

Arizona Long Range Transportation Plan
Public Comments
November - December 2017

Commenter	Agency	Type	Comment	Response
1 j_helmich@yahoo.com	Public	Question	Pretty documents, but when does the overloaded I-17 get fixed? We build more roads to nowhere but we can't fix something that affects tens of thousands daily. At least restrict trucks to the two right hand lanes on it.	With the State Transportation Board's approval of ADOT's five-year construction program last June, \$15 million is being used this fiscal year for design work on alternatives for the corridor between Black Canyon City and Sunset Point. The current five year program has \$62 million programmed in FY 2021 and \$65 million programmed in FY 2022 for the segment from Black Canyon City to Sunset Point, to consider capacity solutions. The environmental studies are in progress. ADOT is also applying for federal funding for I-17.
2 andy@beran.net	Public	Question	How are the impacts of self-driving vehicles and ride-sharing included in the plan? If car ownership is declining and vehicle sharing is increasing, that could have a dramatic impact on the forecast usage and requirements.	While ADOT recognizes the impacts of technology, we did not utilize this type of forecasting when determining our highway needs.
3 salmoaz@cox.net	Public	Question	Is there supposed to be a larger document for the tentative LRTP? There is only a 19 page document that everything seems to link to.	The Final Plan is just the 19 page document, to see all supporting documentation you can visit the website and download the materials at https://www.azdot.gov/planning/transportation-programs/state-long-range-transportation-plan
4 rmccloud@theriver.com	Public	Question	Not so long ago, highway 95 was seen as a major link from Mexican markets to US markets. In fact, ADOT spent millions upgrading the water crossings in anticipation of this plan. Arizona's newest, most modern, and most underutilized POE is San Luis II right at the beginning of I-195, the nicest and least used limited access freeway in Arizona. The highway 95 route, expanding the existing two lane to four, makes the most economic sense and can be accomplished many years sooner than the I-11 proposed corridor. Otherwise, the wise investments made on I-195 and the San Luis II POE have been largely wasted. In a time when there seems to never be enough money, why aren't we looking at utilizing these existing assets and accomplishing so much more so much sooner rather than chasing an enormously expensive project like I-11? Thank you for the opportunity to comment!	In the federal surface transportation law, Moving Ahead for Progress in the 21st Century (MAP-21), Congress identified the U.S. Highway 93 (US 93) Corridor from Phoenix, Arizona, to Las Vegas, Nevada, as a High Priority Corridor in the National Highway System and designated it Interstate-11 (I-11). The High Priority Corridor designation recognizes the importance of the corridor to the nation's economy, defense, and mobility.
5 teri_kennedy@yahoo.com	Public	Question	Hi, I see in your Long Range Plan published in October 2017 that there is no specific mention of rest areas and opening any that have been closed. What is the plan to address rest areas? I see in one of the reports (https://www.azdot.gov/docs/default-source/planning/wmya-2040-wp3-needs-analysis.pdf?sfvrsn=2) that it states that there are "needs from 2016 to 2040 are estimated to be \$59 million in constant 2016 dollars.", however it does not state if this amount is needed for existing open rest areas or to open some of the closed areas. Please provide more detail. thank you,	ADOT has made improvements to rest areas in recent years to repair and replace infrastructure that has been in place for as long as 50 years. That includes drilling new wells to provide adequate water supplies and replacing septic systems. For specific information about Rest Area needs in Arizona please review our Rest Area Plan at https://www.azdot.gov/docs/default-source/planning/az-statewide-rest-area-study.pdf?sfvrsn=2
6 robin.raine@tucsonaz.gov	City of Tucson	Question	Is it true that NO preservation projects will occur in the PAG region on ADOT highways through 2040?	Preservation projects are programmed in the PAG region. For example, please refer to the approved 2018-2022 Five Year Transportation Facilities

Arizona Long Range Transportation Plan
Public Comments
November - December 2017

8	jbdaniels@q.com	Public	Question	<p>Where is any help for Hwy 60 in Pinal County, specifically for the few miles where the freeway ends through Gold Canyon area where the State has saddle residents with the Renaissance fair, winter visitors and POOR TRAFFIC LIGHTS. Where is fruit from promises made now years ago for a bypass around the congestion. This highway that has seniors who want to go 40mph and commercial trucks of people trying to do their jobs and earn a living. You put DPS out here to patrol, but they never seem to tell you about how we sit at traffic lights waiting for turning traffic up to minutes when there is no traffic turning. Can't we at least get proper traffic light cameras and technical settings to recognize we are just burning fuel, getting frustrated. Where and what happens when there is an incident? There is no alternate route. There is no way through for a couple of miles. You never made developers put in extra lanes to handle development increase. This is Abigail SAFETY issue. Responsibility is on you DOT. When have you really come here to see what we are talking about? Four churches on Kingqs Ranch Road. Sunday. God please help us! Yes they hire DPS but not sure that helps. Put in a turn arrow so that people know they can turn right from Kings onto 60 WHILE 60 east is turning left onto Kings. No they stop sit afraid of cop, pause, wait wasting time then finally turn-maybe. EFFICENCY. What would that cost???? If you don't give the bypass promised, give us efficient lights camera action. You give a lot of charts graphs cute stuff in your reports, but we have repeatedly asked. You put some new cameras but it's not either hooked up right or programmed right because at Kings Ranch and at Superstition Mtn, it's not recognizing when there is no traffic OR when the turners have turned, to let opposite traffic go. Pineal County passed sales tax hike but it's all for the developers in San Tans and Casa Grand, it does</p>	<p>In the approved 2018-2022 Five Year Transportation Facilities Construction Program, there is a 10-mile pavement preservation project from Superior to the Gila County Line, but there are no currently programmed projects in the Gold Canyon area mentioned. ADOT traffic engineers have been studying the area mentioned, but there are no specific projects programmed as of this time.</p>
---	-----------------	--------	----------	---	---

Arizona Long Range Transportation Plan
Public Comments
November - December 2017

9	camille kershner		Question	<p>Why expand capacity by adding lane-miles at all? what about laying tracks instead? to better serve both urban and rural areas, meet maintenance/preservation/modernization/capacity/environmental needs... in your own words, below! The ADOT LRTP (to 2040) notes that transit ridership is increasing, (p. 6) https://www.azdot.gov/docs/default-source/planning/wmya-2040-wp-2-draft.pdf?sfvrsn=2 and let's quickly do the larger-scale math... p. 18 says that PAG estimates that "new urban and rural roadways will add \$72.3 million over the 25-year planning horizon, based on current plans to add 219 lane miles of freeways by 2025 and average O&M costs of \$22,000 per lane mile" yet Appendix D, p. 29, shows that "new passenger rail service between Tucson and Phoenix and the West Valley to the Tucson International Airport connection will also require approximately \$12 million dollars annually to operate https://www.azdot.gov/docs/default-source/planning/wmya-2040-wp3-needs-analysis.pdf?sfvrsn=2 [part of the {overlap w/ I-11} corridor that is undergoing EIS studies, see p. 37-39, and noting on p. 35 that "capacity increases to national and state highway systems have inherent limitations, not only in terms of physical space required for new roadway facilities but also in terms of social and environmental impacts... the costs and impacts of expansion are beyond the reach of current budgetary programs... a single rail corridor can support the transportation of hundreds of passengers with minimal impacts... [and] offer the ability to move a large number of people at a lower per passenger cost than other commonly used modes of travel, namely air and highways"] https://www.azdot.gov/docs/default-source/planning/final-transportation-in-arizona-working-paper-1_15_2016.pdf?sfvrsn=0</p>	<p>As a department of transportation, ADOT is not only responsible for building, improving, and operating the State Highway System (SHS), it also plays various roles in supporting non-highway modes of transportation. Arizona's current statutes generally focus ADOT's resources on the SHS, thus ADOT's responsibility for funding non-highway needs is limited to either support for selected facilities or passing through federal funds for transit and aviation. Nonetheless, an important role of WMYA 2040 is to help define and articulate Arizona's overall transportation needs, regardless of responsibility for funding them.</p>
10	Rural Arizona	Public	Question	<p>By Providing \$63M more for expansion in MAG than you do for "preservation" in the rest of Greater Arizona? Really?</p>	

Arizona Long Range Transportation Plan
Public Comments
November - December 2017

11	Janet Daniels	Public	Question	What about Hwy 60 in the Gold Canyon area where you held meetings years ago and nothing has happened on bypass? Traffic backs up terribly now due to the inefficiency of the traffic signals since they do not recognize if there is traffic turning or its done. You keep waiting for the light to turn but it just stays red while you burn both gas and inside due to the inefficiency, lack of interest of DOT. At Kings Ranch Rd & 60 add a right turn arrow off of Kings Ranch when 60is turning left. Duh. That would help. THEN we add to it winter visitors and Renaissance weekenders - That's hell. If there is a wreck or emergency, there's no way out. Does someone have to die or litigate to get your attention. Or maybe no one on your board has ever had the experience on a Sunday Feb-Mar. Dare you. The new 416-417 is no help to us. Only the developers won in Casa Grande and San Tan. Please please just at least give us lights that recognize traffic efficiently.	In the approved 2018-2022 Five Year Transportation Facilities Construction Program, there is a 10-mile pavement preservation project from Superior to the Gila County Line, but there are no currently programmed projects in the Gold Canyon area mentioned. ADOT traffic engineers have been studying the area mentioned, but there are no specific projects programmed as of this time.
12	Aliaa Abdel-Gawad	Public	Question	I am curious if car sharing (i.e. Lyft, Uber) and self driving cars (Google, etc have hopes for this) are included in these stats? If not, why not? If so - how/where? Thank you for your time!	These trends (self driving cars and ride sharing) are something we considered as we looked at possible future scenarios. These technologies and options are advancing, but not to the point where they factored significantly into this long range plan effort dealing with the state highway system. The impact is generally more on the local road systems. We will continue to monitor, and there is potential this will be significant in our next plan update over the next five years.
13	RuralArizonaResident	Public	Question	Given that Pinal County is expecting the most growth in AZ, why doesn't ADOT plan on funding transportation projects in this area? PAG and MAG get all the funding and receive a lot from Federal Government, should ADOT balance this enquiry? Why would any resident outside of Tucson/Phoenix support any increase in gas tax or sales tax statewide if funding wont be distributed outside of MAG and PAG. Clearly there are some very dangerous rural roads yet ADOT wants to play politics with funding decisions.	In the approved 2018-2022 Five Year Transportation Facilities Construction Program, there are multiple projects in Pinal County, on US60, I-10 and other routes. We recommend you view the Five Year Program document at https://azdot.gov/planning/transportation-programming/current-program .
14	Frank Copple	Public	Question	Why isn't passenger rail included? You do not even mention it.	ADOT is funded with Highway User Revenue Fund dollars which are constitutionally restricted to use for street and highway purposes.
15	Lawri Williamson	Public	Question	I would have thought Passenger Rail a type of Public Transit. Why are the two are entered separately?	You are correct. The public transit referred to here is associated with buses and vans that are federally funded, however.
16	Frank Copple	Public	Question	Compared to other States, what is Arizona's transportation budget as a percentage of the overall State budget. For example does New Mexico spend 15% of their State budget for transportation and what % does Arizona budget?	Improvements on the State Transportation System are primarily funded with federal dollars. State revenue or the Highway User Revenue Fund, dedicated to transportation are not State General Funds. Occasionally funds will be appropriated by the legislature for high priority projects. Questions related to the State Budget can be directed to the Joint Legislative Budget Committee.

Arizona Long Range Transportation Plan
Public Comments
November - December 2017

17	Rural Arizona	Public	Question	Why is there no discussion of passenger/commuter rail in either the modernization or expansion? Some of your goals were to reduce congestion, increase the efficiency of the transportation system, and protect the environment. Providing passenger/commuter rail would address all of these. One of the key themes was "more travel options are needed in rural areas." One of the 6 WMYA2040 goals is "improve access to multimodal transportation and optimize mobility and reliability for passengers and freight. Yet there is no discussion whatsoever of any proposed improvements to rail or public transportation	As a department of transportation, ADOT is not only responsible for building, improving, and operating the State Highway System (SHS), it also plays various roles in supporting non-highway modes of transportation. Arizona's current statutes generally focus ADOT's resources on the SHS, thus ADOT's responsibility for funding non-highway needs is limited to either support for selected facilities or passing through federal funds for transit and aviation. Nonetheless, an important role of WMYA 2040 is to help define and articulate Arizona's overall transportation needs, regardless of responsibility for funding them.
18	Doris Bean	Public	Question	Looking to see what is going to be done with I17 going North/South to/from Flagstaff and Phoenix. This is a horrible commute and needs more lanes for both sides from Anthem/Black Canyon City to Flagstaff ???	The current five year program has \$62 million programmed in FY 2021 and \$65 million programmed in FY 2022 for the segment from Anthem to Sunset Point, to consider capacity solutions. The environmental studies are in progress. ADOT is also applying for federal funding for I-17.
19	drdemarest@cox.net	Public	Observation	The northwest Peoria has a disconnect to surrounding cities (Surprise, El Mariage) making hard to have access to businesses in those regions without having to travel more miles and out of the way due to the Agua Fria River. Residents seeking employment would have a challenging commute. Currently, you have to travel south to Bell Rd and travel through Sun city to get over the Agua Fria or go north to 303 to go south to Grand Ave or go north to Happy Valley go farther north to Jomax out to Surprise. These workaround routes or not efficient and deter communities access. We have some three roadways that dead end at the east side of the Agua Fria River bed, Williams Rd, Dear Vally and Beardsley that could connect to the other side if we had an overpass bridge. Bell Rd is heavily congested as result of being the primary thoroughfare	
20	Matthew.I.dudley@gmail.com	Public	Observation	Expand the transition ramps from one lane to two at I-10/Loop 101 in Avondale. These ramps include the eastbound I-10 to northbound L101 and the southbound L101 to westbound I-10. This is a safety issue with all the traffic that "cuts off" those waiting in these mile long plus backups each and every morning and evening. Someone is going to get seriously hurt one day.	

Arizona Long Range Transportation Plan
Public Comments
November - December 2017

21	bobmorse_713@msn.com	Public	Observation	I travel Arizona's hiways a lot! I see things that amaze me that there aren't more accidents and more deaths on the hiways. Commercial trucks should be restricted to the right lane...period! Something needs to be done about vehicles merging onto an interstate hiway. Few know the meaning of yield!!! There should be a bypass built from somewhere near Willcox into the Phoenix/Casa Grande area! There is entirely too much traffic on I10 from Willcox to Casa Grande! Why can't roads be built properly in the first place instead of coming back at some later date to patch up what was wrong in the first place? Ever traveled on I10 at Benson????? Road construction/repair should begin at some point and proceed to the end without moving from one location to another! I10 between Tucson and Benson was a perfect example of spotty work. One stretch one week and another stretch another week.	
22	simmons_markr@msn.com	Public	Observation	I 17 North of MegaPhoenix is horrible. As a kid, nobody knew where Flagstaff or Prescott were, but now they do. I can't seem to travel that way without ending up in traffic jam or a closed freeway. Fix it now!	
23	karenflenniken@yahoo.com	Public	Observation	It's nice to see you planning long range goals. I attended a workshop in Kingman and we hope you heard our needs. I also would like to add that Fort Mohave and Bullhead City does not want any roundabouts unless it is in a rural area without businesses that may be affected. The ones in Prescott while they baffled me as to why they were put there I liked that there was no businesses that lost any business. We have over 2500 signatures and counting of people opposed to them. Thank you for listening to us we appreciate it very much. Alvin is an awesome Engineer and has listened to us whenever we have a concern.	
24	bettybeard525@gmail.com	Public	Observation	Please make widening of I-10 between Phoenix and Tucson and I-17 between Phoenix and Flagstaff (especially to Sedona and Prescott turnoffs) a priority. Three lanes.	
25	bettybeard@me.com	Public	Observation	This is my second comment. On a recent cross country trip, I was impressed with frequent freeway signs in Texas and other states that REMIND you what to do in case of a dust storm — pull over and turn off lights. These experiences can be new for many motorists. They could be included with your I-10 work in the Eloy area.	
26	mike@rexcollicom	Public	Observation	The primary focus for all transportation needs should be the I-10 Reliever, State Route 30. This highway is 15 years overdue. It is critical to Phoenix and the West Valley.	

Arizona Long Range Transportation Plan
Public Comments
November - December 2017

27	gregory.stanley@pinalcountyaz.gov	Pinal County	Observation	The Long Range plan clearly identifies the need to restructure funding allocation in Arizona. The "Casa Grande accords" need to be revisited, as the MAG and PAG regions need to share more of the burden for state-wide pavement maintenance, and ADOT clearly needs to set aside funding for system expansion throughout the state. ADOT abdicated its responsibility to manage CMAQ funds by giving them all to MAG based on the CG accords - those funds need to be distributed based on need. This Long Range plan seems to be the appropriate venue for the restructuring of highway funding. I would prefer that the investment choices discuss the need to review allocation formulas so funding can be better allocated across the state.	
28	rmedler@tucsonchamber.org; Robert Medler, Tucson Metro Chamber	Tucson Metro Chamber	Observation	Thank you for the opportunity to submit comments on the Long-Range Transportation Plan. The Tucson Metro Chamber believes an adequate and efficient transportation network is critical to the future economic growth of Arizona. While the WMYA2040 Plan is just that, we would like to see a recommended investment schedule that better reflects the current usage of transportation modes, focusing on those that generate an economic return to the State. This in time will create larger amounts of funding for transportation as the state grows, creating a positive cycle of transportation funding. In the draft WMYA2040 Plan, 15% of revenues are going to be invested in public transportation. While we support investments in public transportation, this seems like an excessive amount to invest, seeing that only 2% of Arizonans took public transportation to work. A modest decrease in funding for public transportation would open up millions of dollars for future projects that will create jobs and tax revenues. Some of those projects are I-11, the Sonoran Corridor, the completion of the 303 loop (South Mountain), improvements along I-19 to better facilitate trade in the NAFTA corridor, and capacity improvements to our current Interstate and State Highway network. Each of these projects will result in substantial growth of commerce in the area.	
29	Rick Miller, City Manager,	City of Coolidge	Observation	See Letter from City of Coolidge City Manager Rick Miller, 12/19/17	
30	Don Clugston	Public	Observation	AZ COULD HAVE A TURNPIKE PHX TO PRESCOTT...the money is there. All you need is a turnpike bill from AZ GOV.	

Arizona Long Range Transportation Plan
Public Comments
November - December 2017

31	cboucher	Arizona Game and Fish Department	Observation	<p>The Arizona Game and Fish Department (Department) has reviewed What Moves You Arizona 2040, the Arizona Department of Transportation's (ADOT's) Long-Range Transportation Plan. Given statewide vision for the preservation of existing infrastructure, and development of new infrastructure, the Department requests the continued coordination with the Arizona Department of Transportation (ADOT) as the planning, development, design and implementation of these transportation projects commence. Specifically, we would like to provide our expertise and best available data on wildlife movement, habitat needs, and recommended mitigation measures to best serve Arizona's wildlife resources at the earliest point possible for coordination and collaboration in the process.</p> <p>Although the Department has an interest in all proposed and/or planned transportation projects, the types of projects identified below are ones we believe may have an impact on wildlife connectivity, permeability, movement and habitats. If coordination is early enough in the planning stages, these types of projects also provide the greatest opportunities to promote safe passage and connectivity for wildlife, reduce wildlife vehicle-collisions (increase safety), minimize habitat fragmentation, and minimize impacts to Arizona's fish and wildlife resources.</p> <p>New Design and Construction: New design and construction of roadways, railways, and/or multimodal corridors, can have a significant impact on wildlife habitat (removal, degradation, fragmentation) and can pose a substantial barrier to wildlife movement. The Department requests coordination with ADOT at the earliest</p>	
32	Darrell Dierks	Public	Observation	<p>I-17 is the running for Road Rage 101. It must be widened. Too many wrong way drivers. Too much traffic. Accidents delay you for hours. Very hard to predict what time you get to Sky Harbor because of the traffic.</p>	
33	Michael Tweedy	Public	Observation	<p>There should be an investigation into corruption at ADOT. Why would you plan the North-South Freeway to bypass San Tan Valley, approximate population of 100,000 people to benefit the town of Florence, approximate population just over 30,000? It only makes sense if the decision makers are being bribed by Florence politicians. San Tan Valley has serious traffic congestion problems! I have rarely seen any kind of traffic in Florence let alone congestion! People in this state are not stupid! We aren't going to vote for tax increases for transportation without intelligent and efficient use of current funds. Someone else said "Man up!" I say find your moral compass and integrity!</p>	

Arizona Long Range Transportation Plan
Public Comments
November - December 2017

34	Richard Coila	Public	Observation	<p>After reading this report, I don't have much sympathy with ADOT management not having a salary increase. A 25 year plan that doesn't even mention the need for widening I-10 between Phoenix and Casa Grande is a farce and a slap in the face to the public. Perhaps ADOT hopes dealing with the Gila River Indian tribe can be deferred until ADOT management retires? It sure feels that way. Negotiation with the Tribe has been discussed for years and is always the first item mentioned by ADOT on why no plans can be made. Do you really think the Tribes position will be weaker in the future or less costly? There is no excuse for not negotiating and getting agreement on a plan for I-10 through the reservation. Without knowing the cost, how can ADOT actually make a rational decision on where to spend future road expansion funds or be in position to deal with I-10 widening if additional funding suddenly becomes available. Like why build south mountain freeway when it only leads to the I-10 bottleneck south of Phoenix? It is time for ADOT to deal with this situation and not just push it down the "road" for someone else to deal with after most current management retires. Man up!</p>
35	Maria Galvez	Public	Observation	<p>Overall, disappointed one of the goals is to improve multimodal transportation, yet this plan is heavily focused on highways. Living in N.AZ, preservation is important in the short term, particularly on the 17 and 40, but I'd also like to see more in terms of public transit like rail systems that will benefit the state long term.</p>
36	Jay L Myers	Public	Observation	<p>What ADOT has produced here is a "highways" plan--not a "transportation" plan. New name, perhaps, but ADOT is still the same ol' highways department that we had in the 1960s. A true transportation plan sees beyond the constraints of the automobile mode and seeks to integrate all modes of transportation. There is just so much asphalt and urban sprawl that our beautiful state can suffer before it is no longer a desirable place to live. Where is RAIL in any of this?! Urban rail, commuter rail, intercity rail, interstate rail? As the rest of the world prepares for the transportation challenges of a warming planet with shrinking resources, we continue to presume that we can remain forever in 1980. China, as an example, spends \$100 billion a year on its intercity rail network alone. I've lived in Arizona for 45 years, and what I see here in this plan is such a disappointment.</p>
37	Bruce Hilby	Public	Observation	<p>Suggest defer constructing the next leg of Loop 303 from Van Buren to MC85. Move that \$\$ to building SR30 east of Cotton Lane into town. Then only build next leg of Loop 303 when it can connect to SR303 via a suitable TI.</p> <p>Building Loop 303 further now serves no current purpose. It is the road to Estrella Mountain Ranch only and the current arterial, Cotton Lane Road, is sufficient for that purpose.</p>

Arizona Long Range Transportation Plan
Public Comments
November - December 2017

38		City of Coolidge	Observation	<p>The proposed inland port project on the Union Pacific Railroad just North of the I-10/Highway 87 intersection in Coolidge will connect the international market to rural Arizona via rail from the very congested California port cities. Railcars full of goods moving between this inland port and Southern California ports will reduce carbon emissions by significantly reducing semi tractor trailer trips currently delivering these goods on our interstate system. The port will increase capacity of our Highway System by reducing the truck traffic.</p> <p>Local, State, County and Regional partners should continue to support TIGER and INFRA Grant applications that have been submitted for federal funding assistance of this important Arizona economic development project.</p>	
39	Aliaa Abdel-Gawad	Public	Observation	All of these are equally important. Considering I have just begun, there may be an area where I can answer,question further - yet I wish to emphasize - all are of equal importance.	
40	Bruce Ostrander	Public	Observation	Congestion on I-17 is getting worse, then add in the many accidents between Sunset Point and Anthem and the normal 2 hour drive from Flagstaff to Phoenix quickly turns into a minimum 4 hour drive and has taken as much as 8 hours to travel the 150 miles. Can another lane be added or at least a few pull outs to get the vehicles around accident prone areas of the highway.	
41	Michael Tweedy	Public	Observation	How can this not be a top priority? The entire length of I-17 was just ranked forth dangerous interstate in the US. Being stuck on the 17 overnight out in the middle of the mountains because of wreck ahead is unacceptable!	
42		City of Coolidge	Observation	<p>I-10 from Casa Grande to Chandler is an embarrassing and dangerously congested chokepoint on this Interstate system connecting Florida to California. It will only get worse as the Greater Casa Grande Valley between Phoenix and Tucson continues to have economic growth creating jobs and housing. The proposed North South Corridor connecting the U.S. 60 in Apache Junction with I-10 South of Eloy and the widening of I-10 are two critical projects that will keep Arizonans moving and not parked on our highway system.</p> <p>The high speed passenger rail service between Tucson and Phoenix is another important step to moving Arizona forward by reducing vehicle trips on our SHS</p>	
43	Frank Hernandez	Public	Observation	How DARE adot say this is a goal when you guys have ignored and turned your heads when numerous people have said to widen the I-10 between casa grande and Chandler. There is always wrecks and accidents on this stretch due to congestion and everyone knows it. Also, to say "don't mention it because it's not happening" only shows the ignorance and carelessness of adot.	

Arizona Long Range Transportation Plan
Public Comments
November - December 2017

44	Bruce Ostrander	Public	Observation	<p>The Road conditions in Northern Arizona are horrible. I-40 has many potholes from Kingman to Flagstaff. I-17 is worse, and is in desperate need of attention. The road conditions only improve when you get closer to Phoenix. Please look into updating the roadways in Northern Arizona and not just the Interstate highways.</p>	
45	Atisha Russom		Observation	<p>I am at a loss with Safety being the first flag here. Safety is obviously not a concern in our area. Since September 24, of this year, we have had 6 accidents. 2 of those accidents have resulted in death while Bill Harmon, on behalf of ADOT, has repeatedly said that there are no plans on anything being done. This is an on going issue for more than a few decades. At some point many years back some improvements were made between mile markers 130-144 on Highway 191 in Graham County but no where near to the extent that they are needed. If you look at mile markers 144 to 154 you will see that Greenlee County has not only upgraded but improved the safety of our daily commuters greatly, over the last few years. There have been 2 accidents, neither resulting in death, or even severe injury since September. I started a petition on November 7, of this year, concerning the safety issues and i have over 1600 signatures already. Yet as we speak, funding is being wasted on maintaining Hwy 70 and Hwy 191 mile marker 120-130. There was absolutely nothing wrong with the road. They started at the curve where Hwy 191 and Hwy 70 come together at mile marker 130. The "improvement" there has actually left the merging turn in worse condition. It was perfectly fine prior to be worked on, now its a mess. The lines aren't even painted back on properly. Our entire community is at risk anytime we make the drive from 3 Way to Safford. The same issues you deal with in the big cities, we deal with here. The only difference is, here they're ignored and year after year we are left to bury loved ones who's deaths may have been prevented if we weren't considered expendable by those who get to wave the magic wand and make such ridiculous decisions as to what gets done and what gets ignored! We need this road fixed!!! Hwy 191 mile marker 130-144 immediately!!! Its not an if someone dies again on this</p>	
46		City of Coolidge	Observation	<p>There have been a number of recent fatalities and serious injury accidents on Highway 87 and 287 in Western Pinal County near Coolidge. I believe these accidents have resulted from a lack of center turn lanes and right turn lanes at major intersections. Drivers stopping in travel lanes to make left hand turns are being rear ended and pushed head on into oncoming traffic when these center turn lanes are not present. Where right hand turn lanes are missing, impatient drivers will pass vehicles that are slowing to make the turn and slam broadside into vehicles that are entering the highway because they see a vehicle slowing to make the turn.</p> <p>Adding turn lanes and right hand turn lanes will reduce traffic fatalities and serious injury accidents on our rural public roads.</p>	

Arizona Long Range Transportation Plan
Public Comments
November - December 2017

47	Lawri Williamson	Public	Observation	I keep looking for some mention of the 5th Ave. I-10 West entrance ramp in the news stories about the campaign to improve the incidence of wrong-way drivers on Phoenix freeways, but I never see anything. That is a bizarrely constructed entry, and one that seems to invite disaster. Is there any plan to create additional signage or add warning lighting there? My husband and I encountered that ramp in the middle of the day, and could have easily gotten on going the wrong way if we weren't paying close attention--and we are under 50. I've never seen anything like it, and have lived in multiple states.	
48		City of Coolidge	Observation	Understandably, preservation and maintenance should be a high priority for funding to extend the life of our highway systems throughout the State, however, now that other areas of the State are beginning to see the growth that Maricopa County and Pima County have benefitted from, consideration must be given to expand important connections to these shifting population and employment centers. Must find new sources of revenue to expand the system while maintaining what we have in place. State's elected officials need to find ways to keep up or we are going to be left behind as a great place to do business in a very competitive world economy. Increasing the gas tax seems to be a reasonable solution since vehicles are getting much better mileage, and tax electric and hybrid vehicles that also benefit from an expanded highway system.	
49	Rural Arizona	Public	Observation	Especially since Pinal County is showing a 75% - 100% population growth. The vast majority of these people will commute to and from the Maricopa or Pima County areas. There is no discussion about expansion of the highway system or possible alternatives such as passenger/commuter rail or public transportation.	
50	David LoPresti	Public	Observation	If the West Valley is going to continue to grow then you must do something to alleviate congestion on Interstate 10. It's a parking lot and even as a carpooler there is no relief. Watch the news every day, it's "backup on the I-10".	
51		City of Coolidge	Observation	Center and right turn lanes on rural highways at the heavier traffic intersections is very important. Lives depend on it as can be seen in the large number of fatalities and serious injury accidents on our rural highways.	

Arizona Long Range Transportation Plan
Public Comments
November - December 2017

52	K M Schaefer	Public	Observation	<p>There is talk of closing highway 191 north of Morenci. This can't happen! There are many people who live in the area, including Safford, which is growing due to the mining activities, who own homes in the Alpine area. Also, there are many of us who use this highway frequently, by car and by bike, to reach the national forest for recreation and to travel north when going out of state and to other northern Arizona locations. It would be disgraceful for Arizonans to have to travel into New Mexico to get to northern Arizona!! The other direction, we have to go way out of our way, into Globe and then back north and east. This is not environmentally sustainable...using more gasoline and increasing emissions. Do not close highway 191!</p>	
53	Anonymous	Public	Observation	<p>If Pinal County is projected to have 75 - 100% population growth over the next 40 years, the infrastructure will need to be able to support that. Spending 80% of the funds for Greater Arizona on "Preservation" projects -- WITH NONE ON EXPANSION -- just means that in 40 years, the congestion in Pinal County will be much, much worse. A significant portion of the funding should be diverted to accommodate this projected growth.</p>	
54	Sheriff Joseph Dedman Jr.	Apache County	Observation	<p>December 20, 2017 Arizona Department of Transportation REFERENCE: Proposed closure of US 191 from Alpine to Morenci As the Sheriff of Apache County, I have several concerns that I would like to address and for you to take into consideration reference the proposed closure of 85 miles of US 191 from Alpine to Morenci. The majority of the highway closure directly affects the safety and livelihood of my constituents the citizens that I have been elected to protect and serve. It also affects the many visitors and hunters that would still access the area and that I h</p>	
55	Jay Logan	Public	Observation	<p>Too many lives lost and congestion on I-10 between Casa Grande and Chandler due to unwillingness by ADOT and GRIC to come to terms. Tired of excuses for this unsafe and deadly stretch of road.</p>	
56	Cecilia McCollough	Public	Observation	<p>US95 is a direct route for cargo trucks, vehicles, and RV's north to I-10 from the Mexico Border in San Luis and south from as far as Canada. It goes through the Army's Yuma Proving Ground which would likely have hundreds of deliveries annually. It is primarily a 2 lane road. I feel it is very important to widen to 4 lanes for more or most of the way. A dream would be to copy AZ85 and divide. I would like to see it become prioritized. San Luis has a commercial port and will be expanding the port of entry in the future. The economic impact and transportation impact would be great. The entire region would benefit from widening US95.</p>	

Arizona Long Range Transportation Plan
Public Comments
November - December 2017

57	Anonymous	Public	Observation	Why is passenger rail not mentioned? It seems that if Pinal County will be experiencing between 75 and 100% of population growth, something should be done to accommodate that growth. Most of the population growth projected in Pinal County will likely make up the workforce for Maricopa and Pima Counties.	
58		City of Coolidge	Observation	Our City recently conducted an inspection stop for commercial haulers coming through town on Hwy 87/287 and found a large number of the vehicles were over weight, having safety violations and other concerns. These inspections on State Highways through rural areas should probably be conducted more often with local police departments to improve safety and put heavy truck traffic on routes more suitable for these large commercial vehicles	
59		City of Coolidge	Observation	Do not forget to mention the need for inland ports such as the one being proposed in Pinal County. Inland Port Arizona on the Union Pacific Railroad will become a major employment center for the region and will significantly reduce the number of Semi Trucks on I-8 and I-10 as goods are shipped to this port, inspected and distributed to markets in this region.	
60	Tanner Schafersman	Public	Observation	just an FYI, they are allocating \$19.19 Billion dollars to preservation and modernization.	
61	Ann Hutchinson	Public	Observation	I'd like to see alternative transportation (light rail, other technology) be considered more than expansion or as a type of expansion ... better than adding more lanes.	
62	Michael Tweedy	Public	Observation	The entire length of I-17 needs to have minimum of 3 lanes in each direction along with adding additional auxiliary lanes from Black Canyon City to Sunset Point. The slow moving tourists that freak out in the mountains seem to make the worst hazards in this area. We also need a law that people will be ticketed when they drive constantly in the passing lane and block others from passing them.	
63		Rural Transportation Advocacy Council	Observation	While a very spirited conversation about the most appropriate distribution between preservation, modernization and expansion is already occurring, it is important to acknowledge that the magnitude of the funding gap is such that there is no ideal way to distribute the funding. Regardless of how the money is divided, the extraordinary level of under-investment insures that there will be some very pressing needs on the highway system that will not be addressed.	

Arizona Long Range Transportation Plan
Public Comments
November - December 2017

64		Rural Transportation Advocacy Council	Observation	The focus over the draft plan in Greater Arizona centers around the lack of expansion funding and whether too much would be allocated to preservation. Based on the lack of information regarding the needs for both, it is difficult to recommend an appropriate division. While the plan provides a net cost total for highway needs and the size of the funding gap, it fails to break it down by preservation, modernization, and expansion needs; and what the impacts of underinvestment would be for each. What will preservation under-investment do to pavement conditions and reconstruction needs? What will modernization under-investment do to accident and fatality rates? What will expansion under-investment do to congestion, system reliability and economic growth potential? Answers to these questions would greatly help in providing recommendations for the best distribution levels.	
65		Rural Transportation Advocacy Council	Observation	With the considerably higher costs of reconstruction, a focus on maintaining current facilities and preventing their slippage into a state of disrepair requiring reconstruction seems an appropriate priority. However, as recently as last year, \$260 million was stated as the targeted preservation investment level. The draft plan increases that number to \$320 million and there have been indications that the new number is considerably inadequate. It would be helpful to know the specific long-term preservation needs, their costs and the impacts of any under-investment.	
66		Rural Transportation Advocacy Council	Observation	Even if a heavy emphasis on preservation remains, ADOT and the State Transportation Board should consider proscribing more flexibility for considering future expansion projects than the 5% cap and outside funding contribution requirement currently in the draft plan would allow.	
67	Rural Arizona	Public	Observation	This seems like a grossly unfair distribution of the funds. MAG getting almost much funding as the whole of Greater Arizona, which has no provision for expansion? What about the 75-100% population growth projected for Pinal County? There is no way the "preservation" will be able to support the growth projected in your own study.	
68	Frank Copple	Public	Observation	Why can't light rail be installed over the I-10, I-17, I-51, 202, 303, etc. to reduce vehicle traffic? Also a system between Phoenix-Tucson? The right of way is there just use it. Example the light rail between Albuquerque and Santa Fe. How about fast rail between Tucson-Phoenix and Las Vegas? Are funds from the original Federal stimulus still available for fast rail?	
69	Michael Tweedy	Public	Observation	Light rail from Tucson-Phoenix-Prescott/Quad Cities-Flagstaff would be great too. Anything to reduce traffic on the beyond dangerous and congested I-17 and provide alternatives to northern Arizona from Phoenix.	
70	Matias Rosales	Public	Observation	Great Yuma Port Authority also provided feedback.	

Arizona Long Range Transportation Plan
Public Comments
November - December 2017

71		Central Arizona Governments	Observation	<p>The Central Arizona Governments (CAG) would like to thank the Arizona Department of Transportation (ADOT) for the opportunity to comment on ADOT's Draft Long-Range Transportation Plan. CAG appreciates the last two years of dedication the Department has spent examining the state's highway and bridge needs for the next 25 years. The task of prioritizing \$22.8 Billion of funding for \$53.3 Billion in anticipated needs is exceedingly difficult and CAG understands that decisions need to be made in order to move forward. However, CAG has concerns in that virtually all future expansion projects within Greater Arizona have essentially been eliminated. The gap between the infrastructure needs and projected revenues forecasted within the plan are only going to grow further apart with the status quo.</p> <p>Regardless where the funds are appropriated, underinvestment in any area of the transportation needs insure that other transportation needs cannot be addressed. CAG recognizes that there is no ideal way to distribute funding with such a large funding gap. However, without truly understanding how the impacts of underinvestment has on preservation, modernization, and expansion needs, it's challenging to provide comments or suggestions to the Department's recommended investment distributions choices of said categories.</p> <p>The Draft Plan is heavily focused on preservation and understandably so due to the continuous rise in reconstruction costs. The increase of preservation investment levels is nearly 25 percent (%) more than what was understood a</p>	
72	Darlene	Public	Observation	<p>I am hopeful that a bridge/roadway can be built to go over the Agua Fria River that divides several communities (northern Poria Surprise and El Mirage) and businesses. Williams goes up to it and ends, Beardsley the same and Dear Valley. Currently, you have to go quite a few miles south to Bell Rd in order to Crossover or take the 303 south to Grand Ave or Happy Valley Rd to Jomax to get to Surprise El Mirage. It's a real pain so you avoid making the trip unless really necessary. It also makes Bell Rd in Sun City/ Surprise very congested since it is the primary way to reach Surprise.</p>	
73	Richard Farrah	Public	Observation	<p>Some kind of highway extension from the 303 or 101 that intersects highway 87 to Payson, Heber, Show Low, Pinetop and White Mtn. area, without driving all the way down Shea to Fountain Hills would remove a lot of traffic on Shea and cut at least 30 minutes of driving time off the trip.</p>	
74	Tom Pinder	Public	Observation	<p>Dear AZDOT Please consider the use of temporary detour bridges to maintain traffic flow and keep vehicles away from the work zone that will improve the SAFETY of the public and construction workers both. Also, the use of a temporary bridge rather than "phasing work, splitting lanes and using cross overs at slow speeds" will improve the completion time and quality of the bridge replacements or repairs. Thank you</p>	

Arizona Long Range Transportation Plan
Public Comments
November - December 2017

75	Sonya Norman	Public	Observation	Our money should go into maintaining, not building new, roads. part of maintenance should be to control the invasive weeds that come along with new roads, like buffleggrass.	
76	Sonya Norman	Public	Observation	We should encourage dense development of housing with commercial, so that people will use transit systems. We should not build more new roads on the edges of the cities, as this causes people to drive even greater distances.	
77	Susan Snyder	Public	Observation	With continued growth in Greenlee County, we need improvement on the Coronado Tail, Hwy 191, not neglect or closure.	
78	Julie Robinson	Public	Observation	Please include in consideration and plan, a robust integrated system of rapid chargers for Electric Vehicles along interstate highways.	
79	Sonya Norman	Public	Observation	This fact is disturbing. People are driving more. We should look at ways to change this. Get people to drive less.	
80	Jon Terpay	Public	Observation	The 24 freeway needs to be expedited at least to Ironwood. The traffic congestion along Ellsworth and Ironwood is way beyond it's capacity at all hours of the day.	
81	Louis Malloque	Public	Observation	I feel we need to do a 40 % Preservation; 25 % Modernization; 35% Expansion	
82	Jon Terpay	Public	Observation	Consider having the southbound Broadway ramp at the 101 just north of the 60 having to merge into the 101 instead of having it's own lane. The way it currently exists is the southbound outside lane on the 101 has to merge to the left to allow for the ramp to have it's own lane. This creates a backup on the 101 and there are numerous accidents because traffic has to merge left into freeway traffic, then they have to move right in order to get to the E/B and W/B 60 ramp. There is clearly more traffic on the 101 southbound then there is for oncoming Broadway ramp traffic.	
83	Jon Terpay	Public	Observation	Fast track the 25 freeway to at least Ironwood since traffic is restricted to Ellsworth and Ironwood with no other alternatives. Traffic is backed up for miles in the morning and evening in both directions due to the growth of the Queen Creek and San Tan Valley.	
84		City of Prescott	Observation	Some funding for expansion projects outside of MAG and PAG should be provided beyond the small amount (up to 5%) for local project seeding. Some of these projects can result in large safety and capacity improvements on the State system using small funding amounts.	

Arizona Long Range Transportation Plan
Public Comments
November - December 2017

85		Central Yavapi Metropolitan Planning Organization	Observation	<p>As the draft long-range plan update has circulated across Greater Arizona, the overwhelming reaction continues to be centered around the virtual elimination of all future expansion projects. While an understandable response, more alarming is the already sizable yet growing gap between the infrastructure needs and projected revenues forecasted in the plan.</p> <p>OVERALL FUNDING: For the highway system alone, the draft plan anticipates \$53.3 billion in needs and \$22.8 billion in available funding. While a very spirited conversation about the most appropriate distribution between preservation, modernization and expansion is already occurring, it is important to acknowledge that the magnitude of the funding gap is such that there is no ideal way to distribute the funding. Regardless of how the money is divided, the extraordinary level of under-investment insures that there will be some very pressing needs on the highway system that will not be addressed.</p> <p>PRESERVATION: Without a better articulation of the impacts that underinvestment will have on preservation, modernization and expansion; it is difficult to suggest an improvement to the Department's recommended investment choice for distribution between them. The plan places a tremendous emphasis on preservation. With the considerably higher costs of reconstruction, a focus on maintaining current facilities and preventing their slippage into a state of disrepair requiring reconstruction seems an appropriate priority. However, as recently as last year, \$260 million was stated as the targeted preservation investment level. The draft plan increases that number to \$320 million and there have been indications that</p>	
86	Sonya Norman	Public	Observation	<p>We cannot afford to expand our system. The long-term costs of urban sprawl, which are generally are not considered until too late, are huge. They include inner-urban blight, huge amounts of asphalt to maintain, increased heat island effect, cutting off of wildlife routes and habitat, increase in time people spend commuting, decrease in air quality, decrease in feasibility of transit systems to really function....</p>	
87	Sonya Norman	Public	Observation	<p>We cannot afford to expand our system. The long-term costs of urban sprawl, which are generally are not considered until too late, are huge. They include inner-urban blight, huge amounts of asphalt to maintain, increased heat island effect, cutting off of wildlife routes and habitat, increase in time people spend commuting, decrease in air quality, decrease in feasibility of transit systems to really function....</p>	
88	Patricia Tellez	Public	Observation	<p>I recommend 2 dedicated left turn lanes from Grand Ave. @ 19th Ave to the I-10 on-ramp. Perhaps time exclusive use for the morning and afternoon peaks. Drivers trying to squeeze into one left turn lane are hazardous to oncoming left-turn drivers and often block a through-lane since they are stacked up to get into the limited lanes.</p>	
89	Susan Snyder	Public	Observation	<p>Continued growth in Greenlee county, we need the Hwy191, Coronado trail, improved not neglected or closed</p>	

Arizona Long Range Transportation Plan
Public Comments
November - December 2017

90	Gilbert Lopez	Public	Observation	The proposed Inland port located along state highway 87, north of Hanna Road in Coolidge is projected to alleviate existing heavy truck traffic along I-10 and the I-8 between California and Arizona. Transportation system improvements and modernization in Pinal County is key to our future growth. In order to attract new business to central Arizona, we need to further develop our Intermodal systems to allow economic development reach its full potential. Funding should be made available where the biggest return on investment is realized and the greatest number of employment created. TIGER and INFRA Grants will help these efforts.	
91	Jon Terpay	Public	Observation	Again, the 24 freeway is critical. The San Tan Valley has over 80,000 people and Queen Creek over 30,000 and Ellsworth and Ironwood cannot handle the traffic.	
92	Gilbert Lopez	Public	Observation	Having driven to work between Coolidge and Glendale for 26 years, I have seen the interstate system become more congested as time went on. Some of the worst areas are on I-10 between Casa Grande and Chandler. The traffic volume made up of heavy tractor trailers and typical passenger cars and trucks creates dangerous situations. As traffic approaches Chandler or Tucson, it sometimes becomes a chokepoint on this part of the Interstate system. The proposed North/South Corridor connecting the east valley by traveling south between Coolidge and Florence, the along a route east of the existing railroad, ultimately connecting to I-10 along the Picacho/Eloy area and the widening of I-10 are two critical components that will keep traffic and commerce and the economy moving. The proposed commuter passenger rail service between Phoenix and Tucson with a stop in Coolidge will also help reduce congestion on our roadways.	
93	Gilbert Lopez	Public	Observation	While preservation funding is critical to maintaining existing infrastructure, the projected growth of our state and especially in Pinal County, will mandate that new infrastructure be planned and paid for. While some of this infrastructure is already programmed, it will be of great importance to the growth areas between the Phoenix metro area and north Tucson. Private investment will not materialize if companies do not see a substantial investment in the public infrastructure that will help their products to get to market and their employees to work. The recent passage of the Pinal County Regional Transportation Plan and its funding component will help the development of Pinal County's transportation system. Additional resources will also be needed to supplement those efforts.	

Arizona Long Range Transportation Plan
Public Comments
November - December 2017

94	Laurel Arndt	Public	Observation	In reviewing the comments from the public and all the COG's it was obvious that MAG is communicating only what they as an agency see as a priority not as what the region needs in they way of transportation needs. They see transportation planning only as a way of moving cars and developing corridors of economic development. This is a old an archaic 1980's philosophy and does not address the future of transportation planning which is about moving people (not cars) efficiently and providing multi modal opportunities AND facilitating new opportunities to move people in this region. Continuing to create huge corridors that focus only on the "goal" of creating economic development ignores the importance of shifting driving patterns, alternative employment dynamics, new driver behavior, alternative modes of transportation and an emphasis on quality of life. These have all begun to shift an emphasis to creating sustainable regions and communities that ARE NOT based on driving further and faster. MAG is our of sync and they their focus does not reflect the citizens focus on how transportation can serve the public good.
95	Aliaa Abdel-Gawad	Public	Observation	Truthfully, I am not certain about the symbolic representation of safety and technology receiving less.
96	Laurel Arndt	Public	Observation	If the public indicates that preservation and maintenance is the number one place they want to see money spent, than this should correlate to the proposed plan for spending money. Expansion is not the number one priority for citizens. Repeatedly, Arizona citizens want ADOT to take care of what we have before spending money on new projects.
97		City of Coolidge	Observation	The economic value of our smaller airports throughout the State must not be underestimated. These important facilities attract business and innovation and hopefully funding from ADOT for Aviation will continue with local and federal sharing. Cities have adopted land use plans around airport facilities that will become the major employment centers around the State which will enhance revenues for Arizona.
98		City of Coolidge	Observation	Pinal County and local communities are working hard to develop a workforce for companies that are expanding and moving into this part of the State. The more we can do to create jobs in rural Arizona the better as we can slow down the need to commute to Maricopa and Pima County for work.
99	Laurel Arndt	Public	Observation	This information needs to be sourced. Where did the numbers come from that determine preservation and modernization only needs \$20 million dollars? I am looking for how theses monies are prioritized to meet what the public state previously that they want their money spent on. The number one priority is preservation and maintenance -not modernization and expansion)

Arizona Long Range Transportation Plan
Public Comments
November - December 2017

100		City of Coolidge	Observation	<p>Now that we start to see and will continue to see population and job growth in urbanizing areas in rural Arizona, we sadly hear, "ADOT cannot consider significant new system expansion investment outside the PAG and MAG regions". All of Arizona supported the expansion of SHS in metro areas in the past and all of Arizona must continue to support the expansion of the SHS in rural Arizona as it begins to urbanize.</p> <p>The voter approved Pinal County Regional Transportation Plan and its funding mechanism will help with this expansion but additional funding will be needed to implement this plan and ongoing maintenance as these new systems are developed.</p>	
101	Rural Arizona	Public	Observation	MAG already has "voter-approved plans that direct funding primarily toward expansion" -- additional taxes paid by the residents of those cities. Why doesn't ADOT divert some of THEIR funding towards Greater Arizona rather than continue to "rob from the poor and give to the rich?"	
102	Rural Arizona Resident	Public	Observation	Thanks for the table scraps, I wonder how less than "Greater" Arizona can grow their communities and economy when ADOT refuses to invest in these areas..	
103	Rural Arizona	Public	Observation	When is the "later date" for Greater Arizona reimbursements? Will it be before or after the roads are so congested from the 75-100% population growth that timely travel to Phoenix or Tucson will be virtually impossible?	

Arizona Long Range Transportation Plan
Public Comments
November - December 2017

104	Jon M. Thompson Mayor, Coolidge Arizona	City of Coolidge	Observation	<p>When the plan looks at improving the national freight network and strengthening rural access to national/international markets and support economic development they need to consider projects such as the proposed inland port on the Union pacific railroad just north on the I-10/highway 87 intersection in Coolidge which will connect the international market to rural Arizona via rail from very congested port cities. This port will increase capacity of our highway system by reducing semi-tractor trailer trips currently delivering these goods on our interstate system. Consideration must be given to smaller airports throughout the State. The economic value of these airports create revenue and in some cases remove traffic from highways/freeways. Take a look at Williams field Gateway ten years ago as compared to today. I would mention I-10 from Casa Grande to Chandler is dangerously congested. it will only get worse as the Eloy/Casa Grande/ Coolidge areas continue to grow. The proposed north South Corridor connecting the U.S.60 in Apache Junction with I-10 South of Eloy and widening of I-10 are two critical projects that will keep the growing communities in central Pinal county from becoming land locked. More consideration should be given to funding passenger rail to connect Phoenix and Tucson. Two thirds of our population in Coolidge that are employed are employed in Maricopa or Pima County. They commute via the roadways every work day. Passenger rail would take these vehicles and many others off the freeways helping traffic congestion and air quality.</p>	
105	pdemos@central.com	Public	Observation	<p>This is NOT a plan. It is a report with data and high level ideals. It is at best chapter 1, and introduction to transportation in Arizona. It has no meat, no strategic details, no mention of how the Department will accomplish its goals. This is no leadership. This is mostly information. Only page 6 has goals. There is no proposed details. There should be a proposed strategy, or several strategies on how the state plans to achieve each of page 6 goals.</p>	
106	tim.marsh@cox.net	Public	Observation	<p>ADOT pays inadequate attention to mineral resources when planning transportation corridors. An ill-placed freeway right-of-way 400 feet wide can sterilize a world-class copper deposit containing \$100 billion in ore that would generate \$100's of billions of dollars of economic activity for the State of Arizona and last for many decades. The Highway 93/Interstate 11 corridor, for example, crosses many potential copper deposits between Wickenburg and Las Vegas. Condemnation drilling to bedrock should be mandatory in order to maximize benefit to the State.</p>	

Arizona Long Range Transportation Plan
Public Comments
November - December 2017

107	bhelmick@flagstaffaz.gov; Past President of the Arizona Airports Association Barney Helmick	Public	Observation	I would like to point out that not one airport, aviation business or airport organization was acknowledged as participating in this plan. Even though two of the Nations busiest airports are in Arizona and the fact that Director Halikowski promised the members of Arizona Airports Association that when the Aeronautics division was placed in Inter modal Transportation it airports would receive the same respect as always. Instead over \$100 million has been swept from the State Aviation Fund and placed in the general fund. This continues to show that the State doesn't care about one of the most critical transportation modes it has. Airports.	
108	peter.steere@to-natiomn-nsn.gov; Peter L. Steere, Tribal Historic Preservation Officer, Tohono O'odham Nation, P.O. Box 837, Sells, Arizona 85634	Tohono O'odham Nation	Observation	Having reviewed ADOT's Long-Range Transportation Plan I am concerned about the lack of any discussion on environmental effects of building new highways I am concern about the lack of discussion on issues relating to climate-change I am concerned about the lack of communication with Native-American Tribes in Arizona and the impacts on significant cultural sites and sacred sites (reference - South Mountain Highway project and potentially North-South Highway Project) The construction of new highways since World War II in Arizona has contributed to the problem of urban sprawl that has turned Phoenix into a clone of Los Angeles The lack of discussion on climate change in this document is disturbing	
109	Michael.Shelton@YumaAz.gov; City Councilman, City of Yuma	City of Yuma	Observation	I regret not being part of the discussions in Yuma pertaining to the roundabouts. They are a waste of money, unwanted, unneeded and I wish what we have could be undone I am not persuaded by the self-serving studies roundabouts are "safer". They are confusing. Funds for those purposes should be turned over to HURF so cities and towns can attend to real necessities, repairing and modernizing our roads.	