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New Foothills route draws criticism

By Kimberly Lamke
The Arizona Republic
July 8, 1999

Community leaders in the Ahwatukee Foothills know all too well about the need for another route from their houses to Interstate 10, but some said a new city proposal doesn't quite fit their needs.

Phoenix Councilman Sal DiCiccio, who represents the Foothills, recently criticized the proposal as a member of the public, saying it was planned without community input.

"This is just another instance where the city has kept the public out of the process," DiCiccio said. DiCiccio, who said he discussed the plan with Phoenix staff members last week, urged the Ahwatukee Village Planning Committee leadership to stand up for the community's concerns and tell the city what kind of solution it wants for the traffic problems.

"If you don't, we'll (the community) become a pass-through town like everyone else, and we'll have the same problems and concerns as everyone else," DiCiccio said. He also said he believes the plan to be driven by political concerns and development interests.

DiCiccio's comments were made during a recent meeting of the Village Planning Committee to review the city's proposed answer to the 85,000 residents' traffic woes -- a parkway from Interstate 10 at Pecos Road west to I-10 at 55th Avenue.

The village government was given the proposal by city staff to study before considering the plan at the next Village Planning Meeting on July 26.

Essentially, the proposed roadway would curve around and, in part, cut into South Mountain hillsides, providing a route to relieve traffic crammed into the four access routes now available from the community to I-10. The parkway would provide a fifth way for locals to get to west Phoenix via I-10.

The area studied for the roadway is a 22-mile corridor and would traverse through parts of the Phoenix Mountains Preserve and the Gila River Indian Reservation, if built as proposed.

According to Jim Baughman, a Phoenix city planner, the proposal has been given to the Tribal Council for review.

No approval for the plan has been given.

"This plan is in no way set in stone," Baughman said. "We have a long way to go before the project could be approved for construction."

Although the plan is still in the "draft" phase in which changes can be made, he said initial responses from community groups have been positive.

If communities have concerns about noise, alignment of the roadway or other aspects, their input will be considered.

Doug Case, chairman of the Ahwatukee Village Planning Committee, said he will urge the group to participate.

"I'm not real keen on having staff-driven plans shoved down our throats," Case said. "But we as a group do recognize that this is a divisive issue in our community and we'll do our best to represent the diverse interests in the village."

Case said there is almost a 50-50 split between people who favor a "back door road into the community" and "people who don't want transient traffic in the village."

Phoenix planning staff held its first public review meeting with residents of Estrella Village in west Phoenix on Tuesday. Their Planning Committee voted, 7-0, to approve the plan concept proposed by the city.

On July 13, planning officials will meet with the South Mountain Village Planning Committee, followed by the Ahwatukee group.

Community meetings to receive public input will be held Aug. 30-31. The Phoenix City Council is scheduled to hold a hearing on the proposal Oct. 20.

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City apologizes to Gila River Community over parkway plan

By Betty Beard
The Arizona Republic

The Phoenix city manager apologized Monday to the Gila River Indian Community's governor for the city's failure to notify the community before circulating a plan to put a stretch of the proposed South Mountain Parkway on the reservation.

Gov. Mary Thomas, the community's leader, complained in a letter to Mayor Skip Rimsza that the community was caught off guard two weeks ago when city planners began distributing preliminary plans for the 22-mile parkway.

"We were taken aback that this came out in this fashion and that we were not notified," Thomas said Monday.

City planners apparently caught a number of people by surprise by circulating the plans for a parkway to link west Phoenix to Ahwatukee Foothills.

Those surprised included Ahwatukee Foothills residents and the Phoenix mayor and city manager.

"I did not know and I know the mayor didn't know that the planning department was working on this draft plan. I got it the same time it went public," City Manager Frank Fairbanks said.

Phoenix Councilman Sal DiCiccio, who represents Ahwatukee Foothills, was incensed.

"You don't draft a plan and then say 'OK, here's our plan and what do you think of it?' Discussions should occur before the planning occurs," he said.

However, Phoenix planning director Dave Richert said many apparently forgot that the parkway has been planned for four years.

Most of the parkway would be on Phoenix land except for about a mile that planners penciled in on the Gila River Indian Community to avoid the expense and environmental damage of cutting into

South Mountain.

Fairbanks said the proposal had so many details that it led people to believe it's the only route being proposed. Richert, however, said that was never the intention and that the proposal was always meant to be a "work in progress document."

The roadway would give Ahwatukee Foothills its first exit to the west and would give west Phoenix residents a quicker route to Tucson.

The plan has already been approved by three west-side village planning committees and was scheduled to go before the Ah-

watukee Foothills committee for its recommendation next Monday.

Phoenix planners also scheduled public hearings Aug. 30 and 31 and planned to take the proposal to the Planning and Zoning Commission Sept. 22 and the City Council on Oct. 20.

If approved, city and state officials would have to find funding and negotiate with the Gila River community for a right-of-way.

But Fairbanks wants to start the planning all over. He wants the city to consult with Ahwatukee Foothills and Gila River residents as well as to consider the idea of

not building a road at all.

Thomas said the Pima and Maricopa Native American community does not want South Mountain cut either.

"There's a religious significance to that mountain," she said.

She said the community doesn't see any obvious benefits to having the road on its land, but said the community is open for discussion in the future. "We need to discuss it formally and then take it to the council."

Betty Beard can be reached at (602) 444-7982 or at betty.beard@pni.com via e-mail.

City Pulls Pecos Plan After Complaints

By Doug Murphy
Staff Writer

"It's a plan that the city of Phoenix is stuffing down our throats," was how councilman Sal DiCiccio described a proposal to extend Pecos Parkway to the west, around South Mountain Park to I-10.

But not anymore.

The proposed plan was dropped two weeks after copies were distributed to the Ahwatukee Foothills Village Planning Committee on July 6, the same day that public hearings and reviews were held in the western part of Phoenix on the proposed parkway extension.

With the plan on an apparent fast track, local village planning committee members were shocked, because they had not been consulted and had hoped to conduct a community survey to gauge local support for opening Ahwatukee Foothills to the west and ending Ahwatukee Foothills unofficial title as the world's largest cul-de-sac.

On Monday, the city announced that it would pull the plan, pending community input.

"I think the plan was released by the planning department prematurely," said city manager Frank Fairbanks Monday afternoon. "We should have had more discussions with the Gila River Indian Community and Ahwatukee Foothills before it went out."

The Gila River Indian Community opposes the plan that projects Pecos Parkway to go either through a mountain on the southern edge of South Mountain Park that the Gila's consider sacred, or dropping down onto the flat lands of the Gila River Indian Community itself. More importantly, they objected to being kept in the dark on the preplanning.

"We remain very concerned that your office did not communicate its intent to circulate a plan of this nature, prior to distribution, given the key role the Community would have in the proposed project," wrote Gila River Indian Community Governor Mary V. Thomas in a scathing letter to Mayor Skip Rimsza last week.

more "Pecos" see page A4

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A4

'Pecos'

from page A1

Copies of internal city e-mails confirm that the Gila River Indian Community was in the dark during the planning phase of the road extension.

"At this time the Planning Department has had very little contact with them, it was only yesterday (June 30) that the Gila River Indian Community received a draft copy of our Mitigation Plan," wrote Phoenix freeway mitigation planner Charla McCoy sent to city staffers asking if they had any contact with the Gila River Indian Community over the proposal to use their land as an option for the alignment of Pecos Parkway.

"Everyone was out of the loop," said DiCiccio on Saturday.

Fairbanks concurred, saying Monday that "It just moved too quickly and we have to listen

more. We need to gather some more input before we put a plan out."

The people who would be affected in Ahwatukee Foothills weren't contacted before the plan was drafted and the people on who's land the roadway might go weren't asked about it beforehand either, complained DiCiccio, who like Fairbanks, didn't see the plan until it was released by the planning department.

According to city planning director Dave Richert, the draft plan was simply that, "a working document," open for input from citizens and not set in stone. It is city policy to extend the roadway, said Richert, and the city planning staff wants to make sure that the road stays a parkway with as many amenities as possible, and does not turn into a freeway.

In February, during his state of the city address, Rimsza announced that he wanted to see Pecos Parkway completed to the west, "providing a quick, inexpensive way around South Mountain and giving our customers in Ahwatukee Foothills another way in and another way out." At that time DiCiccio said that it was important to "see what the community pulse is," regarding the merits of going west.

Fairbanks said that the plan would be pulled on Monday, at the Ahwatukee Foothills Village Planning Committee meeting, after people have an opportunity to make their comments.

"We need to gather some more input before we put a plan out," said Fairbanks.

"Nothing is set in stone," reiterated Richert. "No one wants any back lash from what actually gets constructed in the future. If there other alternatives that work, we will pursue them."

New community meetings will be scheduled to gather input before another plan is drafted, followed by additional public hearings.

The planning committee meets at 6 p.m. at the Ahwatukee Foothills Senior center located at 5051 East Elliot.

Article 4

Ahwatukee
Foothills News

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News
Phoenix, AZ

Indians Not Consulted on Pecos Extension, Either

By Doug Murphy
Staff Writer

"It's a plan that the city of Phoenix is stuffing down our throats." So City Councilman Sal DiCiccio described a proposal to extend Pecos Parkway to the west, around South Mountain Park to I-10.

Now the Gila River Indian Community has waded in with its own opposition to the plan, especially about being kept in the dark on the planning.

The proposal was dropped in the lap of the Ahwatukee Foothills Village Planning Committee on July 6, the same day that public hearing began.

Local village planning committee members were shocked, because they had hoped to conduct a community survey to gauge local support for opening Ahwatukee Foothills to the west and ending Ahwatukee Foothills' unofficial title as the world's largest cul-d-sac.

Wrote Gila River Indian Community Governor Mary V. Thomas in a scathing letter to Phoenix Mayor Skip Rimsza last week, "We remain very concerned that your office did not communicate its intent to circulate a plan of this nature, prior to distribution, given the key role the community would have in the proposed project." The city's plan projects that Pecos Parkway will either go through a mountain on the southern edge of South Mountain Park that the Gilas consider sacred, or will drop down onto the flat lands of the Gila River Indian Community itself.

Messages left by the *Ahwatukee Foothills News* with the Gila River Indian Community had not been returned by press time.

But copies of internal city e-mails confirm that the Gila River Indian Community was not involved during the planning phase of the road extension.

"At this time the Planning Department has had very little contact with them; it was only yesterday (June 30) that the Gila River Indian Community received a draft copy of our Mitigation Plan,"

wrote Phoenix freeway mitigation planner Charla McCoy to city staffers, asking if they had had any contact with the Indians over the proposal to use reservation land as an option for the alignment of Pecos Parkway.

"Everyone was out of the loop," said DiCiccio on Saturday. The people who would be affected in Ahwatukee Foothills weren't contacted before the plan was drafted, and the people on whose land the roadway might go weren't asked about it beforehand, either," said the councilman.

According to city planning director Dave Richert, the draft plan is simply that, "a working document," open for input from citizens and not set in stone. It is city policy to extend the roadway, said Richert, and the city planning staff want to make sure that the road stays a parkway, with as many amenities as possible, and does not turn into a freeway.

In February, during his state of the city address, Rimsza announced that he wanted to see Pecos Parkway completed to the west, "providing a quick, inexpensive way around South Mountain and giving our customers in Ahwatukee Foothills another way in and another way out." At that time DiCiccio said that it was important to "see what the community pulse is," regarding the merits of going west.

Now the road extension appears to be a *fait accompli*.

The community will be able to comment on the plans to mitigate noise and to provide amenities like greenbelts and trails at Monday night's meeting of the local planning committee.

"Nothing is set in stone," reiterated Richert. "No one wants any backlash from what actually gets constructed in the future. If there other alternatives that work, we will pursue them."

The planning committee meets at 6 p.m. at the Ahwatukee Foothills Senior center at 5051 E. Elliot Road.

AHWATUKEE REPUBLIC

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Articles

South Mtn. Freeway debate

Candidates present their views

The *Ahwatukee Republic* invited the four candidates for Phoenix City Council in District 6 — incumbent Sal DiCiccio and challengers Dana Marie Kennedy, Nathan R. Oshop and Barry Pacey — to briefly give their views on the proposed South Mountain Freeway. Their responses appear on these pages. The primary is Sept. 1 and early voting is under way.

Challenging problem requires cooperation throughout village

I oppose the proposed 10-lane freeway through Ahwatukee.

I've lived in our community for 23 years. I talk with you in our stores, our restaurants and our parks. I know how divided this is for you and for our families. Some in our community strongly oppose the freeway; others strongly support it. Some are looking for a compromise, such as a parkway that prohibits truck traffic though our community.



SAL DICICCIO

Ahwatukee was given the short shrift in planning this corridor. While others' needs have been considered, Ahwatukee has been pretty much handed a 10-lane plan without adequate conversation about alternatives.

My approach on this — and complicated issues with multiple perspectives and passions — is to gather interested parties and discover what's really important to all of them, then find what best answers those key needs.

Together, we will come up with an Ahwatukee solution to this. When the environmental report is complete, we'll know more precisely what we're facing. I will then assemble individuals from all sides in one room, and reasonable people will come up with a reasonable solution. Although the state has final say, I believe we will have a forceful voice in the final outcome.

The very way we've resolved other problems in our community is how we will solve this one — by working together.

Question: As you are certainly aware, the Loop 202 freeway is a huge concern for so many local residents. What is your position on this issue and, if elected, what will you do specifically to address it?

Ahwatukee July 31

Loop 202 hot topic at Wed. candidate forum

By KELLY MIXER
AHWATUKEE FOOTHILLS
NEWS

As expected, the Loop 202 freeway was a hot topic at Wednesday night's District 6 candidate forum at the Ahwatukee Country Club, with all four candidates saying they would not support blasting a hole through South Mountain.

All the candidates vying for the District 6 Phoenix City Council seat, which includes Ahwatukee Foothills, in the Sept. 1 election were in attendance Wednesday evening: Sal DiCiccio, Dana Marie Kennedy, Nathan Oshop and Barry Paceley.

"When I was on the council before I was opposed to the freeway and I'm opposed to the freeway today," DiCiccio said. "I was the first person to call a meeting with our congressional delegation to discuss alternatives. Remember I live out here too, I'm impacted by the decisions we make."

Kennedy emphasized she is "against any proposal that

When I was on the council before I was opposed to the freeway and I'm opposed to the freeway today. I was the first person to call a meeting with our congressional delegation to discuss alternatives. Remember I live out here too, I'm impacted by the decisions we make."



MORE FORUM • PAGE 15

For more of the candidates' positions on issues, see page 15.

Ahwatukee
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Article 6

LOOKBACK

Sept. 13, 1997: Councilman Sal DiCiccio was re-elected with about 75 percent of the vote, despite being criticized by *The Arizona Republic* in three articles over a four-day period just before the election. At his victory party he thanked his parents, Paul and Nicolina, for passing out literature to 12,000 homes. In recognition for their work he presented each with a new pair of tennis shoes.

Ahw.
Foot
July 31

Article 7

Unified voice will find option to Pecos route

Ahwatukee used to speak with a unified voice on the things that mattered most to the people in it. Like a family, we'd squabble a bit among ourselves as we sorted out issues, but ultimately we'd stand together. That worked successfully for us in the past to solve problems and create opportunities.



SAL DICICCIO

That "Team Ahwatukee" approach is how we argued and lobbied our way into getting the senior center — with people working hand-in-hand to create a home away from home for seniors in our neighborhoods.

It wasn't that many years ago that Ahwatukee had a single police officer protecting our community. Thanks to engaged and unified community support, we've managed to grow that to 33 — with more in the coming precinct restructuring. We had no ambulance stationed here, and teaming up to speak with one voice gave us the strength and standing to fill

that gap.

To deal with Loop 202, I brought together a kitchen cabinet of people in Ahwatukee who hold the full range of opinion to work together and speak with one voice, from Lakewood and Foothills homeowner

MY TURN

groups, from neighborhoods to business interests. This group is brainstorming ideas to find an Ahwatukee solution, an alternative to the Pecos alignment that disrupts our community, something all Ahwatukee factions can agree on and stand together for.

The group is chaired by Clay Schad, founder and former publisher of the *Ahwatukee Foothills News*, and Chad Blstone, an Ahwatukee resident who has been involved in this issue. They're helping drive this exploration for an alternate to the current 202 plan. They have had one session so far, where our community found common ground.

Phoenix — and particularly a single council member — doesn't have the lion's share of the decision-making authority

That "Team Ahwatukee" approach is how we argued and lobbied our way into getting the senior center — with people working hand-in-hand to create a home away from home for seniors in our neighborhoods.

on determining exactly where that will go. If Ahwatukee speaks strongly and unified, though, our voice will be enormously magnified, and we have an opportunity to influence the decision.

This is how we're going to approach our problems and opportunities from now on, as the Ahwatukee family, with a unified voice. If you have any ideas on the freeway location or plan, please feel free to send them to my office at council.district.6@phoenix.gov.

Sal DiCiccio is a Phoenix City Council member representing District 6.

Councilman: Put Loop 202 on reservation

By Cathryn Creno
THE ARIZONA REPUBLIC

Phoenix City Councilman Sal DiCiccio and members of an Ahwatukee Foothills residents' committee say they have studied state and county plans to link Chandler and west Phoenix with a 22-mile freeway and come to a conclusion:

Put the South Mountain Freeway on the Gila River Reservation.

The Gila River Tribal Council in the past decade has passed two resolutions against having the extension of Loop 202 on tribal land.

The committee, formed by DiCiccio, expects to finalize its plan today and forward the request in writing to the state's freeway-planning agencies.

City officials are not formally involved in the decision about the freeway alignment. But early balloting for the District 6 Phoenix City Council runoff starts this week and whether Ahwatukee will get the freeway has become a campaign issue for DiCiccio, who faces a challenger for his seat.

Later this month, the Maricopa County Association of Governments Regional Council is expected to vote on a plan to build the South Mountain Freeway along Pecos

through South Mountain Park. The \$1.9 billion project is part of the Valley-wide Loop 202.

It would connect Interstate 10 and Pecos Road in Chandler to I-10 and 59th Avenue in west Phoenix.

Arizona Department of Transportation maps since the 1980s have shown a future freeway along Pecos, one of Phoenix's southernmost streets.

DiCiccio said Monday that neither ADOT nor MAG has formally asked Gila River officials if they would consider a freeway deal.

"I'm telling you, when the public finds out about what has not happened, people are going to be outraged," DiCiccio said.

"We need to give the Gilas a real proposal that has real teeth in it. A proposal with a timeline. That would be the respectful thing to do."

Alia Maisonet, a Gila River Indian Community spokeswoman, confirmed

that neither state nor county officials have presented a formal proposal to put Loop 202 on tribal land. But she said the tribal council has twice considered the matter internally and twice voted against it, although she noted that the council could change its mind.

"Things can change," she said.

But ADOT spokesman Timothy Tait said he was baffled by DiCiccio's implication that Gila River officials have been left out

of freeway negotiations.

"They (Gila River officials) attend MAG meetings and have been part of the process all along," he said. "We have not approached them because they have passed resolutions against the freeway."

Meanwhile, MAG's transportation director, Eric Anderson, said he was sympathetic with Ahwatukee residents who don't want to live next to a freeway. But he said the plans have been on maps

for decades, nearly all the land needed has been acquired and it would be prohibitively costly to change direction now.

"ADOT has already acquired about 90 percent of the land it needs for the (South Mountain Freeway) right-of-way," Anderson said.

"Even if something

happened and the Gila Community suddenly changed its mind, the cost would be huge. We could be talking another half billion dollars. Even if we had another half billion dollars to spend on transportation in the Valley, there are other projects out there we would need the money for."

LOOP202

DiCiccio seeking freeway alternative

By DOUG MURPHY

ANIMATUKEE FOOTHILLS NEWS

It may be too little, too late, or it could be the perfect win-win-win, either way, Councilman Sal DiCiccio thinks that Arizona should make a good faith offer to the Gila River Indian Community to consider allowing the South Mountain Loop 202 on tribal land before construction begins along Pecos Road.

So far, the tribe has twice passed resolutions opposing a freeway on tribal land. But DiCiccio is optimistic that if a real proposal is put on the table, they will consider it.



Brian Johnson/AFN

Councilman Sal DiCiccio's (left) Loop 202 committee includes local residents and business owners, like Rick Savagian (right), owner of Mountainside Martial Arts.

DiCiccio has formed a committee of local residents to lobby for a "concrete" proposal

MORE LOOP 202 • PAGE 1B

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Article 9

LOOP 202

FROM PAGE 1

to present to the GRIC for building the now sealed-back eight-lane freeway south of Pecos and around South Mountain instead of through it.

"At the end of the day, if the Gilas say no, at least we'll have offered them something concrete," DiCiccio said.

He said the problem with Arizona and the tribe has been one of culture. Arizona thinks along the lines of acres needed for a freeway and dollars per acre.

But DiCiccio said that land is a precious commodity to the tribe and not something to sell or give away lightly.

"If land is an extension of their body, you need to give them back more than you take," DiCiccio said.

Doug Nitzel, a spokesman for the Arizona Department of Transportation (ADOT), said that his agency has honored the tribe's two resolutions opposing the freeway, but has been open to alternative routes on their land.

"We have continued to communicate with GRIC officials and have emphasized that we'd be willing to talk should that stance change," Nitzel said.

DiCiccio's proposal, which is still in the infant stages, include:

- Working to resolve the issue of heavy truck traffic on 51st Avenue that cuts through the Komatke community and has been a

sore point with GRIC for years.

- Land swaps with the tribe, which could include Bureau of Land Management acreage in the Estrella Mountains on the west side of the reservation, in return for acreage for the proposed freeway, as well as other parcels the tribe needs.

"The Gilas have been maligned, but nobody has made a good faith proposal," said DiCiccio, who hopes to broker a deal that costs less than the current \$1.9 billion price tag, and ends up solving the needs of Ahwatukee Foothills residents, as well as Gila River Indian Community members.

But after years of planning and meetings, ADOT has almost finished a draft environmental impact statement that shows the freeway following Pecos Road,

through a corner of South Mountain Park and then north to Interstate 10 near 55th Street.

The Maricopa Association of Governments (MAG), which oversees the Valley's transportation projects, is set to vote this month on the revamped Loop 202 plan as a priority project in the Valley's transportation system.

Getting ADOT and MAG to change directions and consider an alternate route, even if a deal could be put together involving the federal, state and county governments, could be difficult.

"Their actions show a predetermination," to follow the original 1985 plan despite growth and development in the area, said Chad Blostone, a member of DiCiccio's group and a member of the Foothills Homeowners Association.

"They've never had a desire to seek alternatives."

But Rick Savagiar, another member of DiCiccio's team, said that master plans can, and often do change during the planning process.

"It's (ADOT's and MAG's) duty to explore every opportunity," he said Tuesday.

While MAG and ADOT now consider the freeway a top priority for funding and construction, the history is an up and down roller coaster of strong and weak support.

Freeway history

Designed in the mid-1980s as a way to move people and products around the Valley, the South Mountain Loop 202 was quickly put on the back-burner when construction funds ran low. The city of Phoenix proposed a parkway around the mountain, but that was rejected by ADOT. Then some entrepreneurs attempted to generate support for a toll road, but that also fizzled.

ADOT brought the project back to life in 2001, forming a Citizens Advisory Team to make suggestions on updating the old 1985 plan and take into account the rapid growth in Ahwatukee Foothills and on the west side in Laveen. But when the team recommended one route, based on two years of study, then ADOT director Victor Mendez chose the original 1985 route and one out of every three advisory team mem-

For more information on Councilman Sal DiCiccio's proposal, visit:

www.sm202.com

To see ADOT's official South Mountain Loop 202 Web site:

http://www.azdot.gov/Highways/Valley_Freeways/Loop_202/South_Mountain/

bers quit in protest.

Meanwhile, the cost of the freeway grew, from an original \$900 million to \$1.1 billion to \$2.4 billion.

At the same time, funding for freeway construction, based upon a half-cent sales tax passed by voters, is down for the first time ever, thanks to the economic recession. But projects slated for funding from the sales tax continue to grow, creating a \$5 billion gap that grows each month.

Now MAG has changed positions, saying that an eight-lane, \$1.9 billion freeway, which would fit into the original 1985 footprint, would do the job, saving an estimated \$500 million.

Once MAG has decided the new parameters for the freeway, ADOT is expected to finish a draft Environmental Impact Statement, which will then be released to the public for comments before the final EIS is finished and a decision on construction is made.

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Article 10

DiCiccio leads push on freeway route

I choose candidates based on their actions, not campaign rhetoric. Sal DiCiccio's actions have earned my vote.

Most recently, he assembled a group of Ahwatukee residents, including myself, to seek alternatives to the proposed Pecos Road alignment for the South Mountain Freeway. This is the first time a diverse group of supporters and opponents of the Pecos route has been assembled to seek out an alternative that is best for Ahwatukee.

YOUR VIEWS

While researching the issue, DiCiccio discovered the Maricopa Association of Governments and the Arizona Department of Transportation have never formally proposed aligning the freeway on the Gila River Reservation. This was recently confirmed by a Gila Indian Community spokesperson.

All the while, ADOT has been stating in technical reports as recently as September 2008 that there have been "ongo-

ing communications with the Gila River Indian Community." Further, MAG's transportation director recently stated that it would cost "another half-billion dollars" to align the South Mountain 202 on the Gila Reservation. That contradicts ADOT's technical documents dated September 2008 in which it states, "Cost ... would be equal among the alternatives, and consequently changes would be roughly comparable."

Thanks to DiCiccio for challenging MAG and ADOT on our behalf. They are very powerful organizations with significant resources and diverse constituencies whose interests don't align well with Ahwatukee. We need strong representation from people who know the players and how to get things done.

Also, DiCiccio needs the community to be behind the effort to change MAG and ADOT's position. Please visit www.SM202.com and e-mail your comments regarding the South Mountain 202 to info@SM202.com.

— Chad Blostone, Ahwatukee

McCain shows lack of wisdom

I'm just wondering what state John McCain represents in the U.S. Senate? It must not be Arizona where there are over 300 businesses owned and operated by Arizonans that will directly benefit from the passage of the clean-energy jobs bill. McCain is threatening to vote against it unless provisions are included to support nuclear energy.

Maybe I'm not understanding this correctly, but where's the wisdom in opposing the bill in favor of nuclear-power plants if Arizona will benefit from legislation supporting solar energy?

Many good jobs could be created in the renewable-energy sector, Arizona State University's School of Sustainability could provide leadership on the issues, and the state's climate naturally could provide more than 300 days per year of sunshine.

There must be wisdom in this somewhere, right?

— Dixie Haas, Chandler

Ahwatukee

Rep

Aug 5

Phoenix council won't determine freeway route, but MAG will develop plan

By Cathryn Creno
THE REPUBLIC | AZCENTRAL.COM

The construction of the proposed South Mountain Freeway extension along Pecos Road has emerged as a key issue in the race for the Phoenix City Council District 6 seat.

How much say would a Phoenix council member actually have in the debate over whether to build a state freeway in Ahwatukee Foothills and through the South Mountain preserve?

Officially, none.

"There is absolutely no city vote on it, and there will be no city vote," Phoenix City Councilman Sal DiCiccio said. "The freeway is not under the jurisdiction of the city."

The Maricopa Association of Governments is charged with coming up with the plan and funds for the freeway extension, which would connect Loop 202 from Chandler to west Phoenix. The Arizona Department of Transportation will conduct required federal environmental studies and, once plans are approved, build the freeway.

Still, state and local officials say Phoenix has plenty of indirect influence on the matter.

"The freeway is not a done deal," said Timothy Tait, community relations for the state transportation department.

"Phoenix does have a lot of influence. Not with Phoenix City Council per se, but through MAG. Phoenix has a major influence through MAG."

DiCiccio, who faces three challengers in the Sept. 1 election for his seat, said that is why the freeway issue surfaced as a hot issue in a recent candidates forum sponsored by the Ahwatukee Foothills Chamber of Commerce.

"MAG does make the final determination on whether the freeway is built," DiCiccio said. "But that does not mean the city of Phoenix and I cannot be a forceful voice in the conversation."

The latest plan for the extension of Loop 202 calls for an eight-lane 22-mile freeway through Ahwatukee and the South Mountain preserve.

The cost would be \$1.9 billion and con-

Proposed Loop 202/ South Mountain Freeway

Year proposed: 1983.

Proposed size: Eight lanes including three lanes in each direction plus two carpool lanes.

Proposed length: 22 miles, starting at Interstate 10 and Pecos Road and ending at I-10 and 59th Avenue.

Proposed exits: Desert Foothills Parkway, 24th Street, 40th Street, 23rd Avenue and 17th Avenue.

Projected cost: \$1.9 billion.

Projected start of construction: 2017.

Online: View the draft of the Maricopa Association of Government's latest proposal for the South Mountain Freeway at www.mag.maricopa.gov/detail.cms?item=10445.

Source: Maricopa Association of Governments

struction could begin by 2017, said MAG transportation director Eric Anderson. There has been no public discussion of the latest freeway plan. The MAG Regional Council and the MAG Transportation Policy Committee have copies of the draft and will meet for a discussion in October.

In March, MAG planners proposed building a 45-mile-per-hour parkway for Ahwatukee's section of the proposed South Mountain Freeway. That plan replaced an earlier proposed 10-lane freeway.

The so-called Arizona Parkway would have been an eight-lane roadway and a pattern of routing traffic turning left into a system of U-turns every 1/8-mile.

That proposal did not satisfy Ahwatukee residents who want no freeway extension at all, Anderson said.

Also, he said, there were concerns that a parkway would lengthen travel time for

Loop 202 extension key issue at debate

By Cathryn Creno

THE REPUBLIC | AZCENTRAL.COM

The economy, city services and public safety were topics of debate among four candidates competing to represent Ahwatukee as well as other parts of Phoenix the Sept. 1 City Council election.

But the extension of Loop 202 from Chandler to west Phoenix was clearly the key Ahwatukee issue Wednesday night at a debate hosted by the Ahwatukee Foothills Chamber of Commerce.

In the race, Ahwatukee residents Dana Arie Kennedy and Nathan Oshop and Chandler resident Barry Pacey are competing against incumbent Sal DiCiccio.

PHOTO BY PHOENIX'S DISTRICT 6

DiCiccio, also an Ahwatukee resident, has been in the office since February, when he was appointed to the post by the city Council.

None of the candidates said they favor cutting a freeway through Ahwatukee. Proposed plans for the South Mountain freeway extension also call for cutting through part of South Mountain so the freeway can connect the East Valley to west Phoenix.

But each would approach the issue in a different way.

DiCiccio, 51 and president of a real estate development company, has said previously that a decision on Loop 202 must be made by the end of this year because residential and other property owners along the route are in limbo and cannot sell their property.



Sal DiCiccio

“I have already called together our congressmen, state and county officials and told them it's a non-starter.”

Sal DiCiccio
District 6 City Council candidate

He said he has informally discussed possible alternative routes with Gila River Indian Community representatives and has met with federal, state and county officials about the current proposal.

“I have already called together our congressmen, state and county officials and told them it's a non-starter,” he said.

Pacey, 52 and the owner of a general contracting firm, said his strategy would

be to delay the project as long as possible while working to encourage construction of the freeway south of Ahwatukee on the Gila River Reservation.

“My preference is let's not rush into it,” he said. “Let's get it right. If it's another 25 years, what's the problem?”

He also said he would like to see the East Valley and west Phoenix connected along Arizona 85, south of Ahwatukee.

Kennedy and Oshop had less concrete ideas, but said they would support the community in any opposition to freeway plans.

“I will not support a 202 freeway that blasts a hole through South Mountain,” said Kennedy, 41 and executive director of a non-profit to encourage women to

run for public office, Emerge Arizona, and communications director for the Arizona AFL-CIO. “I would fight it tooth and nail.”

Oshop, 30 and a Circle K clerk, said his goal would be to bring about community consensus on whether the freeway extension should go through Ahwatukee and “finding peace with the 202 situation.”

Throughout the evening, which drew a crowd of about 100 to the Ahwatukee Country Club, DiCiccio emphasized his accomplishments during his time in office, while the others criticized Phoenix for its economic problems and recent cuts to city services.

“We have a crisis in leadership,” Oshop

said. "The incumbents lack vision."

Oshop said he has plans to boost tourism to Phoenix and also to encourage business partnerships with companies in South American countries such as Brazil.

"Let's give people a reason to come to Phoenix other than to get to Scottsdale, the Grand Canyon or Sedona," he said. "We need to get money back to Phoenix. We need to create jobs."

Kennedy, who has a background as a social worker, said she would work to streamline red tape for businesses that need city permits, encourage volunteerism at community centers and other programs that have experienced cuts and focus on bringing high-paying "green" jobs to Phoenix.

Faculty emphasized a "citizens first" focus, saying he would "always be on the neighborhoods' side" in fights against possibly disruptive business development. He also outlined a program that would allow police officers "more boot time" on the streets and less booking suspects into jail.

DiCiccio, meanwhile, discussed his efforts that have resulted in a partnership between Phoenix and the Ahwatukee Foothills Chamber of Commerce to help new businesses get through the permitting process faster.

He also cited a plan to have a private organization reopen and serve meals at the shuttered kitchen at Pecos Community Center, and a program in which volunteers from the American Legion and other community groups will develop trails on new undeveloped parkland in west Ahwatukee.

The four candidates also discussed the need to encourage Phoenix residents to shop in Phoenix to boost city sales-tax revenues.

Oshop proposed that Ahwatukee should have a community festival "at least once a month."

"Street festivals would be amazing for Ahwatukee," he said. "Let's draw people from Scottsdale here instead of us going there."

Major freeway decision due today for

Article 13

By Cathryn Creno

THE REPUBLIC | AZCENTRAL.COM

A Maricopa Association of Governments committee is expected to approve a plan today to extend Loop 202 for 22 miles through Ahwatukee and South Mountain Park, connecting Chandler to Laveen with an eight-lane freeway.

The MAG Transportation Policy Committee meets at 4 p.m. in the MAG Saguaro Room, 302 N. First Ave., in Phoenix.

The planned South Mountain Freeway would cost \$1.9 billion — about \$570 million less than an earlier 10-lane freeway proposed by transportation officials. It would start at Interstate 10 at Pecos Road and end at I-10 and 59th Avenue.

After today's vote, the MAG Regional Council is expected to give final approval to the plan Oct. 28.

Many Ahwatukee residents oppose the extension of the 202 through the community and South Mountain, saying the traffic would bring noise and pollution and possibly harm wildlife in the park.

"Even though we are in this big city of Phoenix, it's like our own little town in Ahwatukee," said Brian Smith, who has volunteered time on the South Mountain Citizens Advisory Team, a board that advises ADOT on community freeway impact.

"It's hard to have that sense of community in a place like Phoenix. A freeway coming in could destroy that."

Smith also said MAG's plan would create "significant, irreparable" damage to South Mountain Park.

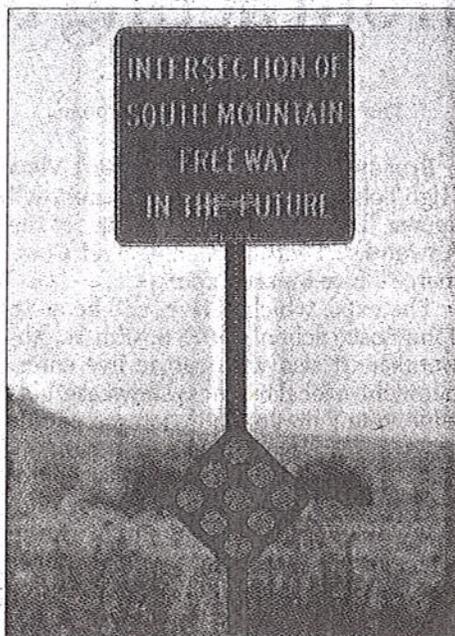
Chad Blostone, a longtime freeway opponent who now heads an eight-member committee to fight the freeway put together by Phoenix City Councilman Sal DiCiccio, said he does not believe the freeway would help alleviate traffic congestion in Ahwatukee or on Interstate 10. He thinks most drivers are heading north to work in the mornings, not west.

"The freeway plan is not about citizens," he said. "It's about trucks that need to bypass downtown Phoenix and get to warehouses in west Phoenix."

Not so, say freeway supporters like those in Laveen who are counting on the 202 to bring economic development to their side of town.

"Delaying the freeway any longer is holding up progress," said Phoenix City Councilman Michael Nowakowski, who represents District 7 in west Phoenix.

"In Laveen, we need development. We



DAVID KADLUBOWSKI/THE REPUBLIC

A city of Phoenix sign marks the proposed South Mountain Freeway extension at 24th Street and Pecos Road.

need a hospital. We want more retail. Developers have told us that we need the freeway to come through for this to come in."

He appealed to freeway opponents to consider the traffic needs of metro Phoenix, not just their own part of town.

"We need to look for the betterment of the whole city of Phoenix with the Loop 202," Nowakowski said. "We don't want to become another LA with traffic jam after traffic jam."

Some Ahwatukee residents are starting to say it's time to stop the debate and make a decision.

Most homeowners and real-estate salespeople with listings near the freeway path acknowledge that the bad economy is hurting the housing market. But they say the freeway debate is making things even worse.

Susan Miller is a real-estate saleswoman who has a listing in a neighborhood right next to one that would be taking out by the freeway. A few years ago, the 1,600-square-foot house near Desert Vista High School would have been snapped up quickly. But it has lingered on the market for more than 100 days, even at a reduced price of \$199,000, Miller said.

"It's been awful — one complication after another," she said.

"Two years ago, these homes appraised

Ahwatukee

10/21/09

Republic

South Mountain Freeway proposal

Year proposed: 1985.

Proposed size: Eight lanes, including three lanes in each direction plus two carpool lanes.

Proposed length: 22 miles, starting at Interstate 10.

Proposed exits: At Desert Foothills Parkway, 24th and 40th streets and 23rd and 17th avenues.

Projected cost: \$1.9 billion.

Projected start of construction: 2017.

Online: View the draft of the Maricopa Association of Government's latest proposal at www.mag.maricopa.gov/detail.cms?item=10445

Source: Arizona Department of Transportation, Maricopa Association of Governments.

at \$950,000," said Bridget Shaffer, who lives in another subdivision near the freeway path called Foothills Reserve. "I had my home appraised a year ago at \$575,000. I had it appraised four months ago at \$350,000.

"When I first moved here a year ago, we could not have cars in the street, basketball hoops out front, garbage cans sitting out and bushes and trees and hedges had to be trimmed. Now, anything goes."

"Let's get the people of Ahwatukee out of their ambiguous situation," MAG Transportation Director Eric Anderson said.

Anderson and other MAG officials met last week with DiCiccio and other officials and agreed to a proposal by the councilman to talk with members of the Gila River Indian Community about routing the 202 south of Ahwatukee on tribal land.

But Anderson said people who live in Ahwatukee should not hold their breath.

"We want to accommodate the councilman's desire," Anderson said.

"But we also talked with a representative from the Gila River Indian Community and they confirmed that they have a (tribal council) resolution in place against the freeway on tribal land. The tribe has accepted that the freeway will be on Pecos and they want to move forward and talk about traffic interchanges."

Timeline

1983: The Maricopa Association of Governments, or MAG, begins planning a freeway network for metro Phoenix. It includes a South Mountain Transportation Corridor around South Mountain between Interstate 10 and Chandler Boulevard and I-10 and 51st Avenue.

1985: Maricopa County voters approve a half-cent sales tax to fund construction of the MAG Regional Freeway System. It includes plans for a 22-mile freeway connecting I-10 in Chandler with I-10 in west Phoenix.

1988: Preliminary plans for the South Mountain Freeway are sketched out. A decision is made to put the freeway along Pecos Road in Ahwatukee.

1994: Because of a state funding shortfall, the South Mountain Freeway is put on hold. Officials begin discussions about a privately funded toll road in the South Mountain Transportation Corridor.

1996: A consortium of private companies proposes to build the South Mountain Freeway as a toll road. The consortium later changes its mind, saying the project is not financially feasible.

1999: The Arizona Department of Transportation announces plans to accelerate completion of the regional freeway system, including the South Mountain Freeway.

2001: ADOT begins a formal study of the South Mountain Freeway area.

2004: Voters approve extending the half-cent sales tax to continue regional freeway funding. The plan includes the South Mountain Freeway.

2007: At public-information meetings to receive input from the community about the planned freeways, there is heated debate about the Pecos Road alignment for the South Mountain.

2008: A proposal for a 10-lane South Mountain Freeway linking Chandler to west Phoenix through Ahwatukee and around South Mountain is formally discussed.

2009: MAG planners reduce the size of the planned freeway to eight lanes to reduce costs. Planners reject a proposed parkway through Ahwatukee with a speed limit of 45 mph, saying it would create traffic snarls.

Sources: Arizona Department of Transportation, Republic research.

Article 14

Future of 202 in Ahwatukee to clear

By Allison Hurtado, Ahwatukee Foothills News | Posted: Tuesday, February 24, 2015 6:00 am

In a matter of weeks the future of the contentious South Mountain Freeway could be clearer for Valley residents.

The final portion of the Loop 202, the South Mountain Freeway, has been on the books since 1985, but a lack of funding and interest has kept the project from moving forward. People in favor of the freeway say it will bring much needed economic development to Laveen and improve traffic congestion on Interstate 10, but the freeway is seeing serious opposition from environmentalists, emergency planners, and Ahwatukee Foothills residents living close to the proposed path.

If the freeway is built as currently proposed, close to 200 homes will be destroyed in Ahwatukee Foothills, as well as a popular church, Mountain Park Community Church. It will be built close to homes and above ground, which many residents fear will cause too much noise and pollution.

“If you look at the 202 there is every reason why it’s not a good freeway,” said Phoenix City Councilman Sal DiCiccio, who has been involved with the South Mountain Freeway since ’90s when he was asked to negotiate with the Gila River Indian Community. “The first thing is proximity to homes. It’s right there. The second is the proximity to the mountains and a preserve that we consider to be an icon in the city of Phoenix. There’s also noise reverberation going to be happening off the mountain. The final one is they’re going to be cutting through South Mountain Park.”

DiCiccio said he’s seen other freeways, like the Paradise Freeway, get cancelled for much less.

“It’s going to be \$1.9 billion dollars,” he said. “If they can’t work out a deal with the neighbors to the south I don’t see a reason for this freeway ... There is no logical sense for this freeway to be built. A small percentage of Ahwatukee will support it, but I don’t see the benefit.”

The Gila River Indian Community (GRIC) voted in February of 2012, asking community members if they would like to see the freeway built on GRIC land, in Phoenix or not at all. The tribe voted



Loop 202

PARC President Pat Lawlis, right, and Secretary Connie Squires stand on the western side of South Mountain, on Saturday, June 29, 2013, where the planned Loop 202 would cut through the ridges. [David Jolkovski/Special to Tribune]

against building the freeway. Attempts to bring back the vote with only an on tribal land or off have been unsuccessful.

Sandy Bahr, of the Sierra Club's Grand Canyon chapter, said the group has been against this freeway from the very beginning, mainly because it feels it's unnecessary and poorly placed.

"We have a lot of freeways," she said. "What we don't have a lot of is alternatives to vehicles. That's something that's been lacking a long time ... there's still a lot more we can institute there. Building a new freeway is an old school way of dealing with transportation and it seems to be the answer the Phoenix area goes to."

Ahwatukee's most outspoken opposition is from a non-profit called Protecting Arizona's Resources and Children (PARC). The group includes HOAs, members of the Gila River Indian Community, environmentalists, emergency planners and residents. PARC submitted a 300-page document to the Arizona Department of Transportation (ADOT) during the public comment period of the Draft Environmental Impact Statement full of reasons, from experts, it opposes the freeway. The group says ADOT's environmental study ignored the sacred nature of the mountain, effects of pollution from vehicle emissions, and necessary emergency planning.

ADOT has filed its Final Environmental Impact Statement for the South Mountain Freeway. It expects a Record Of Decision (ROD) to be released early this year.

A Facebook post from Rep. Ruben Gallego, who has been very involved with the freeway, advocating for it to be built, said he expects it to be out in March. PARC has said it plans to file a lawsuit stopping the freeway once the ROD is released.

- *Contact writer: (480) 898-7914 or ahurtado@ahwatukee.com.*

Libby Plunkett Garza ¹⁵
Yesterday at 6:22am

Interesting...<http://www.phoenixnewtimes.com/.../councilman-sal-diciccio-co...>

Like Comment Share



Sal DiCiccio I think for those interested should look at my clear record regarding the freeway.

I've been consistently opposed since the 1990's of the freeway. I Believe I've been the only political person who has lifted a finger to get it off of Pecos. I've personally donated approximately \$1,000 to PARC. I believe I'm also the only political person who submitted a written letter in opposition for the EA I am wondering if you have asked others in leadership what exactly they have done to oppose the freeway?

Also, it is critical to note that I have no say or no vote on the freeway. It is a state and federal issue. I even took the steps to get Phoenix to take a vote on this issue even though we have no say on the alignment

I hope this answers the questions.

If you are interested in directing this negativity it should be on the state and federal representatives who can actually do something about it

Even though I represent the city I still took steps to stop it.

I am an avid hiker and love the mountain. The thought of a freeway cutting a gash through it is sickening. It is one of the few places we can go to be still inside a large city, but gave the peace and beauty of our state.

16 hrs · Like · 7



Lisa Thomas Thank you for your insight and clarification Sal. We have always supported you in our family and felt we had shared beliefs.

15 hrs · Like



Vicky Glover Sal DiCiccio, can your explain why we should be sympathetic, "when the Loop 202 extension will affect all of Ahwatukee. But one person stands to benefit in a big way from it going through — while just about all the citizens he supposedly represents will suffer."?

15 hrs · Like



Pat Lawlis To be fair, I will confirm that Sal is a PARC member and has donated about \$1000. He was our only ally when we presented to the City Council, and he did request that the Council discuss the freeway. He was ignored. On the other hand, the city could fight ADOT about blasting thru South Mountain and taking land from the park/preserve. But without help in the council, Sal can't do that himself. BTW, have YOU donated \$1000 to PARC yet?

15 hrs · Unlike · 6

16
 for her projects. IMO she is an extreme leftist. She has introduced or supported many bills into laws that are anti-consumer. If interested, do some research. She is certainly not our ally. I see her as out only for her own benefit, not ours.

4 hrs · Edited · Like · 1



Sal DiCiccio I think there are three options to look at here. All should be pursued. The first is the current plan of the lawsuit. That is probably the most important one. In any case it gets you time. Lawsuits are not cheap and require more than conversations on Facebook. You have a good attorney. Getting help from the associations is a good strategy that has helped you well. But, a door to door campaign with volunteers will help even more. Calling your friends for financial help too. Personal donations are best. Yes, even \$20. If you go out to dinner you will spend \$50 so why not give a dinner here. Second, attacking Sinema is a bad idea. She could be your best ally here. I know you've tried for a meeting, but find those that are connected to get that set up. We are a diverse community and influential people on both sides of the isle. She is very close to the current administration and they see her seat as one that could change hands. This would be a huge victory for her solidifying a republican area. Again, see her as a potential ally and treat her that way.

Third, this current administration is left. Use allies from your group to reach out at the federal level. Your help, if you get it, will be from organizations on the left.

Finally, it is ok to not like my political views. Yes, I am a fiscal conservative. Quite frankly everyone should be fiscally conservative. Without money you can't do the program's you want accomplished. But, look at my record on this issue and look and see if any other political person anyone has been outspoken on this and even lifted a finger. Phoenix has no say on this alignment.

I do have an interest in a piece of land south of Pecos acquired prior to being on the council and prior to the alignment set. That was publicly disclosed because I put it on my public disclosure forms. The forms do not require me to do that and I did it in any regard for full disclosure as I have done with my other investments.

Look at my history on this issue. It has not changed from the 1990's well before many have come to our community. Look at the meetings I helped set up. Chad Blostone above knows how hard we worked several years ago just to get the state to pay attention to this cause. How many meetings we had from legislators to the state land department to no avail. This is a state and federal issue and the hope is to get them to stop it

3 hrs · Edited · Like · 5



Carol McCracken Davis Great info and insight! Thank you for stepping in here.

2 hrs · Like

14 hrs · Like · **Blair Houghton** Shining a light on DiCiccio might make him do something other than pet us.14 hrs · Like ·  2**Sal DiCiccio** Thank you Pat. Just something I didn't want to get into. Donations to your organization is critical. Also there are people who can really stop it. If the Feds dry up the matching funds...it stops. I'm not of the party in control, but the current administration only needs to pick up the phone. As with the members of that same party. This is not that complicated. I am sorry I can't do more and wish I could. I've had meetings with Tribal members, leaders of the state and tried to get at the least a council vote. There will always be those who want to attack, and I'm good with that. Just that it should be at those who are on the other side thanks again.14 hrs · Like ·  2**Jonathan George Bartlett** Hi Sal DiCiccio. Thank you so much for your post and indication of your support! Can you counsel us on how to politically maneuver our position so as to improve it? What SHOULD we do to get attention?!! Thanks!!!14 hrs · Like ·  2**Blair Houghton** Still not convinced you're not on the other side. Results would help.14 hrs · Like ·  1**Chad Blostone** I recall speaking to that reporter for another article she wrote about Sal yrs ago. Was clear to me her objective was to write a hit piece on Sal. The freeway was incidental. Judging by statements on this thread she has an audience – those that dislike Sal regardless of what he does to represent them on the freeway issue or any other. Never understood why Sinema gets a pass on this issue and Sal hammered. This project needs \$750 million of future, yet to be appropriated, federal funds. The threat of holding up those funds may make the bonds ADOT needs to pay the PPP developer upfront undesirable. But she's not doing that. The exact opposite. She couldn't be more supportive.13 hrs · Unlike ·  2**Chad Blostone** I get why she's supportive. It's made her a ton of campaign cash. But I don't get how she's escaped being even remotely held accountable let alone challenged. She gets a complete pass.13 hrs · Like ·  1**Jim Brophy** I wish we could take the politics out of this for a moment, and with Sal DiCiccio's help come up with a plan of action in ADDITION to continuing to fund PARC in its legal fight. Like Mr. DiCiccio, we have donated to PARC way more than we could really afford (meaning it went on the credit card), and will do so again whenever possible. After all the lawsuit is the best chance of stopping this boondoggle. But let's not just point fingers at the "other party" and act like there's nothing we can do anymore. That's not really helpful. As a politician you are judged on your effectiveness and results as well. There is another Facebook thread going around showing demolition with asbestos signs within a stone's throw of our schools. Can our local politicians please take a closer look at this and perhaps make a few calls to look into it, for starters? Fair or not, elected officials are also judged on "what have you done for me lately." I do, however, appreciate any donations to PARC!13 hrs · Like ·  5**Carol McCracken Davis** Thank you, Mr. DiCiccio, for speaking up here. Your guidance through the system would definitely help. Sinema is definitely not for the people. She helps business against people. Take a look at her track record. We've watched her for awhile. Business are useful to her through their donations. Government is useful for her getting funds