Code	Comment Document

Document Created: 6/8/2013 1:57:01 PM by Web Comment Form

1 2 3 4 5 6 7

Hello. I am writing in opposition to the building of the South Mountain Freeway. I find the proposed construction of this highway deeply troubling due to a) its intrusion into sacred and historic sites of the native community of the area, b) its impact on natural areas, and c) the fact that it further commits our community to a car culture that will exacerbate sprawl, noise and air pollution, and climate change.

8 9

As a relatively new resident in the Phoenix area, I have been quite dismayed by the lack of widespread mass transit options. This would seem to be a wonderful opportunity to redirect the billions to be spent on yet another highway toward innovative and wide-reaching transit options that encourage residents to move away from car travel and toward more sustainable transit options. This is particular urgent as we see our area experiencing the impacts of climate change, especially in regard to rising temperatures and stress on our water supply. Continuing to promote car travel can only make these problems worse.

Fyi, I have given up my car for a bicycle, and thus am trying to do my part for a more sustainable future for our area.

David Radcliff
Director
New Community Project
Peoria

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)**	
3	**Biology, Plants, and Wildlife**	
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.
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**	

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
7	**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)].
8	**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.
9	**Purpose and Need**	The proposed project is part of the *Regional Transportation Plan* for the Maricopa Association of Governments region. In 2004, the voters of Maricopa County approved the *Regional Transportation Plan* and the extension of a half-cent sales tax to fund its 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 transit projects nor would not constructing this facility make available additional funds for other transit projects.

Code	Comment Document

Joe Ray Document Created: 5/2/2013 10:46:27 AM by Web Comment Form

1 2 3 4 5 6

We have relocated to the beautiful, peaceful, village of Ahwatukee recently, and are very saddened that a highway would be considered to skirt our schools and houses. The traffic noise is already bad coming from Pecos, so cannot imagine living there when 150,000 vehicles travel this proposed route. This not only presents a noise problem, but a crime problem as well. Ahwatukee has been somewhat protected/isolated from the surrounding areas, and we want it to stay that way. Pollution is another obvious concern that politicians will continue to deny, and lie about. If this is approved, our property values will plummet. Will you compensate us? Our house will go up for sale same day, if this disaster is approved. If it doesn't sell? It will go abandoned, like so many others. We cannot and will not live on a corridor.

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	**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.
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	**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.
5	**Acquisitions and Relocations**	Agencies may acquire only those properties located entirely or partly within the project right-of-way limits (see Final Environmental Impact Statement page 4-45).
6	**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 page 4-91).

Code	Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 05/1/13	INCOMING CALL TIME: 6:56 PM
CALLER: JOE RAE	CALLER ADDRESS: 16816 S. 33RD WAY, PHOENIX, AZ 85048
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

1 I live a block from the proposed freeway. This project should be a no build. I have a daughter and a
2 son that both attend school nearby and they would be affected if this freeway is built. This freeway is a travesty; I will leave my house behind should it be constructed.

I will be attending the Public Hearing

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	**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 page 4-91).

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway
Date: Wednesday, May 15, 2013 8:38:15 AM

From: Anthony Ramirez [mailto:ajramirez1969@gmail.com]
Sent: Tuesday, May 14, 2013 4:02 PM
To: Projects
Subject: South Mountain Freeway

I saw the article about the PARC meeting held in relation to the release of the DEIS. The freeway is good for the community and needs to constructed sooner rather than later. The PARC only had 50 people show up to their meeting so I think that is indicative of their lack of support.

1 Keep up the good work and break ground asap.

--
Anthony Ramirez

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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. 1 This is a great idea, very well designed and what looks to be very helpful. I am looking forward to this and hope it will help everyone.

Optional

Name Noah Ramirez Email noahramirez172@gmail.com

Address 1956 E Brentrup Dr.

City Tempe State Arizona Zip 85283

Phone 480-659-2424 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) 12-150

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: Questions regarding the DEIS for South Mountain Loop 202
Date: Tuesday, July 23, 2013 8:17:06 AM

Thank you,

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

-----Original Message-----
From: wdramsay@cox.net [mailto:wdramsay@cox.net]
Sent: Monday, July 22, 2013 10:57 PM
To: Projects
Subject: Questions regarding the DEIS for South Mountain Loop 202

1 In regards to the proposed South Mountain Loop 202, please identify the specific air quality study or studies that personnel at the Maricopa Association of Governments (MAG) supervised, reviewed, or had any input with. Please identify the names(s) of MAG personnel involved with testing or reviewing testing.

William D. Ramsay

_____

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Code	Issue	Response
1	**Air Quality**	As members of the project team, Maricopa Association of Governments staff reviewed the entire Draft Environmental Impact Statement, including the air quality section. Maricopa Association of Governments personnel are identified at <azmag.gov>.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Questions regarding the DEIS for South Mountain Loop 202
Date: Tuesday, July 23, 2013 8:17:39 AM

F.Y.I.

Thank you,

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

-----Original Message-----
From: wdramsay@cox.net [mailto:wdramsay@cox.net]
Sent: Monday, July 22, 2013 11:15 PM
To: Projects
Subject: Questions regarding the DEIS for South Mountain Loop 202

1 In regards to the proposed South Mountain Loop 202, please identify the specific circumstances under which FHWA would issue a "No Build" or "No Decision."

William D. Ramsay

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Code	Issue	Response
1	**Purpose and Need**	There are numerous reasons why a federal lead agency may select a no-build alternative. Changes in funding, agency policy redirection, agency restructuring of priorities, changes in human and/or natural environmental conditions, and public sentiment are just a few examples. As related to the proposed action, the lead agency has identified an action alternative as its preference. No factors, such as those cited above, would currently alter that preference. Certain members of the public would argue that, given some public sentiment against the project, there is sufficient reason to pursue a no-build alternative. However, as documented in the Final Environmental Impact Statement and in this appendix, substantial support from members of the public has been expressed for the Preferred Alternative.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Questions regarding the DEIS for South Mountain Loop 202
Date: Tuesday, July 23, 2013 8:17:50 AM

Thank you,

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

-----Original Message-----
From: wdramsay@cox.net [mailto:wdramsay@cox.net]
Sent: Monday, July 22, 2013 11:03 PM
To: Projects
Subject: Questions regarding the DEIS for South Mountain Loop 202

1 In regards to the proposed South Mountain Loop 202, please identify the following concerning air quality testing associated with the project:
Name of firm(s) conducting testing;
Dates that tests were conducted on;
Specific locations tests were conducted at; Devices used to conduct tests; Dates devices were calibrated on, and names of personnel conducting the calibration; Names of personnel who actually performed tests; Credentials of individuals conducting testing.

William D. Ramsay

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.

Code	Issue	Response
1	**Air Quality**	For the purposes of the Draft Environmental Impact Statement, only limited meteorological monitoring occurred. At the request of (then) Arizona State Senator John Huppenthal, short-term monitoring of meteorological conditions at Pecos Road and 24th and 40th streets was conducted during 2006 and 2007. Results of this sampling were included in the air quality technical report for informational purposes only. All other air quality monitoring and reporting discussed in the Draft Environmental Impact Statement (see the discussion beginning on page 4-58) was completed by the Maricopa County Air Quality Department and the Arizona Department of Environmental Quality.

Code	Comment Document
1	**From:** wdramsay@cox.net **To:** Projects **Subject:** Questions regarding the DEIS for South Mountain Loop 202 **Date:** Tuesday, July 23, 2013 6:26:26 PM In regards to the proposed South Mountain Loop 202, ADOT exhorts motorists via overhead signs on freeways to Carpool, Vanpool, or telecommute during high pollution advisory days in Maricopa County, AZ. This is so because motor vehicles cause particulate matter - "dust" - to be propelled into the air. Please explain how adding the South Mountain Loop 202 freeway will not exacerbate particulate matter pollution in Maricopa County, AZ caused by motor vehicles.

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. Emissions from road dust and additional sources were considered in the quantitative project-level particulate matter (PM_{10}) hot-spot analysis prepared for the proposed project. The results of the analysis are summarized in the prologue to the Final Environmental Impact Statement (page xiii) and are more fully described beginning on page 4-68 of the Final Environmental Impact Statement. The carbon monoxide and particulate matter (PM_{10}) analyses demonstrated that the proposed freeway would not contribute to any new localized violations, increase the frequency or severity of any existing violation, or delay timely attainment of the National Ambient Air Quality Standards or any required interim emissions reductions or other milestones.

Code	Comment Document
1	**From:** wdramsay@cox.net **To:** Projects **Subject:** Questions regarding the DEIS for the South Mountain Loop 202 **Date:** Tuesday, July 23, 2013 6:35:09 PM In regards to the proposed South Mountain Loop 202 freeway study, did any Maricopa Association of Governments personnel: Directly hire or influence the hiring of any contractor(s) used in the air quality studies for the DEIS: Direct or supervise any work performed by air quality study contractors; Review any work performed by said air quality study contractors prior to its release into the DEIS. .

Code	Issue	Response
1	**Air Quality**	Maricopa Association of Government personnel did not directly hire or influence the hiring of any contractor(s) used in the air quality studies for the Draft Environmental Impact Statement or direct or supervise any work performed by air quality study contractors. As members of the project team, Maricopa Association of Governments staff reviewed the entire Draft Environmental Impact Statement, including the air quality section.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: South Mountain Freeway (Loop 202) **Date:** Monday, May 20, 2013 8:29:28 AM **From:** Ashek Rana [mailto:ashek_rana@yahoo.com] **Sent:** Saturday, May 18, 2013 11:59 AM **To:** Projects **Subject:** South Mountain Freeway (Loop 202) I support the construction of Loop 202 South Mountain Freeway 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	Larry Randall Document Created: 5/20/2013 8:10:45 PM by Web Comment Form I support the proposed 59th alignment.

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: 7:07 PM CALLER: SUE RANKIN ADDRESS: 11414 W. COTTONWOOD LANE, AVONDALE, AZ 85392 PHONE: 623-877-8352 EMAIL: **CALLER REMARKS/QUESTIONS:** I am for doing the construction and building the connection from I-10 connecting to Pecos. If you have any questions please call me back. Thank you and have a good day.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Loop 202
Date: Thursday, July 11, 2013 8:28:48 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: Rae Ray [mailto:azartpro@yahoo.com]
Sent: Wednesday, July 10, 2013 7:24 PM
To: Projects; Rae
Subject: Loop 202

1

I moved to the Ahwatukee area 19 years ago to get out of central Phoenix. I wanted to be next to the mountains, cleaner air and the beauty of the desert. I was born in Arizona and have only seen major distruction of neighborhoods, families and businesses all for the sake of development and growth. I was never told about this freeway or I never would have settled here, but I did and now I can not afford to move. This is the only area in most the world where you will find flora and fauna vendictive to this small area which will be destroyed by this freeway. I see no reason to build this freeway at the location chosen. There is Hwy 8 and interstate 85 further west. I have not seen any other plans only the one to destroy South Mountian Perserve. Ahwatukee is a cultisac and with the largest city park in the world! It needs to remain that way for the health and safety of its residents.

2 3 4 5 6

I hired a private compnay to take air pollution measures at the entry way of my home, being I have asthma I was concerned. Those measurements came out to be at industrial park levels! I installed an industrail type air cleaner on the intake system of my home. A freeway anywhere close to the Warner /Elliot Loop or Ray /Chandler loop will only make the air even more polluted, unhealthy and unsafe. When do we as humans say enough is enough with growth and development!?
I support a "no" build on this freeway.

7 8 9

Rene

_____

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.

Code	Issue	Response
1	**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.)
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	**Alternatives, E1 Alternative**	
4	**Purpose and Need, Lack of Support**	
5	**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.
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.
7	**Air Quality**	
8	**Health Effects**	
9	**Alternatives, No-Action (No-Build) Alternative**	

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 3:20 PM CALLER: DEBORAH REDDING CALLER ADDRESS: 1443 W. KESSLER LANE, CHANDLER, AZ 85224 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I just wanted to leave a message stating that I am in favor of the freeway system. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Tiffany Reddy Document Created: 5/21/2013 1:57:22 PM by Web Comment Form I support the South Mountain Freeway build. Phoenicians continiuously struggle with commuting times around the valley and this Freeway would greatly help relieve that congestion. This project would also be thousands of jobs created for the people that live in our community.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Aaron Reddy Document Created: 5/21/2013 1:59:24 PM by Web Comment Form I strongly support the construction of the South Mountain Freeway. Not only will this project help to alleviate traffic congestion in the Phoenix area it will also be a huge boom for the local economy.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway Construction
Date: Wednesday, May 22, 2013 10:54:19 AM

From: tiffany jo chamanzad [mailto:tchamanzad@hotmail.com]
Sent: Tuesday, May 21, 2013 7:52 AM
To: Projects
Subject: South Mountain Freeway Construction

To whom it may concern,

1 I am in complete support of building the South Mountain Freeway in Phoenix. Traffic Jams continue to be an issue in our city and this freeway will help cut out some of the congested areas in Phoenix, which will save Phoenician's money and time. After reading about a study from ADOT the traffic in this area is only expected to get much worse in the coming years.

I only see positives coming from this project - saves Phoenician's time and money, improves air quality, and creates job for thousands of poeple.

Thanks so much for your consideration, I do hope that ADOT decides to move forward with building this worthwhile project.

Tiffany Reddy

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

4379

ahead and proceed with this project. This project has been approved several times and has the overwhelming support, based on recent polls, and I think it'll be a great benefit to our community. Thank you.

THE FACILITATOR: Thank you.

Ana Morago?

Tiffany Reddy.

1 MS. REDDY: Good afternoon. My name is Tiffany Reddy and I just wanted to come and show my support for South Mountain freeway. The congestion for the commuters in Phoenix has long been a problem for our community and I think it would greatly help our residents in Phoenix. Also, I love the idea of bringing 30,000 jobs to our community and to our people here in Phoenix, so we're in big support. Thank you.

THE FACILITATOR: Thank you.

If you'd like to speak and have not yet registered, please go out to the front registration table.

Chris Pattock. Could I ask you to use this microphone, please.

MR. PATTOCK: Sure. Thank you. My name is Chris Pattock, I'm a Tempe resident, I work downtown, I'm a lawyer. I'm not prepared to do this, I just got a phone call last night, apparently someone knew that I was

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Loop 202 South Mountain Freeway
Date: Thursday, May 23, 2013 9:08:04 AM

From: Reed, Shelli - MGMC [mailto:Shelli.Reed@DignityHealth.org]
Sent: Thursday, May 23, 2013 9:00 AM
To: Projects
Subject: Loop 202 South Mountain Freeway

1 I have been waiting years for this Freeway to come about. Obviously if the voters keep voting it in they want it built. I live in the west valley and have to travel to the east valley to work every day. I have been watching this project fail in every which way and just wish a decision would be made to proceed and build it. The congestion on I-10 is ridiculous not to mention the traffic accidents that happen on that freeway every day. I would think this Freeway would have been top priority for the state of AZ for that reason alone, to stop unnecessary traffic from traveling through downtown to get to Tucson. Please hurry and proceed with the 202 S Mtn Freeway.....

Shelli J Reed

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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: 6/13/13 INCOMING CALL TIME: 6:46 PM CALLER: DONNA REESE CALLER ADDRESS: 21663 N. 57TH AVENUE, GLENDALE, ARIZONA 85308 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I am very much in support of the 202 freeway South Mountain extension. I lease shopping centers in Phoenix, Arizona and I deal with the congestion everyday of my shopping centers basically encompass the west valley from 7th Street to Goodyear/Avondale area. The 10 freeway is always congested and always a nightmare and it's so difficult to take the 10 into Ahwatukee from the west side. This will make an immense difference in the congestion on the 10 and the travel time between the west valley and the Ahwatukee/Chandler area. Thank you very much.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: South Mountain Freeway **Date:** Monday, May 20, 2013 8:49:52 AM **From:** Alan Regier [mailto:bbscout@aol.com] **Sent:** Monday, May 20, 2013 8:28 AM **To:** Projects **Subject:** South Mountain Freeway I hope to see this project begin, finally. Alan Regier bbscout@aol.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
1		Comment noted.

Code	Comment Document

From: Claudine Community
To: Projects
Subject: 202 South Mountain FREEWAY
Date: Wednesday, July 24, 2013 8:37:36 AM

1 As a member of the Laveen Village Planning Committee, I would like to submit my POSITIVE statement FOR the 202 South Mountain Freeway. The residents that have moved here since 1993 have all been aware that this freeway was going to happen and was voted in by the taxpayers in 1985. We understood the impact this Freeway would have on our lives and we committed to move here with that knowledge. I have watched the videos provided, looked at all the material on the site and in person, and agree that this is a project that not only the local area needs but, will help to connect the commuters from around the valley and give much needed relief from our existing freeway system.

As far as the EIS goes, I would hope that this freeway is built with the same attention to detail, wildlife, and preservation as the rest of the valley. Enhancements like rubberized asphalt, sound barriers, and esthetically pleasing on and off ramps. Keeping true to the rural and farming traditions that have always been in the Southwest Valley.

Claudine Reifschneider
Laveen Community Council
Officer/Past President
Laveen Village PlanningCommittee
Commissioner
602-758-1902

"Start where you are, use what you have and do what you can." - Arthur Ashe

Code	Issue	Response
1	**Public Involvement**	Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Proposed South Mountain Freeway
Date: Monday, July 15, 2013 11:21:17 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: Mary Ann Reith [mailto:mareith@cox.net]
Sent: Monday, July 15, 2013 11:19 AM
To: Projects
Subject: Proposed South Mountain Freeway

1 Build it!

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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: 5/17/13 INCOMING CALL TIME: 1:49 PM CALLER: GERALD RENDY CALLER ADDRESS: 6508 N. VILLA MANANA DRIVE, PHOENIX, AZ 85014 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the building of the 202 Extension

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Reva Lusion
To: Projects
Subject: No to South Mountain Freeway Expansion
Date: Monday, May 27, 2013 8:56:23 PM

Hello,
(1) I'm a resident of Arizona. I am emailing to state my opposition and demand that South Mountain Freeway planning be brought to an end, once and for all. While Scenario A is the closest to a desirable plan, extreme shifts in the state's focus on public transit and bike lanes must be stepped up beyond this proposal's current state.

(2) ADOT's development of the Tentative Five-Year Transportation Plan due to budget restraints makes it apparent that not only is South Mountain Freeway an economic detriment, but a cultural and environmental disaster waiting to happen.

(3) The participation of (insert office name) in the destruction of South Mountain is a clear indication that it does not uphold the best interests of the O'odham tribes and local communities of Awhatukee and Laveen.
(4) • This mountain is held sacred by all O'odham tribes. This type of damage is irreversible and no amount of monetary compensation would ever replace this sacred natural treasure.
(3) • After 30 years of this freeway's planning, an Environmental Impact Statement (EIS) has still not been presented.
(5) • The freeway would impose on a critical wildlife corridor for various threatened desert animals and fragile ecosystems unique to both the Estrella and South Mountain ranges.
(6) • It is well-known that Phoenix city's and surrounding areas' air quality is becoming increasingly harmful to residents. Building this freeway would further spread poor air quality in part of the Phoenix valley.
(7) • Allocating funds to forms of transportation that lead to further environmental degradation will only take Arizona residents down a road to increased health risks that will eventually drive more individuals to leave the state.
(8) Statewide communities oppose your further involvement in the environmental, cultural, and sacred destruction of South Mountain.

Thank you,
Reva

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	**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.
4	**Section 4(f) and Section 6(f)**	
5	**Draft Environmental Impact Statement**	The Draft Environmental Impact Statement for the South Mountain Freeway was released to the public on April 26, 2013.
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.
7	**Air Quality**	
8	**Health Effects**	

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway
Date: Monday, July 08, 2013 8:49:02 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: Ey5147@aol.com [mailto:Ey5147@aol.com]
Sent: Saturday, July 06, 2013 6:08 PM
To: Projects
Subject: South Mountain Freeway

1 YES.....this freeway should be built....plain and simple....the reason: it will send part of the 1-10 traffic away from the Phx area, creating a lesser traffic buildup, especially around the Broadway Curve. There is plenty of land to consume. I hear that some of the land is on Indian property and considered sacred....well, build the freeway, and give them back some of the cost. Building the freeway will also create a lot of job, for an extended period of time! Plus, build a QuikTrip along the freeway, and I guarantee people will go there for gas or other items.

It's time to break ground, and get the construction people building the new South Mountain Freeway!

Brad Rex
Phoenix

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Trent Rhodes Document Created: 5/24/2013 1:10:44 PM by Web Comment Form As a resident of Laveen, I am very much in favor of building this freeway. We need it in order to bring more businesses to this area like a hospital, restaurants, and retail shops. It will also help to reduce traffic going through downtown Phoenix on I-10. As Laveen continues to expand, Baseline and the other major streets in the area will keep getting increased traffic until the highway is built.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	

From: Projects
To: ADOT
Subject: FW: Loop 202
Date: Tuesday, July 16, 2013 10:09:01 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: Trent Rhodes [mailto:trentr9@cox.net]
Sent: Monday, July 15, 2013 4:01 PM
To: Projects
Subject: Loop 202

I support the construction of the South Mountain Freeway. As a resident of Laveen, I believe that it will bring businesses and jobs to the community. It will also decrease the amount of traffic going through downtown Phoenix on I-10, and will provide Laveen residences with much shorter commute times to the east and west valleys.

Sincerely,

Trent Rhodes
8209 S 45th Lane
Laveen, AZ 85339

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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: 2:20 PM CALLER: TOM RICE CALLER ADDRESS: 2934 NO. 47TH STREET, PHOENIX, AZ PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Hi, I want to voice my support of the South Mountain Loop. I think it would help with freeway congestion during both rush hours. Thanks for hearing me.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Comments in opposition to South Mountain Freeway
Date: Monday, July 15, 2013 3:12:02 PM

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

-----Original Message-----
From: Sierra Club [mailto:information@sierraclub.org] On Behalf Of Minnie (Mini) Richards
Sent: Monday, July 15, 2013 3:11 PM
To: Projects
Subject: Comments in opposition to South Mountain Freeway

Jul 15, 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 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

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
	Alternative. Thank you.WE MUST BE PROTECTIVE OR OUR AREA WILL DECLINE ENVIRONMENTALLY AND AS A DESIRABLE AREA! Sincerely, Mrs. Minnie (Mini) Richards !882 W. Lantana Dr. Chandler, AZ 85248-2170 (480) 812-0172 _____ 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: Sierra Club on behalf of Jacki Richards
To: Projects
Subject: Comments in opposition to South Mountain Freeway
Date: Wednesday, July 24, 2013 3:06:22 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.

2 3 4 5 3 4 6 The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief while at the same time permanently damaging our beautiful park and the wildlife that inhabits it. We are so blessed here in the Valley of the Sun to have this wondrous park right in the middle of our city and it would be a disgrace to ruin that for the benefit of some that need to get to where they are going a little sooner. This will not reduce traffic -- the only way to do that is get cars off the road. The negative permanent effects of this freeway plan are permanent to our park, our wildlife, our air, our community.

Please do not damage South Mountain with this disastrous build plan

3 4 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.

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

Sincerely,

Ms. Jacki Richards
2083 E Laguna Dr
Tempe, AZ 85282-5965

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	**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	**Biology, Plants, and Wildlife**	
5	**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.
6	**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
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 7/23/13 INCOMING CALL TIME: 3:24 PM CALLER: ROBERT RICHARDS CALLER ADDRESS: 13038 NORTH 13TH LANE, PHOENIX, ARIZONA 85029 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I thought for years they ought to get that freeway in process down there. It would really impact the other freeways. Take some of the heat off from them especially in Ahwatukee. I would be a faster way to get around and I'm fully in support of that. So, thanks, bye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Aimee Richardson Document Created: 5/22/2013 1:53:01 PM by Web Comment Form Wy we need to build the 202 – It's voter approved, better for the environment (less exhaust than cars at a standstill due to congestion), little impact to displacement of families (City/State owns 90% of the land), no impact to Gila River Indian Reservation, and minimal impact to South Mountain Park. No current access to healthcare, more taxes in mean more revenue for schools (which are already strapped for resources), 4.5MM dollars is lost tax revenue (based on BLS data) to other cities because we shop in Glendale Avondale Chandler. Current road infrastructure is not made to support the traffic as it stands (Laveen doubled in size and will continue as forecasted to double again) BASELINE AND DOBBINS ARE ALREADY CLOGGED WITH TRAFFIC. THE PAVEMENT IS ALREADY COLLAPSING DUE TO OVERUSED DUE TO TRUCKING TRAFFIC. We need this freeway!

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: WHY WE NEED THE 202
Date: Wednesday, May 22, 2013 1:11:58 PM

From: surfnvolley63@yahoo.com [mailto:surfnvolley63@yahoo.com]
Sent: Wednesday, May 22, 2013 11:56 AM
To: Projects
Subject: WHY WE NEED THE 202

Wy we need to build the 202 –
It's voter approved, better for the environment (less exhaust than cars at a standstill due to congestion), little impact to displacement of families (City/State owns 90% of the land), no impact to Gila River Indian Reservation, and minimal impact to South Mountain Park. No current access to healthcare, more taxes in mean more revenue for schools (which are already strapped for resources), 4.5MM dollars is lost tax revenue (based on BLS data) to other cities because we shop in Glendale Avondale Chandler. Current road infrastructure is not made to support the traffic as it stands (Laveen doubled in size and will continue as forecasted to double again) BASELINE AND DOBBINS ARE ALREADY CLOGGED WITH TRAFFIC. THE PAVEMENT IS ALREADY COLLAPSING DUE TO OVERUSE OF TRUCKING TRAFFIC.
PLEASE BUILD THIS FREEWAY TO HELP LAVEEN.
Aimee Richardson
2770 W. Cheyenne Drive
Laveen AZ 85339

1

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

Terry Richardson
5218 W. Gwen
Laveen, Arizona 85339

I would like see the L202 built on the preferred route for the following reasons:

1) The Avenues between 43rd and 67th avenues and the Salt River and I-10 have a very high concentration of businesses, including major trucking companies, a tank farm, and large warehouses. These businesses have heavy truck traffic day and night. To locate the new L202 away from these businesses would only add to the present gridlock.
2) I live south of the Salt River in Laveen. The 59th Avenue preferred route would add an additional bridged river crossing for the folks living west of 59th Avenue, south of the river. This would give some relief to Baseline Rd. and 51st Avenue in the morning rush hours.
3) I am not for putting the L202 on the Gila River Indian Community (GRIC). They have not approved it and it is not necessary. The Tribe would have to take another vote, which may not pass. The delay will cost us dearly. Just by waiting two years, the cost can increase 10 percent simply due to inflation, along with stunting the grown of the southwest Valley. I don't think there should be any exit or on-ramp to the L202 south of Baseline because this may encourage truckers to use 51st Avenue to get to the freeway. (1)
4) The Laveen and GRIC residents would like to get rid of the big truck traffic using 51st Avenue. If another route is chosen it would be too far away from the truckers, forcing them to continue using 51st Avenue, which I don't want to see. If another route is chosen it would not be reasonable for local traffic to go to west in the morning to cross the River on the new L202 to catch I-10.
5) I hope that ADOT and FHWA would realize that the L202 is more than just a bypass; it is a key part of our community's infrastructure and needed to grow the southwest Valley. If done right it can quiet the neighborhoods, provide easy access for local businesses, and stimulate new and targeted growth. It should be built as soon as possible, with the idea of efficiency and getting the most for our hard-earned buck.

Terry Richardson

Terry Richardson

Code	Issue	Response
1	**Design**	As part of the proposed freeway, there are interchanges planned at Dobbins Road, Elliot Road, and 51st Avenue (see page 3-51 of the Final Environmental Impact Statement). As noted in other areas of the comment and in the Final Environmental Impact Statement on page 3-29, the proposed freeway would reduce traffic on 51st Avenue in 2035 in comparison to the No-Action Alternative.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/19/13 INCOMING CALL TIME: 5:54 PM CALLER: MARGIE A. RICO CALLER ADDRESS: 8434 N. CENTRAL PHOENIX, ARIZONA 85020 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the South Mountain freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

Document Created: 5/22/2013 6:40:17 PM by Web Comment Form

To whom it may concern:

1 I oppose building the South Mountain Freeway. Such a freeway will increase urban sprawl, destroy natural habitats, and eradicate open space that enhances the quality of life for those in the Phoenix metropolitan area. 2 3 South Mountain Park is one of the few natural wonders in this area. It is one reason why many people enjoy visiting this area and why some people choose to move here. It adds a great deal to the quality of life in this region. 3 2 To bisect South Mountain Park would be a terrible mistake that would negatively affect the quality of life and natural beauty of this area. It would also destroy natural habitats and dissect wildlife corridors. 2 Finally, the destruction of South Mountain Park would have a negative economic impact. It is one of the few jewels of this area, it is the largest urban park in America, and it helps to give Phoenix a unique image and reputation as an outdoor mecca. South Mountain Park is too valuable to sacrifice.

Sincerely,

Dr. Karyn Riedell

Code	Issue	Response
1	**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.
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)**	

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: NO on South Mountain Freeway
Date: Wednesday, May 22, 2013 10:50:00 AM

From: Karyn Riedell [mailto:karyriedell@yahoo.com]
Sent: Tuesday, May 21, 2013 3:32 PM
To: Projects
Subject: NO on South Mountain Freeway

To whom it may concern:

1 2 3 3 2 2

I oppose building the South Mountain Freeway. Such a freeway will increase urban sprawl, destroy natural habitats, and eradicate open space that enhances the quality of life for those in the Phoenix metropolitan area. South Mountain Park is one of the few natural wonders in this area. It is one reason why many people enjoy visiting this area and why some people choose to move here. It adds a great deal to the quality of life in this region. To bisect South Mountain Park would be a terrible mistake that would negatively affect the quality of life and natural beauty of this area. It would also destroy natural habitats and dissect wildlife corridors. Finally, the destruction of South Mountain Park would have a negative economic impact. It is one of the few jewels of this area, it is the largest urban park in America, and it helps to give Phoenix a unique image and reputation as an outdoor mecca. South Mountain Park is too valuable to sacrifice.

Sincerely,

Dr. Karyn Riedell

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Code	Issue	Response
1	**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.
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)**	

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 5:03 PM CALLER: JULIE RILEY CALLER ADDRESS: 11837 S. KI ROAD, PHOENIX, AZ 85044 PHONE: 480-496-4585 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: 6/13/13 INCOMING CALL TIME: 7:00 PM CALLER: KEVIN RINGGER CALLER ADDRESS: 17903 W. BANFLAME, SURPRISE, ARIZONA 85388 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I'm calling in support of the South Mountain freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Robert Ringwald Document Created: 5/7/2013 12:03:00 PM by Web Comment Form This is a much needed project which will greatly improve freeway congestion by allowing traffic including trucks bypass downtown Phoenix.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Wyatt Ringwald Document Created: 5/21/2013 5:33:05 PM by Web Comment Form I am for the new freeway. It will help reduce traffic congestion.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Wyatt Ringwald Document Created: 5/21/2013 5:34:34 PM by Web Comment Form I am for the south mountain freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Shelley Ringwald Document Created: 5/21/2013 5:36:13 PM by Web Comment Form I support the new freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: 202 south mtn.
Date: Monday, May 20, 2013 8:42:07 AM

-----Original Message-----
From: r3308@netzero.com [mailto:r3308@netzero.com]
Sent: Friday, May 17, 2013 6:54 PM
To: Projects
Subject: 202 south mtn.

1

I approve it...

Jerry ritter

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

4221

1 create is pollution, contamination, poor air quality,
2 and it doesn't make sense in this year of 2013.
3 So please take those opinions and make
4 sure that you know that I represent Arizona and many
5 people that can't be here today, and certainly in my
6 community. Thank you.
7 THE FACILITATOR: Thank you. Haley
8 Ritter.
9 MS. RITTER: Good morning, panel members.
10 Thank you for letting us speak here today. My name
11 is Haley Ritter. And I live off of 23rd Avenue and
12 Camelback. There's a lot of horrible uranium mining
13 going on up north, which is poisoning communities,
14 leaving children waiting for kidneys and things like
15 that. That type of waste is going to be transported
16 on a type of freeway like this, which is also going
17 to contaminate when those types of hazardous
18 chemicals pass through. And we need to, like other
19 folks have been saying, we need to look to
20 alternatives means of sustaining our community.
21 This national park and this sacred
22 mountain are very, very important to Arizona, and the
23 livelihood of the species, the remainder of
24 endangered species that live there, for example. The
25 native community would be, and the folks that live in

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Code	Issue	Response
1	**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.
2	**Section 4(f) and Section 6(f)**	
3	**Cultural Resources**	
4	**Biology, Plants, and Wildlife**	

Code	Comment Document

4
5
6
7

1 the scheduled pathway to build this freeway are going
2 to be horribly displaced, and there's way too many
3 things that we need to be doing instead.
4 Like other people have been saying, we
5 need to focus on the streets, the Complete Streets
6 Program, my understanding, is a wonderful proposal.
7 Take all those billions of dollars, put them back
8 into the streets, enhance the city itself rather than
9 building another freeway. We don't need more
10 freeways, we've got plenty. We don't want this to
11 look like L.A. It -- these are outdated ideas; they
12 really need to be put aside for now and thrown out.
13 So please move forward with sustainable
14 means, you know. We need to get bike lanes on all
15 the streets. I've lived in Phoenix for 20 years and
16 I've ridden a bicycle everywhere. I take the public
17 transportation, and it's very challenging to ride a
18 bicycle legally on the streets with cars, you know,
19 swiping by me going 50 miles an hour.
20 You know, there's streets that have nine
21 lanes of traffic, vehicle traffic, and no bike lanes
22 without any buffers between the pedestrians and the
23 streets. And there's a lot more people riding
24 bicycles today to stay in shape, and to get around
25 the city, because it's really not that difficult,

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Code	Issue	Response
5	**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.
6	**Purpose and Need**	The proposed project is part of the *Regional Transportation Plan* for the Maricopa Association of Governments region. In 2004, the voters of Maricopa County approved the *Regional Transportation Plan* and the extension of a half-cent sales tax to fund its 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 available additional funds for other statewide projects.
7	**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.

Code	Comment Document
7	even with the heat. I've done it for 20 years. So please, please don't approve this idea for the 202 Freeway. It's very unnecessary. Supply and demand are not high enough for this type of project. Thank you. THE FACILITATOR: Thank you. Has Prem Goyal returned? Did I pronounce your name correctly? MR. GOYAL: Yes, thanks. I won't take three minutes. A good question is I was looking at the curves, which are growth curves, they are based on 2005 data; they should be based on 2013 data. And I have the newspaper cuttings every day that you did at least expect lower demand. That directive curve leads to the expansion of the future demand of the transportation. Only way they can project the future demands is from the utility demands. It looks like we should verify those curves, as the [unintelligible] president said, trust but verify. All those curves have been verified, or they're just ten years old, which don't mean very much in today's environment. Thanks very much. Have a good day. THE FACILITATOR: Thank you very much. Greta Rogers. Greta Rogers. MS. ROGERS: Good morning. Let's turn

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Code	Issue	Response

Code	Comment Document

4419

1 going to revolt or do something like that. But I don't
2 think that's fair, you know. And I would just like to,
3 you know, kind of let the people know, you know, what's
4 going on, because they won't let news medias or reporters
5 go to their meetings or anything, and nobody knows, you
6 know, what's going on out there.
7 So I just thought maybe I could make a
8 little comment that -- you know, let them know how I feel
9 about it. So that's it. That's it. Thank you.
10 MS. RITTER: My name is Haley Ritter,
11 H-a-l-e-y, Ritter, R-i-t-t-e-r, and I live in Phoenix,
12 85015 area, district 4.
13 I'm excited about the upcoming city council
14 elections, because I think a lot of the younger people
15 coming into leadership in this city will realize that we
16 can't keep building freeways.
17 I'm against the 202 because there's a lot of
18 pollution going through the city already. The uranium
19 mines up north in Flagstaff and surrounding communities
20 are very, very harmful for that community up there. And
21 then the toxic chemicals that are being hauled through
22 Phoenix and then through the South -- South Mountain Gila
23 River Community if the 202 is built are going to be
24 horrible to the environment.
25 There have been plenty of environmental

1

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Code	Issue	Response
1	**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.

Code	Comment Document

1 impact studies done already that show that it's not a good
2 idea. It's going to cause a lot of destruction for the
3 city.
4 And there's a lot of people around the world
5 that come to Phoenix for South Mountain because it's a
6 beautiful natural park -- national park. And it's a
7 sacred mountain for the surrounding Native American
8 community.
9 And I've -- I've ridden a bicycle around the
10 city for 20 years now. And it's not that difficult. We
11 don't need more vehicles, more traffic, more freeways. We
12 need less vehicles, less freeways, less traffic.
13 All that money being hoarded for such a
14 project needs to be deterred into the streets that exist
15 already as they are. In Phoenix they're crumbling beneath
16 us. There are no bike lanes on most of them. And the
17 pedestrian walkways are so hot and unbearable that people
18 can't travel that way. So we need to -- I'm in support of
19 Mayor Stanton's proposal to put 1.5 million of that money
20 in -- back into the streets, into the Complete Streets
21 program suggested by the federal government for major
22 cities like Phoenix to -- to invest all that money in
23 local community and local businesses and people that need
24 it rather than more freeways for huge industries that are
25 destroying the planet.

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Code	Issue	Response
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	**Cultural Resources**	
4	**Purpose and Need, Old Plan or Use of Old Data**	
5	**Purpose and Need**	The proposed project is part of the *Regional Transportation Plan* for the Maricopa Association of Governments region. In 2004, the voters of Maricopa County approved the *Regional Transportation Plan* and the extension of a half-cent sales tax to fund its 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 available additional funds for other statewide projects.

Code	Comment Document

So in conclusion, I guess, I just want to make sure that -- that all these comments against the freeway are realized and heard, and I want to make sure that this project does not go through to the highest bidder or whoever. It's become a private project anyway. It's all about money at this point. And I want to see the streets improved. I want to see more bike lanes. I want to see Complete Streets passed and moved forward with. And I support Mayor Stanton, in that I do not support the 202 Freeway.

Thank you very much. I appreciate your willingness to hear my comments.

If you could add something to that, one of the pro-202 speakers mentioned that we need a freeway in order to build a hospital in Laveen. And I believe the complete opposite is true. We need a hospital in Laveen before we build a freeway. We don't need a freeway to get to a hospital.

That's all.

MS. GARZA: Well, my name is Anna Garza, A-n-n-a, G-a-r-z-a. I am a living resident in ZIP Code 85239. And I'm here to share my comments.

I feel it is time to build the South Mountain Freeway. Our Valley commuters have waited long enough. In the meantime, we are -- we have traffic jams,

Code	Issue	Response

Code	Comment Document

From: GcrBusinesses
To: Projects
Subject: Loop 202 Extension Feedback
Date: Sunday, May 26, 2013 9:56:17 PM

Hello,

1 Since this project has been conceptualized for about 30 years, please give the Gila River Indian Community another year or two to get their act together and "see the light". Don't all of a sudden be rushed into a bad decision. If we have waited 30 years, we can wait two more!

If they (GRIC) accept a path at least one half mile south of Pecos Road (on vacant, unused land), everyone will benefit.

2 It is simply logical to put the highway on worthless, vacant land instead of tearing up developed Ahwatukee. Does logic and common sense matter anymore?

No matter how many facts you shove at environmental wackos, they live in their own little bubble world and simply say "no" to anything involving development. That is how brainwashed they can be. Ignore them.

Thank You,

George C. Ritz
(Concerned Ahwatukee resident)

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.)

Code	Comment Document

5050

MR. RIVERS: So the first thing I want to do is talk about where I'm from. And I'm from a village called Vahki, V-a-h-k-i. And that translates into "medicine house" or "a sacred house." And my family has been there for a long time. I don't know how long, but we know that it's several, probably, millennia as far as we understand.

I am a member of the Gila River Indian Community. But, more importantly, I am an O'oodham, which is the people that live on this land. The O'oodham have a history that dates back several thousand years. Archeologists talk about the Huhugam, or Hohokam, who we are descendants of.

And we were given this specific responsibilities, to take care of this land, and, if we were to take care of this land, this land would take care of us.

So I just wanted to mention that much about the culture.

But I want to go into today and some of the issues that we're looking at and why it's important for us to address this issue about a 202 Freeway, specifically a freeway that will impact some of our most sacred cultural areas and sites.

1

The United States in 2008, along with other member States of the United Nations, supported the UN Declaration on the Rights of Indigenous Peoples. And in 2010 President Obama supported, moved even further and said that he would do anything to support the rights of indigenous peoples; and that

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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.

Code	Comment Document

2

1 being specifically that the first people, the original people
2 of these territories, human rights have been violated, so much
3 so that we have been placed on reservations and quarantined, to
4 some degree.
5 The other -- The concern about that is, though I --
6 Though I understand that the United States is supporting the
7 Declaration on the Rights of Indigenous Peoples, we still
8 struggle to have our basic human rights needs when it comes to
9 our culture and our tradition and our spirituality.
10 And those are all English terms that are not --
11 that are difficult to translate as Native people. But what we
12 recognized is that all of us, even our white brothers, our
13 non-Native people, have some sort of awareness of the spiritual
14 connectedness to their God.
15 We, as O'oodham, believe that this area, this South
16 Mountain area, is one of the most sacred connections to our
17 himduc, our way of life. And, if we lose -- continue to lose
18 that way of life, we will cease to exist.
19 And by that I mean that we can adapt and adopt and
20 even go so for as to assimilate into another culture. But
21 that's all we're doing; we're assimilating.
22 If we are a distinct people, a distinct people from
23 all other people, who have a different idea of religion and
24 cultural ties to a sacred place or a sacred land, then what is
25 the -- an agency like the Arizona Department of Transportation,

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(Comment codes begin on next page)

Code	Issue	Response
2	**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.
3	**Heat Island**	As buildings, parking lots, roads, and other infrastructure replace open land and vegetation, an urban heat island may result. The heat island effect is of a regional nature and, therefore, there is no requirement to analyze potential impacts and no possibility of determining the localized contribution at the project level to the regional heat island effect. It is likely, however, that a proposed project such as the South Mountain Freeway would be a minor contributor to the overall issue.

Code	Comment Document

1 or the other agencies that are Federal agencies and under the
2 umbrella of the United States Government, doing to protect
3 those sacred sites or those very basic needs, the human rights
4 of indigenous peoples, especially the O'oodham people, the Gila
5 River Indian Community.
6 So there are a lot of -- a lot of things that we
7 need to address here. And, specifically, I want to talk about
8 the environmental impact. What will the environmental impact
9 look like?
10 We know that Phoenix is one of the largest urban
11 islands anywhere, urban heat islands. We know that there's --
12 this urban sprawl has an impact on our territory. And our
13 territorial boundaries are being impacted by the encroachment
14 of large development and population growth.
15 So we are forced to -- to live under this
16 pollution, under this -- this environment that's taking place.
17 And that environment is that it's not -- We are concerned about
18 the health and the future of our children. We've seen a
19 60 percent increase in the asthmatic-related problems here.
20 We have always seen South Mountain as a buffer to
21 the city. But now we see the encroachment, and we see the
22 expansion of it. It's now impacting. So it, environmentally,
23 is impacting us. Physically, it's impacting us. It's creating
24 many more lung problems for our people.
25 As a population that already suffers from certain

3 4

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Code	Issue	Response
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.
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	**Cultural Resources**	Indirect impacts such as damage to archaeological sites as a result of increased access as a result of the freeway are being considered in the environmental impact statement process (see proposed mitigation beginning on page 4-146 of the Draft Environmental Impact Statement).

Code	Comment Document

1 medical illnesses, diabetes being one of them, how do we, then,
2 as a society, as an indigenous -- as distinct people, protect
3 our people for -- from the future of all these other impacts,
4 specifically the environment?
5 We are here to protect this environment. We are
6 here to live distinctly in this environment, but we can't if
7 we're being forced -- if we're being forced to adopt or to live
8 next to another freeway. So that was the issue on the air
9 quality.
10 The second is -- and for specific reasons, I can't
11 go into the cultural sites and what they specifically mean to
12 our people because that is our cultural protection. So the
13 concern that I have is the access to these sites by non-Native
14 people. For decades and millennia, we have visited these sites
15 and prayed at these sites. We don't disrupt these sites. But
16 we know that, with the increased population and increased
17 visibility and awareness from non-Native communities, they will
18 come and in and destroy and take some of these petroglyphs and
19 these -- maybe some of these things that are there that are
20 sacred to our community.
21 Lastly, I want to say that, because these Federal
22 agencies are involved, the issue of free prior and informed
23 consent, with indigenous peoples and populations, has not been
24 taking its proper course by these Government agencies under the
25 United States Federal Government. And that is a priority to

2 7 8 2

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Code	Issue	Response
8	**Public Involvement**	Arizona Department of Transportation and Federal Highway Administration solicited input from the Gila River Indian Community and other Native American tribes and tribal members and considered fully the substantive input and comments that were received. Consultation related to cultural resources strictly followed the requirements of Section 106 of the National Historic Preservation Act. Project communication with Gila River Indian Community officials followed a protocol established for this study, from years of previous coordination recognizing the sovereign nation status of the Gila River Indian Community and with respect for the Gila River Indian Community's cultural norms. Coordination occurred one-on-one with the appropriate Gila River Indian Community officials. Representatives from the Gila River Indian Community participated for years in the South Mountain Citizens Advisory Committee. During the public comment period, Gila River Indian Community members were provided the same opportunities to attend the public hearing and participate in a public forum as all other populations.
9	**Cultural Resources**	The communication protocol established for this study, from years of previous coordination and with respect for the Gila River Indian Community's cultural norms, was conducted in a "government-to-government" nature (i.e., the Arizona Department of Transportation Project Manager would speak directly to the Gila River Indian Community Manager; the Arizona Department of Transportation Communications Director would speak directly to the Gila River Indian Community Public Involvement Officer). Coordination occurred one-on-one with the appropriate Gila River Indian Community officials.

Code	Comment Document
9	Native people, that they have to have community comments, not just government-to-government relationship comments, but people that will be directly impacted by a freeway that goes through our territory. So, as a member of the Gila River Indian Community, I oppose this freeway because of the -- the things that I mentioned: the air quality, the environmental impact, the cultural significant sites to our people. And, lastly, our way of life will cease to exist if we continue to allow people and governments and corporations to develop and destroy our territory. That's it. Page 40 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response

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. I AM AGAINST THE
CURRENT PLAN AND ALIGNMENT AS IT STANDS
TODAY. THE DELAYS HAVE RESULTED IN UNPLANNED
ADDITIONAL COSTS AND ACQUISITIONS WHICH
(1) (2) WERE NOT DETAILED AT THE TIME PROP 400
WAS APPROVED. THE DELAYS HAVE ALSO RESULTED
(3) IN DECISIONS TO NOT BUILD BELOW GRADE
(4) IN AREAS CLOSE TO RESIDENCES, AND INCLUDE
OVERPASSES AND NOISE ABATEMENT WALLS.
(5) ONE OTHER MAJOR SORE SPOT IS THE DAMAGE
THAT WILL OCCUR TO THE MOUNTAIN PARK
(6) AND HIKING TRAILS THAT I'VE USED EXTENSIVELY
FOR THE PAST 20 YEARS. I AM ALSO ~~CEL~~ NOT
CONVINCED THAT THE IMPACT STUDY HAS
ACCURATELY DEPICTED THE AMOUNT OF

Optional
Name ROBERT ROACH Email jaschira@cox.net
Address 637 W. MUIRWOOD DR
City PHOENIX State AZ Zip 85045
Phone 480 460 3078 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	**Construction**	The cost estimates for the proposed freeway, as described beginning on page 3-59 of the Final Environmental Impact Statement, were developed in accordance with accepted engineering practices by professional engineers. The project has been subject to multiple peer reviews of both the quantities and unit costs used in the estimate by the Arizona Department of Transportation, Federal Highway Administration, Maricopa Association of Governments, and their consultants. In each case, the estimate was found to be reasonable and accurate. 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 its projects. 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.
2	**Acquisitions and Relocations**	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 based on 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.
3	**Design**	Depressing the proposed Pecos Road sections would entail installation of pump stations to drain the main line freeway. A depressed freeway would also need a drainage channel to capture the off-site flows to prevent their entering the freeway. Pump stations were not used because of the high cost of construction and maintenance needed for their operation. The preferred freeway configuration would have the E1 Alternative aboveground and the existing culverts extending to pass the drainage under the freeway. Pecos Road currently has numerous existing culvert crossings. Depressing the freeway in this area would eliminate the existing culvert crossings and potentially have adverse flooding impacts on adjacent properties. Extending the existing culverts or upsizing the culverts would maintain or improve drainage flows. This would ensure that there would be no adverse flooding impacts on adjacent properties. (See Final Environmental Impact Statement pages 3-15 and 3-18.) To reduce impacts by depressing the proposed freeway in the Eastern Section, the Arizona Department of Transportation would: · need to spend an additional $400 million for right-of-way acquisition and construction · displace an additional 300 residences · maintain additional pump stations and detention basins for the life of the freeway · observe noise-related impacts requiring mitigation (i.e., noise barriers and their associated costs and visual impacts) Because the belowground option would result in substantially greater costs and residential displacements, this option was eliminated from further study.

(Responses continue on next page)

Code	Comment Document
7	LOOP 202 South Mountain Freeway Study **Draft Environmental Impact Statement** COMMENT FORM Additional Comments: TRUCK TRAFFIC THAT WILL EFFECTIVELY USE THIS AS A CITY BYPASS. IT IS NOT THE SAME TRAFFIC MIX THAT CURRENTLY UTILIZES THE FREEWAY EAST OF I-10. 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	**Design**	For most of the alignments of each of the action alternatives, the proposed freeway would be elevated above the natural grade of the surrounding land. This elevated profile would allow noise to carry farther, creating noise impacts at greater distances from the freeway. Depressing the profile of the freeway below grade might reduce traffic noise levels adjacent to depressed sections. However, it would be necessary to also construct at-grade noise barriers to achieve noise reduction goals at receiver locations adjacent to depressed freeway sections (see page 4-99 in the Final Environmental Impact Statement). This strategy would reduce visual impacts associated with high noise barriers on elevated freeways, but would entail ground-level noise barriers and their associated interference with views. Thus, with either approach to noise reduction, views of nearby mountains could be disrupted. The specific impacts would depend on the geometrics of the height of any noise barriers constructed, the intervening topography, and the distance of the barriers from the residences in question. A depressed freeway option was evaluated in the Final Environmental Impact Statement and is described on pages 3-15 and 4-99. Although depressing the freeway would reduce noise levels, noise walls would still be needed to further reduce noise to meet the Arizona Department of Transportation noise policy. Whether the freeway is built aboveground with tall walls or belowground with shorter walls, the final mitigated noise levels would be nearly the same at nearby residences.
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	**Section 4(f) and Section 6(f)**	Impacts on Phoenix South Mountain Park/Preserve have been important considerations since the freeway was first proposed in the mid-1980s. The Draft Environmental Impact Statement discusses how the proposed freeway would affect the park, beginning on page 5-14. None of the existing trails would be directly affected by the proposed freeway. The proposed freeway would introduce noise impacts to those areas of the park close to the freeway, but noise levels would rapidly diminish with increasing distance from the freeway. The trail segments near the proposed freeway are used for active recreation such as running, hiking, and biking, the noise sensitivities of which would depend on the specific activity, user, and time of day.
7	**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

5035

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ROBERT ROACH: We were just out talking about the fact that I haven't seen any evidence that they have taken into account the amount of truck traffic as it's going to be used as a bypass unlike any other loop in the Valley. I haven't seen any evidence that they have taken that additional truck traffic into account when they were assessing whether to build it below grade, above grade, the sound barriers, and things like that. That's really the concern that I had.

And I guess I can -- I could see a need to have some sort of a transportation outlet on that side of the Valley. Just the way that they've revised the plan since it was originally incepted till now, it's just very different than when I moved to the Valley back in '93. That's basically -- That's my concern.

I knew it was going to be there when I moved in. You know, it was no secret.

The fact that it's changed so drastically and the additional cost between the original inception and as we have it now -- the proposition that we voted for, I can't remember exactly what year, that proposition didn't provide enough details about the additional costs that were to be incurred because of the delay and then the decisions made by the City to allow people to build and then acquire and the additional costs seem to be

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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	**Trucks**	The Maricopa Association of Governments regional travel demand model forecasts approximately 10 percent truck traffic on the proposed freeway in 2035 (see Final Environmental impact Statement pages 3-64 and 4-72). The forecast truck traffic is based on existing traffic studies and projected socioeconomic data. This percentage is similar to current traffic conditions on Interstate 10 between State Route 101L and Interstate 17 and on US 60. Commercial trucks would use the proposed freeway. As with all other freeways in the region, trucks would use it for the through transport of freight, for transport to and from distribution centers, and for transport to support local commerce. Nevertheless, the primary users of the proposed freeway would be automobiles. Vehicle classification counts (2007) from the Arizona Department of Transportation for Maricopa County show passenger vehicles and other nontruck vehicles make up over 90 percent of all traffic on the regional freeway system, and it is expected these percentages would not vary with the proposed freeway. Further, it is not expected that the entire 21 percent of through truck traffic (by tonnage) using Interstate 10 would divert from Interstate 10 to use the proposed freeway (see Final Environmental Impact Statement page 3-64). Trucking destinations in the Phoenix metropolitan area would still prompt trucks to enter congested areas. Choosing to travel on the proposed freeway versus Interstate 10 would not produce substantial travel time benefits. Therefore, it is expected that "true" through truck traffic (not having to stop in the metropolitan area) would continue to use the faster, designated, and posted bypass system of Interstate 8 and State Route 85.
3	**Design**	Depressing the proposed Pecos Road sections would entail installation of pump stations to drain the main line freeway. A depressed freeway would also need a drainage channel to capture the off-site flows to prevent their entering the freeway. Pump stations were not used because of the high cost of construction and maintenance needed for their operation. The preferred freeway configuration would have the E1 Alternative aboveground and the existing culverts extending to pass the drainage under the freeway. Pecos Road currently has numerous existing culvert crossings. Depressing the freeway in this area would eliminate the existing culvert crossings and potentially have adverse flooding impacts on adjacent properties. Extending the existing culverts or upsizing the culverts would maintain or improve drainage flows. This would ensure that there would be no adverse flooding impacts on adjacent properties. (See Final Environmental Impact Statement pages 3-15 and 3-18.) To reduce impacts by depressing the proposed freeway in the Eastern Section, the Arizona Department of Transportation would: · need to spend an additional $400 million for right-of-way acquisition and construction · displace an additional 300 residences · maintain additional pump stations and detention basins for the life of the freeway · observe noise-related impacts requiring mitigation (i.e., noise barriers and their associated costs and visual impacts) Because the belowground option would result in substantially greater costs and residential displacements, this option was eliminated from further study.

(Responses continue on next page)

Code	Comment Document

1 hidden to me.
2 I think that's about it.
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Code	Issue	Response
4	**Design**	For most of the alignments of each of the action alternatives, the proposed freeway would be elevated above the natural grade of the surrounding land. This elevated profile would allow noise to carry farther, creating noise impacts at greater distances from the freeway. Depressing the profile of the freeway below grade might reduce traffic noise levels adjacent to depressed sections. However, it would be necessary to also construct at-grade noise barriers to achieve noise reduction goals at receiver locations adjacent to depressed freeway sections (see page 4-99 in the Final Environmental Impact Statement). This strategy would reduce visual impacts associated with high noise barriers on elevated freeways, but would entail ground-level noise barriers and their associated interference with views. Thus, with either approach to noise reduction, views of nearby mountains could be disrupted. The specific impacts would depend on the geometrics of the height of any noise barriers constructed, the intervening topography, and the distance of the barriers from the residences in question. A depressed freeway option was evaluated in the Final Environmental Impact Statement and is described on pages 3-15 and 4-99. Although depressing the freeway would reduce noise levels, noise walls would still be needed to further reduce noise to meet the Arizona Department of Transportation noise policy. Whether the freeway is built aboveground with tall walls or belowground with shorter walls, the final mitigated noise levels would be nearly the same at nearby residences.
5	**Purpose and Need**	Information related to origins and destinations of motorists that would use the proposed freeway is presented in Figure 3-18 on page 3-36 of the Final Environmental Impact Statement. The definition of freeway users considers only those motorists who travel through the South Mountains; so, motorists who begin their trips in Ahwatukee Foothills Village and travel east to Interstate 10 (Maricopa Freeway) or motorists who begin in Laveen Village and travel north to Interstate 10 (Papago Freeway) are not counted in the analysis. The analysis of origins and destinations shows that 73 percent of travelers would be involved in trips beginning or ending in the Study Area or areas immediately surrounding it. Seven percent of the trips would begin, end, or begin and end outside of the Maricopa Association of Governments region; ten percent would either begin or end in Pinal County.
6	**Economics, Socioeconomics**	The proposed South Mountain Freeway would be funded by State, federal and local dollars. The total budget for constructing the proposed freeway is $1.9 billion, approved by the Maricopa Association of Governments Regional Council in May 2012. The approved program includes design, right-of-way, and construction of the proposed action. Funding for project-related activities is included in the current 5-year program identified in the regional Transportation Improvement Program as well as in the State Transportation Improvement Program.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
7	**Acquisitions and Relocations**	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 based on 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

5010

1 MS. ROBB: My name is Mary Robb. In the
2 map there because you don't have a little map that I
3 could show you, okay, I live down in the Foothills
4 reserve up in the mountain, you know, which is fine.
5 I'm a little distance from the freeway where it's
6 going to be, but there's no -- there's going to be no
7 entry for me to go to the freeway. I have to go up
8 -- now they're going to make me go -- take Chandler,
9 which isn't even there now, and go up. You know, I
10 don't know how many miles it would be. It would be a
11 few miles and then come down 17 for me to enter the
12 freeway.
13 Whereas now, I go to the end of that
14 Chandler, just south, you know, and I just enter
15 Pecos Road. So every time I want to go to the
16 freeway, I've got another six miles to go for no
17 reason. And I figured they were going to put a
18 frontage road that would make like a -- like a
19 straight line to our home to 17th Avenue. So, you
20 know, we'd just bypass -- so a frontage road just
21 bypassing the whole freeway. But, no, they're
22 putting that Chandler thing in up higher and around
23 and it's just crazy.
24 And then so that's going to make a lot
25 more traffic on 17 too, and there's a lot of homes

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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 Final Environmental Impact Statement). The interchange was evaluated but ultimately eliminated because of increased residential displacements and cost. 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). There are no provisions for frontage roads connecting 17th Avenue to the residential area to the west. Reasonable access is provided from 17th Avenue and the extension of Chandler Boulevard. Traffic volume on 17th Street in 2011 was approximately 4,500 vehicles per day just north of Pecos Road (see <phoenix.gov/streets/traffic/volumemap>). With the proposed freeway in place, an additional 4,000 vehicles day would use 17th Avenue to gain access to residences west of 17th Avenue. The total daily traffic would be well below the capacity of a two-lane road (approximately 15,000 vehicles per day).
2	**Acquisitions and Relocations**	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values. 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.

Code	Comment Document

1 over there and they're not going to like that. But
2 if there was a frontage road down towards like
3 running right along the freeway, at least they're
4 saying that it would have to be an entrance and an
5 exit, but why? Why can't it just be an entry for all
6 the -- all those homes that are down there, and
7 eventually they have a thing in front of that where
8 Chandler is going to be put through over to 17. They
9 have a big piece of land. Now, they can put those
10 homes there now.
11 I mean, it's going to be all new homes
12 there eventually. And if they don't put a frontal
13 road there now, it's going to be even -- you know,
14 they'll do the same darn thing. They're going to
15 knock down a bunch of houses to put a frontage road
16 in, and they aren't planning at all. I just don't
17 see it.
18 They're going to make -- all our homes
19 (2) are going to be lowered in value. It's totally --
20 they're going to do -- what they did years ago is
21 (3) they let someone buy that property and they go, well,
22 it wasn't the state's -- you know, it wasn't this, it
23 wasn't that. Well, somebody had to okay it knowing
24 that freeway was there. And it's going to cost $2.1
25 million to even get so they can even start the darn

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Code	Issue	Response
3	**Acquisitions and Relocations**	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 based on 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 road.
2 So I just don't understand why they just
3 can't make us all happy and, you know, they could do
4 a frontal road and do the one -- put Chandler
5 through, but there's just no reason not to. So
6 they're going to wait until -- I think what they're
7 trying to do is they aren't putting a frontal road up
8 there because whoever buys that land and develops it
9 is going to be responsible for that road. So what,
10 10 years, 15 years. In the meantime, we have to do
11 this big long route just to go to the freeway. It's
12 just -- it's just nonsense.
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Code	Issue	Response

Code	Comment Document

From: Mary Robb
To: Projects
Subject: Loop 202 South Mountain Freeway Draft Environmental Impact Statement -COMMENT-
Date: Wednesday, July 24, 2013 8:27:03 PM

July 24, 2013

To: ADOT

1 My husband and I live in Foothills Reserve in the Sunrise gated community. I am requesting that Liberty Lane be continued west to Chandler as a frontage road. The only way to our community will be Chandler when it is built. The extended Chandler Boulevard going west will be bumper to bumper without the Liberty Lane extended. Also, The only other way we can access our community will be the 17th Avenue exit which also will be bumper to bumper at the exit. Have you ever driven out here during the after work/dinner hour? We could exit 17th Avenue and get the Liberty Lane extension much easier and it will alleviate all the traffic traveling home on Chandler only. If Liberty Lane is not extended 17th Avenue will be blocked to the point people won't even be able to take the exit and also cause difficulty turning onto Chandler to be able to get to our home(s). Also, The 17th Avenue exit/road will be extremely busy and loud going up the hill causing very high level noise and pollution for all the homes backing up to 17th Avenue. This area too is an upscale neighborhood and it is possible that they will decrease in value because of the reasons I indicated. Will ADOT be building higher sound wall(s)on 17th Avenue heading north to Chandler Blvd? I don't believe the existing walls are adequate to handle the forthcoming noise.

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If we had a choice we would rather you work with the GRIC Community or just NOT BUILD!

7 8

It is hard for us to believe you want to displace so many families and cause so much hardship for so many. Think about it...what if were your community?
I believe all of us in The Foothills Reserve use Pecos Road in and out of our community. Once you take our Pecos Road you are creating a true *One Way In and One Way Out* for all of us living here.

Please extend Liberty Lane as our frontage road.

Thank you!

Arnold Robb
Mary Robb
480-283-8851 (Home)
480-236-2080 (mobile)

Code	Issue	Response
1	**Traffic**	The extension of the Liberty Lane to the west is not part of the proposed project. This road would likely be built in the future along with the development of the State Land Department property. 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). The daily traffic volume on 17th Street in 2011 was approximately 4,500 vehicles per day just north of Pecos Road (see phoenix.gov/streets/traffic/volumemap). With the proposed freeway in place, an additional 4,000 vehicles day would use 17th Avenue to access residences west of 17th Avenue. The total daily traffic would be well below the capacity of a two-lane road (approximately 15,000 vehicles per day). The residents in the Foothills Reserve currently only have one way in and out of their community, Pecos Road. If the freeway is constructed, there would continue to be one way out of the community, Chandler Boulevard.
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	**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.
4	**Noise**	As mentioned in the sidebar on page 4-91, the Final Environmental Impact Statement is based on preliminary design and traffic information. As the design progresses to the final design phase, noise barrier locations and heights will be refined and finalized. During final design, more detailed information on the location, actual height, and distance from the property line of each noise barrier will become available. 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.
5	**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.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
6	**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.
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 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 page 4-91). The proposed freeway would not adversely affect north–south access because the land immediately south of Pecos Road is Gila River Indian Community land, with no existing north–south access. (See the E1 portion of Table 4-9 on Final Environmental Impact Statement page 4-27.)

Code	Comment Document

From: Lynn Robbins
To: Projects
Subject: Oppose proposed SMF
Date: Wednesday, July 24, 2013 5:19:58 PM

To whom it may concern:

1 2 3 4 5 6 7 8

After living in this beautiful community of Ahwatukee for almost 20 years, I am compelled to write in stark opposition to this proposed UNNECESSARY freeway. We will be about 1/4 mile from the Desert Foothills Pkwy exchange and the attached 8 lane 22 miles of solid concrete. We will be subjected to air and noise pollution as well as crime with the new access in and out of the Foothills. This destruction of natural mountains and desert (not to mention our quality of life) serves no purpose for any of the families that reside in what the Indians call " The place of our dreams. " Those of us who have chosen to buy our homes and decided to spend the rest of our lives here WOULD NOT depend on this proposed freeway. The only people licking their chops would be the truckers and contractors who are looking for a more expedient way around Phoenix.

9 10 11 4 7

We have experienced the wrath of freeways in our backyard in Los Angeles - - and will never go through that again!! There are numerous detrimental effects, not to mention ones health and the impact it will have on the young children as they are trying to develop. Contrary to the hype of rising home prices, in actuality the value decreases as most people want to be able to enjoy the peace and quiet of their backyards, especially those that have a mountain preserve lot with magnificent sunsets. Who wants to sit outside amid the constant 24/7 roar of truck and automobile tires. Currently when I'm outside I hear the gentle hum of AC units and an occasional dog.

We could have lived anywhere in the valley, but chose this little community of Ahwatukee (Our Paradise) because of the tranquility and the beauty of the desert and it sickens me to think that we might be uprooted - to benefit the truckers and contractors who DO NOT live here.

A proud resident of Ahwatukee

Code	Issue	Response
1	**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.
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	**Noise**	
5	**Section 4(f) and Section 6(f)**	
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 Final Environmental Impact Statement sidebar on page 4-21.
7	**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 page 4-91).
8	**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.
9	**Purpose and Need, Truck Bypass**	
10	**Health Effects**	
11	**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.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: 202 **Date:** Monday, May 20, 2013 8:43:56 AM --- -----Original Message----- From: Robert [mailto:worshiphimforever@yahoo.com] Sent: Friday, May 17, 2013 5:59 PM To: Projects Subject: 202 Keep building the 202 Sent from my iPhone 5 _____ 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:	INCOMING CALL TIME:
5/15/13	7:42 PM
CALLER: CONNIE ROBERTS	CALLER ADDRESS: 4632 W. BEVERLY ROAD, LAVEEN, AZ 85339
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:
I support South Mountain Freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Kyle Robinson
To: Projects
Cc: Kyle Robinson
Subject: SouthMountainFreeway Input
Date: Sunday, June 02, 2013 6:34:25 PM

I'm a member of the Queen Creek Planning and Zoning commission as well as the Maricopa County's Citizens' Transportation Oversight Committee.
I fully support the South Mountain Freeway.
The Gila River Indian Community chose to not have alternative routs considered on their land. This is unfortunate, as they would have had more authority to dictate requirements and conditions. I feel the loop 101 portion of freeway on Native American land was beneficial to that community as well as their neighbors.

1 Recommended route: Any one of the three 101 routes would be acceptable. The Central or Easter routes would be preferred as being the more efficient. This route would preserve commercial/industrial properties, which to me are critical to a community's overall health and land use balance.

Reasons for support of this freeway:
Estimated increase in area population necessitates additional freeway resources, as well as expansion of public transportation.
Reduced congestion and pollution from stationary or slow moving vehicles would be significantly reduced.
Any loss to communities due to displaced tax revenue, I feel will be more than made up for with future business opportunities.
Reduced regional CO and particulate emissions. Reduced energy consumption.

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

4291

up Baseline and the 51st Avenue corridor that is only going to increase when the casino opens its new hotel and restaurants.

There isn't, right now, any way to support the kind of traffic that the Gila River Tribe is putting on their sacred land without the highway.

The alternative, the W59 Alternative, is not going to cause any damage to their sacred land or to South Mountain.

Currently I am thinking that we have to continue with the program of the Loop 202 Freeway because it's the best alternative. It meets the needs of everyone in the community and it's critical for the development of Laveen and to be really a turning point for Laveen right at a place where this community can either move forward and excel and succeed, or you can put us in a holding place and we are going to have nothing but problems when it comes to traffic and the expediential growth we are going to experience in the next ten years.

***

MICHAEL ROBINSON: I oppose the Loop 202 through South Mountain Park near South Mountain

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Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1 Park, because I feel it's an idea that has passed its usefulness.

2 I don't believe that building this freeway would reduce the congestion.

3 I do think it would encourage sprawl and encourage the waste of the natural resources that we have remaining.

4 I think the massive amount of money projected to be spent on this freeway could be better spent elsewhere repairing our aging

5 infrastructure throughout the region, promoting public transit, bikes, other alternatives.

1 I believe it would be a waste of money. That's all I need.

***

ADAM JOHNSON: I like the 59 Alternative. I feel that brings the community closer to downtown Phoenix.

I think bringing the community together involves bringing the economy up. You connect the cities together, to me it helps the people grow, helps the city connect.

I guess what I am trying to say is putting the 59 in, economically it will help the city

Page 5

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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	**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**	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.
4	**Purpose and Need**	The proposed project is part of the *Regional Transportation Plan* for the Maricopa Association of Governments region. In 2004, the voters of Maricopa County approved the *Regional Transportation Plan* and the extension of a half-cent sales tax to fund its 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 available additional funds for other statewide projects.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
5	**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.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 6:35 PM CALLER: ROBINSON ADDRESS: 55 S. 64TH AVENUE, PHOENIX, AZ 85043 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** We are the Robinson's and support the South Mountain Freeway Loop. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**From:** Jesse Robinson **To:** Projects **Subject:** AZ LOOP 202: opposed! **Date:** Wednesday, July 24, 2013 5:58:50 AM Just emailing to express my opposition to the loop 202 extension. It is a bandaid solution to a symptom of a larger problem that we've created. There are other ways to relieve congestion on the roads. Put these funds toward expanding the light rail. Or make it easier and safer to ride bikes. Many Phoenix residents drive because it feels like that's the only option. What if we became known as one of the most forward thinking cities by becoming champions of new better ways to get around beyond the archaic freeway? Thanks for reading.

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: robotafamily@gmail.com
To: Projects
Subject: South mountain freeway
Date: Saturday, June 08, 2013 2:45:03 PM

1
2 3
4 5
6 7 2

We wish to voice our strong opposition to the South Mountain Freeway being built on Pecos Road.
The DEIS report mentions the improvement in emissions on cars as a reason why air quality should not be an issue. This will be a diesel TRUCK route. All of the major LTL trucking companies and warehouse are on the west side and will use this route. It will be a truck bypass creating bad air and hazmat issues for Ahwatukee.
The cost of the project is prohibitive and crime in Ahwatukee will increase.
We are affiliated with PARC and hope our financial support to them will help in their litigation of building any such highway.
It's too late to consider this project. Move it elsewhere. This community is already established and you will destroy our way of life.
Respectfully submitted,
Susan and Edward Robota
Sent from my iPad

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	**Purpose and Need, Truck Bypass**	
3	**Hazardous Materials**	
4	**Purpose and Need**	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*.
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	**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.
7	**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 page 4-91).

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 6/13/13 INCOMING CALL TIME: 7:10 PM CALLER: MONTE RODMAN CALLER ADDRESS: 18200 W. PARADISE LANE, SURPRISE, ARIZONA 85388 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I am in support of building that South Mountain freeway and I would really like to see it get going. It sure would ease up on traffic conditions. Thank you. Hurry up build that thing, save me a lot of miles when I go to Tucson. Bye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: Build the 202 **Date:** Monday, May 20, 2013 8:42:17 AM -----Original Message----- From: Shawn Rodrigues [mailto:aporia34@aol.com] Sent: Friday, May 17, 2013 6:51 PM To: Projects Subject: Build the 202 Please consider the positive impact building the 202 could have on overall air quality. 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		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Loop 202 South Mountain Freeway
Date: Wednesday, May 22, 2013 10:51:04 AM

From: Rodriguez, Alfredo UTAS [mailto:Alfredo.Rodriguez@utas.utc.com]
Sent: Tuesday, May 21, 2013 12:36 PM
To: Projects
Subject: Loop 202 South Mountain Freeway

As a resident of Laveen for over 10 years I support the completion of the Loop 202 South Mountain Freeway.

1 I agree with the Environmental Impact Study and the effects it will have on reducing commuting times and reducing the amount of pollution emitted by vehicles in stop and go traffic. In the years I have lived in Laveen I have seen the congestion grow, particularly north along 51st Avenue and east along Baseline Rd. Prior to the widening of 51st Ave and Baseline Rd, traffic would come to a complete stand still near my community, making it nearly impossible to go anywhere during rush hour. Not only that, in the past few years, I have seen the number of car accidents along Baseline increase significantly, as more and more traffic attempts to move toward the East Valley through the busy South Central intersections.

I work in the Downtown area and am also a strong supporter of all of the recent Downtown growth. But I am also conscious of the issues faced along the I-10/US60 commutes to and from the East Valley. If we don't build the South Mountain Freeway, traffic in that region will get much worse. According to ADOT's own study, over the next two decades, traffic on I-10 through Central Phoenix will grow by 28%, another 103,000 cars will use the Broadway Curve each day and another 38,000 cars will jam the Tunnel every day. Morning and evening commute times will increase by up to 82% and traffic congestion on city streets will go up by 46%.

I understand the environmental concerns by some of the opposing parties, but it seems clear that unless the number of residents and the number of vehicles in the Valley decreases, not acting on this project results in even greater detrimental impact. I also agree that it's important to ensure the construction is as unobtrusive and environmentally-friendly as possible. In fact, most residents of Laveen that support the project also request that freeway construction must include means for pedestrian and bike traffic, including but not limited to sidewalks, bike paths and trails.

Finally, the money to build the freeway has been approved by voters twice, first in 1985 and again in 2004. The project will also create 30,000 jobs during the five to six year construction period and result in a $2 billion investment in the Phoenix-area economy. Residents of Laveen have waited long enough for this. Those of us that support our community and have stuck it out through the economic downturn and related housing crisis, are counting on the long term economic growth we believe this freeway will help bring to the area. Laveen was built with this freeway in mind. Without it, the future prosperity of Laveen and the surrounding area is in jeopardy.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	Thank you for your time and consideration, Alfredo Rodriguez --- 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

From: Projects
To: ADOT
Subject: FW: Loop 202 South Mountain Freeway
Date: Wednesday, May 22, 2013 10:49:36 AM

From: Ana Karina Camacho Barraza [mailto:karinacamacho9@hotmail.com]
Sent: Tuesday, May 21, 2013 5:11 PM
To: Projects
Subject: Loop 202 South Mountain Freeway

1 I support the completion of the Loop 202 South Mountain Freeway. I live in Laveen and it has been frustrating not to have an alternative and fast way to get to other places. It takes about 15-25 minutes to get to the nearest freeway, sometimes even more depending on the traffic. Traffic has increase in the area. There is a lot of semi trucks through 51st Ave and there have been more car accidents along Baseline Ave. Also, I think this freeway can help bring economy growth to our area. This comunity has increase significantly and we need this freeway.

I agree with other residents of Laveen that it's important to ensure the construction is as unobtrusive and environmentally-friendly as possible and that freeway construction must include means for pedestrian and bike traffic, including but not limited to sidewalks, bike paths and trails.

Thank you for your time and consideration,

Ana Karina Rodriguez

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Code	Issue	Response
1	**Neighborhoods/ Communities**	Measures to mitigate adverse effects of the proposed freeway are presented on beginning on page S-18 of the Final Environmental Impact Statement). There are no plans for bicycle lanes or trails along the proposed freeway alignment. However, the freeway bridge structures will be designed to allow existing and future trails and paths to pass under the freeway. Also, crossroads that connect to the freeway at traffic interchanges would be constructed with provisions for bicycle lanes and sidewalks (see design features beginning on page 3-54 of the Final Environmental Impact Statement)

Code	Comment Document

4304

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

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

1 Tolleson. Tolleson has been here since 1929. They have given
2 to our state. That city was actually split when the I-10 came
3 in. So, much like Margaret T. Hance and the Deck Park Tunnel,
4 that kind of divided up the -- that broke up the downtown
5 community, the same thing happened in Tolleson. Part of the
6 property is on the northern side of the I-10 and part of it is
7 on the -- on the southern side of I-10. And so it took many
8 years, many decades, for that city to be able to grow back
9 together; and, successfully, it has.
10 Unfortunately, the north part of it hasn't
11 developed. A lot of it has to do with the disconnection
12 between the government and property owners north of the I-10
13 corridor or the I-10 freeway.
14 So, to ask a city of that size -- that's already
15 given so much to the greater part of the state transportation
16 system -- to now divide itself again, with the 101 dividing it
17 right down to 99th Avenue, would be a travesty. So not only
18 for the reasons of Tolleson, but also for the practical reasons
19 of why 59th Avenue would be the top-notch selection.
20 So, finally, I would say, going back to 59th
21 Avenue, the economic impact of sales-tax revenue to the City of
22 Phoenix, just the developmental impacts to the City of Phoenix;
23 property taxes that we would pay to the local school districts,
24 including Maricopa County Community College districts, would be
25 top-notch. Every single exit off of the 101 on the 59th

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Code	Issue	Response

Code	Comment Document

1 lineup -- 59th connection would be an economic engine. And so
2 it's designed that way. The setbacks are already set up that
3 way. And it would be a -- It would just be a win/win for
4 everybody at the end of the day.
5 And you're taking that from a person who lives in
6 Tolleson but is employed by the City of Phoenix. So it's a
7 win/win for me because that's how -- that's how I feed my
8 family, with the City of Phoenix.
9 And the sales-tax revenue coming back to the City
10 would be huge, especially during these -- especially during
11 these difficult economic times. And who knows -- who knows how
12 long it's going to last? But also because, as a long-term,
13 long-time -- actually, life-long resident of the City of
14 Tolleson, I would hate to see what happened to our city many,
15 many moons ago happen again.
16 And so that, my friend, is what I have to say.
17 MR. BRENNAN: Another point that I would like to
18 bring up regarding, sort of, a land-use concern of the Loop 202
19 is, in light of the recent Brookings Institution report that
20 has been publicized in the last week regarding the shift in
21 poverty from more urban to suburban areas around the country,
22 while not being a total shift in the share of impoverished
23 populations, it does illustrate the challenges that more
24 suburban areas are -- are experiencing in trying to address
25 those social problems.

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Code	Issue	Response

Code	Comment Document

From: Sierra Club on behalf of Sue Rodriguez
To: Projects
Subject: Comments in opposition to South Mountain Freeway
Date: Wednesday, July 24, 2013 9:06:22 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 3 4 5 Enough roads. Enough encroachment on wildlife. Enough air pollution, noise pollution, people pollution. Enough already!

6 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. 2 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 7 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.

8 3 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.

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,

Mrs. Sue Rodriguez
7835 E Cactus Rd

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**	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.
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**	
6	**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.
7	**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.
8	**Section 4(f) and Section 6(f)**	

(Responses continue on next page)

Code	Comment Document
	Scottsdale, AZ 85260-5514

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

4223

1 even with the heat. I've done it for 20 years.
2 So please, please don't approve this idea
3 for the 202 Freeway. It's very unnecessary. Supply
4 and demand are not high enough for this type of
5 project. Thank you.
6 THE FACILITATOR: Thank you. Has Prem
7 Goyal returned? Did I pronounce your name correctly?
8 MR. GOYAL: Yes, thanks. I won't take
9 three minutes. A good question is I was looking at
10 the curves, which are growth curves, they are based
11 on 2005 data; they should be based on 2013 data. And
12 I have the newspaper cuttings every day that you did
13 at least expect lower demand. That directive curve
14 leads to the expansion of the future demand of the
15 transportation. Only way they can project the future
16 demands is from the utility demands. It looks like
17 we should verify those curves, as the
18 [unintelligible] president said, trust but verify.
19 All those curves have been verified, or they're just
20 ten years old, which don't mean very much in today's
21 environment.
22 Thanks very much. Have a good day.
23 THE FACILITATOR: Thank you very much.
24 Greta Rogers. Greta Rogers.
25 MS. ROGERS: Good morning. Let's turn

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Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1 this around.
2 Good morning. I'm Greta Rogers. I live
3 in Ahwatukee, near 48th Street and Elliott, just five
4 miles north of the proposed route. ADOT has been
5 mucking around on this for 30 years. And they're 30
6 years too late to come on the 202 west of I-10 to
7 blow up the mountain and then go north. We don't
8 need to blow up the mountain, and it isn't because
9 it's a sacred site to me; personally, it is not. But
10 it is a natural benefit to all of us. And part of
11 the South Mountain Park Preserve.
12 We don't need to do this to facilitate
13 the trucking industry. And I'm talking about those
14 that carry ICC license plates and are hauling freight
15 and 18-wheelers. One of the things that the -- the
16 IES [sic] report that was delivered recently within
17 the past 30 days, the first of any that has ever been
18 delivered. The third allegedly, that ADOT filed with
19 the -- with NQA, and allegedly the first two were
20 returned to them with a big red X on it. Go back to
21 the beginning, follow instructions. They still have
22 not done that.
23 There is absolutely no indication in this
24 at all for the danger to the communities that will be
25 affected, both on the north and the south sides of

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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	**Cultural Resources**	
3	**Purpose and Need, Truck Bypass**	

Code	Comment Document

4

1 the mountain with the hauling of hazardous materials.
2 Nitrates, fuel, and chlorine. And the existence for
3 clear and present endangerment, i.e., death, if you
4 live within the wind distance of these things being
5 carried by the winds in the event of a crash and an
6 imminent subsequent explosion. And all are.
7 Nothing -- this is criminal negligence by
8 ADOT to the citizens of this city and by HDR, their
9 $21 million consultant whom they depend upon like
10 they were biblical. They are all guilty of criminal
11 negligence to the citizens directly affected and to
12 the citizens of Phoenix, and I unalterably oppose
13 this. Thank you.
14 THE FACILITATOR: Please refrain from
15 applause or boos. Be respectful of both build and
16 no-build discussions today. This is a hearing and we
17 appreciate your patience.
18 Michelle Stewart. Michelle Stewart.
19 Those of you whose names have been registered now to
20 speak, you should make your way to the front of the
21 room; that will help speed this up a little bit.
22 MS. STEWART: Good morning. Speak this
23 way? Hi, everyone, thanks for -- my name is Michelle
24 Stewart. Thank you for listening to our comments
25 today, and I'm addressing you. And you. I'm an

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Code	Issue	Response
4	**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.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 6/13/13 INCOMING CALL TIME: 7:27 PM CALLER: JANET WHEELHOWER ROGERSON CALLER ADDRESS: 17635 W. IRONWOOD ST., SURPRISE, ARIZONA PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the Loop 202 expansion plan. Good luck with your project.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Gary Rohr
To: Projects
Subject: South Mountain Study Team - Comment
Date: Tuesday, June 04, 2013 11:25:51 AM

---

1 2 3 4 I moved into the Lakewood Community of Ahwatukee in 1988. Back then there was talk of building this loop. I believe Pecos dead-ended at 32nd ST back then and Chandler Blvd looped into Ray Road but didn't go any further. Back then it wouldn't have cost much and it could have made sense to do this project. Back then the land should have been zoned, purchased or whatever to keep it from being developed. Of course it was not. Now it does not make any sense to continue with this project - the cost and disruptions far outweigh any possible benefit.

5 6 We now live in the Foothills Reserve community at the end of Pecos - the area you wish to destroy. The quiet secluded area where crime is fairly low due to how hard it is to leave the area. Building the Loop 202 around South Mountain now would open us to all sort of crime.

7 Will building this Loop easy the congestion on I-10? I seriously doubt it - it's not like the Phoenix metropolitan area is some little hick place that people want to avoid - trucks coming down I-10 need to drop things off in the Phoenix area and pick things up.

3 Our vote is to not build the South Mountain 202 Loop - save the money and use it for something that will provide more benefit - like either an upper or lower level to I-10 with limited entry and exit points

Gary & Leslie Rohr
3036 W Cottonwood LN
Phoenix, AZ 85045

Code	Issue	Response
1	**Acquisitions and Relocations**	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 based on 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, 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.
3	**Purpose and Need**	The proposed project is part of the *Regional Transportation Plan* for the Maricopa Association of Governments region. In 2004, the voters of Maricopa County approved the *Regional Transportation Plan* and the extension of a half-cent sales tax to fund its 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 available additional funds for other statewide projects.
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 page 4-91).
5	**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.)
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 Final Environmental Impact Statement sidebar on page 4-21.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
7	**Purpose and Need**	In 2035, the average daily traffic on the proposed freeway is projected to range from 117,000 to 190,000 vehicles per day (see Final Environmental Impact Statement page 3-62). The estimated volume depends on location. The purpose and need for the South Mountain Freeway are not solely to relieve congestion on Interstate 10 (Maricopa Freeway). Facilitating mobility in the Maricopa Association of Governments region does not mean just relieving congestion on the Broadway Curve (see Final Environmental Impact Statement page 1-21). Among other criteria, the proposed freeway is to permit the entire Regional Freeway and Highway System to function as designed. Optimal function of that design includes completing all the segments of the State Route 202L system (see Final Environmental Impact Statement pages 3-35 and 3-37). With implementation of the South Mountain Freeway, many motorists would be able to get from Point A to Point B, a route that never included needing to use Interstate 10.

Code	Comment Document
1	Scott Rolfe Document Created: 5/21/2013 2:43:58 PM by Web Comment Form Cannot wait till it is built, will detour a lot of traffic around Phoenix

Code	Issue	Response
1		Comment noted.

Code	Comment Document

1 ***
2 THE REPORTER: State your name, please.
3 MS. ROMERO: Tokcha, T-o-k-c-h-a, Romero,
4 R-o-m-e-r-o.
5 I would prefer the no-build solution,
6 but I think they're going to tear up a lot of
7 neighborhoods no matter which way they go. I think
8 the farthest -- farthest west they can go, in my
9 opinion, would be better. Why? Because I've lived
10 here for over 30 years. My husband and I built our
11 house with one power tool, and that was our saw. The
12 rest we did by hand for our five children. Our
13 grandchildren call it "the fortress," when they have
14 go to Nana and Poppa's. I can't imagine our -- we're
15 not big numbers of population, because we're on
16 acreage, but we're a very tight community. Taking
17 that down 59th or 63rd will destroy our neighborhood.
18 It will absolutely be in the backyard of the Country
19 Gardens Charter School, which that school is -- high
20 on their list is their natural habitat. Their
21 Sonoran Desert Tortoises, their livestock, it's a way
22 of life that doesn't really exist in the city
23 anymore, and that our kids and grandkids attend and
24 learn from. And excel, I might add.
25 Not only that, they go on these

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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	**Alternatives, W59 Alternative Versus W101 Alternative**	
3	**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 marvelous trips to Washington and learn about the
2 government. And this will destroy it. I just can't
3 understand how a community in Ahwatukee, because they
4 need another outlet that chose to be there a few
5 years ago, chose to -- when I came out here, I chose
6 to live in a place that had no stores. The closest
7 one was eight miles away. I chose it for what it
8 was.
9 And I can't understand how a community
10 over there trumps our community. But I'm afraid
11 that's what will happen. I have little faith that
12 they will hear us and that they will do anything
13 different. When you get to my age you're really too
14 old to feel like starting over when you put roots in
15 a place. And that's what this place is about, roots.
16 Friends and neighbors and family that we cry with
17 each other when someone dies and rejoice when someone
18 is born, and really are a tight community. And I'm
19 afraid that that 59 alignment -- I know that this 59
20 alignment will totally destroy this neighborhood.
21 THE REPORTER: Thank you, ma'am.
22
23 (Proceedings concluded at 7:00 p.m.)
24
25

Page 12

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Code	Issue	Response
4	**Neighborhoods/ Communities**	The Laveen Village area is anticipated to have a built-out population of over 105,000 (see Final Environmental Impact Statement page 4-5). 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).
5	**Environmental Justice/Lifestyle**	Low-income populations were evaluated to ensure there were not disproportionately high and adverse impacts. The Preferred Alternative would not adversely affect any census block groups with low-income populations south of the Salt River (e.g., South Mountain Village). The Arizona Department of Transportation and Federal Highway Administration have engaged all population segments to ensure access to the environmental impact statement process. Assisted by this involvement, analytical results indicate the proposed action would provide net benefits to all populations in the Study Area in general by reducing traffic congestion, enhancing accessibility, and supporting local economic development plans.

Code	Comment Document

5584

PROCEEDINGS

THE REPORTER: Can you state your name?

MASTER ROMERO: Benjamin Romero.

Dear ADOT, I oppose your idea of the South Mountain Freeway, it will take out my neighborhood and school, but it's not any other school. I've gone on -- it has these awesome trips and stuff. I just went on one recently, it was a three-week trip to Florida and Washington, D.C. Can you find another school that met our Senator Flake? They take care of us. They never give up on us, and I won't give up on them.

The school is important to me and my family. It has been here for 13 years and my house only has stood there for 30 years. We can't give up now. Sincerely, Benjamin Romero.

THE REPORTER: Thanks, Benjamin.

Page 2

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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.

Code	Comment Document

5586

1 ***
2 THE REPORTER: Can you state your name,
3 please.
4 MR. ROMERO: Daniel Romero.
5 I oppose against it. I oppose it, you
6 know. We've lived out there for 30 years, and
7 there's never been, you know what I mean? We knew
8 what we got into when we were there, and basically,
9 it's going to affect wildlife and there's a proven
10 fact on that, for one. My second issue is it's going
11 to increase crime, number two.
12 There's already a path through there, I
13 don't understand why, there's nothing in the river
14 bottom, why they don't take the 99th Avenue route,
15 the 91st Avenue route. You're going through two
16 quarter million dollars homes or going right next to
17 them.
18 My other fact is -- I'm just trying to
19 put it together, you know -- you're putting ramps up
20 right next to Country Gardens School. You're talking
21 about a 3,000-foot bridge, which is over half a mile,
22 you know, and you sit there and do construction on
23 that, it's going to take a year, at least, and that's
24 going to hurt the school. And I have a niece and
25 nephew going to that school. And they exceed any

Page 5

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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	**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.
3	**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.
4	**Neighborhoods/ Communities**	Prospective home buyers 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.)
5	**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.
6	**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
7	1 other school around there. And they're going to put 2 a freeway right next to it? 3 My other concern is industrial. They're 4 going to put industrial next to it? That kills 5 residences. I oppose it. I do not want it there. 6 There's already alternatives on I-10 to get to the 7 same location. So that's why I oppose against it. 8 THE REPORTER: That's it? 9 MR. ROMERO: Yes, that's it. 10 THE REPORTER: Thank you, sir. 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 Page 6 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
7	**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.

Code	Comment Document

5589

1 MS. ROMERO: My name is Tokcha Romero.
2 I've lived in Laveen for 30 years. My husband and I
3 built our house there. Contractor didn't do it, we
4 did. We raised our five children there. We have
5 five grandchildren now that call that place their
6 sanctuary, their home, their go to place and the
7 happy place because they go there when they just need
8 some extra care.
9 You can build a house anywhere. It takes
10 a long time to build a home. I live on an acre and a
11 quarter and I can walk out there in the dead of night
12 in the dark and my feet know every inch of that
13 property. They say that a place belongs forever to
14 the person who loves it so much they wrench it from
15 itself and remake it in their own image, and that's
16 what my home is to me.
17 It's not a fancy house. It's a wood
18 frame house, but it has memories that I can only
19 begin to tell you. One of them is handprints on the
20 south wall that my grandchildren thought would be
21 nice to paint with mud handprints, and they faded
22 over the years, but you can still see them. And
23 rather than making me angry, they're now a cherished,
24 cherished memory.
25 My neighborhood. We've seen each other

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Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1 through everything. It's the only neighborhood that
2 many of us have lived in for longer than most people
3 are married, 30 years. We've watched births and
4 grandchildren be born and deaths and we're always
5 there for each other. I mean, literally, everybody
6 there. We're not in each other's business, but
7 everybody there. We know each other's names. Not
8 too many neighborhoods are that way anymore.
9 The school. The school will be impacted
10 if they take that 59, 62, 63, whatever it is they're
11 going to call it now. And pardon me if I don't have
12 a lot of faith that they won't keep moving it over,
13 but, you know, I'm a realist. I think they will.
14 Even if they take the 59 route, it's going to impact
15 us. I would prefer if they're going to do this,
16 follow Pecos all the way out and go up 99th. Why cut
17 up? There's already a freeway goes north. Take
18 that. But if you really have to get to the far
19 northwest valley, take it out to Pecos and all the
20 way up 99th. Then you're really over there as
21 opposed to cutting through homes.
22 The school. The impact it would have on
23 that is enormous. My granddaughter went to Laveen
24 Elementary for several years and as my kids had, but
25 it had changed over the years. A lot of newcomers

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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.
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.
3	**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 came in and things were different, and she got beat
2 down not only mentally but physically and dropped out
3 of in sixth grade and had to stay home for a half
4 year.
5 She went to Country Gardens. They
6 embraced her and brought out the best in her and
7 she's now an honor student. She's in high school.
8 She has huge plans and Country Gardens gave her what
9 she needed. They gave her the discipline. I never
10 have to speak to her about her homework, and she does
11 huge amounts of homework.
12 Her writing. I worked at one of the
13 public schools, and the amount of writing they do at
14 Country Gardens is enormous. Other kids get out of
15 high school and don't know how to write at all, but
16 they make them write reports, history reports on all
17 these trips they take to Washington, to St.
18 Augustine, all these places. It's -- it is a unique
19 school. And if they even put it at 59th, it is going
20 to be so impacted that it will destroy what we've
21 had. And I don't believe they'll keep it at 59th. I
22 think it will keep its way over and eventually our
23 neighborhood, our school will be gone.
24 I beg them, what looks good on paper
25 isn't always good for people. Look at the other

Code	Issue	Response

Code	Comment Document

1 alternatives. Look at going all the way out to 99th
2 where you already will hook up with the freeway. Why
3 here? Why now? Why right there? I beg them to
4 rethink this. I didn't build a house in Laveen. I
5 built a home, and this will be so impacted that at
6 the age of 63, I won't be able to find another place
7 where my feet will know every inch of it when I walk
8 down the street. I can walk down the street in the
9 dark and my feet know, well, that's where the grass
10 goes across it. You've got to lift your foot a
11 little higher.
12 These people that are going to make this
13 decision, come out and visit us in our neighborhood.
14 Come out and talk to the neighbors in our
15 neighborhood and see what you're going to do to us if
16 you don't change this alignment, preferably as far
17 west as you can take it because that would make
18 sense. Follow Pecos all the way out and up 99th.
19 Thank you.
20
21
22
23
24
25

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Code	Issue	Response

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. I AM TOTALLY AGAINST BUILDING THE 202 SOUTH MOUNTAIN FRWY.

1 2 1. ALONG THE PROTECT PEGGS ALIGNMENT WILL SIGNIFICATLY INCREASE NOISE LEVELS. WHICH WILL IMPACT THE HEALTH OF RESIDENTS. ~~AN~~ WILD LIFE IS ALSO EFFECTED BY NOISE & EVEN WITH UNDER-

3 PASSES FOR ANIMALS TO CROSS THE FRWY IT WILL IMPACT THE WILD LIFE IN THE AREA.

4 2. AIR POLLUTION IN THE SOUTH MOUNTAIN AREA TODAY DOES NOT MEET FEDERAL STANDARDS ACCORDING TO THE AIR QUALITY STUDY IN 2005. ADDING 140,000 CARS & TRUCKS PER DAY THROUGH THIS AREA WILL ONLY MAKE AIR QUALITY EVEN WORSE.

5 NO BUILD!!!

Optional

Name WILLIAM R. ROOT Email BROOT11@COX.NET

Address 16407 S. 27TH AVE

City PHOENIX State AZ Zip 85045

Phone 480-307-8225 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	**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	**Noise**	
3	**Biology, Plants, and Wildlife**	
4	**Air Quality**	
5	**Alternatives, No-Action (No-Build) Alternative**	

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/16/13 INCOMING CALL TIME: 12:28 PM CALLER: ROSANNA CALLER ADDRESS: PHONE: 602-402-7063 EMAIL: **CALLER REMARKS/QUESTIONS:** Hi, we were calling to say that we are for the freeway. We are just off of 26th Street and Liberty Lane in the cul-de-sac. If anyone can call me back with any more info'. I am going to go on your website to look at the information. We have been at this location for about 14 to 15 years. O.k., thank you so much and have a great day. Bye bye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Support for building the 202
Date: Monday, May 20, 2013 3:11:23 PM

From: Megan Rose [mailto:mrose@gcjpr.com]
Sent: Monday, May 20, 2013 3:04 PM
To: Projects
Subject: Support for building the 202

1 Hello! I am a resident of Laveen, Arizona and an Arizona native. I am writing in support of building the 202 in the SW Valley. The Valley is growing and more and more affordable housing is found along the outskirts of metro phoenix. Traffic will only get worse and this freeway has been on the books for a long time. Also, I am hoping that a freeway will bring more commercial business to Laveen, which is not only good for our city but for residents like me that spend my money in other cities because there isn't a lot to do in Laveen.

Thank you for the opportunity to voice my support.

Megan Rose
602-690-0801

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.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4331

1 I don't know how to put it. We were
2 never notified that our house was no longer in the
3 line of demolition. And so what's ADOT's recourse to
4 those of us homeowners who all these years had
5 thought that our I'm home was going to be purchased
6 by ADOT because we couldn't sell them. And now all
7 of the sudden, we're not in the alignment anymore,
8 our house is not going to be bought by ADOT, and I'm
9 faced with a house that's going to be worthless.
10 And if they had told us, given us a
11 written statement, something that notified us, your
12 home is not in the line of demolition anymore, you
13 know, we would have taken action at that time.
14 Either get out somehow, and now we've lost all of
15 that in our home and we have to move. Now what do I
16 do?
17 We've been in limbo for years, but we
18 were reassured, just sit tight, the freeway goes
19 through, it's no big deal because they're going to
20 have to take our house. At least we'll be able to
21 get out and be recouped. Now we lost everything,
22 everything. I don't know what we're going to do. My
23 name is Erica Slapke, 3119 East Redwood Court in
24 Phoenix, 85048.
25 MR. ROSE: My name's Scott Rose, R-o-s-e,

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Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1 a resident of Laveen. I'm very much in favor of the
2 freeway. We moved out there nine years ago and
3 waiting for the freeway to be built, and we moved out
4 there hoping to raise our family out there with a lot
5 of other amenities and the freeway has been holding
6 this up. So we know that with the building of the
7 freeway, there will be many amenities for us and the
8 family and the whole community to use.
9 We live about a half mile from there,
10 from the freeway, and it would be great access for
11 us. And what else was I going to say? Oh, we're in
12 favor of the 59 west alignment, but we also would be
13 in favor of a -- potentially a parkway tying in the
14 101. What else? Anything else? I think that's it.
15 MR. HARDING: I'm Henry Harding and I
16 live at 304 West Coolidge Street here in Phoenix,
17 85013. I'm not really in favor of this section of
18 the 202. It's just -- if we promulgate more and more
19 highways -- now, I talked to Ben over there. He said
20 that we would save 40 million gallons or -- yeah, I
21 think 40 million gallons of oil every year or
22 gasoline every year.
23 What if we didn't do that and people
24 start -- took the amount of money that would take to
25 build this section of road and educated the people

1

Page 15

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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: 5/15/13 INCOMING CALL TIME: 7:30 PM CALLER: JANET ROSEN CALLER ADDRESS: 5371 W. LINDA LANE, CHANDER, AZ 85226 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Yes, I support the South Mountain Freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4433

UNIDENTIFIED SPEAKER: I was resident of Laveen. I was there since 2007 to 2000 -- end of 2012. I work in Chandler, and my commute was only through Baseline Road, and it was like a nightmare every day, and I pretty much couldn't stay anymore because I had to have early morning meetings, so I had to move out to Chandler. But I still have my home back in Laveen. And I'm -- it's rented right now.

So I'm very interested to see this freeway getting built, because if you stay -- if you ever go to Laveen, you'll see that area has a lot of prospects, but it's just not developing or growing because of not having a proper freeway there yet. It's just like a cul-de-sac, with only one road, Baseline, going back and forth.

So -- so I really hope and thank the ADOT team for committing the years. I know it's a long process, and I hope this process moves faster and quickly so that the freeway gets built as soon as possible.

MR. ROSS: Richard Ross, R-i-c-h-a-r-d, R-o-s, as in Sam, -s, as in Sam.

So I am against the building of this road for a lot of reasons. One, I don't believe -- I don't believe we have the money. Or another way of saying it is I think the money could be spent in a better way. I don't believe we need more roads built. We have an incredible

1

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Code	Issue	Response
1	**Purpose and Need**	The proposed project is part of the *Regional Transportation Plan* for the Maricopa Association of Governments region. In 2004, the voters of Maricopa County approved the *Regional Transportation Plan* and the extension of a half-cent sales tax to fund its 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 available additional funds for other statewide projects.

Code	Comment Document

2

3

4

1 problem with heat island effect, and building of more
2 roads is going to exacerbate that problem.
3 Regarding traffic and air quality, I lived
4 in Atlanta during the building of the downtown freeway and
5 the freeway out to the northwest -- north, northwest
6 suburbs. The original proposition there was that the
7 building of that expressway would last 30 to 50 years. It
8 would relieve traffic congestion on arterial roads.
9 That took 11 years to build, and that entire
10 network of roads was completely filled up in one year. It
11 did not alleviate anything. As the road got built,
12 traffic moved to it. I see no reason why the same issue
13 would not happen here. If you build it, they will come.
14 It will cause more interstate traffic and more regional
15 traffic to go on this route. It won't alleviate arterial
16 traffic as well.
17 Regarding air quality, which is linked to
18 that, if the thought was if we alleviate stop-and-go
19 arterial traffic, that will help air quality, my guess is
20 we will end up with stop-and-go traffic on the proposed
21 expansion, and it wouldn't help with air quality. As a
22 matter of fact, more traffic will come to the area,
23 increasing air quality issues, along with heat island
24 effect, which combines with a one-plus-one-equals-three
25 issue to air quality.

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Code	Issue	Response
2	**Heat Island**	As buildings, parking lots, roads, and other infrastructure replace open land and vegetation, an urban heat island may result. The heat island effect is of a regional nature and, therefore, there is no requirement to analyze potential impacts and no possibility of determining the localized contribution at the project level to the regional heat island effect. It is likely, however, that a proposed project such as the South Mountain Freeway would be a minor contributor to the overall issue.
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 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.
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.

Code	Comment Document

5

6

7

1 There's -- a lot stated in the project is
2 based on future car travel miles increasing dramatically.
3 I don't believe that car travel miles will increase as the
4 study shows. Car travel miles elsewhere are showing a
5 decrease. We have the light rail, causing a decrease. We
6 have bikers, causing a decrease. Car travel miles are not
7 going to increase at the rate that is in the projections.
8 I think it's a bogus projection, and I think we're
9 building a road that is solving a symptom, not a problem.
10 The problem is too many people. What we need to do is
11 stop having people -- we -- we have to stop the growth of
12 people entering the system, and there will not be a need
13 for -- for the road.
14 But with all those issues, the biggest issue
15 for me personally is the park. The park is -- South
16 Mountain Park. The park is unique. It is our crown
17 jewel. The proposal of this road is one that, once it is
18 done, cannot be undone ever. We need to remember that we
19 did not inherit the land from our ancestors; we borrowed
20 it from our children and our children's children for the
21 next seven generations and beyond. It is our job and our
22 responsibility to protect that land.
23 That's it. Thank you.
24
25 (The proceedings concluded at 8:00 p.m.)

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Code	Issue	Response
5	**Traffic**	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.
6	**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.
7	**Section 4(f) and Section 6(f)**	

Code	Comment Document

Document Created: 7/18/2013 12:07:53 PM by Web Comment Form

Sirs,

I have lived in Laveen for 25 years, and during that time have been to numerous meetings to discuss the expansion of this area. During those meetings, prior to the growth west of 67th Avenue between Baseline Road and Southern Avenue, we spoke and argued and met with many people to discuss our negativity to the dense growth proposed there.

As it turned out later, we had been speaking to deaf ears, since the property west of 67th Avenue had already been purchased and proceeded on prior to all the meetings we attended, and was going to move forward REGARDLESS of our speeches, and tears. It was a done deal before we got to express our opinions.

Therefore, it is with a heavy heart that I write to you now. I am sure that this is just procedure that you must follow; your decision has probably already been made regardless of what the public says it wants.

1 My opinion is that the proposed freeway connect via the W101 Western Alternative, which would connect to an already heavy-use freeway area, and exchanges are already in place on the north side of the I-10 interstate. By using the 101 connection, you can bypass the already-congested area of 59th Avenue and I-10, and not add to the congestion there with more vehicles and trucks. It wouldn't matter if you added 100 more lanes in any direction. The bottleneck at that area will ONLY become worse, not "better".

1 Areas closer to the metropolitan Phoenix area from 99th Avenue is already a disaster area in 2013, and whenever this new freeway will be added will only cause to increase the congestion with cars and pollution. Keeping the proposed Loop 202 SM Freeway at the 101 Interchange keeps that congestion further west, where motorists who only want to continue west will not have to deal with the inner-city congestion too.

2 3 4 Also, the Laveen area, which started out at 8,500 population in 1988 when I moved here, and has blossomed into the 120,000+ population it is today, despite our efforts to "keep Laveen small", will again be bombarded with change – destroying our remaining farm fields and open space, displacing families, adding pollution, removing our irrigation system, destroying our "quiet" living conditions and adding health risks to its population.

Sadly, as mentioned earlier, it will not matter what I want, what I think, or what I feel about this W59 Alternative freeway. You want us to write and express our feelings, but your proposals are probably already established.

I say an emphatic NONONONONONONONONONONONONONONONONONO to the W59 Alternative. My vote would be for the W101 Western Alternative to bypass the my Laveen community.

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	**Neighborhoods/ Communities**	The Laveen Village area is anticipated to have a built-out population of over 105,000 (see Final Environmental Impact Statement page 4-5). 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).
3	**Neighborhoods/ Communities**	In the Phoenix metropolitan area, vacant and agricultural land is already quickly being converted without the proposed freeway. Of three major land use types, residential land use was predominant in 2009 (see Table 4-2 and sidebar on Final Environmental Impact Statement page 4-3). In addition, the Study Area has over 140 developments encompassing some 11,000 acres (see Final Environmental Impact Statement page 4-7). None of the affected communities' long-range plans include agriculture as a future land use.
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
	Sincerely, Debra N Ross DNRoss & Associates Doing Good Business since 1995 Desktop Publishing • Design • Printing Services “Everything in print, from business cards to books” 7252 South 65th Drive Laveen, AZ 85339 602-248-9255 PHONE 602-248-4990 FAX dnross@phxinternet.com

Code	Issue	Response

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: DEIS Loop 202/South Mountain Freeway Study
Date: Thursday, July 18, 2013 10:15:45 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: Debra Ross [mailto:dnross@phxinternet.com]
Sent: Thursday, July 18, 2013 10:12 AM
To: Projects
Subject: Re: DEIS Loop 202/South Mountain Freeway Study

Sirs,

I have lived in Laveen for 25 years, and during that time have been to numerous meetings to discuss the expansion of this area. During those meetings, prior to the growth west of 67th Avenue between Baseline Road and Southern Avenue, we spoke and argued and met with many people to discuss our negativity to the dense growth proposed there.

As it turned out later, we had been speaking to deaf ears, since the property west of 67th Avenue had already been purchased and proceeded on prior to all the meetings we attended, and was going to move forward REGARDLESS of our speeches, and tears. It was a done deal before we got to express our opinions.

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Code	Comment Document
2 3 4	west will not have to deal with the inner-city congestion too. Also, the Laveen area, which started out at 8,500 population in 1988 when I moved here, and has blossomed into the 120,000+ population it is today, despite our efforts to "keep Laveen small", will again be bombarded with change – destroying our remaining farm fields and open space, displacing families, adding pollution, removing our irrigation system, destroying our "quiet" living conditions and adding health risks to its population. Sadly, as mentioned earlier, it will not matter what I want, what I think, or what I feel about this W59 Alternative freeway. You want us to write and express our feelings, but your proposals are probably already established. I say an emphatic NONONONONONONONONONONONONONONONONONONONONO to the W59 Alternative. My vote would be for the W101 Western Alternative to bypass the my Laveen community. Sincerely, Debra N Ross DNRoss & Associates Doing Good Business since 1995 Desktop Publishing • Design • Printing Services "Everything in print, from business cards to books" 7252 South 65th Drive Laveen, AZ 85339 602-248-9255 PHONE 602-248-4990 FAX dnross@phxinternet.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
2	**Neighborhoods/ Communities**	The Laveen Village area is anticipated to have a built-out population of over 105,000 (see Final Environmental Impact Statement page 4-5). 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).
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Code	Comment Document

June 6, 2013

South Mountain Study Team

1 2 3

All of the plans I seen or read about will only succeed in moving a traffic bottleneck from the Broadway Curve to 59th Avenue. Recent newspaper articles pointed out the growth in the west valley and in particular the town of Buckeye. Traffic on westbound I-10 can only be expected to increase and it won't be too many years before the bypass will have to be moved further west. Has any consideration been given building a highway from Gila Bend in a northwest direction and connecting with I-10 somewhere around Tonopah? By having such a highway travelers going west could take I-8 near Casa Grande to Gila Bend and reconnect with I-10 west of Buckeye, those traveling east would do the reverse. This could remove most of the truck and auto traffic traveling east and west on I-10 by allowing it to bypass Phoenix. The current connection between I-8 and I-10, SR85 requires drivers to back track in either direction and travelers are hesitant about taking it.

4 5

Two other advantages are presented with the new highway. Current residential homes in the proposed route would not have to be removed, saving millions of dollars. And there is discussion regarding constructing a new Interstate (I-9) from Nogales to Canada. With I-19, I-10 and I-8 already in place a highway connecting I-8 and I-10 from Gila Bend to Tonopah would be a good start.

Thanks for listening.

Clayton Ross

Clayton Ross

PO Box 315

Arizona City, AZ 85123

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**	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.
3	**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.
4	**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.)
5	**Alternatives**	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 *Regional Transportation Plan* includes other freeway projects, such as State Route 30 and State Route 303L that provide additional connections to the southwestern areas of metropolitan Phoenix. All of these transportation facilities work as a system and rely on each other to provide optimum performance. Additionally, the Maricopa Association of Governments recently completed the Interstate 10/Hassayampa Valley Roadway Framework Study that evaluated transportation needs in western Maricopa County. This study proposed a system of parkways and freeways (including the Hassayampa Freeway, also designated as Interstate 11 through this area (see <bqaz.org/hasReports.asp> for more information). 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, it was eliminated from further consideration.

Code	Comment Document

4278

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

1

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

1 there, going well over 45 miles an hour. It's going
2 to hit a child, I feel eventually, even though
3 they've put in crosswalks. And whether that
4 highway's built or not, the traffic is already there;
5 it needs to be moved through faster.
6 I also, when I first moved to Laveen, we
7 had just two children, and we were quite happy living
8 kind of separated away from the rest of downtown
9 Phoenix; however, things change, we had a third
10 child. And he was born, he has special needs, and we
11 had to have all sorts of therapists and stuff, and
12 what we found is we need access or easier, quicker
13 access to the East Valley. We love where we live;
14 however, there just seems to be a really big
15 disconnect from the rest of the Valley. We want to
16 shop Phoenix; however, many of the stores that we
17 want to go to, there's just one access, they're
18 either way in the East Valley or so far west we have
19 to drive out to Goodyear.
20 We feel that, especially now, a hospital,
21 we hate to hear people say you need the highway
22 before you get the hospital, before you get the
23 malls; the hospital is the big thing. We have well
24 over 40,000 people in Laveen now, and the nearest
25 hospital is Maryvale. I had a friend that had to go

Code	Issue	Response

Code	Comment Document

there in an emergency situation, and it's not exactly the place you want to go. I guess we can't like -- we can't ask them to take us to Estrella, and I personally would love to see a hospital in our area.

Other than that. Thank you very much. Sorry.

THE FACILITATOR: Thank you. It is now 8:00 p.m. This concludes the Loop 202 South Mountain public hearing. Thanks to everyone here for participating, and your support throughout the day. Have a good evening.

(The proceedings concluded at 8:00 p.m.)

Code	Issue	Response

Code	Comment Document

4387

1 THE FACILITATOR: Thank you.
2 MR. ROWLEY: Good afternoon, it's good to be
3 here with you today. My name is Cade Rowley, I've been
4 here in the Valley for almost 15 years, and I want to
5 show my support for the 202 freeway. This things's been
6 studied for almost 20 years, I think that I've reviewed
7 the draft EIS, I think the team has done a very thorough
8 job of looking at all the issues, weighing in on the
9 environmental consideration as a need to be taken and,
10 you know, the freeway here's going to provide a lot of
11 great things for the community. It's going to reduce air
12 pollution; as you probably heard today, congestion is at
13 a premium in this part of the Valley, it's very difficult
14 to get from the west side of the Valley to the east side
15 where I live and, you know, it's going to make a big
16 impact on that.
17 In addition to that, we really need the jobs
18 here in Arizona, so it has the potential to create 30,000
19 jobs. Our economy is struggling, now is the time to
20 build the 202, and I want to issue my support for the
21 build option of the 202. Thank you.
22 THE FACILITATOR: Thank you.
23 Don Clark.
24 MR. CLARK: Thank you. I want to just voice my
25 appreciation for the study that has been done and voice

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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: 6/12/13	INCOMING CALL TIME: 6:10 PM
CALLER: SONYA ROYALS	CALLER ADDRESS: 10730 W. GARNETT DRIVE, SUN CITY, AZ
PHONE: 623-876-8644	EMAIL:
CALLER REMARKS/QUESTIONS: Hello, I support the South Mountain Freeway.	

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4308

more highways you have, the less -- the more gas you're going to use. So it's taking a gas-tax fund and putting that money back into the same system. How can you not say that that's collusion? So there is a big problem with the Arizona Constitution, with this gas-tax law.

There is also a big problem with MAG and how they operate because they're the Association of Governments. Well, I think it's pretty clear that most people would agree that our government in this country has become extremely corrupt. I think people can, without a doubt, say that. I think special interests --

Am I speaking too loud?

UNIDENTIFIED SPEAKER: No, don't worry about it.

UNIDENTIFIED SPEAKER: A little bit.

UNIDENTIFIED SPEAKER: Good job, man.

MR. ROYER: So -- Sorry, I was speaking too loud. That was inconsiderate. No, I'm just kidding.

So most people, I think, would agree that the governments have become corrupt. So, again, the people that are dictating these decisions are the governments, the corrupted governments that don't represent the people, that represent special interests, in part because we let them; in part because there is a serious disparity in influence.

People that have the resources, the time, the money, the control, the power, are able to influence easier

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Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1 than people who are stuck in a system where they have to work
2 60 hours a week, where they have a family and they're far
3 removed from these meetings and they have a hard time getting
4 to these meetings, speaking of transportation.
5 I just don't know what this is about. I don't --
6 it's pretty -- it's -- Not that I don't know. I just -- I
7 don't get why this is trying to happen. Because, to me, if
8 this was really needed, there wouldn't be so many people
9 opposed to it, and truly opposed to it with all your heart and
10 their bodies, because there is too many red flags.
11 So, if this was truly a need, you would have to
12 give proven evidence. And, through what I have seen, even
13 though I'm sure a lot of people from ADOT worked hard, which
14 apparently there is a lot of people who work at ADOT because
15 I -- I don't want to bring up the word "bureaucracy," but ADOT
16 is a job creator.
17 I really hope you all are doing good work. But
18 I -- You know, I just don't -- I don't see it because, if
19 you're a Department of Transportation, you should be finding a
20 better way to help people transport. And I don't see it
21 helping. I see people hurting. I see people hurting at the
22 gas pump. Every time I pump gas, it hurts me. I go in debt.
23 And so I see a lot of people struggling.
24 And so gas prices, being as they are, going higher,
25 as they can and probably will, is hurting people.

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Code	Issue	Response
1	**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.
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.

Code	Comment Document

1 "So ADOT, what does ADOT really do?" is my
2 question. I would love them to -- You know, because I've heard
3 answers but I haven't heard a good answer, because trying to
4 remain neutral is cowardice in times like these. You cannot
5 remain neutral, and especially in a position of you're a
6 Department of Transportation. Your department is
7 transportation. Your whole purpose is to think about
8 transportation. So why does Arizona have one of the -- one of
9 the worst transportation systems? We are overreliant on cars.
10 And I'm sorry I'm talking your ear off. I'm really
11 sorry. You are a saint.
12 We have -- We are overreliant on gasoline, which is
13 just hurting a lot of people because it's not -- it's not
14 sustainable for them.
15 Imagine if we had electric cars; we didn't have to
16 pay 60, a hundred dollars a week, on gas, or whatever people
17 are paying.
18 I mean, so we're talking about investments here.
19 And so, if ADOT was talking about investments, then I want good
20 investments. And this is not a good investment. I mean, now
21 we're talking business. This is -- This is not a good social
22 investment.
23 Sure, this is a good investment for a private
24 corporation that is going to -- and contractors and
25 construction companies or whatever, and developers, developers,

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Code	Issue	Response

Code	Comment Document

1 developers, people that keep developing things. But this is
2 not a good investment for the majority of the people. This is
3 not going to help more people get around. This is only going
4 to make it easier for cars to drive, to continue to drive.
5 It's not going to reduce -- and, you know, I don't want to -- I
6 don't want to, like, sound like a broken record.
7 I'll give you a minute if you want.
8 COURT REPORTER: No, that's fine.
9 MR. ROYER: If we really wanted to help people, we
10 would help them get around easier, at an effective way. And I
11 don't see how individualizing commuter systems, transportation
12 systems, reliant on a fossil fuel, reliant on something that is
13 costly, reliant on something that is dictated by markets and
14 profiteers who have been proven, time and time again, to do
15 shady dealings -- Wall Street is a corrupt institution, and yet
16 they are in the oil-speculation business.
17 BP, Shell, Chevron, along with getting subsidies,
18 along with diverting real accountability because no one gets
19 held accountable, continue to pollute this earth and us. And
20 the people that feel it are fed up with it.
21 And the sad thing is most people aren't going to do
22 nothing unless it affects them directly. Are we going to wait
23 until we have such a bad gas shortage here, or we have such a
24 bad water shortage here or a food shortage here, to realize
25 that urban sprawl is not a good thing, to realize that

3

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Code	Issue	Response
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	sustainability starts with building strong communities and not divided communities and sprawled-out communities? Literally, this -- this freeway divides a community from a mountain. It divides a mountain from people. It surrounds this mountain with freeways. It -- It severs the connection that nature has to itself. Animals come and go. Now you've got a freeway to pass over, Animals. Good luck with that. Where is the animals in here? They don't have nothing to say? We -- We almost laugh at that. And yet people call themselves animal -- They care about animals, right? "Well, I have a dog; I care about animals." Well, what about the natural animals that have been destroyed because of all this development? Development? What's real development? What really matters to people? I think, to some people, what really matters is this idea of becoming rich or something, of having more power than others so that they can exert their will. To me, it's all about bullying. It's a bully culture. And I've seen this firsthand. Pangea, this corporation, is a bully. This kind of methodology, where we're going to build; there's no other option: That's bullying. "There's no other option. I have to beat you up for your lunch money." That's a bully. Page 34 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
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.

(Comment codes continue on next page)

Code	Comment Document

1 So, to me, what it comes down to, people of ADOT,
2 whoever is going to receive this message, is that: Do you want
3 to stand with the bully or do you want to stand with the people
4 who want to stand against bullying culture?
5 Not that we're going to go and bully the bully.
6 But we need to stand against the bullying culture. We've got
7 to change this culture.
8 So, anyways, the Sierra Club is against this. Many
9 Gila River community members are against this. PARC -- I wish
10 I could remember what "PARC" stands for.
11 Do you know what "PARC" stands for, by any chance?
12 Let me see. I need to get their name right because
13 it's important.
14 Can I -- Can I take a moment, real quick?
15 COURT REPORTER: Yeah.
16 MR. ROYER: Okay. So here's PARC. So I stand in
17 solidarity with PARC, which is Protecting Arizona's Resources
18 and Children. This is this group, and they've been having
19 meetings.
20 For instance, one of -- Something that I can see is
21 six reasons why -- six, kind of, like, myths that they're -- or
22 six problems that they have with the EIS.
23 One is truck traffic from Mexico and high-sulfur
24 diesel. Truck bypass negated.
25 Another one is air -- Another one is air --

5 6

7

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Code	Issue	Response
5	**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.
6	**Purpose and Need, Truck Bypass**	
7	**Air Quality**	

Code	Comment Document

1 I don't know how you do that, by the way. It's
2 impressive.
7 3 Another one is air toxics are already a crisis but
4 not mentioned.
8 5 Another -- another issue with the EIS is risk from
6 hazardous material, materials transportation, incidents, due to
7 the SMF.
7 8 Number 4, more air-quality issues, the straw that
9 broke the camel's back.
9 10 Number 5, traffic-congestion issues at west I-10
11 junction.
10 11 12 And Number 7, blasting South Mountain, religious
13 and racial discrimination and civil rights violation in
14 SMFDEIS. And that's the South Mountain Freeway Draft
15 Environmental Impact Statement.
16 I think all of those are valid points.
17 And I think the most important thing is, when I
18 watched the simulation, I saw that it was cutting through South
19 Mountain. It was cutting through South Mountain. And I'm
20 getting tired of driving around and seeing humans cut through
12 21 things because, again, it's that mentality that we can't just
22 go around. We can't be courteous to what's there.
23 We have to just go through. We have to plough
24 through. And it's that mentality that I think is very
25 dangerous.

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Code	Issue	Response
8	**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.
9	**Alternatives, W59 Alternative Versus W101 Alternative**	
10	**Cultural Resources**	
11	**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.
12	**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
4	And I don't think most people would be for this if they thought, not as a citizen of a state, but as a citizen to the earth. If we really cared about our environment, which we need, if we really cared about animals, which we need, then we wouldn't continue to destroy those things. It's really that simple. It comes down to The Lorax story. It comes down to childhood stories. But this is old wisdom, Aesop's wisdom. It comes down to Shel Silverstein's, with The Giving Tree, wisdom. You cannot continue to take and take and expect to have anything left. I think I'm good. I feel better now. (The public hearing proceedings concluded at 8:00 p.m.) Page 37 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response

Code	Comment Document
1	Phil Royer Document Created: 7/17/2013 11:07:49 PM by Web Comment Form Sierra Colina Block Watch Group supports this effort for improving our community and Our Valley Freeway System

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Comments in opposition to South Mountain Freeway
Date: Monday, July 15, 2013 2:11:25 PM

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

-----Original Message-----
From: Sierra Club [mailto:information@sierraclub.org] On Behalf Of Michael Royer
Sent: Monday, July 15, 2013 2:11 PM
To: Projects
Subject: Comments in opposition to South Mountain Freeway

Jul 15, 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 This freeway extension is not needed. The DEIS is incomplete. South Mountain is sacred and should be respected and left intact.

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.
4 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.

5 6 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.

7 8 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.

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

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	**Cultural Resources**	
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	infrastructure so that others can live farther and farther from a city center. Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you. Sincerely, Mr. Michael Royer 5332 W Fairview St Chandler, AZ 85226-4557 _____ 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	**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: Against Builing TheSouth Mountain Freeway
Date: Monday, May 20, 2013 8:31:21 AM

From: RRoyko1000@aol.com [mailto:RRoyko1000@aol.com]
Sent: Saturday, May 18, 2013 8:59 AM
To: Projects
Cc: mwroyko@gmail.com
Subject: Against Builing TheSouth Mountain Freeway

Gentlemen,

Contrary to the unsolicited e-mail I just received from a group calling themselves "We Build Arizona", urging me to support the building of the 202 through what is now Pecos Road, I urge you not to build it.

1 I live in Ahwatukee and my quality of life would be irreparably harmed by the proposed South Mountain Freeway. So much so that I am seriously considering selling my home and relocating.

Thank you for your consideration.

Raymond T. Royko, Esq.
16218 S. 14th Way
Phoenix AZ, 85048
(4480) 283-1369

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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 page 4-91).

Code	Comment Document

Catherine Royse

Document Created: 5/18/2013 10:48:24 AM by Web Comment Form

I am an Arizona native and have lived in the South Mountain, Laveen Areas for 60 years. Laveen is one of the few areas left that is not overdeveloped. I have stayed in the area due to lack of noise, pollution, traffic and availability of horse property. However, the pollution, traffic and noise have increased in the last ten years due to growth. Many of the projects that were proposed such as an area being developed on Dobbins similar to the Prescott Courthouse area have not happened. Most of the original home owners in the area left in Laveen that is still County moved or stayed in the area because we wanted a rural feel to our community. I have seen many of the traditional small town activities change as Phoenix has expanded into Laveen. As well as an increase in crime. I am close to the proposed exchange and DO NOT want increased traffic, noise, pollution, or loss of land to take place. I have attended community meetings as well as filled out information at one of the barbeques. I feel that because Laveen residents are fewer than residents in some of the other communities polled our voices are not heard. (1) (2) (3) (4) (5)

I attend a meeting where an Attorney spoke for one of the larger land owners in the area that supported the Route. His comments were very condescending to the residents in attendance and not appreciated.

I realize that growth is inevitable as I have already seen it occur in our community, but I would urge you to reconsider 59th Avenue as the preferred route just due to expense. If you truly respect community wellfare and opinion, I believe you need to choose another alternative. (6)

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 4-5). 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	**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.
3	**Traffic**	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	**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, W59 Alternative Versus W101 Alternative**	

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/18/13 INCOMING CALL TIME: 2:58 PM CALLER: JOHN RUFNECK CALLER ADDRESS: 7211 N. 2ND STREET, PHOENIX, AZ 85020 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I would like to announce my support for that and my reason for doing that is because it would alleviate traffic and it would extend the whole valley in a very positive manner. I hope that this will be acted upon. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4265

1 benefit Laveen by adding additional traffic flow to
2 the community, which would then bring in some
3 economic development as well.
4 So, you know, we in Laveen really support
5 the 202, and would appreciate, you know, every eye
6 and ear paying attention to its future development.
7 So thank you.
8 THE FACILITATOR: Thank you.
9 Another reminder, if anyone wishes to
10 speak, please make sure that you register at the
11 front desk. Your name will appear on the screen, and
12 we will call you in the order that you register.
13 Miguel Ruiz.
14 Good afternoon, you have three minutes.
15 Here's the timer; please begin.
16 MR. RUIZ: Thank you, I'm a Laveen resident
17 and just want to voice my support for the Loop 202
18 extension. I drive from Laveen to Ahwatukee, so 35th
19 Avenue and Baseline down to 48th Street and Ray Road
20 every day, and it is a test of my patience driving
21 down Baseline Road.
22 Aside from my personal issues I run into
23 every day, it will create jobs. It will lead to
24 economic development, like what we've seen with the
25 San Tan 202. It will help the Valley as a whole,

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

1 regional availability. I have friends who live on
2 the east side of town who want to get to the West
3 Valley or points west, and this will also help them
4 by being able to bypass downtown Phoenix completely.
5 That's it for me. Thanks for your time.
6 THE FACILITATOR: Thank you, sir.
7 Larry Landry. Mr. Landry, you have three
8 minutes. Here's your timer; please begin.
9 MR. LANDRY: Thank you. Hey, Steve. My
10 name is Larry Landry; I live at 2409 East Solano
11 Drive. I'm officially retired now; however, for 28,
12 almost 30 years, I've worked on freeway issues,
13 including the 1985 vote where the South Mountain
14 Freeway was voted in. Ironically, the 303 was an
15 optional freeway at that time. Look at all the money
16 that we spent on that. 55th Street alignment, the
17 preferred alignment, avenue alignment, is the key
18 one, and it's been 28 years.
19 I know you have difficult decisions to make
20 on the route, but this was on the map well before any
21 homes were built in Ahwatukee, and sometimes the
22 greater good, our air pollution is getting worse
23 every day in every way, and if you -- you know,
24 better than I, I-10, I-17, the Broadway curve is a
25 parking lot all too often. We need this reliever.

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Code	Issue	Response

Code	Comment Document

1

* * *

MS. RUIZ: I'm Caroline Ruiz, R-u-i-z.

THE COURT REPORTER: Spell your first name for me, please.

MS. RUIZ: It's C-a-r-o-l-i-n-e. Do you need an address?

THE COURT REPORTER: No.

MS. RUIZ: I am just here to comment that I'm -- I'm making a prostatement for the freeway and 59th Avenue. We live half a mile from the intersection of 59th Avenue and Lower Buckeye, and I believe that's where the commercial core of Estrella Village is branched. And I think the freeway would really spur that economic development, which we've lived there 13 years and currently have no meaningful retail. I think it's waiting for the freeway to come in.

I also think that we're seeing a lot of large warehouses go up in the area, and we currently don't have the road capacity to handle them. We're already doing a lot of -- there's a lot of mixing of vehicles with large semis, and we've seen a lot of accidents in the area. It's a dangerous situation.

I think the freeway would be a good way to just channel the traffic around the area, around Downtown, and also help with some of the pollution in the area to get

Page 6

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

1 the big trucks off the arterial roads.
2 That's pretty much it. Thank you.
3 THE COURT REPORTER: You're welcome.
4 (Proceedings concluded at 7:00 p.m.)
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Page 7

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Code	Issue	Response

Code	Comment Document

From: Amy Rulli
To: Projects
Subject: Please Consider NOT Building a Freeway Through Our Beautiful Community!
Date: Wednesday, July 24, 2013 10:04:25 AM
Attachments: image001.png

Hello,

1 2 3 4

5 6 7

My family and I have resided in the natural desert area of the Ahwatukee Foothills since moving to Arizona over 15 years ago. The community is a lovely place to raise a family. It has a low crime rate, low pollution index and is peaceful and quiet. It is a healthy place to live and work. If you build this freeway it will change all those factors and no longer be the community we know, admire and love. The freeway was planned many years ago. Things have changed. I share the same sentiment as many of my neighbors. If this freeway is attempted we will have to leave the area and likely will leave the state. Please consider your alternatives. The beautiful and sacred South Mountain will also be destroyed. Why? We are not at all in favor of this reckless plan by your organization.

Best Regards,
Amy Rulli
Territory Account Manager

Mobile: 602.690.4718 | Fax: 203.460.3497
amy.rulli@pb.com
Every connection is a new opportunity™

Pitney Bowes

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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 page 4-91).
2	**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.
3	**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.
4	**Air Quality**	
5	**Section 4(f) and Section 6(f)**	
6	**Cultural Resources**	
7	**Purpose and Need, Lack of Support**	

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Draft Environmental Impact Study for the South Mountain Freeway
Date: Tuesday, July 23, 2013 3:42:20 PM

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

-----Original Message-----
From: Barbara Russell [mailto:bsuerussell@cox.net]
Sent: Tuesday, July 23, 2013 3:30 PM
To: Projects
Cc: SMF@aol.com
Subject: Draft Environmental Impact Study for the South Mountain Freeway

To Whom It May Concern:

1 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

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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

From: Sierra Club on behalf of Jim Rutherford
To: Projects
Subject: Comments in opposition to South Mountain Freeway
Date: Wednesday, July 24, 2013 2:01:18 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.

2 I have carefully read ADOT's proposal for the South Mountain Freeway. I do not support its implementation. South Mountain Park deserves better. It is a precious urban resource that should be sheltered and protected. As you know it is the largest city park in the USA. As a landmark, as an urban oasis, as an unmatched urban trail system, it is known across the land.
This is precious public space.

3 Building a new, very busy and, inevitably, very congested major roadway on its very perimeter makes no sense to me at all.

4 The proposed freeway would cause more problems than it would solve. It might possibly provide short-term congestion relief but for how long? Many major roadways have been built and widened in the last 20 years but our roadways remain clogged. Building yet another road is not the answer. Building this particular road on the edge of a wonderful urban treasure would be a travesty to any notion of Urban Planning for the better good of all citizens.

1 Please select the No-Build Alternative

Thank you.

Sincerely,

Jim Rutherford
5901 W Park Ave
Chandler, AZ 85226-1246
(480) 705-5271

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	**Section 4(f) and Section 6(f)**	
3	**Alternatives, Nonfreeway Alternatives**	
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.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: build more interstate! PLEASE
Date: Monday, May 20, 2013 8:22:47 AM

From: denise ryle [mailto:mdryle31@yahoo.com]
Sent: Sunday, May 19, 2013 7:54 PM
To: Projects
Subject: build more interstate! PLEASE

1 Please build the 202 free that will better link South Mountain with the other interstate highways. Metro-Phoenix needs more highways/interstates to accommodate the ever increasing traffic issues its citizens face daily.

D. Ryle

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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: 2:52 PM CALLER: HENNA SADIKI CALLER ADDRESS: 6301 W. POST ROAD, CHANDLER, AZ 85226 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I am calling to support the South Mountain Freeway. I support the construction of South Mountain Freeway near the Pecos Street and joining at I-10 on the west side. 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:
6/15/13	12:04 PM
CALLER: CALEO SALADINE	CALLER ADDRESS: 28738 N. 67TH DRIVE, PEORIA, AZ 85383
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:
Hello, I support the South Mountain freeway construction.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway
Date: Friday, May 17, 2013 1:05:56 PM

From: Jackie Salamo [mailto:salamoj@yahoo.com]
Sent: Friday, May 17, 2013 9:31 AM
To: Projects
Subject: South Mountain Freeway

1 I am retired. None of my friends who live in north Phoenix, Scottsdale, or the East Valley will come to my home. The drive time is long and the instructions are too complex because much of the drive is on thoroughfares. Please complete the freeway.

Thank you,

Jackie Salamo

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

Dear ADOT,

My name is Amie Salemme and I am a 12 year old 8th grader. I am currently attending Akimel-Al middle school. My family and I live within a mile of the planned South Mountain freeway. The pollution of the cars and trucks will affect the enviroment and health of people in the surrounding areas. The toxins released from the truck will badly affect people with Athsma. I am deeply concerned for my family, community, and enviroments health. Thank you for your time and I hope you reconsider this proposed highway.

Sincerely,
Amie Salemme

PARC Member

1

2

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**	

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 am opposed to any alignment of the Loop 202 South Mountain
freeway that allows trespass onto the Mountain preserve or
any excavation into the South Mountain. I don't agree with
2 many of the DEIS assumptions finding them objectionable.
* ADOT is not following the process by their pre-decisional
actions of purchasing land along the proposed alignment
* Being Mountain Preserve land - The Preserve has too many
1 important archeological, spiritual, cultural and recreational sites
3 that cannot be mitigated with other land trades. The
4 DEIS does not address the new trails, Gila and Bursera
Trails that are within the study area.
5 * The study uses outdated data projections. The study doesn't
6 address and readdress the recent economic depression's
impact on the data used for the statement

Optional

Name Robin Satthouse Email

Address 16208 S. 35th Way

City Phoenix State AZ Zip 85048

Phone 623-363-9237 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	**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**	The Arizona Department of Transportation purchased some right-of-way along Pecos Road when it was adopted as the freeway alignment in 1988 (see Draft Environmental Impact Statement page 3-53). Should another alternative be adopted as a result of this study, the Arizona Department of Transportation would dispose of the land that has been acquired.
3	**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.
4	**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.
5	**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.

(Responses continue on next page)

Code	Comment Document

LOOP 202
South Mountain
Freeway Study
2013

Draft Environmental Impact Statement
COMMENT FORM

7 8 1

Additional Comments: *There is no place for hazardous waste incident. The Loop 202 will eliminate one access/exit at 32nd Street and eliminate Pecos as a surface street causing even less ability to move and exit the neighborhoods safely. Citizens have voted to financially support open space initiatives. South Mountain Preserve draws tourists who in turn support the local economy. The freeway alignment must not go through the preserve.

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
6	**Purpose and Need**	The worldwide recession that began in late 2007 generated a substantial downturn in growth rates for new housing and employment across the United States. Arizona particularly suffered the effects of this recession because, beginning in the early 2000s, Arizona in general and Maricopa County specifically experienced some of the fastest population, housing, and employment growth rates in the country. Because the need for the proposed freeway is predicated in part on projected growth, one might conclude the recession reduced that need. An economic downturn associated with a given recession is, however, generally considered a short-term phenomenon with respect to the longer-term planning horizon established for the proposed freeway. Socioeconomic indicators have steadily and consistently increased in the region since the early 1900s. The critical factors underlying these indicators remain unchanged. (See the sidebar on Final Environmental Impact Statement page 1-11.)
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	**Alternatives**	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 Final 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
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE**

INCOMING CALL DATE:	INCOMING CALL TIME:
7/1/13	2:22 PM
CALLER: ROBIN	CALLER ADDRESS:
PHONE: 623-363-9237	EMAIL:

CALLER REMARKS/QUESTIONS:

Hi I actually need to talk to someone about adding additional comments now that there's been a chance to study the DEIS. If someone could please contact Robin and a message would be fine if you just tell me what impact submitting additional comments in an organization that previously submitted comments, i.e., at the May 21st public comment forum would have on the total of comments. Or you know would it impact our original comments. Or do you take all comments into consideration? Thank you. Goodbye.

RESPONSE:

A voice mail message was left for Robin stating that all comments submitted during the Draft Environmental Impact Statement public comment will be considered and addressed in the document. She was encouraged to submit her additional comments at www.southmountainfreeway.com or on the telephone hotline at 602-712-7006.

RESPONSE DATE:	RESPONSE TIME:	HDR STAFF INITIAL:
JULY 3, 2013	10 A.M.	MEB

Code	Issue	Response
1	**Public Involvement**	The 90-day public comment period was open from April 26, 2013 to July 24, 2013. Members of the public could submit as many comments as they wished during this time period by using e-mail, phone, mail, project Web site, or at the public hearing or community forum events.

Code	Comment Document

Document Created: 7/23/2013 6:07:12 PM by Web Comment Form

1 2 3 4 5 The DEIS provided for the Loop 202-South Mountain Freeway is a poor design based on outdated data. The current alignment will play havoc with the bordering Ahwatukee community's traffic with the removal of a major surface street and destroy a good portion of South Mountain with an expensive excavation of three mountain ridges. It is time to stop wasting money and not build the proposed alignment. ADOT has made some pre-decisional actions with the purchase of property before the Draft Environmental Impact Statement (DEIS) was released. I question the legality of this action and the entire DEIS when it appears ADOT has already made considerable financial investment to establish the alignment for the South Mountain Freeway rather than follow the prescribed process.

6 The elimination of Pecos Road in building the SMF would be disastrous for local arterial traffic in Ahwatukee Foothills. Not only would there be no interchange at 32nd Street, there would also be no frontage road along the freeway. So Chandler Boulevard would become inundated with traffic, much as it was before Pecos Road was connected to the I-10.

Also, the arterial streets north of Pecos, Liberty Lane and Lakewood Parkway, would become major East-West arterials in the area between Desert Foothills Parkway and 40th Street. Neither Liberty Lane nor Lakewood Parkway was designed for this. They provide access to 4 schools, including Desert Vista High School. Currently, the school bus traffic uses 32nd Street from Pecos Road to get to these schools. Without a SMF interchange at 32nd Street, this bus traffic would clog the already stressed arterials of Liberty Lane and Lakewood Parkway. High school traffic also includes a lot of student cars that would clog the arterials.

Furthermore, the elimination of the access to Pecos Road from near 27th Avenue (the road is currently called S. Chandler Boulevard) exacerbates an already difficult access problem for residents in that area. ADOT promised to pave W. Chandler Boulevard to provide residents' access to Ahwatukee Foothills further east, but this by no means provides these residents with an acceptable access to/from their homes. Pecos Road currently provides their only access out of their housing area, and it is a direct connection to I-10. With the SMF, Chandler Boulevard would provide their only access out of their housing area, and it would provide a convoluted access for resident to either the SMF or I-10. Egress in case of emergency would be extremely limited.

6 7 The DEIS lacks a traffic study of the effect the SMF would have on local arterial streets in Ahwatukee Foothills. A study should have been done both for traffic patterns during construction of the SMF as well as patterns that would develop after the SMF would be completed. Because the data is not current, ADOT and its consultants are missing a continuing trend that young adult and teens are getting their driving licenses later and driving less. ADOT should be examining these trends when allocating funds for future projects to ensure our tax dollars are being used sensibly.

Young adults shift away from car ownership

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	**Traffic**	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).
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	**Alternatives**	The Arizona Department of Transportation purchased some right-of-way along Pecos Road when it was adopted as the freeway alignment in 1988 (see Draft Environmental Impact Statement page 3-53). Should another alternative be adopted as a result of this study, the Arizona Department of Transportation would dispose of the land that has been acquired.
5	**Alternatives**	The Federal Highway Administration regulations do not allow the ownership of right-of-way to be a factor in the decision regarding the selection of an alternative.
6	**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 Final 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). The extension of Chandler Boulevard west of 19th Avenue is included in this project because reasonable access must be maintained to the neighborhoods at the west end of Pecos Road (see Figure 3-33 on page 3-57 in the Draft Environmental Impact Statement). Early in the study process a traffic interchange at approximately 27th Avenue was evaluated but ultimately eliminated because of increased residential displacements and cost. 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 Draft Environmental Impact Statement page 3-27.)

(Responses continue on next page)

Code	Comment Document
	http://search.ebscohost.com/login.aspx?direct=true&db=n5h&AN=2W63343749097&site=ehost-live Building Cities for Young People: Why We Should Design Cities with Preteens and Young Teens in Mind http://search.ebscohost.com/login.aspx?direct=true&db=a9h&AN=52038648&site=ehost-live For young Americans, driving is less enticing than it once was http://search.ebscohost.com/login.aspx?direct=true&db=n5h&AN=MYO328246030912&site=ehost-live
3	Over 3 million visitors come to South Mountain Park/Preserve annually, according to City of Phoenix statistics. Destroying any part of the mountain to align a high-capacity freeway will only have a negative impact on tourism and the many unique resources the park offers. The DEIS does not address the following issues:
8	• Further fragmentation of an endangered ecosystem – significant in that the Sonoran Desert was listed in 2011 as one of the 12 most threatened landscapes in the U.S. by the Cultural Landscape Foundation (Cultural Landscapes Foundation. 2011. http://travel.usatoday.com/destinations/dispatches/post/2011/09/cultural-landscapefoundation-most-threatened-landscapes/548464/1).
9	• Increase in types of invasive species and spread of existing invasive species, in that their distribution will be encouraged by the highway that will provide a corridor for their movement, further impacting individual native plant and animal species and habitat/ecosystem
8	• Loss of connectivity for plants and animals with Sierra Estrellas, Sonoran Desert National Monument
10	• Increase in heavy metals, particularly lead from vehicles, and cancer-causing pollutants emitted from asphalt
11	• Increase in elevated levels of particulates such as black carbon, nitrogen oxides and carbon monoxide downwind from freeway resulting in increased pulmonary and cardio health issues (Environ Health. 2007; 6: 23)
12	• With increase in pollutants, increased hazard to humans who hike and bike in South Mountain Park, particularly the west end – bicycling and walking increase exposure to air pollutants
10	• Air pollutants negatively affect many plants whether airborne or in the soil (most particles fall to ground) – loss of photosynthetic ability, reduced plant health and vigor; those plants that can exist near highways have increased susceptibility to environmental stresses when compared to plants further away from highway
9	• Construction kills plants including such iconic plants as ironwood, saguaro, Arizona Queen of the Night, elephant tree, ocotillo; those that are removed to be replanted, such as saguaro and littleleaf paloverde, historically experience a very high mortality rate
8	• Roads are highly correlated with changes in species composition and population sizes – populations of the more specialized species such as elephant tree, saguaro, Arizona escheveria, will respond negatively due to loss of habitat, including appropriate substrate and

Code	Issue	Response
7	**Traffic**	The references in the comment are primarily related to 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 approached the 2007 prerecession peak in. (*Source:* the Arizona Department of Transportation's Multimodal Planning Division's Highway Performance Monitoring System Data for calendar years 2012 and 2011) Even if the recently observed national trend of per capita vehicle miles traveled decreasing continues, total vehicle miles traveled in the region would still increase along with increases in total population.
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	**Biology, Plants, and Wildlife**	Mitigation measures to prevent introduction of invasive species during construction are discussed on Draft Environmental Impact Statement pages 4-118 through 4-119 and 4-126 through 4-127. The disposition of protected native species would be determined by the Arizona Department of Transportation, in consultation with the Arizona Department of Agriculture, at least 60 calendar days prior to the start of construction. Please see Draft Environmental Impact Statement pages 4-118 and 4-126 through 4-127.
10	**Biology, Plants, and Wildlife**	Less than a mile of the proposed freeway would pass through the park. Issues such as heavy metals, pollutants from asphalt, and airborne emissions that would settle out would have inconsequential potential impacts on adjacent plant vitality and species composition.
11	**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.
12	**Health Effects**	

Code	Comment Document
13	associated species such as nurse plants • Increased, unmonitored use by humans in an area that had previously escaped heavy, often inappropriate use because of its greater isolation, resulting in a healthier ecosystem (especially compared to the eastern and central part of the Park) and sense of wilderness not experienced in any other City Preserve.
14	I urge ADOT to stop providing studies that do not accurately or thoroughly address the impact this freeway has on South Mountain. It's time to stop the $20 million and more in wasted taxpayer's money to study the environmental impact and design for an alignment that no longer makes sense. Respectfully, Robin Salthouse

Code	Issue	Response
13	**Section 4(f) and Section 6(f)**	The proposed freeway would be fenced off from the park, and no new access to trails or trailheads would be provided as part of the design. This area of the park would remain remote and little-used. The sense of wilderness—compromised as it currently is by the presence of the casino, of traffic on 51st Avenue, and of the currently four-lane Pecos road—would remain.
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.

Code	Comment Document

5066

1 MS. SALVO: Okay, my concern -- Well, my concern,
2 one of them, is noise readings. In Chapter 4 of the -- of the
3 DEIS, they're using data from September of '03 to July of '04.
4 So they're using very old data, okay, on the noise readings.
5 The fact that they are planning 30-foot sound walls
6 tells me that there's a noise issue. And who wants that sound
7 wall?
8 Another item, on groundwater. In Chapter 4, again,
9 the groundwater withdrawal figures are from 1995. And nothing
10 current.
11 Another item. On replacement water, in Chapter 4,
12 they're using a 1996 lake study, which is out of date and --
13 and incorrect for today's usage. And they have been made aware
14 of that and yet continue to use that study.
15 The next one, the -- They acknowledge, in
16 Chapter 4, that diesel particulate matter will increase with
17 the trucks. Also, Chapter 4, in hazardous materials, they're
18 using a 1986 study of what is being transported. There's no
19 plan to restrict hazardous materials; no plan to respond, on
20 202, to any hazardous-material accidents. And 202 and if they
21 run the South Mountain Freeway, there are no emergency services
22 or assistance for anybody planned along there. You know, if
23 you break down, you're out there.
24 Another item: If, when they -- When they go to cut
25 through South Mountain, they do not address what they may find

Page 2

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Code	Issue	Response
1	**Noise**	Extant noise measurements are used only as a rough check on modeled existing ambient noise levels. The noise model does rely, in part, on the difference between modeled existing ambient noise levels and modeled No-Action and with-project noise levels. The modeled existing ambient noise levels used in the latest noise modeling analyses were not those from 2004 or earlier, ambient or otherwise. The modeled noise levels in the most recent analyses (reported in this Final Environmental Impact Statement) were derived from traffic data generated in August 2013. These analyses updated for the Final Environmental Impact Statement used the most recent Federal Highway Administration and Arizona Department of Transportation policy and traffic projections provided by the Maricopa Association of Governments (August 2013). These updated analyses begin 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.
2	**Noise**	Noise walls would range in height from 8 feet to 20 feet tall in the Ahwatukee Foothills area.
3	**Groundwater**	The 1995 data were used to provide historical context. Where relevant and available, the latest data available were used. For example, the groundwater data for dissolved solids (Draft Environmental Impact Statement page 4-97) are from 2009 U.S. Geological Survey reports. Often the latest U.S. Geological data are not what would appear to be current. What is important is what the Arizona Department of Transportation would do if its actions were to cause a groundwater impact. The operative language is on Draft Environmental Impact Statement page 4-98: "Affected wells that would need to be fully replaced ... would ... comply with Arizona Revised Statutes § 45-45(c)."
4	**Groundwater**	As with the other groundwater data (previous comment), again, the data were used to provide context. These data were the latest made available from the Foothills Community Association. The project team assumed that the productive capacity of the wells has not appreciably changed since publication of those data. As with the previous comment, the operative language is what is important (text box on Final Environmental Impact Statement page 4-108): "If the well were to be acquired, the water would be replaced ..."
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	**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. The Draft Environmental Impact Statement makes no mention in Chapter 4 (or elsewhere) of what hazardous materials might currently be being transported, let alone any 1986 study or data.

(Responses continue on next page)

Code	Comment Document

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1 there: if there are any mines, any shafts, any sinkholes,
2 anything that might have happened even a hundred years ago when
3 this was a mining area. That's not addressed at all.
4 And another item is the study area is very narrow,
5 like it was a foregone conclusion that this is where they were
6 going to do it. They didn't go far enough south to hit
7 Highway 85 and the route that way around, that would have
8 eliminated the whole issue of these communities around South
9 Mountain. So they kept the -- the study area specific to where
10 they wanted it, which I believe is against the law. They have
11 to broaden it, so that it's much more -- much wider. And then
12 they could have found possibly another route that they didn't
13 want to deal with because this was easier.
14 It also -- They also have not adequately addressed
15 CANAMEX, C-A-N-A-M-E-X, which is the freeway that is supposed
16 to take the Mexican trucks through to Canada. They're going to
17 be using this as a bypass. These trucks are not up to our
18 standards for pollution or for safety. And we don't know
19 anything about how they operate. So they didn't even address
20 that. They didn't address it in the video. That's just smoke
21 and mirrors, as far as I'm concerned.
22 And let me see. Hold on a second. Let me check my
23 notes here.
24 Most of the -- Most of this study is dealing with
25 very old information, very old data, very old studies. There

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Code	Issue	Response
7	**Safety and Health**	Emergency assistance and first responder responsibilities would be through the Arizona Department of Public Safety and its Highway Patrol Division and through the local jurisdictions along the route. State and local special training and staffing needs, if any, would not be addressed until closer to the time of freeway construction and operation, if an action alternative were to become the Selected Alternative. The Department's Freeway Service Patrol serves the Phoenix metropolitan area by locating and assisting stranded motorists and eliminating road hazards. The Freeway Service Patrol uses specially staffed and equipped vehicles to patrol the region's freeways seven days per week, 18 hours per day.
8	**Geology**	A search of the Arizona Mineral Industry Location System database, examination of aerial photographs and topographic maps, and field investigation were completed to identify mineral resources and mines in the Study Area. These efforts identified one gold mining claim, six unknown mining claims, and several mining features in the vicinity of the South Mountains. None of these mining claims or features are located within the proposed freeway alignment.
9	**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. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.
10	**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.
11	**Purpose and Need, Old Plan or Use of Old Data**	

Code	Comment Document
12 9	is nothing current. So, basically, they're not being honest with the people and the impact this is going to have, because they don't have current information. And that really bothers me. The money they spent, the time they spent doing this, the taxpayers deserve more. I'm not against the freeway. I'm against the freeway on Pecos Road. There are other alternatives if they had just broadened their study area. Thank you. Page 4 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
12	**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	**From:** Projects **To:** ADOT **Subject:** FW: Laveen 202 project **Date:** Wednesday, May 22, 2013 10:46:29 AM **From:** Sam and Debbie [mailto:sramsey21@cox.net] **Sent:** Wednesday, May 22, 2013 10:32 AM **To:** Projects **Subject:** Laveen 202 project I believe Route W59 is the best route for the 202 freeway. 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

4399

three minutes are up. If you have more comments we encourage you to go next door and speak to a court reporter. Thank you.

MR. STONE: Thank you.

THE FACILITATOR: We would like to welcome our next speaker, Carol Sampson.

Welcome, Ms. Sampson. You have three minutes.

MS. SAMPSON: Thank you. Where's the time -- Oh, wait a minute, I have to get my glasses.

THE FACILITATOR: We'll restart the timer. Thank you.

MS. SAMPSON: Thank you. I received a postcard in the mail nearly two weeks ago announcing that a public hearing on May 21st was to provide an opportunity for the public to provide comments on the draft -- on the environmental impact statement on the proposed South Mountain freeway. None of my neighbors received the same postcard when I talked to them. Why were some of the public left out of the mailing? I don't know. They may not have been informed of this public hearing, but I have some comments to make.

I was one of the first home buyers 25 years ago in 1988 and moved into the Ahwatukee Foothills area. At that time I was informed from my builder that there could possibly be a future freeway put in within two years

1

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Code	Issue	Response
1	**Public Involvement**	A mailer providing notification of the Draft Environmental Impact Statement's publication and public hearing was distributed to approximately 87,000 residents and businesses within the Study Area as well as to individuals on the study stakeholder mailing list.

Code	Comment Document

before 1992. It would go around South Mountain, but they didn't know when in the future it would happen, where it would be constructed, how it would be laid out, or even who would pay for it. Since then multiple builders were allowed to build and build all during the 1990s without regard or restrictions to any future freeway plans.

(2) The building department of Phoenix, the State of Arizona, and ADOT have never given guidelines to locate, designate, or place restricted land boundaries for a future freeway on any of these builders. Now the Ahwatukee Foothills has a population of around 70,000 people, including thousands of homes, numerous schools, parks, shopping, et cetera. The lowest average home value starts at about 250,000. The Arizona environmental (3) impact study states that there are over 733 to 1,304 homes and 30 to 41 businesses along the proposed freeway route that has to be removed before construction even starts. These homes and businesses have to be paid for. (4) These properties will probably be purchased at taxpayer expense, which is around 75 to $130 million.

(5) One of the two things that has not ever been investigated and that is the possibility of mines in the South Mountain area. No environmental study has ever been done to prove or disprove or rule out the possibility of past mining in the South Mountain area

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Code	Issue	Response
2	**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 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).
3	**Acquisitions and Relocations**	The commenter's displacements are not correct. Table 4-12, on Draft Environmental Impact Statement page 4-39, shows that the Preferred Alternative (the W59 Alternative plus the E1 Alternative) would, potentially, displace 41 businesses, 165 single-family homes (53 along the W59 Alternative right-of-way and 112 along the E1 Alternative right-of-way), and 680 multifamily residences (all along the W59 Alternative right-of-way).
4	**Acquisitions and Relocation**	The commenter appears to suggest that estimated costs for acquisition of right-of-way would be $75 to $130 million. The project team's estimated right-of-way costs (2013 dollars) are $650 million ($425 million for the W59 Alternative and $225 million for the E1 Alternative). Please see Draft Environmental Impact Statement Figures 3-36 and 3-41 on pages 3-59 and 3-67, respectively.
5	**Geology**	A search of the Arizona Mineral Industry Location System database, examination of aerial photographs and topographic maps, and field investigation were completed to identify mineral resources and mines in the Study Area. These efforts identified one gold mining claim, six unknown mining claims, and several mining features in the vicinity of the South Mountains. None of these mining claims or features are located within the proposed freeway alignment.

Code	Comment Document

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1 affecting this proposed freeway.
2 Also, the second issue is that this is a unique
3 freeway in that it connects the north part of I-10 to the
4 south, which is a bypass or a wraparound that makes all
5 interstate traffic and truckers going through the
6 Ahwatukee area and having congestion at the end of the
7 road, where there is already major congestion from the
8 202 freeway, and there's miles and miles of stop-and-go
9 traffic on the way to Maricopa, on the way to Sun City,
10 and to the casino at that location.
11 I have a much longer statement that I would like
12 to put into the information that's being collected today.
13 I greatly oppose this freeway.
14 THE FACILITATOR: Thank you, Ms. Sampson.
15 MS. SAMPSON: Thank you.
16 THE FACILITATOR: Linda Abegg. Good afternoon.
17 Did I pronounce your name right?
18 MS. ABEGG: Yes, you did.
19 THE FACILITATOR: Ms. Abegg, you have three
20 minutes, there's a timer right down here. Begin, please.
21 MS. ABEGG: I just wanted to say that I'm in
22 support of building the 202 freeway. I live in Laveen, I
23 have been there for about six or seven years, I think
24 that this would benefit our community in bringing more of
25 the amenities and things that our community is lacking

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Code	Issue	Response
6	**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

Carol Sampson
Mountain Park Ranch
2441 E. Granite View Drive
Phoenix, Az. 85048

ADOT Loop 202 S
Mountain Freeway Study
1655 W. Jackson Street
MD 126F
Phoenix, Az. 85007

Date: June 7, 2013

Dear ADOT Planners,

I received a postcard in the mail several weeks ago announcing a public hearing on May 21, 2013 to provide an opportunity for the public to provide comments on the Draft on the Environmental Impact Study on the proposed South Mountain Freeway. None of my neighbors received the same postcard when I talked to them. Why were some of the public left out of the mailing ?? They may not have been informed of this Public Hearing but I have comments to make. (1)

I was one of the first home buyers, 25 years ago in 1988, who moved into the Ahwahtukee/Foothills area. At that time I was informed, from my builder, that there could possibly be a future freeway put in within two years before 1992. It would go around South Mountain but they didn't know when in the future it would happen, where it would be constructed, how it would be laid out or even who would pay for it.

Since then, multiple builders were allowed to build and build all during the 1990's without regard or restrictions to any future freeway plans. The city building department of Phoenix, the state of Arizona and ADOT has never given guidelines to locate, designate or place restricted boundaries for a future freeway on any of these builders. (2)

Now the Ahwatukee/Foothills has a population well over 87,000 people and includes thousands of homes, numerous schools, parks, shopping centers, recreation facilities, a Post Office and several churches all forming a prestigious cu-de-sac community. The lowest average home value starts at about $250,000.

The Arizona ADOT/Governmental Draft of the Environmental Impact Study states that a total of between 733 to 1304 homes and 30 to 41 businesses along the proposed freeway route will have to be removed. (3)

1

Code	Issue	Response
1	**Public Involvement**	A mailer providing notification of the release of the Draft Environmental Impact Statement and public hearing was distributed to approximately 87,000 residents and businesses as well as to individuals on the study stakeholder mailing list.
2	**Acquisitions and Relocation**	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 based on 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.
3	**Acquisitions and Relocation**	The commenter's displacements are not correct. Table 4-12, on Draft Environmental Impact Statement page 4-39, shows that the Preferred Alternative (the W59 Alternative plus the E1 Alternative) would, potentially, displace 41 businesses, 165 single-family homes (53 along the W59 Alternative right-of-way and 112 along the E1 Alternative right-of-way), and 680 multifamily residences (all along the W59 Alternative right-of-way).

Code	Comment Document
4	Before construction even starts, the removal of these homes and businesses has to be paid for first. These properties will have to be purchased at tax payer expense which is much higher that land costs were 25 years ago. Purchases of these homes and businesses all along the proposed freeway route will balloon the tax payer costs to 2.6 hundred million dollars!! The costs to just purchase the land required is enormous and outrageous.
	There are two serious undisclosed adverse effects and information lacking in the Draft of the Environmental Impact Study that has not been included or addressed at all. The agency is required to make clear that such incomplete and unavailable information is lacking in their report and it does not.
5	1. The first issue deals with the amount of mining activity that went on in the South Mountain area. As elsewhere, Arizona is a huge mining state and there are years of discussions and speculations as the amount of mining activity that went on in the South Mountain area. There has not been any research or investigation into the possible mining activity in and around South Mountain. NO ENVIRONMENTAL STUDY HAS EVER BEEN DONE TO PROVE, OR DISPROVE, OR RULE OUT THE POSSIBLITY OF PAST MINING IN THE SOUTH MOUNTAIN AREA AFFECTING THIS PROPOSED FREEWAY. Are there old mines and mine openings in this area dug by individuals and/or mining companies during the "Turn of the Century" rush to find gold and other minerals? Are there underground tunnels, mine shafts and openings in the pathway of this freeway? If so, where are these undisclosed mine shafts, where are the unknown underground tunnels and other openings effecting the building of this freeway? Are we tax payers going to be responsible for millions of unknown costs to locate, fill and seal off these un-identified mines, tunnels and mine shafts? Could there be sink holes and other liabilities due to a possible unstable underground? Are these costs going to be another hidden expense to building this freeway? These questions were not even dealt with in the Draft of the Environmental Impact Study.
6	2. The second issue NOT addressed by the Draft of the Environmental Impact Study deals with the I-10 Interstate traffic. The Draft of the Environmental Impact Study stated that, " the South Mountain 202 freeway would be similar or the same as the other freeways in the valley such as the 101, 143, 202, 303 and the 60 freeways. The other
	2

Code	Issue	Response
4	**Acquisitions and Relocation**	The commenter appears to suggest that estimated costs for acquisition of right-of-way would be $260 million. The project team's estimated right-of-way costs (2013 dollars) are $650 million ($425 million for the W59 Alternative and $225 million for the E1 Alternative). Please see Draft Environmental Impact Statement Figures 3-36 and 3-41 on pages 3-59 and 3-67, respectively.
5	**Geology**	A search of the Arizona Mineral Industry Location System database, examination of aerial photographs and topographic maps, and field investigation were completed to identify mineral resources and mines in the Study Area. These efforts identified one gold mining claim, six unknown mining claims, and several mining features in the vicinity of the South Mountains. None of these mining claims or features are located within the proposed freeway alignment.
6	**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.

(Responses continue on next page)

Code	Comment Document
	freeways are helpful in moving traffic only for the population around the valley to and from work, shopping, etc. Benefits of these valley freeways include enhanced access to and from employment opportunities and enhanced movement of goods and services for improved access to such goods and services for all population segments." The Draft concludes: therefore, no secondary impacts would occur by building the South Mountain 202 Freeway. That conclusion is grossly WRONG, because the proposed South Mountain 202 freeway is unique in one way that other valley freeways are not. This is not an extension of the 202 freeway serving only the Phoenix valley residences. It would connect the **Interstate I-10 freeway** in two locations: one on the west side of Phoenix and the other on the south side of Phoenix. This connection would give Interstate and International drivers the access and opportunity to avoid and go around the metropolitan Phoenix area. The proposed South Mountain 202 freeway would open up a huge short cut or by-pass for all kinds of **International and Interstate I-10** freeway traffic right thru Ahwatukee/Foothills and the Gila River Reservation. General driver behavior, especially by Interstate truckers, would easily find the South Mountain 202 freeway a short cut or a by-pass, indeed, a great time saver shown on their GPS maps. All **International and Interstate I-10** drivers who are not stopping to enjoy Phoenix would find this alternative route an obvious time saver. Therefore, the impact of the South Mountain 202 freeway for the Ahwatukee/Foothills would be disproportionately extreme. The Ahwatukee/Foothills community is built on slopping foothill elevations. The air pollution and noise levels from the added **International and Interstate 1-10** traffic would increase all over the foothills area. Both noise and air pollution would be trapped up against the approximately 2,500 foot high South Mountain range and be confined directly to the Ahwatukee/Foothills below. Instead of air pollution being dissipated, the typical southwest winds would push and hold pollutants against the foothills and the mountain would block them from being dispersed. The Ahwatukee/Foothills would become smog city making it a less desirable place to live. This proposed freeway will drop property values due to the traffic, smog, noise, and congestion. The standard cure for noise pollution is the installation of freeway concrete noise abatement walls. These walls are somewhat successful on freeways with flat land behind them. They would do no good for the Ahwatukee/Foothills community which is built stair-stepped up the foothills. 3
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Code	Issue	Response
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. 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.
8	**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. 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 Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.
9	**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.

Code	Comment Document
10	Congestion today at the I-10 interstate and the 202 connection next to the Wild Horse Casino and new Outlet Discount stores is "stop and go" and gets worse for miles, in both directions and especially for those going to Chandler, Maricopa and Sun Lakes. Local traffic would be worse, especially during rush hours and holidays and could be the length or more of Pecos Road. Adding more **International and Interstate I-10** traffic using the proposed South Mountain 202 freeway short cut or by-pass would trap even higher amounts of traffic, fumes and noise in the surrounding communities.
11	In conclusion, as a member of PARC, I find this proposed South Mountain 202 freeway extremely costly for tax payers and environmentally unsafe, and it is environmentally unjust to one area of the population, the residences of the Ahwatukee /Foothills. The Draft of the Environmental Impact Study is lacking, not legally complete and has not done a through job of answering many major questions. The proposed South Mountain 202 freeway has not been properly planned for over the last 25 years and there may be a certain amount of negligence and liability on the part of the City of Phoenix, the State of Arizona and ADOT.

Sincerely,

Carol Sampson

Carol Sampson

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Code	Issue	Response
10	**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.
11	**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.

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

INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 9:50 AM
CALLER: MICHELLE SAMSON	CALLER ADDRESS: 8324 W. HAMMOND LANE, TOLLESON AZ 85353
PHONE: 623-478-8785	EMAIL:

CALLER REMARKS/QUESTIONS:

I do support the proposed South Mountain Freeway thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/31/13	INCOMING CALL TIME: 12:22 AM
CALLER: JASMINE SANCHEZ	CALLER ADDRESS: 5914 W. ODEUM LANE, PHOENIX, AZ 85043
PHONE: 602-403-0533	EMAIL:

CALLER REMARKS/QUESTIONS:

1 I am leaving a message regarding the ADOT Loop 202 South. The reason I'm calling to give my input on the possible areas for the Loop 202. For the W-59 that would be very close to our home and that would create great hardship for us because both of our daughters go to the Riverside School District and it would be very difficult for us to then have to travel alternate routes to drop them off at school. Because according to this map it appears that the freeway would be going right by our home so we would not be able to take 59th Avenue north to drop them off at school, which is on 51st in between Buckeye and Lower Buckeye Road. So this will create great hardship for our family, as well as my 2 husband works on 59th Avenue so he would have to go southbound rather than being able to take 59th straight northbound as he does every day. So it would be very difficult to take our children to school and it would cause us great hardship because of our work schedules and because the time it would take us to take alternate routes to drop them off because we would no longer be able to leave directly from our home, take 59th northbound to Lower Buckeye and drop the girls off at school. This would create great hardship. Please call me if you have any questions. Would you please consider another route for the Loop 202. Thanks very much for your time.

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 freeway would be located west of 59th Avenue and would not affect access to 59th Avenue south of Lower Buckeye Road (or to or from the commenter's neighborhood). Aerial maps showing the proposed freeway (W59 and E1 Alternatives) are accessible through the project Web site, <azdot.gov/southmountainfreeway>.

Code	Comment Document

Document Created: 6/27/2013 1:22:27 PM by Web Comment Form

As a resident of Ahwatukee since 1979, a member of PARC, and as a parent and grandparent, I would like to go on record as being adamantly opposed to the Loop 202 extension.

1 2 3 4 5 6 7 8 9 10 11 12

The proposed extension along the Pecos alignment will not alleviate the congestion on the I-10 into the downtown area, and will only serve as a truck bypass as part of the CANMEX route. If that occurs additional pollution from unregulated trucks and vehicles will increase the risk to health of those living nearby. This includes students attending nearby schools, families in homes, and senior citizen communities. In addition, the South Mountain and Estrella mountain ranges form a natural barrier to the north and west of the proposed route which will keep the pollution from dissipating and further endangering residents living nearby.

Aside from damaging sensitive cultural and ecological areas of Phoenix's crowning jewel, South Mountain Park, the decision to move forward based on what appears to be an incomplete EIS is troubling. If traffic is such an issue why aren't planners looking to finding more sustainable mass transit solutions, or alternative routes for traffic? The I-8 to SR 85 route for this proposed bypass is a much more cost effective solution, less invasive solution.

13

I strongly urge you to remove the Pecos Road alignment from consideration.

Thank you,
Irma Sandercock

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	**Purpose and Need**	In 2035, the average daily traffic on the proposed freeway is projected to range from 117,000 to 190,000 vehicles per day (see Final Environmental Impact Statement page 3-62). The estimated volume depends on location. The purpose and need for the South Mountain Freeway are not solely to relieve congestion on Interstate 10 (Maricopa Freeway). Facilitating mobility in the Maricopa Association of Governments region does not mean just relieving congestion on the Broadway Curve (see Final Environmental Impact Statement page 1-21). Among other criteria, the proposed freeway is to permit the entire Regional Freeway and Highway System to function as designed. Optimal function of that design includes completing all the segments of the State Route 202L system (see Final Environmental Impact Statement pages 3-35 and 3-37). With implementation of the South Mountain Freeway, many motorists would be able to get from Point A to Point B, a route that never included needing to use Interstate 10. According to the project team's traffic analysis, without the proposed freeway, existing roads and planned road improvements would accommodate about 76 percent of the transportation demand projected for 2035, leaving 24 percent of the anticipated demand unmet. If one assumes better-than-expected performance of nonfreeway aspects of the transportation system, 13 additional percentage points of the 24 percent deficiency would be accommodated. This means that the transportation network would still have an 11 percent capacity deficiency. The same analysis with the proposed freeway in operation in 2035 concluded that the met demand would increase to 82 percent; better-than-planned scenarios noted above, if achieved, would reduce network deficiency to 5 percent. The proposed freeway would handle about half of the capacity deficiency not captured by other modes. (See Figure 3-14 on Final Environmental Impact Statement page 3-31).
3	**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.
4	**Trucks**	
5	**Air Quality**	
6	**Health Effects**	

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
7	**Air Quality**	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 Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.
8	**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.
9	**Section 4(f) and Section 6(f)**	
10	**Biology, Plants, and Wildlife**	
11	**Purpose and Need, Old Plan or Use of Old Data**	
12	**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.
13	**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

From: Sierra Club on behalf of John Sanders
To: Projects
Subject: Opposition to the South Mountain Freeway
Date: Thursday, June 06, 2013 3:48:27 PM

Jun 6, 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.

Hello,

2 I'm writing to express my opposition to the proposed South Mountain Freeway. Building additional roads does not solve the obvious problem here - far too much reliance on automobiles. They needlessly burn fossil fuels, polluting the environment and increasing health hazards. 3 They also continue to foster the USA's reliance on fossil fuels, which is certainly not beneficial. Ozone levels would only increase in the long run, because additional freeways encourage urban sprawl, thereby 4 increasing reliance on the automobile. The only way to reduce the Valley's poor air quality is to have fewer automobiles and vehicles, 5 not encouraging their proliferation. With a fraction of the funding earmarked for the freeway, real mass transit options could be offered, thereby decreasing overall pollutants.

6 Additionally, the freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation and a symbol of pride for Valley residents. What message does it send to future 7 generations that we were willing to devastate this Park for something as ridiculous as another freeway? We should listen carefully to our neighbors to the south, the Gila Indian reservations and respect the land, not demolish it. They view this land as holy and we should carefully consider why. After doing so, why should be more respectful of it and revere it, not look to ruin it.

8 I understand this freeway was originally part of the Valley's transportation plan decades ago. In the meantime, we have progressed in many ways as a society. Let's keep that trend going by not just blindly following a poor plan that existed 25 plus years ago. Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.

Sincerely,

Mr. John Sanders
16602 S Magenta Rd
Phoenix, AZ 85048-2073
(602) 309-1512

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	**Health Effects**	
4	**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.
5	**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.
6	**Section 4(f) and Section 6(f)**	
7	**Cultural Resources**	
8	**Purpose and Need, Old Plan or Use of Old Data**	

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: No Build for South Mountain 202
Date: Tuesday, July 23, 2013 8:49:47 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: Linda Sanders [mailto:sardermt@gmail.com]
Sent: Tuesday, July 23, 2013 6:26 AM
To: Projects
Subject: No Build for South Mountain 202

To Whom it May Concern:

I do not support the building of the South Mountain Portion of the 202.

1 -If it is built this segment will become a part of the
2 Canada to Mexico trucking system. A more economical and
3 efficient solution would be to convert Hwy 85 as a viable connection between I-8 to I-10.

4 -Building the segment will contribute to urban sprawl. With Phoenix being a relatively young city, it has the opportunity to look at previous cities and communities and the reality that building out freeways simply results in these systems being filled and more freeway building being required.

5 -Building this segment will decrease the air quality and

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	**Trucks**	
3	**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.
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.
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.

Code	Comment Document
6 7	quality of life for the Ahwautukee neighborhoods and the visitors to the South Mountain Hiking system, a truly remarkable urban park.
8 9	I encourage the Arizona Department of Transportation to think beyond the car/freeway option for a solutions to the transportation needs of the Phoenix metro area. I support a "no-build" decision for the South Mountain 202 segment.

Sincerely,
Linda Sanders
15405 S. 18th Ave.
Phoenix, AZ 85045
sardermt@gmail.com

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Code	Issue	Response
6	**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 page 4-91).
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**	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.
9	**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	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 6/10/13 INCOMING CALL TIME: 12:07 PM CALLER: JACK SANDHAGEN CALLER ADDRESS: PHONE: 602-531-1335 EMAIL: **CALLER REMARKS/QUESTIONS:** Yes, I support 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: 6/13/13 INCOMING CALL TIME: 4:41 PM CALLER: (UNCLEAR) SANTA MARIA CALLER ADDRESS: 9047 W. BANFIELD, PEORIA 85381 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I approve the South Mountain freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: gary
To: Projects
Cc: parcthesmf@aol.com
Subject: South Mountain Freeway, Loop 202
Date: Wednesday, July 24, 2013 9:46:00 AM
Attachments: PARC Letter.doc

To whom it may concern:

Please see the attached Word document regarding my thoughts and opion regarding the South Mountain Freeway, Loop 202.

Sincerely,
Gary Sanuik
Ahwatukee/Phoenix resident

Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

Gary Sanuik
15615 S. 16th Street
Phoenix, AZ 85048

July 24, 2013

PARC
P.O. Box 50455
Phoenix, AZ 85076-0455

Email: projects@azdot.gov

Subject: South Mountain Freeway, Loop 202

To Whom It May Concern:

1 2 3 4 5 I live near the intersection of 16th Street and Chandler Blvd. and I can hear the noise coming from Firebird Lake, soon to have a name change and expanded venues. I cannot imagine the noise that would come from a 10 lane freeway with big rig trucks running 24/7, all going 65-70 miles per hour. We in Ahwatukee sure don't want part of the CANAMEX highway running through our backyards

6 In my opinion, Pecos Road should be at most built out as a six (6) lane parkway, three (3) lanes each way running in each direction to the west side. There should be a provision that big rig semis cannot use this parkway, the big trucks need to stay on the interstate.

3 7 A parkway would be a better option as it opens up for cars and light trucks to travel from the East side of Phoenix to the West side using a shorter route saving time and mileage. This option would target the workforce that commutes from the East Valley to the West side. We don't want a shortcut for the long haul truckers to run through our backyards for the sake of saving a few miles. It's the same reason the Indians don't want those big rigs motoring across their land. Although they know in the long run they would benefit from the exposure to their casino and shopping mall. The Indians are greedy. They know the road is in their favor no matter where they put it. The Indians are dependent on the Federal Government for support and they know it is in their best interest. They also know that no matter what the outcome, they come out on top. Too bad, they are all part of the Governments free program's and they still won't cooperate for the good of all.

8 9 10 A parkway makes so much sense. It saves tons of money in construction costs and can be completed in a much shorter time frame. It would not impact normal traffic on Chandler Blvd. and/or Ray Road. It would also be much more environmentally friendly. Travel from West to East and East to West satisfies everyone who needs to get around South Mountain for work or shopping. Houses, churches, sacred land and other natural lands like South Mountain preserves would not be impacted.

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 proposed freeway would only have eight lanes (see page 3-58 of the Final Environmental Impact Statement).
2	**Noise**	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. Air quality and noise modeling for the Draft and Final Environmental Impact Statements used this forecast truck traffic (see Final Environmental Impact Statement pages 4-68 and 4-100, respectively). Noise mitigation is designed for this predicted noise level, including the noise from trucks.
3	**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.
4	**Trucks**	
5	**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 page 4-91).
6	**Alternatives**	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.
7	**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.
8	**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).

(Responses continue on next page)

Code	Comment Document
11	The best option for big rig trucks is to make Route AZ 85 through Gila Bend to US Route 8 easier to use. That would divert hundreds of cars and trucks heading to or from Texas and California on Interstate 10 who only use our congested highways as a means to get from here to there. Everybody wins. Gila Bend wins. It would be a great place to live, similar to Casa Grande. Their economy would grow. They would be back on the map. They are close to Phoenix, San Diego, Mexico and all the other highways you would want to take to get places; Las Vegas, Nevada; Los Angeles, California and all up and down the West Coast. These are my thoughts and my opinion. Sincerely, Gary Sanuik Email: gsanuik@aol.com .

Code	Issue	Response
9	**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.)
10	**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.
11	**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.

Code	Comment Document
1	Nandini Sarkar Document Created: 6/9/2013 12:48:15 PM by Web Comment Form Not a good idea. Tukee is a peaceful neighbourhood with great schools. People have worked hard to build this community. We do not a higway here.

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 page 4-91).

Code	Comment Document

From: Sierra Club on behalf of Annmarie Sauer
To: Projects
Subject: Comments in opposition to South Mountain Freeway
Date: Tuesday, May 28, 2013 12:14:52 AM

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 Please do invest in good public transport and keep thus keep the air cleaner and prevent more deterioration of the landscape and the environment. 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 2

3 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. Annmarie Sauer
Tennessee ave
Chloride, AZ 86431

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**	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	**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**	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	**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.
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: 5/18/13 INCOMING CALL TIME: 3:42 PM CALLER: LINDA SCHEPP CALLER ADDRESS: 1049 E. MCLELLAN BOULEVARD, PHOENIX AZ 85014 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Hello. I am in favor of the freeway and thank you for allowing me to add my name. 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: 5:19 PM CALLER: LOIS SCHIER CALLER ADDRESS: SUN LAKES, AZ PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the Red Mountain Freeway. Thank you. Bye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Need to build the 202
Date: Monday, May 20, 2013 1:57:19 PM

From: Byron Schlomach [mailto:bschlomach@goldwaterinstitute.org]
Sent: Monday, May 20, 2013 1:57 PM
To: Projects; info@buildthe202.com
Subject: Need to build the 202

I've lived in Arizona for almost 6 years now. The whole time, I've lived in the west of Phoenix and, of necessity, must use Interstate 10 to commute every day. I've tried other routes but traffic control lights, school zones, local traffic, and trains all get in the way to significantly delay the commute more than I-10 even when I-10 is heavily congested. I have been on the highways in other areas of town. It is difficult to find anything more congested than I-10 on the west side. However, traffic would move immensely better if there were an alternative route for trucks and other traffic only passing through.

The congestion increases emissions as vehicles idle, often at a full stop, on the interstate. Very often, top speed over a 12 mile stretch of I-10 is 40 miles per hour with numerous stops and starts. This increases wear and tear on vehicles and increases the heat bubble over I-10 (I know since I ride a motorcycle).

1 The 202 Loop was designed to pull traffic from downtown and the tunnel (a poor design choice, by the way). This relief is badly needed, especially in the area of the I-17 interchange. The one problem with Loop 202 is that it is designed to intersect I10 at 55th Avenue when it should have been routed to intersect with Loop 101 on the west side. This poor design choice will cause problems on I-10 until it is widened between 99th Avenue and 55th Avenue. Nevertheless, Loop 202 should be built to provide the same sort of qualitative transportation service to the west side of Phoenix as the east valley already enjoys.

Byron Schlomach, PhD | Economist | Center for Economic Prosperity at the Goldwater Institute
www.goldwaterinstitute.org | o: (602) 462-5000

"The Goldwater Institute is simply in the liberty business – and there's no institution in the country that performs that business better." – Columnist, journalist and author George Will

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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 2 3 4	David Schneider Document Created: 5/21/2013 1:34:04 PM by Web Comment Form I'm very dissapointed with the process where a road is approved than changed to a major freeway 8 lanes. This will become a truck bypass and the noise levels will be horific for the Ahwatukee Foothill residents,

Code	Issue	Response
1	**Design**	The general location and facility type for this project has remained unchanged since the mid-1980s. See Final Environmental Impact Statement page 1-5 for information on the history of this project.
2	**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.
3	**Noise**	
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 page 4-91).

Code	Comment Document
1 2 3 4	Kelley Schneider Document Created: 5/21/2013 2:20:52 PM by Web Comment Form I feel the enviromental impact with air, noise and water issues would affect my quality of living. I live in Lakewood which is very close to Pecos Road and we would suffer large noise issues with a truck bypass for Phoenix. In addition I don't think water wells that feed our local lakes have even been looked into. We have a great ecosystem at these lakes and I don't want that to be affected by the build.

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	**Noise**	
3	**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.)
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.

Code	Comment Document

5068

1 (1)

MR. SCHODT: Just that I prefer the 101 West Alignment, so that they don't put a kink in our loop. That's what I feel that they're doing, you know, by bringing that I -- onto I-10. It's already a parking lot, in the evening. And they're just putting more cars on top of that. It would just make it worse.

So when we do travel to the west side, we're generally going to a sporting event in Glendale, and the 202/101 alignment would be much easier to get to those events to the north and would probably benefit Glendale a lot more by bringing more business from Gilbert, Chandler, Ahwatukee, up there.

So that's how I feel about it. Thank you.

(The public hearing proceedings concluded at 2:00 p.m.)

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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: 6/15/13 INCOMING CALL TIME: 12:57 PM CALLER: HERMAN SCHREIBER CALLER ADDRESS: 13825 N. SAHARA, SUN CITY, ARIZONA PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: In support of extending route 202 for economic development of Laveen
Date: Wednesday, May 22, 2013 10:51:39 AM

From: William Schrepple [mailto:william.schrepple@hotmail.com]
Sent: Tuesday, May 21, 2013 1:04 PM
To: Projects
Subject: In support of extending route 202 for economic development of Laveen

1 I would like to voice my support for the extension of the 202 for economic development to the Laveen area of Phoenix. It would help to create jobs, alleviate traffic on Baseline Rd and the 10, and make services more accessible to the people of Laveen. It would need to be built correctly with sound barriers, etc in respect of nearby neighborhood housing. I wouldn't mind if there was a toll on it to help support the costs of construction and to benefit local indian tribes.

-Bill Schrepple

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 3:45 PM
CALLER: SHIRLEY SCHUESTER	CALLER ADDRESS: SUN LAKES, AZ
PHONE:	EMAIL:

1 **CALLER REMARKS/QUESTIONS:**
I support the extension of the 202 Freeway, south of South Mountain and Pecos Road. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

1 2

From: Rusty Crerand
To: ADOT
Subject: 202 S. Mt Opinion #1319541836
Date: Monday, July 15, 2013 7:43:06 AM
Attachments: image001.png

7/14/2013 11:32:48 AM
The South Mountain Freeway, Loop 202 Extension...
I am totally against the 202 Extension coming through Ahwatukee Foothills. I have seen the 215 Beltway go through Las Vegas and yes it does relieve traffic but it also grows and grows a desert with houses and stores and changes the face of the land forever. Ahwatukee Foothills has pollution as it is. But it also has beauty and a community feel. No no no on this extension.

Alice Schultze
roseypetunia@cox.net

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	**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	**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 page 4-91).

Code	Comment Document
1 2	06-04-13 TO ADOT: RE: LOOP 202 SOUTH MOUNTAIN FREEWAY STUDY. MY THOUGHTS ON THIS ARE AS FOLLOWS: USE W101. ATTACH THIS to LOOP 101. WHY WOULD YOU WANT to LOAD up I 10 FOR 5 miles? NEW HOUSING IS STRONG IN BUCKEYE, AND MANY OF THE NEW INHABITANTS WILL USE I 10. I WOULD THINK TWICE ABOUT USING THE INDIAN COMMUNITY LAND. LOOK AT THE MESS UP AT THE CANYON. THIS CAN HAPPEN WITH ANY TRIBE, ESPECIALLY WHEN LEADERSHIP CHANGES. THEY CAN HOLD YOU HOSTAGE. BACK to W101- LOOK AT THE VOLUME OF SEMI'S ON I 10- THE EASTBOUND WILL USE 101 FOR GOING NORTH to I17 AND 202 FOR GOING SOUTH to THE I 10, MISSING THE CENTRAL PHOENIX AREA. THANKS FOR LISTENING to my CONCERNS. Ronald Schulz Ronald Schulz 213 3rd Ave. W. Buckeye, AZ 85326 623-386-6152

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, Gila River Indian Community Alignment**	

Code	Comment Document

4385

better utilization of this portion of the freeway? Every afternoon I hear about how congested the San Tan portion is, so it seems like the South Mountain freeway will just increase congestion on this roadway, or is that what ADOT considers to be better utilization, more congestion and increased travel time.

Overall, this freeway is not worth the cost. It will destroy a portion of South Mountain Park, an area that was set aside to protect natural resources and to provide public benefit. It will destroy wildlife habitat and movement corridors. It will exacerbate air quality concerns and climate change. It will endanger public health, and it will do all of this without any real added benefit to our communities, so we should not build the South Mountain freeway. Thank you.

THE FACILITATOR: Thank you.

Ana Morago?

If you'd like to speak and are not yet registered, please go out to the front desk registration.

Steve Schwab. Please feel free to use either microphone.

MR. SCHWAB: Good afternoon. My name is Steve Schwab. I've been in the Valley for 31 years and I have witnessed a lot of freeway growth here and I strongly, strongly urge you to accept the action alternative here.

1

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

1 I support the South Mountain freeway. I've seen a lot of
2 economic development and an enhanced community as a
3 result of the freeways that have been built here. I
4 think they're beautiful the way ADOT does it and I
5 strongly encourage acceptance of this. Thank you.
6 THE FACILITATOR: Thank you.
7 I'll try Ana Morago again.
8 MS. MORAGO: Hi, my name is Ana Morago, I am
9 from Gila River Indian Community. Well, this is kind
10 of -- I've been doing this for two years now, urging ADOT
11 not to build the freeway at all, because we hold the
12 South Mountain sacred to four tribes, actually: Akimel
13 AuAuthm, Akimel O'odham, Tohono O'odham, and Ak Chin.
14 These tribes all hold this ground sacred, and if you
15 blast through this mountain you're going to be dealing
16 with four tribes trying to save the mountain as well as
17 the wildlife and the plant life that live on there.
18 I read the EIS last night talking -- or trying
19 to get ideas for talking points, and one that we really
20 need to look at is the water. Water is the source of all
21 life. When I read it, there's hazardous materials are
22 going to be going underground, water wells, lots of
23 wells, surface water is going to be contaminated as well
24 as polluted, as well as our Sonoran Desert tortoise as a
25 newly endangered species list now, as well the Mexican

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Code	Issue	Response

Code	Comment Document
1	

From: Projects
To: ADOT
Subject: FW: South Mountain Expressway L-202
Date: Monday, May 20, 2013 8:31:31 AM

From: raschwa@juno.com [mailto:raschwa@juno.com]
Sent: Saturday, May 18, 2013 8:30 AM
To: Projects
Subject: South Mountain Expressway L-202

Please build this freeway and soon [whichever alignment works best!]! It is long overdue!!

Thanks,

Ron Schwartz

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

Joya Scott

Document Created: 7/9/2013 6:05:04 PM by Web Comment Form

1 2 I am writing to oppose the construction of the Loop 202 extension. I believe the increased traffic and pollution in the area will be destructive to my neighbors' way of life in Laveen, the Gila River Indian Community, and surrounding areas.

3 4 5 6 Specifically, I am very concerned that the DEIS is not accurate. It does not identify the displacement of Gila River homes, does not identify an evacuation route in the event of a biohazard accident, does not depict the loss of agriculturally zoned lands in the Laveen and Gila River areas, and does not visually display prehistoric and sacred sites potentially impacted from construction.

7 I demand that ADOT thoroughly analyze these impacts and provide visuals such as aerial photography where needed.

8 I also urge ADOT to release a revised Environmental Impact Statement that takes into account public health concerns and related issues.

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 4-5). 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	**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	**Design**	The proposed freeway would not use any Gila River Indian Community land therefore would not displace any Gila River Indian Community homes or convert any Gila River Indian Community farmlands to a freeway.
4	**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.
5	**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 4-161 and 4-162).
6	**Cultural Resources**	The locations of prehistoric and sacred sites are not shown on maps to protect them from vandalism.
7	**Alternatives**	Aerial photographs are used throughout the Draft and Final Environmental Impact Statements. Long, detailed, roll plots of the alternatives were available to the public at the Public Meeting in May 2013 and were extensively used.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
8	**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	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/18/13 INCOMING CALL TIME: 2:50 PM CALLER: JENNY SCRIBNER CALLER ADDRESS: 3313 N. 60TH STREET, PHOENIX, AZ PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I am calling in support of the South Mountain Freeway Extension. 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: 7/24/13 INCOMING CALL TIME: 10:57 AM CALLER: THERESA SEELANDER CALLER ADDRESS: 184 EAST LAGUNA ROYALE, LITCHFIELD PARK, AZ PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I am in very much support of the South Mountain freeway and I'm just voicing my opinion and I think it would be a great advantage for our already busy, busy freeways and highways. And always in support for new jobs and helping out our economy. So I am definitely for it. 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:
04/25/13	2:29 PM
CALLER: SHANNON SELBY	CALLER ADDRESS: AHWATUKEE, AZ
PHONE: 602-908-3400	EMAIL:

CALLER REMARKS/QUESTIONS:

I have a few questions about the proposed South Mountain Freeway. I am an Ahwatukee resident but work for the City of Tempe.

RESPONSE:

Message left on 4/25 at 2:50 p.m.
Message left on 4/26 at 9:30 a.m.
Message left on 4/29 at 9:30 a.m.

RESPONSE DATE:	RESPONSE TIME:	HDR STAFF INITIAL:
APRIL 12, 2013	1:45 PM	MEB

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/18/163 INCOMING CALL TIME: 4:20 PM CALLER: BEVERLY SEMPER CALLER ADDRESS: 16415 NORTH 39TH PLACE PHOENIX AZ PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Please, I do 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: 5/17/13 INCOMING CALL TIME: 5:16 PM CALLER: KATHRYN SERANTE CALLER ADDRESS: 2449 EAST LINCOLN CIRCLE, PHOENIX 85016 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I do support the South Mountain 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 9:37:43 AM -----Original Message----- From: Sharon A Service [mailto:sharonadsharon@yahoo.com] Sent: Sunday, May 12, 2013 3:13 PM To: Projects Cc: info@buildthe202.com Subject: Build the South Mountain Freeway I support building the 202 Freeway. I hope you will. Sharon S. 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
1	**From:** Projects **To:** ADOT **Subject:** FW: Build the South Mountain Freeway **Date:** Tuesday, May 14, 2013 9:37:34 AM -----Original Message----- From: Sharon A Service [mailto:sharon14206@yahoo.com] Sent: Sunday, May 12, 2013 3:15 PM To: Projects Cc: info@buildthe202.com Subject: Build the South Mountain Freeway Please build the South Mountain Freeway. It's desperately needed. Sharon S. 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

4193

1 2 3

4

1 MR. SHANKER: My name is Howard Shanker.
2 I live in Ahwatukee in Club West. I would like to
3 personally point out that I think the draft EIS is
4 inadequate in a number of reasons. I don't think it
5 addresses the air impacts adequately, especially with
6 schools and residences so close or the noise impacts.
7 What else?
8 I don't know that they've done an adequate
9 socioeconomic analysis, adequately interpreted the
10 impacts thereof. It seems to me that this was really a
11 foregone conclusion, that they made their mind up 20 or
12 30 years ago when the demographics were very different.
13 And to maintain this exact same location for the freeway
14 just doesn't make any sense anymore.
15 What else?
16 I think -- Did I talk about the 4F
17 analysis briefly already?
18 That's about all for now. This is all
19 sort of impromptu, but I'm glad to get this on the
20 record. I anticipate submitting a written response
21 hopefully.
22 MR. DAD: I'm in favor of the freeway
23 because of the traffic congestion that's coming into
24 Laveen. I've had this property since 1961, so it's come
25 a long ways. But the people bring traffic and we can't

Page 12

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www.drivernix.com

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	**Noise**	
4	**Purpose and Need, Old Plan or Use of Old Data**	

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 6/15/13 INCOMING CALL TIME: 1:18 PM CALLER: SANDRA SHARBONAL CALLER ADDRESS: 13401 W. RUMMOCK STREET, SURPRISE, ARIZONA 85374 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the South Mountain freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Alexis Sharif — Document Created: 6/3/2013 12:15:29 PM by Web Comment Form I am a resident of Ahwatukee and want the freeway built. It is difficult to leave or enter Ahwatukee on any weekday during "rush hour". But even not at the peak of "rush hour" traffic volume has increased. Weekend traffic has not diminished either. If there is an accident on the I-10 in either direction we are held hostage with no way to leave or get back to Ahwatukee, it is a total ROAD BLOCK NIGHTMARE. If there were an emergency that required an evacuation of this area this presents a potential tragedy just waiting to happen. I respect and understand where the GRIC is coming from in their wish to preserve South Mountain and their land. However, they are major contributors and will continue to be major contributors to the increased traffic, pollution and gridlock on I-10. They now have major public attractions; Casino, Resort Hotel, Rawhide, and now the Outlet Mall. They don't have a problem building commercial entities on their land and reaping the benefits of such entities and I'm sure they have plans to continue to expand. Is the GRIC's progress for the "good of the community" and what community are we talking about. The freeway would be for the good of the community.....the GRIC AND the Phoenix/Ahwatukee community. The GRIC can not be allowed to be a part of the problem (increased traffic to the area—I-10) to reap the benefits of their commercialization of the area and not be a part of the solution. They should either allow part of their land to be used for the freeway, as they have used for their commercial endeavors. This can/will offer more opportunities for them to further build income producing enterprises along the route and contribute to access to the area in and around Ahwatukee. BUILD THE FREEWAY! People need to travel from the west side of town and will continue to do so on I-10 what a future gridlock nightmare if nothing is done.

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

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. _____

PLEASE Build Loop 202:

I live in Laveen near Baseline and 75th and our neighbors and I are tired of being isolated. This community is cut off from the rest of Phoenix because we have no dependable roads out. We must use one of three routes – Baseline to 91st, Baseline to 67th or Baseline to one of the more easterly avenues to get anywhere. Then, we often must backtrack to 75th Avenue to shop, see a doctor or go to a hospital. It's very scary when one has a medical emergency as we did a few years ago when a visiting relative experienced congestive heart failure. To make matters worse, whenever there are floods, 91st and 67th Avenues are flooded – often for extended periods of time - we must drive eastward down to 51st or 35th Avenue to get out of here even if we only want to go west on I-10.

I know there are people who believe that there will be more polluted air should South Mountain Freeway ever be built, but I can't begin to compute the extra miles that this family and hundreds like it have had to drive double the miles, zigzagging simply to get to I-10 and to access downtown Phoenix and other communities, to see the doctor, to go to the hospital, etc. I'm certain that our gas bills for our vehicles are twice as much than they would be for our vehicles than if there were reliable bridges at 59th, 67th and/or 75th Avenues out of here! I believe that the pollution will be less if we can lessen the number of miles we have to drive even when there is no flooding.

1

I also believe that there will be havoc on I-10 through central Phoenix if this 202 link isn't extended soon. There needs to be some relief to carry vehicles around Phoenix. The cars will come, but will Phoenix and Maricopa County be ready? This project should have been completed already, years ago! It won't help to stretch out this process longer. Please get the job done asap!

Address _____

City _____

K. Shariff

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		Comment noted.

Code	Comment Document
1 2 3 4 5	Julie Sharpe Document Created: 7/24/2013 1:46:40 PM by Web Comment Form I am concerned that the DEIS does not identify the displacement of Gila River homes, does not identify an evacuation route in the event of a biohazardous accident, does not depict the loss of agriculturally zoned lands in the Laveen and Gila River areas, or visually display prehistoric sites potentially impacted from construction. ADOT needs to analyze these impacts and provide visuals such as aerial photography where needed.

Code	Issue	Response
1	**Alternatives**	The proposed freeway would not use any Gila River Indian Community land therefore would not displace any Gila River Indian Community homes or convert any Gila River Indian Community farmlands to a freeway.
2	**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.
3	**Agriculture**	Existing agriculture is depicted in Figure 4-3, on page 4-6, of the Draft Environmental Impact Statement. While not an aerial photograph, it outlines the parcels that are currently under agricultural production. Table 4-4, on page 4-7, summarizes existing zoning by land use for the entire Study Area. In addition, Figure 4-4, on page 4-8, reveals how much of the existing agricultural land along the W59 Alternative is already slated for commercial and residential development. Implementation of the E1 Alternative would cause no conversion of agricultural uses on Gila River Indian Community land. Urbanization will continue with or without implementation of the proposed freeway (see Final Environmental Impact Statement pages 4-161 and 4-162).
4	**Cultural Resources**	Maps showing locations of cultural sites are kept confidential to protect the sites.
5	**Alternatives**	Aerial photographs are used throughout the Draft and Final Environmental Impact Statements. Long, detailed, roll plots of the alternatives were available to the public at the Public Meeting in May 2013 and were extensively used.

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 AM 100% AGAINST THIS FREEWAY.
SOUTH MOUNTAIN PARK IS SACRED TO ME
2 AS WELL. THE IDEA THAT THESE PEAKS WOULD BE
DESTROYED FOR A FREEWAY IS HORRIFIC.
3 THIS IS THE 21ST CENTURY. IT IS TIME TO
CHANGE TO ALTERNATIVE TRANSPORTATION —
EXTEND THE LIGHT RAIL, ADD MORE BUSES & BIKE
LINES, ENCOURAGE PEOPLE TO MOVE CLOSER TO THEIR
WORK.
THE PIESTAWA FREEWAY DESTROYED SQUAW PEAK,
DON'T DO IT TO SOUTH MOUNTAIN!

Optional

Name PAULA SHARZER Email paulas408@gmail.com
Address 12422 S. ONEIDA CT.
City PHOENIX State AZ. Zip
Phone 602-369-4431 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	**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)**	
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.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: SOUTH MTN FREEWAY
Date: Wednesday, May 15, 2013 2:26:32 PM

From: ELVIN SHAW [mailto:elvinshaw@gmail.com]
Sent: Wednesday, May 15, 2013 1:56 PM
To: Projects
Subject: SOUTH MTN FREEWAY

I HOLE HEARTEDLY SUPPORT THE SOUTH MTN FREEWAY TO TAKE SOME LOAD OFF THE BROADWAY CURVE.

1 IS IT PRACTICAL TO CONSIDER A SECOND LEVEL FOR A STRETCH OF I-10 ???

ELVIN SHAW

480-380-7718

7910 E. NAVARRO AVE

MESA, AZ 85209

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Code	Issue	Response
1	**Design**	A double deck freeway would cost more to construct and maintain than a freeway alternative that would be at grade.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: No on Loop 202/South Mountain
Date: Wednesday, May 22, 2013 10:53:58 AM

From: DeAnne Shaw [mailto:shawsomes@gmail.com]
Sent: Tuesday, May 21, 2013 11:26 AM
To: Projects
Cc: DeAnne Shaw
Subject: No on Loop 202/South Mountain

Good morning,

I am writing today in hopes of ensuring that my voice is heard. I am unable to join the events in downtown Phoenix today to do this in person.

I am against the building of the South Mountain/Loop 202 along its current trajectory through Laveen at 59th Avenue. My husband and I made a choice eight years ago to build our home in Laveen after looking in different areas of the valley. We were drawn to Laveen's rural feel, the mountain vistas and the cultural opportunities for our children being so close to the Gila River Reservation. When many bailed out on their agreement to build their home in Laveen (our area of 67th Avenue/Baseline apparently had zoning issues that took many months to resolve) we waited almost 18 months to move from north Phoenix (16th Street/Loop 101) to Laveen.

1 Laveen is not and was not meant to be a metropolis. People who moved out here with limited transportation options and then demanded public transportation have turned a quiet little town in to a transient and not terribly rural community. People who moved out here and then complained that there are no sit down restaurants and not a wide variety of businesses do not seem to understand the concept that not all land must be developed. Yes, we took advantage of a beautiful area in which to build our home. However we did not expect infrastructure at the expense of the environment, native landscapes and small town feel.

2 I do agree that traffic congestion is an issue that needs to be addressed in the valley. It is not completely up to the state and federal government to solely address the issue. Citizens must do their part to reduce their trips in their cars that creates that congestion. Yes, it is very nice to live outside the city and have some space and be able to see the stars at night. Nevertheless the onus is also on every citizen to make sensible choices about where they live to ensure that all factors are considered. The introduction of a new high-speed roadway is not ever going to guarantee movie theaters, big box stores, and medical centers. Those things may very well come to the area if the roadway is indeed built although at what cost? Is there a guarantee that the businesses will be willing to pay what I am sure will be a premium space cost for proximity to the roadway? No. Is there a guarantee that Laveen will not become a roadway with two high schools and a grocery store? No. Is it an intelligent choice to destroy – no matter whether it's a *blast* or a small *cut* – mountains that have existed long before any of us and will be here long after? No. Do I take advantage of the I-17, knowing that blasts were done to get that roadway built? Yes, I do. However if I read the information correctly that roadway was built because there were no other roadways heading north and south. The current plan for Loop 202 does not fulfill a singular need where there are no other options.

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 4-5). 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.

Code	Comment Document
3	I would indeed support a more logical trajectory of the 202 to connect at the 101/I-10 interchange. There is minimal commercial development on the southeast corner of 99th avenue/101 therefore with some mutually agreed upon concessions from both sides – public and private sector – I believe the necessary flyovers and other roadways could be developed. If the only option will remain the 59th Avenue trajectory then I cannot support continued development of this road way. Thank you for your time. Sincerely, DeAnne M. Shaw Laveen, AZ 480-201-2867 shawsomes@gmail.com Arizona Resident since 2002 Laveen Resident since 2005 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	**Alternatives**	The Arizona Department of Transportation has designated the 59th Avenue connection (W59 Alternative) with Interstate 10 (Papago Freeway) as the Preferred Alternative for the proposed freeway in the Western Section of the Study Area. The W101 Alternative would connect with State Route 101L, but would also result in substantial impacts on the community of Tolleson. The South Mountain Citizen's Advisory Team recommended the W101 Alternative. The project team considered the input of all stakeholders—including regional leaders, municipalities, members of the public, and members of the South Mountain Citizen's Advisory Team—before identifying the W59 Alternative as the Preferred Alternative (see Final Environmental Impact Statement pages 3-65 and 3-68). The W59 Alternative was seen as the best option to balance fiscal responsibility, regional mobility needs, community sensitivity, and additional considerations such as consistency with long-range planning goals, economic and environmental impacts, and public and agency input.

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 SMF entirely. It is in essence a "truck By-Pass" for Trucks going/coming from/to the West Valley distribution/warehouses. The trucking industry surely loves the SMF.

2 I SMF would destroy the integrity of the S. MTN. Park. This Park has been a blessing to the Valley and now the SMF will destroy and disfigure (DISFIGURE) our great Park.

3 This is a disaster to Native & our people.
What is the environmental Impact of leasing land by the Gila Community along the south of the SMF to Truck stops, businesses etc.
Why did the Gila Community oppose the SMF? They know the horrible impact on their land and people.

Optional

Name: Jim Shea Email: —
Address: 3020 N 14th St 222A
City: PHX State: AZ Zip:
Phone: 6072666038 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	**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	**Section 4(f) and Section 6(f)**	
3	**Purpose and Need**	The direct impacts of adjacent development, whether in the City of Phoenix or on Gila River Indian Community land are not considered in the scope of this study.

Code	Comment Document

south mountain loop 202

1 2 3 4 5 6 7 8 9 10 11 12 13 14

After viewing the video on the south mountain freeway/ 202 loop. I feel it sadly depicts the highway as a moderately traveled high way without any large trucks. That in and of its self is an outright fraud and misrepresentation of what this Truck route will really be. This strip of road will be the preferred route of 18 wheelers coming and going to Mexico. Weather you identify it as the SMCAT route or not. Common sense tell you that truck drivers would rather take the route that allows them to avoid a metropolitan area. It will flood one of the better neighborhoods and communities in Phoenix with smog and diesel exhaust, increased noise from the large trucks, like Jake breaks noise and roar of the tires and large engines. It will expose our community to an increase in crime from transits to smugglers and more. Increased danger to our community from accidents with big rigs carrying hazardous materials. This route will endanger three schools and countless families with exhaust and an unsightly 16 foot so called noise reduction wall, that won't help the people that have bought houses higher in the foot hills than the wall. It is going to increase traffic through the surface roads and access roads to this high way. Which is something ADOT likes to say will be eased. It isn't even a short cut to the city. This highway is thirty years too late. It was voted in back when there was a fraction of people living here in Ahwahtukee. Now there are around 87 thousand folks living here that for the most part will be adversely affected by this waste of tax payer's money. Hundreds of homes and businesses have to be removed at the tax payers expense and this truck route will ultimately transform and dilute this wonderful community from a sought after place to live With good schools, nice environment, good property values, to a noisy, smog filled truck route. This Highway has to be stopped!!!!! No Action!

Rob Sheehan
2409 E Hiddenview Dr
Phx AZ 85048
lotsadoc@gmail.com
(480) 225-2768

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	**Trucks**	
3	**Air Quality**	
4	**Noise**	
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	**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.
7	**Health Effects**	
8	**Noise**	Noise walls would range in height from 8 feet to 20 feet tall in the Ahwatukee Foothills area. As mentioned in the sidebar on page 4-91, the Final Environmental Impact Statement is based on preliminary design and traffic information. As the design progresses to the Final Design phase, noise barrier locations and heights will be refined and finalized. During Final Design, more detailed information on the location, actual height, and distance from the property line of each noise barrier will become available.
9	**Noise**	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.
10	**Traffic**	On arterial streets with traffic interchange connections with the proposed freeway, daily traffic volumes would increase near the freeway. This statement is supported by the traffic information presented in Figure 3-37 on page 3-61 of the Final Environmental Impact Statement; for example Van Buren Street between 59th and 51st Avenues). However, the freeway would provide wide-ranging reductions in overall travel on Study Area arterial streets. As shown in Figure 3-13 on page 3-30 of the Final Environmental Impact Statement, the total volume removed from the arterial street network with the proposed freeway in place in 2035 would be 277,000 vehicles per day.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
11	**Traffic**	The statement related to reductions on arterial streets considers those arterials streets in and around the entire Study Area, not just in Ahwatukee Foothills Village. The traffic projections for Chandler Boulevard (see Figure 3-12 on page 3-29 of the Final Environmental Impact Statement do show a reduction with the proposed freeway when compared with conditions without the proposed freeway. The travel time comparison shown in Figure 3-17 on page 3-34 of the Final Environmental Impact Statement included a trip from Ahwatukee Foothills Village to Downtown Phoenix using Interstate 10, not the proposed freeway. This trip would take 5 or 6 minutes less with the proposed freeway in place when compared with conditions without the proposed freeway. The duration of level of service E or F (represents stop-and-go traffic) for the existing conditions and future conditions without the proposed freeway are shown in Figure 1-9 and 1-10 in the Final Environmental Impact Statement. In both conditions there are more than 3 hours of congested conditions during the morning and evening commuting periods on a number of the region's freeways, especially Interstate 10.
12	**Purpose and Need**	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	**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 page 4-91).
14	**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 based on 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

5022

1 MR. SHEEHAN: Where do I start? I had a nice
2 little thing typed up, actually.
3 Basically, I feel that this is a ruse, to -- that's
4 being suggested, that it's going to be just to relieve traffic.
5 But it's actually going to become a glorified truck route, with
6 the traffic to Canada, highways that we're talking about, and
7 the fact that they're going to -- that you're going to be
8 having vehicles that are not -- not under the same emissions
9 standards that we have.
10 So it's going to be emitting all kinds of -- all
11 kinds of diesel fumes, Jake brake noise, tires, and large
12 engines that's going to be going up and down this -- our
13 community. This --
14 Am I going too fast?
15 COURT REPORTER: No.
16 MR. SHEEHAN: Okay. This whole thing is 30 years
17 too late.
18 Back when it was first voted in there, by the -- by
19 the populous here, there wasn't 85,000 people living here and
20 all kinds of houses and people that have moved into a highly
21 sought-after area, like Ahwatukee is. It's a really great
22 community.
23 And they -- They went in here because it is the
24 world's largest cul-de-sac and nobody wanted to -- people
25 wanted to move in there to have the good schools, to have the

Page 10

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

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	**Trucks**	
3	**Air Quality**	
4	**Noise**	
5	**Purpose and Need, Old Plan or Use of Old Data**	

Code	Comment Document

6 3 4 7 8 9 10 11 12 13

1 clean air, to have the relief from the city and from the
2 highways.
3 And now we're going to have a glorified truck
4 route, running up past -- past our community. It's going to
5 bring in more crime, lots of noise, lots of emissions, not to
6 mention the fact that the -- we're going to have to cut through
7 a mountain and our State Park. And it's going to change all
8 the wildlife that's living there, as well as the people that
9 use it.
10 I feel that it's over, it's -- The cost for it, you
11 know, the Proposition 400, when it was -- when it was pushed
12 through, was -- it was kind of lumped together in the middle of
13 a bunch of others projects. Most of the Valley that voted for
14 it didn't even realize that they were voting for it to extend
15 the taxes.
16 So that means we're just adding more and more money
17 to it. And then having to tear down houses that the planning
18 commission probably should have never allowed to build there,
19 anyway, because this has always been such a long-term plan.
20 They should have done something to stop those houses from going
21 in there, so we didn't have millions of dollars having to be
22 spent to take over people's property there.
23 So I'm -- I say: No action or look towards the 85,
24 to put the route way far south of where the city is, anyway. I
25 think that would be a better -- a better route to take, that

Page 11

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

Code	Issue	Response
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 Final Environmental Impact Statement sidebar on page 4-21.
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	**Biology, Plants, and Wildlife**	
9	**Purpose and Need**	The Southwest Loop Highway—the South Mountain Freeway predecessor—was integral to the Regional Freeway and Highway System approved by Maricopa County voters in 1985. Although other facilities were considered a higher priority early in development of the Regional Freeway and Highway System, the South Mountain Freeway has been included in every subsequent update. The same route was approved by the State Transportation Board in 1988. In 2004, Maricopa County voters approved Proposition 400, which was designed to fund completion of the remaining segments of the Regional Freeway and Highway System, including the proposed South Mountain Freeway (Final Environmental Impact Statement page 1-21).
10	**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.)
11	**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 based on 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.
12	**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.

(Responses continue on next page)

Code	Comment Document

1 they suggested in this other little handout that -- Keep using
2 Route 85 to avoid the whole community in its entirety.
3 So I think that would -- I think that pretty much
4 sums it up. Thank you.
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Page 12

Driver and Nix Court Reporters - (602) 266-6525
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Code	Issue	Response
13	**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.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 05/10/13 INCOMING CALL TIME: 9:31 AM CALLER: RON SHERMAN CALLER ADDRESS: 10433 E. EAST DRIVE, SUN LAKES, AZ 85248 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the Loop 202 South Mountain Freeway project. 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: 6:30 PM
CALLER: ARATHI SHETTY	ADDRESS: 6921 W. MALDONADO ROAD, LAVEEN, AZ 85339
PHONE: 623-385-6518	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: 6/13/13 INCOMING CALL TIME: 4:35 PM CALLER: MIKE SHIELDS CALLER ADDRESS: PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Yes, I'm in favor of the freeway going behind South Mountain and I think it's a very good thing and it would help Phoenix a whole bunch. Bye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: ADOT Loop 202 South Mountain Draft EIS
Date: Friday, May 31, 2013 11:54:35 AM

From: Kim Shirley [mailto:kim@21sthealth.com]
Sent: Friday, May 31, 2013 11:18 AM
To: Projects
Subject: ADOT Loop 202 South Mountain Draft EIS

AZDOT,

I am one hundred percent against the proposed 202 South Mountain Freeway. I moved my family here, to Ahwatukee because of its unique cul-de-sac quality. We are indeed part of Phoenix but we feel like a private suburb here in Ahwatukee. The freeway would allow passer biers access to our special neighborhoods and stores. I feel that the proposed freeway would also serve as more of a truck bypass on to the I-10. (1)

My family are also avid users of the South Mountain Trail System. I understand that the freeway will not interrupt any of the trail system but nobody wants to see cars running through from the top of a peak. It will cause noise and pollution. People come to South Mountain for peace, nature and its sheer beauty. (2) (3) (4) (5)

The alignment goes right up Pecos. On any given Saturday or Sunday morning there are hundreds of cyclists that use Pecos to ride up and down. Arizona was just ranked 10th out of 50 states for bike friendliness in 2013 by the League of American Bicyclists. With that much usage on Pecos where are we cyclists supposed to go? Ahwatukee is full of cyclists who ride on Pecos. There is no end to how the South Mountain 202 Loop would damage this very unique area. (6)

In conclusion, some things aren't worth wreaking. In my opinion the cons outweigh the pros. The proposed freeway system may help some but will take away much more that can't be given back. (7) (8)

Kimberly Shirley

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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	**Section 4(f) and Section 6(f)**	
3	**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 4-169 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.
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	**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.
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	**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 page 4-91).

Code	Comment Document
1	Jason Shumberger Document Created: 4/27/2013 5:37:35 PM by Web Comment Form As an urban planning product, it is widely known that regardless of highway addition. it will not reduce traffic in the long run; only serve to create more car travelers. If this money were spent on public transit, walking and bike infrastructure; that has been shown to provide long term traffic reduction. Think not only about the traffic, but also the livability lessons of Portland, Minneapolis, etc. vs. Los Angeles and Houston.

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
1	**From:** Projects **To:** ADOT **Subject:** FW: South mountain freeway **Date:** Monday, May 20, 2013 8:45:33 AM --- -----Original Message----- From: ROY SID [mailto:roysid2@aol.com] Sent: Friday, May 17, 2013 4:58 PM To: Projects Subject: South mountain freeway We need this freeway for our state to expand in the right direction, _____ 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: 6/15/13 INCOMING CALL TIME: 11:50 AM CALLER: STEVE SIDOWSKY CALLER ADDRESS: 11630 N. RIO VISTA DRIVE, SUN CITY, ARIZONA PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I am ecstatic over this Loop 202 to connect to the 10 South of Ahwatukee. It's long awaited and long overdue. Thank you very much. Still a working person using freeways, highways all the time. Thank you very much.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1 2 3	mitchell siegel Document Created: 5/22/2013 8:40:28 PM by Web Comment Form I disagree with your proposed bridge to close off 32nd street along with specific concerns - too dangerous life to our homes, more traffic to 40th street - more pollution because of waiting too long, crash over to homes, more pollution area from 32nd street to 40th street bad health for kids and homes. If disaster happens, we don't escape to 32nd street - more traffic on Liberty lane and school entrance from pecos road. they block us for entrance to liberty lane from school. Please don't build. I drive to 32nd street and pecos road for 2-3 mins. If proposed to close off on 32nd street this will take me delay timing about 10-15 mins.

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 Final Environmental Impact Statement). The interchange would have required the displacement of over 100 homes and would have been located in close proximity to 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).
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	**Health Effects**	

Code	Comment Document

From: Mitchell Siegel
To: Projects
Cc: Merrisa Marin; Mitchell Siegel
Subject: 202 L freeway
Date: Sunday, May 26, 2013 5:51:39 AM
Attachments: 32nd street Map2.pdf
ATT00001.htm
40TH ST Map1.pdf
ATT00002.htm

---

1 I have on the proposed bridge to close off 32nd street along with specific concerns:

--[if !supportLists]-->**1.** <!--[endif]-->**BIOHAZARDS:**

<!--[if !supportLists]-->• <!--[endif]-->Flying debris over homes, people

2 <!--[if !supportLists]-->• <!--[endif]-->Chemical spills, gas, etc

3 <!--[if !supportLists]-->• <!--[endif]-->Heavy traffic trucking – if crash or traffic – waiting times causes more pollution

4 <!--[if !supportLists]-->• <!--[endif]-->Increase air pollution to our area thru 40th street/ 32nd street Dead End

<!--[if !supportLists]-->• <!--[endif]-->Crash

5 <!--[if !supportLists]-->• <!--[endif]-->Destroy HOA private roads

<!--[if !supportLists]-->• <!--[endif]-->Destroy to the property homes by shaking, foundation, etc

6 <!--[if !supportLists]-->• <!--[endif]-->Schools – kids can't play ground outside due to health

<!--[if !supportLists]-->• <!--[endif]-->Causing great loss of life, damage, hardship to homes, kids, schools

7 <!--[if !supportLists]-->• <!--[endif]-->Threat to humans or to the environment

-

--[if !supportLists]-->**2.** <!--[endif]-->**DISASTER:** We can't escape to Desert Vista HS area - E. Liberty Lane to 32nd street/Pecos Road from E. Redwood Lane, 31st Way, 30th Place, 29th Way:

<!--[if !supportLists]-->• <!--[endif]-->Fire

8 <!--[if !supportLists]-->• <!--[endif]-->Emergency

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 Final 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).
2	**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.
3	**Purpose and Need, Truck Bypass**	
4	**Air Quality**	
5	**Traffic**	The E1 Alternative would affect the existing local street network. Approaches for reconfiguring the local street network include removing streets, constructing new streets, constructing the proposed freeway over existing streets, or dead-ending existing streets. Final design of local streets would be coordinated with emergency service providers, local jurisdictions, and other appropriate agencies and would continue through final design stages. See Final Environmental Impact Statement Figure 3-33, on page 3-57.
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	**Biology, Plants, and Wildlife**	
8	**Hazardous Materials**	Emergency assistance and first responder responsibilities would be through the Arizona Department of Public Safety and its Highway Patrol Division and through the local jurisdictions along the route. State and local special training and staffing needs, if any, would not be addressed until closer to the time of freeway construction and operation, if an action alternative were to become the Selected Alternative. The Department's Freeway Service Patrol serves the Phoenix metropolitan area by locating and assisting stranded motorists and eliminating road hazards. The Freeway Service Patrol uses specially staffed and equipped vehicles to patrol the region's freeways seven days per week, 18 hours per day.

Code	Comment Document	Code	Issue	Response
	<!--[if !supportLists]-->• <!--[endif]-->Meteors			
	<!--[if !supportLists]-->• <!--[endif]-->Weather			
	<!--[if !supportLists]-->• <!--[endif]-->School Events			
	<!--[if !supportLists]-->• <!--[endif]-->Crash			
	<!--[if !supportLists]-->• <!--[endif]-->Traffic			
1	<!--[if !supportLists]-->• <!--[endif]-->No Entrance to 32nd Street for Schools			
	<!--[if !supportLists]-->• <!--[endif]-->Sport Events			
	<!--[if !supportLists]-->• <!--[endif]-->Parking from School events			
1	--[if !supportLists]-->**3.** <!--[endif]-->**TRAFFIC:**			
	<!--[if !supportLists]-->• <!--[endif]-->No entrance to Loop 202 east from E. Chandler Blvd			
	<!--[if !supportLists]-->• <!--[endif]-->No entrance to 32nd Street/Pecos Road			
	<!--[if !supportLists]-->• <!--[endif]-->Delay Timing – 10-20 minutes			
	<!--[if !supportLists]-->• <!--[endif]-->Bad Traffic thru E. Chandler Blvd, 40th Street and private roads – E. Liberty Lane to S. Lakewood Parkway W. to E. Brianwood Way			
	<!--[if !supportLists]-->• <!--[endif]-->Schools			
4	<!--[if !supportLists]-->• <!--[endif]-->Increase air pollution – waiting times, etc			

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway
Date: Monday, July 22, 2013 8:54:33 AM

-----Original Message-----
From: Siegel, Shana [mailto:SSiegel@gc.cuny.edu]
Sent: Monday, July 22, 2013 6:59 AM
To: Projects
Subject: South Mountain Freeway

To the South Mountain Study Team-

Building a freeway, highway, or any other project on a site sacred to Native peoples in Arizona would be a violation of the internationally recognized human rights of Indigenous peoples. Thus, not only is the freeway unnecessary, and not only will its construction destroy of a portion of the environment, but it runs contrary to international human rights laws to which the US has bound itself. Is this the way you want the rest of the country to view your project? Rather than build on the land, the land should be returned to the Native peoples from whom it was taken, according to UN Special Rapporteur S. James Anaya. See for example: http://unsr.jamesanaya.org/notes/special-rapporteur-publishes-report-on-the-situation-of-indigenous-peoples-in-the-united-states and: http://unsr.jamesanaya.org/country-reports/the-situation-of-indigenous-peoples-in-the-united-states-of-america. By the way, public comment sessions do NOT constitute valid consultation and accommodation, or valid free, prior and informed consent --both of which are required under international laws (by which the United States has legally bound itself) prior to commencing projects on lands still claimed by Indigenous peoples.

Sincerely,
Dr. Shana Siegel
136 8th Street
Brooklyn, NY 11215

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Code	Issue	Response
1	**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.
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	**Biology, Plants, and Wildlife**	
4	**Cultural Resources**	

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
5	**Cultural Resources**	The Federal Highway Administration and Arizona Department of Transportation have consulted with all interested agencies and Native American tribes. Consulting parties for this project include Federal Highway Administration, Arizona Department of Transportation, the Arizona State Historic Preservation Office, the Arizona State Land Department, the Arizona State Museum, the U.S. Army Corps of Engineers, the Bureau of Land Management, the Bureau of Indian Affairs, the Bureau of Reclamation, the Western Area Power Administration, the Salt River Project, the Maricopa County Department of Transportation, the Flood Control District of Maricopa County, the Roosevelt Irrigation District, the City of Avondale, the City of Chandler, the City of Glendale, the City of Phoenix, and the City of Tolleson. (See Draft Environmental Impact Statement pages 2-4 through 2-7, 4-133 through 4-145, 4-147, and 5-29 through 5-30.) The Federal Highway Administration and Arizona Department of Transportation have consulted with the Advisory Council on Historic Preservation following National Historic Preservation Act Section 106 procedures. Strict adherence to Section 106 of the National Historic Preservation Act not only preceded the preparation and issuance of a Draft Environmental Impact Statement, but is ongoing and will continue in the future. The Draft and Final Environmental Impact Statements comply with Section 106 of the National Historic Preservation Act. All Native American tribes with cultural affiliation (as claimed at that time) with the Study Area were consulted about the project in 2001. All Arizona tribes were consulted in 2005. In 2001, the Federal Highway Administration and Arizona Department of Transportation initiated National Historic Preservation Act Section 106 consultations with all Native American tribes that claimed cultural affiliation to the Study Area. Consultations were initiated with the Ak-Chin Indian Community, Gila River Indian Community, the Hopi Tribe, the Salt River Pima-Maricopa Indian Community, the Tohono O'odham Nation, the Yavapai-Apache Tribe, and the Yavapai-Prescott Indian Tribe. In 2005, the Federal Highway Administration and Arizona Department of Transportation consulted with all Native American tribes in Arizona to ensure all interested Native American were included in the process and had the opportunity to communicate their concerns. These tribes were the Ak-Chin Indian Community, the Chemehuevi Tribe, the Cocopah Tribe, the Colorado River Indian Tribe, the Fort McDowell Yavapai Nation, the Fort Mojave Tribe, the Fort Yuma-Quechan Tribe, the Gila River Indian Community, the Havasupai Tribe, the Hopi Tribe, the Hualapai Tribe, the Kaibab-Paiute Tribe, the Navajo Nation, the Pascua Yaqui Tribe, the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community, the San Carlos Apache Tribe, the San Juan Southern Paiute, the Tohono O'odham Nation, the Tonto Apache Tribe, the White Mountain Apache Tribe, the Yavapai-Apache Tribe, and the Yavapai-Prescott Indian Tribe. Most of these tribes did not express an interest in the proposed project The proposed South Mountain Freeway project meets requirements of the National Environmental policy Act, Section 4(f) of the Department of Transportation Act, the National Historic Preservation Act, the Archaeological Resource Protection Act, the Religious Freedom Restoration Act, the Religious Land Use and Institutionalized Persons Act, and the United Nations Declaration on the Rights of Indigenous Peoples. The reader is referred to Chapter 2, *Gila River Indian Community Coordination*, and Table 4-48, "*Record of Section 106 Consultation*", on page 4-133, to illustrate the extensive outreach with Native American communities.

Code	Comment Document

From: Sierra Club on behalf of Ann Sierra
To: Projects
Subject: Comments in opposition to South Mountain Freeway
Date: Wednesday, July 24, 2013 11:38:11 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.

(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.

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

Please do not destroy any more of what Phoenix used to be. Are you planning on paving every piece of country there is? Your slogan should be PAVE EVERY PART OF NATURE WE CAN

Sincerely,

Ms. Ann Sierra

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
	715 N Queen Ave Tucson, AZ 85705-7658

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

5045

1 MR. SIIKI: Jiivik Siiki. Well, I'm from
2 here. I was born and raised in the Gila River Indian
3 community, and I'm 48 years old and I'm an enrolled
4 member of the community. I also do a lot of the
5 cultural work in the community. And the reason why
6 I'm here is to oppose the freeway being placed not
7 only on tribal land, but the desecration of this
8 mountain, and in our language we call it Mohdahk.
9 And so this mountain is one of the
10 centers of our cultural knowledge. It's -- we still
11 use it a lot today and I'll go into that. And so one
12 of the -- I've always worked for the community, and
13 in one of those jobs I had was as an environmental
14 control, or also did hazmat for the fire department.
15 And in the documents that I read, there's no
16 information regarding safety and how the community
17 will be protected.
18 I know that the fire department has a
19 hazmat team, and they also have limited response
20 equipment, but primarily they depend on the Arizona
21 Department of Emergency Management and the other
22 mutual aid cities. So Ahwatukee or Phoenix Fire
23 Department would have to be in coordination with the
24 tribe's fire department on response should the
25 freeway be placed on tribal land.

Page 21

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

Code	Issue	Response
1	**Alternatives**	The proposed freeway would not use any Gila River Indian Community land.
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	**Hazardous Materials**	
4	**Alternatives, Gila River Indian Community Alignment**	

Code	Comment Document

3

1 And from what I heard and talked with
2 some of the fire department crew at the fire station,
3 they haven't received anything. So that needs to be
4 justified, why the tribe isn't being involved in any
5 of the negotiation or the discussion. Meaning,
6 community members. Not talking about a limited
7 number of people on a committee.
8 So my big concern is the lack of
9 protection of community members and our land. I used
10 to do a lot of response on I-10 with semis, and
11 there's a lot of hazardous material coming through
12 and that's pretty dangerous to everyone. So that's
13 one of the jobs I had. Another job I had was, I was
14 a preschool teacher in District 7 which is in the
15 community, and it's in the area of 83rd Avenue and
16 Baseline. And during the wintertime, a lot of kids
17 would get sick from all the smog from Phoenix that
18 came and sat in between South Mountain and Estrella
19 Mountain and that's tribal land. It wasn't pollution
20 that we created, but the kids, you know, of course,
21 asthma and all of those ailments.
22 And, again, in the documentation I've
23 seen, there's nothing specifying the health hazards
24 and the effects that it will have on the community
25 from this freeway. That needs to be included. And

5

Page 22

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Code	Issue	Response
5	**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
6	we can easily receive that information from the tribe through the tribal hospital and also through Indian Health Service. Some of the people in the area either come to the clinic here in District 6, or they go to Phoenix Indian Medical Center. So we don't have that information either which needs to be included. The political part of it, the fact that nontribal people have always practiced environmental racism upon tribal people is reflected in the need to place a freeway on tribal land, and this has been happening since '40s, you know. You know, do it to the Indians. They don't have enough laws, they don't have enough interest or, you know, we can do what we want to them. Case in point is the Chandler, the Gila River Industrial Park which is right next to the casinos. Again, as part of the fire department, I responded to explosions there and where they had a medical waste incinerator which we put a stop to. But it was placed there because of the lack of laws in the tribe preventing them from doing that, and it's easier and cheaper to do it on tribal land. It doesn't hurt nontribal people. You know, it's "Not in my backyard" kind of mentality. Page 23 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
6	**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.

Code	Comment Document

1 So, again, this freeway's the same thing.
2 Nontribal people see supposedly empty land that
3 doesn't have grass and cookie cutter homes and they
4 think they can use it, but that's not going to happen
5 anymore. We put a stop to the freeway on tribal
6 land. We should be able to put a stop to desecrating
7 the mountain which, again, is central to our culture.
8 Environmental racism again is a big
9 factor. It needs to be -- we need to defend against
10 it. The Civil Rights Act, again, we are protected
11 under that and that's a federal law. It's not a
12 tribal law. It's a federal law affecting everyone.
13 And so that hasn't been included in the documentation
14 that has been provided to anyone, and so I'd like
15 that to be brought up.
16 Finally, I mentioned that I do a lot of
17 culture work, and I'm not going to go into details as
18 far as what I do, but South Mountain is central to
19 what we do. Has a lot of teachings. It has its own
20 song, it has its own prayers, it has its own
21 connection to us, the story that we use today. Not
22 only that, it has a -- as a runner, we do a lot of
23 running even today from the east side of South
24 Mountain to the west side. There's trails that we
25 follow. And we also take our young people up there

2

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Code	Issue	Response

Code	Comment Document

1 and show them what needs to be protected. This,
2 again, is a big part of our culture. Especially
3 during the winter time, we go up there a lot and
4 teach them what it means, what the name of the
5 mountain means, why we need to take care of it.
6 And so all the running that we do in that
7 mountain strengthens us, and we can't continue that
8 if it keeps getting disrupted, you know, our culture
9 continues to be disrupted, and we can't have that. I
10 think that's all I have.
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Code	Issue	Response

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Loop 202 South Mountain
Date: Monday, July 15, 2013 11:55:36 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: Michael Silver [mailto:Michael.Silver@asu.edu]
Sent: Monday, July 15, 2013 11:52 AM
To: Projects
Subject: Loop 202 South Mountain

1 2 3 4

There is ample evidence that the Environmental Impact Study conducted for the extension of the loop 202 is both incomplete and misleading (i.e., biased toward its support of the current build option). This freeway project is both disruptive to the ecology and economy of the Ahwatukee Foothills and damaging to the overall quality of life for more than 100,000 nearby residents. What was true 30 years ago, when the project was first proposed, is no longer valid. I strongly oppose the departments pursuit of this project when, in fact, the resources it would command could be expended in a more suitable and beneficial manner.
Michael Silver
Phoenix

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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	**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 page 4-91).
3	**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.
4	**Purpose and Need**	The proposed project is part of the *Regional Transportation Plan* for the Maricopa Association of Governments region. In 2004, the voters of Maricopa County approved the *Regional Transportation Plan* and the extension of a half-cent sales tax to fund its 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 available additional funds for other statewide projects.

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: TONY SIMMONS CALLER ADDRESS: 4901 W. FRIEND STREET, CHANDLER, AZ 85226 PHONE: 480-705-9281 EMAIL: **CALLER REMARKS/QUESTIONS:** I support of South Mountain Freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Route 202
Date: Tuesday, June 25, 2013 3:13:33 PM

From: Simon, Harvey B.,M.D. [mailto:HSIMON@PARTNERS.ORG]
Sent: Tuesday, June 25, 2013 3:12 PM
To: Projects
Subject: Route 202

1 I appreciate the opportunity to comment on the proposed extension of Route 202. Like many other Phoenix residents, I support the road for it's ability to facilitate travel to remote parts of the Valley and for its role in easing vehicular congestion. As a resident of Ahwatukee, I am also concerned about the extension's potential impact on our community. I urge you to make every effort to preserve the architecture, quiet streets, and especially the small lakes in the region. I believe this is of great importance for both the quality of life and for our property values.

Thank you.

Harvey B. Simon
16013 S Desert Foothills Parkway

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway.
Date: Thursday, May 23, 2013 12:57:00 PM

From: JSimons4109@aol.com [mailto:JSimons4109@aol.com]
Sent: Thursday, May 23, 2013 11:56 AM
To: Projects
Subject: South Mountain Freeway.

1 2 3 4 5 6

I would to tell ADOT that myself and my wife are OPPOSED to the building of the freeway if it is located on what is now Pecos Parkway. There are better options including an I-8 to I-10 connector or the Gila river alignment. The highway plan is now 25 years out of date. The city of Phoenix, unlike Chandler and Gilbert did not set aside the land and has allowed both private and public improvements on what should be city easements. The building of this freeway will increase pollution to the immediate area as well as cause a drop in property values. I urge ADOT to stop the consideration of the Pecos parkway alignment until a better alternative is found.

Thank you for your consideration

James and Carolyn Simons

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Code	Issue	Response
1	**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.
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.
3	**Purpose and Need, Lack of Support**	
4	**Acquisitions and Relocations**	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 based on 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.
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	**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.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain 202 Freeway Comment
Date: Monday, July 01, 2013 8:45:29 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: Mike Simonton [mailto:msimonton@cox.net]
Sent: Sunday, June 30, 2013 10:44 AM
To: Projects
Subject: South Mountain 202 Freeway Comment

South Mountain Study Team,

I am a Chandler resident that works at 43rd Ave. and Van Buren in Phoenix. Most times the I-10 or 101 to I-10 routes to the west side of town are too congested to consider taking. I predominantly take the beltline route across the reservation to access 51st Avenue in Laveen to and from work. I have occasionally checked into the status of this the South Mountain 202 Freeway project over the last 7 or so years. It seems to me that this project was contemplated and I thought even funded in the 80's. It is apparent that the need and desire of metro Phoenix area for this project is self evident; however, I believe the State's transportation engineers and planners have a much more sound and analytical handle on this need than my general presumption. I understand there are a multitude of competing interests and significant obstacles that have presented themselves since the project's origins, but I implore you as a concerned citizen, desperate commuter, and commentor in this public process to please diligently and expeditiously work through all issues to get this freeway built. I understand that obstacles are presented by homeowners and businesses in the Ahwatukee area that built up and settled in after this freeway was originally planned. Conversely, there are people like myself that moved to the Chandler area 7 years ago with eager anticipation that this freeway would come to fruition in a timely manner as was indicated on the ADOT website. Having experience in conducting sensitive public processes myself, I empathize with the challenges you are facing, however, this project is long overdue for shovels hitting dirt. It seems like no option makes a majority happy, in fact, your most successful outcome is likely if everyone is just a little unhappy. Simply put, my comment in this process is to build it. Build it now! I appreciate the hard work and diligence ADOT has put into this effort for years to satisfy as many competing interests as possible. Unfortunately, regardless of anyone's best efforts there will be disgruntled parties. For the benefit of the metro Phoenix area, this project must move forward as expeditiously as possible. Thank you for the opportunity to provide this comment.

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document

-Mike Simonton
30+ Year Arizona Resident
7 Year Chandler Resident
14 Year Frustrated Commuter
124 W. Oriole Way
Chandler, AZ 85286

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Code	Issue	Response

Code	Comment Document
1	Joel Simpson Document Created: 5/21/2013 2:33:57 PM by Web Comment Form I belive this project would be great for the valley and would reduce in town traffic and commute times.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4392

which had its own issues with highways, into Laveen, where when I bought my house, this highway was one of the reasons we bought, not knowing it would take this long to even be at this point. We've since relocated from Laveen; one of the reasons is due to the issues getting to and from. We had two kids, one with special needs, and getting in and out of Laveen became very difficult up in that 51st Avenue with truck traffic, getting to the I-10, getting to Central Phoenix through the tunnel and that sort of thing, so we actually sold our home and relocated. Knowing that it's going to be built is kind of bittersweet in the fact that if we still had our house there I think it would be a huge benefit.

And I believe it's going to bring a lot of businesses and revenues to Laveen; particularly, when we left there was a Target that may have been put in and some movie theaters and such, which never came about because it was just stagnant. So I'd like to say I'd like to approve the build. Thank you.

THE FACILITATOR: Thank you.

Joel Simpson.

MR. SIMPSON: Hello, Joel Simpson here. I've been a resident of the Valley for about 14 years now and I've had the displeasure of driving the I-10 for the same amount, and the traffic, you can definitely tell where

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Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1

1 the stops are, as everybody's -- all the traffic, the
2 semi-trucks are coming from the west, California or
3 wherever, and it all kind of bottlenecks at about 75th
4 and doesn't clean up until about past the I-10 truck
5 route, which is about 27th or whatever Avenue, so I can
6 definitely see a need for this, and I'd like to see it
7 happen, just because I'm stuck in my house out in the
8 West Valley and have to commute to the East Valley, so
9 that's all I have to say. Thank you.
10 THE FACILITATOR: Thank you.
11 Wes Lines. Wes Lines.
12 MR. LINES: Hello. Are you ready for me? I
13 don't think I have three minutes' worth of stuff to say,
14 but I just want to come down and put in my two cents'
15 worth. My name is Wes Lines and I live in Laveen, I live
16 at 51st Avenue, and I have seen -- I've lived there since
17 2001 and I have seen the traffic along 51st Avenue
18 increase and increase and increase the whole time going
19 south onto the Indian reservation and into the town of
20 Komatke, and the road is completely overburdened and
21 overwhelmed.
22 It's a county farm road, it doesn't have
23 sidewalks or anything like that. That road is being used
24 as a highway for people to go all the way to Tucson. You
25 see people hitchhiking along with signs that say all the

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway
Date: Monday, July 22, 2013 8:51:12 AM

From: Kay [mailto:azlady13@hotmail.com]
Sent: Sunday, July 21, 2013 7:50 PM
To: Projects
Subject: South Mountain Freeway

1 2

Please do NOT put a freeway through the mountain. You can never get back what is lost. Please go listen to Big Yellow Taxi. This desert has already been destroyed. Don't destroy this sacred mountain. I wouldn't want it destroyed if it wasn't sacred. The people who work or live on the south side of the mountain knew it was there when they moved there or took the job. They should either move or change jobs if they don't want to drive around what was always there. Don't tear down the mountain and put up a 'parking lot'.
Kay Simpson
602-513-6963

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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	**Cultural Resources**	

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 5:38 PM CALLER: SHAWN SINGLETON CALLER ADDRESS: 4909 W. BEHREND DRIVE, GLENDALE, AZ 85308 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I do support the extension of the 202 South Mountain Freeway to the 10 in the west valley. It would be great for the community and reduce traffic. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 6/10/13 INCOMING CALL TIME: 11:21 AM CALLER: AVA SIWEK CALLER ADDRESS: 6034 N. 33RD STREET, PARADISE VALLEY, ARIZONA 85253 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Yes, I am in support of the South Mountain freeway. I think it's an excellent idea, and it's time to do that now before things continue to get more crowded. And I think it's great idea for growth of our city and for economic growth. It follows the population growth that's happening I think it's a smart move and I'm all for it. I think it's awesome that Phoenix is being progressive and staying ahead of the curve. I think it's great, so congratulations on letting our city grow in the correct direction.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1 2 3 4 5	Evan Skow — Document Created: 7/24/2013 6:27:35 PM by Web Comment Form Why does Pecos Road need to be changed into a freeway/interstate? Grand Avenue works just fine as it is. If Laveen wants an interstate through their community fine. The simple solution would be to build the freeway through Laveen as planned, connecting it to Pecos road and leave Pecos Road as is. No homes will need to be torn down, no mountains need to be destroyed, no damage to the environment. Then lets just see how much the South Mountain Loop 202 is used.

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	**Alternatives**	According to 23 Code of Federal Regulations §771.111(f)," the action evaluated in the environmental impact statement must connect logical termini and be of sufficient length to address environmental matters on a broad scope...". The proposed action should satisfy the project need and should be considered in the context of the local area socioeconomics and topography, the future travel demand, and other infrastructure improvements in the area. A partial freeway from Interstate 10 (Papago Freeway) to Laveen Village is not feasible because it would not meet the proposed freeway's identified purpose and need.
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	**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	**Biology, Plants, and Wildlife**	

Code	Comment Document

4330

1 accommodate a smaller population, less car driving
2 people who don't have the money quite frankly to
3 drive and need mass-transit to get around. Those are
4 the priorities now, not from 1985 when they passed
5 this money and made it available. And that was based
6 on the myth that every time growth happens, it's
7 sustainable and we all should just expect it all the
8 rest of our lives which is clearly not right. Thank
9 you.
10 MS. SLAPKE: I just got a wake-up call.
11 They never told us that when they changed the
12 alignment from ten lanes to eight, that our house was
13 no longer in line of demolition. We were never
14 notified. We would have gotten out five, ten years
15 ago when they changed that, but none of the
16 homeowners, I know for a fact, none of us know this
17 because I know everybody on our entire street. We
18 weren't notified.
19 So here I sit and now I'm going to have a
20 wall right behind my house when we were anticipating,
21 okay, ADOT's going to have to buy our house. We'll
22 sit tight. There's nothing we can do. We've lost
23 all the value in our home, but at least we know
24 ADOT's going to buy our home. I just found out,
25 guess what, we're screwed. So put that into writing.

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Code	Issue	Response
1	**Design**	In response to lower-than-anticipated sales tax revenues, beginning in 2008, the Maricopa Association of Governments began evaluating methods of cutting project costs while still delivering the major elements of the *Regional Transportation Plan*. Through the process described on Final Environmental Impact Statement page 3-19, and beginning in 2008, the Arizona Department of Transportation responded with the lane reduction and constrained right-of-way. These design changes were made public shortly thereafter and have been known for several years.
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	**Noise**	Noise walls would range in height from 8 feet to 20 feet tall in the Ahwatukee Foothills area. As mentioned in the sidebar on page 4-91, the Final Environmental Impact Statement is based on preliminary design and traffic information. As the design progresses to the Final Design phase, noise barrier locations and heights will be refined and finalized. During Final Design, more detailed information on the location, actual height, and distance from the property line of each noise barrier will become available.

Code	Comment Document
4, 5	1 I don't know how to put it. We were 2 never notified that our house was no longer in the 3 line of demolition. And so what's ADOT's recourse to 4 those of us homeowners who all these years had 5 thought that our I'm home was going to be purchased 6 by ADOT because we couldn't sell them. And now all 7 of the sudden, we're not in the alignment anymore, 8 our house is not going to be bought by ADOT, and I'm 9 faced with a house that's going to be worthless. 10 And if they had told us, given us a 11 written statement, something that notified us, your 12 home is not in the line of demolition anymore, you 13 know, we would have taken action at that time. 14 Either get out somehow, and now we've lost all of 15 that in our home and we have to move. Now what do I 16 do? 17 We've been in limbo for years, but we 18 were reassured, just sit tight, the freeway goes 19 through, it's no big deal because they're going to 20 have to take our house. At least we'll be able to 21 get out and be recouped. Now we lost everything, 22 everything. I don't know what we're going to do. My 23 name is Erica Slapke, 3119 East Redwood Court in 24 Phoenix, 85048. 25 MR. ROSE: My name's Scott Rose, R-o-s-e, Page 14 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
4	**Acquisitions and Relocations**	Agencies may acquire only those properties located entirely or partly within the project right-of-way limits (see Final Environmental Impact Statement page 4-45).
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.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 7/23/13 INCOMING CALL TIME: 2:12 PM CALLER: NANCY SLAWN CALLER ADDRESS: 2702 EAST MICHIGAN AVENUE, PHOENIX, AZ PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I am for the freeway, thank you, we need it.

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 9:39:17 AM -----Original Message----- From: Ed [mailto:edaz04@yahoo.com] Sent: Saturday, May 11, 2013 3:04 AM To: Projects Cc: info@buildthe202.com; kathleenski@yahoo.com Subject: Build the South Mountain Freeway As a resident of the great state of Arizona I implore you to adhere to the citizens multiple requests to build the loop 202. Enough with the delays. With all of the benefits this freeway provides it should have been built a decade ago! It is time to move this project forward at last. Ed Smith Laveen, Az 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: Southmountain Freeway
Date: Friday, May 17, 2013 8:49:28 AM

From: Tracy Smith [mailto:tracyb19@aim.com]
Sent: Friday, May 17, 2013 8:37 AM
To: Projects
Subject: Southmountain Freeway

1 I am not able to make the public hearing but I would like to show my support of it. I live in Laveen where this freeway would provide so much for our community. I live close to 51st Ave (the main drive to the casino). There is so much traffic that speeds through our quaint community. We need this freeway to alleviate that congestion.

We need more accessibility, we need more medical facilities, we need MORE!

Please get this going. When I moved to Laveen 10 years ago, we were told it is on the way. When I was in high school in Ahwatukee, my family was told, it is coming... Why so long? Get it moving!

Thank you for your time.

Tracy Smith
6114 S 46th Ave
Laveen

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain 202
Date: Tuesday, April 30, 2013 8:53:49 AM

From: Todd W. Smith [mailto:twsmith23@gmail.com]
Sent: Friday, April 26, 2013 1:14 PM
To: Projects
Subject: South Mountain 202

Hello,

1 I am writing to express my support for the approval and funding of the South Mountain 202. The freeway is a vital part of Laveen, Ahwatukee, and the entire SW Valley going forward.

There are many reasons for my support of the freeway. The first and simplest reason is for traffic alone. I live in Laveen and work in Chandler, at the intersection of I-10 and Chandler Blvd. And though I will probably be long gone from either my home or work by the time the freeway is finished, it will save thousands of hours on commuting for thousands of people in the future.

The second reason is for development in Laveen. It's no secret that Laveen has struggled mightily since the housing crash in 2008. Laveen was promised to many as 'The next Ahwatukee' when the many housing developments started popping up in the mid-2000's.

Since the housing crash, it's been virtually untouched by development, and mostly ignored by the City of Phoenix. It has finally started to turn things around in the last year, with new businesses coming in and being very successful (Jersey Mike's, Barro's, etc). Laveen needs more businesses and more development. There are several projects already in the works and ready to go at the first word that the freeway has been approved. See this proposed development at 59th Ave and Baseline as an example (and note the hospital pad as well).

Lastly, it's an important part to the overall infrastructure of the entire Valley. It is a freeway that has been proposed and on the books since 1985. That's almost 30 years! Meanwhile we've seen the development and building of the 303 (an area not at all vital to commuters or truck routes), the 153 (which subsequently was shut down and turned into a city street), an on/off ramp for a street that doesn't exist (64th St and the 101 - which has been 'temporarily closed' for four years because there isn't actually a street there), and countless other highways and roads built that will not be as important to the city as the South Mountain 202.

It is time we stop ignoring and pushing back this freeway. The longer you wait to approve and build it, the harder and more expensive it will, and the easier it will be to come up with excuses not to do it. The time is now.

Thank you,

Todd W. Smith
Laveen Resident

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW:
Date: Monday, May 20, 2013 8:47:29 AM

From: Kathleen Smith [mailto:kathleenski@yahoo.com]
Sent: Friday, May 17, 2013 4:10 PM
To: Projects
Subject:

1 I would really like to see the South Mountain Freeway (FINALLY) be built. I've lived in the valley for 16 years and it's been talked about for that long. Also, it's been approved for almost as long. I'm not sure what the delay is. We already know about all the benefits we would encounter from this. Are there disadvantages that outweigh the advantages??? Please, let's get the ball rolling on this project!

Kathleen Smith

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.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

Vicki Smith

Document Created: 5/21/2013 8:40:28 PM by Web Comment Form

I live in Laveen. I work in Tempe. That is not only my story, but the story of the majority of people that live in Laveen. We all drive 30-40 minutes minimum to get to work every day. The only way we have to get to work is via city streets that are littered with stoplights. I sit idle in traffic that is stop and go. My husband works in South Chandler. He does the same thing. I dream of a day where my husband can take the 202 freeway and be at work in a matter of minutes. I dream of a day where I won't have to sit on Baseline Rd as long, because much of the west to east traffic will be diverted to the 202.

I work with many people that live in the West Valley (Avondale, Goodyear, Glendale). They drive to Tempe via I10. Actually, anyone that lives in the West Valley and works in Central, or South Phoenix, or the East Valley, sits in traffic on the I10 every day. Or what about those that live in the East Valley/Chandler and work downtown? The are stuck in traffic on the I10 as well, only the other direction. This sitting is wasting hours of our lives every day. It is wasting vehicle emissions that are expended by idle cars, or cars that take much longer to get to their destination than necessary. All of this wastes hours of people's lives, wastes extra gas and causes more pollution. This city is not shrinking, it is growing. This traffic problem on the I10 will only get worse. Laveen is also not shrinking; it is still growing. Additional home construction is taking place in multiple areas of Laveen right now. Laveen is going to grow and there will be even more vehicles sitting on city streets, wasting idle gasoline and causing additional pollution. We need a better way to transport ourselves and goods through the south part of Phoenix. Every time there is a major accident on the I10, or the I17, traffic almost always gets diverted to south to Laveen. This causes extreme commute times and extreme amounts of traffic. Why? Because the I10 is already too congested. This affects us in Lavven, but also affects ANYONE travelling to work on the I10. We need this freeway!

With this freeway comes additional jobs. Not just the the obvious construction jobs, but the economic growth that would include the addition of future office buildings, corporate office, even a hospital. If I had the chance to have a job in Laveen, I wouldn't even need to really commute. Imagine if a lot of people in Laveen had the chance to work in Laveen. Those same cars would be cutting down on pollution even more. Our local economy cannot grow properly without the 202. I can assure you, it WILL grow. Laveen will get larger, as will all of Phoenix. We can either makes this a better, more environmentally friendly place to live, by building the 202, or we can stay with what we have and only increase the amount of cars commuting, stuck in traffic, sitting idle, and causing pollution.

1 Please, I'm beggin you, build the 202!!!!

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	Lisa Smith — Document Created: 5/28/2013 4:57:30 AM by Web Comment Form
1	While it would be more convenient for a connection around the southwest side of South Mountain for accessing work in the Capitol District of Phoenix, the negative impact of a freeway extension of the 202 would not be worth it. It seems to make little sense to put a large freeway through a residential area prized for the serenity and mountain views when I-10 exists for the very traffic that the freeway would aim to redirect. The I-10 freeway is surrounded by business and industry which relies on those trucks coming through and isn't disrupted by them coming through. On the other hand, bringing the freeway and that type of traffic through Ahwatukee would absolutely ruin the village for all the reasons that people want to be here and invest in properties here. Currently, we are planning to purchase a home in Ahwatukee where we have already become established with our family since moving here. WE came here for the peace, the mountains and the sense that it is a secret treasure of Phoenix with great schools and community. However, we have already had to hold off on choosing from homes we really like because of the threat of this freeway being right in the backyard. A wall does NOT solve the problem this will create. We are willing to continue putting up with the lousy commute if it means keeping the blessings that exist in Ahwatukee undisturbed. This proposal is economically a horrible idea that will drive away the people that have come here to invest their families in this village.
2	

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 page 4-91).
2	**Economics, Socioeconomics**	There is no evidence that the proposed facility would cause people to leave the area. The regions' benefits would remain, and improved access to residences and businesses would make them more desirable.

Code	Comment Document

From: Lisa Smith
To: Projects
Subject: South Mountain Freeway
Date: Tuesday, June 18, 2013 4:57:57 PM

Hello,

1 2 3 4 I am a resident and live off of Liberty and 15th street in Phoenix. I do not support the freeway plan as it stands, being built along Pecos Road. The impact on home values, schools, safety and quality of life would be immeasurable. No study can tell us the damage it will do.

5 6 7 Please consider an alternate route south on the Gila reservation or Riggs Road. Do not build on Pecos.

Thank you,

Lisa Smith

Code	Issue	Response
1	**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.
2	**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.
3	**Hazardous Materials**	
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 page 4-91).
5	**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.
6	**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.
7	**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

4296

This environmental impact draft study doesn't seem to think that it will worsen the air quality on the sensor that's on 43rd Avenue, which will be two to three miles away from this construction. So it really needs to be understood that it could -- could risk Arizona losing its federal funds. And then the City and our citizens will have to pay the bill. This could turn into one of the more expensive highways. And I think a separate study of that impact is very, very important before we go to the final phase of the environmental study.

So thank you very much for your time. I appreciate the opportunity to comment.

MR. SMITH: They've already spent a lot of money studying this thing, right? And they might as well finish the project or a lot of people's work has been wasted already.

And as far as alignments go, I think, even though the one that's more expensive, that would link up to the 101, is probably a better option in the long run, even though it looks like it might be more expensive now. I don't think I have anything else to say.

MR. STROOP: Well, I just wanted to say that I am a Laveen resident and that I am for the proposal to build the freeway in any of the capacities that I saw today. I don't really have a preference on an alternative, but I would prefer it to get built as soon as possible.

MR. ALLEN: I don't know what ADOT's plans for

Page 10

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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

4408

1 that you register. Thank you.
2 Another reminder, if anyone wishes to speak,
3 please make sure that you register at the front desk.
4 Your name will appear on the screen and we will call you
5 in the order that you registered.
6 Todd Smith.
7 Mr. Smith, you have three minutes, here's your
8 timer. Please begin.
9 MR. SMITH: Thank you. I'm sure you've heard
10 many different versions of pretty much the same speech
11 today. I'm here in support of the 202. There are many,
12 many reasons I believe it should be built, not the least
13 of which is I live on 51st Avenue and Baseline, I work at
14 I-10 and Chandler Boulevard. Just like the last
15 gentlemen and the woman before him, I'm on Baseline for
16 12 miles every day; makes me want to gouge my eyeballs
17 out. It would cut my commute time in half or probably
18 more to do that.
19 Beyond just the selfish reasons of the commute,
20 look at what happened to Gilbert with the San Tan 202.
21 There was nothing out there. They approved the freeway,
22 they built it up, developments everywhere. Same thing is
23 going to happen in Laveen, and if you guys are from
24 Laveen or have been to Laveen, we desperately need things
25 like shopping and restaurants and hospitals. There's

Page 77

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

Code	Issue	Response
1		Comment noted.

Code	Comment Document

1 already a planned shopping center with restaurants,
2 shopping and a hospital on 59th Avenue and Baseline,
3 literally just waiting for the approval of the 202;
4 doesn't need to be started, doesn't need to be built, it
5 gets approved, they start working on this development.
6 Other things -- excuse me. It's not often you
7 get the opportunity to build something that will not only
8 benefit the people that will use the 202, but the people
9 that won't use the 202. There are thousands of commuters
10 every day that will never use the 202, but they're using
11 the 10 that'll get the benefit of that 202 because of
12 less cars on that. So you're not only benefitting the
13 people that are going to be using it, but people that
14 won't be using it get the same benefit we're going to
15 get.
16 I'm 32 years old, this freeway, just like the
17 last gentleman spoke about, was approved when I was four
18 year old; 1985. It was approved again in 2004. It's
19 been approved twice, this will be the third time.
20 Phoenix is not getting any smaller at all, we all know
21 that it is just going to continue to grow and grow and
22 grow. This freeway has been in the plan before the 303,
23 like the last gentleman said, and many other projects in
24 the city, my personal favorite of which is the
25 interchange at Loop 101 and 64th Street in Scottsdale

Code	Issue	Response

Code	Comment Document

1 they built five years ago to a street that literally does
2 not exist; it's an onramp interchange to a street that is
3 not there and hasn't been there since they built it five
4 years ago.
5 We're spending money on those projects when we
6 could be spending money on the freeway that the Valley
7 desperately, desperately needs. It's time to do it, and
8 again, I'm just here to throw my support in, I think it's
9 time to do this. Thank you.
10 THE FACILITATOR: Thank you, sir.
11 If there's anyone else in the auditorium that
12 would like to speak, please register at the front desk.
13 Your name will be called and be placed on the screen and
14 we'll take you in the order in which you registered.
15 Also, a reminder for those of you who may be
16 speaking and there's an opportunity that you will go
17 beyond the three minutes, there are court reporters in
18 the next room that will take your comments beyond the
19 three minutes.
20 We're going to take a five-minute break as we
21 change off panelists. We will return at exactly five
22 minutes. Thank you.
23 (The proceeding was at recess from 6:02 p.m. to
24 6:07 p.m.)
25 THE FACILITATOR: Good evening, everybody.

Code	Issue	Response

Code	Comment Document
1	Matthew Smith Document Created: 7/16/2013 8:48:57 PM by Web Comment Form PLEASE PLEASE PLEASE BUILD THE SOUTH MOUNTAIN FREEWAY EXTENSION. Building the South Mountain freeway is a necessary addition to the Valley of the Sun. It will make commutes between the East and West Valley very reasonable. It has the ability to positively affect the economy of Arizona. It will allow for positive growth of Arizona and the Phoenix metropolitan area. There are very few negatives about the freeway extension (South Mountain and South Mountain Park will still look beautiful and the freeway may just add to the number of visitors that traverse the park).

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Matthew Smith Document Created: 7/16/2013 8:52:28 PM by Web Comment Form I recommend the W59 Alternative as y favorite route. W71 in a distant second

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. My husband and I purchased our home off Desert Foothills Parkway earlier this year. We purchased close to the mountain, in part, because of the proposed freeway. However, we chose to purchase in Ahwatukee because the air is cleaner and it is a nice, bedroom community that will allow us a peaceful place to raise our son.

1 It is sad to consider that a freeway that was voted on 20+ years ago — long before the significant growth of Ahwatukee — is still on the books in its original form. There are so many more people that will be affected by
2 3 4 pollution, loss of homes, loss of community gathering areas, and a peaceful lifestyle. But more critically, we want to know why the State of Arizona
5 refuses to consider implementing eminent domain and siezing land from the Gila River Indian Reservation, to make this freeway possible. The land is undeveloped, not farmable, and barren.
3 We fail to understand the State's decision to destroy homes →

Optional

Name: Shannon Smith Email: shanit72@live.com

Address: 14235 S. 13th Place

City: Phoenix State: AZ Zip: 85048

Phone: 512-413-7923 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	**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	**Air Quality**	
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	**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 page 4-91).
5	**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

LOOP 202
South Mountain
Freeway Study
2013

Draft Environmental Impact Statement
COMMENT FORM

4 Additional Comments: and negatively impact the well-being of many taxpaying citizens in order for the reservation land to remain untouched.

If ever there was a time for the State to take a true leadership role, that is now. Ultimately, the Gila River tribe would benefit — regardless of whether or not they will admit so at this time — and the citizens of Ahwatukee, greater Phoenix and travelers passing through, would all benefit as well. Rather than considering the small group of people that is the Gila River

5 tribe, why not consider the impact on the broader community as a whole? Why must those of us in Ahwatukee be pigeonholed by a freeway that was voted on long before the community grew like it did? (And, might I add, long before many of its citizens even moved here.) If the Gila River

6 Indians can vote on it as recently as this Spring, why not allow current Ahwatukee residents a vote on it — rather than relying on votes cast in the 1980's?

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-159

ADOT Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
6	**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 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.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/16/13 INCOMING CALL TIME: 4:48 PM CALLER: RICK SMITH CALLER ADDRESS: 4211 EAST SILVERWOOD DRIVE, PHOENIX, AZ 85048 PHONE: 480-759-1875 EMAIL: **CALLER REMARKS/QUESTIONS:** I do support the freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Sierra Club on behalf of Phyllis Smith
To: Projects
Subject: Comments in opposition to South Mountain Freeway
Date: Wednesday, July 24, 2013 11:05:43 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 3 4 5 I grew up in South Phoenix and spent the majority of my life in and around the area. I can personally attest to the destructive nature of this proposed freeway project. Not only is it environmentally unsound, the path that it would take crosses directly over Native American tribal lands that hold significant meaning both spiritually and in the way of artifacts and historical sites. This project will, in no way, positively impact the traffic patterns of the South Phoenix valley. It can only cause more gridlock, pollution and destruction of our beautiful South Mountain Preserve. I am a former Soil Conservation Service employee and have worked this entire area and documented the facts that were previously stated for the USDA.

DISCONTINUE THE DESTRUCTION OF THE DESERT!

Phyllis M. Smith

3 6 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 7 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 8 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	**Cultural Resources**	
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	**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)**	
6	**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.
7	**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.
8	**Biology, Plants, and Wildlife**	

Code	Comment Document
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, Ms. Phyllis Smith 914 Paso Dr Lake Havasu City, AZ 86406-8216

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: 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:

1

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.)

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 7/23/13 INCOMING CALL TIME: 4:51 PM CALLER: MARYBETH SMITH CALLER ADDRESS: PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I'm in favor of it. Thank you.

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: 12:24 PM CALLER: GAYLE SNEED CALLER ADDRESS: 3613 WEST MARSHALL, PHOENIX, ARIZONA PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I strongly support the 202 [unclear]. I live in Chandler, I mean I work in Chandler. Live in West Phoenix and the bottle neck on I-10 is significant. I support the 202.

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: 3:57 PM CALLER: CAROL SOBO CALLER ADDRESS: 2230 EAST BEL AIR LANE, GILBERT, AZ 85234 PHONE: 480-926-2364 EMAIL: **CALLER REMARKS/QUESTIONS:** I would like to voice my support for the new move around South Mountain.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**From:** Ayo Sodimu **To:** Projects **Subject:** ADOT SR347 Study **Date:** Wednesday, May 29, 2013 6:33:41 PM Good Day, I propose that a bridge be built over the railway track. The traffic from the railway system causes a lot of hardship to commuters, and it has also made a lot home buyers to focus their home search away from communities after the railway track. Ayodele A. Sodimu Esq. LLB, BL, CIPP/US

Code	Issue	Response
1	**Alternatives**	The proposed project includes bridges over the Union Pacific Railroad for the freeway main line and the 59th Avenue frontage road (see page 3-42 of the Draft Environmental Impact Statement).

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'm all for the freeway to be built. This will relieve a lot of traffic. We live in Laveen and there that will bring a hospital and other great things to our community. build, build, build, please! :)

Optional

Name Dorina Sola Email dorinas444@hotmail.com

Address 4029 W. Darrow St.

City Phoenix State AZ Zip 85041

Phone 480-233-9795 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 U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

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: ALBERT SORENSON CALLER ADDRESS: 15855 WEST EVANS DRIVE, SURPRISE, ARIZONA 85379 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: 7/23/13	INCOMING CALL TIME: 5:43 PM
CALLER: PEGGY SORONSON	CALLER ADDRESS: 9642 WEST DIANA AVENUE, PEORIA, ARIZONA 85345
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

Hello, I support the 202 freeway, South Mountain. It will be very helpful, I travel that way. So please, um I'll put in a vote for the approval of the freeway. Thank you goodbye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

1 MR. LIPPEY: Mario Lippey.
2 So my comment would be I was concerned
3 about -- I'm for the highway. However, where I live,
4 which is the freeway -- the Foothills reserve area,
5 right at the very end of Pecos, that's really close to
6 the mountain.
7 And right now it's very quiet unless there are
8 parties or loud vehicles that go through there. And
9 those small noises bounce off the highway.
10 And with the highway coming so close to that
11 area, my concern is that the noise levels will increase
12 even if they put a barrier up. It will just bounce off
13 the mountain.
14 In addition, the air pollution, again, we're
15 right up against the mountain. The winds usually come
16 from the south to north, anecdotally. I don't have any
17 research.
18 But I'm concerned about the air quality being
19 trapped right where we're located right up against the
20 mountain. And I didn't read everything on the air
21 quality, but those are my two main concerns, the air
22 quality and the noise.
23 MR. SOSA: My name is Jesse Sosa, and I live
24 right in the pathway of the freeway, and I'm really,
25 obviously, in opposition to losing my home.

Page 2

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Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1 And, really, I don't even know if I'm going to
2 lose my home, because I'm not sure where, you know,
3 ADOT plans to actually build. But I'd be right in
4 front of it. That's for sure. And I really feel that
5 this would impact tremendously my family, my children,
6 the building of it.
7 It's -- and I don't think that eminent domain
8 is a fair thing to do. People struggle all their
9 lives. They buy their homes. They take their -- take
10 care of their homes. And I really don't understand,
11 you know, the need to build something like this.
12 I get that all of this here is for that
13 purpose, to demonstrate the need, to demonstrate the
14 amount of pollution, supposedly, that it would
15 decrease, the amount of money saved, the decrease in
16 congestion of traffic. I get all of that.
17 But when we're talking to a certain little
18 family that actually has a home, that cares for their
19 home, that has, again, saved money all their lives to
20 purchase a home, not to just say, well, this is going
21 away because of progress, if you will, it just, you
22 know, really upsets me, so ...
23 And, obviously, I oppose it. And whoever it
24 goes to, hopefully they can kind of -- and I'm not the
25 only one. I know that.

Page 3

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Code	Issue	Response
1	**Alternatives**	Aerial maps showing the proposed freeway (W59 and E1 Alternatives) are accessible through the online hearing Web site, <azdot.gov/southmountainfreeway>.
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	**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	**Purpose and Need, Lack of Support**	
5	**Air Quality**	

Code	Comment Document

But that's my statement.
MS. BRENNAN: Catherine Brennan.
So I'm just -- I'm for the Loop 202 because it's going to help with economic development in Laveen and help bridge the two communities of the East and West Valley.
MR. RODARTE: My name is Randall, R-a-n-d-a-l-l. Last name is Rodarte, R-o-d-a-r-t-e.
I live on 51st Avenue and Baseline, and I'm really looking forward to the preferred freeway. I believe it's the 59 and the E1. I believe that's what they're called.
Wait a minute. Let me double check here.
Yep, W59 and E1 alternative.
I'm in favor of them, and I really was looking forward to another way to get to the East Valley besides going through Baseline or Southern, because it's horrible, the traffic, you know, the backup. It just takes so long.
There's only one lane each way on Southern Road, and that's sometimes impossible to get through. And Baseline, over the last 10 years, I've seen it just really get bogged down, especially on the weekends. Takes about 40 minutes to get to Arizona Mills.

Page 4

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Code	Issue	Response

Code	Comment Document

4244

1 multi-modal network, so we need commuter rail. I
2 hope eventually we will have light rail coming up to
3 Baseline and then to -- to connect with this freeway,
4 so we do need all forms of public transportation, but
5 we need this freeway.
6 Thank you.
7 THE FACILITATOR: Thank you.
8 Alexander Soto.
9 If you'd like to speak, please go out to
10 the registration desk, get registered, and we'll have
11 your name up here.
12 Thank you.
13 MR. SOTO: I'm Alex. So go?
14 (Speaks in foreign language) Alex Soto,
15 (speaks in foreign language), I'm from the community
16 cells of the Tohono O'odham Nation. I currently live
17 here in Phoenix, Arizona, and I'm here to comment
18 against this freeway.
19 Overall, this South Mountain Freeway is an
20 attack on my civil rights as an indigenous person.
21 And the lack of cultural consideration that is in
22 this EIS is shocking. It is a fact that, I know
23 there's a lot of civil rights statutes and protocol
24 that an EIS would include towards communities of
25 color, in particular ones that have been historically

1
2
3

Page 57

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Code	Issue	Response
1	**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.
2	**Cultural**	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**	While the Preferred Alternative would have an adverse effect on environmental justice populations, impacts would be temporary and would not create undue hardship or be disproportionately high compared with projected impacts on all populations in the Study Area. All populations would benefit from the proposed action's implementation through improved regional mobility and reduced local arterial street traffic.

(Responses continue on next page)

Code	Comment Document

1 2 4 5 6 7

1 oppressed.
2 So this mountain is sacred to us as
3 O'odham, and myself Tohono O'odham, you know, I may
4 come from south of southern Arizona, but this
5 freeway is -- this mountain is sacred to me. And all
6 these mountains in Phoenix are sacred, so I just
7 wanted to make that very clear that this is an attack
8 of who I am as an indigenous person, let alone the
9 generations to come. And overall with EIS, the lack
10 of consideration for potential hazardous spills on
11 this freeway is also shocking. There's really not
12 any great detail in the EIS that pertains to
13 what-ifs, you know, regarding hazardous waste.
14 And another consideration, which I actually
15 wrote down, was also that back in 2005 the Joint Air
16 Toxic Assessment Program Study that was done, was not
17 considered in the EIS as well. And that's -- the
18 report clearly shows that there's already toxic
19 chemicals in the air in this area already, so of
20 course, the freeways would add more to that. So I
21 would hope that that would also be addressed in the
22 EIS.
23 And the last one, on a bigger level, is the
24 amount of semitrucks that will also be going towards
25 the community as well. Of course, we all know, this

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Code	Issue	Response
4	**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.
5	**Air Quality**	Summary information about the findings of the Joint Air Toxics Assessment Project study is provided as background information in the Draft and Final Environmental Impact Statements, but the study itself is not relevant to the type of analysis done pursuant to the Federal Highway Administration's mobile source air toxics guidance, which is an emissions analysis. Monitored ambient concentrations of mobile source air toxics (the focus of the Joint Air Toxics Assessment Project) do not inform this type of analysis. While monitoring data can be useful for defining current conditions in the affected environment (to the extent that the monitoring data are current), they don't tell us anything about future conditions, or the impacts of the project itself, which is why an emissions analysis was performed. The mobile source air toxic analysis presented beginning on page 4-77 of the Final Environmental Impact Statement is an estimated inventory of mobile source air toxic emissions for the entire Study Area for 2025 and 2035. This approach was used because the inventory estimate accounts for changes in traffic and emissions on all roadways affected by a proposed project, and would, therefore, be a more reliable predictor of changes in exposure to mobile source air toxics. The mobile source air toxics emission modeling developed for the project (which factored in the U.S. Environmental Protection Agency's recent rules for the 2035 analyses) and discussed beginning on page 4-77 of the Final Environmental Impact Statement found little difference in total annual emissions of mobile source air toxics emissions between the Preferred and No-Action Alternatives (less than a 1 percent difference) in 2025 and 2035. With the Preferred Alternative in 2035, modeled mobile source air toxics emissions would decrease by 57 percent to more than 90 percent, depending on the pollutant, despite a 47 percent increase in vehicle miles traveled in the Study Area compared with 2012 conditions.
6	**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.
7	**Purpose and Need, Truck Bypass**	
8	**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.

Code	Comment Document
8	1 is part of a bigger transportation program, the Sun 2 Corridor, which is part of the CanaMex indirectly or 3 directly, depending on how your website wants to 4 entail that, but this is bringing more trade to 5 Mexico and Canada and back and forth, and the Gila 6 River happens to be in the middle of it. 7 And due to my friends, my family, my 8 relatives that lay at rest there, that's why I'm here 9 today to comment against this. And I would hope that 10 ya'll would consider that compared to, you know, 11 holding Laveen residents hostage to have a hospital 12 or more retail shops there. 13 As O'odham, we were the first people of 14 this area, and I would hope that you would consider 15 that. And a lot of people ask, well, why don't we 16 concede or compromise, and we've been compromising 17 for over 520 years. So I hope that ya'll would 18 include this in your report because you're attacking 19 who I am as an indigenous person. And, yeah, civil 20 rights need to be addressed, because just like any 21 other community of color, East L.A. or, you know, 22 South Bronx, I mean, we all know freeways are meant 23 to be biased, we call them borders, going back to the 24 border on my reservation, the U.S.-Mexico border, so 25 I hope you're able to address my concerns. Page 59 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response

Code	Comment Document

So thank you.

THE FACILITATOR: Thank you.

If you'd like to speak, please register up front.

If you'd like to speak, please go to the registration desk out front.

Please feel free to use either microphone when you come up.

Thank you. Eric Cylwik.

Eric, could I ask you to use this mic over here, please.

MR. CYLWIK: Good morning. My name is Eric Cylwik. I first of all want to thank you so much to voice my opinion to you guys here that are here to listen to us today. I just wanted to say also, great job on pronouncing the name. That is correct.

So I grew up in Phoenix, kind of at the top of what is now the 51, and I remember growing up there, and my dad would have to fly out of town every single weekend, and the commute to the airport was awful. But then after the 51 was built, it made the rest of the town so much more accessible and it just made living up there a so much nicer place.

I've now moved to Tempe after graduating from ASU, and a lot of my friends are now moving away

Code	Issue	Response

Code	Comment Document

5044

1 MR. SOTO: My name is Alexander Soto.
2 Address 7211 West Alta Vista Road, Laveen, 85339.
3 And, yeah, I'm here today to make a comment against
4 this freeway. I'm not in favor of it. I'm in
5 opposition of it. As a Tohono O'odham, this freeway
(1) 6 will attack my civil rights because this freeway is
7 going to blast through South Mountain, and South
8 Mountain is a sacred site to all O'odham, the O'odham
9 in Gila River, the O'odham in Salt River, the O'odham
10 in Ak-Chin, and the O'odham in Mexico.
11 So my spiritual connection to this
(2) 12 mountain will be attacked if the freeway comes
13 anywhere in this area, let alone blasts through the
14 mountain which is current proposal that ADOT has,
15 will do. So my civil liberties, my freedom of
16 religion, all these things are being threatened.
17 And as a citizen of the United States, a
18 citizen of Arizona, citizen of my tribe, I feel I
(1) 19 have that right to keep my cultural practices going
20 and this freeway stops that. So that's why I'm in
21 opposition for it on a cultural level, but I'm also
22 in opposition because this freeway's overall
(3) 23 construction, it doesn't have any clear plan B for a
24 biohazardous spill if anything happens in the
25 community. So if it even was to be built, there's no

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Code	Issue	Response
1	**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.
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	**Hazardous Materials**	

Code	Comment Document

1 alternative for people if something bad happens with
2 hazardous waste.
3 So it's not in the EIS. I'd like to note
4 that it's not in the EIS. And on that level, this is
5 a horrible freeway. And another level, in 2006 there
6 was a transportation plan that came out, a study that
7 clearly noted all the environmental impacts of this
8 freeway at that time, all the chemicals and so on.
9 And this current draft EIS, it's not in there, and
10 this was conducted by the State of Arizona and other
11 environmental agencies.
12 So I feel, you know, that's not
13 transparent. You know, it's not, you know, not -- it
14 clearly shows the bias in the project, you know. And
15 also the state, this is a $2 billion freeway. Why do
16 we need this? There's a lot of other things $2
17 billion can go to.
18 And the last one is a vision under the
19 U.N. -- the United Nations indigenous people's
20 declaration of human rights and business rights.
21 This goes against that as well. So there's a variety
22 of statutes and policies and things that are on
23 record that this freeway's attacking, and I just want
24 that to be known to be clear and, yeah, no 202.
25

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Code	Issue	Response
4	**Air Quality**	Summary information about the findings of the Joint Air Toxics Assessment Project study is provided as background information in the Draft and Final Environmental Impact Statements, but the study itself is not relevant to the type of analysis done pursuant to the Federal Highway Administration's mobile source air toxics guidance, which is an emissions analysis. Monitored ambient concentrations of mobile source air toxics (the focus of the Joint Air Toxics Assessment Project) do not inform this type of analysis. While monitoring data can be useful for defining current conditions in the affected environment (to the extent that the monitoring data are current), they don't tell us anything about future conditions, or the impacts of the project itself, which is why an emissions analysis was performed. The mobile source air toxic analysis presented beginning on page 4-77 of the Final Environmental Impact Statement is an estimated inventory of mobile source air toxic emissions for the entire Study Area for 2025 and 2035. This approach was used because the inventory estimate accounts for changes in traffic and emissions on all roadways affected by a proposed project, and would, therefore, be a more reliable predictor of changes in exposure to mobile source air toxics. The mobile source air toxics emission modeling developed for the project (which factored in the U.S. Environmental Protection Agency's recent rules for the 2035 analyses) and discussed beginning on page 4-77 of the Final Environmental Impact Statement found little difference in total annual emissions of mobile source air toxics emissions between the Preferred and No-Action Alternatives (less than a 1 percent difference) in 2025 and 2035. With the Preferred Alternative in 2035, modeled mobile source air toxics emissions would decrease by 57 percent to more than 90 percent, depending on the pollutant, despite a 47 percent increase in vehicle miles traveled in the Study Area compared with 2012 conditions.
5	**Environmental Justice/Lifestyle**	While the Preferred Alternative would have an adverse effect on environmental justice populations, impacts would be temporary and would not create undue hardship or be disproportionately high compared with projected impacts on all populations in the Study Area. All populations would benefit from the proposed action's implementation through improved regional mobility and reduced local arterial street traffic.
6	**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 2 3	**From:** Projects **To:** ADOT **Subject:** FW: South Mountain Freeway **Date:** Monday, May 20, 2013 8:36:05 AM **From:** Spano, Nancy [mailto:Nancy.Spano@Honeywell.com] **Sent:** Friday, May 17, 2013 9:20 PM **To:** Projects **Subject:** South Mountain Freeway I am against placing the South Mountain freeway along the Pecos Road route through South Mountain Park. I am only in favor of placing it on the Indian Reservation. Nancy Spano 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, 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	**Alternatives, Gila River Indian Community Alignment**	

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Comments in opposition to South Mountain Freeway
Date: Monday, July 15, 2013 2:10:39 PM

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

-----Original Message-----
From: Sierra Club [mailto:information@sierraclub.org] On Behalf Of Deb Sparrow
Sent: Monday, July 15, 2013 2:10 PM
To: Projects
Subject: Comments in opposition to South Mountain Freeway

Jul 15, 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) Freeways always come with the idea that they will relieve congestion and the truth is they create more congestion.

South Mountain Park is a very special place. Temporary relief from congestion leading to far more congestion is not a good reason to diminish this park.

(3) 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.

(4) 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) (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) 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

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	**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	**Health Effects**	
5	**Section 4(f) and Section 6(f)**	
6	**Biology, Plants, and Wildlife**	
7	**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

Alternative. Thank you.

Sincerely,

Ms. Deb Sparrow
1715 S La Rosa Dr
Tempe, AZ 85281-6820
(480) 968-7908

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Code	Issue	Response

Code	Comment Document
1	Jake Speck Document Created: 5/21/2013 1:58:43 PM by Web Comment Form It's time to build the 202! Let's get out in front of this need. The traffic is getting worse and worse by the day. If we don't continue to develop our freeway systems it will only become worse. Our freeway systems are one of the most important yet under appreciated assets to our community. They allow us to move around the Metro area freely, get to work so we can make a living and support our families, as well as enjoy what the valley has to offer for recreation. Our infrastructure is also one of the most important aspects to attracting potential employers to our community which creates great economic gains for the entire state. After reviewing the EIS documents I think it is abundantly clear that the benefits far outweigh any potential risk of impacts and this freeway should be built!

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4377

say.

THE FACILITATOR: Thank you.

MR. NEELY: Thank you.

THE FACILITATOR: Vicky Oliver.

MS. OLIVER: Hi, my name is Vicky Oliver and I'm for the 202 project because I think it will bring employment opportunities to our area, which we definitely need, and also will help the commute for a lot of people coming in the area. And also, it's been proven that freeways cut down pollution and also traffic accidents, and it'll keep some of the traffic off of our city streets.

THE FACILITATOR: Thank you.

Jake Speck.

1 MR. SPECK: Good afternoon. My name is Jake Speck, I'm here in support of the 202. I think this project is a great benefit to the community for a lot of different reasons: Reducing traffic, revitalizing economy, bringing over 30,000 jobs to the community, as well as a significant investment. I think it will attract potential employers as well, which would be great for growing the economy going forward.

After looking at the EIS, I think the potential impacts are vastly outweighed by the benefits this project brings, and I believe that now is the time to go

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

1 ahead and proceed with this project. This project has
2 been approved several times and has the overwhelming
3 support, based on recent polls, and I think it'll be a
4 great benefit to our community. Thank you.
5 THE FACILITATOR: Thank you.
6 Ana Morago?
7 Tiffany Reddy.
8 MS. REDDY: Good afternoon. My name is Tiffany
9 Reddy and I just wanted to come and show my support for
10 South Mountain freeway. The congestion for the commuters
11 in Phoenix has long been a problem for our community and
12 I think it would greatly help our residents in Phoenix.
13 Also, I love the idea of bringing 30,000 jobs to our
14 community and to our people here in Phoenix, so we're in
15 big support. Thank you.
16 THE FACILITATOR: Thank you.
17 If you'd like to speak and have not yet
18 registered, please go out to the front registration
19 table.
20 Chris Pattock. Could I ask you to use this
21 microphone, please.
22 MR. PATTOCK: Sure. Thank you. My name is
23 Chris Pattock, I'm a Tempe resident, I work downtown, I'm
24 a lawyer. I'm not prepared to do this, I just got a
25 phone call last night, apparently someone knew that I was

Page 33

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

Code	Issue	Response

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: DEIS on South Mountain Freeway
Date: Wednesday, May 15, 2013 8:37:47 AM

-----Original Message-----
From: Steve Speight [mailto:stevesp8@cox.net]
Sent: Tuesday, May 14, 2013 8:35 PM
To: Projects
Cc: PARCtheSMF@aol.com
Subject: DEIS on South Mountain Freeway

Dear ADOT,

1

I am a PARC member and I am opposed to the South Mountain Freeway on Pecos Road.
I have lived in Ahwatukee since 1992. I think it is wrong for you to try and run a "Truck By Pass" through my backyard. Its going to be bad for my air , my property values, and quality of life.

2 3 4

Steve Speight
538 E. Brookwood Ct
Phoenix, Az 85048

_____

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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	**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.
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 the Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).

Code	Comment Document

From: Sierra Club on behalf of Jerry Spellman
To: Projects
Subject: Comments in opposition to South Mountain Freeway
Date: Wednesday, July 24, 2013 6:35:23 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 I agree that the proposed freeway would cause more problems than it would solve.

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

Sincerely,

Mr. Jerry Spellman
648 S Grand
Mesa, AZ 85210-2430

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, Lack of Support**	

Code	Comment Document

Document Created: 7/24/2013 11:33:22 PM by Web Comment Form

Dear Freeway Planners,

First, I must say that I support a loop 202 but I am adamantly opposed to the path that you have proposed. After reading all of your statements and attending a discussion that you held, I am still opposed to you planned route.

1 2 I do not believe that the planners have done everytging possible to make the best freeway with the least amount of impact. I was astounded at the supposed environmental impact study. It was very poorly done to say the least. The wildlife will die out and the South Mountain Preserve will suffer for the lack of wildlife and diversity.

2 3 The amount of land taken from South Mountain Preserveis deplorable! I know that given the right incentives a route could be done that would not impact the Preseve land. Working with GRIC and local land owners to push further south and west would be in the best interest of all.

I hope you reconsider your position.

Respectfully Yours,
Leslie Spencer-Snider

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	**Section 4(f) and Section 6(f)**	
3	**Alternatives, Gila River Indian Community Alignment**	

Code	Comment Document

June 20, 2013

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

I am writing to state my strong opposition for the proposed expansion of Loop 202/South Mountain Freeway, in particular the Pecos Road alignment.

1 2 3 4 5 6

As a resident of Ahwatukee/Foothills, I believe the Pecos Road alignment would severely hurt our quality of life and cause damage to our community. Area residents would ultimately be affected by air and noise pollution. The proposed freeway would invite new traffic into the area, including large commercial vehicles that run day and night.

7

The Sierra Club's recent report "50 Best and Worst Transportation Projects in the United States", dated November 2012, lists the Loop 202/South Mountain Freeway as one of the worst projects in the United States based on oil, environmental, health, economic, and land use impacts. The findings and conclusions of this report need to being taken into serious consideration by the South Mountain Study Team.

2

I currently have enough highway access to all the facilities needed for a great quality of life. The South Mountain Freeway would forever change this area in the worst way. The Arizona Department of Transportation surely can produce alternatives to the destructive Pecos Road alignment that are better suited for our health and environment.

8

I advocate the "No Action" alternative as the best option that preserves the environment, quality of life, and health of residents.

Sincerely,

Elayne Spielman
3009 W Silver Fox Way
Phoenix, AZ 85045

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	**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 the Arizona Department of Transportation policy (see Final Environmental Impact Statement 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	**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 Final 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).
6	**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.
7	**Sierra Club Report**	The Arizona Department of Transportation and the Federal Highway Administration respectfully disagree with the referenced Sierra Club Report. As noted in the Final Environmental Impact Statement, when compared with the No-Action Alternative, the Preferred Alternative would result in less energy consumption (page 4-172), regional improvements to air quality (page 4-74) that would be expected to produce health benefits, and economic benefits of reducing regional traffic congestion (page 4-65), and would be consistent with local and regional long-range planning efforts (page 4-18).
8	**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

June 4, 2013

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

I am writing to state my opposition for the proposed expansion of Loop 202/South Mountain Freeway.

1 2 3 4 5 As a new resident of Arizona, I believe it would be a poor choice to build this freeway through one of the most beautiful areas of Phoenix. Every day I see many bikers and joggers using Pecos Road. If the freeway were built, area residents would ultimately be affected by air and noise pollution. The proposed freeway would invite new traffic into the area, including large commercial vehicles that run day and night. In addition, South Mountain is sacred for the local Native Americans; a freeway would be harmful and disrespectful to their traditional culture.

6 The Sierra Club's recent report "50 Best and Worst Transportation Projects in the United States", dated November 2012, lists the Loop 202/South Mountain Freeway as one of the worst projects in the United States based on oil, environmental, health, economic, and land use impacts. Hopefully, the findings and conclusions of this report are being taken into consideration by the South Mountain Study Team.

7 In the short time I have lived here, I have found that I currently have enough highway access to all the facilities needed for a great quality of life. The South Mountain Freeway would forever change this area in the worst way. The Arizona Department of Transportation surely can produce alternative options that are better suited for our health and environment.

8 I advocate the "No Action" alternative as the best option that preserves the environment, health of residents, and respect for Native American culture.

Sincerely,

John L Spielman

John Spielman
3009 W Silver Fox Way
Phoenix, AZ 85045

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	**Noise**	
3	**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 Final 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).
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	**Cultural Resources**	
6	**Sierra Club Report**	The Arizona Department of Transportation and the Federal Highway Administration respectfully disagree with the referenced Sierra Club Report. As noted in the Final Environmental Impact Statement, when compared with the No-Action Alternative, the Preferred Alternative would result in less energy consumption (page 4-172), regional improvements to air quality (page 4-74) that would be expected to produce health benefits, and economic benefits of reducing regional traffic congestion (page 4-65), and would be consistent with local and regional long-range planning efforts (page 4-18).
7	**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 the Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
8	**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
1	**From:** Projects **To:** ADOT **Subject:** FW: Scare Tactics **Date:** Monday, May 20, 2013 8:30:20 AM **From:** Robert Spiller [mailto:respiller1@yahoo.com] **Sent:** Saturday, May 18, 2013 9:57 AM **To:** Projects **Subject:** Scare Tactics Why does my state have to follow the rest of the friggin democrats and use scare tactics for everything. "your commute times will get longer and the air quality will get worse". Bull Shit. 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

Bailly, Becky

From: Sierra Club <information@sierraclub.org> on behalf of Eric & Cedra Spragett <elnced@cox.net>
Sent: Wednesday, May 29, 2013 5:20 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.

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.

Sincerely,

Mr. Eric & Cedra Spragett
4035 E Bloomfield Rd
Phoenix, AZ 85032-7411
(602) 283-4700

1

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: 05/9/13 INCOMING CALL TIME: 3:03 PM CALLER: MERRILEY SPRAGUE CALLER ADDRESS: 2407 N. 123RD DRIVE, AVONDALE, AZ 85392 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the planning and construction of the South Mountain Freeway and the proposed alignment. My husband is a commercial truck driver and the proposed route will allow trucks to bypass the city. The freeway will keep traffic away from congested Downtown Phoenix.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4384

curve. At times it's -- well, every morning and every afternoon it's nearly a parking lot. I would very much appreciate -- well, I believe it's also a bit of a hazard, there's been several accidents on the 10 recently that have shut down the 10. Having other means to commute around that would definitely be beneficial.

And also, the economic impacts that come along with a new freeway, property values go up and the person before me just mentioned the social and economic impact for Laveen would be enormous, so I support the construction of the 202. Thank you again for your time.

THE FACILITATOR: Thank you.

Tiffany Sprague.

MS. SPRAGUE: It's so quiet in here, it's a little intimidating to walk up to.

Good afternoon, my name is Tiffany Sprague and I'm a resident of Phoenix, and I'm very strongly opposed to the South Mountain freeway. I urge ADOT to select the no-action to this project. ADOT must begin looking towards real solutions for our transportation needs and this freeway is not it. This is more than evident by our increasingly congested roads and freeways. Widening routes and building new ones only provide short-term relief. More vehicles will soon fill these uncongested areas.

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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	**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). By 2035, east- and westbound motorists on Interstate 10 between State Route 101L (Agua Fria Freeway) and State Route 202L (Santan Freeway) are expected to experience stop-and-go driving for over 3 hours every day. This is for a distance of nearly 30 miles. A new freeway in the Study Area would distribute commuters over an additional freeway facility. As a result, the duration of stop-and-go traffic on the region's freeways would be reduced.

Code	Comment Document

4

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3

1 ADOT is forcing people to remain dependent on
2 vehicles, rather than looking towards real solutions that
3 focus on getting people off the road. ADOT absolutely
4 must shift its focus toward reducing the number of
5 vehicles congesting our roadways, and this can only be
6 accomplished by planning for and investing in alternative
7 transportation solutions, including rail, bus, walking,
8 and biking.
9 ADOT claims that this freeway is necessary to
10 help the air quality within our region. However, as it's
11 been shown by other areas of the Valley and in other
12 cities in our nation, this freeway will just spread out
13 the air quality problem and will in time cause it to
14 worsen significantly.
15 Again, whatever congestion relief is provided by
16 this freeway will be short-lived, as is evident by all
17 our seriously congested freeways in the region, some of
18 which are brand new or were just recently widened. By
19 encouraging more vehicles to use our roadways, air
20 quality will continue to worsen, endangering public
21 health, negatively affecting our environment, and risking
22 funding from the federal government.
23 The DEIS frequently notes that the South
24 Mountain freeway is necessary in order to better utilize
25 the San Tan portion of the Loop 202, but what's meant by

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Code	Issue	Response
4	**Purpose and Need**	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.
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.

Code	Comment Document

3 6 7 8 9 5 10

1 better utilization of this portion of the freeway? Every
2 afternoon I hear about how congested the San Tan portion
3 is, so it seems like the South Mountain freeway will just
4 increase congestion on this roadway, or is that what ADOT
5 considers to be better utilization, more congestion and
6 increased travel time.
7 Overall, this freeway is not worth the cost. It
8 will destroy a portion of South Mountain Park, an area
9 that was set aside to protect natural resources and to
10 provide public benefit. It will destroy wildlife habitat
11 and movement corridors. It will exacerbate air quality
12 concerns and climate change. It will endanger public
13 health, and it will do all of this without any real added
14 benefit to our communities, so we should not build the
15 South Mountain freeway. Thank you.
16 THE FACILITATOR: Thank you.
17 Ana Morago?
18 If you'd like to speak and are not yet
19 registered, please go out to the front desk registration.
20 Steve Schwab. Please feel free to use either
21 microphone.
22 MR. SCHWAB: Good afternoon. My name is Steve
23 Schwab. I've been in the Valley for 31 years and I have
24 witnessed a lot of freeway growth here and I strongly,
25 strongly urge you to accept the action alternative here.

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Code	Issue	Response
6	**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.
7	**Section 4(f) and Section 6(f)**	
8	**Biology, Plants, and Wildlife**	
9	**Air Quality**	This document does not incorporate an analysis of the greenhouse gas emissions or climate change effects of each of the action alternatives because the potential change in greenhouse gas emissions is very small in the context of the affected environment. Because of the relative insignificance of the greenhouse gas impacts, those impacts would not be meaningful to identification of the Preferred Alternative. The Federal Highway Administration is working to develop strategies to reduce transportation's contribution to greenhouse gasses—particularly carbon dioxide emissions—and to assess the risks to transportation systems and services from climate change (see Final Environmental Impact Statement pages 4-85 through 4-86). Construction best practices represent practicable project-level measures that, while not substantially reducing global greenhouse gas emissions, may help reduce greenhouse gas emissions on an incremental basis and could contribute in the long term to meaningful cumulative reduction when considered across the Federal-aid highway program.
10	**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

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RTP there was also a freeway system, which working together to provide, you know, all modes of travel for the community.

With regard to the funding itself, there are some firewalls built into the regional transportation plan and it does limit the ability to both use freeway funds for transit projects, as well as to take money from transit projects and use them for freeways.

So that would be something that would have to probably be, you know, vetted at the top of MAG. It would be a decision made by them, but there are fire walls built in that would really limit or do not allow the mixing of those funds.

1 THE FACILITATOR: Scott Sprague. "In pre-design meetings for I-11, ADOT representatives have repeatedly stated that no part of the I-11 or scenic drive has been identified beyond a very wide 30-mile swath between Phoenix and Las Vegas. Upon approaching Phoenix, ADOT has insisted that many alignments through and around the city are still on the table. This contradicts what the map shows tonight. Please explain the disconnect."

MR. SPARGO: Can I have you repeat just the part about where the information was coming from that

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Code	Issue	Response
1	**Alternatives**	The Interstate 11 study is outside the scope of this study. Please see <i11study.com/wp/> for more information.

Code	Comment Document

1 it's not --
2 THE FACILITATOR: ADOT representatives.
3 MEMBER OF PUBLIC: I can clarify, if you
4 like. In pre-design meetings with the I-11 route,
5 they, ADOT, has provided maps for where they're
6 looking and they purposefully, upon request of a more
7 refined map, they said there's nothing set. This is
8 all that's been decided is this 30-mile swath, and
9 again, I have no, this is just a guess, but there's a
10 swath between Phoenix and Las Vegas and then their
11 map has actually several arrows that spread out at
12 the Vegas end and Phoenix end, and they said even
13 those areas aren't even in consideration at this
14 point or they're pre-designed. That's the next step
15 is entering Phoenix, so I'm just curious, if that's
16 very pertinent to that meeting, so if it's set, it's
17 going to be over there, it's more important to me for
18 that meeting than this meeting.
19 MR. SPARGO: I guess I'm not in tune with
20 all the things going on with I-11 study. I don't
21 know if anybody wants to add anything, but we can
22 follow up after this meeting with more information
23 regarding that, with the I-11 team that's doing that
24 study.
25 THE FACILITATOR: Scott Sprague. "If

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Code	Issue	Response

Code	Comment Document

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1 it's not --
2 THE FACILITATOR: ADOT representatives.
3 MEMBER OF PUBLIC: I can clarify, if you
4 like. In pre-design meetings with the I-11 route,
5 they, ADOT, has provided maps for where they're
6 looking and they purposefully, upon request of a more
7 refined map, they said there's nothing set. This is
8 all that's been decided is this 30-mile swath, and
9 again, I have no, this is just a guess, but there's a
10 swath between Phoenix and Las Vegas and then their
11 map has actually several arrows that spread out at
12 the Vegas end and Phoenix end, and they said even
13 those areas aren't even in consideration at this
14 point or they're pre-designed. That's the next step
15 is entering Phoenix, so I'm just curious, if that's
16 very pertinent to that meeting, so if it's set, it's
17 going to be over there, it's more important to me for
18 that meeting than this meeting.
19 MR. SPARGO: I guess I'm not in tune with
20 all the things going on with I-11 study. I don't
21 know if anybody wants to add anything, but we can
22 follow up after this meeting with more information
23 regarding that, with the I-11 team that's doing that
24 study.
25 THE FACILITATOR: Scott Sprague. "If

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Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1

1 transit, light rail is truly a priority for the
2 future of the Valley's transportation infrastructure,
3 why was a co-located line not considered as part of
4 this project?"
5 MR. SPARGO: A co-located line, I mean, we
6 do in the Draft EIS discuss the option to co-locate
7 lines. There are some of those that are in the plan
8 today along I-10 west from downtown, as well as the
9 potential for something in around the SR 51 corridor.
10 I think the unique part is that being more of a loop
11 facility, it doesn't facilitate as much for the type
12 of uses that the light rail is, where it's being
13 developed more as a -- more in the spokes from the
14 downtown area.
15 And just like ADOT and MAG do, you know,
16 regional freeway planning and sort of put this system
17 together that works together, you know, Valley Metro
18 and the transit planners have looked at where the
19 best places are based on the density of population,
20 the jobs, and the housing and things like that to put
21 together their plan. And they've identified the
22 corridors that you see in the RTP at this time.
23 Which are more geared towards those other areas and
24 not this area.
25 THE FACILITATOR: Okay. Let's do the

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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.

Code	Comment Document

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follow-up to your question, then I'll wrap up with the last one.

Yes, ma'am.

MEMBER OF PUBLIC: Okay. Regarding the Game & Fish being approached in 2002 and 2003, have the discussions continued since then, because a lot of information has been learned about appropriate wildlife crossing structures since 2002, and made leaps and bounds of discovery since that time.

UNIDENTIFIED SPEAKER: Not specifically on that topic, no.

MEMBER OF PUBLIC: Okay.

THE FACILITATOR: One last question, the others remaining here we either addressed earlier tonight or have been referenced in the EIS, the draft. So we'll put the responses to these on the Internet so we have time for closing. Fair enough?

The last question, then, from Scott Sprague, "What about the Tucson Shovelnose Snake?," is that what it's called, it is another candidate species in the region.

1

MR. SPARGO: Yeah, it is a candidate species, so therefore, as a candidate species therefore it isn't something that has a regulatory requirement, but it will be considered. The initial

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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.

Code	Comment Document

1 assessment is that there really is not much
2 appropriate habitat.
3 THE FACILITATOR: Okay. That concludes the
4 open questions from the general public.
5 I'd like to introduce Chaun Hill. And
6 before Chaun comes up or while she's coming up,
7 please keep in mind we do have a quorum and we need
8 to close the meeting out shortly thereafter, but
9 Chaun has a couple comments. I have a closing
10 comments, and then we'll return.
11 CAT MEMBER: I have a question. What are
12 they going to do with these after the meeting?
13 THE FACILITATOR: What are we going to do
14 with the Draft EIS documents after the meeting?
15 MR. SPARGO: We use them at the public
16 hearings, to provide the public an opportunity to
17 look through. We'll have them at the public forums
18 as well. Beyond that, we don't have any.
19 CAT MEMBER: My community has their annual
20 meeting next week and having one of these available
21 would be beneficial.
22 MR. SPARGO: We've made them available for
23 people on the Citizens Advisory Team that have made
24 that request. So if you would like one, just talk to
25 me at the end and we can make that arrangement.

Code	Issue	Response

Code	Comment Document

5251

on this, so if I botch up some words, let me know. Are these all from the same --

MEMBER OF PUBLIC: No.

THE FACILITATOR: Have you identified who is who?

MEMBER OF PUBLIC: No.

THE FACILITATOR: Let's do that. Okay.

MEMBER OF PUBLIC: Sure.

THE FACILITATOR: What Fred is passing out is the meeting evaluation form, please fill it out. The first question is from Tiffany Sprague.

MEMBER OF PUBLIC: Sprague.

THE FACILITATOR: "Has the Arizona Game & Fish been consulting regarding wildlife habitat and mitigation efforts. For example, planning for any wildlife proxy requires a multi-year effort to determine the species, attempted crossing locations, and where to place structures, in-depth analysis on appropriate site, etc. Was Game & Fish consulted on multi-functional design based on available information such structures do not work for many species?"

MR. SPARGO: Curt, go ahead.

UNIDENTIFIED SPEAKER: Yes, in early, I think it was 2002, 2003, Game & Fish was approached

1

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Code	Issue	Response
1	**Biology, Plants, and Wildlife**	Not for mitigation specifically. The Federal Highway Administration and Arizona Department of Transportation have committed to continue coordination with the Arizona Game and Fish Department and U.S. Fish and Wildlife Service regarding wildlife concerns that could result from the proposed freeway's implementation. This commitment will be carried forward in the Final Environmental Impact Statement and Record of Division.

Code	Comment Document

1 about the opportunity for providing structures on the
2 west end of the South Mountain Preserve area and a
3 meeting was held with FHWA and Game & Fish to talk
4 about the options. It was determined by Game & Fish
5 that the jurisdictional washes there, the corridors,
6 the movement corridors, the obvious locations for
7 multi-functional crossings would best serve wildlife,
8 and -- you can't hear?
9 In 2002, 2003, a meeting was held between
10 FHWA and Arizona Game & Fish Department to discuss
11 the opportunity for placement of wildlife crossings.
12 It was determined that the jurisdictional washes
13 provided the best opportunity, those are movement
14 corridors for a wide variety of wildlife. And it was
15 determined that because of the, let's say, the
16 population densities of wildlife in the area, it was
17 most beneficial on the western side of the South
18 Mountain Preserve to kind of access between the
19 floodplains and the Gila River; as far as the
20 designs, that's something that I think is potentially
21 still on the books to discuss. It was determined
22 that those were the best locations and opportunities
23 for any kind of crossing structures in the project
24 area. And that area has the most impact in terms of
25 lack of development.

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Code	Issue	Response

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 6/10/13 INCOMING CALL TIME: 10:44 AM CALLER: PENNY SPRAY CALLER ADDRESS: 5525 E. LINCOLN DRIVE #114, PARADISE VALLEY, ARIZONA 85253 PHONE: 480-949-8711 EMAIL: **CALLER REMARKS/QUESTIONS:** I'm backing the South Mountain freeway. I can be reached at…

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4075

SOUTH MOUNTAIN PUBLIC HEARING
(Public comments to reporter)
May 21, 2013
10:00 a.m.
REPORTED BY:
April Lassiter, CSR #1521

13 DANIELLE SPRING: I'm a part of the community
14 river of the Gila community. I live in District 6 in
15 the village of co-op. I live on 67th Avenue and
16 Elliot and I am appalled by the loop 202 extinction
17 being pursued through the South Mountain. I don't
18 believe the EIS has proper address on this freeway. I
19 don't even see that they are acknowledged as living
20 there, even though we have lived there for thousands and
21 thousands of years before Christ was born -- our people
22 have lived there.
23 We are not a tribe that was relocated though the
24 "Trail of Tears" or anything like that. We have always
25 lived here. We were created here. We have always been
1 here.
2 They did not succeed in killing us off completely
3 yet. I know with the 202 that is their intentions of
4 killing our people. I think this genocide in our
5 community, I don't believe it has been addressed -- the
6 pollution for the next five years, 20 years, 40 years
7 and beyond. Our people have lived here for thousands of
8 years and you can't project thousands of years.
9 I know these Laveen people don't care about that,
10 because they've only lived five, 10 years, maybe 30.
11 When the pollution comes, they're gonna leave. They
12 didn't come from here. They don't belong here. They're
13 going to go home where they belong. Who's going to be
14 stuck here if we're still around the atrocities of
15 what's happening to our community?
16 I think that, as I said, it has not been properly
17 addressed. They do not see. And I've seen in the Title
18 IV, that it has no bearing; this EIS, but that's
19 ridiculous, because we are a minority.
20 The Gila River is comprised of about twenty thousand
21 community members, all of which do not live on the
22 reservation. They've been displaced by lack of jobs and

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	**Environmental Justice/Lifestyle**	While the Preferred Alternative would have an adverse effect on environmental justice populations, impacts would be temporary and would not create undue hardship or be disproportionately high compared with projected impacts on all populations in the Study Area. All populations would benefit from the proposed action's implementation through improved regional mobility and reduced local arterial street traffic.
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.

Code	Comment Document
	23 things of that nature, so they had to move off the 24 reservation, especially in the District 6 area -- 25 thousands of people. So we're on the verge of 1 extinction. It's very sad. 2 They continue to push onto our people, onto our 3 community. I don't see any preparation (sic) from the 4 dusty lane area in Laveen. I don't believe they even 5 have the right-away in that area; for the Ahwatukee 6 Foot Hills. They don't explain how pollution is 7 going to affect them, how the pollution will sit between 8 the South Mountain and the Estrella Mountains. It's no 9 outlet for it. It's the only place in the valley that I 10 believe any freeway system will be going through that is 11 right between the valleys of these two mountains. 12 They're not far apart. They're close together. There's 13 no way for the two to escape. 14 I heard the EIS spoke with the Gila River community. 15 They work in conjunction. I don't see that reflected in 16 the EIS. They don't address the effects of our 17 community as folks on that mountain. They might speak 18 on it occasionally, but it's not thorough. I know it 19 says that the community doesn't allow certain 20 information. They didn't want it to be made public, but 21 that is just certain locations. They didn't want it to 22 be made public, which I don't understand why they would 23 care, since they're going to blast through it. They 24 have no regard for that. It's not cultural 25 significance, but it is. 1 They say there aren't any historical sites back 2 there, but there are plenty historical sites back there. 3 They have ancient trails back there. They aren't 4 recreational trails, as if people are going to buy 5 groceries -- icing these trails. That's why they're not 6 made historical sites, because people aren't going to 7 use them to go buy groceries. It's crazy. Who uses 8 those mountains to go buy their groceries? That's 9 stupid. I think that's ridiculous. I don't think 10 that's a reason to not be historical. It is historical. 11 It's been there thousands of years. 12 Also, it has not been addressed -- oh yeah, I was 13 talking about the minority of the people. Community 14 people are a minority -a small minority, as related to 15 the Phoenix area. There's millions of people, millions 16 of people. Like I said, in District 6 there's only
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Code	Issue	Response
4	**Air Quality**	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 Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.
5	**Cultural Resources**	Prehistoric trails have been identified through archaeological survey and consultations with Native American tribes.

Code	Comment Document
3 4	17 about 3000 people. In District 7 there's less than a 18 thousand people. All of that pollution is going to 19 cloud that area, right between Estrella and South 20 Mountain. And when the wind comes and it blows, there's 21 nowhere for it to go but south. When it goes to the 22 south region, then that's going to affect the rest of 23 our community members. 24 District 5, 2, 3, 1 -- there's no where else to go, 25 because those mountains just make the valley for the 1 Gila River community. It's one valley. I didn't see it 2 addressed in the EIS about the Gila River environmental 3 award in 2010, how we have clean air. We won a national 4 award. I don't see that addressed in that -- how it's 5 going to address our people. 6 When the Phoenix area is heavily polluted, you can 7 see the clouds and smoke. It's ridiculous. They want 8 to bring that down to our area. I don't agree with 9 that. I don't believe it's a good policy they should be 10 having, regardless.
6	11 To that one point, nine billion dollars on a freeway 12 for 3 -- two miles is a huge waste of resources. They 13 could use that money for something better -- do 14 something more constructive with their time with that. 15 I see that they said that there's going to be a lot 16 of traffic if they don't build this freeway. 17 Oh yeah, they came to our community in District 6, 18 and I think they told us that if we didn't build a 19 freeway, then the projections in 2030 would be that 20 there would be 15 to 16 thousand vehicles traveling 51st 21 Avenue. Ok. But then, the freeway - if the freeway's 22 built, it's going to be 250 thousand vehicles traveling 23 on that freeway. That's stupid. That's retarded. 24 That's dumb. 25 Why is that better for our community to have 250 1 thousand communities, rather than 16 thousand? It 2 doesn't make sense. It's retarded. That is outrageous. 3 I can't believe it. 4 Hold on, I got more. Let me think. Those people are 5 too much for me. 6 Also, if it hasn't been made aware that our culture 7 is still alive, we're still here. We're not dead. We 8 haven't been extinct yet. We are still practicing our 9 culture and we still go to the mountain. We still pray 10 at those sites that they're planning to blast through.

Code	Issue	Response
6	**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	11 We leave our blessings there. We leave our prayers, our 12 words of strength, guidance. We go to this mountain to 13 gather those things for the types of things that we have 14 to go through on a daily basis. We need that strength. 15 We need that power that comes from our community. And 16 we call it Nulduck (sic). That is our sacred place of 17 being. That's where our creator was born. That's why 18 he came out of the ground after the floods came and he 19 created our people. That's why we live here, the 20 Alamalech (sic), them people -- A-I-K-E-M-L -- I don't 21 know how to spell it. Another -- which is O-T-H-O-M, I 22 think I spelled it right. That's why the creator 23 created the Othom people, to protect the land, to 24 look after it. All the sites, the creator gave to us. 25 That's what South Mountain means to us. That our 1 creator was from there, and he created us from out of 2 clay. That was used on the mountain. 3 Maybe you people don't believe in any of that. You 4 don't care. You just came out of nowhere, the dust of 5 something. We don't know where you came from -- where 6 you came from. We know where we came from and our 7 beliefs. We know where we were created. I don't know 8 where you people were created and you probably don't 9 know either. That's why it's probably not significant 10 to you. That's not our fault. That's your fault for 11 leaving your land, then you would know where you came 12 from. Let me see. Ok. I'm running out of stuff to 13 say. Thank you.

Code	Issue	Response

Code	Comment Document

4364

You're also welcome to provide additional comments to the court reporter in the next room. Your time is up.

Andrew Pedro. Andrew, are you in the auditorium?

Claudine Reifschneider. If you could turn the microphone and address the front, you'll be able to see the time better that way.

MS. REIFSCHNEIDER: Thank you.

THE FACILITATOR: Thank you.

Just a note, remember, there are two microphones, one on either side, so if you'd please feel free to use either one.

Danelle Spring.

MS. SPRING: Hello, my name is Danelle Spring, I live in Co-op Village in Gila River Indian Community, District 6. I live on 67th Avenue and Elliot in that area, so the freeway affects me even though it's on 59th Avenue, it's only a few miles away from my house. It's really a tragedy to see this coming to be. I'm definitely against this freeway being built. And the EIS, I didn't see anywhere in there that it said the effect it would have on our community and our community members that live between the South Mountain and the Estrella Mountains. It really doesn't, I guess, affect

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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.

Code	Comment Document

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1 Laveen because Laveen's kind of north of that, but we
2 live in the valley that's right between it. I don't see
3 anywhere in the EIS that addresses that, not in the last
4 five years, but 10, 20, 30, 40 years, what are the
5 projections from this pollution that's going to be
6 trapped in those mountains, in those little valley areas?
7 I didn't see that addressed anywhere.
8 In our community in the district we only have
9 maybe 2- or 3,000 people that live there, so we're a
10 small minority. I know we're not Phoenix area where they
11 have six million people so, of course, their voices are
12 going to be louder than our voices can possibly be.
13 There's more of them, there's few of us. When we talked
14 about extinction and things of that nature, I think our
15 people are going to be extinct if you project those
16 projections, what is it going to say, that they're all
17 going to be sick from cancer and who knows all what other
18 diseases that will come up from those toxins that come in
19 there, and there's no way for that pollution to escape.
20 I'm sorry for all you people. I know you don't
21 care, because you don't live out there, you live over
22 there on the north side and wherever you live, I know you
23 people don't concern yourself with us, just because we've
24 been here since way before any of you people ever even
25 have thought of coming out here. Our people have lived

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Code	Issue	Response
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	**Air Quality**	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 Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.
4	**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.
5	**Environmental Justice/Lifestyle**	While the Preferred Alternative would have an adverse effect on environmental justice populations, impacts would be temporary and would not create undue hardship or be disproportionately high compared with projected impacts on all populations in the Study Area. All populations would benefit from the proposed action's implementation through improved regional mobility and reduced local arterial street traffic.

Code	Comment Document

1 out there for hundreds of years, not in the last couple
2 of decades, no, we've been out there for hundreds of
3 years, thousands of years, truly. It affects us more
4 than it affects anybody else.
5 I mean, besides the fact that the mountain is
6 sacred to us, yeah, it is sacred. I looked in the EIS
7 and it says oh, some people might be upset about this
8 that live in the community. Yeah, upset is not the word
9 that I would use for that. It's really disgusting,
10 really, how we feel about that, but I'm just talking
11 specifically about the pollution and how it affects our
12 people. I didn't see anything of that in the EIS. It
13 didn't even really act like we live there. I'm even -- I
14 don't even think it talked about the effects that would
15 have on the people that live in Ahwatukee and in the
16 Laveen area, because they would all be affected too.
17 There's all that congestion that's at the I-10 now
18 already where the Litchfield is and all that area, all
19 that pollution just stands there, stays there. If the
20 wind is blowing to the south it'll come straight down
21 between the bypass, come straight down through our
22 community, all the way to the other end.
23 So I have to say we're against this freeway
24 being built, it's just awful and tragic, and I would like
25 to see that addressed in EIS. What are your projections

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Code	Issue	Response

Code	Comment Document

1 for the future in 10, 15, 20 years for the people that
2 live out there? Thank you.
3 THE FACILITATOR: Thank you very much.
4 Andrew Pedro.
5 MR. PEDRO: Hello, I'm from the Gila River
6 Indian Community and I'm one of our community managers,
7 our community manager, David White for Gila River, he
8 stated that transportation officials were to be taking
9 cultural awareness training, and has that ever happened
10 for people part of the 202? Anyone? And if it were, who
11 would be taking those cultural awareness training
12 classes; would it be construction? Would it be ADOT
13 officials themselves? And in the DEIS it does say that
14 if any uncovered cultural items, that construction would
15 stop immediately. How are they supposed to know if
16 training never happened?
17 And like Danelle said, it is a sacred place to
18 us and we have been here thousands of years, you people
19 have been here 200 years. And that thing in the EIS,
20 except for saying that it could cause loss of cultural
21 property and that is like -- that's a violation of our
22 religious rights, that is a sacred place. How is ADOT
23 able to go through there with being that it's a public
24 park and it's a public preserve, so it's owned by the
25 public; how are you supposed to get those right-of-ways

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Code	Issue	Response

Code	Comment Document

5055

1 ***
2 THE REPORTER: Please state your name.
3 MS. SPRING: My name is Danelle Spring.
4 I'm a member of the Gila River Indian
5 Community. I live in District 6 in the Co-Op
6 Village. And I read the EIS, and I believe that it
7 is old, and it should be updated. I think I read it,
8 it was in like 12 years ago, that they did this
9 statement, and 10 years ago. We just barely got our
10 new hospital. We just got our dialysis center. We
11 just got different things that have been built around
12 the area, that they're proposing to put this freeway,
13 and I don't think they took any of that into
14 consideration. As a matter of fact, I don't think
15 they took the effects it would have on the Gila
16 River Indian Community into consideration very much.
17 It doesn't talk about the award that we
18 got for the clean air in 2010, because this State
19 EIS was done over a decade ago. So I think that
20 that's not right, that they should do it again and be
21 more accurate. And I think the study area should be
22 expanded because of the vicinity between District 6
23 between Estrella Mountain and South Mountain and it
24 should be considered more in depth.
25 For the next 20 years, 30 years, not just

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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. The current study began in 2001, however, the Draft Environmental Impact Statement was published for public review for the first time in April 2013. The Draft Environmental Impact Statement considered developments on the Gila River Indian Community as provided by the Gila River Indian Community (see page 4-2 of the Draft Environmental Impact Statement).
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.

Code	Comment Document

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1 the next coming-up years, but in the future, how it's
2 going to look and how it will affect the people that
3 live in the Valley area right here, between, like I
4 said, the Estrellas and South Mountain.
5 I looked at the alternatives, and the
6 alternatives are just different ways to build the
7 freeway. I don't see alternatives for different
8 types of roads or different kinds of transportation,
9 other than a freeway. There's just alternatives to a
10 different freeway, because that's not alternatives.
11 Alternatives are more than one choice, you get more
12 than one choice. You get alternatives to one
13 freeway.
14 I would like to say that the impacts of
15 blasting through South Mountain in our community
16 culturally is just disgusting, really, that they
17 would attempt to do that. They hold sacred buildings
18 that they built 10 years ago, 20, 30, they hold that
19 as some kind of special building, and yet a place
20 that we consider to be our church can just be
21 demolished, and they know that there are sacred sites
22 up there that they're going to demolish, and they say
23 in the EIS that that could affect some community
24 members, they don't know whether they're hemda
25 [phonetic] or not, it doesn't matter, it still

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Code	Issue	Response
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	**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.

Code	Comment Document
2	1 affects them. It still affects them. And it affects 2 all of us and the future of our people and how we 3 perceive ourselves, especially in our district. 4 We know that we are the original people 5 in this land. We did not move here. We did not 6 migrate here. And our creation stories are from that 7 mountain, saying that we were born from the mountain 8 or grandfather created us. And that's how we know 9 ourselves to be who we are as O'odham people. And no 10 study can really explain that to you. Either you 11 have that feeling and you know that or you don't know 12 it. You can't study that. You can't explain that. 13 You can't feel that way unless you're one of us. If 14 you're not one of us, then you wouldn't know, and you 15 never will know. 16 Most of the people that do these studies 17 are from other countries, from other lands, they have 18 to be, because they're not originally from here. 19 Maybe their ancestors lived here for a couple of 20 decades, but our ancestors have lived here from the 21 beginning of time. You can't understand that unless 22 you live in a place where your ancestors came from 23 and you will never know what that's like. And it 24 can't be explained. 25 I know that there are six million people Page 11 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response

Code	Comment Document

1 in Phoenix, and there's only 20,000, maybe 10-,
2 11,000 of us that live in this community, that live
3 in this area. Of District 6, there's only about
4 3,000 people that live here. So our voices are not
5 being heard as loudly as the voices on the outside.
6 And our voices could not possibly be heard as voices
7 on the outside. It's not possible. And that's due
8 to already taking away our land and already killing
9 our people from different things, stealing our water,
10 and things of that nature. Killing off all our
11 elders and not having enough of us out here. It's
12 already been done. And this is a continuation of
13 that genocide on my people. It just keeps going and
14 going, and there's never enough. They take a little
15 bit for one road and then they want more and more and
16 more. And they're just trying to get rid of
17 everybody, it seems like. They have no feelings or
18 concerns for the original people that live here.
19 In studying the alignment, I don't see
20 why it has to be a freeway. Why can't it just be the
21 roadways that go through there? Why does it have to
22 be a freeway? Pecos Road already comes down to just
23 a little bit below the mountain and it's on the south
24 side, and it's four lanes, but there's two lanes
25 going east and westbound. And then on Gila River

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Code	Issue	Response
5	**Environmental Justice/Lifestyle**	While the Preferred Alternative would have an adverse effect on environmental justice populations, impacts would be temporary and would not create undue hardship or be disproportionately high compared with projected impacts on all populations in the Study Area. All populations would benefit from the proposed action's implementation through improved regional mobility and reduced local arterial street traffic.
6	**Alternatives**	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 side, there's the Vee Quiva Casino, and that has two,
2 the same thing, it has two lanes, two ways to go on
3 north and -- east and west, north and south. So I
4 don't understand why one of the alternatives is just
(7) 5 to not connect those two pieces of road and have them
6 be together. And then that would open up that area
(8) 7 for the people. But not to allow big diesel trucks
(9) 8 on those roads. Not to allow hazardous material on
9 those roads, but really just to be for local traffic.
10 That makes more sense than blasting through the
(10) 11 mountain. That would save all of the Pecos people's
12 homes in Ahwatukee. That will save all of the Laveen
(11) 13 people's homes that live on Dusty Lane. And it
14 doesn't seem like it's necessary to blast through the
15 mountain and put an eight-lane freeway, so that all
16 these trucks can pass through there, giving off all
(3) 17 their diesel fuel and things like that.
18 It doesn't make any sense at all, when they
19 already have the road that goes down south and comes
20 around the Estrella Mountains. That's already
21 supposed to be a truck bypass. They're using that
(8) 22 truck bypass, the 303. The 303 is coming through;
23 then why do you need the 202? The 303 is already
24 almost put together, so why would they need the 202
25 as well to be expanded over here? It doesn't make

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Code	Issue	Response
7	**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.
8	**Purpose and Need, Truck Bypass**	
9	**Hazardous Materials**	
10	**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.)
11	**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

12

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1 any sense. It seems like it's a significant waste of
2 money and resources and trying to kill people is
3 outrageous to me.
4 Also, I got to keep remembering, now I
5 lost my train of thought. Also, there's a lot of
6 traffic congestion on the 10, near 51st Avenue and
7 75th, I mean, that's already out of control over
8 there, so I don't see how adding to that through this
9 freeway going north towards 51st Avenue where they
10 intersect with the 10 is going to make that any
11 better. I don't see how that could be possible. It
12 doesn't seem possible. It seems like it would just
13 make it even worse congestion that's already over
14 there, I don't know, but if you ever tried to travel
15 westbound in the City of Phoenix to Litchfield,
16 Jesus, that is ridiculous. And now you add more
17 traffic to that area with this freeway going up to
18 that same area? I mean, at least -- they could have
19 at least put it through to the 91st area where it
20 would have connected with the 101 over there. That
21 might have been a little bit more better than to have
22 all that traffic converging on one little area. To
23 me that doesn't make sense. I don't understand who
24 is doing this and why they think that that is a good
25 idea. I don't understand that. It doesn't make

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Code	Issue	Response
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 , W59 Alternative Versus W101 Alternative**	

Code	Comment Document

1 sense.
2 Also, they came to our community, and
3 they have a whole chapter devoted to the Gila River
4 Indian Community, blah, blah, blah, and they don't
5 seem to take note that every time they come to the
6 Gila River Indian Community, we've been saying no for
7 20 years, 30 years, however long this has been coming
8 up, everybody has been saying no. We don't want it
9 in our community. We have our resolutions against
10 it. We have resolutions to try to protect the
11 mountains and we intend to push our council
12 representatives to take a lawsuit against the State
13 of Arizona for continuously taking advantage of us,
14 and for not listening to us, and not taking our
15 opinions into their EIS. They just overlap it, and
16 don't even consider it.
17 I mean, I read the whole chapter and it
18 seems pretty stupid. And it says that the community
19 won't allow them to share, or whatever, they won't
20 tell them what's the significance of the mountains to
21 us. I don't understand that. It doesn't make any
22 sense. I think we have told them numerous times, but
23 it just doesn't seem to get into the EIS report.
24 All I know is that if ADOT continues to
25 push this freeway through our community, we will be

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Code	Issue	Response
14	**Alternatives**	No alternative is proposed to be on or use Gila River Indian Community land.

Code	Comment Document

1 forced to take action on them through a lawsuit,
2 through a civil suit, whatever we have to do, that's
3 what we plan to do. To join with the people in
4 Ahwatukee who don't want it to come through there and
5 some people in Laveen who don't want it to come
6 through there, and there's some that do, but
7 whatever. We're going to have to keep moving on,
8 keep fighting this. Because this is ridiculous.
9 That's it. Thank you.
10 THE REPORTER: Thank you very much.
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Code	Issue	Response

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway
Date: Friday, May 24, 2013 11:22:32 AM

From: Barbara Spurlock [mailto:spurs@cox.net]
Sent: Friday, May 24, 2013 11:08 AM
To: Projects
Subject: South Mountain Freeway

Finally!!! The benefits far outweigh the hindrances.

1 We, however, trust that the people whose homes or businesses are being affected or lost will be very fairly compensated. And..we trust that they will also receive the help and guidance they might need to start over again somewhere else.

Thank you! Please.... enough planning. 28 years should do it. Let's get this done!!

Steve and Barbara Spurlock
Laveen

Barbara Spurlock
SPURS HOME INSPECTION SERVICES
SPURS MECHANICAL SPECIALTIES
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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.

Code	Comment Document

5016

1 MR. ST. LEGER: My name is Jim and last
2 name is St. Leger. I've been living in Arizona 17
3 years. When my wife and I moved here, we didn't have
4 children at the time. We looked long and hard before
5 we decided where in the Phoenix metro area we would
6 live. The factors that impacted our choices were
7 quality of life, access to the outdoors and clean
8 air.
9 I have a distinct memory of looking at
10 pollution maps that showed the prevailing winds in
11 the Phoenix metro area pushing more pollution to the
12 northeast area including Scottsdale and that part of
13 town, and was extremely happy to see that Ahwatukee
14 had some of the cleanest air in Phoenix which is why
15 I moved there.
16 I was aware of the potential freeway at
17 the time, but then watching Loop 202, Loop 101 get
18 built, the impact of what might come hit home. When
19 I look at the -- who might use this highway, I can't
20 fathom the need in an Ahwatukee area of a six to ten
21 lane freeway. The population clearly can't justify
22 it nor can the traffic.
23 However, if I drive up I-10 into downtown
24 and lived in that corridor, I would love to see all
25 of that traffic off-loaded onto Santan Freeway, Loop

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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.

Code	Comment Document

2 3 4 5 6 7 8 9 10 11 12

1 202. Which as a resident, I absolutely never want to
2 see happen because of the diesel particulates from
3 the tractor-trailers, the noise, the traffic, the
4 congestion and frankly what it will do to my quality
5 of life, and specifically the three children I now
6 have today being impacted by it.
7 So from that perspective, I'm
8 tremendously against a full freeway. If the argument
9 is valid that people that live in the Phoenix metro
10 area absolutely need it themselves, then put in a
11 four lane parkway and ban the use of
12 tractor-trailers. That would meet the local metro
13 needs for traffic while eliminating the truck
14 pollution problem, including trucks from Mexico that
15 are not required, nor do they meet EPA air standards
16 today.
17 Beyond that, I just struggle to see why
18 we need to destroy our environment, South Mountain.
19 For me the single most logical solution to the
20 overarching metro traffic problem including I-10
21 through traffic would be to create a bypass that
22 would be a shorter route for trucks likely off of I-8
23 through some other desolate area that doesn't impact
24 any people or environments. And I think that's
25 enough.

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Code	Issue	Response
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	**Noise**	
4	**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, 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).
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). By 2035, east- and westbound motorists on Interstate 10 between State Route 101L (Agua Fria Freeway) and State Route 202L (Santan Freeway) are expected to experience stop-and-go driving for over 3 hours every day. This is for a distance of nearly 30 miles. A new freeway in the Study Area would distribute commuters over an additional freeway facility. As a result, the duration of stop-and-go traffic on the region's freeways would be reduced.
6	**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 the Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
7	**Alternatives**	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.
8	**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.
9	**Trucks**	
10	**Section 4(f) and Section 6(f)**	
11	**Biology, Plants, and Wildlife**	

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
12	**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. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.

Code	Comment Document
1	**From:** Larry Stackhouse **To:** Projects **Cc:** PARCtheSMF@aol.com **Subject:** SMF Study **Date:** Tuesday, June 18, 2013 2:55:08 PM **Attachments:** SMF 202 Ext ltr to ADOT 613.doc To Whom It May Concern: I have attached a letter voicing my opinions on the DEIS report for the South Mountain Freeway (202 Extension). It is important for those of us residing in the Ahwatukee community to express our concerns regarding this proposed highway and the impact it will have on our unique area. It is hoped this letter will be read and appreciated for its content. The primary concern is the quality of life for those of us who reside in Ahwatukee. Regards, Larry Stackhouse

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 the Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).

Code	Comment Document

Lawrence L. Stackhouse
14620 S. 8th Street
Phoenix, AZ 85048

June 18, 2013

ADOT Loop 202 South Mountain Freeway Study
1655 W. Jackson Street
MD 126F
Phoenix, AZ 85007

To Whom It May Concern:

The most critical point of concern regarding this or any construction of highways in our state must be the welfare of its residents. Any number of studies can focus on important issues but none that I have seen address this most important aspect.

2 3 1 In reviewing this latest proposal from DEIS, it appears perfectly clear that this roadway will be a truck bypass. It will disrupt, degrade and pollute the Ahwatukee subdivision and the Gila River Indian Community. It does not enhance the quality of life or even maintain our present community attributes.

4 In speaking to neighbors and others residing in the area, less than 1% have told me they would use this highway. This is a clear sign that it is not meant to improve our quality of life but rather make it easier for commercial vehicles to save travel time by means of this bypass.

5 This has been proven by listening and talking to a number of trucking companies whose terminals are in close proximity to the I-10 junction of this extension. In fact, I have personally been told that no less than 100 trucks per hour will be using this 202 Extension.

6 This does not include the truck traffic that will originate in Mexico, which allows higher levels of sulfur in diesel fuel. They will be well into Arizona and past Phoenix before they will need to refuel. This will most definitely add to an already high level of pollution.

Code	Issue	Response
2	**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.
3	**Air Quality**	
4	**Purpose and Need, Lack of Support**	
5	**Purpose and Need**	Commercial trucks would use the proposed freeway. As with all other freeways in the region, trucks would use it for the through transport of freight, for transport to and from distribution centers, and for transport to support local commerce. Nevertheless, the primary users of the proposed freeway would be automobiles.
6	**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.

Code	Comment Document
7	As the proposed highway marches toward the Estrella Mountain Range it will make a bend to the north to either circumvent South Mountain or be tunneled under it.
8	This area is already plagued by pollution. The area between the northeast section of the Estrellas and the northwest part of the South Mountain range forms a funnel that does not allow for air to move through the pass. This is true now and will only become more troublesome if this roadway is built. Additionally, on the north side of
3	South Mountain, at 43rd Avenue and Broadway there is an air quality monitor. The station already reports air quality levels that are above acceptable levels and more traffic will not improve this fact.
9	There has also not been a comprehensive report and study on emergencies and hazardous spills that could occur on this freeway. Access by emergency vehicles does not seem to be addressed or defined by the plans in the report. People will die and be exposed to everything from fuel spills, chlorine and any number of other highly dangerous substances.
10	There are a number of public schools, at least five, and private schools that are located within a half mile of the proposed new road. Studies have shown the negative effect upon children whose schools are in close proximity to highways. Asthmatic conditions are heightened and other health risks are adversely affected.
11	The design also is planned to displace a community church at the corner of Pecos and 32nd Street. I have never known this to happen in several other major metropolitan areas in which I have resided. Again, another example of degrading the life of community residents.
4	What I also do not understand is the selection of this route, when it could be the most expensive limited access highway ever built. It will also add to an already poor
3	air quality and cause additional traffic delays during high travel periods. I-10 on the west side of the city is already one of the most backed up of stretches in the
1	valley. Adding more stopped cars is not going to improve travel, air quality and the quality of life for the people in the area.
12	The only realistic option I can imagine for a highway that is meant to bypass the downtown part of the city is one that is west of the Estrella Mountains. A highway that will travel south to Route 8 and connect to I-10 near the 303 makes much more sense. This would displace the least amount of people, provide a true truck bypass with less impact on residents, add much less pollution to an already poor air quality area and cost a lot less money.
13	If this SMF proposal is meant to be a benefit to the area, then why not restrict it to non-commercial vehicles? This has been done in and around the Baltimore/Washington DC area, Philadelphia, PA, Florida and numerous other areas around the country.

Code	Issue	Response
7	**Alternatives**	The Draft Environmental Impact Statement provides a summary of the project team's analysis of the Tunnel Alternatives. Please see pages 3-14, 3-16 and 3-17, and 5-18 through 5-20. Options to build a tunnel under the South Mountains were eliminated from further study not just because of high costs. They would not protect the South Mountains. Tunnel Alternatives would create safety and constructibility concerns, undesirable intrusion-related impacts, and maintenance issues. Tunnel Alternatives would not achieve avoidance of the South Mountains or meaningfully reduce use-related impacts under Section 4(f). Tunnel Alternatives would have less visual, noise level, and habitat acreage impacts than would the open-cut design of the proposed action.
8	**Air Quality**	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 Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.
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	**Health Effects**	
11	**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.)
12	**Alternatives**	The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.
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
	This proposal has left me highly suspicious. I can only hope that land owners and politicians are not taking advantage of a situation to improve their own standing at the expense of the tax paying public.
2 1	**In conclusion, there seems to be little advantage to building this highway as proposed. With the millions of dollars spent on studies, reports and analysis, it is one of the least comprehensive studies of have ever seen. The only benefit I can draw from the information provided is to conclude it would be an excellent truck bypass for companies both far and near. It certainly would not improve the quality of life for those living in the area.**
	Respectfully,
	Larry Stackhouse
	Cc: PARC

Code	Issue	Response

Code	Comment Document

5037

1 LARRY STACKHOUSE: To whom it may concern:
2 The most critical point of concern regarding this or any
3 construction of highways in our state must be the welfare
4 of its residents. Any number of studies can focus on
5 important issues but none that I have seen address this
6 most important aspect.
7 In reviewing this latest proposal from
8 DEIS, it appears perfectly clear that this roadway will
9 be a truck bypass. It will disrupt, degrade, and pollute
10 the Ahwatukee subdivision and the Gila River Indian
11 Community. It does not enhance the quality of life or
12 even maintain our present community attributes. In
13 speaking to neighbors and others residing in the area,
14 less than one percent have told me they would use this
15 highway.
16 This is a clear sign that it is not meant
17 to improve our quality of life, but rather make it easier
18 for commercial vehicles to save travel time by means of
19 this bypass. This has been proven by listening and
20 talking to a number of trucking companies whose terminals
21 are in close proximity to the I-10 junction of this
22 extension.
23 In fact, I have personally been told that
24 no less than 100 trucks per hour will be using this 202
25 extension. This does not include the truck traffic that

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Code	Issue	Response
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2	**Air Quality**	
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4	**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.
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Code	Comment Document

6 will originate in Mexico which allows higher levels of
sulfur in their diesel fuel. They will be well into
Arizona and past Phoenix before they will need to refuel.
This will most definitely add to an already high level of
pollution.

7 As a proposed highway marches toward the
Estrella Mountain range, it will make a bend to the north
to either circumvent South Mountain or go through it.
This area is already plagued by pollution. The area
8 between the northeast section of the Estrellas and the
northwest part of South Mountain range forms a tunnel
that does not allow for air to move through the pass.
This is true now and will only become more troublesome if
this roadway is built.

2 Additionally, on the north side of South
Mountain around 43rd Avenue and Broadway there is an air
quality monitor. This station already reports air
quality levels that are above acceptable levels and more
traffic will not improve this fact.

9 There also have not been comprehensive
reports and studies on emergency and hazardous spills
that could occur on this freeway. Access by emergency
vehicles does not seem to be addressed or defined by the
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everything from fuel spills, chlorine, and any number of

Page 13

Driver and Nix Court Reporters - (602) 266-6525
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Code	Issue	Response
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7	**Alternatives**	The Final Environmental Impact Statement provides a thorough summary of the project team's analysis of the Tunnel Alternatives. Please see pages 3-14, 3-16 and 3-17, and 5-18 through 5-20. Options to build a tunnel under the South Mountains were eliminated from further study not just because of high costs. They would not protect the South Mountains. Tunnel Alternatives would create safety and constructibility concerns, undesirable intrusion-related impacts, and maintenance issues. Tunnel Alternatives would not achieve avoidance of the South Mountains or meaningfully reduce use-related impacts under Section 4(f). Tunnel Alternatives would have less visual, noise level, and habitat acreage impacts than would the open-cut design of the proposed action.
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Code	Comment Document

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2 There are a number of public schools, at
3 least five, and private schools that are located within a
4 half mile of the proposed new road. Studies have shown
5 the negative effect upon children whose schools are in
6 close proximity to highways. Asthmatic conditions are
7 heightened and other health risks are adversely affected.
8 The design is also planned to displace a
9 community church at the corner of Pecos and 32nd Street.
10 I have never known this to happen in several other major
11 metropolitan areas in which I have resided. Again,
12 another example of degrading the life of community
13 residents.
14 What I also do not understand is the
15 selection of this route when it could be the most
16 expensive limited access highway ever built.
17 It will also add to an already poor air
18 quality and cause additional traffic delays during high
19 travel periods. I-10 on the west side of the city is
20 already one of the most backed up stretches in the
21 Valley. Adding more stopped cars is not going to improve
22 travel, air quality, and the quality of life for the
23 people in the area.
24 The only realistic option I can imagine
25 for a highway that is meant to bypass the downtown part

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Code	Issue	Response
10	**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.
11	**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.)
12	**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

13

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2 Mountains. A highway that will travel south to Route 8
3 and connect I-10 near the 303 makes much more sense.
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7 quality area, and cost a lot less money.
8 If this SMF proposal is meant to be a
9 benefit to the area, then why not restrict it to
10 non-commercial vehicles?
11 This has been done in and around the
12 Baltimore, DC area, Philadelphia, Florida, and numerous
13 other areas around the country.
14 This proposal has also left me highly
15 suspicious. I can only hope that landowners and
16 politicians are not taking advantage of a situation to
17 improve their own standing at the expense of the
18 tax-paying public.
19 In conclusion, there seems to be little
20 advantage in building this highway as proposed. The
21 millions of dollars spent on studies, reports, and
22 analyses, it is one of the least comprehensive studies I
23 have ever seen. The only benefit I can draw from the
24 information provided is to conclude it would be an
25 excellent truck bypass for companies both far and near.

1

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Code	Issue	Response
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Code	Comment Document

1 It certainly would not improve the quality of life for
2 those living in the area.
3 Respectfully, Larry Stackhouse.
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Code	Issue	Response

Code	Comment Document
1	Brian Stadnick Document Created: 5/20/2013 5:20:37 PM by Web Comment Form The South Mountain Freeway will get built, better to build it sooner that latter as it will only get more expensive as time goes on. •The money to build the freeway is in the budget. It was approved by voters twice, first in 1985 and again in 2004. •The project will create 30,000 jobs during the five to six year construction period and result in a $2 billion investment in the Phoenix-area economy. •If we don't build the South Mountain freeway, traffic in the region will get much worse over the next two decades. According to ADOT's own study: •Traffic on I-10 between Ahwatukee and Goodyear will grow 28% •Another 103,000 cars will use the Broadway Curve each day •Another 38,000 cars will jam the Tunnel every day •Morning and evening commute times will increase 39% to 82% •Traffic congestion on city streets will increase 46%

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Brian Stadnick Document Created: 5/21/2013 2:06:19 PM by Web Comment Form The project will create jobs for the local community and reduce traffic conjestion on the I-10 freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4374

MS. DOROMAL: Hi, good afternoon. My name is Lisa Doromal and I am a resident of Laveen and I am for the Loop 202 to bring sustainability to our community and have the hospital brought in, it is all contingent with the 202 being built. Thank you.

THE FACILITATOR: Thank you.

Mike Doromal.

MR. DOROMAL: Good afternoon. My name is Michael Doromal, I'm also for the Loop 202. Laveen is an underserved community, there's a lot of services and businesses that will come into Laveen once the 202 is built. The residents are looking for it. It's been an option since the '80s, so let's get this freeway built. Thank you.

THE FACILITATOR: Thank you.

Brian Stadnick.

1 MR. STADNICK: Yes, good afternoon. I'm Brian Stadnick, I'm a resident of Glendale, but I use the West Valley freeways extensively and I think it's with the help to aid the traffic congestion in the I-10, plus I think that now is the perfect time to build this freeway. The contracting environment and the economy the way it is, I think there's no time like the present to be able to build this thing for the cost savings of the public, so let's get this thing built. Thank you.

Driver and Nix Court Reporters - (602) 266-6525
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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: 4:01 PM CALLER: ROBERT STALDER CALLER ADDRESS: 2582 W. IRONWOOD DRIVE, CHANDLER, AZ 85254 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the freeway construction.

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: 2:03 PM CALLER: TODD STANISTEVEN CALLER ADDRESS: PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the South Mountain freeway. We've spoken about it twice approving it, it's time to build it. It makes sense with regard to the economy. It makes sense with regard to lowering the traffic. It makes sense with regard to getting started on it early and now. So I support the freeway and getting started on it now. 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: 9:09 AM CALLER: DENISE STANSON CALLER ADDRESS: 10134 E. [UNCLEAR] ROAD, TEMPE, AZ PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Construct the 202 South Mtn freeway
Date: Monday, May 20, 2013 8:29:14 AM

From: JOAN STEDMAN [mailto:halstedman@msn.com]
Sent: Saturday, May 18, 2013 12:32 PM
To: Projects
Subject: Construct the 202 South Mtn freeway

Thanks for the opportunity to give input regarding this subject. I think that this unique by-pass would really alleviate the traffic congestion on I-10 going east into Phoenix, especially during the "rush hour" period. This is an obvious statement. I feel that then air quality in Phoenix would be impacted in a positive way.

1 The alignment I prefer is a continuation of the existing 101 west to the south from I-10.

Hal Stedman.
Goodyear, AZ

Sent from Windows Mail

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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

From: Projects
To: ADOT
Subject: FW: Build the 202
Date: Monday, May 20, 2013 8:28:09 AM

From: Tony Stedry [mailto:tsted31@yahoo.com]
Sent: Saturday, May 18, 2013 1:01 PM
To: Projects
Subject: Build the 202

1 I commute to the west side of Phoenix/Glendale and would love to see this freeway finished. It was supposed to be built years ago and the homes that were built in its path were put there with the knowledge of this freeway project. Yet they chose to build there anyway. We owe them nothing and the freeway should go on as proposed. Please help me cut my commute time in half by finishing the project that should have already been started.

Thank you,
Anthony Stedry

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: 202
Date: Wednesday, May 22, 2013 10:54:00 AM

-----Original Message-----
From: Ashley Steele [mailto:ap_steele@hotmail.com]
Sent: Tuesday, May 21, 2013 11:20 AM
To: Projects
Subject: 202

1 I am writing in support and vote YES to the Loop 202 South Mountain Freeway, specifically the W59 alternative

Sent from my iPhone

_____

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Sierra Club on behalf of Donna Lee Steele
To: Projects
Subject: Comments in opposition to South Mountain Freeway
Date: Monday, May 27, 2013 8:44:14 AM

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.

No, No, NO AND NO!!!!!!!!!!!!!!!!

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.

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

Sincerely,

Ms. Donna Lee Steele
1524 N Sunset Dr
Flagstaff, AZ 86001-1440

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: 05/10/13 INCOMING CALL TIME: 9:34 AM CALLER: FREDERICK STEIN CALLER ADDRESS: 5732 W. SHANNON, CHANDLER, AZ 85226 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I think that the Loop 202 South Mountain Freeway should be built. It would be a shame if this project is not passed.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Southmountain Freeway comments
Date: Friday, May 24, 2013 8:42:23 AM

From: Ray Steinhart [mailto:rsteinhart@mastermolding.com]
Sent: Friday, May 24, 2013 8:38 AM
To: Projects
Subject: Southmountain Freeway comments

1 I understand the purpose of the freeway is to relieve traffic on I-10 through metro Phoenix.

2 I commute from the Northwest Valley North/South on the West Loop 101 Aqua Fria freeway to I-10 east to 59th avenue. During the high traffic season August through May when winter visitors as well as students/teachers add traffic to the freeways, I-10 is backed up from the Loop 101 all the way to I-17 daily. Why would ADOT want to add more traffic?

I believe adding the Southmountain Freewau route in general is going to encourage more traffic off of I-8 and bring it to I-10

I can not understand why the preferred route would be anywhere east of the Loop 101 and utilizing I-10. Additionally, the W59 has the most disruption to people and businesses. How could this be considered the preferred route?

3 At a minimum this route should start at the West Loop 101. Now that the Loop 303 is starting to take shape, why has this connection not being considered?

If in fact the study shows that the traffic is not metropolitan but regional, the Loop 303 would take even more traffic out of the metro area and would allow easy access to I-17 to the north and route traffic away from any part of I-10 east of the Loop 101.

4 I operate a capital intensive manufacturing facility at 55th avenue just south of I-10. Although I do not believe my business will be impacted, if it were, it would cause me considerable financial losses if I have to move my facility due to the amount of power and process piping that is required for my business.

Sincerely,

Ray Steinhart

--

Raymond C. Steinhart
President
Mastermolding, Inc.
1715 Terry Drive
Joliet, IL 60436
815-741-1230
Fax 815-741-2965

5525 W. Latham St. Suite #1
Phoenix, AZ 85043
602-415-1230
Fax 602-272-3286

Code	Issue	Response
1	**Purpose and Need**	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.
2	**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.
3	**Alternatives**	Alternatives as far west as State Route 303L were considered in the corridor screening process (see Final Environmental Impact Statement pages 3-6 and 3-7 and Figure 3-4, on page 3-7). They were eliminated early in the alternatives development process for the reasons identified on those pages, chiefly for not meeting the project purpose and need criteria.
4	**Acquisitions and Relocations**	Agencies may acquire only those properties located entirely or partly within the project right-of-way limits (see Final Environmental Impact Statement page 4-45).

Code	Comment Document
	rsteinhart@mastermolding.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

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: 202 **Date:** Monday, May 20, 2013 8:47:35 AM -----Original Message----- From: Jeff S [mailto:stempakj@yahoo.com] Sent: Friday, May 17, 2013 4:49 PM To: Projects Subject: 202 I do believe that building the 202 SMF will be beneficial to the people of Arizona. I drove in NY traffic for years & our freeways are definitely getting congested. Considering the projected growth that should be a factor as well. Thanks & Regards Jeff Stempak Sent from Jeff's 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		Comment noted.

Code	Comment Document

From: Sierra Club on behalf of Jill Stephens
To: Projects
Subject: Comments in opposition to South Mountain Freeway
Date: Tuesday, June 04, 2013 9:37:21 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 3 4 Two billion dollars? To encourage more pollution and destroy this rare open space jewel in the city? Why not use OUR money to improve clean transportation/public transportation, supporting OUR health and slowing the rise of OUR health care costs ?
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 3 effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.

2 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. If you get any flack from oil companies, refer them to me. 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	**Air Quality**	
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	**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	**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.
6	**Section 4(f) and Section 6(f)**	
7	**Biology, Plants, and Wildlife**	

(Responses continue on next page)

Code	Comment Document
	Ms. Jill Stephens 9296 E Camino Del Santo Scottsdale, AZ 85260-4352 (208) 412-6549

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: Karen Stepp
To: Projects
Subject: South Mountain Project Public Comment
Date: Wednesday, July 24, 2013 11:48:05 PM

To whom this may concern,

1 The proposed South Mountain Freeway project would have a negative effect on my family by increasing the traffic and congestion on S. 17th Ave between W. Chandler Blvd and E. Pecos Road--the proposed freeway.
<!--[if !supportEmptyParas]--> <!--[endif]-->

2 I have a current student enrolled in the Tempe High School district and South 17th Avenue is a Tempe Union High School bus route for picking up and dropping off my student. The street is also a Kyrene Middle School bus route for picking up and dropping off other local students. I fear for the safety of these students because of the increase traffic and lack of proper crosswalks.
<!--[if !supportEmptyParas]--> <!--[endif]-->
If the freeway must be built, please consider extending W. Liberty Lane out to S. 27th Avenue (in addition to the W. Chandler Blvd extension) to alleviate the increased traffic along South 17th Ave.
<!--[if !supportEmptyParas]--> <!--[endif]-->
Thank you for your consideration.
<!--[if !supportEmptyParas]--> <!--[endif]-->
Sincerely,
<!--[if !supportEmptyParas]--> <!--[endif]-->
<!--[if !supportEmptyParas]--> <!--[endif]-->
Karen M. Stepp
Local resident of Ahwatukee
Foothills Club West
kmstepp@gmail.com

Code	Issue	Response
1	**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). The daily traffic volume on 17th Street in 2011 was approximately 4,500 vehicles per day just north of Pecos Road (see <phoenix.gov/streets/traffic/volumemap>). With the proposed freeway in place, an additional 4,000 vehicles day would use 17th Avenue to gain access to residences west of 17th Avenue. The total daily traffic would be well below the capacity of a two-lane road (approximately 15,000 vehicles per day). The extension of the Liberty Lane to the west is not part of the proposed project. This road would likely be built in the future along with the development of the Arizona State Land Department property.
2	**Design**	The extension of Liberty Lane to the west is not part of the proposed project. This road would likely be built in the future along with the development of the Arizona State Land Department property. 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. The traffic volume on 17th Street in 2011 was approximately 4,500 vehicles per day just north of Pecos Road (see <phoenix.gov/streets/traffic/volumemap>). With the proposed freeway in place, an additional 4,000 vehicles day would use 17th Avenue to gain access to residences west of 17th Avenue. The total daily traffic would be well below the capacity of a two-lane road (approximately 15,000 vehicles per day).

Code	Comment Document
1 2 3 4 5	Joan Stern Document Created: 5/28/2013 1:22:59 PM by Web Comment Form You only show cars on the proposed 202. You know it will be bumper to bumper of semi's on this short cut around Phoenix. We moved to Ahwatukee Foothills to be away from the noise of the city and the smog. I am apposed to the current alignment mainly due to the pollution it will leave us in. The mountain will lock in the smog to settle down around us like a blanket gradually killing off wild life, plant life and human life.

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	**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 the Arizona Department of Transportation policy (see Final Environmental Impact Statement 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	**Air Quality**	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 Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.
5	**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	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/17/13 INCOMING CALL TIME: 4:47 PM CALLER: KATHY STERNBERG CALLER ADDRESS: 5700 NORTH CANYON DRIVE, PHOENIX AZ 85016 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I'm calling to voice my support for the South Mountain Freeway Loop 202. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4269

they need to be listened to rather than people who don't live in that area. I've been around long enough that I know the Sierra Club and Don't Waste Arizona, when they worked against medical waste incinerators in the Laveen and South Phoenix area. People [unintelligible] because their studies then were very important to stopping those incinerators. Now, however, some of the same people who worked to stop those incinerators seem to think this freeway is a great idea, because it saves them five minutes' driving. So that's crazy to me. It's still the health of the individuals that are more important, the children who are going to school and the people living and working in the area along where this freeway will be built. It needs to be put somewhere where it's not as dangerous healthwise for the people living there.

Thanks.

THE FACILITATOR: Thank you.

Don Steuter.

MR. STEUTER: Thank you.

Use this one?

THE FACILITATOR: Yes, please.

MR. STEUTER: My name is Don Steuter. Thanks for this opportunity to talk to you about the

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Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1 South Mountain Freeway and your Draft Environmental
2 Impact Statement. I've had an opportunity to read
3 quite a few different Environmental Impact Statements
4 over the years, and there's a lot of good information
5 in your document. I appreciate that, and I must say
6 it does seem to be, as opposed to being an objective
7 document, it seems to be predisposed biased in favor
8 of the freeway, so I have to say that at the outset.
9 But there is a lot of good information in there, and
10 I do appreciate that.
11 The main thing I want to tell you about is
12 that I think that the freeway, I remember when it was
13 first proposed back in the 1980s, and at the time I
14 would have to say I was probably in favor of it or
15 didn't give it a whole lot of thought. But today, in
16 2013, it seems like quite an outdated idea. The
17 challenges that we're up against seem to be
18 considerably different than what we were dealing with
19 back in the 1980s. And foremost among those is
20 things like climate change that we don't want to
21 think about, but seem to be upon us, whether we want
22 to deal with it or not. And I noticed that the draft
23 EIS does talk about CO2 emissions, but it talks about
24 those emissions in the context that the EPA has not
25 made any decisions. There's no cap. There's no

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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	**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)].

Code	Comment Document

1 limits. Nationwide on CO2 emissions, and so,
2 therefore, Arizona Department of Transportation
3 thought that it's not in their purview to have to
4 address that.
5 But it's hard to know if we don't start
6 talking about it, at least start talking about these
7 things at the local level. How are we going to get
8 anywhere with dealing with it? And I'm sure that
9 many others of the 50 states are basically in the
10 same situation, they're looking around and having
11 freeways that they're considering building. And if
12 everyone has that attitude, we're going to end up
13 still with a lot of freeways that, admittedly, a lot
14 of people want, but there are many other, you know,
15 long-term considerations that we need to start
16 talking about.
17 So I would hope that in the final EIS that
18 you take more time and flesh out the old CO2 issue
19 further, try to figure out which other states might
20 be trying to address it, and if there are some things
21 that Arizona could pick up on and follow up on that.
22 A lot of people -- I'm a hiker, and a lot
23 of us are very jealous, as I'm sure you heard today,
24 about our parks and preserves in the Phoenix area.
25 And personally, I've been involved in several over

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Code	Issue	Response

(Comment codes continue on next page)

Code	Comment Document

1 the last 25 years, fights over trying to project,
2 enhance our Phoenix Mountain Preserves, and whenever
3 something happens, we worry. I guess it's hikers,
4 outdoor people's nature that when we see something
5 happening to one of our parks or preserves, we get
6 very worried. We think it possibly could be a
7 precedence. In the past there's been a lot of
8 wonderful activists who have worked to protect the
9 preserves, but, you know, I hate to say it, but we're
10 all starting to get more gray hair, if we're still
11 around even. And so we hate to see projects like
12 this that take a chunk out of the park without really
13 being mitigated in any way, shape, or form.
14 We're going to, in effect, lose about 30
15 acres of South Mountain Park and --
16 THE FACILITATOR: Would you wrap up?
17 MR. STEUTER: Sure. And there is no
18 proposal really to do anything about that. We've
19 planned, but not built other freeways in the past,
20 the Paradise Freeway was planned, never built. The
21 143 extension north never happened, so we do
22 sometimes concede the freeways and we don't build
23 them, so it's possible we could live without the
24 South Mountain Freeway as well.
25 Thank you very much for your time.

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Code	Issue	Response
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	**Section 4(f) and Section 6(f)**	Mitigation measures to address impacts on the Phoenix South Mountain Park/ Preserve are discussed throughout Chapters 5 and 6 in the Draft Environmental Impact Statement.

Code	Comment Document
1	Michael Stewart Document Created: 4/26/2013 3:07:45 PM by Web Comment Form At some point whether it's part of this project (W101 Alternative)or not, the I10-Eastbound to Loop101-Northbound interchange needs to be expanded from 1 lane to 2 lanes. Traffic is currently backed-up Eastbound on I10 before the Loop 101 interchange for a mile or so every morning during rush hour and it causes frequent collisions. Thank you.

Code	Issue	Response
1	**Traffic**	The recommended improvement is not within the scope of the Preferred Alternative. The Arizona Department of Transportation and Maricopa Association of Governments continually evaluate bottlenecks within the existing regional freeway system and identify opportunities for fixing problems.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Public Hearing for South Mountain Freeway
Date: Wednesday, May 22, 2013 10:54:07 AM

From: Dorrana Stewart [mailto:dorrana.stewart@gervinprepacademy.org]
Sent: Tuesday, May 21, 2013 9:24 AM
To: Projects
Subject: Public Hearing for South Mountain Freeway

1 **What is the pathway of the proposed freeway? What area of town? Please advise.**

Dorrana L. Stewart
GGPA - Office Manager
2801 E. Southern Ave.
Phoenix, AZ 85042
480-219-2121 P
602-633-6787 F
Dorrana.stewart@gervinprepacademy.org
www.georgegervinprepacaademy.org
Knowledge is your birth right!

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Code	Issue	Response
1	**Alternatives**	The Study Area for the proposed action is located in southwest Phoenix. The Preferred Alternative includes the W59 and E1 Alternatives. The proposed freeway would connect Interstate 10 (Maricopa Freeway) to Interstate 10 (Papago Freeway).

Code	Comment Document

4224

1 the mountain with the hauling of hazardous materials.
2 Nitrates, fuel, and chlorine. And the existence for
3 clear and present endangerment, i.e., death, if you
4 live within the wind distance of these things being
5 carried by the winds in the event of a crash and an
6 imminent subsequent explosion. And all are.
7 Nothing -- this is criminal negligence by
8 ADOT to the citizens of this city and by HDR, their
9 $21 million consultant whom they depend upon like
10 they were biblical. They are all guilty of criminal
11 negligence to the citizens directly affected and to
12 the citizens of Phoenix, and I unalterably oppose
13 this. Thank you.
14 THE FACILITATOR: Please refrain from
15 applause or boos. Be respectful of both build and
16 no-build discussions today. This is a hearing and we
17 appreciate your patience.
18 Michelle Stewart. Michelle Stewart.
19 Those of you whose names have been registered now to
20 speak, you should make your way to the front of the
21 room; that will help speed this up a little bit.
22 MS. STEWART: Good morning. Speak this
23 way? Hi, everyone, thanks for -- my name is Michelle
24 Stewart. Thank you for listening to our comments
25 today, and I'm addressing you. And you. I'm an

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Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1 educator and parent in the Valley here. I've lived
2 here 12 years, and I'm speaking today to say that my
3 belief is no-build. Speaking to let you know that
4 because I value really, most of all, I value my son
5 and really all people who enjoy breathing clean air.
6 Their ability to have that clean air. And also
7 because it seems irresponsible to continue to pursue
8 the alternative of building the freeway when a
9 satisfactory plan has not been developed in these
10 decades that have gone on. I was a member of the
11 South Mountain Citizens Advisory Team for about a
12 year and a half, I believe, 2005 to '6.
13 And at that time really nothing's changed
14 in those years, as far as what's being offered.
15 Definitely to impact South Mountain in any way is not
16 a good option for anyone in the community, it's a
17 world-class resource. Both in terms of the habitat
18 that it provides to wildlife and in the gift that it
19 offers to anyone who values that land, which really,
20 you know, just speaking for myself and my family,
21 it's invaluable. It is an amazing place.
22 In terms of what we're doing to our world
23 with continuing the same old path of build more
24 roads, build more roads, we -- studies have shown
25 that it continues to foster more congestion. It's a

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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	**Section 4(f) and Section 6(f)**	
4	**Biology, Plants, and Wildlife**	
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). By 2035, east- and westbound motorists on Interstate 10 between State Route 101L (Agua Fria Freeway) and State Route 202L (Santan Freeway) are expected to experience stop-and-go driving for over 3 hours every day. This is for a distance of nearly 30 miles. A new freeway in the Study Area would distribute commuters over an additional freeway facility. As a result, the duration of stop-and-go traffic on the region's freeways would be reduced.

Code	Comment Document

6 short-term Band-Aid for the problems that are cited as a reason to build a freeway of there's not enough road space. It doesn't solve the problem. So I'm suggesting no-build. And instead, alternatives such as better land planning involving mixed uses, looking to railway and other non-polluting alternatives, especially given current realities about what the level of carbon dioxide is in the atmosphere. I think we reached 400 parts per million last week. It is a really important thing. And no matter what a person believes regarding the state of the atmosphere, whether we should continue to do the same old thing, it seems only responsible in terms of our future clean air, as well as just general lung health for all people who are breathing this air, to pursue a path that would invite that air and the parts per million of carbon to decrease.

7

8 2

So if you could look at railway, light rail, not building the road, and maybe I'll have some more time -- I think I just went over. Yes?

6

THE FACILITATOR: Yes, you did. You're also welcome to provide additional comments to the court reporter in the room next door, but your time is up.

MS. STEWART: So thank you for listening

Code	Issue	Response
6	**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.
7	**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)].
8	**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 to me, and thanks. Good-bye.
2 THE FACILITATOR: Andrew Pedro. Andrew,
3 are you in the auditorium?
4 Claudia Reifschneider.
5 MS. REIFSCHNEIDER: Here.
6 THE FACILITATOR: If you would, if you
7 could turn the microphone and address the front,
8 you'll be able to see the time better that way.
9 MS. REIFSCHNEIDER: Perfect. Thank you.
10 I'm here in favor of the 202 South Mountain Freeway.
11 I think it's time that we build it, and keep the
12 congestion off of our highways, make our air
13 circulate better so we don't have cars that are
14 idling on the freeway, and producing more poor air
15 that we breathe. I -- also, you'll probably hear
16 today not only a lot about air, but you're going to
17 hear about the South Mountain Park and the mountain
18 there. I believe there are some people that believe
19 that it is sacred land, but I'm here to say that it
20 is federal and state land. And as far as I know, it
21 hasn't been deemed as sacred.
22 Although it is a beautiful park and we
23 all love it, we have many states in our country that
24 have had to make tough decisions and had to shave off
25 small portions of their mountains throughout our

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Code	Issue	Response

Code	Comment Document

TELEPHONE CONVERSATION RECORD
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 4:05 PM
CALLER: LYLE STEWART	CALLER ADDRESS: 1947 E. DIAMOND DRIVE, TEMPE, AZ 85283
PHONE:	EMAIL:

CALLER REMARKS/QUESTIONS:

1 I am definitely in favor of the 202 south loop around South Mountain Freeway. In fact, I support working with the Indian tribe to put it on the res and not cut into the corner of the mountain taking advantage of the easy build job and saving all the money to not go through the mountain and not worry about all the houses that have been bought in Ahwatukee, etc. etc. I sure something can be worked out with the tribe. I just think they are going to delay it as long as possible to get the best possible price. Just like the Pima Freeway. I don't think there's any [voicemail unclear] there, but I strongly support it. I think it needs to move ahead as fast as possible, the traffic is a mess and that will be much improved from the big cul-de-sac in Ahwatukee. I live just off the 101 and Guadalupe.

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

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.

ADOT

I strongly disagree with the extinction of Rd. 202 to be able to connect to our ~~Awatukee~~ AHWATUKEE neighborhood.

1 IT will destroy our Schools, Churches, Homes

2 & Pollute the AREA.

We do not need an "National INTERSTATE" to

3 4 transport goods from the Lower Americas to Canada - using our AREA.

Optional

Name CAROLYN D. STEWART Email carolynstewart39@Yahoo.com

Address 15650 So. 13th PLACE

City PHOENIX, AZ. State AZ Zip 85048

Phone 602-399-1102 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	**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.)
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	**Purpose and Need, Truck Bypass**	
4	**Trucks**	

Code	Comment Document

Michelle Stewart

Document Created: 7/23/2013 10:51:50 PM by Web Comment Form

Hello and thank you for accepting my comments on the Draft Environmental Impact Statement for the proposed South Mountain freeway. The best alternative to put into action regarding this proposed freeway is to not build it. (1)

My family and I deeply value clean air, public health and South Mountain Park. This freeway would be terrible on all three accounts.

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)

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 emptied into our air, worsening asthma, cancer, and other diseases. (4) (5)

The freeway would also harm 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. (6) (7)

The freeway will also make our existing urban sprawl even worse. The expenses associated with its construction, with increased air pollution and traffic congestion will only further burden Arizona's taxpayers. The building of this freeway would simply 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. (8) (4)
Instead of this proposed freeway, we need to encourage innovative, incentive-based programs to optimize carpooling and biking opportunities, as well as the optimal use of public transportation. As well, we need increased funding for public transportation options like fuel-efficient buses and rail projects. (3)

Thank you.
Respectfully,

Michelle Pulich Stewart

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). By 2035, east- and westbound motorists on Interstate 10 between State Route 101L (Agua Fria Freeway) and State Route 202L (Santan Freeway) are expected to experience stop-and-go driving for over 3 hours every day. This is for a distance of nearly 30 miles. A new freeway in the Study Area would distribute commuters over an additional freeway facility. As a result, the duration of stop-and-go traffic on the region's freeways would be reduced.
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 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

Thomas Stillwell Document Created: 5/21/2013 5:13:45 PM by Web Comment Form

I have lived in the Ahwatukee Foothills Village since 1989. I relocated my law office to the same area 10 years ago and I continue to live and practice there. I have spoken at public meetings regarding this freeway going back at least 10 years. It is fascinating to me that ADOT claims to have considered the no-build option, yet I cannot remember that ever being the case...we've been told that it's going to happen eventually, and despite the fact that it's an old idea and far too expensive, here we are again having to speak out against it. (1) (2)

A fundamental question that must be answered, in order to justify the expense and societal costs of this freeway, is whether or not the SMF will signficantly reduce traffic on I-10. The proponents used to (during past public meetings) cite "studies" that they argued supported a "yes" answer to that question. In particular, an engineer from ADOT explained how they had counted trucks at I-10 and Chandler Blvd, and again on I-10 in the West Valley. From that "study" they concluded that most trucks currently passing through Central Phoenix were merely passing through, and would be likely to take the SMF, thus bypassing downtown and reducing I-10 truck traffic signficantly. (3)

I rose and questioned the engineers' methodology and logic. I pointed out that they had made no attempt to see whether the trucks they counted on the incoming side were the same trucks they counted on the outgoing side. The reason that is significant is that Central Phoenix is home to a) one of the largest trucking company yards in America, and b) many other truck-dependant shipping operations (e.g. the airport-bound truks of the various delivery companies, and the Amazon warehouses.) Trucks coming into Phoenix that are headed for such major trucking centers would NOT use the SMF. In an astounding bit of deception, the SMF proponents no longer cite that "study," but instead merely claim that the freeway will accomplish its goals...totally ignoring the above facts. (4) (5)

The EIS Panel must, of course, weigh impact against benefit. Having already addressed the shaky claim of at least one benefit, let me point out the reality of the impact. Our neighborhood has the lowest crime rate in the Valley. That is in no small part due to the fact that we are isolated by the lack of entrance/egress to the south and west. This freeway would fundamentally change the nature of our neighborhood, and the EIS has completely failed to address this change. (6)

The EIS has also failed to address the impact of this freeway in the instance of traffic accidents...only the impact of the "ideal" situation has been included. For example, if there were a fatal accident (e.g. a freeway closure) on the eastbound SMF, on the east end near I-10, traffic would have to exit the freeway at one of the proposed exits (40th St? 32nd St? 24th St? 17th Ave?) and take surface streets over to I-10. The streets of the Ahwatukee Foothills Village are not designed to handle a large volume of detoured trucks, let alone such a huge influx of other vehicles, and in fact, such detoured traffic would have to be directed to use Ray Road to I-10, which would take them through a school zone on weekdays! Such decisions should not be made solely on the basis of a best-case-scenario, and when looks at (7)

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	**Purpose and Need**	In 2035, the average daily traffic on the proposed freeway is projected to range from 117,000 to 190,000 vehicles per day (see Final Environmental Impact Statement page 3-62). The estimated volume depends on location. The purpose and need for the South Mountain Freeway are not solely to relieve congestion on Interstate 10 (Maricopa Freeway). Facilitating mobility in the Maricopa Association of Governments region does not mean just relieving congestion on the Broadway Curve (see Final Environmental Impact Statement page 1-21). Among other criteria, the proposed freeway is to permit the entire Regional Freeway and Highway System to function as designed. Optimal function of that design includes completing all the segments of the State Route 202L system (see Final Environmental Impact Statement pages 3-35 and 3-37). With implementation of the South Mountain Freeway, many motorists would be able to get from Point A to Point B, a route that never included needing to use Interstate 10.
4	**Purpose and Need**	Commercial trucks would use the proposed freeway. As with all other freeways in the region, trucks would use it for the through transport of freight, for transport to and from distribution centers, and for transport to support local commerce. Nevertheless, the primary users of the proposed freeway would be automobiles.
5	**Traffic**	The responsiveness of the proposed freeway to purpose and need criteria is presented in the Draft Environmental Impact Statement, beginning on page 3-27. Information related to total daily traffic on other regional freeways, including Interstate 10, with and without the proposed freeway, is presented in Figure 3-12. Information related to traffic distribution on Study Area freeways and arterial streets, with and without the proposed freeway, is presented in Figure 3-13. Information showing hours of congestion on the region's freeways, with and without the proposed freeway, is shown in Draft Environmental Impact Statement Figures 3-15 and 3-16.
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 Final Environmental Impact Statement sidebar on page 4-21.
7	**Traffic**	The Arizona Department of Public Safety (which includes the State Highway Patrol) has primary responsibility for enforcing traffic laws. It also has primacy when calling in support for traffic accidents, including hazardous materials accidents (see text box on Final Environmental Impact Statement page 4-166). The Arizona Department of Environmental Quality maintains a list of contractors who provide emergency response services, as well as local municipalities whose fire and police departments operate in cooperation with the Arizona Department of Public Safety on incidents within their jurisdiction.

(Responses continue on next page)

Code	Comment Document
	just that easily-imagined example, one sees that this freeway could spell future nightmares on the streets of my neighborhood.
8 9 10	Finally, our area would be much better-served if the billions of dollars this freeway will cost were spent to get more cars off the existing freeways, or to use the existing freeway locations more efficiently. ONE bus line serves the area. NO light rail is planned or even being considered. No consideration appears to have been given to the possibility of multi-level freeways (as is commonly done in California) using the existing freeway locations.
11	I personally would probably benefit if this freeway were built, because west-side clients would consider me as their attorney, but IT'S NOT WORTH IT. Nor are the weakly-supported benefits that the Valley will allegedly enjoy. Ruining the quality of life of hundreds of thousands of people for purely speculative benefits is simply ridiculous.
	The EIS is merely a slick retelling of the same arguments ADOT has been making for years. This current process is clearly designed to diffuse opposition and allow ADOT to politely claim it listened. I oppose this freeway. I always have, and I always will, and no number of displays and videos will change the facts I've stated above.

Code	Issue	Response
8	**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.
9	**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.
10	**Alternatives**	The double-deck option suggested in the comment would have similar benefits and impacts as the Bridge Alternatives evaluated in the Draft Environmental Impact Statement (see pages 3-13 and 5-20). Options to build a bridge through or over the South Mountains were eliminated from further study because of incident management, constructibility and maintenance issues, future expansion limitations, substantially higher estimated construction costs, and undesirable intrusion-related impacts.
11	**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

From: Sierra Club on behalf of Joyce Stoffers
To: Projects
Subject: Comments in opposition to South Mountain Freeway
Date: Monday, May 27, 2013 9:14:26 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 Enough with more freeways. It's time for mass transit! Stop sectioning up the land and destroying our wild treasures. 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 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.

4 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.

6 7 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.

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

1 Sincerely,

Ms. Joyce Stoffers
14202 N Baywood Ct
Sun City, AZ 85351-2331
(623) 875-6960

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: Projects
To: ADOT
Subject: FW: Support the 202
Date: Monday, May 20, 2013 3:58:17 PM

From: Luke Stokebrand [mailto:luke@billluke.com]
Sent: Monday, May 20, 2013 3:15 PM
To: Projects
Subject: Support the 202

1 I wanted to drop you a note to say I support the plan to Build The 202. It's a much needed freeway for the valley and will benefit locals and interstaters alike! Lets get building!!

Thanks,
Luke Stokebrand, MBA
Taxpayer, Phoenix, AZ

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.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

1

1 MR. STOKEBRAND: I sent an e-mail to ADOT
2 regarding just how I support the 202. It's much needed
3 for the people living -- it will bring much needed funds
4 to the City of Phoenix in terms of tax revenue and for
5 all us citizens who leave Laveen and City of Phoenix to
6 go to Goodyear, Avondale, and other cities. I will be a
7 lot happier to keep those tax funds inside of our city
8 for community centers, things of that sort. And I'm
9 someone who lives close, within half a mile of the
10 proposed freeway and I still support it just because it
11 will make my life better, easier to get around the city,
12 and alleviate some of the congestion on Baseline Avenue.
13 That's about it. The rest of it is pretty
14 well documented, so I don't have anything else to add.
15 Thank you.
16 MR. THOMAS: My name is Jim Thomas. I
17 live in Goodyear, Arizona. I work at Broadway and 40th
18 Street, so I drive I-10 every day and the traffic is bad
19 in the morning and it's horrible in the afternoon. I
20 normally get to the office between 5:30 and 6:00 and it
21 takes me 35 minutes, it's about 30 miles. In the
22 evenings, it takes me at least 45 minutes, sometimes an
23 hour to get home so this would be very helpful.
24 And I think, if they would take the bypass
25 off of the 101 -- if you go down to 59th, you're just

Page 2

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Debra Stone Document Created: 6/12/2013 6:31:00 PM by Web Comment Form The loss of entrance ramps at 51st Ave. will be bad for business and the community. 51st Ave is the gateway to the Maryvale area. There is considerable traffic that enters and exits the I-10 freeway at 51st Av. One major impact will be on the traffic to and from the Maryvale Baseball Park where spring training games are held. Map 21 shows a confusing and illogical design that will keep thousands of cars on roads longer and lead to more conjestion and poor air quality of neighborhoods. It also appears that you are diverting even more traffic into the area with the loss of ramps at 59th Av. South of I-10 are 2 major truck stops that will have a huge negative business impact due to traffic's inability to exit. I am a community leader in an adjacent neighborhood and I oppose this part of the plan.

Code	Issue	Response
1	**Design**	The majority of motorists who enter and exit Interstate 10 at 51st Avenue are coming from or going to the east. The ramps on the east side would not be affected by the proposed freeway. To allow for the freeway-to-freeway connection, local access along Interstate 10 between 51st Avenue and 67th Avenue would be reconfigured (see Draft Environmental Impact Statement Figure 3-29 for more details). The new configuration includes access roads between 67th Avenue and 51st Avenue on the northern and southern sides of Interstate 10 to allow vehicles to gain access to Interstate 10.

Code	Comment Document

4398

flat community. The bulk of Ahwatukee slopes up from Pecos Road up into the Foothills, well above the noise abatement wall. Noise travels, it bounces off the mountain and is amplified back, so you'll have a significant noise increase farther away from the freeway than your measurements would indicate.

Essentially, what this boils down to is ADOT is sacrificing a community of 85,000 for the purpose of building a truck bypass, a truck bypass that could be easily done using the I-8 to 85 corridor and improving the 85 highway from I-8 to I-10. If the purpose is to provide and route trucks away from Central Phoenix, this is a far better alternative than the Loop 202 truck bypass. Thank you.

THE FACILITATOR: Thank you, Mr. Knight.

Again, as a reminder, out of mutual respect and as a courtesy to all participants, we ask that you refrain from clapping and making reactions to speakers' comments.

I'd like to invite our next speaker, Tim Stone.

MR. STONE: Do I introduce myself? I don't know the rules.

THE FACILITATOR: Thank you, Mr. Stone. You have three minutes.

MR. STONE: My name is Tim Stone, I've been a

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Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1 member of the South Mountain advisory team since back in
2 2007. My recommendation is a no-build on the 59th Avenue
3 alternative. To me it's the wrong highway in the wrong
4 location. We were advised that the 202 loop was designed
5 to relieve the current and future congestion at the
6 Broadway curve, and if that's our goal we need to start
7 diverting the expected traffic flow through the west --
8 further west than 59th Avenue. In the past we have seen
9 where they talked about the Loop 101 and the 202 matching
10 up out by 99th Avenue; that's something that would be
11 better. Or better still, if we just push it further west
12 and kept all of the heavy traffic that just wants to
13 skirt Phoenix well south of the population areas of
14 Phoenix. My recommendation on that would be to go to the
15 furthest away from like the Estrella mountains, the Salt
16 River, and then the reservation as a guideline to keep
17 things further south and away from the city.
18 In part of our hearings they were indicating
19 that the traffic creating the exhaust emissions, 85
20 percent of it or 81 percent of it would be based on
21 diesel-type vehicles, rather than cars, which to me
22 indicates a lot of semi-tractor-trailer-type traffic.
23 They told us there would be 19,000 semis that would not
24 be stopping in the Valley at all, just transiting through
25 heading to the East Coast or whatever, but that the

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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	**Alternatives, W59 Alternative Versus W101 Alternative**	
3	**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.
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	**Trucks**	The referenced statement would be that 85 percent of the emissions are caused by diesel-type vehicles, not that the percentage of trucks on the proposed freeway would be 85 percent. 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. Air quality and noise modeling for the Draft and Final Environmental Impact Statements used this forecast truck traffic (see Final Environmental Impact Statement pages 4-68 and 4-100, respectively). Based on 10 percent truck traffic, this would be 19,000 trucks as indicated in the comment. Not all of these trucks would be passing through the Phoenix metropolitan area without stopping (see Final Environmental Impact Statement page 3-64).

Code	Comment Document

6

7

1 Loop 202 would be carrying up to 129,000 vehicles per
2 day. If 81 percent of that is semi-type diesel, that's
3 an awful lot of semi-trucks that, in my mind, we need to
4 try and keep away from neighborhoods and congested areas
5 with a lot of people and schools.
6 And we were provided by a presentation at the
7 CAT meeting by a Pete Hyde from the school of engineering
8 at ASU, they provided us with a health study on nine
9 selected sites here in the Valley who wanted I-10 and
10 27th Avenue as the closest to the freeway put down by the
11 facts and progressively getting further away. The data
12 it shows was incidents of cancer and the incident rate
13 for that first site was 700 per million and as you got
14 further away the furthest remote one was out by Roosevelt
15 Lake and that was 100 cases of cancer per million that
16 far up. And as you work your way through it, it
17 definitely showed a connection between in some method
18 cancer and petrol chemical vehicles and cars, trucks, and
19 gas.
20 So to me, we need to keep the roadway once again
21 further away from neighborhoods and a lot of people
22 than -- we're hearing at the meetings that they were
23 talking about making the 202 a narrower footprint than
24 like we have, say, on the southern part of the Loop 101.
25 THE FACILITATOR: Thank you, Mr. Stone, your

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Code	Issue	Response
6	**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.
7	**Health Effects**	

Code	Comment Document

4425

1 the build of Loop 202, we get none of that. Shame on us
2 if we bury our heads in the sand.
3 MR. STONE: Tim Stone, S-t-o-n-e.
4 I'm a member of the South Mountain CAT Team
5 that undertook part of the study of the Loop 202. In our
6 April meeting we were provided with the results of the
7 Sonoma Technology, Inc., presentation on State Route 95
8 near Las Vegas and its effects on two schools in that area
9 as they were producing and building the road and then
10 using it afterward. The study concentrated on black
11 carbon impact on the schools. What the school -- what the
12 study indicated was that there was significant downwind
13 effects that would occur if the school was in close
14 proximity to the highway, but it would mitigate as it
15 comes further away, more remote from the highway.
16 This is of concern because along the
17 Loop 202 route, Betty Fairfax High School is not all that
18 remote from it. It's close. And there's another
19 elementary school down near the Pecos Road. And these
20 downwind effects would be adverse to the children there.
21 In their study they indicated that with
22 proper filters, the classrooms could remain safe, but
23 outdoor activities would be at hazard, especially as it --
24 if it occurred near peak traffic transit; in other words,
25 the rush hour time for morning or afternoon, with the kids

1

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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

2

1 outside, like high school kids and -- practicing baseball,
2 football, soccer, or whatever. It's not advantageous to
3 them.
4 Let's see. The other item of concern that I
5 noted was in the study they provided us, they talked about
6 a noncontinuous sound and noise and dust wall along the
7 side of the highway. I think it needs to be throughout
8 the area near the crest where it's most effective rather
9 than down at the property line where the highway is
10 supposed to be up to a 23-foot level, would be way over it
11 unless they built an atrociously tall wall. So it would
12 be better to put it up near the side of the road. But it
13 needs to cover all communities along it, not selective
14 ones or areas just like the school.
15 That's all I had to add over what I said in
16 there, so...
17 Okay? Thank you very much.
18 MR. MARTINEZ: H-e-n-r-y, Henry. Martinez,
19 M-a-r-t-i-n-e-z.
20 I understand that this is voted on by the
21 people of Phoenix to get the 202. We were offered three
22 different places where it could be put in. And as of
23 June 2006, ADOT changed their mind. They didn't give us
24 that fourth option, the option of today where it's at
25 59th Avenue. Because here it's at -- sorry --

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Code	Issue	Response
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. 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	Melinda Stone Document Created: 7/12/2013 12:25:26 AM by Web Comment Form I love traveling through Arizona to visit friends and family and know from their stories how little taxpayer dollars are flowing into their communities. This project is WASTEFUL and unnecessary. There are better ways to create good long-term jobs and spend the few precious tax dollars we have by keep existing social programs funded. Please, do not build another 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: 6:58 PM CALLER: LISA STONE 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: 6/11/13 INCOMING CALL TIME: 3:29 PM CALLER: MR. STONE CALLER ADDRESS: 10845 W. BOSWELL BLVD., SUN CITY, ARIZONA PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I'm totally in favor of the South Mountain Freeway. I work for an engineering company and that would be great work for us in the future. So let's get this baby going for design and let's build them bridges. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: present alignment of Loop 202
Date: Thursday, July 18, 2013 2:11:16 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: Richard Strassel [mailto:riverside123@gmail.com]
Sent: Thursday, July 18, 2013 1:17 PM
To: Projects; Mark Strassel
Subject: present alignment of Loop 202

1 I wish to express my concern as to exactly where this alignment will be at the intersection,currently of Dusty Lane & 45th Ave. I would like to see the exact location of the freeway and then the realignment of Dusty Lane.

If i understand the projections, the freeway might be as wide as 1,000'.

2 it is crucial for me to understand how the freeway will proceed along the border of the Gila River Reservation line in the area of 45th Ave and Dusty lane and the adjoining Monterey rd.

I reside @ 4436 w Monterey RD, i am sure you can understand my concern.

Please feel free to contact me, as follows:
Richard C. Strassel, MSJ Trustm trstee
4436 w montereyRd
Laveen, AZ 85339
781-254-5147
riverside123@gmail.com

sec/lot:28 twn/blk:1s rng/tr: 2E
SW4 E2 NW4 OF LOT 4 SEC 28 EX S 25F RD

Thank you in advance for your attention to this matter. I wish to raise these concerns before the deadline of closing DRAFT EIS of 7/24/13

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Code	Issue	Response
1	**Alternatives**	Aerial maps showing the proposed freeway (W59 and E1 Alternatives) are accessible through the online hearing Web site, <azdot.gov/southmountainfreeway>. The maps covering the noted area are numbers 8 and 9. In this area, the freeway's right-of-way footprint is approximately 400 to 500 feet wide. Access to the residential area would be provided by way of Dusty Lane and an underpass at Ivanhoe Street. All other connections to Dusty Lane would be cut off by the freeway. Internal roads would be reconfigured and reconnected (see Figure 3-33, on page 3-57 of the Final Environmental Impact Statement). Your contact information was forwarded to the Arizona Department of Transportation Right-of-way Group for further coordination.
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

7/18/13 Gmail - present alignment of Loop 202

Gmail by Google

present alignment of Loop 202

Richard Strassel <riverside123@gmail.com> Thu, Jul 18, 2013 at 1:16 PM
To: projects@azdot.gov, Mark Strassel <mixmastermark@gmail.com>

1 I wish to express my concern as to exactly where this alignment will be at the intersection,currently of Dusty Lane & 45th Ave. I would like to see the exact location of the freeway and then the realignment of Dusty Lane.

If i understand the projections, the freeway might be as wide as 1,000'.

2 it is crucial for me to understand how the freeway will proceed along the border of the Gila River Reservation line in the area of 45th Ave and Dusty lane and the adjoining Monterey rd.

I reside @ 4436 w Monterey RD, i am sure you can understand my concern.

Please feel free to contact me, as follows:
Richard C. Strassel, MSJ Trustm trstee
4436 w montereyRd
Laveen, AZ 85339
781-254-5147
riverside123@gmail.com

sec/lot:28 twn/blk:1s mg/tr: 2E
SW4 E2 NW4 OF LOT 4 SEC 28 EX S 25F RD

Thank you in advance for your attention to this matter. I wish to raise these concerns before the deadline of closing DRAFT EIS of 7/24/13

https://mail.google.com/mail/?ui=2&ik=0b105824f5&view=pt&search=sent&th=13ff36d49ce8caaa 1/1

Code	Issue	Response
1	**Alternatives**	Aerial maps showing the proposed freeway (W59 and E1 Alternatives) are accessible through the online hearing Web site, <azdot.gov/southmountainfreeway>. The maps covering the noted area are numbers 8 and 9. In this area, the freeway's right-of-way footprint is approximately 400 to 500 feet wide. Access to the residential area would be provided by way of Dusty Lane and an underpass at Ivanhoe Street. All other connections to Dusty Lane would be cut off by the freeway. Internal roads would be reconfigured and reconnected (see Figure 3-33, on page 3-57 of the Final Environmental Impact Statement). Your contact information was forwarded to the Arizona Department of Transportation Right-of-way Group for further coordination.
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: 5/18/13 INCOMING CALL TIME: 11:23 AM CALLER: JOHN STRAVERS CALLER ADDRESS: PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the South Mountain Freeway. It's needed to alleviate congestion on the I-10 Corridor through downtown Phoenix.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Comment on South Mountain Freeway - Draft EIS
Date: Tuesday, April 30, 2013 8:52:27 AM

From: Dan Streyle [mailto:dgstreyle@cox.net]
Sent: Sunday, April 28, 2013 12:50 PM
To: Projects
Subject: Comment on South Mountain Freeway - Draft EIS

ADOT:

Thank you for the opportunity to comment on the above Draft EIS.

1 While I have only done a cursory review I definitely would prefer the W101 Alternative for the western section compared to the W59 or W71 options. In the "big" picture it just does not make sense to continue to funnel all traffic along I-10 in the section between L101 and 59th Avenue (in the W59 option). This is true for both directions of travel. Having the W101 option serve as an extension of L101 appears to "complete the loop" to provide the bypass around Phoenix that is the primary purpose of the South Mountain Freeway. In travelling this area every day the AM traffic typically moves well until the I-10 and L101 traffic must merge on I-10. The W101 alternative will better help to alleviate this congestion.

Daniel Streyle
11120 W. Citrus Grove
Avondale, AZ 85392

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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

From: Projects
To: ADOT
Subject: FW: South Mountain freeway
Date: Tuesday, April 30, 2013 8:54:21 AM

From: mpstrohmeyer [mailto:mpstrohmeyer@msn.com]
Sent: Friday, April 26, 2013 10:29 AM
To: Projects
Subject: South Mountain freeway

1 100% support.

Martin Strohmeyer
4628 W Ellis St
Laveen, 85339
Homeowner
480-525-3705

From my Android phone on T-Mobile. The first nationwide 4G network.

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

4298

This environmental impact draft study doesn't seem to think that it will worsen the air quality on the sensor that's on 43rd Avenue, which will be two to three miles away from this construction. So it really needs to be understood that it could -- could risk Arizona losing its federal funds. And then the City and our citizens will have to pay the bill. This could turn into one of the more expensive highways. And I think a separate study of that impact is very, very important before we go to the final phase of the environmental study.

So thank you very much for your time. I appreciate the opportunity to comment.

MR. SMITH: They've already spent a lot of money studying this thing, right? And they might as well finish the project or a lot of people's work has been wasted already.

And as far as alignments go, I think, even though the one that's more expensive, that would link up to the 101, is probably a better option in the long run, even though it looks like it might be more expensive now. I don't think I have anything else to say.

1 MR. STROOP: Well, I just wanted to say that I am a Laveen resident and that I am for the proposal to build the freeway in any of the capacities that I saw today. I don't really have a preference on an alternative, but I would prefer it to get built as soon as possible.

MR. ALLEN: I don't know what ADOT's plans for

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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: 6:35 PM CALLER: CATHY STRUNK ADDRESS: 2880 S. NOLINA PLACE, CHANDLER, AZ 85286 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I am in favor of the South Mountain Freeway. Thank you.

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 Wildlife corridors:
While I see display boards that address wildlife movement corridors, I wish to emphasize the importance of these corridors to the long-term survivability of our dwindling fauna. The Estrellas + South Mountain are host to many mammal species — from mountain lions to small rodents and each has different corridor needs: one size does not fit all. Flyovers above natural drainages, large box culverts and smaller culverts all need to be in the mix. Additionally, more is better than only a few.
Wildlife-friendly fencing: This also needs special attention where fencing is a necessity.

Optional

Name: Diana Stuart
Email: diastu460@gmail.com
Address: P.O. Box 15329 (Tempe resident; wildlife biologist by degree)
City: Phoenix AZ 85060
State:
Zip:
Phone: 602-525-3151 (cell)
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) 13-516

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

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.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 7/24/13 INCOMING CALL TIME: 11:13 AM CALLER: CLORIS STUART CALLER ADDRESS: 83RD & CAMELBACK PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Yes, I would love to see the freeway to come to the west side. I definitely support the freeway coming through. Thank you. Bye 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: 12:04 AM CALLER: GARY STUDEBAKER CALLER ADDRESS: 2067 E. POWELL PLACE, CHANDLER, AZ 85249 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I work in Tolleson and I drive through the reservation every day and this would shorten my trip and make it much more enjoyable. I totally support the 202 extension around South Mountain. Please make this possible.

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 8:49:47 AM

From: Paul Sublasky [mailto:PSublasky@apollopros.com]
Sent: Friday, May 17, 2013 2:30 PM
To: Projects
Subject: Support For South Mountain 202

My name is Paul Sublasky, I work in the Aerospace / Manufacturing / IT Staffing Industry. I am a life long resident of The east valley and think that the

1 South Mountain Loop 202 Freeway, which has been approved by Maricopa voters twice, first in 1985 and again in 2004 should be built immediately. The traffic jams are stupid and unnecessary. Arizona residents want it, it will bring jobs and money to our economy. Infrastructure is the key to growth- if you build it they will come!!!! What is the delay? is it you? If you do not approve this to get this going than why are you running the show? Maybe we need new officials. This is an outrage that it has taken so long to build. Don't you work for the people of Arizona? DO YOUR JOB OR GET OUT.

Paul Sublasky
Account Manager

Apollo Professional Solutions, Inc.
1811 South Alma School Road
Suite 148
Mesa, AZ 85210-3042

480-223-4412 Direct
866-APS-EDGE Toll Free
480-730-3004 FAX
PSublasky@apollopros.com

www.apollopros.com

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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: Monday, May 20, 2013 8:29:33 AM

From: John Sullivan [mailto:psychojack02@yahoo.com]
Sent: Saturday, May 18, 2013 11:19 AM
To: Projects
Subject: Build The South Mountain Freeway

Dear ADOT Representative,

1 I am in support of the building of the South Mountain freeway; Because, as our communities increase in population and many more travelers passing through our communites; It is imperative to have the freeway built to help limit gas emissions, congestion, and allow the flow of traffic to continue; So, it can limit road rage!
I thank-you for hearing my concerns in support of the building of the South Mountain freeway.

Sincerely,

John H. Sullivan
10540 E. Apache Trail, Lot #539
Apache Junction, AZ 85120-3359
(H) 480-807-0678

ARIZONA'S VALLEY OF THE SUN WHERE FAMILY AND FRIENDS

CAN REST AND RELAX WITH ME!!!

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Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway
Date: Monday, July 15, 2013 11:07:11 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: jgw1953@cox.net [mailto:jgw1953@cox.net]
Sent: Monday, July 15, 2013 11:06 AM
To: Projects
Subject: South Mountain Freeway

I am offering my public comment about the proposed South Mountain Freeway.

1 First off, I don't have any illusions my comments will have any impact on the final decision. I strongly believe the decision has been made and this is just a formality to satisfy some legal requirements. Nonetheless, I will submit my comments.

When the freeway alignment was proposed 30 years ago (approximately), there was nothing in the area to impede construction. At that time, even though I didn't live in the Ahwatukee Foothills area, I thought the loop was a good idea.

2 3 4 5 However, many things have changed since then. First and foremost, there is a complete community (Ahwatukee Foothills) that will be affected. Despite the findings in the EIS, I do not believe there will be little or no adverse impact on the community. Ahwatulee Foothils will be trapped between the freeway and South Mountain. Noise and pollution WILL SIGNIFICANTLY increase. Just the fact this freeway will be a truck by-pass makes this consequence inevitable.

6 7 Second, there is the Kyrene de los Lagos elementary school that butts up to the free alignment. I firmly believe the noise and pollution from the freeway will have a serious adverse impact on the children. Given what we know today about the effects of noise and pollution on children, It is unconscionable to put a freeway so close to a school.

8 Personally, I live about 1/2 mile from the alignment (40th and Pecos) . I know I will experience increased noise and increased pollution. I can hear freeway noise coming from the I-10, and that is 1-1/2 miles away.

9 10 I have 2 questions for ADOT. First, is there any possibility this freeway will not be built? Second, if the freeway is built, can I sue the state for adversely affecting my property values?

Sincerely,

Craig Sullivan
3853 E Tanglewood Dr
Phoenix AZ 95048
480 759 8915
jgw1953@cox.net

Code	Issue	Response
1	**Public Involvement**	Public comments are a vital component in the decision-making process. Public comments have been solicited from project inception and through key milestones in the environmental impact statement process. The interests and needs of the public, along with all other social, economic, and environmental issues and impacts, must be fully analyzed and included in the Draft and Final Environmental Impact Statements. Comments made during development of the Draft Environmental Impact Statement have been used to adjust plans, explore new questions, or make changes—all within the scope of the National Environmental Policy Act. Public comments received on the Draft Environmental Impact Statement were reviewed and addressed in the Final Environmental Impact Statement. Public comments received on the Final Environmental Impact Statement will also be considered and addressed as appropriate. More information about the entire public involvement process is available in Chapter 6, *Comments and Coordination*, of the Final Environmental Impact Statement
2	**Purpose and Need**	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**	
4	**Air Quality**	
5	**Purpose and Need, Truck Bypass**	
6	**Noise**	According to the Arizona Department of Transportation Noise Abatement Policy and Federal Highway Administration regulations, interior noise levels are considered only for noise-sensitive land uses with no active outdoor use area. These are not common, because homes, schools, childcare centers, etc., all typically have outdoor use areas that are considered for noise mitigation. Typical building construction reduces interior noise levels by 25 -30 decibel compared with outdoor noise levels, so if the outdoor noise standard is achieved, the interior noise level will be well below the interior noise standard. Insulating buildings to achieve greater noise reduction is a noise abatement strategy of last-resort (because of cost) and can only be done for publicly owned, public-use buildings, according to Federal Highway Administration regulations. While this may be possible for schools, noise barriers are usually much less expensive and more effective because they also reduce outside noise for the playgrounds that building insulation alone does not achieve. Because of Federal Highway Administration regulations and other laws regarding using public funds for private property benefits, it is not possible to provide building insulation for homes or private childcare centers.
7	**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.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
89	**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.
9	**Alternatives**	After publication and receipt and consideration of public and agency comment on the Final Environmental Impact Statement, a decision regarding the Selected Alternative will be made by the Federal Highway Administration in its record of decision. This process is described in Draft Environmental Impact Statement pages S-2, S-3, and 6-23. The Selected Alternative could be the No-Action Alternative (see page 3-40).
10	**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..

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 6/15/13 INCOMING CALL TIME: 12:05 PM CALLER: LANELLE SUMMERS CALLER ADDRESS: 8048 W. YUVIE(?) [UNCLEAR] AVENUE, PEORIA, ARIZONA PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Yes I support having the freeway put in to reduce traffic flow.

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.

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

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- 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 1. Initiate radio-telemetry for movement + habitat use bobcat, desert tortoise

1 2. Consider corridor movement for smaller wildlife thru the roadcuts - expanded culvert designs

2 3. Consider planting Elephant Tree (bursura spp) on appropriate disturbed sites — consult with Desert Botanical Garden for best practices

1 4. Maximize large span bridges across drainages on El Route beside thru South Mt. Preserve

Optional

Name Vashti Supplee Email Vsupplee@earthlink.net

Address 918 W. Roosevelt St

City Phoenix, AZ State AZ Zip 85007

Phone 602-380-3722 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	**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	**Biology, Plants, and Wildlife**	Final Environmental Impact Statement pages 4-138 and 4-139 describe the relevant mitigation that would be used for revegetation. All disturbed soils that would not be landscaped or otherwise permanently stabilized by construction would be seeded using species native to the project vicinity.

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

2013

Draft Environmental Impact Statement
COMMENT FORM

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- 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.

Thank you for taking time for such a thorough public input process!

1 I oppose the SW Loop 202 freeway project. This is an idea whose time has come and gone.

2 We have passed peak oil. Young people and those
3 my own age are driving less. This freeway doesn't connect residential areas with employment centers.
1 4 It won't serve any real purpose, but it will encourage continued sprawl. We cannot afford that.

Thanks for listening!

Optional
Name Suzanne Email
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)

ADOT

U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

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	**Purpose and Need**	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 approached the 2007 prerecession peak in. (*Source:* the Arizona Department of Transportation's Multimodal Planning Division's Highway Performance Monitoring System Data for calendar years 2012 and 2011) Even if the recently observed national trend of per capita vehicle miles traveled decreasing continues, total vehicle miles traveled in the region would still increase along with increases in total population. The Maricopa Association of Governments approved new population, employment, housing, and traffic projections in June 2013. The new data are presented in the Final Environmental Impact Statement beginning on page 1-11. The purpose and need and analysis of alternatives were updated and reevaluated using these new socioeconomic projections and corresponding projections related to regional traffic. While new projections based on the 2010 Census showed a lower anticipated population and vehicle miles traveled in 2035 than the previous projections, the conclusions reached in the Draft Environmental Impact Statement were validated in the Final Environmental Impact Statement (see Chapter 3, *Alternatives*). The traffic analysis demonstrated that the proposed project is needed today and will continue to be needed into the future.
3	**Purpose and Need**	Information related to origins and destinations of motorists that would use the proposed freeway is presented in Figure 3-18 on page 3-36 of the Final Environmental Impact Statement. The definition of freeway users considers only those motorists who travel through the South Mountains; so, motorists who begin their trips in Ahwatukee Foothills Village and travel east to Interstate 10 (Maricopa Freeway) or motorists who begin in Laveen Village and travel north to Interstate 10 (Papago Freeway) are not counted in the analysis. The analysis of origins and destinations shows that 73 percent of travelers would be involved in trips beginning or ending in the Study Area or areas immediately surrounding it. Seven percent of the trips would begin, end, or begin and end outside of the Maricopa Association of Governments region; ten percent would either begin or end in Pinal County.
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: Sean D. Sweat
To: Projects
Subject: Loop 202 South Mtn Freeway: OPPOSED
Date: Wednesday, July 24, 2013 9:40:29 AM

Hello,

1 2 The draft EIS for the South Mtn Freeway was sloppy, ignoring induced demand and making an utterly false claim that to build this mega-project would actually improve air quality -- absolutely false and as an alumnus of MIT with a graduate degree in Transportation, I'm ashamed that this state's top transportation professionals would peddle such a dishonesty to the public.

3 Stop studying the South Mtn Freeway which wastes our taxpayer dollars.
Stop trying to build the South Mtn Freeway which will damn our region to more auto-centric development in the midst of an environmental, health, and economic crisis which more highways will only make worse all around.

4 5 Start putting more resources into the Phoenix-to-Tucson rail project, which will open up the region to better development patterns and connect our economic abilities.
Start helping cities build better transit, bike, and pedestrian infrastructure.

6 This is an opportunity for ADOT to change gears and become leaders of a better future for Arizona. The first step to doing so, however, is to stop creating EIS documents based on disproven traffic engineering assumptions that haven't changed since the 1970's, and to stop pursuing this damaging Loop 202 extension project.

Sincerely,
Sean D. Sweat
President, Thunderdome Neighborhood Association for Non-Auto Mobility

Code	Issue	Response
1	**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.
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	**Purpose and Need**	The analysis used to assess the purpose and need for the proposed freeway followed Federal Highway Administration guidance. 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 Draft 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). By 2035, east- and westbound motorists on Interstate 10 between State Route 101L (Agua Fria Freeway) and State Route 202L (Santan Freeway) are expected to experience stop-and-go driving for over 3 hours every day. This is for a distance of nearly 30 miles. A new freeway in the Study Area would distribute commuters over an additional freeway facility. As a result, the duration of stop-and-go traffic on the region's freeways would be reduced.
4	**Purpose and Need**	The proposed project is part of the *Regional Transportation Plan* for the Maricopa Association of Governments region. In 2004, the voters of Maricopa County approved the *Regional Transportation Plan* and the extension of a half-cent sales tax to fund its 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 available additional funds for other statewide projects.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
5	**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.
6	**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.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: objection to freeway
Date: Wednesday, May 15, 2013 8:37:13 AM

From: Violet R. Syrotiuk [mailto:syrotiuk@asu.edu]
Sent: Wednesday, May 15, 2013 8:32 AM
To: Projects
Subject: objection to freeway

Dear ADOT,

1 I am unable to attend the public hearings this time. (I have attended others in the past.) I would like to express my objection (again) to the construction of the South Mountain Freeway. Apparently not building a freeway still remains an option, and that is my preferred option.

2 3 I would highly prefer to see the funds allocated used to extend the light rail system. It would be much better to encourage people to use mass transit rather than private vehicles. Please build the light rail south down I-10 instead!!! In my opinion, it would be a much better use of the money. And it would modernize our city and prepare it for the rest of the 21st century.

A few of the reasons for my objection include:

4 1) I think the impact on the freeway on Phoenix South Mountain Park/Preserve is too great. Right now, the park is an oasis in the middle of the city that I frequently enjoy. You can be hiking in the park and not hear any road traffic; it is like you are not in the city, and that's really wonderful and should be preserved. Of course, there are many other negative impacts on the park.

5 2) I do not like the placement of the freeway. I do not wish to see it connect to Pecos Road on the south side of Ahwatukee. If it has to be built, I prefer a route further south (even beyond the Gila River native community if needed).

But really, I prefer that the freeway not be built at all.

Please note my objection.

Violet R. Syrotiuk, Phoenix resident
403 E Brookwood Ct.
Phoenix, AZ 85048-1957

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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	**Purpose and Need**	The proposed project is part of the *Regional Transportation Plan* for the Maricopa Association of Governments region. In 2004, the voters of Maricopa County approved the *Regional Transportation Plan* and the extension of a half-cent sales tax to fund its 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 available additional funds for other statewide projects.
3	**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.
4	**Section 4(f) and Section 6(f)**	
5	**Alternatives, Gila River Indian Community**	

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

2013

Draft Environmental Impact Statement
COMMENT FORM

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- 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 the environmental impact studies have been significantly reducing the actual air ~~pollution~~ pollution effects the eastern section would have on the homes just south of South Mountain. The
2 freeway would encourage significant increases in truck traffic. The freeway would frame the Ahwatukee Foothills bedroom community between the roadway and
3 South Mountain. This would have the consequence of condensing the pollutants upagainst South Mountain and stretch over the homes directly to the north of the freeway. Environmental studies have ignored this problem. The public statements say it the data is inconclusive. The video conveniently doesn't show one
4 Mexican truck traveling down the proposed freeway. This is actually ~~[illegible]~~ insulting to the residents affected.

Optional
Name JIM SZABO
Address 714 E. BROOKWOOD CT.
City PHX State AZ Zip 85048
Phone 480.460.4602 email: Fax antongeuese@yahoo.com

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	**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	**Purpose and Need, Truck Bypass**	
3	**Air Quality**	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 Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.
4	**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.

Code	Comment Document

5012

1 2 3 4 5

MR. SZEJN: Brian Szejn. I'm extremely against the proposed freeway for many reasons, health, truckers coming up from Mexico is another reason, pollution, movement of the church at 24th Street and the homes that would have to be moved. I feel there's a much better route that could be attained by just a little bit of thought. I believe that there are people that are going to profit from the alignment on Pecos, and those people should be looked at to find out why the Pecos alignment has been the only route really looked at.

Yeah, I'm very touchy about this one. I feel like in the past, ADOT has not listened to people that are actually against the freeway and welcomed all others who are for it. That's pretty much it. Thank you.

Page 26

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

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	**Trucks**	
3	**Air Quality**	
4	**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.)
5	**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

LOOP 202
South Mountain
Freeway Study

2013

Draft Environmental Impact Statement
COMMENT FORM

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- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

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1 I feel the freeway would cause major air and pollution
2 I Live along Liberty Lane and would decrease the value
3 4 of my home. I don't want to sit on my patio and listen
to a freeway. It would ruin the beauty of the desert
5 6 along Pecos and cutting into South Mountain. All the
7 homes and our Church would be torn down. The schools
along Pecos area would be affected by the air pollution.
8 It would become a major truck route for trucks coming
9 10 from Mex. It would benefit the native americans to
have the freeway farther South to aress their casinos,
11 hotels, and shopping. It needs to be presented to them.
Phoenix doesn't need another freeway if it ruins
12 3 neighborhoods.

Optional

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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

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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	**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	**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 page 4-91).
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	**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 4-169 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	**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.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
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	**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.
9	**Purpose and Need**	
10	**Trucks**	
11	**Alternatives, Gila River Indian Community Alignment**	
12	**Purpose and Need, Lack of Support**	