

**Appendix B. Public Notices, Matrix of Comments and Responses from the
Draft Environmental Assessment Comment Period and Public Hearing, and
Indexed Records of Comments including the Public Hearing Transcripts**

BLACK MOUNTAIN BOULEVARD

State Route 51 / Loop 101 Interchange to Cave Creek Road



City of Phoenix

ADOT
U.S. Department of Transportation
Federal Highway Administration

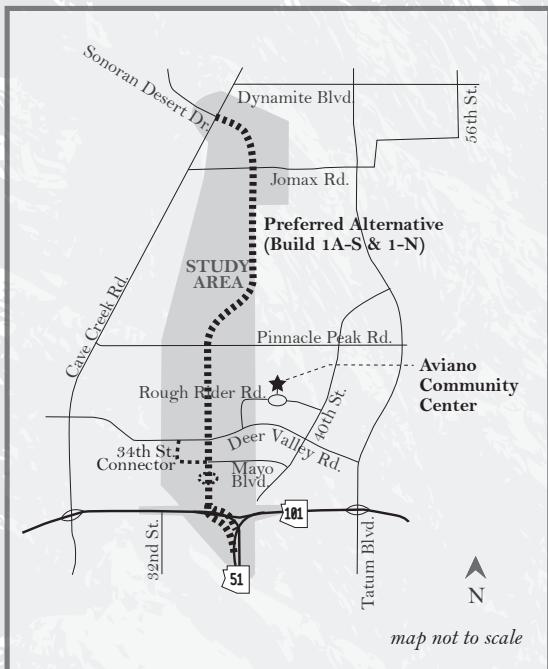
PUBLIC HEARING

Wednesday, June 19, 2013

6 p.m. to 8 p.m.

★ Aviano Community Center
Banquet Room
22500 N. Aviano Way
Phoenix, AZ 85050

Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Marsha Miller at 602.368.9644 or marsha@kdacreative.com.



ADOT Project No. – SS979 03D
Federal Aid No. – PHX-0(266) A

The City of Phoenix, the Arizona Department of Transportation, and the Federal Highway Administration are completing the environmental and engineering studies for Black Mountain Boulevard (BMB). BMB is located between the State Route (SR) 51 at the traffic interchange with the SR 101 and Cave Creek Road. A draft Environmental Assessment (EA) has been prepared in accordance with National Environmental Policy Act (NEPA).

The purpose of this Public Hearing is to provide information about the preferred alternative, describe the potential environmental impacts of the preferred alternative, and to receive public comments on the draft EA. A video presentation with an overview of the proposed project will begin at 6:15 p.m., followed by an opportunity for members of the public to provide statements at a microphone recorded by a court reporter. Members of the public who wish to provide statements will be provided 3 minutes to speak in this open statement period. Once the open statements are finished, members of the study team will be available in an open house format at the tables around the room. A second court reporter will also be available during the Public Hearing for those individuals who desire to give their comments in a one-on-one setting.

We encourage you to visit the project website or <http://phoenix.gov/streets/construction/bmb.html> for more information about the project and to review copies of the draft EA. **Comments are due by July 8, 2013 and can be provided through the website at www.blackmountainblvd.com, by phone at (602) 297-5203, or can be sent to 3217 E. Shea Blvd., #620, Phoenix, AZ 85028.**

Copies of the draft EA are available for review at the following locations:

Desert Broom Library - 29710 N. Cave Creek Rd.
Aviano Community Center - 22500 N. Aviano Way
Boys & Girls Club: Vestar Branch - 3975 E. Lockwood Dr.
Desert Ridge Community Association -
5415 E. High St., 2nd Floor
Fireside Community Center - 3775 E. Lone Cactus Dr.

BLACK MOUNTAIN BOULEVARD

State Route 51 / Loop 101 Interchange to Cave Creek Road



City of Phoenix

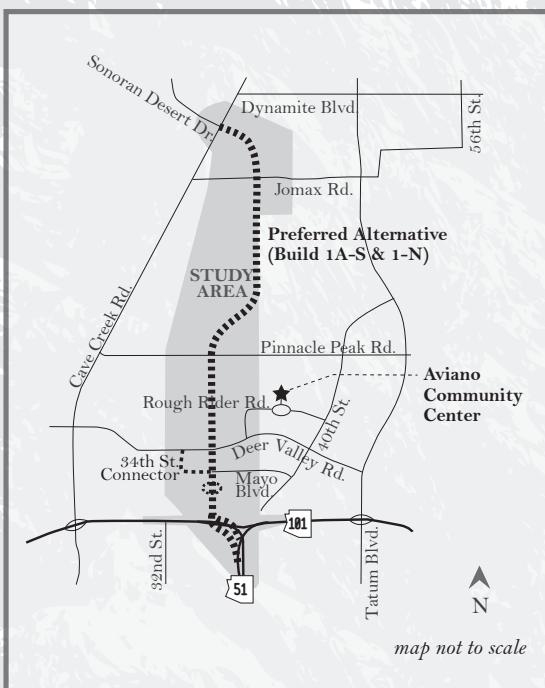
ADOT
U.S. Department of Transportation
Federal Highway Administration

PUBLIC HEARING

Wednesday, June 19, 2013
6 p.m. to 8 p.m.

★ Aviano Community Center
Banquet Room
22500 N. Aviano Way
Phoenix, AZ 85050

Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Marsha Miller at 602.368.9644 or marsha@kdacreative.com.



ADOT Project No. – SS979 03D
Federal Aid No. – PHX-0(266) A

The City of Phoenix, the Arizona Department of Transportation, and the Federal Highway Administration are completing the environmental and engineering studies for Black Mountain Boulevard (BMB). BMB is located between the State Route (SR) 51 at the traffic interchange with the SR 101 and Cave Creek Road. A draft Environmental Assessment (EA) has been prepared in accordance with National Environmental Policy Act (NEPA).

The purpose of this Public Hearing is to provide information about the preferred alternative, describe the potential environmental impacts of the preferred alternative, and to receive public comments on the draft EA. A video presentation with an overview of the proposed project will begin at 6:15 p.m., followed by an opportunity for members of the public to provide statements at a microphone recorded by a court reporter. Members of the public who wish to provide statements will be provided 3 minutes to speak in this open statement period. Once the open statements are finished, members of the study team will be available in an open house format at the tables around the room. A second court reporter will also be available during the Public Hearing for those individuals who desire to give their comments in a one-on-one setting.

We encourage you to visit the project website or <http://phoenix.gov/streets/construction/bmb.html> for more information about the project and to review copies of the draft EA. **Comments are due by July 8, 2013 and can be provided through the website at www.blackmountainblvd.com, by phone at (602) 297-5203, or can be sent to 3217 E. Shea Blvd., #620, Phoenix, AZ 85028.**

Copies of the draft EA are available for review at the following locations:

Desert Broom Library - 29710 N. Cave Creek Rd.
Aviano Community Center - 22500 N. Aviano Way
Boys & Girls Club: Vestar Branch - 3975 E. Lockwood Dr.
Desert Ridge Community Association -
5415 E. High St., 2nd Floor
Fireside Community Center - 3775 E. Lone Cactus Dr.

BLACK MOUNTAIN BOULEVARD

State Route 51 / Loop 101 Interchange to Cave Creek Road



City of Phoenix



PUBLIC HEARING TO BE HELD JUNE 19, 2013.

See inside for more details!

Project Hotline 602.297.5203 • www.blackmountainblvd.com



U.S. Department of Transportation
Federal Highway Administration



City of Phoenix



Black Mountain Boulevard Study
c/o KDA Creative
3217 E. Shea Blvd. #620
Phoenix, AZ 85028

BLACK MOUNTAIN BOULEVARD

State Route 51 / Loop 101 Interchange to Cave Creek Road

We encourage you to visit the project website or <http://phoenix.gov/streets/construction/bmb.html> for more information about the project and to review copies of the draft EA. Comments are due by July 8, 2013 and can be provided through the website at www.blackmountainblvd.com, by phone at (602) 297-5203, or can be sent to 3217 E. Shea Blvd., #620, Phoenix, AZ 85028.

Comments due by July 8, 2013.

BLACK MOUNTAIN BOULEVARD

State Route 51 / Loop 101 Interchange to Cave Creek Road



City of Phoenix

ADOT
U.S. Department of Transportation
Federal Highway
Administration

PUBLIC HEARING

The City of Phoenix, the Arizona Department of Transportation, and the Federal Highway Administration are completing the environmental and engineering studies for Black Mountain Boulevard (BMB). BMB is located between the State Route (SR) 51 at the traffic interchange with the SR 101 and Cave Creek Road. A draft Environmental Assessment (EA) has been prepared in accordance with National Environmental Policy Act (NEPA).

The purpose of this Public Hearing is to provide information about the preferred alternative, describe the potential environmental impacts of the preferred alternative, and to receive public comments on the draft EA. A video presentation with an overview of the proposed project will begin at 6:15 p.m., followed by an opportunity for members of the public to provide statements at a microphone recorded by a court reporter. Members of the public who wish to provide statements will be provided 3 minutes to speak in this open statement period. Once the open statements are finished, members of the study team will be available in an open house format at the tables around the room. A second court reporter will also be available during the Public Hearing for those individuals who desire to give their comments in a one-on-one setting.

We encourage you to visit the project website or <http://phoenix.gov/streets/construction/bmb.html> for more information about the project and to review copies of the draft EA. Comments are due by July 8, 2013 and can be provided through the website at www.blackmountainblvd.com, by phone at (602) 297-5203, or can be sent to 3217 E. Shea Blvd., #620, Phoenix, AZ 85028.

Copies of the draft EA are available for review at the following locations:

Desert Broom Library - 29710 N. Cave Creek Rd.

Aviano Community Center - 22500 N. Aviano Way

Boys & Girls Club, Vestar Branch - 3975 E. Lockwood Dr.

Desert Ridge Community Association -

5415 E. High St., 2nd Floor

Fireside Community Center - 3775 E. Lone Cactus Dr.

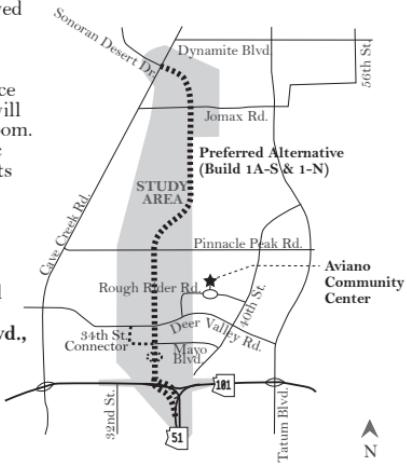
Wednesday, June 19, 2013

6 p.m. to 8 p.m.

★ **Aviano Community Center - Banquet Room**

22500 North Aviano Way
Phoenix, AZ 85050

Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Marsha Miller at 602.368.9644 or marsha@kdcreative.com.



map not to scale

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
1	6/5/2013	Phone call	David	Cooper	"Mayo Blvd is south of the 101, not north of it"	No initial response given.	Segments of Mayo Boulevard exist both north and south of SR 101L.
2	6/5/2013	E-mail	Danielle	Flinn	If you might have noticed already, the interchange from the 51N to the 101W was poorly designed and has a traffic backup during rush hour every weekday. What is going to be done to address this part of the roadway which, from the looks of the planned drawing, will be the route that drivers need to take to exit to BMB? Are their plans to widen or restripe the bottom of the ramp so that it doesn't merge into one lane which is what is causing the slowdown?	Thank you for your question with regards to Black Mountain Blvd. As part of the Black Mountain Boulevard project study, a Traffic Analysis was conducted to evaluate the traffic impacts on the SR51North to SR101West ramp with and without the planned connection to Black Mountain Boulevard. The results show that the SR51 ramp connection to Black Mountain Boulevard will serve to benefit existing traffic congestion as a reliever to the Cave Creek Road & SR101 and the Tatum Boulevard & SR101 traffic interchanges. This will result in significantly reducing the traffic backup on the SR51North to SR101West ramp, therefore allowing non-impaired exit to the planned BMB ramp. Further improvements by widening the end portion of SR51North to SR101West ramp to two lanes is also being evaluated by ADOT as part of their ongoing study to add an additional lane to SR101West and SR101East. More information about ADOT's SR101 study may be obtained by contacting ADOT Communications at 602.712.7355.	Same as initial response given.
3	6/5/2013	E-mail	Chris	Sinclair	I live in Aviano at Desert Ridge. I would like to see a connection to SR51 to connect the northern parts of the valley with the southern. A freeway connection is vital for future development, as well as convenience for the development already in place. Thank you.	No initial response given.	In support of Build Alternative; comment noted.
4	6/5/2013	E-mail	Jenna	Meeks	We are home owners and full-time residents in the Aviano neighborhood at 40th St. and Deer Valley Rd. My husband and I wholeheartedly support the current 1A BMB plan. We commend the City of Phoenix for looking ahead to the traffic needs in this area's future and building necessary routes before traffic becomes problematic. We probably won't attend the 6/19/13 public hearing, but we wanted to let you know our position as nearby residents. Too often, the loudest voices are those in protest, whether they be the majority or not. You may mark us down as a quiet "yes!"	Thank you very much for your interest in the Black Mountain Boulevard project and for providing the team with your show of support.	Same as initial response given.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
5	6/5/2013	E-mail	Sondra	Wermes	Hi there, Two questions... Is construction planned from the 51 to Deer Valley or the 51 all the way up through Jomax to Cave Creek? If the construction is to go through to Cave Creek, will the road go above the dam south of Jomax? Thank you!	Thank you for your interest in the Black Mountain Boulevard project. The funded portion (alternative 1A-S) of the preferred alternative would connect to SR 51 and be built to Deer Valley Road. Additionally, the half street (one lane in each direction) would be built between Rough Rider Road and Pinnacle Peak Road. The General Plan alignment between Pinnacle Peak Road and Cave Creek Road would be built by developers when the AZ State Land Dept sells parcels and developers build. Please let us know if you have any additional questions.	Same as initial response given.
6	6/6/2013	Phone call	Barbara	Bass	lives in Fireside near 39th Place; house faces Deer Valley Road; can hear the loud traffic in the AM; concerned with more traffic coming off the SR 51; is the traffic patterns going to change with more noise? She wanted to talk to someone in the Wildcat Ridge community about protesting the project.	The idea behind the connection to SR 51 is that the people that currently use Tatum Blvd or Cave Creek Road who live in the Desert Ridge area would use BMB. It will disperse the traffic. It's hard to say what the noise levels will be. The DEA has a noise analysis section and noise levels from BMB have been modeled. It was mentioned that the DEA is available for review at the Fireside Community Center. She was given the name of the Fireside and Wildcat Ridge HOA managers to talk to.	Same as initial response given.
7	6/6/2013	E-mail	Chuck	Johnson	I am confused why you have chosen to build the road right up against the existing homes in Tatum Highlands (40th St & Jomax Rd)? There is a mile of empty desert from 40th Street to Cave Creek Road in which the road can be built with zero homeowner impact. Why, with all of the available empty desert between 40th Street and Cave Creek Road, are you building the road so close to this residential area? There must be a logical answer, other than "to utilize the 0.4 miles of asphalt that already exists on 40th Street." Thank you	No initial response given.	The street alignment has been planned and partially constructed along the 40th Street alignment in accordance the City of Phoenix (City) General Plan and Arizona State Land Department's (ASLD) Desert Ridge, Paradise Ridge, and Tatum East-West (AZARA) Infrastructure Masterplan. The portion of the proposed Build Alternative (1-N) follows this planned alignment due to the substantial investment in planning made by both the City and ASLD, the physical constraint created by the Cave Buttes Dike #2, and the prior investment of infrastructure including the existing 40th Street segment and existing buried utilities along the General Plan alignment.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
8	6/6/2013	E-mail	Laura	Maguire	Cave Creek Road is already easily accessed by the 101 without traipsing through neighborhoods (mini)LA-style where people get on a freeway to drive next door then complain about pollution--but we in AZ have always envied LA. For drivers who can read--by following the 101 West signs from the 51 North just after Union Hills Road--Cave Creek road is accessible (or should be). I live in Desert Ridge and there are numerous access points to Cave Creek Road from the north and the south. But something tells me "here we go again"--"we've got the funds, use them" just like buying something you don't need or want "because it's there"-- just like all the toys your kids beg for and don't need or really want either--they just want you to prove to them you're interested in them. This BMB Project is a "prove your interest" fiasco that will take down home values even more. Maybe someone should check into who is chomping at the bit for this to go through so they can buy up real estate cheap as people cut their losses and flee the area--as businesses fold--as people cry on their front porches and wonder "Why?!" and "Why my neighborhood?" and "Why me?"==as people in crappy neighborhoods weep for joy that BMB area homes are devalued to equate with theirs. Isn't real estate a squeak from the ol' armpit?!!!	No initial response given.	Based upon analysis done within the Phoenix Metropolitan Area and studies conducted elsewhere in the US, traffic on major roads can affect values both negatively and positively for properties in the proximate area. However, in aggregate property values tend to increase based on available data. The value of property is increased through the co-development and existence of well-planned access and transportation infrastructure. The value of homes can vary depending on the buyer; some buyers will pay a premium for close proximity to freeway access while others will pay more for greater isolation from freeways and major streets. It should also be noted that disclosure of plans to construct BMB was made through public reports for the sale of all existing homes in the study area. Market values based on past appraisals have taken these public reports into consideration and reflect plans for the construction of BMB. As BMB remains a planned facility regardless of whether the Build or No-build Alternative is selected, BMB will remain a factor in the formulation of future appraisals.
9	6/6/2013	E-mail	Ray	Parker	After living in Desert Ridge for ten years, it is imperative that we have additional road access north and south in order to sustain growth and maintain traffic flow. At the present time, Tatum Blvd. is becoming more and more hazardous as traffic flow continues to mount. We definitely need to build BMB with access from R-51 to Cave Creek as outlined in your presentation. Either option is fine with me, but connection with R-51 is definitely needed. Thank you	No initial response given.	In support of Build Alternative; comment noted.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
10	6/6/2013	E-mail	Adam	Shprecher	I just watched the video of the preferred alternative and there was a mention of a pedestrian bridge to the High School and barriers to prevent crossing at the street level. I believe many children would ride their bikes to school. Would they have to climb up and down a pedestrian bridge carrying a bicycle to do this or would there also be a way to cross a the street level at the Mayo intersection traffic light?	No initial response given.	Bicycle users would be able to use the signalized crossing at Mayo Boulevard.
11	6/10/2013	Phone call	Shirley	Linne	Will the project impact me?	No, the project will not impact you. The roadway would be built in the future as State Land sells and developers built the road.	The provided address is located outside of the environmental assessment study area that would potentially receive direct impacts as a result of the Build Alternative.
12	6/10/2013	E-mail	Shirley	Linne	My home is located at 27420 North 44th Street. Is it in the target area for this project? Will I have to move?	Response given by Phone call and E-mail: To confirm from our phone conversation on 6/11/13, your home will not be affected by the future Black Mountain Boulevard, to be built as adjacent property is developed.	The provided address is located outside of the environmental assessment study area that would potentially receive direct impacts as a result of the Build Alternative.
13	6/10/2013	E-mail	Thomas	Bloomer	To whom it may concern: I believe building an off ramp from a major (or two major) highways right in between a school and a residential area creates pedestrian hazards and a degrading of the overall neighborhood value. The off ramp should run to the West of the high school, where there is little else going on. Thank you	No initial response given.	Alternative 3-S was developed based on public requests to bypass the segment of BMB located along the east side of PHS. Although this alternative would satisfy the public's request to isolate traffic from PHS in the immediate future, it scored poorly in regards to most of the evaluation screening criteria. Noteworthy are the inconsistencies with land-use planning that has been adopted by the City of Phoenix, ASLD, Reclamation, and the direct impacts to the Reach 11 Recreation Area. Further explanation of impacts to the Reach 11 Recreation Area under Section 4(f) regulations are available in Chapter IV of the Draft Environmental Assessment (p. 77-91) and on the study website www.blackmountainblvd.com . Although implementing Alternative 3-S may reduce potential conflicts between BMB and school traffic (including pedestrians) in the near term, eventually neighborhoods will develop west of PHS and students would be required to cross the 32nd Street alignment that would be carrying the traffic originally intended for BMB. The estimated costs for Alternative 3-S are approximately double the estimated costs for the other alternatives between SR 51 and Deer Valley Road. The majority of the cost increases associated with Alternative 3-S would be attributable to the bridge length required to span the Reach 11 flood pool. Therefore, Alternative 3-S has been eliminated from further consideration. To address potential pedestrian hazards, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB.
14	6/11/2013	Phone call	Ed		Will not be able to attend the hearing. Is there anything online he can review?	Was given the project website to watch the video and review other materials and the EA	Same as initial response given.
15	6/11/2013	E-mail	Drew	Foster	I am fully supportive of this project to connect to SR-51.	No initial response given.	In support of Build Alternative; comment noted.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
16	6/11/2013	E-mail	Susan	Bradshaw	I have a few questions I hope you can answer; -What is the volume of traffic expected along this new road? Particularly around the high school? -Have speed limits been determined yet? -Will large trucks be allowed to travel on this roadway? -What sort of sound-suppressing plans are in the works for homes backing to the road? Thank you!	No initial response given.	If the Build Alternative is implemented, the predicted traffic on BMB near PHS is expected to be 20,000 vehicle per day by 2015 and 39,700 by 2035. The signed speed limit adjacent to PHS will be advisory 20 m.p.h. at the roundabout and 35 m.p.h. between the roundabout and Mayo Boulevard. North of Mayo Boulevard, the speed limit will be 40 m.p.h. There are no planned restrictions for trucks. The City of Phoenix has a policy and practice of not constructing traffic noise walls for residences along its arterial street network. In general, walls are the responsibility of the property owner. Constructing walls taller than six feet to effectively reduce traffic noise would not be permitted due to the City Ordinance (Section 703 [Landscaping, Fences, and Walls]). Breaks in walls required for side streets, driveways, utilities and drainage would reduce their noise-reduction properties rendering them ineffective and an unjustifiable project expense.
17	6/11/2013	E-mail	Ajay	Desai	I am a resident of Aviano and am opposing the No Build Alternative (Alternative 4). I strongly feel that to continue the No Build option further goes against the fundamental nature of this Project - the basis of which was to build a solution. Without building anything, a current problem will continue to get worse and the allocated funds will not be available in the future. I vote in favor of the Build Alternative.	No initial response given.	In support of Build Alternative; comment noted.
18	6/12/2013	Phone call	Cindy		They own a home in Tatum Highlands and rent it out. Wanted to know when the road on 40th Street will be built.	The roadway north of the dam would be built in the future as the land is sold to developers, who would be responsible for building the other half of the road.	Same as initial response given.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
19	6/13/2013	E-mail	Greg	Gibson	<p>1) Noise: how is it that the only EA impact judged to be out of compliance is just to be ignored and nothing done? This is ridiculous and will not be allowed by the affected neighborhoods.</p> <p>2) Secondary Impacts: table 22 presents an impact classification, but no actual classification of the BMB EA secondary impacts is included. There is a vague discussion of secondary impacts in general, but a specific listing of impacts with their classification seems to be what this section should be providing. Looking at the project web page, it seems like many of the secondary impacts would be classified as both positive and negative, moderate to substantial, and permanent.</p> <p>3) Cumulative Impacts: I cannot follow the logic used in This section. it reads like an assessment was not done, instead some kind of argument is laid out about how things would change anyway, so doing This project has little Cumulative impact. I do not think that response satisfies the intent of This section which is to describe the overall Cumulative impact of the BMB project along with all the other projects and plans for the area, again using the impact classification presented in Secondary Impacts section.</p> <p>There seems to be no doubt This section should identify the Cumulative Impacts as both positive and negative, substantial, and permanent.</p>	<p>Greg, Thank you for your comments on the City's website for Black Mountain Blvd. I will make sure your comments get added to the record. Thank you for again for participating.</p>	<p>1) The City of Phoenix has a policy and practice of not constructing traffic noise walls for residences along its arterial street network. In general, walls are the responsibility of the property owner. Constructing walls taller than six feet to effectively reduce traffic noise would not be permitted due to the City Ordinance (Section 703 [Landscaping, Fences, and Walls]). Breaks in walls required for side streets, driveways, utilities and drainage would reduce their noise-reduction properties rendering them ineffective and an unjustifiable project expense.</p> <p>2) The entire study area has been committed to urban development with the exception of the recreation areas/parks, National Memorial Cemetery of Arizona, select dry wash corridors, and flood-prone areas associated with the Cave Buttes Dike #2. In comparison to this planned widespread conversion of undeveloped land to suburban uses, the implementation of the either Build or No-build Alternative would be a minor contributor to the overall impact to many resource categories that will be affected. Furthermore, impacts to most resource categories would be the same under both Build and No-build Alternatives. Otherwise, the assessment that impacts would be both positive and negative, and permanent, is reasonable well-founded. A table summarizing secondary impacts is included in the Final EA, Chapter 3. Errata from the Draft Environmental Assessment on pages 16-18.</p> <p>3) The relative contribution of either alternative to the impacts associated with the aforementioned widespread conversion of land is for many resource categories minor. Otherwise, the supposition that cumulative impacts would range from positive to negative and be permanent is also reasonable and well-founded.</p>

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
20	6/14/2013	E-mail	Tony	Ardizzone	I am NOT in favor of this freeway alignment. We have a very peaceful family neighborhood. We have children who we bike ride and exercise along Black Mountain Blvd. We live on 36th street and this realignment is no more than an approximate 300 feet away from our home. Safety along with an influx of new transient people will bring a new version of crime to the Aviano Community. I would like to see this realignment be pushed further into the State Land area that should be designated for this Freeway realignment.	No initial response given.	BMB under the or No-build Alternative will not be a freeway and its traffic capacity, speeds, and functional characteristics will be that of a arterial street. BMB, whether constructed with or without a connection to SR 51, will have sidewalks and dedicated bicycle lanes. Crime changes are influenced by a wide variety of factors and it would be difficult to determine whether a new point of freeway access would have any effect. The City of Phoenix Police Department does not have any statistics specific to crime adjacent to freeways. Based on the experience of the Phoenix Police, there does not appear to be any correlation between crime rates, freeways, or freeway access. Crime seems to be more related to what is built adjacent to arterial streets and freeways. For general matters regarding crime and law enforcement, the Phoenix Police Department Black Mountain Precinct can be contacted at (602) 495-5002. Speeding is also a law enforcement issue and the surrounding community is encouraged to work with the Police Department to enforce safety. If your concern is in regards to vehicles speeding in your area, please call 534-SPEED or 534-7733. Pushing the northern alignment west into State Land was evaluated as Alternative 2-N and 3-N. Alternative 2-N was eliminated from further consideration because of the impacts to current plans developed by the ASLD. ASLD has completed initial planning for most of the land occurring south of Tatum Highlands Subdivision as part of the Azara Master Plan. Many of the current roadway alignments were jointly developed with the future residential developments planned for State Trust lands. It is understood by parties including ASLD, Phoenix, permitting agencies such as the Corps, and the public, that these streets will be constructed in the mutually agreed upon location as reflected in the General Plan. Under the implementation of Alternative 2-N, substantial changes to these plans would be required. Furthermore, ASLD would not meet its fiduciary duties to optimize economical return due to the sunk costs of previous plans that would be abandoned or amended, and ASLD and Phoenix would be required to shoulder the additional costs of permitting and conducting public involvement efforts for revised or new plans. In addition, the fracturing of State Trust land parcels in the study area would diminish their sale values and create conflicts with the already constructed overhead and buried utilities that follow the BMB General Plan alignment in anticipation of its planned construction. Similar to Alternative 2-N, Alternative 3-N would substantially impact the approved development plans for State Trust lands as described above for Alternative 2-N. In addition, it would have greater potential to impact the Cave Buttes Dike #2 and would need to comply with specific requirements to not breach the dike or alter the capacity of its stormwater impoundment.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
21	6/17/2013	E-mail	Colleen	Nelson	<p>Currently the traffic going into and out of the high school is a nightmare in the morning and afternoon with parents dropping off and picking up...made worse by the limited parking, small lots, and narrow entry and exit roads. This road will bring even more, non school related morning commuter traffic right to an area that is already at a standstill. While I see a proposal for a new access road to the staff lot, I also see the proposed BMB road will narrow by the school, so it will bring more cars and decrease in lane availability. This makes no sense. How will the new access road help alleviate these traffic issues that already exist without the BMB going through, and will the school be getting any additional parking lots to accommodate the volume of cars and move them through more efficiently?</p> <p>Honestly, students driving in and parking is not creating the problem, it is parents trying to move in and out, plus wait in line on the road...seems to me that if more students could actually park, some of the car lines would disappear. I would appreciate a response.</p>	No initial response given.	<p>Part of the Build Alternative, should it be implemented, is constructing a new access to PHS from Deer Valley Road. This will allow for the student pick-up and drop-off zone to move to Mayo Boulevard west of BMB and will alleviate the congestions and potential conflicts with through-traffic on BMB. PHS continues to explore options to construct additional parking. However, additional parking at PHS will not be constructed as part of the BMB Project because it is an expenditure that cannot be funded through federal aid highway funds.</p>
22	6/18/2013	Phone call	Jim		Lives in Aviano and wondered if the alignment had moved from east of the current BMB road. Also, what would the construction schedule be?	No, the alignment has not changed. It remains on the current BMB alignment. If the project moves into final design, construction is anticipated for summer 2014 to summer 2015.	Same as initial response given.
23	6/18/2013	E-mail	Greg	Gibson	Biological Resources, Threatened and Endangered Species List: I have seen off & on over the years, in the wash behind my yard, some kind of cat that may be endangered (see attached picture taken Feb 2012). We also have coyotes & javelina migrating thru the neighborhood at times.	No initial response given.	No species or their habitat protected under the Endangered Species Act will be impacted by the No-Build or Built Alternatives. Furthermore, natural habitat in the project area is committed to suburban development that will occur under either alternative. Wildlife that can adapt to suburban environments will continue to exist and move through the project area, especially in undeveloped spaces such as Reach 11 and wash corridors that will remain preserved as part of the Desert Ridge and Tatum Highlands East-West (Azara) Section 404 Clean Water Act permits.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
24	6/19/2013	Comment form	Don	McCaul	I am 100% in favor of the Black Mountain Parkway extension as proposed with completion north to Pinnacle Peak Road. The sooner the better. In addition it would be much appreciated if the City of Phoenix would encourage the State Land Department to bring Super Block 4L to the marketplace for sale. This would allow an additional developer-funded access to take traffic north to Pinnacle Peak Road and take traffic off of Tatum Boulevard. Getting traffic past Desert Ridge Mall is a nightmare.	No initial response given.	In support of Build Alternative; comment noted.
25	6/19/2013	Comment form	Suryakanth	Gurudu	1. Children safety of Fireside Elementary and Pinnacle High School is a serious concern. Previous alternative of west to Pinnacle High School or no build out is reasonable. 2. I would not support alternatives 1A-S + 1-N. 3. Noise pollution, accidents, emergency vehicles would kill the neighborhood values. 4. No build is optimal.	No initial response given.	To address potential pedestrian hazards, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB. Increases in traffic (including emergency vehicles) and the corresponding increases in noise are disclosed and quantified in the Environmental Assessment and Traffic Report. These changes are a reasonable expectation as the study area is developed in accordance with City and ASLD land development plans, and are not expected to diminish the value of existing or future neighborhoods in the area.
26	6/19/2013	Comment form	Peggy	Trachtenberg	I want to know if there will be underpasses on the new road.	No initial response given.	Underpasses (culverts) will be provided for drainage under both Build and No-build Alternatives north of the Reach 11 Recreation Area.
27	6/19/2013	Comment form	Suzanne	Miles	I am strongly in favor of the "Build Alternative" 1A-S + 1-N. Having an exit between Tatum and Cave Creek will greatly relieve traffic and congestion on Tatum. The sooner you build this the better.	No initial response given.	In support of Build Alternative; comment noted.
28	6/19/2013	Comment form	David	Ison	The proposed route is too close to both Pinnacle High School and Fireside Elementary School. I suggest moving the route to the west of Pinnacle High School. There may be accidents with kids that lead to lawsuits.	No initial response given.	Alternative 3-S was developed based on public requests to bypass the segment of BMB located along the east side of PHS. Although this alternative would satisfy the public's request to isolate traffic from PHS in the immediate future, it scored poorly in regards to most of the evaluation screening criteria. Noteworthy are the inconsistencies with land-use planning that has been adopted by the City of Phoenix, ASLD, Reclamation, and the direct impacts to the Reach 11 Recreation Area. Further explanation of impacts to the Reach 11 Recreation Area under Section 4(f) regulations are available in Chapter IV of the Draft Environmental Assessment (p. 77-91) and on the study website www.blackmountainblvd.com . Although implementing Alternative 3-S may reduce potential conflicts between BMB and school traffic (including pedestrians) in the near term, eventually neighborhoods will develop west of PHS and students would be required to cross the 32nd Street alignment that would be carrying the traffic originally intended for BMB. The estimated costs for Alternative 3-S are approximately double the estimated costs for the other alternatives between SR 51 and Deer Valley Road. The majority of the cost increases associated with Alternative 3-S would be attributable to the bridge length required to span the Reach 11 flood pool. Therefore, Alternative 3-S has been eliminated from further consideration. To address potential pedestrian hazards, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB.
29	6/19/2013	Comment form			Please build it already.	No initial response given.	In support of Build Alternative; comment noted.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
30	6/19/2013	Comment form	Robert	Milligan	It is clear that there has been no consideration to the impact of traffic flow on Mayo Boulevard between 40th Street and Black Mountain Boulevard. There is a brand new elementary school on Mayo that will face increasing traffic with no planned mitigation. This needs to be addressed if the preferred alternative is to proceed.	No initial response given.	The modeling of future (2035) traffic volumes done for the BMB Study does not show a large difference between the No-Build and Build Alternatives for the daily average number of cars on this segment of Mayo Boulevard (versus 23,200 versus 26,600). There is no planned mitigation being implemented as part of either BMB alternative that relates directly to Fireside Elementary School. However, the frontage along Mayo Boulevard is not the primary means of ingress/egress to Fireside Elementary. The school property is normally accessed by Lone Cactus Drive which will continue to have low traffic volumes and vehicle speeds regardless of which alternative is implemented. For students that cross Mayo Boulevard to access the School, there is a marked crosswalk. On schooldays, the speed limit is 15 m.p.h. and a crossing guard and additional signing is provided for this crosswalk. The guard is present 45 minutes prior to the school bell in the morning and for 30 minutes in the afternoon after the final bell rings. The school zone limit of 15 m.p.h. remains in effect for the 45 minutes prior to school, during school hours, and for 30 minutes after school.
31	6/19/2013	Comment form	Miki	Godlaski	I prefer the no build alternative to reduce the traffic in the study area.	No initial response given.	Traffic will increase in the study area regardless of which alternative is implemented. The degree to which traffic congestion occurs in the study area will be reduced under the Build Alternative according to traffic modeling done for this study.
32	6/19/2013	Comment form	Ryan	Waddington	Living at the corner of both Mayo and Black Mountain Boulevards, I see, hear, and feel the already busy intersection during school drop off and pick up hours. To add more traffic to that is a major oversight. Additionally, I've seen/heard a lot of mention for traffic calming measures on Black Mountain Boulevard but nothing on Mayo Boulevard, with the elementary school. I see the positives to the 1A-S + 1-N plan but the negatives far outweigh them.	No initial response given.	The proposed new connection between Deer Valley Road and Mayo Boulevard that is part of the Build Alternative would allow for changes to traffic circulation for both cars and pedestrians to alleviate potential congestion and safety issues at the intersection of BMB and Mayo Boulevard. The modeling of future traffic volumes done for the BMB Study does not show a large difference between the No-Build and Build Alternatives for the daily average number of cars on this segment of Mayo Boulevard by the year 2035 (23,200 versus 26,600). Although the Fireside Elementary property does have frontage along Mayo Boulevard, the primary means of ingress/egress to the school are by Lone Cactus Drive which will continue to have low traffic volumes and vehicle speeds regardless of which alternative is implemented. For students that cross Mayo Boulevard to access the School, there is a marked crosswalk. On school days, the speed limit is 15 m.p.h. and a crossing guard and additional signing is provided for this crosswalk. The guard is present 45 minutes prior to the school bell in the morning and for 30 minutes in the afternoon after the final bell rings. The school zone limit of 15 m.p.h. remains in effect for the 45 minutes prior to school, during school hours, and for 30 minutes after school.
33	6/19/2013	Comment form	Tracy	McKinney	Preference to consider building on west side of Pinnacle High School versus the east side. One then east side there are many separate neighborhoods that are part of Fireside. Currently on the west side of Pinnacle High School there are no residential neighborhoods. Also there is an elementary school on the east side of Pinnacle High School versus the west side. Why not consider 56th Street or 64th Street. I support Black Mountain Boulevard development. I know there needs to be macro consideration, but the schools are a major consideration for elementary school safety.	No initial response given.	Alternative 3-S was developed based on public requests to bypass the segment of BMB located along the east side of PHS. Although this alternative would satisfy the public's request to isolate traffic from PHS in the immediate future, it scored poorly in regards to most of the evaluation screening criteria. Noteworthy are the inconsistencies with land-use planning that has been adopted by the City of Phoenix, ASLD, Reclamation, and the direct impacts to the Reach 11 Recreation Area. Further explanation of impacts to the Reach 11 Recreation Area under Section 4(f) regulations are available in Chapter IV of the Draft Environmental Assessment (p. 77-91) and on the study website www.blackmountainblvd.com . Although implementing Alternative 3-S may reduce potential conflicts between BMB and school traffic (including pedestrians) in the near term, eventually neighborhoods will develop west of PHS and students would be required to cross the 32nd Street alignment that would be carrying the traffic originally intended for BMB. The estimated costs for Alternative 3-S are approximately double the estimated costs for the other alternatives between SR 51 and Deer Valley Road. The majority of the cost increases associated with Alternative 3-S would be attributable to the bridge length required to span the Reach 11 flood pool. Therefore, Alternative 3-S has been eliminated from further consideration. To address potential pedestrian hazards, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
34	6/19/2013	Comment form	Samdhya	Reddy	1. If alternatives A-S and A-N is built, you need to build noise reduction walls (8-10 feet). 2. Otherwise the no build option is ideal.	No initial response given.	The City of Phoenix has a policy and practice of not constructing traffic noise walls for residences along its arterial street network. In general, walls are the responsibility of the property owner. Constructing walls taller than six feet to effectively reduce traffic noise would not be permitted due to the City Ordinance (Section 703 [Landscaping, Fences, and Walls]). Breaks in walls required for side streets, driveways, utilities and drainage would reduce their noise-reduction properties rendering them ineffective and an unjustifiable project expense.
35	6/19/2013	Comment form	Karen	Blue	I liked the idea of the no build alternative along with building out 56th Street and 64th Street. Options to the west do seem to make sense. Seems to be safer to put the road to the west of the high school. Of these all truly not possible, then I vote for the proposed alternative.	No initial response given.	Alternative 3-S was developed based on public requests to bypass the segment of BMB located along the east side of PHS. Although this alternative would satisfy the public's request to isolate traffic from PHS in the immediate future, it scored poorly in regards to most of the evaluation screening criteria. Noteworthy are the inconsistencies with land-use planning that has been adopted by the City of Phoenix, ASLD, Reclamation, and the direct impacts to the Reach 11 Recreation Area. Further explanation of impacts to the Reach 11 Recreation Area under Section 4(f) regulations are available in Chapter IV of the Draft Environmental Assessment (p. 77-91) and on the study website www.blackmountainblvd.com . Although implementing Alternative 3-S may reduce potential conflicts between BMB and school traffic (including pedestrians) in the near term, eventually neighborhoods will develop west of PHS and students would be required to cross the 32nd Street alignment that would be carrying the traffic originally intended for BMB. The estimated costs for Alternative 3-S are approximately double the estimated costs for the other alternatives between SR 51 and Deer Valley Road. The majority of the cost increases associated with Alternative 3-S would be attributable to the bridge length required to span the Reach 11 flood pool. Therefore, Alternative 3-S has been eliminated from further consideration. Making improvements to 56th and/or 64th Street with the intention of those routes being used by current and/or future residents in the study area would not address the traffic problems of the area. Diverting motorists from the study area to 56th and/or 64th Street was not examined as part of this study because residents of the study area would not experience reduced travel times and distances using these routes to access the study area. 56th or 64th Streets are an even greater distance from the indirect routes of Cave Creek Road and Tatum Boulevard that are currently used to travel to and from the study area and State Route 51. Although some redistribution of traffic would occur if motorists were to use 56th or 64th Streets as optional routes, it would provide no relief for the congestion that occurs on the SR 51 ramps and SR 101L between SR 51 and Tatum Boulevard. It is also important to note that the traffic modeling done for this study examined the entire system of freeways and arterial streets and with the anticipated development of land along 56th or 64th Streets, those routes would not have the reserve capacity to handle their local traffic with the addition of traffic coming to or from the BMB study area.
36	6/19/2013	Comment form	Layla	Saikley	I am a resident of Desert Ridge and I am firmly in support of the no build option. I do not want my community to be disrupted by these plans to build this road through the neighborhood. I have been a resident of Phoenix for over 30 years and I have seen my neighborhood ruined by SR 51 along Shea and Cactus and I do not want to see that again. I would like other options to be considered first. I would like Cave Creek Road to be built out instead and can be the new SR 51. Neighborhoods will not be disrupted this way.	No initial response given.	An arterial street network based on approximate one-mile spacing is common in the City of Phoenix and neighborhoods bordering arterial streets normally remain vital and function without disruption. There are physical and capacity constraints on Cave Creek Road that would make expansion of that facility alone infeasible to handle future traffic demands.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
37	6/19/2013	Spoken record		Chen	<p>Well, the first comment: In this area, and we are really worried about the additional traffic coming from the 51. Basically, it will turn into a freeway. It's not a boulevard. It's not what they call a boulevard. Because there's a lot of people taking the 51. And then to east or west of the 101, to go north, they're going to take the shortcut, and then they go straight through the neighborhood. And when we bought our house, nobody disclosed this to us. And the way we look at it is we are either for the no-build option or the west side of Pinnacle School, because there is just vacant land over there. We don't know what -why that option is being eliminated. But we are for that option or the no-build. We are worried about -- We are concerned about the safety of the -- both schools: the Pinnacle High School and the elementary school on the other side of the freeway. And all the other design seem, to them, to slow down the traffic. But we think it's too short, to come off the highway, to slow down to that speed. People just rush over.</p>	No initial response given.	<p>BMB under the or No-build Alternative will not be a freeway and its traffic capacity, speeds, and functional characteristics will be that of a arterial street. The plans for major north-south transportation facility within the study area have existed prior to the construction of homes in this area.</p> <p>Alternative 3-S was developed based on public requests to bypass the segment of BMB located along the east side of PHS. Although this alternative would satisfy the public's request to isolate traffic from PHS in the immediate future, it scored poorly in regards to most of the evaluation screening criteria. Noteworthy are the inconsistencies with land-use planning that has been adopted by the City of Phoenix, ASLD, Reclamation, and the direct impacts to the Reach 11 Recreation Area. Further explanation of impacts to the Reach 11 Recreation Area under Section 4(f) regulations are available in Chapter IV of the Draft Environmental Assessment (p. 77-91) and on the study website www.blackmountainblvd.com. Although implementing Alternative 3-S may reduce potential conflicts between BMB and school traffic (including pedestrians) in the near term, eventually neighborhoods will develop west of PHS and students would be required to cross the 32nd Street alignment that would be carrying the traffic originally intended for BMB. The estimated costs for Alternative 3-S are approximately double the estimated costs for the other alternatives between SR 51 and Deer Valley Road. The majority of the cost increases associated with Alternative 3-S would be attributable to the bridge length required to span the Reach 11 flood pool. Therefore, Alternative 3-S has been eliminated from further consideration. Although there is undeveloped land seemingly available in the study area and vicinity, it is not readily or freely available for the City to construct roads on it. Much of the undeveloped land is owned by parties other than the City (Arizona State Land Department, Bureau of Reclamation, and Department of Veterans Affairs, for examples) and is committed to planned development or set aside for uses that are not compatible with an arterial street. In cases, such as Reach 11 owned by the Bureau of Reclamation, there are statutory or regulatory restrictions that make constructing BMB through the property infeasible. Furthermore, moving the BMB alignment or attempting to shift traffic to other arterial alignments, such as with Alternative 3-S, does not directly address the transportation needs of the study area and would create other environmental consequences that in many resource categories would be equal to or worse than the currently proposed Build and No-build Alternatives.</p> <p>To address potential pedestrian hazards, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB.</p>

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
38	6/19/2013	Spoken record	Robert	Coyle	<p>So my name is Robert Coyle. I've been a licensed attorney for 15 years. I've lived at Aviano for three years. Actually, my father-in-law sat on the Desert View Village Planning Commission of the '90's, that zoned Desert Ridge. Talking with them, looking at this proposal, I am against the build alternative. And, obviously, if they intend to move forward, I will do everything in my power, including getting a grassroots effort to stop this proposal because I believe it is not safe. And it is not safe for children who obviously go to Fireside, including my own, that's four years old, as well as when she will eventually go to high school, right down the street. So I'm against it. I believe it's not good, for traffic reasons, safety reasons, and probably some residual crime reasons. That's it.</p>	No initial response given.	<p>To address potential pedestrian hazards, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB. Although the Fireside Elementary property does have frontage along Mayo Boulevard, the primary means of ingress/egress to the school are by Lone Cactus Drive which will continue to have low traffic volumes and vehicle speeds regardless of which alternative is implemented. For students that cross Mayo Boulevard to access the School, there is a marked crosswalk. On school days, the speed limit is 15 m.p.h. and a crossing guard and additional signing is provided for this crosswalk. The guard is present 45 minutes prior to the school bell in the morning and for 30 minutes in the afternoon after the final bell rings. The school zone limit of 15 m.p.h. remains in effect for the 45 minutes prior to school, during school hours, and for 30 minutes after school.</p> <p>Crime changes are influenced by a wide variety of factors and it would be difficult to determine whether a new point of freeway access would have any effect. The City of Phoenix Police Department does not have any statistics specific to crime adjacent to freeways. Based on the experience of the Phoenix Police, there does not appear to be any correlation between crime rates, freeways, or freeway access. Crime seems to be more related to what is built adjacent to arterial streets and freeways. For general matters regarding crime and law enforcement, the Phoenix Police Department Black Mountain Precinct can be contacted at (602) 495-5002. Speeding is also a law enforcement issue and the surrounding community is encouraged to work with the Police Department to enforce safety. If your concern is in regards to vehicles speeding in your area, please call 534-SPEED or 534-7733.</p>
39	6/19/2013	Spoken record		Daley	<p>So I'm a resident of Aviano. I've been here since 2006. I travel to Deer Valley every day, where the posted speed limit is 40 miles an hour. That is the slowest anybody goes on that street. They go 60 miles an hour without even thinking about it. The same thing will happen on this Black Mountain; the same thing will happen on the new road if it's built. The roundabout won't slow it down; it will just get worse. I don't want it built at all. The build over Region 11 would be the much better option. But I guess they won't do that. So I don't want it built, and I live here.</p>	No initial response given.	<p>The roundabout, warning signs, posted limits as well as other pedestrian-related safety enhancements are expected to maintain a safe environment should the Build Alternative be implemented. Speeding is also a law enforcement issue and the surrounding community is encouraged to work with the Police Department to enforce safety. If your concern is in regards to vehicles speeding in your area, please call 534-SPEED or 534-7733. For general matters regarding crime and law enforcement, the Phoenix Police Department Black Mountain Precinct can be contacted at (602) 495-5002.</p>

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
40	6/19/2013	Spoken record		Swanson	<p>My concern is, yes, the traffic circle will slow traffic exiting the 51. But it's going to dump a huge amount of congestion onto the Deer Valley/Black Mountain intersection. And it is going to increase the problem that is already happening with high school traffic; and that to avoid that congested intersection, traffic is going to speed on Mayo Boulevard, 40th Street, and I think that's Lone Cactus, through Fireside residential. And there is an elementary school, right there. And my concern is that, even if the high school reroutes out the west side, you're still going to have too much traffic at the Deer Valley/Black Mountain intersection. And they're going to drive through this residential, with the elementary school. And, having seen similar situations in other neighborhoods, there are going to be fatalities. This is a very, very, very serious mistake. So, if they can't route 51 -- the 51 exit to the west of the high school, maybe they should look at whatever the street is over here, that looks like it's 32nd Street, or maybe they should look at 56th Street because, basically, you need a route to get traffic up to northern neighborhoods, which would then keep the local traffic in the Tatum/Deer Valley area. That would relieve congestion, if they found another north route. Because, unfortunately, when the planners did the planning, they should not have allowed these schools to be right between this, this busy thing. And they have not extended the road system to the north of Deer Valley, to the point that this is really going to help. It's just going to dump the congestion right in the middle of these neighborhoods. And people are going to cut through little residential streets, and it's going to have a huge negative impact that I believe will result in fatalities, no doubt in my mind.</p>	No initial response given.	<p>Traffic modeling done for this study concluded that traffic volumes in the future (2035) at the intersection of BMB and Deer Valley Road would be less congested under the Build Alternative than the No-build Alternative. One of the purposes in extending the funded portion of the Build Alternative to Pinnacle Peak Road is lessen the problem of cut-through traffic in neighborhoods potentially created by motorists traveling north. Making improvements to divert traffic onto the 32nd Street alignment would not function as a suitable north-south route because the National Memorial Cemetery of Arizona blocks this route.</p> <p>The modeling of future traffic volumes done for the BMB Study does not show a large difference between the No-Build and Build Alternatives for the daily average number of cars on this segment of Mayo Boulevard by the year 2035 (23,200 versus 26,600). Although the Fireside Elementary property does have frontage along Mayo Boulevard, the primary means of ingress/egress to the school are by Lone Cactus Drive which will continue to have low traffic volumes and vehicle speeds regardless of which alternative is implemented. For students that cross Mayo Boulevard to access the School, there is a marked crosswalk. On schooldays, the speed limit is 15 m.p.h. and a crossing guard and additional signing is provided for this crosswalk. The guard is present 45 minutes prior to the school bell in the morning and for 30 minutes in the afternoon after the final bell rings. The school zone limit of 15 m.p.h. remains in effect for the 45 minutes prior to school, during school hours, and for 30 minutes after school. Making improvements to 56th and/or 64th Street with the intention of those routes being used by current and/or future residents in the study area would not address the traffic problems of the area. Diverting motorists from the study area to 56th and/or 64th Street was not examined as part of this study because residents of the study area would not experience reduced travel times and distances using these routes to access the study area. 56th or 64th Streets are an even greater distance from the indirect routes of Cave Creek Road and Tatum Boulevard that are currently used to travel to and from the study area and State Route 51. Although some redistribution of traffic would occur if motorists were to use 56th or 64th Streets as optional routes, it would provide no relief for the congestion that occurs on the SR 51 ramps and SR 101L between SR 51 and Tatum Boulevard. It is also important to note that the traffic modeling done for this study examined the entire system of freeways and arterial streets and with the anticipated development of land along 56th or 64th Streets, those routes would not have the reserve capacity to handle their local traffic with the addition of traffic coming to or from the BMB study area.</p>

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
41	6/19/2013	Spoken record	Li		<p>I reject this, this plan, because the reason is, in this area, we have a Pinnacle High School and elementary school. And I think, right now, they didn't think about the elementary school at all. So, and the other thing is, in our community and the Aviano community, we have so many residents here. This -This location is already very mature. And so we lived here several years. And we don't want really too much traffic here. And I'm thinking, if they -- they have, like, a -I want to say, if they do this project, for the environment, for, like, noise and the eyes, they are really bad for the high school students and especially for the elementary school. It is not safe. And I heard about some other story. I think that's true in Scottsdale, some areas, high school. That high school, in the -- in the Lincoln Street. (COURT REPORTER: What street?) Actually, I don't know. It's just, I know that -- I just know that they are at the Lincoln Street, like a big street. And every year they have some student that has to have the -- one or two have car accidents. So, especially for the elementary school students, I think that's too dangerous. The other thing is, if they have -- they have this project, the main boulevard will be very busy and the 40th Street, very busy too. Even some people maybe go across to the -- go across, shortcut the Fireside community, because we have, see, like, a road, just across our community. And some traffic, if -- Sometime, if they have the heavy traffic, some people will go through this community. So I think that's too close, with the highway in this section. So I think they -- They cannot damage our mature living condition, environment. They cannot do that. They can at least do -- Even, maybe, they can find more money, get more money, go -- Go around, like, behind the Pinnacle High. I think maybe that better, because that area is still land. Government can do more in that area, but not our area. We have so many residents here. They cannot damage our environment. That's what I want to say. Thank you.</p>	No initial response given.	<p>Alternative 3-S was developed based on public requests to bypass the segment of BMB located along the east side of PHS. Although this alternative would satisfy the public's request to isolate traffic from PHS in the immediate future, it scored poorly in regards to most of the evaluation screening criteria. Noteworthy are the inconsistencies with land-use planning that has been adopted by the City of Phoenix, ASLD, Reclamation, and the direct impacts to the Reach 11 Recreation Area. Further explanation of impacts to the Reach 11 Recreation Area under Section 4(f) regulations are available in Chapter IV of the Draft Environmental Assessment (p. 77-91) and on the study website www.blackmountainblvd.com. Although implementing Alternative 3-S may reduce potential conflicts between BMB and school traffic (including pedestrians) in the near term, eventually neighborhoods will develop west of PHS and students would be required to cross the 32nd Street alignment that would be carrying the traffic originally intended for BMB. The estimated costs for Alternative 3-S are approximately double the estimated costs for the other alternatives between SR 51 and Deer Valley Road. The majority of the cost increases associated with Alternative 3-S would be attributable to the bridge length required to span the Reach 11 flood pool. Therefore, Alternative 3-S has been eliminated from further consideration. The modeling of future traffic volumes done for the BMB Study does not show a large difference between the No-Build and Build Alternatives for the daily average number of cars on this segment of Mayo Boulevard by the year 2035 (23,200 versus 26,600). Although the Fireside Elementary property does have frontage along Mayo Boulevard, the primary means of ingress/egress to the school are by Lone Cactus Drive which will continue to have low traffic volumes and vehicle speeds regardless of which alternative is implemented. For students that cross Mayo Boulevard to access the School, there is a marked crosswalk. On schooldays, the speed limit is 15 m.p.h. and a crossing guard and additional signing is provided for this crosswalk. The guard is present 45 minutes prior to the school bell in the morning and for 30 minutes in the afternoon after the final bell rings. The school zone limit of 15 m.p.h. remains in effect for the 45 minutes prior to school, during school hours, and for 30 minutes after school. To address potential pedestrian hazards, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB. One of the purposes in extending the funded portion of the Build Alternative to Pinnacle Peak Road is lessen the problem of cut-through traffic in neighborhoods potentially created by motorists traveling north (as in the given example of 40th Street).</p>

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
42	6/19/2013	Spoken record		Chen	<p>I just talked to the City of Phoenix workers, whatever. We had a long conversation. And it sounded, to me, that the road, right now there's really no big need to construct it. Just because the money is there, we try to take advantage of the money. And, to me, the road -- Taken between the build and no-build option, no-build, in my mind, is the better option just because we can leave the option open that in the future we can still go west. If it's money, it's not an issue, in my mind, and go west is the best option. Because we're planning a brand new road, and there's no reason splitting between the middle school and the elementary school. And our kids' safety is more important than anything else. And I don't want our kid walking through a busy freeway to get to the school. And, for that reason, we are for the no-build. And our second option would be for west. We don't -- We know that, with the west option, it being dropped is mostly because of the money issue; and then some of them is the environmental issue. But that would be our second choice.</p>	No initial response given.	<p>BMB would be constructed in phases. The currently funded portion that would be constructed should the Build Alternative be implemented would improve local circulation and according to the traffic modeling done for this study, benefits would be experienced as soon as 2015. As future development takes place, the segment to the north would be constructed to serve those neighborhoods.</p> <p>Alternative 3-S was developed based on public requests to bypass the segment of BMB located along the east side of PHS. Although this alternative would satisfy the public's request to isolate traffic from PHS in the immediate future, it scored poorly in regards to most of the evaluation screening criteria. Noteworthy are the inconsistencies with land-use planning that has been adopted by the City of Phoenix, ASLD, Reclamation, and the direct impacts to the Reach 11 Recreation Area. Further explanation of impacts to the Reach 11 Recreation Area under Section 4(f) regulations are available in Chapter IV of the Draft Environmental Assessment (p. 77-91) and on the study website www.blackmountainblvd.com. Although implementing Alternative 3-S may reduce potential conflicts between BMB and school traffic (including pedestrians) in the near term, eventually neighborhoods will develop west of PHS and students would be required to cross the 32nd Street alignment that would be carrying the traffic originally intended for BMB. The estimated costs for Alternative 3-S are approximately double the estimated costs for the other alternatives between SR 51 and Deer Valley Road. The majority of the cost increases associated with Alternative 3-S would be attributable to the bridge length required to span the Reach 11 flood pool. Therefore, Alternative 3-S has been eliminated from further consideration. To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB.</p> <p>The modeling of future traffic volumes done for the BMB Study does not show a large difference between the No-Build and Build Alternatives for the daily average number of cars on this segment of Mayo Boulevard by the year 2035 (23,200 versus 26,600). Although the Fireside Elementary property does have frontage along Mayo Boulevard, the primary means of ingress/egress to the school are by Lone Cactus Drive which will continue to have low traffic volumes and vehicle speeds regardless of which alternative is implemented. For students that cross Mayo Boulevard to access the School, there is a marked crosswalk. On schooldays, the speed limit is 15 m.p.h. and a crossing guard and additional signing is provided for this crosswalk. The guard is present 45 minutes prior to the school bell in the morning and for 30 minutes in the afternoon after the final bell rings. The school zone limit of 15 m.p.h. remains in effect for the 45 minutes prior to school, during school hours, and for 30 minutes after school.</p>

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
43	6/19/2013	Spoken record	Layla	Saikley	<p>So I am a resident of Desert Ridge, and I am firmly in support of the no-build option. I do not want my community to be disrupted by these plans to build this road through the neighborhood. I have been a Phoenix resident for over 30 years, and I have seen my neighborhood ruined by the 51 along Shea and Cactus, and I do not want to see this again. I would like other options to be considered first. I would like Cave Creek Road to be built out instead and can be the new 51 road. Neighborhoods will not be disrupted this way.</p>	No initial response given.	<p>BMB would be constructed in phases. The currently funded portion that would be constructed should the Build Alternative be implemented would improve local circulation and according to the traffic modeling done for this study, benefits would be experienced as soon as 2015. As future development takes place, the segment to the north would be constructed to serve those neighborhoods.</p> <p>Alternative 3-S was developed based on public requests to bypass the segment of BMB located along the east side of PHS. Although this alternative would satisfy the public's request to isolate traffic from PHS in the immediate future, it scored poorly in regards to most of the evaluation screening criteria. Noteworthy are the inconsistencies with land-use planning that has been adopted by the City of Phoenix, ASLD, Reclamation, and the direct impacts to the Reach 11 Recreation Area. Further explanation of impacts to the Reach 11 Recreation Area under Section 4(f) regulations are available in Chapter IV of the Draft Environmental Assessment (p. 77-91) and on the study website www.blackmountainblvd.com. Although implementing Alternative 3-S may reduce potential conflicts between BMB and school traffic (including pedestrians) in the near term, eventually neighborhoods will develop west of PHS and students would be required to cross the 32nd Street alignment that would be carrying the traffic originally intended for BMB. The estimated costs for Alternative 3-S are approximately double the estimated costs for the other alternatives between SR 51 and Deer Valley Road. The majority of the cost increases associated with Alternative 3-S would be attributable to the bridge length required to span the Reach 11 flood pool. Therefore, Alternative 3-S has been eliminated from further consideration. To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB.</p> <p>The modeling of future traffic volumes done for the BMB Study does not show a large difference between the No-Build and Build Alternatives for the daily average number of cars on this segment of Mayo Boulevard by the year 2035 (23,200 versus 26,600). Although the Fireside Elementary property does have frontage along Mayo Boulevard, the primary means of ingress/egress to the school are by Lone Cactus Drive which will continue to have low traffic volumes and vehicle speeds regardless of which alternative is implemented. For students that cross Mayo Boulevard to access the School, there is a marked crosswalk. On schooldays, the speed limit is 15 m.p.h. and a crossing guard and additional signing is provided for this crosswalk. The guard is present 45 minutes prior to the school bell in the morning and for 30 minutes in the afternoon after the final bell rings. The school zone limit of 15 m.p.h. remains in effect for the 45 minutes prior to school, during school hours, and for 30 minutes after school.</p>

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
44	6/19/2013	Spoken record		Hurwitz	<p>I live in Aviano. And I'm opposed to building the exit ramp at Black Mountain Boulevard and allowing heavy volume of freeway traffic to exit onto roads near Pinnacle High School and within hundreds of feet of Fireside Elementary School, that my -- that my son could attend. This will increase the volume of traffic into the thousands of cars per hour and possibly endanger our children. I understand we will need -- we will need to relieve congestion with the potential building of additional communities to the north and west of this area. I vote to stop this project in its tracks. I would be in favor of reimagining or reevaluating the needs of the community and this project. I believe the best option is to build west of Pinnacle High School, on land that is not yet developed, and swing this north and east where the road could intersect at the southeast corner of the National Cemetery and equestrian properties. This would preserve our home values. The space -- The open space to the west of Black Mountain Boulevard could be used as a park, community center, or library since this area is lacking those facilities. This is in the State Land Department and the City of Phoenix's hands to correct. It is a more expensive option but well worth it to avoid our schools and still provide or relieve the posing issues. We ask our -- I ask, rather, our councilmen to stop this.</p>	No initial response given.	<p>Alternative 3-S was developed based on public requests to bypass the segment of BMB located along the east side of PHS. Although this alternative would satisfy the public's request to isolate traffic from PHS in the immediate future, it scored poorly in regards to most of the evaluation screening criteria. Noteworthy are the inconsistencies with land-use planning that has been adopted by the City of Phoenix, ASLD, Reclamation, and the direct impacts to the Reach 11 Recreation Area. Further explanation of impacts to the Reach 11 Recreation Area under Section 4(f) regulations are available in Chapter IV of the Draft Environmental Assessment (p. 77-91) and on the study website www.blackmountainblvd.com. Although implementing Alternative 3-S may reduce potential conflicts between BMB and school traffic (including pedestrians) in the near term, eventually neighborhoods will develop west of PHS and students would be required to cross the 32nd Street alignment that would be carrying the traffic originally intended for BMB. The estimated costs for Alternative 3-S are approximately double the estimated costs for the other alternatives between SR 51 and Deer Valley Road. The majority of the cost increases associated with Alternative 3-S would be attributable to the bridge length required to span the Reach 11 flood pool. Therefore, Alternative 3-S has been eliminated from further consideration. To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB.</p> <p>The modeling of future traffic volumes done for the BMB Study does not show a large difference between the No-Build and Build Alternatives for the daily average number of cars on this segment of Mayo Boulevard by the year 2035 (23,200 versus 26,600). Although the Fireside Elementary property does have frontage along Mayo Boulevard, the primary means of ingress/egress to the school are by Lone Cactus Drive which will continue to have low traffic volumes and vehicle speeds regardless of which alternative is implemented. For students that cross Mayo Boulevard to access the School, there is a marked crosswalk. On schooldays, the speed limit is 15 m.p.h. and a crossing guard and additional signing is provided for this crosswalk. The guard is present 45 minutes prior to the school bell in the morning and for 30 minutes in the afternoon after the final bell rings. The school zone limit of 15 m.p.h. remains in effect for the 45 minutes prior to school, during school hours, and for 30 minutes after school. Based upon analysis done within the Phoenix Metropolitan Area and studies conducted elsewhere in the US, traffic on major roads can affect values both negatively and positively for properties in the proximate area. However, in aggregate property values tend to increase based on available data. The value of property is increased through the co-development and existence of well-planned access and transportation infrastructure. The value of homes can vary depending on the buyer; some buyers will pay a premium for close proximity to freeway access while others will pay more for greater isolation from freeways and major streets. It should also be noted that disclosure of plans to construct BMB was made through public reports for the sale of all existing homes in the study area. Market values based on past appraisals have taken these public reports into consideration and reflect plans for the construction of BMB. As BMB remains a planned facility regardless of whether the Build or No-build Alternative is selected, BMB will remain a factor in the formulation of future appraisals.</p>

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
45	6/19/2013	Spoken record	James	Seabold	<p>Well, the major problem I have with what has transpired is that there really hasn't been -- the City of Phoenix really doesn't have a way to plan development of major routes of traffic without depending on the developers to put in the necessary road. And I think most of us know -- anybody that has tried to get from Black Mountain to Cave Creek Road at 8 o'clock in the morning knows that Deer Valley cannot handle the traffic that's going to be coming off the overpass. And when they put the passage through to Pinnacle Peak, that's also one lane and there are no developers that are going to -- in the near future going to be developing north of Deer Valley and Pinnacle Peak. And it took -- it took Tatum Ranch 18 months for their citizen committee to convince the City of Phoenix that rather than go through their community that they should go south of their community with Sonoran Boulevard and now they finally have put that in, but it's only one lane going both ways because they didn't have funding to put two lanes in when they developed it. And so that's going to have to be completely redone in the --in the future. And they tried to get them to put two lanes in going in both ways to the I-17. And also we -- we wondered how much it cost for this informative presentation that we saw tonight and then previous occasions.</p>	No initial response given.	<p>In the first phase of BMB that would be constructed under the Build Alternative, both Deer Valley and Pinnacle Peak Roads will connect to BMB allowing for better distribution of traffic compared to Deer Valley alone being the only east-west connection. Relying upon fees from land developers to fund public transportation infrastructure is currently the only way to amass the necessary funding as tax revenues and other sources would not cover the costs. Traffic modeling done for the study showed the Build Alternative would result in less congestion in for the near-term scenario (2015) with the arterial street network only partially constructed when compared to the No-build Alternative. In other words, reduced congestion is expected immediately following the construction of this project should the Build Alternative be implemented. Although it may take some time for developer-funded segments of arterial streets and additional lanes to be constructed, it is expected that the entire arterial street network of the study area will be fully constructed by 2035.</p> <p>The cost of the video presentation was approximately \$10,000 and the costs of each prior public meeting was approximately \$7,000 in contracted services.</p>

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
46	6/19/2013	Spoken record	Howard	Andari	<p>Hello. I've been a resident of Aviano since May of 2005. And so I've seen the growth in the area quite substantially grow, Fireside and some of the other developments, the condominiums going up and so on. I think that what I've seen with Deer Valley connecting from Tatum all the way through to Cave Creek has done a lot to alleviate the traffic. I think really, though, when you look at what's going on now and this notion that we need to have this traffic from the 51 pouring out into the localized areas and -- and really a lot of the traffic will be transitory, it's going to be traffic that's going to be on its way west because people don't want to be caught in rush hour traffic going west on the 101. You're going to have people who are just curious who are dropping off into the area. Without that connector going up to Cave Creek because the developers are not going to be paying to put in that road until this area is finished, we're just going to have a lot more traffic going through the neighborhood. That means more noise. That means more crime, et cetera, et cetera. I think one of the real sensible solutions is we have a bridge already fully constructed on 64th Street which we can go ahead expand that out, connect that up to Dynamite Road or as far north as you want so you don't have this situation where you have Tatum and Scottsdale as your only alternatives to go north. All that traffic going north, that's not local traffic; those are folks that live way up north, north of Jomax there. So what I suggest is, rather than have this huge project and spend, you know, millions of tax payer dollars, introduce a massive amount of traffic into Aviano and Fireside, let's try to get those roads, maybe even 56th Street constructed north, certainly 64th Street. I think that will go a long way to solving this problem, save money, and keep everybody happy here so we don't have a bunch of crime, traffic, and noise introduced into the neighborhood from the 51. Thank you.</p>	No initial response given.	<p>Making improvements to 56th and/or 64th Street with the intention of those routes being used by current and/or future residents in the study area would not address the traffic problems of the area. Diverting motorists from the study area to 56th and/or 64th Street was not examined as part of this study because residents of the study area would not experience reduced travel times and distances using these routes to access the study area. 56th or 64th Streets are an even greater distance from the indirect routes of Cave Creek Road and Tatum Boulevard that are currently used to travel to and from the study area and State Route 51. Although some redistribution of traffic would occur if motorists were to use 56th or 64th Streets as optional routes, it would provide no relief for the congestion that occurs on the SR 51 ramps and SR 101L between SR 51 and Tatum Boulevard. It is also important to note that the traffic modeling done for this study examined the entire system of freeways and arterial streets and with the anticipated development of land along 56th or 64th Streets, those routes would not have the reserve capacity to handle their local traffic with the addition of traffic coming to or from the BMB study area.</p> <p>A purpose of constructing a connection to State Route 51 is serve the residents of the study area and not to only provide a means for motorist to cut-through on their way to destinations outside of the study area. Most of the traffic on BMB in the future is projected to be local traffic.</p> <p>Crime changes are influenced by a wide variety of factors and it would be difficult to determine whether a new point of freeway access would have any effect. The City of Phoenix Police Department does not have any statistics specific to crime adjacent to freeways. Based on the experience of the Phoenix Police, there does not appear to be any correlation between crime rates, freeways, or freeway access. Crime seems to be more related to what is built adjacent to arterial streets and freeways. For general matters regarding crime and law enforcement, the Phoenix Police Department Black Mountain Precinct can be contacted at (602) 495-5002. Speeding is also a law enforcement issue and the surrounding community is encouraged to work with the Police Department to enforce safety. If your concern is in regards to vehicles speeding in your area, please call 534-SPEED or 534-7733.</p> <p>The City of Phoenix has a policy and practice of not constructing traffic noise walls for residences along its arterial street network. In general, walls are the responsibility of the property owner. Constructing walls taller than six feet to effectively reduce traffic noise would not be permitted due to the City Ordinance (Section 703 [Landscaping, Fences, and Walls]). Breaks in walls required for side streets, driveways, utilities and drainage would reduce their noise-reduction properties rendering them ineffective and an unjustifiable project expense.</p>

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
47	6/19/2013	Spoken record	Doug	Dixon	<p>Hi. My name is Doug Dixon. I have been a resident of Desert Ridge for 13 years now. I'm also the president of the Desert Ridge Community Association. I'm not here tonight representing the Desert Ridge Community Association, but just would like to add my opinion, some factors that we have seen. This is the eighteenth meeting that I have attended on this particular road. That means that this is a pretty big deal. This could impact our community and it's never going to be the same. Once this road starts, it will never, ever be the same. I think that's the first thing that you need to consider with this. If we are going to build that road, there are going to be negative effects. There will be positive effects as well. But as an association we have not taken a position, Desert Ridge has not, because really the results have been kind of bifurcated. Those people that are to the east side of Tatum, they will benefit. Those are the people that are going to find Tatum is a lot less congested; they will get home. They have none of the negative effects that people that are living to the west side of Tatum Boulevard would feel. Those people in Fireside, people in Aviano, Wildcat Ridge, Tatum Ranch, they are all going to be negatively impacted by this road. That's not to say that there aren't positives. There are many things that are positive about the road. But with it comes congestion, pollution, crime, and the other negative things that have been mentioned. Our focus, as an association, has been to try to affect those negative things, to reduce the negative items. And we have fought hard for several different items, including slowing down the traffic in front of the high school, putting in a pedestrian bridge, allowing the traffic to leave Pinnacle High School to the east -- or excuse me, to the west so that it can get out to Deer Valley Road. We also have requested that there would be the road extended. One of the main features that I think has to be done is that road needs to be extended all the way up to Pinnacle Peak.</p> <p>(continued on next page)</p>	No initial response given.	<p>The implementation of the Build Alternative will include the aforementioned safety enhancements as well as the extension of BMB to Pinnacle Peak. When the Build and No-Build Alternatives are compared, air quality modeling shows an improvement in air quality is expected if the Build Alternative is implemented due to the increases in efficiency of the roadway network that would result in more direct routes and less congestion with stationary vehicles idling. Crime changes are influenced by a wide variety of factors and it would be difficult to determine whether a new point of freeway access would have any effect. The City of Phoenix Police Department does not have any statistics specific to crime adjacent to freeways. Based on the experience of the Phoenix Police, there does not appear to be any correlation between crime rates, freeways, or freeway access. Crime seems to be more related to what is built adjacent to arterial streets and freeways. For general matters regarding crime and law enforcement, the Phoenix Police Department Black Mountain Precinct can be contacted at (602) 495-5002. Speeding is also a law enforcement issue and the surrounding community is encouraged to work with the Police Department to enforce safety. If your concern is in regards to vehicles speeding in your area, please call 534-SPEED or 534-7733.</p>

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
					(continued from previous page) If you don't, we cannot handle the traffic on Deer Valley. And, if you have attended any of these meetings, you have heard me get up and say, that if you don't extend this all the way up to Pinnacle Peak, it will be like putting a freeway into a cul-de-sac. So I think it's critical that we do that. I think it's critical that all seven of the features that are for traffic calming, for safety, those need to be -- those need to be kept. If we build this road, let's minimize the negative impacts. Those are the things I want to say.		
48	6/19/2013	Spoken record	Raj		Good evening. If you take the intersection of Tatum and Deer Valley, you all know it's a really busy intersection, especially during rush hour. And whenever I go to my work to get to 51 or even take local to drop my kids off to school, anywhere from 7:00 to 8:30, it takes 10 to 15 minutes just to go a quarter mile and this is at today's density where Desert Ridge has three to five houses per acre. One parcel right behind Walgreens, that large parcel that is not yet sold, is slated for very high density, about 11 houses per acre. And it's a mixed use. There will be offices. So there will be office traffic. Two hotels are being built so they will add to traffic. And all that traffic will come out of Tatum. So it's just not built for that kind of density. The exit on 101, there's Cave Creek and there's Tatum. In between for about two and a half to three miles there's no other exit. So people who live in this area who need to go downtown, take 51, it takes a long time. It adds to the pollution because you're driving much longer. So it's important that -- that the exit off of 51 is built so that whoever wants to go downtown, whoever wants to go south, can get to it quickly, saves time and saves the environment. I think it's really important for the traffic situation, too.	No initial response given.	In support of Build Alternative; comment noted.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
49	6/19/2013	Spoken record	Robert	Latham	<p>I want to address the concern about the impact to the -- the neighborhoods surrounding this. When you extend a highway, I know it's called a boulevard in traffic terms, but to me it's -- it's really a highway is being extended through the residential streets. Today I see a lot of congestion outside the school. And while I, like many people, agree that there needs to be some relief on Tatum, I'm not sure this is really going to provide the relief because in the mornings I can see the traffic backing all the way up to the 51 exit. So that's my first concern. My second concern is: I noticed today that -- that Mayo and 40th are kind of high-speed runs if you live to the east of Phoenix -- of Pinnacle High School. And I see a lot of high-speed traffic coming through 40th onto Mayo, so I'm kind of wondering, there's been a lot of good import around the pedestrian bridge. But what's going to happen is, when you get huge congestion, a lot of traffic is going to just cut through Mayo. There's actually a school there. It doesn't seem to really be noticed in these documents. There's a school with a crossing a hundred yards away from the intersection, so we're going to get a lot of traffic through Mayo and 40th, so I'd really like to see what traffic calming and safety measures are going to be put on for the rest of the Fireside streets because it's inevitable that traffic will flow through Fireside.</p>	No initial response given.	<p>BMB under the Build or No-build Alternative will not be a freeway and its traffic capacity, speeds, and functional characteristics will be that of an arterial street. The modeling of future traffic volumes done for the BMB Study does not show a large difference between the No-Build and Build Alternatives for the daily average number of cars on this segment of Mayo Boulevard by the year 2035 (23,200 versus 26,600). Although the Fireside Elementary property does have frontage along Mayo Boulevard, the primary means of ingress/egress to the school are by Lone Cactus Drive which will continue to have low traffic volumes and vehicle speeds regardless of which alternative is implemented. For students that cross Mayo Boulevard to access the School, there is a marked crosswalk. On school days, the speed limit is 15 m.p.h. and a crossing guard and additional signing is provided for this crosswalk. The guard is present 45 minutes prior to the school bell in the morning and for 30 minutes in the afternoon after the final bell rings. The school zone limit of 15 m.p.h. remains in effect for the 45 minutes prior to school, during school hours, and for 30 minutes after school. One of the purposes in extending the funded portion of the Build Alternative to Pinnacle Peak Road is lessen the problem of cut-through traffic in neighborhoods (such as the provided example of Fireside) potentially created by motorists traveling north.</p>

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
50	6/19/2013	Spoken record	Terry	Coult	<p>Good afternoon. My name is Terry Coult. I actually had some prepared document -- or comments to make. The good news is some of my concerns have been eliminated or at least addressed. The best comment I heard came from Doug. And his comment dealt with once that off-ramp is put in place, our neighborhood changes forever. So let me give you some examples of what our neighborhood is like today and let's talk about Deer Valley. Deer Valley right now is basically a six-lane road as it moves west from Tatum. The posted speed limit is 40 miles an hour. That 40 miles an hour means you can't drive any slower than 40. So having said that, we know that as this is built out, that street, too, may be posted at 25 or 35. It's my belief that that traffic will move much quicker through that area as they go north. The concern is very valid that I've heard made as far as congestion, congestion at Tatum, I'm assuming that's also true of Cave Creek. Real -- that -- that's real. But here -- here is the thing that puzzles me: How come the study basically took into consideration the area east -- or, excuse me, west of Tatum and east of Cave Creek? Earlier commented on was the 64th Street, 56th Street. And no one has commented on the fact that the build out, as it goes north, will intersect with Tatum Boulevard roughly a mile south of where Tatum and Cave Creek already intersect. So why would it be that our neighborhood should be impacted negatively because of this rush of traffic that will be heading north when we already have existing roads that could help alleviate that problem? And as an earlier speaker pointed out, a lot of that traffic is basically headed north anyway. It's just pass-through traffic. So I would like to encourage the association and the people involved with the development of this project to adopt the no -- the no build out proposal. And then I think another study needs to be implemented that takes into consideration the effects of the 56th Street build out and the 64th Street build out. Thanks for your time.</p>	No initial response given.	<p>Making improvements to 56th and/or 64th Street with the intention of those routes being used by current and/or future residents in the study area would not address the traffic problems of the area. Diverting motorists from the study area to 56th and/or 64th Street was not examined as part of this study because residents of the study area would not experience reduced travel times and distances using these routes to access the study area. 56th or 64th Streets are an even greater distance from the indirect routes of Cave Creek Road and Tatum Boulevard that are currently used to travel to and from the study area and State Route 51. Although some redistribution of traffic would occur if motorists were to use 56th or 64th Streets as optional routes, it would provide no relief for the congestion that occurs on the SR 51 ramps and SR 101L between SR 51 and Tatum Boulevard. It is also important to note that the traffic modeling done for this study examined the entire system of freeways and arterial streets and with the anticipated development of land along 56th or 64th Streets, those routes would not have the reserve capacity to handle their local traffic with the addition of traffic coming to or from the BMB study area.</p> <p>A purpose of constructing a connection to State Route 51 is serve the residents of the study area and not to only provide a means for motorist to cut-through on their way to destinations outside of the study area. Most of the traffic on BMB in the future is projected to be local traffic.</p>

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
51	6/19/2013	Spoken record	Tracy	McKinney	I do not like talking in a group. I know most of this has to be considered at a macro level and how it's going to impact traffic in a lot of areas, so my -- my questions or comments are more on the small scale. But I guess what I don't understand or what I want to comment on is: Why they would build this on the east side of Pinnacle High School where you have neighborhoods built and you also have an elementary school that's right on the east side of Pinnacle High School, versus the west side where on the west side right now there aren't any residences? And I know, when you reach Pinnacle Peak, they are building new homes, but -- and I don't know how that affects it, but -- so that's my comment. And I like the idea, I hadn't heard this before, about 56th Street or 64th Street being considered. So that's all.	No initial response given.	Alternative 3-S was developed based on public requests to bypass the segment of BMB located along the east side of PHS. Although this alternative would satisfy the public's request to isolate traffic from PHS in the immediate future, it scored poorly in regards to most of the evaluation screening criteria. Noteworthy are the inconsistencies with land-use planning that has been adopted by the City of Phoenix, ASLD, Reclamation, and the direct impacts to the Reach 11 Recreation Area. Further explanation of impacts to the Reach 11 Recreation Area under Section 4(f) regulations are available in Chapter IV of the Draft Environmental Assessment (p. 77-91) and on the study website www.blackmountainblvd.com . Although implementing Alternative 3-S may reduce potential conflicts between BMB and school traffic (including pedestrians) in the near term, eventually neighborhoods will develop west of PHS and students would be required to cross the 32nd Street alignment that would be carrying the traffic originally intended for BMB. The estimated costs for Alternative 3-S are approximately double the estimated costs for the other alternatives between SR 51 and Deer Valley Road. The majority of the cost increases associated with Alternative 3-S would be attributable to the bridge length required to span the Reach 11 flood pool. Therefore, Alternative 3-S has been eliminated from further consideration. Making improvements to 56th and/or 64th Street with the intention of those routes being used by current and/or future residents in the study area would not address the traffic problems of the area. Diverting motorists from the study area to 56th and/or 64th Street was not examined as part of this study because residents of the study area would not experience reduced travel times and distances using these routes to access the study area. 56th or 64th Streets are an even greater distance from the indirect routes of Cave Creek Road and Tatum Boulevard that are currently used to travel to and from the study area and State Route 51. Although some redistribution of traffic would occur if motorists were to use 56th or 64th Streets as optional routes, it would provide no relief for the congestion that occurs on the SR 51 ramps and SR 101L between SR 51 and Tatum Boulevard. It is also important to note that the traffic modeling done for this study examined the entire system of freeways and arterial streets and with the anticipated development of land along 56th or 64th Streets, those routes would not have the reserve capacity to handle their local traffic with the addition of traffic coming to or from the BMB study area.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
52	6/19/2013	Spoken record	Andy	Spilam	<p>Andy Spilam. Hello. I think I speak for the silent majority. Obviously, everybody here tonight is concerned about, you know, the traffic and the additional traffic that might be going north. But the reality is progress is happening, houses are being built, people are living here. And the reality is it's much easier to access and get south. There's a lot of people that live in this area that work downtown, and for most of us, we've got to go out of our way to access anything north and south. So it would alleviate a lot of traffic right now that runs through Tatum and goes through Cave Creek. The reality is these people are coming, the additional traffic is happening and so 64th and 56th really don't alleviate that traffic. There are a lot of people in this area that do work south and do have a need to access and would like not to have to drive through, like Raj had mentioned, would not like to have to drive through all the additional traffic that's flowing through Tatum -- or, yeah, Tatum. There's going to be a lot of extra traffic. There's a lot of multifamily, a lot of city north traffic that's going to continue to grow that congestion. I think I speak for the silent majority that aren't probably here tonight that would like to see that go through.</p>	No initial response given.	In support of Build Alternative; comment noted.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
53	6/19/2013	Spoken record	Dan	Osrin	<p>Thank you. And my comments are going to echo a little bit of what he said a couple before. And, yes, I do think that we need to alleviate traffic on Tatum. No doubt about it. But the option to the west of the high school, I think, makes a lot of sense. I know there were some cost prohibitive studies done, but a lot those looked at the fly-over bridges rather than box culverts, so I think there were some cheaper ways to do it than -- than the study provided. In addition, I just really worry about the children's safety from Aviano, Fireside, and Wildcat Ridge who are going to be crossing this street to get to Pinnacle High School and those children within Fireside going to Fireside Elementary. If -- If the road were put to the west of the high school, it would alleviate most of those concerns.</p>	No initial response given.	<p>Alternative 3-S was developed based on public requests to bypass the segment of BMB located along the east side of PHS. Although this alternative would satisfy the public's request to isolate traffic from PHS in the immediate future, it scored poorly in regards to most of the evaluation screening criteria. Noteworthy are the inconsistencies with land-use planning that has been adopted by the City of Phoenix, ASLD, Reclamation, and the direct impacts to the Reach 11 Recreation Area. Further explanation of impacts to the Reach 11 Recreation Area under Section 4(f) regulations are available in Chapter IV of the Draft Environmental Assessment (p. 77-91) and on the study website www.blackmountainblvd.com. Although implementing Alternative 3-S may reduce potential conflicts between BMB and school traffic (including pedestrians) in the near term, eventually neighborhoods will develop west of PHS and students would be required to cross the 32nd Street alignment that would be carrying the traffic originally intended for BMB. The estimated costs for Alternative 3-S are approximately double the estimated costs for the other alternatives between SR 51 and Deer Valley Road. The majority of the cost increases associated with Alternative 3-S would be attributable to the bridge length required to span the Reach 11 flood pool. Therefore, Alternative 3-S has been eliminated from further consideration. Although Alternative 3 (west of PHS) would satisfy the public's request to isolate traffic from PHS, it scored poorly in regards to most of the criteria. Noteworthy are the inconsistencies with land-use planning that has been adopted by the City of Phoenix, ASLD, Reclamation, and the direct impacts to the Reach 11 Recreation Area. The estimated costs for Alternative 3-S are approximately double the estimated costs for the other alternatives between SR 51 and Deer Valley Road. The majority of the cost increases associated with Alternative 3-S would be attributable to the bridge length required to span the Reach 11 flood pool. Therefore, Alternative 3-S has been eliminated from further consideration. Furthermore, as more land is developed in the study area, children will be coming from the west and would need to cross BMB even if it were moved to the 32nd Street alignment. To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes slower speed ramps, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB.</p>

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
54	6/19/2013	Spoken record	Ron	Bookholder	<p>Hi. I've been coming to Arizona now since about 2004 originally and moved over to Fireside, and I have a daughter and some grandchildren there. And I think I'm aware of the concerns about the negative impacts. I experienced where I came from and lived for 34 years, was on the city council, and am somewhat familiar with how it operates to get funds. There are several things that I have concerns about the impact. One of the things that I was told before, I don't know if it's accurate, but that because of some federally-owned land, we cannot access going the other side of the high school, which obviously would be the optimum for the neighborhoods that are involved. I kind of support the -- the new roadway to come through here. I'm not sure if I'm retired or not at this moment in time. I am momentarily but may look for work so it maybe doesn't affect me as much because I can go and come without -- and avoid probably the rush-hour traffic. But there's another major point. This is federally funded, 70 percent. If, in fact, we do not undertake this at this time, my understanding is that we will lose the federal funding and it will be allocated elsewhere. And then, when the congestion comes in right across 40th from Fireside, there's a huge development, around 366 acres, and my concern is it's not going to just impact the rush-hour traffic, it's going to impact everything. I think the alternate plan that they have developed seems to me to address some of the needs. There are still going to be negative impact, but I would support that because, if you don't undertake it now, wait till 10 years from now when your kids are a little bit older and the traffic is going to be congested throughout the neighborhood and you're not going to be able to get anywhere very, very quickly at all.</p> <p>(continued on next page)</p>	No initial response given.	In support of Build Alternative; comment noted.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
					(continued from previous page) So I think the alternative that's proposed is one that should be adopted for so many reasons even though there are some negative impacts. And I think also that the suggestions of 64th Street and some of the other alternatives are probably too far away to really help the people in this neighborhood when they start building as they already are on Deer Valley. Up here there's another sub that's going in and those things are going to be developed soon. Thank you.		
55	6/19/2013	Spoken record	Tivon	Moffitt	Hi. My name Tivon Moffitt. I'm a Phoenix native. I've lived in Aviano for just over a year, kind of really brand new to what's going on here. I've got a 10-and-a-half-month-old daughter. It just scares me that she would have to walk and cross this traffic. I mean, it seems to be a no-brainer from a planning system that this roadway and -- and highway is really what it is needs to be built on the west side of Pinnacle High School. I biked to high school. I lived in Phoenix, biked to Chaparral. I can't imagine my daughter just living right here biking to the high school with all that traffic. So I really would like to see this, if this road is built, that it be built to the west, not by the high school. Thank you.	No initial response given.	Alternative 3-S was developed based on public requests to bypass the segment of BMB located along the east side of PHS. Although this alternative would satisfy the public's request to isolate traffic from PHS in the immediate future, it scored poorly in regards to most of the evaluation screening criteria. Noteworthy are the inconsistencies with land-use planning that has been adopted by the City of Phoenix, ASLD, Reclamation, and the direct impacts to the Reach 11 Recreation Area. Further explanation of impacts to the Reach 11 Recreation Area under Section 4(f) regulations are available in Chapter IV of the Draft Environmental Assessment (p. 77-91) and on the study website www.blackmountainblvd.com . Although implementing Alternative 3-S may reduce potential conflicts between BMB and school traffic (including pedestrians) in the near term, eventually neighborhoods will develop west of PHS and students would be required to cross the 32nd Street alignment that would be carrying the traffic originally intended for BMB. The estimated costs for Alternative 3-S are approximately double the estimated costs for the other alternatives between SR 51 and Deer Valley Road. The majority of the cost increases associated with Alternative 3-S would be attributable to the bridge length required to span the Reach 11 flood pool. Therefore, Alternative 3-S has been eliminated from further consideration. Although there is undeveloped land seemingly available in the study area and vicinity, it is not readily or freely available for the City to construct roads on it. Much of the undeveloped land is owned by parties other than the City (Arizona State Land Department, Bureau of Reclamation, and Department of Veterans Affairs, for examples) and is committed to planned development or set aside for uses that are not compatible with an arterial street. In cases, such as Reach 11 owned by the Bureau of Reclamation, there are statutory or regulatory restrictions that make constructing BMB through the property infeasible. Furthermore, moving the BMB alignment or attempting to shift traffic to other arterial alignments, such as with Alternative 3-S, does not directly address the transportation needs of the study area and would create other environmental consequences that in many resource categories would be equal to or worse than the currently proposed Build and No-build Alternatives. To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
56	6/19/2013	Spoken record	Raj	Shah	<p>So the biggest concern -- there are two concerns. The biggest concern is that traffic congestion for people who live in Desert Ridge, there are only two exits to get to 101, either Tatum Boulevard or 51 -- I'm sorry, Tatum Boulevard or Cave Creek Road and then there's three miles of distance between these two. So people living between these two exits are sort of landlocked, and some living in the middle have to make a big round loop to get to 51. It's important that another exit off of 51 be made and connect -- be connected to Black Mountain Boulevard which will solve the traffic congestion. Right now it takes a long time because most of the traffic goes to Tatum Boulevard. There's still land that is slated to be developed in the future and that will only add traffic to all the busy streets. It's very important that we give room to this traffic and the cars that want to get to 51. That additional exit connection from 51 to Black Mountain Boulevard will alleviate that traffic congestion. Not only that, it will also alleviate the pollution, because now cars will be traveling for less distance, so they will be emitting less amounts of pollutants in the environment. The second concern is: If this ramp for 51 to Black Mountain Boulevard is built, where should it be built? One option was the east of Pinnacle Peak High School and west of -- west of the new elementary school that's called Fireside Elementary, so which poses safety concerns for children. There is a lot of planned development that's open west of Pinnacle High School and, if the ramp is built over there, that will alleviate the safety concerns. My strong recommendation is, one, just build that ramp from 51 connecting to Black Mountain Boulevard, number two, build it west of Pinnacle High School, not east.</p> <p>Thank you.</p>	No initial response given.	<p>Alternative 3-S was developed based on public requests to bypass the segment of BMB located along the east side of PHS. Although this alternative would satisfy the public's request to isolate traffic from PHS in the immediate future, it scored poorly in regards to most of the evaluation screening criteria. Noteworthy are the inconsistencies with land-use planning that has been adopted by the City of Phoenix, ASLD, Reclamation, and the direct impacts to the Reach 11 Recreation Area. Further explanation of impacts to the Reach 11 Recreation Area under Section 4(f) regulations are available in Chapter IV of the Draft Environmental Assessment (p. 77-91) and on the study website www.blackmountainblvd.com. Although implementing Alternative 3-S may reduce potential conflicts between BMB and school traffic (including pedestrians) in the near term, eventually neighborhoods will develop west of PHS and students would be required to cross the 32nd Street alignment that would be carrying the traffic originally intended for BMB. The estimated costs for Alternative 3-S are approximately double the estimated costs for the other alternatives between SR 51 and Deer Valley Road. The majority of the cost increases associated with Alternative 3-S would be attributable to the bridge length required to span the Reach 11 flood pool. Therefore, Alternative 3-S has been eliminated from further consideration. Although there is undeveloped land seemingly available in the study area and vicinity, it is not readily or freely available for the City to construct roads on it. Much of the undeveloped land is owned by parties other than the City (Arizona State Land Department, Bureau of Reclamation, and Department of Veterans Affairs, for examples) and is committed to planned development or set aside for uses that are not compatible with an arterial street. In cases, such as Reach 11 owned by the Bureau of Reclamation, there are statutory or regulatory restrictions that make constructing BMB through the property infeasible. Furthermore, moving the BMB alignment or attempting to shift traffic to other arterial alignments, such as with Alternative 3-S, does not directly address the transportation needs of the study area and would create other environmental consequences that in many resource categories would be equal to or worse than the currently proposed Build and No-build Alternatives.</p> <p>To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB.</p>

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
57	6/19/2013	Spoken record	Sandeep	Desai	<p>My name is Sandeep Desai. And my concern is the road coming in front of the high school. Also, it seems that a two-lane highway right in -- a two-lane street right in front of the high school is -- you're asking for trouble, a safety concern. I understand that there have been some concerns alleviated by the pedestrian bridge, but no traffic alleviation concerns have been done. I would like to understand why the option to go west of Pinnacle High School was taken off the board. I've heard some comments that there is a park that -- and one of the requirements of this is that the park not be impacted if there is a prudent alternative. I would like to understand what does "prudent" really mean? How many lives will have to be lost? Even a single life of a student should not be considered, non-prudent. I think it is prudent to go behind, west of Pinnacle Peak High School, and come around into. I support the project to alleviate the traffic concerns and going into the future, but we need to really have a focus on what is the impact to the high school with having a two-lane off-ramp coming off of a major -- a major highway into going north, which is only, in the future, going to expand. So no traffic is going to lessen up in front of the high school, it's just going to be more and more.</p>	No initial response given.	<p>To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB.</p> <p>Alternative 3-S was developed based on public requests to bypass the segment of BMB located along the east side of PHS. Although this alternative would satisfy the public's request to isolate traffic from PHS in the immediate future, it scored poorly in regards to most of the evaluation screening criteria. Noteworthy are the inconsistencies with land-use planning that has been adopted by the City of Phoenix, ASLD, Reclamation, and the direct impacts to the Reach 11 Recreation Area. Further explanation of impacts to the Reach 11 Recreation Area under Section 4(f) regulations are available in Chapter IV of the Draft Environmental Assessment (p. 77-91) and on the study website www.blackmountainblvd.com. Although implementing Alternative 3-S may reduce potential conflicts between BMB and school traffic (including pedestrians) in the near term, eventually neighborhoods will develop west of PHS and students would be required to cross the 32nd Street alignment that would be carrying the traffic originally intended for BMB. The estimated costs for Alternative 3-S are approximately double the estimated costs for the other alternatives between SR 51 and Deer Valley Road. The majority of the cost increases associated with Alternative 3-S would be attributable to the bridge length required to span the Reach 11 flood pool. Therefore, Alternative 3-S has been eliminated from further consideration. Feasible and <i>prudent</i> avoidance alternatives are defined as those that avoid using any Section 4(f) property and do not cause other severe problems of a magnitude that substantially outweigh the importance of protecting the Section 4(f) property.</p>

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
58	6/19/2013	Spoken record	Anonymous		I live in Aviano and greatly oppose the build alternative. I feel this neighborhood is isolated and protected and this is one of the best features of this community. I have lived in Phoenix for over 30 years and have seen what the State Route 51 has done to the homes around it. The value of those homes are negatively affected. The value of the homes in Wildcat Ridge, Fireside, and Aviano will be negatively impacted. Cave Creek Road should be reconsidered as a State Route 51 connection or 56th Street or 64th Street. Please reconsider and do not build the Black Mountain Boulevard.	No initial response given.	<p>Based upon analysis done within the Phoenix Metropolitan Area and studies conducted elsewhere in the US, traffic on major roads can affect values both negatively and positively for properties in the proximate area. However, in aggregate property values tend to increase based on available data. The value of property is increased through the co-development and existence of well-planned access and transportation infrastructure. The value of homes can vary depending on the buyer; some buyers will pay a premium for close proximity to freeway access while others will pay more for greater isolation from freeways and major streets. It should also be noted that disclosure of plans to construct BMB was made through public reports for the sale of all existing homes in the study area. Market values based on past appraisals have taken these public reports into consideration and reflect plans for the construction of BMB. As BMB remains a planned facility regardless of whether the Build or No-build Alternative is selected, BMB will remain a factor in the formulation of future appraisals.</p> <p>Making improvements to 56th and/or 64th Street with the intention of those routes being used by current and/or future residents in the study area would not address the traffic problems of the area. Diverting motorists from the study area to 56th and/or 64th Street was not examined as part of this study because residents of the study area would not experience reduced travel times and distances using these routes to access the study area. 56th or 64th Streets are an even greater distance from the indirect routes of Cave Creek Road and Tatum Boulevard that are currently used to travel to and from the study area and State Route 51. Although some redistribution of traffic would occur if motorists were to use 56th or 64th Streets as optional routes, it would provide no relief for the congestion that occurs on the SR 51 ramps and SR 101L between SR 51 and Tatum Boulevard. It is also important to note that the traffic modeling done for this study examined the entire system of freeways and arterial streets and with the anticipated development of land along 56th or 64th Streets, those routes would not have the reserve capacity to handle their local traffic with the addition of traffic coming to or from the BMB study area.</p> <p>There are physical and capacity constraints on Cave Creek Road that would make expansion of that facility alone infeasible to handle future traffic demands.</p>

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
59	6/19/2013	E-mail	Tony	Ardizzone	<p>Here is my proxy vote for the black mountain Blvd. realignment project. My permanent residence is at 22314 N. 36th Street, Phoenix, AZ 85050. I am vehemently opposing this realignment along Black Mountain Blvd. for several reasons. They are as follows:</p> <ol style="list-style-type: none"> 1. Community/neighborhood Safety: With the freeway coming along Black Mountain Freeway, I am extremely concerned of the increase in crime. Perpetrator's from anywhere in the valley can expeditiously come into our community and rob homes or a home invasion can occur much easier with the easy access to this new realignment into our safe neighborhood. 2. Street Safety: Black Mountain Blvd. from Deer Valley North is extensively used for walking, jogging and bike riding. Creating a multi-lane road will create a more dangerous environment for our families from traffic safety due to increased density to the area. 3. Noise Pollution: Increased traffic to the immediate area will impact our quality of living. <p>ALTERNATIVE SOLUTION: Move the realignment approximately 1/2-1 mile west at Deer Valley road off of Black Mountain Boulevard (Near Reach 11 area) and take the realignment north approximately 5 miles as planned through the Arizona State Land area. This land and realignment can be easily altered through imposing an intra-state eminent domain recapture from the approximate 150 acres of unused land area that the State of Arizona has no plans to sell in the next decade. Furthermore, moving the realignment west onto the State of Arizona Land will create another valuable commercial land area abutting the freeway just like at the corner at Tatum and Deer Valley currently experiences. This would be a win-win for the State of Arizona and the residents of Aviano. Further described as ... From the suggested Round-a-Bout at Deer Valley Road and Black Mountain Blvd. go west 1 mile (Near Reach 11 area) and then go North approximately 5 miles to Jomax as planned through the Arizona State Land area to the west of Aviano. A neighborhood petition with signatures will also be put together in the very near future to oppose this realignment past our community.</p>	No initial response given.	<p>Crime changes are influenced by a wide variety of factors and it would be difficult to determine whether a new point of freeway access would have any effect. The City of Phoenix Police Department does not have any statistics specific to crime adjacent to freeways. Based on the experience of the Phoenix Police, there does not appear to be any correlation between crime rates, freeways, or freeway access. Crime seems to be more related to what is built adjacent to arterial streets and freeways. For general matters regarding crime and law enforcement, the Phoenix Police Department Black Mountain Precinct can be contacted at (602) 495-5002. Speeding is also a law enforcement issue and the surrounding community is encouraged to work with the Police Department to enforce safety. If your concern is in regards to vehicles speeding in your area, please call 534-SPEED or 534-7733.</p> <p>Traffic in the study area is expected to increase regardless of whether the Build or No-build Alternative is implemented. To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes slower speed ramps, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB.</p> <p>An arterial street network based on approximate one-mile spacing is common in the City of Phoenix and neighborhoods bordering arterial streets normally remain vital and function without disruption. Traffic noise is expected to increase as traffic is expected to increase in the future with the growth of population and employment in the study area.</p> <p>Although there is undeveloped land seemingly available in the study area and vicinity, it is not readily or freely available for the City to construct roads on it. Much of the undeveloped land is owned by parties other than the City (Arizona State Land Department, Bureau of Reclamation, and Department of Veterans Affairs, for examples) and is committed to planned development or set aside for uses that are not compatible with an arterial street. In cases, such as Reach 11 owned by the Bureau of Reclamation, there are statutory or regulatory restrictions that make constructing BMB through the property infeasible. Furthermore, moving the BMB alignment or attempting to shift traffic to other arterial alignments, such as with Alternative 3-S, does not directly address the transportation needs of the study area and would create other environmental consequences that in many resource categories would be equal to or worse than the currently proposed Build and No-build Alternatives.</p>

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
60	6/19/2013	E-mail	Nirek	Rastogi	I would like to proceed with the build alternative but would like to see better access to the High School as traffic during High School morning rush causes many delays and traffic increases over the next few years would make this worse. Please address this issue.	No initial response given.	Part of the Build Alternative, should it be implemented, is constructing a new access to PHS from Deer Valley Road. This will allow for the student pick-up and drop-off zone to move to Mayo Boulevard west of BMB and will alleviate the congestions and potential conflicts with through-traffic on BMB.
61	6/19/2013	Letter	Claudia	Cocco et al.	Reference attached letter from Cocco and Dick (attached due to length of content)	No initial response given.	Relying upon fees from land developers to fund public transportation infrastructure is currently the only way to amass the necessary funding as tax revenues and other sources would not cover the costs. Segments of BMB north of Pinnacle Peak Road will be constructed as adjacent State Trust Land is auctioned and developed. The City of Phoenix has a policy and practice of not constructing traffic noise walls for residences along its arterial street network. In general, walls are the responsibility of the property owner. Constructing walls taller than six feet to effectively reduce traffic noise would not be permitted due to the City Ordinance (Section 703 [Landscaping, Fences, and Walls]). Breaks in walls required for side streets, driveways, utilities and drainage would reduce their noise-reduction properties rendering them ineffective and an unjustifiable project expense. Street lighting on BMB will be required to meet City code. There will be no restrictions on BMB for heavy trucks. The percentage of heavy trucks during the daily periods of heaviest traffic is expected to be no greater than 3% of the total traffic composition. Alternative 2-N was eliminated from further consideration because of the impacts to current plans developed by the Arizona State Land Department (ASLD). ASLD has completed initial planning for most of the land occurring south of Tatum Highlands Subdivision as part of the Azara Master Plan. Many of the current roadway alignments were jointly developed with the future residential developments planned for State Trust lands. It is understood by parties including ASLD, City of Phoenix, permitting agencies such as the US Army Corps of Engineers, and the public, that these streets will be constructed in the mutually agreed upon location as reflected in the Phoenix General Plan. Under the implementation of Alternative 2-N, substantial changes to these plans would be required. Furthermore, ASLD would not meet its fiduciary duties to optimize economical return due to the sunk costs of previous plans that would be abandoned or amended, and ASLD and Phoenix would be required to shoulder the additional costs of permitting and conducting public involvement efforts for revised or new plans. In addition, the fracturing of State Trust land parcels in the study area would diminish their sale values and create conflicts with the already constructed overhead and buried utilities that follow the BMB General Plan alignment in anticipation of its planned construction. Similar to Alternative 2-N, Alternative 3-N would substantially impact the approved development plans for State Trust lands as described above for Alternative 2-N. In addition, it would have greater potential to impact the Cave Buttes Dike #2 and would need to comply with specific requirements to not breach the dike or alter the capacity of its stormwater impoundment. Spur Drive appears to be too close to the future intersection of BMB and Jomax and would not be permitted to connect with BMB.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
62	6/20/2013	E-mail	James	Chen	The round-about being put into the build design alternative will become a bottle neck during rush hour and HYW 51 will be backed up during the rush hour just like the happy valley round about just off I-17. The differences is there is on other outlet at happy valley/I-17, around here the heavily increased traffic will zip through neighborhood streets to get away from the traffic jam and will significantly increase the through traffics in nearby fireside and Aviano subdivisions, create additional noise, air pollution and safety hazard to the residents in these neighborhoods. The proposed freeway runs right through a high school and an elementary school, it's a huge safety concerns/hazard for the kids go to both schools and seems like accidents waiting to happen, if anything does happen, hope the city will be liable for the poor design it comes up just to save the initial cost of building it. Extremely disappointed to see the alternative that goes to the west of high school being dropped prematurely, it seems to be the best of all options that presented, solves most of the issues neither final alternative can, I strongly urge the city to revisit the west of high school alternative before moving forward with either current design, challenge the design team to take fresh approach and come up with a creative/lower cost design, we need to get it right the first time and do it the right way for the community and the city.	No initial response given.	Traffic modeling done for this study concluded that traffic exiting northbound SR 51 will not backup on the off-ramp and the traffic will remain free-flowing through the roundabout. Traffic in the study area is expected to increase regardless of whether the Build or No-build Alternative is implemented. Similarly, traffic noise is expected to increase as well. When the Build and No-build Alternatives are compared, air quality modeling shows an improvement in air quality is expected if the Build Alternative is implemented due to the increases in efficiency of the roadway network that would result in more direct routes and less congestion with stationary vehicles idling. Alternative 3-S was developed based on public requests to bypass the segment of BMB located along the east side of PHS. Although this alternative would satisfy the public's request to isolate traffic from PHS in the immediate future, it scored poorly in regards to most of the evaluation screening criteria. Noteworthy are the inconsistencies with land-use planning that has been adopted by the City of Phoenix, ASLD, Reclamation, and the direct impacts to the Reach 11 Recreation Area. Further explanation of impacts to the Reach 11 Recreation Area under Section 4(f) regulations are available in Chapter IV of the Draft Environmental Assessment (p. 77-91) and on the study website www.blackmountainblvd.com . Although implementing Alternative 3-S may reduce potential conflicts between BMB and school traffic (including pedestrians) in the near term, eventually neighborhoods will develop west of PHS and students would be required to cross the 32nd Street alignment that would be carrying the traffic originally intended for BMB. The estimated costs for Alternative 3-S are approximately double the estimated costs for the other alternatives between SR 51 and Deer Valley Road. The majority of the cost increases associated with Alternative 3-S would be attributable to the bridge length required to span the Reach 11 flood pool. Therefore, Alternative 3-S has been eliminated from further consideration. To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB.
63	6/20/2013	E-mail	Paul	Nack	The No Build option would best preserve the quality of the neighborhood. A freeway exit that flows directly into a quiet residential neighborhood would greatly disrupt the feel and security. Crime increases when easy access to a freeway is available because it draws more people into the neighborhood and it enables quick escape. This is particularly true in this case where several grade schools and Pinnacle high school would be easily accessed from the freeway if the Build Option is permitted. Increased and fast moving traffic would also disrupt the neighborhood if a freeway exit is permitted under the Build option.	No initial response given.	An arterial street network based on approximate one-mile spacing is common in the City of Phoenix and neighborhoods bordering arterial streets normally remain vital and function without disruption. Crime changes are influenced by a wide variety of factors and it would be difficult to determine whether a new point of freeway access would have any effect. The City of Phoenix Police Department does not have any statistics specific to crime adjacent to freeways. Based on the experience of the Phoenix Police, there does not appear to be any correlation between crime rates, freeways, or freeway access. Crime seems to be more related to what is built adjacent to arterial streets and freeways. For general matters regarding crime and law enforcement, the Phoenix Police Department Black Mountain Precinct can be contacted at (602) 495-5002. Speeding is also a law enforcement issue and the surrounding community is encouraged to work with the Police Department to enforce safety. If your concern is in regards to vehicles speeding in your area, please call 534-SPEED or 534-7733.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
64	6/21/2013	Phone call	Layla	Saikley	When would council approve the project? Can the money be allocated to different streets (56th & 64th) instead of connecting to SR 51? Does not prefer to connect to SR 51	No. The federal funding (70%) is programmed by MAG for the BMB project. If it is not used for BMB it would revert to the regional pool of funds. Caveat is that the City's 30% match could be used for other projects as those City funds are Council directed. An important note is that 56th and 64th Street improvements will not help traffic congestion or replace the need for BMB. BMB is needed to serve the land between Cave Creek Road and Tatum Boulevard, especially when it builds out.	Making improvements to 56th and/or 64th Street with the intention of those routes being used by current and/or future residents in the study area would not address the traffic problems of the area. Diverting motorists from the study area to 56th and/or 64th Street was not examined as part of this study because residents of the study area would not experience reduced travel times and distances using these routes to access the study area. 56th or 64th Streets are an even greater distance from the indirect routes of Cave Creek Road and Tatum Boulevard that are currently used to travel to and from the study area and State Route 51. Although some redistribution of traffic would occur if motorists were to use 56th or 64th Streets as optional routes, it would provide no relief for the congestion that occurs on the SR 51 ramps and SR 101L between SR 51 and Tatum Boulevard. It is also important to note that the traffic modeling done for this study examined the entire system of freeways and arterial streets and with the anticipated development of land along 56th or 64th Streets, those routes would not have the reserve capacity to handle their local traffic with the addition of traffic coming to or from the BMB study area.
65	6/21/2013	E-mail	Edward	Hansen	Hello, I attended the public meeting Wednesday night at Aviano and I would like to let you know that I strongly support the Build Alternative 1A-S + 1-N. Currently Cave Creek Rd and Tatum Blvd cannot effectively handle the existing traffic. And as we know it will continue to get worse with current and future development. It would be a shame if this project does not get built. Thank You, Ed	No initial response given.	In support of Build Alternative; comment noted.
66	6/21/2013	E-mail	Taryl	Hansen	To whom it may concern, I'm a resident in Aviano and I support the addition on the access to the SR 51. I work downtown and the traffic on Tatum is bad during rush hours is horrible. I've also tried Cave Creek and it's even worse. I believe this will give everyone a great alternative. Thank You, Taryl	No initial response given.	In support of Build Alternative; comment noted.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
67	6/22/2013	E-mail	Michael	Berner	<p>My personal opinion is not to build the Black Mountain Blvd from SR51 to Sonoran Desert Drive. It appears that the BMB up to Deer Valley Road is funded. One positive thing is the speed limit is 35 mph. This needs to be enforced. If you continue northward, please keep the speed limit to 35 miles an hour until motorists are on the Sonoran Desert drive west of Cave Creek Road. Tatum and Cave Creek road speed limits are not enforced and the last thing we need is another 60 - 70 mph road (even though posted speed limits are less than this.) I would ask you to consider making the this BMB section with more curves and scenic. (Similar to Thompson Peak Parkway east bound to Desert Mountain/The Village.) If you are going to extend the BMB from Deer Valley, please do the job "right". Spend the money to make it scenic and blend into the surrounding desert, to keep our neighborhoods and people safe. I appreciate the opportunity to provide my comments and feedback. I would like a response to this.</p> <p>Thank you.</p>	<p>Thank you Mr. Berner, your participation and input is valued. I will make sure your comments get added to the public record section in the Environmental Assessment.</p>	<p>Speed limits along BMB in the segment north of the currently funded portion will be established in accordance with the City's engineering and safety guidelines and standards. Speeding is also a law enforcement issue and the surrounding community is encouraged to work with the Police Department to enforce safety. If your concern is in regards to vehicles speeding in your area, please call 534-SPEED or 534-7733. For general matters regarding crime and law enforcement, the Phoenix Police Department Black Mountain Precinct can be contacted at (602) 495-5002. The landscaping and aesthetics of roadway will also adhere to the City development guidelines and the approved plans and permits for adjacent land developments.</p>

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
68	6/24/2013	E-mail	Richard	Mogull	I am writing to express my disappointment in the Preferred Alternative option, and my hopes that either it will be altered, or the no-build option selected. The Preferred Alternative essentially pipes a highway straight into the path of a school, cutting it off from the community. Many of us with children in the area are extremely concerned that sufficient traffic mitigation and pedestrian safety steps have not been taken. Based on current traffic patterns, it is doubtful the posted limits and a traffic circle will sufficiently slow down vehicles. Drivers in the area already ignore posted limits. The wall and pedestrian overpass are also very unlikely to help manage student pedestrian traffic, based on how kids normally behave. It will also negatively impact the property values of existing homes for the benefit of homes that haven't even been built yet. We knew there would be a ramp and increased traffic, but we assumed it would be better planned so as not to damage the character of the existing communities. The Preferred Alternative seems under-funded and poorly planned to protect the community, and as such we would prefer the no-build option be taken until the project can be completed properly. There's no need to contact me.	No initial response given.	Traffic in the study area is expected to increase regardless of whether the Build or No-build Alternative is implemented. To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes slower speed ramps, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB. An arterial street network based on approximate one-mile spacing is common in the City of Phoenix and neighborhoods bordering arterial streets normally remain vital and function without disruption. Speeding is also a law enforcement issue and the surrounding community is encouraged to work with the Police Department to enforce safety. If your concern is in regards to vehicles speeding in your area, please call 534-SPEED or 534-7733. For general matters regarding crime and law enforcement, the Phoenix Police Department Black Mountain Precinct can be contacted at (602) 495-5002. Based upon analysis done within the Phoenix Metropolitan Area and studies conducted elsewhere in the US, traffic on major roads can affect values both negatively and positively for properties in the proximate area. However, in aggregate property values tend to increase based on available data. The value of property is increased through the co-development and existence of well-planned access and transportation infrastructure. The value of homes can vary depending on the buyer; some buyers will pay a premium for close proximity to freeway access while others will pay more for greater isolation from freeways and major streets. It should also be noted that disclosure of plans to construct BMB was made through public reports for the sale of all existing homes in the study area. Market values based on past appraisals have taken these public reports into consideration and reflect plans for the construction of BMB. As BMB remains a planned facility regardless of whether the Build or No-build Alternative is selected, BMB will remain a factor in the formulation of future appraisals. Both the federal government and the City of Phoenix have sufficient budgeted amounts and forecasted revenue to cover the costs of construction between SR 51 and Pinnacle Peak Road, should the Build Alternative be implemented. The Build Alternative would be 70% funded through federal aid with the City of Phoenix contributing the remaining 30%.
69	6/25/2013	Phone call	Allison		Lives in Aviano near 40th Street and backs up to Rough Rider. Wanted to know if this project will affect her? Will traffic increase? Her son will go to the high school in the future.	It was explained that if BMB moved into construction, it would connect ramps to SR 51, build a roundabout and pedestrian bridge and two lanes in each direction to Mayo Blvd. Additionally, one lane in each direction would be built from Rough Rider to Pinnacle Peak Rd. The intent of the project is to improve mobility and access to the area and accommodate for future development.	Traffic in the study area is expected to increase regardless of whether the Build or No-Build Alternative is implemented. However, traffic off the major arterial routes on residential streets is not expected to increase. Because the area near 40th Street and Rough Rider Road is approximately 2,500 feet from the BMB alignment, traffic noise is not expected to increase as a result of either No-Build or Build Alternatives. To address potential pedestrian hazards for PHS students, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB. This individual will experience the benefits including direct access to and from SR 51 and access to the areas of future development, increase efficiency of the transportation network, reduced congestion and travel times, and greater regional mobility with improved access to the Regional Freeway System. Traffic will increase in the study area regardless if the Build or No-Build Alternative is implemented.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
70	6/25/2013	E-mail	Katherine	Mueller	I just purchased a home in Tatum Highlands, and I'm very disappointed to see a road A.K.A. highway planned to run directly behind my home. I believe this will lead to crime, noise, more pollution, and it will drop the property value significantly. I also do not understand why we cannot make the road straight rather than curve behind the homes. The no-build alternative is the only way to go if we have to choose one. I would prefer nothing. There's no need to contact me.	No initial response given.	Crime changes are influenced by a wide variety of factors and it would be difficult to determine whether a new point of freeway access or expansion of an arterial street would have any effect. The City of Phoenix Police Department does not have any statistics specific to crime adjacent to freeways. Based on the experience of the Phoenix Police, there does not appear to be any correlation between crime rates, freeways, or freeway access. Crime seems to be more related to what is built adjacent to arterial streets and freeways. For general matters regarding crime and law enforcement, the Phoenix Police Department Black Mountain Precinct can be contacted at (602) 495-5002. Speeding is also a law enforcement issue and the surrounding community is encouraged to work with the Police Department to enforce safety. If your concern is in regards to vehicles speeding in your area, please call 534-SPEED or 534-7733. Traffic in the study area is expected to increase regardless of whether the Build or No-build Alternative is implemented. Similarly, traffic noise is expected to increase as well. When the Build and No-build Alternatives are compared, air quality modeling shows an improvement in air quality is expected if the Build Alternative is implemented due to the increases in efficiency of the roadway network that would result in more direct routes and less congestion with stationary vehicles idling. Based upon analysis done within the Phoenix Metropolitan Area and studies conducted elsewhere in the US, traffic on major roads can affect values both negatively and positively for properties in the proximate area. However, in aggregate property values tend to increase based on available data. The value of property is increased through the co-development and existence of well-planned access and transportation infrastructure. The value of homes can vary depending on the buyer; some buyers will pay a premium for close proximity to freeway access while others will pay more for greater isolation from freeways and major streets. It should also be noted that disclosure of plans to construct BMB was made through public reports for the sale of all existing homes in the study area. Market values based on past appraisals have taken these public reports into consideration and reflect plans for the construction of BMB. As BMB remains a planned facility regardless of whether the Build or No-build Alternative is selected, BMB will remain a factor in the formulation of future appraisals. The street alignment has been planned and partially constructed along the 40th Street alignment in accordance with the City of Phoenix (City) General Plan and Arizona State Land Department's (ASLD) Desert Ridge, Paradise Ridge, and Tatum East-West (AZARA) Infrastructure Masterplan. The portion of the proposed Build Alternative (1-N) follows this planned alignment due to the substantial investment in planning made by both the City and ASLD, the physical constraint created by the Cave Buttes Dike #2, and the prior investment of infrastructure including the existing 40th Street segment and existing buried utilities along the General Plan alignment.
71	6/25/2013	E-mail	John	Norris	When do you think the EA for 1A-S will be finalized and signed by the FHWA? Sincerely, John Norris Please contact me.	Hi John, Thank you for your question. The time line for FHWA to approve the final EA depends on how many comments are received and what the comments contain. That being said, the current target is to obtain FHWA approval within approximately two months after the July 8th close of comment period. Hopefully that answers your question. If not, please let us know.	Same as initial response given.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
72	6/25/2013	E-mail			<p>Proposed Alternatives - There seems very little difference between Alternative 1A and Alternative 2, the two choices have very little impact on us residents. They seem to be more of a traffic regulation/design issues than alternatives that directly impact residents.</p> <p>Safety Concerns - We have an elementary school (on Mayo Blvd) and Pinnacle Peak High School that is very close or directly in the path of this major North-South arterial roadway. I am very concerned about the safety of the kids from our neighborhood and especially teens driving into the high school.</p> <p>Congestion - The traffic model is perplexing I was told at the meeting by Stanley Engineering that the current model does not consider the traffic coming from Sonoran Boulevard (being build). Their current model shows cars in the range of 26,000 to 29,000 on BMB without the Sonoran Boulevard connection. As we all know once the connection to Sonoran Boulevard is complete this traffic pattern will significantly change (50,000 cars are estimated on S Blvd).</p> <p>Traffic heading to downtown Phoenix and Scottsdale from Anthem, Tramonto, Sonoran Foothills Communities and drivers trying to avoid the I-17 congestion will take the Sonoran Boulevard and head down BMB to either 51-South or 101-East. Why is this significant amount of traffic is not taken into consideration in the traffic model? The second point I want to make is that with the currently proposed alternatives this traffic will cause significant congestion and noise on BMB and negatively impact Aviano and Fireside community. Safety of the school will be affected. Mitigation strategies may have to be designed that may again affect our neighborhoods. Overall I do not see any significant benefits from this proposed Black Mountain Boulevard to our communities of Fireside and Aviano. I have also lived for 10 years in Tatum Highlands and I did not have traffic issues living there either. I would strongly prefer the no build option. I agree with our HOAs that we do not support this project. There's no need to contact me.</p>	No initial response given.	<p>The differences between Alternatives 1A-S and 2-S are specific to roadway geometry and other engineering considerations. From a functional perspective, they are similar. To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB.</p> <p>The modeling of future traffic volumes done for the BMB Study does not show a large difference between the No-Build and Build Alternatives for the daily average number of cars on this segment of Mayo Boulevard by the year 2035 (23,200 versus 26,600). Although the Fireside Elementary property does have frontage along Mayo Boulevard, the primary means of ingress/egress to the school are by Lone Cactus Drive which will continue to have low traffic volumes and vehicle speeds regardless of which alternative is implemented. For students that cross Mayo Boulevard to access the School, there is a marked crosswalk. On schooldays, the speed limit is 15 m.p.h. and a crossing guard and additional signing is provided for this crosswalk. The guard is present 45 minutes prior to the school bell in the morning and for 30 minutes in the afternoon after the final bell rings. The school zone limit of 15 m.p.h. remains in effect for the 45 minutes prior to school, during school hours, and for 30 minutes after school.</p> <p>The Maricopa Association of Governments (MAG) regional traffic model was used to predict future traffic volumes on BMB. This modeling included traffic from Sonoran Desert Drive when calculating the projected traffic volumes on BMB in the year 2035. By 2035, it is expected that the entire arterial street network of the study area will have been constructed. Although some traffic originating from Sonoran Desert Drive will contribute to the traffic volume carried by BMB, much of the BMB traffic will be local (e.g. from Desert Ridge and the Azara [Tatum Highlands East-West]). The other north-south routes including Cave Creek Road and Tatum Boulevard will also absorb some traffic from Sonoran Desert Drive; it will not be only BMB that handles north-south travel demand in the study area. Should the Build Alternative be implemented, by 2035 Sonoran Desert Drive will carry 31,300 vehicles daily and the busiest segment of BMB between Deer Valley and Pinnacle Peak Roads will carry 49,200. For comparison, The busiest segments of Cave Creek Road and Tatum Boulevard will carry approximately 60,000 and 75,000, respectively.</p> <p>Because faster, more efficient freeway routes exist, traffic from I-17 is unlikely to use arterial streets such as Sonoran Desert Drive and BMB to reach SR 51. Therefore, converting Sonoran Desert Drive and/or BMB to a freeway is not a scenario under consideration. The intended benefits of the Build Alternative are to provide direct access to and from SR 51 and access to the areas of future development, increase efficiency of the transportation network, reduce congestion and travel times for motorists, and provide greater regional mobility with improved access to the Regional Freeway System. Although current conditions may be regarded as acceptable to some, traffic modeling of future conditions in the study area would have what is regarded as unacceptable levels of congestion should the No-build Alternative be implemented. Information on future traffic conditions are described in the Draft Environmental Assessment, Chapter II. Project Purpose and Need, A. Project Need, Travel Mobility and System Efficiency (pages 15-18).</p> <p>The City of Phoenix has a policy and practice of not constructing traffic noise walls for residences along its arterial street network. In general, walls are the responsibility of the property owner. Constructing walls taller than six feet to effectively reduce traffic noise would not be permitted due to the City Ordinance (Section 703 [Landscaping, Fences, and Walls]). Breaks in walls required for side streets, driveways, utilities and drainage would reduce their noise-reduction properties rendering them ineffective and an unjustifiable project expense.</p>

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
73	6/25/2013	E-mail	Rochelle	Hinze	<p>There are multiple alternatives which Phoenix government does not want to pursue. The people voted down the freeway connection now you want to punish the homeowners. It would seem building out 64th and 56st streets would be an option before connecting to SR51 and dumping the traffic into a community to destroy property prices. Funding seems to be at best shaky, at time when there is no money Phoenix government is counting on the Federal government to provide 70% of the funds. Does anyone even evaluate the validity of the financial plans? If this road must go through alternative #4 which does not connect to the SR51 would be the only valid alternative. Home owners who do not want to wait in traffic to get on 101 or SR41 should have evaluated their homes in relation to roads, job locations and travel routes before buying their homes. Their lack of planning does not mean others should have to make accommodations for their lack of planning.</p>	<p>Thank you for your comments. They will be added to the public record section of the Environmental Assessment.</p>	<p>Making improvements to 56th and/or 64th Street with the intention of those routes being used by current and/or future residents in the study area would not address the traffic problems of the area. Diverting motorists from the study area to 56th and/or 64th Street was not examined as part of this study because residents of the study area would not experience reduced travel times and distances using these routes to access the study area. 56th or 64th Streets are an even greater distance from the indirect routes of Cave Creek Road and Tatum Boulevard that are currently used to travel to and from the study area and State Route 51. Although some redistribution of traffic would occur if motorists were to use 56th or 64th Streets as optional routes, it would provide no relief for the congestion that occurs on the SR 51 ramps and SR 101L between SR 51 and Tatum Boulevard. It is also important to note that the traffic modeling done for this study examined the entire system of freeways and arterial streets and with the anticipated development of land along 56th or 64th Streets, those routes would not have the reserve capacity to handle their local traffic with the addition of traffic coming to or from the BMB study area.</p> <p>Based upon analysis done within the Phoenix Metropolitan Area and studies conducted elsewhere in the US, traffic on major roads can affect values both negatively and positively for properties in the proximate area. However, in aggregate property values tend to increase based on available data. The value of property is increased through the co-development and existence of well-planned access and transportation infrastructure. The value of homes can vary depending on the buyer; some buyers will pay a premium for close proximity to freeway access while others will pay more for greater isolation from freeways and major streets. It should also be noted that disclosure of plans to construct BMB was made through public reports for the sale of all existing homes in the study area. Market values based on past appraisals have taken these public reports into consideration and reflect plans for the construction of BMB. As BMB remains a planned facility regardless of whether the Build or No-build Alternative is selected, BMB will remain a factor in the formulation of future appraisals.</p> <p>The availability of funding in the form of Federal Aid can be reasonably relied upon for this project should the Build Alternative be implemented. Regional transportation planning and the financial planning to construct projects is primarily done by the Maricopa Association of Governments (MAG). On a annual basis, MAG evaluates the progress of regional transportation planning that includes reporting financial details. Further information can be found in the most recent annual report (2012) available at http://www.azmag.gov/Documents/MAG_2012-11-26_Final-2012-Annual-Report-on-Prop-400.pdf</p> <p>A BMB connection to SR 51 has been part of transportation and land use plans since 1994; therefore, its construction may have been an expectation for some people as they moved into the study area.</p>

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
74	6/25/2013	E-mail			<p>Hello, As a Aviano residents, 1) we are very concerned about the safety factor of the high school students who will have to cross this very busy intersection. We have raised this at several of the previous meetings but this does not seem to be addressed for both Fireside and Aviano communities. We have requested that the road be on the west side of the school and not east of the school. If you are using Federal grants to build this road why not get permits from Federal govt to build a bridge on the west side of school? 2) Next concern is that the Sonoran blvd that it will be connecting to is planned for 48,000 cars in the future, yet we are being told a much smaller number than the 48K planned for Sonoran blvd. 3) Will the black mountain blvd be converted into a freeway? Because once the connection to Sonoran blvd and I17 are complete the traffic will create a back-up near 51 and Deer Valley. 4) Both Fireside and Aviano HOAs are against this road and the only residents I find interested are the part-time realtors who live in these communities. They see \$\$\$\$ from the new communities that will be build along this blvd. I hope you will reconsider the plans. There's no need to contact me.</p>	No initial response given.	<p>To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes slower speed ramps, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB. Alternative 3 (alignment west of PHS) would not be permitted for legal reasons (Section 4(f)) that are invoked due to the use of federal funding for the project. The use of federal funds to acquire a transportation easement through federal lands would not waive Section 4(f) or the requirement to avoid Reach 11 unless no other feasible or prudent alternative could be identified.</p> <p>Alternative 3-S was developed based on public requests to bypass the segment of BMB located along the east side of PHS. Although this alternative would satisfy the public's request to isolate traffic from PHS in the immediate future, it scored poorly in regards to most of the evaluation screening criteria. Noteworthy are the inconsistencies with land-use planning that has been adopted by the City of Phoenix, ASLD, Reclamation, and the direct impacts to the Reach 11 Recreation Area. Further explanation of impacts to the Reach 11 Recreation Area under Section 4(f) regulations are available in Chapter IV of the Draft Environmental Assessment (p. 77-91) and on the study website www.blackmountainblvd.com. Although implementing Alternative 3-S may reduce potential conflicts between BMB and school traffic (including pedestrians) in the near term, eventually neighborhoods will develop west of PHS and students would be required to cross the 32nd Street alignment that would be carrying the traffic originally intended for BMB. The estimated costs for Alternative 3-S are approximately double the estimated costs for the other alternatives between SR 51 and Deer Valley Road. The majority of the cost increases associated with Alternative 3-S would be attributable to the bridge length required to span the Reach 11 flood pool. Therefore, Alternative 3-S has been eliminated from further consideration. The Maricopa Association of Governments (MAG) is responsible for regional transportation planning and produces projected traffic volumes for the arterial street network and freeways of the City of Phoenix. According to the data provided by MAG and used in traffic modeling for the BMB Study, the future traffic volumes for Sonoran Desert Drive will be less than those for BMB should the Build Alternative be implemented. Both Sonoran Desert Drive and BMB will be constructed with the sufficient number of lanes to meet the predicted traffic volumes for the year 2035.</p> <p>Because faster, more efficient freeway routes exist, motorists from I-17 are unlikely to use arterial streets such as Sonoran Desert Drive and BMB to reach SR 51. Therefore, traffic on BMB would remain mostly local and traffic that does originate from Sonoran Desert Drive and I-17 is not expected to overwhelm the capacity of BMB at the intersection of Deer Valley Road.</p>

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
75	6/26/2013	E-mail	Jeff	Smith	I attended the public meeting on June 19th. In general, I support the efforts of the planners to mitigate some of the issues raised by the neighborhood. If this ramp is to be built, it is essential that the traffic calming features be retained including the reduced off-ramp speed, the round-about, the pedestrian overpass at the school, the median fence to prevent jay-walking, and the alternative access road for Pinnacle High School. In addition, consideration must be given to reducing traffic flow and speed on Mayo in front of the elementary school. A fair amount of the additional traffic coming off the 51 is likely to take Mayo and pass directly by the school. Many kids cross at this point and the addition of a marked walkway with a pedestrian activated traffic light would go a long way toward ensuring their safety. There's no need to contact me.	No initial response given.	The modeling of future traffic volumes done for the BMB Study does not show a large difference between the No-Build and Build Alternatives for the daily average number of cars on this segment of Mayo Boulevard by the year 2035 (23,200 versus 26,600). Although the Fireside Elementary property does have frontage along Mayo Boulevard, the primary means of ingress/egress to the school are by Lone Cactus Drive which will continue to have low traffic volumes and vehicle speeds regardless of which alternative is implemented. For students that cross Mayo Boulevard to access the School, there is a marked crosswalk. On school days, the speed limit is 15 m.p.h. and a crossing guard and additional signing is provided for this crosswalk. The guard is present 45 minutes prior to the school bell in the morning and for 30 minutes in the afternoon after the final bell rings. The school zone limit of 15 m.p.h. remains in effect for the 45 minutes prior to school, during school hours, and for 30 minutes after school.
76	6/26/2013	E-mail	Laurie	Smith	I attended the hearing on June 19th and I support Build Alternative 1A-S + 1-N but ONLY if the following are included: traffic calming roundabout, pedestrian bridge overpass, median with decorative fence to prevent jaywalking near Pinnacle High School, and a new connector road between Deer Valley and Mayo. I was told at the hearing that these will all definitely be funded and included. The critical missing element is an improved crosswalk that connects the south side of Mayo to the north side of Mayo at Lone Cactus, for example a pedestrian activated blinking red light. This area is likely to have heavy traffic congestion at times; Fireside residents use that crossing to access the elementary school, the park, and the community center. One final comment: additional parking on the west or north side of Pinnacle High School was discussed, but does not seem to be included. I do believe it is needed. There's no need to contact me.	No initial response given.	A signalized crossing at the described location is not currently part of the Build or No-build Alternative. The modeling of future traffic volumes done for the BMB Study does not show a large difference between the No-Build and Build Alternatives for the daily average number of cars on this segment of Mayo Boulevard by the year 2035 (23,200 versus 26,600). Although the Fireside Elementary property does have frontage along Mayo Boulevard, the primary means of ingress/egress to the school are by Lone Cactus Drive which will continue to have low traffic volumes and vehicle speeds regardless of which alternative is implemented. For students that cross Mayo Boulevard to access the School, there is a marked crosswalk. On school days, the speed limit is 15 m.p.h. and a crossing guard and additional signing is provided for this crosswalk. The guard is present 45 minutes prior to the school bell in the morning and for 30 minutes in the afternoon after the final bell rings. The school zone limit of 15 m.p.h. remains in effect for the 45 minutes prior to school, during school hours, and for 30 minutes after school. The proposed parking at PHS cannot be funded through the BMB project; however, the school district continues to seek land and funding to expand its parking facilities.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
77	6/27/2013	E-mail	Aaron	Wittenberg	Please note that I am OPPOSED to this construction. The exchange will be too close to our elementary and high schools, will increase through traffic in our neighborhood, potentially increase crime, and decrease property values. I am in favor of the Alternative 4--the NO BUILD ALTERNTIVE Thank you. Aaron Wittenberg There's no need to contact me.	No initial response given.	The modeling of future traffic volumes done for the BMB Study does not show a large difference between the No-Build and Build Alternatives for the daily average number of cars on Mayo Boulevard by the year 2035 (23,200 versus 26,600). Although the Fireside Elementary property does have frontage along Mayo Boulevard, the primary means of ingress/egress to the school are by Lone Cactus Drive which will continue to have low traffic volumes and vehicle speeds regardless of which alternative is implemented. For students that cross Mayo Boulevard to access the School, there is a marked crosswalk. On schooldays, the speed limit is 15 m.p.h. and a crossing guard and additional signing is provided for this crosswalk. The guard is present 45 minutes prior to the school bell in the morning and for 30 minutes in the afternoon after the final bell rings. The school zone limit of 15 m.p.h. remains in effect for the 45 minutes prior to school, during school hours, and for 30 minutes after school. Crime changes are influenced by a wide variety of factors and it would be difficult to determine whether a new point of freeway access would have any effect. The City of Phoenix Police Department does not have any statistics specific to crime adjacent to freeways. Based on the experience of the Phoenix Police, there does not appear to be any correlation between crime rates, freeways, or freeway access. Crime seems to be more related to what is built adjacent to arterial streets and freeways. For general matters regarding crime and law enforcement, the Phoenix Police Department Black Mountain Precinct can be contacted at (602) 495-5002. Speeding is also a law enforcement issue and the surrounding community is encouraged to work with the Police Department to enforce safety. If your concern is in regards to vehicles speeding in your area, please call 534-SPEED or 534-7733. Traffic in the study area is expected to increase regardless of whether the Build or No-build Alternative is implemented. Based upon analysis done within the Phoenix Metropolitan Area and studies conducted elsewhere in the US, traffic on major roads can affect values both negatively and positively for properties in the proximate area. However, in aggregate property values tend to increase based on available data. The value of property is increased through the co-development and existence of well-planned access and transportation infrastructure. The value of homes can vary depending on the buyer; some buyers will pay a premium for close proximity to freeway access while others will pay more for greater isolation from freeways and major streets. It should also be noted that disclosure of plans to construct BMB was made through public reports for the sale of all existing homes in the study area. Market values based on past appraisals have taken these public reports into consideration and reflect plans for the construction of BMB. As BMB remains a planned facility regardless of whether the Build or No-build Alternative is selected, BMB will remain a factor in the formulation of future appraisals.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
78	6/27/2013	E-mail	Stacie	Wittenberg	Please note that I am OPPOSED to this construction. The exchange will be too close to our elementary and high schools, will increase through traffic in our neighborhood, potentially increase crime, and decrease property values. I am in favor of the Alternative 4--the NO BUILD ALTERNTIVE Thank you. Stacie Wittenberg There's no need to contact me.	No initial response given.	The modeling of future traffic volumes done for the BMB Study does not show a large difference between the No-Build and Build Alternatives for the daily average number of cars on Mayo Boulevard by the year 2035 (23,200 versus 26,600). Although the Fireside Elementary property does have frontage along Mayo Boulevard, the primary means of ingress/egress to the school are by Lone Cactus Drive which will continue to have low traffic volumes and vehicle speeds regardless of which alternative is implemented. For students that cross Mayo Boulevard to access the School, there is a marked crosswalk. On schooldays, the speed limit is 15 m.p.h. and a crossing guard and additional signing is provided for this crosswalk. The guard is present 45 minutes prior to the school bell in the morning and for 30 minutes in the afternoon after the final bell rings. The school zone limit of 15 m.p.h. remains in effect for the 45 minutes prior to school, during school hours, and for 30 minutes after school. Crime changes are influenced by a wide variety of factors and it would be difficult to determine whether a new point of freeway access would have any effect. The City of Phoenix Police Department does not have any statistics specific to crime adjacent to freeways. Based on the experience of the Phoenix Police, there does not appear to be any correlation between crime rates, freeways, or freeway access. Crime seems to be more related to what is built adjacent to arterial streets and freeways. For general matters regarding crime and law enforcement, the Phoenix Police Department Black Mountain Precinct can be contacted at (602) 495-5002. Speeding is also a law enforcement issue and the surrounding community is encouraged to work with the Police Department to enforce safety. If your concern is in regards to vehicles speeding in your area, please call 534-SPEED or 534-7733. Traffic in the study area is expected to increase regardless of whether the Build or No-build Alternative is implemented. Based upon analysis done within the Phoenix Metropolitan Area and studies conducted elsewhere in the US, traffic on major roads can affect values both negatively and positively for properties in the proximate area. However, in aggregate property values tend to increase based on available data. The value of property is increased through the co-development and existence of well-planned access and transportation infrastructure. The value of homes can vary depending on the buyer; some buyers will pay a premium for close proximity to freeway access while others will pay more for greater isolation from freeways and major streets. It should also be noted that disclosure of plans to construct BMB was made through public reports for the sale of all existing homes in the study area. Market values based on past appraisals have taken these public reports into consideration and reflect plans for the construction of BMB. As BMB remains a planned facility regardless of whether the Build or No-build Alternative is selected, BMB will remain a factor in the formulation of future appraisals.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
79	6/27/2013	E-mail	Max	Wittenberg	Please note that I am OPPOSED to this construction. The exchange will be too close to our elementary and high schools, will increase through traffic in our neighborhood, potentially increase crime, and decrease property values. I am in favor of the Alternative 4--the NO BUILD ALTERNTIVE Thank you. Max Wittenberg There's no need to contact me.	No initial response given.	The modeling of future traffic volumes done for the BMB Study does not show a large difference between the No-Build and Build Alternatives for the daily average number of cars on Mayo Boulevard by the year 2035 (23,200 versus 26,600). Although the Fireside Elementary property does have frontage along Mayo Boulevard, the primary means of ingress/egress to the school are by Lone Cactus Drive which will continue to have low traffic volumes and vehicle speeds regardless of which alternative is implemented. For students that cross Mayo Boulevard to access the School, there is a marked crosswalk. On schooldays, the speed limit is 15 m.p.h. and a crossing guard and additional signing is provided for this crosswalk. The guard is present 45 minutes prior to the school bell in the morning and for 30 minutes in the afternoon after the final bell rings. The school zone limit of 15 m.p.h. remains in effect for the 45 minutes prior to school, during school hours, and for 30 minutes after school. Crime changes are influenced by a wide variety of factors and it would be difficult to determine whether a new point of freeway access would have any effect. The City of Phoenix Police Department does not have any statistics specific to crime adjacent to freeways. Based on the experience of the Phoenix Police, there does not appear to be any correlation between crime rates, freeways, or freeway access. Crime seems to be more related to what is built adjacent to arterial streets and freeways. For general matters regarding crime and law enforcement, the Phoenix Police Department Black Mountain Precinct can be contacted at (602) 495-5002. Speeding is also a law enforcement issue and the surrounding community is encouraged to work with the Police Department to enforce safety. If your concern is in regards to vehicles speeding in your area, please call 534-SPEED or 534-7733. Traffic in the study area is expected to increase regardless of whether the Build or No-build Alternative is implemented. Based upon analysis done within the Phoenix Metropolitan Area and studies conducted elsewhere in the US, traffic on major roads can affect values both negatively and positively for properties in the proximate area. However, in aggregate property values tend to increase based on available data. The value of property is increased through the co-development and existence of well-planned access and transportation infrastructure. The value of homes can vary depending on the buyer; some buyers will pay a premium for close proximity to freeway access while others will pay more for greater isolation from freeways and major streets. It should also be noted that disclosure of plans to construct BMB was made through public reports for the sale of all existing homes in the study area. Market values based on past appraisals have taken these public reports into consideration and reflect plans for the construction of BMB. As BMB remains a planned facility regardless of whether the Build or No-build Alternative is selected, BMB will remain a factor in the formulation of future appraisals.
80	6/27/2013	E-mail	Pamela	Snyder	Preference: NO Build Option. There's no need to contact me.	No initial response given.	In support of No-build Alternative without specific objections or comment; comment noted.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
81	6/27/2013	E-mail	Marisa	Oconnor	We want the NO BUILD option!!!! The traffic would be dangerous for the Fireside neighborhood with lots and lots of KIDS. There's no need to contact me.	No initial response given.	Traffic in the study area is expected to increase regardless of whether the Build or No-build Alternative is implemented. To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB. The modeling of future traffic volumes done for the BMB Study does not show a large difference between the No-Build and Build Alternatives for the daily average number of cars on Mayo Boulevard by the year 2035 (23,200 versus 26,600). Although the Fireside Elementary property does have frontage along Mayo Boulevard, the primary means of ingress/egress to the school are by Lone Cactus Drive which will continue to have low traffic volumes and vehicle speeds regardless of which alternative is implemented. For students that cross Mayo Boulevard to access the School, there is a marked crosswalk. On schooldays, the speed limit is 15 m.p.h. and a crossing guard and additional signing is provided for this crosswalk. The guard is present 45 minutes prior to the school bell in the morning and for 30 minutes in the afternoon after the final bell rings. The school zone limit of 15 m.p.h. remains in effect for the 45 minutes prior to school, during school hours, and for 30 minutes after school. An arterial street network based on approximate one-mile spacing is common in the City of Phoenix and neighborhoods bordering arterial streets normally remain vital and function without disruption.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
82	6/28/2013	E-mail	Jeff	Copoloff	The Black Mountain Boulevard (BMB) Project will negatively impact home values in Desert Ridge and create congestion, pollution and crime in our neighborhood that we do not want or need. We are greatly opposed to the idea, and hope more residents come forward that agree with us.	No initial response given.	<p>Based upon analysis done within the Phoenix Metropolitan Area and studies conducted elsewhere in the US, traffic on major roads can affect values both negatively and positively for properties in the proximate area. However, in aggregate property values tend to increase based on available data. The value of property is increased through the co-development and existence of well-planned access and transportation infrastructure. The value of homes can vary depending on the buyer; some buyers will pay a premium for close proximity to freeway access while others will pay more for greater isolation from freeways and major streets. It should also be noted that disclosure of plans to construct BMB was made through public reports for the sale of all existing homes in the study area. Market values based on past appraisals have taken these public reports into consideration and reflect plans for the construction of BMB. As BMB remains a planned facility regardless of whether the Build or No-build Alternative is selected, BMB will remain a factor in the formulation of future appraisals.</p> <p>Traffic is predicted to increase regardless of which alternative is implemented. Although the traffic volumes may increase on some road segments under the Build Alternative when compared to the No-build, the overall operation and efficiency of the transportation network is expected to improve with a connection to SR 51 as would be provided under the Build Alternative.</p> <p>When the Build and No-build Alternatives are compared, air quality modeling shows an improvement in air quality is expected if the Build Alternative is implemented due to the increases in efficiency of the roadway network that would result in more direct routes and less congestion with stationary vehicles idling.</p> <p>Crime changes are influenced by a wide variety of factors and it would be difficult to determine whether a new point of freeway access would have any effect. The City of Phoenix Police Department does not have any statistics specific to crime adjacent to freeways. Based on the experience of the Phoenix Police, there does not appear to be any correlation between crime rates, freeways, or freeway access. Crime seems to be more related to what is built adjacent to arterial streets and freeways. For general matters regarding crime and law enforcement, the Phoenix Police Department Black Mountain Precinct can be contacted at (602) 495-5002.</p> <p>Speeding is also a law enforcement issue and the surrounding community is encouraged to work with the Police Department to enforce safety. If your concern is in regards to vehicles speeding in your area, please call 534-SPEED or 534-7733.</p>

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
83	6/28/2013	E-mail	Renata	Ferenc	What a horrible idea to put a freeway through a residential neighborhood. I wonder whether all of you big city planners in charge would like one in your own back yard, for your kids to breathe the pollution. I'm positive that most residents of this neighborhood would rather drive to a freeway connection for 20 minutes, than compromise our safety and quality of living. This can only be the result of some commercial greed with a complete disregard for the people that will pay the consequences. There is so much free land to the west of the planned project. People that live in North Phoenix live there because they like being away from the congestion, and don't need yet another highway ruining a perfectly good neighborhood. SHAME ON YOU!!!	No initial response given.	An arterial street network based on approximate one-mile spacing is common in the City of Phoenix and neighborhoods bordering arterial streets normally remain vital and function without disruption or diminished safety. BMB and the ramp connections to SR 51 where planned concurrently and in conjunction with the existing and future neighborhoods of the study area. Traffic will increase in the study area regardless of which alternative is implemented. Although the traffic volumes may increase on some road segments under the Build Alternative when compared to the No-build, the overall operation and efficiency of the transportation network is expected to improve with a connection to SR 51 as would be provided under the Build Alternative. When the Build and No-build Alternatives are compared, air quality modeling shows an improvement in air quality is expected if the Build Alternative is implemented due to the increases in efficiency of the roadway network that would result in more direct routes and less congestion with stationary vehicles idling. To address potential pedestrian hazards, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB. Alternative 3-S was developed based on public requests to bypass the segment of BMB located along the east side of PHS. Although this alternative would satisfy the public's request to isolate traffic from PHS in the immediate future, it scored poorly in regards to most of the evaluation screening criteria. Noteworthy are the inconsistencies with land-use planning that has been adopted by the City of Phoenix, ASLD, Reclamation, and the direct impacts to the Reach 11 Recreation Area. Further explanation of impacts to the Reach 11 Recreation Area under Section 4(f) regulations are available in Chapter IV of the Draft Environmental Assessment (p. 77-91) and on the study website www.blackmountainblvd.com . Although implementing Alternative 3-S may reduce potential conflicts between BMB and school traffic (including pedestrians) in the near term, eventually neighborhoods will develop west of PHS and students would be required to cross the 32nd Street alignment that would be carrying the traffic originally intended for BMB. The estimated costs for Alternative 3-S are approximately double the estimated costs for the other alternatives between SR 51 and Deer Valley Road. The majority of the cost increases associated with Alternative 3-S would be attributable to the bridge length required to span the Reach 11 flood pool. Therefore, Alternative 3-S has been eliminated from further consideration. Although there is undeveloped land seemingly available in the study area and vicinity, it is not readily or freely available for the City to construct roads on it. Much of the undeveloped land is owned by parties other than the City (Arizona State Land Department, Bureau of Reclamation, and Department of Veterans Affairs, for examples) and is committed to planned development or set aside for uses that are not compatible with an arterial street. In cases, such as Reach 11 owned by the Bureau of Reclamation, there are statutory or regulatory restrictions that make constructing BMB through the property infeasible. Furthermore, moving the BMB alignment or attempting to shift traffic to other arterial alignments, such as with Alternative 3-S, does not directly address the transportation needs of the study area and would create other environmental consequences that in many resource categories would be equal to or worse than the currently proposed Build and No-build Alternatives. BMB under the Build or No-build Alternative will not be a freeway and its traffic capacity, speeds, and functional characteristics will be that of an arterial street.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
84	6/28/2013	E-mail	Sanjeev	Khurana	I strictly oppose the extension of black mountain blvd. I have a family with two kids and I want to live in a peaceful community and that is the reason I choose to live in the Aviano. Connecting this blvd to Hwy 51 will significantly increase the noise level, jeopardizes the security and restrict the kids activity. I am willing to put up with the traffic at Tatum. Please, please revise your decision.	No initial response given.	An arterial street network based on approximate one-mile spacing is common in the City of Phoenix and neighborhoods bordering arterial streets normally remain vital and function without disruption or diminished safety. BMB and the ramp connections to SR 51 where planned concurrently and in conjunction with the existing and future neighborhoods of the study area. Traffic in the study area is expected to increase regardless of whether the Build or No-build Alternative is implemented. Similarly, traffic noise is expected to increase as well. The City of Phoenix has a policy and practice of not constructing traffic noise walls for residences along its arterial street network. In general, walls are the responsibility of the property owner. Constructing walls taller than six feet to effectively reduce traffic noise would not be permitted due to the City Ordinance (Section 703 [Landscaping, Fences, and Walls]). Breaks in walls required for side streets, driveways, utilities and drainage would reduce their noise-reduction properties rendering them ineffective and an unjustifiable project expense. To address potential pedestrian hazards, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB. Crime changes are influenced by a wide variety of factors and it would be difficult to determine whether a new point of freeway access would have any effect. The City of Phoenix Police Department does not have any statistics specific to crime adjacent to freeways. Based on the experience of the Phoenix Police, there does not appear to be any correlation between crime rates, freeways, or freeway access. Crime seems to be more related to what is built adjacent to arterial streets and freeways. For general matters regarding crime and law enforcement, the Phoenix Police Department Black Mountain Precinct can be contacted at (602) 495-5002. Speeding is also a law enforcement issue and the surrounding community is encouraged to work with the Police Department to enforce safety. If your concern is in regards to vehicles speeding in your area, please call 534-SPEED or 534-7733. Although current conditions may be regarded as acceptable to some, traffic modeling of future conditions in the study area would have what is regarded as unacceptable levels of congestion should the No-build Alternative be implemented. Information on future traffic conditions are described in the Draft Environmental Assessment, Chapter II. Project Purpose and Need, A. Project Need, Travel Mobility and System Efficiency (pages 15-18).
85	6/28/2013	E-mail	Jennifer	Garcia	We want the No Build alternative! We have 4 teenagers who go to Pinnacle high school. This will not be safe for those who walk, ride their bikes or for the young drivers. Elementary school is around the corner and a lot of little children ride their bikes and walk. This will prevent them from doing that!	No initial response given.	To address potential pedestrian hazards, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB. The modeling of future traffic volumes done for the BMB Study does not show a large difference between the No-Build and Build Alternatives for the daily average number of cars on the segment of Mayo Boulevard adjacent to Fireside Elementary by the year 2035 (23,200 versus 26,600). Although the Fireside Elementary property does have frontage along Mayo Boulevard, the primary means of ingress/egress to the school are by Lone Cactus Drive which will continue to have low traffic volumes and vehicle speeds regardless of which alternative is implemented. For students that cross Mayo Boulevard to access the School, there is a marked crosswalk. On schooldays, the speed limit is 15 m.p.h. and a crossing guard and additional signing is provided for this crosswalk. The guard is present 45 minutes prior to the school bell in the morning and for 30 minutes in the afternoon after the final bell rings. The school zone limit of 15 m.p.h. remains in effect for the 45 minutes prior to school, during school hours, and for 30 minutes after school.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
86	6/28/2013	E-mail	Peter	Feldman	<p>NO BUILD!! This is an unnecessary project conceived of decades ago. It will bring high volumes of traffic within yards of the schools my children will attend. The police have already shown no ability or desire to limit speeding on Mayo Blvd. or 40th St. The addition of Black Mountain Blvd. will make an already unsafe situation significantly worse.</p> <p>NO BUILD!</p>	No initial response given.	<p>An arterial street network based on approximate one-mile spacing is common in the City of Phoenix and neighborhoods bordering arterial streets normally remain vital and function without disruption or diminished safety. BMB and the ramp connections to SR 51 where planned concurrently and in conjunction with the existing and future neighborhoods of the study area. Traffic will increase in the study area regardless of which alternative is implemented. To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB.</p> <p>The modeling of future traffic volumes done for the BMB Study does not show a large difference between the No-Build and Build Alternatives for the daily average number of cars on the segment of Mayo Boulevard adjacent to Fireside Elementary by the year 2035 (23,200 versus 26,600). Although the Fireside Elementary property does have frontage along Mayo Boulevard, the primary means of ingress/egress to the school are by Lone Cactus Drive which will continue to have low traffic volumes and vehicle speeds regardless of which alternative is implemented. For students that cross Mayo Boulevard to access the School, there is a marked crosswalk. On schooldays, the speed limit is 15 m.p.h. and a crossing guard and additional signing is provided for this crosswalk. The guard is present 45 minutes prior to the school bell in the morning and for 30 minutes in the afternoon after the final bell rings. The school zone limit of 15 m.p.h. remains in effect for the 45 minutes prior to school, during school hours, and for 30 minutes after school.</p> <p>Speeding is also a law enforcement issue and the surrounding community is encouraged to work with the Police Department to enforce safety. If your concern is in regards to vehicles speeding in your area, please call 534-SPEED or 534-7733. For general matters regarding crime and law enforcement, the Phoenix Police Department Black Mountain Precinct can be contacted at (602) 495-5002.</p>
87	6/28/2013	E-mail	Kara	Tobin	<p>Please do not approve the Black Mountain Freeway Project in Desert Ridge. Putting a 6 lane freeway in the middle of the desirable Aviano, Fireside and other area family communities will significantly devalue the real estate values of our homes and that will trickle down to hurting the entire Desert Ridge economy. These are expensive homes in quiet and safe neighborhoods with good schools, and we chose to live here because we like it that way. Putting a major freeway through the middle of these communities is going to ruin what makes Desert Ridge a nice place to live. Please support the residents here by voting against this project. It is not necessary. It is not good for North Phoenix.</p>	No initial response given.	<p>BMB under the Build or No-build Alternative will not be a freeway and its traffic capacity, speeds, and functional characteristics will be that of an arterial street. Traffic in the study area is expected to increase regardless of whether the Build or No-build Alternative is implemented. Based upon analysis done within the Phoenix Metropolitan Area and studies conducted elsewhere in the US, traffic on major roads can affect values both negatively and positively for properties in the proximate area. However, in aggregate property values tend to increase based on available data. The value of property is increased through the co-development and existence of well-planned access and transportation infrastructure. The value of homes can vary depending on the buyer; some buyers will pay a premium for close proximity to freeway access while others will pay more for greater isolation from freeways and major streets. It should also be noted that disclosure of plans to construct BMB was made through public reports for the sale of all existing homes in the study area. Market values based on past appraisals have taken these public reports into consideration and reflect plans for the construction of BMB. As BMB remains a planned facility regardless of whether the Build or No-build Alternative is selected, BMB will remain a factor in the formulation of future appraisals. An arterial street network based on approximate one-mile spacing is common in the City of Phoenix and neighborhoods bordering arterial streets normally remain vital and function without disruption.</p>

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
88	6/28/2013	E-mail	Kara	Tobin	This project will greatly devalue the neighborhoods involved. These communities were developed to be quiet family neighborhoods that boast good schools and safe, low traffic streets. Aviano and Fireside will no longer be desirable locations, home values will drop significantly and these nice families will move out. Putting a 6 lane freeway through the middle of this neighborhood is going to destroy the real estate market and have an impact on the desert ridge economy. Not good for North Phoenix!	No initial response given.	An arterial street network based on approximate one-mile spacing is common in the City of Phoenix and neighborhoods bordering arterial streets normally remain vital and function without disruption or diminished safety. BMB and the ramp connections to SR 51 where planned concurrently and in conjunction with the existing and future neighborhoods of the study area. To address potential pedestrian hazards, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB. BMB under the Build or No-build Alternative will not be a freeway and its traffic capacity, speeds, and functional characteristics will be that of an arterial street. Traffic in the study area is expected to increase regardless of whether the Build or No-build Alternative is implemented. Based upon analysis done within the Phoenix Metropolitan Area and studies conducted elsewhere in the US, traffic on major roads can affect values both negatively and positively for properties in the proximate area. However, in aggregate property values tend to increase based on available data. The value of property is increased through the co-development and existence of well-planned access and transportation infrastructure. The value of homes can vary depending on the buyer; some buyers will pay a premium for close proximity to freeway access while others will pay more for greater isolation from freeways and major streets. It should also be noted that disclosure of plans to construct BMB was made through public reports for the sale of all existing homes in the study area. Market values based on past appraisals have taken these public reports into consideration and reflect plans for the construction of BMB. As BMB remains a planned facility regardless of whether the Build or No-build Alternative is selected, BMB will remain a factor in the formulation of future appraisals.
89	6/28/2013	E-mail	Connie	Swanson	1. This is a road to nowhere so it won't provide a cost effective solution to traffic congestion. 2. Phx has had this plan for a long time but Phx has changed zoning and allowed building. This idea is no longer compatible with the area it will impact. 3. An example of the incompatibility - blk mt blvd runs between a high school and an elementary school. 4. Don't make the wrong choice for phx because of federal funds - a bad idea is still a bad idea. 5. Think outside the box - meaning outside the limited area. Look at 32nd, 56th, 64th, Cave Creek Rd, etc. Develop them for more traffic so that there will be numerous N/S routes that will provide a real solution to the congestion problem at Tatum and Deer Valley. Blk Mt Blvd, even when completed years and years from now, will only add to the congestion on Cave Creek Rd. There's no need to contact me.	No initial response given.	1. Traffic modeling shows improvements in congestion and reductions in time motorists will spend driving through and/or to reach the study area in the future if the Build Alternative is implemented. 2. BMB and the ramp connections to SR 51 where planned concurrently and in conjunction with the existing and future neighborhoods of the study area. 3. To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB. 4. The availability of federal funds was not a factor in planning BMB; this was not originally envisioned to be a federal aid project. 5. Making improvements to 56th and/or 64th Street with the intention of those routes being used by current and/or future residents in the study area would not address the traffic problems of the area. Diverting motorists from the study area to 56th and/or 64th Street was not examined as part of this study because residents of the study area would not experience reduced travel times and distances using these routes to access the study area. 56th or 64th Streets are an even greater distance from the indirect routes of Cave Creek Road and Tatum Boulevard that are currently used to travel to and from the study area and State Route 51. Although some redistribution of traffic would occur if motorists were to use 56th or 64th Streets as optional routes, it would provide no relief for the congestion that occurs on the SR 51 ramps and SR 101L between SR 51 and Tatum Boulevard. It is also important to note that the traffic modeling done for this study examined the entire system of freeways and arterial streets and with the anticipated development of land along 56th or 64th Streets, those routes would not have the reserve capacity to handle their local traffic with the addition of traffic coming to or from the BMB study area. There are physical and capacity constraints on Cave Creek Road that would make expansion of that facility alone infeasible to handle future traffic demands.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
90	6/28/2013	E-mail			I fully support this project and the commute time savings that is expected to be realized. Can this construction project be completed by mid-2014 instead of having to wait till 2015! There's no need to contact me.	No initial response given.	In support of Build Alternative; comment noted.
91	6/28/2013	Phone call	Suryakanth	Gurudu	Prefers no connection to SR 51; looks like the team is moving forward against their will, which is not fair that the team doesn't consider their comments. BMB team is not caring for their concerns. A document is being prepared with signatures to stop the project.	No initial response given.	The study team has made an effort in good faith to gather and respond to public input. Public input was responsible for the development and consideration of Alternatives 3-S, 2-N, and 3-N, the incorporation of pedestrian safety enhancements into the Build Alternative, and the extension of the Build Alternative north to Pinnacle Peak Road. Public involvement for this study is described in greater detail in Chapter V (pages 161-168) and in Appendix G of the Draft EA. Seventeen meetings open to public, thousands of notices distributed, websites, and other forms of public notice have been used over the past 18 months to inform the public of this study. All comments received during the public scoping period and public hearing have been considered by the study team and evaluated by the project sponsors. Individual responses to each comment from the public hearing are cataloged in this table.
92	6/28/2013	E-mail	Linda and Eugene	Montgomery	I am an Aviano resident and I feel that the proposed alternative to build a six ways highway will be completely disruptive to our community with noise traffic and air pollution. In addition this will result in depressing local property value for Aviano community. I strongly encourage you to scale back the project to two lanes or don't build it at all.	No initial response given.	BMB under the Build or No-build Alternative will not be a freeway and its traffic capacity, speeds, and functional characteristics will be that of an arterial street. Traffic in the study area is expected to increase regardless of whether the Build or No-build Alternative is implemented. Similarly, traffic noise is expected to increase as well. When the Build and No-build Alternatives are compared, air quality modeling shows an improvement in air quality is expected if the Build Alternative is implemented due to the increases in efficiency of the roadway network that would result in more direct routes and less congestion with stationary vehicles idling. Based upon analysis done within the Phoenix Metropolitan Area and studies conducted elsewhere in the US, traffic on major roads can affect values both negatively and positively for properties in the proximate area. However, in aggregate property values tend to increase based on available data. The value of property is increased through the co-development and existence of well-planned access and transportation infrastructure. The value of homes can vary depending on the buyer; some buyers will pay a premium for close proximity to freeway access while others will pay more for greater isolation from freeways and major streets. It should also be noted that disclosure of plans to construct BMB was made through public reports for the sale of all existing homes in the study area. Market values based on past appraisals have taken these public reports into consideration and reflect plans for the construction of BMB. As BMB remains a planned facility regardless of whether the Build or No-build Alternative is selected, BMB will remain a factor in the formulation of future appraisals.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
93	6/28/2013	E-mail	Chad	Chisholm	I am a Fireside Resident with small children. I am worried that building a freeway off-ramp between an elementary school and a high school will increase crime, pollution, and noise for the children. I am also convinced that having a freeway on-ramp 100 yards from my house will increase crime on my street, especially auto theft and burglaries. I encourage you to consider the community effect of the Build Alternative. Please go with the No Build Alternative.	No initial response given.	The modeling of future traffic volumes done for the BMB Study does not show a large difference between the No-Build and Build Alternatives for the daily average number of cars on Mayo Boulevard by the year 2035 (23,200 versus 26,600). Although the Fireside Elementary property does have frontage along Mayo Boulevard, the primary means of ingress/egress to the school are by Lone Cactus Drive which will continue to have low traffic volumes and vehicle speeds regardless of which alternative is implemented. For students that cross Mayo Boulevard to access the School, there is a marked crosswalk. On schooldays, the speed limit is 15 m.p.h. and a crossing guard and additional signing is provided for this crosswalk. The guard is present 45 minutes prior to the school bell in the morning and for 30 minutes in the afternoon after the final bell rings. The school zone limit of 15 m.p.h. remains in effect for the 45 minutes prior to school, during school hours, and for 30 minutes after school. Crime changes are influenced by a wide variety of factors and it would be difficult to determine whether a new point of freeway access would have any effect. The City of Phoenix Police Department does not have any statistics specific to crime adjacent to freeways. Based on the experience of the Phoenix Police, there does not appear to be any correlation between crime rates, freeways, or freeway access. Crime seems to be more related to what is built adjacent to arterial streets and freeways. For general matters regarding crime and law enforcement, the Phoenix Police Department Black Mountain Precinct can be contacted at (602) 495-5002. Speeding is also a law enforcement issue and the surrounding community is encouraged to work with the Police Department to enforce safety. If your concern is in regards to vehicles speeding in your area, please call 534-SPEED or 534-7733. Traffic in the study area is expected to increase regardless of whether the Build or No-build Alternative is implemented. Similarly, traffic noise is expected to increase as well. When the Build and No-build Alternatives are compared, air quality modeling shows an improvement in air quality is expected if the Build Alternative is implemented due to the increases in efficiency of the roadway network that would result in more direct routes and less congestion with stationary vehicles idling. An arterial street network based on approximate one-mile spacing is common in the City of Phoenix and neighborhoods bordering arterial streets normally remain vital and function without disruption.
94	6/29/2013	E-mail	Debra	Mikol	We are not in favor of the black mountain blvd construction of an off ramp. We are in favor of the "NO BUILD" option. The off ramp will be too intrusive to the neighborhoods surrounding Black Mountain. We are especially concerned about safety around Pinnacle High school.	No initial response given.	Traffic in the study area is expected to increase regardless of whether the Build or No-build Alternative is implemented. To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB. An arterial street network based on approximate one-mile spacing is common in the City of Phoenix and neighborhoods bordering arterial streets normally remain vital and function without disruption.
95	6/29/2013	E-mail	Ajay	Desai	I am an AVIANO resident. I totally oppose the "no build" option and I feel that it should not even be considered any further. I am completely in support of the "build option" and feel that it is the right solution for the worsening traffic situation in Desert Ridge and surrounding greater Metro Phoenix area.	No initial response given.	In support of Build Alternative; comment noted.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
96	6/29/2013	E-mail	Heather	Fraiman	I am terribly upset by this project. As a homeowner in Aviano our house backs up to black mountain blvd. This project is going to cause much more traffic, noise, and pollution behind our home. It will very likely bring down our property value as well. I am not sure if there is anything I can do to stop this project from happening, but I am very much opposed to it.	No initial response given.	Traffic in the study area is expected to increase regardless of whether the Build or No-build Alternative is implemented. Similarly, traffic noise is expected to increase as well. When the Build and No-build Alternatives are compared, air quality modeling shows an improvement in air quality is expected if the Build Alternative is implemented due to the increases in efficiency of the roadway network that would result in more direct routes and less congestion with stationary vehicles idling. Based upon analysis done within the Phoenix Metropolitan Area and studies conducted elsewhere in the US, traffic on major roads can affect values both negatively and positively for properties in the proximate area. However, in aggregate property values tend to increase based on available data. The value of property is increased through the co-development and existence of well-planned access and transportation infrastructure. The value of homes can vary depending on the buyer; some buyers will pay a premium for close proximity to freeway access while others will pay more for greater isolation from freeways and major streets. It should also be noted that disclosure of plans to construct BMB was made through public reports for the sale of all existing homes in the study area. Market values based on past appraisals have taken these public reports into consideration and reflect plans for the construction of BMB. As BMB remains a planned facility regardless of whether the Build or No-build Alternative is selected, BMB will remain a factor in the formulation of future appraisals.
97	6/29/2013	E-mail	Mary	Strybel	I live in Aviano at Desert Ridge and am appalled that a super highway is even being considered right on top of a school. This is a family community that will be ruined by all the unsafe drivers and fast traffic a highway like this will bring literally right through our community. Please don't ruin our home.	No initial response given.	BMB under the Build or No-build Alternative will not be a freeway and its traffic capacity, speeds, and functional characteristics will be that of an arterial street. An arterial street network based on approximate one-mile spacing is common in the City of Phoenix and neighborhoods bordering arterial streets normally remain vital and function without disruption. To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB. The modeling of future traffic volumes done for the BMB Study does not show a large difference between the No-Build and Build Alternatives for the daily average number of cars on Mayo Boulevard by the year 2035 (23,200 versus 26,600). Although the Fireside Elementary property does have frontage along Mayo Boulevard, the primary means of ingress/egress to the school are by Lone Cactus Drive which will continue to have low traffic volumes and vehicle speeds regardless of which alternative is implemented. For students that cross Mayo Boulevard to access the School, there is a marked crosswalk. On schooldays, the speed limit is 15 m.p.h. and a crossing guard and additional signing is provided for this crosswalk. The guard is present 45 minutes prior to the school bell in the morning and for 30 minutes in the afternoon after the final bell rings. The school zone limit of 15 m.p.h. remains in effect for the 45 minutes prior to school, during school hours, and for 30 minutes after school.
98	6/29/2013	E-mail	Scott	Pollov	My preference is the "No Build Alternative: Alternative 4 (No SR 51 Connection)". There is simply no reason to bring traffic through this area when you have two main roads (Tatum and Cave Creek Road) within such close proximity. Please DO NOT build. Thank you, Scott Pollov	No initial response given.	Although current conditions may be regarded as acceptable to some, traffic modeling of future conditions in the study area would have what is regarded as unacceptable levels of congestion should the No-build Alternative be implemented. Information on future traffic conditions are described in the Draft Environmental Assessment, Chapter II. Project Purpose and Need, A. Project Need, Travel Mobility and System Efficiency (pages 15-18).

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
99	6/29/2013	E-mail	Kris	McCurdy	Hello. I currently live in Fireside at Desert Ridge. I must say that I am very concerned about the Black Mountain Boulevard Proposal. I vote strongly for a no build. Upon moving here 6 ears ago I've seen my property value plummet, and even with the recent turnaround in home prices I still remain underwater in my mortgage. I do not wish to have something else that will negatively contribute to my home value. My son goes to school at Fireside and my other son will be going to Pinnacle soon. Such a large road near there school is worrisome, especially as it will eventually connect to I-17 and will be HEAVILY used. We already have a crime problem in the area because of easy access to the freeway at Tatum and Cave Creek. I definitely vote for a no build. Please come up with another alternative. Thank you.	No initial response given.	<p>Based upon analysis done within the Phoenix Metropolitan Area and studies conducted elsewhere in the US, traffic on major roads can affect values both negatively and positively for properties in the proximate area. However, in aggregate property values tend to increase based on available data. The value of property is increased through the co-development and existence of well-planned access and transportation infrastructure. The value of homes can vary depending on the buyer; some buyers will pay a premium for close proximity to freeway access while others will pay more for greater isolation from freeways and major streets. It should also be noted that disclosure of plans to construct BMB was made through public reports for the sale of all existing homes in the study area. Market values based on past appraisals have taken these public reports into consideration and reflect plans for the construction of BMB. As BMB remains a planned facility regardless of whether the Build or No-build Alternative is selected, BMB will remain a factor in the formulation of future appraisals.</p> <p>To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB.</p> <p>Because faster, more efficient freeway routes exist, traffic from I-17 is unlikely to use arterial streets such as Sonoran Desert Drive and BMB to reach SR 51.</p> <p>Crime changes are influenced by a wide variety of factors and it would be difficult to determine whether a new point of freeway access would have any effect. The City of Phoenix Police Department does not have any statistics specific to crime adjacent to freeways. Based on the experience of the Phoenix Police, there does not appear to be any correlation between crime rates, freeways, or freeway access. Crime seems to be more related to what is built adjacent to arterial streets and freeways. For general matters regarding crime and law enforcement, the Phoenix Police Department Black Mountain Precinct can be contacted at (602) 495-5002.</p> <p>Speeding is also a law enforcement issue and the surrounding community is encouraged to work with the Police Department to enforce safety. If your concern is in regards to vehicles speeding in your area, please call 534-SPEED or 534-7733.</p>
100	6/29/2013	E-mail	Samuel	Round	I purchased my home in January. Please don't build a freeway next to our kids schools	No initial response given.	In support of No-build Alternative without specific objections or comment; comment noted.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
101	6/29/2013	E-mail	Buthaina	Salem	I am writing to you to please seek an alternate route for this. Please see that Black Mountain will go through a neighborhood where our children walk, play, ride bikes, and most importantly a high school is. This is make walking and driving to school very dangerous for our children. I urge you to seek out an alternate route. thank you!	No initial response given.	Nine alternatives were evaluated for the BMB study (six alternatives in the south portion of the study area and three for the north) resulting in the consideration of 18 unique combinations (refer to Chapter III of Draft EA [pages 25-48]). An arterial street network based on approximate one-mile spacing is common in the City of Phoenix and neighborhoods bordering arterial streets normally remain vital and function without disruption. The approximate one-mile spacing is also an effective means of distributing traffic evenly along multiple routes instead of concentrating motorists through limited choices resulting in congestion. To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB. The modeling of future traffic volumes done for the BMB Study does not show a large difference between the No-Build and Build Alternatives for the daily average number of cars on Mayo Boulevard by the year 2035 (23,200 versus 26,600). Although the Fireside Elementary property does have frontage along Mayo Boulevard, the primary means of ingress/egress to the school are by Lone Cactus Drive which will continue to have low traffic volumes and vehicle speeds regardless of which alternative is implemented. For students that cross Mayo Boulevard to access the School, there is a marked crosswalk. On schooldays, the speed limit is 15 m.p.h. and a crossing guard and additional signing is provided for this crosswalk. The guard is present 45 minutes prior to the school bell in the morning and for 30 minutes in the afternoon after the final bell rings. The school zone limit of 15 m.p.h. remains in effect for the 45 minutes prior to school, during school hours, and for 30 minutes after school.
102	6/29/2013	E-mail	Preeti	Desai	I am a resident of Aviano and I fully support the build alternative. Not just that, I completely oppose the "no build" alternative. I feel that the "no build" alternative goes against the fundamental purpose of this project. As growth continues in Desert Ridge area and metro Phoenix area, it is critical to have appropriate major thoroughfares that appropriately support traffic flow. I am very concerned that the "no build" option goes against the general traffic flow needs of Desert Ridge as well as the greater Phoenix Metro area. In SUMMARY : Please approve the "build alternative" and disallow the "no build alternative". THANK YOU.	No initial response given.	In support of Build Alternative; comment noted.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
103	6/29/2013	E-mail	Rob	Yowell	<p>My family are residents and homeowners in Aviano and are vehemently opposed to this expansion plan for Black Mountain Boulevard. The increased traffic flow into our community will compromise the privacy of the location and will ultimately have a negative effect on the value of the homes in Aviano, Fireside and Wildcat Ridge. The Cave Creek and Tatum exits serve effectively and increased access into the community through this proposed exposes our families to a higher probability of theft and robbery. We will look to fight this at all levels!</p>	No initial response given.	<p>Based upon analysis done within the Phoenix Metropolitan Area and studies conducted elsewhere in the US, traffic on major roads can affect values both negatively and positively for properties in the proximate area. However, in aggregate property values tend to increase based on available data. The value of property is increased through the co-development and existence of well-planned access and transportation infrastructure. The value of homes can vary depending on the buyer; some buyers will pay a premium for close proximity to freeway access while others will pay more for greater isolation from freeways and major streets. It should also be noted that disclosure of plans to construct BMB was made through public reports for the sale of all existing homes in the study area. Market values based on past appraisals have taken these public reports into consideration and reflect plans for the construction of BMB. As BMB remains a planned facility regardless of whether the Build or No-build Alternative is selected, BMB will remain a factor in the formulation of future appraisals. Crime changes are influenced by a wide variety of factors and it would be difficult to determine whether a new point of freeway access would have any effect. The City of Phoenix Police Department does not have any statistics specific to crime adjacent to freeways. Based on the experience of the Phoenix Police, there does not appear to be any correlation between crime rates, freeways, or freeway access. Crime seems to be more related to what is built adjacent to arterial streets and freeways. For general matters regarding crime and law enforcement, the Phoenix Police Department Black Mountain Precinct can be contacted at (602) 495-5002. Speeding is also a law enforcement issue and the surrounding community is encouraged to work with the Police Department to enforce safety. If your concern is in regards to vehicles speeding in your area, please call 534-SPEED or 534-7733. Although current conditions may be regarded as acceptable to some, traffic modeling of future conditions in the study area would have what is regarded as unacceptable levels of congestion should the No-build Alternative be implemented. Information on future traffic conditions are described in the Draft Environmental Assessment, Chapter II. Project Purpose and Need, A. Project Need, Travel Mobility and System Efficiency (pages 15-18). Traffic will increase in the study area regardless of which alternative is implemented. Although the traffic volumes may increase on some road segments under the Build Alternative when compared to the No-build, the overall operation and efficiency of the transportation network is expected to improve with a connection to SR 51 as would be provided under the Build Alternative.</p>

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
104	6/30/2013	E-mail	Peter J	Rubin	I live at 3529 E Robin Ln which is on a cul de sac near the end of Black Mtn Blvd where it turns onto Rough Rider. I am approx. 100-200 feet from where the planned 4 lane expansion of Black Mountain to 6 lanes is planned. My neighborhood is presently a quiet and peaceful place but will become noisy and dangerous if this project occurs. There are also no visual barriers to the road and the number of cars passing each day will be annoying and will destroy the present tranquil view of the desert and mountains. I hope that you will not undertake this project or at least not expand it beyond the intersection with Deer Valley.	No initial response given.	An arterial street network based on approximate one-mile spacing is common in the City of Phoenix and neighborhoods bordering arterial streets normally remain vital and function without disruption. Increases in traffic on cul-de-sac streets in any of the neighborhoods within the study area is not expected. The City of Phoenix has a policy and practice of not constructing traffic noise walls for residences along its arterial street network. In general, walls are the responsibility of the property owner. Constructing walls taller than six feet to effectively reduce traffic noise would not be permitted due to the City Ordinance (Section 703 [Landscaping, Fences, and Walls]). Breaks in walls required for side streets, driveways, utilities and drainage would reduce their noise-reduction properties rendering them ineffective and an unjustifiable project expense. Crime changes are influenced by a wide variety of factors and it would be difficult to determine whether a new point of freeway access would have any effect. The City of Phoenix Police Department does not have any statistics specific to crime adjacent to freeways. Based on the experience of the Phoenix Police, there does not appear to be any correlation between crime rates, freeways, or freeway access. Crime seems to be more related to what is built adjacent to arterial streets and freeways. For general matters regarding crime and law enforcement, the Phoenix Police Department Black Mountain Precinct can be contacted at (602) 495-5002. Speeding is also a law enforcement issue and the surrounding community is encouraged to work with the Police Department to enforce safety. If your concern is in regards to vehicles speeding in your area, please call 534-SPEED or 534-7733. Both Build and No-Build alternatives would be compatible with the planned changes to the landscape and evolving character of the study area as land uses transition from undeveloped to suburban. Although the Build Alternative would include items that would be slightly more intrusive on the landscape, the ramps to connect with SR 51 and pedestrian bridge at PHS would be built to similar heights as the surrounding structures. The majority of views from the study area would, therefore, be maintained.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
105	6/30/2013	E-mail			Children's safety must be paramount concern for everyone, I and other Fireside resides think that this is being is not sufficiently addressed. The other aspect that is not completely addressed is the large traffic volume that will flow close to our communities once the connection to I17 happens. Sonoran Pkwy is designed for 48,000 cars per day and a large percentage of that traffic and local traffic will create a backlog with the proposed blvd. This will necessitate converting it into a freeway perhaps. We want the No Build Option! Thank You. Can you please make all the comments public? The public should have access to these comments.	No initial response given.	To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB. The modeling of future traffic volumes done for the BMB Study does not show a large difference between the No-Build and Build Alternatives for the daily average number of cars on Mayo Boulevard by the year 2035 (23,200 versus 26,600). Although the Fireside Elementary property does have frontage along Mayo Boulevard, the primary means of ingress/egress to the school are by Lone Cactus Drive which will continue to have low traffic volumes and vehicle speeds regardless of which alternative is implemented. For students that cross Mayo Boulevard to access the School, there is a marked crosswalk. On schooldays, the speed limit is 15 m.p.h. and a crossing guard and additional signing is provided for this crosswalk. The guard is present 45 minutes prior to the school bell in the morning and for 30 minutes in the afternoon after the final bell rings. The school zone limit of 15 m.p.h. remains in effect for the 45 minutes prior to school, during school hours, and for 30 minutes after school. Because faster, more efficient freeway routes exist, traffic from I-17 is unlikely to use arterial streets such as Sonoran Desert Drive and BMB to reach SR 51. According to traffic modeling done for the BMB Study, BMB will carry more traffic than Sonoran Desert Drive but with the majority of north-south traffic in the area continuing to be conveyed by Cave Creek Road and Tatum Boulevard. Because the ultimate configuration of BMB under the Build Alternative will be 3 lanes in each direction, BMB will maintain sufficient capacity to meet future travel demands. There is no expectation that backups will occur on BMB due to traffic from Sonoran Desert Drive. BMB under the Build or No-build Alternative will not be a freeway and its traffic capacity, speeds, and functional characteristics will be that of an arterial street. The anticipated future traffic volumes would not warrant converting BMB to a freeway.
106	6/30/2013	E-mail		Kant	No-build option for me!!!	No initial response given.	In support of No-build Alternative without specific objections or comment; comment noted.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
107	6/30/2013	E-mail	Maryanne	Christensen	<p>This project is very upsetting to me for many reasons. First, we purchased our home in Aviano to start a family and were attracted to the quiet atmosphere in the neighborhood. Second, the proposed SR- 51 exit would not benefit Aviano/Fireside residents, but become a major thoroughfare for residents living further North. Lastly, the fact that you are considering creating a freeway exit near two schools is very disturbing and I have no doubt will increase the # of accidents exponentially. Living in the area and watching Desert Ridge develop over the past 10 years leads me to believe that this is a result of poor planning- considering the 101 and 51 were built within that time frame. Other options should include exits off 64th and 7th St to relieve the traffic from Tatum and Cave Creek.</p>	No initial response given.	<p>An arterial street network based on approximate one-mile spacing is common in the City of Phoenix and neighborhoods bordering arterial streets normally remain vital and function without disruption or diminished safety. Traffic will increase in the study area regardless of which alternative is implemented. To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB.</p> <p>The modeling of future traffic volumes done for the BMB Study does not show a large difference between the No-Build and Build Alternatives for the daily average number of cars on Mayo Boulevard by the year 2035 (23,200 versus 26,600). Although the Fireside Elementary property does have frontage along Mayo Boulevard, the primary means of ingress/egress to the school are by Lone Cactus Drive which will continue to have low traffic volumes and vehicle speeds regardless of which alternative is implemented. For students that cross Mayo Boulevard to access the School, there is a marked crosswalk. On schooldays, the speed limit is 15 m.p.h. and a crossing guard and additional signing is provided for this crosswalk. The guard is present 45 minutes prior to the school bell in the morning and for 30 minutes in the afternoon after the final bell rings. The school zone limit of 15 m.p.h. remains in effect for the 45 minutes prior to school, during school hours, and for 30 minutes after school.</p> <p>BMB and the ramp connections to SR 51 were planned concurrently and in conjunction with the existing and future neighborhoods of the study area.</p> <p>Making improvements to 56th and/or 64th Street with the intention of those routes being used by current and/or future residents in the study area would not address the traffic problems of the area. Diverting motorists from the study area to 56th and/or 64th Street was not examined as part of this study because residents of the study area would not experience reduced travel times and distances using these routes to access the study area. 56th or 64th Streets are an even greater distance from the indirect routes of Cave Creek Road and Tatum Boulevard that are currently used to travel to and from the study area and State Route 51. Although some redistribution of traffic would occur if motorists were to use 56th or 64th Streets as optional routes, it would provide no relief for the congestion that occurs on the SR 51 ramps and SR 101L between SR 51 and Tatum Boulevard. It is also important to note that the traffic modeling done for this study examined the entire system of freeways and arterial streets and with the anticipated development of land along 56th or 64th Streets, those routes would not have the reserve capacity to handle their local traffic with the addition of traffic coming to or from the BMB study area.</p>

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
108	7/1/2013	E-mail	Steve and Michelle	Karaffa	<p>As home owners in the Fireside Community with 4 teenagers at Pinnacle High School, we strongly support the NO BUILD OPTION for 3 reasons: 1. Traffic at BMB will greatly increase especially during school start and work day start times...i.e. 7-9am. This will increase the probability of accidents considering the hundreds of teen drivers trying to get to and from school. 2. With two schools within 100 yards of the proposed builds and many students who walk/bike to school, the likelihood of pedestrian/bike accidents is real. 3. Noise levels will obviously increase and there is wide spread concern over the impact of home value and subsequent tax rates.</p> <p>Again, we support the NO BUILD OPTION.</p>	No initial response given.	<p>Traffic will increase in the study area regardless of which alternative is implemented. Consequently, some increases in traffic noise will occur. The safety of students under the implementation of the Build Alternative will be addressed through a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB.</p> <p>The modeling of future traffic volumes done for the BMB Study does not show a large difference between the No-Build and Build Alternatives for the daily average number of cars on Mayo Boulevard by the year 2035 (23,200 versus 26,600). Although the Fireside Elementary property does have frontage along Mayo Boulevard, the primary means of ingress/egress to the school are by Lone Cactus Drive which will continue to have low traffic volumes and vehicle speeds regardless of which alternative is implemented. For students that cross Mayo Boulevard to access the School, there is a marked crosswalk. On schooldays, the speed limit is 15 m.p.h. and a crossing guard and additional signing is provided for this crosswalk. The guard is present 45 minutes prior to the school bell in the morning and for 30 minutes in the afternoon after the final bell rings. The school zone limit of 15 m.p.h. remains in effect for the 45 minutes prior to school, during school hours, and for 30 minutes after school.</p> <p>The City of Phoenix has a policy and practice of not constructing traffic noise walls for residences along its arterial street network. In general, walls are the responsibility of the property owner. Constructing walls taller than six feet to effectively reduce traffic noise would not be permitted due to the City Ordinance (Section 703 [Landscaping, Fences, and Walls]). Breaks in walls required for side streets, driveways, utilities and drainage would reduce their noise-reduction properties rendering them ineffective and an unjustifiable project expense. Based upon analysis done within the Phoenix Metropolitan Area and studies conducted elsewhere in the US, traffic on major roads can affect values both negatively and positively for properties in the proximate area. However, in aggregate property values tend to increase based on available data. The value of property is increased through the co-development and existence of well-planned access and transportation infrastructure. The value of homes can vary depending on the buyer; some buyers will pay a premium for close proximity to freeway access while others will pay more for greater isolation from freeways and major streets. It should also be noted that disclosure of plans to construct BMB was made through public reports for the sale of all existing homes in the study area. Market values based on past appraisals have taken these public reports into consideration and reflect plans for the construction of BMB. As BMB remains a planned facility regardless of whether the Build or No-build Alternative is selected, BMB will remain a factor in the formulation of future appraisals.</p>

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
109	7/1/2013	E-mail	Jacqueline	Hardy	<p>My hope is that you will NOT move forward with the Black Mtn Blvd project. I live in Aviano at Desert ridge, and feel this will increase both traffic and crime to our quite neighborhood-an upscale neighborhood. It also is ruining the view for many people, who even just bought brand new homes in Fireside. My home backs up to Pinnacle Peak road, and I expect this project will put additional pressure to widen pinnacle peak because of the increased traffic it will surely cause. Even if it doesn't there will be increased traffic. I don't want to live next to a busy road/highway! Not to mention the wildlife that will surely be impacted! We see mountain lions, and coyotes frequently. I moved there to get away from all the noise and traffic and I surely can't sell or want to, especially in this market! If you move forward, is the city going to pay the homeowners some kind of retribution?... as I will surely suffer in reduced enjoyment in my home (noise, traffic) literally on the other side of my back-yard wall...but also finically due to this causing property values to decrease in an already struggling-to-recover area (mortgage crisis). Ruining views and increasing traffic=decreased values. My home is my biggest investment and I work very hard for it. The residents do NOT want this! I also think that it is not necessary either. The traffic is very reasonable in that area and there are other places that the money would be better spent in this city. Encourage carpooling, bring with the Desert Ridge Area Transport community bus, don't make it easier for people to take cars, traffic, and pollute our city. Thank you, The Hardy's</p>	No initial response given.	<p>An arterial street network based on approximate one-mile spacing is common in the City of Phoenix and neighborhoods bordering arterial streets normally remain vital and function without disruption or diminished safety. Traffic will increase in the study area regardless of which alternative is implemented.</p> <p>Both Build and No-Build alternatives would be compatible with the planned changes to the landscape and evolving character of the study area as land uses transition from undeveloped to suburban. Although the Build Alternative would include items that would be slightly more intrusive on the landscape, the ramps to connect with SR 51 and pedestrian bridge at PHS would be built to similar heights as the surrounding structures. The majority of views from the study area would, therefore, be maintained.</p> <p>The wildlife habitat present in the study area will eventually be displaced by human development. Some wildlife species will continue to exist in the area. Under the requirements of the <i>Desert Ridge Specific Plan: Master Plan and Development Regulations</i> and the <i>Desert Ridge, Paradise Ridge, and Tatum East-West (Azara) Infrastructure Masterplan</i>, drainage culverts will be constructed under BMB that will also allow for the passage of wildlife. Should the Build Alternative be constructed, an underpass within Reach 11 will allow pedestrians and wildlife to cross safely under the BMB ramps.</p> <p>The City of Phoenix has a policy and practice of not constructing traffic noise walls for residences along its arterial street network. In general, walls are the responsibility of the property owner. Constructing walls taller than six feet to effectively reduce traffic noise would not be permitted due to the City Ordinance (Section 703 [Landscaping, Fences, and Walls]). Breaks in walls required for side streets, driveways, utilities and drainage would reduce their noise-reduction properties rendering them ineffective and an unjustifiable project expense. Based upon analysis done within the Phoenix Metropolitan Area and studies conducted elsewhere in the US, traffic on major roads can affect values both negatively and positively for properties in the proximate area. However, in aggregate property values tend to increase based on available data. The value of property is increased through the co-development and existence of well-planned access and transportation infrastructure. The value of homes can vary depending on the buyer; some buyers will pay a premium for close proximity to freeway access while others will pay more for greater isolation from freeways and major streets. It should also be noted that disclosure of plans to construct BMB was made through public reports for the sale of all existing homes in the study area. Market values based on past appraisals have taken these public reports into consideration and reflect plans for the construction of BMB. As BMB remains a planned facility regardless of whether the Build or No-build Alternative is selected, BMB will remain a factor in the formulation of future appraisals.</p> <p>Crime changes are influenced by a wide variety of factors and it would be difficult to determine whether a new point of freeway access would have any effect. The City of Phoenix Police Department does not have any statistics specific to crime adjacent to freeways. Based on the experience of the Phoenix Police, there does not appear to be any correlation between crime rates, freeways, or freeway access. Crime seems to be more related to what is built adjacent to arterial streets and freeways. For general matters regarding crime and law enforcement, the Phoenix Police Department Black Mountain Precinct can be contacted at (602) 495-5002. Speeding is also a law enforcement issue and the surrounding community is encouraged to work with the Police Department to enforce safety. If your concern is in regards to vehicles speeding in your area, please call 534-SPEED or 534-7733.</p> <p>(continued on next page)</p>

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
							(continued from previous page) The Build Alternative, should it be implemented, would provide facilities for all modes including carpool, bus, and non-motorized. Although transit service will be introduced to the study area, the majority of transportation will remain based on personal mobility. Therefore, in order to meet the anticipated needs of the traveling public, transit service and carpool programs/facilities alone would be insufficient.
110	7/1/2013	E-mail	Kristi	Darnell	Please listen to the community members like myself, who directly live in the area this project will affect. Please DO NOT build this interchange. I am gravely concerned about the impact it will have on Fireside Elementary and Pinnacle High School students, as well as those of us who live here. This interchange is not necessary and is a complete WASTE OF TAX DOLLARS!!!	No initial response given.	An arterial street network based on approximate one-mile spacing is common in the City of Phoenix and neighborhoods bordering arterial streets normally remain vital and function without disruption or diminished safety. Traffic will increase in the study area regardless of which alternative is implemented. To address potential pedestrian hazards, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB. Although current conditions may be regarded as acceptable to some, traffic modeling of future conditions in the study area would have what is regarded as unacceptable levels of congestion should the No-build Alternative be implemented. Information on future traffic conditions are described in the Draft Environmental Assessment, Chapter II. Project Purpose and Need, A. Project Need, Travel Mobility and System Efficiency (pages 15-18).
111	7/1/2013	E-mail	Michael	Moshkovich	I vote for a no build! This off ramp is going to destroy my community, create an unsafe environment for my children and cause noise and traffic. I would rather sit in traffic for 2 blocks on Tatum than have my life turned upside down. Also, if you can let Jimbo Waring that it's his choice on how he votes, but I will dedicate my summer to making sure he is not elected again in our area. If he wants an onramp let him put one up in front of his house	No initial response given.	To address potential pedestrian hazards, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB. Although improved access and mobility are expected to increase the traffic and noise on some routes as a result of traffic being more evenly distributed on the arterial street network, it is expected that neighborhoods adjacent to BMB would remain safe and vital with little or no disruption to people's lives.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
112	7/1/2013	E-mail	Michael	Hardy	Hello. I am a resident who lives near the proposed black mountain freeway. I would like to comment to ask you cancel this project. It is not necessary and is being planned with little consideration to both the Fireside and Aviano communities. It's going to bring traffic, crime and lower home values. It does little to help the traffic issues-which are moderate at best. Thank you.	No initial response given.	An arterial street network based on approximate one-mile spacing is common in the City of Phoenix and neighborhoods bordering arterial streets normally remain vital and function without disruption or diminished safety. Traffic will increase in the study area regardless of which alternative is implemented. Based upon analysis done within the Phoenix Metropolitan Area and studies conducted elsewhere in the US, traffic on major roads can affect values both negatively and positively for properties in the proximate area. However, in aggregate property values tend to increase based on available data. The value of property is increased through the co-development and existence of well-planned access and transportation infrastructure. The value of homes can vary depending on the buyer; some buyers will pay a premium for close proximity to freeway access while others will pay more for greater isolation from freeways and major streets. It should also be noted that disclosure of plans to construct BMB was made through public reports for the sale of all existing homes in the study area. Market values based on past appraisals have taken these public reports into consideration and reflect plans for the construction of BMB. As BMB remains a planned facility regardless of whether the Build or No-build Alternative is selected, BMB will remain a factor in the formulation of future appraisals. Crime changes are influenced by a wide variety of factors and it would be difficult to determine whether a new point of freeway access would have any effect. The City of Phoenix Police Department does not have any statistics specific to crime adjacent to freeways. Based on the experience of the Phoenix Police, there does not appear to be any correlation between crime rates, freeways, or freeway access. Crime seems to be more related to what is built adjacent to arterial streets and freeways. For general matters regarding crime and law enforcement, the Phoenix Police Department Black Mountain Precinct can be contacted at (602) 495-5002. Speeding is also a law enforcement issue and the surrounding community is encouraged to work with the Police Department to enforce safety. If your concern is in regards to vehicles speeding in your area, please call 534-SPEED or 534-7733. Although current conditions may be regarded as acceptable to some, traffic modeling of future conditions in the study area would have what is regarded as unacceptable levels of congestion should the No-build Alternative be implemented. Information on future traffic conditions are described in the Draft Environmental Assessment, Chapter II. Project Purpose and Need, A. Project Need, Travel Mobility and System Efficiency (pages 15-18).
113	7/1/2013	E-mail	Chao-Sha	Huang	I do not support building the Black Mountain Blvd Project. As a home owner in the Desert Ridge Community, I am concerned that this would negatively impact the value of our homes. We pay a lot of taxes on our property that contributes to schools, public service and projects like the Black Mountain Blvd Project. Please reconsider giving up building the SR 51 on/off ramp so close to our community.	No initial response given.	Based upon analysis done within the Phoenix Metropolitan Area and studies conducted elsewhere in the US, traffic on major roads can affect values both negatively and positively for properties in the proximate area. However, in aggregate property values tend to increase based on available data. The value of property is increased through the co-development and existence of well-planned access and transportation infrastructure. The value of homes can vary depending on the buyer; some buyers will pay a premium for close proximity to freeway access while others will pay more for greater isolation from freeways and major streets. It should also be noted that disclosure of plans to construct BMB was made through public reports for the sale of all existing homes in the study area. Market values based on past appraisals have taken these public reports into consideration and reflect plans for the construction of BMB. As BMB remains a planned facility regardless of whether the Build or No-build Alternative is selected, BMB will remain a factor in the formulation of future appraisals.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
114	7/2/2013	E-mail	Debra	Mikol	Hello Mr. Waring, I am a resident of the Fireside neighborhood in Desert Ridge. I would like to register my support of the "NO BUILD" option for the Black Mountain Blvd. off ramp. I believe the location is too intrusive to the neighborhoods surrounding this road, Wildcat Ridge, Fireside and Aviano. And I also believe there are some serious safety issues with the road running directly next to a High school. Thank you.	No initial response given.	Traffic in the study area is expected to increase regardless of whether the Build or No-build Alternative is implemented. To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB. An arterial street network based on approximate one-mile spacing is common in the City of Phoenix and neighborhoods bordering arterial streets normally remain vital and function without disruption.
115	7/2/2013	Phone call	Connie	Swanson	No-Build alternative; with schools right there and the access to/from the 51 it will flood traffic into the Fireside community through a quiet neighborhood and elementary school; don't go ahead with a bad plan just because there is federal money. Look outside the box, there are better ways to solve the traffic issues. Don't fit a square peg into a round hole. This will cause more issues in the long run. Please go with the No-Build option.	No initial response given.	Traffic in the study area is expected to increase regardless of whether the Build or No-build Alternative is implemented. To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB. The modeling of future traffic volumes done for the BMB Study does not show a large difference between the No-Build and Build Alternatives for the daily average number of cars on Mayo Boulevard by the year 2035 (23,200 versus 26,600). Although the Fireside Elementary property does have frontage along Mayo Boulevard, the primary means of ingress/egress to the school are by Lone Cactus Drive which will continue to have low traffic volumes and vehicle speeds regardless of which alternative is implemented. For students that cross Mayo Boulevard to access the School, there is a marked crosswalk. On schooldays, the speed limit is 15 m.p.h. and a crossing guard and additional signing is provided for this crosswalk. The guard is present 45 minutes prior to the school bell in the morning and for 30 minutes in the afternoon after the final bell rings. The school zone limit of 15 m.p.h. remains in effect for the 45 minutes prior to school, during school hours, and for 30 minutes after school. An arterial street network based on approximate one-mile spacing is common in the City of Phoenix and neighborhoods bordering arterial streets normally remain vital and function without disruption. The availability of federal funds was not a factor in planning BMB; this was not originally envisioned to be a federal aid project.
116	7/2/2013	E-mail	Toni	Soderman	When was an on ramp added??	No initial response given.	This comment is understood to refer to the southbound BMB to southbound SR 51 on-ramp. This ramp has always been an element of the proposed build alternatives.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
117	7/2/2013	E-mail	Gary	Cloud	Please do not build the connector to the SR 51. it would cause too much noise. endanger students, and be more risk than reward/value. Thank you.	No initial response given.	<p>Some increases in traffic noise will occur. The City of Phoenix has a policy and practice of not constructing traffic noise walls for residences along its arterial street network. In general, walls are the responsibility of the property owner. Constructing walls taller than six feet to effectively reduce traffic noise would not be permitted due to the City Ordinance (Section 703 [Landscaping, Fences, and Walls]). Breaks in walls required for side streets, driveways, utilities and drainage would reduce their noise-reduction properties rendering them ineffective and an unjustifiable project expense.</p> <p>The safety of students under the implementation of the Build Alternative will be addressed through a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB.</p> <p>The modeling of future traffic volumes done for the BMB Study does not show a large difference between the No-Build and Build Alternatives for the daily average number of cars on Mayo Boulevard by the year 2035 (23,200 versus 26,600). Although the Fireside Elementary property does have frontage along Mayo Boulevard, the primary means of ingress/egress to the school are by Lone Cactus Drive which will continue to have low traffic volumes and vehicle speeds regardless of which alternative is implemented. For students that cross Mayo Boulevard to access the School, there is a marked crosswalk. On schooldays, the speed limit is 15 m.p.h. and a crossing guard and additional signing is provided for this crosswalk. The guard is present 45 minutes prior to the school bell in the morning and for 30 minutes in the afternoon after the final bell rings. The school zone limit of 15 m.p.h. remains in effect for the 45 minutes prior to school, during school hours, and for 30 minutes after school.</p> <p>The intended benefits of the Build Alternative to provide direct access to and from SR 51 and access to the areas of future development, increase efficiency of the transportation network, reduce congestion and travel times for motorists, and provide greater regional mobility with improved access to the Regional Freeway System will not come at the expense of risk to the community.</p>

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
118	7/2/2013	E-mail	Bobby	Yang	I highly oppose the construction of the black mountain blvd project. It will increase pollution in the area where there are hundreds of homes. With the increase in traffic around the area, the 6 lane highway will be a safety issue for the elementary and high school around the area. I hope the NO BUILD ALTERNATIVE will be considered.	No initial response given.	When the Build and No-build Alternatives are compared, air quality modeling shows an improvement in air quality is expected if the Build Alternative is implemented due to the increases in efficiency of the roadway network that would result in more direct routes and less congestion with stationary vehicles idling. To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB. The modeling of future traffic volumes done for the BMB Study does not show a large difference between the No-Build and Build Alternatives for the daily average number of cars on Mayo Boulevard by the year 2035 (23,200 versus 26,600). Although the Fireside Elementary property does have frontage along Mayo Boulevard, the primary means of ingress/egress to the school are by Lone Cactus Drive which will continue to have low traffic volumes and vehicle speeds regardless of which alternative is implemented. For students that cross Mayo Boulevard to access the School, there is a marked crosswalk. On schooldays, the speed limit is 15 m.p.h. and a crossing guard and additional signing is provided for this crosswalk. The guard is present 45 minutes prior to the school bell in the morning and for 30 minutes in the afternoon after the final bell rings. The school zone limit of 15 m.p.h. remains in effect for the 45 minutes prior to school, during school hours, and for 30 minutes after school. Traffic will increase in the study area regardless of which alternative is implemented. Although the traffic volumes may increase on some road segments under the Build Alternative when compared to the No-build, the overall operation and efficiency of the transportation network is expected to improve with a connection to SR 51 as would be provided under the Build Alternative.
119	7/2/2013	E-mail	Anu	Bhardwaj	We are in total support of the new highway built near Fireside. We were just added to a list where there are a number of moms who are upset that will be voicing their concerns. My husband is a Physician at Phoenix Children's and says that this will help him in getting to Emergency situations faster (which will in turn save lives of little kids). If you need any supporters for your project, please contact us! thank you, Anu Bhardwaj	No initial response given.	In support of Build Alternative; comment noted.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
120	7/2/2013	E-mail			I only support the NO BUILD OPTION!! I do not want to see safety of the elementary school and high school kids compromised. Also I do not want to suck on the noise and the pollution from Anthem drivers at my doorstep.	No initial response given.	To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB. The modeling of future traffic volumes done for the BMB Study does not show a large difference between the No-Build and Build Alternatives for the daily average number of cars on Mayo Boulevard by the year 2035 (23,200 versus 26,600). Although the Fireside Elementary property does have frontage along Mayo Boulevard, the primary means of ingress/egress to the school are by Lone Cactus Drive which will continue to have low traffic volumes and vehicle speeds regardless of which alternative is implemented. For students that cross Mayo Boulevard to access the School, there is a marked crosswalk. On schooldays, the speed limit is 15 m.p.h. and a crossing guard and additional signing is provided for this crosswalk. The guard is present 45 minutes prior to the school bell in the morning and for 30 minutes in the afternoon after the final bell rings. The school zone limit of 15 m.p.h. remains in effect for the 45 minutes prior to school, during school hours, and for 30 minutes after school. When the Build and No-Build Alternatives are compared, air quality modeling shows an improvement in air quality is expected if the Build Alternative is implemented due to the increases in efficiency of the roadway network that would result in more direct routes and less congestion with stationary vehicles idling. Although BMB would contribute to improved regional mobility, it is unlikely that pass-through traffic from Anthem would account for a measurable amount of the traffic carried by BMB in the future.
121	7/2/2013	E-mail	Modi	Nilesh	Hi, I am Aviano community resident. I'm also in agreement that with this new SR51 connection it will improve freeway access to community. But I've concern on connection of Rough Rider with Black Mountain Blvd. This will increase traffic on Aviano local community road. We observe people are driving nearly 40+mph speed and dangerous to local resident. think once exit completed traffic will increase on local Aviano Rough Rider road coming from East of 40th street community. To avoid risk to community...we should add few speed breaker on Rough rider road. This way it will slow down speedy driver and we can enforce speed. I hope my comments will placed in consideration. Regards, Nilesh	No initial response given.	Traffic will increase in the study area regardless of which alternative is implemented. Although the traffic volumes may increase on some road segments under the Build Alternative when compared to the No-build, the overall operation and efficiency of the transportation network is expected to improve with a connection to SR 51 as would be provided under the Build Alternative. One of the purposes in extending the funded portion of the Build Alternative to Pinnacle Peak Road is lessen the problem of cut-through traffic in neighborhoods potentially created by motorists traveling north (as in the given example of Rough Rider Road). Speeding is also a law enforcement issue and the surrounding community is encouraged to work with the Police Department to enforce safety. If your concern is in regards to vehicles speeding in your area, please call 534-SPEED or 534-7733. For general matters regarding crime and law enforcement, the Phoenix Police Department Black Mountain Precinct can be contacted at (602) 495-5002.
122	7/2/2013	E-mail	Brian	Holubar	As a resident of Fireside and a parent of young children who will soon be attending the schools in our area, I am shocked at the cavalier attitude of Phoenix city planners. Proceeding with the Black Mountain Blvd project as drafted is a tremendous mistake that reeks of negligence. The safety of our community residents is at stake. I would urge you to please consider alternate plans and please do NOT move forward with the plan as currently designed.	No initial response given.	An arterial street network based on approximate one-mile spacing is common in the City of Phoenix and neighborhoods bordering arterial streets normally remain vital and function without disruption or diminished safety. Traffic will increase in the study area regardless of which alternative is implemented. To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
123	7/3/2013	E-mail	Jennifer	Kasten	I am completely for the project. People in my neighborhood are spreading incorrect information to cause neighbors alarm and urging them to write in with opposition. Most I know are also for the project.	No initial response given.	In support of Build Alternative; comment noted.
124	7/3/2013	E-mail	Ritu	Sadhu	Hi, My family and I live at Aviano at desert ridge. We are not at all pleased with the decision to connect the 51 freeway through our neighborhood. If our vote counts, we vote for no build alternative. Please find other route options. Thank you Ritu	No initial response given.	In support of No-build Alternative without specific objections or comment; comment noted.
125	7/3/2013	E-mail	Stacy		This would be disastrous to our neighborhood. PLEASE don't allow this to happen!!!!!! We DON'T want it!!! Thank you for your time.	No initial response given.	In support of No-build Alternative without specific objections or comment; comment noted.
126	7/3/2013	E-mail	Congkun	Yang	Hello, We strongly oppose to build the connection between SR51 and Cave Creek. If we can't change the mind to move the route to the west of Pinnacle High School to keep the safety for our children and save our communities, but to save the land for the city and to reduce the cost for the project, I really don't see how much benefits that it can bring for us. To save you more money and land and to save our kids and communities, we vote for the NO-BUILD option for my family. Congkun Yang, Hongshan Zhao, Phillip Yang, George Yang Aviano Residents	No initial response given.	Alternative 3-S was developed based on public requests to bypass the segment of BMB located along the east side of PHS. Although this alternative would satisfy the public's request to isolate traffic from PHS in the immediate future, it scored poorly in regards to most of the evaluation screening criteria. Noteworthy are the inconsistencies with land-use planning that has been adopted by the City of Phoenix, ASLD, Reclamation, and the direct impacts to the Reach 11 Recreation Area. Further explanation of impacts to the Reach 11 Recreation Area under Section 4(f) regulations are available in Chapter IV of the Draft Environmental Assessment (p. 77-91) and on the study website www.blackmountainblvd.com . Although implementing Alternative 3-S may reduce potential conflicts between BMB and school traffic (including pedestrians) in the near term, eventually neighborhoods will develop west of PHS and students would be required to cross the 32nd Street alignment that would be carrying the traffic originally intended for BMB. The estimated costs for Alternative 3-S are approximately double the estimated costs for the other alternatives between SR 51 and Deer Valley Road. The majority of the cost increases associated with Alternative 3-S would be attributable to the bridge length required to span the Reach 11 flood pool. Therefore, Alternative 3-S has been eliminated from further consideration. To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes a slower speed northbound off ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB. The intended benefits of the Build Alternative are to provide direct access to and from SR 51 and access to the areas of future development, increase efficiency of the transportation network, reduce congestion and travel times for motorists, and provide greater regional mobility with improved access to the Regional Freeway System.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
127	7/3/2013	E-mail	Lizbeth	LoRusso	We are NOT happy that there will be a 6 lane highway in our back yard! Plus it makes NO sense to have the highway exit right at the entrance to the high school. Make more sense to have it go between the back of the high school and Reach 11 fields. Why put the highway thru existing neighborhoods instead of the vacant land???? We already suffered 40% loss in our home values. This will make them drop even more. Please reconsider.	No initial response given.	Alternative 3-S was developed based on public requests to bypass the segment of BMB located along the east side of PHS. Although this alternative would satisfy the public's request to isolate traffic from PHS in the immediate future, it scored poorly in regards to most of the evaluation screening criteria. Noteworthy are the inconsistencies with land-use planning that has been adopted by the City of Phoenix, ASLD, Reclamation, and the direct impacts to the Reach 11 Recreation Area. Further explanation of impacts to the Reach 11 Recreation Area under Section 4(f) regulations are available in Chapter IV of the Draft Environmental Assessment (p. 77-91) and on the study website www.blackmountainblvd.com . Although implementing Alternative 3-S may reduce potential conflicts between BMB and school traffic (including pedestrians) in the near term, eventually neighborhoods will develop west of PHS and students would be required to cross the 32nd Street alignment that would be carrying the traffic originally intended for BMB. The estimated costs for Alternative 3-S are approximately double the estimated costs for the other alternatives between SR 51 and Deer Valley Road. The majority of the cost increases associated with Alternative 3-S would be attributable to the bridge length required to span the Reach 11 flood pool. Therefore, Alternative 3-S has been eliminated from further consideration. Although there is undeveloped land seemingly available in the study area and vicinity, it is not readily or freely available for the City to construct roads on it. Much of the undeveloped land is owned by parties other than the City (Arizona State Land Department, Bureau of Reclamation, and Department of Veterans Affairs, for examples) and is committed to planned development or set aside for uses that are not compatible with an arterial street. In cases, such as Reach 11 owned by the Bureau of Reclamation, there are statutory or regulatory restrictions that make constructing BMB through the property infeasible. Furthermore, moving the BMB alignment or attempting to shift traffic to other arterial alignments, such as with Alternative 3-S, does not directly address the transportation needs of the study area and would create other environmental consequences that in many resource categories would be equal to or worse than the currently proposed Build and No-build Alternatives. BMB under the Build or No-build Alternative will not be a freeway and its traffic capacity, speeds, and functional characteristics will be that of an arterial street. To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB. Based upon analysis done within the Phoenix Metropolitan Area and studies conducted elsewhere in the US, traffic on major roads can affect values both negatively and positively for properties in the proximate area. However, in aggregate property values tend to increase based on available data. The value of property is increased through the co-development and existence of well-planned access and transportation infrastructure. The value of homes can vary depending on the buyer; some buyers will pay a premium for close proximity to freeway access while others will pay more for greater isolation from freeways and major streets. It should also be noted that disclosure of plans to construct BMB was made through public reports for the sale of all existing homes in the study area. Market values based on past appraisals have taken these public reports into consideration and reflect plans for the construction of BMB. As BMB remains a planned facility regardless of whether the Build or No-build Alternative is selected, BMB will remain a factor in the formulation of future appraisals.
128	7/3/2013	E-mail	Erik	Skoog	I am a homeowner in Aviano. I think the addition of a round-a-bout is an excellent idea. I welcome the new connector and think the whole project is a great idea.	No initial response given.	In support of Build Alternative; comment noted.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
129	7/3/2013	E-mail	Garett	Fig	This project must not happen. This road would cut through a housing community and create a mess for all of the homeowners. I feel it would devalue the homes as it will create congestion in an otherwise quiet community. The children will also be endangered due to increased traffic and commuter traffic. The traffic increase will be unnecessary as Tatum and Cave Creek should be ample roads for north and south access.	No initial response given.	An arterial street network based on approximate one-mile spacing is common in the City of Phoenix and neighborhoods bordering arterial streets normally remain vital and function without disruption or diminished safety. Traffic will increase in the study area regardless of which alternative is implemented. The degree to which traffic congestion occurs in the study area will be reduced under the Build Alternative according to traffic modeling done for this study. Based upon analysis done within the Phoenix Metropolitan Area and studies conducted elsewhere in the US, traffic on major roads can affect values both negatively and positively for properties in the proximate area. However, in aggregate property values tend to increase based on available data. The value of property is increased through the co-development and existence of well-planned access and transportation infrastructure. The value of homes can vary depending on the buyer; some buyers will pay a premium for close proximity to freeway access while others will pay more for greater isolation from freeways and major streets. It should also be noted that disclosure of plans to construct BMB was made through public reports for the sale of all existing homes in the study area. Market values based on past appraisals have taken these public reports into consideration and reflect plans for the construction of BMB. As BMB remains a planned facility regardless of whether the Build or No-build Alternative is selected, BMB will remain a factor in the formulation of future appraisals. To address potential pedestrian hazards, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB. There are physical and capacity constraints on Cave Creek Road and Tatum Boulevard that would make expansion of those facilities alone infeasible to handle future traffic demands.
130	7/3/2013	E-mail	Richard	Weiss	My wife and I are senior citizen homeowners in the Desert Ridge Community. When we first moved here from our home in the suburbs of Chicago, we found what we call our "Dream Home". It is situated in a cul-de-sac with very little traffic going in and out and around the area. With this planned project we fear the traffic pattern will not only be annoying but also dangerous. We have school children coming and going as well as our residents doing the same. With the flow of traffic of a 6 lane thoroughfare that will allow drivers to use our neighborhood to avoid 101W seems to me to be not only dangerous but also life threatening.. I ask that this project be reconsidered. Thank You Richard Weiss	No initial response given.	An arterial street network based on approximate one-mile spacing is common in the City of Phoenix and neighborhoods bordering arterial streets normally remain vital and function without disruption. Increases in traffic on cul-de-sac streets in any of the neighborhoods within the study area is not expected. To address potential pedestrian hazards, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
131	7/3/2013	E-mail	Terri	Clark	Very concerned about this project development. Having a 6 lane street so close to the high school and to fireside elementary school. Public safety and the impact on the residential community should be a priority concern before moving forward with this project. This is not just a new road but the amount of traffic coming off the freeway so close to the high school and an elementary school and a residential neighborhood will be detrimental to the neighborhood.	No initial response given.	To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB. The modeling of future traffic volumes done for the BMB Study does not show a large difference between the No-Build and Build Alternatives for the daily average number of cars on Mayo Boulevard by the year 2035 (23,200 versus 26,600). Although the Fireside Elementary property does have frontage along Mayo Boulevard, the primary means of ingress/egress to the school are by Lone Cactus Drive which will continue to have low traffic volumes and vehicle speeds regardless of which alternative is implemented. For students that cross Mayo Boulevard to access the School, there is a marked crosswalk. On schooldays, the speed limit is 15 m.p.h. and a crossing guard and additional signing is provided for this crosswalk. The guard is present 45 minutes prior to the school bell in the morning and for 30 minutes in the afternoon after the final bell rings. The school zone limit of 15 m.p.h. remains in effect for the 45 minutes prior to school, during school hours, and for 30 minutes after school.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
132	7/4/2013	E-mail	Darrin	Saikley	I am a Desert Ridge homeowner and I do not want this freeway access in my neighborhood. I do not want the increased traffic, noise, pollution, and crime that will result. We moved to the neighborhood because of the beautiful, quiet desert atmosphere. I have small children as many of the people in this neighborhood have, I do not want freeway access to corrupt this area. Other avenues need to be looked at. Widening Cave Creek rd. or finishing 56th st. And 64th st exit ramps would be sufficient.	No initial response given.	Traffic in the study area is expected to increase regardless of whether the Build or No-build Alternative is implemented. Similarly, traffic noise is expected to increase as well. When the Build and No-build Alternatives are compared, air quality modeling shows an improvement in air quality is expected if the Build Alternative is implemented due to the increases in efficiency of the roadway network that would result in more direct routes and less congestion with stationary vehicles idling. Crime changes are influenced by a wide variety of factors and it would be difficult to determine whether a new point of freeway access would have any effect. The City of Phoenix Police Department does not have any statistics specific to crime adjacent to freeways. Based on the experience of the Phoenix Police, there does not appear to be any correlation between crime rates, freeways, or freeway access. Crime seems to be more related to what is built adjacent to arterial streets and freeways. For general matters regarding crime and law enforcement, the Phoenix Police Department Black Mountain Precinct can be contacted at (602) 495-5002. Speeding is also a law enforcement issue and the surrounding community is encouraged to work with the Police Department to enforce safety. If your concern is in regards to vehicles speeding in your area, please call 534-SPEED or 534-7733. To address potential pedestrian hazards, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB. There are physical and capacity constraints on Cave Creek Road that would make expansion of that facility alone infeasible to handle future traffic demands. Making improvements to 56th and/or 64th Street with the intention of those routes being used by current and/or future residents in the study area would not address the traffic problems of the area. Diverting motorists from the study area to 56th and/or 64th Street was not examined as part of this study because residents of the study area would not experience reduced travel times and distances using these routes to access the study area. 56th or 64th Streets are an even greater distance from the indirect routes of Cave Creek Road and Tatum Boulevard that are currently used to travel to and from the study area and State Route 51. Although some redistribution of traffic would occur if motorists were to use 56th or 64th Streets as optional routes, it would provide no relief for the congestion that occurs on the SR 51 ramps and SR 101L between SR 51 and Tatum Boulevard. It is also important to note that the traffic modeling done for this study examined the entire system of freeways and arterial streets and with the anticipated development of land along 56th or 64th Streets, those routes would not have the reserve capacity to handle their local traffic with the addition of traffic coming to or from the BMB study area.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
133	7/5/2013	E-mail	Kara	Tobin	I am against it. I do not believe it is good for our neighborhood, our schools, our children and our property values. Thank you. Is the project approved to proceed or is there anything the residents can do to appeal?	Dear Ms. Tobin, No, it is not approved. Today is the last day of the public comment period. I can add your comment (saying you are against it, correct) or you can add your own. If you'd like to call 602-262-7445 it might be easier to explain the process. I don't want to make it too confusing, which I think will happen if I try to type it all out. Thanks, Jim	Based upon analysis done within the Phoenix Metropolitan Area and studies conducted elsewhere in the US, traffic on major roads can affect values both negatively and positively for properties in the proximate area. However, in aggregate property values tend to increase based on available data. The value of property is increased through the co-development and existence of well-planned access and transportation infrastructure. The value of homes can vary depending on the buyer; some buyers will pay a premium for close proximity to freeway access while others will pay more for greater isolation from freeways and major streets. It should also be noted that disclosure of plans to construct BMB was made through public reports for the sale of all existing homes in the study area. Market values based on past appraisals have taken these public reports into consideration and reflect plans for the construction of BMB. As BMB remains a planned facility regardless of whether the Build or No-build Alternative is selected, BMB will remain a factor in the formulation of future appraisals. An arterial street network based on approximate one-mile spacing is common in the City of Phoenix and neighborhoods bordering arterial streets normally remain vital and function without disruption. Following the public comment period, all comments received will be addressed in the Final Environmental Assessment, which will be reviewed by the Federal Highway Administration, as the lead federal agency, to ensure that all comments have been adequately addressed. If so, then the Federal Highway Administration may issue a Finding of No Significant Impact. There is no formal appeal process outlined under the Federal Highway Administration's regulations for environmental impact and related procedures (23 CFR 771)
134	7/5/2013	E-mail	Dr Mona and Sanjeev	Khurana	Dear Sir, Please don't allow to build this hwy next to Fireside and Aviano community. There is plenty of land available in that area to be able to build hwy not so close to these community. Please help. thanks a lot for your kind attention.	No initial response given.	BMB under the Build or No-build Alternative will not be a freeway and its traffic capacity, speeds, and functional characteristics will be that of an arterial street. Although there is undeveloped land seemingly available in the study area and vicinity, it is not readily or freely available for the City to construct roads on it. Much of the undeveloped land is owned by parties other than the City (Arizona State Land Department, Bureau of Reclamation, and Department of Veterans Affairs, for examples) and is committed to planned development or set aside for uses that are not compatible with an arterial street. In cases, such as Reach 11 owned by the Bureau of Reclamation, there are statutory or regulatory restrictions that make constructing BMB through the property infeasible. Furthermore, moving the BMB alignment or attempting to shift traffic to other arterial alignments, such as with Alternative 3-S, does not directly address the transportation needs of the study area and would create other environmental consequences that in many resource categories would be equal to or worse than the currently proposed Build and No-build Alternatives.
135	7/5/2013	E-mail	Wendy	Ludwig	When we moved here we moved to a nice neighborhood that was not supposed to have traffic running through it. We spent a lot of money to live in Aviano and have a big objection to the freeway opening and dumping all the traffic into our neighborhood. Please reconsider as our voice should be heard in this as the homeowners.. Thank you.	No initial response given.	Traffic will increase in the study area regardless of which alternative is implemented. Although the traffic volumes may increase on some road segments under the Build Alternative when compared to the No-build, the overall operation and efficiency of the transportation network is expected to improve with a connection to SR 51 as would be provided under the Build Alternative. An arterial street network based on approximate one-mile spacing is common in the City of Phoenix and neighborhoods bordering arterial streets normally remain vital and function without disruption. Aviano and BMB (with a connection to SR 51) were planned concurrently; BMB is not an afterthought but was integral to the original planning of this area as exhibited in land use planning documents dating back to 1994.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
136	7/5/2013	E-mail	Karli	Mac Ban	We live in Aviano, and although our home is not adjacent to the Black Mountain Parkway, we are completely against this plan as it currently stands. This is such a beautiful community, and to have an above-road freeway ramp visible would very much effect that. Please reconsider your plans! Thank you so much!	No initial response given.	Both Build and No-Build alternatives would be compatible with the planned changes to the landscape and evolving character of the study area as land uses transition from undeveloped to suburban. Although the Build Alternative would include items that would be slightly more intrusive on the landscape, the ramps to connect with SR 51 and pedestrian bridge at PHS would be built to similar heights as the surrounding structures. The majority of views from the study area would, therefore, be maintained.
137	7/5/2013	E-mail	Scott	Wood	We live in Aviano, have two young girls, and we both support this project.	No initial response given.	In support of Build Alternative; comment noted.
138	7/5/2013	E-mail	Jenny	Castle	As a resident in Aviano. I am against this project. This will greatly effect the neighborhood and suburb environment. I am disappointed with schools, trail ways, and residences in this direct area that a roadway with this impact will divide us. It is a safety concern for children in this area.	No initial response given.	An arterial street network based on approximate one-mile spacing is common in the City of Phoenix and neighborhoods bordering arterial streets normally remain vital and function without disruption. To address potential pedestrian hazards, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB.
139	7/6/2013	E-mail	Rich	Avi	No build connection to SR 51. Alternative 4!	No initial response given.	In support of No-build Alternative without specific objections or comment; comment noted.
140	7/6/2013	E-mail	Dima	Bigun	No thank you to your building SR 51 connection. Yes to "no build" alternative 4! We do not need your "community access", we need privacy and fresh air. with your roads there is no community! add this opposition to the millions of others	No initial response given.	An arterial street network based on approximate one-mile spacing is common in the City of Phoenix and neighborhoods bordering arterial streets normally remain vital and function without disruption.
141	7/6/2013	E-mail	John and Patty	Adamthwaite	We attended the public hearing at Aviano on June 19th, 2013. We are in favor of the "Build Alternative".	No initial response given.	In support of Build Alternative; comment noted.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
142	7/6/2013	E-mail	Zhen	Zhang	<p>My wife and I are strongly opposed to the current "Build Alternative". We have been watching the progress of this project for 18 months, and 95% of the voice we have heard from our neighbors (Desert Ridge Fireside residents) are objections. In the two public hearings that we attended, the majority of the microphone speakers were opposed to the current Build Alternative too. I have been feeling that the project committee has not been listening to us at all! What a waste of tax-payers' money spent on so many hearing meetings and the videos, etc! The voice of Desert Ridge residents has been ignored almost completely. The fact is, as long as the Build Alternative is passed, your jobs will be secure for at least the next several years. But if you really want to build this project for job security purposes, why not go with the 3-S plan (go west of Pinnacle High School)? I know quite some people liked the 3-S plan, my wife and I also liked it. However, you got rid of that plan only because you want to protect the real estate value west of Pinnacle Peak High School. If real estate value is so important, why don't you also consider that for us residents at Desert Ridge? And, how about the quality of life with all the noise pollution and poor pedestrian safety? There is an elementary school one hundred yards east of the Black Mountain Blvd, but the safety for these elementary school students were not even mentioned in the videos or your reports. We have strong objections, and we want our right to say NO BUILD! We want to have a residents vote before any construction takes place! Zhen Zhang</p>	No initial response given.	<p>Public involvement for this study is described in greater detail in Chapter V (pages 161-168) and in Appendix G of the Draft EA. Seventeen meetings open to public, thousands of notices distributed, websites, and other forms of public notice have been used over the past 18 months to inform the public of this study. All comments received during the public scoping period and public hearing have been considered by the study team and evaluated by the project sponsors. Individual responses to each comment from the public hearing are cataloged in this table. Public involvement, including a public hearing, is a legal requirement (23 U.S.C. §128 and 40 CFR parts 1500 through 1508) for projects funded with federal aid highway funds. Public funds have been spent to engage the public in transportation decisionmaking and to provide opportunities during project development for the public to be involved in the identification of social, economic, and environmental impacts. Alternative 3-S was developed based on public requests to bypass the segment of BMB located along the east side of PHS. Although this alternative would satisfy the public's request to isolate traffic from PHS in the immediate future, it scored poorly in regards to most of the evaluation screening criteria. Noteworthy are the inconsistencies with land-use planning that has been adopted by the City of Phoenix, ASLD, Reclamation, and the direct impacts to the Reach 11 Recreation Area. Further explanation of impacts to the Reach 11 Recreation Area under Section 4(f) regulations are available in Chapter IV of the Draft Environmental Assessment (p. 77-91) and on the study website www.blackmountainblvd.com. Although implementing Alternative 3-S may reduce potential conflicts between BMB and school traffic (including pedestrians) in the near term, eventually neighborhoods will develop west of PHS and students would be required to cross the 32nd Street alignment that would be carrying the traffic originally intended for BMB. The estimated costs for Alternative 3-S are approximately double the estimated costs for the other alternatives between SR 51 and Deer Valley Road. The majority of the cost increases associated with Alternative 3-S would be attributable to the bridge length required to span the Reach 11 flood pool. Therefore, Alternative 3-S has been eliminated from further consideration. Based upon analogous scenarios within the Phoenix Metropolitan Area and studies conducted elsewhere in the US, traffic on major roads can affect values both negatively and positively for properties in the proximate area. Some portion of the cost for improved access will be transferred to property owners through changes in property values. However, in aggregate, property values tend to increase. Protecting real estate values in the western portion of the study area was not a consideration during the alternatives evaluation process. To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes slower speed ramps, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB. These improvements and intended to benefit both PHS and Fireside Elementary. The modeling of future traffic volumes done for the BMB Study does not show a large difference between the No-Build and Build Alternatives for the daily average number of cars on Mayo Boulevard by the year 2035 (23,200 versus 26,600). Although the Fireside Elementary property does have frontage along Mayo Boulevard, the primary means of ingress/egress to the school are by Lone Cactus Drive which will continue to have low traffic volumes and vehicle speeds regardless of which alternative is implemented. For students that cross Mayo Boulevard to access the School, there is a marked crosswalk. On schooldays, the speed limit is 15 m.p.h. and a crossing guard and additional signing is provided for this crosswalk. The guard is present 45 minutes prior to the school bell in the morning and for 30 minutes in the afternoon after the final bell rings. The school zone limit of 15 m.p.h. remains in effect for the 45 minutes prior to school, during school hours, and for 30 minutes after school.(continued on next page)</p>

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
							(continued from previous page) The City of Phoenix has a policy and practice of not constructing traffic noise walls for residences along its arterial street network. In general, walls are the responsibility of the property owner. Constructing walls taller than six feet to effectively reduce traffic noise would not be permitted due to the City Ordinance (Section 703 [Landscaping, Fences, and Walls]). Breaks in walls required for side streets, driveways, utilities and drainage would reduce their noise-reduction properties rendering them ineffective and an unjustifiable project expense.
143	7/6/2013	Phone call	Anna	Wilson	Opposes the Build Alternative; their home will be facing the road and noise.	No initial response given.	When the Build and No-build Alternatives are compared, air quality modeling shows an improvement in air quality is expected if the Build Alternative is implemented due to the increases in efficiency of the roadway network that would result in more direct routes and less congestion with stationary vehicles idling. The recommended alternative will not be based on a popular vote. Both Build and No-Build alternatives would be compatible with the planned changes to the landscape and evolving character of the study area as land uses transition from undeveloped to suburban. Although the Build Alternative would include items that would be slightly more intrusive on the landscape, the ramps to connect with SR 51 and pedestrian bridge at PHS would be built to similar heights as the surrounding structures. The majority of views from the study area would, therefore, be maintained.
144	7/7/2013	Phone call	Demitri		Opposes the Build Alternative.	No initial response given.	In support of No-build Alternative without specific objections or comment; comment noted.
145	7/7/2013	Phone call	Nancy	Dr. Harris	Opposes the Build Alternative.	No initial response given.	In support of No-build Alternative without specific objections or comment; comment noted.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
146	7/7/2013	E-mail	Tim	Doyle	I am very concerned about the neighborhood and schools that will be affected by the Black Mountain Project. The SR 51 will exit south of two schools! This is a huge safety concern! Not only is it dangerous in terms of car and pedestrian accidents but also the pollution and crime that comes along with a major road passing through. This is a very beautiful neighborhood and excellent schools, this is going to negatively impact both! There is also beautiful wildlife that will also be negatively affected! It will be dangerous for people, children and animals to have a major thoroughfare passing by. Unfortunately I was not aware of what was being planned earlier. After finding out what was being planned I was shocked! This Black Mountain Blvd a project needs to be reconsidered! There is already a major street Cave Creek Road about a mile away that has access to the freeway. Cave Creek needs to be expanded since it is already an existing road. Why ruin a neighborhood and schools. Other options need to be considered. Other neighbors I've spoken with feel the same way. Everyone I've spoken with about this project had no idea what was happening. The communication that was sent out was not straight forward enough. Please do not release the funds for this project!	No initial response given.	BMB under the Build or No-build Alternative will not be a freeway and its traffic capacity, speeds, and functional characteristics will be that of an arterial street. To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB. When the Build and No-build Alternatives are compared, air quality modeling shows an improvement in air quality is expected if the Build Alternative is implemented due to the increases in efficiency of the roadway network that would result in more direct routes and less congestion with stationary vehicles idling. Crime changes are influenced by a wide variety of factors and it would be difficult to determine whether a new point of freeway access would have any effect. The City of Phoenix Police Department does not have any statistics specific to crime adjacent to freeways. Based on the experience of the Phoenix Police, there does not appear to be any correlation between crime rates, freeways, or freeway access. Crime seems to be more related to what is built adjacent to arterial streets and freeways. For general matters regarding crime and law enforcement, the Phoenix Police Department Black Mountain Precinct can be contacted at (602) 495-5002. Speeding is also a law enforcement issue and the surrounding community is encouraged to work with the Police Department to enforce safety. If your concern is in regards to vehicles speeding in your area, please call 534-SPEED or 534-7733. No species or their habitat protected under the Endangered Species Act will be impacted by the No-Build or Built Alternatives. Furthermore, natural habitat in the project area is committed to suburban development that will occur under either alternative. Wildlife that can adapt to suburban environments will continue to exist and move through the project area, especially in undeveloped spaces such as Reach 11 and wash corridors that will remain preserved as part of the Desert Ridge and Tatum Highlands East-West (Azara) Section 404 Clean Water Act permits. There are physical and capacity constraints on Cave Creek Road that would make expansion of that facility alone infeasible to handle future traffic demands. Public involvement for this study has been a significant effort and is described in Chapter V and Appendix G of the Draft EA (pages 161-168). Seventeen meetings open to public, thousands of notices distributed, websites, and other forms of public notice have been used over the past 18 months to inform the public of this study. At no point in this process was the central premise of the study, a connection between BMB and SR 51, not explicitly stated and shown in visual aids.
147	7/7/2013	E-mail	Helen	Doyle	Please do not release the funds for this project! I am in favor of the "No Build Alternative". This will negatively impact several beautiful neighborhoods and excellent schools! Cave Creek Road should be expanded since it already has freeway access and is a commercial road. I don't understand why a residential road like Black Mountain is even under consideration. It just doesn't make any logical sense.	No initial response given.	There are physical and capacity constraints on Cave Creek Road that would make expansion of that facility alone infeasible to handle future traffic demands. An arterial street network based on approximate one-mile spacing with freeway access would provide greater efficiency and less congestion than relying on a single route, such as Cave Creek Road, to handle north-south travel demand. Constructing a north-south link in the arterial street network and providing connectivity to the Regional Freeway System directly to and from the study area, and improving traffic congestion for motorists, among other reasons outlined in the EA, is why this project is under consideration.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
148	7/6/2013	E-mail	Stacy	Moskowitz	<p>My family lives in Fireside and I'm concerned for the safety of my children and all kids who live and attend school in the neighborhood if the proposed project moves forward. It will create much more traffic directly near three schools with thousands of children. We would like to see the no-build option happen to keep our neighborhood as safe as it can be.</p>	No initial response given.	<p>Traffic will increase in the study area regardless of which alternative is implemented. Although the traffic volumes may increase on some road segments under the Build Alternative when compared to the No-build, the overall operation and efficiency of the transportation network is expected to improve with a connection to SR 51 as would be provided under the Build Alternative.</p> <p>To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB.</p> <p>The modeling of future traffic volumes done for the BMB Study does not show a large difference between the No-Build and Build Alternatives for the daily average number of cars on Mayo Boulevard by the year 2035 (23,200 versus 26,600). Although the Fireside Elementary property does have frontage along Mayo Boulevard, the primary means of ingress/egress to the school are by Lone Cactus Drive which will continue to have low traffic volumes and vehicle speeds regardless of which alternative is implemented. For students that cross Mayo Boulevard to access the School, there is a marked crosswalk. On schooldays, the speed limit is 15 m.p.h. and a crossing guard and additional signing is provided for this crosswalk. The guard is present 45 minutes prior to the school bell in the morning and for 30 minutes in the afternoon after the final bell rings. The school zone limit of 15 m.p.h. remains in effect for the 45 minutes prior to school, during school hours, and for 30 minutes after school.</p>
149	7/7/2013	E-mail	Eric	White	<p>As a 8 yr resident of Aviano, I am very excited to see this expansion finally materialize. Over the years, the traffic on Tatum and Deer Valley has increased significantly. I like that our community has expanded to Fireside, and other housing expansions. With it, this is now needed. I work downtown, and this will really help my commute along with those living on Tatum between Dynamite and Deer Valley. Please approve this, it is much needed.</p>	No initial response given.	In support of Build Alternative; comment noted.
150	7/7/2013	E-mail	Tim	Martin	<p>I live in the Aviano at Desert Ridge community. I believe we have to go through with this project or we will have a traffic nightmare in a few years....traffic is already bad enough. The visual and noise impact will be significantly less troublesome than traffic bottlenecks throughout the area. Please move this project forward as soon as possible!</p> <p>Thanks Tim Martin</p>	No initial response given.	In support of Build Alternative; comment noted.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
151	7/8/2013	Phone call	Robert	Milligan, Deigen Family, and Dr. Harris	I am completely opposed to the current alignment along the high school and would like to reopen the alignment going through the park and recreation land. Pollution and Traffic far exceed the benefit of this road on the original BMB alignment.	No initial response given.	Alternative 3-S was developed based on public requests to bypass the segment of BMB located along the east side of PHS. Although this alternative would satisfy the public's request to isolate traffic from PHS in the immediate future, it scored poorly in regards to most of the evaluation screening criteria. Noteworthy are the inconsistencies with land-use planning that has been adopted by the City of Phoenix, ASLD, Reclamation, and the direct impacts to the Reach 11 Recreation Area. Further explanation of impacts to the Reach 11 Recreation Area under Section 4(f) regulations are available in Chapter IV of the Draft Environmental Assessment (p. 77-91) and on the study website www.blackmountainblvd.com . Although implementing Alternative 3-S may reduce potential conflicts between BMB and school traffic (including pedestrians) in the near term, eventually neighborhoods will develop west of PHS and students would be required to cross the 32nd Street alignment that would be carrying the traffic originally intended for BMB. The estimated costs for Alternative 3-S are approximately double the estimated costs for the other alternatives between SR 51 and Deer Valley Road. The majority of the cost increases associated with Alternative 3-S would be attributable to the bridge length required to span the Reach 11 flood pool. Therefore, Alternative 3-S has been eliminated from further consideration. Traffic in the study area is expected to increase regardless of whether the Build or No-build Alternative is implemented. When the Build and No-build Alternatives are compared, air quality modeling shows an improvement in air quality is expected if the Build Alternative is implemented due to the increases in efficiency of the roadway network that would result in more direct routes and less congestion with stationary vehicles idling.
152	7/8/2013	Phone call	Jeff	Weekes	Lives in Fireside; prefers the No-Build alternative; said it's ridiculous to put the road between two schools, it should go on the west side of PHS.	No initial response given.	Alternative 3-S was developed based on public requests to bypass the segment of BMB located along the east side of PHS. Although this alternative would satisfy the public's request to isolate traffic from PHS in the immediate future, it scored poorly in regards to most of the evaluation screening criteria. Noteworthy are the inconsistencies with land-use planning that has been adopted by the City of Phoenix, ASLD, Reclamation, and the direct impacts to the Reach 11 Recreation Area. Further explanation of impacts to the Reach 11 Recreation Area under Section 4(f) regulations are available in Chapter IV of the Draft Environmental Assessment (p. 77-91) and on the study website www.blackmountainblvd.com . Although implementing Alternative 3-S may reduce potential conflicts between BMB and school traffic (including pedestrians) in the near term, eventually neighborhoods will develop west of PHS and students would be required to cross the 32nd Street alignment that would be carrying the traffic originally intended for BMB. The estimated costs for Alternative 3-S are approximately double the estimated costs for the other alternatives between SR 51 and Deer Valley Road. The majority of the cost increases associated with Alternative 3-S would be attributable to the bridge length required to span the Reach 11 flood pool. Therefore, Alternative 3-S has been eliminated from further consideration. To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB.
153	7/8/2013	Phone call	Gebran	Gebran	Opposes the Build Alternative and the expanded six lanes.	No initial response given.	In support of No-build Alternative without specific objections or comment; comment noted.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
154	7/8/2013	E-mail	Modi	Nilesh	Hi, I am Aviano community resident. I'm also in agreement that with this new SR51 connection it will improve freeway access to community. But I've concern on connection of Rough Rider with Black Mountain Blvd. This will increase traffic on Aviano local community road. We observe people are driving nearly 40+mph speed and dangerous to local resident. think once exit completed traffic will increase on local Aviano Rough Rider road coming from East of 40th street community. To avoid risk to community...we should add few speed breaker on Rough rider road. This way it will slow down speedy driver and we can enforce speed. I hope my comments will placed in consideration. Regards, Nilesh	No initial response given.	One of the purposes in extending the funded portion of the Build Alternative to Pinnacle Peak Road is lessen the problem of cut-through traffic in neighborhoods potentially created by motorists traveling north (as in the given example of Rough Rider Road). Speeding is also a law enforcement issue and the surrounding community is encouraged to work with the Police Department to enforce safety. If your concern is in regards to vehicles speeding in your area, please call 534-SPEED or 534-7733. For general matters regarding crime and law enforcement, the Phoenix Police Department Black Mountain Precinct can be contacted at (602) 495-5002.
155	7/8/2013	E-mail	Terry	Cout	I am for the no built alternative, and feel stronger in my belief after attending several open meetings on the subject. 1) Study is very narrow in scope. 2) Those who use the Black Mountain off ramp will be forced to make a choice to turn right or left at Deer Valley or Pinnacle if their route is north. Means at least one addition turn will be required. I doubt this will be a great choice. What I do know is that intersections at Tatum/Deer Valley & Tatum and Pinnacle & Cave Creek/Deer Valley & Cave Creek/Pinnacle will become very congested with no relief in sight short term. 3) Study did not take into consideration the future impact of future traffic routes unitizing the existing 64th Street and 56th street off ramps. 4) Build alternative will only become a value when surface streets are completed by developers north of Pinnacle. No different that the development of North bound streets off the 101 at 64th Street and 56th street. Same for the 51/Black Mountain exit. 5) Short term; residents of Aviano and Fireside will benefit with easy access to downtown Phoenix. It will also benefit business at Desert Ridge and the JW Marriott. 6) The study does not address the real issues. Limited number of roads that are developed that provide East West access between Tatum Blvd and Cave Creek. (continued on next page)	No initial response given.	1) The study examined a range of alternatives to provide existing and future populations with an expansion of the arterial street network, improved access to the Regional Freeway System, reduced congestion and trip times, and accommodation for existing land use plans and their near and long-term implementation. 2) Under the Build Alternative scenario, the redistribution of traffic will improve conditions at the intersections described along Cave Creek Road and Tatum Boulevard. 3) Making improvements to 56th and/or 64th Street with the intention of those routes being used by current and/or future residents in the study area would not address the traffic problems of the area. Diverting motorists from the study area to 56th and/or 64th Street was not examined as part of this study because residents of the study area would not experience reduced travel times and distances using these routes to access the study area. 56th or 64th Streets are an even greater distance from the indirect routes of Cave Creek Road and Tatum Boulevard that are currently used to travel to and from the study area and State Route 51. Although some redistribution of traffic would occur if motorists were to use 56th or 64th Streets as optional routes, it would provide no relief for the congestion that occurs on the SR 51 ramps and SR 101L between SR 51 and Tatum Boulevard. It is also important to note that the traffic modeling done for this study examined the entire system of freeways and arterial streets and with the anticipated development of land along 56th or 64th Streets, those routes would not have the reserve capacity to handle their local traffic with the addition of traffic coming to or from the BMB study area. 4) Correct assumption. 5) Although not quantified by this study, it is reasonable to assume that businesses along Tatum Boulevard would realize some benefit from the improved traffic conditions. 6) Both the Build and No-build Alternatives assume the scenario in which the major east-west arterial streets are constructed as the adjacent lands are developed. 7) Connectivity and expansion of the arterial street network provides the benefit of mobility for the population. 8) Factors other than access and efficient transportation networks have a greater influence on crime rates. Specific measures are included in the Build Alternative to address the safety of students near the schools, and the belief that the roundabout will be removed is speculation. Other roundabouts in the Phoenix Metropolitan Area, I-17 and Happy Valley Road and State Route 202 and McKellips Road, for example, have been in service for years without plans for their removal. To learn more about roundabouts and their benefits, refer to http://www.azdot.gov/about/transportation-safety/roundabouts/faq . (continued on next page)

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
					<p>(continued from previous page)</p> <p>This means that Tatum provides the best access to existing communities. The study from my observations did not consider this challenge. Only North South routes. 7) Black Mountain/51 Off ramp basically ends at Cave Creek road which is served by an existing off ramp. What as been gained? 8) My opinion; Short term (-10 years) traffic will increase but the proposed off ramp will not provide a solution. Long Term (+10 years) There will be some benefit that will be limited because of the build out of 56th Street, 64th Street that will provide access to the 51 and 101 in addition to the existing Tatum and Cave Creek routes. This is a big decision. The build alternative will have a long term negative impact on the existing communities. Crime will increase with better Freeway Access. The build alternative will result in death/injury to students that attend the high school/elementary school. The proposed round about will be removed because accidents that result form motorist/trucks that don't honor warning signs will lose control of vehicles avoiding it, or directly crashing into it. I understand that speed limits will be set low. Traffic on Deer Valley between Cave Creek and Tatum moves at much higher speeds than the posted 40 MPH limit. Traveling at 40 is actually dangerous on this stretch of road. I now travel at least 50 MPH during high traffic periods. Given that speed limits are not controlled/enforced now - why would one think that 35 MPH limits will be enforced on the Black Mountain Blvd in the future? I love the neighborhood, I want to see and really hope for growth. I am asking leadership to promote growth while maintaining the quality of the neighborhood. Long Term - the no build alternative will best support this objective. In attending the meetings, it was obvious most attendees held the same opinion.</p>		<p>(continued from previous page)</p> <p>To address potential pedestrian hazards, the Build Alternative under consideration includes a slower speed northbound ramp, the aforementioned roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB. The modeling of future traffic volumes done for the BMB Study does not show a large difference between the No-Build and Build Alternatives for the daily average number of cars on Mayo Boulevard by the year 2035 (23,200 versus 26,600). Although the Fireside Elementary property does have frontage along Mayo Boulevard, the primary means of ingress/egress to the school are by Lone Cactus Drive which will continue to have low traffic volumes and vehicle speeds regardless of which alternative is implemented. For students that cross Mayo Boulevard to access the School, there is a marked crosswalk. On schooldays, the speed limit is 15 m.p.h. and a crossing guard and additional signing is provided for this crosswalk. The guard is present 45 minutes prior to the school bell in the morning and for 30 minutes in the afternoon after the final bell rings. The school zone limit of 15 m.p.h. remains in effect for the 45 minutes prior to school, during school hours, and for 30 minutes after school. Speeding is also a law enforcement issue and the surrounding community is encouraged to work with the Police Department to enforce safety. If your concern is in regards to vehicles speeding in your area, please call 534-SPEED or 534-7733. For general matters regarding crime and law enforcement, the Phoenix Police Department Black Mountain Precinct can be contacted at (602) 495-5002.</p>

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
156	7/8/2013	E-mail	Eric	Engstrom	I am in support of the no-build alternative. Connecting to the 51 is dangerously close to Pinnacle High School. In addition, it will cause an eyesore for the community.	No initial response given.	To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB. Both Build and No-Build alternatives would be compatible with the planned changes to the landscape and evolving character of the study area as land uses transition from undeveloped to suburban. Although the Build Alternative would include items that would be slightly more intrusive on the landscape, the ramps to connect with SR 51 and pedestrian bridge at PHS would be built to similar heights as the surrounding structures. The majority of views from the study area would, therefore, be maintained.
157	7/8/2013	E-mail	Karen	Engstrom	As a homeowner in Aviano at Desert Ridge, I am very opposed to the location of this project directly next to and visible from our neighborhood. It will severely devalue the home values in one of the nicest neighborhoods in the area. I am strongly in favor of the No Build Alternative.	No initial response given.	Both Build and No-Build alternatives would be compatible with the planned changes to the landscape and evolving character of the study area as land uses transition from undeveloped to suburban. Although the Build Alternative would include items that would be slightly more intrusive on the landscape, the ramps to connect with SR 51 and pedestrian bridge at PHS would be built to similar heights as the surrounding structures. The majority of views from the study area would, therefore, be maintained. Based upon analysis done within the Phoenix Metropolitan Area and studies conducted elsewhere in the US, traffic on major roads can affect values both negatively and positively for properties in the proximate area. However, in aggregate property values tend to increase based on available data. The value of property is increased through the co-development and existence of well-planned access and transportation infrastructure. The value of homes can vary depending on the buyer; some buyers will pay a premium for close proximity to freeway access while others will pay more for greater isolation from freeways and major streets. It should also be noted that disclosure of plans to construct BMB was made through public reports for the sale of all existing homes in the study area. Market values based on past appraisals have taken these public reports into consideration and reflect plans for the construction of BMB. As BMB remains a planned facility regardless of whether the Build or No-build Alternative is selected, BMB will remain a factor in the formulation of future appraisals.
158	7/8/2013	E-mail	Perry	Fraiman	When we moved to Arizona from NJ in 2005, we were dismayed to find very few areas where there were children walking, playing, and biking outside. When we finally saw Aviano, we made it our mission to find a home there, so our children would have a place where kids could be kids--an play outside. the proposed expansion of Black Mountain will make it extremely dangerous for our children to ride their bikes without danger, and will certainly cause us to give serious consideration to moving out of Aviano- to a more family friendly place. Aviano had been one of the premier family-friendly communities. With a 6-lane road directly next to it, we will no longer be able to utilize the once family-friendly environment	No initial response given.	Although improved access and mobility are expected to increase the traffic and noise on some routes as a result of traffic being more evenly distributed on the arterial street network, it is expected that neighborhoods adjacent to BMB would remain safe and vital with little or no disruption to people's lives. To address potential pedestrian hazards, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
159	7/8/2013	E-mail	Joseph	Smith	Why not make the off/on ramp from/to 51 HOV only. Isn't the point to reduce congestion. Making it available only for car pool would encourage carpooling. Given the large focus the project plan places on "costs" due to traffic delays, shouldn't we be working on a way to make our existing roads more efficient too.	No initial response given.	Dedicated HOV facilities would likely encourage some increases in car pooling. However, personal mobility remains the primary transportation mode of the study area and facilities open to all traffic types would best serve the transportation needs and goals of reducing congestion and enhancing mobility.
160	7/8/2013	E-mail	Alyse	Meislik	My vote would be in support of the No Build Alternative because the Build Alternative 1A-S+1-N will essentially split the Fireside community and create a lot of traffic within the community. If the other alternative is approved, it is possible to make it so that the new roadway does not provide traffic access to go east on Mayo Blvd so that the residential area will not see a major increase in traffic. I am concerned that traffic will begin cutting across Mayo Blvd to get to places such as Desert Ridge Marketplace.	No initial response given.	Traffic will increase in the study area regardless of which alternative is implemented. Although the traffic volumes may increase on some road segments under the Build Alternative when compared to the No-build, the overall operation and efficiency of the transportation network is expected to improve with a connection to SR 51 as would be provided under the Build Alternative. An arterial street network based on approximate one-mile spacing is common in the City of Phoenix and neighborhoods bordering arterial streets normally remain vital and function without disruption. The expansion of Mayo Boulevard and its eventual connection between BMB and Tatum Boulevard is independent from the current action and is planned to occur regardless if the Build or No-build Alternative is implemented.
161	7/8/2013	E-mail	Matthew	Leathers	I am in support of the "no build alternative." The current plan attempts to alleviate traffic while simultaneously dividing the Fireside Community. In doing so, the plan would isolate portions of the Fireside community by creating a major north/south thoroughfare in Black Mountain Blvd. Moreover, traffic would increase on Mayo Blvd as commuters would have access from the 51 freeway. Lastly, this development would lead to the eventual expansion of Mayo Blvd eastward into Tatum.	No initial response given.	Traffic will increase in the study area regardless of which alternative is implemented. Although the traffic volumes may increase on some road segments under the Build Alternative when compared to the No-build, the overall operation and efficiency of the transportation network is expected to improve with a connection to SR 51 as would be provided under the Build Alternative. An arterial street network based on approximate one-mile spacing is common in the City of Phoenix and neighborhoods bordering arterial streets normally remain vital and function without disruption. The expansion of Mayo Boulevard and its eventual connection between BMB and Tatum Boulevard is independent from the current action and is planned to occur regardless if the Build or No-build Alternative is implemented.
162	7/8/2013	Phone call	Mary	Deignan	Prefers the No-Build alternative	No initial response given.	In support of No-build Alternative without specific objections or comment; comment noted.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
163	7/8/2013	E-mail	Chad	Chisholm	I urge you to vote NO on the Black Mountain Blvd exit of SR 51. That off-ramp would dump cars in between a high school and an elementary school. I've never seen a city allow a freeway off-ramp and on-ramp between 2 schools, especially an elementary school. My young daughters are zoned to Fireside Elementary, and I do not want to worry about freeway traffic next to her walk to school. When this road was planned, our neighborhood wasn't there. The environment has changed, but the plan for the freeway through Desert Ridge has not. I think we're making a huge mistake. Please vote NO on Wednesday. Thank you for your consideration.	No initial response given.	To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB. The modeling of future traffic volumes done for the BMB Study does not show a large difference between the No-Build and Build Alternatives for the daily average number of cars on Mayo Boulevard by the year 2035 (23,200 versus 26,600). Although the Fireside Elementary property does have frontage along Mayo Boulevard, the primary means of ingress/egress to the school are by Lone Cactus Drive which will continue to have low traffic volumes and vehicle speeds regardless of which alternative is implemented. For students that cross Mayo Boulevard to access the School, there is a marked crosswalk. On schooldays, the speed limit is 15 m.p.h. and a crossing guard and additional signing is provided for this crosswalk. The guard is present 45 minutes prior to the school bell in the morning and for 30 minutes in the afternoon after the final bell rings. The school zone limit of 15 m.p.h. remains in effect for the 45 minutes prior to school, during school hours, and for 30 minutes after school. None of the alternative that have been considered by this study include a freeway. BMB under the Build or No-build Alternative will not be a freeway or freeway extension and its traffic capacity, speeds, and functional characteristics will be that of an arterial street. The construction of the neighborhoods in the study area was done in conjunction with the planning for BMB, and plans for BMB and the surrounding neighborhoods have been mutually agreed upon by the land planning entities involved and disclosed to the public in advance of these plans being formally adopted by the City of Phoenix, Arizona State Land Department, and the Arizona Department of Transportation.
164	7/8/2013	E-mail	Renee	Kreizenbeck	I have previously attended one of your public meetings and was able to voice my opinion in regards to the Black mountain Blvd project. I would like to take this last opportunity to do so one more time. Our home backs up to Black Mountain Blvd, a few houses in from Deer Valley. I have to say that when we purchased our home, there was never any mention of what would become of the quiet street behind us. If we had been advised of this future project, I can assure you, we would have never purchased this home. I completely understand the need for more access and that the need will only continue to grow with more development. However, I am just so sorry that it's not only going to be directly behind us, but between an elementary and high school as well. Our neighborhood is going to lose so many of the wonderful qualities that brought us here in the first place. I have talked with many people that just feel defeated and helpless in regards to trying to stop this. I think we all believe that there just has to be some alternative. Thank you.	No initial response given.	The component of the Phoenix General Plan that outlines the development of the City's arterial street network, known as the Street Classification Map, has identified plans for BMB since 1994. The range of alternatives includes the No-build that would not include a connection to SR 51. However, with or without a freeway connection, BMB will be constructed as an arterial street in accordance with the General Plan. An arterial street network based on approximate one-mile spacing is common in the City of Phoenix and neighborhoods bordering arterial streets normally remain vital and function without disruption. To address potential pedestrian hazards, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
165	7/8/2013	E-mail	Kim	Hermann	I strongly opposed the building of the Black Mountain Blvd. I feel this will propose a threat to surrounding schools and the increased traffic in the area will be awful.	No initial response given.	To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB. Modeling of future traffic conditions done for this study predicts less congestion and a reduction in time spent driving when the Build Alternative is compared to the No-build Alternative.
166	7/8/2013	E-mail	Perry	Lara	I live in Aviano at Desert Ridge and strongly oppose the connection of the Black Mountain Parkway with the SR 51. This will bring unnecessary traffic into our neighborhood.	No initial response given.	Traffic is predicted to increase regardless of which alternative is implemented. Although the traffic volumes may increase on some road segments under the Build Alternative when compared to the No-build, the overall operation and efficiency of the transportation network is expected to improve with a connection to SR 51 as would be provided under the Build Alternative.
167	7/8/2013	E-mail	Thomas	Vespalec	I do NOT think this connection is vital to our community area. It will produce more noise, crime, safety concerns, and endangerment to our area. All the families that moved to this area liked the close proximity and safety of the schools, and if you add 6 lanes, that is not what I want to see next to my community or schools that my kids go to. We enjoy the area as a family and see so many issue with this 51 connection and then connecting it all the way to I-17. Even though that this was in development over 15 years ago, does not mean it can be modified or changed. I understand a on/off ramp to a frontage road that would take you to Cave Creek Road, but to connect it moving north? Then they should have not allowed communities and schools to be built like they are now. Poor planning toward the good of the communities. I believe there is time for change on this project. In addition, I see other areas that the money could be better spend. Please consider the communities and the families that live here. Sincerely! Tom	No initial response given.	The City of Phoenix has a policy and practice of not constructing traffic noise walls for residences along its arterial street network. In general, walls are the responsibility of the property owner. Constructing walls taller than six feet to effectively reduce traffic noise would not be permitted due to the City Ordinance (Section 703 [Landscaping, Fences, and Walls]). Breaks in walls required for side streets, driveways, utilities and drainage would reduce their noise-reduction properties rendering them ineffective and an unjustifiable project expense. To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB. The modeling of future traffic volumes done for the BMB Study does not show a large difference between the No-Build and Build Alternatives for the daily average number of cars on Mayo Boulevard by the year 2035 (23,200 versus 26,600). Although the Fireside Elementary property does have frontage along Mayo Boulevard, the primary means of ingress/egress to the school are by Lone Cactus Drive which will continue to have low traffic volumes and vehicle speeds regardless of which alternative is implemented. For students that cross Mayo Boulevard to access the School, there is a marked crosswalk. On schooldays, the speed limit is 15 m.p.h. and a crossing guard and additional signing is provided for this crosswalk. The guard is present 45 minutes prior to the school bell in the morning and for 30 minutes in the afternoon after the final bell rings. The school zone limit of 15 m.p.h. remains in effect for the 45 minutes prior to school, during school hours, and for 30 minutes after school. Crime changes are influenced by a wide variety of factors and it would be difficult to determine whether a new point of freeway access would have any effect. The City of Phoenix Police Department does not have any statistics specific to crime adjacent to freeways. Based on the experience of the Phoenix Police, there does not appear to be any correlation between crime rates, freeways, or freeway access. Crime seems to be more related to what is built adjacent to arterial streets and freeways. For general matters regarding crime and law enforcement, the Phoenix Police Department Black Mountain Precinct can be contacted at (602) 495-5002. Speeding is also a law enforcement issue and the surrounding community is encouraged to work with the Police Department to enforce safety. If your concern is in regards to vehicles speeding in your area, please call 534-SPEED or 534-7733. Although development and population growth has occurred in the study area since plans for BMB were originally incorporated into the Street Classification Map and General Plan, the need to improved mobility and access has not changed.

#	Date of Comment	Comment Method	First Name	Last Name	Comment/Question	Initial Response	Final Response
168	7/9/2013	E-mail	Allison	Lara	I live in Aviano in Desert Ridge and strongly oppose the connection of the Black Mountain Parkway with the SR51. When we built our house we were told it would be a maximum of 2 lanes and would not be a freeway extension.	No initial response given.	BMB under the Build or No-build Alternative will not be a freeway or freeway extension and its traffic capacity, speeds, and functional characteristics will be that of an arterial street. BMB was adopted into the Street Classification Map and Phoenix General Plan as a six-lane arterial street.
169	7/9/2013	E-mail	Karen	Bottesch	Hello, I live in Fireside and do not want to see SR 51 extended through the neighborhood next to homes and 2 schools, bad idea. Please count my vote for the "No Build Alternative". Thank you, Karen Bottesch	No initial response given.	BMB under the Build or No-build Alternative will not be a freeway and its traffic capacity, speeds, and functional characteristics will be that of an arterial street. To address pedestrian safety in vicinity of the schools, the Build Alternative under consideration includes a slower speed northbound ramp, a roundabout for traffic calming, traffic speed signing, a new access for PHS traffic to Deer Valley Road west of BMB, and a pedestrian bridge over BMB.
170	7/9/2013	E-mail	Jeff	Daly	I support the no build alternative.	No initial response given.	In support of No-build Alternative without specific objections or comment; comment noted.

Comment #2

DanielleInLA@aol.com

06/05/2013 02:51 PM

To blackmountain STR/STR/PHX@PHXENT
cc
Subject Question on 51N to 101W Ramp

If you might have noticed already, the interchange from the 51N to the 101W was poorly designed and has a traffic backup during rush hour every weekday. What is going to be done to address this part of the roadway which, from the looks of the planned drawing, will be the route that drivers need to take to exit to BMB? Are their plans to widen or restripe the bottom of the ramp so that it doesn't merge into one lane which is what is causing the slowdown?

I would appreciate a response back.

Thank you,
Danielle Flinn
Fireside, Desert Ridge Resident

Subject: Submission from the Black Mountain Boulevard website

Date: Wednesday, June 5, 2013 6:26:58 PM Mountain Standard Time

From: sinclaireng@cox.net <sinclaireng@cox.net>

To: Marsha Miller <Marsha@kdacreative.com>

Name: chris sinclair

Email: sinclaireng@cox.net

Please send me project updates.

Comment: I live in Aviano at Desert Ridge. I would like to see a connection to SR51 to connect the northern parts of the valley with the southern. A freeway connection is vital for future development, as well as convenience for the development already in place. Thank you. Please contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Wednesday, June 5, 2013 7:12:13 PM Mountain Standard Time

From: kjmeeks@cox.net <kjmeeks@cox.net>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Jenna Meeks

Email: kjmeeks@cox.net

No updates please

Comment: We are home owners and full-time residents in the Aviano neighborhood at 40th St. and Deer Valley Rd. My husband and I wholeheartedly support the current 1A BMB plan. We commend the City of Phoenix for looking ahead to the traffic needs in this area\'s future and building necessary routes before traffic becomes problematic. We probably won\'t attend the 6/19/13 public hearing, but we wanted to let you know our position as nearby residents. Too often, the loudest voices are those in protest, whether they be the majority or not. You may mark us down as a quiet \"yes!\" - Jenna and Kevin Meeks

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Wednesday, June 5, 2013 8:04:00 PM Mountain Standard Time

From: cookingprincess@gmail.com <cookingprincess@gmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Sondra Wermes

Email: cookingprincess@gmail.com

Please send me project updates.

Comment: Hi there, Two questions... Is construction planned from the 51 to Deer Valley or the 51 all the way up through Jomax to Cave Creek? If the construction is to go through to Cave Creek, will the road go above the dam south of Jomax? Thank you! Sondra Wermes

Please contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Thursday, June 6, 2013 10:02:25 AM Mountain Standard Time

From: 4azjohnsons@cox.net <4azjohnsons@cox.net>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Chuck Johnson

Email: 4azjohnsons@cox.net

No updates please

Comment: I am confused why you have chosen to build the road right up against the existing homes in Tatum Highlands (40th St & Jomax Rd)? There is a mile of empty desert from 40th Street to Cave Creek Road in which the road can be built with zero homeowner impact. Why, with all of the available empty desert between 40th Street and Cave Creek Road, are you building the road so close to this residential area? There must be a logical answer, other than \"to utilize the 0.4 miles of asphalt that already exists on 40th Street.\" Thank you
There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Thursday, June 6, 2013 11:16:31 AM Mountain Standard Time

From: lgmaguire@cox.net <lgmaguire@cox.net>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Laura Maguire

Email: lgmaguire@cox.net

No updates please

Comment: Cave Creek Road is already easily accessed by the 101 without traipsing through neighborhoods (mini)LA-style where people get on a freeway to drive next door then complain about pollution--but we in AZ have always envied LA. For drivers who can read-- by following the 101 West signs from the 51 North just after Union Hills Road--Cave Creek road is accessible (or should be). I live in Desert Ridge and there are numerous access points to Cave Creek Road from the north and the south. But something tells me \"here we go again\"--\"we've got the funds, use them\" just like buying something you don't need or want \"because it's there\"-- just like all the toys your kids beg for and don't need or really want either--they just want you to prove to them you're interested in them. This BMB Project is a \"prove your interest\" fiasco that will take down home values even more. Maybe someone should check into who is chomping at the bit for this to go through so they can buy up real estate cheap as people cut their losses and flee the area--as businesses fold-- as people cry on their front porches and wonder \"Why?!\\" and \"Why my neighborhood?\\" and \"Why me?\\"==as people in crappy neighborhoods weep for joy that BMB area homes are devalued to equate with theirs. Isn't real estate a squeak from the ol' armPIT?!!! There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Thursday, June 6, 2013 11:37:48 AM Mountain Standard Time

From: ray@capitalinvestorsrealty.com <ray@capitalinvestorsrealty.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Ray Parker

Email: ray@capitalinvestorsrealty.com

Please send me project updates.

Comment: After living in Desert Ridge for ten years, it is imperative that we have additional road access north and south in order to sustain growth and maintain traffic flow. At the present time, Tatum Blvd. is becoming more and more hazardous as traffic flow continues to mount. We definitely need to build BMB with access from R-51 to Cave Creek as outlined in your presentation. Either option is fine with me, but connection with R-51 is definitely needed. Thank you, Ray Parker
There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Thursday, June 6, 2013 1:31:53 PM Mountain Standard Time

From: adam1176@yahoo.com <adam1176@yahoo.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Adam Shprecher

Email: adam1176@yahoo.com

Please send me project updates.

Comment: I just watched the video of the preferred alternative and there was a mention of a pedestrian bridge to the High School and barriers to prevent crossing at the street level. I believe many children would ride their bikes to school. Would they have to climb up and down a pedestrian bridge carrying a bicycle to do this or would there also be a way to cross at the street level at the Mayo intersection traffic light?

Please contact me.

Subject: Submission from the Black Mountain Boulevard website -

Date: Monday, June 10, 2013 7:57:08 AM Mountain Standard Time

From: bjmsrl@juno.com <bjmsrl@juno.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Shirley Linne

Email: bjmsrl@juno.com

Please send me project updates.

Comment: My home is located at 27420 North 44th Street. Is it in the target area for this project? Will I have to move?

Please contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Monday, June 10, 2013 5:45:14 AM Mountain Standard Time

From: tbloomerjr@gmail.com <tbloomerjr@gmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Thomas Bloomer

Email: tbloomerjr@gmail.com

No updates please

Comment: To whom it may concern: I believe building an off ramp from a major (or two major) highways right in between a school and a residential area creates pedestrian hazards and a degrading of the overall neighborhood value. The off ramp should run to the West of the highschool, where there is little else going on. Thank you, Tom B.

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website -

Date: Tuesday, June 11, 2013 12:56:34 PM Mountain Standard Time

From: azwildcat91@msn.com <azwildcat91@msn.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Drew Foster

Email: azwildcat91@msn.com

Please send me project updates.

Comment: I am fully supportive of this project to connect to SR-51.

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website -

Date: Tuesday, June 11, 2013 3:28:52 PM Mountain Standard Time

From: jwbt@aol.com <jwbt@aol.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Susan Bradshaw

Email: jwbt@aol.com

Please send me project updates.

Comment: I have a few questions I hope you can answer: -What is the volume of traffic expected along this new road? Particularly around the high school? -Have speed limits been determined yet? -Will large trucks be allowed to travel on this roadway? -What sort of sound-supressing plans are in the works for homes backing to the road? Thank you!

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Tuesday, June 11, 2013 5:45:16 PM Mountain Standard Time

From: adesai2006@gmail.com <adesai2006@gmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: AJAY DESAI

Email: adesai2006@gmail.com

Please send me project updates.

Comment: I am a resident of Aviano and am opposing the No Build Alternative (Alternative 4). I strongly feel that to continue the No Build option further goes against the fundamental nature of this Project - the basis of which was to build a solution. Without building anything, a current problem will continue to get worse and the allocated funds will not be available in the future. I vote in favor of the Build Alternative.

Please contact me.

Subject: Re: comments on BMB draft EA

Date: Monday, June 17, 2013 12:29:56 PM Mountain Standard Time

From: blackmountain@phoenix.gov <blackmountain@phoenix.gov> (sent by leticia.vargas@phoenix.gov <leticia.vargas@phoenix.gov>)

To: Greg Gibson <greggo3@cox.net>

CC: Marsha Miller <Marsha@kdacreative.com>, dana.owsiany@phoenix.gov <dana.owsiany@phoenix.gov>

Greg,

Thank you for your comments on the City's website for Black Mountain Blvd,

I will make sure your comments get added to the record.

Thank you for again for participating.

Leticia Vargas,P.E.

leticia.vargas@phoenix.gov

602-261-8076

"**Greg Gibson**" <greggo3@cox.net>

06/13/2013 10:41 AM

To blackmountain STR/STR/PHX@PHXENT

cc

Subject comments on BMB draft EA

Team,

Here are my comments on the BMB draft EA:

- Noise: how is it that the only EA impact judged to be out of compliance is just to be ignored and nothing done? This is ridiculous and will not be allowed by the affected neighborhoods.

- Secondary Impacts: table 22 presents an impact classification, but no actual classification of the BMB EA secondary impacts is included. There is a vague discussion of secondary impacts in general, but a specific listing of impacts with their classification seems to be what this section should be providing. Looking at the project web page, it seems like many of the secondary impacts would be classified as both positive and negative, moderate to substantial, and permanent.

- Cumulative Impacts: I cannot follow the logic used in this section. It reads like an assessment was not done, instead some kind of argument is laid out about how things would change anyway, so doing this project has little cumulative impact. I do not think that response satisfies the intent of this section which is to describe the overall cumulative impact of the BMB project along with all the other projects and plans for the area, again using the impact classification presented in Secondary Impacts section. There seems to be no doubt this section should identify the cumulative impacts as both positive and negative, substantial, and permanent.

Thank you,

Greg Gibson
4563 E Bajada Rd

Subject: Submission from the Black Mountain Boulevard website

Date: Friday, June 14, 2013 12:31:42 PM Mountain Standard Time

From: tony@monolithgroup.com <tony@monolithgroup.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Tony Ardizzone

Email: tony@monolithgroup.com

Please send me project updates.

Comment: I am NOT in favor of this freeway alignment. We have a very peaceful family neighborhood. We have children who we bike ride and exercise along Black Mountain Blvd. We live on 36th street and this realignment is no more than an approximate 300 feet away from our home. Safety along with an influx of new transient people will bring a new version of crime to the Aviano Community. I would like to see this realignment be pushed further into the State Land area that should be designated for this Freeway realignment.

Please contact me.

Subject: Fw: Pinnacle HS traffic

Date: Wednesday, June 19, 2013 10:30:23 AM Mountain Standard Time

From: leticia.vargas@phoenix.gov <leticia.vargas@phoenix.gov>

To: JRomero@aztec.us <JRomero@aztec.us>

CC: Marsha Miller <Marsha@kdacreative.com>, SMcKenzie@aztec.us <SMcKenzie@aztec.us>

Jim,

I know you guys are probably busy preparing for tonight's meeting. I just opened this email on our City of Phoenix website. If you can help me formulate an answer. I have some ideas...but I too am swamped with other projects...and thought it might be easier if you take a look. I have one other one that I will open and probably send your way.

Let me know what you come up with.

Leticia=)

Leticia Vargas, P.E.
Civil Engineer II
City of Phoenix, Street Transportation Department
200 West Washington Street, 5th floor
Phoenix, Arizona 85003-1611
TEL: 602-261-8076
leticia.vargas@phoenix.gov

----- Forwarded by Leticia Vargas/STR/PHX on 06/19/2013 11:26 AM -----

Colleen Nelson <wotee@cox.net>

To blackmountain STR/STR/PHX@PHXENT

cc

Subject Pinnacle HS traffic

06/17/2013 03:13 PM

Currently the traffic going into and out of the high school is a nightmare in the morning and afternoon with parents dropping off and picking up...made worse by the limited parking, small lots, and narrow entry and exit roads. This road will bring even more, non school related morning commuter traffic right to an area that is already at a standstill. While I see a proposal for a new access road to the staff lot, I also see the proposed BMB road will narrow by the school, so it will bring more cars and decrease in lane availability. This makes no sense. How will the new access road help alleviate these traffic issues that already exist without the BMB going through, and will the school be getting any additional parking lots to accommodate the volume of cars and move them through more efficiently? Honestly, students driving in and parking is not creating the problem, it is parents trying to move in and out, plus wait in line on the road...seems to me that if more students could actually park, some of the car lines would disappear.

I would appreciate a response.

Thank you,
Colleen Nelson, Tatum Highlands resident

Subject: Fw: additional comments on BMB draft EA

Date: Wednesday, June 19, 2013 10:35:10 AM Mountain Standard Time

From: leticia.vargas@phoenix.gov <leticia.vargas@phoenix.gov>

To: Marsha Miller <Marsha@kdacreative.com>

CC: JRomero@aztec.us <JRomero@aztec.us>, SMcKenzie@aztec.us <SMcKenzie@aztec.us>

Marsha,

Here is more input for our EA. From Greg Gibson.

Take a look at his pic! I would be calling Animal Control if I saw this big cat in my backyard.

Leticia=)

Leticia Vargas, P.E.
Civil Engineer II
City of Phoenix, Street Transportation Department
200 West Washington Street, 5th floor
Phoenix, Arizona 85003-1611
TEL: 602-261-8076
leticia.vargas@phoenix.gov

----- Forwarded by Leticia Vargas/STR/PHX on 06/19/2013 11:29 AM -----

"Greg Gibson" <greggo3@cox.net>

To blackmountain STR/STR/PHX@PHXENT

cc

Subject: additional comments on BMB draft EA

Team,

Here are my additional comments on the BMB draft EA:

- Biological Resources, Threatened and Endangered Species List: I have seen off & on over the years, in the wash behind my yard, some kind of cat that may be endangered (see attached picture taken Feb 2012). We also have coyotes & javelina migrating thru the neighborhood at times.

Thank you,

Greg Gibson
4563 E Bajada Rd
Cave Creek AZ 85331

BLACK MOUNTAIN BOULEVARD

State Route 51 / Loop 101 Interchange to Cave Creek Road

**Comment #24**

COMMENT FORM

June 19, 2013

Please provide us with your comments regarding the draft Environmental Assessment. You may either leave them with the team at the hearing tonight, fax them to (602) 368-9645, or mail them to 9217 E. Shea Blvd., #620, Phoenix, AZ 85028 no later than **July 8, 2013**.

Name: Don McCaul

Please add me to the project database for future updates (this is a private list and will only be used by the project team to send out information about the Black Mountain Boulevard project).

Address: 3807 E. Crest LaneCity: Phoenix Zip: 85050Email: ddmccaul1@cox.net ✓

I am 100% in favor of the Black Mt. Pkwy extension as proposed with completion north to Pinnacle Peak Road. The sooner the better. In addition it would be much appreciated if the City of Phoenix would encourage the State Land Dept to bring Superblock 4.L to the marketplace for sale. This would allow an additional developer-funded access to take traffic north to Pinnacle Peak Road and take traffic off of Tatum Blvd. Getting traffic past Desert Ridge Mall is a nightmare.

BLACK MOUNTAIN BOULEVARD

State Route 51 / Loop 101 Interchange to Cave Creek Road



City of Phoenix

ADOT

U.S. Department of Transportation
Federal Highway
Administration

00

COMMENT FORM

Comment #25

June 19, 2013

Please provide us with your comments regarding the draft Environmental Assessment. You may either leave them with the team at the hearing tonight, fax them to (602) 368-9645, or mail them to 3217 E. Shea Blvd., #620, Phoenix, AZ 85028 no later than **July 8, 2013**.

Name: Suryakanth Gurude

Please add me to the project database for future updates (this is a private list and will only be used by the project team to send out information about the Black Mountain Boulevard project).

Address: 22810 N 36th ST

City: Phoenix Zip: 85050

Email: suryakanthgurude @ yahoo.com

Comments

(1) children safety of Fireside elementary & Pinnacle Highschool is a serious concern.

previous alternative of - West to pinnacle Highschool or No build out is reasonable.

(2) I would not support alternative (1 A-S+I-N).

(3) noise pollution, accidents, emergency vehicles would kill the neighbourhood values.

(4) No build is optimal.

BLACK MOUNTAIN BOULEVARD

State Route 51 / Loop 101 Interchange to Cave Creek Road



COMMENT FORM

Comment #26

June 19, 2013

Please provide us with your comments regarding the draft Environmental Assessment. You may either leave them with the team at the hearing tonight, fax them to (602) 368-9645, or mail them to 3217 E. Shea Blvd., #620, Phoenix, AZ 85028 no later than **July 8, 2013**.

Name: REGGIE TRACHTENBERG

Address: 23132 N. 35th WAY

City: PHX Zip: 85050

Email: Reggatrach@aol.com

Please add me to the project database for future updates (this is a private list and will only be used by the project team to send out information about the Black Mountain Boulevard project).

Want to know if there will be equine underpasses on the new road.
Thanks.

BLACK MOUNTAIN BOULEVARD

State Route 51 / Loop 101 Interchange to Cave Creek Road



COMMENT FORM

Comment #27

June 19, 2013

Please provide us with your comments regarding the draft Environmental Assessment. You may either leave them with the team at the hearing tonight, fax them to (602) 368-9645, or mail them to 3217 E. Shea Blvd., #620, Phoenix, AZ 85028 no later than **July 8, 2013**.

Name: Suzanne Miles

Address: 4716 E. Weaver Rd.

City: Phx Zip: 85050

Email: smiles9@cox.net ✓

Please add me to the project database for future updates (this is a private list and will only be used by the project team to send out information about the Black Mountain Boulevard project).

I am strongly in favor of the "Build Alternative"
IA-S+I-N.

Having an exit between Tatum +
Cave Creek will greatly relieve traffic +
congestion on Tatum!

The sooner you build this the better.

BLACK MOUNTAIN BOULEVARD

State Route 51 / Loop 101 Interchange to Cave Creek Road



COMMENT FORM

Comment #28

June 19, 2013

Please provide us with your comments regarding the draft Environmental Assessment. You may either leave them with the team at the hearing tonight, fax them to (602) 368-9645, or mail them to 3217 E. Shea Blvd., #620, Phoenix, AZ 85028 no later than **July 8, 2013**.

Name: David Isom

Please add me to the project database for future updates (this is a private list and will only be used by the project team to send out information about the Black Mountain Boulevard project).

Address: 21737 N. 37th St.

City: Phoenix, AZ Zip: 85050

Email: DWISOM@COX.NET

The proposed route is too close to both Pinnacle High and ~~the~~ Fireside elementary schools.

I suggest moving the route to the west of Pinnacle High. There may be accidents with kids that lead to lawsuits.

BLACK MOUNTAIN BOULEVARD

State Route 51 / Loop 101 Interchange to Cave Creek Road



COMMENT FORM

Comment #29

June 19, 2013

Please provide us with your comments regarding the draft Environmental Assessment. You may either leave them with the team at the hearing tonight, fax them to (602) 368-9645, or mail them to 3217 E. Shea Blvd., #620, Phoenix, AZ 85028 no later than **July 8, 2013**.

Name: _____

Please add me to the project database for future updates (this is a private list and will only be used by the project team to send out information about the Black Mountain Boulevard project).

Address: _____

City: _____ Zip: _____

Email: _____

Please build it already!

BLACK MOUNTAIN BOULEVARD

State Route 51 / Loop 101 Interchange to Cave Creek Road



COMMENT FORM

Comment #30

June 19, 2013

Please provide us with your comments regarding the draft Environmental Assessment. You may either leave them with the team at the hearing tonight, fax them to (602) 368-9645, or mail them to 3217 E. Shea Blvd., #620, Phoenix, AZ 85028 no later than **July 8, 2013**.

Name: Robert Milligan

Please add me to the project database for future updates (this is a private list and will only be used by the project team to send out information about the Black Mountain Boulevard project).

Address: 3734 E. Matthews

City: Phoenix Zip: 85050

Email: robert_milligan@hotmail.com

It is clear that there has been no consideration to the impact to traffic flow on Mayo Blvd between 40th Street and Black Mtn Blvd. There is a brand new elementary school on Mayo that will face increasing traffic with no planned mitigation. This needs to be addressed if the preferred alternative is to proceed. Thanks

BLACK MOUNTAIN BOULEVARD

State Route 51 / Loop 101 Interchange to Cave Creek Road



COMMENT FORM

Comment #31

June 19, 2013

Please provide us with your comments regarding the draft Environmental Assessment. You may either leave them with the team at the hearing tonight, fax them to (602) 368-9645, or mail them to 3217 E. Shea Blvd., #620, Phoenix, AZ 85028 no later than **July 8, 2013**.

Name: Mik. Godlaski

Please add me to the project database for future updates (this is a private list and will only be used by the project team to send out information about the Black Mountain Boulevard project).

Address: 4127 E Molly Ln

City: Cave Creek Zip: 85331

Email: Mik.Judie@cox.net

I prefer the no build alternative
to reduce the traffic in the
study area.

BLACK MOUNTAIN BOULEVARD

State Route 51 / Loop 101 Interchange to Cave Creek Road



COMMENT FORM

Comment #32

June 19, 2013

Please provide us with your comments regarding the draft Environmental Assessment. You may either leave them with the team at the hearing tonight, fax them to (602) 368-9645, or mail them to 3217 E. Shea Blvd., #620, Phoenix, AZ 85028 no later than **July 8, 2013**.

Name: Ryan Waddington

Address: 3615 E. Abraham Lane

City: Phx Zip: 85050

Email: ryan@freeformel.com

Please add me to the project database for future updates (this is a private list and will only be used by the project team to send out information about the Black Mountain Boulevard project).

Living at the corner of both Mayo & Black Mtn., as I see, hear & feel the already busy intersection during ~~Becky~~ school drop off & pick up hours. To add more traffic to that is a major oversight. Additionally, I've seen/heard a lot of mention for traffic calming measures on BMB but nothing on Mayo, with the elementary school. I see the positives to the H-S & L-N plan but the negatives far out weigh them.

BLACK MOUNTAIN BOULEVARD

State Route 51 / Loop 101 Interchange to Cave Creek Road



City of Phoenix

ADOT

U.S. Department of Transportation
Federal Highway
Administration

COMMENT FORM

Comment #33

June 19, 2013

Please provide us with your comments regarding the draft Environmental Assessment. You may either leave them with the team at the hearing tonight, fax them to (602) 368-9645, or mail them to 3217 E. Shea Blvd., #620, Phoenix, AZ 85028 no later than **July 8, 2013**.

Name: Tracy McKinney

Please add me to the project database for future updates (this is a private list and will only be used by the project team to send out information about the Black Mountain Boulevard project).

Address: 31st E. Zachary Dr.

City: Phoenix Zip: 85050

Email: AZTLM14@gmail.com

* Preference to consider building on west side of Pinnacle HS vs. east side. On the east side there are many separate neighborhoods that are part of Fireside. Currently on the west side of Pinnacle HS there are no residential neighborhoods. Also there is an elementary school on the east side of Pinnacle HS vs. the west side.

Why not consider 56th St. or 64th St?

I support Black mtn. Blvd development. I know there needs to be macro consideration, but the schools are a ~~key~~ major consideration for elementary school safety

BLACK MOUNTAIN BOULEVARD

State Route 51 / Loop 101 Interchange to Cave Creek Road



COMMENT FORM

Comment #34

June 19, 2013

Please provide us with your comments regarding the draft Environmental Assessment. You may either leave them with the team at the hearing tonight, fax them to (602) 368-9645, or mail them to 3217 E. Shea Blvd., #620, Phoenix, AZ 85028 no later than **July 8, 2013**.

Name: Sandhya Reddy

Address: 22810 N 36th St

City: Phoenix Zip: 85050

Email: _____

Please add me to the project database for future updates (this is a private list and will only be used by the project team to send out information about the Black Mountain Boulevard project).

① If Alternative A-S, A-N is built,
you need to build noise reduction
walls. (8 to 10 feet).

② Otherwise No build option is
ideal.

BLACK MOUNTAIN BOULEVARD

State Route 51 / Loop 101 Interchange to Cave Creek Road



COMMENT FORM

Comment #35

June 19, 2013

Please provide us with your comments regarding the draft Environmental Assessment. You may either leave them with the team at the hearing tonight, fax them to (602) 368-9645, or mail them to 3217 E. Shea Blvd., #620, Phoenix, AZ 85028 no later than **July 8, 2013**.

Name: Karen Blue

Address: 4233 E. Maya Way

City: Cave Creek Zip: 85331

Email: carroll.karen@att.net

Please add me to the project database for future updates (this is a private list and will only be used by the project team to send out information about the Black Mountain Boulevard project).

I liked the idea of the No build alternative,

along w/ building out 56th ST + 64th ST.

Options to the west do seem to make sense. Seems to be safer to put road to the west of the high school.

If these are truly not possible, then I vote for the proposed alternative.

BLACK MOUNTAIN BOULEVARD

State Route 51 / Loop 101 Interchange to Cave Creek Road



COMMENT FORM

Comment #36

June 19, 2013

Please provide us with your comments regarding the draft Environmental Assessment. You may either leave them with the team at the hearing tonight, fax them to (602) 368-9645, or mail them to 3217 E. Shea Blvd., #620, Phoenix, AZ 85028 no later than **July 8, 2013**.

Name: Layla Saikley

Please add me to the project database for future updates (this is a private list and will only be used by the project team to send out information about the Black Mountain Boulevard project).

Address: 3658 E. Crest Ln

City: Phoenix Zip: 85050

Email: lsaikley@gmail.com ✓

I am a resident of Desert Ridge and I am firmly in support of the no build option. I do not want my community to be disrupted by these plans to build this road through the neighborhood. I have been a Phx resident for over 30 thirty and I have seen my neighborhood disco ruined by the 51 along Shea and Cactus and I do not want to see that again. I would like other options to be considered first. I would like Cave Creek road to be built out instead and can be the new 51 route. neighborhoods will not be disrupted this

BLACK MOUNTAIN BOULEVARD
STATE ROUTE 51/LOOP 101 INTERCHANGE TO CAVE CREEK ROAD

PUBLIC HEARING

(Public comments to reporter)

June 19, 2013
6:00 p.m. to 9:00 p.m.

Aviano Community Center
22500 North Aviano Way
Phoenix, Arizona 85050

REPORTED BY:

Karen Saari, RPR

AZ Certified Reporter No. 50842

1 **Comment #37** MR. CHEN: Well, the first comment: In this area,
2 and we are really worried about the additional traffic coming
3 from the 51. Basically, it will turn into a freeway. It's not
4 a boulevard. It's not what they call a boulevard. Because
5 there's a lot of people taking the 51. And then to east or
6 west of the 101, to go north, they're going to take the
7 shortcut, and then they go straight through the neighborhood.

8 And when we bought our house, nobody disclosed this
9 to us. And the way we look at it is we are either for the
10 no-build option or the west side of Pinnacle School, because
11 there is just vacant land over there. We don't know what --
12 why that option is being eliminated. But we are for that
13 option or the no-build.

14 We are worried about -- We are concerned about the
15 safety of the -- both schools: the Pinnacle High School and the
16 elementary school on the other side of the freeway. And all
17 the other design seem, to them, to slow down the traffic. But
18 we think it's too short, to come off the highway, to slow down
19 to that speed. People just rush over.

20

21

22

23

24

25

1 **Comment #38** MR. COYLE: So my name is Robert Coyle. I've been
2 a licensed attorney for 15 years. I've lived at Aviano for
3 three years. Actually, my father-in-law sat on the Desert View
4 Village Planning Commission of the '90's, that zoned Desert
5 Ridge.

6 Talking with them, looking at this proposal, I am
7 against the build alternative. And, obviously, if they intend
8 to move forward, I will do everything in my power, including
9 getting a grassroots effort to stop this proposal because I
10 believe it is not safe. And it is not safe for children who
11 obviously go to Fireside, including my own, that's four years
12 old, as well as when she will eventually go to high school,
13 right down the street.

14 So I'm against it. I believe it's not good, for
15 traffic reasons, safety reasons, and probably some residual
16 crime reasons. That's it.

17

18

19

20

21

22

23

24

25

1 **Comment #39** MR. DALEY: So I'm a resident of Aviano. I've been
2 here since 2006. I travel to Deer Valley every day, where the
3 posted speed limit is 40 miles an hour. That is the slowest
4 anybody goes on that street. They go 60 miles an hour without
5 even thinking about it.

6 The same thing will happen on this Black Mountain;
7 the same thing will happen on the new road if it's built. The
8 roundabout won't slow it down; it will just get worse. I don't
9 want it built at all.

10 The build over Region 11 would be the much better
11 option. But I guess they won't do that. So I don't want it
12 built, and I live here.

13

14

15

16

17

18

19

20

21

22

23

24

25

1 **Comment #40** MS. SWANSON: Okay. My concern is, yes, the
2 traffic circle will slow traffic exiting the 51. But it's
3 going to dump a huge amount of congestion onto the Deer
4 Valley/Black Mountain intersection. And it is going to
5 increase the problem that is already happening with high school
6 traffic; and that to avoid that congested intersection, traffic
7 is going to speed on Mayo Boulevard, 40th Street, and I think
8 that's Lone Cactus, through Fireside residential. And there is
9 an elementary school, right there.

10 And my concern is that, even if the high school
11 reroutes out the west side, you're still going to have too much
12 traffic at the Deer Valley/Black Mountain intersection. And
13 they're going to drive through this residential, with the
14 elementary school. And, having seen similar situations in
15 other neighborhoods, there are going to be fatalities. This is
16 a very, very, very serious mistake.

17 So, if they can't route 51 -- the 51 exit to the
18 west of the high school, maybe they should look at whatever the
19 street is over here, that looks like it's 32nd Street, or maybe
20 they should look at 56th Street because, basically, you need a
21 route to get traffic up to northern neighborhoods, which would
22 then keep the local traffic in the Tatum/Deer Valley area.
23 That would relieve congestion, if they found another north
24 route.

25 Because, unfortunately, when the planners did the

1 planning, they should not have allowed these schools to be
2 right between this, this busy thing. And they have not
3 extended the road system to the north of Deer Valley, to the
4 point that this is really going to help. It's just going to
5 dump the congestion right in the middle of these neighborhoods.
6 And people are going to cut through little residential streets,
7 and it's going to have a huge negative impact that I believe
8 will result in fatalities, no doubt in my mind.

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

1 **Comment #41** MS. LI: I reject this, this plan, because the
2 reason is, in this area, we have a Pinnacle High School and
3 elementary school. And I think, right now, they didn't think
4 about the elementary school at all.

5 So, and the other thing is, in our community and
6 the Aviano community, we have so many residents here. This --
7 This location is already very mature. And so we lived here
8 several years. And we don't want really too much traffic here.

9 And I'm thinking, if they -- they have, like, a --
10 I want to say, if they do this project, for the environment,
11 for, like, noise and the eyes, they are really bad for the high
12 school students and especially for the elementary school. It
13 is not safe.

14 And I heard about some other story. I think that's
15 true in Scottsdale, some areas, high school. That high school,
16 in the -- in the Lincoln Street.

17 COURT REPORTER: What street?

18 MS. LI: Actually, I don't know. It's just, I know
19 that -- I just know that they are at the Lincoln Street, like a
20 big street. And every year they have some student that has to
21 have the -- one or two have car accidents. So, especially for
22 the elementary school students, I think that's too dangerous.

23 The other thing is, if they have -- they have this
24 project, the main boulevard will be very busy and the 40th
25 Street, very busy too. Even some people maybe go across to

1 the -- go across, shortcut the Fireside community, because we
2 have, see, like, a road, just across our community. And some
3 traffic, if -- Sometime, if they have the heavy traffic, some
4 people will go through this community.

5 So I think that's too close, with the highway in
6 this section. So I think they -- They cannot damage our mature
7 living condition, environment. They cannot do that.

8 They can at least do -- Even, maybe, they can find
9 more money, get more money, go -- Go around, like, behind the
10 Pinnacle High. I think maybe that better, because that area is
11 still land. Government can do more in that area, but not our
12 area. We have so many residents here. They cannot damage our
13 environment.

14 That's what I want to say. Thank you.

15

16

17

18

19

20

21

22

23

24

25

1 **Comment #42** MR. CHEN: I just talked to the City of Phoenix
2 workers, whatever. We had a long conversation. And it
3 sounded, to me, that the road, right now there's really no big
4 need to construct it. Just because the money is there, we try
5 to take advantage of the money. And, to me, the road -- Taken
6 between the build and no-build option, no-build, in my mind, is
7 the better option just because we can leave the option open
8 that in the future we can still go west.

9 If it's money, it's not an issue, in my mind, and
10 go west is the best option. Because we're planning a brand new
11 road, and there's no reason splitting between the middle school
12 and the elementary school. And our kids' safety is more
13 important than anything else. And I don't want our kid walking
14 through a busy freeway to get to the school.

15 And, for that reason, we are for the no-build. And
16 our second option would be for west. We don't -- We know that,
17 with the west option, it being dropped is mostly because of the
18 money issue; and then some of them is the environmental issue.
19 But that would be our second choice.

20

21

22

23

24

25

1 **Comment #43** MS. SAIKLEY: So I am a resident of Desert Ridge,
2 and I am firmly in support of the no-build option. I do not
3 want my community to be disrupted by these plans to build this
4 road through the neighborhood.

5 I have been a Phoenix resident for over 30 years,
6 and I have seen my neighborhood ruined by the 51 along Shea and
7 Cactus, and I do not want to see this again. I would like
8 other options to be considered first. I would like Cave Creek
9 Road to be built out instead and can be the new 51 road.
10 Neighborhoods will not be disrupted this way.

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

1 **Comment #44** MS. HURWITZ: I live in Aviano. And I'm opposed to
2 building the exit ramp at Black Mountain Boulevard and allowing
3 heavy volume of freeway traffic to exit onto roads near
4 Pinnacle High School and within hundreds of feet of Fireside
5 Elementary School, that my -- that my son could attend. This
6 will increase the volume of traffic into the thousands of cars
7 per hour and possibly endanger our children.

8 I understand we will need -- we will need to
9 relieve congestion with the potential building of additional
10 communities to the north and west of this area. I vote to stop
11 this project in its tracks.

12 I would be in favor of reimagining or reevaluating
13 the needs of the community and this project.

14 I believe the best option is to build west of
15 Pinnacle High School, on land that is not yet developed, and
16 swing this north and east where the road could intersect at the
17 southeast corner of the National Cemetery and equestrian
18 properties. This would preserve our home values.

19 The space -- The open space to the west of Black
20 Mountain Boulevard could be used as a park, community center,
21 or library since this area is lacking those facilities. This
22 is in the State Land Department and the City of Phoenix's hands
23 to correct.

24 It is a more expensive option but well worth --
25 worth it to avoid our schools and still provide or relieve the

1 posing issues.

2 We ask our -- I ask, rather, our councilmen to stop
3 this.

4 (Public hearing proceedings concluded at 9:00 p.m.)

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

1
2 STATE OF ARIZONA)
3 COUNTY OF MARICOPA)
4

5 CERTIFICATE

6 I, KAREN SAARI, Certified Reporter for the State of
7 Arizona, certify:

8 That the foregoing proceedings were taken by me in
9 shorthand and thereafter reduced to print by computer-aided
10 transcription under my direction; that the foregoing pages are
11 a full, true, and accurate transcript of all proceedings, to
12 the best of my skill and ability.

13 I FURTHER CERTIFY that I am in no way related to nor
14 employed by any of the parties hereto, nor am I in any way
15 interested in the outcome hereof.

16 DATED this 1st day of July, 2013.

17

18

19

20 _____
21 KAREN SAARI, RPR
AZ CR No. 50842

22

23

24

25

BLACK MOUNTAIN BOULEVARD

STATE ROUTE 51/LOOP 101 INTERCHANGE TO CAVE CREEK ROAD

PUBLIC HEARING

June 19, 2013

6:00 p.m. to 9:00 p.m.

Aviano Community Center
22500 North Aviano Way
Phoenix, Arizona 85050

REPORTED BY:

Sandra Marruffo, RPR

AZ Certified Reporter No. 50815

1 MARSHA MILLER: We now begin with the
2 public comments. Again, if you would like to speak, we
3 have another sign-up sheet that Jarod will bring around.
4 If you'd like to make a comment, add it to the list.
5 Let's start.

6 Terry Coulter.

7 TERRY COULT: I'm going to need to revise
8 my comments, so I'll have to do it online.

9 MARSHA MILLER: Okay.

10 TERRY COULT: Thank you.

11 MARSHA MILLER: Carol Kelly.

12 CAROL KELLY: Pass.

13 MARSHA MILLER: Okay. James.

14 JAMES SEABOLD: Seabold.

15 MARSHA MILLER: Yes.

16 JAMES SEABOLD: Am I supposed to come up
17 there?

18 MARSHA MILLER: Yes.

19 **Comment #45** JAMES SEABOLD: Well, the major problem I
20 have with what has transpired is that there really hasn't
21 been -- the City of Phoenix really doesn't have a way to
22 plan development of major routes of traffic without
23 depending on the developers to put in the necessary road.

24 And I think most of us know -- anybody
25 that has tried to get from Black Mountain to Cave Creek

1 Road at 8 o'clock in the morning knows that Deer Valley
2 cannot handle the traffic that's going to be coming off
3 the overpass. And when they put the passage through to
4 Pinnacle Peak, that's also one lane and there are no
5 developers that are going to -- in the near future going
6 to be developing north of Deer Valley and Pinnacle Peak.

7 And it took -- it took Tatum Ranch 18
8 months for their citizen committee to convince the City
9 of Phoenix that rather than go through their community
10 that they should go south of their community with Sonoran
11 Boulevard and now they finally have put that in, but it's
12 only one lane going both ways because they didn't have
13 funding to put two lanes in when they developed it. And
14 so that's going to have to be completely redone in the --
15 in the future. And they tried to get them to put two
16 lanes in going in both ways to the I-17.

17 And also we -- we wondered how much it
18 cost for this informative presentation that we saw
19 tonight and then previous occasions.

20 MARSHA MILLER: Thank you.

21 Howard Andari.

22 **Comment #46** HOWARD ANDARI: Hello. I've been a
23 resident of Aviano since May of 2005. And so I've seen
24 the growth in the area quite substantially grow, Fireside
25 and some of the other developments, the condominiums

1 going up and so on.

2 I think that what I've seen with Deer
3 Valley connecting from Tatum all the way through to Cave
4 Creek has done a lot to alleviate the traffic.

5 I think really, though, when you look at
6 what's going on now and this notion that we need to have
7 this traffic from the 51 pouring out into the localized
8 areas and -- and really a lot of the traffic will be
9 transitory, it's going to be traffic that's going to be
10 on its way west because people don't want to be caught in
11 rush hour traffic going west on the 101. You're going to
12 have people who are just curious who are dropping off
13 into the area.

14 Without that connector going up to Cave
15 Creek because the developers are not going to be paying
16 to put in that road until this area is finished, we're
17 just going to have a lot more traffic going through the
18 neighborhood. That means more noise. That means more
19 crime, et cetera, et cetera.

20 I think one of the real sensible solutions
21 is we have a bridge already fully constructed on 64th
22 Street which we can go ahead expand that out, connect
23 that up to Dynamite Road or as far north as you want so
24 you don't have this situation where you have Tatum and
25 Scottsdale as your only alternatives to go north. All

1 that traffic going north, that's not local traffic; those
2 are folks that live way up north, north of Jomax there.

3 So what I suggest is, rather than have
4 this huge project and spend, you know, millions of tax
5 payer dollars, introduce a massive amount of traffic into
6 Aviano and Fireside, let's try to get those roads, maybe
7 even 56th Street constructed north, certainly 64th
8 Street. I think that will go a long way to solving this
9 problem, save money, and keep everybody happy here so we
10 don't have a bunch of crime, traffic, and noise
11 introduced into the neighborhood from the 51.

12 Thank you.

13 MARSHA MILLER: Doug Dixon.

14 **Comment #47** DOUG DIXON: Hi. My name is Doug Dixon.
15 I have been a resident of Desert Ridge for 13 years now.
16 I'm also the president of the Desert Ridge Community
17 Association. I'm not here tonight representing the
18 Desert Ridge Community Association, but just would like
19 to add my opinion, some factors that we have seen.

20 This is the eighteenth meeting that I have
21 attended on this particular road. That means that this
22 is a pretty big deal. This could impact our community
23 and it's never going to be the same.

24 Once this road starts, it will never, ever
25 be the same. I think that's the first thing that you

1 need to consider with this. If we are going to build
2 that road, there are going to be negative effects. There
3 will be positive effects as well. But as an association
4 we have not taken a position, Desert Ridge has not,
5 because really the results have been kind of bifurcated.

6 Those people that are to the east side of
7 Tatum, they will benefit. Those are the people that are
8 going to find Tatum is a lot less congested; they will
9 get home. They have none of the negative effects that
10 people that are living to the west side of Tatum
11 Boulevard would feel. Those people in Fireside, people
12 in Aviano, Wildcat Ridge, Tatum Ranch, they are all going
13 to be negatively impacted by this road. That's not to
14 say that there aren't positives.

15 There are many things that are positive
16 about the road. But with it comes congestion, pollution,
17 crime, and the other negative things that have been
18 mentioned.

19 Our focus, as an association, has been to
20 try to affect those negative things, to reduce the
21 negative items. And we have fought hard for several
22 different items, including slowing down the traffic in
23 front of the high school, putting in a pedestrian bridge,
24 allowing the traffic to leave Pinnacle High School to the
25 east -- or excuse me, to the west so that it can get out

1 to Deer Valley Road.

2 We also have requested that there would be
3 the road extended. One of the main features that I think
4 has to be done is that road needs to be extended all the
5 way up to Pinnacle Peak. If you don't, we cannot handle
6 the traffic on Deer Valley. And, if you have attended
7 any of these meetings, you have heard me get up and say,
8 that if you don't extend this all the way up to Pinnacle
9 Peak, it will be like putting a freeway into a
10 cul-de-sac. So I think it's critical that we do that.

11 I think it's critical that all seven of
12 the features that are for traffic calming, for safety,
13 those need to be -- those need to be kept. If we build
14 this road, let's minimize the negative impacts.

15 Those are the things I want to say.

16 MARSHA MILLER: Thank you.

17 Raj.

18 **Comment #48** MR. RAJ: Good evening. If you take the
19 intersection of Tatum and Deer Valley, you all know it's
20 a really busy intersection, especially during rush hour.
21 And whenever I go to my work to get to 51 or even take
22 local to drop my kids off to school, anywhere from 7:00
23 to 8:30, it takes 10 to 15 minutes just to go a quarter
24 mile and this is at today's density where Desert Ridge
25 has three to five houses per acre.

1 One parcel right behind Walgreens, that
2 large parcel that is not yet sold, is slated for very
3 high density, about 11 houses per acre. And it's a mixed
4 use. There will be offices. So there will be office
5 traffic. Two hotels are being built so they will add to
6 traffic. And all that traffic will come out of Tatum.
7 So it's just not built for that kind of density.

8 The exit on 101, there's Cave Creek and
9 there's Tatum. In between for about two and a half to
10 three miles there's no other exit. So people who live in
11 this area who need to go downtown, take 51, it takes a
12 long time. It adds to the pollution because you're
13 driving much longer. So it's important that -- that the
14 exit off of 51 is built so that whoever wants to go
15 downtown, whoever wants to go south, can get to it
16 quickly, saves time and saves the environment. I think
17 it's really important for the traffic situation, too.

18 Thank you.

19 MARSHA MILLER: Thank you.

20 Robert Latham.

21 **Comment #49** ROBERT LATHAM: I want to address the
22 concern about the impact to the -- the neighborhoods
23 surrounding this. When you extend a highway, I know it's
24 called a boulevard in traffic terms, but to me it's --
25 it's really a highway is being extended through the

1 residential streets.

2 Today I see a lot of congestion outside
3 the school. And while I, like many people, agree that
4 there needs to be some relief on Tatum, I'm not sure this
5 is really going to provide the relief because in the
6 mornings I can see the traffic backing all the way up to
7 the 51 exit. So that's my first concern.

8 My second concern is: I noticed today
9 that -- that Mayo and 40th are kind of high-speed runs if
10 you live to the east of Phoenix -- of Pinnacle High
11 School. And I see a lot of high-speed traffic coming
12 through 40th onto Mayo, so I'm kind of wondering, there's
13 been a lot of import around the pedestrian bridge.

14 But what's going to happen is, when you
15 get huge congestion, a lot of traffic is going to just
16 cut through Mayo. There's actually a school there. It
17 doesn't seem to really be noticed in these documents.
18 There's a school with a crossing a hundred yards away
19 from the intersection, so we're going to get a lot of
20 traffic through Mayo and 40th, so I'd really like to see
21 what traffic calming and safety measures are going to be
22 put on for the rest of the Fireside streets because it's
23 inevitable that traffic will flow through Fireside.

24 MARSHA MILLER: Thank you.

25 Okay. Is there anybody else who would

1 like to come up?

2 **Comment #50** TERRY COULT: I'll go ahead and try to
3 finish my comments.

4 Good afternoon. My name is Terry Coul.

5 I actually had some prepared document -- or comments to
6 make. The good news is some of my concerns have been
7 eliminated or at least addressed.

8 The best comment I heard came from Doug.
9 And his comment dealt with once that off-ramp is put in
10 place, our neighborhood changes forever. So let me give
11 you some examples of what our neighborhood is like today
12 and let's talk about Deer Valley.

13 Deer Valley right now is basically a
14 six-lane road as it moves west from Tatum. The posted
15 speed limit is 40 miles an hour. That 40 miles an hour
16 means you can't drive any slower than 40.

17 So having said that, we know that as
18 this is built out, that street, too, may be posted at 25
19 or 35. It's my belief that that traffic will move much
20 quicker through that area as they go north. The concern
21 is very valid that I've heard made as far as congestion,
22 congestion at Tatum, I'm assuming that's also true of
23 Cave Creek. Real -- that -- that's real.

24 But here -- here is the thing that puzzles
25 me: How come the study basically took into consideration

1 the area east -- or, excuse me, west of Tatum and east of
2 Cave Creek?

3 Earlier commented on was the 64th Street,
4 56th Street. And no one has commented on the fact that
5 the buildout, as it goes north, will intersect with Tatum
6 Boulevard roughly a mile south of where Tatum and Cave
7 Creek already intersect.

8 So why would it be that our neighborhood
9 should be impacted negatively because of this rush of
10 traffic that will be heading north when we already have
11 existing roads that could help alleviate that problem?

12 And as an earlier speaker pointed out, a
13 lot of that traffic is basically headed north anyway.
14 It's just pass-through traffic.

15 So I would like to encourage the
16 association and the people involved with the development
17 of this project to adopt the no -- the no buildout
18 proposal. And then I think another study needs to be
19 implemented that takes into consideration the effects of
20 the 56th Street buildout and the 64th Street buildout.

21 Thanks for your time.

22 MARSHA MILLER: Thank you.

23 Would anyone else like to come up?

24 What's your name?

25 Comment #51 TRACY MCKINNEY: Tracy McKinney.

1 I do not like talking in a group.
2 I know most of this has to be considered
3 at a macro level and how it's going to impact traffic in
4 a lot of areas, so my -- my questions or comments are
5 more on the small scale.

6 But I guess what I don't understand or
7 what I want to comment on is: Why they would build this
8 on the east side of Pinnacle High School where you have
9 neighborhoods built and you also have an elementary
10 school that's right on the east side of Pinnacle High
11 School, versus the west side where on the west side right
12 now there aren't any residences?

13 And I know, when you reach Pinnacle Peak,
14 they are building new homes, but -- and I don't know how
15 that affects it, but -- so that's my comment.

16 And I like the idea, I hadn't heard this
17 before, about 56th Street or 64th Street being
18 considered.

19 So that's all.

20 MARSHA MILLER: Thank you.

21 Anybody else?

22 What's your name?

23 **Comment #52** ANDY SPILAM: Andy Spilam.

24 Hello. I think I speak for the silent
25 majority. Obviously, everybody here tonight is concerned

1 about, you know, the traffic and the additional traffic
2 that might be going north. But the reality is progress
3 is happening, houses are being built, people are living
4 here. And the reality is it's much easier to access and
5 get south. There's a lot of people that live in this
6 area that work downtown, and for most of us, we've got to
7 go out of our way to access anything north and south. So
8 it would alleviate a lot of traffic right now that runs
9 through Tatum and goes through Cave Creek.

10 The reality is these people are coming,
11 the additional traffic is happening and so 64th and 56th
12 really don't alleviate that traffic. There are a lot of
13 people in this area that do work south and do have a need
14 to access and would like not to have to drive through,
15 like Raj had mentioned, would not like to have to drive
16 through all the additional traffic that's flowing through
17 Tatum -- or, yeah, Tatum.

18 There's going to be a lot of extra
19 traffic. There's a lot of multifamily, a lot of city
20 north traffic that's going to continue to grow that
21 congestion.

22 I think I speak for the silent majority
23 that aren't probably here tonight that would like to see
24 that go through.

25 MARSHA MILLER: Thank you.

1 Okay. Dan Osrin.

2 **Comment #53** DAN OSRIN: Thank you.

3 And my comments are going to echo a little
4 bit of what he said a couple before.

5 And, yes, I do think that we need to
6 alleviate traffic on Tatum. No doubt about it. But the
7 option to the west of the high school, I think, makes a
8 lot of sense. I know there were some cost prohibitive
9 studies done, but a lot those looked at the fly-over
10 bridges rather than box culverts, so I think there were
11 some cheaper ways to do it than -- than the study
12 provided.

13 In addition, I just really worry about the
14 children's safety from Aviano, Fireside, and Wildcat
15 Ridge who are going to be crossing this street to get to
16 Pinnacle High School and those children within Fireside
17 going to Fireside Elementary. If -- If the road were put
18 to the west of the high school, it would alleviate most
19 of those concerns.

20 MARSHA MILLER: Thank you.

21 Is there anybody else that would like to
22 speak?

23 Ron Bookholder. Thank you.

24 **Comment #54** RON BOOKHOLDER: Hi. I've been coming to
25 Arizona now since about 2004 originally and moved over to

1 Fireside, and I have a daughter and some grandchildren
2 there. And I think I'm aware of the concerns about the
3 negative impacts. I experienced where I came from and
4 lived for 34 years, was on the city council, and am
5 somewhat familiar with how it operates to get funds.

6 There are several things that I have
7 concerns about the impact. One of the things that I was
8 told before, I don't know if it's accurate, but that
9 because of some federally-owned land, we cannot access
10 going the other side of the high school, which obviously
11 would be the optimum for the neighborhoods that are
12 involved. I kind of support the -- the new roadway to
13 come through here.

14 I'm not sure if I'm retired or not at this
15 moment in time. I am momentarily but may look for work
16 so it maybe doesn't affect me as much because I can go
17 and come without -- and avoid probably the rush-hour
18 traffic. But there's another major point.

19 This is federally funded, 70 percent. If,
20 in fact, we do not undertake this at this time, my
21 understanding is that we will lose the federal funding
22 and it will be allocated elsewhere. And then, when the
23 congestion comes in right across 40th from Fireside,
24 there's a huge development, around 366 acres, and my
25 concern is it's not going to just impact the rush-hour

1 traffic, it's going to impact everything.

2 I think the alternate plan that they have
3 developed seems to me to address some of the needs.
4 There are still going to be negative impact, but I would
5 support that because, if you don't undertake it now, wait
6 till 10 years from now when your kids are a little bit
7 older and the traffic is going to be congested throughout
8 the neighborhood and you're not going to be able to get
9 anywhere very, very quickly at all. So I think the
10 alternative that's proposed is one that should be adopted
11 for so many reasons even though there are some negative
12 impacts.

13 And I think also that the suggestions of
14 64th Street and some of the other alternatives are
15 probably too far away to really help the people in this
16 neighborhood when they start building as they already are
17 on Deer Valley. Up here there's another sub that's going
18 in and those things are going to be developed soon.

19 Thank you.

20 MARSHA MILLER: Thank you.

21 I'm going to go ahead and have the sign-up
22 sheet over here. If you would like to speak, please come
23 up here and sign your name.

24 Go ahead. Just say your name.

25 **Comment #55** TIVON MOFFITT: Hi. My name is

1 Tivon Moffitt. I'm a Phoenix native. I've lived in
2 Aviano for just over a year, kind of really brand new to
3 what's going on here.

4 I've got a 10-and-a-half-month-old
5 daughter. It just scares me that she would have to walk
6 and cross this traffic. I mean, it seems to be a
7 no-brainer from a planning system that this roadway
8 and -- and highway is really what it is needs to be built
9 on the west side of Pinnacle High School.

10 I biked to high school. I lived in
11 Phoenix, biked to Chaparral. I can't imagine my daughter
12 just living right here biking to the high school with all
13 that traffic. So I really would like to see this, if
14 this road is built, that it be built to the west, not by
15 the high school.

16 Thank you.

17 MARSHA MILLER: Okay. If we don't have
18 anybody else, we'll go ahead and open it up to the
19 openhouse.

20 Again, both court reporters are available
21 if you prefer to give your comments that way. And just
22 beyond these double doors we will have the video showing
23 again if you would like to watch it again.

24 Also, I'd like to ask that, if you didn't
25 get a chance to sign in at the front -- or the back of

1 the room when you came in, would you please do that for
2 us.

3 Thank you.

4 (The open forum public comments concluded
5 at this point.)

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

1 (The Black Mountain Boulevard openhouse
2 public comments are recorded below.)

3 **Comment #56** RAJ SHAH: So the biggest concern -- there
4 are two concerns. The biggest concern is that traffic
5 congestion for people who live in Desert Ridge, there are
6 only two exits to get to 101, either Tatum Boulevard or
7 51 -- I'm sorry, Tatum Boulevard or Cave Creek Road and
8 then there's three miles of distance between these two.
9 So people living between these two exits are sort of
10 landlocked, and some living in the middle have to make a
11 big round loop to get to 51.

12 It's important that another exit off of 51
13 be made and connect -- be connected to Black Mountain
14 Boulevard which will solve the traffic congestion. Right
15 now it takes a long time because most of the traffic goes
16 to Tatum Boulevard. There's still land that is slated to
17 be developed in the future and that will only add traffic
18 to
all the busy streets.

19 It's very important that we give room to
20 this traffic and the cars that want to get to 51. That
21 additional exit connection from 51 to Black Mountain
22 Boulevard will alleviate that traffic congestion.

Not only that, it will also alleviate the pollution, because now cars will be traveling for less distance, so they will be emitting less amounts of

1 pollutants in the environment.

2 The second concern is: If this ramp for
3 51 to Black Mountain Boulevard is built, where should it
4 be built?

5 One option was the east of Pinnacle Peak
6 High School and west of -- west of the new elementary
7 school that's called Fireside Elementary, so which poses
8 safety concerns for children. There is a lot of planned
9 development that's open west of Pinnacle High School and,
10 if the ramp is built over there, that will alleviate the
11 safety concerns.

12 My strong recommendation is, one, just
13 build that ramp from 51 connecting to Black Mountain
14 Boulevard, number two, build it west of Pinnacle High
15 School, not east.

16 Thank you.

17 **Comment #57** SANDEEP DESAI: My name is Sandeep Desai.
18 And my concern is the road coming in front of the high
19 school. Also, it seems that a two-lane highway right
20 in -- a two-lane street right in front of the high school
21 is -- you're asking for trouble, a safety concern.

22 I understand that there have been some
23 concerns alleviated by the pedestrian bridge, but no
24 traffic alleviation concerns have been done.

25 I would like to understand why the option

1 to go west of Pinnacle High School was taken off the
2 board. I've heard some comments that there is a park
3 that -- and one of the requirements of this is that the
4 park not be impacted if there is a prudent alternative.

5 I would like to understand what does
6 "prudent" really mean? How many lives will have to be
7 lost?

8 Even a single life of a student should not
9 be considered, non-prudent. I think it is prudent to go
10 behind, west of Pinnacle Peak High School, and come
11 around into.

12 I support the project to alleviate the
13 traffic concerns and going into the future, but we need
14 to really have a focus on what is the impact to the high
15 school with having a two-lane off-ramp coming off of a
16 major -- a major highway into going north, which is only,
17 in the future, going to expand.

18 So no traffic is going to lessen up in
19 front of the high school, it's just going to be more and
20 more.

21 **Comment #58** ANONYMOUS SPEAKER: I live in Aviano and
22 greatly oppose the build alternative. I feel this
23 neighborhood is isolated and protected and this is one of
24 the best features of this community.

25 I have lived in Phoenix for over 30 years

1 and have seen what the State Route 51 has done to the
2 homes around it. The value of those homes are negatively
3 affected. The value of the homes in Wildcat Ridge,
4 Fireside, and Aviano will be negatively impacted.

5 Cave Creek Road should be reconsidered as
6 a State Route 51 connection or 56th Street or 64th
7 Street.

8 Please reconsider and do not build the
9 Black Mountain Boulevard.

10 (The public comments conclude at this
11 point.)

12

13

14

15

16

17

18

19

20

21

22

23

24

25

1 STATE OF ARIZONA)

2 COUNTY OF MARICOPA)

3

4 CERTIFICATE

5 I, SANDRA MARRUFFO, Certified Reporter for
6 the State of Arizona and Certified Shorthand Reporter for
7 the State of Arizona certify:

8 That the foregoing proceeding was taken by
9 me in shorthand and thereafter reduced to print by
10 computer-aided transcription under my direction; that the
11 foregoing pages are a full, true, and accurate transcript
12 of all proceedings to the best of my skill and ability.

13 I FURTHER CERTIFY that I am in no way
14 related to nor employed by any of the parties hereto, nor
15 am I in any way interested in the outcome hereof.

16 DATED this 27th day of June 2013.

17

18

19

20

21 Sandra Marruffo, AZ C.R. 50815

22

23

24

25

Comment #59

Subject: Aviano meeting on Wednesday night

From: Tony Ardizzone (tony@monolithgroup.com)

To: david.fitzgerald88@yahoo.com; jenracich@gmail.com;

Date: Tuesday, June 18, 2013 1:55 PM

please add to email

Here is my proxy vote for the black mountain Blvd. realignment project. My permanent residence is at 22314 N. 36th Street, Phoenix, AZ 85050. I am vehemently opposing this realignment along Black Mountain Blvd. for several reasons. They are as follows:

1. **Community/neighborhood Safety:** With the freeway coming along Black Mountain Freeway, I am extremely concerned of the increase in crime. Perpetrator's from anywhere in the valley can expeditiously come into our community and rob homes or a home invasion can occur much easier with the easy access to this new realignment into our safe neighborhood.
2. **Street Safety:** Black Mountain Blvd. from Deer Valley North is extensively used for walking, jogging and bike riding. Creating a multi-lane road will create a more dangerous environment for our families from traffic safety due to increased density to the area.
3. **Noise Pollution:** Increased traffic to the immediate area will impact our quality of living.

ALTERNATIVE SOLUTION: Move the realignment approximately ½ - 1 mile west at Deer Valley road off of Black Mountain Boulevard (Near Reach 11 area) and take the realignment north approximately 5 miles as planned through the Arizona State Land area. This land and realignment can be easily altered through imposing an intra- state eminent domain recapture from the approximate 150 acres of unused land area that the State of Arizona has no plans to sell in the next decade. Furthermore, moving the realignment west onto the State of Arizona Land will create another valuable commercial land area abutting the freeway just like at the corner at Tatum and Deer Valley currently experiences. This would be a win-win for the State of Arizona and the residents of Aviano.

Further described as...From the suggested Round-a-Bout at Deer Valley Road and Black Mountain Blvd. go west 1 mile (Near Reach 11 area) and then go North approximately 5 miles to Jomax as planned through the Arizona State Land area to the west of Aviano.

A neighborhood petition with signatures will also be put together in the very near future to oppose this

realignment past our community.

Tony Ardizzone

Chief executive officer

The Monolith Group

tony@monolithgroup.com

9096 E. Bahia Dr.

Building A-102

Scottsdale, AZ 85260

W: 480.367.1901

M: 602.697.0013

Web: www.monolithgroup.com

Web: www.teamzzone.com

Bradley, Troy

From: Jen Racich [jenracich@gmail.com]
Sent: Tuesday, June 18, 2013 2:13 PM
To: Bradley, Troy
Subject: Fwd: Aviano meeting on Wednesday night

Sent from my iPhone

Begin forwarded message:

From: "Tony Ardizzone" <tony@monolithgroup.com>
Date: June 18, 2013, 1:55:38 PM MST
To: <david.fitzgerald88@yahoo.com>, <jenracich@gmail.com>
Subject: Aviano meeting on Wednesday night

Here is my proxy vote for the black mountain Blvd. realignment project. My permanent residence is at 22314 N. 36th Street, Phoenix, AZ 85050. I am vehemently opposing this realignment along Black Mountain Blvd. for several reasons. They are as follows:

1. **Community/neighborhood Safety:** With the freeway coming along Black Mountain Freeway, I am extremely concerned of the increase in crime. Perpetrator's from anywhere in the valley can expeditiously come into our community and rob homes or a home invasion can occur much easier with the easy access to this new realignment into our safe neighborhood.
2. **Street Safety:** Black Mountain Blvd. from Deer Valley North is extensively used for walking, jogging and bike riding. Creating a multi-lane road will create a more dangerous environment for our families from traffic safety due to increased density to the area.
3. **Noise Pollution:** Increased traffic to the immediate area will impact our quality of living.

ALTERNATIVE SOLUTION: Move the realignment approximately ½ -1 mile west at Deer Valley road off of Black Mountain Boulevard (Near Reach 11 area) and take the realignment north approximately 5 miles as planned through the Arizona State Land area. This land and realignment can be easily altered through imposing an intra- state eminent domain recapture from the approximate 150 acres of unused land area that the State of Arizona has no plans to sell in the next decade. Furthermore, moving the realignment west onto the State of Arizona Land will create another valuable commercial land area abutting the freeway just like at the corner at Tatum and Deer Valley currently experiences. This would be a win-win for the State of Arizona and the residents of Aviano.

Further described as...From the suggested Round-a-Bout at Deer Valley Road and Black Mountain Blvd. go west 1 mile (Near Reach 11 area) and then go North approximately 5 miles to Jomax as planned through the Arizona State Land area to the west of Aviano.

A neighborhood petition with signatures will also be put together in the very near future to oppose this realignment past our community.

Tony Ardizzone

Subject: Submission from the Black Mountain Boulevard website

Date: Wednesday, June 19, 2013 2:29:12 PM Mountain Standard Time

From: rgmd101@yahoo.com <rgmd101@yahoo.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Nirek Rastogi

Email: rgmd101@yahoo.com

Please send me project updates.

Comment: I would like to proceed with the build alternative but would like to see better Access to the High School as traffic during High School morning rush causes many delays and traffic increases over the next few years would make this worse. Please address this issue.

There's no need to contact me.

Subject: Fw: Residential Comments, Questions, to Black Mountain Blvd Environmental Assessment
Date: Wednesday, June 19, 2013 4:18:59 PM Mountain Standard Time
From: leticia.vargas@phoenix.gov <leticia.vargas@phoenix.gov>
To: Marsha Miller <Marsha@kdacreative.com>
CC: SMcKenzie@aztec.us <SMcKenzie@aztec.us>, JRomero@aztec.us <JRomero@aztec.us>

Marsha,

Here's another comment, questions from City website.

Leticia=)

Leticia Vargas, P.E.
Civil Engineer II
City of Phoenix, Street Transportation Department
200 West Washington Street, 5th floor
Phoenix, Arizona 85003-1611
TEL: 602-261-8076
leticia.vargas@phoenix.gov

----- Forwarded by Leticia Vargas/STR/PHX on 06/19/2013 05:15 PM -----

Claudia Cocco <ccocco@mac.com>

To blackmountain STR/STR/PHX@PHXENT

cc hcarter@azleg.gov, Council District 2/PCC/PHX@PHXENT, htalbot@aamaz.com,
Denny Dick <dennydick@cox.net>

Subject Residential Comments, Questions, to Black Mountain Blvd Environmental Assessment

To Whom It May Concern -

Please find attached a PDF of a letter containing our questions and comments after reviewing the Environmental Assessment.

A courtesy of a point-by-point reply is requested.

Thank you for your attention to this matter.

Claudia Cocco
Denny Dick

 Comment #61

**CLAUDIA COCCO
DENNY DICK**

26806 North 41st Street
Cave Creek, Arizona 85331
T 650.255.9952
ccocco@mac.com

Comments and Concerns about
Black Mountain Blvd (BMB) Im-
pact to Residents in Section Three

June 19, 2013
Black Mountain Boulevard
3217 E. Shea Blvd #620
Phoenix, Arizona 85028

Dear Sir/Madam,

We are residents of Tatum Highlands whose home is located on the western border of the development adjacent to the eastern edge of the proposed Black Mountain Boulevard (BMB) extension referred to as "Section 3 - Happy Valley Road Alignment - Cave Creek Road" (Environmental Assessment report page 37, Figure 15). We have reviewed the Environmental Assessment (EA), and are extremely disappointed in the lack of summary evidence for the determination of the noise abatement issue for Section 3, as well as other areas of concern that were ignored or not addressed, following the comments submitted at the Town Hall meetings held in 2012.

After reading the EA and Appendices, it appears to us that Alternative 3N was rejected without the support of objective, quantifiable data. This alternative creates a buffer for the current peripheral residents, and reduces noise and other nuisances created by building a four lane road with a meridian in such close proximity. A combination of building 1N to Jomax, and developing a different alternative or route projection point at Jomax and 40th Street, would provide a better-sense approach.

At the Town Hall meetings, issues regarding the unfunded portions of the project are summarily dismissed. The project committee repeatedly iterates that Section 3 is not currently funded, and that the expectation is that a developer will buy the State Trust Land with the commitment to build the BMB extension as outlined in the current plan. We are not comfortable with a "we'll see when we get there approach." It is our understanding that sale of the land is not contingent upon the funding of the other phases of the BMB project and therefore can happen at any point in time.

What follows is an outline of our concerns on the determination of the EA, concerns about the 40th Street/Jomax intersection, and a summary.

Noise Abatement

It was requested that a buffer zone be incorporated into the route. As a result, options 2N and 3N were included as part of the study. Nowhere in the report is there any detailed information that clarifies how the committee came to the conclusion that these options should be dismissed because they would render the area "less valuable" to developers. Is it known which developers have expressed interest in the land? What determines "value" for residential use? Will the zoning be changed from residential to commercial? The conclusion in the EA is purely subjective and not supported by fact or logic, and is therefore unacceptable.

With no buffer zone as an option, it was documented that noise levels were captured over an undisclosed period of time, with projections made across the area in question. (Appendix document A5, and supporting tables - no page numbers assigned.) These tests indicated that there would be up to a 10 decibel increase in sound at the receivers located in NO3-R26, R28 and R30 (where our property is located). However, the recommendation was for no barrier, for 2 reasons. (1) Cost would exceed \$49K, and (2) barrier height required to make a difference is not permitted by current Phoenix City Code 703. Excuse me? A major road is being built less than two hundred (200) yards from homes built in accordance to city code which drives non-compliance to city code, resulting in

reduction to the quality of life of these residents. Doing nothing to abate the noise created by implementation of the project is **not acceptable**.

Also, no mention was made if additional ancillary road access would be built on BMB between Jomax and Cave Creek at the Sonoran Desert connection. Will post-build noise testing be conducted to validate or invalidate the results of the EA 2012 results? Will truck access be limited? Is there a plan to re-measure the traffic level and compare the new results to the projections created in 2012?

Light Pollution

With a street come street lights, plus the impact of having three color (green yellow and red) traffic lights 24X7. We have lived in urban areas and are fully aware of the impact of these types of logistics to interior home light. Of course it is hard to imagine the full implications of an addition to a traffic light at this corner - there was no reference in the EA. Is it currently known what kind of a traffic light configuration is planned? Would that be up to the discretion of the builder? Or do city codes dictate the requirements for the type of signage/signals and street lighting? What steps can be taken to reduce the light, save energy, and be less intrusive to the current residents?

Street Egress to Private Roads Located in Tatum Highland Adjacent to the Jomax/BMB Intersection

Currently there are intersection corners, with an access barrier to the State Trust Land Section 3 (see photos in Attachment A), at the north/south 40th Street access point off Jomax Road (which is slated to be the BMB/Jomax intersection). A similar configuration is located adjacent to it, on the east side, by way of Spur Drive. This is a private road, and currently there is limited access to it through off Jomax, through 41st Place. 41st Place is exactly one tenth of a mile from the Jomax//BMB intersection. But will the proximity of BMB cause any change to the road pattern, driven by traffic flow? Will the Spur Drive barrier be removed, connecting Spur Drive to BMB, causing through traffic on the private residential streets that currently do not experience through traffic? Failure to address such issues at this point in time will only delay and/or create more problems down the road that can be avoided.

Other Points/Summary

While it might be years before the Section 3 property is developed and BMB extended, but it may also occur sooner if additional funding is "found" and/or the State Land is put up for sale. However, the concerns outlined are burning in our minds, and need to be addressed. Quantitative data and analysis are the best approach, not summary dismissal of concerns or ideas/alternatives that can be considered. In short, the current assessment results have done nothing to alleviate any of our concerns.

The courtesy of a response is requested. We look forward to your detailed response with back-up documentation.

Sincerely yours,


Claudia Cooco


Denny Dick

Courtesy Copy: **Heather Carter**, Arizona House of Representative District 7, hcarter@azleg.gov

Jim Waring, City of Phoenix Council District 2, council.district.2@phoenix.gov

Tatum Highlands HOA c/o Holly Talbot, Community Manager, hatalbot@aamaz.com

Attachment A: Perspective photos of Jomax/40th Street/BMB

References: [**Draft Environmental Assessment**](#)

[**Appendices**](#)

Public Hearing Presentation

Attachment A



1. Perspective of BMB/40th Street distance from our backyard. Height of person in photo at the BMB/40th Street edge is 5' 11".



2. Facing north, on the southwest corner of Jomax and 40th Street, at the current barrier that will be the extension of BMB. The house's west side (left) indicates where Spur Drive currently ends.



3. Spur Drive end, facing west, toward the undeveloped 40th Street section.



4. On the southwest corner of Jomax and 40th Street, facing the turn-out onto 41st Place (it's where the first street light is located on the north side of the street).



5. Standing on the sidewalk on the northeast corner of Jomax and 40th Street (the BMB/Jomax intersection). The white sign identifies the start of State Trust Land. Spur Drive comes out at the center of the photo, where the palo verde tree is located.

Subject: Submission from the Black Mountain Boulevard website

Date: Thursday, June 20, 2013 11:38:14 AM Mountain Standard Time

From: wondering108@hotmail.com <wondering108@hotmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: James Chen

Email: wondering108@hotmail.com

Please send me project updates.

Comment: The round-about being put into the build design alternative will become a bottle neck during rush hour and HYW 51 will be backed up during the rush hour just like the happy valley round about just off I-17. The differences is there is on other outlet at happy valley/I-17 , around here the heavily increased traffic will zip through neighborhood streets to get away from the traffic jam and will significantly increase the through traffics in nearby fireside and Aviano subdivisions, create additional noise, air pollution and safety hazard to the residents in these neighborhoods. The proposed freeway runs right through a high school and an elementary school, itâ€™s a huge safety concerns/hazard for the kids go to both schools and seems like accidents waiting to happen, if anything does happen, hope the city will be liable for the poor design it comes up just to save the initial cost of building it. Extremely disappointed to see the alternative that goes to the west of high school being dropped prematurely, it seems to be the best of all options that presented, solves most of the issues neither final alternative can, I strongly urge the city to revisit the west of high school alternative before moving forward with either current design, challenge the design team to take fresh approach and come up with a creative/lower cost design, we need to get it right the first time and do it the right way for the community and the city.

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Thursday, June 20, 2013 10:42:43 AM Mountain Standard Time

From: mnfinster@gmail.com <mnfinster@gmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: paul nack

Email: mnfinster@gmail.com

Please send me project updates.

Comment: The No Build option would best preserve the quality of the neighborhood. A freeway exit that flows directly into a quiet residential neighborhood would greatly disrupt the feel and security. Crime increases when easy access to a freeway is available because it draws more people into the neighborhood and it enables quick escape. This is particularly true in this case where several grade schools and Pinnacle high school would be easily accessed from the freeway if the Build Option is permitted. Increased and fast moving traffic would also disrupt the neighborhood if a freeway exit is permitted under the Build option.

There's no need to contact me.

Subject: FW: SR 51 and Black Mountain Blvd. project

Date: Monday, June 24, 2013 2:06:58 PM Mountain Standard Time

From: Marsha Miller <Marsha@kdacreative.com>

To: Scott McKenzie <SMckenzie@aztec.us>, Jim Romero <JRomero@aztec.us>, Mike Shirley <MShirley@aztec.us>

CC: BMB Email box <AZE1134@aztec.us>, Marsha Miller <Marsha@kdacreative.com>

I just spent quite a bit of time on the phone with Layla, who lives in Aviano. She has two questions that I'm hoping we have quick answers to (because others have asked the same questions) and I can send them back to her.

1. When would Council vote to approve the project to move into final design?
2. Can the money be used/allocated to improve different streets like 56th and 64th instead of connecting to SR 51?

Thank you!

Marsha

--
(please note our new mailing address below)

Marsha Miller | Principal



3217 E. Shea Blvd. #620

Phoenix, AZ 85028

T 602.368.9644

F 602.368.9645

M 602.697.9566

marsha@kdacreative.com

www.kdacreative.com

From: Donald Cassano <DCassano@azdot.gov>

Date: Friday, June 21, 2013 4:17 PM

To: Marsha Miller <marsha@kdacreative.com>

Cc: Brock Barnhart <BBarnhart@azdot.gov>

Subject: FW: SR 51 and Black Mountain Blvd. project

Marsha, I just spoke with Layla Saikley, regarding the SR 51 and Black Mountain Blvd. He phone number is 480-585-3792 and email lsaikey@gmail.com.

She will be at this number until 5 pm today and then she can be reached on Monday. I would appreciate it if you would contact her and discuss the status and public involvement for this project.

Please let me know what transpires.

Thanks

Don

Don Cassano

**Ombudsman
Policy & Government Relations Division
Arizona Department of Transportation
206 S. 17th Avenue, Mail Stop 118A
Phoenix, AZ 85007
602-712-4371**

From: Brock Barnhart
Sent: Friday, June 21, 2013 4:10 PM
To: Donald Cassano
Cc: 'marsha@kdacreative.com'
Subject: Re: SR 51 and Black Mountain Blvd. project

Don-

Marsha might be able to assist. She is handling the public involvement on behalf of the city of Phoenix. You could pass the constituents information along.

Thanks
Brock

From: Donald Cassano
Sent: Friday, June 21, 2013 04:02 PM
To: Brock Barnhart
Subject: SR 51 and Black Mountain Blvd. project

Brock, I have a constituent that is asking about a project she refers to as the Black Mountain Blvd. project in north Phoenix, (north of the 101).

She has concerns about connecting Black Mountain to SR 51 because it will cut her neighborhood in half.

Can you shed some light on this project? Is this a MAG project?

She has talked with Phoenix Councilman Warring and he is in favor of the project.

Thanks
Don

**Don Cassano
Ombudsman
Policy & Government Relations Division
Arizona Department of Transportation
206 S. 17th Avenue, Mail Stop 118A
Phoenix, AZ 85007
602-712-4371**

Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Subject: Submission from the Black Mountain Boulevard website

Date: Friday, June 21, 2013 1:38:55 PM Mountain Standard Time

From: edhansen@cox.net <edhansen@cox.net>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Edward Hansen

Email: edhansen@cox.net

Please send me project updates.

Comment: Hello, I attended the public meeting Wednesday night at Aviano and I would like to let you know that I strongly support the Build Alternative 1A-S + 1-N. Currently Cave Creek Rd and Tatum Blvd cannot effectively handle the existing traffic. And as we know it will continue to get worse with current and future development. It would be a shame if this project does not get built. Thank You, Ed

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website -

Date: Friday, June 21, 2013 1:45:38 PM Mountain Standard Time

From: tarylhansen@cox.net <tarylhansen@cox.net>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Taryl Hansen

Email: tarylhansen@cox.net

No updates please

Comment: To whom it may concern, I'm a resident in Aviano and I support the addition on the access to the SR 51. I work downtown and the traffic on Tatum is bad during rush hours is horrible. I've also tried Cave Creek and it's even worse. I believe this will give everyone a great alternative.

Thank You, Taryl

There's no need to contact me.

Comment #67

City_website_comment2

From: Scott McKenzie
Sent: Monday, July 01, 2013 1:36 PM
To: David Webb
Cc: Mike Shirley; AZE1134 - BlackMtnBlvd_SR51_101TI_to_CaveCreekRd;
Jim Romero
Subject: FW: Black Mountain Blvd - comments

Comment forwarded by Leticia. There are a couple from last week (in mailbox) that need to be crosschecked against Marsha's list to make sure we have them all. It seems that a few folks are sending comments to the COP website so we need to be sure to capture those for the FEA.

Please let us know the game plan for collating/responding.
thx

Scott McKenzie | AZTEC Engineering | 4561 E. McDowell Road | Phoenix, AZ 85008
D: 602.659.9304 | C: 602.509.8895 | O: 602.454.0402 | F: 602.454.0403 |
smckenzie@aztec.us

From: Leticia.vargas@phoenix.gov [mailto:Leticia.vargas@phoenix.gov] On Behalf Of
blackmountain@phoenix.gov
Sent: Monday, July 01, 2013 1:21 PM
To: msberner@netzero.net
Subject: Re: Black Mountain Blvd - comments

Thank you Mr. Berner, your participation and input is valued. I will make sure your comments get added to the public record section in the Environmental Assessment.

Leticia Vargas, P.E.
City of Phoenix Street Transportation Department
"msberner@netzero.net" <msberner@netzero.net>
06/22/2013 03:22 PM
To
blackmountain STR/STR/PHX@PHXENT
cc

Subject
Black Mountain Blvd - comments

My personal opinion is not to build the Black Mountain Blvd from SR51 to Sonoran Desert Drive. It appears that the BMB up to Deer Valley Road is funded. One positive thing is the speed limit is 35 mph. This needs to be enforced. If you continue northward, please keep the speed limit to 35 miles an hour until motorists are on the Sonoran Desert drive west of Cave Creek Road. Tatum and Cave Creek road speed limits are not enforced and the last thing we need is another 60 - 70 mph road (even though posted speed limits are less than this.) I would ask you to consider making the this BMB section with more curves and scenic. (Similar to Thompson Peak Parkway east bound to Desert Mountain/The Village.) If you are going to extend the BMB from Deer Valley, please do the job "right". Spend the money to make it scenic and blend into the surrounding desert, to keep our neighborhoods and people safe. I appreciate the opportunity to provide my comments and feedback. I would like a response to this. Thank you.

Ci ty_websi te_comment2

Michael Berner

480-538-9181 (home)

[Click here to report this email as spam.](#)

Subject: Submission from the Black Mountain Boulevard website

Date: Monday, June 24, 2013 11:23:19 AM Mountain Standard Time

From: mogull@phoenixsolutions.net <mogull@phoenixsolutions.net>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Richard Mogull

Email: mogull@phoenixsolutions.net

Please send me project updates.

Comment: I am writing to express my disappointment in the Preferred Alternative option, and my hopes that either it will be altered, or the no-build option selected. The Preferred Alternative essentially pipes a highway straight into the path of a school, cutting it off from the community. Many of us with children in the area are extremely concerned that sufficient traffic mitigation and pedestrian safety steps have not been taken. Based on current traffic patterns, it is doubtful the posted limits and a traffic circle will sufficiently slow down vehicles. Drivers in the area already ignore posted limits. The wall and pedestrian overpass are also very unlikely to help manage student pedestrian traffic, based on how kids normally behave. It will also negatively impact the property values of existing homes for the benefit of homes that haven't even been built yet. We knew there would be a ramp and increased traffic, but we assumed it would be better planned so as not to damage the character of the existing communities. The Preferred Alternative seems under-funded and poorly planned to protect the community, and as such we would prefer the no-build option be taken until the project can be completed properly.

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Tuesday, June 25, 2013 1:55:51 PM Mountain Standard Time

From: katherine.l.mueller@gmail.com <katherine.l.mueller@gmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Katherine Mueller

Email: katherine.l.mueller@gmail.com

Please send me project updates.

Comment: I just purchased a home in Tatum Highlands, and I'm very disappointed to see a road A.K.A. highway planned to run directly behind my home. I believe this will lead to crime, noise, more pollution, and it will drop the property value significantly. I also do not understand why we cannot make the road straight rather than curve behind the homes. The no-build alternative is the only way to go if we have to choose one. I would prefer nothing.

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Tuesday, June 25, 2013 2:57:55 PM Mountain Standard Time

From: john.norris@ChristianCare.org <john.norris@ChristianCare.org>

To: Marsha Miller <Marsha@kdacreative.com>

Name: John Norris

Email: john.norris@ChristianCare.org

Please send me project updates.

Comment: When do you think the EA for 1A-S will be finalized and signed by the FHWA? Sincerely,
John Norris

Please contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Tuesday, June 25, 2013 3:03:06 PM Mountain Standard Time
From: jetzz@yahoo.com <jetzz@yahoo.com>
To: Marsha Miller <Marsha@kdacreative.com>

Name:

Email: jetzz@yahoo.com

Please send me project updates.

Comment: Proposed Alternatives - There seems very little difference between Alternative 1A and Alternative 2, the two choices have very little impact on us residents. They seem to be more of a traffic regulation/design issues than alternatives that directly impact residents. Safety Concerns - We have an elementary school (on Mayo Blvd) and Pinnacle Peak High School that is very close or directly in the path of this major North-South arterial roadway. I am very concerned about the safety of the kids from our neighborhood and especially teens driving into the high school. Congestion - The traffic model is perplexing I was told at the meeting by Stanley Engineering that the current model does not consider the traffic coming from Sonoran Boulevard (being build). Their current model shows cars in the range of 26,000 to 29,000 on BMB without the Sonoran Boulevard connection. As we all know once the connection to Sonoran Boulevard is complete this traffic pattern will significantly change (50,000 cars are estimated on S Blvd). Traffic heading to downtown Phoenix and Scottsdale from Anthem, Tramonto, Sonoran Foothills Communities and drivers trying to avoid the I-17 congestion will take the Sonoran Boulevard and head down BMB to either 51-South or 101-East. Why is this significant amount of traffic is not taken into consideration in the traffic model? The second point I want to make is that with the currently proposed alternatives this traffic will cause significant congestion and noise on BMB and negatively impact Aviano and Fireside community. Safety of the school will be affected. Mitigation strategies may have to be designed that may again affect our neighborhoods. Overall I do not see any significant benefits from this proposed Black Mountain Boulevard to our communities of Fireside and Aviano. I have also lived for 10 years in Tatum Highlands and I did not have traffic issues living there either. I would strongly prefer the no build option. I agree with our HOAs that we do not support this project.

There's no need to contact me.

Subject: Re: Build Out #4

Date: Monday, July 1, 2013 1:23:36 PM Mountain Standard Time

From: blackmountain@phoenix.gov <blackmountain@phoenix.gov> (sent by leticia.vargas@phoenix.gov <leticia.vargas@phoenix.gov>)

To: Rochelle Hinze <rhinzelee@msn.com>

Rochelle,

Thank you for your comments. They will be added to the public record section of the Environmental Assessment.

Leticia Vargas,P.E.

City of Phoenix Street Transportation Department

602-261-8076

Rochelle Hinze <rhinzelee@msn.com>

06/25/2013 03:07 PM

To blackmountain STR/STR/PHX@PHXENT

cc

Subject Build Out #4

There are multiple alternatives which Phoenix government does not want to pursue. The people voted down the freeway connection now you want to punish the homeowners. It would seem building out 64th and 56st streets would be an option before connecting to SR51 and dumping the traffic into a community to destroy property prices. Funding seems to be at best shakey, at time when there is no money Phoenix government is counting on the Federal government to provide 70% of the funds. Does anyone even evaluate the validity of the financial plans? If this road must go through alternative #4 which does not connect to the SR51 would be the only valid alternative. Home owners who do not want to wait in traffic to get on 101 or SR41 should have evaluated their homes in relation to roads, job locations and travel routes before buying their homes. Their lack of planning does not mean others should have to make accommodations for their lack of planning.

Rochelle

Subject: Submission from the Black Mountain Boulevard website -

Date: Tuesday, June 25, 2013 3:00:56 PM Mountain Standard Time

From: arane01@gmail.com <arane01@gmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name:

Email: arane01@gmail.com

No updates please

Comment: Hello, As a Aviano residents, 1) we are very concerned about the safety factor of the high school students who will have to cross this very busy intersection. We have raised this at several of the previous meetings but this does not seem to be addressed for both Fireside and Aviano communities. We have requested that the road be on the west side of the school and not east of the school. If you are using Federal grants to build this road why not get permits from Federal govt to build a bridge on the west side of school? 2) Next concern is that the Sonoran blvd that it will be connecting to is planned for 48,000 cars in the future, yet we are being told a much smaller number than the 48K planned for Sonoran blvd. 3) Will the blackmountain blvd be converted into a freeway? Because once the connection to Sonoran blvd and I17 are complete the traffic will create a back-up near 51 and Deer Valley. 4) Both Fireside and Aviano HOAs are against this road and the only residents I find interested are the part-time realtors who live in these communities. They see \$\$\$\$ from the new communities that will be build along this blvd. I hope you will reconsider the plans.

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Wednesday, June 26, 2013 9:25:29 PM Mountain Standard Time

From: jsmith3557@gmail.com <jsmith3557@gmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Jeff Smith

Email: jsmith3557@gmail.com

Please send me project updates.

Comment: I attended the public meeting on June 19th. In general, I support the efforts of the planners to mitigate some of the issues raised by the neighborhood. If this ramp is to be built, it is essential that the traffic calming features be retained including the reduced off-ramp speed, the round-about, the pedestrian overpass at the school, the median fence to prevent jay-walking, and the alternative access road for Pinnacle High School. In addition, consideration must be given to reducing traffic flow and speed on Mayo in front of the elementary school. A fair amount of the additional traffic coming off the 51 is likely to take Mayo and pass directly by the school. Many kids cross at this point and the addition of a marked walkway with a pedestrian activated traffic light would go a long way toward ensuring their safety.

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Wednesday, June 26, 2013 9:27:14 PM Mountain Standard Time

From: JLSmith7017@aol.com <JLSmith7017@aol.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Laurie Smith

Email: JLSmith7017@aol.com

Please send me project updates.

Comment: I attended the hearing on June 19th and I support Build Alternative 1A-S + 1-N but ONLY if the following are included: traffic calming roundabout, pedestrian bridge overpass, median with decorative fence to prevent jaywalking near Pinnacle High School, and a new connector road between Deer Valley and Mayo. I was told at the hearing that these will all definitely be funded and included. The critical missing element is an improved crosswalk that connects the south side of Mayo to the north side of Mayo at Lone Cactus, for example a pedestrian activated blinking red light. This area is likely to have heavy traffic congestion at times; Fireside residents use that crossing to access the elementary school, the park, and the community center. One final comment: additional parking on the west or north side of Pinnacle High School was discussed, but does not seem to be included. I do believe it is needed. Laurie Smith 3749 E. Covey Lane, Phoenix 85050 (major cross streets Mayo Blvd./Black Mountain Blvd.) 602-826-3181 There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Thursday, June 27, 2013 12:47:01 PM Mountain Standard Time

From: awitt74@gmail.com <awitt74@gmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Aaron Wittenberg

Email: awitt74@gmail.com

Please send me project updates.

Comment: Please note that I am OPPOSED to this construction. The exchange will be too close to our elementary and high schools, will increase through traffic in our neighborhood, potentially increase crime, and decrease property values. I am in favor of the Alternative 4--the NO BUILD ALTERNATIVE Thank you. Aaron Wittenberg

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Thursday, June 27, 2013 12:47:51 PM Mountain Standard Time

From: staciewittenberg@gmail.com <staciewittenberg@gmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Stacie Wittenberg

Email: staciewittenberg@gmail.com

Please send me project updates.

Comment: Please note that I am OPPOSED to this construction. The exchange will be too close to our elementary and high schools, will increase through traffic in our neighborhood, potentially increase crime, and decrease property values. I am in favor of the Alternative 4--the NO BUILD ALTERNATIVE Thank you. Stacie Wittenberg

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Thursday, June 27, 2013 12:48:42 PM Mountain Standard Time

From: maxw1224@yahoo.com <maxw1224@yahoo.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Max Wittenberg

Email: maxw1224@yahoo.com

Please send me project updates.

Comment: Please note that I am OPPOSED to this construction. The exchange will be too close to our elementary and high schools, will increase through traffic in our neighborhood, potentially increase crime, and decrease property values. I am in favor of the Alternative 4--the NO BUILD ALTERNATIVE Thank you. Max Wittenberg

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Thursday, June 27, 2013 3:38:38 PM Mountain Standard Time

From: snyderpamela@gmail.com <snyderpamela@gmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Pamela Snyder

Email: snyderpamela@gmail.com

Please send me project updates.

Comment: Preference: NO Build Option

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Thursday, June 27, 2013 7:03:17 PM Mountain Standard Time

From: mtrubitz1@yahoo.com <mtrubitz1@yahoo.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: marisa oconnor

Email: mtrubitz1@yahoo.com

Please send me project updates.

Comment: We want the NO BUILD option!!!! The traffic would be dangerous for the Fireside neighborhood with lots and lots of KIDS.

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Friday, June 28, 2013 7:18:40 PM Mountain Standard Time

From: nikima33@yahoo.com <nikima33@yahoo.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Jeff Copoloff

Email: nikima33@yahoo.com

Please send me project updates.

Comment: The Black Mountain Boulevard (BMB) Project will negatively impact home values in Desert Ridge and create congestion, pollution and crime in our neighborhood that we do not want or need. We are greatly opposed to the idea, and hope more residents come forward that agree with us.

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Friday, June 28, 2013 7:57:28 PM Mountain Standard Time

From: jeffcopoloff@yahoo.com <jeffcopoloff@yahoo.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Renata Ferenc

Email: jeffcopoloff@yahoo.com

Please send me project updates.

Comment: What a horrible idea to put a freeway through a residential neighborhood. I wonder weather all of you big city planners in charge would like one in your ownback yard, for your kids to breath the pollution. I\'m positive that most residents of this neighborhood would rather drive to a freeway connection for 20 minutes, than compromise our safety and quality of living. This can only be the result of some commercial greed with a complete disregard for the people that will pay the consequences. There is so much free land to the west of the planned project. People that live in North Phoenix live there because they like being away from the congestion, and don\'t need yet another highway ruining a perfectly good neighborhood. SHAME ON YOU!!!

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website -

Date: Friday, June 28, 2013 7:07:19 PM Mountain Standard Time

From: skhuranamd@yahoo.com <skhuranamd@yahoo.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Sanjeev Khurana

Email: skhuranamd@yahoo.com

Please send me project updates.

Comment: Dear Madam or Sir, I strictly oppose the extension of blackmountain blvd. I have a family with two kids and I want to live in a peaceful community and that is the reason I choose to live in the Aviano. Connecting this blvd to Hwy 51 will significantly increase the noise level, jeopardies the security and restrict the kids activity. I will willing to put up with the traffic at Tatum. Please, please revise your decision. Sincerely. Drs Mona and Sanjeev Khurana, MDs
Please contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Friday, June 28, 2013 6:45:21 PM Mountain Standard Time

From: jgarcia@amfmonline.com <jgarcia@amfmonline.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Jennifer Garcia

Email: jgarcia@amfmonline.com

Please send me project updates.

Comment: We want the No Build alternative! we have 4 teenagers who go to Pinnacle high school. This will not be safe for those who walk, ride their bikes or for the young drivers. elementary school is around the corner and a lot of little children ride their bikes and walk. This will prevent them from doing that!

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Friday, June 28, 2013 1:53:02 PM Mountain Standard Time

From: peterjfeldman@gmail.com <peterjfeldman@gmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Peter Feldman

Email: peterjfeldman@gmail.com

Please send me project updates.

Comment: NO BUILD!! This is an unnecessary project conceived of decades ago. It will bring high volumes of traffic within yards of the schools my children will attend. The police have already shown no ability or desire to limit speeding on Mayo Blvd. or 40th St. The addition of Black Mountain Blvd. will make an already unsafe situation significantly worse. NO BUILD!

There's no need to contact me.

Comment #87

----- Forwarded Message -----

From: "info@jimwaring.com" <info@jimwaring.com>
To: jamesfwarding@yahoo.com
Sent: Friday, June 28, 2013 7:15 PM
Subject: Jim Waring: Contact Form

A user just Contacted you on JimWaring.com

First Name: Kara
Last Name: Tobin
Email: Karajitobin@yahoo.com

Please do not approve the Black Mountain Freeway Project in Desert Ridge. Putting a 6 lane freeway in the middle of the desirable Aviano, Fireside and other area family communities will significantly devalue the real estate values of our homes and that will trickle down to hurting the entire Desert Ridge economy. These are expensive homes in quiet and safe neighborhoods with good schools, and we chose to live here because we like it that way. Putting a major freeway through the middle of these communities is going to ruin what makes Desert Ridge a nice place to live. Please support the residents here by voting against this project. It is not necessary. It is not good for North Phoenix.

Subject: Submission from the Black Mountain Boulevard website

Date: Friday, June 28, 2013 7:51:59 PM Mountain Standard Time

From: karajtobin@yahoo.com <karajtobin@yahoo.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Kara Tobin

Email: karajtobin@yahoo.com

Please send me project updates.

Comment: This project will greatly devalue the neighborhoods involved. These communities were developed to be quiet family neighborhoods that boast good schools and safe, low traffic streets. Aviano and Fireside will no longer be desirable locations, home values will drop significantly and these nice families will move out. Putting a 6 lane freeway through the middle of this neighborhood is going to destroy the real estate market and have an impact on the desert ridge economy. Not good for North Phoenix!

Please contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Friday, June 28, 2013 8:55:32 AM Mountain Standard Time

From: cswanson@hotmail.com <cswanson@hotmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Connie Swanson

Email: cswanson@hotmail.com

Please send me project updates.

Comment: 1. This is a road to nowhere so it won't provide a cost effective solution to traffic congestion. 2. Phx has had this plan for a long time but Phx has changed zoning and allowed building. This idea is no longer compatible with the area it will impact. 3. An example of the incompatibility - blk mt blvd runs between a high school and an elementary school. 4. Don't make the wrong choice for phx because of federal funds - a bad idea is still a bad idea. 5. Think outside the box - meaning outside the limited area. Look at 32nd, 56th, 64th, Cave Creek Rd, etc. Develop them for more traffic so that there will be numerous N/S routes that will provide a real solution to the congestion problem at Tatum and Deer Valley. Blk Mt Blvd, even when completed years and years from now, will only add to the congestion on Cave Creek Rd. There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Friday, June 28, 2013 8:57:21 AM Mountain Standard Time

From: lkrishnamurty@outlook.com <lkrishnamurty@outlook.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name:

Email: lkrishnamurty@outlook.com

No updates please

Comment: I fully support this project and the commute time savings that is expected to be realized. Can this construction project be completed by mid-2014 instead of having to wait till 2015!

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Friday, June 28, 2013 9:47:16 PM Mountain Standard Time

From: lindam3547@gmail.com <lindam3547@gmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Linda Montgomery, Eugene Montgomery

Email: lindam3547@gmail.com

Please send me project updates.

Comment: I am an Aviano resident and I feel that the proposed alternative to build a six ways highway will be completely disruptive to our community with noise traffic and air pollution. In addition this will result in depressing local property value for Aviano community. I strongly encourage you to scale back the project to two lanes or don't build it at all.

Please contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Friday, June 28, 2013 12:21:26 PM Mountain Standard Time

From: chad.p.chisholm@gmail.com <chad.p.chisholm@gmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Chad Chisholm

Email: chad.p.chisholm@gmail.com

Please send me project updates.

Comment: I am a Fireside Resident with small children. I am worried that building a freeway off-ramp between an elementary school and a high school will increase crime, pollution, and noise for the children. I am also convinced that having a freeway on-ramp 100 yards from my house will increase crime on my street, especially auto theft and burglaries. I encourage you to consider the community effect of the Build Alternative. Please go with the No Build Alternative.

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Saturday, June 29, 2013 6:59:07 PM Mountain Standard Time

From: mikolfamily@gmail.com <mikolfamily@gmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Debra Mikol

Email: mikolfamily@gmail.com

Please send me project updates.

Comment: We are not in favor of the black mountain blvd construction of an offramp. We are in favor of the \"NO BUILD\" option. The off ramp will be too intrusive to the neighborhoods surrounding Black Mountain. We are especially concerned about safety around Pinnacle High school.

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Saturday, June 29, 2013 11:09:32 PM Mountain Standard Time

From: adesai2006@gmail.com <adesai2006@gmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Ajay Desai

Email: adesai2006@gmail.com

Please send me project updates.

Comment: I am an AVIANO resident. I totally oppose the \"no build\" option and I feel that it should not even be considered any further. I am completely in support of the \"build option\" and feel that it is the right solution for the worsening traffic situation in Desert Ridge and surrounding greater Metro Phoenix area.

Please contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Saturday, June 29, 2013 6:05:48 AM Mountain Standard Time

From: hfraiman@yahoo.com <hfraiman@yahoo.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Heather Fraiman

Email: hfraiman@yahoo.com

Please send me project updates.

Comment: I am terribly upset by this project. As a homeowner in aviano our house backs up to black mountain blvd. This project is going to cause much more traffic, noise, and pollution behind our home. It will very likely bring down our property value as well. I am not sure if there is anything I can do to stop this project from happening, but I am very much opposed to it.

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Saturday, June 29, 2013 10:52:21 AM Mountain Standard Time

From: mstrybel0215@gmail.com <mstrybel0215@gmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Mary Strybel

Email: mstrybel0215@gmail.com

No updates please

Comment: I live in Aviano at Desert Ridge and am appalled that a super highway is even being considered right on top of a school. This is a family community that will be ruined by all the unsafe drivers and fast traffic a highway like this will bring literally right through our community. Please don't ruin our home.

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Saturday, June 29, 2013 4:13:14 PM Mountain Standard Time

From: spollov@gmail.com <spollov@gmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Scott Pollov

Email: spollov@gmail.com

Please send me project updates.

Comment: My preference is the \"No Build Alternative: Alternative 4 (No SR 51 Connection)\". There is simply no reason to bring traffic through this area when you have two main roads (Tatum and Cave Creek Road) within such close proximity. Please DO NOT build.

Thank you, Scott Pollov

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Saturday, June 29, 2013 5:38:29 PM Mountain Standard Time

From: kpnittany91@yahoo.com <kpnittany91@yahoo.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Kris McCurdy

Email: kpnittany91@yahoo.com

Please send me project updates.

Comment: Hello. I currently live in Fireside at Desert Ridge. I must say that I am very concerned about the Black Mountain Boulevard Proposal. I vote strongly for a no build. Upon moving here 6 years ago I've seen my property value plummet, and even with the recent turnaround in home prices I still remain underwater in my mortgage. I do not wish to have something else that will negatively contribute to my home value. My son goes to school at Fireside and my other son will be going to Pinnacle soon. Such a large road near there school is worrisome, especially as it will eventually connect to 1-17 and will be HEAVILY used. We already have a crime problem in the area because of easy access to the freeway at Tatum and Cave Creek. I definitely vote for a no build. Please come up with another alternative. Thank you.

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Saturday, June 29, 2013 7:17:37 PM Mountain Standard Time

From: roundsamuel@gmail.com <roundsamuel@gmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Samuel Round

Email: roundsamuel@gmail.com

No updates please

Comment: I purchased my home in January. Please don't build a freeway next to our kids schools

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Saturday, June 29, 2013 9:58:15 PM Mountain Standard Time

From: romos223@cox.net <romos223@cox.net>

To: Marsha Miller <Marsha@kdacreative.com>

Name: buthaina salem

Email: romos223@cox.net

Please send me project updates.

Comment: I am writing to you to please seek an alternate route for this. Please see that Black Mountain will go through a neighborhood where our children walk, play, ride bikes, and most importantly a high school is. This make walking and driving to school very dangerous for our children. I urge you to seek out an alternate route. thank you!

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Saturday, June 29, 2013 11:06:53 PM Mountain Standard Time

From: pdesai511@gmail.com <pdesai511@gmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Preeti Desai

Email: pdesai511@gmail.com

No updates please

Comment: I am a resident of Aviano and I fully support the build alternative. Not just that, I completely oppose the \"no build\" alternative. I feel that the \"no build\" alternative goes against the fundamental purpose of this project. As growth continues in Desert Ridge area and metro Phoenix area, it is critical to have appropriate major thoroughfares that appropriately support traffic flow. I am very concerned that the \"no build\" option goes against the general traffic flow needs of Desert Ridge as well as the greater Phoenix Metro area. In SUMMARY : Please approve the \"build alternative\" and disallow the \"no build alternative\". THANK YOU. There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website -

Date: Saturday, June 29, 2013 3:16:52 PM Mountain Standard Time

From: rbyowell2@yahoo.com <rbyowell2@yahoo.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Rob Yowell

Email: rbyowell2@yahoo.com

Please send me project updates.

Comment: My family are residents and homeowners in Aviano and are vehemently opposed to this expansion plan for Black Mountain Boulevard. The increased traffic flow into our community will compromise the privacy of the location and will ultimately have a negative effect on the value of the homes in Aviano, Fireside and Wildcat Ridge. The Cave Creek and Tatum exits serve effectively and increased access into the community through this proposed exposes our families to a higher probability of theft and robbery. We will look to fight this at all levels!

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Sunday, June 30, 2013 5:40:14 AM Mountain Standard Time

From: atlhouse2@aol.com <atlhouse2@aol.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Peter J Rubin

Email: atlhouse2@aol.com

No updates please

Comment: I live at 3529 E Robin Ln which is on a cul de sac near the end of Black Mtn Blvd where it turns onto Rough Rider. I am approx. 100-200 feet from where the planned 4 lane expansion of Black Mountain to 6 lanes is planned. My neighborhood is presently a quiet and peaceful place but will become noisy and dangerous if this project occurs. There are also no visual barriers to the road and the number of cars passing each day will be annoying and will destroy the present tranquil view of the desert and mountains. I hope that you will not undertake this project or at least not expand it beyond the intersection with Deer Valley.

Please contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Sunday, June 30, 2013 1:23:35 PM Mountain Standard Time

From: zac.scha200@cox.net <zac.scha200@cox.net>

To: Marsha Miller <Marsha@kdacreative.com>

Name:

Email: zac.scha200@cox.net

No updates please

Comment: Children's safety must be paramount concern for everyone, I and other Fireside resides think that this is being is not sufficiently addressed. The other aspect that is not completely addressed is the large traffic volume that will flow close to our communities once the connection to 117 happens. Sonoran Pkwy is designed for 48,000 cars per day and a large percentage of that traffic and local traffic will create a backlog with the proposed blvd. This will necessitate converting it into a freeway perhaps. We want the No Build Option ! Thank You. Can you you please make all the comments public? The public should have access to these comments. There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Sunday, June 30, 2013 3:28:36 PM Mountain Standard Time

From: kant@gmail.com <kant@gmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: kant

Email: kant@gmail.com

Please send me project updates.

Comment: No-build option for me!!!

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Sunday, June 30, 2013 7:28:58 PM Mountain Standard Time

From: mlchristensen05@gmail.com <mlchristensen05@gmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Maryanne Christensen

Email: mlchristensen05@gmail.com

Please send me project updates.

Comment: This project is very upsetting to me for many reasons. First, we purchased our home in Aviano to start a family and were attracted to the quiet atmosphere in the neighborhood. Second, the proposed SR- 51 exit would not benefit Aviano/Fireside residents, but become a major thoroughfare for residents living further North. Lastly, the fact that you are considering creating a freeway exit near two schools is very disturbing and I have no doubt will increase the # of accidents exponentially. Living in the area and watching Desert Ridge develop over the past 10 years leads me to believe that this is a result of poor planning- considering the 101 and 51 were built within that time frame. Other options should include exits off 64th and 7th St to relieve the traffic from Tatum and Cave Creek.

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Monday, July 1, 2013 10:44:42 AM Mountain Standard Time

From: michelle.karaffa@corning.com <michelle.karaffa@corning.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Steve and Michelle Karaffa

Email: michelle.karaffa@corning.com

Please send me project updates.

Comment: As home owners in the Fireside Community with 4 teenagers at Pinnacle High School, we strongly support the NO BUILD OPTION for 3 reasons: 1. Traffic at BMB will greatly increase especially during school start and work day start times...ie 7-9am. This will increase the probability of accidents considering the hundreds of teen drivers trying to get to and from school. 2. With two schools within 100 yards of the proposed builds and many students who walk/bike to school, the likelihood of pedestrian/bike accidents is real. 3. Noise levels will obviously increase and there is wide spread concern over the impact of home value and subsequent tax rates. Again, we support the NO BUILD OPTION.

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Monday, July 1, 2013 2:05:14 PM Mountain Standard Time

From: jacquith7@yahoo.com <jacquith7@yahoo.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: jacqueline hardy

Email: jacquith7@yahoo.com

Please send me project updates.

Comment: My hope is that you will NOT move forward with the Black Mtn Blvd project. I live in Aviano at Desert ridge, and feel this will increase both traffic and crime to our quite neighborhood-an upscale neighborhood. It also is ruining the view for many people, who even just bought brand new homes in Fireside. My home backs up to Pinnacle Peak road, and I expect this project will put additional pressure to widen pinnacle peak because of the increased traffic it will surely cause. Even if it doesn't there will be increased traffic. I don't want to live next to a busy road/highway! Not to mention the wildlife that will surely be impacted! We see mountain lions, and coyotes frequently. I moved there to get away from all the noise and traffic and I surely can't sell or want to, especially in this market! If you move forward, is the city going to pay the homeowners some kind of retribution?... as I will surely suffer in reduced enjoyment in my home (noise, traffic) literally on the other side of my back-yard wall...but also financially due to this causing property values to decrease in an already struggling-to-recover area (mortgage crisis). Ruining views and increasing traffic=decreased values. My home is my biggest investment and I work very hard for it. The residents do NOT want this! I also think that it is not necessary either. The traffic is very reasonable in that area and there are other places that the money would be better spent in this city. Encourage carpooling, bring with the Desert Ridge Area Transport community bus, don't make it easier for people to take cars, traffic, and pollute our city. Thank you, The Hardy's There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Monday, July 1, 2013 4:07:44 PM Mountain Standard Time

From: kristidarnell4@gmail.com <kristidarnell4@gmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Kristi Darnell

Email: kristidarnell4@gmail.com

Please send me project updates.

Comment: Please listen to the community members like myself, who directly live in the area this project will affect. Please DO NOT build this interchange. I am gravely concerned about the impact it will have on Fireside Elementary and Pinnacle High School students, as well as those of us who live here. This interchange is not necessary and is a complete WASTE OF TAX DOLLARS!!! There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Monday, July 1, 2013 4:18:47 PM Mountain Standard Time

From: mikey@emikey.net <mikey@emikey.net>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Michael Moshkovich

Email: mikey@emikey.net

Please send me project updates.

Comment: I vote for a no build! This off ramp is going to destroy my community, create an unsafe environment for my children and cause noise and traffic. I would rather sit in traffic for 2 blocks on Tatum than have my life turned upside down. Also, if you can let Jimbo Waring that it's his choice on how he votes, but I will dedicate my summer to making sure he is not elected again in our area. If he wants an onramp let him put one up in front of his house

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website -

Date: Monday, July 1, 2013 2:08:31 PM Mountain Standard Time

From: pharmd311@yahoo.com <pharmd311@yahoo.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: michael hardy

Email: pharmd311@yahoo.com

No updates please

Comment: Hello. I am a resident who lives near the proposed black mountain freeway. I would like to comment to ask you cancel this project. It is not necessary and is being planned with little consideration to both the Fireside and Aviano communities. It's going to bring traffic, crime and lower home values. It does little to help the traffic issues-which are moderate at best. Thank you.

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website -

Date: Monday, July 1, 2013 10:47:26 PM Mountain Standard Time

From: chaoshahuang@yahoo.com <chaoshahuang@yahoo.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Chao-Sha Huang

Email: chaoshahuang@yahoo.com

No updates please

Comment: I do not support building the Black Mountain Blvd Project. As a home owner in the Desert Ridge Community, I am concerned that this would negatively impact the value of our homes. We pay a lot of taxes on our property that contributes to schools, public service and projects like the Black Mountain Blvd Project. Please reconsider giving up building the SR 51 on/off ramp so close to our community.

There's no need to contact me.

Comment #114

Sent from my iPhone

Begin forwarded message:

From: info@jimwaring.com
Date: July 2, 2013, 7:28:21 AM MST
To: jamesfwaring@yahoo.com
Subject: Jim Waring: Contact Form
Reply-To: info@jimwaring.com

A user just Contacted you on JimWaring.com

First Name: Debra
Last Name: Mikol
Email: mikolfamily@gmail.com

Hello Mr. Waring,
I am a resident of the Fireside neighborhood in Desert Ridge. I would like to register my support of the "NO BUILD" option for the Black Mountain Blvd. off ramp.
I believe the location is too intrusive to the neighborhoods surrounding this road, Wildcat Ridge, Fireside and Aviano. And I also believe there are some serious safety issues with the road running directly next to a High school. Thank you.

Subject: Submission from the Black Mountain Boulevard website

Date: Tuesday, July 2, 2013 8:27:08 AM Mountain Standard Time

From: tonisoderman@gmail.com <tonisoderman@gmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Toni Soderman

Email: tonisoderman@gmail.com

Please send me project updates.

Comment: When was an on ramp added??

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Tuesday, July 2, 2013 9:00:11 AM Mountain Standard Time

From: gary.w.cloud@gmail.com <gary.w.cloud@gmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: gary cloud

Email: gary.w.cloud@gmail.com

Please send me project updates.

Comment: Please do not build the connector to the SR 51. it would cause too much noise. endanger students, and be more risk than reward/value. Thank you.

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Tuesday, July 2, 2013 10:14:18 AM Mountain Standard Time

From: byang_1999@yahoo.com <byang_1999@yahoo.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Bobby Yang

Email: byang_1999@yahoo.com

Please send me project updates.

Comment: I highly oppose the construction of the black mountain blvd project. It will increase pollution in the area where there are hundreds of homes. With the increase in traffic around the area, the 6 lane highway will be a safety issue for the elementary and high school around the area. I hope the NO BUILD ALTERNATIVE will be considered.

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Tuesday, July 2, 2013 10:19:13 AM Mountain Standard Time

From: anu@womeninvesting.in <anu@womeninvesting.in>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Anu Bhardwaj

Email: anu@womeninvesting.in

Please send me project updates.

Comment: We are in total support of the new highway built near Fireside. We were just added to a list where there are a number of moms who are upset that will be voicing their concerns. My husband is a Physician at Phoenix Children's and says that this will help him in getting to Emergency situations faster (which will in turn save lives of little kids). If you need any supporters for your project, please contact us! thank you, Anu Bhardwaj

Please contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Tuesday, July 2, 2013 1:03:36 PM Mountain Standard Time

From: rick4577@yahoo.com <rick4577@yahoo.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name:

Email: rick4577@yahoo.com

No updates please

Comment: I only support the NO BUILD OPTION!! I do not want to see safety of the elementary school and high school kids compromised. Also I do not want to suck on the noise and the pollution from Anthem drivers at my doorstep.

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Tuesday, July 2, 2013 10:21:56 PM Mountain Standard Time

From: modi.nilesh@gmail.com <modi.nilesh@gmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Nilesh

Email: modi.nilesh@gmail.com

Please send me project updates.

Comment: Hi, I am Aviano community resident. I'm also in agreement that with this new SR51 connection it will improve freeway access to community. But I've concern on connection of Rough Rider with Black Mountain Blvd. This will increase traffic on Aviano local community road. We observe people are driving nearly 40+mph speed and dangerous to local resident. think once exit completed traffic will increase on local Aviano Rough Rider road coming from East of 40th street community. To avoid risk to community...we should add few speed breaker on Rough rider road. This way it will slow down speedy driver and we can enforce speed. I hope my comments will placed in consideration. Regards, Nilesh

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website .

Date: Tuesday, July 2, 2013 4:30:37 PM Mountain Standard Time

From: brianholubar@hotmail.com <brianholubar@hotmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Brian Holubar

Email: brianholubar@hotmail.com

Please send me project updates.

Comment: As a resident of Fireside and a parent of young children who will soon be attending the schools in our area, I am shocked at the cavalier attitude of Phoenix city planners. Proceeding with the Black Mountain Blvd project as drafted is a tremendous mistake that reeks of negligence. The safety of our community residents is at stake. I would urge you to please consider alternate plans and please do NOT move forward with the plan as currently designed.

There's no need to contact me.

Comment #123

BMB Public Comments

From: Marsha Miller [Marsha@kdacreative.com]
Sent: Wednesday, July 03, 2013 3:42 PM
To: David Webb
Cc: Scott McKenzie; Mike Shirley; Jim Romero; AZE1134 - Bla ckMtnBlvd_SR51_101TL_to_CaveCreekRd; Marsha Miller
Subject: BMB Public Comments

More comments as of July 3, 3:40 p.m.:

2)

Name: Jennifer kasten
Email: jennifer.kasten@yahoo.com
Comment: I am completely for the project. People in my neighborhood are spreading incorrect information to cause neighbors alarm and urging them to write in with opposition. Most I know are also for the project.

Subject: Submission from the Black Mountain Boulevard website

Date: Wednesday, July 3, 2013 5:58:48 AM Mountain Standard Time

From: rsadhu@msn.com <rsadhu@msn.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Ritu Sadhu

Email: rsadhu@msn.com

No updates please

Comment: Hi, My family and I live at Aviano at desert ridge. We are not at all pleased with the decision to connect the 51 freeway through our neighborhood. If our vote counts, we vote for no build alternative. Please find other route options. Thank you Ritu

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Wednesday, July 3, 2013 6:17:04 AM Mountain Standard Time

From: azyogini@cox.net <azyogini@cox.net>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Stacy

Email: azyogini@cox.net

Please send me project updates.

Comment: This would be disastrous to our neighborhood. PLEASE don't allow this to happen!!!!!!

We DON'T want it!!! Thank you for your time.

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Wednesday, July 3, 2013 7:18:29 AM Mountain Standard Time

From: yangckr@yahoo.com <yangckr@yahoo.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Congkun Yang

Email: yangckr@yahoo.com

Please send me project updates.

Comment: Hello, We strongly oppose to build the connection between SR51 and Cave Creek. If we can't change the mind to move the route to the west of Pinnacle High School to keep the safety for our children and save our communities, but to save the land for the city and to reduce the cost for the project, I really don't see how much benefits that it can bring for us. To save you more money and land and to save our kids and communities, we vote for the NO-BUILD option for my family. Congkun Yang, Hongshan Zhao, Phillip Yang, George Yang Aviano Residents There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Wednesday, July 3, 2013 10:24:45 AM Mountain Standard Time

From: lizlorusso@cox.net <lizlorusso@cox.net>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Lizbeth LoRusso

Email: lizlorusso@cox.net

Please send me project updates.

Comment: We are NOT happy that there will be a 6 lane highway in our back yard! Plus it makes NO sense to have the highway exit right at the entrance to the high school. Make more sense to have it go between the back of the high school and Reach 11 fields. Why put the highway thru existing neighborhoods instead of the vacant land????? We already suffered 40% loss in our home values. This will make them drop even more. Please reconsider.

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Wednesday, July 3, 2013 12:02:28 PM Mountain Standard Time

From: erik@afctravel.com <erik@afctravel.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Erik Skoog

Email: erik@afctravel.com

Please send me project updates.

Comment: I am a homeowner in Aviano. I think the addition of a round-a-bout is an excellent idea. I welcome the new connector and think the whole project is a great idea.

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website -

Date: Wednesday, July 3, 2013 5:39:39 AM Mountain Standard Time

From: garettfig@gmail.com <garettfig@gmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Garrett Fig

Email: garettfig@gmail.com

Please send me project updates.

Comment: This project must not happen. This road would cut through a housing community and create a mess for all of the homeowners. I feel it would devalue the homes as it will create congestion in an otherwise quiet community. The children will also be endangered due to increased traffic and commuter traffic. The traffic increase will be unnecessary as Tatum and Cave Creek should be ample roads for north and south access.

Please contact me.

Subject: Submission from the Black Mountain Boulevard website -

Date: Wednesday, July 3, 2013 9:59:08 AM Mountain Standard Time

From: hunkiebest@cox.net <hunkiebest@cox.net>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Richard Weiss

Email: hunkiebest@cox.net

Please send me project updates.

Comment: My wife and I are senior citizen homeowners in the Desert Ridge Community. When we first moved here from our home in the suburbs of Chicago, we found what we call our \"Dream Home\". It is situated in a cul-de-sac with very little traffic going in and out and around the area. With this planned project we fear the traffic pattern will not only be annoying but also dangerous. We have school children coming and going as well as our residents doing the same. With the flow of traffic of a 6 lane thoroughfare that will allow drivers to use our neighborhood to avoid 101W seems to me to be not only dangerous but also life threatening.. I ask that this project be reconsidered. Thank You Richard Weiss

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Wednesday, July 3, 2013 8:46:25 PM Mountain Standard Time

From: Terriclarktc@gmail.com <Terriclarktc@gmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Terri Clark

Email: Terriclarktc@gmail.com

Please send me project updates.

Comment: Very concerned about this project development. Having a 6 lane street so close to the high school and to fireside elementary school. Public safety and the impact on the residential community should be a priority concern before moving forward with this project. This is not just a new road but the amount of traffic coming off the freeway so close to the high school and an elementary school and a residential neighborhood will be detrimental to the neighborhood. There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Thursday, July 4, 2013 3:51:50 PM Mountain Standard Time

From: darrinvb@hotmail.com <darrinvb@hotmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Darrin Saikley

Email: darrinvb@hotmail.com

Please send me project updates.

Comment: I am a Desert Ridge homeowner and I do not want this freeway access in my neighborhood. I do not want the increased traffic, noise, pollution, and crime that will result. We moved to the neighborhood because of the beautiful, quiet desert atmosphere. I have small children as many of the people in this neighborhood have, I do not want freeway access to corrupt this area. Other avenues need to be looked at. Widening Cave Creek rd. or finishing 56th st. And 64th st exit ramps would be sufficient.

There's no need to contact me.

Comment #133

Fw BMB Comment City website 4
From: Leticia.vargas@phoenix.gov
Sent: Tuesday, July 09, 2013 9:45 AM
To: Marsha@kdacreative.com
Cc: Mike Shirley; David Webb; Scott McKenzie; Jim Romero
Subject: Fw: BMB Comment (rec'd 7/8/13)

Marsha please add this to the public comments.

It was received on 7/8/13.

Thanks,

Leticia=)

-
Leticia Vargas, P. E.
Civil Engineer II
City of Phoenix, Street Transportation Department
200 West Washington Street, 5th floor
Phoenix, Arizona 85003-1611
TEL: 602-261-8076
Leticia.vargas@phoenix.gov

----- Forwarded by Leticia Vargas/STR/PHX on 07/09/2013 09:41 AM -----

Shane Silsby/STR/PHX
07/09/2013 09:35 AM
To
Leticia Vargas/STR/PHX@PHXENT
cc

Subject
Fw: Fw: BMB Comment

FYI . . .
Shane L. Silsby, P. E.
Street Transportation Department
Planning, Design, & Programming
City of Phoenix
Ph: (602) 534-7105
shane.silsby@phoenix.gov
----- Forwarded by Shane Silsby/STR/PHX on 07/09/2013 09:35 AM -----

James Waring <jamesfwaring@yahoo.com>
07/08/2013 08:57 AM
Please respond to
James Waring
<jamesfwaring@yahoo.com>

To
Ashley A Bunch/PCC/PHX@PHXENT, Shane
Silsby/STR/PHX@PHXENT
cc

Subject

Fw: BMB Comment City website 4

Fw:

----- Forwarded Message -----

From: Kara Tobin <karajtobin@yahoo.com>
To: James Waring <jamesfwaring@yahoo.com>
Sent: Monday, July 8, 2013 8:49 AM
Subject: Re:

Yes, please add my comments. I am against it. I do not believe it is good for our neighborhood, our schools, our children and our property values.

Thank you

Sent from my iPhone

On Jul 8, 2013, at 11:21 AM, James Waring <jamesfwaring@yahoo.com> wrote:

Dear Ms. Tobin, No, it is not approved. Today is the last day of the public comment period. I can add your comment (saying you are against it, correct) or you can add your own. If you'd like to call 602-262-7445 it might be easier to explain the process. I don't want to make it too confusing, which I think will happen if I try to type it all out.
Thanks, Jim

From: Kara Tobin <karajtobin@yahoo.com>
To: James Waring <jamesfwaring@yahoo.com>
Sent: Friday, July 5, 2013 6:06 AM
Subject: Re:

Thank you. Is the project approved to proceed or is there anything the residents can do to appeal?

Kara Tobin

Sent from my iPad

On Jun 29, 2013, at 10:16 AM, James Waring <jamesfwaring@yahoo.com> wrote:

Dear Ms. Tobin,

I may have sent this message to you twice, but I'm not sure if the first email went through. I would be happy to speak with you about this. Please call me at 602-262-7445. Thank you.

Jim Waring

[Click here to report this email as spam.](#)

Subject: Submission from the Black Mountain Boulevard website -

Date: Friday, July 5, 2013 10:38:49 AM Mountain Standard Time

From: skhuranamd@yahoo.com <skhuranamd@yahoo.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Dr Mona and Sanjeev Khurana

Email: skhuranamd@yahoo.com

Please send me project updates.

Comment: Dear Sir, Please don't allow to build this hwy next to Fireside and Aviano community.

There is plenty of land available in that area to be able to build hwy not so close to these

community. Please help. thanks a lot for your kind attention.

Please contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Friday, July 5, 2013 10:39:12 AM Mountain Standard Time

From: nyhawg69@gmail.com <nyhawg69@gmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Wendy Ludwig

Email: nyhawg69@gmail.com

Please send me project updates.

Comment: When we moved here we moved to a nice neighborhood that was not supposed to have traffic running through it. We spent a lot of money to live in Aviano and have a big objection to the freeway opening and dumping all the traffic into our neighborhood. Please reconsider as our voice should be heard in this as the homeowners.. Thank you.

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Friday, July 5, 2013 11:23:15 AM Mountain Standard Time

From: macban@cox.net <macban@cox.net>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Karli Mac Ban

Email: macban@cox.net

No updates please

Comment: We live in Aviano, and although our home is not adjacent to the Black Mountain Parkway, we are completely against this plan as it currently stands. This is such a beautiful community, and to have an above-road freeway ramp visible would very much effect that. Please reconsider your plans! Thank you so much!

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Friday, July 5, 2013 4:19:44 PM Mountain Standard Time

From: thewoodfamily@me.com <thewoodfamily@me.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Scott Wood

Email: thewoodfamily@me.com

Please send me project updates.

Comment: We live in Aviano, have two young girls, and we both support this project.

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Friday, July 5, 2013 5:47:39 PM Mountain Standard Time

From: jennylcastle@hotmail.com <jennylcastle@hotmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Jenny Castle

Email: jennylcastle@hotmail.com

Please send me project updates.

Comment: As a resident in Aviano. I am against this project. This will greatly effect the neighborhood and suburb environment. I am disappointed with schools, trail ways, and residences in this direct area that a roadway with this impact will divide us. It is a safety concern for children in this area.

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Saturday, July 6, 2013 11:03:37 AM Mountain Standard Time

From: izbaku@hotmail.com <izbaku@hotmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: rich avi

Email: izbaku@hotmail.com

No updates please

Comment: No build connection to SR 51. Alternative 4!

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Saturday, July 6, 2013 11:07:43 AM Mountain Standard Time

From: dimabigun@yahoo.com <dimabigun@yahoo.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: dima bigun

Email: dimabigun@yahoo.com

Please send me project updates.

Comment: No thank you yo your building SR 51 connection. Yes to \"no build\" alternative 4! We do not need your \"community access\", we need privacy and fresh air. with your roads there is no community! add this opposition to the millions of others

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Saturday, July 6, 2013 12:23:47 PM Mountain Standard Time

From: padamthwaite@cox.net <padamthwaite@cox.net>

To: Marsha Miller <Marsha@kdacreative.com>

Name: John and Patty Adamthwaite

Email: padamthwaite@cox.net

No updates please

Comment: We attended the public hearing at Aviano on June 19th,2013. We are in favor of the \\\"Build Alternative\\".

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Saturday, July 6, 2013 1:53:40 PM Mountain Standard Time

From: zhen.zhang@asu.edu <zhen.zhang@asu.edu>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Zhen Zhang

Email: zhen.zhang@asu.edu

Please send me project updates.

Comment: My wife and I are strongly opposed to the current "Build Alternative". We have been watching the progress of this project for 18 months, and 95% of the voice we have heard from our neighbors (Desert Ridge Fireside residents) are objections. In the two public hearings that we attended, the majority of the microphone speakers were opposed to the current Build Alternative too. I have been feeling that the project committee has not been listening to us at all! What a waste of tax-payers' money spent on so many hearing meetings and the videos, etc! The voice of Desert Ridge residents has been ignored almost completely. The fact is, as long as the Build Alternative is passed, your jobs will be secure for at least the next several years. But if you really want to build this project for job security purposes, why not go with the 3-S plan (go west of Pinnacle High School)? I know quite some people liked the 3-S plan, my wife and I also liked it. However, you got rid of that plan only because you want to protect the real estate value west of Pinnacle Peak High School. If real estate value is so important, why don't you also consider that for us residents at Desert Ridge? And, how about the quality of life with all the noise pollution and poor pedestrian safety? There is an elementary school one hundred yards east of the Black Mountain Blvd, but the safety for these elementary school students were not even mentioned in the videos or your reports. We have strong objections, and we want our right to say NO BUILD! We want to have a residents vote before any construction takes place! Zhen Zhang

Please contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Sunday, July 7, 2013 12:06:57 AM Mountain Standard Time

From: tim.doyle@cox.net <tim.doyle@cox.net>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Tim Doyle

Email: tim.doyle@cox.net

Please send me project updates.

Comment: I am very concerned about the neighborhood and schools that will be affected by the Black Mountain Project. The SR 51 will exit south of two schools! This is a huge safety concern! Not only is it dangerous in terms of car and pedestrian accidents but also the pollution and crime that comes along with a major road passing through. This is a very beautiful neighborhood and excellent schools, this is going to negatively impact both! There is also beautiful wildlife that will also be negatively affected! It will be dangerous for people, children and animals to have a major thoroughfare passing by. Unfortunately I was not aware of what was being planned earlier. After finding out what was being planned I was shocked! This Black Mountain Blvd a project needs to be reconsidered! There is already a major street Cave Creek Road) about a mile away that has access to the freeway. Cave Creek needs to be expanded since it is already an existing road. Why ruin a neighborhood and schools. Other options need to be considered. Other neighbors I've spoken with feel the same way. Everyone I've spoken with about this project had no idea what was happening. The communication that was sent out was not straight forward enough. Please do not release the funds for this project! There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Sunday, July 7, 2013 12:13:11 AM Mountain Standard Time

From: helen.doyle@cox.net <helen.doyle@cox.net>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Helen Doyle

Email: helen.doyle@cox.net

Please send me project updates.

Comment: Please do not release the funds for this project! I am in favor of the \"No Build Alternative\". This will negatively impact several beautiful neighborhoods and excellent schools! Cave Creek Road should be expanded since it already has freeway access and is a commercial road. I don't understand why a residential road like Black Mountain is even under consideration. It just doesn't make any logical sense.

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website -

Date: Saturday, July 6, 2013 9:58:28 AM Mountain Standard Time

From: stacymoskowitz@gmail.com <stacymoskowitz@gmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Stacy Moskowitz

Email: stacymoskowitz@gmail.com

Please send me project updates.

Comment: My family lives in Fireside and I'm concerned for the safety of my children and all kids who live and attend school in the neighborhood if the proposed project moves forward. It will create much more traffic directly near three schools with thousands of children. We would like to see the no-build option happen to keep our neighborhood as safe as it can be.

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Sunday, July 7, 2013 9:18:47 AM Mountain Standard Time

From: elwhitela@yahoo.com <elwhitela@yahoo.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Eric White

Email: elwhitela@yahoo.com

Please send me project updates.

Comment: As a 8 yr resident of Aviano, I am very excited to see this expansion finally materialize. Over the years, the traffic on Tatum and Deer Valley has increased significantly. I like that our community has expanded to Fireside, and other housing expansions. With it, this is now needed. I work downtown, and this will really help my commute along with those living on Tatum between Dynamite and Deer Valley. Please approve this, it is much needed.

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Sunday, July 7, 2013 2:14:10 PM Mountain Standard Time

From: tim@globalparadox.com <tim@globalparadox.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Tim Martin

Email: tim@globalparadox.com

Please send me project updates.

Comment: I live in the Aviano at Desert Ridge community. I believe we have to go through with this project or we will have a traffic nightmare in a few years....traffic is already bad enough. The visual and noise impact will be significantly less troublesome than traffic bottlenecks throughout the area. Please move this project forward as soon as possible! Thanks Tim Martin

There's no need to contact me.

Comment #154

BMB Public Comments 3

From: Marsha Miller [Marsha@kdacreative.com]
Sent: Monday, July 08, 2013 2:18 PM
To: David Webb
Cc: Marsha Miller; Scott McKenzie; Jim Romero; Mike Shirley; AZE1134 - BlackMtnBlvd_SR51_101TI_to_CaveCreekRd
Subject: BMB Public Comments

As of Monday, 7/8/13 as of 2:16 p.m. (I'll send another round tomorrow morning):

Name: Niles

Email: modi.niles@gmail.com

Comment: Hi, I am Aviano community resident. I'm also in agreement that with this new SR51 connection it will improve freeway access to community. But I've concern on connection of Rough Rider with Black Mountain Blvd. This will increase traffic on Aviano local community road. We observe people are driving nearly 40+mph speed and dangerous to local resident. think once exit completed traffic will increase on local Aviano Rough Rider road coming from East of 40th street community. To avoid risk to community... we should add few speed breaker on Rough rider road. This way it will slow down speedy driver and we can enforce speed. I hope my comments will placed in consideration. Regards, Niles

Subject: Submission from the Black Mountain Boulevard website

Date: Monday, July 8, 2013 7:17:19 PM Mountain Standard Time

From: tcoult@cox.net <tcoult@cox.net>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Terry Coul

Email: tcoult@cox.net

Please send me project updates.

Comment: I am for the no built alternative, and feel stronger in my belief after attending several open meetings on the subject. 1) Study is very narrow in scope. 2) Those who use the Black Mountain off ramp will be forced to make a choice to turn right or left at Deer Valley or Pinnacle if their route is north. Means at least one addition turn will be required. I doubt this will be a great choice. What I do know is that intersections at Tatum/Deer Valley & Tatum and Pinnacle & Cave Creek/Deer Valley & Cave Creek/Pinnacle will become very congested with no relief in sight short term. 3) Study did not take into consideration the future impact of future traffic routes unitizing the existing 64th Street and 56th street off ramps. 4)Build alternative will only become a value when surface streets are completed by developers north of Pinnacle. No different that the development of North bound streets off the 101 at 64th Street and 56th street. Same for the 51/Black Mountain exit. 5)Short term; residents of Aviano and Fireside will benefit with easy access to downtown Phoenix. It will also benefit business at Desert Ridge and the JW Marriott. 6)The study does not address the real issues. Limited number of roads that are developed that provide East West access between Tatum Blvd and Cave Creek. This means that Tatum provides the best access to existing communities. The study from my observations did not consider this challenge. Only North South routes. 7) Black Mountain/51 Off ramp basically ends at Cave Creek road which is served by an existing off ramp. What as been gained? 8)My opinion; Short term (-10 years) traffic will increase but the proposed off ramp will not provide a solution. Long Term (+10 years) There will be some benefit that will be limited because of the build out of 56th Street, 64th Street that will provide access to the 51 and 101 in addition to the existing Tatum and Cave Creek routes. This is a big decision. The build alternative will have a long term negative impact on the existing communities. Crime will increase with better Freeway Access. The build alternative will result in death/injury to students that attend the high school/elementary school. The proposed round about will be removed because accidents that result form motorist/trucks that don't honor warning signs will lose control of vehicles avoiding it, or directly crashing into it. I understand that speed limits will be set low. Traffic on Deer Valley between Cave Creek and Tatum moves at much higher speeds than the posted 40 MPH limit. Traveling at 40 is actually dangerous on this stretch of road. I now travel at least 50 MPH during high traffic periods. Given that speed limits are not controlled/enforced now - why would one think that 35 MPH limits will be enforced on the Black Mountain Blvd in the future? I love the neighborhood, I want to see and really hope for growth. I am asking leadership to promote growth while maintaining the quality of the neighborhood. Long Term - the no build alternative will best support this objective. In attending the meetings, it was obvious most attendees held the same opinion.

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Monday, July 8, 2013 11:15:11 AM Mountain Standard Time

From: eecayman@hotmail.com <eecayman@hotmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Eric Engstrom

Email: eecayman@hotmail.com

Please send me project updates.

Comment: I am in support of the no-build alternative. Connecting to the 51 is dangerously close to Pinnacle High School. In addition, it will cause an eyesore for the community.

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website -

Date: Monday, July 8, 2013 8:14:22 AM Mountain Standard Time

From: azkaren@hotmail.com <azkaren@hotmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Karen Engstrom

Email: azkaren@hotmail.com

Please send me project updates.

Comment: As a homeowner in Aviano at Desert Ridge, I am very opposed to the location of this project directly next to and visible from our neighborhood. It will severely devalue the home values in one of the nicest neighborhoods in the area. I am strongly in favor of the No Build Alternative.

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Monday, July 8, 2013 12:36:38 PM Mountain Standard Time

From: pfraiman@yahoo.com <pfraiman@yahoo.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Perry Fraiman

Email: pfraiman@yahoo.com

Please send me project updates.

Comment: When we moved to Arizona from NJ in 2005, we were dismayed to find very few areas where there were children walking, playing, and biking outside. When we finally saw Aviano, we made it our mission to find a home there, so our children would have a place where kids could be kids--an play outside. the proposed expansion of Black Mountain will make it extremely dangerous for our children to ride their bikes without danger, and will certainly cause us to give serious consideration to moving out of Aviano- to a more family friendly place. Aviano had been one of the premier family-friendly communities. With a 6-lane road directly next to it, we will no longer be able to utilize the once family-friendly environment

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website -

Date: Monday, July 8, 2013 7:37:58 AM Mountain Standard Time

From: jsmit38976@yahoo.com <jsmit38976@yahoo.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Joseph Smith

Email: jsmit38976@yahoo.com

No updates please

Comment: Why not make the off/on ramp from/to 51 HOV only. Isn't the point to reduce congestion. Making it available only for car pool would encourage carpooling. Given the large focus the project plan places on \"costs\" due to traffic delays, shouldn't we be working on a way to make our existing roads more efficient too.

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website -

Date: Monday, July 8, 2013 12:58:26 PM Mountain Standard Time

From: ameislik@gmail.com <ameislik@gmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Alyse Meislik

Email: ameislik@gmail.com

Please send me project updates.

Comment: My vote would be in support of the No Build Alternative because the Build Alternative 1A-S+1-N will essentially split the Fireside community and create a lot of traffic within the community. If the other alternative is approved, it is possible to make it so that the new roadway does not provide traffic access to go east on Mayo Blvd so that the residential area will not see a major increase in traffic. I am concerned that traffic will begin cutting across Mayo Blvd to get to places such as Desert Ridge Marketplace.

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website -

Date: Monday, July 8, 2013 1:01:58 PM Mountain Standard Time

From: MattLeathersEsq@gmail.com <MattLeathersEsq@gmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Matthew Leathers

Email: MattLeathersEsq@gmail.com

Please send me project updates.

Comment: I am in support of the \"no build alternative.\" The current plan attempts to alleviate traffic while simultaneously dividing the Fireside Community. In doing so, the plan would isolate portions of the Fireside community by creating a major north/south thoroughfare in Black Mountain Blvd. Moreover, traffic would increase on Mayo Blvd as commuters would have access from the 51 freeway. Lastly, this development would lead to the eventual expansion of Mayo Blvd eastward into Tatum.

Please contact me.

Comment #163

Name: CHAD CHISHOLM
Email Address: chad@osisoft.com
Area Code: 480
Phone: 2094527
Address: 21530 N. 37th St
City: Phoenix
State: AZ
Zip: 85050

COMMENTS:

I urge you to vote NO on the Black Mountain Blvd exit of SR 51. That off-ramp would dump cars in between a high school and an elementary school. I've never seen a city allow a freeway off-ramp and on-ramp between 2 schools, especially an elementary school.

My young daughters are zoned to Fireside Elementary, and I do not want to worry about freeway traffic next to her walk to school. When this road was planned, our neighborhood wasn't there. The environment has changed, but the plan for the freeway through Desert Ridge has not. I think we're making a huge mistake.

Please vote NO on Wednesday. Thank you for your consideration.

Subject: Submission from the Black Mountain Boulevard website

Date: Monday, July 8, 2013 3:54:29 PM Mountain Standard Time

From: rkreizenbeck@hotmail.com <rkreizenbeck@hotmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Renee Kreizenbeck

Email: rkreizenbeck@hotmail.com

Please send me project updates.

Comment: I have previously attended one of your public meetings and was able to voice my opinion in regards to the Black mountain Blvd project. I would like to take this last opportunity to do so one more time. Our home backs up to Black Mountain Blvd, a few houses in from Deer Valley. I have to say that when we purchased our home, there was never any mention of what would become of the quiet street behind us. If we had been advised of this future project, I can assure you, we would have never purchased this home. I completely understand the need for more access and that the need will only continue to grow with more development. However, I am just so sorry that it's not only going to be directly behind us, but between an elementary and high school as well. Our neighborhood is going to lose so many of the wonderful qualities that brought us here in the first place. I have talked with many people that just feel defeated and helpless in regards to trying to stop this. I think we all believe that there just has to be some alternative. Thank you.

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Monday, July 8, 2013 5:14:35 PM Mountain Standard Time

From: kim66h@gmail.com <kim66h@gmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Kim Hermann

Email: kim66h@gmail.com

Please send me project updates.

Comment: I strongly opposed the building of the Black Mountain Blvd. I feel this will propose a threat to surrounding schools and the increased traffic in the area will be awful.

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website -

Date: Monday, July 8, 2013 7:29:47 PM Mountain Standard Time

From: ralara327@aol.com <ralara327@aol.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Perry Lara

Email: ralara327@aol.com

No updates please

Comment: I live in Aviano at Desert Ridge and strongly oppose the connection of the Black Mountain Parkway with the SR 51. This will bring unnecessary traffic into our neighborhood. There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website -

Date: Monday, July 8, 2013 2:17:47 PM Mountain Standard Time

From: 1974tjv@gmail.com <1974tjv@gmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Thomas Vespalet

Email: 1974tjv@gmail.com

Please send me project updates.

Comment: I do NOT think this connection is vital to our community area. It will produce more noise, crime, safety concerns, and endangerment to our area. All the families that moved to this area liked the close proximity and safety of the schools, and if you add 6 lanes, that is not what I want to see next to my community or schools that my kids go to. We enjoy the area as a family and see so many issue with this 51 connection and then connecting it all the way to I-17. Even though that this was in development over 15 years ago, does not mean it can be modified or changed. I understand a on/off ramp to a frontage road that would take you to Cave Creek Road, but to connect it moving north? Then they should have not allowed communities and schools to be built like they are now. Poor planning toward the good of the communities. I believe there is time for change on this project. In addition, I see other areas that the money could be better spend. Please consider the communities and the families that live here. Sincerely! Tom

There's no need to contact me.

Comment #168

Re BMB Public Comments 4

From: Marsha Miller [Marsha@kdacreative.com]
Sent: Tuesday, July 09, 2013 7:50 AM
To: David Webb
Cc: Scott McKenzie; Jim Romero; Mike Shirley; AZE1134 -
BlackMtnBlvd_SR51_101TI_to_CaveCreekRd; Marsha Miller
Subject: Re: BMB Public Comments

Name: Allison Lara

Email: ralara327@aol.com

Comment: I live in Aviano in Desert Ridge and strongly oppose the connection of the Black Mountain Parkway with the SR51. When we built our house we were told it would be a maximum of 2 lanes and would not be a freeway extension.

Subject: Submission from the Black Mountain Boulevard website

Date: Tuesday, July 9, 2013 8:51:31 AM Mountain Standard Time

From: karen.bottesch@baml.com <karen.bottesch@baml.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Karen Bottesch

Email: karen.bottesch@baml.com

Please send me project updates.

Comment: Hello, I live in Fireside and do not want to see SR 51 extended through the neighborhood next to homes and 2 schools, bad idea. Please count my vote for the \"No Build Alternative\". Thank you, Karen Bottesch

There's no need to contact me.

Subject: Submission from the Black Mountain Boulevard website

Date: Tuesday, July 9, 2013 10:47:48 AM Mountain Standard Time

From: jeffdaly21@hotmail.com <jeffdaly21@hotmail.com>

To: Marsha Miller <Marsha@kdacreative.com>

Name: Jeff Daly

Email: jeffdaly21@hotmail.com

Please send me project updates.

Comment: I support the no build alternative.

There's no need to contact me.