

South Mountain Citizens Advisory Team

Members represent a variety of organizations throughout the study area:

Ahwatukee Foothills Chamber of Commerce	Kyrene Elementary District
Ahwatukee Village Planning Committee	Lakewood HOA
Arizona Public Health Association	Laveen Citizens for Responsible Development
Arizona Trucking Association	Laveen Village Planning Committee
Arlington Estates HOA	Maricopa County Farm Bureau
Bougainvillea HOA	Mountain Park Ranch HOA
Calabria HOA	Pecos Road / I-10 Landowners Association
Chandler Chamber of Commerce	Phoenix Mountains Preservation Council
City of Avondale	Sierra Club
City of Chandler	Silverado Ranch HOA
City of Tolleson	South Mountain Village Planning Committee
East Valley Partnership	South Mountain/Laveen Chamber of Commerce
Estrella Village Planning Committee	Southwest Valley Chamber of Commerce
Foothills Reserve HOA	The Foothills HOA
Gila River Indian Community	Valley Forward

History

The CAT was formed in 2002 to support community involvement with the South Mountain Freeway Study. The group met regularly from 2002 to 2010 and again in 2013 and provided important input and guidance to ADOT and the study team. Since the CAT's formation, the study team has produced recommendation papers and decision documents to help guide the processes of reviewing various technical elements of such a complex study and make a final recommendation of build or no-build. Copies of the recommendation papers and decision documents are available. Contact ADOT Communications at projects@azdot.gov or 855.712.8530.

The CAT Recommendation

The CAT's recommendation is one of many factors ADOT and FHWA will consider during the study process examining this proposed freeway. While the CAT's progress was tied to the development and review of the Draft Environmental Impact Statement, the team made a recommendation to the study team as part of an expanded effort that collected diverse input from the community. Likewise, individual members of the community had an opportunity to review the draft environmental document, attend a public hearing, and provide comments to be included in the Final Environmental Impact Statement.

Following the public release of the Draft EIS, the CAT had the opportunity to provide a final recommendation of "build" or "no-build" based on available alternatives for the South Mountain Freeway. Timing of this recommendation, which signaled the accomplishment of the CAT's mission, was based on the progress of the Draft EIS and was completed during the 90-day public comment period.

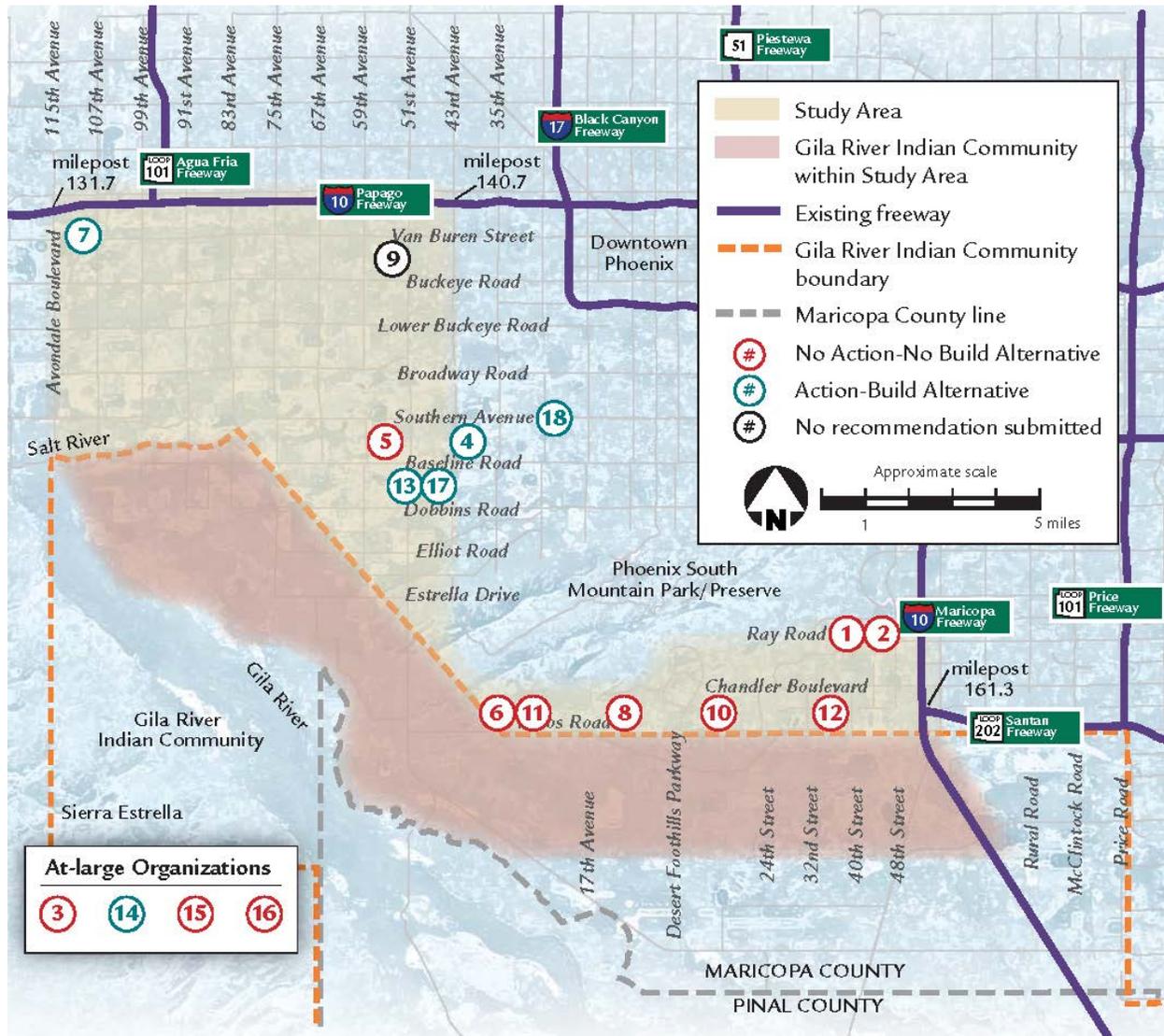
One element of the overall community outreach program for the Loop 202 South Mountain Freeway Study was formation of the South Mountain Citizens Advisory Team (SMCAT). The study team formed the SMCAT to solicit input from specific stakeholder organizations. As a means to provide conclusion to their activities, the SMCAT members included in their operating agreement a provision that each SMCAT member organization would provide an Action (build) or No Action (don't build) recommendation for the Loop 202 South Mountain Freeway. This document presents the results of the SMCAT's final recommendations. The study team will document and incorporate these results in the Final Environmental Impact Statement along with comments received from the public and agencies.

Response Summary

Organization	Recommendation
1 Ahwatukee Foothills Chamber of Commerce	No Action - No Build Alternative
2 Ahwatukee Foothills Village Planning Committee	No Action – No Build Alternative ¹
3 Arizona Public Health Association	No Action - No Build Alternative
4 Arlington Estates Home Owners Association	Action - Build Alternative
5 Bouganvillea HOA	No Action - No Build Alternative
6 Calabrea HOA	No Action - No Build Alternative
7 City of Avondale	Action - Build Alternative
8 Club West HOA	No Action - No Build Alternative
9 Estrella Village Planning Committee	No recommendation submitted
10 The Foothills Community Association	No Action - No Build Alternative
11 Foothills Reserve HOA	No Action - No Build Alternative
12 Lakewood Community Association	No Action - No Build Alternative
13 Laveen Citizens for Responsible Development	Action - Build Alternative
14 Maricopa County Farm Bureau	Action - Build Alternative
15 Phoenix Mountains Preservation Council	No Action - No Build Alternative
16 Sierra Club - Grand Canyon (Arizona) Chapter	No Action - No Build Alternative
17 Silverado Ranch HOA	Action - Build Alternative
18 Southwest Valley Chamber of Commerce	Action - Build Alternative
<i>Member organizations that did not respond include: Arizona Forward; Gila River Indian Community – District 4; Laveen Village Planning Committee; Pecos Road/I-10 Landowners Association; and South Mountain Village Planning Committee.</i>	

¹ In an email to Alan Stephenson, Acting Director, Planning and Development Department, City of Phoenix, on August 8, 2013, the Ahwatukee Foothills Village Planning Committee representative clarified the recommendation of the group as No Action – No Build Alternative.

Map of Responding Organizations



Organization		Organization	
1	Ahwatukee Foothills Chamber of Commerce	10	The Foothills Community Association
2	Ahwatukee Foothills Village Planning Committee	11	Foothills Reserve HOA
3	Arizona Public Health Association	12	Lakewood Community Association
4	Arlington Estates Home Owners Association	13	Laven Citizens for Responsible Development
5	Bouganvillea HOA	14	Maricopa County Farm Bureau
6	Calabrea HOA	15	Phoenix Mountains Preservation Council
7	City of Avondale	16	Sierra Club - Grand Canyon (Arizona) Chapter
8	Club West HOA	17	Silverado Ranch HOA
9	Estrella Village Planning Committee	18	Southwest Valley Chamber of Commerce

Detailed Responses

Organization		Additional Comments
1	Ahwatukee Foothills Chamber of Commerce (AFCC)	At this time the AFCC is voting No Action due to the lack of information regarding the economic impact of the South Mountain Freeway on the Ahwatukee community. The limited information in the DEIS states a loss of nearly \$4,000,000 in property tax and sales tax annually that will not be recovered. There is no solution provided on what will replace this tax revenue that funds Ahwatukee schools, etc. In addition, no information has been provided on the effects our businesses will feel during and after construction if the freeway were to be built.
2	Ahwatukee Foothills Village Planning Committee	There are mixed feelings in our Village. It appears, however, that most citizens have accepted that the freeway will be constructed. We are deeply concerned about our neighbors whose lives will be seriously disrupted by the process. <i>[Comments accompanying clarified recommendation²]</i> : The Ahwatukee Foothills Village Planning Committee has never supported the Pecos Road alignment. <u>Because current plans are to build on the Pecos Road alignment we recommend no build.</u>
3	Arizona Public Health Association ³	The Arizona Public Health Association has a written statement to explain our position choice. The document will be emailed to KCA. Thank you for the opportunity to serve on the SMCAT.
4	Arlington Estates Home Owners Association	Our association feels that the build alternative is the best solution for our community. Since this freeway was recommended decades ago we feel that it is vital that the build proceeds as soon as possible to relieve traffic congestion on I-10 and arterial streets like Baseline & Southern Rds.
5	Bouganvillea HOA	The optimal route for a bypass route would have followed along the edge of the reservation and then along the river bank so that communities were not impacted by a route cutting through communities as is the case with the 59th Ave Alignment. IF a north link is necessary make it along the 99th ave where it can easily link in with the existing freeway. Studies such as the US 95 in Las Vegas and the AUS study concerning cancer and the proximity to residential communities clearly indicates that the route for highways should have light industrial or commercial and not have schools and residences lining the route. This information may not have been available back in the eighties, but with it being available we need to make adjustments. The 59th ave alignment does not include a passageway for light rail, it is just the old solution of more lanes. We need a light rail alternative that goes north/south as well as east/west without planning for a future less dependent on fossil fuel is the wrong future to build.

² Reference footnote 1, page 1.

³ This organization also submitted an attachment with additional comments. That attachment is included at the end of this document.

South Mountain Citizens Advisory Team
Recommendation Results – July 24, 2013 (amended August 16, 2013)

6	Calabrea HOA	The Calabrea HOA feels the Loop 202 South Mountain Freeway as proposed by ADOT would not sufficiently benefit the Ahwatukee Foothills Village and should not be built. We feel the current proposal does not adequately make a case for the need by using old data, does not fully address environmental and safety concerns and is not the best use of ADOT resources to address the overall traffic requirements in Maricopa County. We feel more effort should be placed on other needs such as building the CANAMEX alternative to I-10 such as I-11.
7	City of Avondale	[No Comments Submitted]
8	Club West HOA	In a unanimous vote of the entire elected board the Foothills Club West (Club West) HOA determined that the highway will be detrimental to the community and does not meet the need and purpose stated the DEIS. Further the board believes that this road will serve as a link in CANAMEX as discussed at the last meeting (06-11-2013) of SMCAT.
9	Estrella Village	Due to the City of Phoenix not taking a stand on a recommendation, they have ask that the Village not to make a recommendation on this action.
10	Foothills Community Association	Please see formal comments to be filed before July 24th, 2013. emailed by Chad Blostone 07/06/2013: South Mountain Freeway Information – MOTION the Board of Directors for the Foothills Community Association have conveyed they take a “no build on Pecos Road” stand regarding the proposed Loop 202 South Mountain Freeway. Motion carried. Unanimously approved.
11	Foothills Reserve Home Owner's Association	Foothills Reserve Home Owner’s Association participated in South Mountain Citizens Advisory Team (SMCAT) meetings for over eight years. We reviewed the draft environmental impact statement (DEIS). And, we regularly discussed this matter with numerous residents and with the HOA Board of Directors that represents them. It is the uncontested will of the 611 homes of the Foothills Reserve HOA that our single vote regarding the Loop 202 South Mountain Freeway be cast in favor of a “no action” or “no build” alternative. Based on the available data, we perceive the freeway construction process and the existence of a completed freeway to present degradation to our neighborhood that far outweighs any provided benefits a completed freeway might provide. Foothills Reserve HOA appreciates the hard work and dedication of all the citizens at large, SMCAT volunteers, staff members and consultants who participated in, observed and/or presented at the SMCAT meetings. We thank you for considering our opinions in this matter. Regards, Derrick A. Denis, Appointed SMCAT Representative of the Foothills Reserve HOA (Foothills Reserve HOA is comprised of five subdivisions (Summit, Sunrise, The Crossings, The Vistas and Mountain View) which total 611 homes. The Foothills Reserve HOA is located at approximately Pecos Road and 30th Avenue in the City of Phoenix.)

12	Lakewood Community Association ⁴	The DEIS uses faulty and outdated data and models. This study does not adequately show why the Valley needs the SMF. There are better options available to meet the needs that the SMF is supposed to meet. There are way too many questions that the DEIS did not answer which causes great concerns for the Lakewood Community Association. Our organization strongly supports the No Action - No Build Alternative.
13	LCRD (Laveen Village Planning Committee)	[No Comments Submitted]
14	Maricopa County Farm Bureau	We express support for the construction of this leg of Hwy 202, which completes the loop as proposed after extensive study.
15	Phoenix Mountains Preservation Council (PMPC)	oppose to using mountain preserve for any part of freeway. do not agree with parts of DEIS. will send formal statement of PMPC to Fred Michael's Additional Comments: The board members who attended June's meeting and provided a quorum, unanimously voted to direct your vote at the upcoming SMCAT meeting as no build. PMPC is steadfastly opposed to any alignment of the Loop 202 South Mountain Freeway that allows for trespass onto the Mountain Preserve or for any excavation into the South Mountain what so ever. These mountain preserves ensures a lifestyle that 80% of Arizona voters consistently support. The mountain preserves are unique and are for people and not for vehicle trespass. PMPC does not agree with many of the DEIS assumptions finding them objectionable and deficient in the following analysis areas. Thank you for all your work representing our organization and helping with the protection of our mountain preserve
16	Sierra Club - Grand Canyon (Arizona) Chapter	The South Mountain Freeway is a proposed 22–24 mile, eight-lane freeway that would extend the southern portion of Loop 202 to connect with Interstate 10 west of Phoenix. The projected cost to build it is more than \$2 billion. The project has been under consideration for more than 25 years but was stalled due to lack of support and funding. Planning is now moving forward, and a Draft Environmental Impact Statement (DEIS) was recently released. As proposed, the South Mountain Freeway project would cut through the western portion of South Mountain Park, encourage long commutes, and exacerbate urban sprawl. Furthermore, the project would destroy wildlife and wildlife habitat, increase local air pollution, and disrupt sacred places. For all of these reasons, the Sierra Club’s Grand Canyon Chapter supports the No Build Alternative and opposes construction of this proposed South Mountain Freeway.
17	Silverado Ranch HOA	Many of us moved to the area in anticipation of the freeway. The construction of the SM 202 will bring the many services and retail developments need for the growing population of Laveen.

⁴ This organization also submitted an attachment with additional comments. That attachment is included at the end of this document.

18	Southwest Valley Chamber of Commerce	We recommend the building of the South Mountain Freeway (Rt. 202) using a north south alignment as far east as feasible. The long-range plans for the 801 will then make the connection to the Durango Curve more feasible for ADOT to provide the most inter-connectability.
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Additional Information Submitted

Some SMCAT members submitted additional information and/or attachments with their comments. That additional information is included on the following pages.

Comments to the South Mountain Citizens Advisory Team
July 24, 2013
on behalf of the Arizona Public Health Association

The Arizona Public Health Association thanks the Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) for their exceptional public outreach and community involvement efforts leading up to the final decision making on the Draft Environmental Impact Statement for the proposed South Mountain Freeway. AzPHA also appreciates the work and presentations made by numerous invited subject matter experts who have contributed to the overall knowledge base needed by citizens for developing meaningful public comments on the project. AzPHA is grateful for the opportunity to have served on the South Mountain Citizens Advisory Team.

The AzPHA votes “no-build” at this time of the public comment period. Our explanation for this recommendation is explained in the following paragraphs.

AzPHA acknowledges that the Draft Environmental Impact Statement (DEIS) addresses many of the legal requirements of NEPA, CAA, DOT Transportation Act (Section 4 (f)), CWA and other applicable requirements including State and local requirements. The AzPHA evaluated the DEIS for its thoughtful and thorough analysis and discussion of every aspect required by the above laws. Each area of concern, air quality, water quality, waste management, environmental justice, noise, cultural resources, wildlife and plants etc. has importance for the overall health of our community.

AzPHA has identified air quality impacts as the most significant of all impacts evaluated by the DEIS. The DEIS alleges that the project is in conformance with the CAA for the criteria pollutants. The emissions inventory for PM-10 presented in the DEIS underestimates the impacts of mobile sources on this pollutant. During the April 22, 2013 SMCAT meeting, a statement was made by the Maricopa Association of Governments representative that only 6% of PM-10 emissions are attributed to paved road mobile sources. However, the 6% contribution does not include emissions of reentrained PM-10 resulting from debris from storm water and wind erosion or track out and deposit of soil from vehicles traveling upon public roadways. The DEIS should consider total PM-10 emissions including those reentrained into ambient air following deposition on public roadways from sources other than exhaust emissions, brake wear and tire wear.

Emerging areas of air pollution impacts such as Mobile Source Air Toxics (MSATs) and greenhouse gases were evaluated in a very limited manner due to the current absence of legal mandates for the sponsoring agencies to perform more detailed analyses. The limitations of the

evaluations for these air pollutants as described in the DEIS results in AzPHA's deference to the precautionary principle for making our stated health-based decision of "no-build".

Modeling for MSATs indicates a small net benefit in reducing total MSAT emissions for the regional area. The worst contaminant of concern is diesel particulate emissions. Modeling presented in the DEIS indicates a slight regional increase of diesel particulate emissions if the No-Action Alternative is selected. However, some locations may experience slight increases if the freeway project is built.

A January 2010 report by the Health Effects Institute concluded that "the evidence is sufficient to support a causal relationship between exposure to traffic-related air pollution and exacerbation of asthma." The HEI panel also found "suggestive evidence of a causal relationship with onset of childhood asthma, nonasthma respiratory symptoms, impaired lung function, total and cardiovascular mortality, and cardiovascular morbidity, although the data are not sufficient to fully support causality". A 2009 study by Paul Roberts titled Near-road Impacts of Vehicle Emissions: Examples of Impacts and Mitigation, examined the concentrations of black carbon in the air around schools nearby US 95 in Las Vegas, Nevada. The study found a mean concentration of over 1.6 ug/m³ at the closest receptor. The black carbon concentrations decreased rapidly with distance. Downwind concentrations were the highest for receptor locations within 136 meters of US 95. Sensitive populations including elementary school children attending the Kyrene de los Lagos Elementary School are present within 136 meters of the proposed freeway alignment.

New toxicological and epidemiologic studies published by the U.S. EPA in its December 2012 report titled Provisional Assessment of Recent Studies on Health Effects of Particulate Matter Exposure have continued to link adverse health outcomes with a range of *PM*_{2.5} sources and components. Several new epidemiologic analyses continue to demonstrate health effects attributed to multiple sources including motor vehicle emissions. Diesel emissions significantly contribute to measured *PM*-2.5 levels.

AzPHA acknowledges that there is currently no legal mandate or consensus on a regulatory standard for ambient air concentrations of MSATs or greenhouse gases due to a specific project subject to NEPA or the CAA. However, the emerging scientific evidence suggests a precautionary approach should be taken by the sponsoring agencies favoring mitigation of MSATs that impact nearby sensitive populations. AzPHA requests the FHWA and ADOT to propose mitigation strategies for receptors living near the proposed freeway and also for sensitive population groups such as children in schools, and seniors living in assisted living facilities near the freeway alignment. Possible mitigation measures include providing assistance for relocation of existing schools and other facilities where sensitive populations are exposed; providing the best available treatment technology filtration equipment to existing schools and

other facilities where sensitive populations are exposed; and installing air monitoring stations for MSATs near existing schools and other facilities where sensitive populations are exposed.

During the June 11, 2013 SMCAT meeting, ADOT and the FHWA were asked if there is any proposed mitigation of impacts from higher levels of MSATs that are expected to occur at locations where sensitive populations are attending school, residing or working. The ADOT and FHWA spokespersons indicated that no mitigation strategies are proposed for the nearby receptors of MSAT pollution.

Toxic air pollutants and particulate pollutants measured at the Greenwood air monitoring site during the Joint Air Toxics Assessment Project documented an excess lifetime cancer risk of approximately 700 per million exposed population. This risk level is above acceptable risk levels for persons exposed to other environmental pollutant sources such as drinking water or a remediated superfund site. Projected traffic volumes at the intersection of the proposed new interchange for 202 and I-10 near 59th Avenue and other high volume nodes may potentially generate similar levels of air pollutants currently measured at the Greenwood air monitoring station.

Violations of PM-10 and exceedances of PM-2.5 ambient air quality standards continue in the greater Phoenix area. Several of these violations and exceedances are occurring at air monitoring stations near the proposed western section of the proposed freeway. The air monitoring stations with documented violations and exceedances near the project area are Greenwood, West 43rd Avenue, South Phoenix, West Phoenix and Durango. As recently as December 2012, exceedances of the PM-2.5 standard occurred at air monitoring stations in the vicinity of the proposed western section of the freeway project, namely the South Phoenix, West Phoenix and Durango air monitoring stations. Hotspots of particulate emissions that may approach or exceed ambient air quality standards are expected to occur near high traffic volume nodes. The required PM-10 hotspot analysis was not provided to the public in the DEIS. Allegations of conformity with Clean Air Act requirements rely upon demonstrations given within the 2010 MAG Regional Transportation Plan (RTP) and the MAG Fiscal Years 2011 – 2015 Transportation Improvement Plan (TIP). These plans were not provided as a part of the DEIS. The importance of these plans is essential to showing conformity of the project with the CAA. The PM-10 Hotspot Analysis, RTP and TIP should be provided to the public as appendices to the DEIS.

AzPHA requests the FHA and ADOT to increase its commitment to alternative transportation modes and transportation control measures that will help reduce congestion on new and existing freeways.

AzPHA's review of the DEIS also found insufficient discussion of the proposed project's impacts on emergency management and emergency services. The DEIS should discuss issues such as projected changes in response times for Emergency Medical Technician crews, fire fighters, police and other emergency responders. The DEIS should provide additional discussion for the freeway impacts on surrounding populations in the event of a transportation-related hazardous materials spill.

AzPHA requests the FHWA and ADOT to consider mitigation strategies for greenhouse gas emissions. There are opportunities for GHG reductions throughout the freeway construction phase and from vigorous commitment to transportation control measures and infrastructure for alternative transportation modes. The Green roads Manual provides examples of how to reduce GHG emissions during highway construction.

In summary, AzPHA acknowledges that the freeway project is projected to yield regional air quality benefits by the design year. However, population groups living nearby the project are expected to be exposed to higher levels of air pollution in comparison to the "no-build" alternative. FHWA and ADOT should work with the identified exposed population groups to develop mitigation strategies for reducing exposure to project-related air pollutants.

**LAKWOOD COMMUNITY ASSOCIATION'S CONCERNS
& RESPONSE TO DEIS FOR LOOP 202
(SOUTH MOUNTAIN FREEWAY)**

Prepared for

South Mountain Citizen Advisory Team

by

**Chris Boettcher on Behalf of
Lakewood Community Association Board of Directors
July 20, 2013**

Lakewood HOA's South Mountain Freeway Concerns:

1. Loss of Water from Community Water Wells:

The lakes are a centerpiece of the Lakewood community, losing the existing groundwater well supply will have a significant negative impact on the entire community, which consists of approximately 2,800 units. With respect to the Foothills Community Association, the DEIS makes the statement that "It is assumed that a new well location could be found that would produce water comparable in quality and quantity to the acquired well, and that no change in the existing groundwater right would result." The Lakewood Community Association has an even greater dependence on water than the Foothills, and the DEIS statement ignores the significant difficulty that was originally encountered in finding a source of water when Lakewood was incorporated. It is unclear whether or not the loss of the existing well even could be replaced, regardless of costs. With the state of Arizona currently restricting or disallowing man-made lakes in new property development, it is also unclear whether or not municipal water could be used as a source. As a result of the loss of the lakes, the property values in Lakewood would be negatively impacted with grave consequences to the entire community.

In addition to financial impacts, there are environmental as well, migratory birds would no longer have Lakewood as a possible stopping point along their migration route, and the destruction of the natural riparian area south of Pecos will be a detriment to the wildlife in the area.

2. Home Valuation

- A. Reduction in property values based health/environmental impacts such as air and noise pollution.
- B. Substantial reduction in property values if access to water is hindered which could endanger the existence of the Lakes. The whole community is based on the existence and proximity to the Lakes. Current property values are based on a lake community and lifestyle.
- C. Substantial reduction in property values for lake-front homes if Lakes are compromised by water access.
- D. Ability to resell a Lakewood home would be deleteriously impacted due to air and noise pollution.
- E. Freeway would disrupt a quiet and clean Lakewood environment which would drive property values lower.
- F. Lost revenue to HOA from Lakewood home displacements would decrease community facilities and amenities causing downward pressure on property values.
- G. Freeway would have negative lifestyle impacts which would reduce the value of living in Lakewood and thus cause home values to fall. Lifestyle impacts include reduced access to safe recreation like cycling and roller-blading around community roads due to increased and altered traffic. Freeway noise would also impact outdoor leisure and activities such as community picnics, swimming and outdoor dining.
- H. Freeway could disrupt the reliable performance of the primary aquifer which supplies Lakewood with its water and thus Lakes. These disruptions could include deviations to surface and ground water flows which feed the aquifer. As this reliable source of water is endangered, the reliability of the Lakes and irrigation of community vegetation would be endangered. This would lead to negative impacts to lake recreation and appearance of the community. Ultimately, the existence of the Lakes themselves could be threatened. This would make Lakewood a much less attractive place to live and substantially decrease home and property valuation.

3. Home Displacement

- A. Freeway right-of-way could encroach on existing Lakewood homes requiring destruction of several family homes.
- B. Local community neighborhoods within Lakewood would see a serious negative impact or cease to exist due to destruction of homes and relocation of neighbors.
- C. Loss of community integrity and relationships, especially for small children separated from friends who would be forced to move away due to home displacement.

4. Lost Revenue to HOA

- A. Direct assessment revenue losses of \$350/home per year for each home displaced.
- B. Further loss of assessments if vacancy rate increases due to image of Lakewood being a less attractive place to live due to deleterious lifestyle impacts of the freeway.
- C. Vicious cycle of revenue loss leading to reduction of community services leading to further revenue loss (as vacancy rates increase).

5. Air Quality

- A. The air quality cause by increase traffic and trucks will decrease the air quality in our community and pose a serious health risk to the residents of the community.

6. Traffic Flow and Increase Congestion

- A. Without access to the freeway at 32nd Street, there will be an increase in traffic flow and congestion between 24th Street and 40th Street within the Lakewood Community boundary.

7. Increase in Noise from Freeway Traffic

- B. The noise level will dramatically increase due to the proximity of the freeway and the increase in traffic and trucks in and around our community.

8. Loss of Access to Property South of Pecos

- A. The HOA owns land south of Pecos which the freeway will cut off any kind of access to.

9. Water Retention Issues/Concerns

- A. The freeway will be changing the water run off patterns and cause water retention concerns.

10. Loss of Bike Paths on Pecos:

- A. Our community members will no longer have access to the uniquely long, flat bike lane located on Pecos.

11. Additional Stress on Deteriorating Surface Streets in Community

- A. The increase in traffic on the community's surface streets will only add additional stress on our already deteriorating city streets in the community.