30. It is unimaginable why the State cannot plan a freeway system that intersects with the current 101 going south or connect the west end to the 303 south to the South Mountain freeway that is planned. This current plan only reduces some of the traffic from downtown to east bound but will not prevent the backup/delay in traffic from 75th Ave to 51st Ave. How does the State plan on that reduction. Thanks, Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

Draft Environmental Impact Statement
COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013.

1 I believe it is imperative that we build this freeway. Years ago we stalled & stalled on building freeways to our detriment. The Valley will continue to grow whether we want it to or not. I personally am not looking forward to a 40 minute drive to get to the West Side of the Valley from Chandler.

I believe that ADOT has built all of our other freeways in a responsible manner respecting property rights, the environment & the citizenry. There is no reason to believe that practice will not be continued with the building of this freeway.

Optional

Name GINA Cruz Email

Address 331 N. Kenneth Place

City Chandler State AZ Zip 85226

Phone 480-940-8484 Fax

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov **or mailed to:** ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1		Comment noted.

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

2013

Draft Environmental Impact Statement
COMMENT FORM

Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

Comments must be received or postmarked by July 24, 2013.

1 THIS EFFORT HAS BEEN APPROVED BY VOTERS, WOULD REDUCE FUEL CONSUMPTION AND THEREBY REDUCE POLLUTION. THE ALTERNATIVE WOULD BE TO NOT HAVE A PLAN FOR GROWTH.

Optional

Name: LARRY CRUZ Email: cruz@pobox.com

Address: 331 N KENNETH PL

City: CHANDLER State: AZ Zip: 85226

Phone: 480-940-8484 Fax:

Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: projects@azdot.gov **or mailed to:** ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)

ADOT Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Michael Cummins Document Created: 6/11/2013 12:44:31 PM by Web Comment Form I say build it, and build it now! My wife and I moved to the Ahwatukee Foothills from Tempe in 1989 in part because of the proposed alignment of the the Loop 202 South Mountain Freeway along Pecos Road. We have been patiently waiting for construction to start since that time. The residents of the Phoenix metro area badly need a bypass route for traffic passing through Phoenix as well as a western ingress/egress gateway to the Ahwatukee Foothills area. The native American/ activist's claims that the western portion of the freeway will "impact" South Mountain, supposedly sacred to the Pima is so outrageous as to be laughable. If the mountain is so sacred then where is the hue and cry to remove the transmission towers and obliterate all trace of roads, trails and other improvements from the mountain. No, the activists will only use this ploy when it suits their purposes. After all, where would they go to urban hike and bike if the mountain was closed to all their activities. And lets not forget how everyone living south of the mountain would be impacted by no cell phone service or broadcast TV reception. Unfortunately, some homes and businesses may have to be removed do to the fact that they were built in the proposed right of way. However, all those who will be impacted should have known that where they were electing to build or purchase was in the right of way for this freeway alignment which has been on the books since before 1989. We can continue to argue about who let builders develop in the right of way, but the fact remains that the end user, be it business or homeowner, had the responsibility to know about future freeway alignments, and to then make their purchasing decisions based on the knowledge that their property may have to be repurposed in the future. For these people to assume that you can negatively impact the greater community for the short-sighted selfishness of a few is ludicrous.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Kay Cummins
To: Projects
Subject: Loop 202 South Mountain Freeway
Date: Tuesday, June 11, 2013 10:46:39 AM

I say build it, and build it now!

1 My husband and I moved to the Ahwatukee Foothills from Tempe in 1989 in part because of the proposed alignment of the the Loop 202 South Mountain Freeway along Pecos Road. We have been patiently waiting for construction to start since that time. The residents of the Phoenix metro area badly need a bypass route for traffic passing through Phoenix as well as a western ingress/egress gateway to the Ahwatukee Foothills area.

The activist's claims that the western portion of the freeway will "impact" South Mountain, supposedly sacred to the Pima is so outrageous as to be laughable. If the mountain is so sacred then where is the hue and cry to remove the transmission towers and obliterate all trace of roads, trails and other improvements from the mountain. No, the activists will only use this ploy when it suits their purposes. After all, where would they go to urban hike and bike if the mountain was closed to all their activities. And lets not forget how everyone living south of the mountain would be impacted by no cell phone service or broadcast TV reception.

Unfortunately, some homes and businesses may have to be removed do to the fact that they were built in the proposed right of way. However, all those who will be impacted should have known that where they were electing to build or purchase was in the right of way for this freeway alignment which has been on the books since before 1989.

We can continue to argue about who let builders develop in the right of way, but the fact remains that the end user, be it business or homeowner, had the responsibility to know about future freeway alignments, and to then make their purchasing decisions based on the knowledge that their property may have to be repurposed in the future. For these people to assume that you can negatively impact the greater community for the short-sighted selfishness of a few is ludicrous.

Kay Cummins

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Loop 202 South Mountain Freeway
Date: Tuesday, June 11, 2013 2:18:07 PM

Thank you,
Felicia Beltran
Senior Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-319-7709
azdot.gov

-----Original Message-----
From: Mike Cummins [mailto:cumminsmike@q.com]
Sent: Tuesday, June 11, 2013 11:30 AM
To: Projects
Subject: Loop 202 South Mountain Freeway

1

I say build it now! It is long overdue.

My wife and I moved to the Ahwatukee Foothills in 1989 in part due to the Loop 2002 alignment along Pecos road. As the years have passed we have waited patiently for construction to begin, but now the need is more critical than ever. The city needs a bypass route for traffic passing through the Phoenix metro area, and residents of the Ahwatukee Foothills badly need a second western ingress/egress roadway for the community.

Activist claims regarding the sacredness of South Mountain to the Native Americans is outrageous. Unfortunately, they have managed to get a few members of the tribe to support this preposterous position. If the mountain was truly sacred then why not a battle to remove all of the transmission towers, roads, trails and other improvements from the mountain. The bottom line is that the activists will only use the "sacred" claim to promote their agenda, but would not want to negatively impact their ability to hike and bike close to their homes, lose cell phone and wireless service, and broadcast TV service.

They know that the community would not support such a radical plan, but using the freeway as a scapegoat makes it seem like they have an idealist viewpoint, while at the same time hijacks the community for their own selfish ends. They want hiking, biking, cell, wireless, and TV service, but somehow see the freeway as something to be feared. Their rhetoric would have the uninformed believe that the freeway will desecrate South Mountain. Nothing could be further from the truth. Looking at the project maps clearly shows that the proposed freeway alignment will impact a small un-used corner of the the South Mountain Park/Preserve boundary and not the mountain itself. Can you say hypocrite?

Claims that residents didn't know that they were building in a freeway alignment should fall on deaf ears as well. The freeway alignment has been well documented since before 1989, and disclosure of the alignment is a requirement for sale and purchased of any residential or commercial property. For these vocal few to to hold the balance of our community hostage is wrong on every level.

Now along comes Sal DiCiccio showing his true political colors by supporting to this vocal minority rather than supporting the majority in the community that supports the freeway construction. Sal has evidently forgotten that he is an elected official here to serve the entire community that elected him to office. Sal has put his personal interests ahead of those he serves. I expected more from him, but he is now irrelevant in my mind. He continues to put forth the idea that we can build on Indian land if we just put enough pressure on the tribe. His "anywhere but Pecos" organization is all about his agenda

Code	Issue	Response
1		Comment noted.

Code	Comment Document

and his personal freedoms, but it comes at the expense of the tribe's wishes and freedom to choose what is best for them.

Thank you for your time,

Mike Cummins

_____

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Code	Issue	Response

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/16/13 — INCOMING CALL TIME: 4:34 PM CALLER: KATHLEEN CUNNINGHAM — CALLER ADDRESS: CHANDLER, AZ PHONE: — EMAIL: **CALLER REMARKS/QUESTIONS:** I support the South Mountain Freeway system. I am a voter and I voted for this and I still expect it to be done. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/18/13 INCOMING CALL TIME: 3:14 PM CALLER: SAM CUNNINGHAM CALLER ADDRESS: PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/16/13 INCOMING CALL TIME: 4:02 PM CALLER: JUSTIN CURRENT CALLER ADDRESS: 2722 W. HIDDEN VIEW DRIVE, PHOENIX AZ 85045 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the South Mountain Freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

1 So thank you.
2 THE FACILITATOR: Thank you.
3 If you'd like to speak, please register up
4 front.
5 If you'd like to speak, please go to the
6 registration desk out front.
7 Please feel free to use either microphone
8 when you come up.
9 Thank you. Eric Cylwik.
10 Eric, could I ask you to use this mic over
11 here, please.
12 MR. CYLWIK: Good morning. My name is Eric
13 Cylwik. I first of all want to thank you so much to
14 voice my opinion to you guys here that are here to
15 listen to us today. I just wanted to say also, great
16 job on pronouncing the name. That is correct.
17 So I grew up in Phoenix, kind of at the top
18 of what is now the 51, and I remember growing up
19 there, and my dad would have to fly out of town every
20 single weekend, and the commute to the airport was
21 awful. But then after the 51 was built, it made the
22 rest of the town so much more accessible and it just
23 made living up there a so much nicer place.
24 I've now moved to Tempe after graduating
25 from ASU, and a lot of my friends are now moving away

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Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1 from Tempe and farther away from different parts of
2 the Valley. And as a result, I end up commuting a
3 lot more than I originally thought I would. There's
4 parts of the West Valley where I just can't make it
5 out there to see friends and go over to their houses,
6 and things like that.
7 And just life over there kind of isn't
8 available for me right now. By the time I get off
9 work and have to travel over there, there's really
10 not much to do. But there's parts of the East Valley
11 that are still very accessible and parts of the North
12 Valley. So even though I live in the middle of this
13 huge area, part of it is inaccessible just due to the
14 amount of traffic that's in these areas that at times
15 I would like to be traveling.
16 So even though we have a giant freeway that
17 might go directly from Tempe west, it's not
18 necessarily a viable option during the time that I
19 would like to travel. And I think that this would
20 reduce that. And I think ADOT has led a great study,
21 and FHWA, and it seems like all the signs say that
22 this would be a good thing to do, and I'm here to
23 voice my opinion in support of that. And I trust
24 them that they've done an excellent job.
25 Thank you.

1

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Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response
1		Comment noted.