

Appendix A Public Comments and Responses

Public comments received on the Draft EA throughout the public comment period from October 10, 2023, to November 27, 2023, and at the public hearing on October 25, 2023, are included below. A total of 76 comments were received through the online survey, comment form, phone calls, email, and verbally at the public hearing. Some of the comment themes are listed below:

- Request for information about the preferred alternative
- Comments/questions about right-of-way acquisition to particular properties
- Concerns about reducing the number of traffic lanes on 35th Avenue for the future Bus Rapid Transit
- Concerns about effects on small businesses

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Appendix A Public Comments and Responses

I.D.	Date Received	Format	Stakeholder Name	Inquiry or Complaint - Actual or Summary	Final EA Draft Comment Response
001	10/10/2023	Email	Shivam Shah	Could I please see how my site is affected? Im on 3515 W Clarendon Ave.	<p>A representative from ADOT reached out to the commentor via email on 10/11/2023 to provide further information on potential impacts to their specific property, and where to find further detail on the project construction layout on the project website.</p> <p>The Selected Alternative proposes a partial acquisition of the property at 3515 W Clarendon Avenue. Acquisition of right-of-way would be undertaken by ADOT in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR 24)(Uniform Act), as amended in 1987. Property owners would be compensated in accordance with the Uniform Act based on an appraised fair market value.</p> <p>Any tenant business displaced by the project would be compensated in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR 24)(Uniform Act), as amended. Relocation benefits under the Uniform Act include compensation for moving expenses, site searches, and business reestablishment. ADOT is legally mandated to provide relocation advisory services, and each tenant business owners would be assigned a relocation counselor to help and advise them through the process.</p>
002	10/10/2023	Map	Jeffery Mortenson	Recently there has been a large increase in homeless people in the neighborhood. I am concerned that by creating a dead end here we will be providing another area for them to move into.	<p>37th Avenue would be closed at Grand Avenue, and a new cul-de-sac constructed on 37th Avenue north of Grand Avenue. The disposition of the removed portion of 37th Avenue between the proposed cul-de-sac and Grand Avenue has not yet been determined.</p> <p>The City of Phoenix C.A.R.E.S. program responds to incidences of houseless populations by providing education, resources, and encampment cleanup. PHX C.A.R.E.S. can be reached at 602-262-6251 or by visiting their website https://www.phoenix.gov/solutions. Coordination for this project has included representatives from the City of Phoenix CARES program, and ADOT would continue to work with the Phoenix CARES program through final design and construction to respond to reports of individuals and families experiencing homelessness and encampments in the vicinity of construction.</p> <p>Your comments are important to us, and this concern has been communicated to the City of Phoenix. Further evaluation of this concern will be performed during the final design phase, beginning summer 2024.</p>
003	10/10/2023	phone	Sandra	wants information on how the roads will change	<p>Plans for the Selected Alternative, including renderings of the proposed changes, can be found on the project website at adotgrand35study.com.</p> <p>A representative from ADOT called the commentor to provide a description of the proposed alternatives and clarification on where the commentor can find further information on the project website.</p> <p>While lane restrictions on Indian School Road are anticipated during construction, we will attempt to minimize increases to delays to the traveling public during construction. Other continuous, east-west primary roadways are located one mile north or south of Indian School Road. Once the project has reached 60% design, a public meeting will be held to share more project information and solicit public input on a variety of issues such as maintenance of traffic during construction, noise abatement and air quality. While lane restrictions on Indian School Road are anticipated during construction, we will attempt to minimize increases to delays to the traveling public during construction.</p>
004	10/11/2023	Map	Gabriel Leon	I'm concerned that the placement of some of the pillars could infringe on the future regional rail service along the Grand Corridor to Glendale and Peoria. There should be room for at least three additional tracks for NW-bound, SE-bound, and express services in distant future. Additionally, the SE corner of 5th project will almost certainly have to be an interchange station between 35th BRT, Indian School LRT, and SunRunner regional rail, so pedestrian and bike facilities should be designed with this in mind.	<p>The previous studies related to commuter rail along the US 60 corridor suggested the addition of a second track and did not recommend a station within the study area. The current design concept would accommodate two additional tracks (a total of three tracks) under the proposed bridge. The bridge configurations will be confirmed with the project stakeholders and refined through final design.</p>

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005	10/12/2023	Email	Al Field	How can I review the study when the link won't give me English and I don't want to take a DEI test and haven't attended a (future) meeting yet?	A representative from ADOT has responded to the commentor directly to provide clarification and further detail on accessing project information on the website. The study website is automatically set to English, if you wish to exit the pop-up box and enter the website, you can press the white "X" button on the top right corner of the website or click your mouse on any blue portion of the website. Let us know if you are still experiencing issues accessing the website and we can assist in resolving the problem. You can also click the links provided below to access the Draft EA and DCR. Draft EA: https://www.adotgrand35study.com6/docs/ea/F027201L_DraftEA_Repor7tBody_508.pdf Draft 8DCR: https://www.adotgrand35study.com/doc10s/ea/F027201L_Initial_DCR.pdf
006	10/18/2023	Email	Luis Garcia	I am a business located in this area. I was informed about the plans of the owner of the property where I lease the space in the swapmeet to sell to the state. I have a few questions. Will we businesses be relocated? Will there be a compensation? If yes, does it go to owner only? Is there am establish move out date? In this location owner has no communication with businesses running inside the swapmeet. Thank you for your time, hopefully you can clarify some information for us.	The Selected Alternative proposes a full acquisition of the property at 4098 N 35th Avenue where the Grand Avenue Swapmeet is located. This would result in the displacement of all businesses on the premises. Any tenant business displaced by the project would be compensated in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR 24)(Uniform Act), as amended. Relocation benefits under the Uniform Act include compensation for moving expenses, site searches, and business reestablishment. ADOT is legally mandated to provide relocation advisory services, and each tenant business owners would be assigned a relocation counselor to help and advise them through the process. The study is expected to conclude in early 2024 with final design beginning in 2024. Construction is anticipated to begin in 2025, and is anticipated to take 2 years. Further information on design and the relocation process will occur in the final design phase, beginning summer 2024.
007	10/19/2023	Email	Randy	This is a great design solution. Driving to Las Vegas is a hassle in just getting out of Phoenix from Downtown or the east valley.	Thank you for contacting the Arizona Department of Transportation regarding the Grand-35 Study. Your comments are important to us and will be shared with the appropriate members of our team.
008	10/19/2023	Map	Joseph Altman	Need better signage for westbound traffic to know they should use 33rd Avenue to access U.S. 60 southbound.	Thank you for contacting the Arizona Department of Transportation regarding the Grand-35 Study. Your comments are important to us and will be shared with the appropriate members of our team. The proposed signing will be developed during final design in coordination with ADOT and City of Phoenix.
009	10/21/2023	Map	Megan LeVasseur	Need to improve the way side streets intersect with Grand. So many small intersection lights continue to congest Grand currently. If the small intersections could simply have onramps/offramps with controlled greenlight/redlight access during rush hours or other high traffic times (like the freeways have) or some other solution, it could eliminate the stop/go of Grand. I left this comment on this intersection but it applies to all small intersections on Grand.	Thank you for contacting the Arizona Department of Transportation regarding the Grand-35 Study. These types of improvements were evaluated in previous studies and were not recommended; previous studies of the US 60/Grand Avenue corridor can be found in Chapter 3 of the Draft EA. The current Regional Transportation Plan includes smaller projects to improve traffic capacity, safety, and multimodal connections on the Grand Avenue corridor.
010	10/23/2023	Email	Kathy Nolte	Do not reduce lanes of traffic. There needs to be more lanes added for traffic to reduce congestion, traffic, pollution, wrecks and other safety concerns added when traffic occurs.	Based on feedback at the public hearing, the Selected Alternative will be revised to provide 3 lanes in the northbound direction within the limits of the project prior to the implementation of the BRT. The BRT project is a separate project that is being implemented by the City of Phoenix and several options/alternatives are being considered for the BRT. In the future, if BRT is constructed along 35th Avenue, the BRT project (by City of Phoenix) will determine the number of traffic lanes and BRT lanes along 35th Avenue in this section near Indian School Road.
011	10/23/2023	Email	Kathy Nolte	Do not reduce lanes of traffic. There needs to be more lanes added for traffic to reduce congestion, traffic, pollution, wrecks and other safety concerns added when traffic occurs.	Based on feedback at the public hearing, the Selected Alternative will be revised to provide 3 lanes in the northbound direction within the limits of the project prior to the implementation of the BRT. The BRT project is a separate project that is being implemented by the City of Phoenix and several options/alternatives are being considered for the BRT. In the future, if BRT is constructed along 35th Avenue, the BRT project (by City of Phoenix) will determine the number of traffic lanes and BRT lanes along 35th Avenue in this section near Indian School Road.

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012	10/23/2023	Email	Roger Gorres	<p>Please use our money to build something that those like me who travel to Maricopa County, get more traffic lanes and not less.</p> <p>This ESG ""fad"" has gotten out of hand, when one realizes that 12only some 3% of all passenger miles is by bus or bike.</p>	<p>Based on feedback at the public hearing, the Selected Alternative will be revised to provide 3 lanes in the northbound direction within the limits of the project prior to the implementation of the BRT. The BRT project is a separate project that is being implemented by the City of Phoenix and several options/alternatives are being considered for the BRT. In the future, if BRT is constructed along 35th Avenue, the BRT project (by City of Phoenix) will determine the number of traffic lanes and BRT lanes along 35th Avenue in this section near Indian School Road.</p> <p>The planning for this project has been conducted in coordination with the City of Phoenix. Roadway design standards for the City of Phoenix require sidewalks and shoulders/bike lanes along arterial roadways like 35th Avenue and Indian School Road. Based upon their input, one of the goals of this project is to enhance multimodal accommodations. The bus route along Indian School Road has a high frequency of bicycle boardings. The existing 35th Avenue/Grand Avenue/Indian School Road and 33rd Avenue/Indian School Road intersections each show between 20 and 50 pedestrian crossings per hour in the PM peak hour.</p>
013	10/24/2023	Email	Gretchen Petersen	<p>Please do not reduce lanes of traffic. If anything, there should be additional traffic lanes added in order to reduce congestion, traffic, pollution, wrecks and other safety concerns, in order to support/ensure good traffic flow.</p>	<p>Based on feedback at the public hearing, the Selected Alternative will be revised to provide 3 lanes in the northbound direction within the limits of the project prior to the implementation of the BRT. The BRT project is a separate project that is being implemented by the City of Phoenix and several options/alternatives are being considered for the BRT. In the future, if BRT is constructed along 35th Avenue, the BRT project (by City of Phoenix) will determine the number of traffic lanes and BRT lanes along 35th Avenue in this section near Indian School Road.</p>
014	10/24/2023	Email	Shivam Shah	<p>I plan to fly in for this meeting tomorrow. Look forward to meeting you and Nikki.</p>	<p>A representative from ADOT responded to the commentor directly to provide details regarding the October 25, 2023 public hearing.</p>
015	10/24/2023	Map	Shivam Shah	<p>Subject: Concerns Regarding Property Impacts of the Grand 35 Study</p> <p>I am the owner of a property that is potentially impacted by the proposed Grand 35 project. I am in the process of developing a warehouse on this property.</p> <p>I would like to express my concerns regarding the potential impact of this project on my property. I have invested in a billboard and landscaping, both of which I hope to preserve or be adequately compensated for if they are affected. My primary concerns are:</p> <ol style="list-style-type: none"> **Billboard Relocation**: The billboard on my property is a significant investment, and I hope that AZDOT will help in its relocation if necessary, ensuring minimal disruption and financial impact on my end. **Landscaping, Parking lot and Setbacks**: My landscaping and parking aligns with city requirements, and any changes to these due to the Grand 35 project could affect my compliance. I request that AZDOT collaborates with me and the city officials to ensure that any changes are harmonized with existing regulations. **Project Timeline**: I understand the importance of infrastructure development, but I am concerned about potential delays and impacts on my warehouse construction. If possible, I would appreciate a clearer understanding of the project's timeline. <p>I look forward to attending the meeting tomorrow, where I hope to discuss these concerns in detail. I believe that with effective communication and collaboration, we can find solutions that work for all stakeholders involved.</p> <p>Thank you for your time and consideration.</p>	<p>Thank you for your comments, they are important to us and your contact information has been passed along to an ADOT right of way acquisition specialist.</p> <p>Outdoor advertising signs located in compliance with State and local laws and regulations that are personal property are eligible for relocation benefits, with some restrictions. ADOT will coordinate with the owner of the billboard during the appraisal and acquisition process. ADOT does not determine whether a displaced billboard relocates or closes entirely; if the billboard owner decides to relocate, ADOT does not dictate the new location where it could be reestablished.</p> <p>The property at 3515 West Clarendon Avenue was vacant and undeveloped as of the October 2023 publication of the Draft EA. As of February 2024, active construction was observed on the property. At the completion of the environmental review process (NEPA approval) for the proposed project, ADOT would proceed with the right-of-way acquisition process. One of the first steps is an appraisal to determine fair market value, and ADOT would consider the conditions on the site at the time of appraisal in determining fair market value. Public involvement in final design ensures that transportation initiatives are responsive to local needs and benefit all stakeholders involved. Further information on design will be provided as the final design phase begins. To stay updated, please visit the project website at www.adotgrand35study.com.</p> <p>The study is expected to conclude in early 2024 with final design beginning in 2024. Construction is anticipated to begin in 2025, and is anticipated to take 2 years.</p>
016	10/24/2023	Map	Mark Feuerer	<p>I own over 11 acres (12 parcels) and run a business that provides auction services for dozens of government agencies. This project will severely impact my business and property. The Glenrosa connection road goes right through my property. I vote NO BUILD so that continue operating my business without interruption.</p>	<p>See comments #27 and #28 from same commentor.</p> <p>A representative from ADOT responded directly to the commentor, and ADOT held a virtual meeting with the business owner on November 6, 2023 to discuss their concerns with the project.</p>

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017	10/24/2023	phone	Beth Lease	Do not reduce lanes of traffic. More lanes are needed to reduce safety concerns	Based on feedback at the public hearing, the Selected Alternative will be revised to provide 3 lanes in the northbound direction within the limits of the project prior to the implementation of the BRT. The BRT project is a separate project that is being implemented by the City of Phoenix and several options/alternatives are being considered for the BRT. In the future, if BRT is constructed along 35th Avenue, the BRT project (by City of Phoenix) will determine the number of traffic lanes and BRT lanes along 35th Avenue in this section near Indian School Road.
018	10/25/2023	phone	Martin Calfee	Copper State, building owner in area. How long will project take. How will it impact access to his property	The project is expected to advertise for construction in late 2025 and construction is expected to begin in 2026. During construction, access to businesses along 35th Avenue will be maintained at all times by constructing the new elevated roadway west of the existing roadway. Further information on design will be provided as the final design phase begins. To stay updated, please visit the project website at www.adotgrand35study.com .
019	10/25/2023	Private to court reporter	Shivam Shah	<p>I have owned the property for almost a year and a half. Am I too fast? I am getting flex warehouses on my property, about 60,000 square feet that would support 60, 70 businesses locally. I -- what is the right word? I tend to -- our warehouses tend to attract many small businesses like Amazon Fulfillment, cabinet shops, mechanics, you know. According to 10 the BBB, 60% of the small business comes from -- 60% of America runs on small business. So we are super thrilled and excited.</p> <p>We have got a bunch of projects in Utah and Texas, and Houston, Dallas. In Arizona, we have about half a million square feet under construction, and we are thrilled and excited to come to Phoenix. I am working with engineers, architects, contractors, city, civil engineers, for the last year and a half, and spent time, money -- lots of money -- in getting to this phase. I'm about two and a half weeks away from pulling permits for my construction of my warehouses.</p> <p>So if a bid alternative is selected, a preferred bid or whatever it's called -- if a bid alternative is selected, it will impact my property tremendously. It would cut my property into about 85% of the coverage that I'm getting right now, with the setbacks that I'll have to abide by, with the parking ratios I would have to abide by. I've heard there's a new water line that is going in, and I can't build anything on top of that water line. So this affects my site significantly.</p> <p>So, yeah, whenever you guys are ready to come and talk about pricing, about buying my property, let's talk. But we'll have to consider the time, money, efforts, interest rates that I've been carrying for the last year and a half, and these are cap rate buildings. I could rent these buildings out and lease these buildings out, these warehouse units out and hold them forever. To me, there's no value. I can't put a value to this, but, yeah, let's talk and let's figure it out.</p> <p>I have a billboard on my site as well, and that would need some relocation if you guys buy this. I have two access points -- three access points that you are going to get rid of. So I will need help there as well. But if you buy the whole thing at the cap rate and at the time and effort and money that I've spent, yeah, let's talk. I'm open.</p> <p>Keep me posted, please.</p>	<p>See response to same commenter in Comment #15 above.</p> <p>The Selected Alternative proposes a partial acquisition of the property at 3515 W Clarendon Avenue. The proposed partial acquisition of approximately 1.4 acres constitutes approximately 30 percent of the total property acreage, and includes the footprint of an underground water irrigation line corridor. Acquisition of right-of-way would be undertaken by ADOT in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR 24)(Uniform Act), as amended in 1987.</p> <p>ADOT would initiate the right-of-way acquisition process once the environmental review process is complete. An appraisal will be performed to determine the fair-market value of the property. If a property owner does not agree with the determined valuation, they can produce relevant valuation information and submit it to ADOT for consideration.</p> <p>Public involvement in final design ensures that transportation initiatives are responsive to local needs and benefit all stakeholders involved. Further information on design will be provided as the final design phase begins. To stay updated, please visit the project website at www.adotgrand35study.com.</p>
020	10/25/2023	Private to court reporter	Darren Harrelson	<p>I think it's a very good plan. To only affect the five houses -- I happen to be one of them -- what a small price to pay, you know? And then when I talked to the relocation people over there, it sounds like I will get help. And I was just going to leave, but they said if you've got a good comment, give it because all we get is negative. And I do think it's a good plan, 11 and I'm all for it.</p>	Thank you for contacting the Arizona Department of Transportation regarding the Grand-35 Study. Your comments are important to us and will be shared with the appropriate members of our team.

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021	10/25/2023	Formal Public Comment	Jeff Caldwell	<p>Thank you. So I know you can't reply to this question at the current moment, but are the funds from Prop 400 previously, or are we counting on Prop 400 being passed by the voters?</p> <p>The second question I have is, how much does this entire program cost?</p> <p>And then the third thing that I have is it looks like from the renderings and the demonstrations that it's a continuation of the current traffic lanes, and that we're just adding the other, like, bicycle lanes and then bus rapid transit And I was wondering if we could actually add more traffic lanes, because we currently have congestion.</p> <p>I do understand that this is going to help open it up a little bit more, but I do believe that we just need to add more traffic lanes for cars. I do not recommend or support removing lanes. It just doesn't look like that's part of the plan. And so I just wanted to reiterate that.</p> <p>And then the other thing that I had is in relation to the out -- the demonstration itself, I do believe that this needs to happen. I do believe that this intersection is horrendous when it comes to traffic, especially with the train. When you are turning left from Grand Avenue, you could sit there for 20, 30 minutes, and then that backs up into the other traffic lanes.</p> <p>So I do support moving forward, but I'm just concerned about those other issues.</p> <p>Thank you.</p>	<p>The project is anticipated to cost approximately \$350,000,000 and will be funded by federal money and Highway User Revenue Funds through the Maricopa Association of Governments (MAG), generated through the previously voter-approved half-cent sales tax in Maricopa County.</p> <p>Existing lanes along 35th Avenue are 3-lanes in the northbound direction and 2 lanes in the southbound direction. The visualization of the Preferred Alternative shows 2 lanes of traffic in each direction (northbound/southbound) along 35th Avenue between Glenrosa Avenue and Clarendon Avenue. Outside those limits, the visualizations show 35th Avenue transitioning back to 3 lanes in the northbound direction and 2 lanes in the southbound direction to match the existing roadway lane configuration outside of the project construction limits.</p> <p>The Selected Alternative would remove the existing 6-legged intersection and all at-grade railroad crossings would be removed. Grand Avenue would have minimal intersecting traffic and traffic operations along Grand Avenue are expected to improve dramatically. A majority of the congestion on 35th Avenue can be attributed to the existing 6-legged intersection and railroad crossings. The Selected Alternative will create a new intersection between 35th Avenue and Indian School Road,, which will operate with fewer signal phases and shorter cycle length when compared to the existing 6-legged intersection, thus reducing congestion on 35th Avenue.</p> <p>Based on feedback at the public hearing, the Selected Alternative will be revised to provide 3 lanes in the northbound direction within the limits of the project prior to the implementation of the BRT. The BRT project is a separate project that is being implemented by the City of Phoenix and several options/alternatives are being considered for the BRT. In the future, if BRT is constructed along 35th Avenue, the BRT project (by City of Phoenix) will determine the number of traffic lanes and BRT lanes along 35th Avenue in this section near Indian School Road.</p>
022	10/25/2023	Written	Troy Myers	<p>Based on the plan it appears Grand Avenue Mini-Storage located at 3636 Grand Avenue will be a complete take over by ADOT. If that happens, I would suggest Glenrosa Ave be moved southeast to have no or little impact to my property. Based on the current proposal ADOT wants to take about 50% of my Grand Ave frontage that has a huge impact to the use and value of my property. My other question is what happens with 57th Avenue north of my property?</p>	<p>If the impacts to the mini-storage lot result in a total acquisition, then minor adjustments to Glenrosa Avenue may be considered. However, from an engineering and safety perspective, it is best to maximize the distance from the new Glenrosa Avenue intersection to the ramp connection to Grand Avenue. Under the Proposed Alternative, your property could potentially have frontage along the extended Glenrosa Avenue. 37th Avenue would be closed at Grand Avenue, and a new cul-de-sac constructed on 37th Avenue north of Grand Avenue. The disposition of the removed portion of 37th Avenue between the proposed cul-de-sac and Grand Avenue has not yet been determined.</p> <p>Public involvement in final design ensures that transportation initiatives are responsive to local needs and benefit all stakeholders involved. Further information on design will be provided as the final design phase begins. To stay updated, please visit the project website at www.adotgrand35study.com.</p>
023	10/30/2023	phone	Steven Montano	<p>Copper State Electric. 3807 N. 35th Ave. What is the timeline?</p>	<p>Project information shared: The Selected Alternative proposes a full acquisition of the property located at 3807 N 35th Avenue, a portion of which is utilized by the Copper State business. Any home or business displaced by the project would be compensated in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR 24)(Uniform Act), as amended in 1987, based on an appraised fair market value. A business relocation plan, based on continued coordination between ADOT and the affected business owners, would be developed to minimize and mitigate impacts from the business displacements.</p> <p>The project is expected to advertise for construction in late 2025 and construction is expected to begin in 2026. During construction, access to businesses along 35th Avenue will be maintained at all times by constructing the new elevated roadway west of the existing roadway.</p> <p>A representative from ADOT called the commenter to provide project information; the commenter/business owner acknowledged that moving outside of this area is good from their perspective, as their client base is outside the immediate study area.</p>

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024	10/30/2023	phone	Cecilio Romero	Request to call back. Spanish speaking	<p>A representative from ADOT called the commentor to provide a project overview and share the project website.</p> <p>Project information shared: As part of the Grand-35 Study, ADOT is proposing to fully reconstruct the intersection of US 60 (Grand Avenue), 35th Avenue and Indian School Road to improve traffic flow and safety.</p> <p>The Selected alternative would raise 35th Avenue to create a new elevated intersection with Indian School Road on new bridges above Grand Avenue and the Union Pacific Railroad. Grand Avenue would remain at-grade.</p> <p>This will eliminate the existing six-legged intersection and allow Grand Avenue traffic to flow freely without a traffic signal, as well as eliminate vehicle crossings of the railroad. 35th Avenue will be shifted to the west and Indian School Rd will be shifted to the north, which will help reduce impacts to traffic during construction of the new bridges and roadway sections. The recommended design concept accommodates future plans for high capacity transit on 35th Avenue (BRT) and Indian School Rd (LRT)</p> <p>The project would also result in some reconfiguration of the minor roadways in the neighborhood for access.</p> <p>ADOT expects to complete the final Environmental Assessment and Design concept report and have a decision on the project in early 2024. At that point the project would move into final design. Project construction could begin as early as the end of 2025. For more information visit the Grand 35 website at www.azdot.gov/Grand-35</p>
025	10/31/2023	phone	Pablo Enriques	Request to call back. Spanish speaking	<p>A representative from ADOT called the commentor to provide a project overview and share the project website. ADOT scheduled a follow-up meeting with the commentor, and a virtual meeting was held with them on November 17, 2023.</p> <p>Summary of project information discussed:</p> <p>Q: What happens to business tenants?</p> <p>A: The property owner and tenants are eligible for relocation benefits, which may include moving benefit, site search benefit, reimbursement to replace property, business reestablishment benefits can cover increased cost in operations, modifications to the new site, changes to make it retable. The property owner may also be eligible for lost rent.</p> <p>Q: Does ADOT have property they can trade for the property they are acquiring?</p> <p>A: Usually ADOT does not have an inventory of excess land, as we only purchase property that is needed for projects. If a property owner expresses interest, ADOT can make note that is something they are interested in.</p> <p>Q: The owner of the property is concerned that they rely on rental income from the property being displaced, and would like to make sure they have a replacement property providing rental income.</p> <p>A: The property owner will receive compensation from the acquisition which they can use towards a replacement property. ADOT can provide replacement property listings as an advisory service, and the property owner has the option to work with a real estate agent to find a new property. It is the property owner's responsibility to find a replacement property, but ADOT will assist.</p> <p>Q: The zoning of my current property is an important component in determining the value of my property and what type of business tenants my property attracts. How will this be accounted for?</p> <p>A: One of the first steps in the right-of-way process is property appraisal to determine a fair market value. During the appraisal process, ADOT would be in contact with property owners to gather important information, such as on tenants (how much they pay in rent, do they have leases, etc.) and information on zoning.</p>

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026	10/31/2023	phone	Suha Ayada	Wanted to know project timeline and impacts to her property.	<p>A representative from ADOT called the commentor to discuss. The commentor lives in a residential area a few blocks away from the project intersection and the project would not have any direct impacts on their property.</p> <p>Project information discussed: As part of the Grand-35 Study, ADOT is proposing to fully reconstruct the intersection of US 60 (Grand Avenue), 35th Avenue and Indian School Road to improve traffic flow and safety.</p> <p>The Selected Alternative would raise 35th Avenue to create a new elevated intersection with Indian School Road on new bridges above Grand Avenue and the Union Pacific Railroad. Grand Avenue would remain at-grade.</p> <p>This will eliminate the existing six-legged intersection and allow Grand Avenue traffic to flow freely without a traffic signal, as well as eliminate vehicle crossings of the railroad. 35th Avenue will be shifted to the west and Indian School Rd will be shifted to the north, which will help reduce impacts to traffic during construction of the new bridges and roadway sections. The recommended design concept accommodates future plans for high capacity transit on 35th Avenue (BRT) and Indian School Rd (LRT)</p> <p>The project would also result in some reconfiguration of the minor roadways in the neighborhood for access.</p> <p>ADOT expects to complete the final Environmental Assessment and Design concept report and have a decision on the project in early 2024. At that point the project would move into final design. Project construction could begin as early as the end of 2025. While lane restrictions on Indian School Road are anticipated during construction, we will attempt to minimize increases to delays to the traveling public during construction. Other continuous, east-west primary roadways are located one mile north or south of Indian School Road. We anticipate public outreach regarding traffic control during construction. For more information visit the Grand 35 website at www.azdot.gov/Grand-35.</p> <p>Public involvement in final design ensures that transportation initiatives are responsive to local needs and benefit all stakeholders involved. Further information on design will be provided as the final design phase begins. To stay updated, please visit the project website at www.azdotgrand35study.com.</p>
027	11/1/2023	Email	Mark Feuerer	<p>I am the owner/occupant of 12 parcels of land that are adversely affected by this project. Sierra Auction has been in business since 1986 and serves dozens of government agencies with auction services. This project will effectively shut our business down. I would have expected some sort of notification as the largest business affected by this project, but no one has reached out to me to get my opinion. I had a colleague email me the link today – the first I've heard of this effort to destroy my business and other smaller ones. I would like someone to call me directly and/or respond to this email with specifics on this project and ADOT's plan minimize the damage that will be done to my business.</p> <p>For the record, I support the NO BUILD option.</p>	<p>A representative from ADOT responded directly to the commentor to provide detail on notification and outreach methods, and encouraged the commentor to review project documents at the study website and submit further comments. We regret to hear that you were only recently made aware of the proposed improvements as part of the Grand-35 Study. Our team has carried out a variety of methods to share the project information such as:</p> <p>The property at 3570 Grand Avenue was identified as being owned by MAKERS REAL ESTATE LLC and a property owner notification letter was mailed to XXXXX X XXXX XX XXXXXXXXXXXX.</p> <p>A mailer with the project information was sent to every address within a one mile radius of the project area. In person canvassing efforts were carried out in January and October to hand delivery the project information. As part of these efforts a primary onsite point of contact was identified. Our records from October 17 noted the primary point of contact was in a meeting but the information was left with a different staff member, who said they would give it to ADOT's primary point of contact. Project emails/notices sent to the e-mail address for the primary onsite point of contact provided by the business.</p> <p>We encourage you to review the study website at azdotgrand35study.com and provide your comments for the record through November 27, 2023.</p> <p>ADOT held a virtual meeting with the commentor on November 6, 2023 to discuss their concerns with the project. The Selected Alternative proposes a partial acquisition of several parcels of land located at 4238 N 35th Avenue, which are utilized for the business Sierra Auto Auction. The partial acquisitions could potentially result in the displacement of the Sierra Auto Auction business.</p>

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028	11/14/2023	Email	Mark Feuerer	There is a report from Jacobs to MAG showing that Sierra Auction's total loss of property totals 7.17 acres. Is this an old report and has since been modified? I'm concerned your engineers have not been accurate with their 2-acre estimation of land being taken. Please get back with me. Report is attached.	See comment #27 above from same commentor. ADOT held a virtual meeting with the commentor on November 6, 2023 to discuss their concerns with the project. The previous study conducted by Jacobs for MAG was completed in 2018 and was based on a preliminary conceptual design. The currently proposed design is documented in the Draft EA and Initial Design Concept Report released in October 2023. As part of the Grand-35 study, efforts were made to avoid and minimize potential property acquisitions. ADOT met with the business owner and commentor in November 2023 to further discuss the project, and confirmed the proposed acquisition at this property is approximately 2 acres.
029	11/14/2023	Email	Brad McNeal	I think ADOT has devised a great solution. I look forward to its fulfillment.	Thank you for contacting the Arizona Department of Transportation regarding the Grand-35 Study. Your comments are important to us and will be shared with the appropriate members of our team.
030	11/16/2023	phone	Ben Piper	operates the laundry facility at 3301 W Indian School Rd. He owns the business and is on a long term lease with a purchase option. He has over a million dollars in infrastructure at his facility and is concerned with the potential impacts. He would like more details on exactly what portions of his property are planned acquisitions.	A representative from ADOT reached out to the commentor, but has received no response to date. Thank you for contacting the Arizona Department of Transportation regarding the Grand-35 Study. The Selected Alternative proposes a small acquisition in the northeast corner of the property located at 3301 Indian School Road to construct an elevated portion of Indian School Road. Access to the property will be maintained on 33rd Avenue and is not anticipated to be impacted from the project.
031	11/17/2023	Email	Susan Penner	This project is long overdue. I have been using Grand Avenue as an alternative to I-10 for many years. I am a part-time worker downtown. The congestion at this intersection and Bethany Home Rd is stressful to say the least. This update looks similar to the Grand/Bell update a few years ago. One other thing that ADOT needs to consider is the speed limits on Grand. I am NOT in favor of increasing them. I am IN favor of enforcing them. There is virtually no enforcement of the 45 mph limit on Grand Ave during morning and evening traffic.	Thank you for contacting the Arizona Department of Transportation regarding the Grand-35 Study. Your comments are important to us and will be shared with the appropriate members of our team. ADOT does not have jurisdiction over traffic enforcement.
032	11/20/2023	Email	Terry Carol Stines	We support the proposed changes except having a dedicated lane for transit Carol Stines	Thank you for contacting the Arizona Department of Transportation regarding the Grand-35 Study. Based on feedback at the public hearing, the Selected Alternative will be revised to provide 3 lanes in the northbound direction within the limits of the project prior to the implementation of the BRT. The BRT project is a separate project that is being implemented by the City of Phoenix and several options/alternatives are being considered for the BRT. In the future, if BRT is constructed along 35th Avenue, the BRT project (by City of Phoenix) will determine the number of traffic lanes and BRT lanes along 35th Avenue in this section near Indian School Road. For more information, visit the BRT website at https://meetphoenixbrt.com/ .
033	11/21/2023	Email	Louise Huber	If implemented, the Grand 35 project would be disastrous for small businesses in the area. Traffic would greatly increase on 35th Avenue going north, leading to more congestion. Skinny streets and cutting the number of lanes so that public transportation increases is not the answer.	Thank you for contacting the Arizona Department of Transportation regarding the Grand-35 Study. Based on feedback at the public hearing, the Selected Alternative will be revised to provide 3 lanes in the northbound direction within the limits of the project prior to the implementation of the BRT. The BRT project is a separate project that is being implemented by the City of Phoenix and several options/alternatives are being considered for the BRT. In the future, if BRT is constructed along 35th Avenue, the BRT project (by City of Phoenix) will determine the number of traffic lanes and BRT lanes along 35th Avenue in this section near Indian School Road.

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034	11/21/2023	Email	Kristin Olson	<p>We own The Franciscan Apartments, located at 4235 N 35th Avenue. We have been largely unaware of the plans regarding how this project will affect our property. We welcome the improvements to be made in this area, as they are desperately needed. However, we have not been properly engaged in this process given the Preferred Alternative contemplates taking approximately ½ acre of land and completely changing the access to our property, which will have an impact on our operations and leasing. We have invested and continue to invest significant capital into improving this property and the quality of affordable housing available in the area. The Preferred Alternative removes direct access to our property from 35th Avenue, requiring anyone trying to get into our out of the property to drive all the way around the property into a cul-de-sac that serves the property's entrance. I tried to leave a comment on the website, but it would not let me do so (perhaps a browser issue but tried two browsers).</p> <p>We would like to be engaged in this process and look forward to speaking with someone regarding it.</p>	<p>A representative from ADOT responded directly to the commentor to provide detail on notification and outreach methods, and encouraged the commentor to review project documents at the study website and submit further comments. We regret to hear that you do not feel you were properly engaged regarding the proposed improvements as part of the Grand-35 Study. Our team has carried out a variety of methods to share the project information including but not limited to: The property at 4235 N. 35th Avenue was identified as being owned by AZ FRANCISCAN LLC and a property owner notification letter was mailed to XXXX X XXXX X XXX XXX XXXX XXXX XXXX. A mailer with the project information was sent to every address within a one mile radius of the project area. In person canvassing efforts were carried out in Jan. and Oct. to hand delivery the project information. As part of these efforts the email addresses xxxxxxxxxx@xxxxxxxx-xxx.com and xxxxxxxxxx.xxxxxxx@xxxxxxxx-xxx.com were provided by your staff onsite as the best way to provide project information. The front office had a project poster displayed and showed us they had the Environmental Assessment available as well and didn't need any additional information.</p> <p>At the request of the commentor, a virtual meeting was held in December 2023. The project team clarified there is no proposed acquisition from the property located at 4235 N 35th Avenue, the Franciscan Apartments. We evaluated the option of adding a direct ramp from 35th Avenue to the main entrance of the property. This potential driveway would have a steep vertical grade as 35th Avenue is more than 20 feet in the air and would result in safety and operational concerns. In addition, this would result in conflict with the currently proposed cul-de-sac and block access to the apartment complex immediately south of the AZ Franciscan LLC property.</p>
035	11/21/2023	Map	Tracey Hill	<p>TrailersPlus retail trailer sales at 3333 W Indian School Rd. This narrows our access to only one way, would love to be able to have a turn lane from the westbound lanes as well.</p>	<p>Thank you for your comment regarding the Grand-35 Study. Your comments are important to us and will be shared with the appropriate members of our team. The Selected Alternative is anticipated to increase the turning volumes at 33rd Avenue and would therefore require a longer turn bay for the eastbound left-turn movement at the 33rd Avenue intersection. However, driveway configurations will be reviewed and refined during final design in collaboration with the City of Phoenix.</p>
036	11/21/2023	Map	Andrea Wolverton	<p>The people displaced by this project will be unable to purchase another home due to the high cost of housing. There aren't many pedestrians and/or bicyclists in this area. People need to pay attention to signs and their surroundings. Businesses will be adversely impacted. This isn't the time to start a project of this sort. Too many people and businesses will be affected for this project.</p>	<p>Acquisition of right-of-way would be undertaken by ADOT in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR 24)(Uniform Act), as amended in 1987. During the right-of-way acquisition process, ADOT will work to alleviate hardship experienced by the affected individuals.. Any home or business displaced by the project would be compensated in accordance with the Uniform Act based on an appraised fair market value. The act ensures that relocation assistance is provided to those that would be displaced and that decent, safe, and sanitary housing is available within the affected person's financial means. The Grand-35 Acquisition, Relocation, and Mitigation Plan, based on continued coordination between ADOT and the affected business owners, would be developed to minimize and mitigate impacts from the business displacements.</p> <p>In addition to the acquisition price paid for a property, ADOT may make supplemental payment for costs necessary to purchase a comparable decent, safe, and sanitary replacement dwelling. A supplemental payment may consist of a price differential if the replacement dwelling costs more than the affected individual or family's current dwelling, increased mortgage interest cost if the interest rate on the new mortgage exceeds that of their present mortgage, and incidental expenses such as recording fees and other closing costs.</p> <p>The planning for this project has been conducted in coordination with the City of Phoenix. Roadway design standards for the City of Phoenix require sidewalks and shoulders/bike lanes along arterial roadways like 35th Avenue and Indian School Road. Based upon their input, one of the goals of this project is to enhance multimodal accommodations. The bus route along Indian School Road has a high frequency of bicycle boardings. The existing 35th Avenue/Grand Avenue/Indian School Road and 33rd Avenue/Indian School Road intersections each show between 20 and 50 pedestrian crossings per hour in the PM peak hour.</p>

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037	11/26/2023	Email	Mike Gibson	This is an outrage! Do not take away an already existing well used traffic lane for this! There needs to be more documented studies done before decision time, with the momentum leaning towards widening 35th Avenue.	Thank you for contacting the Arizona Department of Transportation regarding the Grand-35 Study. Based on feedback at the public hearing, the Selected Alternative will be revised to provide 3 lanes in the northbound direction within the limits of the project prior to the implementation of the BRT. The BRT project is a separate project that is being implemented by the City of Phoenix and several options/alternatives are being considered for the BRT. In the future, if BRT is constructed along 35th Avenue, the BRT project (by City of Phoenix) will determine the number of traffic lanes and BRT lanes along 35th Avenue in this section near Indian School Road.
038	11/27/2023	Email	Jeff Caldwell	<p>I was the only person to give public comment at the presentation in October. I stated that I supported this project, but that was because my comment was based on a false premise.</p> <p>I want to change my comment to be against this plan.</p> <p>When I spoke, I said I supported it because it did not implement road diets. I came to that conclusion after looking at all the renderings and watching the videos that were present at the meeting. They did/do not show that a lane is being reduced on 35th Ave.</p> <p>These renderings and videos are fraudulent.</p> <p>I do not support road diets at all.</p> <p>This project will put many businesses out of business and create more traffic going northbound on 35th Ave because of implementing a road diet for Bus Rapid Transit. The documentation provided to the public is fraudulent because it does not show a lane being reduced going North on 35th Ave for BRT. This is a bait and switch. Furthermore, if there is to be BRT implemented, you need to expand the road. While MAG may be telling you that these plans are good for 50 years out, there is a reason why you were to expand the street to begin with. For some reason you decided to forego that plan to steal a lane to put in BRT. Maricopa is supposed to have over 5 million people within that timeframe. Taking away lanes to implement BRT does not represent an accurate representation of that growth.</p> <p>Do not advance this plan.</p>	<p>Existing lanes along 35th Avenue are 3-lanes in the northbound direction and 2-lanes in the southbound direction. The visualization of the Selected Alternative shows 2-lanes of traffic in each direction (northbound/southbound) along 35th Ave between Glenrosa Avenue and Clarendon Avenue. Outside those limits, the visualizations show 35th Avenue transitioning back to 3-lanes in the northbound direction and 2-lanes in the southbound direction to match the existing roadway lane configuration outside of the project construction limits.</p> <p>Based on feedback at the public hearing, the Selected Alternative will be revised to provide 3 lanes in the northbound direction within the limits of the project prior to the implementation of the BRT. The BRT project is a separate project that is being implemented by the City of Phoenix and several options/alternatives are being considered for the BRT. In the future, if BRT is constructed along 35th Avenue, the BRT project (by City of Phoenix) will determine the number of traffic lanes and BRT lanes along 35th Avenue in this section near Indian School Road.</p>
039	11/27/2023	Email	Michelle Sullivan	<p>This project will put many businesses out of business and create more traffic going northbound on 35th Ave because of implementing a road diet for Bus Rapid Transit. The documentation provided to the public is fraudulent because it does not show a lane being reduced going North on 35th Ave for BRT. This is a bait and switch. Furthermore, if there is to be BRT implemented, you need to expand the road. While MAG may be telling you that these plans are good for 50 years out, there is a reason why you were to expand the street to begin with. For some reason you decided to forego that plan to steal a lane to put in BRT. Maricopa is supposed to have over 5 million people within that timeframe. Taking away lanes to implement BRT does not represent an accurate representation of that growth.</p>	<p>Existing lanes along 35th Avenue are 3-lanes in the northbound direction and 2-lanes in the southbound direction. The visualization of the Selected Alternative shows 2-lanes of traffic in each direction (northbound/southbound) along 35th Ave between Glenrosa Avenue and Clarendon Avenue. Outside those limits, the visualizations show 35th Avenue transitioning back to 3-lanes in the northbound direction and 2-lanes in the southbound direction to match the existing roadway lane configuration outside of the project construction limits.</p> <p>The BRT project is a separate project that is being implemented by the City of Phoenix and several options/alternatives are being considered for the BRT. In the future, if BRT is constructed along 35th Avenue, the BRT project (by City of Phoenix) will determine the number of traffic lanes and BRT lanes along 35th Avenue in this section near Indian School Road.</p>
040	11/27/2023	Email	Levi Medina	Please stop any road diets, they are destructive and cause strain on citizens in our communities. I'm originally from Los Angeles Ca. And we had a constant road diet problem, no one ever uses public transportation it's a grift! just say NO! To road diets.	<p>Thank you for contacting the Arizona Department of Transportation regarding the Grand-35 Study. Your comments are important to us and will be shared with the appropriate members of our team.</p> <p>Based on feedback at the public hearing, the Selected Alternative will be revised to provide 3 lanes in the northbound direction within the limits of the project prior to the implementation of the BRT. The BRT project is a separate project that is being implemented by the City of Phoenix and several options/alternatives are being considered for the BRT. In the future, if BRT is constructed along 35th Avenue, the BRT project (by City of Phoenix) will determine the number of traffic lanes and BRT lanes along 35th Avenue in this section near Indian School Road.</p>

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041	11/27/2023	Email	Loni Lund	The voters are against road diets. Our taxes that AZ has must be put to improve our roads.	Thank you for contacting the Arizona Department of Transportation regarding the Grand-35 Study. Your comments are important to us and will be shared with the appropriate members of our team. Based on feedback at the public hearing, the Selected Alternative will be revised to provide 3 lanes in the northbound direction within the limits of the project prior to the implementation of the BRT. The BRT project is a separate project that is being implemented by the City of Phoenix and several options/alternatives are being considered for the BRT. In the future, if BRT is constructed along 35th Avenue, the BRT project (by City of Phoenix) will determine the number of traffic lanes and BRT lanes along 35th Avenue in this section near Indian School Road.
042	11/27/2023	Email	Mary jo Freimark	This project will put many businesses out of business and create more traffic going northbound on 35th Ave because of implementing a road diet for Bus Rapid Transit. The documentation provided to the public is fraudulent because it does not show a lane being reduced going North on 35th Ave for BRT. This is a bait and switch. Furthermore, if there is to be BRT implemented, you need to expand the road. While MAG may be telling you that these plans are good for 50 years out, there is a reason why you were to expand the street to begin with. For some reason you decided to forego that plan to steal a lane to put in BRT. Maricopa is supposed to have over 5 million people within that timeframe. Taking away lanes to implement BRT does not represent an accurate representation of that growth.	Thank you for contacting the Arizona Department of Transportation regarding the Grand-35 Study. Your comments are important to us and will be shared with the appropriate members of our team. Based on feedback at the public hearing, the Selected Alternative will be revised to provide 3 lanes in the northbound direction within the limits of the project prior to the implementation of the BRT. The BRT project is a separate project that is being implemented by the City of Phoenix and several options/alternatives are being considered for the BRT. In the future, if BRT is constructed along 35th Avenue, the BRT project (by City of Phoenix) will determine the number of traffic lanes and BRT lanes along 35th Avenue in this section near Indian School Road.
043	11/27/2023	Email	Scot Madison Quiggle	My family lives along 35th avenue and it's a road we travel multiple times a week. The BRT does not accurately represent the growth we are going to see in Maricopa over the next few years, and the information being provided is fraudulent it doesn't show a lane being reduced going north on 35th ave. It is unwise to reduce lanes along 35th avenue. This BRT plan is something WE THE PEOPLE DO NOT WANT. You must know 35th is an essential route for getting around highway traffic, and it would put many local businesses out of business. No bait and switch. No road diets. No BRT.	Thank you for contacting the Arizona Department of Transportation regarding the Grand-35 Study. Your comments are important to us and will be shared with the appropriate members of our team. Based on feedback at the public hearing, the Selected Alternative will be revised to provide 3 lanes in the northbound direction within the limits of the project prior to the implementation of the BRT. The BRT project is a separate project that is being implemented by the City of Phoenix and several options/alternatives are being considered for the BRT. In the future, if BRT is constructed along 35th Avenue, the BRT project (by City of Phoenix) will determine the number of traffic lanes and BRT lanes along 35th Avenue in this section near Indian School Road.
044	11/27/2023	Email	Sandy Holler	This project will put many businesses out of business and create more traffic going northbound on 35th Ave because of implementing a road diet for Bus Rapid Transit. The documentation provided to the public is fraudulent because it does not show a lane being reduced going North on 35th Ave for BRT. This is a bait and switch. Furthermore, if there is to be BRT implemented, you need to expand the road. While MAG may be telling you that these plans are good for 50 years out, there is a reason why you were to expand the street to begin with. For some reason you decided to forego that plan to steal a lane to put in BRT. Maricopa is supposed to have over 5 million people within that timeframe. Taking away lanes to implement BRT does not represent an accurate representation of that growth.	Thank you for contacting the Arizona Department of Transportation regarding the Grand-35 Study. Your comments are important to us and will be shared with the appropriate members of our team. Based on feedback at the public hearing, the Selected Alternative will be revised to provide 3 lanes in the northbound direction within the limits of the project prior to the implementation of the BRT. The BRT project is a separate project that is being implemented by the City of Phoenix and several options/alternatives are being considered for the BRT. In the future, if BRT is constructed along 35th Avenue, the BRT project (by City of Phoenix) will determine the number of traffic lanes and BRT lanes along 35th Avenue in this section near Indian School Road.

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045	11/27/2023	Email	Norman Sharak	<p>I have business that located 4141 N 35th ave suite 14. We are located right on 35th & Indian School, I'm afraid with the current proposal of ADOT our business will be severely impacted and we might lose the entire business due to the overpass that is been proposed in the plans, construction will not be the only impact to lose our business. Even after construction due to the proposed overpass and the loss of both entrances in to our shopping center. The traffic in both direction feed into my business and other businesses in the center. If this plan goes through the whole center will be severely impacted.</p> <p>I strongly ask ADOT and the City of Phoenix to really reconsider for the sake of our business and other businesses in the plaza.with these.</p> <p>I'm happy to meet with anyone in the planning department at ADOT and explain the impact that's going to take place if this proposed intersection goes through.</p> <p>We are a small family owned business, our family livelihood is dependent on these businesses. This business was established in 1985 and the community is reliant on out store to provide essential food and items for neighboring families. We hope we can continue business and serve the underprivileged area that the business is located in.</p> <p>Feel free to contact me if you have any questions at my cell phone XXX-XXX-XXXX or via email.</p> <p>Looking forward to hearing from someone at ADOT or within the city of Phoenix.</p>	<p>Due to the height of the new elevated intersection, the commercial plaza at 4141 N 35th Avenue (Tamarak Plaza) would lose access from 35th Avenue. The Selected Alternative would require the acquisition of the property, and result in the displacement of 10 businesses within the plaza. Acquisition of right-of-way would be undertaken by ADOT in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR 24)(Uniform Act), as amended in 1987.</p> <p>Any individual, family, or business displaced by the project would be offered relocation assistance services for the purposes of locating a suitable replacement property. ADOT will work with individual property and business owners to determine the future of their business. Business owners may decide to re-establish their business at a new location, or close entirely. If a business owner decides to relocate, ADOT seeks to provide them with new location options in the area. Each individual or family displaced by the project is assigned a relocation counselor to help and advise them through the process to be sure they fully understand all their rights and receive their maximum benefits. ADOT will reimburse eligible moving costs and certain moving-related expenses, and expenses associated with re-establishing the business in a new location (such as marketing) may also be eligible for reimbursement.</p>

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046	11/27/2023	Email	Mark Feuerer	<p>Concerns based on the project expectations</p> <ol style="list-style-type: none"> 1. Reduction in space. Sierra Auction has been growing as an organization over the past 15 years with a special emphasis on serving government agencies with their auction services needs throughout the valley and state. This project reduces the footprint of this Phoenix property by 37% (see Parcel Table) and thus eliminates any opportunity to continue this growth and, in fact, will force us to shrink our volume and thus our business due to this reduction. This undoubtedly will affect not only those agencies who are looking for auction services through Sierra, but also those buyers who see Sierra shrinking and believe they need to buy elsewhere to get the variety in auction goods when Sierra simply cannot present them due to space issues. 2. Proposed access off of the newly created Glenrosa extension into the smaller facility will not only cause traffic congestion as big semis and tow rigs with heavy equipment attempt to enter, turn around, and exit the new, smaller facility, but also frustrate buyers and consignors whom have grown accustomed to easy access via Monterosa Avenue will undoubtedly look elsewhere to do business. There is simply no easy answer to allow the expected amount and type of flow into our property from the north off of new Glenrosa Avenue that will accommodate the clientele. 3. By dividing what otherwise was a contiguous property with a connector road, this modification will undoubtedly and forever change the ability to access the northern-most two acres of property on parcel 107-11-040 and thereby exponentially reduce not only the value of the parcel but also the contiguous land that is currently held by Makers Real Estate. 4. There are no plans to keep my employees safe from the ramp off of Indian School Road entering Grand Avenue. The current ramp puts each one of my employees in danger when needing to turn into our employee lot located 50 yards from the base of that ramp. It appears that a new ramp will be built and carry the same issues as before. The project touts more safety for all constituents, but leaves my employees behind. 5. The existing plan ignores the impact on six (6) parcels of land that lose access off of Monterosa Avenue once it is closed. These parcels are useless under the existing plan. 6. Noise and dust abatement was not satisfactorily addressed in the meeting. Over half of my employees are required to work outdoors on a full-time basis and the noise, dust, and general disruption will certainly cause job enjoyment issues for the two years of construction. In addition, our clients (both buyers and consignors) could choose to stop doing business with us during construction due to these same issues. 7. Planned street closures will certainly shut down any access to our property entering off of 35 th Avenue or Grand Avenue or make it extremely inconvenient. This massive inconvenience will drive clients away from our business and into our competition. 8. Your Right-of-Way Acquisition Team needs to give serious consideration for a complete relocation of our business due to the permanent negative economic impact this project will cause Sierra Auction Management, its clients, and state and local revenue that is generated through taxes. It will devalue my business and revenue forever unless we are moved to a lot that reflects the business's current condition. <p>Makers Real Estate Parcels Square Feet Approx. sq. ft. taken or rendered useless</p>	<p>A representative from ADOT responded directly to the commentor in response to their other previously-submitted comments, and ADOT met with property owner on November 6, 2023. Owner prepared list of questions that were discussed.</p> <p>Acquisition of right-of-way would be undertaken by ADOT in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR 24)(Uniform Act), as amended in 1987. Property owners would be compensated in accordance with the Uniform Act based on an appraised fair market value.</p> <p>Any tenant business displaced by the project would be compensated in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR 24)(Uniform Act), as amended. Relocation benefits under the Uniform Act include compensation for moving expenses, site searches, and business reestablishment. ADOT is legally mandated to provide relocation advisory services, and each tenant business owners would be assigned a relocation counselor to help and advise them through the process.</p>

I.D.	Date Received	Format	Stakeholder Name	Inquiry or Complaint - Actual or Summary	Final EA Draft Comment Response
046	(continued)			<p>Notes</p> <p>107-11-040 151,692 87,120 Road through parcel effectively separates 2 acres and deems it unusable</p> <p>107-11-039D 22,491 18,000 Virtually the whole parcel is taken by Glenrosa/35 th Ave intersection</p> <p>107-11-014 85,987 17,000 eastern 1/5 removed</p> <p>107-11-033 34,412 0 untouched</p> <p>107-11-031 51,706 17,000 eastern 1/3 removed</p> <p>107-11-008 8,276 8,276 Monterosa removal deems property unusable</p> <p>107-11-010A 7,841 7,841 Monterosa removal deems property unusable</p> <p>107-11-011 3,920 3,920 Monterosa removal deems property unusable</p> <p>107-11-012 3,920 3,920 Monterosa removal deems property unusable</p> <p>107-11-013A 5,881 5,881 Monterosa removal deems property unusable</p> <p>107-11-024 13,068 13,068 Monterosa removal deems property unusable</p> <p>107-11-018A 97,182 0 untouched</p> <p>TOTALS 486,376 182,026</p>	
047	10/10/2023 – 11/27/2023	Online comment tool	No name provided	The preferred alternative affects sixty businesses and five residences, and appears to create an intersection at the top of the roadway where one does not currently exist. I do not see a reason to improve sidewalks or bicycle lanes in the Valley. The ONLY place we see bicycles being used and a large number of pedestrians is at the University. It is a waste of taxpayer money to make these improvements.	<p>The planning for this project has been conducted in coordination with the City of Phoenix. Roadway design standards for the City of Phoenix require sidewalks and shoulders/bike lanes along arterial roadways like 35th Avenue and Indian School Road. Based upon their input, one of the goals of this project is to enhance multimodal accommodations. The bus route along Indian School Road has a high frequency of bicycle boardings. The existing 35th Avenue/Grand Avenue/Indian School Road and 33rd Avenue/Indian School Road intersections each show between 20 and 50 pedestrian crossings per hour in the PM peak hour.</p> <p>Acquisition of right-of-way would be undertaken by ADOT in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR 24)(Uniform Act), as amended in 1987. Property owners would be compensated in accordance with the Uniform Act based on an appraised fair market value.</p> <p>Any tenant business displaced by the project would be compensated in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR 24)(Uniform Act), as amended. Relocation benefits under the Uniform Act include compensation for moving expenses, site searches, and business reestablishment. ADOT is legally mandated to provide relocation advisory services, and each tenant business owners would be assigned a relocation counselor to help and advise them through the process.</p>
048	10/10/2023 – 11/27/2023	Online comment tool	No name provided	This will eliminate the impact on 60 businesses and 5 residences.	Thank you for contacting the Arizona Department of Transportation regarding the Grand-35 Study. Your comments are important to us and will be shared with the appropriate members of our team.
049	10/10/2023 – 11/27/2023	Online comment tool	No name provided	I originally thought that leaving it the way it was and not disrupting this intersection was a good idea. However, I know two things - 1st The light rail planned for Indian School would be able to be supported by the overpass and 2nd I did not realize the impact on the railway by traffic. We need the trains to get supplies and making better for them would be a positive. So building is better than not.	Thank you for contacting the Arizona Department of Transportation regarding the Grand-35 Study. Your comments are important to us and will be shared with the appropriate members of our team.
050	10/10/2023 – 11/27/2023	Online comment tool	No name provided	Clearly something should be done because traffic is only going to get worse and it's tough already	Thank you for contacting the Arizona Department of Transportation regarding the Grand-35 Study. Your comments are important to us and will be shared with the appropriate members of our team.
051	10/10/2023 – 11/27/2023	Online comment tool	No name provided	We need to fix the transportation system at this intersection as it is very long lights and having to worry about the railroad blocking the traffic to cross north or south	Thank you for contacting the Arizona Department of Transportation regarding the Grand-35 Study. Your comments are important to us and will be shared with the appropriate members of our team.

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052	10/10/2023 – 11/27/2023	Online comment tool	No name provided	Grand Ave needs improvement.	Thank you for contacting the Arizona Department of Transportation regarding the Grand-35 Study. Your comments are important to us and will be shared with the appropriate members of our team.
053	10/10/2023 – 11/27/2023	Online comment tool	No name provided	Lets clean up what ADOT has built like the 101 in the north valley. ADOT needs to find it in the Tax payers budget to clean up the 101 freeways, and not start any over paid projects. I'm not the only one complaining, but the 101 all over the valley are so trashed with all kinds of litter, It's disgusting to say the least. I'm attending the 'Grand 35" study next week so ADOT can hear it verbally. I'm sure I we will have alot more attending. ADOT needs to find it in their Tax Payer budget to hire a reliable company to clean the 101 specifically.	Thank you for contacting the Arizona Department of Transportation regarding the Grand-35 Study. Your comments are important to us and will be shared with the appropriate members of our team.
054	10/10/2023 – 11/27/2023	Online comment tool	No name provided	Due Today!! Stop Road Diets at ADOT! Make your voice heard with a simple email or phone call! ADOT wants to hear from you! Submit Public Comment by K5Email: ADOTGrand35Study@hdrinc.com or Call: 602.474.3952 This project will put many businesses out of business and create more traffic going northbound on 35th Ave because of implementing a road diet for Bus Rapid Transit. The documentation provided to the public is fraudulent because it does not show a lane being reduced going North on 35th Ave for BRT. This is a bait and switch. Furthermore, if there is to be BRT implemented, you need to expand the road. While MAG may be telling you that these plans are good for 50 years out, there is a reason why you were to expand the street to begin with. For some reason you decided to forego that plan to steal a lane to put in BRT. Maricopa is supposed to have over 5 million people within that timeframe. Taking away lanes to implement BRT does not represent an accurate representation of that growth.	Based on feedback at the public hearing, the Selected Alternative will be revised to provide 3 lanes in the northbound direction within the limits of the project prior to the implementation of the BRT. The BRT project is a separate project that is being implemented by the City of Phoenix and several options/alternatives are being considered for the BRT. In the future, if BRT is constructed along 35th Avenue, the BRT project (by City of Phoenix) will determine the number of traffic lanes and BRT lanes along 35th Avenue in this section near Indian School Road.
055	10/10/2023 – 11/27/2023	Online comment tool	No name provided	This is a waste of taxpayer money.	Thank you for contacting the Arizona Department of Transportation regarding the Grand-35 Study. Your comments are important to us and will be shared with the appropriate members of our team.
056	10/10/2023 – 11/27/2023	Online comment tool	No name provided	This plan will spend a lot of money to displace 60 businesses and 5 residences. We should not use our tax dollars to harm people and their income for such a minimal benefit. It looks to me like you are trading a railroad crossing for some people and turning it into an Indian School / 35th Ave traffic light for everyone.	Acquisition of right-of-way would be undertaken by ADOT in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR 24)(Uniform Act), as amended in 1987. During the right-of-way acquisition process, ADOT endeavors to alleviate any hardship experienced by the affected individuals to the best of our ability. A business relocation plan, based on continued coordination between ADOT and the affected business owners, would be developed to minimize and mitigate impacts from the business displacements.
057	10/10/2023 – 11/27/2023	Online comment tool	No name provided	This project will put many businesses out of business and create more traffic going northbound on 35th Ave because of implementing a road diet for Bus Rapid Transit. No road diets. Don't compromise small businesses which may not be able to recover.	Any individual, family, or business displaced by the project would be compensated in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR 24)(Uniform Act), as amended. ADOT will work with individual property and business owners to determine the future of their business and offer relocation assistance services for the purposes of locating a suitable replacement property. Business owners may decide to re-establish their business at a new location, or close entirely. If a business owner decides to relocate, ADOT seeks to provide them with new location options in the area. Each individual or family displaced by the project is assigned a relocation counselor to help and advise them through the process to be sure they fully understand all their rights and receive their maximum benefits. ADOT will implement and follow the requirements of the attached <i>Grand-35 Acquisition, Relocation, and Mitigation Plan</i> (Final EA Appendix D) Based on feedback at the public hearing, the Selected Alternative will be revised to provide 3 lanes in the northbound direction within the limits of the project prior to the implementation of the BRT. The BRT project is a separate project that is being implemented by the City of Phoenix and several options/alternatives are being considered for the BRT. In the future, if BRT is constructed along 35th Avenue, the BRT project (by City of Phoenix) will determine the number of traffic lanes and BRT lanes along 35th Avenue in this section near Indian School Road.

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058	10/10/2023 – 11/27/2023	Online comment tool	No name provided	I am concerned that during the long construction time, that we who live in Maryvale, will not be able to easily get to the areas east of 35th Ave. We might have to give up going to downtown and uptown due to excessive traffic issues.	Thank you for contacting the Arizona Department of Transportation regarding the Grand-35 Study. Traffic control plans will be developed during final design and will be refined during construction. While lane restrictions on Indian School Road are anticipated during construction, we will attempt to minimize increases to delays to the traveling public during construction. Other continuous, east-west primary roadways are located one mile north or south of Indian School Road. We anticipate public outreach regarding traffic control during construction. Public involvement in final design ensures that transportation initiatives are responsive to local needs and benefit all stakeholders involved. Once the project has reached 60% design, a public meeting will be held to share more project information and solicit public input on a variety of issues such as maintenance of traffic during construction, noise abatement and air quality. While lane restrictions on Indian School Road are anticipated during construction, we will attempt to minimize increases to delays to the traveling public during construction.
059	10/10/2023 – 11/27/2023	Online comment tool	No name provided	Traffic backs up majorly at this intersection almost exclusively at Grand, this change is desperately needed. Transit in order to take more cars off the road is also something that would be very helpful.	Thank you for contacting the Arizona Department of Transportation regarding the Grand-35 Study. Your comments are important to us and will be shared with the appropriate members of our team.
060	10/10/2023 – 11/27/2023	Online comment tool	No name provided	Removing the signal from Grand is excellent.	Thank you for contacting the Arizona Department of Transportation regarding the Grand-35 Study. Your comments are important to us and will be shared with the appropriate members of our team.
061	10/10/2023 – 11/27/2023	Online comment tool	No name provided	This seems like it will really help out the area. The current configuration is pretty confusing to navigate. Removing the at grade railroad crossing for 35th Ave is a good feature too. Those crossings are dangerous, and this will help reduce traffic, while improving freight train access to Central Phoenix.	Thank you for contacting the Arizona Department of Transportation regarding the Grand-35 Study. Your comments are important to us and will be shared with the appropriate members of our team.
062	10/10/2023 – 11/27/2023	Online comment tool	No name provided	I will assume that future high-capacity transit is the light rail. I know that there is work in city council to bring the light rail down Indian School to 75th Avenue! Which means that bridge needs to be able to support the light rail. There is a proposal for a Bus Rapid Transit on 35th Avenue. All this said make sure the structures can support the traffic.	The study of high capacity transit is a separate project that is being conducted by Valley Metro. The goal of the study is to identify a recommended transit type and route, and it has not yet been determined if light rail is the preferred mode or if there will be high-capacity transit on Indian School Road. No construction funding has been identified for high-capacity transit in west Phoenix at this time.
063	10/10/2023 – 11/27/2023	Online comment tool	No name provided	I approve and support the preferred alternative for ADOT's Grand-35 Study because the preferred alternative will take 35th Avenue over the BNSF Rail Line which will improve safety, reduce congestion, and remove train/vehicle conflicts.	Thank you for contacting the Arizona Department of Transportation regarding the Grand-35 Study. Your comments are important to us and will be shared with the appropriate members of our team.
064	10/10/2023 – 11/27/2023	Online comment tool	No name provided	I disagree with creating a new raised intersection with 35th Ave and Indian School Rd. This will create much longer traffic east west that doesn't exist now. If you're going to spend the money on building bridges and acquiring land etc. Then why not do it right the first time. Repair and update the Indian school bridge that's currently there. Then lower 35th Ave so it travels under grade which would then go under Grand Ave and Indian School roads. (Like 59th Ave and Grand) This eliminates all 3 roads from intersecting. This would benefit Grand Ave the most which should be an expressway anyway. While this does not make it one it at least aids in traffic flow on Grand Ave and makes it a possibility in the future without having to do a complete teardown to make it so.	Thank you for contacting the Arizona Department of Transportation regarding the Grand-35 Study. Lowering 35th Avenue and other concepts to create a 3-level interchange were considered and eliminated from consideration as documented in the Draft Environmental Assessment and Initial Design Concept Report. Converting Grand Avenue to an expressway was evaluated in previous studies and was not selected to move forward. The current Regional Transportation Plan includes smaller projects to improve traffic capacity, safety, and multimodal connections on the Grand Avenue corridor.
065	10/10/2023 – 11/27/2023	Online comment tool	No name provided	Seeing the proposed idea for 35th Ave., crossing above and having 100% voidable railroad crossing will be amazing	Thank you for contacting the Arizona Department of Transportation regarding the Grand-35 Study. Your comments are important to us and will be shared with the appropriate members of our team.

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066	10/10/2023 – 11/27/2023	Online comment tool	No name provided	All this new build would hit right where I live. I am a property owner of two houses right next to each other. I am against this build.	The Selected Alternative would require the displacement of five single-family homes along West Monterosa Street, in the Indian Gardens neighborhood. ADOT is committed to conducting further targeted outreach to the tenants and/or homeowners of the affected residences along Monterosa Street. Following the publication of the Draft EA, ADOT reached out to the tenants and/or homeowners of the affected residences by telephone and in-person one-on-one meetings to discuss the project and answer their questions. Acquisition of right-of-way would be undertaken by ADOT in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR 24)(Uniform Act), as amended in 1987. Any home or business displaced by the project would be compensated in accordance with the Uniform Act based on an appraised fair market value. The act ensures that relocation assistance is provided to those that would be displaced and that decent, safe, and sanitary housing is available within the affected person's financial means.
067	10/10/2023 – 11/27/2023	Online comment tool	No name provided	I live right there and this would cause me to lose my house.	The Selected Alternative would require the displacement of five single-family homes along West Monterosa Street, in the Indian Gardens neighborhood. ADOT is committed to conducting further targeted outreach to the tenants and/or homeowners of the affected residences along Monterosa Street. Following the publication of the Draft EA, ADOT reached out to the tenants and/or homeowners of the affected residences by telephone and in-person one-on-one meetings to discuss the project and answer their questions. Acquisition of right-of-way would be undertaken by ADOT in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR 24)(Uniform Act), as amended in 1987. Any home or business displaced by the project would be compensated in accordance with the Uniform s Act based on an appraised fair market value. The act ensures that relocation assistance is provided to those that would be displaced and that decent, safe, and sanitary housing is available within the affected person's financial means.
068	10/10/2023 – 11/27/2023	Online comment tool	No name provided	Reduce the number of smaller intersections and the total number of intersections with Grand. So that Grand becomes an expressway artery into the downtown area with minimal stops.	Thank you for contacting the Arizona Department of Transportation regarding the Grand-35 Study. These types of improvements were evaluated in previous studies and were not recommended. The current Regional Transportation Plan includes smaller projects to improve traffic capacity, safety, and multimodal connections on the Grand Avenue corridor.
069	10/10/2023 – 11/27/2023	Online comment tool	No name provided	I strongly support the preferred alternative. As a homeowner at 51st Ave and Osborn, a business owner at 19th Ave and Osborn, and a committee member of the Maryvale Village Planning Committee, I feel this is the best option to move forward in meeting the needs of the community.	Thank you for contacting the Arizona Department of Transportation regarding the Grand-35 Study. Your comments are important to us and will be shared with the appropriate members of our team.
070	10/10/2023 – 11/27/2023	Online comment tool	No name provided	Need a better flow for southbound 33rd Avenue traffic to turn right and go to northwest bound U.S. 60. The angle of the intersection means traffic cannot turn right on red. There should be a carved out lane for traffic to turn right. Especially if this will be the main access to U.S. 60 under the proposal. Or there needs to be better signage saying no right turn on red.	The Selected Alternative includes multiple ways for traffic to access US 60 including 33rd Avenue, an extension of Glenrosa Avenue to the west to create a new intersection with US 60, and a westbound Indian School Road to westbound US 60 ramp. The southbound 33rd Avenue to westbound US 60 traffic movement is not anticipated to dramatically increase under the Selected Alternative. However, this option will be reviewed in collaboration with the City of Phoenix.
071	10/10/2023 – 11/27/2023	Online comment tool	No name provided	This project will put many businesses out of business and create more traffic going northbound on 35th Ave because of implementing a road diet for Bus Rapid Transit	Based on feedback at the public hearing, the Selected Alternative will be revised to provide 3 lanes in the northbound direction within the limits of the project prior to the implementation of the BRT. The BRT project is a separate project that is being implemented by the City of Phoenix and several options/alternatives are being considered for the BRT. In the future, if BRT is constructed along 35th Avenue, the BRT project (by City of Phoenix) will determine the number of traffic lanes and BRT lanes along 35th Avenue in this section near Indian School Road.
072	10/10/2023 – 11/27/2023	Online comment tool	No name provided	It just doesn't make sense not to take this rare opportunity to eliminate a very slow and backed up traffic area and improve major routes at the same time. (Such as Indian School Rd and Grand Ave.	Thank you for contacting the Arizona Department of Transportation regarding the Grand-35 Study. Your comments are important to us and will be shared with the appropriate members of our team.

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073	10/10/2023 – 11/27/2023	Online comment tool	No name provided	I would like to see this for all the other grand Avenue intersections Northwest of 35th Ave. and grand. Having the ability to make Grand Ave a highway with no traffic lights would be amazing	Thank you for contacting the Arizona Department of Transportation regarding the Grand-35 Study. The option to convert Grand Avenue to a highway with no traffic signals was evaluated in previous studies and was not recommended. The current Regional Transportation Plan includes smaller projects to improve traffic capacity, safety, and multimodal connections on the Grand Avenue corridor.
074	10/10/2023 – 11/27/2023	Online comment tool	No name provided	Also, we need another Grand Ave going from NorthEast valley to SouthWest (the other diagonal). It could be called "The Grander Ave" or, "Grandie McGrand Face". Lol. But in all seriousness, the current Grand Ave desperately needs improvement, Northern Parkway is a great example of an improved thoroughfare roadway.	Thank you for contacting the Arizona Department of Transportation regarding the Grand-35 Study. Your comments are important to us and will be shared with the appropriate members of our team.
075		Online comment tool	No name provided	There needs to be better signage for westbound Indian School to know to turn left at 33rd Avenue to access southeast-bound U.S. 60. Also the interactive comment map on the study website is difficult to use and I was unable to make multiple comments.	Thank you for contacting the Arizona Department of Transportation regarding the Grand-35 Study. Your comments are important to us and will be shared with the appropriate members of our team. The proposed signing will be developed during final design in coordination with ADOT and City of Phoenix
076	11/9/2023	Email (directly to ADOT ROW)	Pete Rottman	<p>Dennis:</p> <p>My name is Pete Rottman; I work at a firm named Arizona Industrial Properties. We both own and manage a property located at 3801- 3807 N. 35th Avenue, Phoenix, AZ 85017. As we understand it, ADOT wants to obtain that land/building in connection with the 35th Avenue and Indian School project.</p> <p>Further, we own and manage several other buildings in the area that we think are going to be impacted by the project.</p> <p>We were wondering if you might be able to visit our office at 5100 North 40th Street, Phoenix, AZ 85018 sometime in early December in order to help us understand the project and what we might need to do before the project gets underway.</p> <p>We could do anytime the week of December 4th (except the 7th) and anytime the week of the 11th (except the morning of the 12th and all day the 14th or 15th)</p> <p>Thanks for you help- feel free to call or email with questions or comments.</p> <p>Pete Rottman XXX XXX XXXX Direct XXX XXX XXXX Cell</p>	A representative from ADOT responded directly to the commentor on 12/05/2023 to coordinate an in-person meeting, and ADOT met with the property owner that month to answered their questions regarding the project. At the meeting, the business owner expressed his support of the project as it will improve overall traffic mobility on his remaining properties within the project area.