



South Mountain Transportation Corridor Study

Citizens Advisory Team
Technical Report Summary

Draft Public Comment Summary

Why request public comment in the Environmental Impact Statement process?

As part of the National Environmental Policy Act, minimum requirements are established for public input during the preparation of an Environmental Impact Statement (EIS). On this project, ADOT, with the concurrence of FHWA, has established an extensive public involvement plan, soliciting input into the process throughout all phases. The purpose of seeking public input is to identify any new data pertinent to the EIS process and to gauge the understanding of the project status among the public. Over the course of time, public opinion regarding a project can change and seeking input throughout the process provides awareness of changes to the study team.

This document summarizes public comment received from November 2005 to February 2006. It is not intended to be a quantitative or statistically valid survey. The people who provided comment were self selected – not randomly selected by the project team.

What has been the public involvement during this phase of the process?

Three eight-hour public meetings were held in November 2005. The meetings were held in the Southwest Valley, Laveen and Ahwatukee. Notification of the meeting occurred through all media forms.

The City of Tolleson also invited the South Mountain Study Team to discuss the project before and during a city council session in January 2006. The project team also staffed an information booth at the Annual Laveen Pit BBQ.

In total, over 2,800 people attended these meetings and over 2,100 comments were received.

What has been some of the comment received during this phase of the process?

The comments have been divided geographically to help the project team better understand the specific issues of each community. The geographic areas are:

- Southwest Valley
- Laveen, Estrella and South Mountain Villages
- Ahwatukee
- Regional (Outside of Study Area)

Responses received from residents adjacent to the proposed freeway alignments were most likely to be opposed to the freeway and did not feel there was a need for the project. Support for the freeway came from residents throughout the Valley with most saying it should be constructed as quickly as possible.



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The most important issue cited by those opposed to the freeway was the impact of the alignment on the community. Those in support of the freeway typically noted reduced congestion as their most important issue. With the exception of Ahwatukee, there was very little mention of environmental issues such as air and noise. Most of the concerns were directed at residential and business displacements.

In the Southwest Valley, Tolleson residents expressed concern about the impact of another freeway (the others being Loop 101 and I-10) on their small community. More than half opposed construction of the freeway, and most preferred the W55 alignment or any alignment not in Tolleson. However, responses from residents in Avondale, Buckeye and Goodyear supported construction (70 percent of responses) and preferred the W101 connection.

Estrella Village residents supported construction of the freeway (75 percent of responses) but were split on which alignment, as they preferred both the W55 and W101 connections.

Laveen residents supported construction of the freeway (74 percent of responses). However, Laveen residents were almost equally divided in their preferences for W55 and W101 alternatives. South Mountain Village residents showed the support for construction (88 percent of respondents) and were more likely to prefer the W55 alternative over the W101 connections.

Comments showing opposition to freeway construction came from the Ahwatukee area. The most important issues cited for opposing the freeway were community impacts, environmental impacts and other issues. Reducing congestion was not an important issue in this area. Residents living closest to Pecos Road opposed construction of the freeway (70-80 percent of the responses). However, Ahwatukee residents living adjacent to I-10 were more likely to support construction (47 percent of responses) of the South Mountain freeway with preferences for a GRIC alignment or the Pecos Road alignment.

Comments were also received from residents outside of the study area in the northeast, northwest and southeast valleys. These residents were much more likely to support construction of the freeway (62-78 percent of the responses) and tended to slightly prefer the alternatives that tie into Loop 101 compared to the W55 alignment. Traffic congestion and completing the regional freeway system were the primary reasons provided by supporting the freeway by regional responses.

Only a small portion of all responses received indicated support for the W71 alignment. During the public meeting in Laveen, a majority of the attendees were opposed to the W71 option.

The following information by geographic area includes a report on the support for or opposition to construction of the freeway; primary reasons for supporting and opposing



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construction; a list of most important issues to consider; preferences for a specific alternative; and a summary of general comments.

This report is a summary of the comments received during this phase of the project and is not an inclusive report of all comments received. At times, members of the public referred to potential alignments by inaccurate names. This information is included without correction. Further, this report only refers to comments received and should only be considered as a qualitative analysis of the opinions of those who submitted comments and not as a statistically valid sampling of each geographic region. Care was taken to ensure that the summary accurately reflects the comments received.

Southwest Valley

The Southwest Valley public meeting was held on November 15, 2006 at the Estrella Vista Reception Center in Avondale. The meeting was attended by 163 people.

The following is a summary of the public comments and questions provided during the question and answer session following the presentations. Primary topics discussed included:

- Interchange locations and design and affect on local access
- Purpose and need for the freeway
- Concern regarding a truck bypass
- Noise barriers and rubberized asphalt
- Alternatives further west of Loop 101
- Continued residential construction in potential right-of-way without disclosure to potential buyers
- Decision making process and how will the public be involved
- Status of communications with Gila River Indian Community
- Home displacements and affect of freeway on property values

On January 24, the City of Tolleson hosted a community meeting for its residents and businesses during which 100 people attended. The following comments were received during the community meeting:

- Data was received from a number of businesses within the Study Area regarding number of employees and potential operational impacts.
- Observation that there will be a tremendous ripple effect if we lose these companies and jobs. The impact on our community will be substantial.
- Preference for or against the project.
- Property value issues.
- Timing of the project.
- Number of displacements.
- Impacts on Tolleson.



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Tolleson Area

ZIP Code 85353 includes Tolleson and several new residential developments south of Tolleson within the City of Phoenix. From November 2005 through February 2006, 149 comments were received from residents within this ZIP code. These comments are summarized in the following.

Reasons for supporting construction:

- Growth warrants such a freeway
- Traffic has increased – east/west travel is nearly impossible
- Alleviate I-10 congestion
- Need to complete outer loop
- No other alternative to ease traffic
- Needed for regional traffic
- Eliminate congestion of traffic through downtown
- Years behind in building future roads

Reasons for opposing construction:

- Home in jeopardy – displaces my family
- Proposals are incomplete
- Will not alleviate enough I-10 traffic to offset cost
- Millions of dollars in economic development will be lost
- East – west highway paralleling I-10 is a greater need
- Need mass transit – not more freeways
- Property values will drop
- Air and noise pollution
- Further west will better serve the communities
- Impact to schools
- Destroying a lifestyle and major businesses
- Affects my place of work
- Tolleson too small for a freeway

Most important issues to be considered (in order of importance):

- Community Impacts
- Environmental Impacts
- Reduced Congestion

Responses from the 85353 ZIP code preferred the W55 alternative or any alternative not in Tolleson.

Other comments:

- Need more information on method of compensation for homes and businesses
- Why were we never informed of this possibility by our builders
- Spend more money on light rail
- Don't need this freeway – improve existing freeways
- Would mar the beauty of South Mountain
- Consider what alternative schools have with less land to work with in Tolleson



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- Tolleson is too small to have another highway cut through the town.
- Give it to Phoenix - they want it.
- Major impact on Tolleson's wastewater treatment plant
- Think about the families that will have a toll
- People of Farmington will be put into poverty with the addition of this freeway
- Freeways are often not the best solutions to traffic problems
- Make Broadway a highway connecting to US 60
- Widen I-10 before starting another bad freeway
- Spend money on trolley or subway
- Delay of constructing freeway has cause congestion that is horrendous
- Why not build a freeway above existing freeways
- Its needed, lets hurry and build
- Why build new houses and then demolish them
- I support the construction but not in our backyard

Avondale/Buckeye/Goodyear

Twenty-three comments were received from residents in the Avondale, Buckeye and Goodyear area. These comments are summarized in the following.

Reasons for supporting construction:

- Need traffic congestion relief
- Reduce congestion
- Already voted for it
- I-10 traffic too heavy
- Need to relieve west side surface streets
- Alternate route around downtown
- Access for east and west valley commuters
- Most large cities have ring roads
- Need more freeways

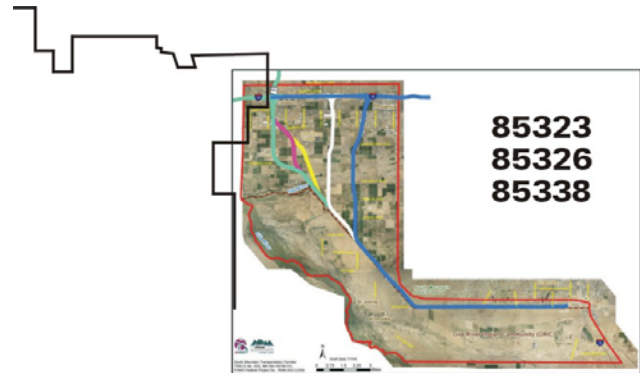
Reasons for opposing construction:

- Can't live near freeway
- Facility relocation

Most important issues to consider:

- Reduced Congestion
- Community Impacts
- Cost

In addition to supporting the construction of the freeway, residents in the Avondale, Buckeye and Goodyear supported the W101 options.





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Other comments:

- Just widen existing roads
- Minimum number of lanes should be 6-8 at build out
- Hurry, make a decision and get to building
- Build 303 before to many more houses are built
- Neglected west for too many years – accelerate construction

Laveen, Estrella and South Mountain Villages

The West Phoenix public meeting was held on November 16, 2006 at the Corona Ranch in Laveen. The meeting was attended by 464 people.

The following is a summary of public comments and questions provided during the presentations. Topics included:

- Why has it taken so long and will there be enough money this time
- Ongoing development – lack of disclosure and uncertainty of future
- Property value impacts
- South Mountain park impacts
- How will decision be made and when
- Purpose of the freeway
- Truck traffic and bypass
- Number of relocations and acquisition process
- Consider other options
- Noise mitigation
- I-10 reliever location and connection to South Mountain
- Construction schedule and impacts
- What happens if no build

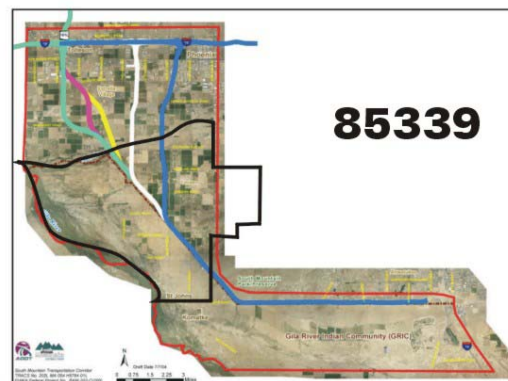
During the meetings, participants expressed strong opposition to the W71 alignment.

Laveen Village

ZIP code 85339 not only includes the Laveen Village within the City of Phoenix but also includes portions of the Gila River Indian Community. Responses were received from 149 people within this ZIP code. Comments received are summarized in the following.

Reasons for supporting construction:

- Alleviate traffic and congestion due to growth
- Need freeway thru this area
- Freeway access to east valley
- Getting around congested areas of city
- More freeways to relieve congestion on local streets
- Too many cars on 51st Avenue
- Take traffic off of Broadway curve





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- To ease traffic on I-10 and continue to develop Laveen
- Either build it now or later, we will need it
- Bypass for interstate traffic
- Continued economic expansion of Valley
- Completion of 202 loop
- Voters approved
- Will help my daily driving and home values
- Southwest Valley needs a highway
- Traffic situation has become hazardous on Baseline
- Need more transportation alternatives in Southwest Valley

Reasons for opposing construction:

- Citizens misplaced
- Moved to get away from city
- Disruption of community – destruction of the mountain
- Why pay for poor planning
- Creation of a general pollution
- Would not use it
- Adjacent to home
- No mitigation for bypass
- Taking all the farm land away

Most important issues to consider:

- Reduce Congestion
- Community Impacts
- Environmental Impacts

During the Laveen BBQ, staff conducted an informal poll of 100 people who stopped to discuss the freeway project. Of those who expressed an opinion, 48 percent preferred W101 and 29 percent supported W55.

However, of the 149 people who submitted comment forms and sent emails the preferences for W55 was slightly more (4 percent) than those who preferred W101.

Other comments:

- This whole thing stinks
- Wasting state money
- Please do not build
- Laveen is one of the few pristine communities left
- Sad to see all our farm land taken away
- Please consider depress freeway as much as possible
- Let's get it done
- Businesses and homeowners need final route as quickly as possible
- Please listen to us
- Choose the least destructive route
- We knew freeway would go through home when we bought it



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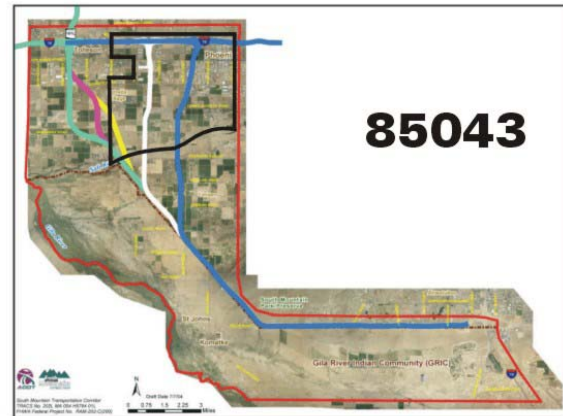
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- Hypocritical of City of Phoenix to argue 20 year plan alignment is not appropriate for Ahwatukee but we must adopt same plan on Westside because that always been the plan
- I admire the fact your team would invest so much time and effort into grasping public opinion
- Not building freeway is not a viable option
- No exit at 51st Avenue
- Please don't allow people in Ahwatukee to dictate what others of us want
- Air and noise quality is definitely a big concern

Estrella Village

ZIP code 85043 includes the City of Phoenix's Estrella Village. Thirty-nine comments were received from this area. Comments received are summarized in the following.



Reasons for supporting construction:

- Area needs traffic congestion relief on surface streets and I-10
- Population is increasing – need to reduce congestion
- Easier access south of South Mountain
- Traffic will get better and shorter commute times
- Traffic congestion is getting worse on a daily basis
- Relieve congestion on I-10
- Another way to move around the Valley
- Needed long before this
- More complete highway system
- Reduce bottleneck from West through downtown Phoenix
- Back way in and out of Ahwatukee
- Decrease travel time

Reasons for opposing construction:

- No real traffic need
- Can't afford to sell
- By time completed it will be obsolete

Most important issues to consider:

- Community impacts
- Reduced Congestion
- Environmental Impacts



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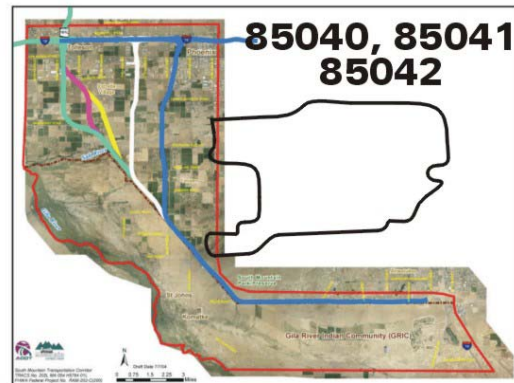
Although this area supports construction of the freeway, they are divided on what is the appropriate location with almost equal numbers preferring the W55 and Loop 101 alternatives.

Other comments:

- Should be one (alternative) which has least negative effect on current resident life
- Felt we were kept in the dark until it is too late
- Rush it through – we need it
- Stay off I-10
- Widen I-10
- Rather go through my house than next to it – don't mind being bought out
- Make decision on the best and real traffic benefit – not some compromise
- Business can relocate a lot easier than 1300 homes
- W71 is a bad idea
- Even the no action will impact a large number of people
- Build with car pool lanes from beginning

South Mountain Village

ZIP codes 85040, 85041, 85042 are outside of the study area, but represent the opinions of the residents in City of Phoenix's South Mountain Village. Thirty-three comments were received and summarized in the following.



Reasons for supporting construction:

- Without the freeway we will be at gridlock
- Reduce congestion
- Ease of transportation around Valley
- Rapid growth – additional freeways needed
- For a city to grow it must have highways
- Need to get to work
- Good for urban modernization
- Relive heavy truck traffic on 51st Avenue
- Graceful way to get to East Valley where wife and I work
- Relieve pressure on secondary roads
- Relieve I-10
- Reduce congestion on I-10 out of Ahwatukee
- Relive congestion through central Phoenix
- Add transportation corridor for Southwest Valley
- West side needs better freeways



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Reasons for opposing construction:

- We don't want it so forget it
- Home would be torn down
- Population growth will require new transportation infrastructure

Most important issues to consider:

- Reduce congestion
- Community Impact
- Environmental Impact

Almost half of the South Mountain Village residents prefer construction of the W55 alternative and about one-third preferred the W101 options.

Other comments:

- Delay final decision until an option on GRIC can be included
- Southwest Phoenix is only area without freeway – its our turn
- Can't wait – start now
- Devaluation of property if purchased by ADOT
- Shouldn't take 2 years to make decision
- Great job informing the public
- Time to quit waiting on GRIC and accept burden ourselves
- Going to be necessary even if I don't like it
- Placement analyzed very carefully not to add further congestion to I-10

Ahwatukee

The Ahwatukee public meeting was held on November 17, 2006 at the Grace Inn in Ahwatukee. The meeting was attended by 2,103 people.

The following is a summary of public comments and questions provided during the presentations. Topics included:

- Freeway is primarily a truck bypass
- Build on Gila River Indian Community land
- Right-of-way costs
- Developers constructing new homes in corridor
- Transport of hazardous materials
- Determination of fair market value
- Why build in Ahwatukee if the people here don't want it and wouldn't use it
- Who benefits
- Impact to local streets
- Impact of no-build
- Impact to Pecos Road during construction
- Decision making process and construction schedules
- Citizen Advisory Team recommendation
- Noise and air pollution
- Funding
- Interchange locations

March 2006



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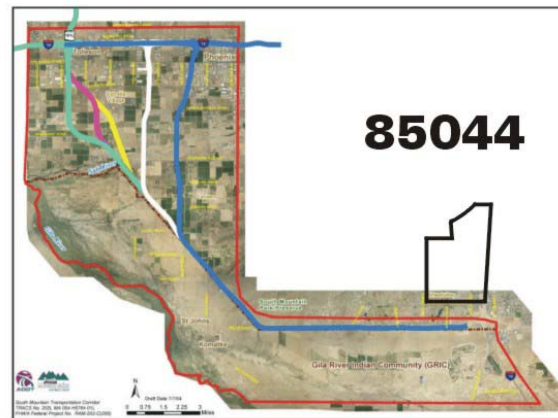
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- Purpose and need for freeway
- Purchase and relocation process
- I-10 reliever
- Other options and alternatives
- Depressing freeway in Ahwatukee
- How is public comment used
- Design changes since 1985-1988
- No build option
- Increase in crime
- Impact on local schools
- Type of development adjacent to freeway
- Impact on property values
- Number of lanes required

Ahwatukee/85044

ZIP code 85044 is outside of the study area and includes the Ahwatukee residents living adjacent to I-10. Responses were received from 139 residents from this area. Comments are summarized below.



Reasons for supporting construction:

- Pinal county growth will congest I-10
- Need to relieve Broadway curve
- Good for the region
- Less congestion on I-10
- Build no matter the residential impact
- Need more freeways – need to finish Loop 202
- Moved here because of freeway
- Without this freeway we will have gridlock
- Been the plan for 20 years
- Will ease Ahwatukee traffic congestion
- Bypass for trucks during rush hour
- Most logical and cost efficient alternative
- Traffic will get worse with growth
- Need west route for safety of Ahwatukee
- Stalled traffic cause more air pollution

Reasons for opposing construction:

- Noise
- Pollution
- Ok with traffic jams
- Pecos OK as is



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- Doesn't help daily traffic
- Will have blighted community
- Crime
- Property value loss
- Not needed – no purpose
- Negative impact on Ahwatukee
- Have enough freeways need more open space
- Destroy cycling route
- No road through South Mountain
- Displaced homes
- Cost
- Truck traffic
- Additional traffic on local streets
- Need mass transit instead of freeways

Most important issues to consider:

- Community impact (most often cited if oppose)
- Reduced congestion (most often cited if support)
- Environmental impacts

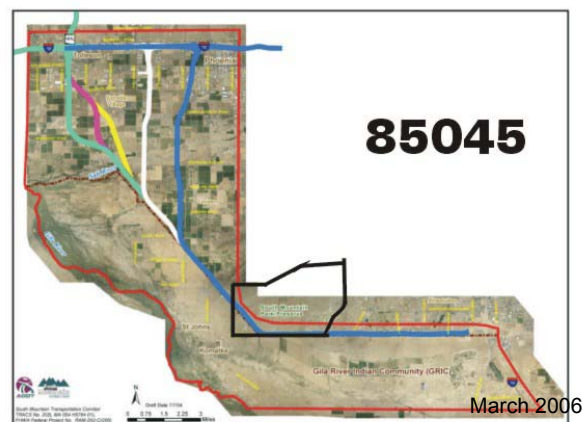
Of those respondents who indicated a preference almost half (47 percent) preferred an alignment on GRIC lands. Another 40 percent indicated preferences for Pecos Road, Loop 101 and W55 alternatives.

Other comments:

- Like the I-10 CD project
- No access ramps to GRIC if built on Pecos
- If it goes through, I will move
- People in Ahwatukee will not let you do this
- A decision has to be negotiated ASAP – don't leave us in limbo
- Consider air conditioned underground rail
- Get started – another 5 years of study will create more problems
- ADOT has a good plan in place lets get going
- I feel intimidated to say much positive because most of people attending meeting are opposed

Ahwatukee/85045

ZIP code 85045 includes the western portion of Ahwatukee where most of the current residential construction is occurring. Responses were received from 543 people within this ZIP code. Comments are summarized in the following.





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Reasons for supporting construction:

- Relieve traffic and congestion
- Need it to be on GRIC land
- Route is needed
- Anticipated growth (traffic and population)
- Need an alternative to I-10
- Need a means to travel to the West Valley

Reasons for opposing construction:

- Impacts to South Mountain Park
- Residential displacement
- Freeway noise and pollution
- Crime
- Few residents would use it, just cross-country truck traffic
- Ruin mountain views

Most important issues to consider (in order of importance):

- Community Impacts
- Environmental Impacts
- Other

Of those who expressed a preference for a specific alternative, 71 percent of comments included a preference for an alignment on GRIC lands, 15 percent suggested the no-build alternative, and 7 percent specifically stated “no alignment on Pecos Road.” Some comments included multiple preferences.

Other comments:

- Don't build the freeway and ruin a wonderful community!
- Building permits were issued as little as a year ago for houses to be demolished according to proposed routes.
- If it can't be built on GRIC land or further south, don't build it!
- Who is this freeway for anyway? It certainly does not serve the people of Ahwatukee.
- If it needs to be built, please at least put it below ground.
- It would be better to have NO freeway at all than to devalue our community.
- Give the Indians what they want...more \$\$\$!
- I'm concerned about a drop in value of my home based on outcome of study.
- It is a 20-year plan that doesn't work today.
- Why not propose a toll-road to GRIC?
- Keep negotiating with Gila River Indians on using their unused land.
- Seems like the Reservation would want traffic to run by their gambling facilities.
- If GRIC does not allow placing the roadway on their property, then obviously there will be no exits built leading to their property.
- Why not develop a true Phoenix bypass-Gila Bend-Buckeye?
- Build it!



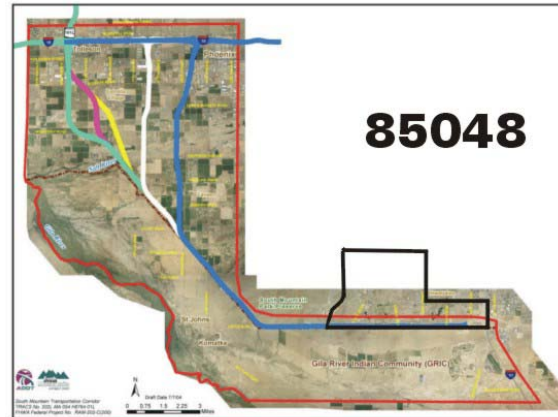
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Ahwatukee/85048

The southeastern section of Ahwatukee is located ZIP code 85048 and 973 comments were received from this area. Comments received are summarized in the following.



Reasons for supporting construction:

- Relieve traffic and congestion
- Route is needed regionally
- Should be on GRIC land
- Need another route out of Ahwatukee
- Population will continue to grow
- Bought home based on planned freeway

Reasons for opposing construction:

- Disruption to community and quality of life
- Residential displacement
- Impacts to South Mountain Park
- Freeway noise
- Air pollution
- Crime
- Will increase traffic
- Pecos alignment would be too close to churches, schools and neighborhoods
- Plan for Pecos is outdated, and was approved when there were only a few thousand residents in the Ahwatukee Foothills
- Jeopardize rare vegetation and wildlife

Most important issues to consider:

- Community Impacts
- Environmental Impacts
- Other

Of those who expressed a preference for a specific alternative, 69 percent of comments included a preference for an alignment on GRIC lands and 12 percent suggested the no-build alternative. In addition, 3 percent specifically stated “no alignment on Pecos Road” while 2 percent preferred an alignment on Pecos Road. Some comments included multiple preferences.

Other comments:

- Either build on GRIC or don't build it at all.
- This freeway needs to be built below ground level.
- Negotiate such that it is a win-win situation for both the Gila River and our community.
- The plan is out of date and does not reflect the current situation.



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- Don't destroy Ahwatukee and the South Mountain Preserve just to enable more urban sprawl!
- What about Riggs or Maricopa Roads?
- Property values will decline – crime will increase.
- Why did you let builders build on land you knew about in 1988?
- I don't believe there is a large benefit to the community that will be disrupted. This is primarily a bypass route for truckers.
- Move the process faster.
- Unfortunately I think the South Mountain Freeway is a necessity in order to handle future traffic patterns.
- I've lived here for 18 years and anticipated it being built!
- There are lots of silence people who would like to have the freeway built. Right now probably you only hear voices from those who are against the plan.
- Please do not pressure the tribal community. They deserve their land. Let them decide without pressure.
- A ground level highway with walls would ruin the views of the Sierra Estrellas for many residents.

Regional Input

Northwest Valley

The Northwest Valley includes communities such as Glendale, Peoria and North Phoenix. Twenty-four comments were received from this area. Comments received are summarized in the following.

Reasons for supporting construction:

- Needed – downtown traffic congestion has to be relieved
- Live on west and travel to southeast valley weekly
- Obvious link between east and west valley without regional freeway the existing system in central valley will be overtaxed
- Need alternative to I-10 to get to East and Southeast Valley
- Meet need of growing Valley

Reasons for opposing construction:

- Not going to help
- Affects friend's house
- Will turn I-10 into a mess
- Too costly

Most important issues to consider:

- Community impact
- Reduce congestion
- Cost

For those who indicated a preference, 42 percent preferred a Loop 101 connection and about 30 percent preferred W55.



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Other comments:

- W71 is a total surprise and should be abandoned
- It takes 2 hours sometimes to go from west valley to east valley

Northeast Valley

Twenty-one comments were received from the Northeast Valley including the communities of Scottsdale and northeast Phoenix. Comments received are summarized in the following.

Reasons for supporting construction:

- Regional mobility
- Growth – need in west valley
- Traffic better today than 30-40 years ago without freeways
- Complete necessary part of transportation plan
- Need to remain ahead of growth
- Reduce traffic congestion
- Citizens need and deserve best possible freeway system
- South Valley is booming – we need it
- I'm paying for it
- Region wide traffic improvement

Reasons for opposing construction:

- Hate freeways
- Won't help I-17 and deck park tunnel
- Too many homes displaced

Most important issues to consider:

- Reduced congestion
- Community Impacts

Almost half (49 percent) of the respondents favored the Loop 101 connection and about one third (33 percent) preferred the W55.

Other comments:

- Resolve the west side sooner for all of our peace of mind
- Regardless of alignment build it soon
- Post signs to identify potential alternatives
- Please build it
- With other pressing transportation needs in Phoenix Metro area use money in most efficient manner

Southeast Valley

The Southeast Valley consisting of Tempe, Chandler and Gilbert generated 37 comments. Comments received are summarized in the following.



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Reasons for supporting construction:

- Need access from southeast to west valley
- Ease future growth and congestion
- Necessary to overall freeway system
- I-10 can't carry the 202 traffic if not build
- Greater good for the 3.7 million residents vs. 250 homes displaced
- Existing freeway will be parking lots without this freeway
- Import link for Chandler/Gilbert/Ahwatukee to get to west valley events
- Part of complete regional transportation plan
- We must move forward and build it
- Help truck traffic avoid downtown
- Solution to future traffic problem
- Need more freeways to accommodate growth
- Would reduce commute and save time/gas

Reasons for opposing construction:

- Displace too many homes and businesses
- Damage environment
- Potential for commercial develop south of Ahwatukee
- Pollution and noise
- Unacceptable alignment
- Disrupt Ahwatukee
- Work on roads we already have and light rail extension

Most important issues to consider:

- Reduced congestion
- Community impacts
- Environmental impacts

The area was somewhat split in their alignment preferences with 40 percent preferring a Loop 101 connection and 32 percent wanting an alignment on GRIC lands.

Other comments:

- No access from GRIC if not allowed to build on their land
- Don't need to tie west Phoenix with Gilbert
- Please build
- Don't let small number of people say it is not necessary because it is
- Buy house now
- Excellent presentation – impressed with layout and number of people able to answer questions (Laveen)
- Put HOV lanes in from the start
- Reservation is made up of people just like other side of street – we don't want it either



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Draft Public Comment Summary

What is the relevance of this information?

The information presented herein is a 'snapshot in time'. It covers comments and questions received by the study team for November 2005 through February 2006. Comments have been received prior to this time and comments will continue to be received throughout the remainder of the process. The project team will continue to use public input to 'mold' the scope of this study.

As a member of the Citizens Advisory Team, how can you review the entire technical report?

The complete technical report is available for review by making an appointment with Mike Bruder or Mark Hollowell at 602-712-7545.