

Code	Comment Document
	Document Created: 6/8/2013 1:57:01 PM by Web Comment Form
1	<p>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.</p>
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8	<p>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.</p>
9	<p>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.</p> <p>David Radcliff Director New Community Project Peoria</p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
6	Air Quality	

Code	Comment Document

Code	Issue	Response
7	Air Quality	<p>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)].</p>
8	Alternatives, Nonfreeway Alternatives	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>
9	Purpose and Need	<p>The proposed project is part of the <i>Regional Transportation Plan</i> for the Maricopa Association of Governments region. In 2004, the voters of Maricopa County approved the <i>Regional Transportation Plan</i> 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.</p>

Code	Comment Document
<p>1</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>6</p>	<p>Joe Ray Document Created: 5/2/2013 10:46:27 AM by Web Comment Form</p> <p>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.</p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> 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						
<div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; margin: 5px auto; display: flex; align-items: center; justify-content: center;">1</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; margin: 5px auto; display: flex; align-items: center; justify-content: center;">2</div>	<p style="text-align: center;">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 2px;">INCOMING CALL DATE: 05/1/13</td> <td style="width: 50%; padding: 2px;">INCOMING CALL TIME: 6:56 PM</td> </tr> <tr> <td style="padding: 2px;">CALLER: JOE RAE</td> <td style="padding: 2px;">CALLER ADDRESS: 16816 S. 33RD WAY, PHOENIX, AZ 85048</td> </tr> <tr> <td style="padding: 2px;">PHONE:</td> <td style="padding: 2px;">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS:</p> <p>I live a block from the proposed freeway. This project should be a no build. I have a daughter and a 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.</p> <p>I will be attending the Public Hearing</p>	INCOMING CALL DATE: 05/1/13	INCOMING CALL TIME: 6:56 PM	CALLER: JOE RAE	CALLER ADDRESS: 16816 S. 33 RD WAY, PHOENIX, AZ 85048	PHONE:	EMAIL:
INCOMING CALL DATE: 05/1/13	INCOMING CALL TIME: 6:56 PM						
CALLER: JOE RAE	CALLER ADDRESS: 16816 S. 33 RD WAY, PHOENIX, AZ 85048						
PHONE:	EMAIL:						

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 <i>Responses to Frequently Submitted Public Comments</i> 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	<p> From: Projects To: ADOT Subject: FW: South Mountain Freeway Date: Wednesday, May 15, 2013 8:38:15 AM </p> <hr/> <p> From: Anthony Ramirez [mailto:ajramirez1969@gmail.com] Sent: Tuesday, May 14, 2013 4:02 PM To: Projects Subject: South Mountain Freeway </p> <p> 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 be 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. </p> <p> Keep up the good work and break ground asap. </p> <p> -- Anthony Ramirez </p> <hr/> <p> <small>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.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: Questions regarding the DEIS for South Mountain Loop 202 Date: Tuesday, July 23, 2013 8:17:06 AM </p> <hr/> <p>Thank you,</p> <p>Salina Tovar Community Relations Officer 1655 W. Jackson St. MD 126F, Room 170 Phoenix, AZ 85007 602.712.4629 azdot.gov</p> <p>-----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</p> <p>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.</p> <p>William D. Ramsay</p> <hr/> <p>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.</p>

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
1	<p>From: Projects To: ADOT Subject: FW: Questions regarding the DEIS for South Mountain Loop 202 Date: Tuesday, July 23, 2013 8:17:39 AM</p> <hr/> <p>F.Y.I.</p> <p>Thank you,</p> <p>Salina Tovar Community Relations Officer 1655 W. Jackson St. MD 126F, Room 170 Phoenix, AZ 85007 602.712.4629 azdot.gov</p> <p>-----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</p> <p>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."</p> <p>William D. Ramsay</p> <hr/> <p>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.</p>

Code	Issue	Response
1	Purpose and Need	<p>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.</p>

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: Questions regarding the DEIS for South Mountain Loop 202 Date: Tuesday, July 23, 2013 8:17:50 AM </p> <hr/> <p>Thank you,</p> <p>Salina Tovar Community Relations Officer 1655 W. Jackson St. MD 126F, Room 170 Phoenix, AZ 85007 602.712.4629 azdot.gov</p> <p>-----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</p> <p>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.</p> <p>William D. Ramsay</p> <hr/> <p>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.</p>

Code	Issue	Response
1	Air Quality	<p>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.</p>

Code	Comment Document
	<p data-bbox="428 439 963 524"> 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 </p> <hr/> <p data-bbox="211 594 254 655">1</p> <p data-bbox="428 580 1289 695"> 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. </p>

Code	Issue	Response
1	Air Quality	<p data-bbox="1973 292 2893 413"> The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix. </p> <p data-bbox="1973 423 2893 725"> Emissions from road dust and additional sources were considered in the quantitative project-level particulate matter (PM₁₀) 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 (PM₁₀) 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. </p>

Code	Comment Document
	<p data-bbox="428 445 982 526"> 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 </p> <hr/> <p data-bbox="211 592 254 653">1</p> <p data-bbox="428 586 1274 693"> 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. </p>

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
<p style="text-align: center;">1</p>	<p>From: Projects To: ADOT Subject: FW: South Mountain Freeway (Loop 202) Date: Monday, May 20, 2013 8:29:28 AM</p> <hr/> <p>From: Ashek Rana [mailto:ashek_rana@yahoo.com] Sent: Saturday, May 18, 2013 11:59 AM To: Projects Subject: South Mountain Freeway (Loop 202)</p> <p>I support the construction of Loop 202 South Mountain Freeway</p> <hr/> <p><small>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.</small></p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Larry Randall I support the proposed 59th alignment. <small>Document Created: 5/20/2013 8:10:45 PM by Web Comment Form</small>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
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**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.

1

Code	Issue	Response
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1		Comment noted.
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Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: Loop 202 Date: Thursday, July 11, 2013 8:28:48 AM</p> <hr/> <p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov</p> <p>-----Original Message----- From: Rae Ray [mailto:azartpro@yahoo.com] Sent: Wednesday, July 10, 2013 7:24 PM To: Projects; Rae Subject: Loop 202</p> <p>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 destruction 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.</p> <p>2 3 4 5 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!?</p> <p>6 I support a "no" build on this freeway.</p> <p>7 8</p> <p>9</p> <p>Rene</p> <hr/> <p>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.</p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
7	Air Quality	
8	Health Effects	
9	Alternatives, No-Action (No-Build) Alternative	

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="366 504 857 572">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="857 504 1342 572">INCOMING CALL TIME: 3:20 PM</td> </tr> <tr> <td data-bbox="366 572 857 620">CALLER: DEBORAH REDDING</td> <td data-bbox="857 572 1342 620">CALLER ADDRESS: 1443 W. KESSLER LANE, CHANDLER, AZ 85224</td> </tr> <tr> <td data-bbox="366 620 857 669">PHONE:</td> <td data-bbox="857 620 1342 669">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I just wanted to leave a message stating that I am in favor of the freeway system. Thank you.</p>	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:
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:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>Tiffany Reddy Document Created: 5/21/2013 1:57:22 PM by Web Comment Form</p> <p>I support the South Mountain Freeway build. Phoenicians continuously 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.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>Aaron Reddy Document Created: 5/21/2013 1:59:24 PM by Web Comment Form</p> <p>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.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p style="text-align: center;">1</p>	<p>From: Projects To: ADOT Subject: FW: South Mountain Freeway Construction Date: Wednesday, May 22, 2013 10:54:19 AM</p> <hr/> <p>From: tiffany jo chamanzad [mailto:tchamanzad@hotmail.com] Sent: Tuesday, May 21, 2013 7:52 AM To: Projects Subject: South Mountain Freeway Construction</p> <p>To whom it may concern,</p> <p>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.</p> <p>I only see positives coming from this project - saves Phoenician's time and money, improves air quality, and creates job for thousands of poeple.</p> <p>Thanks so much for your consideration, I do hope that ADOT decides to move forward with building this worthwhile project.</p> <p>Tiffany Reddy</p> <hr/> <p><small>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.</small></p>

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1		Comment noted.

Code	Comment Document
	<p data-bbox="447 348 509 368">4379</p> <div data-bbox="447 395 1339 1655" style="border: 1px solid gray; padding: 10px;"> <p data-bbox="478 439 1292 606">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.</p> <p data-bbox="478 631 1050 651">5 THE FACILITATOR: Thank you.</p> <p data-bbox="478 675 817 695">6 Ana Morago?</p> <p data-bbox="478 719 857 739">7 Tiffany Reddy.</p> <p data-bbox="478 772 1330 1130">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.</p> <p data-bbox="478 1155 1050 1175">16 THE FACILITATOR: Thank you.</p> <p data-bbox="478 1199 1246 1320">17 If you'd like to speak and have not yet 18 registered, please go out to the front registration 19 table.</p> <p data-bbox="478 1344 1261 1417">20 Chris Pattock. Could I ask you to use this 21 microphone, please.</p> <p data-bbox="478 1441 1330 1610">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</p> </div> <p data-bbox="1236 1665 1339 1685" style="text-align: right;">Page 33</p> <p data-bbox="491 1705 1299 1761" style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p style="text-align: center;">1</p>	<p>From: Projects To: ADOT Subject: FW: Loop 202 South Mountain Freeway Date: Thursday, May 23, 2013 9:08:04 AM</p> <hr/> <p>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</p> <p>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.....</p> <p><i>Shelli J Reed</i></p> <hr/> <p><small>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.</small></p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1345 693"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 6/13/13</td> <td data-bbox="857 506 1345 572">INCOMING CALL TIME: 6:46 PM</td> </tr> <tr> <td data-bbox="376 572 857 647">CALLER DONNA REESE</td> <td data-bbox="857 572 1345 647">CALLER ADDRESS: 21663 N. 57TH AVENUE, GLENDALE, ARIZONA 85308</td> </tr> <tr> <td data-bbox="376 647 857 693">PHONE:</td> <td data-bbox="857 647 1345 693">EMAIL:</td> </tr> </table> <p>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.</p>	INCOMING CALL DATE: 6/13/13	INCOMING CALL TIME: 6:46 PM	CALLER DONNA REESE	CALLER ADDRESS: 21663 N. 57 TH AVENUE, GLENDALE, ARIZONA 85308	PHONE:	EMAIL:
INCOMING CALL DATE: 6/13/13	INCOMING CALL TIME: 6:46 PM						
CALLER DONNA REESE	CALLER ADDRESS: 21663 N. 57 TH AVENUE, GLENDALE, ARIZONA 85308						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

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

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p style="text-align: center;">1</p>	<p>From: Claudine Community To: Projects Subject: 202 South Mountain FREEWAY Date: Wednesday, July 24, 2013 8:37:36 AM</p> <hr/> <p>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.</p> <p>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.</p> <p>Claudine Reifschneider Laveen Community Council Officer/Past President Laveen Village Planning Committee Commissioner 602-758-1902</p> <p>"Start where you are, use what you have and do what you can." - Arthur Ashe</p>

Code	Issue	Response
1	Public Involvement	Comment noted.

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: Proposed South Mountain Freeway Date: Monday, July 15, 2013 11:21:17 AM </p> <hr/> <p> Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov </p> <p> -----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 </p> <p>Build it!</p> <hr/> <p> 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. </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
	<p data-bbox="376 431 913 479">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 499 1345 691"> <tr> <td data-bbox="376 499 857 570">INCOMING CALL DATE: 5/17/13</td> <td data-bbox="857 499 1345 570">INCOMING CALL TIME: 1:49 PM</td> </tr> <tr> <td data-bbox="376 570 857 641">CALLER: GERALD RENDY</td> <td data-bbox="857 570 1345 641">CALLER ADDRESS: 6508 N. VILLA MANANA DRIVE, PHOENIX, AZ 85014</td> </tr> <tr> <td data-bbox="376 641 857 691">PHONE:</td> <td data-bbox="857 641 1345 691">EMAIL:</td> </tr> </table> <p data-bbox="376 691 717 717">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="376 717 780 747">I support the building of the 202 Extension</p>	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:
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:						

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Reva Lusion To: Projects Subject: No to South Mountain Freeway Expansion Date: Monday, May 27, 2013 8:56:23 PM</p> <hr/> <p>Hello, 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.</p> <p>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.</p> <p>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.</p> <ul style="list-style-type: none"> • 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. • After 30 years of this freeway's planning, an Environmental Impact Statement (EIS) has still not been presented. • 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. • 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. • 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. <p>Statewide communities oppose your further involvement in the environmental, cultural, and sacred destruction of South Mountain.</p> <p>Thank you, Reva</p>

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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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
7	Air Quality	
8	Health Effects	

Code	Comment Document
1	<p data-bbox="428 439 801 546"> From: Projects To: ADOT Subject: FW: South Mountain Freeway Date: Monday, July 08, 2013 8:49:02 AM Attachments: image001.png </p> <hr/> <p data-bbox="428 631 686 713"> Thank you, Matthew Eberhart Community Relations Officer </p> <p data-bbox="428 717 646 790"> 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 </p> <p data-bbox="428 794 584 814"> azdot.gov </p>  <hr/> <p data-bbox="428 903 848 989"> From: Ey5147@aol.com [mailto:Ey5147@aol.com] Sent: Saturday, July 06, 2013 6:08 PM To: Projects Subject: South Mountain Freeway </p> <p data-bbox="428 1014 1286 1151"> 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. </p> <p data-bbox="428 1175 1274 1197"> It's time to break ground, and get the construction people building the new South Mountain Freeway! </p> <p data-bbox="428 1221 509 1272"> Brad Rex Phoenix </p> <hr/> <p data-bbox="428 1336 1292 1399"> <small>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.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p style="text-align: right;">Document Created: 5/24/2013 1:10:44 PM by Web Comment Form</p> <p>Trent Rhodes 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.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p style="text-align: center;">1</p>	<p>From: Projects To: ADOT Subject: FW: Loop 202 Date: Tuesday, July 16, 2013 10:09:01 AM Attachments: image001.png</p> <hr/> <p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov </p> <hr/> <p>From: Trent Rhodes [mailto:trent9@cox.net] Sent: Monday, July 15, 2013 4:01 PM To: Projects Subject: Loop 202</p> <p>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.</p> <p>Sincerely,</p> <p>Trent Rhodes 8209 S 45th Lane Laveen, AZ 85339</p> <hr/> <p><small>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.</small></p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
<p style="text-align: center;">1</p>	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1345 671"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 5/18/13</td> <td data-bbox="857 506 1345 572">INCOMING CALL TIME: 2:20 PM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: TOM RICE</td> <td data-bbox="857 572 1345 620">CALLER ADDRESS: 2934 NO. 47TH STREET, PHOENIX, AZ</td> </tr> <tr> <td data-bbox="376 620 857 671">PHONE:</td> <td data-bbox="857 620 1345 671">EMAIL:</td> </tr> </table> <p>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.</p>	INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 2:20 PM	CALLER: TOM RICE	CALLER ADDRESS: 2934 NO. 47 TH STREET, PHOENIX, AZ	PHONE:	EMAIL:
INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 2:20 PM						
CALLER: TOM RICE	CALLER ADDRESS: 2934 NO. 47 TH STREET, PHOENIX, AZ						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: Comments in opposition to South Mountain Freeway Date: Monday, July 15, 2013 3:12:02 PM</p> <hr/> <p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov</p> <p>-----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</p> <p>Jul 15, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>1 Please help protect our communities, our health, and our environment by selecting the No Action</p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Regional Transportation Plan</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Health Effects	
6	Section 4(f) and Section 6(f)	
7	Biology, Plants, and Wildlife	

Code	Comment Document
	<p data-bbox="428 431 1268 475">Alternative. Thank you.WE MUST BE PROTECTIVE OR OUR AREA WILL DECLINE ENVIRONMENTALLY AND AS A DESIRABLE AREA!</p> <p data-bbox="428 495 509 520">Sincerely,</p> <p data-bbox="428 540 665 624">Mrs. Minnie (Mini) Richards !882 W. Lantana Dr. Chandler, AZ 85248-2170 (480) 812-0172</p> <hr data-bbox="428 721 752 725"/> <p data-bbox="428 753 1286 838">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.</p>

Code	Issue	Response
8	Neighborhoods/ Communities	<p data-bbox="1970 294 2902 810">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.</p>

Code	Comment Document
	<p>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</p> <hr/> <p>Jul 24, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>2 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.</p> <p>3 4 5 3 4 6 Please do not damage South Mountain with this disastrous build plan</p> <p>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.</p> <p>2 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>Sincerely,</p> <p>Ms. Jacki Richards 2083 E Laguna Dr Tempe, AZ 85282-5965</p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Regional Transportation Plan</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 7/23/13</td> <td data-bbox="857 506 1339 572">INCOMING CALL TIME: 3:24 PM</td> </tr> <tr> <td data-bbox="376 572 857 647">CALLER: ROBERT RICHARDS</td> <td data-bbox="857 572 1339 647">CALLER ADDRESS: 13038 NORTH 13TH LANE, PHOENIX, ARIZONA 85029</td> </tr> <tr> <td data-bbox="376 647 857 693">PHONE:</td> <td data-bbox="857 647 1339 693">EMAIL:</td> </tr> </table> <p>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.</p>	INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 3:24 PM	CALLER: ROBERT RICHARDS	CALLER ADDRESS: 13038 NORTH 13 TH LANE, PHOENIX, ARIZONA 85029	PHONE:	EMAIL:
INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 3:24 PM						
CALLER: ROBERT RICHARDS	CALLER ADDRESS: 13038 NORTH 13 TH LANE, PHOENIX, ARIZONA 85029						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p>	<p style="text-align: right;">Document Created: 5/22/2013 1:53:01 PM by Web Comment Form</p> <p>Aimee Richardson Wy we need to build the 202 –</p> <p>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!</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: WHY WE NEED THE 202 Date: Wednesday, May 22, 2013 1:11:58 PM</p> <hr/> <p>From: surfnvolley63@yahoo.com [mailto:surfnvolley63@yahoo.com] Sent: Wednesday, May 22, 2013 11:56 AM To: Projects Subject: WHY WE NEED THE 202</p> <p>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</p> <hr/> <p><small>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.</small></p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="407 479 624 566">Terry Richardson 5218 W. Gwen Laveen, Arizona 85339</p> <p data-bbox="407 596 1121 620">I would like see the L202 built on the preferred route for the following reasons:</p> <ol data-bbox="447 653 1299 1382" style="list-style-type: none"> 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. 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. <div data-bbox="388 1401 947 1602">  <p data-bbox="407 1534 578 1558">Terry Richardson</p> </div>

1

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						
<p style="text-align: center;">1</p>	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1345 671"> <tr> <td data-bbox="376 506 860 572">INCOMING CALL DATE: 5/19/13</td> <td data-bbox="860 506 1345 572">INCOMING CALL TIME: 5:54 PM</td> </tr> <tr> <td data-bbox="376 572 860 620">CALLER: MARGIE A. RICO</td> <td data-bbox="860 572 1345 620">CALLER ADDRESS: 8434 N. CENTRAL PHOENIX, ARIZONA 85020</td> </tr> <tr> <td data-bbox="376 620 860 671">PHONE:</td> <td data-bbox="860 620 1345 671">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the South Mountain freeway.</p>	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:
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:						

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	<p>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.</p> <p>Sincerely,</p> <p>Dr. Karyn Riedell</p>
2	
3	
2	
2	

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Section 4(f) and Section 6(f)	

Code	Comment Document
<div style="display: flex; flex-direction: column; gap: 10px;"> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; text-align: center; line-height: 20px; margin: 5px;">1</div> <div style="display: flex; gap: 5px;"> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; text-align: center; line-height: 20px;">2</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; text-align: center; line-height: 20px;">3</div> </div> <div style="display: flex; gap: 5px;"> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; text-align: center; line-height: 20px;">3</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; text-align: center; line-height: 20px;">2</div> </div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; text-align: center; line-height: 20px; margin: 5px;">2</div> </div>	<p>From: Projects To: ADOT Subject: FW: NO on South Mountain Freeway Date: Wednesday, May 22, 2013 10:50:00 AM</p> <hr/> <p>From: Karyn Riedell [mailto:karyriedell@yahoo.com] Sent: Tuesday, May 21, 2013 3:32 PM To: Projects Subject: NO on South Mountain Freeway</p> <p>To whom it may concern:</p> <p>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.</p> <p>Sincerely,</p> <p>Dr. Karyn Riedell</p> <hr/> <p><small>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.</small></p>

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Section 4(f) and Section 6(f)	

Code	Comment Document						
	<p data-bbox="376 431 913 479">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 499 1345 667"> <tr> <td data-bbox="376 499 857 570">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="857 499 1345 570">INCOMING CALL TIME: 5:03 PM</td> </tr> <tr> <td data-bbox="376 570 857 620">CALLER: JULIE RILEY</td> <td data-bbox="857 570 1345 620">CALLER ADDRESS: 11837 S. KI ROAD, PHOENIX, AZ 85044</td> </tr> <tr> <td data-bbox="376 620 857 667">PHONE: 480-496-4585</td> <td data-bbox="857 620 1345 667">EMAIL:</td> </tr> </table> <p data-bbox="376 667 717 695">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="376 695 857 725">I support the South Mountain Freeway. Thank you.</p>	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:
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:						

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 6/13/13</td> <td data-bbox="857 506 1339 572">INCOMING CALL TIME: 7:00 PM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER KEVIN RINGGER</td> <td data-bbox="857 572 1339 620">CALLER ADDRESS: 17903 W. BANFLAME, SURPRISE, ARIZONA 85388</td> </tr> <tr> <td data-bbox="376 620 857 669">PHONE:</td> <td data-bbox="857 620 1339 669">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I'm calling in support of the South Mountain freeway.</p>	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:
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:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>Wyatt Ringwald I am for the south mountain freeway.</p> <p style="text-align: right; font-size: small;">Document Created: 5/21/2013 5:34:34 PM by Web Comment Form</p>

Code	Issue	Response
1		Comment noted.

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

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: 202 south mtn. Date: Monday, May 20, 2013 8:42:07 AM </p> <hr/> <p>-----Original Message----- From: r3308@netzero.com [mailto:r3308@netzero.com] Sent: Friday, May 17, 2013 6:54 PM To: Projects Subject: 202 south mtn.</p> <p>I approve it..</p> <p>Jerry ritter</p> <hr/> <p>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.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	<p style="text-align: center;">4221</p> <div style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <p>1 create is pollution, contamination, poor air quality,</p> <p>2 and it doesn't make sense in this year of 2013.</p> <p>3 So please take those opinions and make</p> <p>4 sure that you know that I represent Arizona and many</p> <p>5 people that can't be here today, and certainly in my</p> <p>6 community. Thank you.</p> <p>7 THE FACILITATOR: Thank you. Haley</p> <p>8 Ritter.</p> <p>9 MS. RITTER: Good morning, panel members.</p> <p>10 Thank you for letting us speak here today. My name</p> <p>11 is Haley Ritter. And I live off of 23rd Avenue and</p> <p>12 Camelback. There's a lot of horrible uranium mining</p> <p>13 going on up north, which is poisoning communities,</p> <p>14 leaving children waiting for kidneys and things like</p> <p>15 that. That type of waste is going to be transported</p> <p>16 on a type of freeway like this, which is also going</p> <p>17 to contaminate when those types of hazardous</p> <p>18 chemicals pass through. And we need to, like other</p> <p>19 folks have been saying, we need to look to</p> <p>20 alternatives means of sustaining our community.</p> <p>21 This national park and this sacred</p> <p>22 mountain are very, very important to Arizona, and the</p> <p>23 livelihood of the species, the remainder of</p> <p>24 endangered species that live there, for example. The</p> <p>25 native community would be, and the folks that live in</p> </div> <p style="text-align: right; font-size: small;">Page 26</p> <p style="text-align: center; font-size: small;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1	Hazardous Materials	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>
2	Section 4(f) and Section 6(f)	
3	Cultural Resources	
4	Biology, Plants, and Wildlife	

Code	Comment Document
4	<p>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.</p> <p>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.</p> <p>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.</p> <p>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,</p>
5	
6	
7	
<p style="text-align: right;">Page 27</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>	

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
6	Purpose and Need	The proposed project is part of the <i>Regional Transportation Plan</i> for the Maricopa Association of Governments region. In 2004, the voters of Maricopa County approved the <i>Regional Transportation Plan</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
7	<p>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.</p> <p>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.</p> <p>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</p>

Code	Issue	Response

Code	Comment Document
	<p data-bbox="459 354 531 379">4419</p> <div data-bbox="459 399 1339 1655" style="border: 1px solid black; padding: 5px;"> <p data-bbox="475 439 1324 701">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.</p> <p data-bbox="475 721 1324 848">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.</p> <p data-bbox="475 868 1277 995">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.</p> <p data-bbox="475 1016 1324 1185">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.</p> <p data-bbox="475 1205 1339 1568">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.</p> <p data-bbox="475 1588 1268 1614">25 There have been plenty of environmental</p> </div> <p data-bbox="1246 1665 1339 1689" style="text-align: right;">Page 4</p> <p data-bbox="491 1709 1299 1770" style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

1

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
2	1 impact studies done already that show that it's not a good
3	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
4	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
5	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.
	Page 5
	Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Regional Transportation Plan</i> for the Maricopa Association of Governments region. In 2004, the voters of Maricopa County approved the <i>Regional Transportation Plan</i> 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
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1 So in conclusion, I guess, I just want to
 2 make sure that -- that all these comments against the
 3 freeway are realized and heard, and I want to make sure
 4 that this project does not go through to the highest
 5 bidder or whoever. It's become a private project anyway.
 6 It's all about money at this point. And I want to see the
 7 streets improved. I want to see more bike lanes. I want
 8 to see Complete Streets passed and moved forward with.
 9 And I support Mayor Stanton, in that I do not support the
 10 202 Freeway.

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

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

19 That's all.

20 MS. GARZA: Well, my name is Anna Garza,
 21 A-n-n-a, G-a-r-z-a. I am a living resident in ZIP Code
 22 85239. And I'm here to share my comments.

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

Code	Issue	Response
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Code	Comment Document
<p>1</p> <p>2</p>	<p>From: GcrBusinesses To: Projects Subject: Loop 202 Extension Feedback Date: Sunday, May 26, 2013 9:56:17 PM</p> <hr/> <p>Hello,</p> <p>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!</p> <p>If they (GRIC) accept a path at least one half mile south of Pecos Road (on vacant, unused land), everyone will benefit.</p> <p>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?</p> <p>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.</p> <p>Thank You,</p> <p>George C. Ritz (Concerned Ahwatukee resident)</p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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
	<p data-bbox="459 358 522 383">5050</p> <div data-bbox="459 399 1339 1663" style="border: 1px solid black; padding: 5px;"> <p data-bbox="475 439 1308 675">1 MR. RIVERS: So the first thing I want to do is 2 talk about where I'm from. And I'm from a village called 3 Vahki, V-a-h-k-i. And that translates into "medicine house" or 4 "a sacred house." And my family has been there for a long 5 time. I don't know how long, but we know that it's several, 6 probably, millennia as far as we understand.</p> <p data-bbox="475 695 1308 887">7 I am a member of the Gila River Indian Community. 8 But, more importantly, I am an O'oodham, which is the people 9 that live on this land. The O'oodham have a history that dates 10 back several thousand years. Archeologists talk about 11 the Huhugam, or Hohokam, who we are descendants of.</p> <p data-bbox="475 907 1308 1018">12 And we were given this specific responsibilities, 13 to take care of this land, and, if we were to take care of this 14 land, this land would take care of us.</p> <p data-bbox="475 1038 1308 1098">15 So I just wanted to mention that much about the 16 culture.</p> <p data-bbox="475 1118 1308 1280">17 But I want to go into today and some of the issues 18 that we're looking at and why it's important for us to address 19 this issue about a 202 Freeway, specifically a freeway that 20 will impact some of our most sacred cultural areas and sites.</p> <p data-bbox="475 1300 1308 1491">21 The United States in 2008, along with other member 22 States of the United Nations, supported the UN Declaration on 23 the Rights of Indigenous Peoples. And in 2010 President Obama 24 supported, moved even further and said that he would do 25 anything to support the rights of indigenous peoples; and that</p> </div> <p data-bbox="1227 1669 1339 1693" style="text-align: right;">Page 36</p> <p data-bbox="553 1709 1246 1764" style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
2	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>19 And by that I mean that we can adapt and adopt and 20 even go so far as to assimilate into another culture. But 21 that's all we're doing; we're assimilating.</p> <p>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,</p>
1	<p style="text-align: right;">Page 37</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

(Comment codes begin on next page)

Code	Issue	Response
2	Environmental Justice/Lifestyle	<p>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.</p> <p>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.</p> <p>The section entitled <i>Title VI and Environmental Justice</i>, 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.</p> <p>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, <i>Affected Environment, Environmental Consequences, and Mitigation</i>, as exemplified by the inserted text on page 4-29 of the Final Environmental Impact Statement.</p>
3	Heat Island	<p>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.</p>

Code	Comment Document
<p style="text-align: center;">2</p> <p style="text-align: center;">7</p> <p style="text-align: center;">8 2</p>	<p>1 medical illnesses, diabetes being one of them, how do we, then,</p> <p>2 as a society, as an indigenous -- as distinct people, protect</p> <p>3 our people for -- from the future of all these other impacts,</p> <p>4 specifically the environment?</p> <p>5 We are here to protect this environment. We are</p> <p>6 here to live distinctly in this environment, but we can't if</p> <p>7 we're being forced -- if we're being forced to adopt or to live</p> <p>8 next to another freeway. So that was the issue on the air</p> <p>9 quality.</p> <p>10 The second is -- and for specific reasons, I can't</p> <p>11 go into the cultural sites and what they specifically mean to</p> <p>12 our people because that is our cultural protection. So the</p> <p>13 concern that I have is the access to these sites by non-Native</p> <p>14 people. For decades and millennia, we have visited these sites</p> <p>15 and prayed at these sites. We don't disrupt these sites. But</p> <p>16 we know that, with the increased population and increased</p> <p>17 visibility and awareness from non-Native communities, they will</p> <p>18 come and in and destroy and take some of these petroglyphs and</p> <p>19 these -- maybe some of these things that are there that are</p> <p>20 sacred to our community.</p> <p>21 Lastly, I want to say that, because these Federal</p> <p>22 agencies are involved, the issue of free prior and informed</p> <p>23 consent, with indigenous peoples and populations, has not been</p> <p>24 taking its proper course by these Government agencies under the</p> <p>25 United States Federal Government. And that is a priority to</p> <p style="text-align: right;">Page 39</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
8	Public Involvement	<p>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.</p> <p>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.</p>
9	Cultural Resources	<p>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.</p>

Code	Comment Document
9	<p>1 Native people, that they have to have community comments, not 2 just government-to-government relationship comments, but people 3 that will be directly impacted by a freeway that goes through 4 our territory. 5 So, as a member of the Gila River Indian Community, 6 I oppose this freeway because of the -- the things that I 7 mentioned: the air quality, the environmental impact, the 8 cultural significant sites to our people. And, lastly, our way 9 of life will cease to exist if we continue to allow people and 10 governments and corporations to develop and destroy our 11 territory. 12 That's it. 13 14 15 16 17 18 19 20 21 22 23 24 25</p>

Code	Issue	Response

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 WERE NOT DETAILED AT THE TIME PROP 400 WAS APPROVED. THE DELAYS HAVE ALSO RESULTED IN DECISIONS TO NOT BUILD BELOW GRADE IN AREAS CLOSE TO RESIDENCES, AND INCLUDE OVERPASSES AND NOISE ABATEMENT WALLS. ONE OTHER MAJOR SORE SPOT IS THE DAMAGE THAT WILL OCCUR TO THE MOUNTAIN PARK AND HIKING TRAILS THAT I'VE USED EXTENSIVELY FOR THE PAST 20 YEARS. I AM ALSO NOT CONVINCED THAT THE IMPACT STUDY HAS ACCURATELY DEPICTED THE AMOUNT OF

Optional
 Name ROBERT ROACH Email jaschina@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 011 • Federal-aid Project No.: NH-202-D(ADY) 18-150

ADOT U.S. Department of Transportation Federal Highway Administration
 FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway

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- 6

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 <i>Regional Transportation Plan</i> for the Maricopa County region. In 2004, the voters of Maricopa County approved the <i>Regional Transportation Plan</i> 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: <ul style="list-style-type: none"> • 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	<p>LOOP 202 South Mountain Freeway Study</p> <p>Draft Environmental Impact Statement COMMENT FORM</p> <p>Additional Comments: <u>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.</u></p> <p>ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150</p> <p>ADOT U.S. Department of Transportation Federal Highway Administration</p> <p>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</p>

Code	Issue	Response
4	Design	<p>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.</p> <p>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.</p>
5	Section 4(f) and Section 6(f)	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>
6	Section 4(f) and Section 6(f)	<p>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.</p>
7	Purpose and Need, Truck Bypass	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>

Code	Comment Document
	5035
<p>1</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	<p>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.</p> <p>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.</p> <p>I knew it was going to be there when I moved in. You know, it was no secret.</p> <p>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</p>
	Page 7
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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 <i>Responses to Frequently Submitted Public Comments</i> 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	<p>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:</p> <ul style="list-style-type: none"> · 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) <p>Because the belowground option would result in substantially greater costs and residential displacements, this option was eliminated from further study.</p>

Code	Comment Document
<p>1 hidden to me. 2 I think that's about it. 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25</p>	<p style="text-align: right;">Page 8</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
4	Design	<p>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.</p> <p>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.</p>
5	Purpose and Need	<p>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.</p>
6	Economics, Socioeconomics	<p>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.</p>

Code	Comment Document

Code	Issue	Response
7	Acquisitions and Relocations	<p>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.</p>

Code	Comment Document
1	<p style="text-align: center;">5010</p> <div style="border: 1px solid black; padding: 10px;"> <p>1 MS. ROBB: My name is Mary Robb. In the</p> <p>2 map there because you don't have a little map that I</p> <p>3 could show you, okay, I live down in the Foothills</p> <p>4 reserve up in the mountain, you know, which is fine.</p> <p>5 I'm a little distance from the freeway where it's</p> <p>6 going to be, but there's no -- there's going to be no</p> <p>7 entry for me to go to the freeway. I have to go up</p> <p>8 -- now they're going to make me go -- take Chandler,</p> <p>9 which isn't even there now, and go up. You know, I</p> <p>10 don't know how many miles it would be. It would be a</p> <p>11 few miles and then come down 17 for me to enter the</p> <p>12 freeway.</p> <p>13 Whereas now, I go to the end of that</p> <p>14 Chandler, just south, you know, and I just enter</p> <p>15 Pecos Road. So every time I want to go to the</p> <p>16 freeway, I've got another six miles to go for no</p> <p>17 reason. And I figured they were going to put a</p> <p>18 frontage road that would make like a -- like a</p> <p>19 straight line to our home to 17th Avenue. So, you</p> <p>20 know, we'd just bypass -- so a frontage road just</p> <p>21 bypassing the whole freeway. But, no, they're</p> <p>22 putting that Chandler thing in up higher and around</p> <p>23 and it's just crazy.</p> <p>24 And then so that's going to make a lot</p> <p>25 more traffic on 17 too, and there's a lot of homes</p> </div> <p style="text-align: right;">Page 22</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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
<p>2</p> <p>3</p>	<p>1 over there and they're not going to like that. But</p> <p>2 if there was a frontage road down towards like</p> <p>3 running right along the freeway, at least they're</p> <p>4 saying that it would have to be an entrance and an</p> <p>5 exit, but why? Why can't it just be an entry for all</p> <p>6 the -- all those homes that are down there, and</p> <p>7 eventually they have a thing in front of that where</p> <p>8 Chandler is going to be put through over to 17. They</p> <p>9 have a big piece of land. Now, they can put those</p> <p>10 homes there now.</p> <p>11 I mean, it's going to be all new homes</p> <p>12 there eventually. And if they don't put a frontal</p> <p>13 road there now, it's going to be even -- you know,</p> <p>14 they'll do the same darn thing. They're going to</p> <p>15 knock down a bunch of houses to put a frontage road</p> <p>16 in, and they aren't planning at all. I just don't</p> <p>17 see it.</p> <p>18 They're going to make -- all our homes</p> <p>19 are going to be lowered in value. It's totally --</p> <p>20 they're going to do -- what they did years ago is</p> <p>21 they let someone buy that property and they go, well,</p> <p>22 it wasn't the state's -- you know, it wasn't this, it</p> <p>23 wasn't that. Well, somebody had to okay it knowing</p> <p>24 that freeway was there. And it's going to cost \$2.1</p> <p>25 million to even get so they can even start the darn</p> <p style="text-align: right;">Page 23</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
3	Acquisitions and Relocations	<p>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.</p>

Code	Comment Document
	<p>1 road.</p> <p>2 So I just don't understand why they just</p> <p>3 can't make us all happy and, you know, they could do</p> <p>4 a frontal road and do the one -- put Chandler</p> <p>5 through, but there's just no reason not to. So</p> <p>6 they're going to wait until -- I think what they're</p> <p>7 trying to do is they aren't putting a frontal road up</p> <p>8 there because whoever buys that land and develops it</p> <p>9 is going to be responsible for that road. So what,</p> <p>10 10 years, 15 years. In the meantime, we have to do</p> <p>11 this big long route just to go to the freeway. It's</p> <p>12 just -- it's just nonsense.</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>
	<p style="text-align: right;">Page 24</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
	<p>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</p> <hr/> <p>July 24, 2013</p> <p>To: ADOT</p> <p>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.</p> <p>If we had a choice we would rather you work with the GRIC Community or just NOT BUILD!</p> <p>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 <i>One Way In and One Way Out</i> for all of us living here.</p> <p>Please extend Liberty Lane as our frontage road.</p> <p>Thank you!</p> <p>Arnold Robb Mary Robb 480-283-8851 (Home) 480-236-2080 (mobile)</p>

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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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

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 <i>Responses to Frequently Submitted Public Comments</i> 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
	<p>From: Lynn Robbins To: Projects Subject: Oppose proposed SMF Date: Wednesday, July 24, 2013 5:19:58 PM</p> <hr/> <p>To whom it may concern:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>A proud resident of Ahwatukee</p>

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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	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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> 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	<p> From: Projects To: ADOT Subject: FW: 202 Date: Monday, May 20, 2013 8:43:56 AM </p> <hr/> <p>-----Original Message----- From: Robert [mailto:worshipimforever@yahoo.com] Sent: Friday, May 17, 2013 5:59 PM To: Projects Subject: 202</p> <p>Keep building the 202</p> <p>Sent from my iPhone 5</p> <hr/> <p>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.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
<p style="text-align: center;">1</p>	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1345 667"> <tr> <td data-bbox="376 506 860 572">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="860 506 1345 572">INCOMING CALL TIME: 7:42 PM</td> </tr> <tr> <td data-bbox="376 572 860 620">CALLER: CONNIE ROBERTS</td> <td data-bbox="860 572 1345 620">CALLER ADDRESS: 4632 W. BEVERLY ROAD, LAVEEN, AZ 85339</td> </tr> <tr> <td data-bbox="376 620 860 667">PHONE:</td> <td data-bbox="860 620 1345 667">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support South Mountain Freeway. Thank you.</p>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 7:42 PM	CALLER: CONNIE ROBERTS	CALLER ADDRESS: 4632 W. BEVERLY ROAD, LAVEEN, AZ 85339	PHONE:	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 7:42 PM						
CALLER: CONNIE ROBERTS	CALLER ADDRESS: 4632 W. BEVERLY ROAD, LAVEEN, AZ 85339						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="428 445 801 546"> From: Kyle Robinson To: Projects Cc: Kyle Robinson Subject: SouthMountainFreeway Input Date: Sunday, June 02, 2013 6:34:25 PM </p> <hr/> <p data-bbox="428 606 1277 753"> 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 routes 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. </p> <p data-bbox="211 782 254 830">1</p> <p data-bbox="428 778 1277 842"> 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. </p> <p data-bbox="428 862 1277 1030"> 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. </p>

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<p data-bbox="469 354 537 379">4291</p> <p data-bbox="469 439 1286 560">1 up Baseline and the 51st Avenue corridor that 2 is only going to increase when the casino opens 3 its new hotel and restaurants.</p> <p data-bbox="469 580 1314 705">4 There isn't, right now, any way to support 5 the kind of traffic that the Gila River Tribe is 6 putting on their sacred land without the highway.</p> <p data-bbox="469 721 1330 846">7 The alternative, the W59 Alternative, is not 8 going to cause any damage to their sacred land or 9 to South Mountain.</p> <p data-bbox="469 862 1314 1417">10 Currently I am thinking that we have to 11 continue with the program of the Loop 202 Freeway 12 because it's the best alternative. It meets the 13 needs of everyone in the community and it's 14 critical for the development of Laveen and 15 to be really a turning point for Laveen right 16 at a place where this community can either move 17 forward and excel and succeed, or you can put us 18 in a holding place and we are going to have 19 nothing but problems when it comes to traffic 20 and the expedient growth we are going to 21 experience in the next ten years.</p> <p data-bbox="469 1437 842 1461">22 ***</p> <p data-bbox="469 1481 506 1505">23</p> <p data-bbox="469 1528 1286 1608">24 MICHAEL ROBINSON: I oppose the Loop 202 25 through South Mountain Park near South Mountain</p>

Page 4

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Code	Issue	Response

Code	Comment Document
1	<p>1 Park, because I feel it's an idea that has passed 2 its usefulness.</p>
2	<p>3 I don't believe that building this freeway 4 would reduce the congestion.</p>
3	<p>5 I do think it would encourage sprawl and 6 encourage the waste of the natural resources that 7 we have remaining.</p>
4	<p>8 I think the massive amount of money 9 projected to be spent on this freeway could be 10 better spent elsewhere repairing our aging 11 infrastructure throughout the region, promoting 12 public transit, bikes, other alternatives.</p>
5	<p>13 I believe it would be a waste of money. 14 That's all I need.</p>
1	<p>15 *** 16 17 ADAM JOHNSON: I like the 59 Alternative. 18 I feel that brings the community closer to 19 downtown Phoenix. 20 I think bringing the community together 21 involves bringing the economy up. You connect 22 the cities together, to me it helps the people 23 grow, helps the city connect. 24 I guess what I am trying to say is putting 25 the 59 in, economically it will help the city</p>
Page 5	
Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com	

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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Regional Transportation Plan</i> for the Maricopa Association of Governments region. In 2004, the voters of Maricopa County approved the <i>Regional Transportation Plan</i> 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

Code	Issue	Response
5	Alternatives	<p>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 <i>Regional Transportation Plan</i> and were considered during the evaluation of this proposed new freeway.</p>

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 504 1342 667"> <tr> <td data-bbox="376 504 857 570">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="857 504 1342 570">INCOMING CALL TIME: 6:35 PM</td> </tr> <tr> <td data-bbox="376 570 857 618">CALLER: ROBINSON</td> <td data-bbox="857 570 1342 618">ADDRESS: 55 S. 64TH AVENUE, PHOENIX, AZ 85043</td> </tr> <tr> <td data-bbox="376 618 857 667">PHONE:</td> <td data-bbox="857 618 1342 667">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: We are the Robinson's and support the South Mountain Freeway Loop. Thank you.</p>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 6:35 PM	CALLER: ROBINSON	ADDRESS: 55 S. 64 TH AVENUE, PHOENIX, AZ 85043	PHONE:	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 6:35 PM						
CALLER: ROBINSON	ADDRESS: 55 S. 64 TH AVENUE, PHOENIX, AZ 85043						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>From: Jesse Robinson To: Projects Subject: AZ LOOP 202: opposed! Date: Wednesday, July 24, 2013 5:58:50 AM</p> <hr/> <p>Just emailing to express my opposition to the loop 202 extension.</p> <p>It is a bandaid solution to a symptom of a larger problem that we've created.</p> <p>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.</p> <p>Many Phoenix residents drive because it feels like that's the only option.</p> <p>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?</p> <p>Thanks for reading.</p>

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

Code	Comment Document
<div style="display: flex; flex-direction: column; align-items: center;"> <div style="display: flex; gap: 5px;"> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">1</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">2</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">3</div> </div> <div style="display: flex; gap: 5px; margin-top: 5px;"> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">4</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">5</div> </div> <div style="display: flex; gap: 5px; margin-top: 5px;"> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">6</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">7</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">2</div> </div> </div>	<p>From: robotafamily@gmail.com To: Projects Subject: South mountain freeway Date: Saturday, June 08, 2013 2:45:03 PM</p> <hr/> <p>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.</p> <p>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.</p> <p>It's too late to consider this project. Move it elsewhere. This community is already established and you will destroy our way of life.</p> <p>Respectfully submitted, Susan and Edward Robota Sent from my iPad</p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Regional Transportation Plan</i> .
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 <i>Responses to Frequently Submitted Public Comments</i> 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	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="372 504 1336 689"> <tr> <td data-bbox="372 504 857 572">INCOMING CALL DATE: 6/13/13</td> <td data-bbox="857 504 1336 572">INCOMING CALL TIME: 7:10 PM</td> </tr> <tr> <td data-bbox="372 572 857 645">CALLER MONTE RODMAN</td> <td data-bbox="857 572 1336 645">CALLER ADDRESS: 18200 W. PARADISE LANE, SURPRISE, ARIZONA 85388</td> </tr> <tr> <td data-bbox="372 645 857 689">PHONE:</td> <td data-bbox="857 645 1336 689">EMAIL:</td> </tr> </table> <p>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.</p>	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:
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:						

Code	Issue	Response
1		Comment noted.

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

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: Loop 202 South Mountain Freeway Date: Wednesday, May 22, 2013 10:51:04 AM</p> <hr/> <p>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</p> <p>As a resident of Laveen for over 10 years I support the completion of the Loop 202 South Mountain Freeway.</p> <p>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.</p> <p>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%.</p> <p>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.</p> <p>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.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="428 459 801 485">Thank you for your time and consideration,</p> <p data-bbox="428 516 584 542">Alfredo Rodriguez</p> <hr data-bbox="428 606 1292 612"/> <p data-bbox="428 637 1292 701"><small>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.</small></p>

Code	Issue	Response

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: Loop 202 South Mountain Freeway Date: Wednesday, May 22, 2013 10:49:36 AM</p> <hr/> <p>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</p> <p>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 community has increase significantly and we need this freeway.</p> <p>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.</p> <p>Thank you for your time and consideration,</p> <p>Ana Karina Rodriguez</p> <hr/> <p><small>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.</small></p>

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
1	<p>4304</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>25 The worst alternative is the one going through</p> <p style="text-align: right;">Page 15</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>
	<p style="text-align: right;">Page 16</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
	<p>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.</p> <p>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.</p> <p>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.</p> <p>16 And so that, my friend, is what I have to say.</p> <p>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.</p>
	<p style="text-align: right;">Page 17</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
	<p>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</p> <hr/> <p>Jul 24, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>2 3 4 5 Enough roads. Enough encroachment on wildlife. Enough air pollution, noise pollution, people pollution. Enough already!</p> <p>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.</p> <p>2</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>1 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>Sincerely, Mrs. Sue Rodriguez 7835 E Cactus Rd</p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Regional Transportation Plan</i> 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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
8	Section 4(f) and Section 6(f)	

Code	Comment Document
	<p data-bbox="428 429 655 455">Scottsdale, AZ 85260-5514</p>

Code	Issue	Response
9	<p data-bbox="1721 292 1926 352">Neighborhoods/ Communities</p>	<p data-bbox="1970 292 2905 806">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.</p>

Code	Comment Document
4223	<p>1 even with the heat. I've done it for 20 years.</p> <p>2 So please, please don't approve this idea</p> <p>3 for the 202 Freeway. It's very unnecessary. Supply</p> <p>4 and demand are not high enough for this type of</p> <p>5 project. Thank you.</p> <p>6 THE FACILITATOR: Thank you. Has Prem</p> <p>7 Goyal returned? Did I pronounce your name correctly?</p> <p>8 MR. GOYAL: Yes, thanks. I won't take</p> <p>9 three minutes. A good question is I was looking at</p> <p>10 the curves, which are growth curves, they are based</p> <p>11 on 2005 data; they should be based on 2013 data. And</p> <p>12 I have the newspaper cuttings every day that you did</p> <p>13 at least expect lower demand. That directive curve</p> <p>14 leads to the expansion of the future demand of the</p> <p>15 transportation. Only way they can project the future</p> <p>16 demands is from the utility demands. It looks like</p> <p>17 we should verify those curves, as the</p> <p>18 [unintelligible] president said, trust but verify.</p> <p>19 All those curves have been verified, or they're just</p> <p>20 ten years old, which don't mean very much in today's</p> <p>21 environment.</p> <p>22 Thanks very much. Have a good day.</p> <p>23 THE FACILITATOR: Thank you very much.</p> <p>24 Greta Rogers. Greta Rogers.</p> <p>25 MS. ROGERS: Good morning. Let's turn</p>

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Code	Issue	Response

Code	Comment Document
<p>1</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	<p>this around.</p> <p style="padding-left: 40px;">Good morning. I'm Greta Rogers. I live in Ahwatukee, near 48th Street and Elliott, just five miles north of the proposed route. ADOT has been mucking around on this for 30 years. And they're 30 years too late to come on the 202 west of I-10 to blow up the mountain and then go north. We don't need to blow up the mountain, and it isn't because it's a sacred site to me; personally, it is not. But it is a natural benefit to all of us. And part of the South Mountain Park Preserve.</p> <p style="padding-left: 40px;">We don't need to do this to facilitate the trucking industry. And I'm talking about those that carry ICC license plates and are hauling freight and 18-wheelers. One of the things that the -- the IES [sic] report that was delivered recently within the past 30 days, the first of any that has ever been delivered. The third allegedly, that ADOT filed with the -- with NQA, and allegedly the first two were returned to them with a big red X on it. Go back to the beginning, follow instructions. They still have not done that.</p> <p style="padding-left: 40px;">There is absolutely no indication in this at all for the danger to the communities that will be affected, both on the north and the south sides of</p> <p style="text-align: right; font-size: small;">Page 29</p> <p style="text-align: center; font-size: small;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1	Section 4(f) and Section 6(f)	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>
2	Cultural Resources	
3	Purpose and Need, Truck Bypass	

Code	Comment Document
<p style="text-align: center;">4</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 30</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
<p style="text-align: center;">4</p>	<p style="text-align: center;">Hazardous Materials</p>	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>

Code	Comment Document
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**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.

1

Code	Issue	Response
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1		Comment noted.
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Code	Comment Document
	<p>From: Gary Rohr To: Projects Subject: South Mountain Study Team - Comment Date: Tuesday, June 04, 2013 11:25:51 AM</p> <hr/> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p> <p>Gary & Leslie Rohr 3036 W Cottonwood LN Phoenix, AZ 85045</p>

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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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Purpose and Need	The proposed project is part of the <i>Regional Transportation Plan</i> for the Maricopa Association of Governments region. In 2004, the voters of Maricopa County approved the <i>Regional Transportation Plan</i> 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.

Code	Comment Document

Code	Issue	Response
7	Purpose and Need	<p>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.</p>

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

Code	Issue	Response
1		Comment noted.

Code	Comment Document
4	<p>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.</p> <p>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.</p> <p>21 THE REPORTER: Thank you, ma'am.</p> <p>22</p> <p>23 (Proceedings concluded at 7:00 p.m.)</p> <p>24</p> <p>25</p>
5	<p style="text-align: right;">Page 12</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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	<p>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).</p> <p>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.</p>

Code	Comment Document
<p>1</p>	<p>5584</p> <div style="border: 1px solid black; padding: 10px;"> <p style="text-align: center;">PROCEEDINGS</p> <p>1</p> <p>2</p> <p>3 THE REPORTER: Can you state your name?</p> <p>4 MASTER ROMERO: Benjamin Romero.</p> <p>5 Dear ADOT, I oppose your idea of the</p> <p>6 South Mountain Freeway, it will take out my</p> <p>7 neighborhood and school, but it's not any other</p> <p>8 school. I've gone on -- it has these awesome trips</p> <p>9 and stuff. I just went on one recently, it was a</p> <p>10 three-week trip to Florida and Washington, D.C. Can</p> <p>11 you find another school that met our Senator Flake?</p> <p>12 They take care of us. They never give up on us, and</p> <p>13 I won't give up on them.</p> <p>14 The school is important to me and my</p> <p>15 family. It has been here for 13 years and my house</p> <p>16 only has stood there for 30 years. We can't give up</p> <p>17 now. Sincerely, Benjamin Romero.</p> <p>18 THE REPORTER: Thanks, Benjamin.</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p> </div> <p style="text-align: right;">Page 2</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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
7	<p>1 other school around there. And they're going to put 2 a freeway right next to it?</p> <p>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.</p> <p>8 THE REPORTER: That's it? 9 MR. ROMERO: Yes, that's it. 10 THE REPORTER: Thank you, sir.</p> <p>11 12 13 14 15 16 17 18 19 20 21 22 23 24 25</p>

Code	Issue	Response
7	Planning	<p>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.</p>

Code	Comment Document
	<p data-bbox="459 358 522 387">5589</p> <div data-bbox="459 399 1339 1661" style="border: 1px solid black; padding: 10px;"> <p data-bbox="478 439 1224 467">1 MS. ROMERO: My name is Tokcha Romero.</p> <p data-bbox="478 487 1255 516">2 I've lived in Laveen for 30 years. My husband and I</p> <p data-bbox="478 536 1240 564">3 built our house there. Contractor didn't do it, we</p> <p data-bbox="478 584 1212 612">4 did. We raised our five children there. We have</p> <p data-bbox="478 633 1212 661">5 five grandchildren now that call that place their</p> <p data-bbox="478 681 1196 709">6 sanctuary, their home, their go to place and the</p> <p data-bbox="478 729 1268 758">7 happy place because they go there when they just need</p> <p data-bbox="478 778 758 806">8 some extra care.</p> <p data-bbox="478 826 1268 854">9 You can build a house anywhere. It takes</p> <p data-bbox="478 874 1268 903">10 a long time to build a home. I live on an acre and a</p> <p data-bbox="478 923 1268 951">11 quarter and I can walk out there in the dead of night</p> <p data-bbox="478 971 1181 999">12 in the dark and my feet know every inch of that</p> <p data-bbox="478 1020 1240 1048">13 property. They say that a place belongs forever to</p> <p data-bbox="478 1068 1240 1096">14 the person who loves it so much they wrench it from</p> <p data-bbox="478 1116 1240 1145">15 itself and remake it in their own image, and that's</p> <p data-bbox="478 1165 839 1193">16 what my home is to me.</p> <p data-bbox="478 1213 1199 1241">17 It's not a fancy house. It's a wood</p> <p data-bbox="478 1262 1199 1290">18 frame house, but it has memories that I can only</p> <p data-bbox="478 1310 1255 1338">19 begin to tell you. One of them is handprints on the</p> <p data-bbox="478 1358 1212 1387">20 south wall that my grandchildren thought would be</p> <p data-bbox="478 1407 1212 1435">21 nice to paint with mud handprints, and they faded</p> <p data-bbox="478 1455 1199 1483">22 over the years, but you can still see them. And</p> <p data-bbox="478 1503 1268 1532">23 rather than making me angry, they're now a cherished,</p> <p data-bbox="478 1552 770 1580">24 cherished memory.</p> <p data-bbox="478 1600 1240 1628">25 My neighborhood. We've seen each other</p> </div> <p data-bbox="1236 1677 1336 1705" style="text-align: right;">Page 2</p> <p data-bbox="547 1717 1249 1770" style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
<p>1 2</p> <p>3</p>	<p>1 through everything. It's the only neighborhood that</p> <p>2 many of us have lived in for longer than most people</p> <p>3 are married, 30 years. We've watched births and</p> <p>4 grandchildren be born and deaths and we're always</p> <p>5 there for each other. I mean, literally, everybody</p> <p>6 there. We're not in each other's business, but</p> <p>7 everybody there. We know each other's names. Not</p> <p>8 too many neighborhoods are that way anymore.</p> <p>9 The school. The school will be impacted</p> <p>10 if they take that 59, 62, 63, whatever it is they're</p> <p>11 going to call it now. And pardon me if I don't have</p> <p>12 a lot of faith that they won't keep moving it over,</p> <p>13 but, you know, I'm a realist. I think they will.</p> <p>14 Even if they take the 59 route, it's going to impact</p> <p>15 us. I would prefer if they're going to do this,</p> <p>16 follow Pecos all the way out and go up 99th. Why cut</p> <p>17 up? There's already a freeway goes north. Take</p> <p>18 that. But if you really have to get to the far</p> <p>19 northwest valley, take it out to Pecos and all the</p> <p>20 way up 99th. Then you're really over there as</p> <p>21 opposed to cutting through homes.</p> <p>22 The school. The impact it would have on</p> <p>23 that is enormous. My granddaughter went to Laveen</p> <p>24 Elementary for several years and as my kids had, but</p> <p>25 it had changed over the years. A lot of newcomers</p> <p style="text-align: right;">Page 3</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<p>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.</p> <p>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.</p> <p>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.</p> <p>24 I beg them, what looks good on paper 25 isn't always good for people. Look at the other</p>
	<p style="text-align: right;">Page 4</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
	<p>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.</p> <p>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.</p> <p>20 21 22 23 24 25</p>
	<p style="text-align: right;">Page 5</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

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 FWY.

1. ALONG THE PROJECT PEGAS ALIGNMENT WILL SIGNIFICANTLY INCREASE NOISE LEVELS. WHICH WILL IMPACT THE HEALTH OF RESIDENTS. ~~THE~~ WILD LIFE IS ALSO EFFECTED BY NOISE & EVEN WITH UNDER-PASSES FOR ANIMALS TO CROSS THE FWY IT WILL IMPACT THE WILD LIFE IN THE AREA.

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.

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) 13-159

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 <i>Responses to Frequently Submitted Public Comments</i> 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	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 5/16/13</td> <td data-bbox="857 506 1339 572">INCOMING CALL TIME: 12:28 PM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: ROSANNA</td> <td data-bbox="857 572 1339 620">CALLER ADDRESS:</td> </tr> <tr> <td data-bbox="376 620 857 669">PHONE: 602-402-7063</td> <td data-bbox="857 620 1339 669">EMAIL:</td> </tr> </table> <p>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.</p>	INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 12:28 PM	CALLER: ROSANNA	CALLER ADDRESS:	PHONE: 602-402-7063	EMAIL:
INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 12:28 PM						
CALLER: ROSANNA	CALLER ADDRESS:						
PHONE: 602-402-7063	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: Support for building the 202 Date: Monday, May 20, 2013 3:11:23 PM </p> <hr/> <p> From: Megan Rose [mailto:mrose@gcjpr.com] Sent: Monday, May 20, 2013 3:04 PM To: Projects Subject: Support for building the 202 </p> <p> 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. </p> <p> Thank you for the opportunity to voice my support. </p> <p> Megan Rose 602-690-0801 </p> <hr/> <p> <small>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.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="450 358 512 383">4331</p> <div data-bbox="450 399 1339 1655" style="border: 1px solid black; padding: 5px;"> <p data-bbox="481 439 1330 848"> 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, </p> </div> <p data-bbox="1236 1665 1339 1689" style="text-align: right;">Page 14</p> <p data-bbox="491 1705 1299 1766" style="text-align: center;"> Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com </p>

Code	Issue	Response

Code	Comment Document
1	<p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>

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

Code	Comment Document						
	<p data-bbox="376 431 913 479">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 501 1345 667"> <tr> <td data-bbox="376 501 857 570">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="857 501 1345 570">INCOMING CALL TIME: 7:30 PM</td> </tr> <tr> <td data-bbox="376 570 857 618">CALLER: JANET ROSEN</td> <td data-bbox="857 570 1345 618">CALLER ADDRESS: 5371 W. LINDA LANE, CHANDER, AZ 85226</td> </tr> <tr> <td data-bbox="376 618 857 667">PHONE:</td> <td data-bbox="857 618 1345 667">EMAIL:</td> </tr> </table> <p data-bbox="376 671 717 695">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="376 701 901 725">Yes, I support the South Mountain Freeway. Thank you.</p>	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:
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:						

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
4433	<p>1 UNIDENTIFIED SPEAKER: I was resident of 2 Laveen. I was there since 2007 to 2000 -- end of 2012. I 3 work in Chandler, and my commute was only through Baseline 4 Road, and it was like a nightmare every day, and I pretty 5 much couldn't stay anymore because I had to have early 6 morning meetings, so I had to move out to Chandler. But I 7 still have my home back in Laveen. And I'm -- it's rented 8 right now.</p> <p>9 So I'm very interested to see this freeway 10 getting built, because if you stay -- if you ever go to 11 Laveen, you'll see that area has a lot of prospects, but 12 it's just not developing or growing because of not having 13 a proper freeway there yet. It's just like a cul-de-sac, 14 with only one road, Baseline, going back and forth.</p> <p>15 So -- so I really hope and thank the ADOT 16 team for committing the years. I know it's a long 17 process, and I hope this process moves faster and quickly 18 so that the freeway gets built as soon as possible.</p> <p>19 MR. ROSS: Richard Ross, R-i-c-h-a-r-d, 20 R-o-s, as in Sam, -s, as in Sam.</p> <p>21 So I am against the building of this road 22 for a lot of reasons. One, I don't believe -- I don't 23 believe we have the money. Or another way of saying it is 24 I think the money could be spent in a better way. I don't 25 believe we need more roads built. We have an incredible</p> <p style="text-align: right;">Page 37</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

1

Code	Issue	Response
1	Purpose and Need	<p>The proposed project is part of the <i>Regional Transportation Plan</i> for the Maricopa Association of Governments region. In 2004, the voters of Maricopa County approved the <i>Regional Transportation Plan</i> 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.</p>

Code	Comment Document
2	<p>1 problem with heat island effect, and building of more 2 roads is going to exacerbate that problem.</p> <p>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.</p> <p>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.</p> <p>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.</p>
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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 <i>Regional Transportation Plan</i> for the Maricopa Association of Governments region. The <i>Regional Transportation Plan</i> , 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
5	<p>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.</p> <p>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.</p> <p>23 That's it. Thank you. 24 25 (The proceedings concluded at 8:00 p.m.)</p>
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7	
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Code	Issue	Response
5	Traffic	<p>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.</p>
6	Purpose and Need, Old Plan or Use of Old Data	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>
7	Section 4(f) and Section 6(f)	

Code	Comment Document
	<p>Sincerely,</p> <p>Debra N Ross</p> <p>DNRoss & Associates Doing Good Business since 1995 Desktop Publishing • Design • Printing Services “Everything in print, from business cards to books”</p> <p>7252 South 65th Drive Laveen, AZ 85339 602-248-9255 PHONE 602-248-4990 FAX dnross@phxinternet.com</p>

Code	Issue	Response

Code	Comment Document
	<p data-bbox="428 445 904 546"> 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 </p> <hr/> <p data-bbox="428 633 686 713"> Thank you, Matthew Eberhart Community Relations Officer </p> <p data-bbox="428 719 646 792"> 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 </p> <p data-bbox="428 798 584 870"> azdot.gov  </p> <hr/> <p data-bbox="428 905 935 991"> 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 </p> <p data-bbox="428 1016 469 1040">Sirs,</p> <p data-bbox="428 1068 1286 1171"> 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. </p> <p data-bbox="428 1197 1286 1300"> 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. </p> <p data-bbox="428 1326 1286 1399"> 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. </p> <p data-bbox="428 1425 1286 1580"> 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". </p> <p data-bbox="428 1606 1286 1709"> 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 </p>

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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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<p>June 6, 2013</p> <p>South Mountain Study Team</p> <p>1 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.</p> <p>2 3</p> <p>4 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.</p> <p>5</p> <p>Thanks for listening.</p> <p> Clayton Ross PO Box 315 Arizona City, AZ 85123</p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Regional Transportation Plan</i> (see Final Environmental Impact Statement page 1-5 for more information regarding the <i>Regional Transportation Plan</i>). The <i>Regional Transportation Plan</i> 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
1	<p>4278</p> <div style="border: 1px solid black; padding: 10px;"> <p>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.</p> <p>9 That's all I have to say. Thanks.</p> <p>10 THE FACILITATOR: Thank you.</p> <p>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.</p> <p>14 Jennifer Rouse, take your time.</p> <p>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 [unintelligible] 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</p> </div> <p style="text-align: right;">Page 108</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>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.</p> <p>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.</p> <p>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</p>
	<p style="text-align: right;">Page 109</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
	<p>1 there in an emergency situation, and it's not exactly 2 the place you want to go. I guess we can't like -- 3 we can't ask them to take us to Estrella, and I 4 personally would love to see a hospital in our area. 5 Other than that. Thank you very much. 6 Sorry. 7 THE FACILITATOR: Thank you. It is now 8 8:00 p.m. This concludes the Loop 202 South Mountain 9 public hearing. Thanks to everyone here for 10 participating, and your support throughout the day. 11 Have a good evening. 12 13 (The proceedings concluded at 8:00 p.m.) 14 15 16 17 18 19 20 21 22 23 24 25</p>
	<p style="text-align: right;">Page 110</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

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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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Code	Issue	Response
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Comment noted.

Code	Comment Document						
<p style="text-align: center;">1</p>	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1345 671"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 6/12/13</td> <td data-bbox="857 506 1345 572">INCOMING CALL TIME: 6:10 PM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: SONYA ROYALS</td> <td data-bbox="857 572 1345 620">CALLER ADDRESS: 10730 W. GARNETT DRIVE, SUN CITY, AZ</td> </tr> <tr> <td data-bbox="376 620 857 671">PHONE: 623-876-8644</td> <td data-bbox="857 620 1345 671">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: Hello, I support the South Mountain Freeway.</p>	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:
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:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>4308</p> <p>1 more highways you have, the less -- the more gas you're going 2 to use. So it's taking a gas-tax fund and putting that money 3 back into the same system. How can you not say that that's 4 collusion? So there is a big problem with the Arizona 5 Constitution, with this gas-tax law.</p> <p>6 There is also a big problem with MAG and how they 7 operate because they're the Association of Governments. Well, 8 I think it's pretty clear that most people would agree that our 9 government in this country has become extremely corrupt. I 10 think people can, without a doubt, say that. I think special 11 interests --</p> <p>12 Am I speaking too loud?</p> <p>13 UNIDENTIFIED SPEAKER: No, don't worry about it.</p> <p>14 UNIDENTIFIED SPEAKER: A little bit.</p> <p>15 UNIDENTIFIED SPEAKER: Good job, man.</p> <p>16 MR. ROYER: So -- Sorry, I was speaking too loud. 17 That was inconsiderate. No, I'm just kidding.</p> <p>18 So most people, I think, would agree that the 19 governments have become corrupt. So, again, the people that 20 are dictating these decisions are the governments, the 21 corrupted governments that don't represent the people, that 22 represent special interests, in part because we let them; in 23 part because there is a serious disparity in influence.</p> <p>24 People that have the resources, the time, the 25 money, the control, the power, are able to influence easier</p>

Code	Issue	Response

Code	Comment Document
1	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>24 And so gas prices, being as they are, going higher, 25 as they can and probably will, is hurting people.</p>
2	<p style="text-align: right;">Page 31</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1	Purpose and Need	<p>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).</p> <p>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.</p>
2	Alternatives	<p>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 <i>Regional Transportation Plan</i> and were considered during the evaluation of this proposed new freeway.</p>

Code	Comment Document
	<p>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,</p>
	<p style="text-align: right;">Page 32</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
3	<p>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.</p> <p style="padding-left: 40px;">7 I'll give you a minute if you want.</p> <p>8 COURT REPORTER: No, that's fine.</p> <p>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.</p> <p style="padding-left: 40px;">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.</p> <p style="padding-left: 40px;">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</p> <p style="text-align: right;">Page 33</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
3	Neighborhoods/ Communities	<p>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.</p>

Code	Comment Document
<p style="text-align: center;">4</p>	<div style="border: 1px solid black; padding: 10px;"> <p>1 sustainability starts with building strong communities and not 2 divided communities and sprawled-out communities?</p> <p>3 Literally, this -- this freeway divides a community 4 from a mountain. It divides a mountain from people. It 5 surrounds this mountain with freeways. It -- It severs the 6 connection that nature has to itself. Animals come and go. 7 Now you've got a freeway to pass over, Animals. 8 Good luck with that.</p> <p>9 Where is the animals in here? They don't have 10 nothing to say? We -- We almost laugh at that. And yet people 11 call themselves animal -- They care about animals, right? 12 "Well, I have a dog; I care about animals." 13 Well, what about the natural animals that have been 14 destroyed because of all this development? 15 Development? What's real development? What really 16 matters to people? 17 I think, to some people, what really matters is 18 this idea of becoming rich or something, of having more power 19 than others so that they can exert their will. To me, it's all 20 about bullying. It's a bully culture. 21 And I've seen this firsthand. Pangea, this 22 corporation, is a bully. This kind of methodology, where we're 23 going to build; there's no other option: That's bullying. 24 "There's no other option. I have to beat you up 25 for your lunch money." That's a bully.</p> <p style="text-align: right;">Page 34</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p> </div>

Code	Issue	Response
<p style="text-align: center;">4</p>	<p>Biology, Plants, and Wildlife</p>	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>

Code	Comment Document
<p>5</p> <p>6</p> <p>7</p>	<div style="border: 1px solid black; padding: 10px;"> <p>1 So, to me, what it comes down to, people of ADOT,</p> <p>2 whoever is going to receive this message, is that: Do you want</p> <p>3 to stand with the bully or do you want to stand with the people</p> <p>4 who want to stand against bullying culture?</p> <p>5 Not that we're going to go and bully the bully.</p> <p>6 But we need to stand against the bullying culture. We've got</p> <p>7 to change this culture.</p> <p>8 So, anyways, the Sierra Club is against this. Many</p> <p>9 Gila River community members are against this. PARC -- I wish</p> <p>10 I could remember what "PARC" stands for.</p> <p>11 Do you know what "PARC" stands for, by any chance?</p> <p>12 Let me see. I need to get their name right because</p> <p>13 it's important.</p> <p>14 Can I -- Can I take a moment, real quick?</p> <p>15 COURT REPORTER: Yeah.</p> <p>16 MR. ROYER: Okay. So here's PARC. So I stand in</p> <p>17 solidarity with PARC, which is Protecting Arizona's Resources</p> <p>18 and Children. This is this group, and they've been having</p> <p>19 meetings.</p> <p>20 For instance, one of -- Something that I can see is</p> <p>21 six reasons why -- six, kind of, like, myths that they're -- or</p> <p>22 six problems that they have with the EIS.</p> <p>23 One is truck traffic from Mexico and high-sulfur</p> <p>24 diesel. Truck bypass negated.</p> <p>25 Another one is air -- Another one is air --</p> </div> <p style="text-align: right; margin-top: 20px;">Page 35</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
5	Trucks	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>
6	Purpose and Need, Truck Bypass	
7	Air Quality	

Code	Comment Document
7	<p>1 I don't know how you do that, by the way. It's</p> <p>2 impressive.</p> <p>3 Another one is air toxics are already a crisis but</p> <p>4 not mentioned.</p>
8	<p>5 Another -- another issue with the EIS is risk from</p> <p>6 hazardous material, materials transportation, incidents, due to</p> <p>7 the SMF.</p>
7	<p>8 Number 4, more air-quality issues, the straw that</p> <p>9 broke the camel's back.</p>
9	<p>10 Number 5, traffic-congestion issues at west I-10</p> <p>11 junction.</p>
10 11	<p>12 And Number 7, blasting South Mountain, religious</p> <p>13 and racial discrimination and civil rights violation in</p> <p>14 SMFDEIS. And that's the South Mountain Freeway Draft</p> <p>15 Environmental Impact Statement.</p>
12	<p>16 I think all of those are valid points.</p> <p>17 And I think the most important thing is, when I</p> <p>18 watched the simulation, I saw that it was cutting through South</p> <p>19 Mountain. It was cutting through South Mountain. And I'm</p> <p>20 getting tired of driving around and seeing humans cut through</p> <p>21 things because, again, it's that mentality that we can't just</p> <p>22 go around. We can't be courteous to what's there.</p> <p>23 We have to just go through. We have to plough</p> <p>24 through. And it's that mentality that I think is very</p> <p>25 dangerous.</p>
Page 36	
<p>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>	

Code	Issue	Response
8	Hazardous Materials	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>
9	Alternatives, W59 Alternative Versus W101 Alternative	
10	Cultural Resources	
11	Environmental Justice/Lifestyle	<p>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.</p> <p>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.</p> <p>The section entitled <i>Title VI and Environmental Justice</i>, 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.</p> <p>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, <i>Affected Environment, Environmental Consequences, and Mitigation</i>, as exemplified by the inserted text on page 4-29 of the Final Environmental Impact Statement.</p>
12	Section 4(f) and Section 6(f)	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>

Code	Comment Document
<p style="text-align: center;">4</p>	<div style="border: 1px solid black; padding: 10px; margin: 10px auto; width: 80%;"> <p>1 And I don't think most people would be for this if</p> <p>2 they thought, not as a citizen of a state, but as a citizen to</p> <p>3 the earth. If we really cared about our environment, which we</p> <p>4 need, if we really cared about animals, which we need, then we</p> <p>5 wouldn't continue to destroy those things. It's really that</p> <p>6 simple.</p> <p>7 It comes down to The Lorax story. It comes down to</p> <p>8 childhood stories. But this is old wisdom, Aesop's wisdom. It</p> <p>9 comes down to Shel Silverstein's, with The Giving Tree, wisdom.</p> <p>10 You cannot continue to take and take and expect to have</p> <p>11 anything left.</p> <p>12 I think I'm good. I feel better now.</p> <p>13 (The public hearing proceedings concluded at 8:00 p.m.)</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p> </div> <p style="text-align: right; margin-top: 10px;">Page 37</p> <p style="text-align: center; margin-top: 10px;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
1	<p>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</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: Comments in opposition to South Mountain Freeway Date: Monday, July 15, 2013 2:11:25 PM</p> <hr/> <p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov</p> <p>-----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</p> <p>Jul 15, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>2 This freeway extension is not needed. The DEIS is incomplete. South Mountain is sacred and should be respected and left intact.</p> <p>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.</p> <p>4</p> <p>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.</p> <p>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.</p> <p>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</p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Regional Transportation Plan</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
6	Health Effects	
7	Section 4(f) and Section 6(f)	
8	Biology, Plants, and Wildlife	

Code	Comment Document
<p>1</p>	<p>infrastructure so that others can live farther and farther from a city center.</p> <p>Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>Sincerely,</p> <p>Mr. Michael Royer 5332 W Fairview St Chandler, AZ 85226-4557</p> <hr/> <p>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.</p>

Code	Issue	Response
<p>9</p>	<p>Neighborhoods/ Communities</p>	<p>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.</p>

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: Against Building TheSouth Mountain Freeway Date: Monday, May 20, 2013 8:31:21 AM</p> <hr/> <p>From: RRoyko1000@aol.com [mailto:RRoyko1000@aol.com] Sent: Saturday, May 18, 2013 8:59 AM To: Projects Cc: mwroyko@gmail.com Subject: Against Building TheSouth Mountain Freeway</p> <p>Gentlemen,</p> <p>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.</p> <p>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.</p> <p>Thank you for your consideration.</p> <p>Raymond T. Royko, Esq. 16218 S. 14th Way Phoenix AZ, 85048 (4480) 283-1369</p> <hr/> <p><small>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.</small></p>

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
<p>1 2 3 4 5</p> <p>6</p>	<p>Catherine Royse Document Created: 5/18/2013 10:48:24 AM by Web Comment Form</p> <p>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.</p> <p>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.</p> <p>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 welfare and opinion, I believe you need to choose another alternative.</p>

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Air Quality	
6	Alternatives, W59 Alternative Versus W101 Alternative	

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1345 667"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 5/18/13</td> <td data-bbox="857 506 1345 572">INCOMING CALL TIME: 2:58 PM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: JOHN RUFNECK</td> <td data-bbox="857 572 1345 620">CALLER ADDRESS: 7211 N. 2ND STREET, PHOENIX, AZ 85020</td> </tr> <tr> <td data-bbox="376 620 857 667">PHONE:</td> <td data-bbox="857 620 1345 667">EMAIL:</td> </tr> </table> <p>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.</p>	INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 2:58 PM	CALLER: JOHN RUFNECK	CALLER ADDRESS: 7211 N. 2 ND STREET, PHOENIX, AZ 85020	PHONE:	EMAIL:
INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 2:58 PM						
CALLER: JOHN RUFNECK	CALLER ADDRESS: 7211 N. 2 ND STREET, PHOENIX, AZ 85020						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p>	<p>4265</p> <p>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,</p> <p style="text-align: right;">Page 90</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>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.</p> <p>6 THE FACILITATOR: Thank you, sir. 7 Larry Landry. Mr. Landry, you have three 8 minutes. Here's your timer; please begin.</p> <p>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.</p> <p>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.</p>
	<p style="text-align: right;">Page 91</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
<p style="text-align: center;">1</p>	<div style="border: 1px solid black; padding: 10px;"> <p style="text-align: center;">* * *</p> <p>1 MS. RUIZ: I'm Caroline Ruiz, R-u-i-z.</p> <p>2 THE COURT REPORTER: Spell your first name for</p> <p>3 me, please.</p> <p>4 MS. RUIZ: It's C-a-r-o-l-i-n-e. Do you need an</p> <p>5 address?</p> <p>6 THE COURT REPORTER: No.</p> <p>7 MS. RUIZ: I am just here to comment that I'm --</p> <p>8 I'm making a prostatement for the freeway and 59th Avenue.</p> <p>9 We live half a mile from the intersection of 59th Avenue</p> <p>10 and Lower Buckeye, and I believe that's where the</p> <p>11 commercial core of Estrella Village is branched. And I</p> <p>12 think the freeway would really spur that economic</p> <p>13 development, which we've lived there 13 years and</p> <p>14 currently have no meaningful retail. I think it's waiting</p> <p>15 for the freeway to come in.</p> <p>16 I also think that we're seeing a lot of large</p> <p>17 warehouses go up in the area, and we currently don't have</p> <p>18 the road capacity to handle them. We're already doing a</p> <p>19 lot of -- there's a lot of mixing of vehicles with large</p> <p>20 semis, and we've seen a lot of accidents in the area.</p> <p>21 It's a dangerous situation.</p> <p>22 I think the freeway would be a good way to just</p> <p>23 channel the traffic around the area, around Downtown, and</p> <p>24 also help with some of the pollution in the area to get</p> <p>25</p> </div> <p style="text-align: right;">Page 6</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div data-bbox="450 399 1339 1663" style="border: 1px solid black; padding: 10px;"><p>1 the big trucks off the arterial roads.</p><p>2 That's pretty much it. Thank you.</p><p>3 THE COURT REPORTER: You're welcome.</p><p>4 (Proceedings concluded at 7:00 p.m.)</p><p>5</p><p>6</p><p>7</p><p>8</p><p>9</p><p>10</p><p>11</p><p>12</p><p>13</p><p>14</p><p>15</p><p>16</p><p>17</p><p>18</p><p>19</p><p>20</p><p>21</p><p>22</p><p>23</p><p>24</p><p>25</p></div> <p data-bbox="1236 1675 1330 1701" style="text-align: right;">Page 7</p> <p data-bbox="543 1715 1246 1770" style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
	<p>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</p> <hr/> <p>Hello,</p> <p>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.</p> <p>Best Regards, Amy Rulli Territory Account Manager</p> <p>Mobile: 602.690.4718 Fax: 203.460.3497 amy.rulli@pb.com Every connection is a new opportunity™</p>  <p><small>Please consider the environment before printing or forwarding this email. If you do print this email, please recycle the paper.</small></p> <p><small>This email message may contain confidential, proprietary and/or privileged information. It is intended only for the use of the intended recipient(s). If you have received it in error, please immediately advise the sender by reply email and then delete this email message. Any disclosure, copying, distribution or use of the information contained in this email message to or by anyone other than the intended recipient is strictly prohibited. Any views expressed in this message are those of the individual sender, except where the sender specifically states them to be the views of the Company.</small></p>

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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 <i>Responses to Frequently Submitted Public Comments</i> 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
1	<p> From: Projects To: ADOT Subject: FW: Draft Environmental Impact Study for the South Mountain Freeway Date: Tuesday, July 23, 2013 3:42:20 PM </p> <hr/> <p> Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov </p> <p> -----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 </p> <p>To Whom It May Concern:</p> <p> 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. </p> <p> 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. </p> <p> We are proud citizens of our community and will be long term residents well into our retirement in Lakewood Community. </p> <p> Sincerely, Zacc & Barbara Russell 3421 E Wildwood Dr Phoenix, AZ 85048 </p> <hr/> <p> 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. </p>

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
	<p>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</p> <hr/> <p>Jul 24, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>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.</p> <p>3 This is precious public space. Building a new, very busy and, inevitably, very congested major roadway on its very perimeter makes no sense to me at all.</p> <p>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.</p> <p>1 Please select the No-Build Alternative</p> <p>Thank you.</p> <p>Sincerely,</p> <p>Jim Rutherford 5901 W Park Ave Chandler, AZ 85226-1246 (480) 705-5271</p>

Code	Issue	Response
1	Alternatives, No-Action (No-Build) Alternative	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>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).</p> <p>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.</p>
2	Section 4(f) and Section 6(f)	
3	Alternatives, Nonfreeway Alternatives	
4	Purpose and Need	

Code	Comment Document
1	<p data-bbox="428 445 801 526"> From: Projects To: ADOT Subject: FW: build more interstate! PLEASE Date: Monday, May 20, 2013 8:22:47 AM </p> <hr/> <p data-bbox="428 620 842 707"> From: denise ryle [mailto:mdryle31@yahoo.com] Sent: Sunday, May 19, 2013 7:54 PM To: Projects Subject: build more interstate! PLEASE </p> <p data-bbox="428 733 1184 814"> 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. </p> <p data-bbox="428 840 500 868">D. Ryle</p> <hr/> <p data-bbox="428 929 1292 995"> <small>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.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
	<p data-bbox="376 431 913 479">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 499 1345 667"> <tr> <td data-bbox="376 499 857 570">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="857 499 1345 570">INCOMING CALL TIME: 2:52 PM</td> </tr> <tr> <td data-bbox="376 570 857 620">CALLER: HENNA SADIKI</td> <td data-bbox="857 570 1345 620">CALLER ADDRESS: 6301 W. POST ROAD, CHANDLER, AZ 85226</td> </tr> <tr> <td data-bbox="376 620 857 667">PHONE:</td> <td data-bbox="857 620 1345 667">EMAIL:</td> </tr> </table> <p data-bbox="376 667 717 695">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="376 695 1292 751">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.</p>	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:
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:						

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Code	Issue	Response
1		Comment noted.

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<p style="text-align: center;">1</p>	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1345 667"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 6/15/13</td> <td data-bbox="857 506 1345 572">INCOMING CALL TIME: 12:04 PM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: CALEO SALADINE</td> <td data-bbox="857 572 1345 620">CALLER ADDRESS: 28738 N. 67TH DRIVE, PEORIA, AZ 85383</td> </tr> <tr> <td data-bbox="376 620 857 667">PHONE:</td> <td data-bbox="857 620 1345 667">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: Hello, I support the South Mountain freeway construction.</p>	INCOMING CALL DATE: 6/15/13	INCOMING CALL TIME: 12:04 PM	CALLER: CALEO SALADINE	CALLER ADDRESS: 28738 N. 67 TH DRIVE, PEORIA, AZ 85383	PHONE:	EMAIL:
INCOMING CALL DATE: 6/15/13	INCOMING CALL TIME: 12:04 PM						
CALLER: CALEO SALADINE	CALLER ADDRESS: 28738 N. 67 TH DRIVE, PEORIA, AZ 85383						
PHONE:	EMAIL:						

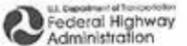
Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p style="text-align: center;">1</p>	<p> From: Projects To: ADOT Subject: FW: South Mountain Freeway Date: Friday, May 17, 2013 1:05:56 PM </p> <hr/> <p> From: Jackie Salamo [mailto:salamoj@yahoo.com] Sent: Friday, May 17, 2013 9:31 AM To: Projects Subject: South Mountain Freeway </p> <p>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.</p> <p>Thank you,</p> <p>Jackie Salamo</p> <hr/> <p><small>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.</small></p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p> <p>2</p>	<p>Dear ADOT,</p> <p>My name is Amie Salemme and I am a 12 year old 8th grader. I am currently attending Akimel-AI 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 environment and health of people in the surrounding areas. The toxins released from the truck will badly affect people with Asthma. I am deeply concerned for my family, community, and environment's health. Thank you for your time and I hope you reconsider this proposed highway.</p> <p>Sincerely, Amie Salemme</p> <p>PARC Member</p>

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Health Effects	

Code	Comment Document
	<div style="text-align: center;"> <p>LOOP 202 South Mountain Freeway Study 2013</p> <p>Draft Environmental Impact Statement COMMENT FORM</p> </div> <p>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.</p> <div style="border: 1px solid black; padding: 5px; width: fit-content;"> <p>It is helpful to ADOT to receive comments on:</p> <ul style="list-style-type: none"> • 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. </div> <p>Comments must be received or postmarked by July 24, 2013.</p> <p>1 <i>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 many of the NEIS assumptions finding them objectionable.</i></p> <p>2 <i>* ADOT is not following the process by their pre-decisional actions of purchasing land along the proposed alignment.</i></p> <p>1 <i>* Taking Mountain Preserve land - The Preserve has too many important archeological, spiritual, cultural and recreational sites that cannot be mitigated with other land trades. The NEIS does not address two new trails, Gila and Bursera trails that are within the study area.</i></p> <p>3</p> <p>4</p> <p>5 <i>* The study uses outdated data projections. The study doesn't address and address the recent economic depression's impact on the data used for the statement.</i></p> <p>6</p> <p>Optional Name <u>Robin Salthouse</u> Email _____ Address <u>16208 S 35th Way</u> City <u>Phoenix</u> State <u>AZ</u> Zip <u>85048</u> Phone <u>603-963-9237</u> Fax _____</p> <p>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</p> <p>ADOT TRACS No.: 2021 MA 054 H5764 011 • Federal-aid Project No.: NH-202-D(ADT) 13-130</p> <div style="display: flex; justify-content: space-between;">   <p>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</p> </div>

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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> 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 Trail 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

(Responses continue on next page)

Code	Comment Document									
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td>INCOMING CALL DATE: 7/1/13</td> <td>INCOMING CALL TIME: 2:22 PM</td> </tr> <tr> <td>CALLER: ROBIN</td> <td>CALLER ADDRESS:</td> </tr> <tr> <td>PHONE: 623-363-9237</td> <td>EMAIL:</td> </tr> </table> <p>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.</p> <p>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.</p> <table border="1"> <tr> <td>RESPONSE DATE: JULY 3, 2013</td> <td>RESPONSE TIME: 10 A.M.</td> <td>HDR STAFF INITIAL: MEB</td> </tr> </table>	INCOMING CALL DATE: 7/1/13	INCOMING CALL TIME: 2:22 PM	CALLER: ROBIN	CALLER ADDRESS:	PHONE: 623-363-9237	EMAIL:	RESPONSE DATE: JULY 3, 2013	RESPONSE TIME: 10 A.M.	HDR STAFF INITIAL: MEB
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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	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.
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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	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.
7	
	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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> 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.)

Code	Comment Document
	<p>http://search.ebscohost.com/login.aspx?direct=true&db=n5h&AN=2W63343749097&site=ehost-live</p> <p>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</p> <p>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</p>
3	<p>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:</p>
8	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Loss of connectivity for plants and animals with Sierra Estrellas, Sonoran Desert National Monument
10	<ul style="list-style-type: none"> • Increase in heavy metals, particularly lead from vehicles, and cancer-causing pollutants emitted from asphalt
11	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<p>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. (<i>Source: the Arizona Department of Transportation's Multimodal Planning Division's Highway Performance Monitoring System Data for calendar years 2012 and 2011</i>)</p> <p>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.</p>
8	Biology, Plants, and Wildlife	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>
9	Biology, Plants, and Wildlife	<p>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.</p> <p>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.</p>
10	Biology, Plants, and Wildlife	<p>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.</p>
11	Air Quality	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>
12	Health Effects	

Code	Comment Document
13	<p>associated species such as nurse plants</p> <ul style="list-style-type: none"> 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	<p>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.</p> <p>Respectfully, Robin Salthouse</p>

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	5066
1	1 MS. SALVO: Okay, my concern -- Well, my concern,
2	2 one of them, is noise readings. In Chapter 4 of the -- of the
3	3 DEIS, they're using data from September of '03 to July of '04.
4	4 So they're using very old data, okay, on the noise readings.
5	5 The fact that they are planning 30-foot sound walls
6	6 tells me that there's a noise issue. And who wants that sound
7	7 wall?
8	8 Another item, on groundwater. In Chapter 4, again,
9	9 the groundwater withdrawal figures are from 1995. And nothing
10	10 current.
11	11 Another item. On replacement water, in Chapter 4,
12	12 they're using a 1996 lake study, which is out of date and --
13	13 and incorrect for today's usage. And they have been made aware
14	14 of that and yet continue to use that study.
15	15 The next one, the -- They acknowledge, in
16	16 Chapter 4, that diesel particulate matter will increase with
17	17 the trucks. Also, Chapter 4, in hazardous materials, they're
18	18 using a 1986 study of what is being transported. There's no
19	19 plan to restrict hazardous materials; no plan to respond, on
20	20 202, to any hazardous-material accidents. And 202 and if they
21	21 run the South Mountain Freeway, there are no emergency services
22	22 or assistance for anybody planned along there. You know, if
23	23 you break down, you're out there.
24	24 Another item: If, when they -- When they go to cut
25	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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> 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
8	<p>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.</p> <p>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.</p> <p>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.</p> <p>22 And let me see. Hold on a second. Let me check my 23 notes here.</p> <p>24 Most of the -- Most of this study is dealing with 25 very old information, very old data, very old studies. There</p>
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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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
11	Purpose and Need, Old Plan or Use of Old Data	

Code	Comment Document
12 9	<p>1 is nothing current.</p> <p>2 So, basically, they're not being honest with the</p> <p>3 people and the impact this is going to have, because they don't</p> <p>4 have current information. And that really bothers me.</p> <p>5 The money they spent, the time they spent doing</p> <p>6 this, the taxpayers deserve more.</p> <p>7 I'm not against the freeway. I'm against the</p> <p>8 freeway on Pecos Road. There are other alternatives if they</p> <p>9 had just broadened their study area.</p> <p>10 Thank you.</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: Laveen 202 project Date: Wednesday, May 22, 2013 10:46:29 AM </p> <hr/> <p> From: Sam and Debbie [mailto:sramsey21@cox.net] Sent: Wednesday, May 22, 2013 10:32 AM To: Projects Subject: Laveen 202 project </p> <p>I believe Route W59 is the best route for the 202 freeway.</p> <hr/> <p> <small>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.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="459 358 531 385">4399</p> <div data-bbox="459 399 1339 1655" style="border: 1px solid black; padding: 5px;"> <p data-bbox="478 439 1252 560">1 three minutes are up. If you have more comments we 2 encourage you to go next door and speak to a court 3 reporter. Thank you.</p> <p data-bbox="478 580 972 606">4 MR. STONE: Thank you.</p> <p data-bbox="478 626 1308 707">5 THE FACILITATOR: We would like to welcome our 6 next speaker, Carol Sampson.</p> <p data-bbox="478 727 1308 753">7 Welcome, Ms. Sampson. You have three minutes.</p> <p data-bbox="478 774 1292 854">8 MS. SAMPSON: Thank you. Where's the time -- 9 Oh, wait a minute, I have to get my glasses.</p> <p data-bbox="478 874 1252 955">10 THE FACILITATOR: We'll restart the timer. 11 Thank you.</p> <p data-bbox="478 975 1339 1419">12 MS. SAMPSON: Thank you. I received a postcard 13 in the mail nearly two weeks ago announcing that a public 14 hearing on May 21st was to provide an opportunity for the 15 public to provide comments on the draft -- on the 16 environmental impact statement on the proposed South 17 Mountain freeway. None of my neighbors received the same 18 postcard when I talked to them. Why were some of the 19 public left out of the mailing? I don't know. They may 20 not have been informed of this public hearing, but I have 21 some comments to make.</p> <p data-bbox="478 1439 1339 1620">22 I was one of the first home buyers 25 years ago 23 in 1988 and moved into the Ahwatukee Foothills area. At 24 that time I was informed from my builder that there could 25 possibly be a future freeway put in within two years</p> </div> <p data-bbox="1236 1665 1339 1691" style="text-align: right;">Page 61</p> <p data-bbox="491 1705 1308 1766" style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

1

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
2	<p>1 before 1992. It would go around South Mountain, but they</p> <p>2 didn't know when in the future it would happen, where it</p> <p>3 would be constructed, how it would be laid out, or even</p> <p>4 who would pay for it. Since then multiple builders were</p> <p>5 allowed to build and build all during the 1990s without</p> <p>6 regard or restrictions to any future freeway plans.</p> <p>7 The building department of Phoenix, the State of</p> <p>8 Arizona, and ADOT have never given guidelines to locate,</p> <p>9 designate, or place restricted land boundaries for a</p> <p>10 future freeway on any of these builders. Now the</p> <p>11 Ahwatukee Foothills has a population of around 70,000</p> <p>12 people, including thousands of homes, numerous schools,</p> <p>13 parks, shopping, et cetera. The lowest average home</p> <p>14 value starts at about 250,000. The Arizona environmental</p> <p>15 impact study states that there are over 733 to 1,304</p> <p>16 homes and 30 to 41 businesses along the proposed freeway</p> <p>17 route that has to be removed before construction even</p> <p>18 starts. These homes and businesses have to be paid for.</p> <p>19 These properties will probably be purchased at taxpayer</p> <p>20 expense, which is around 75 to \$130 million.</p> <p>21 One of the two things that has not ever been</p> <p>22 investigated and that is the possibility of mines in the</p> <p>23 South Mountain area. No environmental study has ever</p> <p>24 been done to prove or disprove or rule out the</p> <p>25 possibility of past mining in the South Mountain area</p>
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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
<p style="text-align: center;">6</p>	<p>1 affecting this proposed freeway.</p> <p>2 Also, the second issue is that this is a unique</p> <p>3 freeway in that it connects the north part of I-10 to the</p> <p>4 south, which is a bypass or a wraparound that makes all</p> <p>5 interstate traffic and truckers going through the</p> <p>6 Ahwatukee area and having congestion at the end of the</p> <p>7 road, where there is already major congestion from the</p> <p>8 202 freeway, and there's miles and miles of stop-and-go</p> <p>9 traffic on the way to Maricopa, on the way to Sun City,</p> <p>10 and to the casino at that location.</p> <p>11 I have a much longer statement that I would like</p> <p>12 to put into the information that's being collected today.</p> <p>13 I greatly oppose this freeway.</p> <p>14 THE FACILITATOR: Thank you, Ms. Sampson.</p> <p>15 MS. SAMPSON: Thank you.</p> <p>16 THE FACILITATOR: Linda Abegg. Good afternoon.</p> <p>17 Did I pronounce your name right?</p> <p>18 MS. ABEGG: Yes, you did.</p> <p>19 THE FACILITATOR: Ms. Abegg, you have three</p> <p>20 minutes, there's a timer right down here. Begin, please.</p> <p>21 MS. ABEGG: I just wanted to say that I'm in</p> <p>22 support of building the 202 freeway. I live in Laveen, I</p> <p>23 have been there for about six or seven years, I think</p> <p>24 that this would benefit our community in bringing more of</p> <p>25 the amenities and things that our community is lacking</p> <p style="text-align: right;">Page 63</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
<p style="text-align: center;">6</p>	<p>Purpose and Need, Truck Bypass</p>	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>

Code	Comment Document
1	<p style="text-align: center;">Carol Sampson Mountain Park Ranch 2441 E. Granite View Drive Phoenix, Az. 85048</p> <p>ADOT Loop 202 S Mountain Freeway Study 1655 W. Jackson Street MD 126F Phoenix, Az. 85007</p> <p style="text-align: right;">Date: June 7, 2013</p> <p>Dear ADOT Planners,</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p style="text-align: right;">1</p>
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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	<p>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 than 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.</p> <p>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.</p> <p>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.</p> <p>NO ENVIRONMENTAL STUDY HAS EVER BEEN DONE TO PROVE, OR DISPROVE, OR RULE OUT THE POSSIBILITY OF PAST MINING IN THE SOUTH MOUNTAIN AREA AFFECTING THIS PROPOSED FREEWAY.</p> <p>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?</p> <p>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.</p> <p>2. The second issue NOT addressed by the Draft of the Environmental Impact Study deals with the <u>I-10 Interstate</u> traffic.</p> <p>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</p>
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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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
6	<p>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.</p> <p>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.</p> <p>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.</p> <p>Therefore, the impact of the South Mountain 202 freeway for the Ahwatukee/Foothills would be disproportionately extreme.</p> <p>The Ahwatukee/Foothills community is built on slopping foothill elevations. The air pollution and noise levels from the added International and Interstate I-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.</p> <p>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.</p> <p>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.</p>
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Code	Issue	Response
7	Noise	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>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.</p>
8	Air Quality	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>According to the Arizona Department of Transportation, 2013, <i>Air Quality Assessment South Mountain Freeway 202L Draft Report</i>, 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.</p>
9	Economics, Socioeconomics	<p>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.</p>

Code	Comment Document
10	<p>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.</p> <p>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.</p> <p>Sincerely,  Carol Sampson</p>
11	<p style="text-align: center;">4</p>

Code	Issue	Response
10	Purpose and Need	<p>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).</p> <p>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.</p>
11	Purpose and Need, Old Plan or Use of Old Data	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>

Code	Comment Document						
<p style="text-align: center;">1</p>	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1345 671"> <tr> <td data-bbox="376 506 860 572">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="860 506 1345 572">INCOMING CALL TIME: 9:50 AM</td> </tr> <tr> <td data-bbox="376 572 860 620">CALLER: MICHELLE SAMSON</td> <td data-bbox="860 572 1345 620">CALLER ADDRESS: 8324 W. HAMMOND LANE, TOLLESON AZ 85353</td> </tr> <tr> <td data-bbox="376 620 860 671">PHONE: 623-478-8785</td> <td data-bbox="860 620 1345 671">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I do support the proposed South Mountain Freeway thank you.</p>	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:
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:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 2px;"> <small>INCOMING CALL DATE:</small> 5/31/13 </td> <td style="width: 50%; padding: 2px;"> <small>INCOMING CALL TIME:</small> 12:22 AM </td> </tr> <tr> <td style="padding: 2px;"> <small>CALLER:</small> JASMINE SANCHEZ </td> <td style="padding: 2px;"> <small>CALLER ADDRESS:</small> 5914 W. ODEUM LANE, PHOENIX, AZ 85043 </td> </tr> <tr> <td style="padding: 2px;"> <small>PHONE:</small> 602-403-0533 </td> <td style="padding: 2px;"> <small>EMAIL:</small> </td> </tr> </table> <p>CALLER REMARKS/QUESTIONS:</p> <p>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 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.</p>	<small>INCOMING CALL DATE:</small> 5/31/13	<small>INCOMING CALL TIME:</small> 12:22 AM	<small>CALLER:</small> JASMINE SANCHEZ	<small>CALLER ADDRESS:</small> 5914 W. ODEUM LANE, PHOENIX, AZ 85043	<small>PHONE:</small> 602-403-0533	<small>EMAIL:</small>
<small>INCOMING CALL DATE:</small> 5/31/13	<small>INCOMING CALL TIME:</small> 12:22 AM						
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<small>PHONE:</small> 602-403-0533	<small>EMAIL:</small>						
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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 <i>Responses to Frequently Submitted Public Comments</i> 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
	<p>Document Created: 6/27/2013 1:22:27 PM by Web Comment Form</p> <p>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.</p>
1	<p>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.</p> <p>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.</p> <p>I strongly urge you to remove the Pecos Road alignment from consideration.</p> <p>Thank you, Irma Sandercock</p>
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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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Purpose and Need	<p>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.</p> <p>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).</p>
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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
4	Trucks	
5	Air Quality	
6	Health Effects	

Code	Comment Document

Code	Issue	Response
7	Air Quality	According to the Arizona Department of Transportation, 2013, <i>Air Quality Assessment South Mountain Freeway 202L Draft Report</i> , 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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<p>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</p> <hr/> <p>Jun 6, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>Hello,</p> <p>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. 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 increasing reliance on the automobile. The only way to reduce the Valley's poor air quality is to have fewer automobiles and vehicles, 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.</p> <p>3</p> <p>4</p> <p>5</p> <p>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 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.</p> <p>7</p> <p>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.</p> <p>Sincerely,</p> <p>Mr. John Sanders 16602 S Magenta Rd Phoenix, AZ 85048-2073 (602) 309-1512</p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> 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
	<p>From: Projects To: ADOT Subject: FW: No Build for South Mountain 202 Date: Tuesday, July 23, 2013 8:49:47 AM</p> <hr/> <p>Thank you,</p> <p>Salina Tovar Community Relations Officer 1655 W. Jackson St. MD 126F, Room 170 Phoenix, AZ 85007 602.712.4629 azdot.gov</p>  <hr/> <p>From: Linda Sanders [mailto:sardermt@gmail.com] Sent: Tuesday, July 23, 2013 6:26 AM To: Projects Subject: No Build for South Mountain 202</p> <p>To Whom it May Concern:</p> <p>I do not support the building of the South Mountain Portion of the 202.</p> <p>1 -If it is built this segment will become a part of the Canada to Mexico trucking system. A more economical and efficient solution would be to convert Hwy 85 as a viable connection between I-8 to I-10.</p> <p>2</p> <p>3</p> <p>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.</p> <p>5 -Building this segment will decrease the air quality and</p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
6	quality of life for the Ahwautukee neighborhoods and the visitors to the South Mountain Hiking system, a truly remarkable urban park.
7	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.
8	Sincerely, Linda Sanders 15405 S. 18th Ave. Phoenix, AZ 85045 sardermt@gmail.com
9	<small>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.</small>

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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Regional Transportation Plan</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

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1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 499 857 570">INCOMING CALL DATE: 6/10/13</td> <td data-bbox="857 499 1339 570">INCOMING CALL TIME: 12:07 PM</td> </tr> <tr> <td data-bbox="376 570 857 620">CALLER: JACK SANDHAGEN</td> <td data-bbox="857 570 1339 620">CALLER ADDRESS:</td> </tr> <tr> <td data-bbox="376 620 857 671">PHONE: 602-531-1335</td> <td data-bbox="857 620 1339 671">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: Yes, I support the South Mountain Freeway.</p>	INCOMING CALL DATE: 6/10/13	INCOMING CALL TIME: 12:07 PM	CALLER: JACK SANDHAGEN	CALLER ADDRESS:	PHONE: 602-531-1335	EMAIL:
INCOMING CALL DATE: 6/10/13	INCOMING CALL TIME: 12:07 PM						
CALLER: JACK SANDHAGEN	CALLER ADDRESS:						
PHONE: 602-531-1335	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
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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:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p> From: gary To: Projects Cc: parthesmf@aol.com Subject: South Mountain Freeway, Loop 202 Date: Wednesday, July 24, 2013 9:46:00 AM Attachments: PARC Letter.doc </p> <hr/> <p>To whom it may concern:</p> <p>Please see the attached Word document regarding my thoughts and opion regarding the South Mountain Freeway, Loop 202.</p> <p>Sincerely, Gary Sanuik Ahwatukee/Phoenix resident</p>

Code	Issue	Response

Code	Comment Document
	<p>Gary Sanuik 15615 S. 16th Street Phoenix, AZ 85048</p> <p style="text-align: right;">July 24, 2013</p> <p>PARC P.O. Box 50455 Phoenix, AZ 85076-0455</p> <p>Email: projects@azdot.gov</p> <p>Subject: South Mountain Freeway, Loop 202</p> <p>To Whom It May Concern:</p> <p>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</p> <p>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.</p> <p>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.</p> <p>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.</p>

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Code	Issue	Response
1	Noise	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> 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).

Code	Comment Document
<p>11</p>	<p>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.</p> <p>These are my thoughts and my opinion.</p> <p>Sincerely, Gary Sanuik Email: gsanuik@aol.com</p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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
	<p>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</p> <hr/> <p>May 28, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>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.</p> <p>4</p> <p>2</p> <p>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.</p> <p>5</p> <p>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.</p> <p>7</p> <p>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.</p> <p>1 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>Sincerely,</p> <p>Ms. Annmarie Sauer Tennessee ave Chloride, AZ 86431</p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Regional Transportation Plan</i> 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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
6	Section 4(f) and Section 6(f)	
7	Biology, Plants, and Wildlife	

Code	Comment Document

Code	Issue	Response
8	Neighborhoods/ Communities	<p>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.</p>

Code	Comment Document						
	<p data-bbox="376 431 913 479">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 499 1345 691"> <tr> <td data-bbox="376 499 857 570">INCOMING CALL DATE: 5/18/13</td> <td data-bbox="857 499 1345 570">INCOMING CALL TIME: 3:42 PM</td> </tr> <tr> <td data-bbox="376 570 857 641">CALLER: LINDA SCHEPP</td> <td data-bbox="857 570 1345 641">CALLER ADDRESS: 1049 E. MCLELLAN BOULEVARD, PHOENIX AZ 85014</td> </tr> <tr> <td data-bbox="376 641 857 691">PHONE:</td> <td data-bbox="857 641 1345 691">EMAIL:</td> </tr> </table> <p data-bbox="376 695 717 717">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="376 723 1261 749">Hello. I am in favor of the freeway and thank you for allowing me to add my name. Thank you.</p>	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:
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:						

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1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="372 504 857 572">INCOMING CALL DATE: 5/16/13</td> <td data-bbox="857 504 1336 572">INCOMING CALL TIME: 5:19 PM</td> </tr> <tr> <td data-bbox="372 572 857 620">CALLER: LOIS SCHIER</td> <td data-bbox="857 572 1336 620">CALLER ADDRESS: SUN LAKES, AZ</td> </tr> <tr> <td data-bbox="372 620 857 669">PHONE:</td> <td data-bbox="857 620 1336 669">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the Red Mountain Freeway. Thank you. Bye.</p>	INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 5:19 PM	CALLER: LOIS SCHIER	CALLER ADDRESS: SUN LAKES, AZ	PHONE:	EMAIL:
INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 5:19 PM						
CALLER: LOIS SCHIER	CALLER ADDRESS: SUN LAKES, AZ						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: Need to build the 202 Date: Monday, May 20, 2013 1:57:19 PM</p> <hr/> <p>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</p> <p>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.</p> <p>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).</p> <p>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.</p> <p>Byron Schlomach, PhD Economist Center for Economic Prosperity at the Goldwater Institute www.goldwaterinstitute.org o: (602) 462-5000</p> <p><i>"The Goldwater Institute is simply in the liberty business – and there's no institution in the country that performs that business better."</i> – Columnist, journalist and author George Will</p> <hr/> <p><small>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.</small></p>

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
<div style="display: flex; gap: 5px;"> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">1</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">2</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">3</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">4</div> </div>	<p style="text-align: right; font-size: small;">Document Created: 5/21/2013 1:34:04 PM by Web Comment Form</p> <p>David Schneider</p> <p>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,</p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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
<p>1 2 3 4</p>	<p data-bbox="413 338 1336 364">Kelley Schneider Document Created: 5/21/2013 2:20:52 PM by Web Comment Form</p> <p data-bbox="385 370 1330 532">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.</p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
1	<p style="text-align: center;">5068</p> <div style="border: 1px solid black; padding: 10px;"> <p>1 MR. SCHODT: Just that I prefer the 101 West</p> <p>2 Alignment, so that they don't put a kink in our loop. That's</p> <p>3 what I feel that they're doing, you know, by bringing that I --</p> <p>4 onto I-10. It's already a parking lot, in the evening. And</p> <p>5 they're just putting more cars on top of that. It would just</p> <p>6 make it worse.</p> <p>7 So when we do travel to the west side, we're</p> <p>8 generally going to a sporting event in Glendale, and the</p> <p>9 202/101 alignment would be much easier to get to those events</p> <p>10 to the north and would probably benefit Glendale a lot more by</p> <p>11 bringing more business from Gilbert, Chandler, Ahwatukee, up</p> <p>12 there.</p> <p>13 So that's how I feel about it. Thank you.</p> <p>14 (The public hearing proceedings concluded at 2:00 p.m.)</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p> </div> <p style="text-align: right;">Page 7</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

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<p style="text-align: center;">1</p>	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1345 667"> <tr> <td data-bbox="376 506 860 570">INCOMING CALL DATE: 6/15/13</td> <td data-bbox="860 506 1345 570">INCOMING CALL TIME: 12:57 PM</td> </tr> <tr> <td data-bbox="376 570 860 620">CALLER: HERMAN SCHREIBER</td> <td data-bbox="860 570 1345 620">CALLER ADDRESS: 13825 N. SAHARA, SUN CITY, ARIZONA</td> </tr> <tr> <td data-bbox="376 620 860 667">PHONE:</td> <td data-bbox="860 620 1345 667">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the freeway.</p>	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:
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:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p> 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 </p> <hr/> <p> From: William Schreppe [mailto:william.schreppe@hotmail.com] Sent: Tuesday, May 21, 2013 1:04 PM To: Projects Subject: In support of extending route 202 for economic development of Laveen </p> <p> 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. </p> <p>-Bill Schreppe</p> <hr/> <p> <small>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.</small> </p>

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

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1		Comment noted.

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<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; text-align: center; line-height: 20px;">1</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; text-align: center; line-height: 20px;">2</div> </div>	<p>From: Rusty Crerand To: ADOT Subject: 202 S. Mt Opinion #1319541836 Date: Monday, July 15, 2013 7:43:06 AM Attachments: image001.png</p> <hr/> <p>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.</p> <p>Alice Schultze roseypetunia@cox.net</p> <p>Rusty Crerand Constituent Services Officer 206 S. 17th Ave. MD 118A Room 101 Phoenix, AZ 85007 602.712.7856 dcrerand@azdot.gov</p>  <hr/> <p><small>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.</small></p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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	<p style="text-align: right;">06-04-13</p> <p>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 I10 FOR 5 MILES? ^{NEW} HOUSING IS STRONG IN BUCKEYE, AND MANY OF THE NEW INHABITANTS WILL USE I10. 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 WITH LEADERSHIP CHANGES. THEY CAN HOLD YOU HOSTAGE. BACK TO W101- LOOK AT THE VOLUMES OF TRAFFIC ON I10- THE EASTBOUND WILL USE 101 FOR GOING NORTH AND 202 FOR GOING SOUTH TO THE I10, MISSING THE CENTER OPENING AREA.</p> <p style="text-align: center;">THANKS FOR LISTENING to my concerns <i>Arnold Schulz</i></p> <div style="text-align: center;">  <p>623-386-6152</p> </div>
2	

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Alternatives, Gila River Indian Community Alignment	

Code	Comment Document
	<p data-bbox="447 358 509 383">4385</p> <p data-bbox="478 439 1336 701"> 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. </p> <p data-bbox="478 721 1336 1132"> 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. </p> <p data-bbox="478 1153 1050 1177"> 16 THE FACILITATOR: Thank you. </p> <p data-bbox="478 1197 820 1221"> 17 Ana Morago? </p> <p data-bbox="478 1241 1330 1322"> 18 If you'd like to speak and are not yet 19 registered, please go out to the front desk registration. </p> <p data-bbox="478 1342 1292 1423"> 20 Steve Schwab. Please feel free to use either 21 microphone. </p> <p data-bbox="478 1443 1324 1612"> 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. </p> <p data-bbox="1230 1661 1342 1685" style="text-align: right;">Page 39</p> <p data-bbox="491 1705 1305 1766" style="text-align: center;"> Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com </p>

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>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.</p> <p>6 THE FACILITATOR: Thank you.</p> <p>7 I'll try Ana Morago again.</p> <p>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.</p> <p>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</p>
	<p style="text-align: right;">Page 40</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: South Mountain Expressway L-202 Date: Monday, May 20, 2013 8:31:31 AM </p> <hr/> <p> From: raschwa@juno.com [mailto:raschwa@juno.com] Sent: Saturday, May 18, 2013 8:30 AM To: Projects Subject: South Mountain Expressway L-202 </p> <p>Please build this freeway and soon [whichever alignment works best!]! It is long overdue!!</p> <p>Thanks,</p> <p>Ron Schwartz</p> <hr/> <p><small>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.</small></p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1 2	<p>Joya Scott Document Created: 7/9/2013 6:05:04 PM by Web Comment Form 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.</p>
3 4	<p>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.</p>
5	
6	
7	<p>I demand that ADOT thoroughly analyze these impacts and provide visuals such as aerial photography where needed.</p>
8	<p>I also urge ADOT to release a revised Environmental Impact Statement that takes into account public health concerns and related issues.</p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> 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.

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="366 499 857 568">INCOMING CALL DATE: 5/18/13</td> <td data-bbox="857 499 1342 568">INCOMING CALL TIME: 2:50 PM</td> </tr> <tr> <td data-bbox="366 568 857 616">CALLER: JENNY SCRIBNER</td> <td data-bbox="857 568 1342 616">CALLER ADDRESS: 3313 N. 60TH STREET, PHOENIX, AZ</td> </tr> <tr> <td data-bbox="366 616 857 665">PHONE:</td> <td data-bbox="857 616 1342 665">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I am calling in support of the South Mountain Freeway Extension. Thank you very much.</p>	INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 2:50 PM	CALLER: JENNY SCRIBNER	CALLER ADDRESS: 3313 N. 60 TH STREET, PHOENIX, AZ	PHONE:	EMAIL:
INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 2:50 PM						
CALLER: JENNY SCRIBNER	CALLER ADDRESS: 3313 N. 60 TH STREET, PHOENIX, AZ						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 7/24/13</td> <td data-bbox="857 506 1339 572">INCOMING CALL TIME: 10:57 AM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: THERESA SEELANDER</td> <td data-bbox="857 572 1339 620">CALLER ADDRESS: 184 EAST LAGUNA ROYALE, LITCHFIELD PARK, AZ</td> </tr> <tr> <td data-bbox="376 620 857 669">PHONE:</td> <td data-bbox="857 620 1339 669">EMAIL:</td> </tr> </table> <p>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.</p>	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:
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:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document									
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td>INCOMING CALL DATE: 04/25/13</td> <td>INCOMING CALL TIME: 2:29 PM</td> </tr> <tr> <td>CALLER: SHANNON SELBY</td> <td>CALLER ADDRESS: AHWATUKEE, AZ</td> </tr> <tr> <td>PHONE: 602-908-3400</td> <td>EMAIL:</td> </tr> </table> <p>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.</p> <p>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.</p> <table border="1"> <tr> <td>RESPONSE DATE: APRIL 12, 2013</td> <td>RESPONSE TIME: 1:45 PM</td> <td>HDR STAFF INITIAL: MEB</td> </tr> </table>	INCOMING CALL DATE: 04/25/13	INCOMING CALL TIME: 2:29 PM	CALLER: SHANNON SELBY	CALLER ADDRESS: AHWATUKEE, AZ	PHONE: 602-908-3400	EMAIL:	RESPONSE DATE: APRIL 12, 2013	RESPONSE TIME: 1:45 PM	HDR STAFF INITIAL: MEB
INCOMING CALL DATE: 04/25/13	INCOMING CALL TIME: 2:29 PM									
CALLER: SHANNON SELBY	CALLER ADDRESS: AHWATUKEE, AZ									
PHONE: 602-908-3400	EMAIL:									
RESPONSE DATE: APRIL 12, 2013	RESPONSE TIME: 1:45 PM	HDR STAFF INITIAL: MEB								

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 5/18/163</td> <td data-bbox="857 506 1339 572">INCOMING CALL TIME: 4:20 PM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: BEVERLY SEMPER</td> <td data-bbox="857 572 1339 620">CALLER ADDRESS: 16415 NORTH 39TH PLACE PHOENIX AZ</td> </tr> <tr> <td data-bbox="376 620 857 669">PHONE:</td> <td data-bbox="857 620 1339 669">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: Please, I do support the freeway. Thank you.</p>	INCOMING CALL DATE: 5/18/163	INCOMING CALL TIME: 4:20 PM	CALLER: BEVERLY SEMPER	CALLER ADDRESS: 16415 NORTH 39 TH PLACE PHOENIX AZ	PHONE:	EMAIL:
INCOMING CALL DATE: 5/18/163	INCOMING CALL TIME: 4:20 PM						
CALLER: BEVERLY SEMPER	CALLER ADDRESS: 16415 NORTH 39 TH PLACE PHOENIX AZ						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
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**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.

1

Code	Issue	Response
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1		Comment noted.
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Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: Build the South Mountain Freeway Date: Tuesday, May 14, 2013 9:37:43 AM </p> <hr/> <p>-----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</p> <p>I support building the 202 Freeway. I hope you will.</p> <p>Sharon S.</p> <p>Sent from my iPad</p> <hr/> <p>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.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: Build the South Mountain Freeway Date: Tuesday, May 14, 2013 9:37:34 AM </p> <hr/> <p>-----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</p> <p>Please build the South Mountain Freeway. It's desperately needed.</p> <p>Sharon S.</p> <p>Sent from my iPad</p> <hr/> <p>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.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p style="text-align: center;">4193</p> <div style="display: flex; align-items: center;"> <div style="margin-right: 10px;"> <p style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin-bottom: 5px;">1</p> <p style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin-bottom: 5px;">2</p> <p style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin-bottom: 5px;">3</p> </div> <div style="border: 1px solid black; padding: 5px; flex-grow: 1;"> <p>1 MR. SHANKER: My name is Howard Shanker.</p> <p>2 I live in Ahwatukee in Club West. I would like to</p> <p>3 personally point out that I think the draft EIS is</p> <p>4 inadequate in a number of reasons. I don't think it</p> <p>5 addresses the air impacts adequately, especially with</p> <p>6 schools and residences so close or the noise impacts.</p> <p>7 What else?</p> <p>8 I don't know that they've done an adequate</p> <p>9 socioeconomic analysis, adequately interpreted the</p> <p>10 impacts thereof. It seems to me that this was really a</p> <p>11 foregone conclusion, that they made their mind up 20 or</p> <p>12 30 years ago when the demographics were very different.</p> <p>13 And to maintain this exact same location for the freeway</p> <p>14 just doesn't make any sense anymore.</p> <p>15 What else?</p> <p>16 I think -- Did I talk about the 4F</p> <p>17 analysis briefly already?</p> <p>18 That's about all for now. This is all</p> <p>19 sort of impromptu, but I'm glad to get this on the</p> <p>20 record. I anticipate submitting a written response</p> <p>21 hopefully.</p> <p>22 MR. DAD: I'm in favor of the freeway</p> <p>23 because of the traffic congestion that's coming into</p> <p>24 Laveen. I've had this property since 1961, so it's come</p> <p>25 a long ways. But the people bring traffic and we can't</p> </div> </div> <div style="margin-top: 20px; margin-left: 10px;"> <p style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">4</p> </div>	<p style="text-align: right;">Page 12</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1	Air Quality	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>
2	Health Effects	
3	Noise	
4	Purpose and Need, Old Plan or Use of Old Data	

Code	Comment Document						
	<p data-bbox="366 427 913 479">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="366 499 1342 689"> <tr> <td data-bbox="366 499 857 568">INCOMING CALL DATE: 6/15/13</td> <td data-bbox="857 499 1342 568">INCOMING CALL TIME: 1:18 PM</td> </tr> <tr> <td data-bbox="366 568 857 641">CALLER: SANDRA SHARBONAL</td> <td data-bbox="857 568 1342 641">CALLER ADDRESS: 13401 W. RUMMOCK STREET, SURPRISE, ARIZONA 85374</td> </tr> <tr> <td data-bbox="366 641 857 689">PHONE:</td> <td data-bbox="857 641 1342 689">EMAIL:</td> </tr> </table> <p data-bbox="366 689 721 721">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="366 721 739 753">I support the South Mountain freeway.</p>	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:
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:						

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p>	<p>Alexis Sharif Document Created: 6/3/2013 12:15:29 PM by Web Comment Form</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>

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

Code	Comment Document
	<div style="text-align: center;"> <p>LOOP 202 <i>South Mountain</i> Freeway Study</p> <p>2013</p> <p>Draft Environmental Impact Statement COMMENT FORM</p> </div> <p>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</p> <p>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.</p> <p>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</p> <div style="border: 1px solid black; padding: 5px; background-color: #f0f0f0;"> <p>It is helpful to ADOT to receive comments on:</p> <ul style="list-style-type: none"> • 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. </div> <p>Comments must be received or postmarked by July 24, 2013.</p> <hr/> <p>PLEASE Build Loop 202:</p> <p>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.</p> <p>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.</p> <p>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!</p> <p style="text-align: right;"><i>H. Shariff</i></p> <p>Name _____ City _____ Phone _____ Fax _____</p> <p>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</p> <p><small>ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150</small></p> <div style="display: flex; justify-content: space-between; align-items: center;">   <p>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</p> </div>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<div style="display: flex; flex-direction: column; align-items: center;"> <div style="display: flex; gap: 5px;"> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">1</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">2</div> </div> <div style="display: flex; gap: 5px; margin-top: 5px;"> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">3</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">4</div> </div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin-top: 5px;">5</div> </div>	<p style="text-align: right; font-size: small;">Document Created: 7/24/2013 1:46:40 PM by Web Comment Form</p> <p>Julie Sharpe 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.</p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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
	<p>LOOP 202  Draft Environmental Impact Statement COMMENT FORM</p> <p>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.</p> <p>It is helpful to ADOT to receive comments on:</p> <ul style="list-style-type: none"> • 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. <p>Comments must be received or postmarked by July 24, 2013.</p> <p>1 I AM 100% AGAINST THIS FREEWAY. 2 SOUTH MOUNTAIN PARK IS SACRED TO ME 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 Piestewa Freeway DESTROYED SQUAW PEAK! DON'T DO IT TO SOUTH MOUNTAIN!</p> <p>Optional Name <u>PAULA SHARZER</u> Email <u>paulas408@gmail.com</u> Address <u>12422 S. ONEIDA CT.</u> City <u>PHOENIX</u> State <u>AZ</u> Zip _____ Phone <u>602-369-4431</u> Fax _____</p> <p>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</p> <p>ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150</p> <p>  FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Regional Transportation Plan</i> and were considered during the evaluation of this proposed new freeway.

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: SOUTH MTN FREEWAY Date: Wednesday, May 15, 2013 2:26:32 PM </p> <hr/> <p> From: ELVIN SHAW [mailto:elvinshaw@gmail.com] Sent: Wednesday, May 15, 2013 1:56 PM To: Projects Subject: SOUTH MTN FREEWAY </p> <p> I HOLE HEARTEDLY SUPPORT THE SOUTH MTN FREEWAY TO TAKE SOME LOAD OFF THE BROADWAY CURVE. </p> <p> IS IT PRACTICAL TO CONSIDER A SECOND LEVEL FOR A STRETCH OF I-10 ??? </p> <p> ELVIN SHAW 480-380-7718 7910 E. NAVARRO AVE MESA, AZ 85209 </p> <hr/> <p> <small>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.</small> </p>

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
1	<p>From: Projects To: ADOT Subject: FW: No on Loop 202/South Mountain Date: Wednesday, May 22, 2013 10:53:58 AM</p> <hr/> <p>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</p> <p>Good morning,</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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 <i>blast</i> or a small <i>cut</i> – 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.</p>
2	

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
3	<p>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.</p> <p>Thank you for your time.</p> <p>Sincerely, DeAnne M. Shaw Laveen, AZ 480-201-2867 shawsomes@gmail.com Arizona Resident since 2002 Laveen Resident since 2005</p> <hr/> <p><small>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.</small></p>

Code	Issue	Response
3	Alternatives	<p>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.</p>

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 EXCESS A "TRUCK BY-PASS" FOR TRUCKS GOING/COMING FROM THE WEST VALLEY DISTRIBUTION WAREHOUSES. THE TRUCKING INDUSTRY REALLY LOVES THE SMF.

2 I SMF WOULD DESTROY THE INTEGRITY OF THE S. MOUNTAIN PARK. THIS PARK HAS BEEN A BLESSING TO THE VALLEY AND NOW THE SMF WILL DESTROY AND DISFIGURE (DISFIGURE) OUR GREAT PARK. THIS IS A DISASTER TO NATURE & OUR PEOPLE.

3 WHAT IS THE ENVIRONMENTAL IMPACT OF LEAVING 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 7020 N 14th St 222A
 City PHX State AZ Zip ---
 Phone 6022666038 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




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 <i>Responses to Frequently Submitted Public Comments</i> 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
1	<p style="text-align: center;"><i>South Mountain Loop 202</i></p> <p>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!!!! <i>No Action!</i></p> <p><i>Rob Sheehan</i> 2409 E Hiddenview Dr PHX AZ 85048 lotsajoc@gmail.com (480) 225-2768</p>
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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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> 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.

Code	Comment Document

Code	Issue	Response
11	Traffic	<p>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.</p>
12	Purpose and Need	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>
13	Neighborhoods/ Communities	<p>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).</p>
14	Neighborhoods/ Communities	<p>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.</p>

Code	Comment Document
<p>1</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	<p>5022</p> <div style="border: 1px solid black; padding: 10px;"> <p>MR. SHEEHAN: Where do I start? I had a nice little thing typed up, actually.</p> <p>Basically, I feel that this is a ruse, to -- that's being suggested, that it's going to be just to relieve traffic. But it's actually going to become a glorified truck route, with the traffic to Canada, highways that we're talking about, and the fact that they're going to -- that you're going to be having vehicles that are not -- not under the same emissions standards that we have.</p> <p>So it's going to be emitting all kinds of -- all kinds of diesel fumes, Jake brake noise, tires, and large engines that's going to be going up and down this -- our community. This --</p> <p>Am I going too fast?</p> <p>COURT REPORTER: No.</p> <p>MR. SHEEHAN: Okay. This whole thing is 30 years too late.</p> <p>Back when it was first voted in there, by the -- by the populous here, there wasn't 85,000 people living here and all kinds of houses and people that have moved into a highly sought-after area, like Ahwatukee is. It's a really great community.</p> <p>And they -- They went in here because it is the world's largest cul-de-sac and nobody wanted to -- people wanted to move in there to have the good schools, to have the</p> </div> <p style="text-align: right;">Page 10</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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
<p>6 3 4 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25</p>	<p>clean air, to have the relief from the city and from the highways.</p> <p>And now we're going to have a glorified truck route, running up past -- past our community. It's going to bring in more crime, lots of noise, lots of emissions, not to mention the fact that the -- we're going to have to cut through a mountain and our State Park. And it's going to change all the wildlife that's living there, as well as the people that use it.</p> <p>I feel that it's over, it's -- The cost for it, you know, the Proposition 400, when it was -- when it was pushed through, was -- it was kind of lumped together in the middle of a bunch of others projects. Most of the Valley that voted for it didn't even realize that they were voting for it to extend the taxes.</p> <p>So that means we're just adding more and more money to it. And then having to tear down houses that the planning commission probably should have never allowed to build there, anyway, because this has always been such a long-term plan. They should have done something to stop those houses from going in there, so we didn't have millions of dollars having to be spent to take over people's property there.</p> <p>So I'm -- I say: No action or look towards the 85, to put the route way far south of where the city is, anyway. I think that would be a better -- a better route to take, that</p>
Page 11	
<p>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>	

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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

(Responses continue on next page)

Code	Comment Document
	<div style="border: 1px solid black; padding: 10px; margin: 10px auto; width: 80%;"> <p>1 they suggested in this other little handout that -- Keep using</p> <p>2 Route 85 to avoid the whole community in its entirety.</p> <p>3 So I think that would -- I think that pretty much</p> <p>4 sums it up. Thank you.</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p> </div> <p style="text-align: right; margin-top: 20px;">Page 12</p> <p style="text-align: center; margin-top: 10px;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
13	Alternatives	<p>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.</p>

Code	Comment Document
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**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.

1

Code	Issue	Response
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1		Comment noted.
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Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td>INCOMING CALL DATE: 5/15/13</td> <td>INCOMING CALL TIME: 6:30 PM</td> </tr> <tr> <td>CALLER: ARATHI SHETTY</td> <td>ADDRESS: 6921 W. MALDONADO ROAD, LAVEEN, AZ 85339</td> </tr> <tr> <td>PHONE: 623-385-6518</td> <td>EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the South Mountain Freeway. Thank you.</p>	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:
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1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 499 857 570">INCOMING CALL DATE: 6/13/13</td> <td data-bbox="857 499 1339 570">INCOMING CALL TIME: 4:35 PM</td> </tr> <tr> <td data-bbox="376 570 857 616">CALLER MIKE SHIELDS</td> <td data-bbox="857 570 1339 616">CALLER ADDRESS:</td> </tr> <tr> <td data-bbox="376 616 857 667">PHONE:</td> <td data-bbox="857 616 1339 667">EMAIL:</td> </tr> </table> <p>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.</p>	INCOMING CALL DATE: 6/13/13	INCOMING CALL TIME: 4:35 PM	CALLER MIKE SHIELDS	CALLER ADDRESS:	PHONE:	EMAIL:
INCOMING CALL DATE: 6/13/13	INCOMING CALL TIME: 4:35 PM						
CALLER MIKE SHIELDS	CALLER ADDRESS:						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: ADOT Loop 202 South Mountain Draft EIS Date: Friday, May 31, 2013 11:54:35 AM</p> <hr/> <p>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</p> <p>AZDOT,</p> <p>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.</p> <p>1</p> <p>2</p> <p>3 4 5</p> <p>6</p> <p>7 8</p> <p>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.</p> <p>Kimberly Shirley</p> <hr/> <p><small>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.</small></p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> 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
<p>1</p>	<p>Jason Shumberger Document Created: 4/27/2013 5:37:35 PM by Web Comment Form</p> <p>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.</p>

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

Code	Comment Document
<p>1</p>	<p> From: Projects To: ADOT Subject: FW: South mountain freeway Date: Monday, May 20, 2013 8:45:33 AM </p> <hr/> <p>-----Original Message----- From: ROY SID [mailto:roysid2@aol.com] Sent: Friday, May 17, 2013 4:58 PM To: Projects Subject: South mountain freeway</p> <p>We need this freeway for our state to expand in the right direction,</p> <hr/> <p>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.</p>

Code	Issue	Response
<p>1</p>		<p>Comment noted.</p>

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 6/15/13</td> <td data-bbox="857 506 1339 572">INCOMING CALL TIME: 11:50 AM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: STEVE SIDOWSKY</td> <td data-bbox="857 572 1339 620">CALLER ADDRESS: 11630 N. RIO VISTA DRIVE, SUN CITY, ARIZONA</td> </tr> <tr> <td data-bbox="376 620 857 669">PHONE:</td> <td data-bbox="857 620 1339 669">EMAIL:</td> </tr> </table> <p>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.</p>	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:
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:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>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</p> <hr/> <p>1 I have on the proposed bridge to close off 32nd street along with specific concerns: --[if !supportLists]-->1. <!--[endif]-->BIOHAZARDS:</p> <ul style="list-style-type: none"> <!--[if !supportLists]-->• <!--[endif]-->Flying debris over homes, people <!--[if !supportLists]-->• <!--[endif]-->Chemical spills, gas, etc <!--[if !supportLists]-->• <!--[endif]-->Heavy traffic trucking – if crash or traffic – waiting times causes more pollution <!--[if !supportLists]-->• <!--[endif]-->Increase air pollution to our area thru 40th street/ 32nd street Dead End <!--[if !supportLists]-->• <!--[endif]-->Crash <!--[if !supportLists]-->• <!--[endif]-->Destroy HOA private roads <!--[if !supportLists]-->• <!--[endif]-->Destroy to the property homes by shaking, foundation, etc <!--[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 <!--[if !supportLists]-->• <!--[endif]-->Threat to humans or to the environment <p>--[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:</p> <ul style="list-style-type: none"> <!--[if !supportLists]-->• <!--[endif]-->Fire <!--[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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Purpose and Need, Truck Bypass	
4	Air Quality	
5	Traffic	
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 <i>Responses to Frequently Submitted Public Comments</i> 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
1	<ul style="list-style-type: none"> <!--[if !supportLists]-->• <!--[endif]--> Meteors <!--[if !supportLists]-->• <!--[endif]--> Weather <!--[if !supportLists]-->• <!--[endif]--> School Events <!--[if !supportLists]-->• <!--[endif]--> Crash <!--[if !supportLists]-->• <!--[endif]--> Traffic <!--[if !supportLists]-->• <!--[endif]--> No Entrance to 32nd Street for Schools <!--[if !supportLists]-->• <!--[endif]--> Sport Events <!--[if !supportLists]-->• <!--[endif]--> Parking from School events
1	<p>--[if !supportLists]-->3. <!--[endif]-->TRAFFIC:</p> <ul style="list-style-type: none"> <!--[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	<ul style="list-style-type: none"> <!--[if !supportLists]-->• <!--[endif]--> Increase air pollution – waiting times, etc

Code	Issue	Response

Code	Comment Document
<div style="display: flex; flex-direction: column; align-items: center;"> <div style="margin-bottom: 10px;"> 1 2 3 </div> <div style="margin-bottom: 10px;"> 4 5 </div> </div>	<p> From: Projects To: ADOT Subject: FW: South Mountain Freeway Date: Monday, July 22, 2013 8:54:33 AM </p> <hr/> <p>-----Original Message----- From: Siegel, Shana [mailto:SSiegel@gc.cuny.edu] Sent: Monday, July 22, 2013 6:59 AM To: Projects Subject: South Mountain Freeway</p> <p>To the South Mountain Study Team-</p> <p>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 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.</p> <p>Sincerely, Dr. Shana Siegel 136 8th Street Brooklyn, NY 11215</p> <hr/> <p>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.</p>

Code	Issue	Response
1	Environmental Justice/Lifestyle	<p>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.</p> <p>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.</p> <p>The section entitled <i>Title VI and Environmental Justice</i>, 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.</p> <p>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, <i>Affected Environment, Environmental Consequences, and Mitigation</i>, as exemplified by the inserted text on page 4-29 of the Final Environmental Impact Statement.</p>
2	Purpose and Need, Lack of Support	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>
3	Biology, Plants, and Wildlife	
4	Cultural Resources	

Code	Comment Document

Code	Issue	Response
5	Cultural Resources	<p>The Federal Highway Administration and Arizona Department of Transportation have consulted with all interested agencies and Native American tribes.</p> <p>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.)</p> <p>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.</p> <p>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.</p> <p>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</p> <p>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.</p> <p>The reader is referred to Chapter 2, <i>Gila River Indian Community Coordination</i>, and Table 4-48, “<i>Record of Section 106 Consultation</i>”, on page 4-133, to illustrate the extensive outreach with Native American communities.</p>

Code	Comment Document
	<p>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</p> <hr/> <p>Jul 24, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>2 The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.</p> <p>3</p> <p>4 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.</p> <p>5</p> <p>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.</p> <p>7</p> <p>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.</p> <p>1 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>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</p> <p>Sincerely, Ms. Ann Sierra</p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Regional Transportation Plan</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Health Effects	
6	Section 4(f) and Section 6(f)	
7	Biology, Plants, and Wildlife	

Code	Comment Document
	<p data-bbox="428 431 627 479">715 N Queen Ave Tucson, AZ 85705-7658</p>

Code	Issue	Response
8	<p data-bbox="1721 294 1939 358">Neighborhoods/ Communities</p>	<p data-bbox="1970 294 2915 814">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.</p>

Code	Comment Document
<p>1</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	<p>5045</p> <div style="border: 1px solid black; padding: 10px;"> <p>MR. SIIKI: Jiivik Siiki. Well, I'm from here. I was born and raised in the Gila River Indian community, and I'm 48 years old and I'm an enrolled member of the community. I also do a lot of the cultural work in the community. And the reason why I'm here is to oppose the freeway being placed not only on tribal land, but the desecration of this mountain, and in our language we call it Mohdahk.</p> <p>And so this mountain is one of the centers of our cultural knowledge. It's -- we still use it a lot today and I'll go into that. And so one of the -- I've always worked for the community, and in one of those jobs I had was as an environmental control, or also did hazmat for the fire department. And in the documents that I read, there's no information regarding safety and how the community will be protected.</p> <p>I know that the fire department has a hazmat team, and they also have limited response equipment, but primarily they depend on the Arizona Department of Emergency Management and the other mutual aid cities. So Ahwatukee or Phoenix Fire Department would have to be in coordination with the tribe's fire department on response should the freeway be placed on tribal land.</p> </div> <p style="text-align: right;">Page 21</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Hazardous Materials	
4	Alternatives, Gila River Indian Community Alignment	

Code	Comment Document
<p>3</p>	<p>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.</p> <p>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.</p> <p>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</p>
<p>5</p>	<p style="text-align: right;">Page 22</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
<p>5</p>	<p>Health Effects</p>	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>

Code	Comment Document
<p style="text-align: center;">6</p>	<p>1 we can easily receive that information from the tribe 2 through the tribal hospital and also through Indian 3 Health Service. Some of the people in the area 4 either come to the clinic here in District 6, or they 5 go to Phoenix Indian Medical Center. So we don't 6 have that information either which needs to be 7 included.</p> <p>8 The political part of it, the fact that 9 nontribal people have always practiced environmental 10 racism upon tribal people is reflected in the need to 11 place a freeway on tribal land, and this has been 12 happening since '40s, you know. You know, do it to 13 the Indians. They don't have enough laws, they don't 14 have enough interest or, you know, we can do what we 15 want to them.</p> <p>16 Case in point is the Chandler, the Gila 17 River Industrial Park which is right next to the 18 casinos. Again, as part of the fire department, I 19 responded to explosions there and where they had a 20 medical waste incinerator which we put a stop to. 21 But it was placed there because of the lack of laws 22 in the tribe preventing them from doing that, and 23 it's easier and cheaper to do it on tribal land. It 24 doesn't hurt nontribal people. You know, it's "Not 25 in my backyard" kind of mentality.</p> <p style="text-align: right;">Page 23</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
<p style="text-align: center;">6</p>	<p>Environmental Justice/Lifestyle</p>	<p>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.</p> <p>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.</p> <p>The section entitled <i>Title VI and Environmental Justice</i>, 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.</p> <p>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, <i>Affected Environment, Environmental Consequences, and Mitigation</i>, as exemplified by the inserted text on page 4-29 of the Final Environmental Impact Statement.</p>

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

Code	Issue	Response

Code	Comment Document
	<p>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. 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25</p>
	<p style="text-align: right;">Page 25</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
<div style="display: flex; flex-direction: column; align-items: center;"> <div style="display: flex; gap: 5px;"> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">1</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">2</div> </div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 5px 0;">3</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">4</div> </div>	<p>From: Projects To: ADOT Subject: FW: Loop 202 South Mountain Date: Monday, July 15, 2013 11:55:36 AM Attachments: image001.png</p> <hr/> <p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov </p> <hr/> <p>From: Michael Silver [mailto:Michael.Silver@asu.edu] Sent: Monday, July 15, 2013 11:52 AM To: Projects Subject: Loop 202 South Mountain</p> <p>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.</p> <p>Michael Silver Phoenix</p> <hr/> <p><small>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.</small></p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
4	Purpose and Need	The proposed project is part of the <i>Regional Transportation Plan</i> for the Maricopa Association of Governments region. In 2004, the voters of Maricopa County approved the <i>Regional Transportation Plan</i> 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						
	<p data-bbox="376 431 913 479">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 499 1345 667"> <tr> <td data-bbox="376 499 857 570">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="857 499 1345 570">INCOMING CALL TIME: 8:02 PM</td> </tr> <tr> <td data-bbox="376 570 857 620">CALLER: TONY SIMMONS</td> <td data-bbox="857 570 1345 620">CALLER ADDRESS: 4901 W. FRIEND STREET, CHANDLER, AZ 85226</td> </tr> <tr> <td data-bbox="376 620 857 667">PHONE: 480-705-9281</td> <td data-bbox="857 620 1345 667">EMAIL:</td> </tr> </table> <p data-bbox="376 667 717 695">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="376 695 733 725">I support of South Mountain Freeway.</p>	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:
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:						

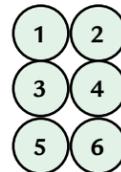
1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: Route 202 Date: Tuesday, June 25, 2013 3:13:33 PM</p> <hr/> <p>From: Simon, Harvey B.,M.D. [mailto:HSIMON@PARTNERS.ORG] Sent: Tuesday, June 25, 2013 3:12 PM To: Projects Subject: Route 202</p> <p>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.</p> <p>Thank you.</p> <p>Harvey B. Simon 16013 S Desert Foothills Parkway</p> <p>The information in this e-mail is intended only for the person to whom it is addressed. If you believe this e-mail was sent to you in error and the e-mail contains patient information, please contact the Partners Compliance HelpLine at http://www.partners.org/complianceline . If the e-mail was sent to you in error but does not contain patient information, please contact the sender and properly dispose of the e-mail.</p> <hr/> <p><small>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.</small></p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: South Mountain Freeway. Date: Thursday, May 23, 2013 12:57:00 PM</p> <hr/> <p>From: JSimons4109@aol.com [mailto:JSimons4109@aol.com] Sent: Thursday, May 23, 2013 11:56 AM To: Projects Subject: South Mountain Freeway.</p> <p>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.</p> <p>Thank you for your consideration</p> <p>James and Carolyn Simons</p> <hr/> <p><small>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.</small></p>



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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> 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
1	<p>From: Projects To: ADOT Subject: FW: South Mountain 202 Freeway Comment Date: Monday, July 01, 2013 8:45:29 AM Attachments: image001.png</p> <hr/> <p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov </p> <hr/> <p>From: Mike Simonton [mailto:msimonton@cox.net] Sent: Sunday, June 30, 2013 10:44 AM To: Projects Subject: South Mountain 202 Freeway Comment</p> <p>South Mountain Study Team,</p> <p>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.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="428 427 686 600"> -Mike Simonton 30+ Year Arizona Resident 7 Year Chandler Resident 14 Year Frustrated Commuter 124 W. Oriole Way Chandler, AZ 85286 </p> <hr data-bbox="428 635 1289 639"/> <p data-bbox="428 661 1289 727"> <small>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.</small> </p>

Code	Issue	Response

Code	Comment Document
1	<p>Joel Simpson I believe this project would be great for the valley and would reduce in town traffic and commute times.</p> <p style="text-align: right;">Document Created: 5/21/2013 2:33:57 PM by Web Comment Form</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="459 354 531 379">4392</p> <div data-bbox="459 399 1339 1655" style="border: 1px solid black; padding: 5px;"> <p data-bbox="475 439 1339 1034"> 1 which had its own issues with highways, into Laveen, 2 where when I bought my house, this highway was one of the 3 reasons we bought, not knowing it would take this long to 4 even be at this point. We've since relocated from 5 Laveen; one of the reasons is due to the issues getting 6 to and from. We had two kids, one with special needs, 7 and getting in and out of Laveen became very difficult up 8 in that 51st Avenue with truck traffic, getting to the 9 I-10, getting to Central Phoenix through the tunnel and 10 that sort of thing, so we actually sold our home and 11 relocated. Knowing that it's going to be built is kind 12 of bittersweet in the fact that if we still had our house 13 there I think it would be a huge benefit. 14 And I believe it's going to bring a lot of 15 businesses and revenues to Laveen; particularly, when we 16 left there was a Target that may have been put in and 17 some movie theaters and such, which never came about 18 because it was just stagnant. So I'd like to say I'd 19 like to approve the build. Thank you. 20 THE FACILITATOR: Thank you. 21 Joel Simpson. 22 MR. SIMPSON: Hello, Joel Simpson here. I've 23 been a resident of the Valley for about 14 years now and 24 I've had the displeasure of driving the I-10 for the same 25 amount, and the traffic, you can definitely tell where </p> </div> <p data-bbox="1236 1665 1339 1689" style="text-align: right;">Page 47</p> <p data-bbox="491 1705 1299 1766" style="text-align: center;"> Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com </p>

Code	Issue	Response

Code	Comment Document
<p style="text-align: center;">1</p>	<p>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.</p> <p>10 THE FACILITATOR: Thank you.</p> <p>11 Wes Lines. Wes Lines.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 48</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
<p style="text-align: center;">1</p>		<p>Comment noted.</p>

Code	Comment Document
<p>1</p> <p>2</p>	<p>From: Projects To: ADOT Subject: FW: South Mountain Freeway Date: Monday, July 22, 2013 8:51:12 AM</p> <hr/> <p>From: Kay [mailto:azlady13@hotmail.com] Sent: Sunday, July 21, 2013 7:50 PM To: Projects Subject: South Mountain Freeway</p> <p>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'.</p> <p>Kay Simpson 602-513-6963</p> <hr/> <p><small>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.</small></p>

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Cultural Resources	

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="857 506 1339 572">INCOMING CALL TIME: 5:38 PM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: SHAWN SINGLETON</td> <td data-bbox="857 572 1339 620">CALLER ADDRESS: 4909 W. BEHREND DRIVE, GLENDALE, AZ 85308</td> </tr> <tr> <td data-bbox="376 620 857 669">PHONE:</td> <td data-bbox="857 620 1339 669">EMAIL:</td> </tr> </table> <p>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.</p>	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:
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:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
	<p data-bbox="376 433 913 485">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 504 1345 691"> <tr> <td data-bbox="376 504 860 570">INCOMING CALL DATE: 6/10/13</td> <td data-bbox="860 504 1345 570">INCOMING CALL TIME: 11:21 AM</td> </tr> <tr> <td data-bbox="376 570 860 643">CALLER: AVA SIWEK</td> <td data-bbox="860 570 1345 643">CALLER ADDRESS: 6034 N. 33RD STREET, PARADISE VALLEY, ARIZONA 85253</td> </tr> <tr> <td data-bbox="376 643 860 691">PHONE:</td> <td data-bbox="860 643 1345 691">EMAIL:</td> </tr> </table> <p data-bbox="376 697 717 721">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="376 727 1345 854">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.</p>	INCOMING CALL DATE: 6/10/13	INCOMING CALL TIME: 11:21 AM	CALLER: AVA SIWEK	CALLER ADDRESS: 6034 N. 33 RD STREET, PARADISE VALLEY, ARIZONA 85253	PHONE:	EMAIL:
INCOMING CALL DATE: 6/10/13	INCOMING CALL TIME: 11:21 AM						
CALLER: AVA SIWEK	CALLER ADDRESS: 6034 N. 33 RD STREET, PARADISE VALLEY, ARIZONA 85253						
PHONE:	EMAIL:						

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1 2 3 4 5</p>	<p>Evan Skow Document Created: 7/24/2013 6:27:35 PM by Web Comment Form</p> <p>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.</p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Biology, Plants, and Wildlife	

Code	Comment Document
<p>1</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	<p>4330</p> <p>accommodate a smaller population, less car driving people who don't have the money quite frankly to drive and need mass-transit to get around. Those are the priorities now, not from 1985 when they passed this money and made it available. And that was based on the myth that every time growth happens, it's sustainable and we all should just expect it all the rest of our lives which is clearly not right. Thank you.</p> <p>MS. SLAPKE: I just got a wake-up call. They never told us that when they changed the alignment from ten lanes to eight, that our house was no longer in line of demolition. We were never notified. We would have gotten out five, ten years ago when they changed that, but none of the homeowners, I know for a fact, none of us know this because I know everybody on our entire street. We weren't notified.</p> <p>So here I sit and now I'm going to have a wall right behind my house when we were anticipating, okay, ADOT's going to have to buy our house. We'll sit tight. There's nothing we can do. We've lost all the value in our home, but at least we know ADOT's going to buy our home. I just found out, guess what, we're screwed. So put that into writing.</p> <p style="text-align: right;">Page 13</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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 <i>Regional Transportation Plan</i> . 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 <i>Responses to Frequently Submitted Public Comments</i> 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
<div style="display: flex; flex-direction: column; align-items: center;"> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin-bottom: 5px;">4</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">5</div> </div>	<p>1 I don't know how to put it. We were</p> <p>2 never notified that our house was no longer in the</p> <p>3 line of demolition. And so what's ADOT's recourse to</p> <p>4 those of us homeowners who all these years had</p> <p>5 thought that our I'm home was going to be purchased</p> <p>6 by ADOT because we couldn't sell them. And now all</p> <p>7 of the sudden, we're not in the alignment anymore,</p> <p>8 our house is not going to be bought by ADOT, and I'm</p> <p>9 faced with a house that's going to be worthless.</p> <p>10 And if they had told us, given us a</p> <p>11 written statement, something that notified us, your</p> <p>12 home is not in the line of demolition anymore, you</p> <p>13 know, we would have taken action at that time.</p> <p>14 Either get out somehow, and now we've lost all of</p> <p>15 that in our home and we have to move. Now what do I</p> <p>16 do?</p> <p>17 We've been in limbo for years, but we</p> <p>18 were reassured, just sit tight, the freeway goes</p> <p>19 through, it's no big deal because they're going to</p> <p>20 have to take our house. At least we'll be able to</p> <p>21 get out and be recouped. Now we lost everything,</p> <p>22 everything. I don't know what we're going to do. My</p> <p>23 name is Erica Slapke, 3119 East Redwood Court in</p> <p>24 Phoenix, 85048.</p> <p>25 MR. ROSE: My name's Scott Rose, R-o-s-e,</p> <p style="text-align: right;">Page 14</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="372 504 1345 665"> <tr> <td data-bbox="372 504 854 574">INCOMING CALL DATE: 7/23/13</td> <td data-bbox="854 504 1345 574">INCOMING CALL TIME: 2:12 PM</td> </tr> <tr> <td data-bbox="372 574 854 620">CALLER: NANCY SLAWN</td> <td data-bbox="854 574 1345 620">CALLER ADDRESS: 2702 EAST MICHIGAN AVENUE, PHOENIX, AZ</td> </tr> <tr> <td data-bbox="372 620 854 665">PHONE:</td> <td data-bbox="854 620 1345 665">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I am for the freeway, thank you, we need it.</p>	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:
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:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: Build the South Mountain Freeway Date: Tuesday, May 14, 2013 9:39:17 AM</p> <hr/> <p>-----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</p> <p>As a resident of the great state of Arizona I implore you to adhere to the citizens multiple requests to build the loop 202.</p> <p>Enough with the delays. With all of the benefits this freeway provides it should have been built a decade ago!</p> <p>It is time to move this project forward at last.</p> <p>Ed Smith Laveen, Az</p> <hr/> <p>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.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p>	<p>From: Projects To: ADOT Subject: FW: Southmountain Freeway Date: Friday, May 17, 2013 8:49:28 AM</p> <hr/> <p>From: Tracy Smith [mailto:tracyb19@aim.com] Sent: Friday, May 17, 2013 8:37 AM To: Projects Subject: Southmountain Freeway</p> <p>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.</p> <p>We need more accessibility, we need more medical facilities, we need MORE!</p> <p>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!</p> <p>Thank you for your time.</p> <p>Tracy Smith 6114 S 46th Ave Laveen</p> <hr/> <p><small>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.</small></p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: South Mountain 202 Date: Tuesday, April 30, 2013 8:53:49 AM</p> <hr/> <p>From: Todd W. Smith [mailto:twsmith23@gmail.com] Sent: Friday, April 26, 2013 1:14 PM To: Projects Subject: South Mountain 202</p> <p>Hello,</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p> <p>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.</p> <p>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.</p> <p>Thank you,</p> <p>Todd W. Smith Laveen Resident</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: Date: Monday, May 20, 2013 8:47:29 AM </p> <hr/> <p> From: Kathleen Smith [mailto:kathleenski@yahoo.com] Sent: Friday, May 17, 2013 4:10 PM To: Projects Subject: </p> <p> 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! </p> <p>Kathleen Smith</p> <hr/> <p> <small>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.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p style="text-align: right;">Document Created: 5/21/2013 8:40:28 PM by Web Comment Form</p> <p>Vicki Smith 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.</p> <p>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? They 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 Laveen, but also affects ANYONE travelling to work on the I10. We need this freeway!</p> <p>With this freeway comes additional jobs. Not just 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 make 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.</p> <p>1 Please, I'm beggin you, build the 202!!!!</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p> <p>2</p>	<p data-bbox="428 338 1339 364">Lisa Smith Document Created: 5/28/2013 4:57:30 AM by Web Comment Form</p> <p data-bbox="388 374 1339 943">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.</p>

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
	<p>From: Lisa Smith To: Projects Subject: South Mountain Freeway Date: Tuesday, June 18, 2013 4:57:57 PM</p> <hr/> <p>Hello,</p> <p>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.</p> <p>Please consider an alternate route south on the Gila reservation or Riggs Road. Do not build on Pecos.</p> <p>Thank you,</p> <p>Lisa Smith</p>

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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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Regional Transportation Plan</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
<p>1</p>	<p>4296</p> <p>1 This environmental impact draft study doesn't seem 2 to think that it will worsen the air quality on the sensor 3 that's on 43rd Avenue, which will be two to three miles away 4 from this construction. So it really needs to be understood 5 that it could -- could risk Arizona losing its federal funds. 6 And then the City and our citizens will have to pay the bill. 7 This could turn into one of the more expensive highways. And I 8 think a separate study of that impact is very, very important 9 before we go to the final phase of the environmental study. 10 So thank you very much for your time. I appreciate 11 the opportunity to comment.</p> <p>12 MR. SMITH: They've already spent a lot of money 13 studying this thing, right? And they might as well finish the 14 project or a lot of people's work has been wasted already. 15 And as far as alignments go, I think, even though 16 the one that's more expensive, that would link up to the 101, 17 is probably a better option in the long run, even though it 18 looks like it might be more expensive now. I don't think I 19 have anything else to say.</p> <p>20 MR. STROOP: Well, I just wanted to say that I am a 21 Laveen resident and that I am for the proposal to build the 22 freeway in any of the capacities that I saw today. I don't 23 really have a preference on an alternative, but I would prefer 24 it to get built as soon as possible.</p> <p>25 MR. ALLEN: I don't know what ADOT's plans for</p> <p style="text-align: right;">Page 10</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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

Code	Comment Document
1	<p style="text-align: center;">4408</p> <div style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <p>1 that you register. Thank you.</p> <p>2 Another reminder, if anyone wishes to speak,</p> <p>3 please make sure that you register at the front desk.</p> <p>4 Your name will appear on the screen and we will call you</p> <p>5 in the order that you registered.</p> <p>6 Todd Smith.</p> <p>7 Mr. Smith, you have three minutes, here's your</p> <p>8 timer. Please begin.</p> <p>9 MR. SMITH: Thank you. I'm sure you've heard</p> <p>10 many different versions of pretty much the same speech</p> <p>11 today. I'm here in support of the 202. There are many,</p> <p>12 many reasons I believe it should be built, not the least</p> <p>13 of which is I live on 51st Avenue and Baseline, I work at</p> <p>14 I-10 and Chandler Boulevard. Just like the last</p> <p>15 gentlemen and the woman before him, I'm on Baseline for</p> <p>16 12 miles every day; makes me want to gouge my eyeballs</p> <p>17 out. It would cut my commute time in half or probably</p> <p>18 more to do that.</p> <p>19 Beyond just the selfish reasons of the commute,</p> <p>20 look at what happened to Gilbert with the San Tan 202.</p> <p>21 There was nothing out there. They approved the freeway,</p> <p>22 they built it up, developments everywhere. Same thing is</p> <p>23 going to happen in Laveen, and if you guys are from</p> <p>24 Laveen or have been to Laveen, we desperately need things</p> <p>25 like shopping and restaurants and hospitals. There's</p> </div> <p style="text-align: right;">Page 77</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>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.</p> <p>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.</p> <p>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</p>
	<p style="text-align: right;">Page 78</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
	<p>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.</p> <p>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.</p> <p>10 THE FACILITATOR: Thank you, sir.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>23 (The proceeding was at recess from 6:02 p.m. to 24 6:07 p.m.)</p> <p>25 THE FACILITATOR: Good evening, everybody.</p>
	<p style="text-align: right;">Page 79</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

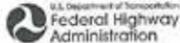
Code	Issue	Response

Code	Comment Document
1	<p style="text-align: right;">Document Created: 7/16/2013 8:48:57 PM by Web Comment Form</p> <p>Matthew Smith PLEASE PLEASE PLEASE BUILD THE SOUTH MOUNTAIN FREEWAY EXTENSION.</p> <p>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).</p>

Code	Issue	Response
1		Comment noted.

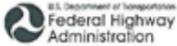
Code	Comment Document
1	Matthew Smith Document Created: 7/16/2013 8:52:28 PM by Web Comment Form I recommend the W59 Alternative as y favorite route. W71 in a distant second

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div style="text-align: center;"> <p>LOOP 202 <i>South Mountain</i> Freeway Study 2013</p> <p>Draft Environmental Impact Statement COMMENT FORM</p> </div> <p>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</p> <p>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.</p> <p>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p>It is helpful to ADOT to receive comments on:</p> <ul style="list-style-type: none"> • 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. </div> <p>Comments must be received or postmarked by July 24, 2013. <i>My husband and I purchased our home off Desert Foothills Parkway earlier this year. We purchased close to the recently, in fact, 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.</i></p> <p><i>It is sad to consider that a freeway that was voted on 70+ 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 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 refuses to consider implementing eminent domain and seizing land from the Gila River Indian Reservation, to make this freeway possible. The land is undeveloped, not farmable, and barren. We fail to understand the State's decision to destroy homes →</i></p> <p>Optional Name: <i>Shannon Smith</i> Email: <i>shenit72@live.com</i> Address: <i>14235 S. 13th Place</i> City: <i>Phoenix</i> State: <i>AZ</i> Zip: <i>85048</i> Phone: <i>512-413-7923</i> Fax: _____</p> <p>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</p> <p style="font-size: small;">ADOT TRACS No.: 2021 MA 054 HS764 01L • Federal-aid Project No.: NH-202-D(ADT) 13-100</p> <div style="display: flex; justify-content: space-between; align-items: center;">   <p>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</p> </div>

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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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<p>LOOP 202 South Mountain Freeway Study 2013</p> <p>Draft Environmental Impact Statement COMMENT FORM</p> <p>4 Additional Comments: <u>and negatively impact the well-being of many traveling citizens in order for the reservation land to remain untouched.</u></p> <p>5 <u>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 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 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 Indians can vote on it as recently as this Spring, why not allow current Ahwatukee residents to vote on it — rather than relying on votes cast in the 1980's?</u></p> <p>6</p> <p>ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-109</p> <p>ADOT  FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</p>

Code	Issue	Response
6	Public Involvement	<p>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.</p> <p>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 <i>Regional Transportation Plan</i> funding passed by Maricopa County voters in 2004 through Proposition 400.</p>

Code	Comment Document						
<p style="text-align: center;">1</p>	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 504 1345 695"> <tr> <td data-bbox="376 504 857 570">INCOMING CALL DATE: 5/16/13</td> <td data-bbox="857 504 1345 570">INCOMING CALL TIME: 4:48 PM</td> </tr> <tr> <td data-bbox="376 570 857 643">CALLER: RICK SMITH</td> <td data-bbox="857 570 1345 643">CALLER ADDRESS: 4211 EAST SILVERWOOD DRIVE, PHOENIX, AZ 85048</td> </tr> <tr> <td data-bbox="376 643 857 695">PHONE: 480-759-1875</td> <td data-bbox="857 643 1345 695">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I do support the freeway.</p>	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:
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:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>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</p> <hr/> <p>Jul 24, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>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.</p> <p>DISCONTINUE THE DESTRUCTION OF THE DESERT!</p> <p>Phyllis M. Smith</p> <p>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.</p> <p>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.</p> <p>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.</p>
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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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Regional Transportation Plan</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
8	Biology, Plants, and Wildlife	

Code	Comment Document
9	<p>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.</p>
1	<p>Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>Sincerely,</p> <p>Ms. Phyllis Smith 914 Paso Dr Lake Havasu City, AZ 86406-8216</p>

Code	Issue	Response
9	<p>Neighborhoods/ Communities</p>	<p>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.</p>

Code	Comment Document
1	<p> 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 </p> <hr/> <p> Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 adot.gov  </p> <hr/> <p> 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 </p> <p> 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 </p> <p> 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) </p> <p> -----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 </p> <p> To Whom It May Concern: </p> <p> 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. </p> <p> 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. </p> <p> We are proud citizens of our community and will be long term residents well into our retirement in Lakewood Community. </p> <p> Sincerely, Zacc & Barbara Russell 3421 E Wildwood Dr Phoenix, AZ 85048 AssociatedAsset.com HomeownerResources.com </p> <hr/> <p> <small>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.</small> </p>

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						
	<p data-bbox="366 427 913 479">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="366 499 1342 669"> <tr> <td data-bbox="366 499 857 568">INCOMING CALL DATE: 7/23/13</td> <td data-bbox="857 499 1342 568">INCOMING CALL TIME: 4:51 PM</td> </tr> <tr> <td data-bbox="366 568 857 616">CALLER: MARYBETH SMITH</td> <td data-bbox="857 568 1342 616">CALLER ADDRESS:</td> </tr> <tr> <td data-bbox="366 616 857 669">PHONE:</td> <td data-bbox="857 616 1342 669">EMAIL:</td> </tr> </table> <p data-bbox="366 669 721 697">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="366 697 646 725">I'm in favor of it. Thank you.</p>	INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 4:51 PM	CALLER: MARYBETH SMITH	CALLER ADDRESS:	PHONE:	EMAIL:
INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 4:51 PM						
CALLER: MARYBETH SMITH	CALLER ADDRESS:						
PHONE:	EMAIL:						

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Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 7/24/13</td> <td data-bbox="857 506 1339 572">INCOMING CALL TIME: 12:24 PM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: GAYLE SNEED</td> <td data-bbox="857 572 1339 620">CALLER ADDRESS: 3613 WEST MARSHALL, PHOENIX, ARIZONA</td> </tr> <tr> <td data-bbox="376 620 857 669">PHONE:</td> <td data-bbox="857 620 1339 669">EMAIL:</td> </tr> </table> <p>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.</p>	INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 12:24 PM	CALLER: GAYLE SNEED	CALLER ADDRESS: 3613 WEST MARSHALL, PHOENIX, ARIZONA	PHONE:	EMAIL:
INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 12:24 PM						
CALLER: GAYLE SNEED	CALLER ADDRESS: 3613 WEST MARSHALL, PHOENIX, ARIZONA						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
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**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.

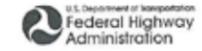
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Code	Issue	Response
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1		Comment noted.
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Code	Comment Document
<p>1</p>	<p>From: Ayo Sodimu To: Projects Subject: ADOT SR347 Study Date: Wednesday, May 29, 2013 6:33:41 PM</p> <hr/> <p>Good Day,</p> <p>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.</p> <p>Ayodele A. Sodimu Esq. LLB, BL, CIPP/US</p>

Code	Issue	Response
<p>1</p>	<p>Alternatives</p>	<p>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).</p>

Code	Comment Document
	<div style="text-align: center;"> <p>LOOP 202 <i>South Mountain</i> Freeway Study</p> <p>2013</p> <p>Draft Environmental Impact Statement COMMENT FORM</p> </div> <p>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</p> <p>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.</p> <p>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p>It is helpful to ADOT to receive comments on:</p> <ul style="list-style-type: none"> • 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. </div> <p>Comments must be received or postmarked by July 24, 2013.</p> <p><i>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!</i></p> <p style="text-align: center;"><i>!!</i></p> <p>Optional Name <u>Dorina Sola</u> Email <u>dorinas444@hotmail.com</u> Address <u>4029 W. Darrow St.</u> City <u>Phoenix</u> State <u>AZ</u> Zip <u>85041</u> Phone <u>480-233-9795</u> Fax _____</p> <p>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</p> <p><small>ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-116</small></p> <div style="display: flex; justify-content: space-between; align-items: center;">   <p>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</p> </div>

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Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td>INCOMING CALL DATE: 7/23/13</td> <td>INCOMING CALL TIME: 6:06 PM</td> </tr> <tr> <td>CALLER: ALBERT SORENSON</td> <td>CALLER ADDRESS: 15855 WEST EVANS DRIVE, SURPRISE, ARIZONA 85379</td> </tr> <tr> <td>PHONE:</td> <td>EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the South Mountain freeway. Thank you.</p>	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:
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:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
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**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.

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Code	Issue	Response
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1		Comment noted.
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Code	Comment Document
	<p>1 MR. LIPPEY: Mario Lippey.</p> <p>2 So my comment would be I was concerned</p> <p>3 about -- I'm for the highway. However, where I live,</p> <p>4 which is the freeway -- the Foothills reserve area,</p> <p>5 right at the very end of Pecos, that's really close to</p> <p>6 the mountain.</p> <p>7 And right now it's very quiet unless there are</p> <p>8 parties or loud vehicles that go through there. And</p> <p>9 those small noises bounce off the highway.</p> <p>10 And with the highway coming so close to that</p> <p>11 area, my concern is that the noise levels will increase</p> <p>12 even if they put a barrier up. It will just bounce off</p> <p>13 the mountain.</p> <p>14 In addition, the air pollution, again, we're</p> <p>15 right up against the mountain. The winds usually come</p> <p>16 from the south to north, anecdotally. I don't have any</p> <p>17 research.</p> <p>18 But I'm concerned about the air quality being</p> <p>19 trapped right where we're located right up against the</p> <p>20 mountain. And I didn't read everything on the air</p> <p>21 quality, but those are my two main concerns, the air</p> <p>22 quality and the noise.</p> <p>23 MR. SOSA: My name is Jesse Sosa, and I live</p> <p>24 right in the pathway of the freeway, and I'm really,</p> <p>25 obviously, in opposition to losing my home.</p>
	<p style="text-align: right;">Page 2</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
1	<p>1 And, really, I don't even know if I'm going to</p> <p>2 lose my home, because I'm not sure where, you know,</p> <p>3 ADOT plans to actually build. But I'd be right in</p> <p>4 front of it. That's for sure. And I really feel that</p> <p>5 this would impact tremendously my family, my children,</p> <p>6 the building of it.</p> <p>7 It's -- and I don't think that eminent domain</p> <p>8 is a fair thing to do. People struggle all their</p> <p>9 lives. They buy their homes. They take their -- take</p> <p>10 care of their homes. And I really don't understand,</p> <p>11 you know, the need to build something like this.</p> <p>12 I get that all of this here is for that</p> <p>13 purpose, to demonstrate the need, to demonstrate the</p> <p>14 amount of pollution, supposedly, that it would</p> <p>15 decrease, the amount of money saved, the decrease in</p> <p>16 congestion of traffic. I get all of that.</p> <p>17 But when we're talking to a certain little</p> <p>18 family that actually has a home, that cares for their</p> <p>19 home, that has, again, saved money all their lives to</p> <p>20 purchase a home, not to just say, well, this is going</p> <p>21 away because of progress, if you will, it just, you</p> <p>22 know, really upsets me, so ...</p> <p>23 And, obviously, I oppose it. And whoever it</p> <p>24 goes to, hopefully they can kind of -- and I'm not the</p> <p>25 only one. I know that.</p>
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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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
4	Purpose and Need, Lack of Support	
5	Air Quality	

Code	Comment Document
1	But that's my statement.
2	MS. BRENNAN: Catherine Brennan.
3	So I'm just -- I'm for the Loop 202 because
4	it's going to help with economic development in Laveen
5	and help bridge the two communities of the East and
6	West Valley.
7	MR. RODARTE: My name is Randall,
8	R-a-n-d-a-l-l. Last name is Rodarte, R-o-d-a-r-t-e.
9	I live on 51st Avenue and Baseline, and I'm
10	really looking forward to the preferred freeway. I
11	believe it's the 59 and the E1. I believe that's what
12	they're called.
13	Wait a minute. Let me double check here.
14	Yep, W59 and E1 alternative.
15	I'm in favor of them, and I really was looking
16	forward to another way to get to the East Valley
17	besides going through Baseline or Southern, because
18	it's horrible, the traffic, you know, the backup. It
19	just takes so long.
20	There's only one lane each way on
21	Southern Road, and that's sometimes impossible to get
22	through. And Baseline, over the last 10 years, I've
23	seen it just really get bogged down, especially on the
24	weekends. Takes about 40 minutes to get to Arizona
25	Mills.
Page 4	
Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com	

Code	Issue	Response
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Code	Comment Document
	<p>4244</p> <p>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.</p> <p>6 Thank you.</p> <p>7 THE FACILITATOR: Thank you.</p> <p>8 Alexander Soto.</p> <p>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.</p> <p>12 Thank you.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 57</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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Code	Issue	Response
1	Environmental Justice/Lifestyle	<p>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.</p> <p>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.</p> <p>The section entitled <i>Title VI and Environmental Justice</i>, 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.</p> <p>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, <i>Affected Environment, Environmental Consequences, and Mitigation</i>, as exemplified by the inserted text on page 4-29 of the Final Environmental Impact Statement.</p>
2	Cultural	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>
3	Environmental Justice/Lifestyle	<p>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.</p>

(Responses continue on next page)

Code	Comment Document
1 2	<p>1 oppressed.</p> <p>2 So this mountain is sacred to us as</p> <p>3 O'odham, and myself Tohono O'odham, you know, I may</p> <p>4 come from south of southern Arizona, but this</p> <p>5 freeway is -- this mountain is sacred to me. And all</p> <p>6 these mountains in Phoenix are sacred, so I just</p> <p>7 wanted to make that very clear that this is an attack</p> <p>8 of who I am as an indigenous person, let alone the</p> <p>9 generations to come. And overall with EIS, the lack</p> <p>10 of consideration for potential hazardous spills on</p> <p>11 this freeway is also shocking. There's really not</p> <p>12 any great detail in the EIS that pertains to</p> <p>13 what-ifs, you know, regarding hazardous waste.</p> <p>14 And another consideration, which I actually</p> <p>15 wrote down, was also that back in 2005 the Joint Air</p> <p>16 Toxic Assessment Program Study that was done, was not</p> <p>17 considered in the EIS as well. And that's -- the</p> <p>18 report clearly shows that there's already toxic</p> <p>19 chemicals in the air in this area already, so of</p> <p>20 course, the freeways would add more to that. So I</p> <p>21 would hope that that would also be addressed in the</p> <p>22 EIS.</p> <p>23 And the last one, on a bigger level, is the</p> <p>24 amount of semitrucks that will also be going towards</p> <p>25 the community as well. Of course, we all know, this</p>
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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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Air Quality	<p>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.</p> <p>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.</p>
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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
8	<p>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.</p> <p>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.</p> <p>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.</p>

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Code	Issue	Response

Code	Comment Document
	<p>1 So thank you.</p> <p>2 THE FACILITATOR: Thank you.</p> <p>3 If you'd like to speak, please register up</p> <p>4 front.</p> <p>5 If you'd like to speak, please go to the</p> <p>6 registration desk out front.</p> <p>7 Please feel free to use either microphone</p> <p>8 when you come up.</p> <p>9 Thank you. Eric Cylwik.</p> <p>10 Eric, could I ask you to use this mic over</p> <p>11 here, please.</p> <p>12 MR. CYLWIK: Good morning. My name is Eric</p> <p>13 Cylwik. I first of all want to thank you so much to</p> <p>14 voice my opinion to you guys here that are here to</p> <p>15 listen to us today. I just wanted to say also, great</p> <p>16 job on pronouncing the name. That is correct.</p> <p>17 So I grew up in Phoenix, kind of at the top</p> <p>18 of what is now the 51, and I remember growing up</p> <p>19 there, and my dad would have to fly out of town every</p> <p>20 single weekend, and the commute to the airport was</p> <p>21 awful. But then after the 51 was built, it made the</p> <p>22 rest of the town so much more accessible and it just</p> <p>23 made living up there a so much nicer place.</p> <p>24 I've now moved to Tempe after graduating</p> <p>25 from ASU, and a lot of my friends are now moving away</p>
	<p>Page 60</p>
	<p>Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
5044	<p>1 MR. SOTO: My name is Alexander Soto.</p> <p>2 Address 7211 West Alta Vista Road, Laveen, 85339.</p> <p>3 And, yeah, I'm here today to make a comment against</p> <p>4 this freeway. I'm not in favor of it. I'm in</p> <p>5 opposition of it. As a Tohono O'odham, this freeway</p> <p>6 will attack my civil rights because this freeway is</p> <p>7 going to blast through South Mountain, and South</p> <p>8 Mountain is a sacred site to all O'odham, the O'odham</p> <p>9 in Gila River, the O'odham in Salt River, the O'odham</p> <p>10 in Ak-Chin, and the O'odham in Mexico.</p> <p>11 So my spiritual connection to this</p> <p>12 mountain will be attacked if the freeway comes</p> <p>13 anywhere in this area, let alone blasts through the</p> <p>14 mountain which is current proposal that ADOT has,</p> <p>15 will do. So my civil liberties, my freedom of</p> <p>16 religion, all these things are being threatened.</p> <p>17 And as a citizen of the United States, a</p> <p>18 citizen of Arizona, citizen of my tribe, I feel I</p> <p>19 have that right to keep my cultural practices going</p> <p>20 and this freeway stops that. So that's why I'm in</p> <p>21 opposition for it on a cultural level, but I'm also</p> <p>22 in opposition because this freeway's overall</p> <p>23 construction, it doesn't have any clear plan B for a</p> <p>24 biohazardous spill if anything happens in the</p> <p>25 community. So if it even was to be built, there's no</p>
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Code	Issue	Response
1	Environmental Justice/Lifestyle	<p>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.</p> <p>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.</p> <p>The section entitled <i>Title VI and Environmental Justice</i>, 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.</p> <p>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, <i>Affected Environment, Environmental Consequences, and Mitigation</i>, as exemplified by the inserted text on page 4-29 of the Final Environmental Impact Statement.</p>
2	Cultural Resources	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>
3	Hazardous Materials	

Code	Comment Document
4	<p>1 alternative for people if something bad happens with 2 hazardous waste.</p> <p>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.</p> <p>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.</p> <p>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</p>
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Code	Issue	Response
4	Air Quality	<p>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.</p> <p>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.</p>
5	Environmental Justice/Lifestyle	<p>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.</p>
6	Purpose and Need, Lack of Support	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: South Mountain Freeway Date: Monday, May 20, 2013 8:36:05 AM</p> <hr/> <p>From: Spano, Nancy [mailto:Nancy.Spano@Honeywell.com] Sent: Friday, May 17, 2013 9:20 PM To: Projects Subject: South Mountain Freeway</p> <p>1 2 3</p> <p>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.</p> <p>Nancy Spano</p> <hr/> <p><small>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.</small></p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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
	<p>From: Projects To: ADOT Subject: FW: Comments in opposition to South Mountain Freeway Date: Monday, July 15, 2013 2:10:39 PM</p> <hr/> <p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov</p> <p>-----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</p> <p>Jul 15, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>2 Freeways always come with the idea that they will relieve congestion and the truth is they create more congestion.</p> <p>3 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.</p> <p>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.</p> <p>5 As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.</p> <p>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.</p> <p>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.</p> <p>1 Please help protect our communities, our health, and our environment by selecting the No Action</p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> 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
	<p>Alternative. Thank you.</p> <p>Sincerely,</p> <p>Ms. Deb Sparrow 1715 S La Rosa Dr Tempe, AZ 85281-6820 (480) 968-7908</p> <hr/> <p>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.</p>

Code	Issue	Response

Code	Comment Document
<p>1</p>	<p>Jake Speck Document Created: 5/21/2013 1:58:43 PM by Web Comment Form</p> <p>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!</p>

Code	Issue	Response
<p>1</p>		<p>Comment noted.</p>

Code	Comment Document
1	<p>4377</p> <div style="border: 1px solid black; padding: 5px;"> <p>1 say.</p> <p>2 THE FACILITATOR: Thank you.</p> <p>3 MR. NEELY: Thank you.</p> <p>4 THE FACILITATOR: Vicky Oliver.</p> <p>5 MS. OLIVER: Hi, my name is Vicky Oliver and I'm</p> <p>6 for the 202 project because I think it will bring</p> <p>7 employment opportunities to our area, which we definitely</p> <p>8 need, and also will help the commute for a lot of people</p> <p>9 coming in the area. And also, it's been proven that</p> <p>10 freeways cut down pollution and also traffic accidents,</p> <p>11 and it'll keep some of the traffic off of our city</p> <p>12 streets.</p> <p>13 THE FACILITATOR: Thank you.</p> <p>14 Jake Speck.</p> <p>15 MR. SPECK: Good afternoon. My name is Jake</p> <p>16 Speck, I'm here in support of the 202. I think this</p> <p>17 project is a great benefit to the community for a lot of</p> <p>18 different reasons: Reducing traffic, revitalizing</p> <p>19 economy, bringing over 30,000 jobs to the community, as</p> <p>20 well as a significant investment. I think it will</p> <p>21 attract potential employers as well, which would be great</p> <p>22 for growing the economy going forward.</p> <p>23 After looking at the EIS, I think the potential</p> <p>24 impacts are vastly outweighed by the benefits this</p> <p>25 project brings, and I believe that now is the time to go</p> </div> <p style="text-align: right;">Page 32</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>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.</p> <p>5 THE FACILITATOR: Thank you. 6 Ana Morago? 7 Tiffany Reddy.</p> <p>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.</p> <p>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.</p> <p>20 Chris Pattock. Could I ask you to use this 21 microphone, please.</p> <p>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</p>
	<p style="text-align: right;">Page 33</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
<div style="display: flex; flex-direction: column; align-items: flex-start;"> <div style="margin-bottom: 20px;"> <p>From: Projects To: ADOT Subject: FW: DEIS on South Mountain Freeway Date: Wednesday, May 15, 2013 8:37:47 AM</p> <hr/> </div> <div> <p>-----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</p> <p>Dear ADOT,</p> <p>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.</p> <p>Steve Speight 538 E. Brookwood Ct Phoenix, Az 85048</p> <hr/> <p>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.</p> </div> </div> <div style="margin-top: 20px;"> <div style="display: flex; gap: 10px;"> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">1</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">2</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">3</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">4</div> </div> </div>	

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 <i>Responses to Frequently Submitted Public Comments</i> 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
<p>1</p> <p>2</p>	<p>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</p> <hr/> <p>Jul 24, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>I agree that the proposed freeway would cause more problems than it would solve.</p> <p>Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>Sincerely,</p> <p>Mr. Jerry Spellman 648 S Grand Mesa, AZ 85210-2430</p>

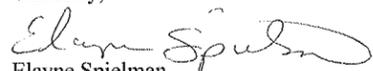
Code	Issue	Response
1	Alternatives, No-Action (No-Build) Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted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

Code	Comment Document
	<p style="text-align: right;">Document Created: 7/24/2013 11:33:22 PM by Web Comment Form</p> <p>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.</p> <p>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.</p> <p>The amount of land taken from South Mountain Preserve is 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.</p> <p>I hope you reconsider your position.</p> <p>Respectfully Yours, Leslie Spencer-Snider</p>

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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 <i>Responses to Frequently Submitted Public Comments</i> 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
	<p>June 20, 2013</p> <p>South Mountain Study Team Arizona Department of Transportation 1655 West Jackson Street, MD 126F Phoenix, AZ 85007</p> <p>I am writing to state my strong opposition for the proposed expansion of Loop 202/South Mountain Freeway, in particular the Pecos Road alignment.</p> <p>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.</p> <p>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 be taken into serious consideration by the South Mountain Study Team.</p> <p>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.</p> <p>I advocate the "No Action" alternative as the best option that preserves the environment, quality of life, and health of residents.</p> <p>Sincerely,  Elayne Spielman 3009 W Silver Fox Way Phoenix, AZ 85045</p>

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

Code	Comment Document
	<p>June 4, 2013</p> <p>South Mountain Study Team Arizona Department of Transportation 1655 West Jackson Street, MD 126F Phoenix, AZ 85007</p> <p>I am writing to state my opposition for the proposed expansion of Loop 202/South Mountain Freeway.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>I advocate the "No Action" alternative as the best option that preserves the environment, health of residents, and respect for Native American culture.</p> <p>Sincerely,  John Spielman 3009 W Silver Fox Way Phoenix, AZ 85045</p>

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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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
1	<p data-bbox="428 445 801 526"> From: Projects To: ADOT Subject: FW: Scare Tactics Date: Monday, May 20, 2013 8:30:20 AM </p> <hr/> <p data-bbox="428 612 857 701"> From: Robert Spiller [mailto:respiller1@yahoo.com] Sent: Saturday, May 18, 2013 9:57 AM To: Projects Subject: Scare Tactics </p> <p data-bbox="428 721 1277 778"> 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. </p> <hr/> <p data-bbox="428 862 1292 929"> <small>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.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>Bailly, Becky</p> <hr/> <p>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</p> <p>May 29, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>Sincerely,</p> <p>Mr. Eric & Cedra Spragett 4035 E Bloomfield Rd Phoenix, AZ 85032-7411 (602) 283-4700</p>

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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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Regional Transportation Plan</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Health Effects	
6	Section 4(f) and Section 6(f)	
7	Biology, Plants, and Wildlife	

Code	Comment Document

Code	Issue	Response
8	Neighborhoods/ Communities	<p>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.</p>

Code	Comment Document						
	<p data-bbox="366 431 913 485">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="366 499 1342 667"> <tr> <td data-bbox="366 499 857 572">INCOMING CALL DATE: 05/9/13</td> <td data-bbox="857 499 1342 572">INCOMING CALL TIME: 3:03 PM</td> </tr> <tr> <td data-bbox="366 572 857 620">CALLER: MERRILEY SPRAGUE</td> <td data-bbox="857 572 1342 620">CALLER ADDRESS: 2407 N. 123RD DRIVE, AVONDALE, AZ 85392</td> </tr> <tr> <td data-bbox="366 620 857 667">PHONE:</td> <td data-bbox="857 620 1342 667">EMAIL:</td> </tr> </table> <p data-bbox="366 667 721 697">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="366 697 1317 782">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.</p>	INCOMING CALL DATE: 05/9/13	INCOMING CALL TIME: 3:03 PM	CALLER: MERRILEY SPRAGUE	CALLER ADDRESS: 2407 N. 123 RD DRIVE, AVONDALE, AZ 85392	PHONE:	EMAIL:
INCOMING CALL DATE: 05/9/13	INCOMING CALL TIME: 3:03 PM						
CALLER: MERRILEY SPRAGUE	CALLER ADDRESS: 2407 N. 123 RD DRIVE, AVONDALE, AZ 85392						
PHONE:	EMAIL:						

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	<p>4384</p> <div style="border: 1px solid black; padding: 5px;"> <p>1 curve. At times it's -- well, every morning and every</p> <p>2 afternoon it's nearly a parking lot. I would very much</p> <p>3 appreciate -- well, I believe it's also a bit of a</p> <p>4 hazard, there's been several accidents on the 10 recently</p> <p>5 that have shut down the 10. Having other means to</p> <p>6 commute around that would definitely be beneficial.</p> <p>7 And also, the economic impacts that come along</p> <p>8 with a new freeway, property values go up and the person</p> <p>9 before me just mentioned the social and economic impact</p> <p>10 for Laveen would be enormous, so I support the</p> <p>11 construction of the 202. Thank you again for your time.</p> <p>12 THE FACILITATOR: Thank you.</p> <p>13 Tiffany Sprague.</p> <p>14 MS. SPRAGUE: It's so quiet in here, it's a</p> <p>15 little intimidating to walk up to.</p> <p>16 Good afternoon, my name is Tiffany Sprague and</p> <p>17 I'm a resident of Phoenix, and I'm very strongly opposed</p> <p>18 to the South Mountain freeway. I urge ADOT to select the</p> <p>19 no-action to this project. ADOT must begin looking</p> <p>20 towards real solutions for our transportation needs and</p> <p>21 this freeway is not it. This is more than evident by our</p> <p>22 increasingly congested roads and freeways. Widening</p> <p>23 routes and building new ones only provide short-term</p> <p>24 relief. More vehicles will soon fill these uncongested</p> <p>25 areas.</p> </div> <p style="text-align: right; margin-top: 10px;">Page 37</p> <p style="text-align: center; margin-top: 10px;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Alternatives, Nonfreeway Alternatives	
3	Purpose and Need	<p>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).</p> <p>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.</p>

Code	Comment Document
4	<p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>
5	
3	
Page 38	
Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com	

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 <i>Regional Transportation Plan</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
<p>3</p> <p>6 7</p> <p>8</p> <p>9 5</p> <p>10</p>	<p>1 better utilization of this portion of the freeway? Every</p> <p>2 afternoon I hear about how congested the San Tan portion</p> <p>3 is, so it seems like the South Mountain freeway will just</p> <p>4 increase congestion on this roadway, or is that what ADOT</p> <p>5 considers to be better utilization, more congestion and</p> <p>6 increased travel time.</p> <p>7 Overall, this freeway is not worth the cost. It</p> <p>8 will destroy a portion of South Mountain Park, an area</p> <p>9 that was set aside to protect natural resources and to</p> <p>10 provide public benefit. It will destroy wildlife habitat</p> <p>11 and movement corridors. It will exacerbate air quality</p> <p>12 concerns and climate change. It will endanger public</p> <p>13 health, and it will do all of this without any real added</p> <p>14 benefit to our communities, so we should not build the</p> <p>15 South Mountain freeway. Thank you.</p> <p>16 THE FACILITATOR: Thank you.</p> <p>17 Ana Morago?</p> <p>18 If you'd like to speak and are not yet</p> <p>19 registered, please go out to the front desk registration.</p> <p>20 Steve Schwab. Please feel free to use either</p> <p>21 microphone.</p> <p>22 MR. SCHWAB: Good afternoon. My name is Steve</p> <p>23 Schwab. I've been in the Valley for 31 years and I have</p> <p>24 witnessed a lot of freeway growth here and I strongly,</p> <p>25 strongly urge you to accept the action alternative here.</p> <p style="text-align: right;">Page 39</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<p data-bbox="459 352 531 379">5248</p> <p data-bbox="475 439 1283 560">1 RTP there was also a freeway system, which working 2 together to provide, you know, all modes of travel 3 for the community.</p> <p data-bbox="475 580 1314 848">4 With regard to the funding itself, there 5 are some firewalls built into the regional 6 transportation plan and it does limit the ability to 7 both use freeway funds for transit projects, as well 8 as to take money from transit projects and use them 9 for freeways.</p> <p data-bbox="475 868 1324 1084">10 So that would be something that would have 11 to probably be, you know, vetted at the top of MAG. 12 It would be a decision made by them, but there are 13 fire walls built in that would really limit or do not 14 allow the mixing of those funds.</p> <p data-bbox="475 1104 1299 1514">15 THE FACILITATOR: Scott Sprague. "In 16 pre-design meetings for I-11, ADOT representatives 17 have repeatedly stated that no part of the I-11 or 18 scenic drive has been identified beyond a very wide 19 30-mile swath between Phoenix and Las Vegas. Upon 20 approaching Phoenix, ADOT has insisted that many 21 alignments through and around the city are still on 22 the table. This contradicts what the map shows 23 tonight. Please explain the disconnect."</p> <p data-bbox="475 1534 1324 1608">24 MR. SPARGO: Can I have you repeat just the 25 part about where the information was coming from that</p> <p data-bbox="1215 1663 1339 1689">Page 100</p> <p data-bbox="484 1703 1299 1764">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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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
	<p>1 it's not --</p> <p>2 THE FACILITATOR: ADOT representatives.</p> <p>3 MEMBER OF PUBLIC: I can clarify, if you</p> <p>4 like. In pre-design meetings with the I-11 route,</p> <p>5 they, ADOT, has provided maps for where they're</p> <p>6 looking and they purposefully, upon request of a more</p> <p>7 refined map, they said there's nothing set. This is</p> <p>8 all that's been decided is this 30-mile swath, and</p> <p>9 again, I have no, this is just a guess, but there's a</p> <p>10 swath between Phoenix and Las Vegas and then their</p> <p>11 map has actually several arrows that spread out at</p> <p>12 the Vegas end and Phoenix end, and they said even</p> <p>13 those areas aren't even in consideration at this</p> <p>14 point or they're pre-designed. That's the next step</p> <p>15 is entering Phoenix, so I'm just curious, if that's</p> <p>16 very pertinent to that meeting, so if it's set, it's</p> <p>17 going to be over there, it's more important to me for</p> <p>18 that meeting than this meeting.</p> <p>19 MR. SPARGO: I guess I'm not in tune with</p> <p>20 all the things going on with I-11 study. I don't</p> <p>21 know if anybody wants to add anything, but we can</p> <p>22 follow up after this meeting with more information</p> <p>23 regarding that, with the I-11 team that's doing that</p> <p>24 study.</p> <p>25 THE FACILITATOR: Scott Sprague. "If</p>
	<p style="text-align: right;">Page 101</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
	<p>5249</p> <div style="border: 1px solid black; padding: 10px;"> <p>1 it's not --</p> <p>2 THE FACILITATOR: ADOT representatives.</p> <p>3 MEMBER OF PUBLIC: I can clarify, if you</p> <p>4 like. In pre-design meetings with the I-11 route,</p> <p>5 they, ADOT, has provided maps for where they're</p> <p>6 looking and they purposefully, upon request of a more</p> <p>7 refined map, they said there's nothing set. This is</p> <p>8 all that's been decided is this 30-mile swath, and</p> <p>9 again, I have no, this is just a guess, but there's a</p> <p>10 swath between Phoenix and Las Vegas and then their</p> <p>11 map has actually several arrows that spread out at</p> <p>12 the Vegas end and Phoenix end, and they said even</p> <p>13 those areas aren't even in consideration at this</p> <p>14 point or they're pre-designed. That's the next step</p> <p>15 is entering Phoenix, so I'm just curious, if that's</p> <p>16 very pertinent to that meeting, so if it's set, it's</p> <p>17 going to be over there, it's more important to me for</p> <p>18 that meeting than this meeting.</p> <p>19 MR. SPARGO: I guess I'm not in tune with</p> <p>20 all the things going on with I-11 study. I don't</p> <p>21 know if anybody wants to add anything, but we can</p> <p>22 follow up after this meeting with more information</p> <p>23 regarding that, with the I-11 team that's doing that</p> <p>24 study.</p> <p>25 THE FACILITATOR: Scott Sprague. "If</p> </div> <p style="text-align: right;">Page 101</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
<p>1</p>	<p>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?"</p> <p>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.</p> <p>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.</p> <p>25 THE FACILITATOR: Okay. Let's do the</p> <p style="text-align: right;">Page 102</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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

Code	Comment Document
	<p>5250</p> <p>1 follow-up to your question, then I'll wrap up with 2 the last one. 3 Yes, ma'am. 4 MEMBER OF PUBLIC: Okay. Regarding the 5 Game & Fish being approached in 2002 and 2003, have 6 the discussions continued since then, because a lot 7 of information has been learned about appropriate 8 wildlife crossing structures since 2002, and made 9 leaps and bounds of discovery since that time. 10 UNIDENTIFIED SPEAKER: Not specifically on 11 that topic, no. 12 MEMBER OF PUBLIC: Okay. 13 THE FACILITATOR: One last question, the 14 others remaining here we either addressed earlier 15 tonight or have been referenced in the EIS, the 16 draft. So we'll put the responses to these on the 17 Internet so we have time for closing. Fair enough? 18 The last question, then, from Scott 19 Sprague, "What about the Tucson Shovelnose Snake?" 20 is that what it's called, it is another candidate 21 species in the region. 22 MR. SPARGO: Yeah, it is a candidate 23 species, so therefore, as a candidate species 24 therefore it isn't something that has a regulatory 25 requirement, but it will be considered. The initial</p> <p style="text-align: right;">Page 103</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<p>1 assessment is that there really is not much 2 appropriate habitat.</p> <p>3 THE FACILITATOR: Okay. That concludes the 4 open questions from the general public.</p> <p>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.</p> <p>11 CAT MEMBER: I have a question. What are 12 they going to do with these after the meeting?</p> <p>13 THE FACILITATOR: What are we going to do 14 with the Draft EIS documents after the meeting?</p> <p>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.</p> <p>19 CAT MEMBER: My community has their annual 20 meeting next week and having one of these available 21 would be beneficial.</p> <p>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.</p>
	<p style="text-align: right;">Page 104</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
	<p data-bbox="491 344 562 368">5251</p> <div data-bbox="450 399 1339 1655" style="border: 1px solid gray; padding: 5px;"> <p data-bbox="475 439 1299 465">1 on this, so if I botch up some words, let me know.</p> <p data-bbox="475 485 997 512">2 Are these all from the same --</p> <p data-bbox="475 532 1028 558">3 MEMBER OF PUBLIC: No.</p> <p data-bbox="475 578 1317 604">4 THE FACILITATOR: Have you identified who</p> <p data-bbox="475 624 655 651">5 is who?</p> <p data-bbox="475 671 1028 697">6 MEMBER OF PUBLIC: No.</p> <p data-bbox="475 717 1286 743">7 THE FACILITATOR: Let's do that. Okay.</p> <p data-bbox="475 764 1059 790">8 MEMBER OF PUBLIC: Sure.</p> <p data-bbox="475 810 1330 836">9 THE FACILITATOR: What Fred is passing out</p> <p data-bbox="475 856 1317 883">10 is the meeting evaluation form, please fill it out.</p> <p data-bbox="475 903 1193 929">11 The first question is from Tiffany Sprague.</p> <p data-bbox="475 949 1100 975">12 MEMBER OF PUBLIC: Sprague.</p> <p data-bbox="475 995 1330 1467">13 THE FACILITATOR: "Has the Arizona Game & 14 Fish been consulting regarding wildlife habitat and 15 mitigation efforts. For example, planning for any 16 wildlife proxy requires a multi-year effort to 17 determine the species, attempted crossing locations, 18 and where to place structures, in-depth analysis on 19 appropriate site, etc. Was Game & Fish consulted on 20 multi-functional design based on available 21 information such structures do not work for many 22 species?"</p> <p data-bbox="475 1487 1121 1514">23 MR. SPARGO: Curt, go ahead.</p> <p data-bbox="475 1534 1317 1560">24 UNIDENTIFIED SPEAKER: Yes, in early, I</p> <p data-bbox="475 1580 1317 1606">25 think it was 2002, 2003, Game & Fish was approached</p> </div> <p data-bbox="1236 1665 1339 1691" style="text-align: right;">Page 97</p> <p data-bbox="491 1705 1299 1766" style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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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
	<p>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?</p> <p>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.</p>
	<p style="text-align: right;">Page 98</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
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**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...

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Code	Issue	Response
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1		Comment noted.
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Code	Comment Document
4075	<p>SOUTH MOUNTAIN PUBLIC HEARING (Public comments to reporter) May 21, 2013 10:00 a.m. REPORTED BY: April Lassiter, CSR #1521</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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?</p> <p>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.</p> <p>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</p>

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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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
4	<p>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.</p>
1	
5	<p>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</p>

Code	Issue	Response
4	Air Quality	<p>According to the Arizona Department of Transportation, 2013, <i>Air Quality Assessment South Mountain Freeway 202L Draft Report</i>, 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.</p>
5	Cultural Resources	<p>Prehistoric trails have been identified through archaeological survey and consultations with Native American tribes.</p>

Code	Comment Document
<p>3 4</p> <p>6</p>	<p>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. 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.</p>

Code	Issue	Response
<p>6</p>	<p>Purpose and Need, Lack of Support</p>	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>

Code	Comment Document
<p>1</p>	<p>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.</p>

Code	Issue	Response

Code	Comment Document
<p>1</p>	<p>4364</p> <div style="border: 1px solid black; padding: 10px;"> <p>1 You're also welcome to provide additional</p> <p>2 comments to the court reporter in the next room. Your</p> <p>3 time is up.</p> <p>4 Andrew Pedro. Andrew, are you in the</p> <p>5 auditorium?</p> <p>6 Claudine Reifschneider. If you could turn the</p> <p>7 microphone and address the front, you'll be able to see</p> <p>8 the time better that way.</p> <p>9 MS. REIFSCHNEIDER: Thank you.</p> <p>10 THE FACILITATOR: Thank you.</p> <p>11 Just a note, remember, there are two</p> <p>12 microphones, one on either side, so if you'd please feel</p> <p>13 free to use either one.</p> <p>14 Danelle Spring.</p> <p>15 MS. SPRING: Hello, my name is Danelle Spring, I</p> <p>16 live in Co-op Village in Gila River Indian Community,</p> <p>17 District 6. I live on 67th Avenue and Elliot in that</p> <p>18 area, so the freeway affects me even though it's on</p> <p>19 59th Avenue, it's only a few miles away from my house.</p> <p>20 It's really a tragedy to see this coming to be. I'm</p> <p>21 definitely against this freeway being built. And the</p> <p>22 EIS, I didn't see anywhere in there that it said the</p> <p>23 effect it would have on our community and our community</p> <p>24 members that live between the South Mountain and the</p> <p>25 Estrella Mountains. It really doesn't, I guess, affect</p> </div> <p style="text-align: right;">Page 15</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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

Code	Comment Document
<p>2</p> <p>3</p> <p>4</p> <p>5</p>	<p>1 Laveen because Laveen's kind of north of that, but we</p> <p>2 live in the valley that's right between it. I don't see</p> <p>3 anywhere in the EIS that addresses that, not in the last</p> <p>4 five years, but 10, 20, 30, 40 years, what are the</p> <p>5 projections from this pollution that's going to be</p> <p>6 trapped in those mountains, in those little valley areas?</p> <p>7 I didn't see that addressed anywhere.</p> <p>8 In our community in the district we only have</p> <p>9 maybe 2- or 3,000 people that live there, so we're a</p> <p>10 small minority. I know we're not Phoenix area where they</p> <p>11 have six million people so, of course, their voices are</p> <p>12 going to be louder than our voices can possibly be.</p> <p>13 There's more of them, there's few of us. When we talked</p> <p>14 about extinction and things of that nature, I think our</p> <p>15 people are going to be extinct if you project those</p> <p>16 projections, what is it going to say, that they're all</p> <p>17 going to be sick from cancer and who knows all what other</p> <p>18 diseases that will come up from those toxins that come in</p> <p>19 there, and there's no way for that pollution to escape.</p> <p>20 I'm sorry for all you people. I know you don't</p> <p>21 care, because you don't live out there, you live over</p> <p>22 there on the north side and wherever you live, I know you</p> <p>23 people don't concern yourself with us, just because we've</p> <p>24 been here since way before any of you people ever even</p> <p>25 have thought of coming out here. Our people have lived</p>
<p>4</p> <p>5</p>	<p style="text-align: right;">Page 16</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Air Quality	According to the Arizona Department of Transportation, 2013, <i>Air Quality Assessment South Mountain Freeway 202L Draft Report</i> , 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 <i>Responses to Frequently Submitted Public Comments</i> 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	<p>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.</p> <p>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.</p> <p>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</p>
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Code	Issue	Response

Code	Comment Document
	<p>1 for the future in 10, 15, 20 years for the people that 2 live out there? Thank you.</p> <p>3 THE FACILITATOR: Thank you very much. 4 Andrew Pedro.</p> <p>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?</p> <p>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</p>
	<p style="text-align: right;">Page 18</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
3	<p>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.</p> <p>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.</p> <p>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</p>
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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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Regional Transportation Plan</i> and were considered during the evaluation of this proposed new freeway.

Code	Comment Document
2	<p>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</p>

Code	Issue	Response

Code	Comment Document
5	<p>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.</p> <p>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</p>
6	<p style="text-align: right;">Page 12</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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
7	<p>1 side, there's the Vee Quiva Casino, and that has two,</p> <p>2 the same thing, it has two lanes, two ways to go on</p> <p>3 north and -- east and west, north and south. So I</p> <p>4 don't understand why one of the alternatives is just</p> <p>5 to not connect those two pieces of road and have them</p> <p>6 be together. And then that would open up that area</p> <p>7 for the people. But not to allow big diesel trucks</p> <p>8 on those roads. Not to allow hazardous material on</p> <p>9 those roads, but really just to be for local traffic.</p> <p>10 That makes more sense than blasting through the</p> <p>11 mountain. That would save all of the Pecos people's</p> <p>12 homes in Ahwatukee. That will save all of the Laveen</p> <p>13 people's homes that live on Dusty Lane. And it</p> <p>14 doesn't seem like it's necessary to blast through the</p> <p>15 mountain and put an eight-lane freeway, so that all</p> <p>16 these trucks can pass through there, giving off all</p> <p>17 their diesel fuel and things like that.</p> <p>18 It doesn't make any sense at all, when they</p> <p>19 already have the road that goes down south and comes</p> <p>20 around the Estrella Mountains. That's already</p> <p>21 supposed to be a truck bypass. They're using that</p> <p>22 truck bypass, the 303. The 303 is coming through;</p> <p>23 then why do you need the 202? The 303 is already</p> <p>24 almost put together, so why would they need the 202</p> <p>25 as well to be expanded over here? It doesn't make</p>
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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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
12	<p>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.</p> <p>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</p>

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
13	Alternatives , W59 Alternative Versus W101 Alternative	

Code	Comment Document
6	<p>1 sense.</p> <p>2 Also, they came to our community, and</p> <p>3 they have a whole chapter devoted to the Gila River</p> <p>4 Indian Community, blah, blah, blah, and they don't</p> <p>5 seem to take note that every time they come to the</p> <p>6 Gila River Indian Community, we've been saying no for</p> <p>7 20 years, 30 years, however long this has been coming</p> <p>8 up, everybody has been saying no. We don't want it</p> <p>9 in our community. We have our resolutions against</p> <p>10 it. We have resolutions to try to protect the</p> <p>11 mountains and we intend to push our council</p> <p>12 representatives to take a lawsuit against the State</p> <p>13 of Arizona for continuously taking advantage of us,</p> <p>14 and for not listening to us, and not taking our</p> <p>15 opinions into their EIS. They just overlap it, and</p> <p>16 don't even consider it.</p> <p>17 I mean, I read the whole chapter and it</p> <p>18 seems pretty stupid. And it says that the community</p> <p>19 won't allow them to share, or whatever, they won't</p> <p>20 tell them what's the significance of the mountains to</p> <p>21 us. I don't understand that. It doesn't make any</p> <p>22 sense. I think we have told them numerous times, but</p> <p>23 it just doesn't seem to get into the EIS report.</p> <p>24 All I know is that if ADOT continues to</p> <p>25 push this freeway through our community, we will be</p>
14	<p style="text-align: right;">Page 15</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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

Code	Comment Document
	<p>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. 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25</p>
	<p style="text-align: right;">Page 16</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: South Mountain Freeway Date: Friday, May 24, 2013 11:22:32 AM</p> <hr/> <p>From: Barbara Spurlock [mailto:spurs@cox.net] Sent: Friday, May 24, 2013 11:08 AM To: Projects Subject: South Mountain Freeway</p> <p>Finally!!! The benefits far outweigh the hindrances.</p> <p>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.</p> <p>Thank you! Please.... enough planning. 28 years should do it. Let's get this done!!</p> <p>Steve and Barbara Spurlock Laveen</p> <p>----- Barbara Spurlock SPURS HOME INSPECTION SERVICES SPURS MECHANICAL SPECIALTIES P.O. BOX 769 LAWEEN, AZ 85339 602-795-0695 mailto: spurs@cox.net http://www.SpursHomeInspections.com</p> <hr/> <p><small>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.</small></p>

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

Code	Comment Document
	<p data-bbox="459 338 522 362">5016</p> <div data-bbox="459 399 1339 1663" style="border: 1px solid black; padding: 10px;"> <p data-bbox="475 445 1268 794">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.</p> <p data-bbox="475 818 1268 1124">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.</p> <p data-bbox="475 1149 1268 1455">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.</p> <p data-bbox="475 1479 1268 1598">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</p> </div> <p data-bbox="1221 1675 1330 1699" style="text-align: right;">Page 29</p> <p data-bbox="547 1715 1246 1766" style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

1

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
<p>2 3 4 5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10 11</p> <p>12</p>	<p>1 202. Which as a resident, I absolutely never want to</p> <p>2 see happen because of the diesel particulates from</p> <p>3 the tractor-trailers, the noise, the traffic, the</p> <p>4 congestion and frankly what it will do to my quality</p> <p>5 of life, and specifically the three children I now</p> <p>6 have today being impacted by it.</p> <p>7 So from that perspective, I'm</p> <p>8 tremendously against a full freeway. If the argument</p> <p>9 is valid that people that live in the Phoenix metro</p> <p>10 area absolutely need it themselves, then put in a</p> <p>11 four lane parkway and ban the use of</p> <p>12 tractor-trailers. That would meet the local metro</p> <p>13 needs for traffic while eliminating the truck</p> <p>14 pollution problem, including trucks from Mexico that</p> <p>15 are not required, nor do they meet EPA air standards</p> <p>16 today.</p> <p>17 Beyond that, I just struggle to see why</p> <p>18 we need to destroy our environment, South Mountain.</p> <p>19 For me the single most logical solution to the</p> <p>20 overarching metro traffic problem including I-10</p> <p>21 through traffic would be to create a bypass that</p> <p>22 would be a shorter route for trucks likely off of I-8</p> <p>23 through some other desolate area that doesn't impact</p> <p>24 any people or environments. And I think that's</p> <p>25 enough.</p> <p style="text-align: right;">Page 30</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
9	Trucks	
10	Section 4(f) and Section 6(f)	
11	Biology, Plants, and Wildlife	

Code	Comment Document

Code	Issue	Response
12	Alternatives	<p>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.</p>

Code	Comment Document
	<p data-bbox="428 445 808 566"> 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 </p> <hr/> <p data-bbox="428 600 652 624">To Whom It May Concern:</p> <p data-bbox="428 647 1280 717">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.</p> <p data-bbox="211 737 254 788">1</p> <p data-bbox="428 737 1292 788">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.</p> <p data-bbox="428 828 484 852">Regards,</p> <p data-bbox="428 872 547 897">Larry Stackhouse</p>

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
	<p>Lawrence L. Stackhouse 14620 S. 8th Street Phoenix, AZ 85048</p> <p>June 18, 2013</p> <p>ADOT Loop 202 South Mountain Freeway Study 1655 W. Jackson Street MD 126F Phoenix, AZ 85007</p> <p>To Whom It May Concern:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>

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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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> 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. 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 South Mountain, at 43 rd 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.
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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 32 nd 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	
3	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 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 valley. Adding more stopped cars is not going to improve travel, air quality and the quality of life for the people in the area.
1	
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, <i>Air Quality Assessment South Mountain Freeway 202L Draft Report</i> , 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 <i>Responses to Frequently Submitted Public Comments</i> 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
<p>2</p> <p>1</p>	<p>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.</p> <p>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.</p> <p>Respectfully,</p> <p>Larry Stackhouse</p> <p>Cc: PARC</p>

Code	Issue	Response

Code	Comment Document
	<p>5037</p> <div style="border: 1px solid black; padding: 10px;"> <p>1 LARRY STACKHOUSE: To whom it may concern:</p> <p>2 The most critical point of concern regarding this or any</p> <p>3 construction of highways in our state must be the welfare</p> <p>4 of its residents. Any number of studies can focus on</p> <p>5 important issues but none that I have seen address this</p> <p>6 most important aspect.</p> <p>7 In reviewing this latest proposal from</p> <p>8 DEIS, it appears perfectly clear that this roadway will</p> <p>9 be a truck bypass. It will disrupt, degrade, and pollute</p> <p>10 the Ahwatukee subdivision and the Gila River Indian</p> <p>11 Community. It does not enhance the quality of life or</p> <p>12 even maintain our present community attributes. In</p> <p>13 speaking to neighbors and others residing in the area,</p> <p>14 less than one percent have told me they would use this</p> <p>15 highway.</p> <p>16 This is a clear sign that it is not meant</p> <p>17 to improve our quality of life, but rather make it easier</p> <p>18 for commercial vehicles to save travel time by means of</p> <p>19 this bypass. This has been proven by listening and</p> <p>20 talking to a number of trucking companies whose terminals</p> <p>21 are in close proximity to the I-10 junction of this</p> <p>22 extension.</p> <p>23 In fact, I have personally been told that</p> <p>24 no less than 100 trucks per hour will be using this 202</p> <p>25 extension. This does not include the truck traffic that</p> </div> <p style="text-align: right;">Page 12</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Air Quality	
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 the Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
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.

Code	Comment Document
6	<p>1 will originate in Mexico which allows higher levels of 2 sulfur in their diesel fuel. They will be well into 3 Arizona and past Phoenix before they will need to refuel. 4 This will most definitely add to an already high level of 5 pollution.</p> <p>6 As a proposed highway marches toward the 7 Estrella Mountain range, it will make a bend to the north 8 to either circumvent South Mountain or go through it. 9 This area is already plagued by pollution. The area 10 between the northeast section of the Estrellas and the 11 northwest part of South Mountain range forms a tunnel 12 that does not allow for air to move through the pass. 13 This is true now and will only become more troublesome if 14 this roadway is built.</p> <p>15 Additionally, on the north side of South 16 Mountain around 43rd Avenue and Broadway there is an air 17 quality monitor. This station already reports air 18 quality levels that are above acceptable levels and more 19 traffic will not improve this fact.</p> <p>20 There also have not been comprehensive 21 reports and studies on emergency and hazardous spills 22 that could occur on this freeway. Access by emergency 23 vehicles does not seem to be addressed or defined by the 24 plans in the report. People will die and be exposed to 25 everything from fuel spills, chlorine, and any number of</p>
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<p>Page 13 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>	

Code	Issue	Response
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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
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.
8	Air Quality	According to the Arizona Department of Transportation, 2013, <i>Air Quality Assessment South Mountain Freeway 202L Draft Report</i> , 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
10	<p>1 other highly dangerous substances.</p> <p>2 There are a number of public schools, at</p> <p>3 least five, and private schools that are located within a</p> <p>4 half mile of the proposed new road. Studies have shown</p> <p>5 the negative effect upon children whose schools are in</p> <p>6 close proximity to highways. Asthmatic conditions are</p> <p>7 heightened and other health risks are adversely affected.</p> <p>8 The design is also planned to displace a</p> <p>9 community church at the corner of Pecos and 32nd Street.</p> <p>10 I have never known this to happen in several other major</p> <p>11 metropolitan areas in which I have resided. Again,</p> <p>12 another example of degrading the life of community</p> <p>13 residents.</p> <p>14 What I also do not understand is the</p> <p>15 selection of this route when it could be the most</p> <p>16 expensive limited access highway ever built.</p> <p>17 It will also add to an already poor air</p> <p>18 quality and cause additional traffic delays during high</p> <p>19 travel periods. I-10 on the west side of the city is</p> <p>20 already one of the most backed up stretches in the</p> <p>21 Valley. Adding more stopped cars is not going to improve</p> <p>22 travel, air quality, and the quality of life for the</p> <p>23 people in the area.</p> <p>24 The only realistic option I can imagine</p> <p>25 for a highway that is meant to bypass the downtown part</p>
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	Page 14
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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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
13	<p>1 of the city is one that is west of the Estrella 2 Mountains. A highway that will travel south to Route 8 3 and connect I-10 near the 303 makes much more sense. 4 This would displace the least amount of 5 people, provide a truck route bypass with less impact on 6 residents, add much less pollution to an already poor air 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.</p>
1	<p style="text-align: right;">Page 15</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
13	Alternatives	<p>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.</p>

Code	Comment Document
	<p>1 It certainly would not improve the quality of life for 2 those living in the area. 3 Respectfully, Larry Stackhouse. 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25</p>
	<p style="text-align: right;">Page 16</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
1	<p>Brian Stadnick Document Created: 5/20/2013 5:20:37 PM by Web Comment Form</p> <p>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.</p> <ul style="list-style-type: none"> •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: <ul style="list-style-type: none"> •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	<p data-bbox="388 338 1336 433">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 conjection on the I-10 freeway.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="459 344 515 368">4374</p> <div data-bbox="459 399 1339 1655" style="border: 1px solid black; padding: 5px;"> <p data-bbox="478 439 1330 657">1 MS. DOROMAL: Hi, good afternoon. My name is 2 Lisa Doromal and I am a resident of Laveen and I am for 3 the Loop 202 to bring sustainability to our community and 4 have the hospital brought in, it is all contingent with 5 the 202 being built. Thank you. 6 THE FACILITATOR: Thank you. 7 Mike Doromal. 8 MR. DOROMAL: Good afternoon. My name is 9 Michael Doromal, I'm also for the Loop 202. Laveen is an 10 underserved community, there's a lot of services and 11 businesses that will come into Laveen once the 202 is 12 built. The residents are looking for it. It's been an 13 option since the '80s, so let's get this freeway built. 14 Thank you. 15 THE FACILITATOR: Thank you. 16 Brian Stadnick. 17 MR. STADNICK: Yes, good afternoon. I'm Brian 18 Stadnick, I'm a resident of Glendale, but I use the West 19 Valley freeways extensively and I think it's with the 20 help to aid the traffic congestion in the I-10, plus I 21 think that now is the perfect time to build this freeway. 22 The contracting environment and the economy the way it 23 is, I think there's no time like the present to be able 24 to build this thing for the cost savings of the public, 25 so let's get this thing built. Thank you.</p> </div> <p data-bbox="1236 1665 1339 1689" style="text-align: right;">Page 30</p> <p data-bbox="491 1705 1299 1766" style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td>INCOMING CALL DATE: 05/13/13</td> <td>INCOMING CALL TIME: 4:01 PM</td> </tr> <tr> <td>CALLER: ROBERT STALDER</td> <td>CALLER ADDRESS: 2582 W. IRONWOOD DRIVE, CHANDLER, AZ 85254</td> </tr> <tr> <td>PHONE:</td> <td>EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the freeway construction.</p>	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:
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:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p data-bbox="376 435 913 485">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1345 671"> <tr> <td data-bbox="376 506 860 576">INCOMING CALL DATE: 6/15/13</td> <td data-bbox="860 506 1345 576">INCOMING CALL TIME: 2:03 PM</td> </tr> <tr> <td data-bbox="376 576 860 620">CALLER: TODD STANISTEVEN</td> <td data-bbox="860 576 1345 620">CALLER ADDRESS:</td> </tr> <tr> <td data-bbox="376 620 860 671">PHONE:</td> <td data-bbox="860 620 1345 671">EMAIL:</td> </tr> </table> <p data-bbox="376 671 724 701">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="376 701 1336 808">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.</p>	INCOMING CALL DATE: 6/15/13	INCOMING CALL TIME: 2:03 PM	CALLER: TODD STANISTEVEN	CALLER ADDRESS:	PHONE:	EMAIL:
INCOMING CALL DATE: 6/15/13	INCOMING CALL TIME: 2:03 PM						
CALLER: TODD STANISTEVEN	CALLER ADDRESS:						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
<p style="text-align: center;">1</p>	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1345 671"> <tr> <td data-bbox="376 506 860 574">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="860 506 1345 574">INCOMING CALL TIME: 9:09 AM</td> </tr> <tr> <td data-bbox="376 574 860 622">CALLER: DENISE STANSON</td> <td data-bbox="860 574 1345 622">CALLER ADDRESS: 10134 E. [UNCLEAR] ROAD, TEMPE, AZ</td> </tr> <tr> <td data-bbox="376 622 860 671">PHONE:</td> <td data-bbox="860 622 1345 671">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the freeway.</p>	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:
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:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="428 445 842 526"> From: Projects To: ADOT Subject: FW: Construct the 202 South Mtn freeway Date: Monday, May 20, 2013 8:29:14 AM </p> <hr/> <p data-bbox="428 620 882 707"> From: JOAN STEDMAN [mailto:halstedman@msn.com] Sent: Saturday, May 18, 2013 12:32 PM To: Projects Subject: Construct the 202 South Mtn freeway </p> <p data-bbox="428 737 1277 854"> 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. </p> <p data-bbox="211 883 254 923">1</p> <p data-bbox="428 889 1246 909"> The alignment I prefer is a continuation of the existing 101 west to the south from I-10. </p> <p data-bbox="428 949 553 999"> Hal Stedman. Goodyear, AZ </p> <p data-bbox="428 1034 655 1054"> Sent from Windows Mail </p> <hr/> <p data-bbox="428 1124 1292 1191"> <small>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.</small> </p>

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: Build the 202 Date: Monday, May 20, 2013 8:28:09 AM </p> <hr/> <p> From: Tony Stedry [mailto:tsted31@yahoo.com] Sent: Saturday, May 18, 2013 1:01 PM To: Projects Subject: Build the 202 </p> <p> 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. </p> <p> Thank you, Anthony Stedry </p> <hr/> <p> <small>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.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="428 445 832 526"> From: Projects To: ADOT Subject: FW: 202 Date: Wednesday, May 22, 2013 10:54:00 AM </p> <hr/> <p data-bbox="428 633 864 741"> -----Original Message----- From: Ashley Steele [mailto:ap_steele@hotmail.com] Sent: Tuesday, May 21, 2013 11:20 AM To: Projects Subject: 202 </p> <p data-bbox="211 753 1268 848"> 1 I am writing in support and vote YES to the Loop 202 South Mountain Freeway, specifically the W59 alternative Sent from my iPhone </p> <hr/> <p data-bbox="428 909 1286 999"> 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. </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>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</p> <hr/> <p>May 27, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>No, No, NO AND NO!!!!!!!!!!!!!!!</p> <p>2 The proposed freeway would cause more problems than it would solve. In addition, it would only provide short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.</p> <p>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.</p> <p>4 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.</p> <p>5</p> <p>6 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.</p> <p>7</p> <p>8 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>1</p> <p>Sincerely, Ms. Donna Lee Steele 1524 N Sunset Dr Flagstaff, AZ 86001-1440</p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Regional Transportation Plan</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Health Effects	
6	Section 4(f) and Section 6(f)	
7	Biology, Plants, and Wildlife	

Code	Comment Document

Code	Issue	Response
8	Neighborhoods/ Communities	<p>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.</p>

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 05/10/13</td> <td data-bbox="857 506 1339 572">INCOMING CALL TIME: 9:34 AM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: FREDERICK STEIN</td> <td data-bbox="857 572 1339 620">CALLER ADDRESS: 5732 W. SHANNON, CHANDLER, AZ 85226</td> </tr> <tr> <td data-bbox="376 620 857 669">PHONE:</td> <td data-bbox="857 620 1339 669">EMAIL:</td> </tr> </table> <p>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.</p>	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:
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:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: Southmountain Freeway comments Date: Friday, May 24, 2013 8:42:23 AM</p> <hr/> <p>From: Ray Steinhart [mailto:rsteinhart@mastermolding.com] Sent: Friday, May 24, 2013 8:38 AM To: Projects Subject: Southmountain Freeway comments</p>
1	<p>I understand the purpose of the freeway is to relieve traffic on I-10 through metro Phoenix.</p>
2	<p>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?</p> <p>I believe adding the Southmountain Freeway route in general is going to encourage more traffic off of I-8 and bring it to I-10</p> <p>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?</p>
3	<p>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?</p> <p>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.</p>
4	<p>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.</p> <p>Sincerely,</p> <p>Ray Steinhart</p> <p>--</p> <p>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</p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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
	<p data-bbox="478 429 699 449">rsteinhart@mastermolding.com</p> <hr data-bbox="428 506 1292 510"/> <p data-bbox="428 536 1292 600">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.</p>

Code	Issue	Response

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: 202 Date: Monday, May 20, 2013 8:47:35 AM </p> <hr/> <p>-----Original Message----- From: Jeff S [mailto:stempakj@yahoo.com] Sent: Friday, May 17, 2013 4:49 PM To: Projects Subject: 202</p> <p>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</p> <p>Sent from Jeff's iPhone</p> <hr/> <p>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.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>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</p> <hr/> <p>Jun 4, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>2 3 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 ?</p> <p>4 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.</p> <p>3</p> <p>2 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.</p> <p>5</p> <p>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.</p> <p>7</p> <p>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.</p> <p>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!</p> <p>Sincerely,</p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Regional Transportation Plan</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
6	Section 4(f) and Section 6(f)	
7	Biology, Plants, and Wildlife	

Code	Comment Document
	<p data-bbox="428 427 658 520">Ms. Jill Stephens 9296 E Camino Del Santo Scottsdale, AZ 85260-4352 (208) 412-6549</p>

Code	Issue	Response
8	<p data-bbox="1709 292 1961 352">Neighborhoods/ Communities</p>	<p data-bbox="1961 292 2933 818">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.</p>

Code	Comment Document
1	<p>From: Karen Stepp To: Projects Subject: South Mountain Project Public Comment Date: Wednesday, July 24, 2013 11:48:05 PM</p> <hr/> <p>To whom this may concern,</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Thank you for your consideration.</p> <p>Sincerely, Karen M. Stepp Local resident of Ahwatukee Foothills Club West kmstepp@gmail.com</p>
2	<p>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.</p> <p>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.</p> <p>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.</p> <p>Thank you for your consideration.</p> <p>Sincerely, Karen M. Stepp Local resident of Ahwatukee Foothills Club West kmstepp@gmail.com</p>

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
<p>1 2 3 4 5</p>	<p style="text-align: right;">Document Created: 5/28/2013 1:22:59 PM by Web Comment Form</p> <p>Joan Stern 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.</p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
4	Air Quality	According to the Arizona Department of Transportation, 2013, <i>Air Quality Assessment South Mountain Freeway 202L Draft Report</i> , 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 576">INCOMING CALL DATE: 5/17/13</td> <td data-bbox="857 506 1339 576">INCOMING CALL TIME: 4:47 PM</td> </tr> <tr> <td data-bbox="376 576 857 620">CALLER: KATHY STERNBERG</td> <td data-bbox="857 576 1339 620">CALLER ADDRESS: 5700 NORTH CANYON DRIVE, PHOENIX AZ 85016</td> </tr> <tr> <td data-bbox="376 620 857 665">PHONE:</td> <td data-bbox="857 620 1339 665">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I'm calling to voice my support for the South Mountain Freeway Loop 202. Thank you.</p>	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:
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:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="447 348 515 374">4269</p> <div data-bbox="447 399 1339 1655" style="border: 1px solid black; padding: 10px;"> <p data-bbox="469 439 1330 1227">1 they need to be listened to rather than people who 2 don't live in that area. I've been around long 3 enough that I know the Sierra Club and Don't Waste 4 Arizona, when they worked against medical waste 5 incinerators in the Laveen and South Phoenix area. 6 People [unintelligible] because their studies then 7 were very important to stopping those incinerators. 8 Now, however, some of the same people who worked to 9 stop those incinerators seem to think this freeway is 10 a great idea, because it saves them five minutes' 11 driving. So that's crazy to me. It's still the 12 health of the individuals that are more important, 13 the children who are going to school and the people 14 living and working in the area along where this 15 freeway will be built. It needs to be put somewhere 16 where it's not as dangerous healthwise for the people 17 living there.</p> <p data-bbox="469 1251 795 1278">18 Thanks.</p> <p data-bbox="469 1302 1100 1328">19 THE FACILITATOR: Thank you.</p> <p data-bbox="469 1352 867 1378">20 Don Steuter.</p> <p data-bbox="469 1403 1044 1429">21 MR. STEUTER: Thank you.</p> <p data-bbox="469 1453 882 1479">22 Use this one?</p> <p data-bbox="469 1503 1131 1530">23 THE FACILITATOR: Yes, please.</p> <p data-bbox="469 1554 1236 1580">24 MR. STEUTER: My name is Don Steuter.</p> <p data-bbox="469 1604 1314 1630">25 Thanks for this opportunity to talk to you about the</p> </div> <p data-bbox="1224 1665 1345 1691" style="text-align: right;">Page 96</p> <p data-bbox="484 1705 1302 1766" style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
1	<p>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.</p> <p>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</p>
2	<p style="text-align: right;">Page 97</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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
	<p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>

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Code	Issue	Response

Code	Comment Document
3	<p>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.</p> <p>14 We're going to, in effect, lose about 30 15 acres of South Mountain Park and --</p> <p>16 THE FACILITATOR: Would you wrap up?</p> <p>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.</p> <p>25 Thank you very much for your time.</p>
4	<p style="text-align: right;">Page 99</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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	<p style="text-align: right;">Document Created: 4/26/2013 3:07:45 PM by Web Comment Form</p> <p>Michael Stewart 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.</p>

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
1	<p> From: Projects To: ADOT Subject: FW: Public Hearing for South Mountain Freeway Date: Wednesday, May 22, 2013 10:54:07 AM </p> <hr/> <p> 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 </p> <p>What is the pathway of the proposed freeway? What area of town? Please advise.</p> <p>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.georgegervinprepacademy.org Knowledge is your birth right!</p> <hr/> <p><small>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.</small></p>

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
	<p data-bbox="459 350 522 374">4224</p> <div data-bbox="459 399 1339 1655" style="border: 1px solid black; padding: 5px;"> <p data-bbox="475 439 1324 707">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.</p> <p data-bbox="475 727 1324 1040">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.</p> <p data-bbox="475 1060 1324 1231">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.</p> <p data-bbox="475 1251 1324 1423">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.</p> <p data-bbox="475 1443 1324 1614">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</p> </div> <p data-bbox="1236 1665 1339 1689" style="text-align: right;">Page 30</p> <p data-bbox="491 1709 1308 1766" style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
1	<p>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.</p> <p>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.</p> <p>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</p>
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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 <i>Responses to Frequently Submitted Public Comments</i> 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	<p>1 short-term Band-Aid for the problems that are cited 2 as a reason to build a freeway of there's not enough 3 road space. It doesn't solve the problem. So I'm 4 suggesting no-build. And instead, alternatives such 5 as better land planning involving mixed uses, looking 6 to railway and other non-polluting alternatives, 7 especially given current realities about what the 8 level of carbon dioxide is in the atmosphere. I 9 think we reached 400 parts per million last week. It 10 is a really important thing. And no matter what a 11 person believes regarding the state of the 12 atmosphere, whether we should continue to do the same 13 old thing, it seems only responsible in terms of our 14 future clean air, as well as just general lung health 15 for all people who are breathing this air, to pursue 16 a path that would invite that air and the parts per 17 million of carbon to decrease.</p> <p>18 So if you could look at railway, light 19 rail, not building the road, and maybe I'll have some 20 more time -- I think I just went over. Yes?</p> <p>21 THE FACILITATOR: Yes, you did. You're 22 also welcome to provide additional comments to the 23 court reporter in the room next door, but your time 24 is up.</p> <p>25 MS. STEWART: So thank you for listening</p>
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Page 32	
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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 <i>Regional Transportation Plan</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<p>1 to me, and thanks. Good-bye.</p> <p>2 THE FACILITATOR: Andrew Pedro. Andrew,</p> <p>3 are you in the auditorium?</p> <p>4 Claudia Reifschneider.</p> <p>5 MS. REIFSCHNEIDER: Here.</p> <p>6 THE FACILITATOR: If you would, if you</p> <p>7 could turn the microphone and address the front,</p> <p>8 you'll be able to see the time better that way.</p> <p>9 MS. REIFSCHNEIDER: Perfect. Thank you.</p> <p>10 I'm here in favor of the 202 South Mountain Freeway.</p> <p>11 I think it's time that we build it, and keep the</p> <p>12 congestion off of our highways, make our air</p> <p>13 circulate better so we don't have cars that are</p> <p>14 idling on the freeway, and producing more poor air</p> <p>15 that we breathe. I -- also, you'll probably hear</p> <p>16 today not only a lot about air, but you're going to</p> <p>17 hear about the South Mountain Park and the mountain</p> <p>18 there. I believe there are some people that believe</p> <p>19 that it is sacred land, but I'm here to say that it</p> <p>20 is federal and state land. And as far as I know, it</p> <p>21 hasn't been deemed as sacred.</p> <p>22 Although it is a beautiful park and we</p> <p>23 all love it, we have many states in our country that</p> <p>24 have had to make tough decisions and had to shave off</p> <p>25 small portions of their mountains throughout our</p>
	<p style="text-align: right;">Page 33</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 2px;">INCOMING CALL DATE: 5/16/13</td> <td style="width: 50%; padding: 2px;">INCOMING CALL TIME: 4:05 PM</td> </tr> <tr> <td style="padding: 2px;">CALLER: LYLE STEWART</td> <td style="padding: 2px;">CALLER ADDRESS: 1947 E. DIAMOND DRIVE, TEMPE, AZ 85283</td> </tr> <tr> <td style="padding: 2px;">PHONE:</td> <td style="padding: 2px;">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS:</p> <p>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.</p>	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:
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:						

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<p>LOOP 202 <i>South Mountain</i> Freeway Study</p> <p>Draft Environmental Impact Statement COMMENT FORM</p> <p>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</p> <p>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.</p> <p>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</p> <p>Comments must be received or postmarked by July 24, 2013.</p> <hr/> <p><u>ADOT</u></p> <p><u>I strongly disagree with the EXTINCTION of Rd. 202</u> <u>to be able to connect to our ADOT AHWATUKEE</u> <u>neighborhood.</u></p> <p><u>IT will destroy our Schools, Churches, Homes</u> <u>↓ Pollute the AREA.</u></p> <p><u>We do not need an "National INTERSTATE" to</u> <u>transport goods from the lower Americas</u> <u>to Canada - using our AREA.</u></p> <p>Optional Name <u>CAROLYN D. STEWART</u> Email <u>carolynstewart39@yahoo.com</u> Address <u>15650 So. 13th PLACE</u> City <u>PHOENIX, AZ.</u> State <u>AZ</u> Zip <u>85048</u> Phone <u>602-399-1102</u> Fax _____</p> <p>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</p> <p>ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150</p> <p>ADOT U.S. Department of Transportation Federal Highway Administration FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</p>

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Purpose and Need, Truck Bypass	
4	Trucks	

Code	Comment Document
	<p>Michelle Stewart Document Created: 7/23/2013 10:51:50 PM by Web Comment Form</p> <p>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.</p> <p>My family and I deeply value clean air, public health and South Mountain Park. This freeway would be terrible on all three accounts.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Thank you. Respectfully,</p> <p>Michelle Pulich Stewart</p>
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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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Regional Transportation Plan</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Health Effects	
6	Section 4(f) and Section 6(f)	
7	Biology, Plants, and Wildlife	

Code	Comment Document

Code	Issue	Response
8	Neighborhoods/ Communities	<p>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.</p>

Code	Comment Document
	<p>Thomas Stillwell Document Created: 5/21/2013 5:13:45 PM by Web Comment Form</p> <p>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.</p>
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3	<p>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 significantly 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 significantly.</p>
	<p>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 trucks 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.</p>
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6	<p>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.</p>
	<p>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</p>
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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 <i>Responses to Frequently Submitted Public Comments</i> 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.

Code	Comment Document
	<p>just that easily-imagined example, one sees that this freeway could spell future nightmares on the streets of my neighborhood.</p> <p>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.</p> <p>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.</p> <p>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.</p>
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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 <i>Regional Transportation Plan</i> 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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<p>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</p> <hr/> <p>May 27, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>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.</p> <p>3</p> <p>4 South Mountain Freeway would have incredible negative impacts on our communities. Despite what the DEIS claims, air quality in the region would worsen over time, increasing public health risks. As more vehicles fill the "uncongested" areas this freeway would temporarily provide, more pollution will be spewed into the air, exacerbating asthma, cancer, and other diseases.</p> <p>5</p> <p>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.</p> <p>7</p> <p>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.</p> <p>1 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>Sincerely,</p> <p>Ms. Joyce Stoffers 14202 N Baywood Ct Sun City, AZ 85351-2331 (623) 875-6960</p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Regional Transportation Plan</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Health Effects	
6	Section 4(f) and Section 6(f)	
7	Biology, Plants, and Wildlife	

Code	Comment Document

Code	Issue	Response
8	Neighborhoods/ Communities	<p>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.</p>

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: Support the 202 Date: Monday, May 20, 2013 3:58:17 PM </p> <hr/> <p> From: Luke Stokebrand [mailto:luke@billluke.com] Sent: Monday, May 20, 2013 3:15 PM To: Projects Subject: Support the 202 </p> <p>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!!</p> <p>Thanks, Luke Stokebrand, MBA Taxpayer, Phoenix, AZ</p> <hr/> <p><small>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.</small></p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>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</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p>	<p style="text-align: right;">Document Created: 6/12/2013 6:31:00 PM by Web Comment Form</p> <p>Debra Stone</p> <p>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 congestion 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.</p>

Code	Issue	Response
1	Design	<p>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.</p>

Code	Comment Document
	<p data-bbox="459 348 515 374">4398</p> <div data-bbox="459 399 1339 1655" style="border: 1px solid black; padding: 5px;"> <p data-bbox="478 439 1317 701">1 flat community. The bulk of Ahwatukee slopes up from 2 Pecos Road up into the Foothills, well above the noise 3 abatement wall. Noise travels, it bounces off the 4 mountain and is amplified back, so you'll have a 5 significant noise increase farther away from the freeway 6 than your measurements would indicate.</p> <p data-bbox="478 721 1317 1084">7 Essentially, what this boils down to is ADOT is 8 sacrificing a community of 85,000 for the purpose of 9 building a truck bypass, a truck bypass that could be 10 easily done using the I-8 to 85 corridor and improving 11 the 85 highway from I-8 to I-10. If the purpose is to 12 provide and route trucks away from Central Phoenix, this 13 is a far better alternative than the Loop 202 truck 14 bypass. Thank you.</p> <p data-bbox="478 1104 1215 1130">15 THE FACILITATOR: Thank you, Mr. Knight.</p> <p data-bbox="478 1151 1317 1322">16 Again, as a reminder, out of mutual respect and 17 as a courtesy to all participants, we ask that you 18 refrain from clapping and making reactions to speakers' 19 comments.</p> <p data-bbox="478 1342 1317 1368">20 I'd like to invite our next speaker, Tim Stone.</p> <p data-bbox="478 1389 1317 1459">21 MR. STONE: Do I introduce myself? I don't know 22 the rules.</p> <p data-bbox="478 1479 1317 1550">23 THE FACILITATOR: Thank you, Mr. Stone. You 24 have three minutes.</p> <p data-bbox="478 1570 1317 1596">25 MR. STONE: My name is Tim Stone, I've been a</p> </div> <p data-bbox="1236 1665 1339 1691" style="text-align: right;">Page 58</p> <p data-bbox="491 1705 1299 1766" style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
1	<p>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.</p> <p>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</p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Trucks	<p>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.</p> <p>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).</p>

Code	Comment Document
6	<p>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.</p> <p>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.</p> <p>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.</p> <p>25 THE FACILITATOR: Thank you, Mr. Stone, your</p>

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
7	Health Effects	

Code	Comment Document
<p style="text-align: center;">1</p>	<p>4425</p> <p>1 the build of Loop 202, we get none of that. Shame on us 2 if we bury our heads in the sand.</p> <p>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.</p> <p>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.</p> <p>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</p> <p style="text-align: right;">Page 16</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
<p style="text-align: center;">1</p>	<p>Health Effects</p>	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>

Code	Comment Document
2	<p>1 outside, like high school kids and -- practicing baseball, 2 football, soccer, or whatever. It's not advantageous to 3 them.</p> <p>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.</p> <p>15 That's all I had to add over what I said in 16 there, so...</p> <p>17 Okay? Thank you very much.</p> <p>18 MR. MARTINEZ: H-e-n-r-y, Henry. Martinez, 19 M-a-r-t-i-n-e-z.</p> <p>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 --</p>

Code	Issue	Response
2	Noise	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>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.</p>

Code	Comment Document
1	<p>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.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" style="width: 100%;"> <tr> <td style="width: 50%;">INCOMING CALL DATE: 5/16/13</td> <td style="width: 50%;">INCOMING CALL TIME: 6:58 PM</td> </tr> <tr> <td>CALLER: LISA STONE</td> <td>CALLER ADDRESS:</td> </tr> <tr> <td>PHONE:</td> <td>EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the freeway.</p>	INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 6:58 PM	CALLER: LISA STONE	CALLER ADDRESS:	PHONE:	EMAIL:
INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 6:58 PM						
CALLER: LISA STONE	CALLER ADDRESS:						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
	<p data-bbox="366 429 913 485">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="366 499 1342 667"> <tr> <td data-bbox="366 499 857 570">INCOMING CALL DATE: 6/11/13</td> <td data-bbox="857 499 1342 570">INCOMING CALL TIME: 3:29 PM</td> </tr> <tr> <td data-bbox="366 570 857 620">CALLER MR. STONE</td> <td data-bbox="857 570 1342 620">CALLER ADDRESS: 10845 W. BOSWELL BLVD., SUN CITY, ARIZONA</td> </tr> <tr> <td data-bbox="366 620 857 667">PHONE:</td> <td data-bbox="857 620 1342 667">EMAIL:</td> </tr> </table> <p data-bbox="366 667 717 697">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="366 697 1333 782">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.</p>	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:
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:						

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: present alignment of Loop 202 Date: Thursday, July 18, 2013 2:11:16 PM Attachments: image001.png</p> <hr/> <p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov </p> <p>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</p> <p>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.</p> <p>If i understand the projections, the freeway might be as wide as 1,000'.</p> <p>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.</p> <p>I reside @ 4436 w Monterey RD, i am sure you can understand my concern.</p> <p>Please feel free to contact me, as follows: Richard C. Strassel, MSJ Trustm trustee 4436 w montereyRd Laveen, AZ 85339 781-254-5147 riverside123@gmail.com</p> <p>sec/lot:28 twm/blk:1s rng/tr: 2E SW4 E2 NW4 OF LOT 4 SEC 28 EX S 25F RD</p> <p>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</p> <hr/> <p><small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the</small></p>

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<p>7/18/13 Gmail - present alignment of Loop 202</p> <p></p> <p>present alignment of Loop 202</p> <p>Richard Strassel <riverside123@gmail.com> Thu, Jul 18, 2013 at 1:16 PM To: projects@azdot.gov, Mark Strassel <mixmastermark@gmail.com></p> <p>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.</p> <p>If i understand the projections, the freeway might be as wide as 1,000'.</p> <p>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.</p> <p>I reside @ 4436 w Monterey RD, i am sure you can understand my concern.</p> <p>Please feel free to contact me, as follows: Richard C. Strassel, MSJ Trustm trustee 4436 w montereyRd Laveen, AZ 85339 781-254-5147 riverside123@gmail.com</p> <p>sec/lot:28 twr/blk:1s mg/tr: 2E SW4 E2 NW4 OF LOT 4 SEC 28 EX S 25F RD</p> <p>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</p> <p>https://mail.google.com/mail/?ui=2&ik=0b105824f5&view=pt&search=sent&th=13ff36d49cofcaaa 1/1</p>

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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.
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Code	Comment Document						
<p style="text-align: center;">1</p>	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1345 671"> <tr> <td data-bbox="376 506 860 572">INCOMING CALL DATE: 5/18/13</td> <td data-bbox="860 506 1345 572">INCOMING CALL TIME: 11:23 AM</td> </tr> <tr> <td data-bbox="376 572 860 620">CALLER: JOHN STRAVERS</td> <td data-bbox="860 572 1345 620">CALLER ADDRESS:</td> </tr> <tr> <td data-bbox="376 620 860 671">PHONE:</td> <td data-bbox="860 620 1345 671">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the South Mountain Freeway. It's needed to alleviate congestion on the I-10 Corridor through downtown Phoenix.</p>	INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 11:23 AM	CALLER: JOHN STRAVERS	CALLER ADDRESS:	PHONE:	EMAIL:
INCOMING CALL DATE: 5/18/13	INCOMING CALL TIME: 11:23 AM						
CALLER: JOHN STRAVERS	CALLER ADDRESS:						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="428 445 926 526"> From: Projects To: ADOT Subject: FW: Comment on South Mountain Freeway - Draft EIS Date: Tuesday, April 30, 2013 8:52:27 AM </p> <hr/> <p data-bbox="428 626 926 707"> 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 </p> <p data-bbox="428 737 491 758">ADOT:</p> <p data-bbox="428 788 988 808">Thank you for the opportunity to comment on the above Draft EIS.</p> <p data-bbox="428 838 1299 1030"> 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. </p> <p data-bbox="428 1060 624 1120"> Daniel Streyle 11120 W. Citrus Grove Avondale, AZ 85392 </p> <hr/> <p data-bbox="428 1221 1299 1282"> <small>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.</small> </p>

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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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: South Mountain freeway Date: Tuesday, April 30, 2013 8:54:21 AM </p> <hr/> <p> From: mpstrohmeier [mailto:mpstrohmeier@msn.com] Sent: Friday, April 26, 2013 10:29 AM To: Projects Subject: South Mountain freeway </p> <p>100% support.</p> <p> Martin Strohmeyer 4628 W Ellis St Laveen, 85339 Homeowner 480-525-3705 </p> <p>From my Android phone on T-Mobile. The first nationwide 4G network.</p> <hr/> <p> <small>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.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
4298	<p>1 This environmental impact draft study doesn't seem</p> <p>2 to think that it will worsen the air quality on the sensor</p> <p>3 that's on 43rd Avenue, which will be two to three miles away</p> <p>4 from this construction. So it really needs to be understood</p> <p>5 that it could -- could risk Arizona losing its federal funds.</p> <p>6 And then the City and our citizens will have to pay the bill.</p> <p>7 This could turn into one of the more expensive highways. And I</p> <p>8 think a separate study of that impact is very, very important</p> <p>9 before we go to the final phase of the environmental study.</p> <p>10 So thank you very much for your time. I appreciate</p> <p>11 the opportunity to comment.</p> <p>12 MR. SMITH: They've already spent a lot of money</p> <p>13 studying this thing, right? And they might as well finish the</p> <p>14 project or a lot of people's work has been wasted already.</p> <p>15 And as far as alignments go, I think, even though</p> <p>16 the one that's more expensive, that would link up to the 101,</p> <p>17 is probably a better option in the long run, even though it</p> <p>18 looks like it might be more expensive now. I don't think I</p> <p>19 have anything else to say.</p> <p>20 MR. STROOP: Well, I just wanted to say that I am a</p> <p>21 Laveen resident and that I am for the proposal to build the</p> <p>22 freeway in any of the capacities that I saw today. I don't</p> <p>23 really have a preference on an alternative, but I would prefer</p> <p>24 it to get built as soon as possible.</p> <p>25 MR. ALLEN: I don't know what ADOT's plans for</p>

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Code	Issue	Response
1		Comment noted.

Code	Comment Document						
<p style="text-align: center;">1</p>	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1345 667"> <tr> <td data-bbox="376 506 857 570">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="857 506 1345 570">INCOMING CALL TIME: 6:35 PM</td> </tr> <tr> <td data-bbox="376 570 857 620">CALLER: CATHY STRUNK</td> <td data-bbox="857 570 1345 620">ADDRESS: 2880 S. NOLINA PLACE, CHANDLER, AZ 85286</td> </tr> <tr> <td data-bbox="376 620 857 667">PHONE:</td> <td data-bbox="857 620 1345 667">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I am in favor of the South Mountain Freeway. Thank you.</p>	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:
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:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>LOOP 202 South Mountain Freeway Study 2013</p> <p>Draft Environmental Impact Statement COMMENT FORM</p> <p>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.</p> <p>It is helpful to ADOT to receive comments on:</p> <ul style="list-style-type: none"> • 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. <p>Comments must be received or postmarked by July 24, 2013.</p> <p>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.</p> <p>Optional Name <u>Diana Stuart</u> Email <u>diastu46@gmail.com</u> Address <u>P.O. Box 15329</u> <u>(Tempe resident; wildlife biologist by degree)</u> City <u>Phoenix AZ 85060</u> State _____ Zip _____ Phone <u>602-525-3151 (cell)</u> Fax _____</p> <p>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</p> <p>ADOT TRACS No.: 202LMA 054 H5754 01L • Federal-aid Project No.: NH-202-0(ADY) 13-110</p> <p>ADOT  FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</p>

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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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 7/24/13</td> <td data-bbox="857 506 1339 572">INCOMING CALL TIME: 11:13 AM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: CLORIS STUART</td> <td data-bbox="857 572 1339 620">CALLER ADDRESS: 83RD & CAMELBACK</td> </tr> <tr> <td data-bbox="376 620 857 669">PHONE:</td> <td data-bbox="857 620 1339 669">EMAIL:</td> </tr> </table> <p>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.</p>	INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 11:13 AM	CALLER: CLORIS STUART	CALLER ADDRESS: 83 RD & CAMELBACK	PHONE:	EMAIL:
INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 11:13 AM						
CALLER: CLORIS STUART	CALLER ADDRESS: 83 RD & CAMELBACK						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
	<p data-bbox="366 433 916 483">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="366 504 1342 665"> <tr> <td data-bbox="366 504 854 574">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="854 504 1342 574">INCOMING CALL TIME: 12:04 AM</td> </tr> <tr> <td data-bbox="366 574 854 614">CALLER: GARY STUDEBAKER</td> <td data-bbox="854 574 1342 614">CALLER ADDRESS: 2067 E. POWELL PLACE, CHANDLER, AZ 85249</td> </tr> <tr> <td data-bbox="366 614 854 665">PHONE:</td> <td data-bbox="854 614 1342 665">EMAIL:</td> </tr> </table> <p data-bbox="366 675 730 695">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="366 695 1342 776">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.</p>	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:
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:						

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: Support For South Mountain 202 Date: Monday, May 20, 2013 8:49:47 AM</p> <hr/> <p>From: Paul Sublasky [mailto:PSublasky@apollopros.com] Sent: Friday, May 17, 2013 2:30 PM To: Projects Subject: Support For South Mountain 202</p> <p>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</p> <p>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.</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;">  <p>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</p> </div> <p><small>Apollo Professional Solutions, Inc. is an Equal Opportunity Employer, and does not discriminate on the basis of race, gender, ethnicity, religion, national origin, age disability, veteran status, or on any other basis prohibited by law.</small></p> <p><small>This message and any associated files is intended only for the use of the individual or entity to which it is addressed and may contain information that is confidential, subject to copyright or constitutes a trade secret. If you are not the intended recipient you are hereby notified that any dissemination, copying or distribution of this message, or files associated with this message, is strictly prohibited. If you have received this message in error, please notify us immediately by replying to the message and deleting it from your computer. All messages may be monitored.</small></p> <p><small>Internet communications cannot be guaranteed to be secure or error-free as information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete, or contain viruses. Therefore, we do not accept responsibility for any errors or omissions that are present in this message, or any attachment, that have arisen as a result of e-mail transmission. If verification is required, please request a hard-copy version. Any views or opinions</small></p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: Build The South Mountain Freeway Date: Monday, May 20, 2013 8:29:33 AM</p> <hr/> <p>From: John Sullivan [mailto:psychojack02@yahoo.com] Sent: Saturday, May 18, 2013 11:19 AM To: Projects Subject: Build The South Mountain Freeway</p> <p>Dear ADOT Representative,</p> <p>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 communities; 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.</p> <p>Sincerely,</p> <p>John H. Sullivan 10540 E. Apache Trail, Lot #539 Apache Junction, AZ 85120-3359 (H) 480-807-0678</p> <p>[REDACTED] ARIZONA'S VALLEY OF THE SUN WHERE FAMILY AND FRIENDS</p> <p>CAN REST AND RELAX WITH ME!!! [REDACTED]</p> <hr/> <p><small>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.</small></p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: South Mountain Freeway Date: Monday, July 15, 2013 11:07:11 AM</p> <hr/> <p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov</p> <p>-----Original Message----- From: jgw1953@cox.net [mailto:jgw1953@cox.net] Sent: Monday, July 15, 2013 11:06 AM To: Projects Subject: South Mountain Freeway</p> <p>I am offering my public comment about the proposed South Mountain Freeway.</p> <p>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.</p> <p>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.</p> <p>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 Foothills 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.</p> <p>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.</p> <p>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.</p> <p>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?</p> <p>Sincerely, Craig Sullivan 3853 E Tanglewood Dr Phoenix AZ 95048 480 759 8915 jgw1953@cox.net</p>

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, <i>Comments and Coordination</i> , 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Noise	
4	Air Quality	
5	Purpose and Need, Truck Bypass	
6	Noise	
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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

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	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 6/15/13</td> <td data-bbox="857 506 1339 572">INCOMING CALL TIME: 12:05 PM</td> </tr> <tr> <td data-bbox="376 572 857 647">CALLER: LANELLE SUMMERS</td> <td data-bbox="857 572 1339 647">CALLER ADDRESS: 8048 W. YUVIE(?) [UNCLEAR] AVENUE, PEORIA, ARIZONA</td> </tr> <tr> <td data-bbox="376 647 857 693">PHONE:</td> <td data-bbox="857 647 1339 693">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: Yes I support having the freeway put in to reduce traffic flow.</p>	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:
INCOMING CALL DATE: 6/15/13	INCOMING CALL TIME: 12:05 PM						
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PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<div style="text-align: center;"> <p>LOOP 202 <i>South Mountain</i> Freeway Study 2013</p> <p>Draft Environmental Impact Statement COMMENT FORM</p> <p>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</p> <p>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.</p> <p>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</p> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 10px auto;"> <p>It is helpful to ADOT to receive comments on:</p> <ul style="list-style-type: none"> • 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. </div> <p>Comments must be received or postmarked by July 24, 2013.</p> <p>1. <u>Initiate radio-telemetry for movement + habitat use bobcat, desert tortoise</u></p> <p>2. <u>Consider corridor movement for smaller wildlife thru the roadcuts - expanded culvert designs</u></p> <p>3. <u>Consider planting Elephant Tree (bursaria spp) on appropriate disturbed sites - consult with Desert Botanical Garden for best practices</u></p> <p>4. <u>Maximize large span bridges across drainages on E1 Route beside thru South Mt. Preserve</u></p> <p>Optional Name <u>Vashti Supplee</u> Email <u>vsupplee@earthlink.net</u> Address <u>918 W. Roosevelt St</u> City <u>Phoenix, AZ</u> State <u>AZ</u> Zip <u>85007</u> Phone <u>602-380-3722</u> Fax _____</p> <p>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</p> <p style="font-size: small;">ADOT TRACS No.: 202L MA 054 HS764 01L • Federal-aid Project No.: NH-202-DIADY) 13-180</p> <div style="display: flex; justify-content: space-between; align-items: center;"> <p style="font-size: x-small;">FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</p> </div> </div>

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 <i>Responses to Frequently Submitted Public Comments</i> 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.

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.

Thank you for taking time for such a thorough public input process!

I oppose the SW Loop 202 freeway projects. This is an idea whose time has come and gone.

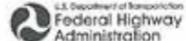
We have passed peak oil. Young people and those my own age are driving less. This freeway doesn't connect residential areas with employment centers. It won't serve any real purpose, but it will encourage continued sprawl. We cannot afford that.

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 H5754 01L • Federal-aid Project No.: NH-202-D(ADY) 13-180

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 <i>Responses to Frequently Submitted Public Comments</i> 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. (<i>Source: the Arizona Department of Transportation's Multimodal Planning Division's Highway Performance Monitoring System Data for calendar years 2012 and 2011</i>) 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, <i>Alternatives</i>). 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
	<p>From: Sean D. Sweat To: Projects Subject: Loop 202 South Mtn Freeway: OPPOSED Date: Wednesday, July 24, 2013 9:40:29 AM</p> <hr/> <p>Hello,</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Sincerely, Sean D. Sweat President, Thunderdome Neighborhood Association for Non-Auto Mobility</p>

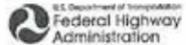
Code	Issue	Response
1	Neighborhoods/Communities	Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are 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 <i>Responses to Frequently Submitted Public Comments</i> 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, <i>Purpose and Need</i> , 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 <i>Regional Transportation Plan</i> for the Maricopa Association of Governments region. In 2004, the voters of Maricopa County approved the <i>Regional Transportation Plan</i> 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

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 <i>Regional Transportation Plan</i> 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
	<p>From: Projects To: ADOT Subject: FW: objection to freeway Date: Wednesday, May 15, 2013 8:37:13 AM</p> <hr/> <p>From: Violet R. Syrotiuk [mailto:syrotiuk@asu.edu] Sent: Wednesday, May 15, 2013 8:32 AM To: Projects Subject: objection to freeway</p> <p>Dear ADOT,</p> <p>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.</p> <p>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.</p> <p>A few of the reasons for my objection include:</p> <p>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.</p> <p>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).</p> <p>But really, I prefer that the freeway not be built at all.</p> <p>Please note my objection.</p> <p>Violet R. Syrotiuk, Phoenix resident 403 E Brookwood Ct. Phoenix, AZ 85048-1957</p> <hr/> <p><small>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.</small></p>

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Purpose and Need	The proposed project is part of the <i>Regional Transportation Plan</i> for the Maricopa Association of Governments region. In 2004, the voters of Maricopa County approved the <i>Regional Transportation Plan</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
4	Section 4(f) and Section 6(f)	
5	Alternatives, Gila River Indian Community	

Code	Comment Document
	<div style="text-align: center;"> <p>LOOP 202 <i>South Mountain</i> Freeway Study 2013</p> <p>Draft Environmental Impact Statement COMMENT FORM</p> </div> <p>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.</p> <div style="border: 1px solid black; padding: 5px; width: fit-content;"> <p>It is helpful to ADOT to receive comments on:</p> <ul style="list-style-type: none"> • 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. </div> <p>Comments must be received or postmarked by July 24, 2013.</p> <p>1 I believe the environmental impact studies have been significantly reducing the actual air pollution effects the eastern section would have on the homes just south of South Mountain. The freeway would encourage significant increases in truck traffic. The freeway would frame the Ahwatukee Foothills bedroom community between the roadway and South Mountain. This would have the consequence of condensing the pollutants up against South Mountain and directly over the homes directly to the north of the freeway. Environmental studies have ignored this problem. The public statements admit the data is inconclusive. The video conveniently doesn't show one</p> <p>4 Optional Mexican truck traveling down the proposed freeway. Name: Jim Stabo Address: 714 E. Brookwood Ct. P.O. Box 85048 City: Phoenix State: AZ Zip: 85048 Phone: 480.460.4602 email: antongenese@yahoo.com</p> <p>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</p> <p>ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-180</p> <div style="display: flex; justify-content: space-between;">   <p>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</p> </div>

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Purpose and Need, Truck Bypass	
3	Air Quality	According to the Arizona Department of Transportation, 2013, <i>Air Quality Assessment South Mountain Freeway 202L Draft Report</i> , 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
<p>1 2 3</p> <p>4</p> <p>5</p>	<p>5012</p> <div style="border: 1px solid black; padding: 10px;"> <p>1 MR. SZEJN: Brian Szejn. I'm extremely</p> <p>2 against the proposed freeway for many reasons,</p> <p>3 health, truckers coming up from Mexico is another</p> <p>4 reason, pollution, movement of the church at 24th</p> <p>5 Street and the homes that would have to be moved. I</p> <p>6 feel there's a much better route that could be</p> <p>7 attained by just a little bit of thought. I believe</p> <p>8 that there are people that are going to profit from</p> <p>9 the alignment on Pecos, and those people should be</p> <p>10 looked at to find out why the Pecos alignment has</p> <p>11 been the only route really looked at.</p> <p>12 Yeah, I'm very touchy about this one. I</p> <p>13 feel like in the past, ADOT has not listened to</p> <p>14 people that are actually against the freeway and</p> <p>15 welcomed all others who are for it. That's pretty</p> <p>16 much it. Thank you.</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p> </div> <p style="text-align: right;">Page 26</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

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 feel the freeway would cause major air and pollution.
 2 I live along liberty lane and would decrease the value
 3 of my home. I don't want to sit on my patio and listen
 4 to a freeway. It would ruin the beauty of the desert
 5 along Pecos and cutting into South Mountain. All the
 6 homes and our church would be torn down. The schools
 7 along Pecos area would be affected by the air pollution.
 8 It would become a major truck route for trucks coming
 9 from Mex. It would benefit the native Americans to
 10 have the freeway farther south to access their casinos,
 11 hotels, and shopping. It needs to be presented to them.
 12 Phoenix doesn't need another freeway if it ruins
 3 neighbor hoods.

Optional
 Name Rhonda Szejn Email BSZEJN@AOL.COM
 Address 16862 S. 18th way
 City Phx State AZ Zip 85048
 Phone 480-460-4794 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) 13-180

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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Responses to Frequently Submitted Public Comments</i> 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	

Code	Comment Document						
<p style="text-align: center;">1</p>	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1345 671"> <tr> <td data-bbox="376 506 860 572">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="860 506 1345 572">INCOMING CALL TIME: 3:48 PM</td> </tr> <tr> <td data-bbox="376 572 860 620">CALLER: MARK TACK</td> <td data-bbox="860 572 1345 620">CALLER ADDRESS: AZ</td> </tr> <tr> <td data-bbox="376 620 860 671">PHONE:</td> <td data-bbox="860 620 1345 671">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I live at South Mountain. I support the South Mountain Freeway. I think it needed to happen twenty years ago. Thank you.</p>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 3:48 PM	CALLER: MARK TACK	CALLER ADDRESS: AZ	PHONE:	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 3:48 PM						
CALLER: MARK TACK	CALLER ADDRESS: AZ						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p style="text-align: right;">May 25, 2013</p> <p>ADOT Environmental Planning Group 1655 W. Jackson St. Phoenix, Arizona 85007</p> <p>Subject: Loop 202 South Mountain Freeway Study</p> <p>Over 30 years ago, my husband and I saw a large model for housing developments south of South Mountain (Ahwatukee). The model showed a proposed new freeway. It was a selling point for the developers.</p> <p>Over 20 years ago, at a planning and zoning meeting, my husband proposed a route for the freeway to connect with Interstate 10. Your representatives dismissed it as ludicrous. Today it is your "Preferred Alternative."</p> <p>Over the last 20 years vehicular pollution has hurt EVERYONE. The congestion (bumper to bumper, stop and go) on downtown Interstate 10 has made it many times worse.</p> <p>Now, what are you going to gain by another "study?" Who is doing the "studies?" How much money are they making? Can they use me, a retired industrial engineer? People who do "studies" have no incentives to stop.</p> <p>Please, just build the freeway.</p> <div style="text-align: center;">  Donna Taddia P.O. Box 578 4216 W. Carver Rd. Laveen, Az. 85339 </div>

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p>	<p style="text-align: right;">Document Created: 6/26/2013 1:28:06 PM by Web Comment Form</p> <p>Ron Tafoya I wholeheartedly support the recommended construction of the Loop 202 using Pecos on the south, and the 59th Ave. alternative. I prefer to see it happens as soon as possible. My home is near Chandler Blvd. and 17th Ave. which is near one of the proposed exits. I am originally from the Los Angeles area where poorly planned transportation routes have taken a major toll on quality of life. Population expansion and development will continue in metro Phoenix. It will only get more expensive as time passes to deal with transportation infrastructure. This freeway can be added now, with relatively minimal impact to the environment and without excessive cost due to eminent domain (property acquisition). Those against this freeway have no argument. I live in the Ahwatukee Foothills and assert that my property values, quality of life, and convenience will all be enhanced as a result of the construction of this freeway. The 50 MPH speed limit on Pecos, which dead-ends at 27th Avenue is inconvenient. The community will still be relatively secluded, except with the added convenience of nearby major highway access. Failure to provide better access to and through this area will continue to box Ahwatukee into a corner and isolate it from downtown Phoenix. If L.A. is any indication of the future of this city, that commute will get much worse in the coming years, and providing 2 routes to and from downtown will help. Not to mention, those who commute from East to West Valley or vice versa would be able to avoid downtown altogether. There is a clear benefit to building this freeway. I support it, and would like to see the project expedited.</p>

Code	Issue	Response
<p>1</p>		<p>Comment noted.</p>

Code	Comment Document						
<p style="text-align: center;">1</p>	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1345 667"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 6/12/13</td> <td data-bbox="857 506 1345 572">INCOMING CALL TIME: 3:44 PM</td> </tr> <tr> <td data-bbox="376 572 857 618">CALLER: PAUL TANDY</td> <td data-bbox="857 572 1345 618">CALLER ADDRESS: 20080 W. PINEWISH COURT, SURPRISE, AZ 85374</td> </tr> <tr> <td data-bbox="376 618 857 667">PHONE:</td> <td data-bbox="857 618 1345 667">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the South Mountain Freeway.</p>	INCOMING CALL DATE: 6/12/13	INCOMING CALL TIME: 3:44 PM	CALLER: PAUL TANDY	CALLER ADDRESS: 20080 W. PINEWISH COURT, SURPRISE, AZ 85374	PHONE:	EMAIL:
INCOMING CALL DATE: 6/12/13	INCOMING CALL TIME: 3:44 PM						
CALLER: PAUL TANDY	CALLER ADDRESS: 20080 W. PINEWISH COURT, SURPRISE, AZ 85374						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1 2 3 4 5 6</p>	<p style="text-align: right;">Document Created: 6/2/2013 8:05:51 PM by Web Comment Form</p> <p>Dong Tang I have major concern regarding building the freeway by cutting ridges off the South Mountain, destroying parkland and disturbing wildlife. I would consider this highway a truck bypass largely since people live along the path will not benefit a lot from transportation convenience perspective. Actually I am troubled knowing that quite a number of houses and communities will be leveled to make room for the freeway. If such a freeway is really necessary for re-routing traffic, can we just make the current exiting path of US-85 a freeway instead?</p>

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Biology, Plants, and Wildlife	
3	Purpose and Need, Truck Bypass	
4	Purpose and Need, Lack of Support	
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	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
<p>1</p>	<p> From: Projects To: ADOT Subject: FW: Build the South Mountain Freeway Date: Tuesday, May 14, 2013 9:38:19 AM </p> <hr/> <p> From: lptanner1@yahoo.com [mailto:lptanner1@yahoo.com] Sent: Saturday, May 11, 2013 11:28 AM To: Projects Subject: Build the South Mountain Freeway </p> <p>I support building the South Mountain Freeway</p> <p>Lawrence Tanner</p> <p>Sent from Samsung tablet</p> <hr/> <p> <small>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.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<div style="display: flex; flex-direction: column; align-items: flex-start;"> <div style="display: flex; gap: 5px; margin-bottom: 5px;"> 1 2 3 4 5 </div> <div style="display: flex; gap: 5px;"> 6 7 </div> </div>	<p style="text-align: right; font-size: small;">Document Created: 5/21/2013 9:21:17 PM by Web Comment Form</p> <p>Rene Tanner</p> <p>The resources to build a freeway through South Mountain should be used on other projects including increasing the light rail, bus operations and making Phoenix a more livable city. Adding additional miles of freeway encourages urban sprawl and increases air pollution including carbon emissions, which are warming our planet.</p>

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Purpose and Need	The proposed project is part of the <i>Regional Transportation Plan</i> for the Maricopa Association of Governments region. In 2004, the voters of Maricopa County approved the <i>Regional Transportation Plan</i> 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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Regional Transportation Plan</i> and were considered during the evaluation of this proposed new freeway.

Code	Comment Document

Code	Issue	Response
5	Neighborhoods/ Communities	<p>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.</p>
6	Air Quality	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>
7	Air Quality	<p>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)].</p>

Code	Comment Document
1	<p style="text-align: center;">5049</p> <div style="border: 1px solid black; padding: 10px;"> <p>1 MR. TASHQUINTH: In this EIS report, it has nothing</p> <p>2 to do with my people. In this EIS report, it says about the</p> <p>3 cultural significance. They don't understand the cultural</p> <p>4 significance of South Mountain to us and what it means to</p> <p>5 the -- to the Gila River Indian community. But not only to my</p> <p>6 community, but to the Salt River and to the Tohono O'oodham and</p> <p>7 to the Ak-Chin communities.</p> <p>8 You see this basket here? This basket, my mother</p> <p>9 told me, you divide it into four. You divide it into four.</p> <p>10 And, in birth, you come to the opening. And you begin your</p> <p>11 journey into life by going through all the twists and turns.</p> <p>12 You learn how to walk, how to talk, how to feed yourself. You</p> <p>13 learn how to bathe.</p> <p>14 You go through all of life like that, as a baby, as</p> <p>15 a youth, until you get down here to the bottom. At the bottom</p> <p>16 you start to go through all the twists and turns of life as a</p> <p>17 youth. You go through all of the difficulty. You get lost.</p> <p>18 You stumble around, and you try to figure out how to get out.</p> <p>19 And, even into adulthood, you go through all of</p> <p>20 that. Down here at the bottom: The twists and turns of life.</p> <p>21 You go through growing up as an adult, looking for</p> <p>22 a job, taking care of your families, taking care of yourself.</p> <p>23 You get lost in here, those twists and turns, until</p> <p>24 you get to be an elder. When you become an elder, you come out</p> <p>25 to the outside on this side. You find your way back, all the</p> </div> <p style="text-align: right;">Page 29</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
2	<p>1 way through here, until you come to the very center.</p> <p>2 The center of this maze is Mawduc, South Mountain.</p> <p>3 To us, that's the center of the universe. That is where our</p> <p>4 creator, Siuuhu, he lives there, Elder Brother. He lives in</p> <p>5 that area. That's his house. He built this maze to get away</p> <p>6 from his enemies.</p> <p>7 But in our way, we use this to show what life is</p> <p>8 about. That's our culture. That's our religion. That is our</p> <p>9 tradition. It's our way of life, what we call our -- what we</p> <p>10 say is our himduc.</p> <p>11 That is the religious significance to us and our</p> <p>12 way, because he's our creator. Elder Brother is our creator.</p> <p>13 Elder Brother made us. That's why that mountain is very</p> <p>14 significant to us. We hold -- you know, to go up there and do</p> <p>15 ceremonies.</p> <p>16 There are animals up there. There's the desert</p> <p>17 tortoise. There's the Gambel's quail.</p> <p>18 There's vegetation up there that's still used as</p> <p>19 herbal medicines by our people, a root that's up there that's</p> <p>20 used to heal with: the greasewood, shegoi. Greasewood, that's</p> <p>21 used to heal. Drink it when you have a cold. Drink it when</p> <p>22 you're sick, like a tea. And you use that to help clear</p> <p>23 yourself.</p> <p>24 There's a lot of places up there that are old</p> <p>25 prehistoric trails, where all the Hohokam used to go, our</p>
3	<p style="text-align: right;">Page 30</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
2	Biology, Plants, and Wildlife	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Section 4(f) and Section 6(f)	

Code	Comment Document
	<p>1 ancestors. Our ancestors walked up there and did their 2 ceremonies up there. That's the center of the universe for all 3 of us. That's where we come from.</p> <p>4 Your -- If somebody wanted to go downtown and build 5 a freeway through St. Mary's Basilica downtown, all the 6 Catholics would get up, and they would be angry about it. They 7 would get mad about it and they would say, "No."</p> <p>8 That is the same thing. We don't want that. We 9 don't want that freeway through there. We don't need that 10 freeway through there. Our people have been here for hundreds 11 and thousands of years.</p> <p>12 When the forty-niners first came through here, our 13 people were the ones that helped find those forty-niners that 14 were lost. Our people went out with mercy patrol, with gourd 15 water, gourd canteens with water in them. They had corn and 16 melon, all these different things, looking for the forty-niners 17 that were lost out there in the desert.</p> <p>18 And when they found them, they gave them the water 19 and told them, "Go. Go that way. Follow the mountains back 20 there. Follow, see where Mawduc is and the Camelback Mountain 21 and the Estrellas."</p> <p>22 Below those mountains are our people, all along the 23 Gila River. Our people took care of them, helped them.</p> <p>24 In 1847 the United States sent their first cavalry 25 patrol through here. And when they came through here, they</p>
	<p style="text-align: right;">Page 31</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
	<p>1 asked Antonio Azul if they could trade horses with them so that 2 they could continue on to California. And he agreed, on a 3 handshake. On a handshake, he said, "Yes," and he traded 4 horses with them.</p> <p>5 The Spanish garrison that was over in Tucson, they 6 wanted those horses. They tried to come and take it. They 7 wanted to take it away from us. Antonio Azul said, "If you 8 want those horses, come and get them. But you're going to have 9 to fight for them."</p> <p>10 They never came back and got those horses because 11 Antonio Azul said, "I made a promise, on a handshake, that I 12 would take care of these horses for those white people that 13 went through here, came through here. And they'll be back, and 14 I'll give them back to them."</p> <p>15 From that time on, our allegiance and our loyalty 16 was given to the United States of America. Our 17 great-grandfathers and our grandfathers, our fathers and our 18 brothers and our uncles fought alongside many of the white 19 people from the State of Arizona, when they fought in World 20 War I, World War II, Korea, Vietnam, all the way up to now, to 21 Iraq and Iran.</p> <p>22 All over the world, our young men and women are 23 standing, side by side, with many of those people. We're all 24 a -- We're all a part of the -- We're all a part of the 25 Creator. We're all a people of the Creator. We're all</p>
	<p style="text-align: right;">Page 32</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
	<p>1 children.</p> <p>2 And we need to understand that nobody owns the</p> <p>3 land, the way our elders told us. No one owns the land. The</p> <p>4 land belongs to everyone. It was made and given to us so that</p> <p>5 we can live in harmony and balance with all of the vegetation,</p> <p>6 with the mountains, with the waters, and with all of the little</p> <p>7 animals and all the birds in the sky. We live in harmony and</p> <p>8 balance with one another and to take care of one another.</p> <p>9 That's why we, as Akimel O'oodham and Pee Posh</p> <p>10 people, we -- we are the caretakers of this land. That's what</p> <p>11 we're supposed to be doing.</p> <p>12 We don't want that freeway. We don't need that</p> <p>13 freeway. They're not telling us about what the pollution is</p> <p>14 going to do. They're not telling us about the toxins that's</p> <p>15 going to come off of those tires after it rains. It's going to</p> <p>16 pollute our waters that we're sitting on top of.</p> <p>17 Our river doesn't run anymore because the people</p> <p>18 that -- that are on the east side, those people are cutting --</p> <p>19 cutting, to take the water away from us. That water was our</p> <p>20 life. That water, the river, was what made us who we are. But</p> <p>21 it's not running anymore.</p> <p>22 The white man has come and is strangling us.</p> <p>23 They're taking that water away from us. Now they want to</p> <p>24 destroy our mountain that's sacred to us, but not only to us</p> <p>25 but also to the Salt River, to the Tohono O'oodham, to the</p>
	<p style="text-align: right;">Page 33</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
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1 Ak-Chin community, to many of the tribes that are in the
 2 surrounding areas. It's significant to them, in their ways,
 3 too.

4 All we have is a little bit of strip of land, from
 5 110th Avenue, Phoenix International Raceway, that corner along
 6 the Salt River, all along to here, to South Mountain, all the
 7 way towards Coolidge, all the way towards Casa Grande and
 8 Maricopa and coming back around, back to the Estrellas, of all
 9 the land we had. When we were strong, when we were a true
 10 Nation, our land stretched from the headwaters of the Gila
 11 River, outside the city of Silver City, New Mexico -- that's
 12 where the Gila River begins -- all the way down to almost to
 13 the Colorado River.

14 Many of our -- Many of our Hohokam relatives,
 15 ancestors, their homes are up along the Mogollon Rim, all along
 16 that way. They're up there because our land stretched that
 17 far, all the way into Mexico.

18 When the Spanish first came, they called this whole
 19 area Pima-eria Alta. Pima-eria Alta, the Northern First Ones.
 20 We have relatives in Mexico. They are the Baja Pima-eria.
 21 They are the Southern First Ones.

22 This is who we are, since the coming of the
 23 European settlers, coming through here, stealing land from us,
 24 lying to us, cheating us, just as they're doing now, telling us
 25 lies and half-truths, what they really want, by either stealing

Code	Issue	Response
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Code	Issue	Response

Code	Comment Document
	<div data-bbox="450 399 1336 1663" style="border: 1px solid black; padding: 10px;"> <p>1 or cheating from us, making bad deals with people who want 2 to -- think that money is good.</p> <p>3 That time -- That's how we lost both of our lands. 4 That's how we lost this whole state.</p> <p>5 But not only us, but all the rest of the other 6 tribes, too. The 21 tribes that are here in this state have 7 been reduced to small little pockets, reservations. And all 8 their traditional lands have been stolen from them.</p> <p>9 All tribes are fighting. All tribes are trying to 10 stand up. All tribes are trying to take back what was theirs. 11 But it's hard because the white man will not listen to us. The 12 white man is too greedy. They're thieves and liars. So it has 13 been said, from a long time ago. But all tribes have dealt 14 with them. That's what they've come to find out.</p> <p>15 We'll continue to fight. Those of us that are 16 against it, we'll continue to try and stop it, any way we can. 17 And, if all the other tribes in the outside understand, stand 18 with this, then, all together, we can make one last stand and 19 we can prevent the white man from coming through here and 20 taking what doesn't belong to them.</p> <p>21 That's all I have to say.</p> <p>22 23 24 25</p> </div> <p style="text-align: right;">Page 35</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document						
	<p data-bbox="366 433 916 483">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="366 504 1342 695"> <tr> <td data-bbox="366 504 854 574">INCOMING CALL DATE: 7/24/13</td> <td data-bbox="854 504 1342 574">INCOMING CALL TIME: 10:12 AM</td> </tr> <tr> <td data-bbox="366 574 854 645">CALLER: GLENDA TATUM</td> <td data-bbox="854 574 1342 645">CALLER ADDRESS: 12718 WEST SOLA COURT, SUN CITY WEST, ARIZONA 85375</td> </tr> <tr> <td data-bbox="366 645 854 695">PHONE:</td> <td data-bbox="854 645 1342 695">EMAIL:</td> </tr> </table> <p data-bbox="366 695 730 725">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="366 725 1342 836">I am a voter, I live on the West side and I do support that freeway. It is a needed freeway, it is something that would help us connect to the east side from west side. I work in Chandler, so having to take the 10 and no other connection is really an inconvenience. I support that freeway and I look forward to that freeway construction. Thank you.</p>	INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 10:12 AM	CALLER: GLENDA TATUM	CALLER ADDRESS: 12718 WEST SOLA COURT, SUN CITY WEST, ARIZONA 85375	PHONE:	EMAIL:
INCOMING CALL DATE: 7/24/13	INCOMING CALL TIME: 10:12 AM						
CALLER: GLENDA TATUM	CALLER ADDRESS: 12718 WEST SOLA COURT, SUN CITY WEST, ARIZONA 85375						
PHONE:	EMAIL:						

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p data-bbox="428 445 832 526"> From: Projects To: ADOT Subject: FW: Build the South Mountain Freeway Date: Wednesday, May 22, 2013 10:56:29 AM </p> <hr/> <p data-bbox="428 626 873 737"> From: Nikki Taylor [mailto:tntaylor2001@gmail.com] Sent: Monday, May 20, 2013 7:33 PM To: Projects Cc: info@buildthe202.com Subject: Build the South Mountain Freeway </p> <p data-bbox="428 762 1252 818"> I am a Phoenix resident. I live in north Phoenix (district 2 85024 zip code), but my sister lives in Laveen. I visit her home often and would like the 202 to go through this area. Thank you. </p> <p data-bbox="428 848 531 872"> Nikki Taylor </p> <hr/> <p data-bbox="428 939 1292 1003"> <small>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.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
	<p data-bbox="366 433 916 483">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="366 504 1342 669"> <tr> <td data-bbox="366 504 857 572">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="857 504 1342 572">INCOMING CALL TIME: 6:19 PM</td> </tr> <tr> <td data-bbox="366 572 857 620">CALLER: NANCY TAYLOR</td> <td data-bbox="857 572 1342 620">CALLER ADDRESS: GILBERT, AZ</td> </tr> <tr> <td data-bbox="366 620 857 669">PHONE:</td> <td data-bbox="857 620 1342 669">EMAIL:</td> </tr> </table> <p data-bbox="366 669 721 701">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="366 701 1342 782">I am calling in support of the South Mountain Freeway. I feel it will help relieve some of the congestion that we now have on I-10 and the 101 that is all traffic and just trying to bypass to get to the other end of town or other side of the city. I live in Gilbert, Arizona and I definitely support it. Thank you.</p>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 6:19 PM	CALLER: NANCY TAYLOR	CALLER ADDRESS: GILBERT, AZ	PHONE:	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 6:19 PM						
CALLER: NANCY TAYLOR	CALLER ADDRESS: GILBERT, AZ						
PHONE:	EMAIL:						

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p> <p>2</p>	<p>From: Projects To: ADOT Subject: FW: South Mountain Freeway Project Date: Monday, July 15, 2013 8:05:05 AM Attachments: image001.png</p> <hr/> <p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov </p> <hr/> <p>From: Joe Taylor [mailto:jlt9@msn.com] Sent: Sunday, July 14, 2013 10:50 AM To: Projects Subject: South Mountain Freeway Project</p> <p>ADOT Loop 202 South Mountain Freeway Study</p> <p>Where to join the 202 with I-10.</p> <p>Resident Comment:</p> <p>The most logical and practical and best plan for the overall long term city traffic flow is to join in the 202 at the 101W and I-10 interchange. Connecting the 202 to I-10 at 51st Ave would cause extreme traffic congestion on that section of I-10, especially between 51st Ave and 101W which is an already over-crowded freeway section leading to more traffic accidents and deaths. Freight transport trucks attempting to by-pass Phoenix will be using this route heavily. The increase truck traffic this would cause on this section of I-10 will only add to the problem and more accidents.</p> <p>Connecting the 202 to 101W and I-10 interchange will reduce traffic on I-10 between I-17 and 101W and provide an overall more seamless and safer freeway system with fewer accidents and traffic deaths. And isn't providing the safest freeway system for the parents and children traveling them the ultimate goal. Look at the big picture. Plan to reduce the congestion, not increase it.</p> <p>Thank you.</p>

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Purpose and Need, Truck Bypass	

Code	Comment Document
	<p data-bbox="428 433 531 487">Joe Taylor Laveen, AZ</p> <hr data-bbox="428 524 1289 528"/> <p data-bbox="428 554 1289 624">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.</p>

Code	Issue	Response

Code	Comment Document
<div style="display: flex; justify-content: space-around; margin-bottom: 10px;"> 1 2 3 </div>	<p> From: Projects To: ADOT Subject: FW: Loop 202 Comment Date: Tuesday, July 23, 2013 5:02:20 PM Attachments: image001.png </p> <hr/> <p> Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov  </p> <hr/> <p> From: Howard Teeter [mailto:heteeter@cox.net] Sent: Tuesday, July 23, 2013 5:00 PM To: Projects Subject: Loop 202 Comment </p> <p> I had high hopes that the GRIC negotiations would be successful but they appear to have fallen through. At this point all I can ask is that the proposed route be moved or abandoned entirely due to the serious, detrimental effects that it would have on the immediate community of Ahwatukee Foothills. The congestion, the pollution (noise and air)and the added pressure of traffic and people would all contribute to the degradation of our neighborhoods, our schools and our health. Neighborhood preservation must be a priority. Our community abutting Pecos Road will suffer...which was never an issue at the time of inception, but is very much an issue now. Thank you for listening. </p> <p> Howard Teeter. 2719 E. Amberwood Dr. Phoenix, Az 85048 </p> <hr/> <p> <small>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.</small> </p>

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).
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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Air Quality	

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="366 499 857 570">INCOMING CALL DATE: 6/13/13</td> <td data-bbox="857 499 1342 570">INCOMING CALL TIME: 4:43 PM</td> </tr> <tr> <td data-bbox="366 570 857 620">CALLER SUSAN TELLER</td> <td data-bbox="857 570 1342 620">CALLER ADDRESS: 9122 W. HARBOR HILLS, SUN CITY, ARIZONA</td> </tr> <tr> <td data-bbox="366 620 857 671">PHONE:</td> <td data-bbox="857 620 1342 671">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the freeway.</p>	INCOMING CALL DATE: 6/13/13	INCOMING CALL TIME: 4:43 PM	CALLER SUSAN TELLER	CALLER ADDRESS: 9122 W. HARBOR HILLS, SUN CITY, ARIZONA	PHONE:	EMAIL:
INCOMING CALL DATE: 6/13/13	INCOMING CALL TIME: 4:43 PM						
CALLER SUSAN TELLER	CALLER ADDRESS: 9122 W. HARBOR HILLS, SUN CITY, ARIZONA						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>Estudio de la Autopista South Mountain LOOP 202 2013</p> <p>Reporte Del Impacto Ambiental FORMULARIO DE COMENTARIOS</p> <p>Comentarios Adicionales:</p> <p>I've awaited this freeway for a couple of decades or more. I believe this freeway has long been needed, specifically for routing semi trucks out of the downtown area. This freeway would give a second route to get from West PHX to Chandler or further south to Tucson.</p> <p>I cannot believe that 10 or so more freeways have been built without any objections, and yet this freeway which is definitely needed has been put on hold for decades because of a few people in Attuaturee.</p> <p>I live in Laveen and am all for building it, now, in my life time.</p> <p>Let's get it done.</p> <p>I like the 59th Ave Route</p> <p>Arthur M. Telles 9439 S. 18 Ave PHX AZ 85043 602-663-1939</p> <p><small>ADOT TRACS No.: 202L MA 054 H5764 01L · Federal-aid Project No.: NH-202-D(ADY) 13-150</small></p> <p>ADOT <small>U.S. Department of Transportation Federal Highway Administration</small></p> <p><small>PARA MÁS INFORMACIÓN: azdot.gov/SouthMountainFreeway</small></p>

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 570">INCOMING CALL DATE: 05/9/13</td> <td data-bbox="857 506 1339 570">INCOMING CALL TIME: 3:10 PM</td> </tr> <tr> <td data-bbox="376 570 857 643">CALLER: MICHAEL TENNET</td> <td data-bbox="857 570 1339 643">CALLER ADDRESS: 26621 S. LAKEWOOD DRIVE, SUN LAKES, AZ 85248</td> </tr> <tr> <td data-bbox="376 643 857 691">PHONE:</td> <td data-bbox="857 643 1339 691">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the planning and construction of the South Mountain Freeway. The freeway will reduce Downtown Phoenix traffic, including the tanker and boxcar trucks. This is a great way for moving traffic through Phoenix. It would be an excellent idea to help improve the economy.</p>	INCOMING CALL DATE: 05/9/13	INCOMING CALL TIME: 3:10 PM	CALLER: MICHAEL TENNET	CALLER ADDRESS: 26621 S. LAKEWOOD DRIVE, SUN LAKES, AZ 85248	PHONE:	EMAIL:
INCOMING CALL DATE: 05/9/13	INCOMING CALL TIME: 3:10 PM						
CALLER: MICHAEL TENNET	CALLER ADDRESS: 26621 S. LAKEWOOD DRIVE, SUN LAKES, AZ 85248						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1345 671"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 7/23/13</td> <td data-bbox="857 506 1345 572">INCOMING CALL TIME: 2:19 PM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: MELINDA TERRINGTON</td> <td data-bbox="857 572 1345 620">CALLER ADDRESS: 113 E. LOBO DRIVE, PHOENIX, ARIZONA 85022</td> </tr> <tr> <td data-bbox="376 620 857 671">PHONE: 602-992-2473</td> <td data-bbox="857 620 1345 671">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I do believe that the Loop 202 of the South Mountain below Ahwatukee should be built. I've lived here my whole life and I've always thought there should be a freeway down there. I thought it should be built before Ahwatukee was expanded and built upon. Thank you and I do hope that the freeway will go through because I do think it would alleviate a lot of pressure in Central Phoenix. Thank you.</p>	INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 2:19 PM	CALLER: MELINDA TERRINGTON	CALLER ADDRESS: 113 E. LOBO DRIVE, PHOENIX, ARIZONA 85022	PHONE: 602-992-2473	EMAIL:
INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 2:19 PM						
CALLER: MELINDA TERRINGTON	CALLER ADDRESS: 113 E. LOBO DRIVE, PHOENIX, ARIZONA 85022						
PHONE: 602-992-2473	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p>	<p style="text-align: right;">Document Created: 5/21/2013 7:41:13 PM by Web Comment Form</p> <p>David Terry From what I have heard this will benefit certain business interests that stand the most to gain and that more thought should be put toward the environmental impact that this might have on the area. Maybe an unbiased study should be conducted without the pressure of the monied interests involved before proceeding ahead with irreparable damage being done to the communities involved.</p>

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

Code	Comment Document
<div style="display: flex; flex-wrap: wrap; justify-content: space-around;"> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; text-align: center; line-height: 20px; margin: 2px;">1</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; text-align: center; line-height: 20px; margin: 2px;">2</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; text-align: center; line-height: 20px; margin: 2px;">3</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; text-align: center; line-height: 20px; margin: 2px;">4</div> </div>	<p style="text-align: right; font-size: small;">Thomas Thaete Document Created: 7/23/2013 3:17:21 PM by Web Comment Form</p> <p>I am AGAINST the build of the Loop 202 South Mountain Freeway along Pecos Road. I am a resident of the Ahwatukee neighborhood and ask the ADOT to find a different or another alternative. This will take away from my hard earned property value; it is a destruction of well established neighborhood, churches, schools and local communities.</p> <p>regards tgt</p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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 the Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
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.)

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: Oppose Loop 202 South Mountain Freeway Date: Tuesday, June 25, 2013 4:27:10 PM Attachments: image001.png</p> <hr/> <p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov </p> <p>From: eltheiseno@gmail.com [mailto:eltheiseno@gmail.com] On Behalf Of Nicholas Theisen Sent: Tuesday, June 25, 2013 4:21 PM To: Projects Subject: Oppose Loop 202 South Mountain Freeway</p> <p>To whom it may concern,</p> <p>1 I would like to express my formal opposition to the proposed 202 expansion project. The spending of public funds on a freeway around the south-side of South Mountain does not reflect the best interests of Arizona residents, and I believe in prioritizing public funds, it does not currently warrant funding ahead of other public transportation options (expanded light rail, Tucson-Phoenix rail, etc).</p> <p>2</p> <p>3 The Regional Freeway System, approved by voters in 1985, reflected a need for expanded freeways that existed at the time. This has created substantial benefits for the community in Maricopa County, but it has also shaped our society in a number of negative ways. Unfortunately, population growth has followed the construction of the freeways, and rather than build up to take advantage of the many advantages urban density provides, Phoenix has grown ever-outward, to the detriment of more central communities. This has led to more cars on the roads driving longer distances, and in turn dirtier air, and greater health problems. Current popular sentiment has turned, such that I believe a large portion of the population now wants to pull back from this course on which we have set ourselves.</p> <p>4 "If you build it, they will come" is the general sentiment here. WE get to determine how we want to shape our society. If we want to create a society that commutes from Chandler to Avondale and vice versa, and expands ever-outward at the margins, then this plan makes sense. If we want to further promote Arizona as a drive-through State, and bring more regional trucks onto our roads by making it easy to bypass Phoenix, then we will be well served by this freeway. OR we could instead invest our public funds in making Phoenix and Maricopa County a destination. We could expand our light rail lines that have already sparked a tremendous amount of local development and given our citizens something to be proud of. Or we could connect our Capital City with our southern neighbor, Tucson, via a high-speed rail line, further reducing traffic on our freeways.</p> <p>1</p>

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Purpose and Need, Lack of Support	
3	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).
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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<p>The choice is ours, and I strongly urge ADOT to choose to invest in one of the latter options. Thank you for your consideration.</p> <p>Regards,</p> <p>Nick</p> <p>-- Nick Theisen nicholas.theisen@gmail.com (602) 820-1182</p> <hr/> <p><small>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.</small></p>

Code	Issue	Response

Code	Comment Document
1	<p>Mary Thomas Document Created: 5/21/2013 6:15:36 PM by Web Comment Form</p> <p>I am an elder from the Gila River Indian community. My faith in our fellow human beings, remains strong, it has not been a pleasant journey. We have been subjected to neglect, fraud, stereotyping, out right cruelty since they discovered our homelands. We have given up so much and still give of ourselves to this great state and nation, all we ask in return is respect for our land..it is our survival.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: 202 Date: Wednesday, May 22, 2013 10:51:58 AM </p> <hr/> <p> From: kingbobthomas@gmail.com [mailto:kingbobthomas@gmail.com] Sent: Tuesday, May 21, 2013 1:28 PM To: Projects Subject: 202 </p> <p>Hi. I support the 202. It would provide greater access. Thank you.</p> <p>Pastor Bob Thomas 4907 west Maldonado Rd Laveen Az. 75339 602-733-7317</p> <p>Sent from my HTC EVO 4G LTE exclusively from Sprint</p> <hr/> <p><small>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.</small></p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p> <p>2</p>	<p style="text-align: right;">Document Created: 5/30/2013 10:08:45 AM by Web Comment Form</p> <p>Audra Thomas</p> <p>I'm very much in favor of using the E1 Alternative, unless Gila River Indian Community and it's Members decide otherwise, and tying the freeway into Loop 101 using the W101 alternatives. In terms of system planning, and looking at the transportation facility from a regional perspective, tying it into L101 makes the most sense. I worry that utilizing either the W59 or W71 alternatives will pour additional traffic onto a facility not able to address it, and futher, will reduce the viability and attractiveness of the South Mountain Freeway as a transportation facility to those looking to move north/west and/or south/east.</p>

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

Code	Comment Document						
	<p data-bbox="366 433 916 483">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="366 504 1342 669"> <tr> <td data-bbox="366 504 857 574">INCOMING CALL DATE: 6/13/13</td> <td data-bbox="857 504 1342 574">INCOMING CALL TIME: 5:09 PM</td> </tr> <tr> <td data-bbox="366 574 857 620">CALLER ADA THOMAS</td> <td data-bbox="857 574 1342 620">CALLER ADDRESS:</td> </tr> <tr> <td data-bbox="366 620 857 669">PHONE:</td> <td data-bbox="857 620 1342 669">EMAIL:</td> </tr> </table> <p data-bbox="366 675 730 735">CALLER REMARKS/QUESTIONS: I would support building the freeway.</p>	INCOMING CALL DATE: 6/13/13	INCOMING CALL TIME: 5:09 PM	CALLER ADA THOMAS	CALLER ADDRESS:	PHONE:	EMAIL:
INCOMING CALL DATE: 6/13/13	INCOMING CALL TIME: 5:09 PM						
CALLER ADA THOMAS	CALLER ADDRESS:						
PHONE:	EMAIL:						

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="444 350 506 374">4169</p> <div data-bbox="453 399 1339 1655" style="border: 1px solid black; padding: 5px;"> <p data-bbox="478 439 1317 989"> 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 </p> </div> <p data-bbox="1246 1665 1339 1689" style="text-align: right;">Page 2</p> <p data-bbox="491 1705 1299 1766" style="text-align: center;"> Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com </p>

1

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

Code	Comment Document
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1 adding trucks and a longer length of I-10 that will
 2 congest the traffic even more, so the faster you can get
 3 them off I-10, the better off we will all be.
 4 Other than that, I hope that they build it
 5 quickly, you know, cause this would not take forever to
 6 build.
 7 Okay. Thank you very much.
 8 MR. HUSTON: I just want to say that I am
 9 in favor of the project and after I've reviewed all the
 10 boards and the entire process, it seems to make sense
 11 what they've narrowed it down to. I think, based on cost
 12 alone, it seems like 59th is the best alternative. If
 13 cost weren't a factor, I think some of the ones that go
 14 further to the west would also be nice to help tie into
 15 the west valley. It seems like a long time coming.
 16 It seems like a great project. I think it
 17 would be good for, not only our freeway system, but
 18 putting people back to work. Overall I just think it
 19 would be a really good thing for the community.
 20 That's it.
 21 MR. BAREHAND: My name is Harlan Barehand.
 22 I'm from the Gila River Indian Community. I'd like to
 23 thank ADOT for finally listening to us and not putting it
 24 on the Reservation. I just got through seeing a video
 25 next door; it was beautiful. I think it works out fine.

Code	Issue	Response
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Code	Comment Document
<p style="text-align: center;">1</p>	<div style="border: 1px solid black; padding: 10px;"> <p>1 EDITH THOMAS: My name is Edith Thomas.</p> <p>2 I'm a member of the Gila Indian River community who just</p> <p>3 happens to be also an archeologist.</p> <p>4 I would like to bring several issues to</p> <p>5 the attention of the DEIS regarding the archeology of</p> <p>6 South Mountain. South Mountain is known to us. I am</p> <p>7 Akimel O'Odham, Pima. I grew up within the Gila Indian</p> <p>8 River community. I'm going to present two perspectives</p> <p>9 based on my own personal experience based on the</p> <p>10 traditions, him-dag, of my People. I'd also like to</p> <p>11 present the archeological perspectives, which are also</p> <p>12 based on the Akimel O'Odham.</p> <p>13 South Mountain is a culturally significant</p> <p>14 location for the members of the Gila River Indian</p> <p>15 community. It is part of our songs. Our songs are</p> <p>16 significant because it is a cultural perspective. Our</p> <p>17 songs are part of our historical record. It's a</p> <p>18 recording or a recounting of the history of our People</p> <p>19 that dates back to over thousands of years ago. For our</p> <p>20 People this is a factual account that is recorded within</p> <p>21 the songs.</p> <p>22 South Mountain is part of the migration</p> <p>23 pattern of my People, so it is not just a mountain as the</p> <p>24 non -- the non-members of the Gila Indian River community</p> <p>25 may view it. It's not a mountain; it's a sacred site.</p> </div> <p style="text-align: right;">Page 4</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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

Code	Comment Document
<div style="display: flex; gap: 5px;"> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">1</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">2</div> </div>	<p>1 And that word "sacred" also has special meaning to us.</p> <p>2 It is not sacred in comparison to a church or to a</p> <p>3 religious aspect.</p> <p>4 "Sacred" means to us that it's part of who</p> <p>5 we are. It's where we derive from. It's where we</p> <p>6 originate. Everything is connected to us: The land, the</p> <p>7 plants, the animals. There is no differentiation between</p> <p>8 all of these things. They are not just objects. They</p> <p>9 are part of our whole life cycle, so to try to classify</p> <p>10 it as just a geological formation would not be accurate.</p> <p>11 What I'm trying to convey to you is that</p> <p>12 South Mountain is extremely significant to us. Muadag,</p> <p>13 South Mountain, is part of our story, part of who we are.</p> <p>14 Also, based on my archeological expertise,</p> <p>15 we have several archeological sites that were not cited</p> <p>16 within the DEIS report. There are artifact scatters on</p> <p>17 the surface. As an archeologist, it is well documented</p> <p>18 that when you have an artifact scatter, that's part of</p> <p>19 the community, there are significant remains underneath</p> <p>20 the surface of the ground. So when you have your maps or</p> <p>21 your location within the report, that was not shown.</p> <p>22 I would like to bring my concerns or point</p> <p>23 out that there needs to be further archeological</p> <p>24 investigations conducted by ADOT or for the DEIS because</p> <p>25 this was not represented accurately. This is significant</p> <p style="text-align: right;">Page 5</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
2	Cultural Resources	For protection from vandalism and desecration, archaeological sites are not shown on maps provided to the public. The Arizona Department of Transportation will continue to survey the proposed alternatives for archaeological resources. Any negative impacts on archaeological sites would be mitigated through excavations.

Code	Comment Document
3	<div style="border: 1px solid black; padding: 10px;"> <p>1 to us because it is the historical and prehistoric 2 evidence of our ancestral remains.</p> <p>3 Another issue that I have a concern about 4 is that because of the sacred designation, I guess you 5 could classify it as "sacred," we are not being treated 6 equally. I believe that, if this were possibly a sacred 7 site such as from Europe like the Vatican or something 8 comparable, that this would be held more in higher 9 significance to the rest of the population, but because 10 we are Native American and that we are indigenous, our 11 voices and our concerns are not being held at a higher 12 level than they are.</p> <p>13 I'm hoping that all of my comments will be 14 taken seriously and be looked at professionally because I 15 felt that there weren't enough experts contributing to 16 this report where it didn't accurately depict the meaning 17 of what this location and the desecration that the 202 18 would do to our mountain and how it would impact our 19 community.</p> <p>20 Thank you.</p> <p>21 * * * *</p> <p>22 23 24 25</p> </div> <p style="text-align: right; margin-top: 10px;">Page 6</p> <p style="text-align: center; margin-top: 10px;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
3	Environmental Justice/Lifestyle	<p>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.</p> <p>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.</p> <p>The section entitled <i>Title VI and Environmental Justice</i>, 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.</p> <p>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, <i>Affected Environment, Environmental Consequences, and Mitigation</i>, as exemplified by the inserted text on page 4-29 of the Final Environmental Impact Statement.</p>

Code	Comment Document
	<div style="text-align: center;"> <p>LOOP 202 <i>South Mountain</i> Freeway Study</p> <p>2013</p> <p>Draft Environmental Impact Statement COMMENT FORM</p> </div> <p>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</p> <p>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.</p> <p>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p>It is helpful to ADOT to receive comments on:</p> <ul style="list-style-type: none"> • 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. </div> <p>Comments must be received or postmarked by July 24, 2013.</p> <p>1 <i>Since 1985 my husband & I have followed in ongoing Orga as SMF. We have been "For" it from the beginning.</i></p> <p><i>We do not understand how a few well funded & connected people have been able to drag their heels to slow down the decision over & over. (This is our fifth meeting for impact studies)</i></p> <p><i>We NEED this freeway! No BUILD is NOT an option. <u>Build</u> it.</i></p> <p>Optional</p> <p>Name <i>Bonnie Thompson</i> Email <i>BRT@BRTEFG.US</i></p> <p>Address <i>5038 S 42ND AVE</i></p> <p>City <i>PHX AZ 85041</i> State _____ Zip _____</p> <p>Phone <i>602 237 3337</i> Fax <i>same</i></p> <p>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</p> <p><small>ADOT TRACS No.: 202L MA 054 15754 01L • Federal-aid Project No.: NH-202-D(ADY) 15-182</small></p> <div style="display: flex; justify-content: space-between;">  <p>FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</p> </div>

Code	Issue	Response
1	Public Involvement	Comment noted.

Code	Comment Document						
	<p data-bbox="366 433 916 483">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="366 504 1342 695"> <tr> <td data-bbox="366 504 854 574">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="854 504 1342 574">INCOMING CALL TIME: 6:21 PM</td> </tr> <tr> <td data-bbox="366 574 854 645">CALLER: FORMER STATE REPRESENTATIVE MARK THOMPSON</td> <td data-bbox="854 574 1342 645">CALLER ADDRESS: 1429 E. WATSON DRIVE, TEMPE, AZ 85283</td> </tr> <tr> <td data-bbox="366 645 854 695">PHONE: 480-839-6979</td> <td data-bbox="854 645 1342 695">EMAIL:</td> </tr> </table> <p data-bbox="366 695 730 725">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="366 725 1342 776">I give my full support as a business owner in south Tempe, for the South Mountain Freeway expansion. Thank you.</p>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 6:21 PM	CALLER: FORMER STATE REPRESENTATIVE MARK THOMPSON	CALLER ADDRESS: 1429 E. WATSON DRIVE, TEMPE, AZ 85283	PHONE: 480-839-6979	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 6:21 PM						
CALLER: FORMER STATE REPRESENTATIVE MARK THOMPSON	CALLER ADDRESS: 1429 E. WATSON DRIVE, TEMPE, AZ 85283						
PHONE: 480-839-6979	EMAIL:						

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p style="text-align: center;">LOOP 202 <i>South Mountain</i> Freeway Study 2013</p> <p style="text-align: center;">Draft Environmental Impact Statement COMMENT FORM</p> <p>Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.</p> <p>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.</p> <p>When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p>It is helpful to ADOT to receive comments on:</p> <ul style="list-style-type: none"> • 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. </div> <p>Comments must be received or postmarked by July 24, 2013.</p> <p>① <u>No Action! Lakewood Owns Wells!</u></p> <p>② <u>I am very concerned how it is going to affect Lakewood and the Lake. The Wells were on the books before the Freeway. Also, I am concerned about the water to the Lake @ Miralago where my brother owns.</u></p> <p>③ <u>The Freeway on Pecos will severely affect Lakewood because reclaimed water will smell! Also, the Lago^{School}s right on Pecos. It is going to hurt our Property Values! Lakewood already has ↑ crime due to its proximity to the Freeway. Easy Access in and out.</u></p> <p>④</p> <p>Optional Name <u>Geri Thompson</u> Email <u>geri.thompson@gtcall.com</u> Address <u>15830 S. 36TH</u> con City <u>PHX</u> State <u>AZ</u> Zip <u>85024</u> Phone <u>480 239 7589</u> Fax _____</p> <p>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</p> <p style="font-size: small;">ADOT TRACS No.: 202L IMA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150</p> <p>ADOT FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</p>

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	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.)
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 City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 530 860 596">INCOMING CALL DATE: 7/23/13</td> <td data-bbox="860 530 1345 596">INCOMING CALL TIME: 12:20 PM</td> </tr> <tr> <td data-bbox="376 596 860 645">CALLER: DAVID THOMPSON</td> <td data-bbox="860 596 1345 645">CALLER ADDRESS: 2405 WEST OLNE AVENUE, LAVEEN, ARIZONA</td> </tr> <tr> <td data-bbox="376 645 860 693">PHONE:</td> <td data-bbox="860 645 1345 693">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I am calling in support of the Loop 202 freeway. Been hoping for it to be done for quite awhile now. I expect it will reduce traffic congestion along Baseline significantly. I know friends that live in the East Valley that have to come in through I-10 West 60 to get into Phoenix and some of them have commented that coming around Loop 202 would be faster for them. Thank you.</p>	INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 12:20 PM	CALLER: DAVID THOMPSON	CALLER ADDRESS: 2405 WEST OLNE AVENUE, LAVEEN, ARIZONA	PHONE:	EMAIL:
INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 12:20 PM						
CALLER: DAVID THOMPSON	CALLER ADDRESS: 2405 WEST OLNE AVENUE, LAVEEN, ARIZONA						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td>INCOMING CALL DATE: 6/11/13</td> <td>INCOMING CALL TIME: 6:06 PM</td> </tr> <tr> <td>CALLER SANDRA THURSTON</td> <td>CALLER ADDRESS: 15970 W. JACKSON STREET, GOODYEAR, ARIZONA</td> </tr> <tr> <td>PHONE: 602-423-0027</td> <td>EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: And I'm glad you guys work for the freeway, for the 202. Thank you.</p>	INCOMING CALL DATE: 6/11/13	INCOMING CALL TIME: 6:06 PM	CALLER SANDRA THURSTON	CALLER ADDRESS: 15970 W. JACKSON STREET, GOODYEAR, ARIZONA	PHONE: 602-423-0027	EMAIL:
INCOMING CALL DATE: 6/11/13	INCOMING CALL TIME: 6:06 PM						
CALLER SANDRA THURSTON	CALLER ADDRESS: 15970 W. JACKSON STREET, GOODYEAR, ARIZONA						
PHONE: 602-423-0027	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: Comments in opposition to South Mountain Freeway Date: Tuesday, May 28, 2013 12:20:37 PM</p> <hr/> <p>-----Original Message----- From: Sierra Club [mailto:information@sierraclub.org] On Behalf Of Nancy Tierney Sent: Tuesday, May 28, 2013 10:16 AM To: Projects Subject: Comments in opposition to South Mountain Freeway</p> <p>May 28, 2013</p> <p>Arizona Department of Transportation South Mountain Study Team 1655 W Jackson St, MD 126F Phoenix, AZ 85007</p> <p>Dear South Mountain Study Team,</p> <p>I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.</p> <p>The proposed freeway would cause more problems than it would solve, while providing only 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.</p> <p>Despite the claims of the Draft Environmental Impact Statement, the South Mountain Freeway would worsen air quality in the region over time, increasing public health risks. More vehicles would introduce more pollution, aggravating conditions of asthma, cancer, and other diseases.</p> <p>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.</p> <p>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.</p> <p>Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.</p> <p>Sincerely,</p> <p>Ms. Nancy Tierney 101 N 7th St Unit 244 Phoenix, AZ 85034-1038 (602) 296-4900</p>

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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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Regional Transportation Plan</i> 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Health Effects	
6	Section 4(f) and Section 6(f)	
7	Biology, Plants, and Wildlife	

Code	Comment Document

Code	Issue	Response
8	Neighborhoods/ Communities	<p>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.</p>

Code	Comment Document
	<p>Tom Tillery Document Created: 7/15/2013 12:38:18 PM by Web Comment Form I just want to officially voice my objection for the following reasons:</p> <p>1 * The original proposed freeway was not as extensive as what is currently planned. This is much greater noise, pollution, congestion and therefore accidents than what the original residents (such as myself) had planned.</p> <p>2 * A bypass already exists in Case Grande. If this is inadequate, it would be less expensive to upgrade this system.</p> <p>3 * The study does not include Pima County, why? This area is still growing and has the higher growth potential.</p> <p>4 * A compromise to all parties would be to continue Pecos road connecting the West side of town - no Freeway.</p> <p>5</p> <p>6</p> <p>7</p>

Code	Issue	Response
1	Traffic	The alignment identified as the Preferred Alternative (W59 and E1 Alternatives) closely follows the alignment identified in the 1988 Environmental Assessment and Design Concept Report (see Final Environmental Impact Statement Figure 1-2 on page 1-6 and text on page 1-8 for more information). In 1988, the freeway was proposed as having three general purpose lanes in each direction with an open median for a future high-occupancy vehicle lane in each direction. This configuration is similar to the existing loop freeways. The current proposed freeway, as depicted in Figure 3-34 on page 3-58 of the Final Environmental Impact Statement includes constructing three general purpose lanes and a high-occupancy vehicle lane in each direction. With respect to the number of lanes and location, the proposed freeway has remained relatively the same.
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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Air Quality	
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). 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.
5	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.
6	Alternatives	The Maricopa Association of Governments regional travel demand model does include Pinal County. The potential freeway users with origins or destinations in Pinal County are included in Final Environmental Impact Statement Figure 3-18, on page 3-36. They would represent 10 percent of the total freeway users.

Code	Comment Document

Code	Issue	Response
7	Alternatives	<p>The study evaluated the concept of extending Pecos Road as a parkway. In the best-case scenario, a parkway would carry approximately 105,000 vehicles per day, well below the average daily traffic on the proposed freeway, which would range from 117,000 to 190,000 vehicles per day (see Final Environmental Impact 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.</p>

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: A vote no for South Mountain Freeway-F.Y.I. Date: Monday, July 15, 2013 10:45:34 AM</p> <hr/> <p>Thank you, Felicia Beltran Senior Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-319-7709 azdot.gov </p> <p>From: Thomas Tillery [mailto:tilleryt@gmail.com] Sent: Monday, July 15, 2013 10:41 AM To: Projects Cc: Ann Tillery Subject: A vote no for South Mountain Freeway</p> <p>Hello,</p> <p>I just want to officially voice my objection for the following reasons:</p> <div style="display: flex; align-items: flex-start;"> <div style="margin-right: 10px;"> <p>1</p> <p>2 3 4</p> <p>5</p> <p>6</p> <p>7</p> </div> <div> <ul style="list-style-type: none"> • The original proposed freeway was not as extensive as what is currently planned. This is much greater noise, pollution, congestion and therefore accidents beyond what the original residents had planned when they invested in their Ahwatukee property. • A bypass already exists in Case Grande. If this is inadequate, it would be less expensive to upgrade this system. • The study does not include Pinal County, why? This area is still growing and has the higher growth potential. • A compromise to all parties would be to continue Pecos road connecting the West side of town - no Freeway. <p>Regards, Tom Tillery</p> <hr/> <p><small>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.</small></p> </div> </div>

Code	Issue	Response
1	Traffic	The alignment identified as the Preferred Alternative (W59 and E1 Alternatives) closely follows the alignment identified in the 1988 Environmental Assessment and Design Concept Report (see Draft Environmental Impact Statement Figure 1-2 on page 1-6 and text on page 1-8 for more information). In 1988, the freeway was proposed as having three general purpose lanes in each direction with an open median for a future high-occupancy vehicle lane in each direction. This configuration is similar to the existing loop freeways. The current proposed freeway, as depicted in Figure 3-34 on page 3-58 of the Final Environmental Impact Statement includes constructing three general purpose lanes and a high-occupancy vehicle lane in each direction. With respect to the number of lanes and location, the proposed freeway has remained relatively the same.
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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Air Quality	
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). 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.
5	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.
6	Alternatives	The Maricopa Association of Governments regional travel demand model does include Pinal County. The potential freeway users with origins or destinations in Pinal County are included in Final Environmental Impact Statement Figure 3-18, on page 3-36. They would represent 10 percent of the total freeway users.

Code	Comment Document

Code	Issue	Response
7	Alternatives	<p>The study evaluated the concept of extending Pecos Road as a parkway. In the best-case scenario, a parkway would carry approximately 105,000 vehicles per day, well below the average daily traffic on the proposed freeway, which would range from 117,000 to 190,000 vehicles per day (see Final Environmental Impact 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.</p>

Code	Comment Document
	<p data-bbox="428 445 832 526"> From: Projects To: ADOT Subject: FW: I approve south mountain freeway. Date: Monday, May 20, 2013 8:42:30 AM </p> <hr/> <p data-bbox="428 610 801 701"> From: na [mailto:taftsheffield@aol.com] Sent: Friday, May 17, 2013 6:45 PM To: Projects Subject: I approve south mountain freeway. </p> <p data-bbox="428 721 497 745">5/18/13</p> <p data-bbox="428 772 1268 842"> Yes I agree the south mountain freeway should be built. I also support any freeway starting from AZ Casino/ Mcdowell rd extenteding to 202. This is not an argument or debate. Its what is needed no matter what some individuals may think. Consider the in domain law, Dot what are you waiting for. </p> <p data-bbox="428 868 497 913"> Thanks Tim </p> <hr/> <p data-bbox="428 973 1299 1044"> <small>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.</small> </p>

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Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: Comment on the South Mountain Freeway Loop 202 Draft Environmental Impact Statement. Date: Friday, July 05, 2013 9:31:04 AM Attachments: image001.png</p> <hr/> <p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov </p> <hr/> <p>From: Jeannine Maldonado [mailto:jeanninemal@me.com] Sent: Friday, July 05, 2013 9:23 AM To: Projects Cc: Jeannine Maldonado Subject: Comment on the South Mountain Freeway Loop 202 Draft Environmental Impact Statement.</p> <p>ADOT,</p> <p>I wish to comment on the South Mountain Freeway Loop 202 Draft Environmental Impact Statement.</p> <p>ADOT must desist from proposing to build 202 on Pecos Road. This proposed leg of the freeway will degrade the quality of life in Ahwatukee Village, disrupt wildlife and recreational use in South Mountain Park Preserve and destroy a Gila River Indian Community sacred site.</p> <p>We bought our home in Ahwatukee Foothills because my daughter and I suffer from asthma and we place high value on the better quality of air in the area, in particular during the summer months. We treasure the relative quiet and small-town feeling of Ahwatukee Foothills, the easy access to quiet and scenic hiking trails in our backyard of South Mountain Park, the low-traffic roads near our schools and in our neighborhoods, and its proximity to our Gila River Indian Community neighbors, which affords us a scenic view of relatively undisturbed desert land in our daily commute.</p> <p>But by building the South Mountain Freeway on Pecos Road and through South Mountain Park Preserve:</p> <p>1) There will be a substantial increase in vehicle traffic in the Ahwatukee Foothills neighborhood and local arterial streets. In addition, the proposed freeway will become the truckers route of choice.</p> <p>2) The overall impact on the quality of life in the Ahwatukee Foothills area will suffer tremendously as sound walls cannot prevent the noise rising over due to elevation (upwards) in the Foothills.</p> <p>3) Ahwatukee would have two elementary, one middle and one high school either immediately adjoining or within 1/8 of a mile of the proposed freeway. The air quality our children breathe will suffer permanent damage as the estimated 140,000 vehicles/day traverse the proposed freeway.</p>

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

(Response 9 continues on next page)

Code	Comment Document
5	4) Destruction of a portion of South Mountain Park Preserve, which the Gila River Indian Community view as a sacred mountain, is unacceptable.
3 4	5) The proposed routes through South Mountain Park Preserve will permanently damage native Arizona plants and wildlife.
11	6) Growing business opportunities is not a need for residents in Ahwatukee. We find there is already in place everything we need and want.
	In summary, I object to the building of the South Mountain Freeway on Pecos Road and through South Mountain Park Preserve as it will do permanent harm to our environment.
12 13	ADOT should seriously reconsider the alternative of building 202 through uninhabited parts of Maricopa.
	Jeannine Maldonado Timmes 410 E Brookwood Ct. Phoenix AZ, 85048
	<small>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.</small>

Code	Issue	Response
9 (cont.)		nearby homes that may be elevated above the road, and any recommended barriers between the homes and freeway. This is the same procedure and same model used for other freeway projects in the Phoenix metropolitan area and across the country.
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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
11	Purpose and Need, Lack of Support	
12	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 <i>Regional Transportation Plan</i> 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.
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. 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
	<p>From: Projects To: ADOT Subject: FW: comment on south mountain freeway loop 202 environmental impact statement Date: Friday, July 05, 2013 8:38:51 AM</p> <hr/> <p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov</p> <p>-----Original Message----- From: Francis Timmes [mailto:fx44@mac.com] Sent: Thursday, July 04, 2013 9:35 PM To: Projects Cc: Francis Timmes Subject: Re: comment on south mountain freeway loop 202 environmental impact statement</p> <p>ADOT,</p> <p>A wish to comment on the south mountain freeway loop 202 environmental impact statement.</p> <p>1) There will be a substantial increase in vehicle traffic in the Ahwatukee Foothills neighborhood and local arterial streets. In addition, the proposed freeway will become the truckers route of choice.</p> <p>2) The overall impact on the quality of life in the Ahwatukee Foothills area will suffer tremendously as sound walls cannot prevent the noise rising over due to elevation (upwards) in the Foothills.</p> <p>3) Ahwatukee would have two elementary, one middle and one high school either immediately adjoining or within 1/8 of a mile of the proposed freeway. The air quality our children breathe will suffer permanent damage as the estimated 140,000 vehicles/day traverse the proposed freeway.</p> <p>4) Destruction of a portion of South Mountain Park, which the Gila River Indian Community view as a sacred mountain, is unacceptable.</p> <p>5) The proposed routes through South Mountain Park will permanently damage native Arizona plants and wildlife.</p> <p>In summary, I object to the building of the south mountain freeway on pecos road. I suggest you consider building the freeway through uninhabited parts of maricopa.</p> <p>Sincerely, frank timmes 410 e brookwood ct. phoenix az, 85048</p> <hr/>

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Code	Issue	Response
1	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 of 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).
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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
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 the 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix. 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	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 that may be elevated above the road, and any recommended barriers between the homes and freeway. This is the same procedure and same model used for other freeway projects in the Phoenix metropolitan area and across the country.
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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
7	Health Effects	

Code	Comment Document

Code	Issue	Response
8	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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
9	Cultural Resources	
10	Biology, Plants, and Wildlife	
11	Alternatives, Gila River Indian Community	
12	Alternatives	<p>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 <i>Regional Transportation Plan</i> 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.</p> <p>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.</p>
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. 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	<p data-bbox="376 439 913 485">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1345 693"> <tr> <td data-bbox="376 506 860 576">INCOMING CALL DATE: 7/23/13</td> <td data-bbox="860 506 1345 576">INCOMING CALL TIME: 6:39 PM</td> </tr> <tr> <td data-bbox="376 576 860 647">CALLER: AARON TIMMONS</td> <td data-bbox="860 576 1345 647">CALLER ADDRESS: 15393 WEST MONTECITO AVENUE, GOODYEAR, ARIZONA 85395</td> </tr> <tr> <td data-bbox="376 647 860 693">PHONE:</td> <td data-bbox="860 647 1345 693">EMAIL:</td> </tr> </table> <p data-bbox="376 701 1050 758">CALLER REMARKS/QUESTIONS: I support the 202, Loop extension, South Mountain freeway. Thank you.</p>	INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 6:39 PM	CALLER: AARON TIMMONS	CALLER ADDRESS: 15393 WEST MONTECITO AVENUE, GOODYEAR, ARIZONA 85395	PHONE:	EMAIL:
INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 6:39 PM						
CALLER: AARON TIMMONS	CALLER ADDRESS: 15393 WEST MONTECITO AVENUE, GOODYEAR, ARIZONA 85395						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p data-bbox="428 439 717 506"> From: Projects To: ADOT Subject: FW: Loop 202 South Mountain Date: Wednesday, May 22, 2013 10:49:40 AM </p> <hr/> <p data-bbox="428 560 780 626"> From: Jenn Tingwald [mailto:jennifertingwald@gmail.com] Sent: Tuesday, May 21, 2013 4:56 PM To: Projects Subject: Loop 202 South Mountain </p> <p data-bbox="428 641 609 661">To Whom it May Concern:</p> <p data-bbox="428 681 1143 701">I am writing to inform you of my support of the Loop 202 South Mountain project that is currently pending.</p> <p data-bbox="428 721 1299 782">As a resident of South Phoenix (on the boarder of Laveen- off of 51st Avenue and Ellwood) I strongly support this initiative, even though I know that it will literally place a freeway in my back yard. As a home owner and business owner, this project is imparative to the vitality of the southwest valley.</p> <p data-bbox="428 792 1283 832">Please, continue moving forward this project. The revenue it will bring to this area is badly needed, and the ability to connect to the rest of the city will vastly improve our way of life.</p> <p data-bbox="428 842 491 862">Sincerely,</p> <p data-bbox="428 883 547 903">Jennifer Tingwald</p> <p data-bbox="428 923 444 943">--</p> <p data-bbox="428 973 562 993">  </p> <hr/> <p data-bbox="428 1064 1299 1104"> <small>Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)ventily(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.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: South Mountain Study Team Date: Thursday, May 02, 2013 9:39:24 AM Attachments: image002.png</p> <hr/> <p>From: Jason.Tollefson@Microchip.com [mailto:Jason.Tollefson@Microchip.com] Sent: Thursday, May 02, 2013 9:27 AM To: Projects Subject: South Mountain Study Team</p> <p>Hi South Mountain Team,</p> <p>1 As a Foothills Club West resident I am opposed to the Pecos alignment in entirety.</p> <p>2 I would support an alignment that is 1-2 miles south on the Gila River Reservation.</p> <p>3 I do not support the Pecos alignment for the following reasons: Pollution 4 Traffic Noise 5 Truck Noise 6 Crime 7 Loss of Bike way 8 Increased traffic density in community Increased accidents</p> <p>Thanks,</p> <div style="text-align: right;">  <p>Jason Tollefson Sr. Product Marketing Mgr. MCU16 Division 480•516•9078 (c) 480•792•7717 (o) Jason.Tollefson@microchip.com Skype: jasantollefson</p> </div> <hr/> <p><small>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.</small></p>

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Alternatives, Gila River Indian Community	
3	Air Quality	
4	Noise	
5	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.
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 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.
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). 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).

Code	Comment Document
	5008
1	<p>1 MR. TOLLEFSON: I'm Jason Tollefson. So</p> <p>2 I think the one thing after talking with several of</p> <p>3 the project team members that stands out in my mind</p> <p>4 is that there is no replacement for recreation on</p> <p>5 Pecos. So currently there's a lot of people that go</p> <p>6 out all week long on Pecos Road riding bikes and</p> <p>7 jogging, whatever, and there's no alternative once</p> <p>8 this project happens. So that's a pretty big concern</p> <p>9 for me because I use that and lots of people I know</p> <p>10 use that.</p>
2	<p>11 A second overall concern is noise. And I</p> <p>12 saw that the plan currently is to raise the freeway</p> <p>13 from the current grade. And talking with one of the</p> <p>14 planning engineers, he noted that that actually</p> <p>15 increases noise level. So I understand the way to</p> <p>16 try and mitigate that is a wall, but my location and</p> <p>17 my house is such that if the freeway's additionally</p>
3	<p>18 raised and then there's a wall, it's going to have a</p> <p>19 severe obstruction to my view from my home, and also</p> <p>20 concerns me with the noise. The fact that it's that</p> <p>21 much higher and could transmit over to my house,</p>
4	<p>22 which we already get Pecos noise, and this will</p>
5	<p>23 probably be more.</p>
6	<p>24 And then I guess the last concern is</p> <p>25 truck noise. I believe that this freeway will be</p>
	Page 17
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Code	Issue	Response
1	Traffic	The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.
2	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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Visual Resources	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.
4	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 that may be elevated above the road, and any recommended barriers between the homes and freeway. This is the same procedure and same model used for other freeway projects in the Phoenix metropolitan area and across the country.
5	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.

(Responses continue on next page)

Code	Comment Document
7	<p>1 used quite a bit as a bypass to Phoenix, and so</p> <p>2 that's going to bring just additional noise 24/7.</p> <p>3 It's one thing to have commuter noise, you know,</p> <p>4 which -- which goes down in the evenings, but truck</p> <p>5 noise is something that I think won't cease because</p> <p>6 truckers are trucking 24/7. So that's -- those are</p> <p>7 my concerns and hopefully they're taken into</p> <p>8 consideration.</p> <p>9 So I just want to make it clear that I'm</p> <p>10 not opposed to a freeway, but I'm opposed to the</p> <p>11 current alignment of the freeway. I noticed during</p> <p>12 the selection process there were lots of</p> <p>13 alternatives. Of course some of them are very</p> <p>14 difficult because they involve the Indian</p> <p>15 reservation, but I oppose that.</p> <p>16 And the last thing I'd like to add to</p> <p>17 that is it really doesn't -- in my opinion, it</p> <p>18 doesn't help this community as much as it helps the</p> <p>19 communities outside of this community because it</p> <p>20 helps the people on the west side get to the east</p> <p>21 side, and the people on the east side get to the west</p> <p>22 side, but it really doesn't benefit us who live here</p> <p>23 that much.</p> <p>24 We already have easy access out to the</p> <p>25 freeway, and personally I'm willing to do the commute</p>
8	
9	

Code	Issue	Response
6	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.
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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
8	Alternatives, E1 Alternative	
9	Purpose and Need, Lack of Support	

Code	Comment Document
	<div data-bbox="450 399 1339 1663" style="border: 1px solid black; padding: 10px;"> <p>1 to the west side and take some additional time</p> <p>2 because I really have no reason to be out there. All</p> <p>3 my business is in the east and downtown area, so</p> <p>4 those are my comments.</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p> </div> <p style="text-align: right; margin-right: 50px;">Page 19</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
<div style="display: flex; flex-direction: column; align-items: center;"> <div style="display: flex; gap: 5px; margin-bottom: 5px;"> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">1</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">2</div> </div> <div style="display: flex; gap: 5px; margin-bottom: 5px;"> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">3</div> </div> <div style="display: flex; gap: 5px; margin-bottom: 5px;"> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">4</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">5</div> </div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin-bottom: 5px;">6</div> <div style="display: flex; gap: 5px; margin-bottom: 5px;"> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">7</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center;">8</div> </div> </div>	<p>From: Projects To: ADOT Subject: FW: SouthMountain Freeway Construction Date: Wednesday, July 17, 2013 2:07:52 PM Attachments: image001.png</p> <hr/> <p>Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov </p> <hr/> <p>From: Bob Toloskiewich [mailto:bobtolo@cox.net] Sent: Wednesday, July 17, 2013 12:19 PM To: Projects Subject: SouthMountain Freeway Construction</p> <p>I am a member of Phoenix Mountains Preservation Council (PMPC) and Preserving Arizona's Resources and Children (PARC) and am writing to express my opposition to the proposed South Mountain Freeway.</p> <p>The proposed route would run through South Mountain Park and would result in three ridges being leveled with the removal of 4 million cubic yards of earth in order to accommodate this 10 lane thoroughfare. We, the citizens of this valley, are very protective of our parks and we, the citizens, were not asked if we approved of this alignment.</p> <p>I am also concerned about air pollution in the South Mountain area. The freeway route sits in a natural valley, one where air pollution is already a significant problem. The addition of this truck route would increase the air pollution significantly. We are already in danger of losing over a billion dollars in federal funding due to poor air quality. More trucks in this valley is not what we need.</p> <p>I believe that a freeway should be built along the path of US85. No parklands would be destroyed, no homes and businesses would have to be leveled and relocated, and it would keep the large polluting trucks out of the valley.</p> <p>I implore you to do what you can to stop the construction of this freeway through South Mountain Park.</p> <p>Sincerely, Bob Toloskiewich</p> <hr/> <p><small>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.</small></p>

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Design	The proposed freeway would be eight lanes wide, not ten lanes. See Figure 3-34, on Final Environmental Impact Statement page 3-58.
3	Public Involvement	No public vote was held as part of the Draft Environmental Impact Statement review process. Members of the public were encouraged to participate and submit their comments on the Draft Environmental Impact Statement during the 90-day comment period. The proposed Loop 202 South Mountain Freeway has been a critical part of the Maricopa Association of Governments' Regional Freeway and Highway System since it was first included in funding approved by Maricopa County voters in 1985. It was also part of the <i>Regional Transportation Plan</i> funding passed by Maricopa County voters in 2004 through Proposition 400.
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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Air Quality	According to the Arizona Department of Transportation, 2013, <i>Air Quality Assessment South Mountain Freeway 202L Draft Report</i> , 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.
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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
7	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

Code	Issue	Response
8	Neighborhoods/ Communities	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)

Code	Comment Document
	<p data-bbox="428 445 839 546"> From: Projects To: ADOT Subject: FW: Thumbs up to S. Mountain loop 202 Date: Thursday, July 18, 2013 10:41:39 AM Attachments: image001.png </p> <hr/> <p data-bbox="428 633 686 868"> Thank you, Matthew Eberhart Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-2060 azdot.gov  </p> <p data-bbox="428 895 888 985"> From: Krone McMogulson [mailto:4daylive@gmail.com] Sent: Thursday, July 18, 2013 10:40 AM To: Projects Subject: Thumbs up to S. Mountain loop 202 </p> <p data-bbox="211 1010 1081 1130"> 1 Let's build a better Arizona. Let's build the South Mountain 202 loop. Thanks Tom </p> <hr/> <p data-bbox="428 1217 1292 1282"> <small>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.</small> </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: I oppose the \$2.6B-wasting, sprawl-enabling, pollution-increasing Loop 202 extension Date: Tuesday, July 23, 2013 1:42:17 PM</p> <hr/> <p>Thank you,</p> <p>Salina Tovar Community Relations Officer 1655 W. Jackson St. MD 126F, Room 170 Phoenix, AZ 85007 602.712.4629 azdot.gov</p>  <p>From: Tom [mailto:goodgnus@gmail.com] Sent: Tuesday, July 23, 2013 1:39 PM To: Projects Subject: I oppose the \$2.6B-wasting, sprawl-enabling, pollution-increasing Loop 202 extension</p> <p>1 2</p> <p>3 4</p> <p>5 6</p> <p>I do not trust the dishonest Draft EIS which critically ignores the well-documented dynamic of induced demand.</p> <p>As a cyclist, motorist and valley resident since 1996, Phoenix does NOT NEED more freeways. This kind of development post housing boom and in a down economy is a waste of money. Driving in the Phoenix Metro area is easy, too easy. It discourages smart development, alternative transportation and pollutes our valley. The valley has gone downhill since 1996 in my opinion. We're an urban sprawl hell.</p> <p>Thank you,</p> <p>-Tom Mesa, AZ</p> <hr/> <p><small>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.</small></p>

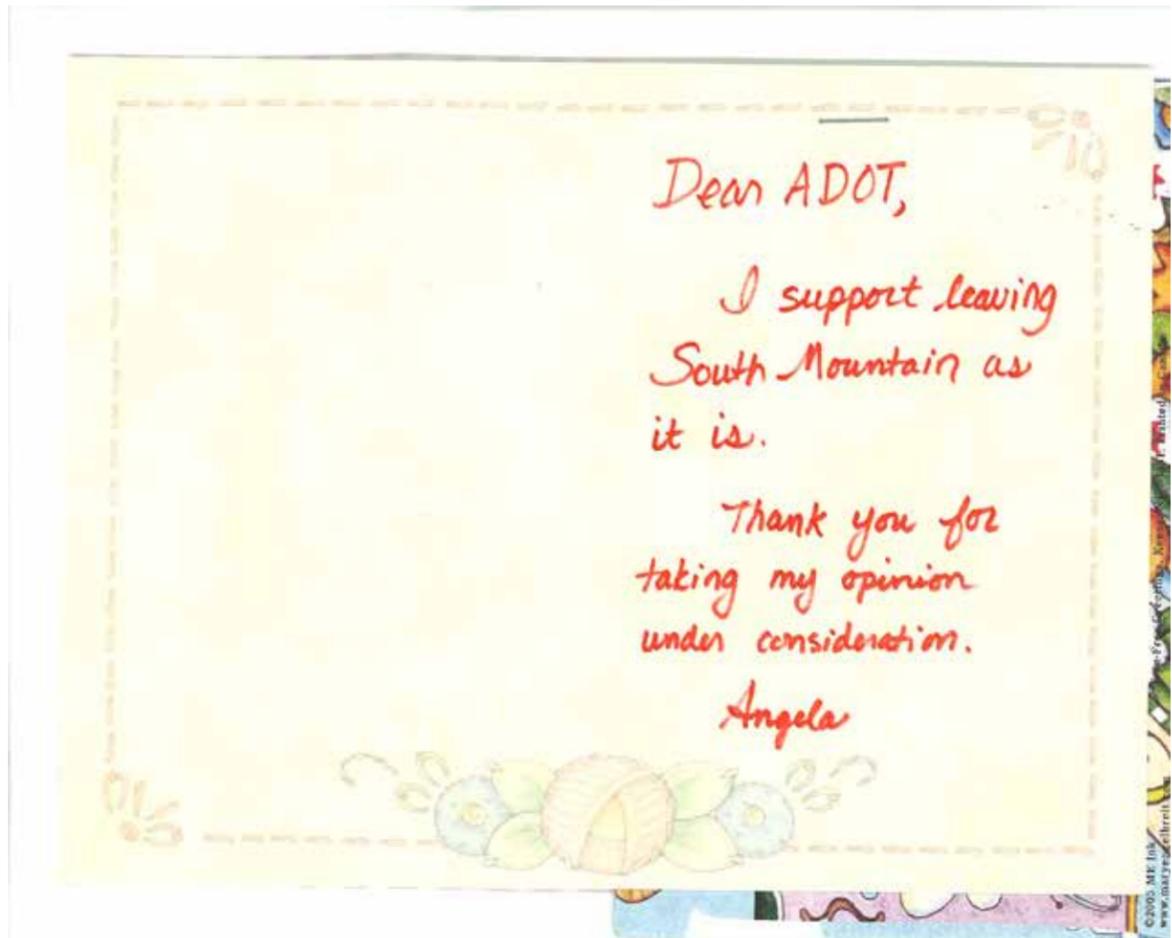
Code	Issue	Response
1	Secondary and Cumulative	Induced travel and induced growth are addressed under subheadings of those names on Draft Environmental Impact Statement pages 4-170 through 4-174.
2	Secondary and Cumulative	The proposed freeway is a response to existing and anticipated travel demand in the metropolitan Phoenix area. It is not meant to increase travel beyond that expected to be generated from existing and anticipated population and employment growth and related land development. It is important to consider that improvements proposed for any type of transportation system (e.g., a new bus route, rail transit line, commuter rail service) would likely lead to changes in travel behavior, which, in turn, would lead to increased use of the particular system. Improvements made to a given transportation system are meant to attract new users (see Final Environmental Impact Statement pages 4-170 through 4-174). If this were not a primary goal, the improvements would be neither effective nor warranted. For the proposed action, a goal is to attract users of other segments of the Regional Freeway and Highway System and the local arterial street network, now and in the future, to the proposed action to optimize, in part, the entire regional transportation system (as outlined in the proposed action's purpose and need in Chapter 1).
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.
4	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.)
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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document

Code	Issue	Response
6	Neighborhoods/ Communities	<p>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.</p>

Code Comment Document

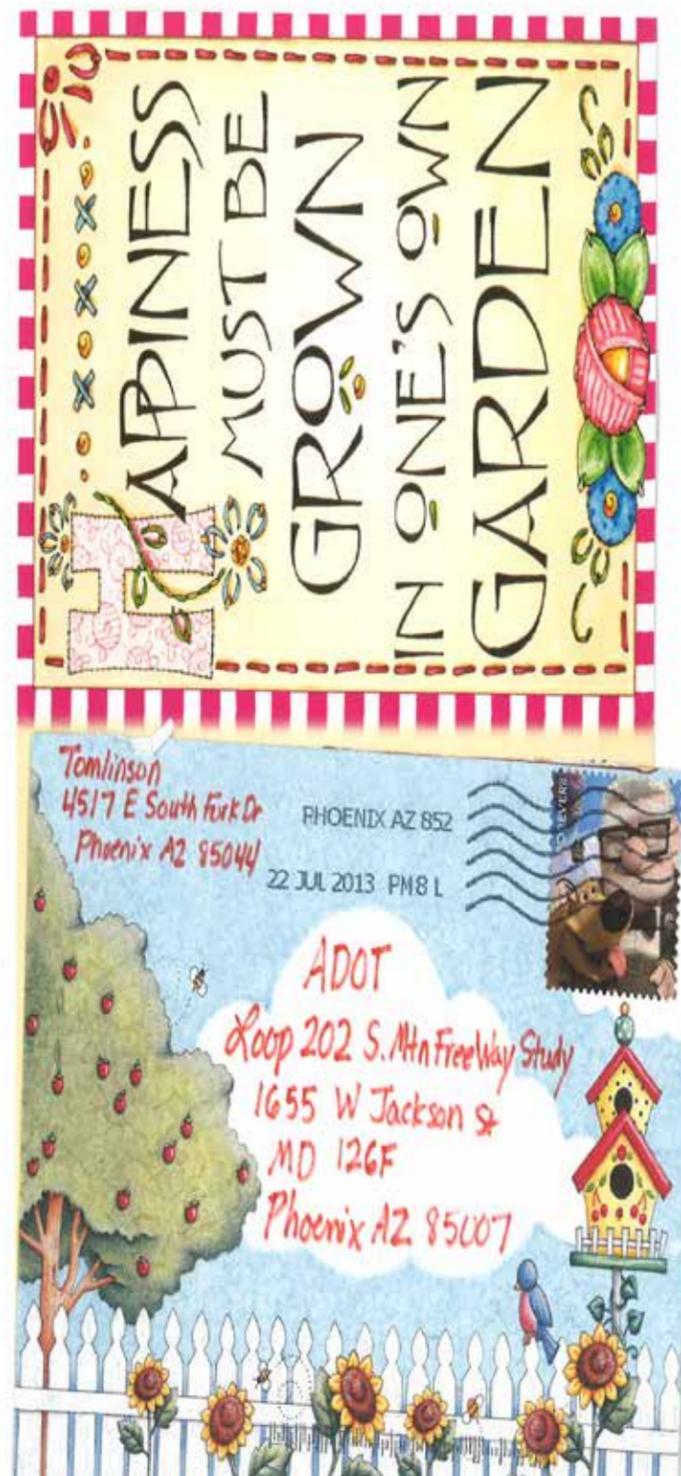
1



Code Issue Response

1		Comment noted.
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Code	Issue	Response
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Code	Comment Document
1	<p style="text-align: right;">Document Created: 7/16/2013 7:16:35 PM by Web Comment Form</p> <p>You are proposing to link the new 202 to Interstate 10 at about 51st Avenue. I am sure this is the easiest place to place the junction in terms of acquiring right-of-way. It is an area whose citizens will offer little resistance to eminent domain.</p> <p>The problem with this alignment and subsequent junction is that it will create one of the worst bottlenecks that Arizona has ever seen. The expansion of interstate 10 to accommodate the huge number of westbound trucks that will choose this route to avoid the center of Phoenix will need to be immense. I have already seen how you folks join routes:</p> <p>Exhibit 1: the junction of northbound 51 to westbound 101- a nasty little bottleneck.</p> <p>Exhibit 2: the junction of the westbound 101 to northbound I-17-another unfortunate piece of bottleneck engineering.</p> <p>A more sensible alignment (albeit more problematic and costly) would be to join the 202 to the existing 101 and avoid that already congested corridor of Interstate 10 between 51st and 99th Avenues.</p> <p>I know, this makes way too much sense.</p> <p>Thanks for listening.</p> <p>Frank Tonis Associate Broker HomeSmart Real Estate.</p>

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

Code	Comment Document
<p>1</p> <p>2</p> <p>3</p> <p>4</p>	<p style="text-align: right;">Document Created: 6/19/2013 9:01:44 PM by Web Comment Form</p> <p>Jerry Tooley This proposal does not cover even half of the impact this extension of Loop 202 will have on the population in Ahwatukee and surrounding area. The air quality will be severely impacted. The noise generated by the traffic will be trapped in the residential area by the mountain.</p> <p>There is no reason to construct this freeway. It will be simply a truck by-pass. Very few people in the Ahwatukee area will benefit from this.</p> <p>Those who feel the freeway will benefit them when commuting to their work should consider moving closer.</p>

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Noise	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p> <p>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 that may be elevated above the road, and any recommended barriers between the homes and freeway. This is the same procedure and same model used for other freeway projects in the Phoenix metropolitan area and across the country.</p>
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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
4	Purpose and Need, Lack of Support	

Code	Comment Document
<p>1</p>	<p>4354</p> <p>1 children with the status quo, using the exorbitant 2 right-of-way freeway paid the landowners the highest 3 buildout cost. The Arizona legislature has done that 4 to us.</p> <p>5 Nor should we ignore the many deaths, semi 6 rollovers, and the expensive public responders to the 7 many and frequent crash freeway accidents.</p> <p>8 Now, what we need is safe, efficient, useful, 9 sustainable, affordable, state-of-art regional 10 connective transportation.</p> <p>11 And even considering a fast train, high-speed 12 elevated train, from Tucson to Phoenix around this 13 Broadway Curve as a viable alternative.</p> <p>14 MANUEL TOPETE: And I live in Laveen, 51st 15 and Baseline. And I can't wait for this to happen. As 16 simple as that.</p> <p>17 My only regret is I won't live to see it. 18 Just I wish it was already done. I think you should 19 also hear this, aside from all this bad.</p> <p>20 KARIN GRAY: I have been a resident of 21 Ahwatukee for over ten years, moved here from Texas, 22 and absolutely love South Mountain. One of the reasons 23 I moved to that area was to have access to all 15 miles 24 of the Nation Trail, from one end to the other on South 25 Mountain, the biggest city park in the United States.</p> <p style="text-align: right;">Page 11</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
<p>1</p>		<p>Comment noted.</p>

Code	Comment Document
	Document Created: 6/16/2013 11:41:18 AM by Web Comment Form
	To whom it may concern:
1	<p>It thoroughly disgusts me your idea to degrade the value of properties in the Ahwatukee area by insisting in building the Loop 202 project. It is preposterous that after developing this area as a quiet residential zone and 20 something years planning this road to benefit a few at best, you still vow to disrupt our tranquil lives by building such a monstrosity so close to our homes. I suppose that I don't have to reiterate my opposition to such a project, but I will go further than that. If you insist on building this road, you will lose another taxpayer from the state because I will move from Arizona. I will also tell you that around this area there are many people sharing my sentiments in regards to the project and moving from the state if this venture ever comes to fruition.</p> <p>Sincerely,</p> <p>Jose A. Torres</p>
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3	

Code	Issue	Response
1	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.
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	Acquisitions and Relocations	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
<p>1</p> <p>2</p> <p>3</p>	<p>From: Jose Torres To: Projects Subject: Loop 202 Project Date: Sunday, June 16, 2013 9:42:56 AM</p> <hr/> <p>To whom it may concern:</p> <p>It thoroughly disgusts me your idea to degrade the value of properties in the Ahwatukee area by insisting in building the Loop 202 project. It is preposterous that after developing this area as a quiet residential zone and 20 something years planning this road to benefit a few at best, you still vow to disrupt our tranquil lives by building such a monstrosity so close to our homes. I suppose that I don't have to reiterate my opposition to such a project, but I will go further than that. If you insist on building this road, you will lose another taxpayer from the state because I will move from Arizona. I will also tell you that around this area there are many people sharing my sentiments in regards to the project and moving from the state if this venture ever comes to fruition.</p> <p>Sincerely, Jose A. Torres</p>

Code	Issue	Response
1	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.
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	Acquisitions and Relocations	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
1	<p>Gerardo Torres Document Created: 7/1/2013 12:45:38 AM by Web Comment Form</p> <p>Why is map 16 missing off-ramp and on-ramps? It's missing off/on-ramps southbound on lower buckeye and northbound on Broadway. It really would not make sense to have to drive a mile and wait for another stoplight. Especially people driving north from Broadway. This would create a jam of people coming north from broadway and people going north on lower buckeye. Thanks!</p>

Code	Issue	Response
1	Design	<p>The interchanges at Broadway Road and Lower Buckeye Road have been designed as half-diamond interchanges due to the future State Route 30 traffic interchange that is planned to connect to State Route 202L in this location. A full diamond interchange would create potential weaving issues with the addition of the system ramps from the future State Route 30 traffic interchange.</p>

Code	Comment Document
<div style="display: flex; flex-direction: column; gap: 5px;"> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 5px;">1</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 5px;">2</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 5px;">3</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 5px;">4</div> </div>	<p> From: Projects To: ADOT Subject: FW: LOOP 202 Date: Wednesday, May 22, 2013 10:55:03 AM </p> <hr/> <p> From: Mary and Dallas [mailto:dmtousley1@cox.net] Sent: Monday, May 20, 2013 4:50 PM To: Projects Subject: LOOP 202 </p> <p>Ref: Loop 202 South Mountain Freeway</p> <p>Please let it be known that we as property and home owners in the Ahwatukee Foothills do strongly oppose this freeway in this area. It will become a Truck Route for all trucks adding pollution to this area. Especially, Mexican trucks using this route which will add pollution due to their diesel fuel mixtures regarding sulphur. Chemical spills are another great concern.</p> <p>Plus all the homes that will have to be destroyed disrupting many families. Again I would like to appeal to you to NOT build this freeway in this area.</p> <p>Thank you</p> <p>Dallas & Mary Tousley 16035 S. 13th Place Phoenix, AZ 85048 480-460-8770</p> <hr/> <p><small>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.</small></p>

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Trucks	
3	Hazardous Materials	
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.)

Code	Comment Document						
	<p data-bbox="366 431 913 485">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="366 499 1342 667"> <tr> <td data-bbox="366 499 857 570">INCOMING CALL DATE: 5/15/13</td> <td data-bbox="857 499 1342 570">INCOMING CALL TIME: 11:09 AM</td> </tr> <tr> <td data-bbox="366 570 857 620">CALLER: ANDREA & ANDREW TOWN</td> <td data-bbox="857 570 1342 620">CALLER ADDRESS: 517 W. KNOX, CHANDLER, AZ 85225</td> </tr> <tr> <td data-bbox="366 620 857 667">PHONE:</td> <td data-bbox="857 620 1342 667">EMAIL:</td> </tr> </table> <p data-bbox="366 671 717 701">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="366 701 997 731">We do support the new highway. Thank you and have a good day.</p>	INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 11:09 AM	CALLER: ANDREA & ANDREW TOWN	CALLER ADDRESS: 517 W. KNOX, CHANDLER, AZ 85225	PHONE:	EMAIL:
INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 11:09 AM						
CALLER: ANDREA & ANDREW TOWN	CALLER ADDRESS: 517 W. KNOX, CHANDLER, AZ 85225						
PHONE:	EMAIL:						

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; margin: 5px auto; display: flex; align-items: center; justify-content: center;">1</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; margin: 5px auto; display: flex; align-items: center; justify-content: center;">2</div>	<p> From: Projects To: ADOT Subject: FW: Date: Monday, May 20, 2013 8:32:37 AM </p> <hr/> <p> From: tom townsend [mailto:tomjt1944@yahoo.com] Sent: Saturday, May 18, 2013 5:28 AM To: Projects Subject: </p> <p>i am against the 202 using pecos road, any reasonable person would opt for a more southern route meeting the west 101</p> <hr/> <p><small>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.</small></p>

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Alternatives, Gila River Indian Community Alignment	

Code	Comment Document
	<p>4249</p> <p>1 kind of crap won't be happening anymore. 2 Thanks. 3 Thanks for typing. 4 THE FACILITATOR: Good afternoon. I'd like 5 to introduce the 2:00 to 4:00 p.m. panel, with the 6 Arizona Department of Transportation, Brock Barnhart, 7 with the Federal Highway Administration, Director 8 Moreno, and with the Arizona Department of 9 Transportation, Brent Cain. 10 Our next speaker is Richard Tracy, Sr. 11 Mr. Tracy, you now can pick up the 12 microphone. 13 MR. TRACY: Can I have about five minutes 14 to catch my breath? 15 THE FACILITATOR: Most certainly. 16 MR. TRACY: It wasn't always this way, you 17 know. I just lived here 43 years too long. 18 THE FACILITATOR: Welcome, Mr. Tracy, you 19 have three minutes. 20 MR. TRACY: All right. Thank you very 21 much. It was quite difficult for me to come here. 22 It's been difficult for me to attend meetings all 23 over the Valley and send letters, and disappointing 24 when nobody pays any attention to it. I hope this 25 is -- okay, as I say, it was difficult to come here.</p> <p style="text-align: right;">Page 65</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
1	<p>1 THE FACILITATOR: Before you start, I'm 2 going to reset your clock so you have a full three 3 minutes.</p> <p>4 MR. TRACY: Fine. Thank you. And it was 5 difficult to go to many meetings around the Valley, 6 because I spoke for such things as having the stadium 7 in the middle of the community. It's over on the 8 outskirts. I spoke against people who wanted to have 9 the light rail to the Mormon Temple rather than to 10 the stadium where 20 or 30 people congregate and 11 spend three or four hours going and coming from 12 events.</p> <p>13 The selfish people in this community are 14 their worst enemy. We've had a lot of projects fail, 15 and this is going to be another one. We have a 16 traffic jam at 60 and 10. A continuation of 60 17 across to Avondale will relieve that traffic jam. A 18 highway on the other side of South Mountain will give 19 the casinos another opportunity to destroy our 20 economy.</p> <p>21 I have prepared a number of things that I 22 would like somebody that's in authority to review. 23 They don't only deal with the 202; they deal with the 24 whole community. Because you're not just deciding 25 what's going to happen out there, you're deciding</p> <p style="text-align: right;">Page 66</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1	Alternatives	<p>The alternative proposed by the commenter is similar to the U.S. Route 60 Extension and Interstate 10 Spur alternatives evaluated for the proposed project. The reasons these alternatives were eliminated from further study are presented on page 3-12 of the Final Environmental Impact Statement.</p>

Code	Comment Document
<p>2</p> <p>3</p>	<p>1 what's going to happen at Washington and Central. We</p> <p>2 have a large area between Baseline and Washington</p> <p>3 Street that should be rejuvenated. The</p> <p>4 transportation should be available. When I went to</p> <p>5 school, I had the subway, I had buses. There are</p> <p>6 people here who cannot work because they don't have a</p> <p>7 car. It's an absolute necessity. 110 degrees.</p> <p>8 But the 202 is important to the people who,</p> <p>9 for example, recommend that we go with the light rail</p> <p>10 out to the trailer park area instead of to the west</p> <p>11 side where there are people jammed up in the morning.</p> <p>12 I ask for a fair review of this. Believe me, when it</p> <p>13 comes to corruption, Phoenix has led the nation. And</p> <p>14 this is another attempt by certain people to gain</p> <p>15 what should be given to the populace. As I say, the</p> <p>16 west side and the south side of Phoenix should be</p> <p>17 built up so we have decent transportation, so people</p> <p>18 like me don't get COPD.</p> <p>19 I thank you for your opportunity to do</p> <p>20 something constructive for a change. The hockey</p> <p>21 stadium out in the middle of Glendale is going to go</p> <p>22 bankrupt. It's a threat to people who can't afford</p> <p>23 it. It should be in Scottsdale, but ASU took that</p> <p>24 property for their own benefit. They could have put</p> <p>25 that Windsong anywhere in the County --</p> <p style="text-align: right;">Page 67</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
2	Alternatives	Federal regulations stipulate that an environmental impact statement shall “rigorously explore and objectively evaluate all reasonable alternatives” (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing, the No-Action Alternative. As proposed by the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the <i>Regional Transportation Plan</i> 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	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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<p>1 THE FACILITATOR: Thank you, Mr. Tracy.</p> <p>2 MR. TRACY: -- the middle of Scottsdale,</p> <p>3 which should be -- our population area should be the</p> <p>4 arena. Thank you.</p> <p>5 THE FACILITATOR: Thank you. If you have</p> <p>6 additional feedback, we really encourage you to go</p> <p>7 next door and speak with a court reporter.</p> <p>8 Thank you, Mr. Tracy.</p> <p>9 MR. TRACY: Thank you.</p> <p>10 THE FACILITATOR: Our next speaker is Stan</p> <p>11 Hemry.</p> <p>12 MR. HEMRY: Hello.</p> <p>13 THE FACILITATOR: Welcome, Mr. Hemry. You</p> <p>14 have three minutes.</p> <p>15 MR. HEMRY: All right. Thank you. On this</p> <p>16 Environmental Impact Statement, I didn't see an</p> <p>17 inclusion of it about the ecosystem that's in that</p> <p>18 area and the watersheds coming from both the western</p> <p>19 range of the South Mountains, and off the Estrella</p> <p>20 Mountains, and I'd like to see more of that. I want</p> <p>21 to know what systems will be impacted when a, you</p> <p>22 know, like a carbon emitting bisection of that area</p> <p>23 takes place. And there's no animal studies done as</p> <p>24 to the migration patterns of the animals.</p> <p>25 So I think this study is probably</p>
	<p style="text-align: right;">Page 68</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
	<p data-bbox="450 338 512 362">4422</p> <div style="border: 1px solid black; padding: 10px;"> <p data-bbox="481 433 1336 745"> 1 MR. TRACY: I am Richard Tracy, 2238 South 2 Cottonwood Street in Mesa, Arizona. I have been a 3 resident here for 43 years, lived in an area within a mile 4 of the Black Canyon, and it contributed to the fact that I 5 have HOPD now -- COPD. I'm sorry. It's like H. But I'm 6 on 24-hour oxygen as a result of living too close to the 7 freeway. 8 The 202 Extension is just a pie-in-the-sky 9 idea of some Las Vegas and Phoenix people who wish to 10 create more casinos, various other economic advantages. 11 It's a highway to nowhere. It will not reduce the 12 congestion we have on our roads. It may -- important 13 place is what they call the curve or the bend between 14 Route 60 on 10 and into Washington Street. And that 15 traffic could be relieved with a road that would continue 16 60 into Phoenix. There are many, many roads off of that 17 Baseline alignment that would be served. The community 18 along Baseline should be rejuvenated. 19 There's no doubt in my mind the selfish 20 interests did such things as making sure that the light 21 rail went to the unnecessary Mormon temple rather than to 22 the stadium. They fought efforts to put the stadium for 23 the Cardinal football team in the center of the community. 24 As a result, people are traveling three and four hours to 25 get to and from when they have a sporting event, which is </p> </div> <p data-bbox="1243 1663 1351 1689" style="text-align: right;">Page 8</p> <p data-bbox="481 1703 1305 1764" style="text-align: center;"> Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com </p>

- 1
- 2
- 3

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Purpose and Need	<p>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).</p> <p>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.</p>
3	Alternatives	The alternative proposed by the commenter is similar to the U.S. Route 60 Extension and Interstate 10 Spur alternatives evaluated for the proposed project. The reasons these alternatives were eliminated from further study are presented on page 3-12 of the Final Environmental Impact Statement.

Code	Comment Document
	<p>1 totally unnecessary.</p> <p>2 Chasing the hockey group out to Glendale</p> <p>3 rather than putting it in Scottsdale, again, was a selfish</p> <p>4 effort by certain leaders, the same people who now are</p> <p>5 trying to get the 202 rather than a very useful road that</p> <p>6 would go from 10 over to the 59th Avenue would relieve the</p> <p>7 traffic, would relieve the effort in downtown Phoenix</p> <p>8 which has everybody routed through the small area of</p> <p>9 Washington or McDowell. It's a plan for the future to</p> <p>10 have a freeway in the alignment between Baseline and</p> <p>11 Broadway.</p> <p>12 I have many articles that I'd like to</p> <p>13 submit. And one of them, of course, is the fact that</p> <p>14 Phoenix leads the nation in scams. And anytime there's</p> <p>15 been a fraud on a large scale, Phoenix has been the</p> <p>16 leader. We are last in the educational support. We're</p> <p>17 last in helping people who need help.</p> <p>18 The community is divided between the very</p> <p>19 rich and the very poor, which is not a healthy situation.</p> <p>20 But it has existed, and it's perpetuated by outfits like</p> <p>21 John Birch Society and today the Tea Party and various</p> <p>22 other interests rather than a blended community which</p> <p>23 would help everybody. We don't have that here, and it's</p> <p>24 unfortunate.</p> <p>25 I was fortunate. I went to college and</p>
	<p style="text-align: right;">Page 9</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
<div style="display: flex; justify-content: space-around; margin-bottom: 10px;"> 4 5 6 </div>	<p>1 school. I didn't need a car. I could use the bus. And 2 people all over this country that have many advantages 3 that we don't have here for our average middle class 4 citizen. And this particular road will deprive us of a 5 road and light rail where it's really needed, where it 6 would really help.</p> <p>7 And I appreciate this opportunity. It was 8 difficult, in my condition, to come down here. But I'm 9 glad I did, and I appreciate the young lady being so 10 patient. Thank you.</p> <p>11 Can I put this with my material?</p> <p>12 MR. FRANKLIN: All right. Now, this is a 13 speech that I was going to have for the room, but I 14 just -- I have to go and run, so...</p> <p>15 Good afternoon, Panel. My name is Ross 16 Franklin. That's R-o-s-s, F-r-a-n-k-l-i-n. And I'm a 17 resident of Laveen, Arizona. I appreciate you letting us 18 all speak in front of you today. You will hear much 19 emotional testimony today regarding the impact of building 20 the Loop 202 western loop connector. I will stick to the 21 facts and leave the emotion to others.</p> <p>22 Over the past 15 years, the population of 23 Laveen and Southwest Phoenix has doubled. The EIS 24 projects that number to more than double again over the 25 next 25 years. While new highways like the Eastern</p> <p style="text-align: right;">Page 10</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

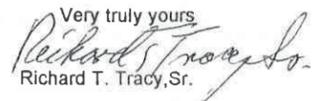
Code	Issue	Response
4	Alternatives, Nonfreeway Alternatives	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
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 <i>Regional Transportation Plan</i> 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	Alternatives	The proposed project is part of the <i>Regional Transportation Plan</i> for the Maricopa Association of Governments region. In 2004, the voters of Maricopa County approved the <i>Regional Transportation Plan</i> 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
<div style="display: flex; flex-direction: column; gap: 5px;"> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 5px;">1</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 5px;">2</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 5px;">3</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 5px;">4</div> </div>	<p>Richard T Tracy Document Created: 7/24/2013 9:52:05 PM by Web Comment Form</p> <p>If The extnsion of 202 was inportant to traffic and clean air it would not have needed millions of PR and twenty years to build. My fear is each group make it impossible to develope a stainable community.We needed a stamium and it ended up ten miles from the center. Same the Arena. Things fail here because of prtty greedy inconsistent leadership.</p> <p>The 202 extention is not as important as a rail line from Tucson or Mexico to Vages.</p> <p>It is not going to benefit any one but the highway builders and the casinos. Light rail from Baseline to Washington St and extra Lanes I- 10 where 60 joins it will save lives money and jobs. 202 will gice us fewer jobs and tourists. Damage a Park that will grow in importance as the population grows. From an COPD family please reduce not increase auto use with sprawl.</p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Regional Transportation Plan</i> 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	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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
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.

Code	Comment Document
1	<p style="text-align: center;">Richard T. Tracy, Sr. Attorney and Counselor at Law</p> <p>2238 S. Cottonwood Mesa, AZ 85202-6388</p> <p style="text-align: right;">Licensed in States of Arizona, Ohio and New York Telephone 480-839-1153</p> <p>Mr. Timothy M. Hogan, Esq. Arizona Center For Law In the Public Interest. 202 E. McDowell Rd. Ste 153 Phoenix, Az. 85004-4533</p> <p style="text-align: center;">January 2, 2012 MORE COUNTY BAIT AND SWITCH The Promise of Beneficial Transportation Pending Threat of Continued Urban Sprawl</p> <p>Dear Mr. Hogan:</p> <p>I was pleased to have attended the gathering to honor you for the years of dealing with extremist political groups, Others share your frustrations. We have community leaders that value money more than public health and corruption is ignored. Transportation far exceeds the County frauds connected with the Criminal Tower or the Fiesta Bowl both being white washed. The Court Tower will continue to control the Justice system for the next fifty years. Avoiding intermediate City Civil Courts that distribute traffic and a chance of justice locally.</p> <p>The County had purchased the Baseline Justice Center property for eleven million dollars so the construction downtown was for the State Bar Association to preserve the 1950 court system and its mandatory Rent a Judge ADR program that makes small civil cases into big ones. Just another County Bait and Switch of Tax funds like proposition 400 is turning out to be.</p> <p>I find it hard to believe that the past legislature may have given us a key to a better, healthier life style with the passage of SB1525. City infill, public transport and walking to work or school, to replace blight from more Urban Sprawl. Add to that, the Republic printed Steven Betts My Turn article, "Inward development," December 10. That gives hope of user friendly cities. The "20-Year Transit Plan Progresses." article of 23rd Audit General summary fails to reveal Prop.400 has been hijacked by, "investors" and Metropolitan Business Plan partners. The lack of documentation (accountability) and that light Rail ridership has exceeded expectation is true.</p> <p>The Republic and ADOT still promote the 1960 growth agenda as does the city of Mesa. Normal residential evolution failed to develop because Historic preservation and NIMBYs dominated planning. Families were forced to the outskirts where developers profited. The article by Mr. Betts the local Chair of Urban Land Institute is enclosed. Most of that information was included in my letter to Senator Barbara Boxer, Federal Transportation Chairperson sent after Governor Brewer rejected the Western auto emissions standards. Copies enclosed, I will not repeat the issues. The toll from Pollution increases, includes me with COPD and my daughter, disabled for five years. Many middle aged people on twenty four hour oxygen. The American Lung Arizona branch has documented the work/medical cost.</p> <p>The Maricopa County Transportation program, Proposition 400 if off track, aided by EPA in more ways than one. Prop.400 emphasized balance transportation methods, Freeways we had but Public Transit near 5%, The recession has been used as an excuse to stop Light Rail going north on 19th Avenue to Dunlap by 2012, Metro Center promised for 2017 and 79th Avenue, 2119. No effort to consider the true population growth south of the original route projected in 2003. The East Valley growth was ignored in 2007. Millions from Federal Stimulus, Transportation and various earmarks followed in 08 and more than offset the local Sales Tax Revenue shortfall. That was not used to further plans to move people or to reduce pollution. Just the opposite, car pool no longer stressed.</p> <p>There was money for Sound Walls, HOV lanes, art. Loop 303 for sprawl, Rebuilding the city of Mesa, studies and more studies, Something like the shortest distance to the greatest population compromised for Church or Temple locations, to please NIMBY groups. Rebuild Mesa where ten to twelve million dollars is being spent to increase the distance people will travel with road closings around the Fiesta Mall. Thirty five millions to purchase white elephants. Eventually increase the distance for Light Rail if it is built eight to ten miles to the growth areas. Gilbert and Queen Creek, Chandler, ASU and Gateway Airport.</p> <p>Tax discrimination has kept multi million dollar vacant properties downtown for decades. That affects adjoining properties. Phoenix did not benefit from the recent billion dollar public construction. Just the opposite, it causes the public to avoid downtown. Retail and entertainment adds staggered hours, distributes traffic loads as it did years ago.</p> <p>ADOT is being pressured to continue new Freeway lanes though downtown Phoenix as they do now, except for the Loop 202 extension proposed in 1960. that will also preserve their midtown course. Greedy small town mentality that the highway go through the town center. Route 60 over Rt 10 to Avondale via a Baseline Rd. alignment would relieve congestion into town for less than what is proposed, end congestion. TPC studies do not benefit the public, the taxpayers who suffer delay. Metropolitan Business Plan partners and the investors are planing more urban sprawl., Nationally</p>
2	

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

Code	Comment Document
3	<p>freeways are being converted to Rail. light or Commuter. Such Infill would solve our problems. Four dollar a gallon gas changes things.</p> <p>The MAG Transportation Policy Committee is not on the public's side. Legal promises broken, conflict of interests ignored, corruption, no accountability and breach of Fiduciary duty all apparent in the past few years. Ignoring our pollution offenses all of seven months last year, yet ADEQ proposes to weaken the Clean Air standards. The Maricopa Association of Governments and ADOT are abandoning their public obligation to provide balanced transportation. See prop.400 summary, all funds were to be used. They plan no reduction of auto traffic, our major contributor of ozone along with road dust .TPC is submitting programs that would limit future Public Transportation to rubber tired vehicles. The," investors" even ASU wants Toll Roads to off set tax cuts.</p> <p>Hearing on various transportation issues will take place soon and will mean nothing without the prospect of action like that filed December 2009 against EPA. (Bahr v Jackson) The EPA has found the 5% PM 10 reduction is inadequate to protect the health of residents of Maricopa County. MAG, mostly small town officials want more sprawl, less Light Rail in large cities, \$10 rush hour Toll fees in spite of failures nationwide. Gas prices go up but some businessmen want to end the tax on gasoline rather than an increase to cover road maintenance.</p> <p>Note the recent T.P.C. Summary seeks to satisfy," Stakeholders" investors, not to fulfill their obligation to existing residents promised in the passage of Proposition 400. Now with less than twenty miles completed MAG is setting Metro adrift. The Governor's Transportation Oversight Committee Chairman, Roc Arnet, also Chairman of the East Valley Improvement Committee was a cheerleader for the tracks to the dead end at the Mesa Mormon Temple, not Gilbert or San Tan.</p> <p>That TPC Summary calls for widening I-10, adding H.O.V. lanes on I-10 between I-17 and I-60 with the implementation of a local express lane system to provide additional capacity along I-10 (That is code for private Toll Roads at public expense). What they call sustainable transportation is non-sustainable residence support. The extension of Loop 202, a 22 mile road to nowhere was planned in 1960. Now mainly for casinos operated from Los Vegas, will kill our economic future.</p> <p>The small map shows projected population in the pre 2004 campaign material, That stated,"By 2007, nearly 150 miles of Freeway will be complete. Now is the time to look at the next round of transportation investments." That give the impression that public transportation was ending workers daily ordeal of traffic delays. Note the TPC Summary last paragraph does not address the public need or traffic congestion but rather the, "difficulty of developers in assembling various land parcels." Infill in south Phoenix would reduce congestion, there is our hope for the future.</p> <p>When the 2007 scoping took place to determine the future course of Light Rail as stated above only Central Mesa was discussed and considered. Projected growth did not occur, Mesa's Conservatives rejected progress. Gilbert's population increase, 83% and Queen Creek San Tan area went from 4,400 in 2000 to over 30,000, Gateway and ASU plus the Fiesta Area with its College and Hospital presented the obvious need for the Light Rail that would serve the South East Valley best. Drawing from both east and west. Main Street to Power would add eight or nine miles and about twenty minutes and draw very little from the east or north. Mesa business view, let them drive 5 or 10 miles. Who will pay to operate that branch, Mesa's debts are climbing.</p> <p>Metro approved Light Rail to Mesa Drive, a location so lacking potential riders that almost immediately the need to extent from the Temple to Gilbert Road became vital. Five hundred thousand dollars bought that commitment from Metro Light Rail. Downtown Mesa property owners have hit the lottery, Several million for environmental adjustment, Thirty-five million for property that has had little value, now being negotiated and failing businesses subsidized during two years of Construction. The substandard older homes and buildings had been housing for thousands undocumented, mostly construction workers families. Wealthy property owners moved to Gilbert or new Lehi. Mesa is said to have twenty thousand homes vacant or in foreclosure but millions of dollars has been provided by congress to start construction of Tempe style housing along the Light Rail track. Being built without a University or employment opportunity nearby like Tempe.</p> <p>I enclosed material that reveals the deception and explains the problems and promise of increased health hazards. Election promises are contracts. Because of Media confusion and public apathy we have no community leaders demanding enforcement. The press supports sprawl, most people feel it is no use trying to buck the system. Major employers representatives and professionals are enlisted to keep people from objecting unless that is what the powers that be want at the time.</p> <p>I hope that your office and the Sierra Club will intercede and provided the public mass transit as promised for Maricopa County, with truly Happy New Years. Urban sprawl has caused waste and driven up costs the middle class and small business. Public interests are not considered.</p> <p>Very truly yours,  Richard T. Tracy, Sr.</p> <p>CC Sandra Bahr</p>

Code	Issue	Response
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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

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Phoenix must look to inward development

In this post-recession environment, much is being made about great forces of change — population and demographic shifts, economic drivers, environmental concerns — that will dramatically reshape community building for the rest of the century.



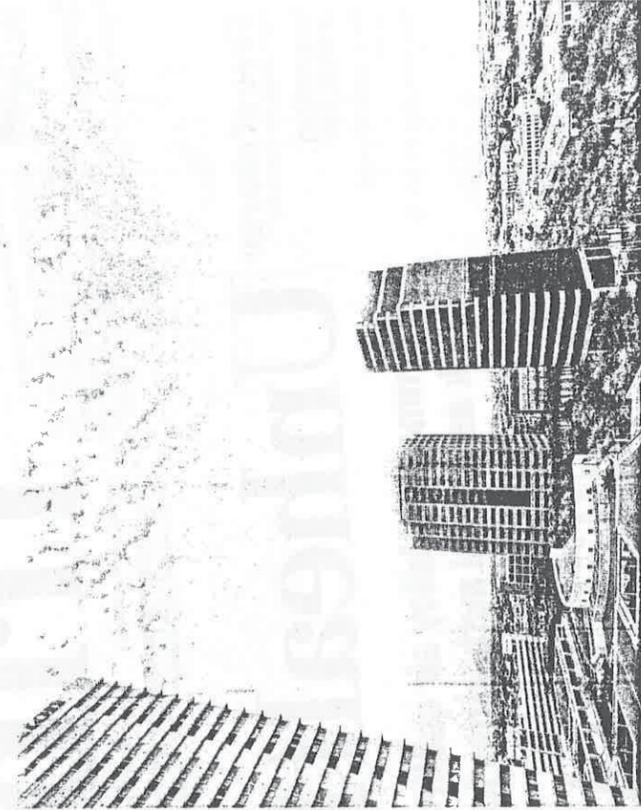
MY TURN
STEVEN BETTS
 Urban Land Institute

Research from the Center for Neighborhood Technology tells us that in the Phoenix metropolitan area, residents in outer communities (where the majority of Valley residents live) spend more than 45 percent of their income on housing and transportation alone. Most drive more than 18,000 miles per year for work and errands, and most have seen their auto gas costs double, even quadruple, since 2000. This is simply not a sustainable growth model.

Building the Phoenix metropolitan region in a way that conserves land and energy, de-emphasizes auto dependency, and enhances the natural environment is critical to our region's success. Less new construction and a greater emphasis on reusing and adapting existing space is our future. We need to do a better job of developing inward, utilizing parcels already benefiting from municipal services and infrastructure.

How much of the anticipated population growth for the U.S. will be happening in Greater Phoenix? Is Phoenix appealing to talented workers? Does Phoenix have an adequate supply of housing that is both af-

fordable and close to jobs? And, how can future development help position Phoenix as being progressive and innovative for the 21st century?



Phoenix must build the region in a way that conserves energy and land, enhances the natural environment and de-emphasizes auto dependency. This is critical to our future. ROB SCHUMACHER/THE REPUBLIC

Seventy-five years ago, the Urban Land Institute was founded to research, analyze, and encourage responsible patterns for long-term urban growth, and explore what constitutes sound real-estate development projects and practices.

For the Urban Land Institute

Arizona, December 14, 2011, is a new starting point — a date to think ahead about what's to be accomplished for the next 75 years. As ULI founder J.C. Nichols once wrote, "An intelligent city plan... does not forget the greater needs of tomorrow in the press of today. It is simply good, practical sense."

Whether we've learned from the past will be measured by how much of what we build remains relevant, appealing and worth preserving in 75 more years.

Steven A. Betts is chairman of the Urban Land Institute, Arizona District Council.

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	<p>MAG Transportation Director Eric Anderson's press release of October 8, 2011 spoke nothing of MAG joining in a plan that replaces the objectives and funding of Prop.400. The Metropolitan Business Plan means more sprawl less funding for clean air. Note funding committed all sources. Now MAG TPC is using that to fund Toll Roads, fringe development and doubling I-10. And extending Loop 202. Funds for Light Rail committed areas but are personal piggy banks for some. Clean Air and Sunshine was what made Phoenix, not pie in the sky developments scams. Dirty air and dirty politics may destroy it.</p> <p>Anderson on MAG on not funding what was promised: MAG Transportation Director Eric Anderson's press release of October 8, 2011 spoke nothing of MAG joining in a plan that replaces the objectives and funding of Prop.400. The Metropolitan Business Plan, means more sprawl less funding for clean air.</p> <p>MAG Director Eric Anderson "Some Valley freeway projects will be delayed up to five years by a sharp downturn in revenues prompted in part by the recession, regional transportation officials say.</p> <p>Proposition 400, approved by Maricopa County voters in 2004, imposed a countywide half-cent sales tax for 20 years to fund regional transit projects - freeways, streets, buses and light rail. The tax expires in 2025. However, revenues are now expected to be \$2.2 billion, or 24 percent, lower than projected for the remaining 15 years of the program, according to the Maricopa Association of Governments, a coalition of local governments that serves as a planning agency for the Greater Phoenix area. The regional transit plan is overseen by MAG.</p> <p>When Prop. 400 was implemented, MAG projected \$14.6 billion in revenues through the life of the program. The new projection is \$8.7 billion.</p> <p>While the effect on transit programs is still being reviewed, MAG has determined that at least 11 Valley freeway projects will be delayed. It is too early to say whether they will be eliminated entirely from the current 20-year plan. Completion of those projects would require an extension of the program for an extra five years and a new Error! Hyperlink reference not valid. source - potentially including another voter-approved ballot initiative.</p> <p>"I would expect, following the pattern of Prop. 400, by sometime after 2020, there would be a move to renew that tax source. Conceivably, it could happen sooner than that," said the MAG Director.</p> <p>Read more: http://www.azcentral.com/news/election/elections/articles/2011/11/08/2011_008maricopa-county-proposition-400-funds-shortage.html#ixzz1hncvR1AQ</p> <p>Proposition 400 Sample Ballot</p> <p>If approved by the voters of Maricopa County, Proposition 400 would continue the one-half cent sales tax for 20 years, through December 31, 2025. This sales tax would be used for construction of new freeways, widening of existing freeways and highways, improvements to the arterial street system, regional bus services and other special transportation services, and high capacity transit services such as light rail, bus rapid transit and express buses. All projects to be funded from the proposed sales tax are specified in the Maricopa Association of Governments (MAG) Regional Transportation Plan.</p> <p>Regional Transportation Plan</p> <p>Utilizing input from the community, the MAG Transportation Policy Committee developed the Regional Transportation Plan (the Plan). The 22-member committee included elected officials and representatives from cities and towns across the region, the business community, the Arizona Department of Transportation, Maricopa County, the freight industry, transit, and the Citizens Transportation Oversight Committee.</p> <p>The Regional Transportation Plan includes \$15.8 billion in proposed projects, taking into account all regional funding sources. About half of the funding, \$9 billion (based on 2002 dollars and including \$500 million set aside for interest expense) would come from the passage of Proposition 400.</p> <p>Mesa Republic 12/10/11</p> <p>After a campaign to give Phoenix Mesa Gateway Airport an internationally identifiable name I made efforts to get to plans for the Light Rail at Sycamore and Main Street to go south to the Airport or San Tan. I spoke again to the Gateway Board made up mostly of the Mayors of the surrounding cities that are involved. The Chairmen that day was Mesa Mayor Scott Smith. He did not seem receptive at all. I then went to the Board of the Maricopa Association of Governments and guess what Mayor Smith was also the Chairman and no more receptive. The same was true at the Mesa City Council meeting.</p> <p>You see at completion of Loop 101 the sleeping downtown Mesa business and property owners awoke. The highway no longer ran through their Main Street, there was no business. It was in the newly developed Fiesta and Val Vista areas. That started efforts and publicity to attract the public downtown. Keep the Light Rail going east not south where there had been a population explosion over the past ten years.</p> <p>Richard T. Tracy, Sr. Mesa 480-839-1153</p>

Code	Issue	Response

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	<p data-bbox="407 385 808 425"><i>TPC Meeting Summary</i></p> <p data-bbox="407 459 1174 499">Update on the Southeast Corridor Major Investment Study</p> <p data-bbox="407 516 1246 798">The TPC heard an update on the Southeast Corridor Major Investment Study. The purpose of the study is to examine the existing transportation investments proposed for the Southeast Corridor, which primarily encompasses the Interstate 10 corridor from Central Phoenix to the East Valley. These investments include widening of Interstate 10; reconstruction of the traffic interchange connecting I-10, State Route 143 and 48th Street; connection improvements to the US-60 (Superstition Freeway) and the Interstate 17 (Black Canyon Freeway) traffic interchanges; construction of an additional HOV lane on I-10 between I-17 and US-60; and implementation of a local express lane system to provide additional capacity along I-10. The Arizona Department of Transportation is currently completing an Environmental Impact Statement for the I-10 corridor within the study area.</p> <p data-bbox="407 822 1236 929">Along with reviewing these investments and other parallel facilities, the Southeast Corridor Major Investment Study will study the travel demand between the East Valley and Central Phoenix to identify the potential for alternative transportation mode strategies to accommodate demand, along with freeway widening scenarios.</p> <p data-bbox="407 949 1230 1074">Staff reported that the consultant conducting the study has developed and analyzed three "bundles" of more than 25 different transportation alternatives. The bundles include a basic mobility bundle (\$350 million investment), peer competitive bundle (systems common in peer regions, a \$2.8 billion investment), and transit focus bundle (\$5.1 billion investment).</p> <p data-bbox="407 1074 1146 1114">Sustainable Transportation – Land Use Integration Study</p> <p data-bbox="407 1130 1230 1382">Staff provided an update on the Sustainable Transportation – Land Use Integration Study. The study was launched in 2010 and includes a market analysis and research of best practices for sustainable transportation. Staff noted that one issue is that many people interpret the words "sustainable transportation" differently, with definitions ranging from traffic demand reduction to mode choice to the environment. Eight factors typically found when measuring sustainable transportation performance include a neighborhood street network, housing and employment density, mixed-use neighborhoods, regional accessibility (especially job centrality and concentration), frequent/convenient transit service, demand management/incentives, transit-oriented development (including mixed income housing), and demographics.</p> <p data-bbox="407 1407 1221 1665">Staff noted that a focus group found the existence of obstacles that make infill development a higher risk than fringe development in the Valley. These include parking availability and zoning laws, as well as difficulty for developers in assembling various land parcels. The focus group expressed interest in bus options, and suggested the region take a hard look at "rubber tire" transit options. Additional observations based on stakeholder input were that mobility solutions are needed throughout the region, but that limited parts of the region can support transit oriented development and high capacity transit in the near term. Next steps will include identifying mobility priorities, modeling various scenarios, and developing policies, with an eventual outcome of recommended policies, investments, and pathways.</p> <div data-bbox="1153 1387 1445 1764" style="position: absolute; left: 371px; top: 688px;"> <p><i>May interest is Urban Sprawl not modern Clean Rail.</i></p> </div>

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	<div style="text-align: right; border: 1px solid black; padding: 2px; width: fit-content; margin: 0 auto;">Agenda Item #5</div> <p style="text-align: center;">MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review</p> <p>DATE: November 9, 2011</p> <p>SUBJECT: Update on the Southeast Major Investment Study</p> <p>SUMMARY: The fiscal year (FY) 2010 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2009, was amended in March 2010 to include \$300,000 to conduct the Southeast Corridor Major Investment Study. On May 17, 2010, the MAG Regional Council Executive Committee selected HDR, Inc. to conduct the study.</p> <p>The Arizona Department of Transportation (ADOT) is in the process of completing an Environmental Impact Statement (EIS) for the widening of Interstate 10, the Maricopa Freeway, between the SR-51/SR-202L/Red Mountain "Mini-Stack" and SR-202L/Santan-South Mountain "Pecos Stack" traffic interchanges. The subject of this EIS is an environmental clearance that would allow the reconstruction of the Interstate 10/SR-143/48th Street traffic interchange, connection improvements to the US-60/ Superstition Freeway and the Interstate 17/Black Canyon Freeway traffic interchanges, construction of an additional high occupancy vehicle (HOV) lane between Interstate 17 and US-60, and implementation of a local-express lane system to provide additional capacity along Interstate 10 that could accommodate more than 400,000 vehicles per day. ADOT is in the process of wrapping up this EIS and proposes obtaining a Record of Decision (ROD), the final action in the EIS process, in early 2012.</p> <p>Presently, the Regional Freeway and Highway Program of the MAG Regional Transportation Plan provides approximately \$650 million for an initial phase of the project between 32nd Street and SR-202L/Santan-South Mountain Freeways. The remaining sections of the project, from 32nd Street to SR-51/SR-202L/Red Mountain Freeway, is estimated to cost \$850 million and is presently identified for implementation in the fifth phase of the Regional Transportation Plan.</p> <p>During the course of the EIS, questions have been raised by MAG member agencies about the investment being made in this corridor and the need for alternate transportation options, in addition to widening Interstate 10 and improving the system traffic interchanges, to accommodate the growing travel demand between the East Valley and Central Phoenix. In response, MAG began developing the Southeast Corridor Major Investment Study for these purposes. The work program for this Study has the following tasks:</p> <ul style="list-style-type: none"> • Review of all transportation investments proposed for the Southeast Corridor, including those proposed along other parallel facilities, such as SR-101L/Price Freeway and SR-202L/Red Mountain Freeway; • Study of the travel demand shed between the East Valley and Central Phoenix to identify the potential for alternative transportation mode strategies to accommodate demand in addition to freeway widening scenarios; • Consultation with project stakeholders on the project's findings and recommendations; and <p style="text-align: center;">1</p>

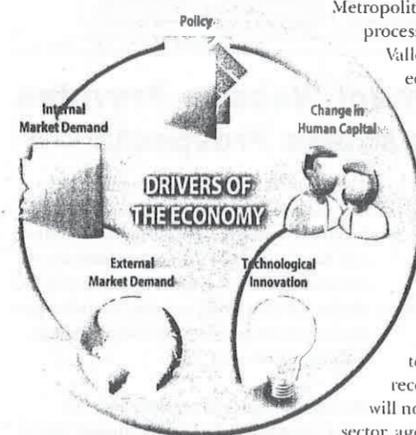
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MAG Launches Metropolitan Business Plan

With the Valley just beginning to climb out of one of the most significant economic downturns in U.S. history, the Maricopa Association of Governments (MAG) and economic development leaders from across the region have launched a Metropolitan Business Planning process that will move the Valley toward a more secure economic future.



"We have experienced tens of thousands of foreclosures in the Valley, and the pain isn't over yet," said Litchfield Park Mayor Thomas Schoaf, who chairs the MAG Economic Development Committee (EDC). "The region's recovery from the recession will not be driven by a single sector, agency or individual. A collaborative approach is needed to make dramatic changes in our economy."



Mayor Schoaf said MAG is coordinating with a range of stakeholders to develop a business plan that will help put the region back on the path to prosperity. In August, MAG was selected by the Brookings Institution as one of only a handful of pilot cities to participate in a collaborative partnership to develop a Metropolitan Business Plan. Other partners in the project include the Greater Phoenix Economic Council (GPEC), Arizona State University, the Thunderbird

School of Global Management, Maricopa Community Colleges, and the Arizona Commerce Authority.

"Not only are we tapping into some of the brightest minds in our region, the value of working with Brookings is that they can help us identify new opportunities through their connections with best practices around the country," said MAG Chair and Tempe Mayor Hugh Hallman. "This will help us leverage key assets to better compete in a global economy," he said.



Mayor Hallman pointed out that the effort will build upon the hard work that has already taken place in the region, including incorporating economic development plans already underway.

"We are relying on the expertise of our partners in economic development and on our regional leaders to identify the actions necessary for revitalizing our economy," said Hallman. "The great advantage of this project is that it gives us a chance to work together instead of in our individual silos to create a unified economic development strategy."

GPEC President and CEO Barry Broome said he is excited about the partnership, agreeing that it is time to change the way we think about economic development.

"If we want to transform Greater Phoenix into a world-renowned region of excellence, we need a shift in

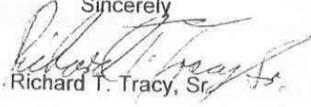
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	<div style="display: flex; justify-content: space-between;"> <div data-bbox="428 385 708 491"> <p>Mr. Robert Forrest Metro Light Rail, Suite 1300 101 North 1st Ave. Phoenix, Az 85003</p> </div> <div data-bbox="975 395 1212 449"> <p>2238 S Cottonwood St Mesa, Az. 85202</p> </div> </div> <p data-bbox="428 542 602 568">Dear Mr. Forrest:</p> <p data-bbox="801 522 1286 580" style="text-align: center;">TRANSIT PARTS CONSIDERED SEPARATELY COUNTY TOTAL EPA SCORE, POOR, WHY?</p> <p data-bbox="366 600 1370 778">May 27, May 26, count back to December 19 before you can find a good air day in Maricopa County. Once known for its clean air, a respiratory cure center and laid back life style, is now a place compared to Los Angeles. Urban sprawl. Traffic delays, smog-obscuring view.. The EPA and Federal Departments of Transportation, free of local influences are guilty of betraying their obligation to the residents. They give lip service to anti pollution measures but support federally funded projects that contribute to poor planning of a community, waste, traffic jams, accidents and increased pollution.</p> <p data-bbox="366 782 1370 933">The Light Rail is badly needed where there are young families, working middle class and college students. Light Rail's goal to reduce traffic instead is being diverted to a retirement area. First stop Mesa Dr. along mostly abandoned Main Street to the Cemetery, large park across from the LDS Temple, Historic single family home districts. They want it, because it's almost free. All local funds are going to redevelop east of Mesa Drive that is where the Mormon Community of Lehi is being reborn..</p> <p data-bbox="366 937 1370 1044">The future plan after 2016 is to extend to Gilbert Road a trailer park area on the north, mostly vacant six-month a year. Growth and traffic jams are miles to the South. Help would come to finance a connection between the two major airports, but to go east to Power Rd. then south, would add nine miles and at least twenty minutes to the trip and maybe twenty years before completion.</p> <p data-bbox="366 1048 1370 1225">The East Valley at the last census has grown to over a million people. Mainly in the Gilbert, San Tan, Queen Creek, Chandler areas. Only a small percentage reside north of Route 60. Mesa Main Street died when Route 60 moved south and residents resisted change. Mesa has ten thousand homes empty or in foreclosure. The ADOT Citizens Overview Committee and MAG Chairman, the Mesa Mayor, are both strong Mormon leaders ignore the facts. And public interest. Suggest people can drive five to ten miles to Light Rail. EPA and Metro have a responsibility to get traffic off the road on to rail, but for five years only Mesa Central Main was considered.</p> <p data-bbox="366 1229 1370 1380">The Maricopa Association of Governments are controlled by Developers, it encourages only Urban Sprawl, not infill and we have thousands of empty newer buildings, they and people are not a developers concern, only buying BLM land, building and making a profit. ADOT is planning roads for the developers into 2024. Travel time, empty buildings pollution all increase, as do no-burn days. The community already so spread out the two car families have grown to three or four with teenagers. Excessive travel demands, costs and blight are not a concern of County Planners.</p> <p data-bbox="366 1384 1370 1507">Light Rail should go south from Sycamore to the Fiesta Mall area with its Hospital and College campuses, dozens of empty buildings and locations for apartments. Actual, not just potential riders. Then through Gilbert southeast ending near Mesa Gateway Airport and San Tan Village. ADOT's plan a twenty four lane road west of Tempe that could become a Toll Road. More about that in the attached addition to go with the Exhibits and articles.</p> <p data-bbox="366 1512 1370 1719">Very little is done to get express buses between cities except for the West Valley to Downtown Phoenix and that did provide results. There is very little effort to get the single driver of the road. Proper placement of Light Rail and extending Rt. 60 just does not fit the powers to be plan for this large county that is run like a hick town by people who remember it as it was, do not know how it could be. It is clear to an impartial observer that there is not sufficient passenger prospects for Light Rail at Central Mesa and there is not enough room for proper traffic movement in Central Mesa, but then drivers will avoid going there, the public and private investment wrote it off when Freeways developed south then north. Its common the greedy take from the needy around here.</p> <p data-bbox="842 1723 1153 1830" style="text-align: center;">Sincerely  Richard T. Tracy, Sr.</p>

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PURPOSE OF STUDY

1. Identify a transit alternative that increases efficient access to employment opportunities throughout the Central Phoenix/East Valley region for City of Mesa residents.
2. Identify a transit alternative that provides improved travel times in a congested environment over local bus.
3. Identify a transit improvement.

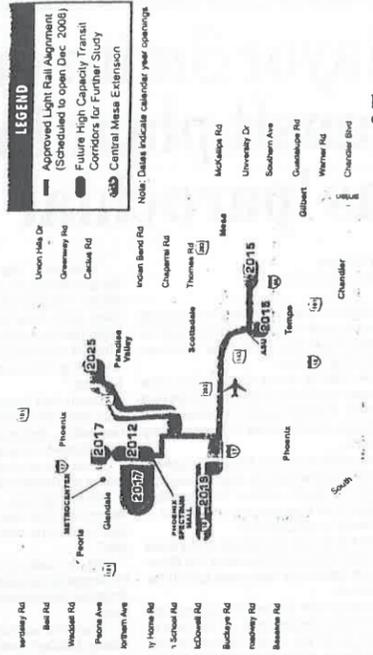
THE SCOPING PROCESS

What is it. Why do it?

Scoping is a study process designed to inform the public, interested groups and participating agencies about the proposed project, potential alternatives under consideration, and issues for public and agency review and input. The main goal is to encourage the active participation of the community and public agencies early in the decision-making process. It provides the public an opportunity to communicate issues and concerns to help develop alternatives before considerable resources have been expended.

The scoping process defines the alternative routes and alignments that will be examined in the study, identifies potential impacts that

FIGURE 1: REGIONAL TRANSPORTATION PLAN TRANSIT CORRIDORS



Mesa wrangles with how to pay for light rail

1.1-mile segment's cost ranges from \$20M to \$40M

BY JASON EMMERSON
TRIBUTE

Pressured to move along with plans to build about a mile of light-rail line on the city's western border, Mesa officials have yet to figure out how to pay for it.

The project moved forward last week when Valley leaders on the Regional Public Transportation Authority voted 6-1 to begin looking for an engineering firm to build the system. Mesa Mayor Keno Hawker cast the dissenting vote.

While Hawker, who represents Mesa on the authority, favors building a 1.1-mile seg-

estimated at about \$1 billion. Some officials worry that if Mesa backs out of the project, it would wreak havoc with the schedule.

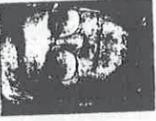
"It would probably cause a delay," said Jack Tevin, Phoenix's deputy city manager.

Tevin points to the project's lengthy environmental study, which was done based on a 20.3-mile system. If the track is shortened because Mesa backs out, a new study might have to be done, he said.

Tevin met with each Mesa City Council member in late March to extol the merits of light rail.

"Phoenix realizes that without us, they'll have to redesign the project," said Mesa City Councilman Bill Jafra.

Others are concerned that if Mesa backs out, Tempe may shorten its segment. Instead of



I would like to see some of those (questions) answered. And I'm not going to move forward on my vote until I'm sure the council is supportive.'

KENO HAWKER
Mesa mayor

extending the track to Mesa's border, which currently is planned, Tempe may cut costs and stop the rail at McClintock Road or Mill Avenue, officials said. Tempe Mayor Neil Giuliano could not

be reached for comment. Mesa is being asked to commit up to \$40 million to build its segment at a time when the city is facing a \$33 million revenue shortage for fiscal year 2002-03.

In the past, Hawker has estimated the system would cost Mesa \$40 million, but Monday he revised his estimate to \$30 million. The new number is based on the information that Mesa's segment will be 1.1 miles instead of 1.5 miles, Hawker said. Wolf Grote, the project director, has said Mesa's share will be about \$20 million.

Some federal money might be available to reduce Mesa's cost, Tevin said. The federal government is expected to pay about half the cost of building the system.

Code	Issue	Response
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	<p data-bbox="522 385 1153 449">Report of Bob Hazlett MAG Senior Engineer 10-19-11 on Managed Lanes(Toll Road) to MAG Transportation Committee</p> <p data-bbox="491 506 1386 570">Lanes Network Study will look at the concept of priced managed lanes or placing a toll on HOV lanes. He stated that there are four phases to the project, with the first phase underway.</p> <p data-bbox="491 590 1386 691">Mr. Hazlett stated that the study will evaluate future HOV needs, the viability of managed lanes, and legislative and institutional requirements. He said that stakeholders includes representatives of MAG member agencies, the Arizona Department of Transportation, and the Federal Highway Administration.</p> <p data-bbox="491 721 1386 963">Mr. Hazlett stated that managed lanes are dedicated lanes for one or more user groups. He said that HOV lanes in this region are managed lanes. Mr. Hazlett stated that managed lanes can be high-occupancy toll (HOT) lanes, express lanes, express toll lanes, or value priced lanes. He said that names and branding vary by region and reflect different strategies. Mr. Hazlett noted that there are more than 130 managed lanes facilities in the United States, and he added that once the HOV lanes on Loop 101 are completed, the MAG region will have the fourth largest managed lanes network in the country in terms of lane miles, behind Los Angeles, San Francisco, and Seattle. Mr. Hazlett remarked that the evolution of the region's freeway system since 1985 is a remarkable achievement.</p> <p data-bbox="491 993 1386 1175">Mr. Hazlett stated that 12 projects in the country currently use price managed lanes, and the Managed Lanes Network Study consultant identified where they are being contemplated. He noted that some are express toll lanes where you must stay in the lane and cannot weave in and out. Mr. Hazlett stated that one of the more ambitious projects is in the Dallas area, where Interstate 635 will be double decked. He explained that the top lanes will be the existing lanes and the bottom lanes will be managed lanes. Mr. Hazlett stated that truck-only toll roads are being considered in Atlanta and New Jersey.</p> <p data-bbox="491 1205 1386 1397">Mr. Hazlett then addressed the lessons learned from SR-91 in Orange County, California, considered the granddaddy of managed lanes, constructed in 1996. He said that it was the first managed lane facility to use value pricing and the first fully automated toll facility in the United States. Mr. Hazlett stated that SR-91 is in an area with few competing routes, and it introduced the concept of variable pricing for tolls. He said that toll setting is an ongoing process; they review the data monthly and set the tolls, with a goal of keeping traffic moving. Mr. Hazlett stated that the toll amounts vary and the peak hour toll is about \$10.</p> <p data-bbox="491 1427 1386 1568">Mr. Hazlett stated that SR-91 was a public-private partnership, and as a result, a lot of codicils were added that made it difficult for Orange County to do a lot of planning. He said that a buy-back by Orange County was necessary to overcome a restrictive non-compete clause contained in the lease, for example, CALTRANS could not add any lanes on nearby freeways that would compete with SR-91. Mr. Hazlett stated that SR-91 generates about \$45 million in revenues annually.</p> <p data-bbox="491 1588 1386 1699">Mr. Hazlett then addressed lessons learned from Interstate 95 in Miami-Dade County, Florida. He said that the project converted 21 miles of single HOV lanes to dual HOT lanes. Mr. Hazlett stated that drivers previously could enter or leave the lanes at any time, but once the lanes were converted, drivers could enter or exit only through dedicated points. From this it was learned that a good</p> <p data-bbox="444 1729 1339 1810">An Increased effort to create Congestion has been apparent, No real effort to promote car pools, use public transportation or stagger hours etc. in recent years, Congestion is good for Toll Road business. Light Rail and Express Bus or extending Route 60 over I-10 bad.</p>

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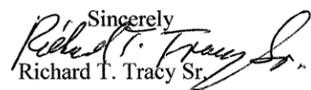


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Code	Comment Document
	<div data-bbox="435 604 559 1713"> <h2 style="text-align: center;">Cold, dry weather contributing to bad air quality</h2> <p style="text-align: center;">DIRTY AIR <i>Continued from B1</i></p> </div> <div data-bbox="559 604 1485 1713"> <p>themselves outdoors. The ADEQ says the air could get bad enough to make Saturday a high-pollution advisory day.</p> <p>The advisory, and predictions about more to come, are based on air-monitoring data and weather forecasts.</p> <p>This is a La Niña year, meaning equatorial waters in the eastern Pacific Ocean are colder than usual.</p> <p>That leads to a dry, cool winter in the western United States — the exact conditions which trap winter-dust pollution in the Phoenix area.</p> <p>"We anticipate a dry, stagnant weather season, and expect to see a high number of high-pollution advisories. There is a potential for a record year," county Air Quality Department spokeswoman Holly Ward said.</p> <p>When winters are warm and wet, rain and wind washes away the brown cloud.</p> <p>But when high-pressure ridges settle in, air is trapped. In summer, an air bubble as high as 10,000 feet collects ozone. But in the winter, cooler air drops the bubble below 5,000 feet.</p> <p>"It's like a lid on top, the air doesn't mix," said Paul Iniguez, a meteorologist with the National Weather Service in Phoenix.</p> <p>"Long term, we are trending toward a lot more high-pressure ridges holding over the Valley, trapping the high pollution in," said ADEQ spokesman Mark Shaffer.</p> <p>The period between Christmas and New Year's Day is expected to be the worst of it, Shaffer said.</p> <p>That's because the most severe pollution this week has come from fine particles, called PM-2.5 because they are smaller than 2½ micrometers in diameter. Smoke is a key contributor and with many people home for vacation, more home fires will be burning.</p> <p>But the county faces another longer-term challenge from coarse, PM-10 dust, which is as large as 10 micrometers, or one-seventh the width of a human hair.</p> <p>This fall, the U.S. Environmental Protection Agency told local officials that regional plans to reduce PM-10 by 5 percent were inadequate and would be rejected next month.</p> <p>That starts a lengthy process that jeopardizes some federal-transportation funding and ultimately could result in all such funds being withheld from local projects.</p> <p>Next month, the county is set to clamp down on one source of the 73,000 tons of coarse dust that blows through the Valley: off-road vehicles.</p> <p>Off-road vehicle fans could face stiff fines next year if a proposed county ordinance takes effect to limit driving in certain areas.</p> <p>On Wednesday, the Maricopa County Board of Supervisors set for Jan. 12 a public hearing to change existing law.</p> <p>The county bans all off-road driving on unmarked trails in unincorporated areas, but the new rules impose increasing fines, rather than cite first-time violators with a misdemeanor. Fines would start at \$100 and climb to \$250.</p> <p>The proposed law says, "Vehi-cles in operation on either un-paved public or private prop-erties in the unincorporated areas of Maricopa County shall re-main on roads or highways."</p> <p>Off-road enthusiasts can drive on unpaved trails only when they have written permission from a private landowner, or on public lands where trails are clearly marked by signs or on of-ficial websites.</p> <p>Private-property owners are allowed to drive their off-road vehicles on their properties, but only if they limit the dust they kick up, apply for a dust permit or otherwise comply with other county dust-pollution laws.</p> <p>The county also plans to tweak a separate law that regu-lates parking on unpaved lots in urban parts of the county. Viola-tors could face fines starting at \$50 and climbing to \$250.</p> <p>The county Air Quality De-partment has not issued any vio-lations under the existing off-road vehicle law, enacted in 2008.</p> <p>Law enforcement agencies have been tapped to warn off-rod-ers to not drive during high pollution days.</p> <p>Likewise, in the last two years, the county has issued no cita-tions under its leaf-blower or fireplace ordinances, but has warned 16 and 27 violators, re-spectively, said Ward.</p> <p>County inspectors rely on calls from the public to enforce bans on wood-burning, leaf-blowing and off-road driving, Ward said.</p> <p>Ward encourages the public to visit www.cleanairmakemore.com to check on current health advisories and anti-pollution re-strictions or report violations.</p> </div>

Code	Issue	Response

Code	Comment Document
	<p>RICHARD T. TRACY, SR. 2238 S. COTTONWOOD ST. MESA, AZ 85202</p>
	<p>Mountain Study Team ADOT MD 126F 1655W Jackson St. Phoenix, Az 85007</p> <p style="text-align: right;">July 21,2013</p> <p>Dear Study Team:</p> <p>My big concern is the High way to nowhere 202 Extension will waste \$2 billion, which could solve problems in the south east Valley of Phoenix. Extending Rt. 60 over and west to 59th Ave. Light Rail to the San Tan Area via Fiesta mall and Alma School Road. where people who will pay for the system live. And most important the start of RT I-11. We will be left out if we get money for 202 and the try to get money for I -11 Tucson to Vegas. Other states will claim it is their turn after we get What would be needed to satisfy the road builder. Rail is our future not more freeways. Just like Solar but we have people fighting to keek coal. My enclosed items tell the truth about the proposed extenuation of 202 on or near Pecos Road. The editorials on the other hand has a lot of false information. The so call South Mountain Freeway will not help relieve traffic. The vote on Prop 400 was to help move people with mass transit. Those people did not keep their promise. the Indians do not want their land made like Rt. 101 for the benefit of the Los Vegas investors. Look at the shacks years later, Some investors have held options on the proposed area and for years. We have too many casinos already. They have damaged the Scottsdale economy. Now wreck Chandler with 202. The Light Rail did not progress for years because Maricopa Association of Governments is not moving traffic but rather edges of Cities. What MAG and East Valley movers and shakers want and what we need are set out in their Minutes of meetings. The Metropolitan Business Plan will create more blighted areas like those referred to by the citizens in the makeover question of the Feb .16th Mesa Republic article. South Phoenix is the largest area in need of a makeover. Investors gladly accept Government tax credits but develop out side the cities. Areas north and west were to have light Rail by this time. Instead money was held back for projects they call Progress but leaves out our main industry Tourism. Road and home building can not take its place for long. We have the sun but pollution hides it and people do not come back when its hard to breath and every thing is twenty miles away, Not organized like Denver for example or San Degas.</p> <p style="text-align: center;">Sincerely  Richard T. Tracy Sr.</p>
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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 <i>Responses to Frequently Submitted Public Comments</i> 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 <i>Regional Transportation Plan</i> 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	Alternatives	The proposed project is part of the <i>Regional Transportation Plan</i> for the Maricopa Association of Governments region. In 2004, the voters of Maricopa County approved the <i>Regional Transportation Plan</i> 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	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.
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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
6	Air Quality	

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SEEK FUNDS FOR BETTER FUTURE

roads and rail. These traditional means of transport are expanding and sound almost old-fashioned in an era when information gallops across the ether. But there's nothing retro about a new interstate highway between Phoenix and Las Vegas, or a proposed passenger line from Tucson to Phoenix. Both of these ideas move beyond old-fashioned notions that can hold back progress. One offers an alternative to traditional reliance on cars and personal transportation. The other facilitates opportunities for international trade that have been sublimated to concerns about illegal activity

at the border. Consider the passenger-rail line between the state's two largest metropolitan areas. The drive on Interstate 10 from Tucson to Phoenix takes an hour and a half to two hours. Increased traffic from population growth will slow things down. Arizona Department of Transportation planners say the trip will take five-and-a-half hours by midcentury even if the entire stretch of road is widened to three lanes in each direction. That represents lost time and productivity, as well as increased air pollution. It also projects an image of a backward state that failed Planning 101. These are not the kind of

messages Arizona should send to those looking to invest or move here. As part of a three-year, \$6.3 million study, ADOT narrowed the possible rail routes to three, with a final recommendation expected by the end of the year. All three have stations at international airports in Phoenix and Tucson, and all connect with transit in the urban areas. No funding has been identified. The options include public, private or a combination of sources. Money is also a missing piece on another important proposed infrastructure improvement: Interstate 11 from Phoenix to Las Vegas. This new highway is an

important part of Arizona's increased international trade and commerce. A north-south route connecting Mexico and Canada through Arizona has long been discussed. This Canamex corridor has great potential to help the state take advantage of our proximity to Mexico, Arizona's top trading partner and a nation with a growing middle class. In addition to facilitating trade, a report from transportation officials in Arizona and Nevada says an I-11 between the growing metro areas of Phoenix and Las Vegas would keep up with anticipated growth and enhance economic development.

It also sets up what could be a very lucrative "Southwest Triangle" with Los Angeles. A north-south interstate alternative between California and Texas would bring a variety of economic opportunities to Arizona. Planning is still preliminary, but a key component — the new Hoover Dam bypass bridge — is in place. What's more, Congress has designated a general route through Arizona as I-11. This is a critical first step. Arizona's delegation needs to actively pursue funding for both of these projects. They are not pork or earmarks. They are investments. Both prepare Arizona to embrace a more prosperous future.

Report: Valley-Vegas interstate vital for commerce

Sean Holstege
: Republic | acentral.com

A major interstate highway just be built between Phoenix and Las Vegas to keep up with the region's rapid population growth and to facilitate global

trade, says a report released jointly Friday by transportation officials in Arizona and Nevada. The 105-page report offered justification for constructing an Interstate 11, a multibillion dollar project to improve the link between the two metropol-

itan areas. The report sets the stage for preliminary route, design and environmental studies ahead of any decision to build I-11, the nation's most ambitious interstate project in a generation. As envisioned, the project

would convert U.S. 93 into a four-lane divided highway from Las Vegas to Wickenburg, taking advantage of the new Hoover Dam Bypass bridge. From Wickenburg, planners envision the freeway eventually heading south into area west of the Has-

sayampa River and connecting with Interstate 10, about 40 miles from downtown Phoenix. From there, it would loop southwest, through Rainbow Valley, before rejoining I-10 near Casa

See INTERSTATE 11, Page B3

This is long overdue, Rail will move traffic and at night freight. There will be no need for I 202 extension. ADT and investors want it and most people do not understand or care. The whole the use of freight is the attitude here. Infill good for people but investors want urban sprawl. From 202 build R60 over I10 to solve the gridlock of road boxes,

Code	Issue	Response
7	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.
8	Alternatives	The alternative proposed by the commenter is similar to the U.S. Route 60 Extension and Interstate 10 Spur alternatives evaluated for the proposed project. The reasons these alternatives were eliminated from further study are presented on page 3-12 of the Final Environmental Impact Statement.

Code	Comment Document
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THE AIR WE BREATHE

A POLITICAL TUG-OF-WAR OVER CLEAN AIR

IT'S REGULATION FEARS VS. HEALTH CONCERNS

By Shaun McKinnon
The Republic | azcentral.com



Sterling Stokes, 12, has asthma and must take care to keep her air passages open. The Queen Creek child is

fireplaces in new homes. Other ideas were rejected, such as a pollution tax to pay for dust reduction or limits on gas-powered landscaping equipment.

Nearly 14 years later, the task force report remains the last attempt to address air quality in Arizona with comprehensive, forward-looking proposals.

Since then, state and local agencies have acted almost exclusively

See REGULATION

REPUBLIC SPECIAL REPORT

Why the air matters to everyone.

TODAY: Arizona has mostly failed to take air quality into account when dealing with growth, development.

- » The EPA is a four-letter word for many in Washington, D.C. **A6**
- » Rundown of the seven-part series. **A7**

MORE ONLINE: Read the full series and learn more about air qual-

Freeway

Continued from Page B1

tribe's requirements to qualify the petition, tribal elections officials said.

For tribe members who wanted no freeway, it was a victory, but it may be short-lived.

The action comes as the Arizona Department of Transportation nears a July 24 deadline for public comment on its environmental study on the \$2 billion, 22-mile extension of Loop 202. That study says that the Laveen-to-Chandler freeway is vital to regional mobility and that the only option is to cut through South Mountain Park.

"I'm glad it's over and done with, because now, we can work on protecting the mountain," Lori Riddle, an activist who wants no freeway, said after last week's decision.

ADOT expects to finish the environmental work and seek federal approval to build the freeway next year.

The study recommends building the freeway, including cutting a 280-foot notch in the mountain, and favors among three options a 59th Avenue alignment in the West Valley.

Activists with Protecting Arizona's Resources and Children, a group established to oppose the South Mountain Freeway, have gathered enough money to hire experts to challenge ADOT's study. They've said they will sue to stop the freeway. But those who favored moving it think such hopes are deluded.

"I don't think anybody can stop that freeway going through the mountain," petition backer Joseph Perez said.

"To me, this is an historic travesty, not because of the freeway but because tribal government refuses to listen to individual people who want change."

Nathaniel Percharo, a tribal landowner and petition organizer, called the outcome a "done deal" and a "heartbreak."

"It makes you a little discouraged. If you talk to 1,500 people, and they want a recount, that's something to look at," he said, referring to the number of tribe members who signed petitions calling for a second vote in a year on the freeway.

In 2012, a plurality of tribal voters favored no freeway over the planned Pecos Road align-

ment or landowners' goal of a route roughly half a mile to the south.

Tribal spokeswoman Zuzette Kisto issued a statement, saying: "The community will continue to work with all the interested parties, both within the tribe and outside the tribe, to ensure that the Loop 202 process is brought to the best possible conclusion for the community."

The tribe has not taken a formal position on the options in the environmental impact statement. In statements or in meetings leading up to the decision, tribal government officials did not document the basis for rejecting the signatures.

The tribe launched an investigation after reports that petition gatherers suggested the state would pay each tribe member \$2,000 if the freeway was built. Some tribal landholders were paid \$50 for entering an agreement with Perez's development firm, Pangea Development Co. LLC.

Tribal police were asked to determine whether the electioneering was clean.

They issued a report, but the findings were never released. Last week, tribal-election staff said that 20 people said they didn't remember signing the papers.

An additional 173 were deemed fraudulent, without evidence or explanation.

Perez and others said the elections office gave supporters two voter lists, one 1,000 names longer than the other, and in February determined they had enough valid signatures. Pangea and the landowners asked the Bureau of Indian Affairs to intercede, but the BIA wrote back that the issue was an internal matter between the tribe and its members.

No-build activists, such as Riddle, say the tribal government is upholding tribe members' views by holding fast on the 2012 referendum.

Last week's drama on the reservation sent ripples throughout the region.

For Laveen-area residents eager to get heavy truck traffic off local streets, the no-vote ruling ends decades of uncertainty.

In Ahwatukee Foothills, the reaction was more mixed.

"This is not a positive thing for the southern part of my district. It just isn't," said Phoenix Councilman Sal DiCiccio, who has worked to move the freeway onto tribal land.

A \$1 Billion Dollar Highway to Co-Existence, Vegas wants more cautions and try Free development

The Tucson to Vegas rail is best no Freeway

Code	Issue	Response
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Code	Comment Document
	<p style="text-align: center;">Richard T. Tracy, Sr. Attorney and Counselor at Law</p> <p>2288 S. Cottonwood Mesa, AZ 85202-6988</p> <p style="text-align: right;">Licensed in States of Arizona, Ohio and New York Telephone 480-839-1153</p> <p>Mr. Timothy M. Hogan, Esq. Arizona Center For Law In the Public Interest. 202 E. McDowell Rd. Ste 153 Phoenix, Az. 85004-4533</p> <p style="text-align: center;">January 2, 2012 MORE COUNTY BAIT AND SWITCH The Promise of Beneficial Transportation Pending Threat of Continued Urban Sprawl</p> <p>Dear Mr. Hogan:</p> <p>I was pleased to have attended the gathering to honor you for the years of dealing with extremist political groups. Others share your frustrations. We have community leaders that value money more than public health and corruption is ignored. Transportation far exceeds the County frauds connected with the Criminal Tower or the Fiesta Bowl both being white washed. The Court Tower will continue to control the Justice system for the next fifty years. Avoiding intermediate City Civil Courts that distribute traffic and a chance of justice locally.</p> <p>The County had purchased the Baseline Justice Center property for eleven million dollars so the construction downtown was for the State Bar Association to preserve the 1950 court system and its mandatory Rent a Judge ADR program that makes small civil cases into big ones. Just another County Bait and Switch of Tax funds like proposition 400 is turning out to be.</p> <p>I find it hard to believe that the past legislature may have given us a key to a better, healthier life style with the passage of SB1525. City infill, public transport and walking to work or school, to replace blight from more Urban Sprawl. Add to that, the Republic printed Steven Betts My Turn article, "Inward development," December 10. That gives hope of user friendly cities. The "20-Year Transit Plan Progresses," article of 23rd Audit General summary fails to reveal Prop.400 has been hijacked by "investors" and Metropolitan Business Plan partners. The lack of documentation (accountability) and that light Rail ridership has exceeded expectation is true.</p> <p>The Republic and ADOT still promote the 1960 growth agenda as does the city of Mesa. Normal residential evolution failed to develop because Historic preservation and NIMBYs dominated planning. Families were forced to the outskirts where developers profited. The article by Mr. Betts the local Chair of Urban Land Institute is enclosed. Most of that information was included in my letter to Senator Barbara Boxer, Federal Transportation Chairperson sent after Governor Brewer rejected the Western auto emissions standards. Copies enclosed, I will not repeat the issues. The toll from Pollution increases, includes me with COPD and my daughter, disabled for five years. Many middle aged people on twenty four hour oxygen. The American Lung Arizona branch has documented the work/medical cost.</p> <p>The Maricopa County Transportation program, Proposition 400 off track, aided by EPA in more ways than one. Prop.400 emphasized balance transportation methods, Freeways we had but Public Transit near 5%. The recession has been used as an excuse to stop Light Rail going north on 19th Avenue to Dunlap by 2012, Metro Center promised for 2017 and 79th Avenue, 2119. No effort to consider the true population growth south of the original route projected in 2003. The East Valley growth was ignored in 2007. Millions from Federal Stimulus, Transportation and various earmarks followed in 08 and more than offset the local Sales Tax Revenue shortfall. That was not used to further plans to move people or to reduce pollution. Just the opposite, car pool no longer stressed.</p> <p>There was money for Sound Walls, HOV lanes, art. Loop 303 for sprawl, Rebuilding the city of Mesa, studies and more studies, Something like the shortest distance to the greatest population compromised for Church or Temple locations, to please NIMBY groups. Rebuild Mesa where ten to twelve million dollars is being spent to increase the distance people will travel with road closings around the Fiesta Mall. Thirty five millions to purchase white elephants. Eventually increase the distance for Light Rail if it is built eight to ten miles to the growth areas. Gilbert and Queen Creek, Chandler, ASU and Gateway Airport.</p> <p>Tax discrimination has kept multi million dollar vacant properties downtown for decades. That affects adjoining properties. Phoenix did not benefit from the recent billion dollar public construction. Just the opposite, it causes the public to avoid downtown. Retail and entertainment adds staggered hours, distributes traffic loads as it did years ago.</p> <p>ADOT is being pressured to continue new Freeway lanes though downtown Phoenix as they do now, except for the Loop 202 extension proposed in 1960. that will also preserve their midtown course. Greedy small town mentality that the highway go through the town center. Route 60 over Rt 10 to Avondale via a Baseline Rd. alignment would relieve congestion into town for less than what is proposed, end congestion. TPC studies do not benefit the public, the taxpayers who suffer delay. Metropolitan Business Plan partners and the investors are planing more urban sprawl., Nationally</p> <p style="text-align: right;">yours <i>Richard T. Tracy, Sr.</i> Richard T. Tracy, Sr.</p>

Code	Issue	Response
		<p>ommuter. Such Infill would solve our problems. Four</p> <p>itlee is not on the public's side. Legal promises , no accountability and breach of Fiduciary duty all ollution offenses all of seven months last year, yet ards. The Maricopa Association of Governments and to provide balanced transportation. See prop.400 no reduction of auto traffic, our major contributor of rograms that would limit future Public Transportation U wants Toll Roads to off set tax cuts.</p> <p>will take place soon and will mean nothing without 2009 against EPA. (Bahr v Jackson) The EPA has protect the health of residents of Maricopa County. awl, less Light Rail in large cities, \$10 rush hour Toll go up but some businessmen want to end the tax on aintenance.</p> <p>to satisfy, "Stakeholders" investors, not to fulfill their e passage of Proposition 400. Now with less that o adrift. The Governor's Transportation Oversight of the East Valley Improvement Committee was a Mesa Mormon Temple, not Gilbert or San Tan. 10, adding H.O.V. lanes on I-10 between I-17 and I- ane system to provide additional capacity along I-10 xpense). What they call sustainable transportation is sion of Loop 202, a 22 mile road to nowhere was d from Los Vegas, will kill our economic future. lation in the pre 2004 campaign material, That ill be complete. Now is the time to look at the next the impression that public transportation was ending TPC Summary last paragraph does not address the "difficulty of developers in assembling various land ngestion, there is our hope for the future.</p> <p>determine the future course of Light Rail as stated onsidered. Projected growth did not occur, Mesa's tion increase, 63% and Queen Creek San Tan area y and ASU plus the Fiesta Area with its College and ht Rail that would serve the South East Valley best. to Power would add eight or nine miles and about or north. Mesa business view, let them drive 5 or 10 's debts are climbing.</p> <p>e, a location so lacking potential riders that almost mple to Gilbert Road became vital. Five hundred Metro Light Rail. Downtown Mesa property owners ental adjustment, Thirty-five million for property that failing businesses subsidized during two years of and buildings had been housing for thousands villes. Wealthy property owners moved to Gilbert or nd homes vacant or in foreclosure but millions of construction of Tempe style housing along the Light loyment opportunity nearby like Tempe.</p> <p>ption and explains the problems and promise of contracts. Because of Media confusion and public g enforcement. The press supports sprawl, most . Major employers representatives and professionals ; that is what the powers that be want at the time. o will intercede and provided the public mass transit opy New Years. Urban sprawl has caused waste and ss. Public interests are not considered.</p>

Code	Comment Document
	<p data-bbox="515 385 749 485">Mr. Robert Forrest Metro Light Rail, Suite 1300 101 North 1st Ave. Phoenix, Az 85003</p> <p data-bbox="960 385 1153 439">2238 S Cottonwood St Mesa, Az. 85202</p> <p data-bbox="515 536 655 560">Dear Mr. Forrest:</p> <p data-bbox="820 512 1209 566">TRANSIT PARTS CONSIDERED SEPARATELY COUNTY TOTAL EPA SCORE, POOR, WHY?</p> <p data-bbox="469 586 1277 762">May 27, May 26, count back to December 19 before you can find a good air day in Maricopa County. Once known for its clean air, a respiratory cure center and laid back life style, is now a place compared to Los Angeles. Urban sprawl. Traffic delays, smog-obscuring view.. The EPA and Federal Departments of Transportation, free of local influences are guilty of betraying their obligation to the residents. They give lip service to anti pollution measures but support federally funded projects that contribute to poor planning of a community, waste, traffic jams, accidents and increased pollution.</p> <p data-bbox="469 768 1277 913">The Light Rail is badly needed where there are young families, working middle class and college students. Light Rail's goal to reduce traffic instead is being diverted to a retirement area. First stop Mesa Dr. along mostly abandoned Main Street to the Cemetery, large park across from the LDS Temple, Historic single family home districts. They want it, because it's almost free. All local funds are going to redevelop east of Mesa Drive that is where the Mormon Community of Lehi is being reborn.,</p> <p data-bbox="469 919 1277 1020">The future plan after 2016 is to extend to Gilbert Road a trailer park area on the north, mostly vacant six-month a year. Growth and traffic jams are miles to the South. Help would come to finance a connection between the two major airports, but to go east to Power Rd. then south, would add nine miles and at least twenty minutes to the trip and maybe twenty years before completion.</p> <p data-bbox="469 1026 1277 1195">The East Valley at the last census has grown to over a million people. Mainly in the Gilbert, San Tan, Queen Creek, Chandler areas. Only a small percentage reside north of Route 60. Mesa Main Street died when Route 60 moved south and residents resisted change. Mesa has ten thousand homes empty or in foreclosure. The ADOT Citizens Overview Committee and MAG Chairman, the Mesa Mayor, are both strong Mormon leaders ignore the facts. And public interest. Suggest people can drive five to ten miles to Light Rail. EPA and Metro have a responsibility to get traffic off the road on to rail, but for five years only Mesa Central Main was considered.</p> <p data-bbox="469 1201 1277 1346">The Maricopa Association of Governments are controlled by Developers, it encourages only Urban Sprawl, not infill and we have thousands of empty newer buildings, they and people are not a developers concern, only buying BLM land, building and making a profit. ADOT is planning roads for the developers into 2024. Travel time, empty buildings pollution all increase, as do no-burn days. The community already so spread out the two car families have grown to three or four with teenagers. Excessive travel demands, costs and blight are not a concern of County Planners.</p> <p data-bbox="469 1352 1277 1473">Light Rail should go south from Sycamore to the Fiesta Mall area with its Hospital and College campuses, dozens of empty buildings and locations for apartments. Actual, not just potential riders. Then through Gilbert southeast ending near Mesa Gateway Airport and San Tan Village. ADOT's plan a twenty four lane road west of Tempe that could become a Toll Road. More about that in the attached addition to go with the Exhibits and articles.</p> <p data-bbox="469 1479 1277 1675">Very little is done to get express buses between cities except for the West Valley to Downtown Phoenix and that did provide results. There is very little effort to get the single driver of the road. Proper placement of Light Rail and extending Rt. 60 just does not fit the powers to be plan for this large county that is run like a hick town by people who remember it as it was, do not know how it could be. It is clear to an impartial observer that there is not sufficient passenger prospects for Light Rail at Central Mesa and there is not enough room for proper traffic movement in Central Mesa, but then drivers will avoid going there, the public and private investment wrote it off when Freeways developed south then north. Its common the greedy take from the needy around here.</p> <p data-bbox="864 1681 1112 1776">Sincerely  Richard T. Tracy, Sr.</p>

Code	Issue	Response

Code	Comment Document
 <p>MESA REPUBLIC WEEKEND, JANUARY 15, 2011 mesa.azcentral.com Z11 SECTION M</p> <p>End of the rail line is 'no-man's land'</p> <p>Mesa rail stop leaves bad impression</p> <p>Plan to extend light rail gives city 2nd chance to help business, views</p> <p>By Jim Walsh THE REPUBLIC AZCENTRAL.COM</p> <p>West Mesa's assortment of boarded-up fast-food restaurants, an abandoned supermarket, run-down motels and unattractive trailer parks didn't exactly impress a woman from Ohio who visited the Mesa Republic last week.</p> <p>2 team on MLK tribute Mesa father and daughter fear future generations won't grasp King's messages.</p> <p>Z11 WEEKEND » JANUARY 15, 2011</p>	

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CENSUS DATA

Suburban population explodes in A

Figures show the farther you are from cities the faster the growth

By Howard Fischer
CAPITOL MEDIA SERVICES

The suburbs are where the action — and the growth — is.

New figures Thursday from the U.S. Census Bureau show that the areas just outside the state's major cities grew faster than the long-established communities they surround. In fact, if the trend continues, they could overwhelm them.

Consider the case of Prescott Valley. The area was not even a city until 1978.

As of last April 1, when the government did its official decennial count, there are 38,822 people living there, 60 percent more than at the time of the 2000 census.

By contrast, Prescott, one of Arizona's first cities, exceeds its rapidly growing suburb now by barely more than 1,000.

In the southern part of the state, Sahuarita, incorporated in 1994, has ballooned in the last decade by a factor of close to six, to 25,259.

And Tucson? It managed less than a 7 percent growth in the entire decade, with its official population now at 520,316.

The pattern also shows that the farther out you go from the central cities, the faster the growth.

In the East Valley area of Maricopa County, Chandler, for example, grew by about a third. Gilbert shot up by 83 percent. And Queen Creek bal-

looned from 4,400 in 2000 to more than 26,000 now.

That is not surprising as there is more available land. But there may be limits in how far people whose jobs still are likely in the major cities are willing to drive: Florence, further down the road from those East Valley cities, managed to grow by only 47 percent during that same period.

Census numbers released last December said there were 6,392,017 people living in Arizona last April 1. That does not include another 20,683 people who are considered Arizona residents but living overseas.

That final statewide tally also showed that the annual estimates done by the federal government overstated the population increase.

The figures released Thursday provide the first look not only at where and how Arizona grew but also the change in the state's overall demographics.

Arizona is nowhere close to becoming a "majority minority" state. Hispanics still make up less than 30 percent of the population. But the Census Bureau reports that the growth in

the number of those who identify themselves as Hispanic is close to three times that of other groups.

Looking at the population by race, the figures show that more Arizonans are refusing to put themselves into a single category.

While the percentage who say they are of two or more races is still small — just 3.4 percent — that is up by 49 percent from the same time a decade earlier.

A total of 73 percent of Arizonans list themselves as being white alone. Another 4.6 percent said they are American Indian, 4.1 percent are black, 2.8 percent Asians — and 11.9 percent who said on their census forms they were some other race.

also showed fast growth have and Yavapai counties. The loser in all of the southern Arizona counties was Pima County's decade decade growth just 11 percent. And Greenlee County lost population.

Less clear is how the patterns will affect congressional representation.

The statewide numbers announced last December are large enough to entitle Maricopa to a ninth member in the U.S. House of Representatives. Here, too, the requirement of the Independent Redistricting Commission is to craft districts with equal population.

Given the rapid growth in Maricopa and Pinal counties it is likely that new districts be carved out of existing

OUR VIEW

Mesa, Chandler doing work necessary to land jobs

3-23-11

Arizona lost a higher percentage of jobs than most states during the recession. But the Southeast Valley is turning that around.

Major job-creation announcements have been made in recent weeks, including Intel's \$5 billion plant in Chandler that will employ 1,000 and First Solar's \$300 million factory in Mesa that will employ 600.

These are quality jobs in growing industries, the kind that create spinoff work for local suppliers and spread economic benefits across the Southeast Valley.

First Solar announced plans to build a 100-acre solar plant in the Southeast Valley. The plant is located at Elliot and Signal Butte roads, northwest of Phoenix-Mesa Gateway Airport — is significant. The factory could serve as a catalyst for similar development in an area that is projected to become one of the state's largest employment centers.

First Solar could one day employ 4,800 people on the site, making it slightly larger than Boeing's Mesa campus and the city's largest private employer.

Future phases will be announced.

size. But the solar industry is rapidly expanding in the Southwest, and unlike other factories in the region, the Mesa plant is not simply assembling components that were manufactured overseas.

It will have the capability to turn a raw piece of glass into a finished product in 2½ hours, a state-of-the-art process that will likely involve significant research and development. That should boost the demand for highly skilled engineers and create additional opportunities to partner with researchers at

have gone anywhere to build its plant. Competition from New Mexico and Texas was particularly fierce.

Yet, unlike several years ago, when Southeast Valley cities gave away millions of dollars to encourage retail development, Mesa snagged the plant without offering tax breaks or other traditional incentives.

It didn't need them. Company officials said they chose the city because of its location, its shovel-ready site and its willingness to expedite the construction process.

er-chip manufacturing lines. That doesn't come by accident.

Chandler and Mesa spent years planning for these uses, conducting engineering studies, granting land entitlements and setting cash aside to widen roads and extend water and sewer lines. They were ready to strike when opportunity came their way.

It's been said many times on these pages that cities should prepare for when economic

WEEKEND, JUNE 25, 2011 A GANNETT COMPANY . Z11 SECTION M

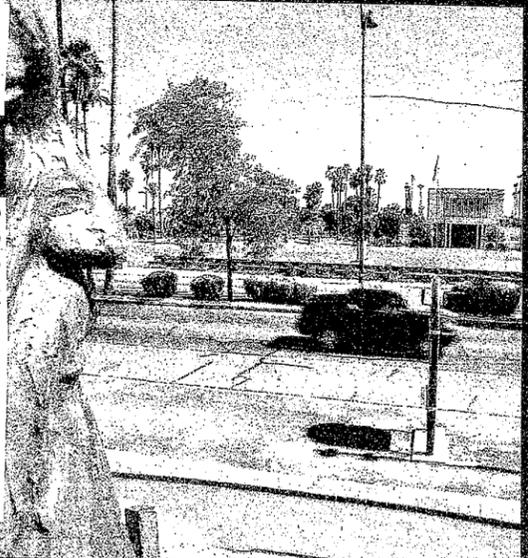
CHURCH LEADERS ACTIVE IN LIGHT-RAIL PLANNING

MORMON ARCHITECT AND OTHER CHURCH LEADERS SEE TRANSPORTATION LINK AS A WAY TO SHAPE THE FUTURE OF THE NEIGHBORHOOD NEAR TEMPLE. PAGE 3

Free and r
These are the totcts who are eligible for free and ngram & School Breakfast Program

SCHOOL DISTRICT	PERCENT CHANGE 2009-2010
Apache Junction	12.4%
Chandler	52.9%
Gilbert	34.3%
Higley	26.9%
J.O. Combs	46.5%
Kyrena	42.3%
Mesa	10.8%
Queen Creek	43%
Tempe Elementary	7.7%
Tempe Union	N/A

Source: Arizona Department of Education



A statue at Pioneer Park looks onto traffic on Main Street in front of the Mesa Arizona LDS Temple. The temple was built in 1927. The surrounding area has deteriorated in recent years. MICHAEL CHOW/THE REPUBLIC

With a group of MajorsSmith Mesa Mayor met with President Obama June 19, 2011, Smith referred to our air as "dusty." Federal Bureaucracies stifling investment". With Trailer Parks in city centers, these developers get help building on the city edges.

It's a little unnerving when the president looks at you right across the table and says, "Scott, tell me what's happening in Mesa," Smith said.

Smith used the opportunity to tell Obama that overreaching federal bureaucracies are stifling local investment.

As one example, he cited the Valley's long battle with federal bureaucrats, who have threatened sanctions over our dusty air.

Code	Issue	Response

Code **Comment Document**



101 N. First Avenue Suite 1100 Phoenix, AZ 85003
 ValleyMetro.org : T 602.262.7433 F 602.523.6099 TTY 602.251.2039

March 8, 2011

Mr. Richard T. Tracy, Sr.
 2238 S. Cottonwood
 Mesa, AZ 85202

Dear Mr. Tracy:

Thank you for your inquiry on the LINK bus route. According to your recent correspondence, I have provided the information that you are seeking. The Mesa Main Street route travels between Superstition Springs Transit Center and the Sycamore Station on Main Street to meet the light rail service.

“Cost of operation including equipment purchase for the first year of operation of the double buses for the Main Street Route. I would also like to receive the cost of operation and riders for the period of August 2010 and January 2011.”

Equipment purchase: Each bus costs \$756,305 for a total of 10 buses and will operate for an average of 10 years each.

December 28, 2008 - June 30, 2009: 187,291 miles x \$5.25* per mile = \$983,277

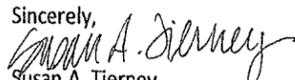
July 1, 2009 - June 30, 2010: 362,187 miles x \$5.11* per mile = \$1,850,775

August 2010 - January 2011: 152,293 miles x \$5.30* per mile = \$807,153

*These figures are based on fiscal years as that is when rate costs change.

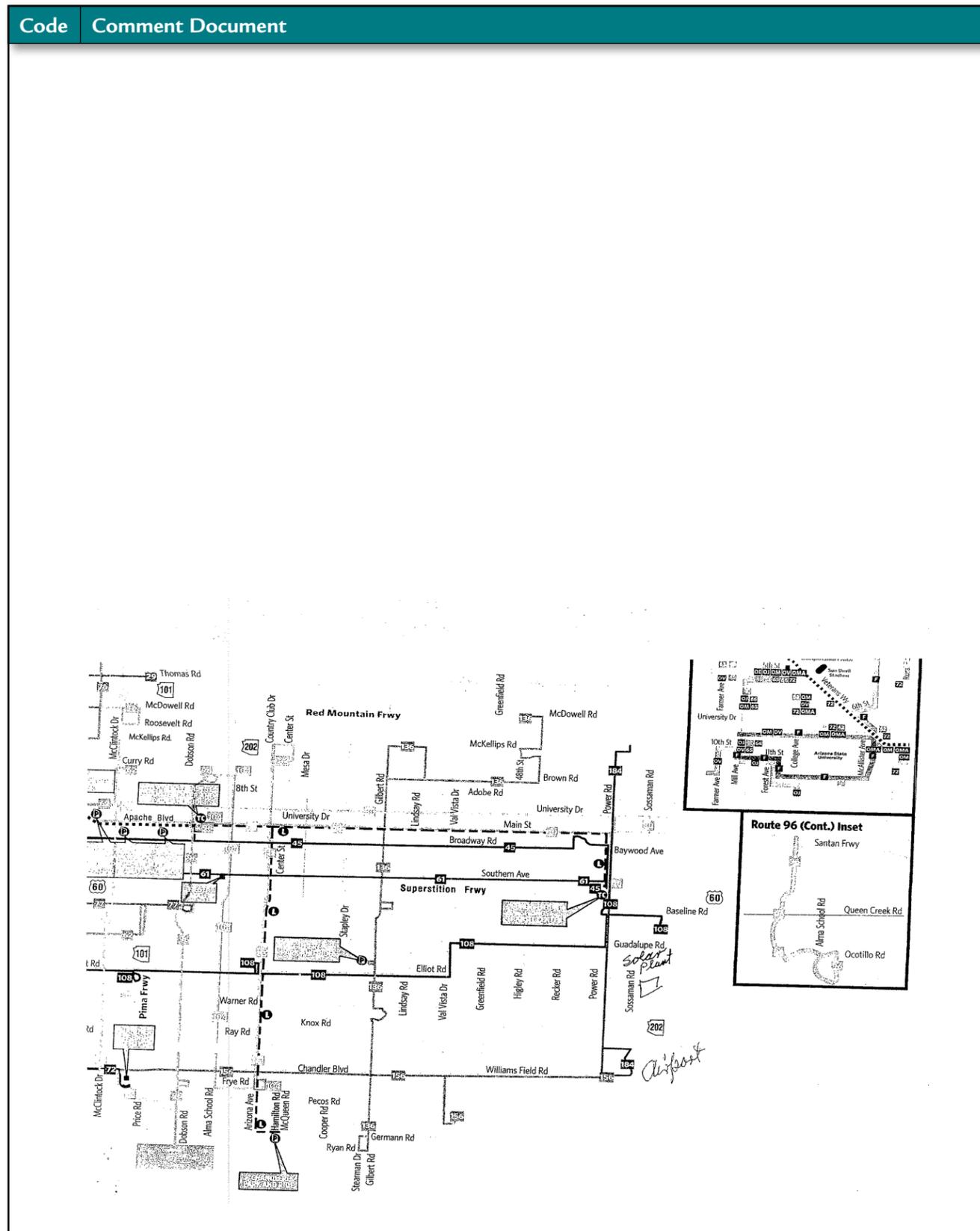
Ridership 2010	Average Daily Passengers
August	1,238
September	1,174
October	1,127
November	1,315
December	1,218
January 2011	1,361

We hope that you find this information helpful.

Sincerely,

 Susan A. Tierney
 Public Information Officer

Code **Issue** **Response**

Code	Issue	Response



Code	Issue	Response

Code	Comment Document
	<p style="text-align: right;">2/21/11</p> <h2 style="text-align: center;">Cold, dry weather contributing to bad air quality</h2> <p>DIRTY AIR <i>Continued from B1</i></p> <p>themselves outdoors. The ADEQ says the air could get bad enough to make Saturday a high-pollution advisory day. The advisory, and predictions about more to come, are based on air-monitoring data and weather forecasts.</p> <p>This is a La Niña year, meaning equatorial waters in the eastern Pacific Ocean are colder than usual.</p> <p>That leads to a dry, cool winter in the western United States — the exact conditions which trap winter-dust pollution in the Phoenix area.</p> <p>“We anticipate a dry, stagnant weather season, and expect to see a high number of high-pollution advisories. There is a potential for a record year,” county Air Quality Department spokeswoman Holly Ward said.</p> <p>When winters are warm and wet, rain and wind washes away the brown cloud.</p> <p>But when high-pressure ridges settle in, air is trapped. In summer, an air bubble as high as 10,000 feet collects ozone. But in the winter, cooler air drops the bubble below 5,000 feet.</p> <p>“It’s like a lid on top, the air doesn’t mix,” said Paul Iniguez, a meteorologist with the National Weather Service in Phoenix.</p> <p>“Long term, we are trending toward a lot more high-pressure ridges holding over the Valley, trapping the high pollution in,” said ADEQ spokesman Mark Shaffer.</p> <p>The period between Christmas and New Year’s Day is expected to be the worst of it, Shaffer said.</p> <p>That’s because the most severe pollution this week has come from fine particles, called PM-2.5 because they are smaller than 2½ micrometers in diameter. Smoke is a key contributor and with many people home for vacation, more home fires will be burning.</p> <p>But the county faces another longer-term challenge from coarse, PM-10 dust, which is as large as 10 micrometers, or one-seventh the width of a human hair.</p> <p>This fall, the U.S. Environmental Protection Agency told local officials that regional plans to reduce PM-10 by 5 percent were inadequate and would be rejected next month.</p> <p>That starts a lengthy process that jeopardizes some federal-transportation funding, and ultimately could result in all such funds being withheld from local projects.</p> <p>Next month, the county is set to clamp down on one source of the 73,000 tons of coarse dust that blows through the Valley: off-road vehicles.</p> <p>Off-road vehicle fans could face stiff fines next year if a proposed county ordinance takes effect to limit driving in certain areas.</p> <p>On Wednesday, the Maricopa County Board of Supervisors set for Jan. 12 a public hearing to change existing law.</p> <p>The county bans all off-road driving on unmarked trails in unincorporated areas, but the new rules impose increasing fines, rather than cite first-time violators with a misdemeanor. Fines would start at \$100 and climb to \$250.</p> <p>The proposed law says: “Vehicles in operation on either unpaved public or private properties in the unincorporated areas of Maricopa County shall remain on roads or highways.”</p> <p>Off-road enthusiasts can drive on unpaved trails only when they have written permission from a private landowner, or on public lands where trails are clearly marked by signs or on official websites.</p> <p>Private-property owners are allowed to drive their off-road vehicles on their properties, but only if they limit the dust they kick up, apply for a dust permit or otherwise comply with other county dust-pollution laws.</p> <p>The county also plans to tweak a separate law that regulates parking on unpaved lots in urban parts of the county. Violators could face fines starting at \$50 and climbing to \$250.</p> <p>The county Air Quality Department has not issued any violations under the existing off-road vehicle law, enacted in 2008.</p> <p>Law enforcement agencies have been tapped to warn off-roaders to not drive during high pollution days.</p> <p>Likewise, in the last two years, the county has issued no citations under its leaf-blower or fireplace ordinances, but has warned 16 and 27 violators, respectively, said Ward.</p> <p>County inspectors rely on calls from the public to enforce bans on wood-burning, leaf-blowing and off-road driving, Ward said.</p> <p>Ward encourages the public to visit www.cleanairmakemore.com to check on current health advisories and anti-pollution restrictions or report violations.</p>

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Gateway Aviation Day Sets Attendance Record

An estimated 10,000 people attended Gateway Aviation Day, presented by Wells Fargo Bank, on Saturday, March 12 to see aircraft and meet with Airport tenants and personnel. Previously known as the Airport Open House, the event was canceled the past two years due to budgetary constraints. However, thanks to corporate sponsors, the event returned and plans are now underway to host the event next year on Saturday, March 10, 2012.

"We had a good showing of aircraft on display," said Patrick Oakley, community relations coordinator and event planner. "We're grateful for the support of the U.S. Military and local aircraft owners for sharing their aircraft and love of aviation with the community. I hope to see everyone out at Gateway again next year."

Thank you 2011 Gateway Aviation Day Sponsors:



just plain easy.

Gateway Airport Brings \$685 Million to Local Economy

The Phoenix-Mesa Gateway Airport helped generate \$685 million in economic benefits last year, and supports more than 4,000 jobs in the region. That's according to a new study from the W. P. Carey School of Business at Arizona State University, which looks at how the airport contributes to the local economy.

The study examined the direct spending from both airport activity and air visitors' activity off the Airport fiscal year 2010. That summed up to \$378.5 million. When added together with the successive rounds of spending that money, the total came out to \$685 million for the fiscal year.

"A well-functioning airport serves as a portal that welcomes commerce and visitors into the region," says research Professor Lee McPheters, Ph.D., who headed the study on behalf of the L. William Seidman Research Institute at the W. P. Carey School of Business. Compared to just two years ago, visitor spending from travelers arriving at the Phoenix-Mesa Gateway Airport up by more than 80 percent. These air visitors alone

spent more than \$68 million last year, and that created more than 1,000 local jobs."

In his analysis, McPheters describes how the airport truly benefits not only the rapidly growing East Valley area, but also Maricopa and Pinal counties overall. Here are some specific details:

- Forty-four employers and 1,145 jobs are at the airport.
- About 212,000 visitors arrived at the airport in fiscal year 2010.
- Air visitors spent \$68.9 million off the airport in the fiscal year, supporting 1,024 jobs.
- Capital improvement and construction projects at the airport were valued at \$36.4 million and created employment for 259 workers in fiscal year 2010.

The numbers are especially impressive when you consider all of this happened during one of the worst times recorded in Arizona's economic history.



GatewayArrivals is a publication of Phoenix-Mesa Gateway Airport. For inquiries, please contact Tiffany Johnson at (480) 988-7606 or tjohnson@phxmesagateway.org.

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OUR VIEW

Plenty of ideas for Fiesta District but no action

Mesa's Fiesta District needs help. This is nothing new. The area near Alma School Road and Southern Avenue used to be the Southeast Valley's shopping epicenter. Now, its shopping centers are mostly empty and fighting disrepair. Chandler Mayor Jay Tibshirany, who owns an office nearby, recently tweeted that the Fiesta District "needs some attention from the city."

That's a recurring theme on the Mesa website, where residents can suggest and vote on ideas to improve the city. "Fix the corner of Southern and Alma School; it's the anchor of urban blight in the city," is currently the fourth-most-popular idea.

Both have a point. Given how



The Mesa Fiesta shopping center is empty but well-kept, a re-

interconnected our neighborhoods and economies are, blight in such a prime, central location is bad news for Mesa and the

2nd light-rail extension studied

By Gary Nelson
The Republic | azcentral.com

Long before tracks are laid for Mesa's next leg of light rail, the city is doing early spade work on an additional two miles of the line.

The first light-rail extension, 3.1 miles from Sycamore Street to about Mesa Drive, is scheduled to open in 2016, provided federal and county money is available as promised.

It is seen as a likely catalyst for redevelopment along Main Street, the western stretches of which are marked by numerous empty storefronts.

But Mesa has said for years that ending the line near Mesa Drive doesn't make sense, transportationwise. Pushing it to Gilbert Road, planners say, would greatly increase ridership by giving far more people easy access to the trains.

So far, that idea has been nothing but talk.

On Monday night, however, the City Council is likely to approve spending \$500,000 to do early planning for the extra two miles. Mesa will contract the study

with Valley Metro Rail Inc., which in turn will hire HDR Inc. to conduct the study.

HDR did much of the planning for the Mesa Drive extension, which is now being designed.

Mike James, Mesa's transportation director, said the study will assess how much the extra tracks will cost, funding sources and issues for future environmental assessments.

In a report to the council, James also said the study "involves identifying station locations, street configuration, significant utility relocations" and necessary support facilities.

Public input would be part of the process.

Money for the study became available, James said, through one-time savings in this year's transportation budget.

The Maricopa Association of Governments has approved the Gilbert Road extension as a future project, but there is no commitment for funding from the Proposition 400 county street and rail sales tax that county voters approved in 2004.

Federal funding is equally uncertain because of Capitol Hill budget battles.

Where did that \$500,000 go. The following week the \$1 million loss approval was 125 mil short

Even Mesa leaders know the light rail will dead end at Mesa Drive. But there will be an old steam engine there, no rest room along the whole empty line.

Fiesta Mall where people will go has been written off by Mayor Smith, home beebbling in his answers to our problems. Even in the River Bottom.

Code	Comment Document
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Code	Issue	Response
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THE REVERSE SIDE SHOWS CHANDLER WITH MANY NEW BUILDING THAT ARE EMPTY. IF SOUTH MOUNTAIN FREEWAY IS BUILT IT WILL PREVENT AN EFFECTIVE BY-PASS OF THE BROADWAY CURVE AND THE COMMERCIAL BUILDING THAT WILL TAKE PLACE ON THE TAX FREE RESERVATION WILL FURTHER DAMAGE THE SOUTH EAST BUSINESSES.

OPINIONS Z11 FRIDAY, JUNE 10, 2011

MESA REPUBLIC

VP/GENERAL MANAGER: Michael Ryan, 602-444-5810
OPINIONS EDITOR: Joanna Allhands, 602-444-7772
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SEND A LETTER: e-mail your thoughts to letters@arizonarepublic.com. Include your name and city of residence with your response.

OUR VIEW

ADOT right to move ahead on freeway

News from the Gila River Indian Community regarding the South Mountain Freeway is that there is no news. The Tribal Council has yet to vote on whether the freeway can be built on the reservation.

Fortunately, the freeway's reality does not hinge on that decision alone.

The Arizona Department of Transportation is studying the environmental impact of the Pecos route in Ahwatukee Foothills, a plan that has been on the books for decades. The draft should be complete by the end of the year and then

SUNDAY, JANUARY 31, 2010



South Mountain Freeway would ease traffic on I-10. It would connect Chandler and Laveen, and complete the Valley's Loop 202. Commuters have been looking forward to the convenience of using the freeway to bypass congested downtown Phoenix.

Tribal leaders' willingness to study the freeway was a welcome first step to moving it from Pecos to spare a church, homes and parts of the South Mountain Preserve. As undesirable as that would be, an Ahwatukee route is still a possibility.

Ties to land hound DiCiccio

Critics say councilman's advocacy on freeway extension represents a conflict

By Sean Holstege and Scott Wong
THE ARIZONA REPUBLIC

The proposed South Mountain Freeway has defined Sal DiCiccio's return to politics.

A year ago, the Phoenix real-estate broker filled a vacancy on the City Council, reclaiming the seat he held a decade earlier. Ever since, he's championed moving the planned Loop 202 reservation south from Ahwatukee

foothills to the Gila River Reservation.

To supporters, DiCiccio is working to find the best outcome for his Phoenix constituents. Opponents say his development deals along the freeway blur personal and public matters and represent a conflict of interest.

The Arizona Republic took a closer look at DiCiccio's possible stake in the planned 22-mile freeway, examining city financial forms and court records,



Sal DiCiccio returned to city politics last year.

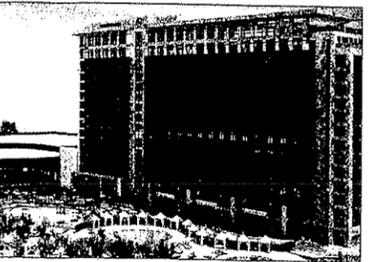
ADOT has bought homes on that route, has upset opponents of the Pecos ment, particularly because the tribe greed to study the freeway. But the is obligated to proceed with its plan ve the greater good.

nade sense for ADOT to buy homes own economy rather than use emi- domain or buy in a robust real-es- market if discussions with the tribe

oute on tribal land is the ideal out- as those leaders know. If a deci- mmes about in time to build there, it be welcome. But the state can't s plans for that news. The South ain Freeway is too important to the

plus letters, e-mails and other docu- ments obtained under a public-re- cords request. The picture that emerged shows that DiCiccio's n. Benefited financially from a busi- ness partner's purchase of land that was resold to the state for the pro- posed South Mountain Freeway. The purchase, which The Republic uncov- ered in records, allowed the business

See DICICCIO Page B7

Code	Comment Document
	<div data-bbox="491 374 1184 485" style="text-align: center;"> <h2>MAG Celebrates Native American Participation, Contributions to Region</h2> </div> <p data-bbox="397 499 1277 606">MAG's membership includes three Native American Indian Communities: the Fort McDowell Yavapai Nation, the Salt River Pima-Maricopa Indian Community, and the Gila River Indian Community. The leaders of these tribal nations serve on the MAG Regional Council and bring the voices of their communities to the regional table. To celebrate their continued contributions to our region, MAG is presenting the second in a three-part series, this time focusing on the Salt River Pima-Maricopa Indian Community (SRPMIC).</p> <div data-bbox="397 641 506 802">  </div> <div data-bbox="397 812 506 858"> <p>SRPMIC President Diane Enos</p> </div> <div data-bbox="397 872 506 1003">  </div> <div data-bbox="397 1010 506 1096"> <p>10005 E. Osborn Rd. Scottsdale, AZ 85256 480-362-7400 www.srpmic-nsn.gov</p> </div> <div data-bbox="522 641 770 788" style="font-style: italic;"> <h3>Salt River Pima-Maricopa Indian Community</h3> </div> <div data-bbox="522 798 770 848"> <p>Two Tribes, Two Cultures, One Home</p> </div> <p data-bbox="522 854 770 1141">The history of our people, the Pima and Maricopa, tells a story richly woven within legend and fact. Our traditions tell us that both tribes have always lived in the Southwest, settling in the Phoenix Valley of Arizona. Our presence here today is proof of the unbroken continuum that began with the Creator, was passed down to our ancestors, and is now held by us.</p> <p data-bbox="522 1165 770 1387">With two distinct backgrounds and cultures, the Salt River Pima-Maricopa Indian Community comprises two Native American tribes: the Pima, "Akimel O'odham" (River People); and the Maricopa, "Xalychidom Pii-paash" (People Who Live Toward the Water). Surrounded by the</p> <div data-bbox="397 1417 770 1679">  </div> <p data-bbox="397 1685 770 1725">A view of Talking Stick Resort, a 498-room resort and spa, scheduled to open in spring 2010.</p> <div data-bbox="786 651 1034 772"> <p>cities of Scottsdale, Tempe, Mesa and Fountain Hills, the Salt River Pima-Maricopa Indian Community is a rural oasis encircled by urban growth.</p> </div> <p data-bbox="786 798 1034 1040">Growth is also abundant in our Community: our population now has reached 9,000 enrolled members, with half under the age of 25. Our diverse economic base is also generating many business opportunities for our members and for the region, with exciting projects taking shape in our Community.</p> <p data-bbox="786 1060 1034 1110"> Two Tribes: New Opportunities </p> <p data-bbox="786 1116 1034 1282">Over the past century, our Community has been enveloped by urban sprawl. With this sort of growth, we have seen remarkable changes, faced challenges and embraced opportunities for our people.</p> <p data-bbox="786 1306 1034 1624">As farmers, our ancestors built elaborate canal irrigation systems in the Salt River Valley. Today, the Salt River Pima-Maricopa Indian Community has diversified holdings. Besides two successful gaming operations and a golf club, the Community operates a cement plant, a real estate development company and a telecommunications enterprise that has wired the Community with Internet service.</p> <p data-bbox="786 1649 1034 1725">Our newest venture: Talking Stick Resort, a 498-room resort featuring luxurious accommodations,</p> <div data-bbox="1050 651 1299 878"> <p>100,000 square feet of meeting space, a state-of-the art spa and a cultural arts center. The resort will open in spring 2010 adjacent to our new Casino Arizona complex, featuring several upscale restaurants, entertainment lounges, a showroom and a wide variety of gaming options.</p> </div> <p data-bbox="1050 903 1299 1141">Our Community is also embarking on a new project: a \$100 million spring training facility for the Arizona Diamondbacks and Colorado Rockies major league baseball teams. The 11,000-seat facility, scheduled to open in early 2011, will be the first professional sports facility ever built on Indian land.</p> <p data-bbox="1050 1165 1299 1195"> Two Tribes: A Shared History </p> <p data-bbox="1050 1201 1299 1282">With this tremendous growth, we build for our future. But our Community is also dedicated to preserving our past.</p> <p data-bbox="1050 1306 1299 1433">The Pima consider their ancestors to be the "Huhugam," a people who created an advanced society in central Arizona from about A.D. 300 to A.D. 1200. The word "huhugam" translates as "those who have gone before." Archaeologists refer to the Huhugam as the Hohokam.</p> <p data-bbox="1050 1558 1299 1705">The ancestors of the Maricopa are the Patayan, who lived in what is now northwest Arizona. The Maricopa originated from the Parker/La Paz area as five separate groups of people. Over years</p> <p data-bbox="1143 1715 1299 1745" style="text-align: right;">Continued on page 9</p>

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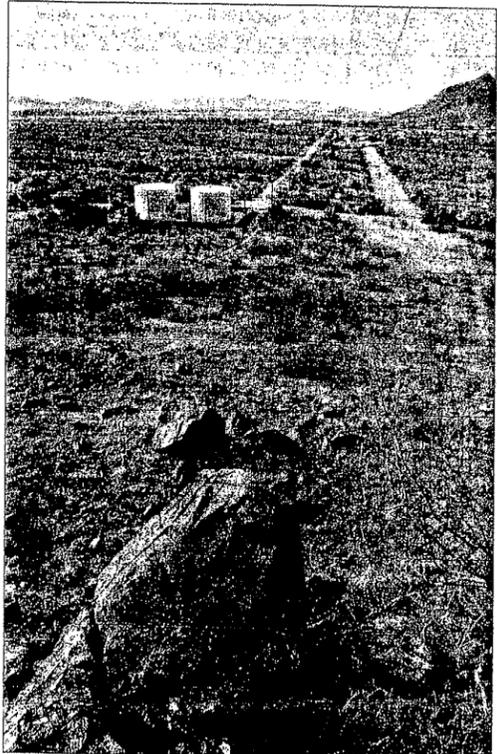
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Valeriz/Clarke J

Loop 202 could find a new path

Tribe's offer may spare S. Mountain, Ahwatukee

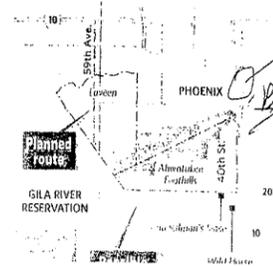


DAVID KADLUBOWSKI/THE ARIZONA REPUBLIC
Current plans for a Loop 202 extension call for a 22-mile route that cuts through this land and slices through a ridge in South Mountain (top right). The Gila River Indian Community has agreed to talks on moving the proposed freeway onto tribal land instead.

Tucson to Phoenix Rapid Rail Express

South Mountain Freeway

In recent negotiations, the Gila River Indian Community said it is open to a route on its land.



By Sean Holstge, Scott Wong and Cathryn Creno
THE ARIZONA REPUBLIC

The controversial South Mountain Freeway could move onto tribal land if recent behind-the-scenes negotiations gather momentum.

The Gila River Indian Community, which long has opposed the Loop 202 extension through its land, has agreed to start what could be delicate talks toward reaching a pact to move the proposed freeway. That first step would involve the tribe asking the state for a formal proposal to build the freeway south of the current

Dec. bankruptcy filings soar 67% over year earlier

BANKRUPTCY
Continued from B6

down," said bankruptcy attorney John N. Spina of law firm Jackson White in Mesa.

"Most people normally don't want to run into a bankruptcy a week or two before Christmas and, besides, (filing) cuts off credit-card use," he said. But those traditional seasonal

a loss of job," he said. "They had been trying to hold on, putting it all on credit cards but just couldn't pay them."

With so many people filing for bankruptcy protection, the stigma has diminished, said Kevin Gallegos, a vice president at Freedom Debt Relief in Tempe. "Doctors, lawyers, people in lower senior-management jobs — everyone's feeling the pain,"



and for 2009 as a whole. Chapter 13 debt-repayment plans accounted for most of the rise.

Nationally, consumer bankruptcies increased 32 percent in 2009 compared with 2008, according to the American Bankruptcy Institute, relying on data from the National Bankruptcy Official Consumer Filings Survey to nearly 141 million

Code	Comment Document
	<div data-bbox="366 322 854 433" data-label="Section-Header"> <h2 style="text-align: center;">Our stand: City Council should tell Donald Trump to move it or lose it</h2> </div> <div data-bbox="326 453 885 977" data-label="Text"> <p>Three words from the City Council tonight could define the future of Phoenix: "Donald, you're fired."</p> <p>Barring legal delays and maneuverings, the council faces two basic choices at City Hall this evening: reaffirm its longstanding respect for the quality and vitality of our city's neighborhoods, or bow to New York developers by approving Donald Trump's proposed \$200 million condominium/hotel project in the Camelback East corridor.</p> <p>The choice is clear: The council should support homeowners and reject Trump's plan for a 150-foot high-rise on the site of the old Hard Rock Café.</p> <p>In the face of neighborhood protest, project's height has been whittled from 190 feet to 150 feet. But even at 150 feet, the revised condo/hotel at 26th and Camelback Road also juts clear neighbors to the south, a setback amounts to a final indignity to Trump project is in the wrong place.</p> <p>A project of this height and density in downtown Phoenix, also Central Avenue, or several blocks west along Camelback, where there'd be no widespread neighborhood opposition.</p> <p>In both of these alternatives, there would be easy access to Phoenix's planned light-rail line.</p> <p>It's understandable why Trump, in partnership with the New York-based Bayrock Group, wants to capitalize on the site he gained control of in bankruptcy court.</p> <p>The area around 24th Street and Camelback Road is Phoenix's fledgling answer to New York's Fifth Avenue, Beacon Hill in Boston and Chicago's Michigan Avenue.</p> <p>Many area homeowners, however, worry about living literally in the shadow of the Trump hotel and future high-rise buildings. They want to preserve their neighborhood's character and remaining mountain views.</p> <p>The Coyote Team in Bankruptcy and Goldwater property use evolution with the basic property rule locate at the former Los Arcos mall site for the major, costly taxpayer supported errors. They knew the landing flight path, the Grand Prix race downtown, Patriot Square loss and emptied Civic Plaza to support the East Specific lies the Salt River and Indian reservation. Downtown Glendale would not change; urban sprawl and industry there all south. North of its Scottsdale Past is a subterranean process. These Errors wasted billions.</p> <p>Unaccountable politicians picked future lines with the least potential. Two main sheets in towns that refuse to enter the City Council to take a subterranean process. These Errors wasted billions.</p> <p>How Phoenix even got to this point...</p> </div> <div data-bbox="895 332 1429 574" data-label="Image"> </div> <div data-bbox="895 574 1429 614" data-label="Caption"> <p>A five-story arch is a key design element in Donald Trump's proposed condo-hotel on Camelback Road Phoenix. This is the west-side view of Trump International Hotel & Residences.</p> </div> <div data-bbox="895 614 1429 977" data-label="Text"> <p>Phoenix is investing hundreds of millions of dollars in downtown projects, and to jeopardize its success — and quite possibly institute have a lot to do with loss of Scottsdale site for the Arena?</p> <p>Not unexpected since those controlling public opinion and governing their council would have allowed the successful theory of the Hockey team to be allowed to present, from voters' interest. This is a quarter or half-acre that should contain a fourplex at more than 5 million dollars. Central Phoenix has been plagued with interest. The light rail extension east and west beyond that voted by taxpayers, the City Council to take a subterranean process. These Errors wasted billions.</p> </div> <div data-bbox="419 846 621 937" data-label="Image"> </div> <div data-bbox="419 937 621 977" data-label="Caption"> <p>Signs representing neighborhood reaction from both sides showed up on residential streets just south of Camelback Road.</p> </div>

Code	Issue	Response

Code	Comment Document
	<p style="text-align: center;">IS ARIZONA DESERVING OF BEING CALLED THE WORST PLACE IN THE NATION TO LIVE? ARIZONA COURTS DELIBERATELY KEPT A "SYSTEM IN CRISIS" TO PROMOTE BUSINESS FRIENDLY ARBITRATION AND MEDIATION, AVOID PEERS JUDGEMENT</p> <p>ARIZONA ONE OF THE FEW STATES TO IMPOSE MANDATORY ARBITRATION RULED OPPRESSIVE SINCE 1862. Conscription of attorneys regardless of legislative intent approved. Mandatory attorney fees even if successful highest sanction in the nation. Arizona again in the minority, junk science admissible, Daubert and Kumho Tire Co. fair standard only in Federal Court. Photo Radar barred as scam in several states and cities after investigations. Speed Reasonable and Prudent can mean arbitrary standard. Location of red light photo radar altered when income drops. One second increase in yellow light reduces violations 50%, Company claims foul. Open Court provision deleted in favor of mandatory secrecy and sealed records. Trend to distribute judges work load reversed by eliminating commissioners in a system which has judges doing clerical tasks, mandatory sentences places discretion in the prosecutor rather than impartial judge. Distortion and manipulation by some lawyers to maximize hourly fees ignored.</p> <p>November 30, 2001 the national, not local news reported that Arizona was rated as, "ONE OF THE WORST PLACES TO LIVE IN THE COUNTRY." The list to the right is only part of the reason and does not include the lack of access to courts or reasonable legal fees. Business interests and the local media have worked to require almost all civil cases to be submitted to arbitration or mediation where the average citizen is not able to get fair treatment. To make it impossible to get justice they now want to keep lawyers and the law out of the Justice Court and make justice available only in Superior Court, down town Phoenix. Although one of the most expensive legal systems it is not functioning to benefit the public; they are not represented, money is all that matters lobbyist make the rules in the legislature and the courts.</p> <p>In 1972 having practiced law in New York and Ohio and spending a year reviewing cases at the Supreme Court I pointed out that there were judges doing clerks jobs and no intermediate court to process most disputes quickly and economically. Since then the population has doubled, number of Superior Court judges, tripled. Arbitration and mediation and secret proceeding almost exclusively in Maricopa County rather than comply with the Constitution. Washington based attorneys, Sellers and Malveaux, in the Green Tree vs Randolph case that recognized that an arbitration agreement that would impose large costs on a party opposed to it or who lacks power to bargain over terms may be unenforceable and/or unconstitutional. Denying following rights ordinarily available to citizens of other states: The provisions for a jury trial when seeking legal relief; The provision for a public forum in which to litigate a controversy; The right to a public forum, thereby avoiding large expense to gain access to a forum. The provision for a written record of litigation. The right to have the proceedings reviewed on appeal The right to discovery and to present relevant evidence; The right to bind the forum to the legal precedent prevailing.</p> <p style="text-align: center;">ARIZONA'S RANKINGS (All statistics from articles in the Arizona Republic many are the direct result of that papers leadership) 3rd Worst State to Raise A Child</p> <p style="text-align: center;">CRIME</p> <p>4th highest in overall crime, highest in auto theft, highest in deaths by gun. In 2000, received a grade of D by Handgun Control Inc. in annual survey on how well states protect children from violence. One of 20 states that does not strictly regulate jail standards. Due to low salaries, one of the highest turnover rates for correctional officers</p> <p style="text-align: center;">HEALTH</p> <p>2nd worst to provide jobs with health insurance. Children without health coverage is one of highest in the nation 10th highest infant mortality rate. Tied with Nevada for highest in the nation for teen suicide and divorce. Among seven states to provide the least adequate supervision of insurance companies 7th highest in nursing home residents who suffer untreated pain. Lowest in funding mental health. Below the national average in spending to battle effects of drug, alcohol and cigarette abuse. Very poor oversight for day-care centers because of 2,500 licensed facilities, there are only 26 inspectors</p> <p style="text-align: center;">EDUCATION</p> <p>One of the lowest for per-pupil funding in public education. In an Arizona poll, voters gave schools a grade of C minus. On average, teacher salaries are \$5,000 lower than national median. 3rd lowest in school counselor-student ratios. One of seven states to try and remove evolution from school science Tied with Nevada for the lowest rate of high school graduation in the nation. Highest truancy rate in nation. 3rd highest teen pregnancy. Tops in nation for availability of charter schools, ease of home schooling, access to voucher and level of payment for private school expenses</p> <p style="text-align: center;">ECONOMICS</p> <p>2nd highest disparity in family income between most affluent and poorest. 4th worst poverty rate. 13% of Arizona households in need of food assistance, compared to 10% nationally. 2 million Arizona residents pay over half of monthly income for housing. Arizona Salaries among the lowest in the nation</p> <p style="text-align: center;">ENVIRONMENT</p> <p>3rd highest in toxic releases into the atmosphere. 'F' for ozone, among worst places in nation for summertime pollutant. Four Arizona national parks are among the nations' most dangerous: Organ Pipe Cactus, Saguaro, Grand Canyon and Lake Mead</p> <p style="text-align: center;">AUTO INSURANCE - SAFETY</p> <p>Arizona crash rate 12% higher than national average, fatality 33% higher, 30% uninsured, insurance pool to level costs lacking, rebates increases auto glass replacement costs,</p> <p style="text-align: center;">POLITICAL CONTRIBUTIONS AND ELECTIONS</p> <p>3rd lowest in contributions to Democratic candidates, frequent elections, contests rare, seldom have two viable candidates, 15 to 30% voter turnout common in local elections.</p>

Code	Issue	Response

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	<div data-bbox="413 433 652 459" style="text-align: center;"> <p>ILLEGAL IMMIGRATION</p> </div> <div data-bbox="668 393 839 463" style="text-align: center;"> <p><i>July 20 11</i></p> </div> <div data-bbox="413 467 1174 544" style="text-align: center;"> <h2>John Birch Society's new battle</h2> </div> <div data-bbox="413 554 1196 594"> <p>Group's leader to discuss migrants' 'invasion' of U.S. during speech in Mesa</p> </div> <div data-bbox="413 610 1196 846"> <p>By Gary Nelson THE ARIZONA REPUBLIC</p> <p>After more than 50 years of battling communists, the John Birch Society is adding a second front to its ideological war: illegal immigration.</p> <p>And it has allies among the "tea party" movement and others who believe illegal immigration is just one part of a vast conspiracy to destroy the United States as we know it.</p> <p>The Birch Society, the East Valley Tea Party Patriots and others will join tonight in Mesa to hear the society's president, 75-year-old John McManus, expound on the perceived threat.</p> <p>His topic: "Stealing the American Dream: How Illegal Immigration Affects You." The event is scheduled for 6:30 p.m. at Burke Basic School, 131 E. Southern Ave., Mesa; tickets are \$7 at the door.</p> <p>Bill Blewster of Mesa, a member of the Birch Society's national council, said his group is allied with the tea-party group, which</p> <p style="text-align: right;">See IMMIGRATION Page B3</p> </div> <hr/> <div data-bbox="537 927 1156 987" style="text-align: center;"> <h2>John Birch Society leader to speak</h2> </div> <div data-bbox="537 1001 1156 1745"> <p>IMMIGRATION <i>Continued from B1</i></p> <p>meets every Tuesday night at the school with about 75 to 100 participants. He said both organizations team with the National Center for Constitutional Studies, which was founded more than 40 years ago by conservative author and lecturer W. Cleon Skousen, a frequent visitor to Arizona and mentor of the late Arizona Gov. Evan Mecham.</p> <p>Blewster said illegal immigration is an important issue to the Birch Society because it amounts to an "invasion" of the United States, which the nation is constitutionally authorized to repel.</p> <p>"Mr. McManus has been on top of this issue for a long time," Blewster said.</p> <p>He said illegal immigration is closely tied with efforts to forge stronger ties among Canada, the United States and Mexico, which the Birch Society believes are part of a campaign to create a North American union and destroy American sovereignty.</p> <p>"That's where all this is leading to, a regional government," Blewster said. "That will totally do away with our Constitution, the Declaration of Independence, the Bill of Rights and the whole ball of wax."</p> <p>Blewster said McManus is expected to outline the extent to which illegal immigration is harming the country and the Birch Society's proposed solutions, which consist of securing the border and enforcing existing laws, including Arizona's controversial Senate Bill 1070.</p> <p>McManus himself is not without controversy stemming from his long-time membership in an ultraconservative religious group called the Slaves of the Immaculate Heart of Mary, which some consider to be anti-Semitic.</p> <p>One former Birch staffer, William N. Grigg, claims on his blog that McManus "has spent decades promiscuously violating the JBS's standards and principles regarding anti-Jewish bigotry," citing McManus' involvement with a "deeply authoritarian para-Catholic cult founded by unabashed anti-Semite Leonard Feeney."</p> <p>McManus has denied accusations of anti-Semitism, and Blewster said the Birch Society will not tolerate it, noting that some members are Jewish.</p> <p>"We're certainly not an anti-Semitic group," Blewster said.</p> <p>The Birch Society underwent an internal struggle in 2005 that resulted in a McManus ally being appointed executive director.</p> <p>After that, former Birch members founded a new group called the Freedom First Society, which claims to adhere to the true teachings of Birch founder Robert Welch.</p> </div>

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Ariz. cities' economies fare poorly in report

By Betty Beard
The Arizona Republic

The economy in the Phoenix and Tucson areas ranked in the bottom fifth of the nation's top 100 metro areas in the first quarter, says a Brookings Institution report being released today.

That is based on four indicators: changes in the number of jobs, unemployment rate, economic output (gross metropolitan product) and housing prices. The time periods varied with each indicator and ranged from several months to several years.

After analyzing economies in the metro areas, Brookings concluded that the nation's recovery continues to be "uneven and unsure" with sluggish job growth, high unemployment rates, housing prices that hit new lows in all 100 metros and government layoffs that are making things worse.

The Phoenix area's rating, not surprisingly, was dragged down by its weak housing market. The Phoenix area, for example, ranked second to the Las Vegas area for having the most properties in or subject to foreclosure.

The rate is about 14.55 percent per 1,000 mortgageable proper-

WEDNESDAY, JUNE 22, 2011 | \$1.00

Plan to ax clean-car program criticized

Activists to state: Keep strict rules on emissions

By Shaun McKinnon
The Arizona Republic

State officials posted the Valley's eighth ozone pollution advisory of the season Tuesday, a fact clean-air activists noted repeatedly as they argued against a plan to repeal Arizona's vehicle-emissions rules barely six months after they took effect.

Citing enforcement costs and a legislative mandate, the Arizona Department of Environmental Quality wants to scrap the rules, also known as the Clean Cars program, and make Arizona subject to federal standards administered by the U.S. Environmental Protection Agency.

Arizona adopted Clean Cars in 2008 as part of then-Gov. Janet Napolitano's climate-change plan. The rules, based entirely on California's more-stringent emissions program, took effect in January for cars and trucks produced for the 2012 model year.

Under the Clean Air Act, California

AND WHAT IS THE THREE MAYORS ECONOMIC RECOVERY PLAN ?
 20 MILL BUILDING FUND PARLAY IT FOR 50 MILL U S GRANTS
 Most of our empty buildings are less than 40 years old, many never occupied

Experts offer varied housing outlooks

Housing-market watchers are searching for signs Phoenix's five-year housing crash is near an end.

There's lot of real-estate information out there with different forecasts. Several reports show the market improving, and prices inching up this year. But there's also research implying the crash isn't over.

Data from Phoenix groups the Cromford Report and the Information Market:

» Home sales were up 3.5 percent in May over April.

» Pending sales were almost flat in May from April, signaling June could be another good



Real Estate
CATHERINE REAGOR

for the new-home market, which must still compete with foreclosures.

RL Brown and Greg Burger's latest "Phoenix Housing Market

month.

» Listings continue to fall and are down almost 10 percent from May.

» Both pre-foreclosures and foreclosures are down.

The news isn't as good

Letter" tracked nearly 600 new-home permits in the Phoenix area, which is this year's norm for the market.

The report states the home-building industry, which was once the driver of Phoenix's economy, won't be healthy again until the economy adds 300,000 jobs.

The less-upbeat forecast comes from the Arizona Regional Multiple Listing Services Price Index. The data, based on pending sales, show metro Phoenix's median home price could fall to \$106,000 in July and \$97,000 in August.

If you read this column last

week, you will know that the region's median price has been holding steady at about \$115,000 for the past six months.

Meanwhile, former vice-presidential candidate Sarah Palin's recent \$1.7 million Scottsdale home purchase is drawing more attention.

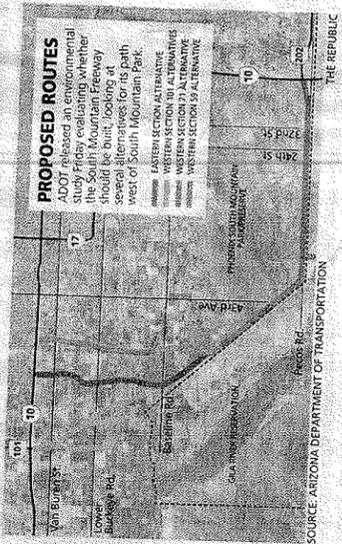
A Massachusetts official and mortgage-fraud investigator believes a "robosigner" was involved in Palin's deal.

Several Arizona real-estate experts believe Palin's title is clear and legal and say they need more evidence of any illegal signing.

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	<p data-bbox="416 459 801 546">Mesa Tribune Letter To The Editor (480) 898-6362 Dear Editor:</p> <p data-bbox="1112 489 1292 516">January 21,2007</p> <p data-bbox="416 574 1324 983">At this time while others are paying the price for comfortable summers, contending with snow and ice, we should be planning how to reduce the price we pay to escape that frigid weather. Such as the ever increasing cost of fuel, high pollution, power shortages,threatening rolling black-outs,even isolation. Much of that can be reduced with something as simple as using the cooler daylight hours. Around 4 and 5 a m is our best time of the day, May to October. Arizona is the only place left on the U.S. mainland that fails to take into consideration the earth's rotation. That is nothing to be proud of,it is a handicap. For example, most local sports events broadcast nationally end after midnight eastern time. That effects ratings and revenue.</p> <p data-bbox="416 993 1324 1366">A young Benjamin Franklin while in France measured the lamp oil saved when people arose and retired one hour earlier in the season. His experiment has been accepted in most of the industrial world as a method of conserving fuel. The concept has been adopted by out door workers, the construction industry. Home and travel energy use is reduced by many who voluntarily alter work hours. Any opportunity to avoid using the air conditioners saves fuel, reduces pollution. Ever notice when activated the auto air conditioner compressor acts as if a trailer was attached to the vehicle: Even stalled in traffic,common today, its off / on load on the motor is detectable. That is more fuel and residue exiting the tailpipe.</p> <p data-bbox="416 1376 1324 1634">Arising an hour earlier most people could drive to work with car windows open, reduce home power demands. It would accommodate the construction worker as well as those communicating with offices that close three hours earlier in the east. Most important, as I pointed out,we waste the most pleasant time, before 6:00 a m.. Most Arizonans are asleep, they watched late news and went to bed an hour later than the rest of the country.</p> <p data-bbox="416 1645 1324 1790">Its nice in the earlier morning, to get up and take a walk around the block, say Hi to your neighbor. There are benefits to adjusting to nature, and there are clocks that adjust to day light savings time automatically for those challenged by the task. Richard T. Tracy,Sr. (480)-839-1153</p>

Code	Issue	Response

Code	Comment Document
	<p style="text-align: right; margin-right: 20px;">4-27-13</p> <h1 style="text-align: center;">Environmental study touts freeway</h1> <p>ADOT: S. Mountain leg would ease congestion, aid air quality</p> <p>By Sean Holstege The Republic azcentral.com</p> <p>Build the South Mountain Freeway and the Valley's traffic air gets cleaner than if the region builds nothing at all, according to a long-awaited environmental impact statement for the \$2 billion project released Friday.</p> <p>After 12 years and \$21 million, the study answered some technical questions about the proposed 22-mile reliever for Interstate 10 but didn't seem to change any minds on the plan.</p> <p>The extension of Loop 202 has been controversial since regional traffic planners penciled it on the map 30 years ago.</p> <p>Friday's environmental study is among the most complex in Arizona Department of Transportation history.</p> <p>Its release moves the project into the final planning phases, but it ramps up the divisive politics of the route on and off the neighboring Gila River Reservation.</p> <p>The study compared building an eight-lane highway between Laveen and Chandler, which is projected to carry about 140,000 cars a day, with doing nothing.</p> <p>Federal environmental law requires planners to compare</p> <p style="text-align: right;">See FREEWAY, Page A4</p> 

Code	Issue	Response

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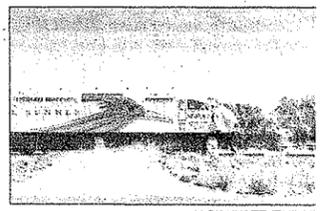
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OPINIONS
MESA REPUBLIC

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Transit specifics needed

Tempe Mayor Hugh Hallman's proposal to build commuter rail before widening the Broadway Curve on Interstate 10 has prompted a healthy response from readers. Since his proposal ran Jan. 20 on these pages, we have received 14 letters, most of them positive and pleading for action on the idea.



JACK KURTZ/THE RE

That's far more letters than we have received during that time on any other subject. Granted, 14 letters hardly is a representative sample of the population. But Hallman's proposal clearly has touched a nerve with readers who feel that commuter rail is long overdue. Whether you agree with Hallman's idea or not, at least his proposal was specific, not just lip service. We challenge other elected leaders to either join Hallman on his idea or express their own specific plans to speed transit improvements. Given how little cash there is, and how great the need is to improve traffic flow without spewing more pollution, residents should have several

New Mexico's Rail Runner, which runs from Belen to Bernalillo, went from idea to inception in less than four years.

creative ideas to debate.
What do you think?
 Want more elected leaders to get specific about transit? Tell them!
 E-mail Mesa's mayor and council at council@mesaz.gov. Find your legislator at azleg.gov. And copy us on your message, se.letters@arizonarepublic.com.

Curve's design is problem

Reading the debate about the dreaded Broadway Curve: Is it just traffic volume, or does the horrendous design of the Broadway Curve enter into the problem just as much if not more so?

widening the Broadway Curve. The traffic gridlock is to take more cars off the road.

Nearing the Broadway Curve, you have the steady lane of traffic from Arizona 143 entering the freeway, followed immediately by Broadway Road on-ramp traffic and then by the Superstition Freeway off-ramps.

Building more freeways will only add cars and pollution. The train would not be an extensive network, though, to get people to all parts of the Valley in order to be effective.

— Pam Smyth,

Do we really need 12 lanes of traffic, or do we just need a way to funnel those cars entering at the 143 and Broadway Road to get onto I-10 after the Superstition interchange?

It's a mess right now, and though I favor commuter rail, I don't know if that will have much impact on reducing the traffic as it currently stands.

— Paul Nicholson, Tempe

Rail system must be extensive

I agree with Tempe Mayor Hugh Hallman that a rail system should be built before

Ties to land hound Diccio
 Critics say councilman's advocacy on freeway extension represents a conflict of interest

By Sean Holstege and Scott Wong
 THE ARIZONA REPUBLIC

The proposed South Mountain Freeway has defined Sal Diccio's re- turn to politics. A year ago, the Phoenix real-estate broker filled a vacancy on the City Council, reclaiming the seat he held a decade earlier. Ever since, he's cham- pioned moving the planned Loop 202 extension south, from Ahwatukee Foothills to the Gila River Reserva- tion. To supporters, Diccio is working to find the best outcome for his Phoe- nix constituents. Opponents say his development deals along the freeway blur personal and public matters and represent a conflict of interest. The Arizona Republic took a closer look at Diccio's possible stake in the planned 22-mile freeway, examining city financial forms and court records, plus letters, e-mails and other docu- ments obtained under a public-re- cords request. The picture that emerged shows that Diccio's busi- ness partner's purchase of land that was resold to the state for the pro- posed South Mountain Freeway. The purchase, which The Republic unco- vered in records, allowed the business-



Sal Diccio returned to city politics last year.

See DICCIO Page B7

SUNDAY, JANUARY 31, 2010

Code	Comment Document
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LEGAL BUSINESS HAS BEEN DOWNTOWN PHOENIX'S MAJOR INDUSTRY POWERS TO BE RESIST SPREADING YOUR COURTS AROUND THE COUNTY ALTHOUGH THEY WOULD BE LESS EXPENSIVE AND MORE EFFECTIVE

(Copy of prior proposed Constitutional Amendment to lower standards in both J.P. and City Courts and require approval of one committee to certify who can be appointed or run rather than a local open selection process. Same group has blocked efforts to establish permanent assignment to specialized divisions such as family or probate court so that the judge would be an expert in the field and reduce the confusion and expenses in those areas of law. That would also reduce the volume of litigation, appeals and legal fees by speeding up processing because the Judge is informed, not easily misled and fewer errors and appeals. Consistency makes results predictable that reduces cases or defenses with out merit from being filed or asserted) such other jurisdiction as may be provided by law.

Arizona Constitution Article 6§22: ~~Superior and other courts: qualifications of judges~~
 Section 22. A. Judges of the superior court, AND intermediate appellate courts ~~or courts inferior to the superior court having jurisdiction in civil cases of one thousand dollars or more, exclusive of interest and costs,~~ established by law under the provisions of section 1 of this article, shall be at least thirty years of age, of good moral character and admitted to the practice of law in and a resident of the state for AT LEAST five years next preceding their taking office.
 B. AT A MINIMUM, AT THE TIME A STATE TRIAL COURT JUDGE IS ELECTED OR APPOINTED TO OFFICE THE STATE TRIAL COURT JUDGE SHALL BE AT LEAST THIRTY YEARS OF AGE, BE OF GOOD MORAL CHARACTER, HOLD A BACHELOR'S DEGREE FROM AN ACCREDITED COLLEGE OR UNIVERSITY APPROVED BY THE SUPREME COURT AND NOT HAVE BEEN CONVICTED OF A FELONY OR HAVE ANY CRIMINAL WARRANTS IN ANY JURISDICTION. BEFORE BEING ELIGIBLE FOR APPOINTMENT OR PLACEMENT ON THE BALLOT FOR AN ELECTION, A STATE TRIAL COURT JUDGE SHALL PASS A LEGAL COMPETENCY TEST AS PROVIDED BY LAW. SECTION DOES NOT APPLY TO AN INCUMBENT JUSTICE OF THE PEACE WHO IS RUNNING FOR REELECTION OR FOR TRIAL COURT JUDGE

Closer look at Justice Courts

There has been considerable effort by the local press to convey the impression that the Justice of the Peace Courts are "the people's court" where one can go without an attorney and the judicial officer need not be an attorney. The opposing parties may not be so inclined. They are entitled to be represented and it is possible that one could be required to pay his attorney fee in an amount greater than that in dispute. The Justice Courts in Maricopa County are overburdened. Though the population has doubled, only two additional courts were created. The power to vest civil jurisdiction in municipal courts has existed since 1960. Their judges are attorneys accountable to local governing body review and comply with the Constitution, which requires

a judicial officer with authority to award over \$1,000 to be an attorney in good standing and a resident of the state for five years. Recently, state lawmaker Marilyn Jarrett of Mesa said she would introduce legislation so that the justice would be able to "understand and think through the problems." She did so primarily because of the inappropriate behavior of several elected to the office of JP. Of more concern should be inappropriate decisions and arbitrary treatment. In the old days, the JP conducted hearings at night at his home in his bathrobe for a traveler. Only that the correct law was applied was important. Times have changed. JP courts have been abolished elsewhere because of the complexity of the law, com-

merce, technology in an effort to give true meaning to the phrase over the entrance of the U.S. Supreme Court, "Equal Justice Under The Law." To change the standard for JP would require a state constitutional amendment. To substitute a county and municipal court with the same jurisdiction in Maricopa and Pima counties requires only a legislative enactment by the Legislature and county supervisors. Since 1963, certain matters which come before the JP require that the defendant be represented by an attorney, the state is represented by an attorney. Should not the judge be their equal to truly understand the problems?

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courts shall not

RICHARD T. TRACY, SR.
2238 S. COTTONWOOD ST.
MESA, AZ 85202

Code	Issue	Response
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Code	Comment Document						
<p style="text-align: center;">1</p>	<p style="text-align: center;">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 2px;"> <small>INCOMING CALL DATE:</small> 6/14/13 </td> <td style="width: 50%; padding: 2px;"> <small>INCOMING CALL TIME:</small> 1:50 PM </td> </tr> <tr> <td style="padding: 2px;"> <small>CALLER:</small> NANCY TRAINER </td> <td style="padding: 2px;"> <small>CALLER ADDRESS:</small> P.O. BOX 5575, GOODYEAR, ARIZONA 85338 </td> </tr> <tr> <td style="padding: 2px;"> <small>PHONE:</small> 623-399-6218 </td> <td style="padding: 2px;"> <small>EMAIL:</small> </td> </tr> </table> <p>CALLER REMARKS/QUESTIONS:</p> <p>Yes, I do support the freeway. The South Mountain freeway, but you need to stop playing politics with it and build it. But you need to build it where you will disrupt the least amount of people. Also, I take exception with having to listen to this message in Spanish. If you are a voter you need to be able to read and write in English. Thank you.</p>	<small>INCOMING CALL DATE:</small> 6/14/13	<small>INCOMING CALL TIME:</small> 1:50 PM	<small>CALLER:</small> NANCY TRAINER	<small>CALLER ADDRESS:</small> P.O. BOX 5575, GOODYEAR, ARIZONA 85338	<small>PHONE:</small> 623-399-6218	<small>EMAIL:</small>
<small>INCOMING CALL DATE:</small> 6/14/13	<small>INCOMING CALL TIME:</small> 1:50 PM						
<small>CALLER:</small> NANCY TRAINER	<small>CALLER ADDRESS:</small> P.O. BOX 5575, GOODYEAR, ARIZONA 85338						
<small>PHONE:</small> 623-399-6218	<small>EMAIL:</small>						

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
1	<p>Jennifer Tran Document Created: 5/21/2013 2:34:51 PM by Web Comment Form</p> <p>I live in Avondale and commute to work every day on the 10E to Tempe, AZ. Traffic in the morning is typically really bad once I approach around 43rd Ave. In the past 8 years, I've noticed that accidents tend to occur before, in or after the downtown tunnel. One of factir that I believe contributes to these increase in accidents in this area is the short amount of distance after you exit the tunnel to either enter the 202 Or the 51. I believe that with the proposed loop 202 in the west side will definitely decongest traffic going into the tunnel and hence, reduce accidents.</p>

Code	Issue	Response
1	Design	Comment noted.

Code	Comment Document						
<p style="text-align: center;">1</p>	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="376 506 1345 693"> <tr> <td data-bbox="376 506 860 572">INCOMING CALL DATE: 7/23/13</td> <td data-bbox="860 506 1345 572">INCOMING CALL TIME: 12:57 PM</td> </tr> <tr> <td data-bbox="376 572 860 647">CALLER: THE TRAVILLIONS</td> <td data-bbox="860 572 1345 647">CALLER ADDRESS: 2608 SOUTH WETSTONE PLACE, CHANDLER, ARIZONA 85286</td> </tr> <tr> <td data-bbox="376 647 860 693">PHONE:</td> <td data-bbox="860 647 1345 693">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: Hi we're in favor of the South Mountain and the 202 freeway. Thank you.</p>	INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 12:57 PM	CALLER: THE TRAVILLIONS	CALLER ADDRESS: 2608 SOUTH WETSTONE PLACE, CHANDLER, ARIZONA 85286	PHONE:	EMAIL:
INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 12:57 PM						
CALLER: THE TRAVILLIONS	CALLER ADDRESS: 2608 SOUTH WETSTONE PLACE, CHANDLER, ARIZONA 85286						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="438 338 500 364">5043</p> <div data-bbox="450 395 1339 1661" style="border: 1px solid black; padding: 10px;"> <p data-bbox="469 439 1261 935"> 1 MS. TRAVIS: Janet Travis and my address 2 is 44177 West Palmen Drive in Maricopa and 85138. I 3 think the first comment I have is in this report 4 there is absolutely no information on the tonnage. 5 And this is a point that we repeatedly asked, I'm 6 sure it was ADOT, MAG, all these representatives that 7 were there, the bigwigs here, decisionmakers on this. 8 Repeatedly asked them for that information, and they 9 did tell us, "Yes, yes, we will have that 10 information." That's very, very basic information 11 regarding freeway and employees. 12 And not just a public meeting, you know, 13 something like this, but departmental meetings, air 14 quality program with decisionmakers at Gila River, 15 transportation meetings, a number of meetings over 16 the years. We were told we would have that 17 information. It's not in there. And that it's a 18 basic, basic piece of information that is included in 19 normal environmental impact statements. 20 As an example, the amount of vehicle 21 miles traveled, or the amount of cars per day on that 22 18-mile stretch on the community, Interstate 10, 23 there's 17,000 tons of carbon monoxide emitted 24 annually. This needs to have tonnage and it's just 25 not there. </p> </div> <p data-bbox="1236 1675 1330 1701" style="text-align: right;">Page 4</p> <p data-bbox="540 1715 1246 1766" style="text-align: center;"> Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com </p>

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Code	Issue	Response
1	Air Quality	<p data-bbox="1970 294 2893 415"> The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix. </p> <p data-bbox="1970 425 2862 572"> The total tonnage of emissions by pollutant is not presented because the regulations require that the analysis be compared to the National Ambient Air Quality Standards, which are not based on tonnage. However, tonnage (total emissions) was reported for mobile source air toxics because there are no standards. </p>

Code	Comment Document
2	<p>1 Okay. Another point is, there is 2 absolutely nothing about health impacts on this. And 3 I know not all environmental impact statements have 4 that included, but many do. And in this case, it 5 should be included because this freeway, unlike all 6 the others in the Valley, is located between two 7 mountain ranges during periods of inversion layers, 8 stagnant air. That's going to sit right there 9 between the mountains.</p> <p>10 And the level of health problems out 11 here, especially with kids with asthma, it's going to 12 skyrocket. And right now, there's kids playing 13 football outside. And pollutants have been proven to 14 have a strong impact on the population within a mile 15 and a half of a freeway. So there's schools, of 16 course, residents and they're going to be sitting in 17 that smog.</p> <p>18 We need numbers, tonnage on carbon 19 monoxide, ozone, volatile organic compounds. Just 20 all of the things, particulate matter. And one thing 21 they did not address, they did mention particulate 22 matter and 10 -- PM 10, but they do not address PM 23 2.5, smaller particulates, and those are especially 24 the problem with diesel trucks, PM 2.5.</p> <p>25 And the community has an air quality</p>
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Code	Issue	Response
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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Air Quality	According to the Arizona Department of Transportation, 2013, <i>Air Quality Assessment South Mountain Freeway 202L Draft Report</i> , 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	Air Quality	A particulate matter (PM _{2.5}) analysis is not required since the area is in attainment for the particulate matter (PM _{2.5}) National Ambient Air Quality Standard.

Code	Comment Document
1	<p>1 monitoring site. You could almost see it it's so 2 close. And we have baseline levels and it will be 3 interesting to see what those levels increase to once 4 the freeway is put in. And we did our 2.5 5 measurements, PM 2.5. We did what is called 6 speciation on that particular type of pollutant, and 7 that picks up the hazardous air pollutants. So this 8 does not address that. It does not really address 9 air toxins.</p> <p>10 From what I can understand, this is 11 pretty complex. They did two, have monitoring 12 criteria from the point in Chandler where the freeway 13 -- where 202 will meet I-10 and around on the other 14 side. Those end points, they have carbon monoxide 15 monitoring numbers. Although it is not in tons, it 16 is just saying they meet the standard and that's not 17 enough information. And then they have no monitoring 18 or estimated numbers for all along the community, and 19 that information is actually easy to gather.</p> <p>20 All you have to do, if you estimate 21 vehicle miles traveled and put these particulate 22 types of pollutants into a modeling program and it 23 comes up with tonnage. So I know they have the 24 information. They just did not express it in the way 25 that they should have. This is very, very basic</p>

Code	Issue	Response

Code	Comment Document
2	<p>1 information because it affects public health on a 2 level that is unimaginable.</p> <p>3 I know Maricopa County, City of Phoenix, 4 they have met a number of EPA standards. They have 5 made some progress, but there's a few that they 6 haven't met, and I do need to gather more information 7 on that. But it seems like Phoenix pretty much does 8 the minimal amount to meet those standards. They 9 could do more. It's not easy, but it's based on 10 health standards, federal health standards, and it 11 seems like they never go beyond the minimum.</p> <p>12 And I know they've been threatened with 13 sanctions, and it seems like that's the only time 14 they move forward. And to me that indicates more of 15 an economic concern rather than a health concern, so.</p> <p>16 And as far as where they discussed 17 benefits, impacts, social economic environmental 18 impacts, that was all done for the other side, not 19 for the Gila River side. Especially what really 20 upsets me is no mention of health impacts. I mean, 21 in a way, they are addressed because those standards 22 of pollutants are based on federal numbers, 23 measurements, and anything beyond certain levels has 24 these impacts spelled out.</p> <p>25 Well, we don't know the tonnage, so we</p>

Code	Issue	Response

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1 can't estimate what those health impacts might be.
 2 And that's kind of a simplified way to say it, but
 3 I've been out of the loop for a while, but there are
 4 some basics that I do know. And after being told
 5 they would be addressed and to not have it in there I
 6 think is really disrespectful and a slap in the face
 7 to Gila River, and this is why one reason this is so
 8 controversial.

9 And I know this is going to be built.
 10 I've known from the beginning, but I just thought it
 11 would be done in a way where the information would be
 12 out there for residents of Phoenix, but the residents
 13 of Gila River, I just don't understand why we are not
 14 allowed the same information that is provided to all
 15 the other freeway environmental impact studies that
 16 have been done in the past.

17 So I know a lot of people view the City
 18 of Phoenix as the 2,000 pound gorilla, you know, when
 19 it comes to economic development and a lot of things.
 20 And this kind of supports that, as much as I hate to
 21 say it, but...

22 And then as far as cultural, I will let a
 23 lot of these other people address that because I
 24 think they are more knowledgeable than I am, so I
 25 don't need to go into that. And as far as direct

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Code	Comment Document
5	<p>1 impact on water quality, on wildlife, that is also 2 information that will be addressed more in-depth from 3 one of the departments in Gila River.</p> <p>4 So our comments as a whole different 5 environmental program have been submitted, and they 6 will be reviewed by the higher-ups before they are 7 released as official statements. In the meantime, I 8 think it would have been good to have a lot of this 9 information out so people would know the right 10 questions to ask so that they would insist upon 11 answers.</p> <p>12 And my familiarity with public hearings 13 where you actually have to do the legal requirements, 14 which you guys are doing right here, and the fact 15 that there's no question-and-answer, you know, I 16 realized that's how it was going to be. I was kind 17 of hoping they might tweak that a little bit, but, I 18 mean, I'm kind of at a loss for words just because I 19 was so surprised at what I read -- or I should say 20 what I didn't read, what should have been there.</p> <p>21 Actually, when I did park here and I saw 22 those kids out there, I was just thinking in the 23 future how they will be impacted by this. I know one 24 of the benefits for the freeway is like 25 transportation of emergency vehicles and stuff like</p> <p style="text-align: right;">Page 9</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
5	Public Involvement	<p>At the public hearing, in addition to the public hearing room (Ballroom 3), and the project video (Ballroom 1), information, resources, and staff were set up in an open house style format in Ballroom 2. Several copies of the Draft Environmental Impact Statement document were available for review; 63 banners explaining the participation process, the Draft Environmental Impact Statement, and the next steps were displayed; approximately 25 staff members were available to answer questions; computer stations were set up to accommodate online comments; comment cards were provided at tables for written comments; and court reporters were available to record verbal comments.</p>

Code	Comment Document
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6

1 that. I know they're going to have, oh, what do you
 2 call that, the roads on either side of the freeway?
 3 Service roads. And that will, you know, be part of
 4 the benefit, but then it also came to mind that,
 5 okay, you're making it easier for emergency vehicles,
 6 which is a good thing because you're probably going
 7 to be out here a lot picking up little kids that have
 8 asthma attacks in reality.

9 The rate of diabetes, which pollution
 10 does affect, the rate of asthma of course is
 11 extremely high out here. A lot of people know that.
 12 So they kind of get lost in the big picture when it
 13 comes to that. And that's -- they should have the
 14 priority, the little kids, of impacts to them.

15 And I think another issue is, there's a
 16 lot of people around right now, community members
 17 that remember when Interstate 10 was built. And I've
 18 always heard that they weren't paid fair market value
 19 for some of the land. I don't know if that's true.
 20 At one particular meeting, ADOT was asked to provide
 21 numbers of how much were they paid back in the early
 22 '60s, and they had a number, but then you hear
 23 different people say, no, we only got this or that.

24 So that's really not something I can make
 25 a comment on because I just don't know. But one

Code	Issue	Response
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6	Design	The proposed freeway would have eight travel lanes, but would not have frontage roads in the area along the Gila River Indian Community land (see Figure 3-14 in the Final Environmental Impact Statement).
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Code	Comment Document
	<p>1 thing is the people that do have the memory of that, 2 and I was surprised to hear this, we were promised 3 frontage roads. We were promised more exits when 4 that was built. We're still waiting for the frontage 5 roads. People remember that because they've been 6 here for generations. And that information, you 7 know, it's passed down and it pisses people off. 8 They remember because the people here live here for 9 years and their children and their children.</p> <p>10 And a lot of these people here, they 11 didn't grow up here. Their parents still live here. 12 Their grandparents live here and great, great 13 grandparents live here, and that's why it's become so 14 personal, and I think that's something that a lot of 15 people don't realize and they don't see it this way.</p> <p>16 Well, maybe five, ten years, you know, 17 maybe you'll move to wherever. Maybe I will too, but 18 most of the people here don't. They stay and they 19 remember. I'm going to make some silly sarcastic 20 comments, but I better not. This is official.</p> <p>21 But anyway, I think those are my main 22 points, just to include the basic information. And I 23 really would like to ask directly the people that, 24 the engineers monitoring, overseers, whatever, are 25 they going to have that in the final draft? I know</p>
	<p style="text-align: right;">Page 11</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
<p style="text-align: center;">7</p>	<div style="border: 1px solid black; padding: 10px;"> <p>1 they're not. I just know they're not. But I just 2 want them to know we were told they were, and that is 3 one reason that people are weary of things, one of 4 many reasons.</p> <p>5 And then it does go into how this will 6 benefit the Phoenix area. Sure it's going to relieve 7 congestion, it's going to reduce air pollution. Well 8 that's great if you're on the other side of the 9 mountain, that's really great, but here we're not.</p> <p>10 And whenever you talk about this kind of 11 thing, casinos always come up into the mix, so I 12 don't know. It seems like, well, you guys have those 13 casinos. Like we're not allowed to complain about 14 anything because we have casinos. That gets kind of 15 old.</p> <p>16 There's a number of people out here, 17 whether you want to call them activists or just 18 concerned people. I consider myself a concerned 19 resident, not really an activist because I'm kind of 20 too lazy, but they're getting a lot of the kids 21 involved. And I think I would like to see more of 22 the other side, you know, not just the emotional so 23 those kids can actually have scientific background to 24 back up what they're so passionate about. So maybe 25 in the future we'll have more of that, but right now</p> </div> <p style="text-align: right;">Page 12</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
<p style="text-align: center;">7</p>	<p>Purpose and Need, Lack of Support</p>	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>

Code	Comment Document
	<p>1 just to see the kids expressing themselves, having a 2 voice, that's really great.</p> <p>3 I think something that's kind of scary 4 about all of this and the controversy that comes with 5 it for a lot of tribal members out here, this is like 6 the last straw. So I don't know how that's going to 7 affect things in the future, but just wanted to get 8 that out there. I'm not saying it's the last straw. 9 You're not going to see me laying in the freeway or 10 laying in front of a bulldozer that's trying to, you 11 know, but no promises there won't be other people 12 doing it.</p> <p>13 And actually, the model that they used, 14 this Mobile 6 model where they figure out no 15 pollutants, you know, measurements like that and 16 vehicle miles traveled, blah, blah, blah, we used 17 that same model to do our emissions inventory for the 18 Interstate 10. And specifically I didn't do it, but 19 it's been done. And it wasn't contracted out, air 20 quality personnel did it themselves, and they happen 21 to have a lot of experience with other jurisdictions 22 outside, so they pretty much know what they're doing 23 as far as technical and policy issues because they go 24 hand-in-hand, you know.</p> <p>25 Don't even get me started on Arizona's</p>
	<p style="text-align: right;">Page 13</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
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1 politics. I won't mention Jan Brewer's name, but you
 2 know what I mean. So air quality here does have
 3 familiarity with the type of technology used when
 4 figuring emissions. And I do know that these
 5 calculations are also done on projected situations
 6 like better quality gas, better mileage for vehicles,
 7 you know, that kind of thing. And that is
 8 technically, yeah, you do want to include that
 9 information, but the way it is right now, I think
 10 that's all people see. They're not going to sit
 11 back, well, 35 years from now, things will be better,
 12 you know. You can't do that. Nobody really wants to
 13 do that.

14 I mean, it just in many ways, it doesn't
 15 make sense, but I do know that is information you
 16 have to include when you're figuring these things
 17 out. So I do understand that's part of it, but the
 18 assessment does make those assumptions, but they are
 19 assumptions and not based on the way things are now.

20 And people are also curious, I am too,
 21 about what classification on air quality that this
 22 Gila River -- okay, I know I'm rambling here, but we
 23 currently have what's considered clean air based on
 24 three years of monitoring data which is a federal
 25 requirement. How is that going to impact it? Are we

Code	Issue	Response
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Code	Comment Document
1	<p>1 now going to be considered nonattainment dirty air 2 area? How will that affect economic development? 3 There is a direct relationship that really affects 4 that, and Phoenix has had the upper hand on that for 5 years. Finally got that changed. I could go into a 6 lot of other things, but it gives me a headache, 7 so...</p> <p>8 And currently we don't do emissions 9 testing based on the fact that the air is considered 10 clean out here, and I do believe all that will 11 change. Even where Phoenix might have monitors for 12 different pollutants that do meet the standard, once 13 that air is trapped between the mountains, that's 14 going to change. I don't care what anyone says, that 15 is going to change. So that is another thing that 16 residents of the community, I'm sure they will be 17 required to do emissions testing because right now 18 they don't.</p> <p>19 One thing I would like to mention is that 20 Gila River Environmental Department, we've always had 21 a good relationship with the state and the county and 22 federal PA people. We've had a good relationship, 23 and that has helped a lot because many, many tribes 24 do not have a good relationship with the state, where 25 we actually did play well together and we have worked</p>

Code	Issue	Response

Code	Comment Document
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8

1 together on different projects. So it is not
 2 something personal, you know. It is all about policy
 3 and my opinion of what is fair.
 4 Another thing I want to mention, as far
 5 as environmental issues or conditions that were out
 6 here at one time, a lot of the elders remember when
 7 the rivers were around, Gila River and Salt River.
 8 They remember the wildlife. They remember all of the
 9 fields that were growing. They remember all of that.
 10 And in a very short period of time, it's gone. And,
 11 you know, I understand that Phoenix is a city. It's
 12 growing, but to be honest, I had no idea this would
 13 happen because I always thought it's so hot there.
 14 Who would want to move to Phoenix? And what am I
 15 doing, I'm back in the Valley.
 16 But I guess my main point is, even myself
 17 just in talking to my mother, she lives in District 7
 18 right near where the Salt River once was, and she
 19 tells stories about swimming there every single day
 20 and hauling watermelons on the horse so they'd have
 21 something to eat. I mean, just these amazing
 22 scenarios that I can't even imagine.
 23 And the elders, there's less and less of
 24 them. So many of us have no clue of what it was like
 25 on a personal level. We see old pictures, we hear

Code	Issue	Response
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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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
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Code	Comment Document
9	<p>1 stories, but it's gone and that's in a very short 2 period of time. And a lot of natural resources that 3 are now gone were directly tied to cultural elements. 4 And I think that's another thing that people don't 5 understand is how many ceremonial cultural things 6 still take place here. I think many of them don't 7 believe it because to be honest, people more or less 8 remember the negative, the native people that they 9 see wherever in the city. It's not always pretty. 10 That's what they know. And they have no idea that so 11 many ceremonial cultural events still happen and 12 they're still important. People just have no clue. 13 And I would go into some of those, but I 14 really don't think this is the place to do that as 15 far as public comments, but I just want people to 16 realize it's there. They're probably never going to 17 see it, but they need to know these are there. After 18 this is over and you have all of these comments, and 19 you're going to have a lot of them, not just here but 20 from Ahwatukee, Phoenix, environmental clubs, 21 industry, whatever, the process I think people know 22 they are aware they may feel that what I'm saying 23 right now isn't going to make a damn bit of 24 difference. That state environmental impact 25 statement is not going to be realized based on what</p> <p style="text-align: right;">Page 17</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
9	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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
	<div data-bbox="447 395 1339 1663" style="border: 1px solid black; padding: 10px;"> <p>1 one person is saying, and that's a little bit 2 upsetting because you feel you have all of this 3 passion about something, but deep down you realize 4 nothing's going to change and that's upsetting, so... 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25</p> </div> <p style="text-align: right; margin-right: 20px;">Page 18</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: Against the South Mountain Freeway Date: Monday, May 20, 2013 8:45:54 AM</p> <hr/> <p>-----Original Message----- From: Mike Treacy [mailto:treacy@asu.edu] Sent: Friday, May 17, 2013 5:04 PM To: Projects Subject: Against the South Mountain Freeway</p> <p>Dear ADOT,</p> <p>I do not support the proposed South Mountain Freeway.</p> <p>1 (1) That valley is beautiful and scenic at present. I like it unspoiled.</p> <p>2 (2) Making it even easier to access Phoenix by car can only worsen the traffic density downtown.</p> <p>3 (3) Smog in winter in the valley is already unhealthy. There are certain days when the kids in my daughter's school (Awakening See in South Phoenix) were not allowed to play outside because of poor air quality</p> <p>4 (4) I would prefer you to focus more on ways to reduce the number of single-passenger cars. I like the new downtown tram system. I would prefer you to put your resources into that project, which potentially serves more people.</p> <p>5 (5) You do a great job designing and maintaining the roads in the valley. I am impressed. I am not persuaded that another artery into Phoenix is needed. I sense that this movement is driven by residents of West Ahwatukee who do not like having to travel East to the I10 in order to get around South Mountain. The freeway will reduce their commute time, but the rest of the Valley will not be served so well.</p> <p>6 (6) Sincerely</p> <p>7 (7) Mike Treacy Resident of South Tempe.</p> <hr/> <p>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.</p>

Code	Issue	Response
1	Visual Resources	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
4	Health Effects	
5	Alternatives, Nonfreeway Alternatives	
6	Alternatives	The proposed project is part of the <i>Regional Transportation Plan</i> for the Maricopa Association of Governments region. In 2004, the voters of Maricopa County approved the <i>Regional Transportation Plan</i> 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, 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix. The proposed freeway is not an arterial road into Phoenix. 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, <i>Purpose and Need</i> , in the Final Environmental Impact Statement.

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: Build the South Mountain Freeway Date: Tuesday, May 14, 2013 9:46:48 AM </p> <hr/> <p>-----Original Message----- From: aptrejo_2@juno.com [mailto:aptrejo_2@juno.com] Sent: Friday, May 10, 2013 4:24 PM To: Projects Subject: Build the South Mountain Freeway</p> <p>We support the South Mtn Frwy project. Al & Pat Trejo 4726 E. Florian Circle Mesa, Az. 85206</p> <hr/> <p>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.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: Let us to the 202!htttgt Date: Wednesday, May 15, 2013 3:41:50 PM </p> <hr/> <p>-----Original Message----- From: Leo Trinidad [mailto:ltrini@aol.com] Sent: Wednesday, May 15, 2013 3:34 PM To: Projects Subject: Let us to the 202!htttgt</p> <p>BUILD THE 202 FREEWAY NOW... After moving and making the Phoenix area as my family's permanent residence Since 1987 We have witnessed the transformation of Phoenix from a small city to a major city that requires Big city infrastructure facilities..</p> <p>The smoothly functioning I-17 is a product of proper transportation planning and execution of long term transportation planning. MAG and ADOT have proven it in the past, the 202 freeway will be another good news from ADOT in the future.</p> <p>Therefore let us build the 202 freeway NOW!</p> <p>I-17 freeway was slowly</p> <hr/> <p>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.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="366 504 857 572">INCOMING CALL DATE: 5/16/13</td> <td data-bbox="857 504 1342 572">INCOMING CALL TIME: 12:14 PM</td> </tr> <tr> <td data-bbox="366 572 857 620">CALLER: LEE TURNER</td> <td data-bbox="857 572 1342 620">CALLER ADDRESS: 838 EAST DAVA DRIVE, TEMPE, AZ 85283</td> </tr> <tr> <td data-bbox="366 620 857 669">PHONE:</td> <td data-bbox="857 620 1342 669">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I am calling in support of the South Mountain Freeway construction. Thank you.</p>	INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 12:14 PM	CALLER: LEE TURNER	CALLER ADDRESS: 838 EAST DAVA DRIVE, TEMPE, AZ 85283	PHONE:	EMAIL:
INCOMING CALL DATE: 5/16/13	INCOMING CALL TIME: 12:14 PM						
CALLER: LEE TURNER	CALLER ADDRESS: 838 EAST DAVA DRIVE, TEMPE, AZ 85283						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: Comment on the proposed Loop 202 extension Date: Tuesday, June 18, 2013 11:42:29 AM</p> <hr/> <p>Thank you, Felicia Beltran Senior Community Relations Officer 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-319-7709 azdot.gov </p> <hr/> <p>From: Tuszynski, Ron S [mailto:ron.s.tuszynski@intel.com] Sent: Tuesday, June 18, 2013 10:59 AM To: Projects Subject: Comment on the proposed Loop 202 extension</p> <p>AZ DOT,</p> <p>I live in the Ahwautkee Foothills and am one of many that oppose the build out of the Loop 202. I do not believe the environmental impact study is complete and I do not think this benefits the residents of Ahwatukee at all. I am very concerned about the air pollution, noise pollution and the drop in property values that this extension will produce. There are multiple schools that will be impacted by the noise/air pollution. I urge you to reconsider building out the extension at all when it will only benefit truckers who will detour out of the city to connect to I-10 on the east side. We do not need it and cannot afford it!</p> <p>Respectfully, Ron Tuszynski</p> <hr/> <p><small>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.</small></p>

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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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Air Quality	
3	Noise	
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	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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
6	Purpose and Need, Truck Bypass	
7	Purpose and Need	The proposed project is part of the <i>Regional Transportation Plan</i> for the Maricopa Association of Governments region. In 2004, the voters of Maricopa County approved the <i>Regional Transportation Plan</i> 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.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td>INCOMING CALL DATE: 5/20/13</td> <td>INCOMING CALL TIME: 3:52 PM</td> </tr> <tr> <td>CALLER: WILLIAM ULLOA</td> <td>CALLER ADDRESS: 3323 E. MALAPAI DRIVE, PHOENIX, ARIZONA 85028</td> </tr> <tr> <td>PHONE:</td> <td>EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: Hi, I do support the new freeway along Pecos Boulevard. I happen to be in the transit area of the 51 going north. And even though I am close, I think it's for the betterment of entire city and county that the freeway goes through as soon as possible. It has been on the drawing board for a long time. I feel bad for those people but no one felt bad for me up here at 32nd and Shay and it hasn't really hurt that much. Thank you. Goodbye.</p>	INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 3:52 PM	CALLER: WILLIAM ULLOA	CALLER ADDRESS: 3323 E. MALAPAI DRIVE, PHOENIX, ARIZONA 85028	PHONE:	EMAIL:
INCOMING CALL DATE: 5/20/13	INCOMING CALL TIME: 3:52 PM						
CALLER: WILLIAM ULLOA	CALLER ADDRESS: 3323 E. MALAPAI DRIVE, PHOENIX, ARIZONA 85028						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>Robert Upham Document Created: 5/21/2013 3:15:21 PM by Web Comment Form I would like to see the bridge at 32nd Street eliminated. Without a Traffic Interchange there and no access to the freeway, I would prefer to see 32nd street just dead end. I have experienced enough crime that can enter our neighborhoods from the reservation (from other connections and personal experience into the City). I don't want future access to the reservation from my neighborhood. having future access from 40th street and 24th street is enough.</p>

Code	Issue	Response
1	Design	The bridge at 32nd Street is included to allow potential access to land south of the freeway.

Code	Comment Document
<p style="text-align: center;">1</p>	<p> From: Projects To: ADOT Subject: FW: Build the South Mountain Freeway Date: Tuesday, May 14, 2013 9:46:48 AM </p> <hr/> <p>-----Original Message----- From: Frank [mailto:frankcarol2001@cox.net] Sent: Friday, May 10, 2013 1:19 PM To: Projects Cc: info@buildthe202.com Subject: Build the South Mountain Freeway</p> <p>I am a retired Maricopa County public works street maint. Superintendent and agree this freeway is way overdue in being built and should get started right away. I would enjoy being part of a discussion or focus group to start discussions with Indian tribe and its leaders to start this project and get the ball rolling. Thank You. Frank Urquiza</p> <hr/> <p>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.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p style="text-align: right;">Document Created: 5/21/2013 12:57:22 PM by Web Comment Form</p> <p>Frank Urquiza I feel this 202 freeway is long overdue, and should be built..I was born and raised in the west valley and have seen the growth throughout the valley with most of it on the north and east side of the valley and very little done on the west side of Maricopa County...As we go into the future traffic will continually get worse on the freeway and this 202 freeway will allow traffic to continuous flow eliminating traffic problem, accidents, pollution,,etc..thanks you..</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="428 445 811 526"> From: Gary Usinger To: Projects Subject: 202 extension Date: Thursday, June 20, 2013 9:18:05 PM </p> <hr/> <p data-bbox="211 633 1277 737"> 1 I am for the extension....it will help with the current flow of traffic and give people alternate routes to get out of this funnel called ahwatukee Gary usinger </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="366 499 857 570">INCOMING CALL DATE: 5/17/13</td> <td data-bbox="857 499 1345 570">INCOMING CALL TIME: 3:35 PM</td> </tr> <tr> <td data-bbox="366 570 857 620">CALLER: KEMP USRY</td> <td data-bbox="857 570 1345 620">CALLER ADDRESS: 5503 CAYA DE SANTO RIOS, PHOENIX, AZ 85018</td> </tr> <tr> <td data-bbox="366 620 857 671">PHONE:</td> <td data-bbox="857 620 1345 671">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I am in support of the new freeway.</p>	INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 3:35 PM	CALLER: KEMP USRY	CALLER ADDRESS: 5503 CAYA DE SANTO RIOS, PHOENIX, AZ 85018	PHONE:	EMAIL:
INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 3:35 PM						
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PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	<p>4270</p> <p>THE FACILITATOR: Thank you. Jim Vaaler.</p> <p>MR. VAALER: Yeah, thank you for the opportunity to speak, just got basically two words for you, no-build. I think the purpose and need for this freeway is outdated. I think you could improve existing infrastructure and use mass transit in place of this freeway.</p> <p>My other concern is the intrusion this potential freeway would have on South Mountain Park. I think you set a very bad precedent by proposing to build it in the park. Any deletion from the park, I mean, 30 acres is unacceptable. Those are the two points I'd like to make.</p> <p>Thank you.</p> <p>THE FACILITATOR: Thank you.</p> <p>Anybody who would like to speak, please go out and register at the registration table. We'd be happy to hear you.</p> <p>Larry Weeks. Larry, could I ask you to go to this microphone, please. Trying to do it equally for the court reporter.</p> <p>MR. WEEKS: Good afternoon, my name is Larry Weeks. I'm in the 85048 zip code, specifically in the Lakewood and Ahwatukee area. And my concerns are the increase in noise and increase in pollutants</p> <p style="text-align: right;">Page 100</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Purpose and Need, Old Plan or Use of Old Data	
3	Purpose and Need	The proposed freeway is part of the <i>Regional Transportation Plan</i> for the Maricopa Association of Governments region. The <i>Regional Transportation Plan</i> , as described on pages 1-5 and 1-10 of the Draft Environmental Impact Statement, addresses freeways, streets, transit, airports, bicycle and pedestrian facilities, freight, demand management, system management, and safety. The proposed freeway is only one part of the overall multimodal transportation system planned to meet the travel demand needs of the Maricopa Association of Governments region.
4	Alternatives, Nonfreeway Alternatives	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Section 4(f) and Section 6(f)	

Code	Comment Document
<p style="text-align: center;">1</p>	<p> From: Projects To: ADOT Subject: FW: Build the 202 South Mountain Freeway. Date: Monday, May 20, 2013 10:51:25 AM </p> <hr/> <p> From: Vachon, Patricia (AZ75) [mailto:Patricia.Vachon@honeywell.com] Sent: Monday, May 20, 2013 10:03 AM To: Projects Subject: Build the 202 South Mountain Freeway. </p> <p>Please build this freeway. The metropolitan area need it desparately.</p> <p><i>Patricia Vachon</i> Honeywell International HPS Technical Assistance Center Manager Desk: 602-293-1720 Cell: 602-300-5451</p> <hr/> <p><small>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.</small></p>

Code	Issue	Response
<p style="text-align: center;">1</p>		<p>Comment noted.</p>

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: Loop 202 Date: Thursday, May 16, 2013 8:14:12 AM </p> <hr/> <p> From: Mary Ann [mailto:maryannvail@aol.com] Sent: Thursday, May 16, 2013 7:26 AM To: Projects Subject: Loop 202 </p> <p>I feel very strongly that the South Mountain Freeway needs to be built.</p> <p>Thank you for your consideration.</p> <p>Mary Ann Vail 8934 East Calle Buena Vista Scottsdale, AZ 85255</p> <hr/> <p><small>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.</small></p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p data-bbox="388 342 1336 433">Antonio Valdovinos i support the 202 because we need a hospital in our laven are, lets save lifes in the long run</p> <p data-bbox="808 332 1336 362">Document Created: 5/21/2013 1:51:45 PM by Web Comment Form</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	5051
1	<p>1 MS. VALENCIA: I would like to say that this</p> <p>2 freeway would affect my civil rights as not only an indigenous</p> <p>3 person, but as a woman, a parent, a descendant, and a future</p> <p>4 ancestor of my future generations. My connection to this</p> <p>5 mountain was during a spiritual run called the Peace and</p> <p>6 Dignity Run, a spiritual run called the Peace and Dignity</p> <p>7 Journeys, which unites the indigenous people from South</p> <p>8 America, Mexico, the United States, Canada, and Alaska.</p> <p>9 We are -- We are all people who run, and we pray</p> <p>10 together to bring strength to our -- to our people across the</p> <p>11 world. And this run happens only every four years. And my</p> <p>12 connection with South Mountain was the prayers and the</p> <p>13 spiritual connection that I had while running, for over</p> <p>14 eight miles, and how it's sacred to our people.</p> <p>15 If the sacred site is destroyed, it will affect</p> <p>16 anyone, not only just the southern people in Arizona, but also</p> <p>17 our relatives from other continents.</p> <p>18 And I would just like to ask -- like, say: Why</p> <p>19 should we have to fight to defend our sacred rights -- I mean,</p> <p>20 our sacred lands if they're protected by the U.S. Government?</p> <p>21 And I'd just like to clarify how it will violate my</p> <p>22 freedom of religion, not only, like, as an indigenous person.</p> <p>23 But I feel like I'm -- we have been discriminated against,</p> <p>24 because, like, I mean, I live, like, in Gilbert. And I read</p> <p>25 the newspapers, that they have, in that Gilbert area, and they</p>
2	
	Page 41
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Code	Issue	Response
1	Environmental Justice/Lifestyle	<p>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.</p> <p>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.</p> <p>The section entitled <i>Title VI and Environmental Justice</i>, 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.</p> <p>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, <i>Affected Environment, Environmental Consequences, and Mitigation</i>, as exemplified by the inserted text on page 4-29 of the Final Environmental Impact Statement.</p>
2	Cultural Resources	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>
3	Air Quality	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>

Code	Comment Document
3	<p>1 had a meeting for the, you know, Loop 202 in Phoenix.</p> <p>2 And there was a lot of people that I know from the</p> <p>3 reservation who went and attended that, who were opposing</p> <p>4 against it, outside with signs and banners.</p> <p>5 And, in the article that I read, it had nothing to</p> <p>6 do with Gila River and how it will affect the people who were</p> <p>7 there protesting against it. And it had no -- Like, it sort of</p> <p>8 makes it sound like it's something good, like it's a positive</p> <p>9 thing.</p> <p>10 And there's nothing -- There's nothing in the --</p> <p>11 you know, in the visual aid and in the research, that they</p> <p>12 haven't put who -- like, the air quality, like, what scientists</p> <p>13 and, like, who proved that. And, like, it just doesn't really</p> <p>14 seem like reliable information that they would put out. So I</p> <p>15 don't know.</p> <p>16 But, again, I would just like to say that this</p> <p>17 freeway would violate my civil rights as a person. And that's</p> <p>18 it.</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>
1	

Code	Issue	Response

Code	Comment Document
	<p data-bbox="388 338 1336 504"> <small>Tiffany Van Cleave Document Created: 5/17/2013 3:25:15 PM by Web Comment Form</small> The Loop 202 (South Mountain Freeway) 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. Not only will the project create numerous jobs and become an investment to the Phoenix area, the money to build the freeway is in the budget. </p> <p data-bbox="202 534 1320 604"> 1 I believe it is time to build the Loop 202 (South Mountain Freeway). Valley commuters have waited long enough. </p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: NO LOOP 202 Date: Wednesday, July 24, 2013 11:19:13 AM</p> <hr/> <p>Thank you,</p> <p>Salina Tovar Community Relations Officer 1655 W. Jackson St. MD 126F, Room 170 Phoenix, AZ 85007 602.712.4629 azdot.gov</p>  <p>From: joelvandesande@gmail.com [mailto:joelvandesande@gmail.com] On Behalf Of Joel van de Sande Sent: Wednesday, July 24, 2013 11:15 AM To: Projects Subject: NO LOOP 202</p> <p>1 In Arizona, we have an urban-sprawl problem and we are also in an economic depression. Yet you along with MAG, the Federal Highway Administration, corporate & developmental interests want to build an unneeded, polluting, and destructive freeway extension through the sacred mountain: Muhadag Do'ag (South Mountain).</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>6</p> <p>3</p> <p>There are many issues with the Draft Environmental Impact Statement (DEIS), which has taken too long to produce in the first place. Plus, this project is an incredible waste of money.</p> <p>Joel van de Sande</p> <hr/> <p><small>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.</small></p>

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	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.)
3	Purpose and Need, Lack of Support	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
4	Air Quality	
5	Section 4(f) and Section 6(f)	
6	Cultural Resources	

Code	Comment Document
<p style="text-align: center;">1</p>	<p style="text-align: right;">Document Created: 5/20/2013 7:26:04 AM by Web Comment Form</p> <p>Rory Van Den Berg</p> <ul style="list-style-type: none"> •It is time to build the South Mountain Freeway. Valley commuters have waited in traffic jams long enough. Based on the traffic studies in the Draft EIS, this will greatly help commute times in a busy area of roads. •The freeway will cut traffic congestion across the metro area, reduce air pollution, and save drivers time and money. •64.3% of likely voters in Maricopa County support construction of the freeway according to the results of a new poll commissioned by We Build Arizona. Just 19.6 percent said they were either opposed or likely to oppose the project. •In a separate survey, also commissioned by We Build Arizona, 59 percent of likely voters living in Ahwatukee and Laveen support the freeway as well. •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: <ul style="list-style-type: none"> •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% •The same report indicates the project also will reduce air pollution by reducing the time vehicles spend stuck in traffic. •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. •The money to build the freeway is in the budget. It was approved by voters twice, first in 1985 and again in 2004. •There is no more important project to the area's commuters and workers than the South Mountain Freeway project. We must build it now.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: Loop 202 South Mountain Freeway Draft EIS. Date: Monday, May 20, 2013 8:22:22 AM</p> <hr/> <p>From: Rory.VanDenBerg@kiewit.com [mailto:Rory.VanDenBerg@kiewit.com] Sent: Monday, May 20, 2013 5:34 AM To: Projects Subject: Loop 202 South Mountain Freeway Draft EIS.</p> <p>Dear Sir or Madame,</p> <p>The proposed completion of Loop 202 South Mountain Freeway has been part of the planned freeway system in Phoenix for over 30 years, and there is no better time to build it than now, so we can take care of traffic issues before they become bigger problems. I have read through the Draft EIS, and seeing the numerical data further reinforces my thoughts on completing Loop 202. Below are some key points to consider.</p> <ul style="list-style-type: none"> • It is time to build the South Mountain Freeway. Valley commuters have waited in traffic jams long enough. • The freeway will cut traffic congestion across the metro area, reduce air pollution, and save drivers time and money. • 64.3% of likely voters in Maricopa County support construction of the freeway according to the results of a new poll commissioned by We Build Arizona. Just 19.6 percent said they were either opposed or likely to oppose the project. • In a separate survey, also commissioned by We Build Arizona, 59 percent of likely voters living in Ahwatukee and Laveen support the freeway as well. • 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: <ul style="list-style-type: none"> • 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% • The same report indicates the project also will reduce air pollution by reducing the time vehicles spend stuck in traffic. • 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.

Code	Issue	Response

Code	Comment Document
<p>1</p>	<ul style="list-style-type: none"> • The money to build the freeway is in the budget. It was approved by voters twice, first in 1985 and again in 2004. • There is no more important project to the area's commuters and workers than the South Mountain Freeway project. We must build it now. <p>Thank you for your attention to this vital project to the Phoenix area,</p> <p>Rory van den Berg Citizen and construction employee in Phoenix</p> <hr/> <p><small>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.</small></p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p>From: Projects To: ADOT Subject: FW: Proposed South Mountain Freeway Routes Date: Tuesday, July 23, 2013 10:38:41 AM</p> <hr/> <p>Thank you,</p> <p>Salina Tovar Community Relations Officer 1655 W. Jackson St. MD 126F, Room 170 Phoenix, AZ 85007 602.712.4629 azdot.gov</p>  <hr/> <p>From: Jill Van Dierendonck [mailto:jill.vandierendonck@gmail.com] Sent: Tuesday, July 23, 2013 10:10 AM To: Projects Subject: Proposed South Mountain Freeway Routes</p> <p>I am completely opposed to the E1 Alternative route for the proposed South Mountain Freeway. I have lived in Ahwatukee for more than 12 years, and have listened and watched the debate over this freeway extension project the entire time. This road path may have made sense when planners looked at an aerial map of the Valley in the early 1980s...but it certainly is a bad idea today. It is inconceivable to me that responsible area leaders hope to displace homeowners, schools, churches, an efficient local travel road...and destroy a beautiful and scared mountain range...to enable interstate truck traffic to bypass downtown Phoenix. I know...the "pro" arguments also say this freeway is needed so people can travel from the far East Valley to the West Valley and vice versa. Really? Both the U.S. 60 and the existing 202/I-10 routes seem to work pretty well for this. Transportation planners really need to STOP negatively impacting our air quality and natural resources with highway/freeway designs like this.</p> <p>NO on the 202. NO on the Pecos Road alignment. NO on ANY destruction of South Mountain. NO to increased interstate truck traffic in my neighborhood. NO to destroying homes, churches, and schools. NO to harming and destroying wildlife habitat.</p> <p>Jill Van Dierendonck 16821 S. 11th Way</p>

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Code	Issue	Response
1	Alternatives, E1 Alternative	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Purpose and Need, Old Plan or Use of Old Data	
3	Neighborhoods/Communities	
4	Cultural Resources	
5	Section 4(f) and Section 6(f)	
6	Purpose and Need, Lack of Support	
7	Air Quality	
8	Alternatives, No-Action (No-Build) Alternative	
9	Biology, Plants, and Wildlife	

Code	Comment Document
	<p data-bbox="428 431 593 485">Phoenix, AZ 85048 480-213-8844</p> <hr data-bbox="428 550 1292 554"/> <p data-bbox="428 580 1292 647"><small>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.</small></p>

Code	Issue	Response

Code	Comment Document
<div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; margin: 5px auto; display: flex; align-items: center; justify-content: center;">1</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; margin: 5px auto; display: flex; align-items: center; justify-content: center;">2</div> <div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; margin: 5px auto; display: flex; align-items: center; justify-content: center;">3</div>	<p>From: Projects To: ADOT Subject: FW: 202 loop Date: Tuesday, May 14, 2013 9:38:03 AM</p> <hr/> <p>From: psn0ball@aol.com [mailto:psn0ball@aol.com] Sent: Sunday, May 12, 2013 7:34 AM To: Projects; "<projects">@azdot.gov Subject: 202 loop</p> <p>I feel that the proposed route to I 10 and 59th Ave hook up is a bad idea as it will add to traffic jams on I 10 at that point. I advise that the loop take the W101 alternative and be a straight shot north. I realize that pressure is attached to the 59th as people want to be closer to downtown in their commute, however, that can be obtained by adding a expressway up 59 th ave to I 10 with limited access at every mile. A mini freeway. But until all this stuff is delt with maybe make a deal withthe Reservation about a toll road connecting the pecos and 51st. going past the casino. A 2 lane short cut other than the long round about one travels now to the South. Phoil Van Dyke</p> <hr/> <p><small>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.</small></p>

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 <i>Responses to Frequently Submitted Public Comments</i> 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	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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

Code	Comment Document
<p>1</p> <p>1</p>	<p>4294</p> <div style="border: 1px solid black; padding: 10px;"> <p>1 MR. VAN DYKE: I'm all for a loop. I'm all for a</p> <p>2 loop, okay? But as long as it is -- that it is a loop. And --</p> <p>3 and the 51st and fifty -- I mean the 59th and the 71st</p> <p>4 alternatives are not a loop. They -- they desecrate the idea</p> <p>5 of having a loop by -- by cutting it short, which will make --</p> <p>6 make for congestion on I-10 considerable at those points.</p> <p>7 Where traffic is going to come in and then it's</p> <p>8 going to go east or west on I-10, they're not going to widen</p> <p>9 I-10, so you're going to have a mess. And anybody that lives</p> <p>10 out west and uses the 10 to come into town is going to be very</p> <p>11 upset, you know, because they're going to have to wait a lot</p> <p>12 more time in traffic, you know, and burn a lot more gas.</p> <p>13 Whereas, I hear now that the reason why they don't</p> <p>14 want to use the 101 -- I guess it's the 101 alternative,</p> <p>15 whatever the wide one is, the wide one here, yeah, the W-101 --</p> <p>16 is that it would cut Tolleson in half and then they'd have to</p> <p>17 take out 1300 homes, versus 59th Avenue, which is only, like,</p> <p>18 53 homes, 53 houses or something like that, which would save</p> <p>19 them a lot of money.</p> <p>20 But it's -- But it's going to increase congestion</p> <p>21 on I-10 considerably. If you've been to California, you know</p> <p>22 that any time two freeways meet, what the congestion is like,</p> <p>23 you know, any time of day. Okay? The -- So I say that, you</p> <p>24 know, they have to somehow keep the -- keep the Loop 202 being</p> <p>25 a loop. That's why we designed a loop, is to keep the traffic</p> </div> <p style="text-align: right;">Page 2</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

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

Code	Comment Document
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1 from getting inside of town and congesting the town.

2 Any traffic going east or west, in other words, if

3 you have a semi truck or something like that going east and

4 west, you don't want to go through town because it's going to

5 slow you down. And if you go -- If you use the 59th -- If

6 you're going to use the 59th Corridor that they have planned,

7 you're going to have to get back on the I-10 in the middle of

8 town again, you know. And it's going to be -- There's going to

9 be even more congestion there than if it was down at the 101,

10 where a lot of traffic could either go north and then -- and

11 also west.

12 And all I know is that the 59th Avenue and

13 71st Avenue are -- are bad plans because it's not part of the

14 loop.

15 And I do say that we need to make 59th Avenue an

16 expressway, where, like, if you live north of town here, you go

17 up 51st Avenue, it gets to three lanes. But you have every --

18 every street comes in on it. Well, you need to not do that on

19 an expressway. You -- Only like on Dobbins and Elliott and the

20 major roads, you know, that are one mile apart would be the

21 access to the expressway, so there wouldn't be congestion

22 slowing down traffic between the lights.

23 And, that way, the Ahwatukee people, that want to

24 go around the mountain that way, can get downtown faster. But

25 we still need to keep the loop a loop.

Code	Issue	Response
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Code	Issue	Response

Code	Comment Document
2	<p>1 I even made a comment, over there with the</p> <p>2 reservation people, is that the reservation needs to continue</p> <p>3 their -- their -- their four-lane road that goes past their</p> <p>4 casino there, the Vee Quiva or whatever it is, and take it down</p> <p>5 to Pecos Road, for now, because this is going to take years and</p> <p>6 years to build, and make it a toll road. That way, you know, a</p> <p>7 person can pay \$2 to shortcut, to get from 51st Avenue to Pecos</p> <p>8 and get into Tempe for \$2, versus having to go all the way</p> <p>9 through their town, which is 35 miles an hour, go all the way</p> <p>10 down to the -- go all the way down to the road that goes to</p> <p>11 Maricopa, and then come back into town that way, which would</p> <p>12 save a lot of gas and time.</p> <p>13 The reservation would make a lot of money and --</p> <p>14 and drive right past their casino, for a refreshment break. I</p> <p>15 don't know.</p> <p>16 It's -- it's -- I think there's a lot of money that</p> <p>17 needs to be spent on this, and it needs to be spent wisely,</p> <p>18 not -- not just -- The cheapest route is not the best route,</p> <p>19 you know?</p> <p>20 And in fifty years from now, it -- it'll remain the</p> <p>21 same. Gas will be a lot more expensive, and we'll have the</p> <p>22 same problems. And people are not going to want to spend money</p> <p>23 and gas, sitting in a car waiting for traffic, because we did</p> <p>24 it wrong now. So that's all.</p> <p>25 MR. HAYES: Robert Hayes. I have my little notes,</p> <p style="text-align: right;">Page 4</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
2	Alternatives	<p>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—including truck 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 alternative proposed by the commenter is similar to the Riggs Road Alternative 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. Further, the Gila River Indian Community opposes any concept that doesn’t limit truck and commuter traffic through its land (see page 2-8 of the Final Environmental Impact Statement).</p>

Code	Comment Document
1	<p> From: craig.vanengen To: Projects Subject: I support the 202 loop project Date: Sunday, May 26, 2013 1:06:06 PM </p> <hr/> <p>I live in Laveen and I would like to show my support for the loop 202 project. It will help our city and our state.</p> <p>Thank you Craig Van Engen Laveen resident</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p style="text-align: center;">1</p>	<p> From: Projects To: ADOT Subject: FW: 202 support Date: Wednesday, May 22, 2013 10:51:42 AM </p> <hr/> <p> From: John Van Leuken [mailto:javanleuken@yahoo.com] Sent: Tuesday, May 21, 2013 12:50 PM To: Projects Subject: 202 support </p> <p>This e-mail is to express my feelings that either the Gila River tribe or ADOT get off the pot and build the freeway</p> <p><i>John & Audrey</i></p> <hr/> <p><small>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.</small></p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="366 499 857 572">INCOMING CALL DATE: 05/15/13</td> <td data-bbox="857 499 1342 572">INCOMING CALL TIME: 9:09 AM</td> </tr> <tr> <td data-bbox="366 572 857 620">CALLER: DENISE VANCE</td> <td data-bbox="857 572 1342 620">CALLER ADDRESS: 1101 E. WARNER ROAD, #134, TEMPE, AZ 85284</td> </tr> <tr> <td data-bbox="366 620 857 669">PHONE:</td> <td data-bbox="857 620 1342 669">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I support the freeway.</p>	INCOMING CALL DATE: 05/15/13	INCOMING CALL TIME: 9:09 AM	CALLER: DENISE VANCE	CALLER ADDRESS: 1101 E. WARNER ROAD, #134, TEMPE, AZ 85284	PHONE:	EMAIL:
INCOMING CALL DATE: 05/15/13	INCOMING CALL TIME: 9:09 AM						
CALLER: DENISE VANCE	CALLER ADDRESS: 1101 E. WARNER ROAD, #134, TEMPE, AZ 85284						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
	<p data-bbox="366 433 916 483">TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1" data-bbox="366 504 1342 695"> <tr> <td data-bbox="366 504 854 574">INCOMING CALL DATE: 7/23/13</td> <td data-bbox="854 504 1342 574">INCOMING CALL TIME: 12:36 PM</td> </tr> <tr> <td data-bbox="366 574 854 645">CALLER: JAN VANDER ARC</td> <td data-bbox="854 574 1342 645">CALLER ADDRESS: 2303 NORTH BULLMOOSE DRIVE, CHANDLER, ARIZONA</td> </tr> <tr> <td data-bbox="366 645 854 695">PHONE:</td> <td data-bbox="854 645 1342 695">EMAIL:</td> </tr> </table> <p data-bbox="366 695 730 725">CALLER REMARKS/QUESTIONS:</p> <p data-bbox="366 725 854 756">I approve of the proposed routing of the freeway.</p>	INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 12:36 PM	CALLER: JAN VANDER ARC	CALLER ADDRESS: 2303 NORTH BULLMOOSE DRIVE, CHANDLER, ARIZONA	PHONE:	EMAIL:
INCOMING CALL DATE: 7/23/13	INCOMING CALL TIME: 12:36 PM						
CALLER: JAN VANDER ARC	CALLER ADDRESS: 2303 NORTH BULLMOOSE DRIVE, CHANDLER, ARIZONA						
PHONE:	EMAIL:						

1

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p style="text-align: right;">Document Created: 5/26/2013 4:32:38 PM by Web Comment Form</p> <p>Greg Vannoni I love the layout for the loop 202 expansion to support the greater Laveen area. It is obvious that, over the past decade, much work has been done to align the freeway to satisfy the the communities that will gain the most benefit from this expansion.</p> <p>I know that a 202 expansion would help all commuters get between both east and west valley with less fuel and time consumption.</p> <p>PLEASE BUILD THE FREEWAY!</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>From: Projects To: ADOT Subject: FW: Support the 202 South Mountain Freeway Date: Monday, May 20, 2013 8:48:25 AM</p> <hr/> <p>From: Melinda Vasquez [mailto:MeVasquez@cenpatico.com] Sent: Friday, May 17, 2013 4:00 PM To: Projects Subject: Support the 202 South Mountain Freeway</p> <p>Please push this project through! We are bottle necking from Chandler and Ahwatukee to get in through the I-10 and with the 202, we could bypass that piece and cut down the traffic for both directions!</p> <p>Melinda Vasquez Chief Officer Cultural & Community Affairs</p> <p>Cenpatico 1501 W Fountainhead Parkway, Suite 360 Tempe, AZ 85282</p> <p>866-495-6738 x26105 office mevasquez@cenpatico.com 480-317-6505 direct line</p> <p><i>WARNING: This is a Privileged and Confidential communication that is intended only for the listed recipient(s) of this message. Any unauthorized review, use, disclosure or distribution of any protected personal health information contained herein is prohibited by Arizona Revised Statutes §8-542, §36-441, and §41-1959 as well as by the Federal "HIPAA Security Rule" located at 45 CFR Part 160 and Subparts A and C of Part 164. If you believe you have received this message in error, please inform me immediately via e-mail at the address set forth above; destroy all printed copies; and permanently delete the communication from your system. Thank you.</i></p> <p>CONFIDENTIALITY NOTICE: This communication contains information intended for the use of the individuals to whom it is addressed and may contain information that is privileged, confidential or exempt from other disclosure under applicable law. If you are not the intended recipient, you are notified that any disclosure, printing, copying, distribution or use of the contents is prohibited. If you have received this in error, please notify the sender immediately by telephone or by returning it by return mail and then permanently delete the communication from your system. Thank you.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p style="text-align: center;">1</p>	<p>4326</p> <div style="border: 1px solid black; padding: 10px;"> <p>1 how to protect their land, so I will stand on the</p> <p>2 side of protecting in any way that we can.</p> <p>3 I'm with codepink.org. It's a national</p> <p>4 group. Okay. No build is the only option to</p> <p>5 conclude.</p> <p>6 MR. VASQUEZ: My name is Roy Vasquez.</p> <p>7 I've been a resident of the Phoenix metropolitan area</p> <p>8 since 1978. I've experienced the massive</p> <p>9 infrastructure improvement of the highways during</p> <p>10 that period of time up until today and really see a</p> <p>11 need for -- for this project to go forward. More</p> <p>12 currently, I'm a resident of Laveen and will really</p> <p>13 feel the impact of this project to my family life and</p> <p>14 to the community that I live in.</p> <p>15 One of the things that I'm in favor of is</p> <p>16 what it will do for the arterial roads improvement,</p> <p>17 the projected business improvement environment, also</p> <p>18 a much needed hospital project. That impacted me</p> <p>19 because several years ago, I had an appendix attack</p> <p>20 and I had to go way to Avondale to get that taken</p> <p>21 care of. So it will be more of a -- that was a</p> <p>22 personal view point.</p> <p>23 I think the routing from Pecos west</p> <p>24 through the South Mountain area is important. It</p> <p>25 will give a nice viewpoint for travelers. It will</p> </div> <p style="text-align: right;">Page 4</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
<p style="text-align: center;">1</p>		<p>Comment noted.</p>

Code	Comment Document
	<p>1 make -- relieve all the traffic congestion that goes 2 through Interstate 10 through downtown. Having 3 experienced that traffic jam, this will really be an 4 improvement. Thank you very much.</p> <p>5 MRS. HUGHES: Ray and Karen Hughes. 6 Well, we were just curious because of the wall is 7 probably going to be in our -- I mean, right -- we're 8 going to be right up against the wall, so we were 9 just curious how high it would be and, you know, is 10 it going to take the place of our -- our property 11 wall that's in the back or what the -- you know, how 12 loud is it going to be with it being right there, you 13 know.</p> <p>14 MR. HUGHES: So right now, we see that 15 the alignment is -- they have the right-of-way line 16 is literally on our back property wall. And so we 17 were talking to the noise folks down here, and they 18 explained to us what they -- the study that they've 19 run and that it can be anywhere from 6 to 20 feet 20 tall. And we're just curious when those designs will 21 be finalized and how tall the wall will be and then 22 also how close it would be to a property wall. 23 That's all.</p> <p>24 And then the other thing that we're very 25 interested in knowing is when will the decision be</p> <p style="text-align: right;">Page 5</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="376 506 857 572">INCOMING CALL DATE: 05/15/13</td> <td data-bbox="857 506 1342 572">INCOMING CALL TIME: 9:30 AM</td> </tr> <tr> <td data-bbox="376 572 857 620">CALLER: LINDA VEGA</td> <td data-bbox="857 572 1342 620">CALLER ADDRESS: 1729 W. LARSON DRIVE, CHANDLER, AZ 85226</td> </tr> <tr> <td data-bbox="376 620 857 669">PHONE: 602-899-8363</td> <td data-bbox="857 620 1342 669">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I would like to inform you that I approve of the South Mountain Freeway. God bless you. Have a beautiful day. Bye.</p>	INCOMING CALL DATE: 05/15/13	INCOMING CALL TIME: 9:30 AM	CALLER: LINDA VEGA	CALLER ADDRESS: 1729 W. LARSON DRIVE, CHANDLER, AZ 85226	PHONE: 602-899-8363	EMAIL:
INCOMING CALL DATE: 05/15/13	INCOMING CALL TIME: 9:30 AM						
CALLER: LINDA VEGA	CALLER ADDRESS: 1729 W. LARSON DRIVE, CHANDLER, AZ 85226						
PHONE: 602-899-8363	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="366 506 857 572">INCOMING CALL DATE: 05/10/13</td> <td data-bbox="857 506 1342 572">INCOMING CALL TIME: 9:54 AM</td> </tr> <tr> <td data-bbox="366 572 857 620">CALLER: LILAH VEGA</td> <td data-bbox="857 572 1342 620">CALLER ADDRESS: 1136 W. LYNNE LANE, PHOENIX, AZ 85041</td> </tr> <tr> <td data-bbox="366 620 857 669">PHONE:</td> <td data-bbox="857 620 1342 669">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: I am a registered voter who supports the plans for the Loop 202 South Mountain Freeway.</p>	INCOMING CALL DATE: 05/10/13	INCOMING CALL TIME: 9:54 AM	CALLER: LILAH VEGA	CALLER ADDRESS: 1136 W. LYNNE LANE, PHOENIX, AZ 85041	PHONE:	EMAIL:
INCOMING CALL DATE: 05/10/13	INCOMING CALL TIME: 9:54 AM						
CALLER: LILAH VEGA	CALLER ADDRESS: 1136 W. LYNNE LANE, PHOENIX, AZ 85041						
PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	<p data-bbox="459 338 522 366">4359</p> <div data-bbox="459 399 1339 1655" style="border: 1px solid black; padding: 10px;"> <p data-bbox="478 439 1317 749">1 and car ownership by young adults. Why, then, assume 2 that patterns that held prior to 2005 will inevitably be 3 repeated over the next few decades? Why not reinforce 4 this positive trend toward diminished driving by 5 enhancing transit, rather than building a freeway that 6 may counteract the positive trend with an inducement to 7 drive more?</p> <p data-bbox="478 774 1317 895">8 Please don't destroy part of South Mountain on 9 the basis of insufficient justification. I urge you to 10 rethink this report and the freeway it recommends.</p> <p data-bbox="478 919 1255 991">11 THE FACILITATOR: Thank you, Mr. Bickford. 12 Shana Velasquez.</p> <p data-bbox="478 1016 1317 1467">13 MS. VELASQUEZ: Hi, thank you. I may not be as 14 eloquent of a speaker as my speakers before me, but I'm 15 here today as a mother that lives in Laveen. And we 16 moved there originally four years ago because we were 17 told there's going to be a lot more things that were 18 going to be built, and so far that has not happened 19 because we do not have the access to the 202. We can't 20 have a hospital, we don't have a rec center, I have to 21 drive my children 30 minutes just to, you know, take them 22 to dance classes.</p> <p data-bbox="478 1491 1317 1612">23 I personally work in Tempe, I used to work in 24 North Scottsdale when I originally moved to Laveen and 25 that takes me the same amount of time to get to Tempe as</p> </div> <p data-bbox="1255 1665 1339 1693" style="text-align: right;">Page 9</p> <p data-bbox="491 1705 1317 1766" style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response

Code	Comment Document
<p style="text-align: center;">1</p>	<p>1 it took me to get all the way up to the Desert Ridge 2 area, so I know that we need this 202. We need a 3 hospital. When I gave birth to my son, it took me 40 4 minutes to get to the hospital just to be able to give 5 birth.</p> <p>6 I mean, I understand about South Mountain, I 7 love hiking, I'm a biker. I mean, when you do build the 8 202, we definitely want the bike route along it so we can 9 have that access. We want sound-proof barriers, we want 10 it to be pretty, we don't necessarily want to destroy 11 South Mountain, but we also need to make some sacrifices 12 in order to, you know, take into account all of the extra 13 building that's going to be happening in Laveen shortly.</p> <p>14 We can't overlook the fact that all the growth 15 is still going to be continuing within the next ten 16 years, and now is our opportunity to be able to handle 17 all the extra traffic, especially with the casino that 18 will be opening in July. Thank you.</p> <p>19 THE FACILITATOR: Thank you. 20 David Gironda. Did I pronounce that properly?</p> <p>21 MR. GIRONDA: Gironda. I do have a written 22 statement which I can give to the court reporter.</p> <p>23 THE FACILITATOR: Thank you, Mr. Gironda. 24 Prem Goyal. Did I pronounce that name 25 correctly? Is Prem Goyal in the auditorium?</p> <p style="text-align: right;">Page 10</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
<p style="text-align: center;">1</p>		<p>Comment noted.</p>

Code	Comment Document
<p>1 2 3 4 5 6 7 8</p>	<p>Ramon Velasquez Document Created: 7/24/2013 3:54:49 PM by Web Comment Form</p> <p>The effort to keep traffic moving has another option. Begin farther south away from the City connect to the 1-10 west of the town Buckeye. We live in a valley, all the air pollution stays down in the valley. View this from Sunset Point coming south. People and commercial traffic needing to the I-10 only can avoid city traffic by beginning farther south and ending farther west. Cutting thru South Mountain is just ridiculous. Education and common sense HAS to meet somewhere is this project. Do you want a freeway next to your house? Or tear down a neighborhood unnecessary? Put the business and travel loop away from the city. Manifold the freeways away from residential areas and reduce the downtown traffic and air pollution. People who have a money interest will fight you all the way. Remember who bought property along the CAP canal before it was built he advised his family to purchase land there. This Senator is now retired. You and I wont make the decision, its the people higher up who's strings are being pulled by special interest/investors. Air and traffic pollution don't mean a thing to them, they don't live here. All it takes is one hazardous cargo truck rolling over close to town to create a panic. A problem that could be avoided by directing that traffic away from town. Its called PREVENTION thinking and planning. Thank You.</p>

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 Draft 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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
3	Air Quality	
4	Air Quality	According to the Arizona Department of Transportation, 2013, <i>Air Quality Assessment South Mountain Freeway 202L Draft Report</i> , 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	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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
6	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.)
7	Purpose and Need	The Proposed freeway is not a business or travel loop. 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, <i>Purpose and Need</i> , in the Final Environmental Impact Statement.
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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

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. *We do not believe that the Pecos E1 Alternative should be the preferred route for the proposed Loop 202 South Mountain Freeway.*

- 1) *The wildlife natural habitats on the preserves will be disturbed.*
- 2) *There is an extra ordinary amount of people, homes, schools, church that will be affected & displaced.*
- 3) *This will bring much more pollution to residents.*
- 4) *This will bring much more noise to residents.*
- 5) *Who does this benefit? This does nothing to help the commuters get to downtown. It would put the commuters at 59th Ave. This is quite an overshoot of the downtown area.*
- 6) *It seems to benefit only trucks & puts their dangerous loads into our back yards.*

Optional Name: *Alize Atlas Venezia*
 Name: *Steve Venezia* Email: *AJ Venezia@aol.com*
 Address: *Allison Venezia*
Jenna Venezia
1915 E. Saltsage Dr.
 City: *Phoenix* State: *AZ* Zip: *85048*
 Phone: _____ Fax: _____

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

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-160




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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Biology, Plants, and Wildlife	
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	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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
5	Noise	
6	Alternatives, W59 Alternative Versus W101 Alternative	
7	Purpose and Need, Truck Bypass	
8	Hazardous Materials	

Code	Comment Document
	<p>LOOP 202 South Mountain Freeway Study 2013</p> <p>Draft Environmental Impact Statement COMMENT FORM</p> <p>Additional Comments: _____</p> <p>7) There are other viable alternatives: A) Link I 8 San Diego highway to 59th Ave B) Link Maricopa C) Link Riggs D) Go thru the Reservation. There are 2 Casinos already built waiting to be linked to highways</p> <p>8) If this is truly a proposal why aren't we being heard? There are already signs at the end of my street stating FUTURE FREEWAY ENTRANCE. It sounds like this is a done deal.</p>
9	
10	
11	
12	
13	
	<p>ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150</p> <p>ADOT  FOR MORE INFORMATION: azdot.gov/SouthMountainFreeway</p>

Code	Issue	Response
9	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 Draft 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.
10	Alternatives	The study includes an evaluation of the alternatives noted in "a," "b," and "c." The assessment and outcome are described on page 3-9 of the Draft Environmental Impact Statement. The study also considered an alignment on Gila River Indian Community land (see page 3-24 of the Draft Environmental Impact Statement), but ultimately, the Gila River Indian Community voted against the alignment and it was not carried forward for further study.
11	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). Nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. 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 <i>Regional Transportation Plan</i> 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.
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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
13	Public Involvement	<p>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 was 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 up to publication of the Draft Environmental Impact Statement is available in Chapter 6, <i>Comments and Coordination</i>, of the Draft Environmental Impact Statement.</p>

Code	Comment Document
	<p data-bbox="428 439 832 524"> From: bethver@aol.com To: Projects Subject: 202 South Mountain Freeway Date: Wednesday, June 12, 2013 5:31:52 PM </p> <hr/> <div data-bbox="202 544 317 661"> <p>1 2 3 4</p> </div> <p data-bbox="428 560 1299 628"> I am adamantly opposed to building the freeway on the Pecos Road route in Ahwatukee. It will substantially increase the air pollution and noise throughout the Ahwatukee area. You should do everything within your power to have the freeway relocated further south on the Gila Indian reservation, </p> <p data-bbox="428 649 528 673">Thank you.</p> <p data-bbox="428 693 627 741"> Wanda Vermeer Resident of Ahwatukee </p>

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Air Quality	
3	Noise	
4	Alternatives, Gila River Indian Community Alignment	

Code	Comment Document
<p>1 2 3 4 5 6</p>	<p>From: Dawn M. Vetter To: Projects Subject: I am opposed to the South Mountain Freeway Date: Wednesday, July 24, 2013 1:08:37 PM</p> <hr/> <p>The South Mountain Freeway would cut through a portion of South Mountain Park, exacerbate air quality problems, destroy wildlife habitat and cut off wildlife movement corridors, endanger public health, and more. It would also continue the Arizona Department of Transportation's (ADOT) short-sighted focus rather than looking toward long-term transportation solutions such as better mass transit.</p> <p>I kindly ask that you please select the No Build Alternative in order to protect our environment and our communities.</p> <p>Sincerely, Dawn Vetter</p> <p style="text-align: center;"><small>Dawn Vetter , Receptionist Jaburg Wilk, PC 3200 N. Central Ave. Suite 2000 Phoenix, AZ 85012 602-248-1000 www.jaburgwilk.com</small></p> <p style="text-align: center;"><i>"Until one has loved an animal, part of their soul remains unawakened."</i></p>

Code	Issue	Response
1	Section 4(f) and Section 6(f)	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>
2	Air Quality	
3	Biology, Plants, and Wildlife	
4	Health Effects	
5	Alternatives, Nonfreeway Alternatives	
6	Alternatives, No-Action (No-Build) Alternative	

Code	Comment Document
1	<p style="text-align: right;">Document Created: 5/21/2013 2:31:20 PM by Web Comment Form</p> <p>Anderson Vieira I think the Loop 202 will help in improving the traffic of the east valley, mainly in the I-10 westbound and 101 north portions. This will certainly contribute to improve quality of life of people in the great Phoenix area. I am looking foward to seeing the loop 202 constructed.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p>Nathan Vigness Document Created: 5/21/2013 3:53:18 PM by Web Comment Form I am in favor of building the South Mountain Freeway. As a resident of Laveen I am excited about the prospect of getting new business to move into the area and create a better way of life for Laveen residents. I also see a great benefit of a bybass for those who would not like to sit idol in traffic through Phoenix to head south on I10. I see a great economic impact as well as enviromental impact that we can not get wrong. Please move forward with this project!</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p> From: Projects To: ADOT Subject: FW: The 202 Date: Wednesday, May 22, 2013 10:50:02 AM </p> <hr/> <p> From: Genny Villa [mailto:genny.villa29@gmail.com] Sent: Tuesday, May 21, 2013 3:02 PM To: Projects Subject: The 202 </p> <p>To Whom It May Concern,</p> <p>Although my husband and I will not be able to attend the public hearing today we want to let you know that as residents of Laveen for almost eight years, we are very much in favor of this freeway being built. We have heard about it since we moved here and hopefully it will become a reality before too much longer.</p> <p>Respectfully Submitted,</p> <p>Genny and Vincent Villa (602) 237-7478 genny.villa29@gmail.com </p> <hr/> <p><small>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.</small></p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
	DRAFT 6-4-13
	SUBJECT: ALTERNATIVE TO PROPOSED LOOP 202 EXTENSION
1	<p>SUMMARY: Rerout I-10 interstate thru traffic between I-10 exits 112 and 199 using I-8 to Gila Bend and existing state 85 ROW (RIGHT-OF-WAY) TO Buckeye FOR NEW I-10 CONSTRUCTION.</p> <p>RESULT= less traffic and pollution in the metropolitan Phoenix area. see sketch "A".</p> <p>INFORMATION NEEDED TO EVALUATE ALTERNATIVE VS 202:</p> <ol style="list-style-type: none"> 1. % I-10 existing local traffic and % thru traffic. 2. Same as 1 in 10 years estimate 3. Same as 2 but include NAFTA (North American Free Trade Agreement) North-South traffic. 4. Same traffic as 1, 2 and 3 but with respect to air pollution. 5. Estimated cost comparisons - see sketch "R" work sheet 6. Financial impact on business and home owners between Laveen and I-10 <p>CONCLUSION: If cost and environmental concerns favor the alternative route, then build it ASAP. Wait 10 years to see how traffic and the effect of more public transportation develop. Then, maybe a less costly extension may suffice connecting to I-10 further west. Also include ROW for a high speed rail link for East valley to West valley public transportation.</p>
2	
3	

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

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. A LOW COST ALTERNATIVE TO THE LOOP 202 EXTENSION FOR REDUCING I-10 THROUGH TRAFFIC IN PHOENIX IS AVAILABLE. DIVERGE THROUGH TRAFFIC ON TO I-8 AT CASA GRANDE TO GILA BEND, THEN GO NORTH TO I-10 AT BUCKEYE USING STATE ROUTE 85.

2. LOOP 202 EXTENSION COMMENTS ARE CONTAINED IN ENCLOSURE A.

3. HOW DOES ADOT AND VALLEY METRO COORDINATE THEIR "PEOPLE MOVING" PLANNING. ADOT BUILDS FREEWAYS, VALLEY METRO BUILDS PUBLIC TRANSPORTATION E.G. BUS ROUTES & STREET LEVEL LIGHT RAIL. TOGETHER LIGHT RAIL CAN BE INCLUDED IN FREEWAY CONSTRUCTION, ENCLOSURE "B" IS A PLANNING TOOL FOR DETERMINING COMMUTER HOME/WALK DENSITIES, ENCLOSURE "C" SAMPLE TRANSPORTATION PLAN THAT WOULD REDUCE COMMUTER GRIDLOCK IF 30% OF COMMUTERS USE IT.

4. I AGREE WITH PARC, PROTECTING ARIZONA'S RESOURCES AND CHILDREN, ASSESSMENT ON INCREASED AIR POLLUTION, SEE ENCLOSURE D.

Optional
Name DAVID C VILLEGAS Email _____
Address 3630 W. SHAWNEE DR.
City LAVEN State AZ Zip 85339
Phone 602-237-3639 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) 13-158

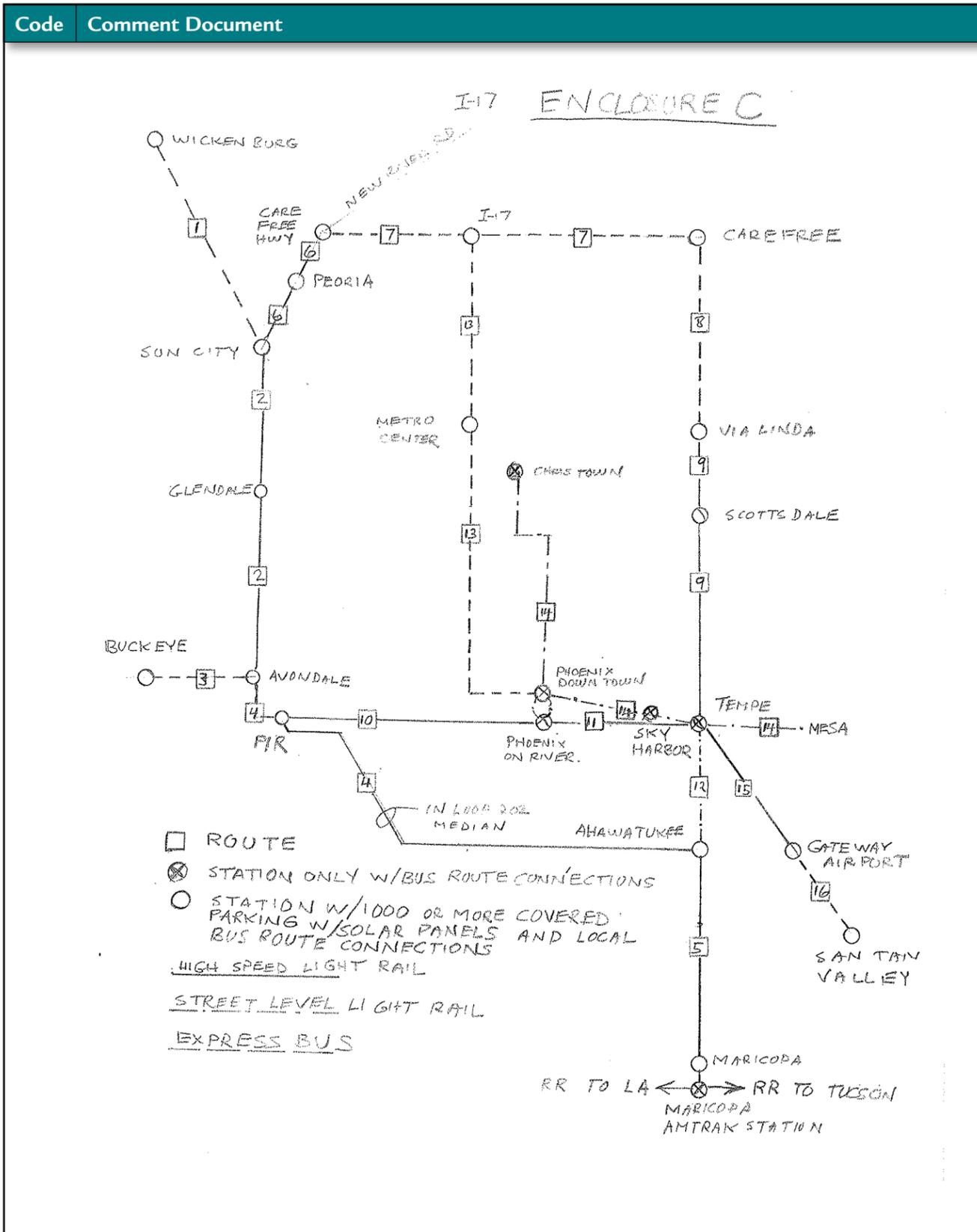



FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	Alternatives	<p>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.</p> <p>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.</p>
2	Planning	<p>The proposed freeway is part of the multimodal <i>Regional Transportation Plan</i> (see Draft Environmental Impact Statement page 1-5 for more information regarding the <i>Regional Transportation Plan</i>). The <i>Regional Transportation Plan</i> 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.</p> <p>The Maricopa Association of Governments, as the region's metropolitan planning organization, has the responsibility to perform regional multimodal planning. The Arizona Department of Transportation is charged with implementation of the freeway program (of which the proposed freeway is a part) within the <i>Regional Transportation Plan</i>. Similarly, Valley Metro is charged with implementing the transit program within the <i>Regional Transportation Plan</i>.</p>
3	Air Quality	<p>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.</p>

Code	Comment Document
4	<p style="text-align: center;">ENCLOSURE A - LOOP 202 EXTENSION COMMENTS</p> <p>EASTERN SECTION</p> <ol style="list-style-type: none"> 1. DELETE THE 17th AVE INTERCHANGE. IT ONLY SERVES ABOUT 1500 HOUSE HOLDS (BY COUNTING ROOFS ON GOOGLE MAPS). A 2-LANE ACCESS ROAD ON THE 202 EXTENSION NORTH EDGE FROM SOUTH CHANDLER BLVD, NEAR 27th AVE TO THE DESERT FOOT HILLS INTERCHANGE WOULD BE ENOUGH. 2. DELETE THE 24th ST INTERCHANGE FOR THE SAME REASONS AND CONTINUE THE ACCESS ROAD BETWEEN DESERT FOOTHILLS AND THE 24th ST INTERCHANGES. 3. NOTE THAT THE AREA HAS LITTLE ROOM FOR POPULATION GROWTH BEING SANDWICHED BETWEEN SOUTH MOUNTAIN PARK AND THE GILA RIVER INDIAN LAND. <p>WESTERN SECTION</p> <ol style="list-style-type: none"> 1. DELETE THE ELIOT ROAD, DOBBINS ROAD AND SOUTHERN AVE INTERCHANGES. BECAUSE: <ol style="list-style-type: none"> a. THE LAVEEN VILLAGE IS BASICALLY AN ENCLAVE BORDERED BY THE SALT RIVER, SOUTH MOUNTAIN PARK AND THE GILA RIVER INDIAN LAND b. BASE LINE ROAD AND SOUTHERN AVE ARE ADEQUATELY HANDLING MOST EAST-WEST COMMUTER TRAFFIC c. THE BASE LINE ROAD INTERCHANGE IS MORE THAN ADEQUATE FOR EXISTING AND FUTURE LAVEEN AREA NEEDS. <p>BOTH SECTIONS — REGARDING INTERCHANGES "WHY SPEND SO MUCH FOR SO FEW"</p>

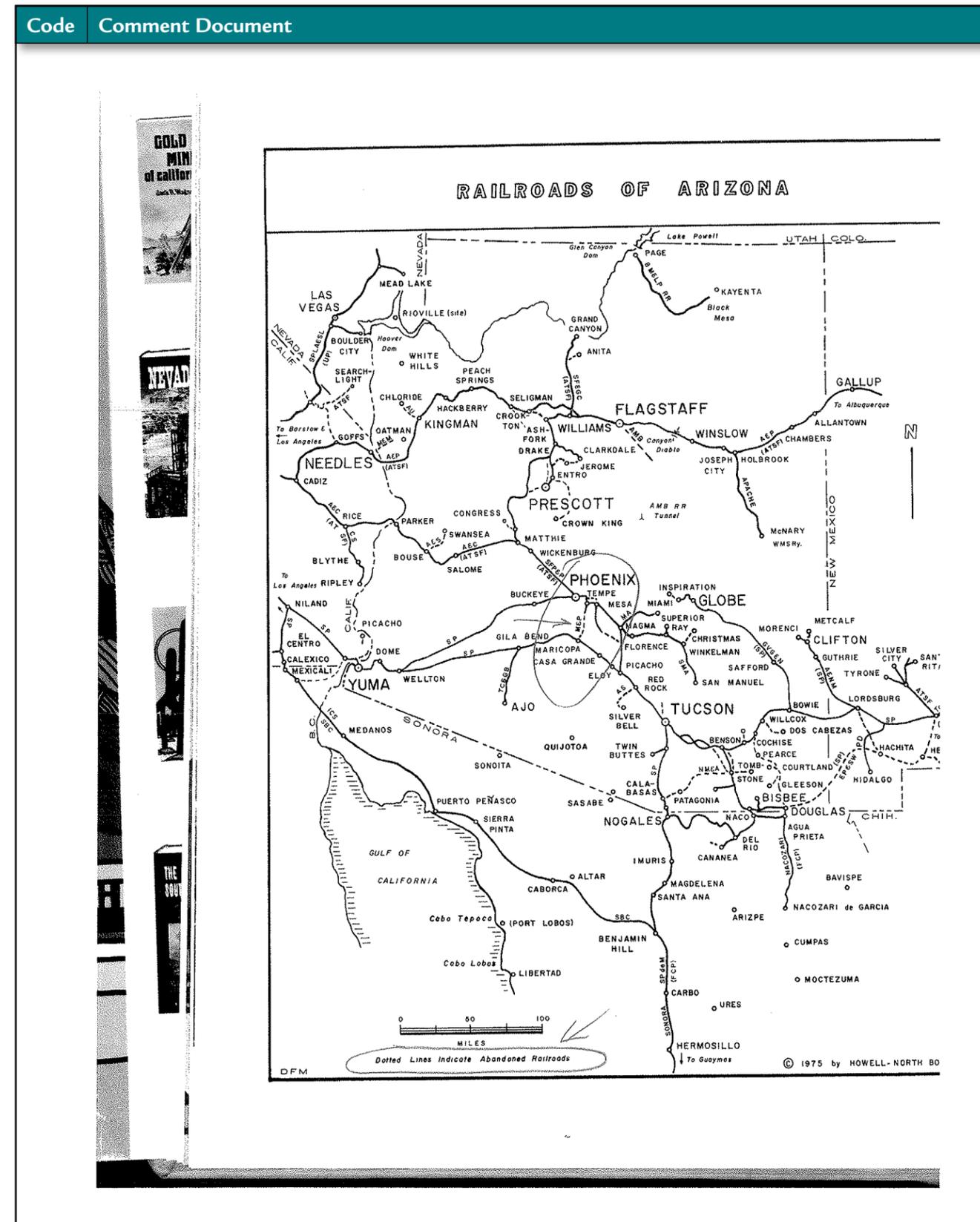
Code	Issue	Response
4	Design	The locations of the planned interchanges were determined in coordination with the City of Phoenix. The current plan balances the need to minimize impacts on the adjacent community with the need to provide acceptable access to the region's transportation system.



Code	Issue	Response
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Code	Comment Document
	<p style="text-align: center;">NOTES</p> <ol style="list-style-type: none"> 1. PHOENIX ON RIVER STATION - THE AREA BETWEEN S. 5TH AVE AND CENTRAL WHICH MAY BE AN OLD LAND FILL SITE BETWEEN WATKIN ST AND THE SALT RIVER BED APPEARS TO BE AN IDEAL LOCATION 2. THE AHAWATUKEE STATION SHOULD BE LOCATED ON THE GILA RIVER INDIAN LAND BECAUSE IT MAKES THEIR ENTERPRISES, WILD HORSE PASS, ETC. MORE ACCESSIBLE VIA PUBLIC TRANSPORTATION AND BE A TERMINAL POINT INTERCONNECTING LIGHT RAIL & BUS SYSTEMS 3. RESEARCH THE OWNERSHIP OF ABANDONED MARICOPA TO TEMPE OR PHOENIX RAIL ROAD. SEE ATTACHED DRAWING 4. ROUTE 2, SUN CITY - AVONDALE, LIGHT RAIL CONSTRUCTION SHOULD UTILIZE EITHER A LOW EMBANKMENT OR TRESTLE. WADEL DAM PROTECTS THE AGUA FRIA RIVER FROM FLOODING. 5. ROUTES 10 & 11, PR TO TEMPE, LIGHT RAIL CONSTRUCTION SHOULD BE BASED UPON THE FLOW RATES AND WATER LEVELS THAT OCCURRED DURING BACK-TO-BACK, 100 YEAR FLOOD LEVELS IN THE 1970'S. 6. ALL FUTURE FREEWAYS SHOULD BE DESIGNED TO INCLUDE LIGHT RAIL CONSTRUCTION IN THE MEDIANS OR OF EDGE OF RIGHT-OF-WAY. 7. ALL FUTURE FREEWAYS SHOULD INCLUDE SPARE CONDUITS FOR FUTURE COMMUNICATION NEEDS INSTEAD OF DIGGING UP EXISTING STREETS. 8. WITH A PHOENIX-MARICOPA LIGHT RAIL IN SERVICE WOULD A PHOENIX-TUCSON RAILROAD LINK BE NEEDED. SEE ARIZONA REPUBLIC ARTICLE ON 7-11-13. A "BUDD RAIL DIESEL CAR" (SEE WIKIPEDIA ARTICLE OR SOMETHING SIMILAR COULD ACCOMPLISH THE SAME RESULT AT MUCH LESS COST.

Code	Issue	Response



Code	Issue	Response

Code	Comment Document
<p>6</p> <p>3</p>	<p style="text-align: center;">ENCLOSURE D AIR POLLUTION</p> <p>THE 202 EXTENTION ALIGNMENT IS GENERALLY CLOSE TO THE GILA RIVER BED, THE LOWEST POINT IN THE VALLEY. THE VALLEY'S GENERAL WEATHER PATTERN IS WEST TO EAST. THE VALLEY SITS IN A BOWEL WITH HIGH EDGES ON THE NORTH, EAST AND SOUTH. THE SMOG BUILDS DUE TO TRAFFIC POLLUTION ESPECIALLY DURING THE WINTER. STRONG WEST TO EAST WEATHER AND RAIN TEMPORARILY DISSIPATE THE SMOG.</p> <p>THE ELEVATIONS ABOVE SEA LEVEL, SHOWN ON THE ATTACHED MARKED DRAWING, ILLUSTRATE THE BOWEL EFFECT. ALSO ATTACHED IS A PORTION OF PARC'S PAMPHLET ENTITLED "TRUCK ROUTE SPELLS INCREASED AIR POLLUTION" WHICH DESCRIBES THE PROBLEM BETTER THAN I CAN.</p>

Code	Issue	Response
6	Air Quality	<p>According to the Arizona Department of Transportation, 2013, <i>Air Quality Assessment South Mountain Freeway 202L Draft Report</i>, 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.</p>

Code	Comment Document
	<p>South Mountain Destruction</p> <p>ADOT's spin is that just a "little bit" of South Mountain would have to be "sacrificed" for the SMF. The truth is that 3 ridges would be leveled, with a resulting cut 10 lanes wide and 20 stories high. 4 million cubic yards of dirt would be removed. Imagine that this were Camelback Mountain. The camel would not just get a short haircut – the camel's head would be cut in half!</p> <p>South Mountain is a significant part of the Phoenix Mountain Preserve, containing the world's largest metropolitan wilderness park, South Mountain Park. The proposed cut would destroy the integrity of both the Preserve and the Park.</p> <p>South Mountain is sacred to the Gila River Indian Community and precious to all who enjoy its natural beauty. Once this treasure is defiled, it can never be "made whole" again! The mountain, its desert vegetation, unique wildlife, and water would all be disfigured or disrupted. All to further MAG's political agenda – to benefit the trucking industry!</p> <p>Truck Route Spells Increased Air Pollution</p> <p>MAG and ADOT spin a tale of how the SMF would improve air quality and how trucks would comprise only 9% of the traffic. Do they think no one knows how to read a map? The unique geography of the South Mountain corridor makes the SMF a perfect "truck route." The politically-motivated SMF is primarily for the benefit of the trucking industry. New truck depots are already being built in the West Valley and more are sure to come if the SMF becomes a reality. Mexican trucks, not held to any pollution standards, would be among the overwhelming number of trucks on the SMF, making air quality worse rather than better.</p> <p>Trucks can be accommodated by making what is already called a "truck by-pass" into a freeway, generally following the path of existing US 85 between Buckeye and Gila Bend – outside the Valley of the Sun. This would truly improve air quality in the Valley.</p> <p>The EPA has already warned Maricopa County that it must clean up its air quality or lose \$1.1 Billion in Federal highway funds. This loss would be in addition to the already outrageous cost of the SMF.</p> <p>Incredible Waste of Tax \$\$</p> <p>Long before the economic crisis, the 22 mile long SMF was going to be a waste of money. Now, ADOT estimates it would cost nearly \$2 Billion to build a "bare bones" version of the SMF today and this figure will continue to increase until the SMF is built.</p> <p>PARC's conservative estimate is that this 22 mile stretch of freeway would eventually cost \$3 - \$5 Billion. Compare this staggering figure to the cost of the controversial light rail which is just \$1.4 Billion or the budget for the entire state of Arizona which is less than \$10 Billion!</p> <p>MAG could save the taxpayers Billions of \$ by building a freeway along the path of existing US 85. In the process, MAG could revitalize the Valley of the Sun if it followed the lead of states like Ohio, Oklahoma, New York, New Jersey, and Oregon, to name a few. Some of their cities are now planning to reroute main freeways around their downtowns instead of through them.</p> <p>Imagine I-10 going around Phoenix on the new freeway along the existing US 85 keeping all but local traffic out of downtown. That would really make a difference in relieving traffic congestion and reducing pollution!</p>

Code	Issue	Response

Code	Comment Document
1	<p>From: Greg Vogel To: Projects Subject: BUILD NOW - Loop 202 - South Mountain Freeway Date: Wednesday, July 24, 2013 6:06:29 AM</p> <hr/> <p>To Whom it May Concern</p> <p>I am writing this letter in support of getting the Loop 202 South Mountain Freeway moving forward. We represent land and business owners that will benefit from building this stalled freeway. While they will directly benefit, I cannot overstate the importance of building this freeway now and its importance to all citizens of our State.</p> <ul style="list-style-type: none"> - relief of existing and coming massive congestion along Interstate 10 at I-17 - Jobs that will be created by the construction of the freeway -tax base in property, income, sales all increasing and benefiting the entire State -environmental benefits of relief of congestion <p>This freeway has been on the books for almost 30 years. It is time for the State, City and local governing bodies to step up and lead and build this massive missing link to our transportation network.</p> <p>We look forward to seeing this Freeway completed this decade.</p> <p>Greg J. Vogel Chief Executive Officer, Land Advisors Organization 4900 North Scottsdale Road, Suite 3000, Scottsdale, Arizona 85251 480.483.8100 fax 480.483.8000 web www.landadvisors.com</p> <p style="text-align: center;"></p> <p> Please consider the environment before printing this e-mail.</p>

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	<p data-bbox="428 439 832 524"> From: Projects To: ADOT Subject: FW: Loop 202 South Mountain Freeway Date: Monday, May 20, 2013 8:24:52 AM </p> <hr/> <p data-bbox="428 620 870 709"> From: Dave Von Tersch [mailto:djvontersch@q.com] Sent: Sunday, May 19, 2013 9:40 AM To: Projects Subject: Loop 202 South Mountain Freeway </p> <p data-bbox="428 733 1280 923"> Dear Sir / Madam, Several months ago, I suggested that Loop 202 South Mountain Freeway consider (if feasible) a “double deck” design, similar to I-70 Colorado’s double decker through Glenwood Canyon. At that time, the answer I received was NOT adequate. Please provide detailed information as to why this “double deck” suggestion is not a viable solution. </p> <p data-bbox="428 955 739 1092"> Dave & Jeannie Von Tersch 12007 S. Crow Ct. Phoenix, AZ. 85044 480-753-4166 djvontersch@q.com </p> <p data-bbox="428 1128 1143 1173">  Please consider your environmental responsibility before printing this e-mail </p> <hr/> <p data-bbox="428 1294 1292 1358"> <small>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.</small> </p>

Code	Issue	Response
1	Alternatives	<p>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.</p>

Code	Comment Document
	<p data-bbox="447 368 509 391">4367</p> <p data-bbox="478 439 1330 989"> 1 I came here primarily because I understood that 2 the freeway was going to make a loop and enter our 3 reservation at Pecos Road, and my niece just told me that 4 I was mistaken, that it's not going to, that it is going 5 to stay on Pecos Road, so my presentation is really 6 ineffective and has no balance as to -- like I said, my 7 whole thought is to not put anything on the reservation, 8 because we cannot lose any more land, and I congratulate 9 you on the wise decision not to put it on the Ahwatukee 10 side, and I think that'll be best for everybody and speed 11 up the process of the freeway and so forth. And I thank 12 you very much, and that's all I have to say. Thank you. </p> <p data-bbox="478 1010 1050 1032">13 THE FACILITATOR: Thank you.</p> <p data-bbox="478 1056 1311 1078">14 Do we have another name up there? There it is.</p> <p data-bbox="478 1102 1286 1124">15 Dave Von Tersch. Did I pronounce that right?</p> <p data-bbox="478 1149 758 1171">16 Dave Von Tersch.</p> <p data-bbox="478 1195 1330 1318">17 As a reminder, anyone in the auditorium, if you 18 would like to speak just register at the front desk, your 19 name will appear on the screen, and we will call you up.</p> <p data-bbox="478 1342 842 1364">20 Ken Lapierre.</p> <p data-bbox="478 1389 1134 1411">21 Dave Von Tersch, is that you, sir?</p> <p data-bbox="478 1435 1330 1604">22 MR. VON TERSCH: Hi, my name is Dave Von Tersch, 23 I live in Ahwatukee. I'd like to suggest, as long as 24 there's no ordinance against it or law against it, that 25 the committee 202 project team might consider a </p> <p data-bbox="1236 1665 1342 1687">Page 22</p> <p data-bbox="491 1705 1299 1761"> Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com </p>

Code	Issue	Response

Code	Comment Document
<p>1</p>	<p>1 double-deck approach to the proposed freeway. Thank you. 2 THE FACILITATOR: Thank you. 3 Ken Lapierre. 4 MR. LAPIERRE: Hello, my name is Ken Lapierre, I 5 live in Ahwatukee Foothills Reserve, and my initial 6 comments here about the EPA draft study is I feel it's 7 deficient on a couple of points. One is it's really not 8 up to date. I'm not sure what data set was used, but if 9 you look at, in particular, the violation of the EPA 10 standards we have at the 43rd Avenue EPA sensor, it 11 doesn't really look like we've acknowledged that that 12 would get worse. My concern is that we will have a loss 13 of federal highway funding if we violated 13 times on 14 43rd Avenue already and we're going to build a highway 15 that's going to be a mile away, that's going to impact 16 that sensor. Then we'll have more violations. 17 The other thing that I'm very concerned with is 18 benzene in the air. I don't really know if you've 19 studied the benzene levels in the Gila Indian Community, 20 where I live in a community that borders that. I don't 21 know if that's allowed or part of the study, but it's 22 very toxic, people have health hazards. I work in a 23 health advocacy group in Phoenix, and children are 24 already experiencing asthma symptoms from the smog and 25 the soot and the dust particulates from that area</p> <p style="text-align: right;">Page 23</p> <p style="text-align: center;">Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com</p>

Code	Issue	Response
1	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.

LOOP 202
South Mountain
Freeway Study

2013

Draft Environmental Impact Statement
COMMENT FORM

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- 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.

Has a "Double Deck" approach been considered? If NOT, I would suggest that a "Double Deck" design be considered (in applicable areas).

Optional

Name *Dave VonTersch* Email *djvontersch@g.com*

Address *12007 S. Crow Ct.*

City *PHX* State *AZ* Zip *85044*

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.: 2021 MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)

ADOT

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

1

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1	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.

Code	Comment Document						
1	<p>TELEPHONE CONVERSATION RECORD SOUTH MOUNTAIN FREEWAY INFORMATION LINE</p> <table border="1"> <tr> <td data-bbox="366 499 857 568">INCOMING CALL DATE: 05/13/13</td> <td data-bbox="857 499 1342 568">INCOMING CALL TIME: 4:56 PM</td> </tr> <tr> <td data-bbox="366 568 857 616">CALLER: DONNA VOTE-BRACY</td> <td data-bbox="857 568 1342 616">CALLER ADDRESS: 107 W. GENEVA CIRCLE, TEMPE, AZ 85282</td> </tr> <tr> <td data-bbox="366 616 857 661">PHONE:</td> <td data-bbox="857 616 1342 661">EMAIL:</td> </tr> </table> <p>CALLER REMARKS/QUESTIONS: We are in support of the new Loop 202 Freeway, south of the South Mountain for better traffic control and easing of the congestion on the existing freeways running north of South Mountain.</p>	INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 4:56 PM	CALLER: DONNA VOTE-BRACY	CALLER ADDRESS: 107 W. GENEVA CIRCLE, TEMPE, AZ 85282	PHONE:	EMAIL:
INCOMING CALL DATE: 05/13/13	INCOMING CALL TIME: 4:56 PM						
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PHONE:	EMAIL:						

Code	Issue	Response
1		Comment noted.

Code	Comment Document
<p>1</p> <p>2</p>	<p>From: DJENTRIFICATION_PHY To: Projects Subject: Phoenix Native against a 202 freeway South Mountain Option Date: Wednesday, July 24, 2013 3:52:45 PM</p> <hr/> <p>Hello and thanks for possibly taking my input! My name's Alex Votichenko, born and raised here in the valley and I just want to urge you to please consider a No Build Option for the the 202 extension through part of the South Mountain preserve-it's really a cherished landmark and point of pride here in the valley, all of the preserve really. I bring out of town visitors to the park frequently and it's important to so so many valley residents. Thank You ! Alex Votichenko</p>

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 <i>Responses to Frequently Submitted Public Comments</i> beginning on page B733 of this appendix.
2	Section 4(f) and Section 6(f)	