

# **APPENDIX O: Inquiries**

**From:**  
**To:**  
**Subject:**  
**Date:**



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I want to receive regular updates about the Loop 202 construction.

Thank you,



**From:**  
**To:**  
**Subject:**  
**Date:**



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To whom it may concern,  
I was not able to attend the pedestrian bridge meeting and I wanted to see if I can please get an update from the meeting? Thank you!



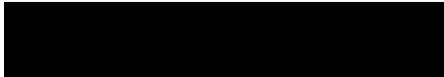
**From:**  
**To:**  
**Subject:**  
**Date:**



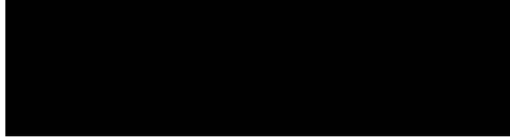
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As long-time residents of Lakewood, we are concerned about the water source for the lakes as the Loop 202 extension is designed and planned. What is the current status of the water source for the Lakewood lakes? What is the plan to provide continuous water flow to the Lakewood lakes before, during and after construction of the Loop 202 construction?

Thanks,



**From:**  
**To:**  
**Subject:**  
**Date:**



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I MOVED TO ARIZONA IN 1952 AND HAVE WATCHED THE CITY GROW. WITHOUT THE FREEWAYS WE WOULD BE IN GRIDLOCK. I MOVED INTO THE FOOTHILLS AT DESERT FOOTHILLS PARKWAY AND PECOS IN 1994. I HAVE BEEN LOOKING FORWARD TO THIS FREEWAY FOR 22 YEARS. THE EXIT AND ON RAMP WILL BE ABOUT 100 YARDS FROM MY HOME. I AM FINE WITH THAT. CAN WAIT TO SEE THE HEAVY EQUIPMENT START MOVING DIRT.

**From:**  
**To:**  
**Cc:**  
**Subject:**  
**Date:**



Mr. Samour & Connect 202 Partners:

Thank you for reaching out to the public for input on the upcoming South Mountain Freeway. I am writing you as a citizen who lives in the area. I am also cc:ing others who I believe share my enthusiasm for the beautiful areas in the greater Phoenix metro area that are going to be impacted firsthand by this freeway. We all understand this freeway is coming “for better or worse”, but I’m glad to see you’ll do everything within your power to make it “for better.”

First off, I find it tremendously odd that you would request citizens use an email address from the private contractor ([SouthMountainFreewayInfo@c202p.com](mailto:SouthMountainFreewayInfo@c202p.com); and oddly enough when I do a Whois domain ownership look-up on [c202p.com](http://c202p.com) it shows the domain being owned by “Eddie Poroj” [chinos\\_10@hotmail.com](mailto:chinos_10@hotmail.com) of Bristow, Virginia. Apparently this out-of-state individual has something to do with Fluor Enterprises, one of the four companies behind Connect 202 Partners. So much for the money staying locally... versus someone directly in the Arizona Department of Transportation. I would have expected an [azdot.gov](http://azdot.gov) domain. Can you please advise on this decision? Why would public input go to the contractor who has a vested interest in cost reduction to maximize their profit?

I don’t begrudge a profit from the Connect 202 Partners; that’s how our private enterprise, capitalist system works. But that’s NOT how our tax-payer money on a government project is supposed to work. The incentives here are too strong to avoid an apparent or real conflict of interest. This situation is something you should correct ASAP. I’m anxious to see you correct this oversight.

Now to the public input:

I ask that the South Mountain Freeway be built to be below grade throughout AND that any/all intersections be at grade level and NOT elevated.

Those of us from Laveen to Ahwatukee deserve a freeway of the same or better environmental and quality of life impact level as all the other Loop 101 and Loop 202 freeway sections across the Phoenix metro area. At a recent Ahwatukee Foothills Village Planning Meeting a representative from the City of Phoenix, Eileen Yazzie, outlined specifically what the DOT PR spokesman Breck Barnhart would not. That is, the fact that you have changed the design build from the initial at-or-below-grade design to at-or-above-grade design. It was also made clear that these changes were done at the request of the C202P company in the interest of saving money, more specifically meaning maximizing their profits. She also mentioned that the Phoenix City Manager Ed Zuercher sent a letter of protest “using the strongest possible language” and “very serious concerns” in opposition to these changes. I too would like to use the strongest possible language: PLEASE DO NOT PUT CORPORATE GREED AND PROFIT OVER THE LONG TERM QUALITY OF LIFE OF THE CITIZENS WHO HAVE TO LIVE NEAR AND AROUND THE SOUTH MOUNTAIN FREEWAY. We are here for the long term as is the freeway. C202P’s only interest is to minimize the initial freeway build cost while also minimizing the long term maintenance costs. This

conflict clearly incents minimizing any ground excavation, the option not at all favored by ANY citizens.

If the issue is on one of cost then please delay the project. Wait a few more years to aggregate up additional tax revenues to build this project the right way. Build it in sections as the budget allows. Open the freeway in phases, much in the way that Pecos Road has been improved and lengthened over time. Going "cheap" to avoid additional excavation puts the commercial build partner ahead of the citizens. Go ahead and build the freeway, just give the people who live around the South Mountain Freeway path the same respect that you've given our East Valley neighbor, the San Tan Freeway. With the exception of the 202/101 interchange there are no elevated freeway exits or ramps. We ask for nothing more than what you've set as a Phoenix metro freeway precedent. That's clearly a reasonable, sensible position for all of us.

I do want to share my enthusiastic support for the planned parallel multi-use trail. I don't imagine you've spent much time on Pecos Road. But if you do you'll see it's always a hot bed of citizen recreation from running to biking. In fact it has hosted the Arizona Senior Olympics, US Olympic Team Luge try-outs, and many other fantastic, healthy outdoor activities. While people won't enjoy breathing in the tremendous increase in heavy duty over-the-road commercial truck diesel emissions, perhaps light weekend traffic can help this area retain its image for being an outdoor training mecca and one of the few accessible places in Phoenix with some decent elevation changes.

I thank you for your consideration and for incorporating these freeway design inputs into the final build design. It will still yield a freeway full of east/west tractor trailers, but at least we can live with it. Five years from now I won't have to explain to my kids how the South Mountain Freeway became such a Phoenix freeway system eyesore and Arizona DOT embarrassment. I'll instead point out the beautiful artistic touches that line the ramps, similar to what the Pima Freeway has so tastefully accomplished. I'll show them how you CAN use design to blend what historically is a nuisance and landscape blemish into the desert built environment. I'll be able to talk about how the Arizona Department of Transportation took citizen public input to heart and put the people first. I can't wait to see that freeway in our future.

Regards,

[REDACTED]

Phoenix, AZ

----- Forwarded message -----

From: Arizona Department of Transportation [mailto:[adot@service.govdelivery.com](mailto:adot@service.govdelivery.com)]  
Sent: Tuesday, September 6, 2016 5:04 PM  
Subject: Public Input Essential

ADOT offers multiple ways to provide feedback, get the latest project information

Having trouble viewing this email? View it as a Web page<[\[South Mountain Freeway Newsletter Banner - ver. 2\]](http://links.govdelivery.com:80/track?type=click&enid=ZWFzPTEmbWFpbGluZ2lkPTIwMTYwOTA3LjYzNDA3NTAxJm1lc3NhZ2VpZD1NREltUFJELUJVTTC0yMDE2MDkwNy42MzQwNzUwMSZkYXRhYmFzZWlkPTEwMDEmc2VyaWEsPTE3MzQzOTQyJmVtYWlsaWQ9amltLnN0LmxlZ2VyOGludGVsLmNvbSZ1c2VyaWQ9amltLnN0LmxlZ2VyOGludGVsLmNvbSZmbD0mZXh0cmE9TXVsdGI2YXJpYXRlSWQ9JiYm&&&100&&&https://content.govdelivery.com/accounts/AZDOT/bulletins/1616f2b>.</a></p></div><div data-bbox=)

Public input essential as South Mountain Freeway moves toward construction

ADOT offers multiple ways to provide feedback, get the latest project information

Thirteen years of public involvement helped shape plans for the Loop 202 South Mountain Freeway. With the Arizona Department of Transportation preparing to begin construction along the 22-mile corridor, the community can continue providing feedback and seeking information by attending meetings, connecting online and using other resources.

"As with any project, our goals are informing and listening to the public," said Rob Samour, ADOT senior deputy director of major projects. "The South Mountain Freeway is a critical project for the region, and there are many opportunities for the public to stay engaged as we start construction and look forward to opening the freeway corridor by the end of 2019."

Beginning later this month, ADOT will hold three public meetings to provide details and seek input on preliminary design plans:

- \* Tuesday, Sept. 27, Desert Vista High School, Multipurpose Room, 16440 S. 32nd St., Phoenix
- \* Wednesday, Sept. 28, Betty Fairfax High School, Multipurpose Room, 8225 S. 59th Ave., Laveen
- \* Thursday, Oct. 6, Fowler Elementary School, Multipurpose Room, 6707 W. Van Buren St., Phoenix

All meetings are scheduled for 6-8 p.m., with presentations beginning at 6:30 p.m.

The meetings will provide information on the freeway's location, profile, interchange configurations and noise barrier locations, as well as initial concepts for landscaping and visual appearance. The preliminary design has been updated since it was circulated for public comment along with the Draft Environmental Impact Statement in 2013.

More public meetings will be held later this year to share final design and construction plans and to provide more information on what to expect during construction.



As part of its commitment to public involvement, ADOT is seeking input from anyone with an interest in the freeway. There are several ways to do so:

- \* Online: [SouthMountainFreeway.com](http://SouthMountainFreeway.com)
- \* Email: [SouthMountainFreewayInfo@c202p.com](mailto:SouthMountainFreewayInfo@c202p.com) <<mailto:SouthMountainFreewayInfo@c202p.com>>
- \* Phone: 1.855.SMF.L202 ([1.855.763.5202](tel:18557635202)), or para Español, [623.239.4558](tel:6232394558)

The latest project information is available via the project website at [SouthMountainFreeway.com](http://SouthMountainFreeway.com) <<http://links.govdelivery.com:80/track?type=click&enid=ZWFzPTEmbWFpbGluZ2lkPTIwMTYwOTA3LjYzNDA3NTAxJm1lc3NhZ2VpZD1NREltUFJELUJVTC0yMDE2MDkwNy42MzQwNzUwMSZkYXRhYmFzZWlkPTEwMDEmc2VyaWFsPTE3MzQzOTQyJmVtYWlsaWQ9amltLnN0LmxlZ2VyOGludGVsLmNvbSZ1c2VyaWQ9amltLnN0LmxlZ2VyOGludGVsLmNvbSZmbD0mZXh0cmE9TXVsZG12YXJpYXRISWQ9JiYm&&&101&&&http://SouthMountainFreeway.com>>, email and text updates (click "Subscribe for Updates" on the project website), the project hotline numbers ([1.855.763.5202](tel:18557635202), or para Español, [623.239.4558](tel:6232394558)) and newspaper advertising.

Extensive public input, including feedback provided by the South Mountain Citizens Advisory Team that met from 2001 to 2013, informed the study behind the South Mountain Freeway, including

- \* identifying more than 30 alternative alignments.
- \* helping determine interchange locations.
- \* recommending ways to reduce the right of way required.
- \* proposing ways to minimize other impacts.
- \* suggesting design options.

During the Draft Environmental Impact Statement phase, ADOT collected and recorded more than 8,000 public, agency and stakeholder comments.

The 22-mile freeway, expected to open by late 2019, will provide a long-planned direct link between the East Valley and West Valley and a much-needed alternative to Interstate 10 through downtown Phoenix. Approved by Maricopa County voters in 1985 and again in 2004 as part of a comprehensive regional transportation plan, the South Mountain Freeway will complete the Loop 202 and Loop 101 freeway system in the Valley.

For more information, visit [SouthMountainFreeway.com](http://SouthMountainFreeway.com) <<http://links.govdelivery.com:80/track?type=click&enid=ZWFzPTEmbWFpbGluZ2lkPTIwMTYwOTA3LjYzNDA3NTAxJm1lc3NhZ2VpZD1NREltUFJELUJVTC0yMDE2MDkwNy42MzQwNzUwMSZkYXRhYmFzZWlkPTEwMDEmc2VyaWFsPTE3MzQzOTQyJmVtYWlsaWQ9amltLnN0LmxlZ2VyOGludGVsLmNvbSZ1c2VyaWQ9amltLnN0LmxlZ2VyOGludGVsLmNvbSZmbD0mZXh0cmE9TXVsZG12YXJpYXRISWQ9JiYm&&&102&&&http://SouthMountainFreeway.com>>.

**From:**  
**To:**  
**Subject:**  
**Date:**



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Please don't do it!!! You are taking a piece of a cultural memento.....irreplaceable...and regardless of what your "experts" this is a detriment (environmental , not to mention all the trucks and noise)to the whole area...to save 11 minutes...that money could be better spent on the children in our beautiful state. You are stuck on a preconceived concept that should have been done when first conceived. Shame on you....it all comes down to whose pockets get lined.....same old political shenanigans!!!!



**From:**  
**To:**  
**Subject:**  
**Date:**



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I can tell you that my wife and I are so happy that we were able to move out of Ahwatukee before the new freeway ruined the neighborhood. I do feel badly for the people still needing to work and live there.

Sincerely,



**From:**  
**To:**  
**Subject:**  
**Date:**

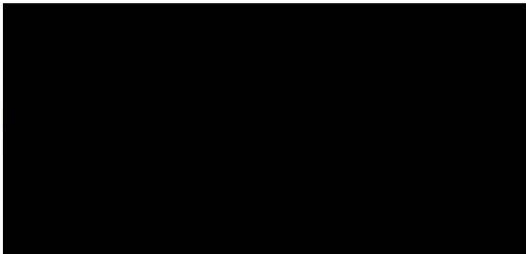
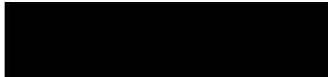
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Good Morning.

I recently attended a local meeting regarding the South Mountain Freeway, and one of the presenters was a representative from City of Phoenix. My business hasn't been annexed into the City and is therefore located in Maricopa County. Can you please send me the contact information for the Maricopa County representative that would be representing those of us that aren't located within the City limits?

Thank you, and have a great day.



**From:**  
**To:**  
**Subject:**  
**Date:**



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Hello,

I live in Laveen at 67th Ave and Baseline. We are really looking forward to the completion of the 202. It will significantly help our commute and give us another alternative to always taking surface streets in order for us to get anywhere. We are planning on attending the meeting on Sep 27th and look forward to helping in whatever way we can.

Thanks,



**From:**  
**To:**  
**Subject:**  
**Date:**



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Has ADOT considered any frontage road requirements for the Loop 202 Truck Bypass (AKA South Mountain Freeway)? It stands to have the highest concentration of suburban truck traffic in the state as it is the most logical way to shave miles off I-10 driving for commercial 18 wheelers. Without a frontage road, any accident-related backups (and there will likely be many due to the heavy truck concentration) would require traffic to exit onto Chandler Blvd. and go east to I-10. Chandler Blvd was never designed to handle this amount of traffic.

The Loop 202 Truck Bypass should require additional design criteria than other portions of the Loop 202 which do not carry such a high concentration of truck traffic.

Also, without any HC limitations, will the current Emergency Response providers have adequate training and equipment to handle Hazmat accidents in a suburban setting with limited emergency evacuation routing?



**From:**  
**To:**  
**Subject:**  
**Date:**



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Waited long enough. Don't do it now, it will become nearly impossible later. Much needed. Those that resist are not community supporters for the good of the community (e.i.; more functionable city, slow social erosion, upgrade city life substantially, why fall victim to what we've seen happen in other cities that failed to respond when they KNEW it was best...). NO!!-one gets hurt in this deal. I understand the complaints of those that resist. However, said complaints are simply not strong enough to negate growth for promise and betterment. Through strong oversight and impartial assistance, people will benefit overall; even those displaced.

**From:**  
**To:**  
**Subject:**  
**Date:**  
**Attachments:**

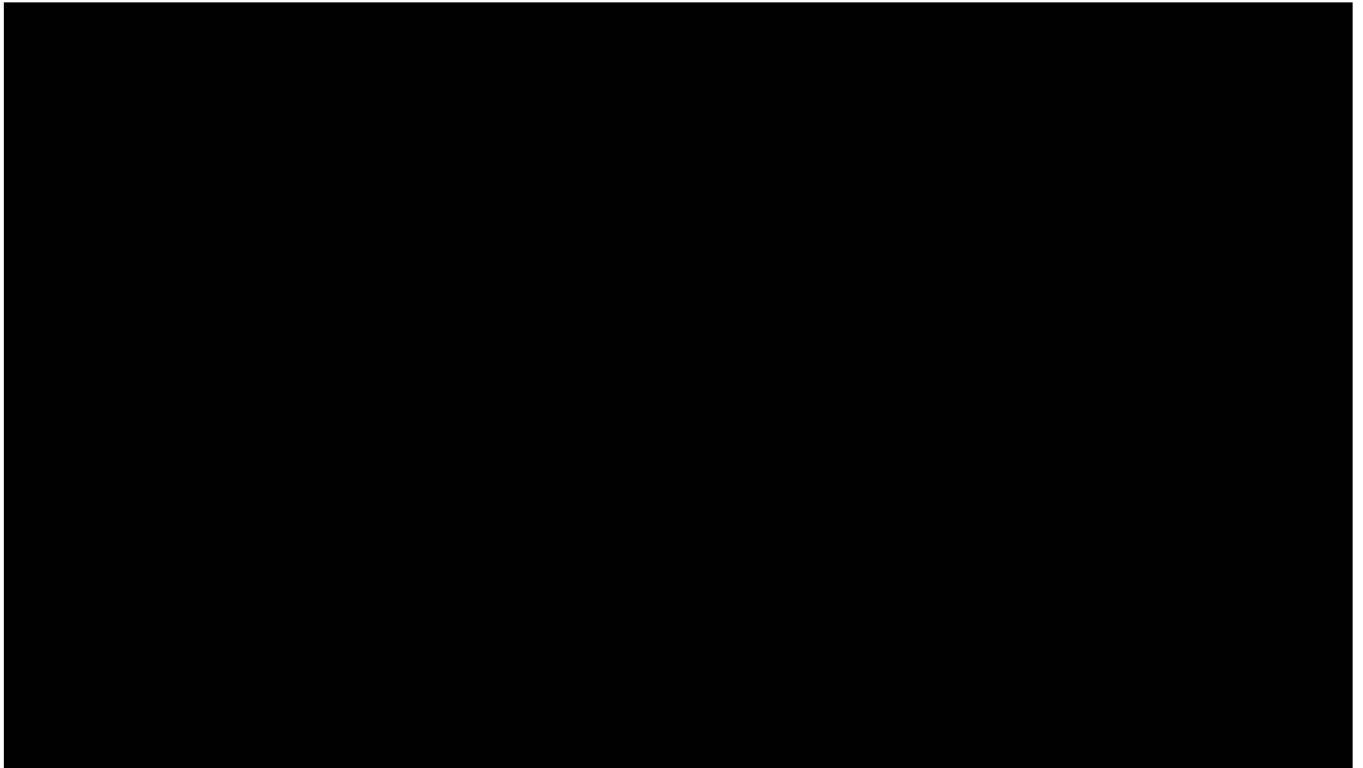
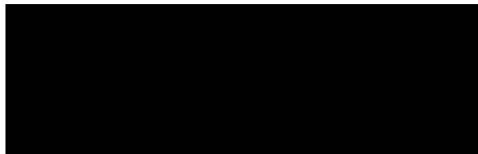
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From Envoy:

**9/9/2016 3:38:04 PM**

**How can you assume the 9th circuit court in San Fransisco will grant you the right to build this horrible freeway. Aren't you being a bit presumptuous closing down Pecos??**





**From:**  
**To:**  
**Subject:**  
**Date:**



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What if any provisions are being made to reduce semi trucks from using the 17th ave off ramp and commuting into and through residential neighborhoods?  
will "no truck traffic" signs be added to the off ramp markers?

**From:**  
**To:**  
**Subject:**  
**Date:**

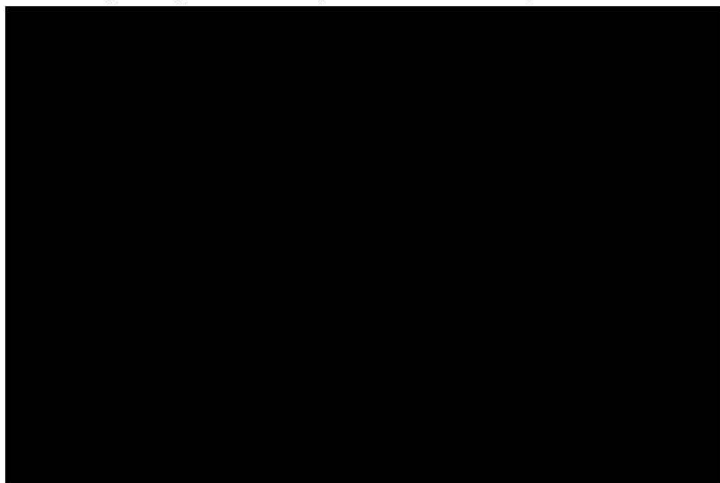


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My name is [REDACTED] a home in the community east of 24<sup>th</sup> Street and south of Liberty. I am writing to formally object to the installation of an exit on 24<sup>th</sup> Street, and move the exit to 32<sup>nd</sup> Street. I believe that an exit on 24<sup>th</sup> Street will be detrimental to the community in the following ways:

1. There is no commercial development on 24<sup>th</sup> Street that would benefit from increased traffic.
2. There are only residential properties on 24<sup>th</sup> Street and increased traffic would be dangerous and disruptive (noise, light, and perhaps crime) to the homes along the 24<sup>th</sup> Street and Liberty Lane roadways.
3. All students, teachers, employees, and parents dropping students attending Desert Vista High School would need to exit on 24<sup>th</sup> Street and then drive down Liberty Lane before and after school that's about (4000-5000 cars every day), this would represent a HUGE increase in traffic as these people currently have the ability to exit on 32<sup>nd</sup> Street from Pecos to access the School.
4. All the students, teacher, employees, and parents dropping students off at Akimel De La Estrella will have to exit 24<sup>th</sup> Street and the Drive down Liberty Lane before and after school (another 2000-3000 cars every day) this would represent a HUGE increase in traffic as these people currently have the ability to exit on 32<sup>nd</sup> Street from Pecos to access the School.
5. 32<sup>nd</sup> Street has Commercial Property at Pecos and Chandler Road that would GREATLY benefit from the exit being located on 32<sup>nd</sup> Street.
6. 32<sup>nd</sup> Street is already equipped with Crosswalk traffic lights, that is to say, it is already equipped for increased traffic.
7. If an exit on 24<sup>th</sup> Street is established, the inexperience high school drivers will be routed directly in front of Estrella Elementary School and Akemal Middle School, putting our communities most vulnerable children in the path of inexperienced high school drivers. My children attend Estrella and Akemal school and they walk to school every day, this is a HUGE concern for me and my families safety.

I would encourage the city and ADOT to move the exit from 24<sup>th</sup> Street to 32<sup>nd</sup> Street from the new 202 freeway being installed. It provides a more logical, cost effective, safer, rout for traffic in the community.



**From:**  
**To:**  
**Subject:**  
**Date:**



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I SEE THERE IS NO EXIT FOR THE HOMEOWNERS WHO LIVE WEST OF 25TH AVE. THEY WILL HAVE TO EXIT AT 17TH AVE, DRIVE NORTH TO CHANDLER BLVD AND WEST TO THEIR HOME. THAT PUTS A LOT OF TRAFFIC ON 17TH AVE AND ON CHANDLER BLVD FROM 19TH AVE TO 25TH AVE. I AM ALL FOR THE FREEWAY AND LIVE AT DESERT FOOTHILLS AND PECOS.

**From:**  
**To:**  
**Subject:**  
**Date:**



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Please get this finished. The people living there will not give up their PRIVATE FREEWAY(Pecos Rd)  
The lawyers in ahwatukee will keep submitting lawsuits until the state runs out of money for lawsuits. Also, I think that the connecting bridge from Pecos rd to I-10 is very dangerous and should be inspected on a weekly basis. I have seen too many vehicles on that bridge at one time to believe it is a safe roadway due to weight of vehicles.

**From:**  
**To:**  
**Subject:**  
**Date:**




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I would like to give an idea for the landscape around the freeway. Since the freeway is in the area of Gila River Indian Community, District 6, maybe traditional designs that would tie into the culture of the Gila River Tribe.

**From:**  
**To:**  
**Subject:**  
**Date:**



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Hi, I have tried to find some sort of construction schedule particularly addressing Pecos Rd. I live in the west end of Ahwatukee and drive Pecos almost every day. I am trying to plan my retirement and a move. The availability of Pecos Rd and the traffic on Chandler Blvd are the biggest factors in my decision. I understand the schedule is not in stone but do you have anything that projects the availability of Pecos Rd? For some of us, these are life altering decisions. Thank you for time, 



**From:**  
**To:**  
**Date:**



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Please update me on info re: loop 202  
thanks



**From:**  
**To:**  
**Subject:**  
**Date:**



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All comment and facts, traffic congestion and progress make the SMFreeway the wrong way for today. Please cut out the corruption and solve our traffic problems.

Start modern speedy rail for these open space States. Freeway was for 1950 - 1990. Rapid rail will serve the future.

CC City of

Phoenix and Phoenix Mts Preservation Council



**From:**  
**To:**  
**Subject:**  
**Date:**



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What measures will be in place for the obvious problem of drivers entering the off ramp road from Dobbins to enter the freeway instead of the on ramp road. Please don't tell me you are relying on signage.



**From:**  
**To:**  
**Subject:**  
**Date:**

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This pertains to PA, but applies everywhere.

I have some comments on Vision Zero. I think that the two best things the city can do are to set the speed limits to the 85<sup>th</sup> percentile free-flowing traffic speeds, and at traffic lights, set the yellow durations to the 85<sup>th</sup> speed, plus a small extra amount of added time. Right now in Philly, we have poor traffic engineering, coupled with predatory enforcement. Vision Zero will take this to a level we do not want to be at.

The speed cameras being lobbied for are a total disaster. I urge you to check into how many errors these make. They produce false readings and even cite the incorrect car. These are put into areas with absurdly low speed limits and tickets go out barely above the limit.

With red-light cameras, the city should immediately discontinue their usage. In many areas, when the light is too short, people are cited a split-second after it changes, for stopping over the stop line, or a non-complete stop for a right-on-red turn. Who can defend this setup? The short yellows alone are a major problem, which yield most of the "violations." Federal data also shows that non-complete stops for right turns almost never cause a crash, yet are the bulk of the tickets.

All you need are speed limits set to the 85<sup>th</sup> percentile free-flowing traffic speed, longer yellows, decent length all-red intervals, and sensors to keep an all-red if someone enters late. No crashes! Can also sync lights and use sensors to change them and know where cars are.

We then go on the stepped up normal police ticketing, which again is a problem. Every speed-timing device makes errors. Whether you lobby for fancier devices or use what you have, they still make errors. Same concerns as above with speed cameras, but a cop issues the tickets.

Radar makes many errors, speed limits too low, and tickets barely over the speed limits.

Then we have stop-arm cameras, bus illegal school bus passes are rare. Still, they make stop arm-extendors to block the lane.

The lowering of speed limits was addressed above. Bad idea.

In addition to the above ticketing safe drivers, the wrong drivers, etc., it is worse. Much of the above CAUSE crashes and lead to more congestion. It is easy to make numbers say what you want, but even right now, unbiased data shows that since red-light cameras were put in, crashes have gone up. You cannot deny this. Major media even reported it. If you adopt Vision Zero expect worse stats.

The city council and mayor have fallen victim to the slanted arguments of the bicycle group. While some of their ideas make sense, the demonization of cars does not. Many of their arguments are totally the opposite of what the city should be doing. I have a background in traffic engineering and have studied Vision Zero. I also know a person in NYC who tells me

about the total disaster it has been there.

I also must say that many of the crashes involving bicyclists and pedestrians are caused by those people.

Also, what you need to realize is that the city will drive people out of the city. The only people who will go there will be people seeking medical care. If you wish to ticket the elderly, then you are a cruel person, for sure. What about traffic diversion to lesser-used roads? OK, so you put a million cams on US 1, so that will drive cars into the side roads, which were not designed for this.

I STRONGLY urge you to NOT adopt Vision Zero, to scrap the red-light camera program, and setup correct engineering in the city. The city already has a bad reputation in the rest of the state, so making it more anti-driver will make the rest of the state view the city as a bunch of bandits from the old days, waiting to take money from hapless victims who wander by. Is that the PR you desire? I do not think the tourism officials and local business chambers would like this, do you?

Check out the National Motorists Association. Thanks.

**From:**  
**To:**  
**Subject:**  
**Date:**

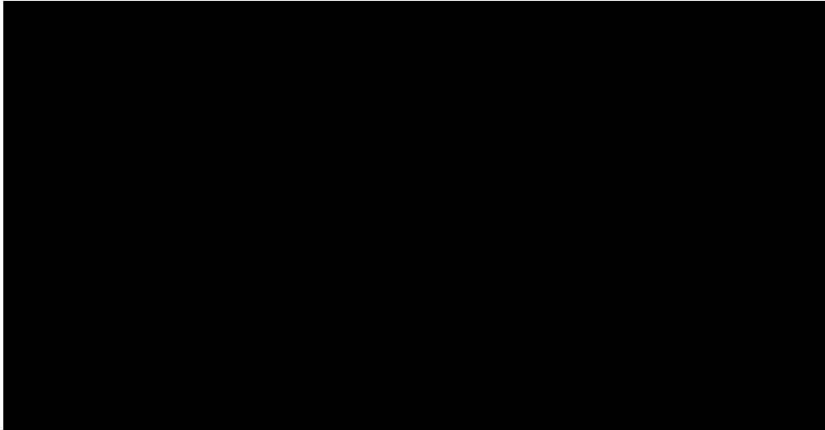


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Team,

Looking to get information on a land acquisition of a Lennar property at 17<sup>th</sup> Avenue and Lacewood Place. Can you tell me why it was acquired and what current plan shows for the entrance to that sub-division?

Thank you,



**From:**  
**To:**  
**Subject:**  
**Date:**



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Dear Sir/Madam;

We are a mechanical spare parts manufacturer located in China. We mainly focus on foreign customers and process orders according to your drawings and specifications. In addition to a comprehensive project management system, we also have advanced quality testing equipment, both of which enable us to timely supply high quality mechanical products to our foreign clients. We think you will be happily surprised with our high quality, and fast "turn-around" times.

Our casting, forging and stamping operations win great acclaim from our clients; so, if you too want to save costs and increase benefits, please contact me. In the meantime, if you would like to know more about our company,

Best Regards,



**From:**  
**To:**  
**Subject:**  
**Date:**

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Hi

Thanks for trying to keep public aware of your plans. I know there are very mixed opinions about this project and that is why it's been years you are trying to start working on it but haven't been able to do anything yet.

I believe the way pecos has been left on its own, which looks like an abandoned road in a poor country, a new freeway would be good as it will make it look nicer and also I am sure it helps the commute of all the traffic that is stuck on pecos and I-10E everyday much easier.

Hopefully it won't bring much pollution and noise to the area. We live around 32nd street (29) but something that I am really confused what your plan is about would be our way of getting on freeway after this plan is implemented.

As it shows there will not be any exit on 32nd, 24th will be too far west for someone who is heading east and also 40th is not a dependable wide street to take all the traffic from all these streets that are using 32nd now.

40th is narrow, bad asphalt and gets flooded with every rain, on top of that getting to 40th will need a lot of traffic to go on to chandler blvd.

Even as of now we feel trapped in the biggest culdesac in the valley but after closing 32nd st we are worried that if you don't have a plan for us we will be stuck even more.

Thank You,

**From:**  
**To:**  
**Subject:**  
**Date:**



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ADOT –

Why do you continue to pretend that you value public input when you haven't listened to anything the public has said so far?

1. Your own data shows that the proposed SMF will have no significant positive impact on existing traffic congestion, and will likely cause more on the west side. Spending a billion taxpayer dollars on a non-solution that causes a myriad of other problems is egregiously wasteful.
2. South Mountain is the largest municipal park in the country and should be preserved as a source of pride. Not to mention its cultural significance to our many native residents, resources that cannot be replaced, and unique habitats that will be destroyed (South Mountain Chuckwalla). Spending a billion taxpayer dollars on a non-solution that causes a myriad of other problems is unconscionable.
3. We already have two bypass routes for traffic heading west who want to avoid downtown – a “back roads” route and an I-10 route. The back roads route is away from homes, schools, and the largest municipal park in the country. Widening this existing route to handle large cross-continental truck traffic makes more sense than blasting a new route through a sacred mountain and quiet neighborhoods. Spending a billion taxpayer dollars on a non-solution that causes a myriad of other problems is maliciously destructive.
4. The proposed SMF will be sandwiched in a narrow corridor between a reservation and a community at the foot of a mountain. This creates a severe threat to thousands of residents, dozens of schools and everyone driving on the SMF if the freeway is shut down for any reason (fatal accident, hazardous spill, raging fire, sniper, etc... - all **\*real\*** scenarios that we have seen on other valley freeways). The difference between other freeways and the proposed SMF is that there is literally NO POSSIBLE WAY to evacuate the freeway and the schools and the residents of Ahwatukee when this event occurs. Spending a billion taxpayer dollars on a non-solution that causes a myriad of other problems is reckless negligence.
5. Construction of the proposed SMF has been outsourced to the lowest bidder who is cutting corners to craft a loud, ugly eyesore that is not in keeping with the current aesthetics and not compatible with current land use. For example – we have already witnessed natural desert landscape being demolished – entire ridges being irreparably scarred by heavy equipment – in areas where there will be NO FREEWAY. Crews are destroying our desert just to park their vehicles! Additionally, we are now **\*not\*** receiving a below-grade roadway – the kind that other pristine communities around the valley enjoy. No – we will have unsightly on and off ramps towering several stories into the sky – ruining desert, mountain and sunset views, peaceful, quiet neighborhoods, and PROPERTY VALUES. ADOT should

have been forced to purchase ALL the homes in Ahwatukee that will be adversely affected by the sound pollution and eye pollution now being constructed. Spending a billion taxpayer dollars on a non-solution that causes a myriad of other problems is reprehensible.

6. The proposed SMF has 4 intrusive exits into quiet Ahwatukee neighborhoods. Do you think the Ahwatukee public wants these exits? People moved to Ahwatukee for the scenery, solitude and security of living in a giant cul-de-sac. Crime in Ahwatukee has a consistent pattern of occurring close to quick, multiple exits (east of 40<sup>th</sup> Street and north of Warner Road). SMF exits that bring crime and a quick escape to our neighborhoods are NOT welcome and will only reduce property values and public safety. Ahwatukee doesn't even have a police department!!! The 5 closest zip codes that the proposed SMF would connect to Ahwatukee are rife with registered sex offenders and convicted felons. Spending a billion taxpayer dollars on a non-solution that causes a myriad of other problems is dangerous.
7. The proposed SMF will be sandwiched in a narrow corridor between a reservation and a mountain. This creates a severe health risk to thousands of residents who will be choking down the fumes and pollution caused by drastically increased traffic and the steady inflow of previously non-existent trucks travelling dangerously close to schools and neighborhoods. Spending a billion taxpayer dollars on a non-solution that causes a myriad of other problems is unhealthy.
8. The proposed SMF is jeopardizing several irreplaceable underground water sources desperately needed to ensure the livability of Ahwatukee and GRIC communities. Water is a scarce and precious resource in the desert that no entity has the right to pilfer or squander. Spending a billion taxpayer dollars on a non-solution that causes a myriad of other problems is untenable.

Unless you are listening with your ears plugged and reading with your eyes blinded, this is not the first time you have heard and seen public outcry against your archaic, poorly-designed, monumentally-expensive, hazardous, destructive, loud, ugly, dangerous, unwelcome, non-solution, sex-offender freeway. Any plan that puts the property values, families, personal property, quality of life, natural resources, health and very lives of two entire communities at risk is NOT a good plan.

I dare you to finally *listen* to your public, go back to the drawing board and do the right thing.

Sincerely,





**From:**  
**To:**  
**Subject:**  
**Date:**



---

CAN YOU GIVE ME THE THINKING BEHIND THIS?



I SEE THERE IS NO EXIT FOR THE HOMEOWNERS WHO LIVE WEST OF 25TH AVE. THEY WILL HAVE TO EXIT AT 17TH AVE, DRIVE NORTH TO CHANDLER BLVD AND WEST TO THEIR HOME. THAT PUTS A LOT OF TRAFFIC ON 17TH AVE AND ON CHANDLER BLVD FROM 19TH AVE TO 25TH AVE. AND THEN THE SAME THING TO GET BACK ON THE FREEWAY. I AM ALL FOR THE FREEWAY AND LIVE AT DESERT FOOTHILLS AND PECOS.

**From:**  
**To:**  
**Subject:**  
**Date:**



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During the loop 202 South Mountain freeway Construction will Pecos Road be closed for extended periods or just for periodic overnight closures?  
Thank you



**From:**  
**To:**  
**Date:**



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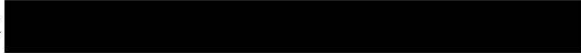
I was wondering if you could possibly tell me who's handling the trucking on this job I have belly dump trailers and trucks would like to find work for them

**From:**  
**To:**  
**Subject:**  
**Date:**



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I live at



My husband and I are concerned about the distance of power poles, and lighting as well as the actual freeway structure from the homes that were not selected for purchase.

Are the power poles and street lights going to be relocated to the north side of "pecos" for the freeway construction?

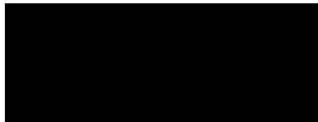
If so, what will the distance be from the existing homes?

What will be the distance of the freeway structure from existing homes?

I am aware that the freeway will be raised from 32nd Street past Desert Foothills, which potentially means that these dangerous items will be extremely close to our home.

Will the post office at pecos and Desert Foothills be torn down or is it not impacted?

Thank you for your assistance.



**From:**  
**To:**  
**Subject:**  
**Date:**



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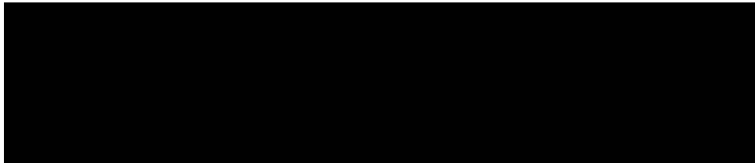
Based on a recent email from the Lakewood HOA, I thought I'd share my feedback in case I can't make it to the meeting:

I'm a long time Lakewood resident. Unlike some I realize that the SMF project is a reality, and I knew this was the plan since I moved to Lakewood [REDACTED] However I do have the following concerns with the project as it relates to Lakewood:

- It's critical that the Lakewood water well access remain in place. Loss of the lakes would devastate the Lakewood community and our home values.
- The lack of a 32nd Street on/off ramp causes much concern, as Desert Vista is a very large high school with a great deal of traffic that utilizes 32nd Street by way of Pecos Road to get to/from the school.
- Without a 32nd Street on/off ramp or at least a frontage road along the new freeway, the Desert Vista HS traffic will surely all flood through Lakewood and other surrounding neighborhoods.

I appreciate your diligence at finding solutions that would address the above concerns.

Best regards,



**From:**  
**To:**  
**Subject:**  
**Date:**



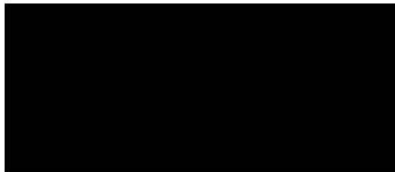
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With the addition of the South Mountain Freeway, I am concerned about additional traffic in my neighborhood as there will not be entrance/exit at 32<sup>nd</sup> street. This will force additional traffic through my neighborhood to use 40<sup>th</sup> street instead. I am concerned with safety of children specifically around Kyrene de Los Lagos during the morning rush.

**As part of your construction plan, please include a frontage road heading east bound along the south side of the proposed SMF freeway between 32nd Street and 40th Street.**

Please contact me if you have any questions or comments.

Best Regards,



**From:**  
**To:**  
**Subject:**  
**Date:**

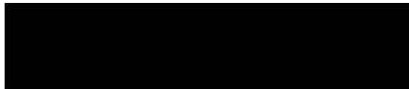


C202:

Please add a Frontage road heading eastbound along the south side of the proposed SMF freeway between 32nd Street and 40th Street.

The most recent SMF design does NOT include an entry at the 32<sup>nd</sup> Street intersection. I am extremely concerned that with the current design early morning traffic that exits 32<sup>nd</sup> Street onto Pecos Road to head east to I-10 will instead travel through Lakewood in front of the Lagos Elementary School to gain entry onto the SMF at 40<sup>th</sup> Street. I strongly believe that the additional traffic through Lakewood would greatly disturb our community.

To mitigate this additional traffic through our neighborhood I am asking C202 *to add a frontage road heading eastbound along the south side of the proposed SMF freeway between 32<sup>nd</sup> Street and 40<sup>th</sup> Street* . This frontage road would allow traffic travelling south on 32 nd Street to gain entry onto the SMF at the 40 thStreet intersection without passing through Lakewood.



**From:**  
**To:**  
**Subject:**  
**Date:**



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I cannot attend the community meeting on 9/27 at Desert Vista high school but please know I support the goal of adding a frontage road heading eastbound along the south side of the proposed SMF freeway between 32<sup>nd</sup> Street and 40<sup>th</sup> Street.

Thank you.





**From:**  
**To:**  
**Subject:**  
**Date:**



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To whom it may concern,

I've recently been made aware of a potential issue with the design of the South Mountain Freeway in the area of 40th and 32nd Streets at Pecos Road. The current design does not provide for a frontage road eastbound or westbound between 40th Street and 32nd Street which means that any and all neighborhood traffic that currently uses the 32nd Street connection at Pecos Road will now be forced to drive past Desert Vista High School, through the Lakewood Community, past the Los Lagos Elementary school and exit via Briarwood Lane to 40th Street to get to the I-10 exit.

Considering the proximity this route takes past the Los Lagos Elementary school I, and many of my neighbors, are concerned for the well being and safety of the grade school children who walk, scooter or ride bikes to and from the school every day as well as to the entry point of the open green belt on that route as well.

This route is already congested with the existing traffic that uses it on a daily basis. I feel the additional traffic will only make this congestion worse and it will pose a safety threat to the individuals and their children living in the area.

My understanding is that the purpose of this freeway is to ease congestion and increase the flow of traffic. The current design will not do that for the Lakewood area unless an eastbound/westbound frontage road is added. Please consider the safety of the individuals in this area and add those frontage roads to your design. Thank you.



**From:**  
**To:**  
**Subject:**  
**Date:**

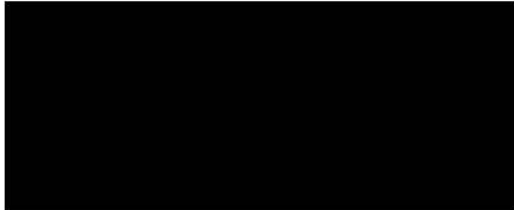
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Good Afternoon:

Any increased traffic from SMF to 32nd street or 40th street would be cumbersome to residents in the Lakewood community. The exits from the neighborhood onto 32nd and 40th street, and Chandler Blvd for that matter, are already congested because of the **narrow** streets and lack of turning lanes and/or lights at the exits/entries. The exception to that is the light at 32nd street across from DVHS but even there is **very, very congested** because there is THE main crosswalk for the multitude of students who walk to DVHS. There are no buses in the area for any of the High Schools Mountain Pointe or Desert Vista. All of the students walk.

I think that a frontage road may help with this problem but also moving the SMF further south from Pecos would also help and maybe adding an exit to 48th street from SMF as well. My suggestion is to include a frontage road and move the SMF further south away from Pecos - as there is ample room.



**From:**  
**To:**  
**Subject:**  
**Date:**



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I urge you to add a frontage road going East along the South side of the proposed So Mountain Freeway between 32nd and 40th street. I live in Lakewood and I'm very concerned about the traffic congestion with all the schools in our area. Thank you for your consideration!



**From:**  
**To:**  
**Subject:**  
**Date:**



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I would like ADOT to consider placing a frontage road heading eastbound along the south side of the proposed SMF freeway between 32nd and 40th streets as to alleviate traffic going through our beautiful Lakewood community.

**From:**  
**To:**  
**Subject:**  
**Date:**



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Please add a frontage road heading eastbound along the south side of the proposed SMF freeway between 32 nd Street and 40 th Street.

Thank you.



**From:**  
**To:**  
**Subject:**  
**Date:**



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I am requesting that ADOT build a connector frontage road to include access from 32nd street and Pecos to the 40th st on ramp to the east bound SMF. If not, there will be high volumes of traffic moving through the Lakewood subdivision to 40th street for SMF access, which is not acceptable to homeowners in this subdivision and will increase accidents and traffic around the elementary school. In addition, the traffic on southbound 40th st to access the SMF will be horrendous each morning. There is already a large amount of traffic on SB 40th to access Pecos, WB I-10 and EB 202, not to mention the potential for increased traffic incidents in the lakewood community and entry and exit from the park and ride at Pecos and 40th. ADOT traffic studies should have predicted this and planned to accommodate the traffic.



Lakewood Homeowner

**From:**  
**To:**  
**Subject:**  
**Date:**



---

to add a frontage road heading eastbound along the south side of the proposed SMF freeway between 32<sup>nd</sup> Street and 40<sup>th</sup> Street

I am sure you guys can see looking at the construction plans that people are going to drive thru Lakewood to get from 40th street to 32nd street without a frontage road. I hope someone reading this e-mail has some common sense to make a change before it is to late and the lack of a frontage road turns into a nightmare for Lakewood and the city of phoenix.

Regards,



**From:**  
**To:**  
**Subject:**  
**Date:**



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Dear ADOT,

As a home owner in the Lakewood Subdivision I am very concerned this project has not included frontage roads between 32nd St. and 40th St. since you are only planning entrance to the 202 freeway at the 40th St intersection. I am sure you are aware through your traffic studies that home owners west of Lakewood Subdivision normally enter the Pecos Rd at 32St. If you do not build a frontage road east and west bound between 32nd St and 40th St you will create a serious and dangerous bottle neck through the Lakewood Blvd which as you know includes an elementary school zone. Having said that I am sure you are sensitive to our well being as your taxpayers of this community, and I'm confident you will make the right decision even though it will cost more taxpayer funds to construct these two frontage roads. It will be money well spent to protect our streets of any overwhelmed traffic jams you would otherwise be creating if this request is not granted, not to mention legal battles that might occur if accidents are directly tied to poor planning, or cutting corners as we say. Best wishes on this project, and make sure you do not disturb our water well source to our lakes so as to not cause disturbance to real estate sales in our community if our lakes run dry due to this freeway addition. Once this freeway is completed with all the required and necessary adjustments you and us will be very proud partners.



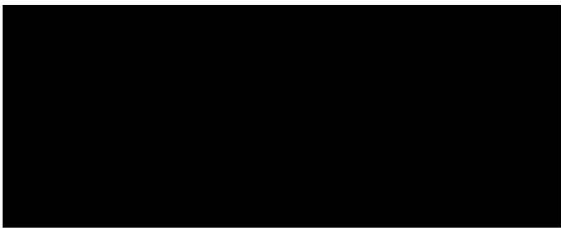


**From:**  
**To:**  
**Subject:**  
**Date:**  
**Attachments:**

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It seems unfathomable that the proposed 202 alignment is to follow the current Pecos Road track. A more reasonable, and to an untrained eye, more feasible to follow the current Riggs Road alignment connecting the east and west sides of the city. The Riggs Road alignment would negate issues with schools, housing and churches. It would be less disruptive to the Ahwatukee community. I cannot speak for the Native American community, but since the Riggs Road alignment already exists, logic tells me it would be more readily accepted by them.

Thanks for considering an alternative to the Pecos Road alignment.



**From:**  
**To:**  
**Subject:**  
**Date:**



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Please do not add congestion to 40st. via a frontage adjoining 40th south to Pecos. A.M. traffic will be horrible! Remember, the commute parking is located there.

Thanks,



**From:**  
**To:**  
**Subject:**  
**Date:**



Please consider our request-

██████████ and I have been an integral part of the southeast valley and the surrounding Phoenix area for ██████████ ██████████ has invested hours in serving this city and community through thousands of volunteer hours and community support. Having moved to the Lakewood Community in ██████████ it is evident that this community is very important to us and we are proud to call it our home. All ██████████ of our children have attended ██████████ and ██████████ while living in the ██████████ I have had the privilege of being a substitute teacher at ██████████ in this area as well as ██████████ and have clocked thousands of volunteer hours as an active philanthropist and community supporter ██████████

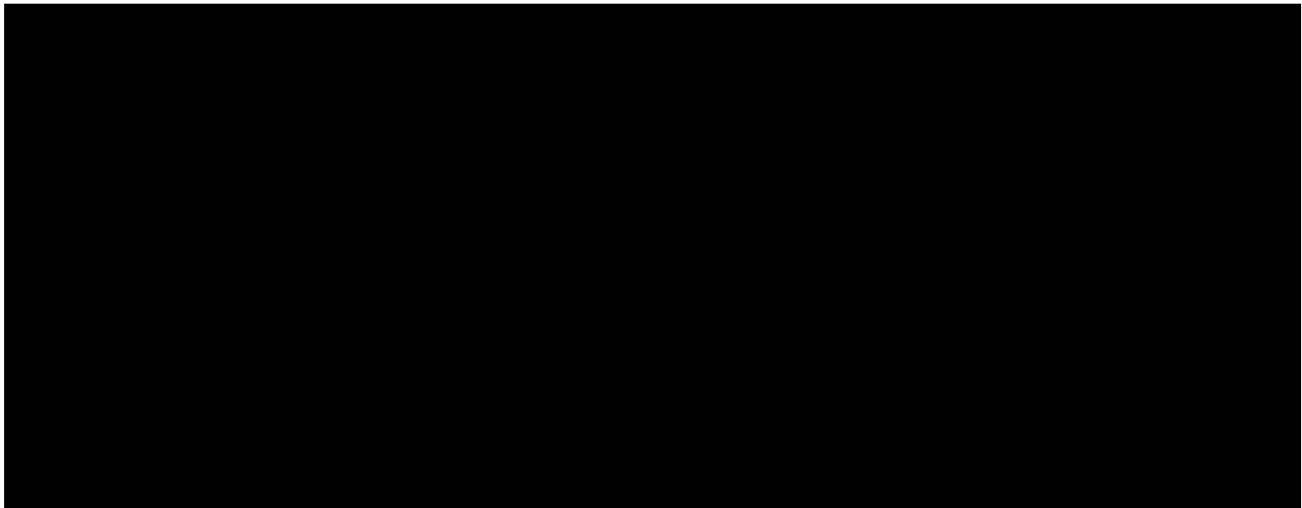
It is for this reason I wanted to strongly recommend that NEW and accurate traffic studies be conducted especially near 32nd Street and 40th Street. We will hold the highway developers and the city responsible for their design especially when it comes to potential commuting through the community neighborhoods in order to access the SMF if it is developed. If there is no access to the designed freeway at 32nd Street and if commuters begin to use the Lakewood Community neighborhoods to access the freeway there will clearly be an increase of risk to our community and children who attend Logos-which would be in the direct path. For those who wish to drop of their students at Desert Vista High School and then want to continue heading east in order to access the freeway via 40th Street using Liberty Lane and Lakewood Parkway, there will most likely be a higher risk of injury or illegal behavior as a result and we will work diligently to hold the city planning and developing departments legally responsible if those potential risk occur.

Having lived in the Lakewood community for ██████████ we KNOW the amount of usage that BOTH 32nd Street and 40th Street generate for those who have chosen Pecos Rd. for their daily commute into other parts of the city and it is not safe or realistic to not have continued access from both of those roads.

We are not in support of the proposed SMF/"truck route" that will greatly impact our community. Our home value will be negatively impacted and the potential increase in risk and crime are our primary reasons for not supporting the development.

Please feel free to contact us with any questions or concerns you may have.

Regards,



**From:**  
**To:**  
**Subject:**  
**Date:**

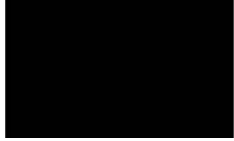


**From:**  
**To:**  
**Subject:**  
**Date:**



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I'd like to express my opinion on the South Mountain Freeway.  
I believe that it necessary to have some sort of frontage road between 32nd and 40th streets.  
This will reduce the large amount of traffic that would travel the Lakewood loop to get to 40th Street. All this traffic endangers the children at Lagos Elementary School



**From:**  
**To:**  
**Subject:**  
**Date:**



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To whom it may concern:

Please please consider adding a frontage road heading eastbound along the south side of the proposed SMF freeway between **32<sup>nd</sup> Street** and **40<sup>th</sup> Street**.

As homeowners in this neighborhood, we are extremely concerned that with the current design early morning traffic that exits **32<sup>nd</sup> Street** onto Pecos Road to head east to I-10 will instead travel through Lakewood in front of the Lagos Elementary School to gain entry onto the SMF at **40<sup>th</sup> Street**. Not only will this additional traffic through Lakewood greatly disturb our community, the additional traffic will endanger school children walking to and riding bikes to school each morning.

Please consider a solution to mitigate this possibility.



**From:**  
**To:**  
**Subject:**  
**Date:**



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In order to protect my Lakewood property, I strongly disagree with building loop 202 through Ahwatukee and so close to Lakewood. I have long been a supporter of the lawsuit against this travesty. If the PARC appeal is lost and the build is imminent, I support the Lakewood request to add a frontage road heading eastbound along the south side of the proposed SMF between 32nd St and 40th St. This will allow the traffic traveling south on 32nd to gain entry onto the SMF at the 40th St intersection without passing through Lakewood.

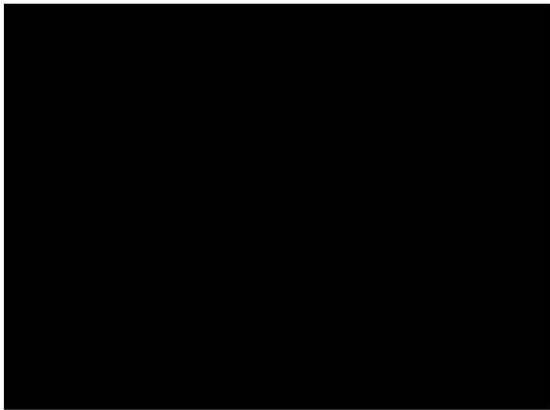


**From:**  
**To:**  
**Subject:**  
**Date:**



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I live in Lakewood and also am a small business owner in the area. I am very concerned about the South Mountain Freeway and what it will do to our neighborhood. I am opposed the freeway following the Pecos road footprint and want it further south. I am also in favor of a frontage road between 32<sup>nd</sup> Street and 40<sup>th</sup> Street. I favor putting the freeway below grade to limit noise and visual issues. I write this email because I am unable to attend the upcoming meeting on these subjects.





**From:**  
**To:**  
**Subject:**  
**Date:**

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Dear ADOT

I would like to say how important it is that we have a frontage road on the south side of the pecos freeway from 40th to 32nd. I live in Lakewood and have for [REDACTED] and do not want traffic coming into lakewood going around our loop just because they are trying to get to the off ramp at 40th. Thanks for listening to my complaint.

Thanks,

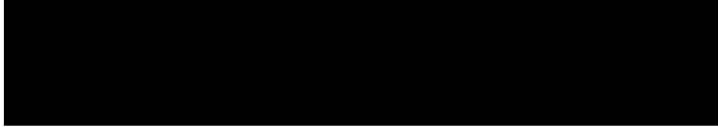


**From:**  
**To:**  
**Subject:**  
**Date:**



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I live in Lakewood  Many commuters west of 32nd st wi



**From:**  
**To:**  
**Subject:**  
**Date:**



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Dear sir/madam:

As a community homeowner, I am requesting that you add a frontage road heading eastbound along the south side of the proposed SMF freeway between 32nd and 40th street to cut community traffic.

Thank you,



**From:**  
**To:**  
**Subject:**  
**Date:**



---

Dear ADOT,

In the unfortunate case that SMF aligns with Pecos Street **PLEASE add a frontage road** heading eastbound along the south side of the proposed SMF freeway between 32 nd Street and 40 th Street.

Regards,



**From:**  
**To:**  
**Subject:**  
**Date:**



---

Dear ADOT,

Please help our community stay the way it is Don't ruin it further with this freeway. Do add a frontage road heading eastbound along the south side of the proposed SMF freeway between 32<sup>nd</sup> Street and 40<sup>th</sup> Street.

**From:**  
**To:**  
**Cc:**  
**Subject:**  
**Date:**



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Our home property line runs along



First we need to protect the children, and secondly not allow unnecessary commuting traffic to run through our residential neighborhood.

Please show some respect to taxpaying, vote casting Americans and add a frontage road heading eastbound along the south side of the proposed SMF freeway between 32nd and 40th Streets.



**From:**  
**To:**  
**Subject:**  
**Date:**



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Hello,

Please add a frontage road heading eastbound along the south side of the proposed SMF between 32nd ST and 40th ST. This will minimize traffic cutting through our quiet, family neighborhood to get to the freeway.

Thank You.



**From:**  
**To:**  
**Subject:**  
**Date:**



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Good morning,

I am a Lakewood community resident & I am requesting a frontage road to be built on 32nd st to help gain access to the south mt freeway. This will help avoid needless traffic through Lakewood community to gain access to the 40th st freeway entrance. This may potentially affect Kyrene de Los Lagos elementary school which already has backed up traffic in the morning times when students are being dropped off from school. Increased traffic will also decrease safety for our children crossing the streets during the busy morning rush hour.

Sincerely,





**From:**  
**To:**  
**Subject:**  
**Date:**



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AN ENORMOUS AMOUNT OF CHILDREN WALK AND RIDE BIKES TO THREE SCHOOL IN OUR LAKEWOOD COMMUNITY IN AHWATUKEE: LAGOS ELEMENTARY, DESERT VISTA HIGH SCHOOL AND AKIMEL MIDDLE SCHOOL. AS IT STANDS, YOU ARE PUTTING ALL THOSE CHILDREN AT RISK WITH THE PROPOSED FREEWAY DESIGN! WE NEED A FRONTAGE ROAD!

Please, I've already witnessed two family friends who lost their children after being struck by a car while walking. Aside from the heavily increased traffic the current plans will encourage, people do not even pay attention anymore while driving, our state grossly ignorant by not having a cell phone law yet. Please protect our children and all families by having a new freeway as safe as possible for the surrounding community!

Please protect our Lakewood Community just east of Desert Vista High School on 32nd Street by adding a frontage road to the proposed Pecos South Mountain Freeway. If you cut off access to the freeway at 32nd street, traffic WILL cut through the Lakewood community. This community has a circle that exits at 40th street. There is already a problem with people IN the community that speed (I was recently rear ended just turning left onto my street at 37th way of the circle, causing 4K of damage). Adding people who use Lakewood to cut through the community to get to 40th street and you have serious safety and traffic concerns.

Finally, I lived in a community in Ahwatukee where traffic cut through (Mountain Park Ranch) before Pecos was opened and it was a nightmare. Cars were speeding down our street nonstop in the morning because no one leaves on time, do they. The city put up signs stating not to cut through our community at rush hour. It didn't work! ONLY opening PECOS relieved that problem. Let's not be REACTIVE AGAIN; do what it takes upfront by being PROACTIVE and build a frontage road. The children in the communities around the freeway deserve this. The foreign investors may not think so but the state has an obligation the local, American community first, right?



**From:**  
**To:**  
**Subject:**  
**Date:**



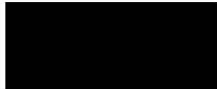
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Hello! I was unable to leave the comment card at the last meeting I attended on the South Mountain 202, and wanted to have some input.

I am very concerned about the amount of traffic that needs access to 32<sup>nd</sup> St for the schools in particular. A majority of students at Akimel A-al Middle School are attending from the city of Maricopa, and many parents are driving those children. There alternatives are to get off at 40<sup>th</sup> St and short-cut through the Lakewood Community causing excessive traffic in that community during commuting times. Also students attending Desert Vista from both the east and west will have to find alternate routes through Neighborhoods to get to school with no exit at 32<sup>nd</sup> St. I doubt that any will use Chandler Blvd as it takes them out of their way to access 32<sup>nd</sup> St.

I sincerely hope that an alternate route can be found or build. I especially like the idea of a frontage road that would run between 40<sup>th</sup> St & 32<sup>nd</sup> St, to help facilitate this particular issue of traffic cutting through Lakewood.

Thanks for your consideration!



**From:**  
**To:**  
**Subject:**  
**Date:**



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Greetings,

My wife and I have lived



We are very excited about South Mountain Freeway being started and finished by end of 2019. We SUPPORT all your efforts to build the freeway.

Many Thanks,



**From:**  
**To:**  
**Subject:**  
**Date:**



---

I HEARD THE ANSWER MIGHT BE THE PROJECTED NUMBER OF VEHICLES USING THE ON AND OFF RAMP EACH DAY AT THAT LOCATION.



> CAN YOU GIVE ME THE THINKING BEHIND THIS?  
>  
>



> I SEE THERE IS NO EXIT FOR THE HOMEOWNERS WHO LIVE WEST OF 25TH AVE. THEY WILL HAVE TO EXIT AT 17TH AVE, DRIVE NORTH TO CHANDLER BLVD AND WEST TO THEIR HOME. THAT PUTS A LOT OF TRAFFIC ON 17TH AVE AND ON CHANDLER BLVD FROM 19TH AVE TO 25TH AVE. AND THEN THE SAME THING TO GET BACK ON THE FREEWAY. I AM ALL FOR THE FREEWAY AND LIVE AT



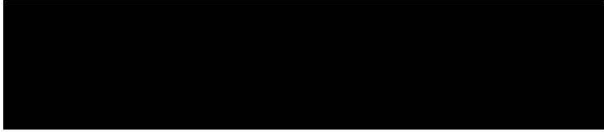
**From:**  
**To:**  
**Subject:**  
**Date:**



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In the design of the 202 loop can you add a frontage road heading eastbound along the south side of the proposed SMF freeway between 32nd st and 40th St to allow safety of the kids at Kyrene De Los Lagos Elementary School.

--



**From:**  
**To:**  
**Subject:**  
**Date:**



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In the design of the 202 please add a frontage road heading eastbound along the south side of the proposed SMF freeway between 32nd st and 40th St

**From:**  
**To:**  
**Subject:**  
**Date:**



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To the South Mountain Freeway planners

I own a [REDACTED] neighborhood.

**I would like to request the plans to add a frontage road heading eastbound along the south side of the proposed SMF freeway between 32<sup>nd</sup> Street and 40<sup>th</sup> Street.** It would significantly improve our quality of life for a reasonable cost.

Thank you,



**From:**  
**To:**  
**Date:**



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I would like a frontage road from 32 to 40 at going both ways !




**From:**  
**To:**  
**Subject:**  
**Date:**



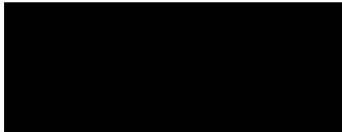
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To Whom It May Concern:

I live in the  I noticed that some of the trees along Pecos Road are being removed, boxed and transplanted. I'm curious if a private individual can obtain any of the trees that would otherwise not be transplanted? Could I please be directed to the person that is responsible for this aspect of the South Mountain Freeway Project?

Thank you in advance for any information or help that you can provide.

Sincerely,



**From:**  
**To:**  
**Subject:**  
**Date:**



---

Please consider adding a frontage road to the freeway plans heading Eastbound along the southside of the proposed South Mountain Freeway, between 32nd and 40th Streets.

The potential of not doing so would increase traffic that would enter and exit through the Lakewood Community, and potentially increase the danger to the many children that are present in the area.

Thank you in advance for your consideration.

Sincerely,



**From:**  
**To:**  
**Subject:**  
**Date:**



---

Hello,

I am currently in the process of looking to purchase a home in the ahwatukee neighborhood and was informed about the south mountain freeway project. One of the homes we are looking at is [REDACTED] and we have obvious concerns about having a freeway only a hundred feet from our front yard. I have a few questions I was hoping you might be able answer:

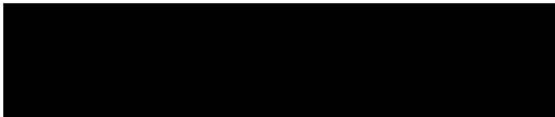
Approximately when will any heightened sound walls go into place?

Will the freeway be trenched-in like most of 202 through chandler/Gilbert, or will it be even with the existing pecos rd?

Will large truck/trailers be aloud on the new 202 section?

The house we are looking at is [REDACTED]

Looking forward to hearing from you.



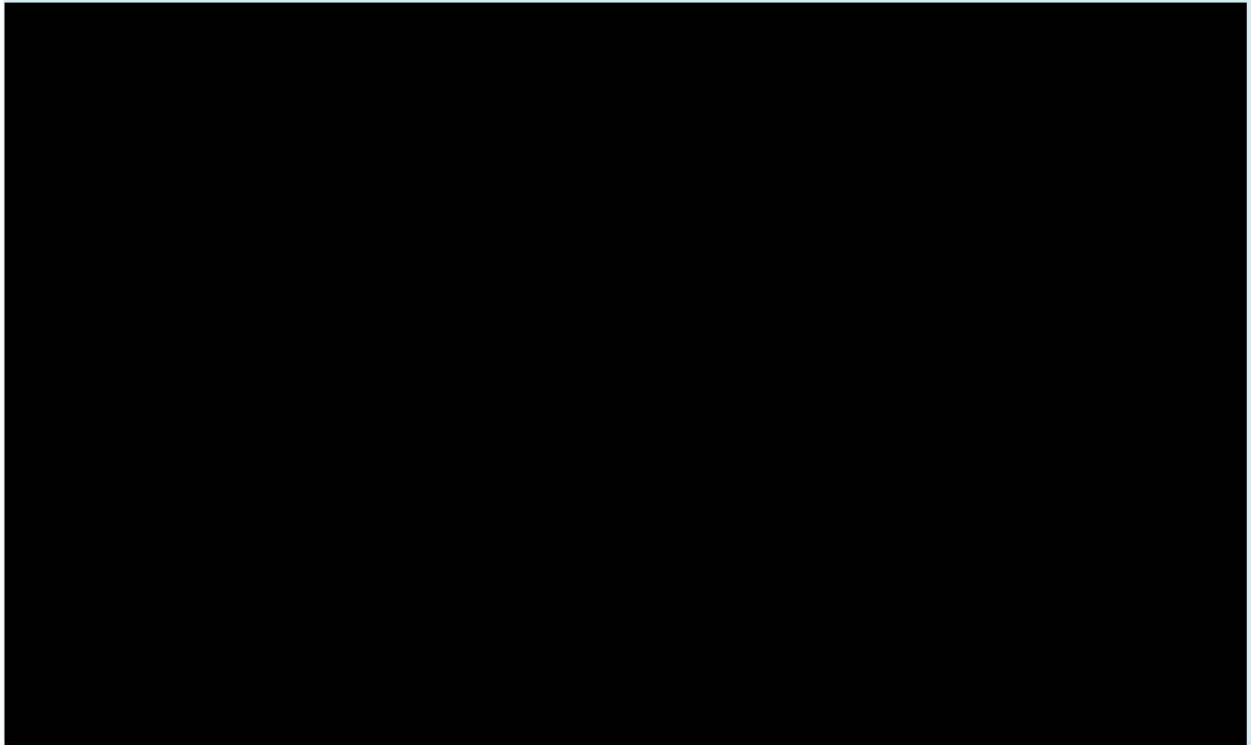
**From:**  
**To:**  
**Subject:**  
**Date:**



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Apologize, I will be at Desert Vista on Tuesday for another event, so am UNABLE to attend, yet saw your post and wanted to get this to you.

Since there is no exit planned for 32nd I really want a frontage road to prevent traffic for DV (or anyone wanting that street) cutting thru Lakewood.



**From:**  
**To:**  
**Subject:**  
**Date:**



---

To whom it may concern:

We will not be able to attend the meeting set for the 27th of this month but would like to leave a comment to be considered. For the safety of school children we would like for you to add a frontage road heading eastbound along the south side of the proposed SMF between 32nd Street and 40th Street.

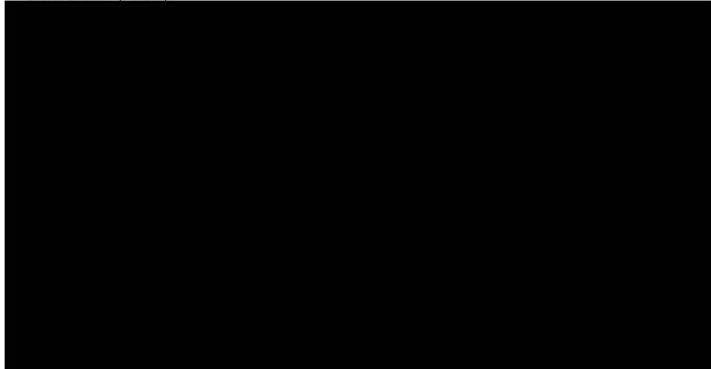


**From:**  
**To:**  
**Subject:**  
**Date:**



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I'm unable to attend the Sept. 27 meeting. I request an access road on the south side of the planned construction between 32nd and 40th Streets. In the alternative, or in addition, it would be helpful having speed bumps throughout Lakewood Parkway to discourage using that loop as a throughway for highway traffic. School buses and the school cross country team regularly use the loop, as well as bicyclists, walkers, and others. Much of the loop already has high speed traffic around near-blind corners and increased traffic would only increase those risks. Thank you,



**From:**  
**To:**  
**Subject:**  
**Date:**



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I am writing to you in regards to the 202/SMF. I do not want the freeway built because I believe it will not alleviate I-10 traffic, and it will primarily be used as a semi-truck bypass. My child's school, Lagos Elementary, will back up to the freeway and I believe the pollution will be harmful to those students. There are also many other schools near the proposed freeway that will impact the health of those students.

If the freeway is built, I do not want the Pecos alignment.

If the freeway is built using the Pecos alignment a frontage road needs to be built. Please add a frontage road heading eastbound along the south side of the proposed SMF freeway between 32nd Street and 40th Street. This frontage road is necessary because morning traffic that exits 32nd Street onto Pecos Road to head east to I-10 will instead travel through the Lakewood community in front of Lagos Elementary School to gain entry onto the SMF at 40th Street.

I strongly believe that the additional traffic through Lakewood would greatly disturb the Lakewood community and make it very difficult and dangerous for those children walking to school as well as for those parents who are driving their children to school.

Sincerely,



**From:**  
**To:**  
**Subject:**  
**Date:**



---

Hello ADOT,

Just build it already. You have been soliciting for comments forever. Let's get some dirt moving!

Thank you,



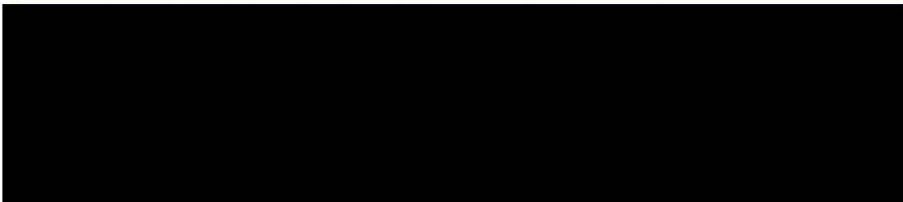


**From:**  
**To:**  
**Subject:**  
**Date:**  
**Attachments:**

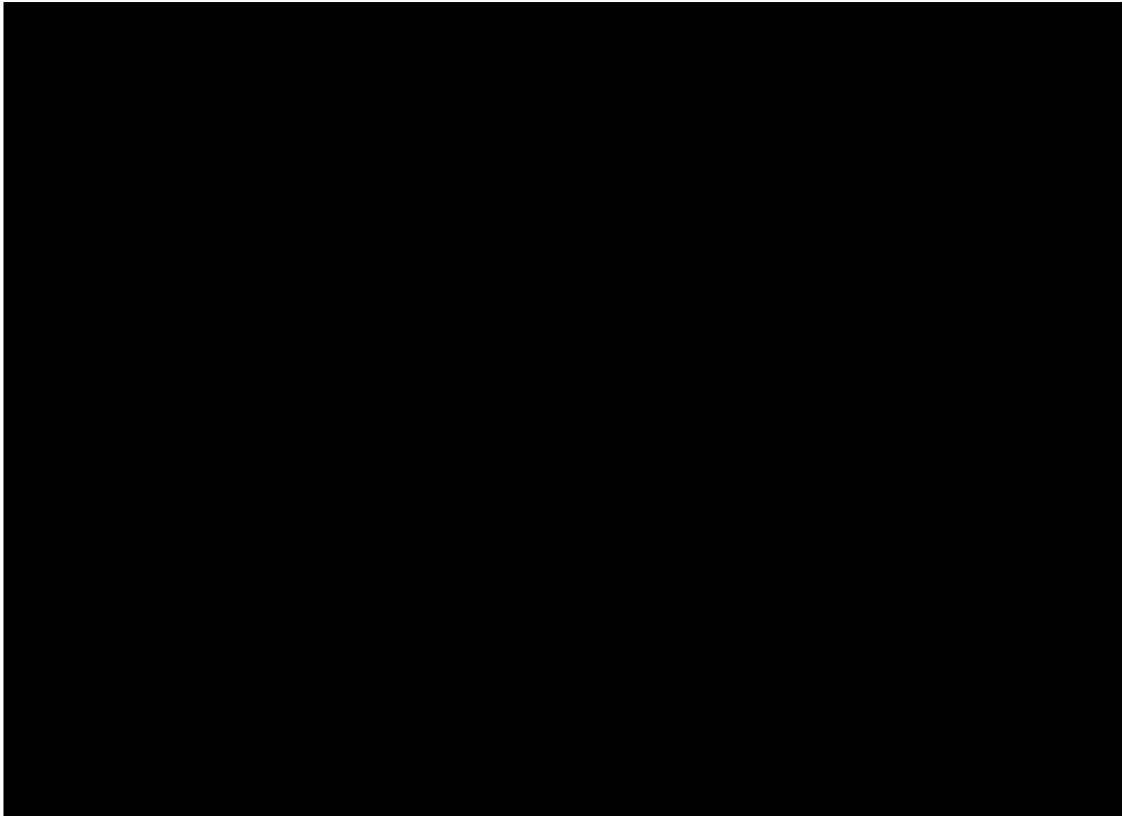



**Importance:**

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The email below was sent after our discussion at the SM202 meeting. Has ADOT and CoP revisited the need for an accurate traffic analysis to determine the proper mitigation for traffic issues on Liberty Lane between 24<sup>th</sup> St and 32<sup>nd</sup> Street during and after construction of the proposed freeway?





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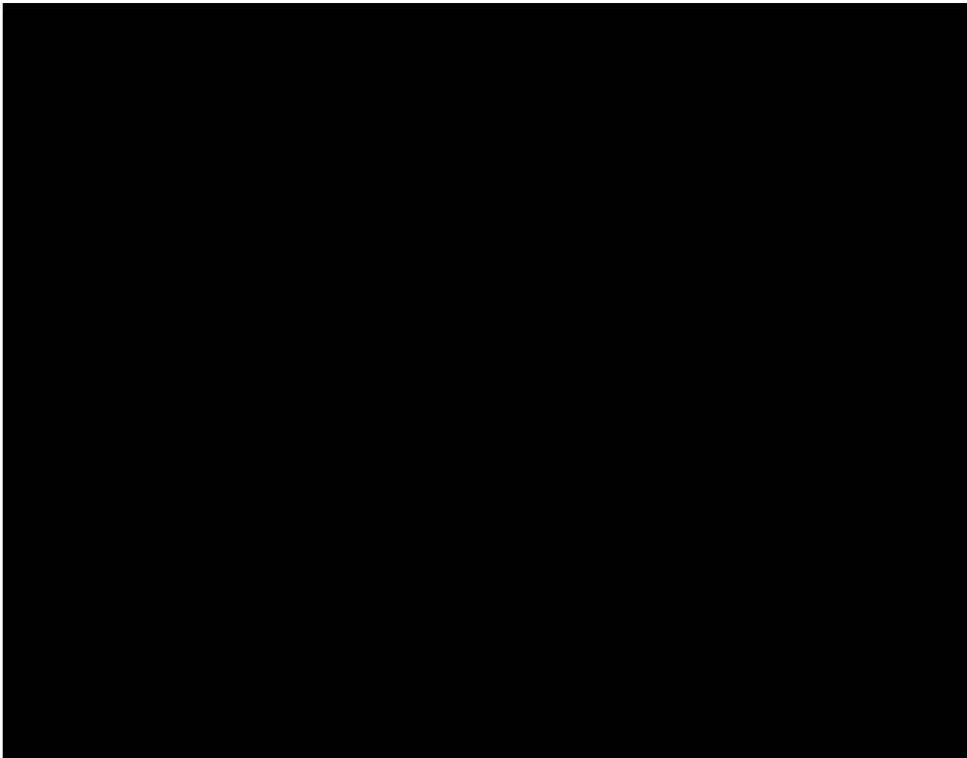
It was a pleasure meeting with you last night and talking with you and 

My take away from the discussion was:

1. The City of Phoenix is now aware that a traffic study done for the neighborhood in 2005 did not include an analysis of the impact to collector streets (such as Liberty Lane) to evaluate the impacts of traffic accessing Desert Vista HS and the elementary school and middle school. Therefore it is important that ADOT and the City revisit a traffic modeling scenario that looks at the local traffic impacts to Liberty Lane once 32<sup>nd</sup> Street no longer accessed by Pecos (ie the proposed freeway).
2. Restriping of Chandler Blvd (from I-10 west) needs to be accelerated in order to provide a connection to 40<sup>th</sup> Street and the new pathway south of the freeway, Currently there is no bike lane on Chandler Blvd from I-10 west to 28<sup>th</sup> Street. As the City of Chandler is promoting its new bike lanes on Chandler Blvd to I-10, it would be appropriate for the City to create a connection so users can ride safely to the new pathway on designated bike lanes.
3. The City of Phoenix has decided to facilitate a dialogue with the GRIC/ADOT regarding a continued pathway/bike lane from 27<sup>th</sup> Ave west to Estrella Lane.

These are all important community issues for the Street Transportation Dept. to address as they continue to make Phoenix a a truly great multimodal community.

Please let me know if I missed anything or misinterpreted our conversation.



**From:**  
**To:**  
**Subject:**  
**Date:**



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I wish to add a frontage road heading eastbound along the south side of the proposed SME freeway between 32<sup>nd</sup> Street and 40<sup>th</sup> Street.



**From:**  
**To:**  
**Subject:**  
**Date:**



---

ADOT::can you please add a frontage road heading eastbound along the south side of the proposed SMF Freeway between 32nd St. and 40th St.. this frontage road would allow traffic traveling south on 32nd St. to gain entry on to the S M Ave. at the 40th St. intersection without passing through our Lakewood community.

Thanks a concerned resident of Lakewood community,



**From:**  
**To:**  
**Subject:**  
**Date:**



---

Hello, my name is [REDACTED] ADOT can you please add a frontage road heading eastbound along the south side of the proposed SMF freeway between 32nd St. and 40th St. This frontage road would allow traffic traveling south on 32nd St. to gain entry on the SMF add the 48th St. intersection without passing through Lakewood community. I feel that the extra traffic is detrimental to our neighborhood due to there is an elementary school on 32nd st.  
thanks for your time



**From:**  
**To:**  
**Subject:**  
**Date:**



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Hello,

We are property owners in Lakewood Community.

We have two concerns regarding the proposed South Mountain Freeway.

First, we are concerned about the effect the freeway will have on the well water used by Lakewood Community. We would like allowances made to ensure that water access will not be effected.

Second, we are concerned about increased traffic through the community as people make their way to and from the freeway. We request that ADOT add a frontage road along the south side of the proposed SMF between 32<sup>nd</sup> Street and 40<sup>th</sup> Street.

Thank you for your consideration,



**From:**  
**To:**  
**Subject:**  
**Date:**



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ADOT:Please make sure to add a frontage road heading eastbound along the south side of the proposed SMF freeway between 32<sup>nd</sup> Street and 40<sup>th</sup> Street. I live in Lakewood and am concerned about the increase in traffic and for the safety of our children in the schools along Pecos Rd. Please provide extra access like a frontage road to help ease the taffic in our neighborhood. Thank you.



**From:**  
**To:**  
**Subject:**  
**Date:**



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We have simple questions and expect complicated answers:

**1) Why is there no access for 32nd Street?**

**2) Why is there access for 24th Street?**

Our Homeowners would appreciate a comprehensive response.



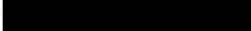



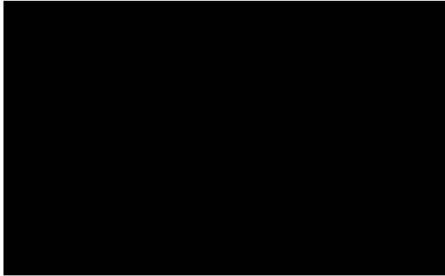
**From:**  
**To:**  
**Subject:**  
**Date:**



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To whom it may concern:

What company is handling the construction labor for this project? My name is   
 and I would like to help with the labor burden. We are a Locally  
Owned and Operated Staffing company that takes pride in our work and service. I was born and raised in our great  
state of Arizona and would love to help in constructing this freeway. If I could please have the name, number and  
email of whom I can get additional information from I would very much appreciate it. Thanks.



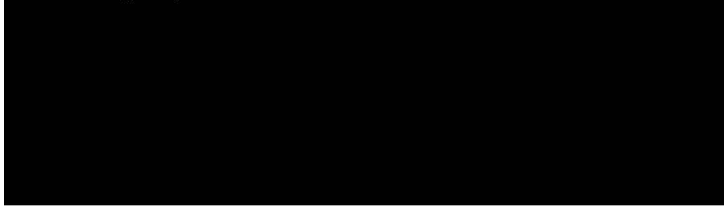
**From:**  
**To:**  
**Subject:**  
**Date:**



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Please provide a frontage road between 32nd st and 40th st parallel to the freeway in both directions.

Thank you,



**From:**  
**To:**  
**Subject:**  
**Date:**



---

Hello. Will the huge tower power lines be affected by the freeway? Will there be roads south of the freeway? And will there be access on a frontage road from 40th to 32nd? If not 40th would have to handle all of 32nd st traffic and lakewood will become very congested and 40th would be backed up.



**From:**  
**To:**  
**Subject:**  
**Date:**

---

Sir,

I am unable to attend any of the scheduled meetings therefore this email.

Much as I welcome this much needed addition to the freeway system I do have a very major concern regarding the impact of this freeway on local traffic

What consideration, if any, has been given to increased volume of traffic to and from the freeway, particularly along Dobbins road.

Already traffic along this "road", more of a lane really, has increased significantly in response to new home and school construction over the last decade or more, and is often seems to viewed as a "quicker" alternative to Baseline road by some "rush hour street racers".

It is beyond doubt that Dobbins road is in desperate need of an upgrade, and in my view the volume of traffic using it is bound to increase as a result of more home construction and 202 extension access at Dobbins.

Has this issue been considered?  
Are there plans to address this?  
If there are what are they?  
If there aren't there should be.

Thank you,

[Redacted signature]

**From:**  
**To:**  
**Subject:**  
**Date:**



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Hi I am writing this to express my feelings towards this freeway project. I am not Native American but over the years I have gotten to know the Gila River Tribe people and I have gotten to know their culture and history. I disagree with the south mountain freeway because even though the south mountain freeway is not being built on reservation land , ADOT is building on sacred land that has rich history with the tribe. Battles were fought in the area in ancient times from the Hokoam way before the European settlers arrived in this country. It is disrespectful for ADOT to build on sacred land which will destroy the integrity of this piece of land along with the history. Shame on ADOT and the state for permitting this project, has ADOT forgotten Native American History? We have a museum called Pueblo Grande Museum in Phoenix maybe they would have learned a lot of how some areas of the valley has hidden history and is sacred.

**From:**  
**To:**  
**Subject:**  
**Date:**



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I cannot find on this website what the closest exit is to dobbins rd or  
is there an exit at dobbins rd?

thanks



**From:**  
**To:**  
**Subject:**  
**Date:**



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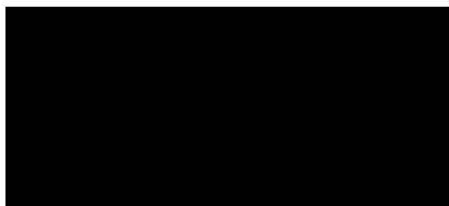
I have been reading about the protested path of the freeway thru South Mountain. If that land is so sacred how come there was no problem when the native Americans built a casino on the same land? I am sure this point has probably been raised in the past but i missed the explanation.

**From:**  
**To:**  
**Subject:**  
**Date:**



- 
- **What is the plan to move traffic between 24<sup>th</sup> St and 32<sup>nd</sup> St for the neighborhood traffic?** The only option with the “proposed” alignment is Liberty Lane. This is incredibly unsafe and inefficient. I avoid this route during the school year due to the congestion and **multiple school zones**, and this is **with** a current option to exit Pecos at 32<sup>nd</sup> St! It’s fair to say that half of the traffic that now exits Pecos at 32<sup>nd</sup> st would exit at 24<sup>th</sup> and use Liberty to reach Lakewood. This is not a good idea.
  - **What was reason for the final decision to elevate the freeway at 24<sup>th</sup> st and what needs to be done to get consideration of a design change?** Elevating this section of freeway will expose the residents and schools to higher noise levels and put sound walls at a very high elevation. At the very least, keeping the freeway at a consistent grade level and putting 24<sup>th</sup> St underneath should be considered. This seems like a reasonable request instead of elevating a very heavy volume of commercial traffic, exposing these neighborhoods to even higher noise levels unnecessarily.
  - **Since this “Regional project” is going to be heavily utilized by commercial vehicles as a Phoenix bypass, will there be limitations on HazMat carriers due to travel lanes being roughly 100 yards from 2 elementary schools?**
  - **Are there plans to develop a true Phoenix Bypass, further outside the city as it should be, such as the I-8 route to properly connect to I-10?** This would keep much of the pass through commercial traffic away from the city.
  - **I was told the sound studies were done with computer models.** Where can this be viewed? I want to see how the elevated roadway, commercial traffic volume and surrounding mountains were simulated, since all three of these will present significant increases in sound to the neighborhoods around 24<sup>th</sup> st.

I was extremely disappointed in the lack of information and responses given to legitimate concerns last night at the DV meeting. This felt like more of a community requirement to shut the residents up and fulfill a requirement than to acquire feedback. I also found it disturbing that nowhere, even on the “flyover video” is an elevated 24<sup>th</sup> st mentioned. This was completely skipped over during the presentation last night. The questions in the Q and A were mostly things that had already been answered and pretty softball to say the least. I looked for the Pecos project manager but he was gone quickly. I spoke to 4 different representatives and all passed the buck on anything I asked. So who is the decision maker on design changes and how do I contact this person?





**From:**  
**To:**  
**Subject:**  
**Date:**



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Please consider adding a frontage road, heading eastbound, along the south side of the SMF freeway between 32nd and 40th Street. This should help avoid heavy congestion at the 40th Street entrance ramp.

Thanking you in advance for considering this prior to the construction of the SMF.



**From:**  
**To:**  
**Subject:**  
**Date:**  
**Attachments:**

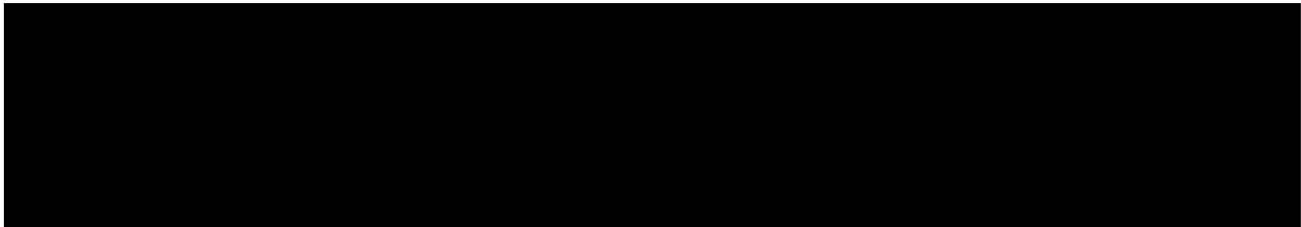
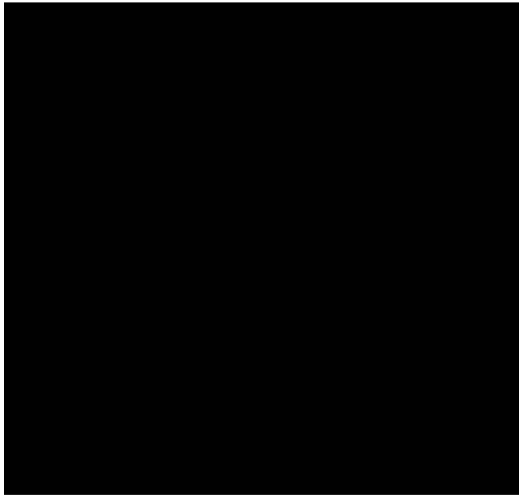
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From Envoy:

**9/27/2016 5:53:50 PM**

**Will there be opportunities for home owners to provide feedback before final completion of the highway? I am assuming there will be opportunities for beautification suggestions in conjunction with construction; but, wanted confirmation. I would like the opportunity to make these suggestions. I am sure other homeowners would like this opportunity as well.**



**From:**  
**To:**  
**Subject:**  
**Date:**



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Hello,

I was at your meeting last night in Ahwatukee. Thanks so much for sharing all this information. Just one question. I'm excited by the addition of a bike path along side the new South Mountain Freeway. Why stop it at 40th Street? Please consider continuing it to the Pecos park area - 48th street. There is a parking area there too. That would be a perfect beginning / end to this trail. Thanks.

Bye,



**From:**  
**To:**  
**Subject:**  
**Date:**

I hate the fact that you all are disconnecting from the fact that so many schools border this freeway. DO YOUR CHILDREN ATTEND any of those schools? Now because of the selfishness of this project with "30" years in the works now MY KIDS have to suffer from this simple truck bypass that is going to be the SMF. Because that's what it is going to be. An easier way for the heavy loaders to cut the city faster.

Why can't Riggs road be used as the new connection. Move it back.

As far as the 32nd street entrance goes... do you realize that liberty lane will now become a frontage road and liberty lane fronts 3 schools. You have to take liberty lane in the morning to get to 3 schools... how did everyone from the meeting last night get to DV? 202/32nd street. If this disaster is going to happen please don't ruin our community more by NOT adding a frontage road. After the turn out at DV and all the stutters to answer questions you would think that ADOT would have this all said and figured out... or have your lawyers talking for you. I was expecting that.

I'm saddened that you all choose now to try to make this happen. There is a reason why people keep saying NO to this. If you don't live in our community you don't understand. #tukeestrong

please excuse the mistakes

**From:**  
**To:**  
**Subject:**  
**Date:**



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I won't be able to attend the meeting in Laveen this evening, so here's my feedback:

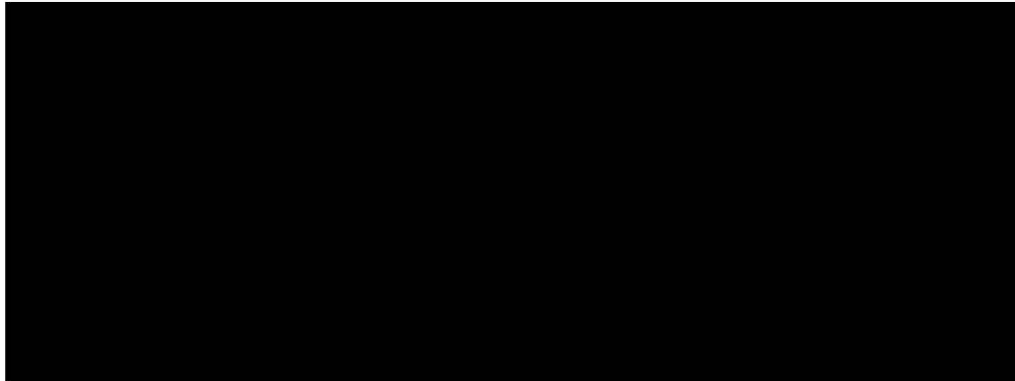
There are those who want to prevent construction of the freeway due to religious concerns. These concerns should NOT be considered because:

1. The building of casinos is against my religion, but since I don't own the property under the casinos, my concern is irrelevant. Excavating a mountain is against the objectors' religion, but they don't own the property so their concerns are irrelevant.

2. If this is such a grave concern, why didn't they allow the freeway to be built on reservation land, completely bypassing the mountain?

In my opinion, the "sacred mountain" concern is NOT the actual reason for the objection.

Please carry on with construction. I can hardly wait for the freeway to open!



**From:**  
**To:**  
**Subject:**  
**Date:**

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Dear SMF Personnel,

Thanks for holding the community meeting on Sep 27 at Desert Vista High School.

The community was solicited for inputs and highlighted several key concerns with noise mitigation and the 32nd street exit being the foremost concerns, from my perspective.

1) 32nd Street Exit

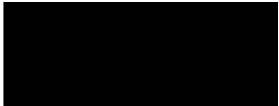
Several schools are currently accessed via 32nd street including Desert Vista High School and Kyrene De Los Lagos Elementary School. Lack of an exit on 32nd street would increase traffic on local side streets, increase congestion and pollution.  
-> Would you please add a 32nd street exit to the plan?

2) Noise Mitigation

Residents requested that the road be 'depressed' to mitigate noise with the bypasses level to the existing grade, similar to that implemented at the 101/202 exchange a few miles down from the 202/I-10 interface. Additionally, as sound travels in all directions, a consistent noise boundary was suggested from 32nd street to Desert Foothills Parkway.  
-> Would you please 'depress' the Freeway and implement continuous noise mitigation barriers from 32nd street to Desert Foothills Parkway.

Thanks for considering these inputs.

-> Would you please respond to my requests with your conclusions?



**From:**  
**To:**  
**Subject:**  
**Date:**



---

Hello,

Let me begin by saying that I'm in favor of this freeway being built. Your refusal to listen to the community and its requests for an exit at 32<sup>nd</sup> Street is troubling. In the interest of making this project as palatable as possible for all in Ahwatukee, I respectfully request that you reconsider your current position, and provide us with an exit at 32<sup>nd</sup> Street.

Regards,



**From:**  
**To:**  
**Date:**



---

Those of us that live [redacted] need a way out of the foothills. the more roads you can keep open the better  
24th 32nd 40th.?



**From:**  
**To:**  
**Subject:**  
**Date:**



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I attended the community mtg on 9/27/16 at Desert Vista High School & wanted to submit my input on freeway design.

I live at 

I believe the Diverging Diamond over the freeway at 17<sup>th</sup> ave & Pecos is best option. This is primarily due to safety concerns with entering/exiting raised freeway ramps along with being inconsistent with Diverging Diamond at Desert Foothills Parkway & Pecos which may cause confusion & more accidents.

Connect 202 rep told me that the reason this can't happen is entrance to Lennar subdivision at 17<sup>th</sup> ave & Lacewood Pl is too close to Pecos to achieve height of Diverging Diamond required (whereas Post Office entrance at Desert Foothills Pkwy drove Diverging Diamond configuration). My question is why can't 17<sup>th</sup> ave & Lacewood Lennar access be closed & wall at 17<sup>th</sup> ave & Cottonwood Ln be opened to allow enough distance to configure Diverging Diamond above Freeway? I'm sure folks living in Lennar subdivision next to freeway would rather move subdivision entrance one street over than live with 26 ft higher freeway wall.

Another solution of course would be to lower freeway below grade by 13 ft (basically half depth) at 17<sup>th</sup> ave & Pecos & raise Diverging Diamond by 13 ft to clear freeway, but sounds like digging is too costly an option.



**From:**  
**To:**  
**Cc:**  
**Subject:**  
**Date:**

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My name is [REDACTED] We are concerned that the project is not considering a frontage road for 32nd street. Most of the traffic will go through Lakewood loop causing a chaos during school rush school hours. We have an elementary school, LAGOS that will be affected by this. Please reconsider in your project a frontage road for 32nd street.

Thank you,

[REDACTED]

**From:**  
**To:**  
**Subject:**  
**Date:**



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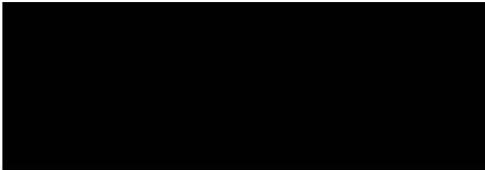
I have several concerns over not having an exit or access to 32nd street.

I live in Lakewood and I already have a difficult time entering and exiting on to 40th Street. When folks can not access 32nd St., it will increase the traffic flow making it even more difficult.

Traffic through Lakewood will increase and there are just to many children walking to school and adults biking and exercising the circle.

Access for large RV's and trailers leaving the Pecos Storage site without access to the highway without going through residential neighborhoods.

Please consider an access road for 32nd Street. I understand the Lakewood HOA has offered the strip of land that they own that is South of Pecos so to help with the access road.



**From:**  
**To:**  
**Subject:**  
**Date:**



---

Hi- I want to express my concern with no exit at 32nd st. I live in Lakewood and feel this will bring a ton of traffic through our beautiful community! It's bad enough we have to hear freeway noise but to also have traffic and speeding drivers cut through our neighborhood will make it even worse! We have children who walk to school, people and pets who walk the Lakewood loop and bikers and joggers who would be put in potential danger. I think you guys need to re-evaluate 32nd as an exit, that is a big exit for many Ahwatukee community members and cutting it off would be horrible for the traffic flow. I also am curious if you will be building a noise barrier wall between our community and the freeway? Do you know if we will be able to pass any laws that prevent large trucks from jake breaking when near homes?



**From:**  
**To:**  
**Subject:**  
**Date:**  
**Attachments:**

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From Envoy:

**9/28/2016 7:04:53 PM**

I was at the meeting held at DVHS last night. I have lived in Tukee [REDACTED] and have known about the freeway every step of the way. However, I have never really liked the idea of having a truck bypass in such a peaceful bedroom community. [REDACTED] I do commute to work everyday and see how many accidents our new driver cause along the route to DVHS. Can you imagine what our streets will look like when their access via Pecos is gone? They will then pass 4 elementary and a middle school to get to DVHS by taking Liberty Lane and/or clog up Chandler Blvd worse than it already is. Please do not put our K-8 children's lives in the hands of 16-18 yr old drivers. FIND a way to build an access road off the Pecos/202 - even if we have to give up having any shoulder space for a few miles. Thank you!! [REDACTED]

[REDACTED]

[REDACTED]

**From:**  
**To:**  
**Subject:**  
**Date:**  
**Attachments:**

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From Envoy:

**9/28/2016 8:31:10 PM**

**There are several concerns over not having an exit at 32nd street.**

**Traffic through residential neighborhoods and Lakewood school area with lots of children walking the neighborhood and to school.**

**Access for large RV's and trailers leaving the Pecos Storage site without access to the highway without going through residential neighborhoods.**

**Traffic to 40th street or 24th street through residential areas to gain access to the highway.**

**Please consider access at 32nd street to the new highway.**

**Thank you!**

[Redacted]

[Redacted]

**From:**  
**To:**  
**Cc:**  
**Subject:**  
**Date:**

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[Redacted]

[Redacted]

We are considering purchase of a property near [Redacted] The home backs up to [Redacted]

Will there be a wall built on the north side of the 202 at this segment? And if so how tall is the wall?

Thank you.

[Redacted]

**From:**  
**To:**  
**Subject:**  
**Date:**



---

What is the situation with the wells for lakewood?  
Thanks





**From:**  
**To:**  
**Subject:**  
**Date:**



---

Dear Sir/Madam

Why don't you please include a Frontier Road connecting 32<sup>nd</sup> Street and 40<sup>th</sup> street. It is very important considering presence of 4 schools, high traffic, traffic safety for the kids, drivers, and residents. If it is not constructed Liberty Lane and Lakewood Parkway Road, which are narrow, will be flooded with cars to go to 202/Pecos road.

Please consider this Frontier Road. Thank you.



**From:**  
**To:**  
**Subject:**  
**Date:**

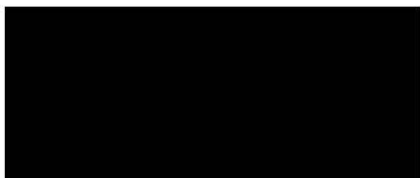


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I live in the Ahwatukee-Foothills area, attended the meeting at Desert Vista High School on 9/27/16, and am forwarding comments related to the design of the Freeway.

- I am very concerned about the impact the lack of access at 32nd street will have on local traffic. On a daily basis, I witness the backups on 32nd street that result at rush hour from Desert Vista High School traffic. Eliminating access from what is now Pecos road will only funnel more cars through neighborhood roads and onto 32nd street from Chandler Blvd. The substantial number of vehicles that currently use 32nd street to access Pecos will be funneled onto Chandler Blvd to gain access to 1-10 at Chandler Blvd or the 202 at 40th street. The backups that ensue will also result in cars short-cutting through neighborhoods. I understand additional space would be needed for on/off ramps at 32nd Street (or an access road), but eliminating this vital access does not make sense. This freeway is supposedly being built to reduce traffic congestion, but it will only cause additional congestion in the areas most impacted by the freeway if something is not done about the 32nd street access.
- While I prefer that the freeway not be built, I was pleased with the decision to add a multi-use path along the freeway as a replacement for the current Pecos route used by many by many cyclists and runners for recreation and exercise.. After attending the meeting and seeing the details of the plan, I was disappointed at the scale of the path (40th St to 17th Ave). It is evidently being designed to discourage cyclists, who are currently primary users of Pecos Rd. I would like to see effort put in to finding a way to extend the path around South Mountain and have it linked to bike routes on the north side of the mountain and/or hiking trails on South Mountain. It would also be beneficial to link it to Pecos Park and work with the Gila River Indian community to link it to facilities on their land. This would serve the goal of maintaining/improving the quality of life for valley residents, rather than being solely focused on growth. Potentially, the path could traverse state trust land that is just north of the planned freeway between 17th and 27th Aves. One of the representatives at the meeting on Tuesday noted the challenges of extending the path due to drainage areas; however, I don't see this as an obstacle, esp given that we already have many hiking trails and paths that are built to to traverse and parallel washes (e.g. Indian Bend Wash in Scottsdale).

Thank you for your consideration of these comments.



**From:**  
**To:**  
**Subject:**  
**Date:**



---

Hi, I am not able to attend any of you meetings. I live on [redacted] in Laveen.  
How close is the freeway to my home and how much noise is it going to produce. I live just [redacted]  
[redacted]

Thanks



**From:**  
**To:**  
**Subject:**  
**Date:**



---

With the 202 expansion we need an exit for 32nd St.. Try getting a counter to sit and count and see how many cars use it currently. The congestion in surrounding neighborhood's from 24 to 40 will be insane not to mention Chandler Blvd.

Thank you, 

**From:**  
**To:**  
**Subject:**  
**Date:**

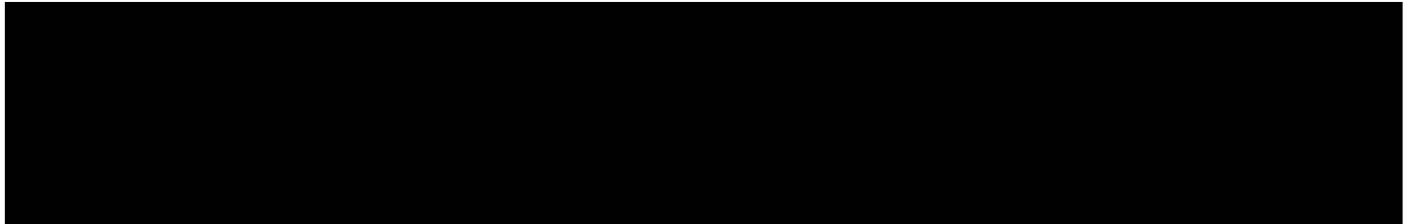


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Can you help me find the link "presentations will be posted online "

I can see the preliminary design maps; but need to understand what all the lines mean? where will the sound barrier walls be, how tall are they? what is the dates for each segment, etc..

THANKS



**From:**  
**To:**  
**Subject:**  
**Date:**



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Will the new freeway's underpasses/culverts be built to facilitate the safe movement of desert wildlife from one side of the freeway to the other?

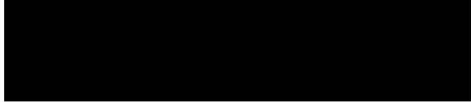
**From:**  
**To:**  
**Subject:**  
**Date:**



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I am writing to ask that you add a frontage road heading eastbound along the south side of the proposed SMF freeway between **32<sup>nd</sup> Street and 40<sup>th</sup> Street**.

We are greatly concerned that there will be increased traffic through Lakewood where there are several kids that cross Lakewood pkwy to get to middle school bus stops with no crosswalk. Also, increased traffic in front of Lagos elementary will be very dangerous and disruptive to the already busy traffic flow.



**From:**  
**To:**  
**Subject:**  
**Date:**

First, I want to make it clear that I am not opposed to the freeway, and have supported the concept for years.

I am a retired Civil Engineer who has worked in Design/Construction Management, [REDACTED] so I am familiar with the processes you are facing. I am currently an [REDACTED]

I have lived in the Valley since [REDACTED] and in Ahwatukee since [REDACTED] and I am now concerned about the current design of the freeway. I live at [REDACTED]

I attended a presentation of the proposed design a few years ago that was held at the convention center in downtown Phoenix when I worked for [REDACTED]. I was happy with the design, except for the bridge to "no where" at 32nd Street. The design at the time was basically a grade-level expressway/freeway, with bridges that were overpasses, and no exit/entrance at 32nd Street. I used a laptop computer that was provided for comments/questions at this meeting and was never contacted about my question and concern about this bridge to "no where".

I understand the reasons for not having an exit/entrance at 32nd Street, and I wrote a question about the need for the bridge at 32nd Street. This bridge would currently serve only one business and give future access from the reservation to my neighborhood.

This seemed like an unnecessary cost to extend 32nd Street over the freeway to this business. 32nd Street dead-ends at Chandler Blvd and does not "act" like a major arterial street in this location. Plus, Desert Vista High School is at Frye/32nd Street, and therefore the increased traffic would not be in the best interest of the students crossing the street to access DVHS, if access to the Reservation happens.

My concern is about the business, which could disappear someday and then the Reservation has access to 32nd street and into my neighborhood.

I have worked for [REDACTED] and have experienced the crime access that happens at 91st Ave. onto this same reservation. I spent [REDACTED] working on the [REDACTED] and know first hand the crime issues that we had to deal with because of this access. I do not want this type of access at or near my neighborhood, home or schools. I would rather see the U-Haul business get relocated to 40th Street or 24th Street, where the access to the reservation and the freeway are happening. It seems that the money saved in not raising the freeway over 32nd Street and building that access for one business, can be offset by the cost to relocate the business. I know that business is not connected to City water or sewer, it looks really bad in terms of its "curb appeal" and lack of application of the development standards we are used to seeing on a business of this type. There seems to be an unnecessary amount of money being spent to access this business which gives future consequences to my home, neighborhood and schools. If this business ceases to exist in the future it would open up 32nd Street to the reservation. I would like to see this addressed in some fashion and not ignored.

I also feel like there has been a "bait and switch" on the design of the freeway. What I saw a few years ago was a grade level or depressed freeway preliminary design. I supported this design. The design is now going above 40th Street, 32nd Street and 24th Street (my neighborhood), and this is unacceptable to me. This will be unsightly and create noise, both of which I don't want to see or hear. I am willing to accept losing the access I have had to Pecos Road for 25 years, but the raised freeway drastically changes the Ahwatukee that I moved into 25 years ago.

I am for the freeway, but not this design.



I remember as a kid living in Mesa when US 60 was built and it had to go over the railroad between Mesa Drive and Country Club. Suddenly, when the freeway was opened, we could hear it all day and all night from our house. I don't want this. I currently can hear the traffic on Pecos at night, and really do not want to hear the increased noise this raised freeway design will create.

I was unable to attend the meeting at Desert Vista High school this past week due to a prior commitment, and I would like to be contacted about these issues and how they will be address as soon as possible.

Sincerely,



**From:**  
**To:**  
**Subject:**  
**Date:**

---

Where is the presentations you said you would post online following the first meeting?

I see maps but no information.

I would like to learn more about the walls you will build to reduce the noise.

- 1.) where will they be?
- 2.) How tall will they be?
- 3.) When will the be built?

Thanks



**From:**  
**To:**  
**Subject:**  
**Date:**



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Good afternoon,

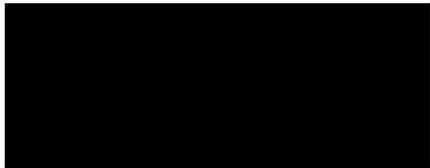
I am inquiring about the status of Right of Way acquisition for this project.  
How far along is acquisition? How many parcels are left to be acquired?  
Could you please provide me with copies of Right of Way plans available for public view?

Thank you for your time, I look forward to hearing from you.



**From:**  
**To:**  
**Subject:**  
**Date:**  
**Importance:**

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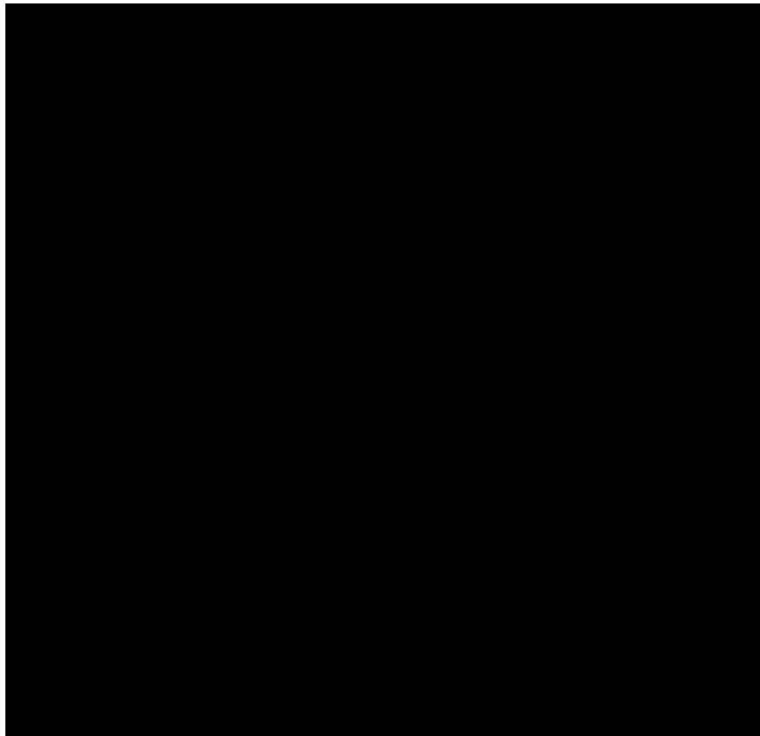


Good Afternoon,

My name is [redacted] editor of [redacted] also known as [redacted]. This message is in regards to the Loop 202 extension project.

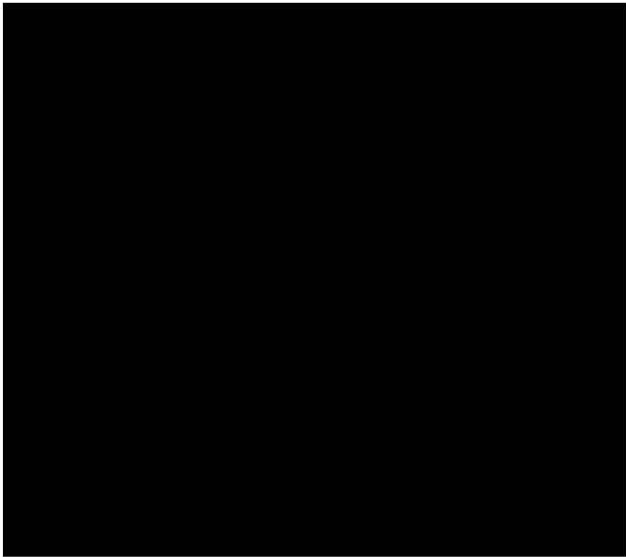
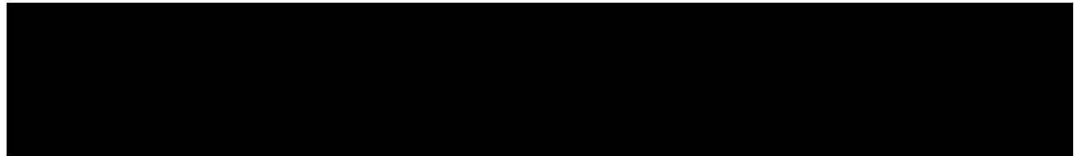
I am seeking an image of the project such as an aerial site map or rendering of the planned extension. Are you able to provide me with a high-resolution JPEG image as an email attachment? Please let me know or if there is someone else that I should be asking.

Thank you,



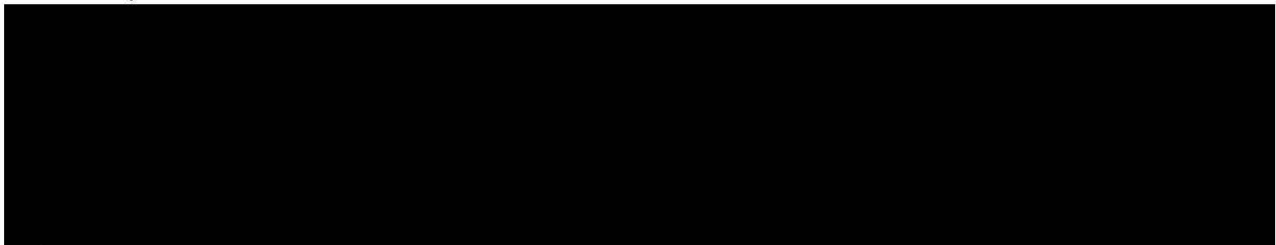
**From:**  
**To:**  
**Cc:**  
**Subject:**  
**Date:**

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I was wondering if someone could advise me who has the dirt removal part of the construction, if it has already been given out as a contract. I have semi trucks and I would like to contact the person/company that has the contracts.

Thank you,



**From:**  
**To:**  
**Subject:**  
**Date:**  
**Attachments:**

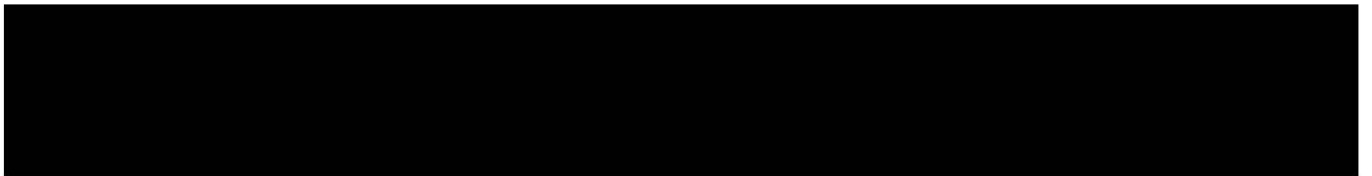
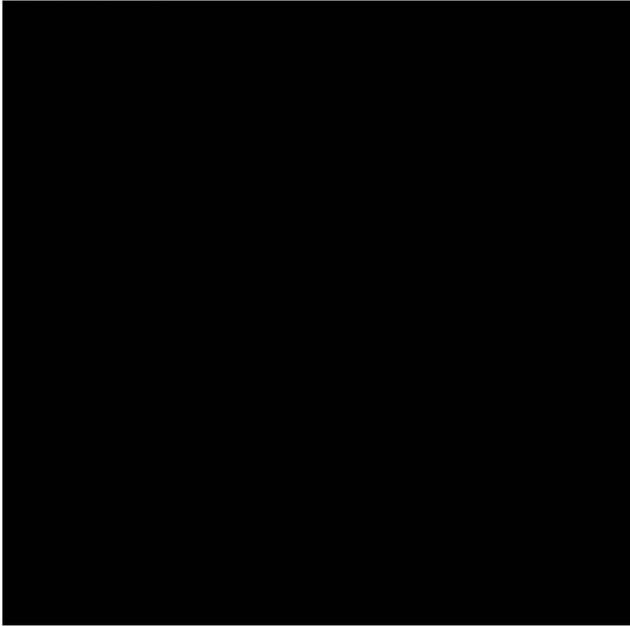
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From Envoy:

10/4/2016 12:39:07 PM

When is expected completion of the South Mountain Loop Freeway at 40th St & Pecos?

Thanks,



**From:**  
**To:**  
**Cc:**  
**Subject:**  
**Date:**



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ADOT:

Traffic on S. 40th St. and on E. Chandler Blvd is already making it difficult to safely turn into and out of the feeder streets for Lakewood Community.

When construction begins for the SMF and once it is built, the traffic on both S. 40th and on Chandler Blvd will be greatly increased.

It will be critical for traffic flow and for both auto and pedestrian safety to add traffic lights at all of the following intersections:

- S. 40th St. and Woodland Dr.
- S. 34th St. and E. Chandler Blvd.
- S. 38th St. and E. Chandler Blvd.
- S. 32nd St. and Liberty Ln (which currently has a pedestrian crossing light only)

If this does not fall within the Freeway construction project, ADOT should make sure that the additional traffic signals are planned, budgeted, and installed before traffic is disrupted for the SMF construction.

Also:

To avoid excessive traffic, slowdowns, and dangerously impatient morning commuters going to and past Desert Vista High School, through the Lakewood neighborhood, and past Lagos Elementary School, it will also be essential to build a frontage road heading eastbound along the south side of the proposed SMF freeway between 32<sup>nd</sup> Street and 40<sup>th</sup> Street, with easy access to the frontage road, SMF, and I-10.

For the safety of all, thank you,



**From:**  
**To:**  
**Subject:**  
**Date:**



---

Comment/Concern:

You really need to implement a plan NOW to construct a ramp/exit at 32nd St. There is going to be major issues if you don't have an exit for Desert Vista High School at 32nd St! Don't wait for the trouble to begin. Get ahead of this big problem, and correct it before it happens. By addressing it now, before you build something that needs changed, will save money in the long run for this billion dollar freeway Ahwatukee doesn't want/need anyway. Show that you are listening to this community on something/anything. The whole community believes you are not listening or addressing any of our concerns in spite of you asking for public input and comments. Nothing has been done to come to a compromise on anything. If you don't do what it takes to make an exit at 32nd St, 40th St is going to become a nightmare. It will be a huge headache to deal with by then. Do the right thing, and plan accordingly. Show us that you really are listening to the community.

Thank you





**From:**  
**To:**  
**Subject:**  
**Date:**



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Please get it done as soon as possible.

Thank you for the hard work!

----- Forwarded message -----

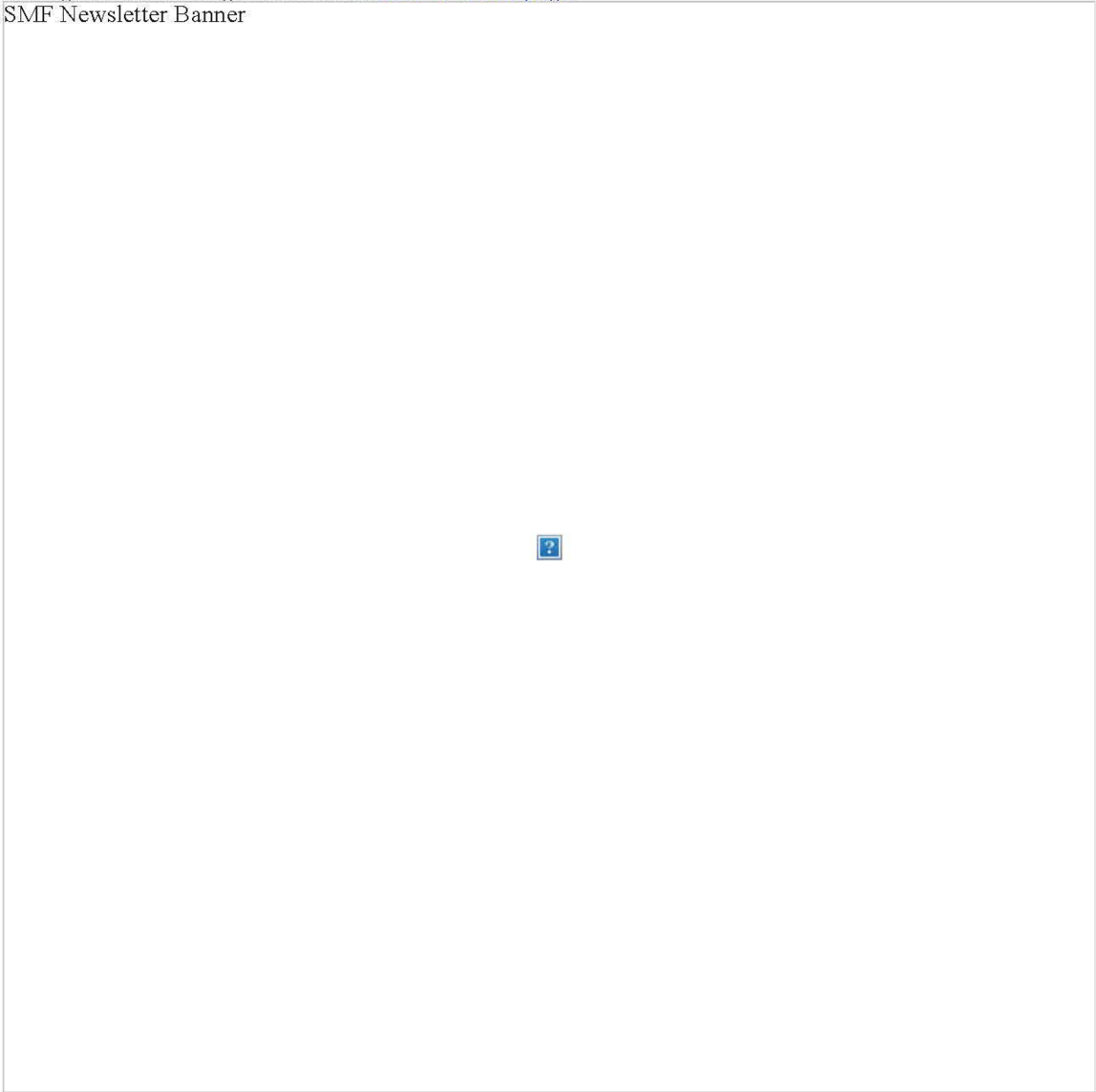
**From:** Arizona Department of Transportation <[adot@service.govdelivery.com](mailto:adot@service.govdelivery.com)>

**Date:** Fri, Sep 23, 2016 at 4:09 PM

**Subject:** Provide feedback on South Mountain Freeway



Having trouble viewing this email? [View it as a Web page.](#)  
SMF Newsletter Banner



**From:**  
**To:**  
**Subject:**  
**Date:**



---

I would like some information regarding the closing of 51<sup>st</sup> Avenue exit from I-10 due to the 202 construction plan. Also any utility issues or information impacting our property and access during the construction.

Thank you,



**From:**  
**To:**  
**Subject:**  
**Date:**



---

Hello,

I would like to suggest a pedestrian bridge be placed at **57th Ave crossing Baseline Road** in Laveen. There are school kids constantly crossing Baseline here to get to Betty Fairfax High School and Paseo Point Elementary. There are signs telling pedestrians not to cross at 57th Ave and to walk to the traffic lights at either 55th or 59th Avenues but none do so.

Baseline is the busiest road in Laveen and I hope it will not take a tragedy to finally make it safe for these kids to cross the street.

Thank you for your consideration,



**From:**  
**To:**  
**Subject:**  
**Date:**



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Please consider placing a pedestrian bridge at 57<sup>th</sup> Ave and Baseline in Laveen so people can safely cross Baseline. This will benefit students walking to Betty Fairfax High School as well as others in the community once the development is in process around the 202 freeway.

Thank you!



**From:**  
**To:**  
**Cc:**  
**Subject:**  
**Date:**



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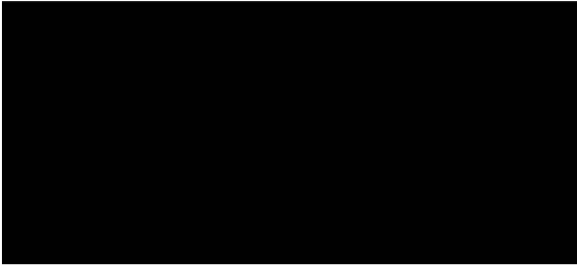
Hello,

I am requesting information regarding the debris haul scheduled to begin September 29, 2016. One of our emission testing stations has received the flyer announcement and I would like to confirm that there will be no traffic impediments for the entrance to or exit from our business located at



Please advise asap as we will need to make an announcement if there is an impediment.

Thank you,



**From:**  
**To:**  
**Subject:**  
**Date:**



---

Please build a pedestrian bridge over Baseline near 57th Ave. This is near a local high school Betty Fairfax and would greatly increase the safety of our youth who need to cross Baseline at any time.

Thank you.

**From:**  
**To:**  
**Subject:**  
**Date:**



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We just want to acknowledge this project and send our support. We are native and near-native Phoenicians and have supported this project from its inception. It is exciting that it is underway and we look forward to its completion.



**From:**  
**To:**  
**Subject:**  
**Date:**



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I think it would be a great idea to put a foot bridge over the top of baseline road, East of 59th Ave, because of all the high schoolers Betty Fairfax crossing Baseline road. best location would be just to the east side of the SRP Cheetum sub-station. That is where 99 % of the kids cross Baseline road





**From:**  
**To:**  
**Subject:**  
**Date:**



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Hello,

As a resident of Laveen, I would like to suggest that a good location for the pedestrian bridge for the 202 extension would be across Baseline Road at 57<sup>th</sup> Avenue in Laveen. This is a very high traffic area and constantly has students from Betty Fairfax and Paseo Pointe crossing Baseline. There is not a street light nor crossing lane on 57<sup>th</sup> Avenue.

Thank you.



**From:**  
**To:**  
**Subject:**  
**Date:**

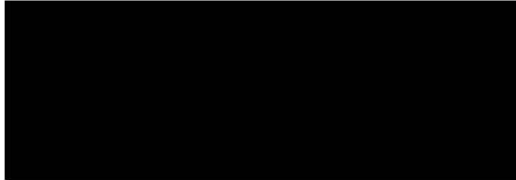


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Sir/ma'am,

If a pedestrian bridge would be built in Laveen, I would like to suggest 57th Avenue across Baseline Road. It is next to a high school and is a very busy and congested area which is a danger to children crossing the street.

V/r,



**From:**

**To:**

**Subject:**

**Date:**

Bridge for pedestrians

Thursday, October 6, 2016 11:21:46 PM

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Over baseline at 57th Ave. For Betty Fairfax students crossing baseline.  
Very dangerous for them to cross



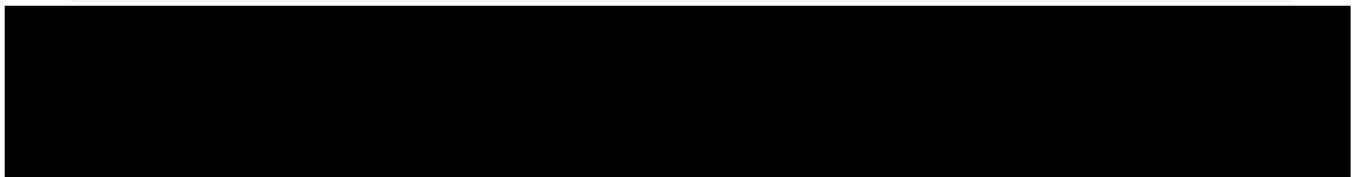
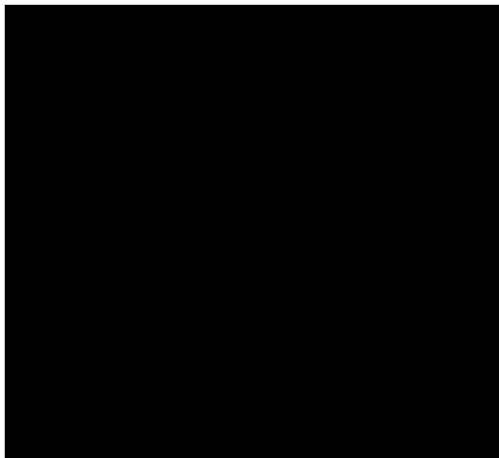
**From:**  
**To:**  
**Subject:**  
**Date:**  
**Attachments:**

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From Envoy:

**10/7/2016 4:59:03 AM**

**My question is about the road closures of eastbound Pecos Rd At I-10/I202. I work third shift and use I-10 westbound to Phoenix. It seems like the on-ramps to I-10 west are randomly closed some nights. Could there be an electronic sign placed before the 40th St intersection to alert drivers what part of the roadway will be closed? It would be easier to detour off at 40th St rather than go all the way to Kyrene Rd and backtrack. I do not think this is too much to ask seeing that there are several electronic signs at various points along Pecos Rd that are not being used-Thank you.**



**From:**  
**To:**  
**Subject:**  
**Date:**  
**Attachments:**

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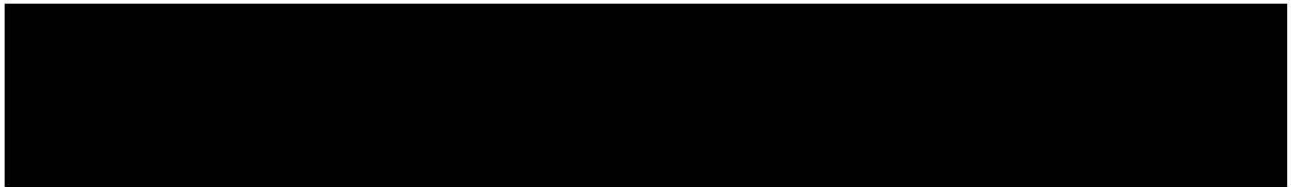
From Envoy:

**10/7/2016 8:57:34 AM**

Hello, I heard in a presentation last summer that as they 3P project was given the green light with the 202 Connect Partners team the reason this was put into the 3P world was not a result of financing. That the financing was coming from federal and state sources. That there was no private financing. What's more the item pushing this project into 3P was that the maintenance, 30 year, was a part of the entire contract.

Can you verify whether or not that is true, and if false identify the finding source.

Thank you.



**From:**  
**To:**  
**Subject:**  
**Date:**



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I noticed there is no exit for 32<sup>nd</sup> street. Is the state footing the bill for building an overpass just for the storage business on the south side of Pecos when there is no exit? Or is the business footing the bill to have an overpass to his business? Please add an exit. I don't understand why there is no exit there when there are more homes along 32<sup>nd</sup> street than 24<sup>th</sup> street. Also 24<sup>th</sup> street is not that wide to accommodate the amount of cars that will take that exit because there isn't a 32<sup>nd</sup> street exit.

Do you know what will happen to the park n ride on 40<sup>th</sup> street during construction? Do you know when the traffic in and out will be impacted for us to find an alternative route or parking location?



**From:**  
**To:**  
**Subject:**  
**Date:**  
**Attachments:**

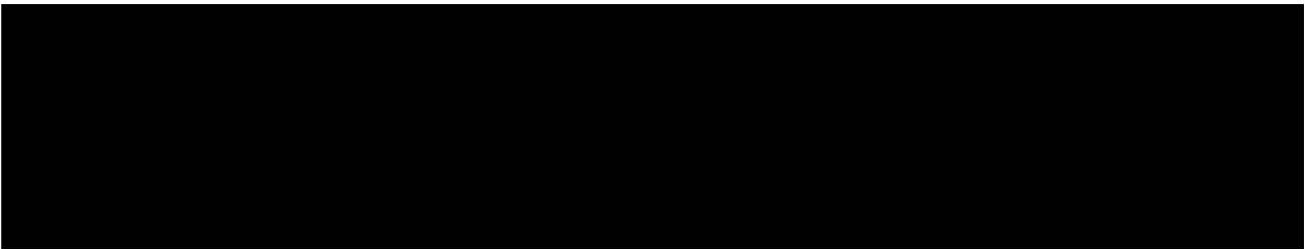
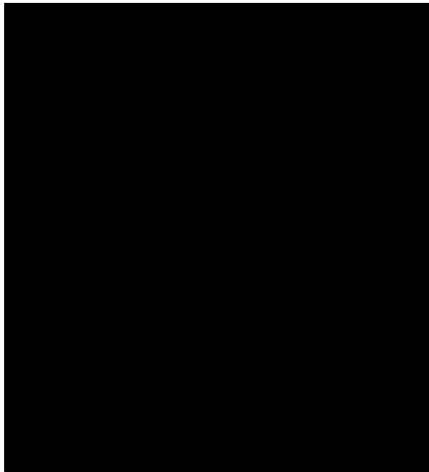


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From Envoy:

**10/6/2016 2:42:06 PM**

**Please make sure your workers / contractors are more careful. Last week I barely missed getting into two auto accidents on Pecos road due to their shoddy work. In one case they left a pallet in the middle of the road in the morning (one of the ones being used to box trees). In another case one of the trees they were in the middle of digging up to box blew down in the middle of the road after dark in light winds. Their poor quality work is endangering public safety.**



**From:**  
**To:**  
**Subject:**  
**Date:**



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Hello,

I sent an email regarding to possibility of a private individual obtaining one or two of the trees along Pecos Road (not already being transplanted). I have not received a reply. As it looks like the construction and removal process is progressing quickly, I would like to request a response as soon as possible. We are homeowner's in the Palmia subdivision and would like to obtain 1-2 trees to transplant on our property or the Foothills golf course for a screen.

Thank you for your time.





**From:**  
**To:**  
**Subject:**  
**Date:**



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Apparently, I did not have the correct email address the first time I tried to send this on to you. Hopefully, this forwarded email will get to the correct person(s) and will get answered.  
Thank you.



**Subject:** Freeway on/off ramps?

My question is: Why is the 17<sup>th</sup>. Avenue on/off ramp the last one heading West? There are plenty of homes west of 17<sup>th</sup>. Avenue and it seems to be a huge inconvenience /oversight for those homeowners! Not to mention, how it will clog up the traffic on 17<sup>th</sup>. Avenue towards Chandler Blvd. and then west on Chandler Blvd.

Also, rumor has it, there will be more homes built between the Freeway and Chandler Blvd. and West, which will further add to the traffic issues, those of us who live in this area, will be facing once the freeway is built. Wouldn't it just make more sense to add 1 more on/off ramp to the west of 17<sup>th</sup>. Avenue???



[REDACTED]

Subject: 100 Year Flood Study by Phoenix & Maricopa County

[REDACTED]

I am concerned after reading last week's Ahwatukee Foothills News article regarding the Flood Study done by Phoenix & Maricopa County and completed earlier this year. The article suggest that 21 Ahwatukee neighborhoods would face damage from a 100 year flood which can occur at anytime.

My concern is "has ADOT taken this study into consideration while planning the South Mountain freeway"?

Has or is the private construction company taking this survey information under advisement in their plan?

Flooding does occur in Ahwatukee/Foothills area without the freeway, how much worse might it be with the freeway?

[REDACTED]

**From:**  
**To:**  
**Subject:**  
**Date:**  
**Importance:**

[REDACTED]

---

Good afternoon team –

I was referred to you by [REDACTED]

I am [REDACTED] and I have a concern from a Lakewood resident that the Board would like to see answered.

Please provide a response to this concern, so that I may pass along.

Thank you in advance!

[REDACTED]

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[REDACTED]

**Subject:** RE: 100 Year Flood Study by Phoenix & Maricopa County

Hello [REDACTED]

I no longer work with [REDACTED] but have forwarded your email to the South Mountain Freeway team at [SouthMountainFreewayInfo@C202P.com](mailto:SouthMountainFreewayInfo@C202P.com). A link for additional contact information can be found: [http://www.azdot.gov/projects/phoenix-metro-area/loop-202-\(south-mountain-freeway\)/contact-us](http://www.azdot.gov/projects/phoenix-metro-area/loop-202-(south-mountain-freeway)/contact-us)

[REDACTED]

[REDACTED]

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[REDACTED]

[REDACTED]

Good afternoon [REDACTED]

I am [REDACTED] for the Lakewood Community Association in Ahwatukee.

A Lakewood resident forwarded the concern in red below (regarding South Mountain Freeway construction), which I addressed with the Lakewood Board of Directors.

The Board's instruction was to reach out to ADOT for a response.

I was given your contact information from [REDACTED] in hopes that you can assist [REDACTED]

Please advise as to a response to share with this owner and the Board – or, if you are unable to respond, please provide contact information for someone that may be able to help.

Thank you in advance for your review and response to this concern.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

I am concerned after reading last week's Ahwatukee Foothills News article regarding the Flood Study done by Phoenix & Maricopa County and completed earlier this year. The article suggest that 21 Ahwatukee neighborhoods would face damage from a 100 year flood which can occur at anytime.

My concern is "has ADOT taken this study into consideration while planning the South Mountain freeway"?

Has or is the private construction company taking this survey information under advisement in their plan?

Flooding does occur in Ahwatukee/Foothills area without the freeway, how much worse might it be with the freeway?

[REDACTED]

**From:**  
**To:**  
**Subject:**  
**Date:**

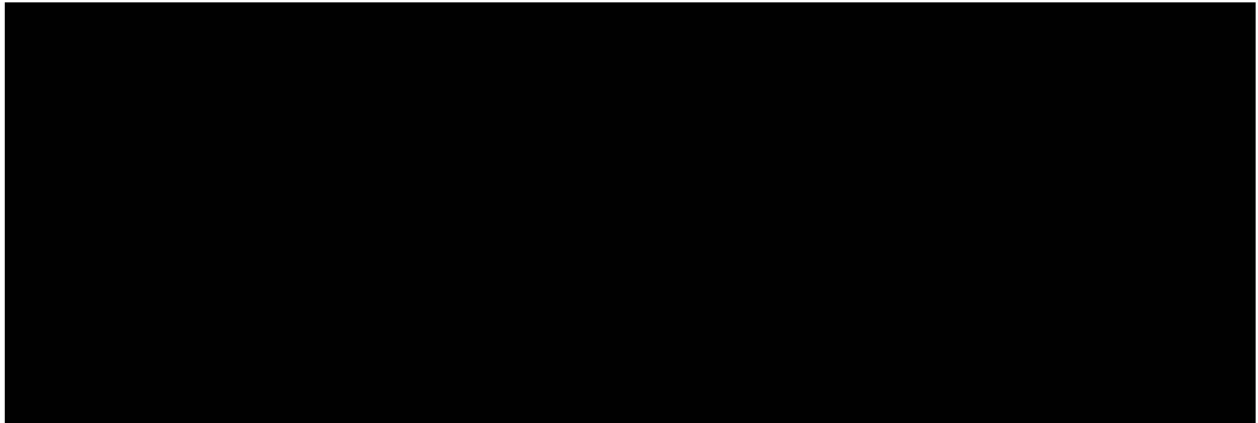


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Hello,

I was wondering if ADOT's eminent domain purchases of private party's buildings and land is available to the public? Thank you for your time and I look forward to your response.

Thanks,



**From:**  
**To:**  
**Subject:**  
**Date:**



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*Hello,*

*I live in the Lakewood Community*

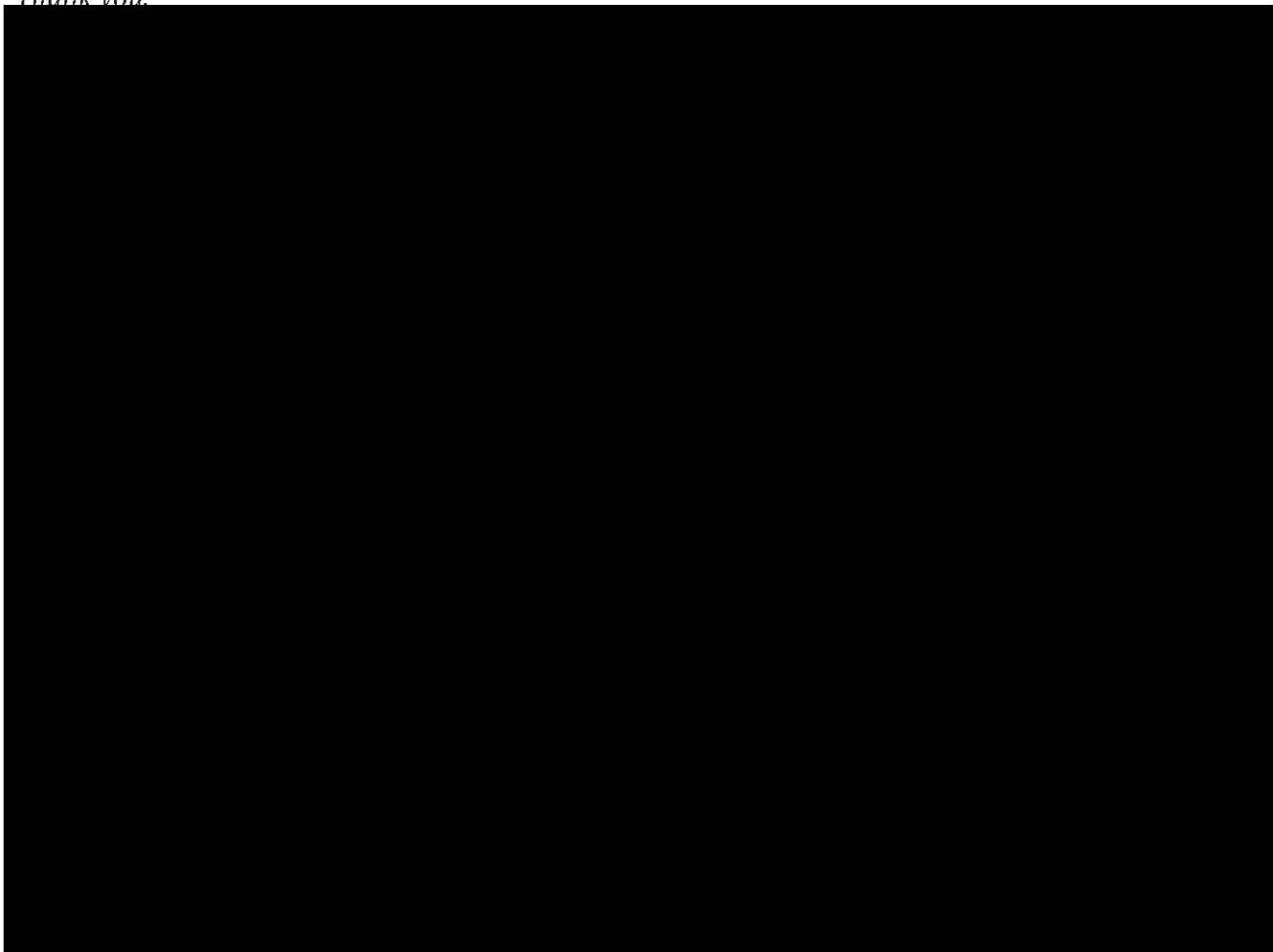


*I am against the freeway in general...but at the very least...*

*I am very concerned about the lack of on/off ramp on 32<sup>nd</sup> street, causing traffic to use the south portion of Lakewood Loop, going right by Lagos Elementary School. The already much used Lakewood Pkwy will become a passthrough to 40<sup>th</sup> st. causing more cars speeding by the school zone.*

*I would like to request you put a frontage road between 32<sup>nd</sup> and 40<sup>th</sup> st. to allow traffic to access the fwy, not cutting thru our neighborhood*

*Thank you.*



**From:**  
**To:**  
**Subject:**  
**Date:**



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ADOT –

You claim you want public input, but you didn't listen to anything of the problems the public brought to your attention at the September 27<sup>th</sup> meeting at Desert Vista High School, and you even barred several members of the Gila River community from attending the public meeting for no valid reason whatsoever. And to top it off, your spokesperson made a disparaging, racist remark about the "natives" at the presentation!

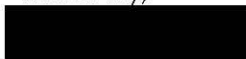
**Your agency's utter disrespect for Arizona and Arizonans knows no boundaries.**

Your spokesperson had no solid information on noise abatement measures other than to say the freeway would be at and above the current ground level (*the noisiest and ugliest of all design options*) and you had no details on the height or thickness of the walls. You also summarily disregarded the need for a frontage road connecting 32<sup>nd</sup> street with 40<sup>th</sup> street so that high school traffic would not inundate the Lakewood community and elementary school zone on a daily basis.

If you cared to listen at all, you would have heard the repeated outcry from two communities against your archaic, poorly-designed, monumentally-expensive, hazardous, destructive, loud, ugly, dangerous, unwelcome, non-solution, sex-offender freeway. Any plan that puts the property values, families, personal property, quality of life, natural resources, health and very lives of two entire communities at risk is NOT a good plan.

I dare you to finally *listen* to your public, go back to the drawing board and do the right thing.

Sincerely,



**From:**  
**To:**  
**Subject:**  
**Date:**



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Can we not proceed with the expansion until the Native tribes have had their opinions heard? I understand that a few tribes have an issue with the desecration of the mountain. I even have an issue with blasting a channel through the base of the mountain. Is there not a way to redirect the path of the proposed freeway so it doesn't disrupt the park? And do we know what sort of an effect this will have on the wildlife in the preserve? I appreciate your time and look forward to a dialogue.




**From:**  
**To:**  
**Subject:**  
**Date:**



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To Whom It May Concern:

I live just north of   
to the incoming freeway.  
I have several concerns:

1. It is appalling to me that the a freeway is going in just several hundred yards away from **four** schools. The pollution and noise will surely be a problem to the educational atmosphere and quality of life for these children. It's simply a senseless location for a freeway.

I realize my comments regarding the location of the freeway are a waste of breath at this point so I'll move on to other concerns I have.

2. Having an off ramp at 24th Street is entirely ridiculous for a variety of reasons: a. It dead ends in less than a mile up the road to a light that is **THE LONGEST** light in Ahwahtukee. Can you imagine the pollution while cars sit at that light!?! b. The short distance between the freeway and the light at Chandler Blvd will cause traffic and flow issues. c. It is a massive hill that will cause major pollution to the homes surrounding that area. d. There isn't an ounce of commercial property or retail on that street. It is only churches and homes. e. It will cause an enormous increase in traffic through small neighborhood roads that lead to the schools, winding through narrow streets with small children walking and riding their bikes.

Please, please rethink the location of the 24th Street exit. It makes absolutely **ZERO** sense to have one located there.

Thank you for your time.



**From:**  
**To:**  
**Subject:**  
**Date:**  
**Attachments:**



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Please see the attached.

October 15, 2016

Gentlemen;

I have been to a dozen or more of your meetings over the years but was unable to attend the last few. I see this project being on the tracks and nothing will stop this train.

However, I do have a question at the end on these comments about the Environmental Impact Study (EIS).

We all know there is a ‘brown cloud’ hovering over the Valley many, many days each year. That cloud moves around the Valley from the west Valley, to the Scottsdale area, to Mesa, Chandler, etc. But it is usually anchored over downtown. Its cause is well known to be air pollutants caused by car and truck emissions among other sources. It is often exacerbated by a temperature inversion over the city. I get that.

Living in Ahwatukee we almost never see that “brown cloud”. Of course the South Mountain Park as well as the Estrella Mountains shelter us from that cloud. And of course the other reason is, we don’t have 100s of thousands of cars and trucks each day polluting our clear, clean Arizona air.

I know you folks know that the clean air that we now enjoy will disappear forever with this freeway plan. But because the EIS says it will have “No Impact”, the project is a “GO”! In reading the synopsis of the EIS I was taken aback by their logic. Essentially what it says is that since we are removing X-hundreds of thousands of car/truck traffic from the downtown

area on I-10 and tons of air pollutants, and just moving it south a dozen or so miles to the South Mountain Freeway, net-net Valley-wide there will be no additional pollution and thus “no environmental impact”!!!!

So I guess the unhealthy air we in Ahwatukee will have to breathe, air that is documented to affect school children near the freeway adversely, will be offset by the better quality air those school children near I-10 have been breathing. So we just move the problem elsewhere. Brilliant.

So I guess I need a question for you....How can that logic be justified?

Regards,



PS: No time to discuss this issue once again, but your logic for the “need” for this road has been flawed and corrupted since I first attended meetings on this road 20 years ago. Regardless of your “studies”, intellectually it makes little or no sense, other than it completes the loop drawn on the map 30 years ago.

The accuracy of your “studies” can be reflected in the Pima Freeway 101 construction in which the 101 was obsolete before the paint was dry.

**From:**  
**To:**  
**Subject:**  
**Date:**



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Hello

I am a resident of Ahwatukee and live about 

I attended the meeting at Desert Vista High School a few weeks back. One of my concerns was that it looks as though the sound wall seems to be very close to the freeway from the I-10 interchange all the way through the Ahwatukee neighborhood past 17th ave.

One of your representatives explained that the reason for this was to deflect the sound.

I personally think that it will not look very good. I think that if the wall was built further away from the freeway and landscaping were added

in-between the outside lane and the wall it would be much more aesthetically pleasing. I've noticed that the sound walls on just about every other freeway in Phoenix are

spaced further back from the closest lane like on the 101 which is really nice looking. I am not an engineer but I think there would be enough

space to do this and I seriously doubt that it would effect he noise levels.

The proposed bridge over 17th Ave is my other concern. Why couldn't he freeway be built under 17th Ave? This would definitely improve the noise levels.

I know cost is obviously a major consideration.

Just some suggestions and I appreciate your time.

Thank you.



**From:**  
**To:**  
**Subject:**  
**Date:**



---

I can hear the vehicle back up signals from my house in the Lakewood Community. This should not be happening at 3 am.



**From:**  
**To:**  
**Subject:**  
**Date:**



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I feel the SM Freeway is an overall benefit to residents in the immediate area of the freeway as well as people traveling to the West or East of Phoenix.

Traffic jams will be reduced on the existing freeways as well as reducing congestion on the side streets in the local communities along the freeway path.

I feel pollution will be reduced due to better traffic flow and reduction in idling vehicles. It will also be an advantage to reduce side street traffic for those of us who ride bicycles.

I hope part of the road improvements will include more and better bike lanes in the construction areas.

The freeway should include access to South mountain park for Native American as well as dedicated hiking/walking trails and dedicated mountain bike trails.

Thank you for pushing this project forward. I and my family greatly appreciate the future benefits we will be able to enjoy. Hopefully it will be completed sooner than later.

Sincerely,



**From:**  
**To:**  
**Subject:**  
**Date:**



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Hi,

I would like to comment on the freeways impact to the south and west end of the park. That end of the park is quiet and peaceful for humans and wildlife. Putting the freeway through will ruin that. I oppose the freeway.



**From:**  
**To:**  
**Subject:**  
**Date:**



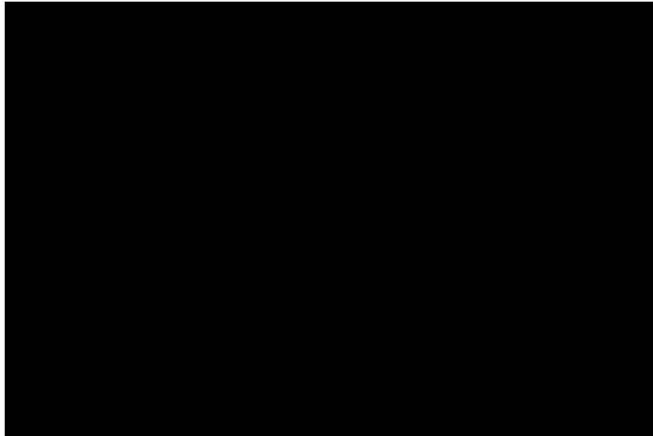
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Good Afternoon.

I've been to a few of the local meetings regarding the construction of the 202 South Mountain Freeway loop, and I've asked for the contact information for the Maricopa County representative for those of us that have businesses in areas that haven't been incorporated into the City of Phoenix, but nobody seems to have this information.

Will you please find out who the County representative is and forward that information to me?

Thank you.





**From:**  
**To:**  
**Subject:**  
**Date:**



Your help is needed to keep your AZ citizen-cyclists safe!

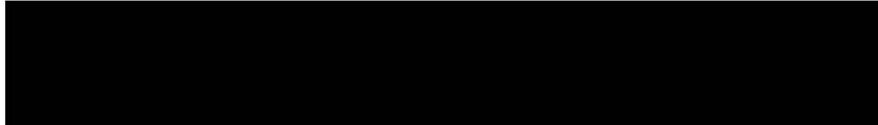
The cycling community is focused on implementing bicycle facilities along the Loop 202 ROW that are comparable to those that will be lost on Pecos Rd for many reasons...

- a) Pecos Road is a premier cycling facility: Pecos Road is a destination, not much of a route to get elsewhere. There is nothing comparable to it in the east valley due to its convenient location, long uninterrupted stretches of wide asphalt, rolling terrain, and low traffic volumes.
- b) Safety: The planned 15' shared-use facility will not safely accommodate fast and group cyclists who use Pecos. Those cyclists will migrate to the neighborhoods north of the freeway, increasing congestion and dangerous conflicts with motorists. The vulnerable cyclist will be put in a more dangerous environment. The proposed shared use path will put cyclists and walkers in dangerous proximity and is not a workable design.
- c) ADOT Policy: ADOT Bicycle Policy MGT 02-1 states "in all new major construction and major reconstruction projects... existing widths for bicycles will be maintained". The existing widths on Pecos Rd, in each direction, are 6 to 8-foot where there are Bike Lanes and 12-foot where there are no BL's and cyclists have the legal right to use the entire traveled lane. The proposed 15-foot shared use path does not maintain existing widths. PAG's proposal for two 10-foot BL's, and a 5-foot pedestrian path separated by a 5-foot median essentially maintains existing widths and complies with the policy.
- d) Federal Policy: Phoenix is designated a Focus City and Arizona a Focus State by the Federal Highway Administration (FHWA) with respect to bicycle and pedestrian fatalities, apparently since at least 2007. One result of this designation was generation of the ADOT Bicycle Safety Action Plan (BSAP), September 2012. Crash data from the report shows that in 2009 Arizona ranked 5th highest in bicyclist fatalities per million population (25 fatalities) and 7th highest in 2010 (19 fatalities). Fatalities in 2013, 14, & 15 were 31, 29, & 29 respectively, indicating no significant improvement or more likely a reversal. The ADOT BSAP references the United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations, March 15, 2010, which in part states: "DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists" (underline added). Taxpayers have paid large sums of money to fund these studies, plans, and policies based on sound data and scientific analysis to increase cyclist safety. It is time to implement these policies, not ignore them.
- e) Fairness: Why should cycling taxpayers lose a premier facility without fair compensation? Homeowners who have lost their houses to the freeway have been compensated by ADOT so they can buy comparable replacements. Why shouldn't cyclist taxpayers receive the same consideration? Cyclists are not asking for a new road, only modifications to allow the existing Pecos pavement to be reused.
- f) Economic: Retaining cyclist households in, and bringing cyclists to, the area is an economic benefit. Studies show that cyclists have higher average income and education levels than the US average. Cyclists support the local bicycle shops, coffee shops, restaurants, and retail shops in the area. Installation of comparable bicycle facilities will enable the area to retain the Senior Olympics and draw other cycling events to further increase the economic impact.

PLEASE help ensure that safe cycling is a part of the design for the new freeway!

 will be meeting with ADOT this week to talk about needs. Your support is critical and appreciated!

**From:**  
**To:**  
**Subject:**  
**Date:**



The cycling community is very focused on implementing bicycle facilities along the Loop 202 ROW. We are asking for two 10-foot Bike Lanes, equivalent to existing Pecos Road bike facilities that are comparable to those that will be lost. We are strongly encouraging the implementation of this objective for many reasons...

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**From:**  
**To:**  
**Subject:**  
**Date:**



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**From:**  
**To:**  
**Subject:**  
**Date:**



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I am an avid user of Pecos Road bike lanes. The loss of the Pecos bike lanes, at a width that is usable and safe for the cyclists that frequent the area, is disheartening and upsetting as a cyclist.

Safety should be the utmost priority for the cyclists, pedestrians, as well as the motorists. The proposed multi-use lane width will not allow for the cyclists to use Pecos Road as intended or as we have become accustomed to. Please help us to maintain the safety for the cyclists that will continue to use this amazing resource in Ahwatukee. My family (and others) have moved close to this area for the access of great biking near our community, please help us save it.

Thank you for your help and attention to this matter.  
Sincerely,



**From:**

**To:**

**Subject:**

**Date:**

---

[REDACTED] was killed in an accident riding Pecos [REDACTED]. After his death a few minor changes were made to make it safer, but it's still a dangerous place to ride. Now with the addition of the 202 loop you're in a position to create a safe riding area and prevent future tragedies. Do the right thing and create a safe place for cyclist to ride.



**From:**  
**To:**  
**Subject:**  
**Date:**



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Dear ADOT,

We moved to Ahwatukee for 2 main reasons, good schools for our two children and great bicycling roads. My wife and I ride every weekend on Pecos Road. The benefits to our minds and bodies are incredible.

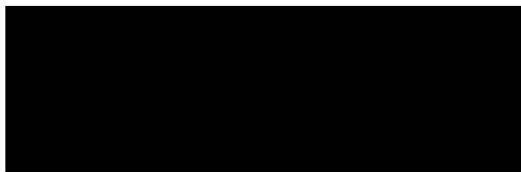
Now you take it away! The very thing that helps us to stay healthy and relaxes our minds after our busy work week.

Each morning before our ride I say a short prayer for our safety. My first priority is safety, then health, then pure enjoyment as we ride with a view of the Estrella and South Mountains.

To ensure our safety and the safety of others using the "shared use Path" we need two 10' paths, at least 10' wide. One path for 2-way bike traffic is dangerous.

The mayor's goal of connecting the city with bike trails and encouraging more people to bike is a joke, and ADOT is working against it.

Safety first, then health. We need your help.






**From:**  
**To:**  
**Subject:**  
**Date:**



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Hello,

RE: Loop 202 Salt River Segment section between Baseline and Dobbins

We are thinking of buying a home on  It appears that the new highway will be west of 51st Ave. Will the freeway be elevated at that section? My concern is obviously road noise. Please advise.

Thank you for your help.



**From:**  
**To:**  
**Subject:**  
**Date:**



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To whom it may concern,

I would like to express my concerns with building of the South Mountain Freeway. As a resident of Arizona and Maricopa County I do not support the building of the South Mountain Freeway. As a Navajo, I support the Gila River Tribe's work to preserve this sacred mountain.

ADOT needs to focus on improving mass transportation, and not more freeways. The South Mountain Freeway may improve traffic for a few years, but it will quickly create more traffic as more sprawl will be put in place. I understand that this sprawl is the way the valley has built the economy here, but at what price. The destruction of South Mountain is not something I want to see. And the decrease in air quality with more cars on the road is not something I want to breath. We can build a great economy in the valley without more freeways. There is so many opportunities to improve the mass transit and make life better here.

The only one gaining from building from the South Mountain Freeway is the trucking industry, but it will not be long before they are asking for another freeway because the South Mountain Freeway will be clogged with traffic. On top of that the transportation industry is changing with the move to driverless vehicles and the trucking industry will no longer need this freeway. It's not worth spending \$2 billion on them.

Please do not build the South Mountain Freeway. I do not support.



**From:**  
**To:**  
**Subject:**  
**Date:**



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Dear ADOT,

Thank you for your attention regarding the future of the Pecos Bike Lanes.

I lost my husband, [REDACTED] as he was cycling on Pecos Rd., one of his favorite places to ride and 'let loose.'

Please support the Pecos Action Alliance's proposal for two 10-foot BL's, and a 5-foot pedestrian path separated by a 5-foot median essentially maintains existing widths and complies with the policy.

[REDACTED] Pecos Action Alliance have done such in-depth and educated research regarding the bike lanes.. I know he has supplied you and ADOT with the specifics, so I will not repeat them here.

I can't think of a better way to promote and celebrate a culture of cycling safety and honoring the spirit of [REDACTED]

Best regards,



**From:**  
**To:**  
**Subject:**  
**Date:**



Hello,

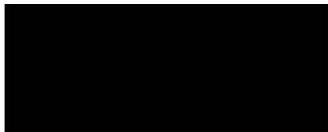
This email is responding to your request for input on the existing plan for the the South Mountain Freeway by 10/20/16. These comments are intended to be part of the public record.

In the Preliminary Design Plans, it is clear the intent is to blast through multiple ridges of South Mountain Park. Although the Preliminary Design Plans that were shared are missing the Plan for the "Center Section," it is evident from the two adjacent Plans (Elliot Road to Main Ridge North and Main Ridge North to Chandler Boulevard) blasting through three ridges is the intent. Further, it has been acknowledged by ADOT that three ridges of the mountains commonly known as South Mountain Park will be blasted through to accommodate the planned freeway.

This plan is entirely unacceptable. As your own Preliminary Design Plans show, the freeway is intended to run within 500 feet of the Gila River Indian Community ("GRIC"). GRIC is composed of two tribes, the Akimel O'otham and the Piipaash. They refer to South Mountain range as "Moadag" and it is the sacred home to the Creator for these tribes as well as other tribes within Arizona. It is, in a very real sense, their sacred ground and a church for these tribes. There has been no meaningful discussion or communication with GRIC or any of the other tribes regarding these plans, nor has their input been sought. To the contrary, members of GRIC attempted to attend ADOT's public meeting on September 27th to open such a dialogue, but they were prevented from entering the meeting in a clear discriminatory action. I was there and witnessed the entire situation. I then refused to enter the meeting, in a stand of solidarity with the GRIC members. However, there were others who did attend the meeting and, towards the end, the Public Relations Representative mockingly told the assembled crowd "The Natives are getting restless, so we're going to have to end the meeting early." This was recorded by multiple people in attendance and is available for viewing on social media.

ADOT has set a precedent of respecting churches that are in the present path of the freeway. As one example, Mountain Park Community Church ("MPCC") currently sits at the NE corner of Pecos Road and 24th Street. Some time ago, ADOT reached an agreement with MPCC to relocate it and the new MPCC site is currently under construction at Frye Road and 48th Street. In that example, ADOT clearly had discussions, reached agreement and agreed to make an accommodation for that "sacred ground" which is in the path of the freeway. However, ADOT continues ignore and discriminate against a federally protected class of people who revere and worship a portion of the freeway's path and have done so for hundreds and hundreds of years. This is, in fact, the very area ADOT intends to blast, blow up and demolish without even consulting with those that hold it sacred. Would ADOT unilaterally decide to blow up, blast and demolish the Vatican if it happened to be in the freeway's path? Mecca? Cavalry? Jerusalem? Or does ADOT discriminate and choose to acknowledge and respect only certain sacred grounds while completely ignoring others?

Please rethink and revise the freeway plans. The only path to accomplish this is to commence a meaningful dialogue with GRIC.



**From:**  
**To:**  
**Subject:**  
**Date:**

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To Whom it may concern,

My name is [REDACTED] an Arizona native, and avid cyclist. I have lived in the east valley for [REDACTED] and have seen the valley explode with growth. When the 202 Santan freeway was constructed, the BMX track that many of the neighborhood kids built was paved over. It would be a shame for the same thing to happen to a great resource for the many cyclist taxpayers who heavily use the stretch of Pecos road currently, and future youth to enjoy.

One of the biggest reasons to consider this build is safety. As you drive around different roads you may come across a bike along side the road painted white. These are ghost bikes, and are put up where someone has perished usually as a result by being struck by a vehicle. Pecos is considered one of the more safer sections of road where cyclists can enjoy long uninterrupted sections of pristine road. In recent years, more attention to cyclist safety has made this a destination spot. Without Pecos Road cyclists would have to find other routes, and most likely would be pushed north into Ahwatukee where traffic congestion makes things much more dangerous.

I know there are other considerations for why this is a good idea, but if it makes the sport safer for everyone, I think it's a small price to pay up front for something that will be so heavily used.

Best Regards,

[REDACTED]

**From:**  
**To:**  
**Subject:**  
**Date:**



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Connect 202 Representatives:

In my attempt to understand the design parameters that have been available to us for the South Mountain Loop 202 Freeway a few concerns have been brought to my attention.

Visibility, noise, lighting, billboards, and lack of an intersection at 32nd street. My primary concern is to assure that all measures be taken to minimize these items and I don't feel this has been done.

**Visibility:**

I assumed that the freeway would have been planned and constructed similar to the section east of I-10 through Chandler and Gilbert (and many other cities in the valley) where it is depressed through residential areas and have sound walls. I am disturbed to see that the entire South Mountain Loop is designed above grade which will have much more visibility and sound impact on surrounding neighborhoods. Other freeways throughout the Phoenix valley have been designed significantly below grade and with sound walls through neighborhoods, why do we not get the same treatment?

**Lighting:**

Another aspect of the visibility concern is lighting. This area behind South Mountain is dark without a lot of light in the night sky. I expect as minimal an impact to the "dark sky" as possible as it relates to the whole South Mountain area.

**Sound:**

The use of tall sound walls would also be expected as are used along other freeways throughout the valley.

**Billboards:**

I would expect serious restrictions on the use of billboards along the entire stretch of the South Mountain freeway, with no use of electronic billboards that would shine in the windows of homes. They are so obnoxious.

**32nd St. Intersection:**

The current plan does not show a 32nd St. intersection. With Desert Vista High School located on 32nd Street it would seem necessary to have an intersection to the freeway at that point. For traffic to and from the school, no intersection will mean all traffic will have to cut through the community of Lakewood to the east and down Liberty Lane to the west. These routes will take traffic past two elementary schools (Kyrene de los Lagos to the east and Kyrene de la Estrella to the west), Kyrene Akimel A-al Middle School and a church. This brings up serious concerns regarding safety.

I hope you will take note of my concerns in regards to the design elements of this portion of the

Loop 202 South Mountain freeway.

Sincerely,



**From:**  
**To:**  
**Subject:**  
**Date:**



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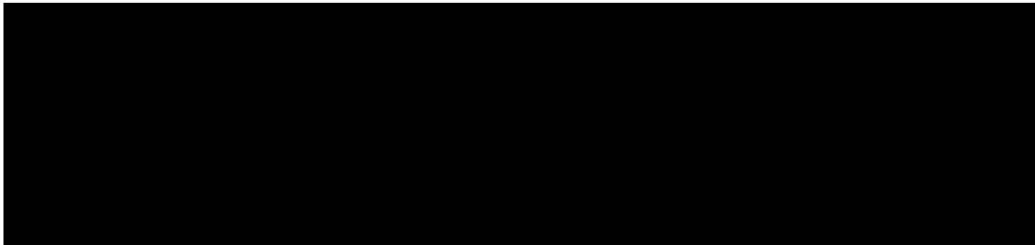
First, my primary concern is to assure that **all measures be taken to minimize; 1) visibility of, and 2) noise** generated by the freeway from the adjacent communities for the full length of the Pecos segment. Specifically –

- a. First and foremost, **depress the freeway below surrounding topography.**
  - i. Freeway should be significantly below grade AND include Sound Walls for full length of Pecos Segment
    1. No, it won't take more right-of-way as grade can be taken up with retaining walls just as has been used in many other segments in the valley.
    2. This has been done extensively with the 202, 101, 303 and 51 through Chandler, Gilbert, Mesa, Peoria, Glendale, Surprise, Sun City, Avondale. Why should the South Mountain communities not receive the same mitigation measures as so many other communities benefit from?
- b. Confirm **continuous sound walls** for full length of Pecos Segment

Second, but certainly not least- **Include a Traffic Interchange (TI) at 32<sup>nd</sup> St**

- a. Lack of a 32<sup>nd</sup> St TI will cause significant cut-through traffic within Lakewood and Mtn Foothills communities to get to 40<sup>th</sup> and 24<sup>th</sup> St's for access.
- b. A TI was proposed in earlier planning for the 202.

Thank you!





**From:**  
**To:**  
**Subject:**  
**Date:**



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Please put a pedestrian bridge for 57 th ave and baseline rd thanks



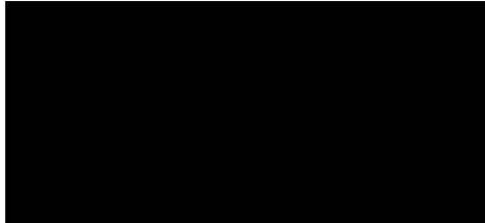
**From:**  
**To:**  
**Subject:**  
**Date:**



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Please I nclude a Traffic Interchange (TI) at 32<sup>nd</sup> St.

The lack of a 32<sup>nd</sup> St TI will cause significant cut-through traffic within Lakewood and Mountain Park communities to get to 40<sup>th</sup> and 24<sup>th</sup> St's for access. A TI was proposed in earlier planning for the 202.



**From:**  
**To:**  
**Subject:**  
**Date:**  
**Attachments:**



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Please find attached my feedback to the 202 Freeway Extension.

Thanks




**From:**  
**To:**  
**Subject:**  
**Date:**



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Good morning South Mountain Freeway Project Team,

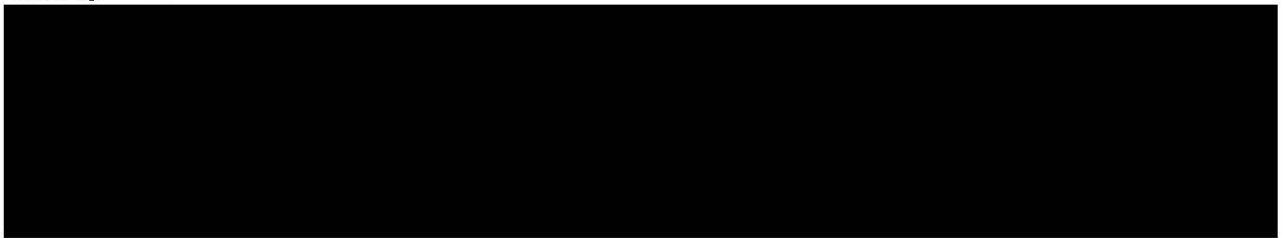
My name is  and I would like to invite some of your team members to our November 17 meeting to talk about to talk about progress on design and construction of the South Mountain Loop 202.

The meeting starts at 7:00 p.m. and we can reserve about 15-20 minutes for the updates.

It would be very helpful for our community to be informed of any updates. Please let me know if we can confirm the attendance to send the details.

Thank you very much in advance for your help!

*Sincerely:*



**From:**  
**To:**  
**Subject:**  
**Date:**



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Does the map demonstrate that there will be five on and off ramps between I-10 and the center segment?

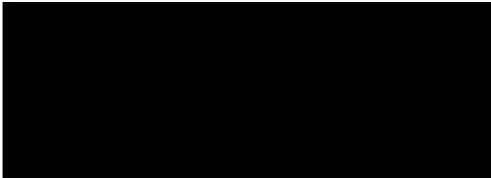


**From:**  
**To:**  
**Subject:**  
**Date:**



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I ride Pecos road 5 days a week at 25+ miles per hour in stretches. Your 202 solution for a multi-use path will be dangerous and useless. Runners may use it, but they run down streets in the car path or bike lanes anyway. Since you are destroying one of the community amenities that brought me to live in Ahwatukee, I would hope you would replace it with a safe bike route with a physical divider between the 2 directions if you are going to put anything in. Or else don't waste the money or it will just become a dangerous place for teenagers to hang out and use drugs like most of the community greenbelt and trail areas in the Ahwatukee Foothills.



**From:**  
**To:**  
**Subject:**  
**Date:**



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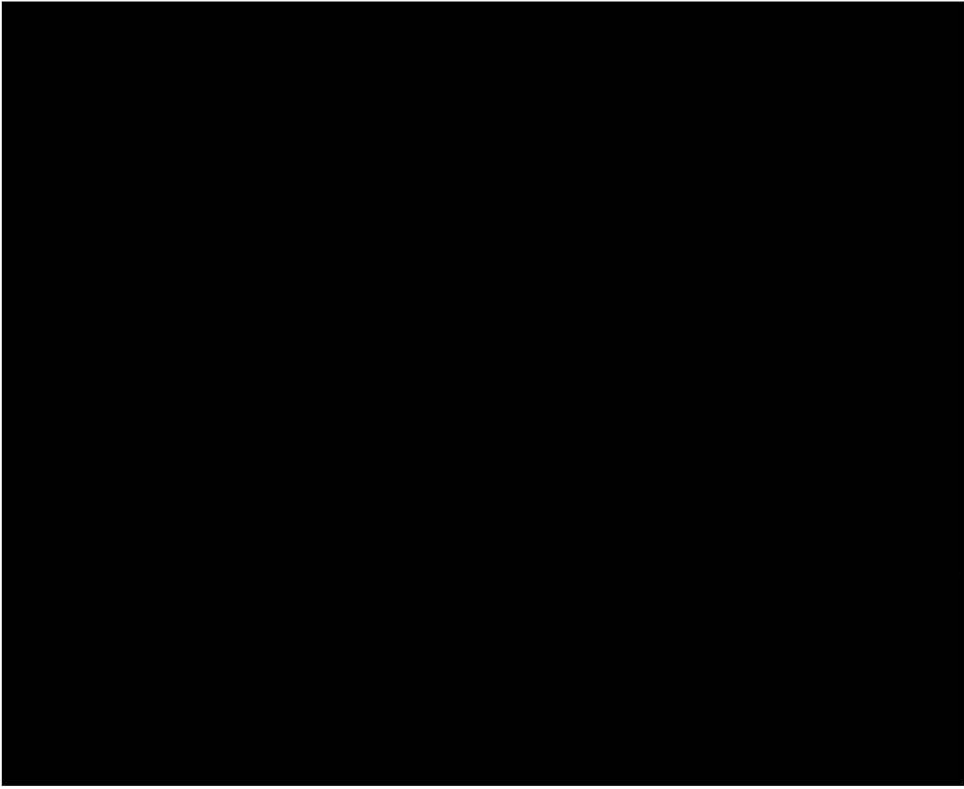
Dear Elected Officials and ADOT,

Please support the proposed bicycling facilities adjacent to the Loop 202 Freeway to provide cyclists with a replacement to the existing bicycling facilities being lost along Pecos Road due to the extension of Loop 202 ROW.



This is your chance to do the right thing and contribute to making the City of Phoenix a better and more beautiful place to live. Cycling is quickly growing and will continue to grow in the future as an excellent outdoor activity for everyone to improve and maintain their health and well-being. Now is the time for you to act to implement bicycle facilities along the Loop 202 ROW.

**Sincerely,**





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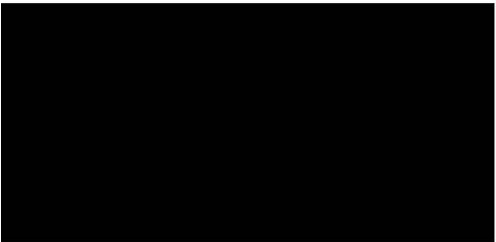
 It was a pleasure meeting with you last night and talking with you and 

My take away from the discussion was:

1. The City of Phoenix is now aware that a traffic study done for the neighborhood in 2005 did not include an analysis of the impact to collector streets (such as Liberty Lane) to evaluate the impacts of traffic accessing Desert Vista HS and the elementary school and middle school. Therefore it is important that ADOT and the City revisit a traffic modeling scenario that looks at the local traffic impacts to Liberty Lane once 32<sup>nd</sup> Street no longer accessed by Pecos (ie the proposed freeway).
2. Restriping of Chandler Blvd (from 1-10 west) needs to be accelerated in order to provide a connection to 40<sup>th</sup> Street and the new pathway south of the freeway, Currently there is no bike lane on Chandler Blvd from I-10 west to 28<sup>th</sup> Street. As the City of Chandler is promoting its new bike lanes on Chandler Blvd to I-10, it would be appropriate for the City to create a connection so users can ride safely to the new pathway on designated bike lanes.
3. The City of Phoenix has decided to facilitate a dialogue with the GRIC/ADOT regarding a continued pathway/bike lane from 27<sup>th</sup> Ave west to Estrella Lane.

These are all important community issues for the Street Transportation Dept. to address as they continue to make Phoenix a a truly great multimodal community.

Please let me know if I missed anything or misinterpreted our conversation.





Our city and state needs to prioritize public transportation, not build another freeway through a protected area. More highways are not the solution - light rail, commuter trains, bicycle infrastructure, and other transit options should be our focus. Please select the No Action Alternative. Thank you!

Additional traffic on a major freeway to our south and west would inevitably increase traffic in our neighborhoods – quite simply, there would be more cars in the area if a freeway is wrapped around us. Traffic here is bad enough as it is. Cut-through drivers would be speeding down our streets (endangering children, pedestrians and cyclists) when they realize that speed limits are not enforced in our residential neighborhoods.

I know many people from Tempe and Mesa who would ride their bikes to South Mountain on Silent Sundays if it weren't so dangerous to ride on the local streets in the area; this would be a great opportunity to provide 365-day access to a safe, reliable transportation/recreation corridor for bicyclists and pedestrians, as well as access to the park that would reduce the need for regional automobile travel.

It is my strong believe that better urban planning (e.g., better public transportation, improved pedestrian and cycling infrastructure and increased investment in central Phoenix schools) will encourage Arizonans to move closer to the city.

I am a cyclist and utilize riding my bike on Pecos Rd. a couple times weekly, and have done since 2002..... It is wonderful! Wide bike lanes, very few stop lights, and goes from 49th St. west into the new housing development to about 27th avenue..... Yea!!!! Nice long pretty safe road.

Arizona Senior Olympics anual events have been located there for years: Cycling, Inline roller blade, and running races all utilize Pecos Road for two mornings early in March. There is ample parking off 40th St., Phoenix police keep traffic off Pecos for the races duration, and it has been a wonderful attraction for both in and out-of-state competitors....

Thank you in advance for your attention to my concerns (and those of MANY cyclists too).

Pecos Road is a primary path for cycling in the Phoenix area. The South Mountain Freeway's Eastern path (E1 alternative) destroys the current wide cycling lane and leaves only Chandler Rd. as an option. The cycling path on Chandler is not adequate for the current volume and I did not see any mention of this issue or a proposed replacement cycling paths or lanes in the current plan. Were any of the cycling clubs approached or consulted on this issue?

This is a neighborhood area with schools, parks, bike trails, walking trails etc. that is not made for major traffic!

I am curious as to what consideration was given to including a multi-use bike/ped trail alignment within the freeway ROW. This would incorporate "multi-modal" aspect of ADOT's responsibilities into the project

As or even more important than a multi-use path within the freeway alignment is the bike/ped access at the interchanges. What steps would be taken to create a SAFE and COMFORTABLE crossing of the freeway for persons walking or biking along the arterial

streets, and how would that be an improvement over existing conditions at other freeway crossings? Thank you very much for taking the time to be sensitive to and aware of the multi-modal potential of this extremely large public works project.

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

Because I clearly was unable to articulate what I was referring to, what I had seen on my trip to Denver should articulate what my words could not (note the location of the bike lane on the diagram located about 1/4 of the way down the page):

<http://www.fhwa.dot.gov/publications/publicroads/04mar/04.cfm>

Please also consider when building this freeway that families and communities would greatly appreciate bike paths, bridges and sound walls that would add functional beauty to all the communities! Please build for our future!!! Thank you.

I use Pecos Road for biking and find the unobstructed view of the mountains important to my community.

We live [REDACTED] and are opposed to the increased traffic, noise, and pollution; loss of bike trails;

There are no plans for bike paths. Basically this freeway blasts 8-lanes through a beautiful community just so people can get to work 10 minutes faster.

There's just a lot better alternatives. It's such a beautiful community, you can bike, if you spent your time here it's probably the last place -- the last place in the city of Phoenix, and I've lived in Glendale and I've lived in Avondale, that you can ride a bike without getting killed, so that's the conclusion of my remarks.

They want hiking, biking, cell, wireless, and TV service

Will there be any bike lane built along the side or parallel to the freeway at all?

Hopefully, you know, we can think about doing some more walkability and bikeability type situations, but I don't see that in the plan currently, but it looks like it could be easily done.

My wife and I have both grown up in and around the Ahwatukee area and Pecos Road has played a large role in our staying in this small community. We use Pecos in its current form regularly for running and biking.

Design and construction of community value additions such as attractive sound barriers and a bike/running/pedestrian path along the length of the freeway as well as the use of Rubberized asphalt as per the ADOT's "Quiet Pavement Pilot Program" initiated in 2002.

South Mountain is why I live in Ahwatukee I hike there, I walk my dogs there, I ride my mountain bike there, and I spend time there to get away from the bustle of the city

Freeways fuel urban sprawl and do nothing to change the habits of people to bus, carpool, work from home-- and even make it more difficult to bike to work. Building a freeway is doing more of the same, plus forever changing South Mountain...better to put the money into a train from Phoenix to Tucson. By the way, where is that bike lane that was supposed to parallel the freeway??

I would also like to request an attractive sound barrier and bike/running/pedestrian paths along the length of the freeway, such as the San Antonio, Texas, freeway system

We must make sure the new Loop 202 build is a model to be followed by other highway building projects. This includes making sure that there are biking paths and hiking paths built in conjunction with the project, parallel and/or intersecting this highway project.

I want to see more bike lanes. I want to see Complete Streets passed and moved forward with.

I mean, I understand about South Mountain, I love hiking, I'm a biker. I mean, when you do build the 202, we definitely want the bike route along it so we can have that access.

My husband loves mountain biking and hiking in this quiet community.

I am a bike rider and [REDACTED] because of the isolation from the extreme traffic of Phoenix.

I'm an artist and I would love to even donate my time to create artwork that would go onto the sound barriers and to have possibly hiking trails or some kind of bike trails that follow the 202, because we have that South Mountain so beautiful right there and just to keep more trails and parks.

We need bike lanes.

- Encourage innovative, incentive-based programs that encourage walking, biking, carpooling, or the use of public transportation

Hundreds of people ride their bikes through this area everyday. These routes would be eliminated to a large extent with this freeway. We should be promoting alternate travel instead of making it hard to use.

I would also like to request an attractive sound barrier and bike/running/pedestrian paths along the length of the freeway, such as the San Antonio, Texas, freeway system.

I encourage officials to come out and walk, ride a bike or jog along Pecos Road and imagine that area turned into an 8 to 10 lane (depending on costs) interstate freeway. I'd be happy to give anyone a tour.

Currently Pecos Road is used by a vast majority of people for recreation. Jogging, biking, rollerblading and walking. These people will be forced onto Chandler Blvd. and Ray Roads both of which have vastly inferior bike lanes. This will result in more traffic, slower speeds and unfortunately, more accidents and deaths.

I think the massive amount of money projected to be spent on this freeway could be better spent elsewhere repairing our aging infrastructure throughout the region, promoting public transit, bikes, other alternatives.

I love the idea of running paths and, of course, bike riding trails alongside the freeway.

We must also make sure the new Loop 202 build is a model to be followed by other highway building projects. This includes making sure there are bike and pedestrian paths along the side of the highway so citizens have a choice on what means they want to commute. Some examples of these freeways and parkways are the Schuylkill Expressway in Philadelphia and the Rock Creek Parkway and W&OD Trails in Falls Church, Virginia.

Have any of you ridden a bicycle down Pecos Road? Have you seen the 'other traffic' that occupies that road on any given morning, especially weekends? This is the quality of life I am talking about. This is one of the best bike routes and one of just a few bicycle routes that remains that provides any type of safe, uninterrupted distance for riding. There are also runners, those on roller-blades, countless cycling groups. Did you know that people from the Wounded Warrior Project often use Pecos Road to help its new riders become accustomed to using a horizontal bicycle because of the wide shoulder lanes, long stretches of road and low traffic volume on weekend mornings?

My husband and I are both avid cyclists and triathletes and currently make use of 51st Avenue for long training bike rides, as do many other cyclists in the valley. It's a great stretch of road with wide shoulders that make it easy (and somewhat safe) for bike riding. Please add in a pedestrian/bike trail along the freeway. We believe no road should be built unless there is a sidewalk/trail/whatever for pedestrian/bike traffic next to it.. you should be able to travel any way you can.

The traffic poses a safety risk because children frequently walk / bike / run / play on the streets that will experience increased traffic, such as Chandler Blvd from S. 17th Ave through Desert Foothills Parkway.

I would also like to see some sort of pedestrian or biking pathways that are nearby, as not everyone drives.

██████████ and frequently use Pecos boulevard, South Mountain Park, and surrounding areas for biking and hiking. On a typical Saturday morning, there are literally 100's of people out there, cycling along pecos, running the trails, or enjoying a beautiful hike

in the solitude of the South Mountain park and trails.

The pollution will take away from the beautiful South Mountain that we enjoy taking bike rides, hikes and walks on many days and nights a week.

I love the idea of running paths and, of course, bike riding trails alongside the freeway.

When I moved in, Pecos Road was a quiet two-lane road and a community nexus for runners, bikers, and horseback riders. As just a four-lane road, it is now always busy and often unsafe (we've had many fatal accidents along Pecos.)

I also believe no road should be built unless there is a sidewalk or a trail for pedestrian and bike traffic next to it, so a person should be able to travel any way you can.

We have cyclists that ride their bikes through this area.

we also have some sound barriers that are attractive built in along the highway, that we use the rubberized asphalt as part of the 2002 noise reduction program that ADOT has, and that we have bike and pathways,

I have requested the design and construction of community-value additions, such as a sound barrier and a bike and a pedestrian path along the length of the freeway to be included in the design and construction of the freeway.


This is a great natural place to go (South mnt) within the city, where we can get a taste of nature, hike, bike, ride horses, etc

Spectacular views can be seen of the entire valley, and I have been fortunate enough to be able to grow up hiking and biking along these beautiful trails of the Southwest.

So the logical thing to do was to live close to where the work was to minimize cost. For those 15 years I have been able to walk or ride a bicycle to work.

if they didn't drive, if they do what I do, live, walk to work, ride their bicycle to work, they would save so much more time and money.

And it's not nearly as healthy to drive. I rode my bicycle here today, as you see. And so to get around, you go shopping, that's what I do. I use my bicycle for most of it. I go grocery shopping. I pick up a good-size grocery sack and I can put one in my backpack and I can carry that.

 I used to commute by bicycle there eight and a half miles. It was a lovely ride because it was out across the fields and you see the cows and you see the hills and all that going to work. It was wonderful.

benefits to joggers and bicyclists who currently use Pecos road for recreation;

It is my strong belief that better urban planning (e.g., better public transportation, improved pedestrian and cycling infrastructure and increased investment in central Phoenix schools) will

encourage Arizonans to move closer to the city

The public will use other means of transportation if it is available like public transit, or safe, such as bicycles and/or walking

I walk pretty much everywhere and ride my bicycle. I ride my bicycle to work. That's the sort of city we need to be building, a 21st Century city where we have multimodal options.

Pecos Road which I ride my bicycle on all the time.

Public transportation options and bicycle lanes can do so much more

[REDACTED] and lack of a freeway has encouraged me to ride a bicycle two days a week. bike lanes must be stepped up beyond this proposal's current state.

We need to get bike lanes on all the streets. I've lived [REDACTED] and I've ridden a bicycle everywhere. I take the public transportation, and it's very challenging to ride a bicycle legally on the streets with cars, you know, swiping by me going 50 miles an hour. You know, there's streets that have nine lanes of traffic, vehicle traffic, and no bike lanes without any buffers between the pedestrians and the streets. And there's a lot more people riding bicycles today to stay in shape, and to get around the city, because it's really not that difficult, even with the heat. I've done it for 20 years.

make it easier and safer to ride bikes.

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.

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.

On any given Saturday or Sunday morning there are hundreds of cyclists that use Pecos to ride up and down. Arizona was just ranked 10th out of 50 states for bike friendliness in 2013 by the League of American Bicyclists. With that much usage on Pecos where are we cyclists supposed to go? Ahwatukee is full of cyclists who ride on Pecos.

ADOT absolutely must shift its focus toward reducing the number of vehicles congesting our roadways, and this can only be accomplished by planning for and investing in alternative transportation solutions, including rail, bus, walking, and biking.

we need to encourage innovative, incentive-based programs to optimize carpooling and biking opportunities, as well as the optimal use of public transportation.

Start helping cities build better transit, bike, and pedestrian infrastructure.

So currently there's a lot of people that go out all week long on Pecos Road riding bikes and

jogging

I mean, I understand about South Mountain, I love hiking, I'm a biker. I mean, when you do build the 202, we definitely want the bike route along it so we can have that access.

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.

We need to put transportation dollars into rail, bus, bicycle parkways and pedestrian paths.

I hope that the planners are mindful of wildlife habitat and safety, noise reduction for the residents, and safe options for pedestrians and bicyclists

It is clear that increasing numbers of Americans want to see more investment in public transit, along with bicycling and pedestrian infrastructure.

Thanks,



**From:**  
**To:**  
**Subject:**  
**Date:**



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To Whom it May Concern,

I am writing in support of two dedicated 10 foot bike lanes adjacent to the future Loop 202 freeway from 40th St to 17th Ave, that accommodate casual and fast/group cyclists, to replace the bicycle facilities that will be lost on Pecos Road. Pecos Road is a premier cycling facility and a destination for many cyclists. No other road is comparable to it in the east valley due to its convenient location, long uninterrupted stretches of wide asphalt, rolling terrain, and low traffic volumes. The large number of cyclists that come from all over the east valley and beyond to ride Pecos Road is a testament to its demand, and reflects the magnitude of cyclists dismay and concern over its loss. Some have moved to the area because of Pecos Rd.

Additionally, there exists a positive economic benefit to retaining cyclist households in, and bringing cyclists to, the area. Studies show that cyclists have higher average income and education levels than the US average. Cyclists support the local bicycle shops, coffee shops, restaurants, and retail shops in the area. Installation of comparable bicycle facilities will enable the area to retain the Senior Olympics and draw other cycling events to further increase the economic impact.

Sincerely,





**From:**  
**To:**  
**Subject:**  
**Date:**



Dear ADOT,

Thank you for your letter of 10/4/16 regarding replacement of the bicycle facilities that will be lost with construction of the Loop 202 South Mountain Freeway. Pecos Action Group is committed to working with ADOT and all of the stakeholders to implement a solution that does not decrease cyclist safety or mobility. As such, we noted a couple of errors in the data which resulted in higher cost estimates and adversely effected any analysis. We are requesting new estimates and additional information to help better understand the issues and possible solutions.

The estimate used 30-foot as the width of Pecos Road, a 10-foot shared use path, and therefore included additional pavement to accommodate these dimensions. The width of the existing pavement on Pecos Road is actually 35-foot which eliminates or reduces the need for additional paving. Also, it appears the intent was to use the 5-foot pedestrian path (shared use) width recommended by the Pecos Action Group (PAG) in our letter dated 8/17/16, but instead 10-foot was used. PAG's recommendation of (2x10-foot bike lanes, 1x5-foot ped/bike median, 1x5-foot pedestrian path, for a total of 30 foot) was based on anticipated pedestrian usage, the AASHTO Guide for the Development of Bicycle Facilities, and designed to keep the footprint well within the width of the existing Pecos pavement.

The cycling community is very focused on implementing bicycle facilities along the Loop 202 ROW that are comparable to those that will be lost on Pecos Rd for many reasons: a) Pecos Road is a premier facility and will be a huge loss to the cycling community, b) Safety, c) ADOT policy, d) Federal Policy, e) Fairness, f) Economic benefits. Each of these is briefly expanded on below.

a) Pecos Road is a premier cycling facility: Pecos Road is a destination, not much of a route to get elsewhere. There is nothing comparable to it in the east valley due to its convenient location, long uninterrupted stretches of wide asphalt, rolling terrain, and low traffic volumes. The large number of cyclists that come from all over the east valley and beyond to ride Pecos Road is a testament to its demand, and reflects the magnitude of cyclists dismay and concern over its loss. Some have moved to the area because of Pecos Rd.

b) Safety: The planned shared-use facility will not safely accommodate fast and group cyclists. Those cyclists will migrate to the neighborhoods north of the freeway. This will increase congestion and dangerous conflicts with motorists, many whom do not recognize the legal rights of cyclists to use the roads, and frequently use the entire travel lane. The vulnerable cyclist will be put in a more dangerous environment. The goal of federal and state transportation policy is to increase, not decrease, cyclist safety.

c) ADOT Policy: ADOT Bicycle Policy MGT 02-1 states "in all new major construction and major reconstruction projects... existing widths for bicycles will be maintained". The existing widths on Pecos Rd, in each direction, are 6 to 8-foot where there are Bike Lanes and 12-foot where there are no BL's and cyclists have the legal right to use the entire traveled lane. The proposed 15-foot shared use path does not maintain existing widths. PAG's proposal for two 10-foot BL's, and a 5-foot pedestrian path separated by a 5-foot median essentially maintains existing widths and complies with the policy.

d) Federal Policy: Phoenix is designated a Focus City and Arizona a Focus State by the Federal Highway Administration (FHWA) with respect to bicycle and pedestrian fatalities, apparently since at

least 2007. One result of this designation was generation of the *ADOT Bicycle Safety Action Plan (BSAP), September 2012*. Crash data from the report shows that in 2009 Arizona ranked 5th highest in bicyclist fatalities per million population (25 fatalities) and 7th highest in 2010 (19 fatalities). Fatalities in 2013, 14, & 15 were 31, 29, & 29 respectively, indicating no significant improvement or more likely a reversal. The ADOT BSAP references the *United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations, March 15, 2010*, which in part states: "DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists" (underline added). Taxpayers have paid large sums of money to fund these studies, plans, and policies based on sound data and scientific analysis to increase cyclist safety. It is time to implement these policies, not ignore them.

e) Fairness: Why should cycling taxpayers lose a premier facility without fair compensation? Homeowners who have lost their houses to the freeway have been compensated by ADOT so they can buy comparable replacements. Why shouldn't cyclist taxpayers receive the same consideration? Cyclists are not asking for a new road, only modifications to allow the existing Pecos pavement to be reused.

f) Economic: Retaining cyclist households in, and bringing cyclists to, the area is an economic benefit. Studies show that cyclists have higher average income and education levels than the US average. Cyclists support the local bicycle shops, coffee shops, restaurants, and retail shops in the area. Installation of comparable bicycle facilities will enable the area to retain the Senior Olympics and draw other cycling events to further increase the economic impact.

For the above reasons we think it is imperative we work together to develop a cycling facility comparable to Pecos Road. In this spirit we are requesting the following information:

>What is the baseline cost of installing the presently proposed 15-foot shared use path? (i.e. costs apportioned as compared to not installing any facilities.)

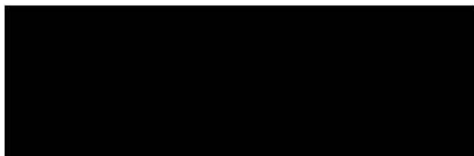
>What is the delta cost estimate, relative to the 15-foot shared use path, to install our proposed facilities using the existing 35-foot width of Pecos Road and the dimensions requested by PAG; two 10-foot bicycle lanes, one 5-foot median, one 5-foot pedestrian facility, and the implied two 5-foot non-paved shoulders?

>If needed, what are potential freeway cost trades that can be made (paint, landscaping, art, etc.) to fund comparable bicycle facilities?

>If needed, what are other funding alternatives ADOT can pursue?

We appreciate the opportunity to provide our input, and your consideration and effort in return. We look forward to receiving a reply to our questions that will put us on a path to effectively collaborate on a comparable facility to replace Pecos Rd and maintain cyclist safety and mobility. Please feel free to contact me at anytime for clarification or further discussion.

Thanks,



**From:**  
**To:**  
**Subject:**  
**Date:**

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ADOT members and to whom it may concern,

Hello, I am a cyclist who began to ride 5 years ago. I am [REDACTED]

[REDACTED] My goal (and I'm about to achieve it) is to ride 6000 miles this year alone. When I started riding, I rode Pecos Rd about 3 times a week by myself. I became stronger and faster. All of my cycling friends ride on Pecos Rd. It is the only road in the East Valley that extends a long distance without many stops. You can train, do time trials, commute, and socialize in fast group rides while riding the length of Pecos. I had looked forward to doing the time trial in the Senior Olympics. I love riding. My points for creating a high speed bike facility with 2-10ft widths and a separate 5 foot pedestrian path follow:

1. It is imperative that the bike path is created with high speed cyclists in mind so that all types of cyclists can utilize the path, wide enough for safety, and contains a separate path for pedestrians, because that describes the current facilities that I have enjoyed on Pecos Rd for the past 5 years of my cycling career (joggers and pedestrians used the side of the shoulder, or we co-existed in the bike lane and road lane. It is my understanding that ADOT's policy states: 'Existing widths for bicycles will be maintained.' What ADOT proposes does not maintain existing widths. This is a waste of taxpayer money because there will not be people who want to use the bike path as you are proposing. You are building it for a handful of people. I will not ride that path, nor will the cyclists that I know. To ride on a slow-paced bike path to nowhere does not entice me to ride on it at all.
2. I pay taxes for the roads in Arizona. I do drive a car, but I'm also a cyclist. I deserve a safe road to ride on; one that is separate and fast and has a wide lane. ADOT, here is your opportunity to create something unique, that satisfies FHWA and ADOT policies and something that other states' transportation departments will look at and emulate in time.

ADOT, it is time that you honor cyclists and create a safe haven. Ahwatukee is a recreation- oriented community and this cycling structure will emphasize that even more. Thank you for your consideration and attention to my letter.

Sincerely,

[REDACTED]

**From:**  
**To:**  
**Subject:**  
**Date:**

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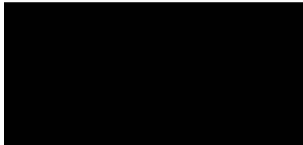


202 Representatives -

General - For the record and requested action, I am concerned with the visible and audible impacts of the 202 in the Pecos segment. I believe, and ask, that all measures be taken to mitigate those impacts. More specifically;

1. I have recently learned that the 202 is proposed and designed to be elevated. I would take considerable exception to that and strongly urge that the Pecos segment be depressed as it is in for many miles in many cities throughout the valley. This would reduce both offensive noise and visual impacts of the project to the community.
2. I also request assurance that major (tall) sound walls be designed and constructed continuously along the north side of the 202 for obvious noise mitigation.
3. Please confirm that the designed driving surface shall be rubberized asphalt throughout the South Mtn 202, and that it shall remain the driving surface throughout its operation (ongoing maintenance, future overlays, etc.).
4. It appears that a traffic interchange is not proposed at 32nd St. This strikes me as being fundamentally flawed and shortsighted. Lack of a TI at 32nd will cause cut-thru traffic through Lakewood and Foothills to 40th St and 24th St respectively.
5. Electronic billboards are offensive, and distracting. Not sure of the authority, but if anything can be done to preclude them, we would be immensely grateful.

Respectfully,



**From:**  
**To:**  
**Subject:**  
**Date:**



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It is widely known and felt that all these comments are useless, and ADOT and partners will do as they darn well please, but here's a thought...why don't you take and use one or two of the suggestions to heart and work on it to make it happen? Wouldn't that go a long way to public appreciation? I would be remiss if I didn't mention the very grouchy and rude public speaker at Desert Vista HS meeting, who saw fit to make the comment, "The natives are getting restless.". As much as I thought it was disgraceful not allowing the Native Americans into the meeting with their sacred prayer stick after they ran a peace run to get there, I was glad they didn't hear that sickening remark! I hope HR had a serious talk with that woman who said that.

What are you going to do about 32nd St/Pecos? What are you specifically working on to allow traffic to exit there for Desert Vista High School? I know you tried to appease the crowd at the meeting to say that might happen "Later", but we aren't buying that. Anything done after the fact will cost much more than doing it along with all the construction.

Depressing the freeway was much desired, but you said "no". The walls and overpass designs are not very attractive (think of the beauty of the walls along the 101 in Scottsdale). These designs look like someone had an orange crayon and gave it to a child.

Please stop and figure out adding a 32nd St exit! Give us something!

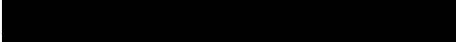
Sincerely,



**From:**  
**To:**  
**Subject:**  
**Date:**



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On Oct 21, 2016, at 9:19 AM,  wrote:

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What are you going to do about 32nd St/Pecos? What are you specifically working on to allow traffic to exit there for Desert Vista High School? I know you tried to appease the crowd at the meeting to say that might happen "Later", but we aren't buying that. Anything done after the fact will cost much more than doing it along with all the construction.

Depressing the freeway was much desired, but you said "no". The walls and overpass designs are not very attractive (think of the beauty of the walls along the 101 in Scottsdale). These designs look like someone had an orange crayon and gave it to a child.

Please stop and figure out adding a 32nd St exit! Give us something!

Sincerely,



**From:**  
**To:**  
**Subject:**  
**Date:**



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As a resident of the Lakewood community in Ahwatukee, I am asking that consideration be given to adding a frontage road heading eastbound along the south side of the proposed SMF freeway between 32nd Street and 40th Street. This frontage road would allow traffic traveling south on 32nd Street to gain entry onto the SMF at the 40th Street intersection without passing through Lakewood. I have seen too many neighborhoods in Ahwatukee impacted by changes to traffic patterns as a result of changed roadways that results in drivers trying to circumvent the changes by motoring through the neighborhoods instead. Typically, this results in speed bumps being put in to try to slow the traffic. It does not prevent the additional traffic and disruption. A better solution for Lakewood seems to be a frontage road.

I am in agreement with the Lakewood Board's position regarding the South Mountain Freeway (SMF): If the SMF does get built, we would prefer that it NOT be on the Pecos alignment. (Given the amount of traffic farther south on I-10, back to Queen Creek Road and farther, it seems that this plan should be re-evaluated to take into account that traffic has increased since the original plans and that placing this connection at the 202 does not help with routing of that now heavier traffic. The connection should be farther south, where the delays begin.) But if it does proceed, the most recent SMF design does NOT include an entry at the 32nd Street intersection. We are extremely concerned that with the current design early morning traffic that exits 32nd Street onto Pecos Road to head east to I-10 will instead travel through Lakewood in front of the Lagos Elementary School to gain entry onto the SMF at 40th Street. We strongly believe that the additional traffic through Lakewood would greatly disturb our community.

With the good of the community and our children in mind, we appreciate your review.



**From:**  
**To:**  
**Subject:**  
**Date:**



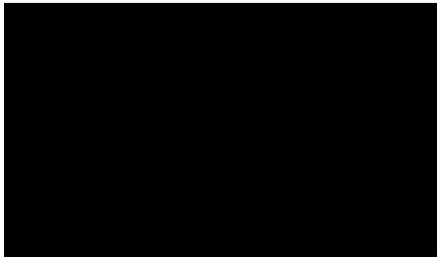
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Hello-

I am inquiring about how the future freeway project will affect the following property address?



Thank you in advance for your prompt response.





**From:**  
**To:**  
**Subject:**  
**Date:**



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3 Messages:

1) Today is the final day to have your written comments concerning the freeway appear in the official "published" public record. These I have lived in Ahwatukee for 30 years and have been an avid road and mountain cyclist who has had the opportunity to use the roads in Ahwatukee (including Pecos Rd).

The construction of this freeway on the Pecos Road alignment is removing a public amenity that needs to be replaced in kind.

The proposed shared use path does not serve the users of the bike lane which the City of Phoenix maintained on Pecos Rd.

You have likely heard that Pecos Road is a premier cycling facility: Pecos Road is a destination, not much of a route to get elsewhere. There is nothing comparable to it in the east valley due to its convenient location, long uninterrupted stretches of wide asphalt, rolling terrain, and low traffic volumes. The large number of cyclists that come from all over the east valley and beyond to ride Pecos Road is a testament to its demand, and reflects the magnitude of cyclists dismay and concern over its loss. Some have moved to the area because of Pecos Rd.

The planned shared-use facility will not safely accommodate fast and group cyclists. Those cyclists will migrate to the neighborhoods north of the freeway. This will increase congestion and dangerous conflicts with motorists, many whom do not recognize the legal rights of cyclists to use the roads, and frequently use the entire travel lane. The vulnerable cyclist will be put in a more dangerous environment. The goal of federal and state transportation policy is to increase, not decrease, cyclist safety.

I believe it is reasonable to ask that ADOT follow its Bicycle Policy which states "in all new major construction and major reconstruction projects... existing widths for bicycles will be maintained". The existing widths on Pecos Rd, in each direction, are 6 to 8-foot where there are Bike Lanes and 12-foot where there are no BL's and cyclists have the legal right to use the entire traveled lane. The proposed 15-foot shared use path does not maintain existing widths.

The facility should be designed to accommodate two 10-foot BL's, and a 5-foot pedestrian path separated by a 5-foot median which would essentially maintains existing widths and complies with the policy.

Why is ADOT not following its Bike Safety Action Plan which references the United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations, March 15, 2010, which in part states: " DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists" (underline added).

Context Sensitive Solution (CSS) should be utilized to design and build a bike facilities that meets the needs of this established cycling community.

The cycling community has made it clear that the loss of this facility should be mitigated. Cyclist have attempted to give ADOT a lot of input over the last year to include an appropriate and context sensitive design into the facility, the outcome of a shared use path does not meet the need of the community. It is not appropriate to put runners on a path with cyclists that does not properly accommodate either user group in a safe manner.

This path is not an amenity to users of the trails on South Mountain and any attempt to connect this path programmatically and physically to other desert trails is disingenuous and unauthentic and will not be seen as an amenity. Instead it will place cyclist/runners/bladders in conflict with other as they attempt to recreate on this paved narrow path the way they had used the two separate shoulders on Pecos Road for over 20 years.

Additionally it does not seem fair that cycling taxpayers lose a premier facility without fair compensation? Homeowners who have lost their houses to the freeway have been compensated by ADOT so they can buy comparable replacements. Why shouldn't cyclist taxpayers receive the same consideration? Cyclists are not asking for a new road, only modifications to allow the existing Pecos pavement to be reused.

Retaining cyclist households in, and bringing cyclists to, the area is an economic benefit. Studies show that cyclists have higher average income and education levels than the US average. Cyclists support the local bicycle shops, coffee shops, restaurants, and retail shops in the area. Installation of comparable bicycle facilities will enable the area to retain the Senior Olympics and draw other cycling events to further increase the economic impact.

The EIS states that replacement of the cycling resources could be included in the SM202 design. The cycling community has spoken and repeatedly presented to ADOT and the city of Phoenix the need to replace this statewide cycling amenity with a similar facility to enable fast moving groups of users to continue to cycle on the Pecos Road alignment in safe conditions without user conflict.

ADOT and CONNECT 202 need to step up and design a state of the art facility that incorporates CSS and responds to the community and its values.



**From:**  
**To:**  
**Subject:**  
**Date:**

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Please excuse the errors/incompleteness of my previous message. The message below is complete and should be record and attributed to me

- > I have lived in Ahwatukee [REDACTED] and have been an avid road and mountain cyclist who has enjoyed the use of the roads in and around Ahwatukee, specifically Pecos Rd.
- > The construction of this freeway on the Pecos Road alignment is removing a public amenity that needs to be replaced in kind.
- > The proposed shared use path does not serve the users of the bike lane which the City of Phoenix maintained on Pecos Rd.
- >
- > You have likely heard that Pecos Road is a premier cycling facility: Pecos Road is a destination, not much of a route to get elsewhere. There is nothing comparable to it in the east valley due to its convenient location, long uninterrupted stretches of wide asphalt, rolling terrain, and low traffic volumes. The large number of cyclists that come from all over the east valley and beyond to ride Pecos Road is a testament to its demand, and reflects the magnitude of cyclists dismay and concern over its loss. Some have moved to the area because of Pecos Rd.
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- > The planned shared-use facility will not safely accommodate fast and group cyclists. Those cyclists will migrate to the neighborhoods north of the freeway. This will increase congestion and dangerous conflicts with motorists, many whom do not recognize the legal rights of cyclists to use the roads, and frequently use the entire travel lane. The vulnerable cyclist will be put in a more dangerous environment. The goal of federal and state transportation policy is to increase, not decrease, cyclist safety.
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- > The facility should be designed to accommodate two 10-foot BL's, and a 5-foot pedestrian path separated by a 5-foot median which would essentially maintain existing widths and complies with the policy.
- >
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- > Context Sensitive Solution (CSS) should be utilized to design and build a bike facilities that meets the needs and values of this established cycling community.
- > The cycling community has made it clear that the loss of this facility should be mitigated. Cyclist have attempted to give ADOT demand and drain input over the last year to include an appropriate and context sensitive design into the facility. The current design of a shared use path does not meet the need of the community. It is not appropriate to put runners and rollerbladders on a path with cyclists that does not properly accommodate either user group in a safe manner and creates a unsafe environment and has the potential to escalate conflict.
- > This path is not an amenity to users of the trails on South Mountain and any attempt to connect this path programmatically and physically to other desert trails is disingenuous and unauthentic and will not be seen as an amenity.
  
- > The current 10 ft shared use path will put cyclist/runners/bladders in conflict with each other as they attempt to share a much narrower path in the way they had coexisted on the two separate shoulders on Pecos Road for over 20

years.

>

> Additionally it does not seem fair that cycling taxpayers lose a premier facility without fair compensation. Homeowners who have lost their houses to the freeway have been compensated by ADOT so they can buy comparable replacements. Why shouldn't cyclist taxpayers receive the same consideration? Cyclists are not asking for a new road, only modifications to allow the existing Pecos pavement to be reused.

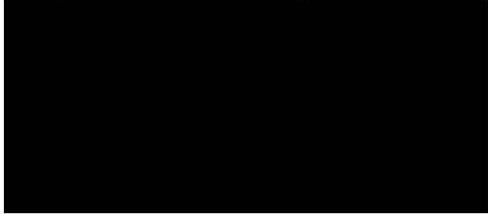
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>

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> ADOT and CONNECT 202 need to step up and design a state of the art facility that incorporates CSS and responds to the community and its values.



**From:**  
**To:**  
**Subject:**  
**Date:**



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We're looking at a property in Lakewood, and would like an update on the status of the water supply for the lakes. Earlier information suggested that current wells would not be usable and that new wells might not be possible.

Thanks,



**From:**  
**To:**  
**Subject:**  
**Date:**



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I am writing to you in regards to the 202/SMF. I do not want the freeway built because I believe it will not alleviate I-10 traffic, and it will primarily be used as a semi-truck bypass. My child's school, Lagos Elementary, will back up to the freeway and I believe the pollution will be harmful to those students. There are also many other schools near the proposed freeway that will impact the health of those students.

If the freeway is built, I do not want the Pecos alignment.

If the freeway is built using the Pecos alignment a frontage road needs to be built. Please add a frontage road heading eastbound along the south side of the proposed SMF freeway between 32nd Street and 40th Street. This frontage road is necessary because morning traffic that exits 32nd Street onto Pecos Road to head east to I-10 will instead travel through the Lakewood community in front of Lagos Elementary School to gain entry onto the SMF at 40th Street.

I strongly believe that the additional traffic through Lakewood would greatly disturb the Lakewood community and make it very difficult and dangerous for those children walking to school as well as for those parents who are driving their children to school.

Sincerely,



**From:**  
**To:**  
**Subject:**  
**Date:**

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202 Representatives -

General - For the record and requested action, I am concerned with the visible and audible impacts of the 202 in the Pecos segment. I believe, and ask, that all measures be taken to mitigate those impacts. More specifically;

1. I have recently learned that the 202 is proposed and designed to be elevated. I would take considerable exception to that and strongly urge that the Pecos segment be depressed as it is in for many miles in many cities throughout the valley. This would reduce both offensive noise and visual impacts of the project to the community.
2. I also request assurance that major (tall) sound walls be designed and constructed continuously along the north side of the 202 for obvious noise mitigation.
3. Please confirm that the designed driving surface shall be rubberized asphalt throughout the South Mtn 202, and that it shall remain the driving surface throughout its operation (ongoing maintenance, future overlays, etc.).
4. It appears that a traffic interchange is not proposed at 32nd St. This strikes me as being fundamentally flawed and shortsighted. Lack of a TI at 32nd will cause cut-thru traffic through Lakewood and Foothills to 40th St and 24th St respectively.
5. Electronic billboards are offensive, and distracting. Not sure of the authority, but if anything can be done to preclude them, we would be immensely grateful.

Respectfully,



**From:**  
**To:**  
**Subject:**  
**Date:**



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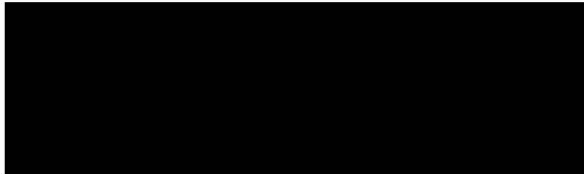
Based on a recent email from the Lakewood HOA, I thought I'd share my feedback in case I can't make it to the meeting:

I'm a long time Lakewood resident. Unlike some I realize that the SMF project is a reality, and I knew this was the plan since I moved to Lakewood [REDACTED]. However I do have the following concerns with the project as it relates to Lakewood:

- It's critical that the Lakewood water well access remain in place. Loss of the lakes would devastate the Lakewood community and our home values.
- The lack of a 32nd Street on/off ramp causes much concern, as Desert Vista is a very large high school with a great deal of traffic that utilizes 32nd Street by way of Pecos Road to get to/from the school.
- Without a 32nd Street on/off ramp or at least a frontage road along the new freeway, the Desert Vista HS traffic will surely all flood through Lakewood and other surrounding neighborhoods.

I appreciate your diligence at finding solutions that would address the above concerns.

Best regards,



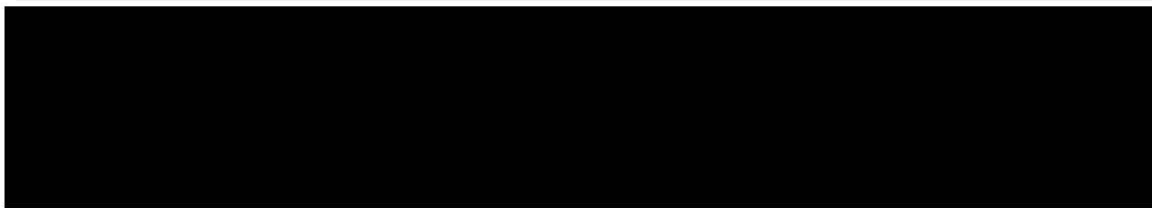


**From:**  
**To:**  
**Subject:**  
**Date:**  
**Attachments:**



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Attached is the original email with map attached. I don't know who made the inquiry.

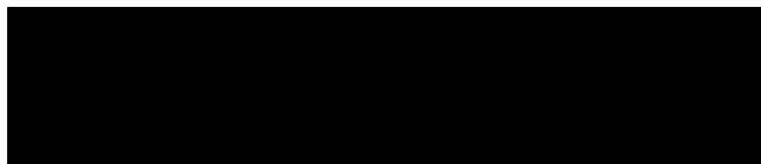


**Subject:** FW: land between Broadway and Lower Buckeye

To All,

A local citizen has complained (see email below) and requested that we clean up the area shown in the attached aerial and repair the ROW fence. What project personnel do we have that can take care of this issue?

Regards,



**Subject:** land between Broadway and Lower Buckeye



I received your message. I wanted to attached the area that I was talking about. [REDACTED] stated that it is in what now is called existing ROW of way. Please let me know if you would like more information. Again we received a phone call from a resident in the area and stated there is broken glass and a cut fence in this area along the west side of the fence towards the northern end of this piece of land.

This is the area that the fence is cut and is currently deemed ROW



**From:**  
**To:**  
**Subject:**  
**Date:**



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To Whom it May Concern,

I am writing in support of two dedicated 10 foot bike lanes adjacent to the future Loop 202 freeway from 40th St to 17th Ave, that accommodate casual and fast/group cyclists, to replace the bicycle facilities that will be lost on Pecos Road. Pecos Road is a premier cycling facility and a destination for many cyclists. No other road is comparable to it in the east valley due to its convenient location, long uninterrupted stretches of wide asphalt, rolling terrain, and low traffic volumes. The large number of cyclists that come from all over the east valley and beyond to ride Pecos Road is a testament to its demand, and reflects the magnitude of cyclists dismay and concern over its loss. Some have moved to the area because of Pecos Rd.

Additionally, there exists a positive economic benefit to retaining cyclist households in, and bringing cyclists to, the area. Studies show that cyclists have higher average income and education levels than the US average. Cyclists support the local bicycle shops, coffee shops, restaurants, and retail shops in the area. Installation of comparable bicycle facilities will enable the area to retain the Senior Olympics and draw other cycling events to further increase the economic impact.

Sincerely,



**From:**  
**To:**  
**Subject:**  
**Date:**

---

The cycling community is very focused on implementing bicycle facilities along the Loop 202 ROW. We are asking for two 10-foot Bike Lanes, equivalent to existing Pecos Road bike facilities that are comparable to those that will be lost. We are strongly encouraging the implementation of this objective for many reasons...

- a) Pecos Road is a premier cycling facility: Pecos Road is a destination, not much of a route to get elsewhere. There is nothing comparable to it in the east valley due to its convenient location, long uninterrupted stretches of wide asphalt, rolling terrain, and low traffic volumes. The large number of cyclists that come from all over the east valley and beyond to ride Pecos Road is a testament to its demand, and reflects the magnitude of cyclists dismay and concern over its loss. Some have moved to the area because of Pecos Rd.
- b) Safety: The planned shared-use facility will not safely accommodate fast and group cyclists. Those cyclists will migrate to the neighborhoods north of the freeway. This will increase congestion and dangerous conflicts with motorists, many whom do not recognize the legal rights of cyclists to use the roads, and frequently use the entire travel lane. The vulnerable cyclist will be put in a more dangerous environment. The goal of federal and state transportation policy is to increase, not decrease, cyclist safety.
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- f) Economic: Retaining cyclist households in, and bringing cyclists to, the area is an economic benefit. Studies show that cyclists have higher average income and education levels than the US average. Cyclists support the local bicycle shops, coffee shops, restaurants, and retail shops in the area. Installation of comparable bicycle facilities will enable the area to retain the Senior Olympics and draw other cycling events to further increase the economic impact

Thank You,



To whom it may concern,

I did register  on the Connect 202 Partners website for the AZ Transportation Portal; however, if I remember correctly there was not a clear work category for our expertise in Structural Health Monitoring Systems (SHMS).

I'm looking to find the primary point of contact for the contract administrator. Any help is greatly appreciated as this is a new P3 program and most of the work is not directly with ADOT.

Regards,

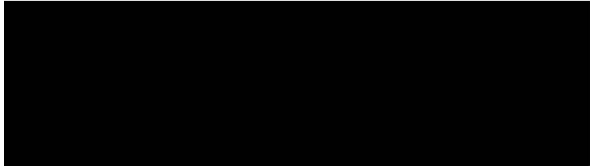


**From:**  
**To:**  
**Subject:**  
**Date:**



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I ride Pecos road 5 days a week at 25+ miles per hour in stretches. Your 202 solution for a multi-use path will be dangerous and useless. Runners may use it, but they run down streets in the car path or bike lanes anyway. Since you are destroying one of the community amenities that brought me to live in Ahwatukee, I would hope you would replace it with a safe bike route with a physical divider between the 2 directions if you are going to put anything in. Or else don't waste the money or it will just become a dangerous place for teenagers to hang out and use drugs like most of the community greenbelt and trail areas in the Ahwatukee Foothills.



**From:**  
**To:**  
**Subject:**  
**Date:**

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Thank You,

**From:**  
**To:**  
**Subject:**  
**Date:**



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Please put a pedestrian bridge for 57 th ave and baseline rd thanks





**From:**  
**To:**  
**Subject:**  
**Date:**



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Hello

I am a resident of Ahwatukee and



I attended the meeting at Desert Vista High School a few weeks back. One of my concerns was that it looks as though the sound wall seems to be very close to the freeway from the I-10 interchange all the way through the Ahwatukee neighborhood past 17th ave.

One of your representatives explained that the reason for this was to deflect the sound.

I personally think that it will not look very good. I think that if the wall was built further away from the freeway and landscaping were added

in-between the outside lane and the wall it would be much more aesthetically pleasing. I've noticed that the sound walls on just about every other freeway in Phoenix are

spaced further back from the closest lane like on the 101 which is really nice looking. I am not an engineer but I think there would be enough

space to do this and I seriously doubt that it would effect he noise levels.

The proposed bridge over 17th Ave is my other concern. Why couldn't he freeway be built under 17th Ave? This would definitely improve the noise levels.

I know cost is obviously a major consideration.

Just some suggestions and I appreciate your time.

Thank you.



**From:**  
**To:**  
**Cc:**  
**Subject:**  
**Date:**

Mr. Samour & Connect 202 Partners:

Thank you for reaching out to the public for input on the upcoming South Mountain Freeway. I am writing you as a citizen who lives in the area. I am also cc:ing others who I believe share my enthusiasm for the beautiful areas in the greater Phoenix metro area that are going to be impacted firsthand by this freeway. We all understand this freeway is coming “for better or worse”, but I’m glad to see you’ll do everything within your power to make it “for better.”

First off, I find it tremendously odd that you would request citizens use an email address from the private contractor ([SouthMountainFreewayInfo@c202p.com](mailto:SouthMountainFreewayInfo@c202p.com)); and oddly enough when I do a Whois domain ownership look-up on [c202p.com](http://c202p.com) it shows the domain being owned by “Eddie Poroj” [chinos\\_10@hotmail.com](mailto:chinos_10@hotmail.com) of Bristow, Virginia. Apparently this out-of-state individual has something to do with Fluor Enterprises, one of the four companies behind Connect 202 Partners. So much for the money staying locally... versus someone directly in the Arizona Department of Transportation. I would have expected an [@azdot.gov](http://azdot.gov) domain. Can you please advise on this decision? Why would public input go to the contractor who has a vested interest in cost reduction to maximize their profit?

I don’t begrudge a profit from the Connect 202 Partners; that’s how our private enterprise, capitalist system works. But that’s NOT how our tax-payer money on a government project is supposed to work. The incentives here are too strong to avoid an apparent or real conflict of interest. This situation is something you should correct ASAP. I’m anxious to see you correct this oversight.

Now to the public input:

I ask that the South Mountain Freeway be built to be below grade throughout AND that any/all intersections be at grade level and NOT elevated.

Those of us from Laveen to Ahwatukee deserve a freeway of the same or better environmental and quality of life impact level as all the other Loop 101 and Loop 202 freeway sections across the Phoenix metro area. At a recent Ahwatukee Foothills Village Planning Meeting a representative from the City of Phoenix, Eileen Yazzie, outlined specifically what the DOT PR spokesman Breck Barnhart would not. That is, the fact that you have changed the design build from the initial at-or-below-grade design to at-or-above-grade design. It was also made clear that these changes were done at the request of the C202P company in the interest of saving money, more specifically meaning maximizing their profits. She also mentioned that the Phoenix City Manager Ed Zuercher sent a letter of protest “using the strongest possible language” and “very serious concerns” in opposition to these changes. I too would like to use the strongest possible language: PLEASE DO NOT PUT CORPORATE GREED AND PROFIT OVER THE LONG TERM QUALITY OF LIFE OF THE CITIZENS WHO HAVE TO LIVE NEAR AND AROUND THE SOUTH MOUNTAIN FREEWAY. We are here for the long term as is the freeway. C202P’s only interest is to minimize the initial freeway build cost while also minimizing the long term maintenance costs. This

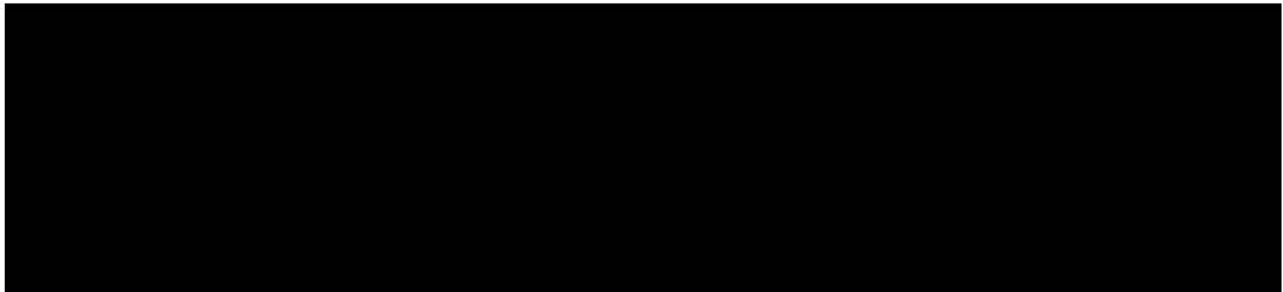
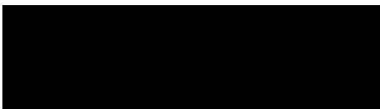
conflict clearly incents minimizing any ground excavation, the option not at all favored by ANY citizens.

If the issue is on one of cost then please delay the project. Wait a few more years to aggregate up additional tax revenues to build this project the right way. Build it in sections as the budget allows. Open the freeway in phases, much in the way that Pecos Road has been improved and lengthened over time. Going "cheap" to avoid additional excavation puts the commercial build partner ahead of the citizens. Go ahead and build the freeway, just give the people who live around the South Mountain Freeway path the same respect that you've given our East Valley neighbor, the San Tan Freeway. With the exception of the 202/101 interchange there are no elevated freeway exits or ramps. We ask for nothing more than what you've set as a Phoenix metro freeway precedent. That's clearly a reasonable, sensible position for all of us.

I do want to share my enthusiastic support for the planned parallel multi-use trail. I don't imagine you've spent much time on Pecos Road. But if you do you'll see it's always a hot bed of citizen recreation from running to biking. In fact it has hosted the Arizona Senior Olympics, US Olympic Team Luge try-outs, and many other fantastic, healthy outdoor activities. While people won't enjoy breathing in the tremendous increase in heavy duty over-the-road commercial truck diesel emissions, perhaps light weekend traffic can help this area retain its image for being an outdoor training mecca and one of the few accessible places in Phoenix with some decent elevation changes.

I thank you for your consideration and for incorporating these freeway design inputs into the final build design. It will still yield a freeway full of east/west tractor trailers, but at least we can live with it. Five years from now I won't have to explain to my kids how the South Mountain Freeway became such a Phoenix freeway system eyesore and Arizona DOT embarrassment. I'll instead point out the beautiful artistic touches that line the ramps, similar to what the Pima Freeway has so tastefully accomplished. I'll show them how you CAN use design to blend what historically is a nuisance and landscape blemish into the desert built environment. I'll be able to talk about how the Arizona Department of Transportation took citizen public input to heart and put the people first. I can't wait to see that freeway in our future.

Regards,

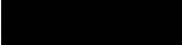


**From:**  
**To:**  
**Subject:**  
**Date:**  
**Attachments:**



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Hi All-


Please find attached EPA's response to concerned citizen  regarding South Mountain Freeway construction. I have included her letter in the attachment as well.





UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION IX  
75 Hawthorne Street  
San Francisco, CA 94105

October 17, 2016



Thank you for your letter dated September 28, 2016 (attached) to the United States Environmental Protection Agency (EPA) concerning the potential environmental impacts associated with construction of the South Mountain Freeway in Phoenix, Arizona. EPA welcomes your concerns about activities that may affect the human and natural environment in the vicinity of this transportation project and we appreciate the information that you have shared with our agency.

EPA's role under the National Environmental Policy Act in this project was to review both the Draft and Final Environmental Impact Statements for the South Mountain Freeway Project and provide comments to the lead federal agency, the Federal Highway Administration (FHWA). FHWA signed a Record of Decision in March 2015 for this project and information on how our comments were addressed is provided in that document at [http://www.azdot.gov/projects/phoenix-metro-area/loop-202-\(south-mountain-freeway\)/project-info/project-history](http://www.azdot.gov/projects/phoenix-metro-area/loop-202-(south-mountain-freeway)/project-info/project-history).

After receiving your letter, I reached out to Rebecca Yedlin of the Arizona Division of FHWA regarding the status of South Mountain Freeway construction and incorporation of comments and concerns raised through public input. Ms. Yedlin stated that elements of the freeway design are still under development and several public input meetings have recently been held to solicit comments and concerns during the preliminary design phase. She confirmed that public comments are still being accepted and, as feasible, FHWA and the Arizona Department of Transportation (ADOT) are working to address all concerns raised through the public input process. According to Ms. Yedlin, comments can be submitted via email to [southmountainfreewayinfo@C202P.com](mailto:southmountainfreewayinfo@C202P.com) or by phone at 1.855.SMF.L202. Timing and location of future public input meetings will be posted on the project website at [https://www.azdot.gov/projects/phoenix-metro-area/loop-202-\(south-mountain-freeway\)](https://www.azdot.gov/projects/phoenix-metro-area/loop-202-(south-mountain-freeway)).

If you are concerned that the freeway design may not address the concerns that you have submitted, EPA recommends continuing to discuss your specific areas of concern with those agencies that are cooperating in construction of the Freeway. I have attached your letter and have copied the ADOT State Engineer's Office (Rob Samour), the ADOT Communications Office, and

Rebecca Yedlin at FHWA on this correspondence to ensure your concerns are received by the agencies responsible for decision making.

EPA commends you for taking an active role in efforts to protect the human environment and natural resources associated with the South Mountain area. If you have particular questions about EPA's authorities relative to this project, please feel free to contact me at [meek.clifton@epa.gov](mailto:meek.clifton@epa.gov) or 415-972-3370.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Clifton Meek', with a long horizontal flourish extending to the right.

Clifton Meek  
Environmental Review Section  
Transportation Team

CC via email: Rebecca Yedlin, Federal Highway Administration  
Rob Samour, Arizona Department of Transportation  
ADOT Communications

[REDACTED]

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September 28, 2016

Secretary Gina McCarthy  
Department of Environmental Protection Agency  
U.S. EPA Headquarters – East Building  
Federal Triangle Complex  
1201 Constitution Avenue N.W.  
Washington D.C. 20004

Dear Secretary McCarthy:

I have written to President Obama regarding South Mountain Freeway currently in the early stages of construction. This right-of-way was first considered in 1985. At the time, the Foothills area of Phoenix was not developed. During the 1990s, the plans were set aside for whatever reason. During this time the Foothills area boomed as a residential area to Phoenix. With some of the best schools in the State of Arizona being built adjacent to the freeway right-of-way. Homes, a church, and water wells that are the source of water for lakes in the Foothills Master Planned Community. My primary concern are the schools abutting this freeway - one elementary school and one pre-school the wall, for the freeway, will be the only thing separating these young children from the right-of-way and long haul trucks. It has been proven through medical studies children exposed to these fumes at a young age are at a higher risk of asthma later in life.

I attended a meeting for this freeway last night and they plan to begin blasting foothills that are in the right-of-way in January, 2017 when these children are in session. What is this going to do to their ability to learn with blasting and heavy equipment working literally on the other side of the school yard fence? Let alone the effects, later in life, when they begin to show signs of asthma from breathing the exhaust from the long haul trucks that will be the majority of the traffic on this freeway. This freeway this is the proposed City of Phoenix bypass for the long haul trucks from Los Angeles east on I-10. I-10 is also the truckers preferred route east during the inclement weather of the winter so there will be an increase of traffic during the students school year.

They also plan to dynamite through the southern portion of South Mountain Park. The largest city park in the U.S. Which has extensive hiking trails for the residents and visitors to Phoenix. South Mountain is also sacred ground to the Gila River Indian reservation. Tribal members were at the meeting last evening protesting this freeway.

It is federal funds that once again resurrected the building of this freeway. Anything you can do to stop the building of this freeway would be appreciated.

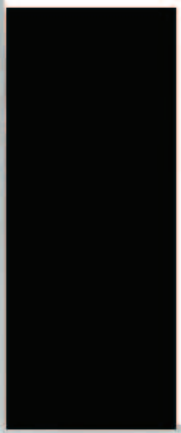
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PHOENIX AZ 852  
28 SEP 2016 PM 10:1

OCT 06 2016

Secretary Gina McCarthy  
Dept of Environmental Protection Agency  
U.S. EPA Headquarters - East Bldg  
Federal Triangle Complex  
1201 Constitution Ave. N.W.  
Washington D.C. 20460






**From:**  
**To:**  
**Subject:**  
**Date:**

Your help is needed to keep your AZ citizen-cyclists safe!

The cycling community is focused on implementing bicycle facilities along the Loop 202 ROW that are comparable to those that will be lost on Pecos Rd for many reasons...

- a) Pecos Road is a premier cycling facility: Pecos Road is a destination, not much of a route to get elsewhere. There is nothing comparable to it in the east valley due to its convenient location, long uninterrupted stretches of wide asphalt, rolling terrain, and low traffic volumes.
- b) Safety: The planned 15' shared-use facility will not safely accommodate fast and group cyclists who use Pecos. Those cyclists will migrate to the neighborhoods north of the freeway, increasing congestion and dangerous conflicts with motorists. The vulnerable cyclist will be put in a more dangerous environment. The proposed shared use path will put cyclists and walkers in dangerous proximity and is not a workable design.
- c) ADOT Policy: ADOT Bicycle Policy MGT 02-1 states "in all new major construction and major reconstruction projects... existing widths for bicycles will be maintained". The existing widths on Pecos Rd, in each direction, are 6 to 8-foot where there are Bike Lanes and 12-foot where there are no BL's and cyclists have the legal right to use the entire traveled lane. The proposed 15-foot shared use path does not maintain existing widths. PAG's proposal for two 10-foot BL's, and a 5-foot pedestrian path separated by a 5-foot median essentially maintains existing widths and complies with the policy.
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PLEASE help ensure that safe cycling is a part of the design for the new freeway!

 a local cyclist representing the AZ safe-cycling oriented Pecos Action Group, will be meeting with ADOT this week to talk about needs. Your support is critical and appreciated!

Respectfully,



**From:**  
**To:**  
**Subject:**  
**Date:**



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To Whom It May Concern:

I live just



I have several concerns:

1. It is appalling to me that the a freeway is going in just several hundred yards away from **four** schools. The pollution and noise will surely be a problem to the educational atmosphere and quality of life for these children. It's simply a senseless location for a freeway.

I realize my comments regarding the location of the freeway are a waste of breath at this point so I'll move on to other concerns I have.

2. Having an off ramp at 24th Street is entirely ridiculous for a variety of reasons: a. It dead ends in less than a mile up the road to a light that is **THE LONGEST** light in Ahwahtukee. Can you imagine the pollution while cars sit at that light!?! b. The short distance between the freeway and the light at Chandler Blvd will cause traffic and flow issues. c. It is a massive hill that will cause major pollution to the homes surrounding that area. d. There isn't an ounce of commercial property or retail on that street. It is only churches and homes. e. It will cause an enormous increase in traffic through small neighborhood roads that lead to the schools, winding through narrow streets with small children walking and riding their bikes.

Please, please rethink the location of the 24th Street exit. It makes absolutely **ZERO** sense to have one located there.

Thank you for your time.

