

## Summary of Public Comments and Responses

In August 2014 the Arizona Department of Transportation (ADOT) mailed a project newsletter to addresses within one-half mile of the State Route (SR) 101L (Price Freeway) widening project, between Baseline Road and SR 202L (Santan Freeway). The newsletter was also posted on the project website (<http://www.azdot.gov/projects/phoenix-metro-area>).

Below are responses to questions received that were similar in nature, including a description of which alternative was selected, an overview of the Maricopa Association of Governments' (MAG) Regional Transportation Plan (RTP) and funding, and questions regarding environmental review and noise impacts. Lastly, a table listing each comment received and a response.

### Selection of the Recommended Alternative

Design concepts were developed to provide one additional general-purpose lane in each direction on the SR 101L mainline between Baseline Road and the SR202L. The alternatives were developed to conform to the adopted regional transportation plans, improve traffic operational performance, achieve engineering design standards, minimize right-of-way acquisition and utility impacts, minimize environmental impacts, minimize project costs and obtain local agency and public support. Public agencies that have been involved in the alternative development and evaluation process include ADOT, FHWA, MAG, City of Tempe, City of Mesa and City of Chandler. A meeting was held on July 16, 2014 with representatives from multiple ADOT organizational elements to present existing roadway design conditions, existing retaining wall and major utility constraints, and how the existing features would influence the design concept for this project. At the conclusion of the meeting all parties agreed for the full widening design concept to be developed as the Recommended Alternative. The Recommended Alternative would construct one additional general-purpose lane in each direction on the SR 101L mainline from Baseline Road to the SR202L. In addition, the Guadalupe Road and Ray Road exit ramps would be reconfigured from one-lane to two-lane exits.

### Regional Transportation Plan

The Maricopa Association of Governments (MAG), Regional Public Transportation Authority (Valley Metro/RPTA) and ADOT have worked together for many years to develop a comprehensive Regional Transportation Plan (RTP) that was adopted by the MAG Regional Council in November 2003. The RTP is a comprehensive, performance based regional transportation plan that covers all major modes of transportation including freeways/highways, streets, public mass transit, airports, bicycles and pedestrian facilities.

The voters of Maricopa County passed Proposition 400 in November 2004, which authorized the continuation of the existing half-cent sales tax for the next 20 years to be used for implementing the RTP. The revenues collected from the half-cent sales tax are distributed between several transportation programs:

- Freeways and Highways (56.2%)
- Arterial Street Improvements (10.5%)
- Transit (33.3%)

The RTP freeway program (RTPFP) is developed and periodically updated through a cooperative effort among government, business and public interest groups that includes community outreach

and public involvement. The determination to the types and scheduling of the transportation improvements is based upon factors such as projected population growth, anticipated traffic volumes and related congestion, regional demographics, and available funding. The plan recommends the types of improvements that will be necessary for a particular facility such as new freeway corridors, additional general-purpose lanes, new high-occupancy vehicle (HOV) lanes, traffic interchanges, or freeway management strategies. The RTP identified the need for one additional general-purpose lane in each direction on SR 101L between US Route 60 (US 60) and State Route 202 Loop (SR 202L) Santan Freeway.

Public transit, including bus and light rail, are part of the overall RTP. However, funding for transit projects are separate from the freeway and highway program. Funding identified for freeway and highway projects must be used for those projects and cannot be used to fund transit projects (and vice versa).

The widening of SR 101L between US 60 and SR 202L (Santan) is scheduled for final design in fiscal year (FY) 2021 and construction beginning in FY 2023. The preliminary design and environmental studies are being done at this time so that if additional funding is identified the project can be moved forward. A project construction schedule has not been developed; however, construction could take up to 24 months to complete once it begins.

### **Project Environmental Review**

Transportation projects are required to go through an environmental evaluation during the planning and design stages before they can move into final design and then construction. This environmental review process is required under both federal and state law. The environmental review looks at potential impacts to a broad range of environmental resources including, but not limited to:

- State and federally protected plants, wildlife, wildlife habitat, and aquatic species
- Water quality, streams, wetlands, floodplains, and sole source aquifers
- Prime and unique farmland
- Cultural resources including archaeological sites and historic structures
- Publicly owned parks, recreational areas, and wildlife/waterfowl refuges
- Existing and planned development including residents, businesses, neighborhoods, schools, places of worship
- Air quality
- Noise
- Hazardous materials

Because this project is located within an existing transportation corridor and will be using existing right-of-way that has already been impacted as a result of the original construction and subsequent improvements, the environmental impacts are anticipated to be minor.

## **Noise Impacts**

Public concerns about traffic noise associated with the proposed project are primarily related to the following topics:

- future traffic noise levels if the project is constructed;
- the need for additional noise abatement (reduction) for current and future noise conditions;
- traffic noise generated from frontage roads; and
- construction noise.

The Arizona Department of Transportation Noise Abatement Policy (NAP), July 2011 implements the Federal Highway Administration (FHWA) noise standard (23 Code of Federal Regulations Part 772), which requires the consideration of noise abatement (reduction) measures for certain eligible Federal-aid projects, including the construction of a new highway or expansion of an existing highway. Existing and future peak traffic hour noise levels are currently being studied for the proposed widening of the SR 101L Price Freeway between US 60 and SR 202L (Santan) to incorporate an additional general-purpose lane in each direction of travel. One new noise wall is being proposed for this project. The wall will be constructed on the east side of SR 101 beginning immediately south of Baseline Road and will connect with an existing noise wall located just north of Guadalupe Road.

Existing traffic noise levels are determined from representative noise level measurements and modeling of the peak free-flowing traffic scenario using the FHWA-approved Traffic Noise Model (TNM) version 2.5. The TNM 2.5 model was used to predict the proposed future design year (2035) traffic noise levels in the project area. Roadways included in the noise model are the existing SR 101L general-purpose and HOV lanes, the freeway on and off-ramps, and the frontage roads for the existing traffic scenario. The future design year scenario will include the additional general-purpose lane.

Residential areas where future traffic noise levels would exceed existing levels by 15 A-weighted decibels (dBA) or more, or are predicted to exceed the ADOT NAP noise abatement criteria (NAC) of 64 dBA for residential and similar land uses, are considered for noise abatement. All proposed noise mitigation must be feasible, meeting engineering constructability standards and minimum noise reduction standards; and reasonable, meeting cost-per-benefit guidelines and considering preferences of benefited property owners and residents.

Construction noise is intermittent and depends on the type of operation (clearing, grading and earthwork, base preparation and foundations), location and function of the equipment, and equipment usage cycle. Per ADOT Standard Specifications for Road and Bridge Construction Section 104.08, roadway construction contractors "shall comply with all local sound control and noise rules, regulations and ordinances." Furthermore, all construction vehicles "shall be equipped with a muffler of a type recommended by the manufacturer" and shall not be operated "without its muffler being in good working condition."

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
1	Phone			No build or no action leave the freeway as is.	Thank you for your comments and participation. Your comments have been provided to the study team.
2	Mail			I live right off of the Ray road and the Loop 101. I use the freeway every morning during rush hour, so I see every day how crowded it is. The freeway definitely needs an extra full lane in each direction could be added. This will prepare for the future, and the roads won't need to be widened again in a few years. Thank you for helping to lessen traffic problems.	Thank you for your comments and participation. Your comments have been provided to the study team.
3	Mail			Please consider fixing the worst designed section of the freeway first; the 101 southbound between 202 (rd mnt) and the US 60. I drive all around town every day and this is a spot of the worst congestion. The right lane that ends southbound just past Broadway is the major problem. 2 <sup>nd</sup> is the one lane exit for Southern and Baseline. If this section could be widened, the whole southbound 101 would flow better. Almost every day, it is stop and go from 4-6:30.	Thank you for your comments and participation. Your comments have been provided to the study team. This project is part of the approved Regional Transportation Plan's highway and freeway program. Please refer to the Regional Transportation Plan summary above for more detail. The segment of SR 101L between SR 202L (Red Mountain Freeway) and US 60 has been widened as much as it can without major impacts to the surrounding businesses and neighborhoods and therefore is not currently included in the RTP. The RTP includes programs for public transit and other transportation modes.
4	Mail			Just too bad the ADOT didnt follow my written suggestions 15 years ago to make the 101 between the 202 Santan north to the 60 into four lanes to begin with. Just think of the hundreds of millions that would have been saved= But the tax payers must now suffer- AGAIN!!	Thank you for your comments and participation. Your comments have been provided to the study team.
5	Online	Abbs	Patrick	Alternative 1: Full with general purpose travel lane in each direction	Thank you for your comments and participation. Your comments have been provided to the study team.
6	Online	Allen	Jay	I favor the "No Build" option. I think funds could be better deployed to other highway projects. While the area between the US 60 and AZ 202 may be experiencing growth, there are likely other, more established areas which could benefit from new roads or the improvement of existing roadways.	Thank you for your comments and participation. Your comments have been provided to the study team.
7	Mail	Andazola	Robert	<ol style="list-style-type: none"> <li>1. I support NO BUILD leave as it</li> <li>2. I spent thousands of dollars on noise abatement windows because of the noise on the 101</li> <li>3. The construction work on the 101 also caused me medical problems because of the dust and air pollution.</li> <li>4. The 101 is already the widest freeway in the valley</li> <li>5. Widening the freeway only encourages in filling and public transportation.</li> </ol>	Thank you for your comments and participation. Your comments have been provided to the study team.

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
7 (cont.)				6. The Los Angeles mentality is a very, very bad idea.	
8	Online	Anderson	Carol	The on ramp going south bound on the 101 at Ray Road has been very dangerous to merge with freeway traffic since they added the double off ramp lanes leading to Chandler Blvd (the Chandler Mall). I'm not a frightful driver, but accelerating to 65/75 mph (the average speed of drivers in those lanes) and moving over 2 lanes when traffic is heavy (50% of the time) is very difficult. I'm not sure what you can do, to make it safer, but I strongly encourage you to study it! Otherwise, I am completely in favor of freeway expansion, and believe the Tempe/ Chandler corridors are in much greater need of the expansion than is the Indian reservation/ Scottsdale area. I really question why you chose to do the North end of the freeway first. I'd be interested to see what study lead to that decision. Carol Anderson North Chandler Resident	Thank you for your comments and participation. Your comments have been provided to the study team. This project is part of the approved RTP highway and freeway program. Please see the summary discussion of the RTP for more information including information on project scheduling. The added capacity should make merging onto the freeway easier.
9	Mail	Antosz	H	I believe the environment has suffered for many years because of thinking that streets are the answer to congestion. Pouring more concrete and making more roads is not the answer. It will make the temperatures higher. And toxic. Some years ago Dobson Rd. was widened using exactly the same reasons. All that happened was the area became less attractive, hotter, and it looks like a moonscape. There is no more traffic to "handle." What I believe is that ADOT got money from the government and must spend it in order to get more grants or whatever. If you want to handle more traffic look at alternatives. Not mess up the environment.	Thank you for your comments and participation. Your comments have been provided to the study team. Future traffic projections show a need for the project. A no-build alternative is no longer being considered. Please refer to the noise summary above for additional information on project-related traffic noise.
10	Online	Arnold	Kai	Having struggled with traffic going both ways on that particular stretch of freeway for several years, I would say I'm definitely in favor of alternative #1 - a full general purpose lane being added to each side of the 101. My only concern would be the time it would potentially take to complete such an expansion, since the overflow traffic resulting from the construction restrictions would impact the traffic in the neighborhood as well.	Thank you for your comments and participation. Your comments have been provided to the study team. Construction scheduling and staging has not been determined; however, every effort will be made to minimize impacts to local streets and roads.
11	Online	ASK	N/A	This is a great idea of a project. This project should have been built from day one. Waiting till 2023 is a disaster. If we have a crisis now, how about waiting 9 more years! I understand your limitation with funding, however, where is the list of priorities? Thank you for expediting the process for this important project. ADOT needs to show its far future plan to resolve these issues before they become more disastrous.	Thank you for your comments and participation. Your comments have been provided to the study team. Please see the summary discussion of the RTP for more information including information on project scheduling.
12	Mail	Austin	Roger	"NO BUILD" is my recommendation. I believe that the central valley including the west chandler area has enough freeway capacity to carry far into the future. Demographics have been changing for some time. Younger people are less and less dependent on cars for their daily transportation. Families are smaller and single person households continue to increase. Like all the major metropolitan area density will continue to increase. For these and other reasons I believe our transportation funds are better used on high quality, efficient light rail transportation. Light rail development that	Thank you for your comments and participation. Your comments have been provided to the study team. Please see the summary discussion of the RTP for more information including information on other transportation modes.

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
12 (cont.)				connects downtown Chandler, Chandler Fashion central with the current systems in Mesa and Tempe will be better to carry our community into the future.	
13	Mail	Baners	Robert	Add the lanes as soon as possible. I would vote for alternative 1 also add two more lanes each direction.	Thank you for your comments and participation. Your comments have been provided to the study team.
14	Online	Bedard	Joseph	It would be better to widen the 101 between Baseline Rd and Rio Salado Pkwy.	Thank you for your comments and participation. Your comments have been provided to the study team. This project is part of the approved Regional Transportation Plan's highway and freeway program. Please refer to the Regional Transportation Plan summary above for more detail. The segment of SR 101L between SR 202L (Red Mountain Freeway) and US 60 has been widened as much as it can without major impacts to the surrounding businesses and neighborhoods and therefore is not currently included in the RTP.
15	Online	Bernhardt	Terry L.	Terry Bernhardt No Build Option. 1. Propose a possibility of leaving 101 Fwy as is and allow HOV lanes to be used by all during rush hours to assist in handling increase of traffic flow. 2. People can use side Price Rd as an alternative route when main 101 Fwy traffic is congested. 3. I always allow minimal of 15 minutes of extra travel time during 101 Fwy congestion times. If I arrive a bit early....so be it. 4. It is believed that current shoulder safety pull off lanes are already too narrow to support a safe shoulder lane width reduction. 5. It is believed that existing current lane width reductions to add an additional lane would reduce highway safety travel margins. Rationale: I have lived in the same Elliot location while the 101 Fwy was originally built during (1988-2001) and have used it heavily during peak 7:00 to 9:00 AM and 4:00 to 6:00 PM congestion times. City population has increased and will continue to do so and 101 Fwy will continue to never be wide enough. I view the widening modification proposal as unnecessary and an extensive tax increase to all. Absolutely no build.	Thank you for your comments and participation. Your comments have been provided to the study team. Lane widths along SR 101L will not be reduced except for a 0.3-mile long section between Milepost 60.3 and 60.6 (Chandler Blvd). At this location the shoulder widths will be reduced a maximum of 1.0 feet (from 12-foot shoulders to 11-foot shoulders).
16	Mail	Bielby	Barbara		Thank you for your comments and participation. Your comments have been provided to the study team.
17	Mail	Bielo	Judith	I live close to 101/Guadalupe and Baseline exit. I do not use the 101 during peak hours at least not on a regular basis. Expansion seems favorable as I have seen from Price Rd how it gets quite congested! With Improvement comes some inconvenience. Cost. Etc. The public infrastructure is necessary to maintain flow and hopefully, fewer accidents.	Thank you for your comments and participation. Your comments have been provided to the study team.

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
18	Online	Blackburn	Candice B.	I use this freeway quite a bit. The loop 101 south is extremely congested with construction vehicles that don't always obey the speed limit nor traffic safety. They weave in and out of lanes or travel in the fast lanes not even doing the speed limit. Sometimes their loads they carry are not strapped down safely enough in my opinion to travel the freeways at all. I believe that another lane would enhance the options they have to choose a lane. Hopefully, it would be the farthest right lane for slower traffic. It would make the 101 south to travel in a more safely manner. However, you can't make people take the lane they are supposed to use regarding their load. It cannot hurt to widen the 101 south as population grows, this highway will continue to carry more traffic. I am all for expanding and renewing our infrastructure before the problem occurs. If I had to vote on this now, I would vote YES to the design alternative #1. Sincerely, Candice Blackburn	Thank you for your comments and participation. Your comments have been provided to the study team.
19	Online	Blaikie	William	No Build would be my choice. The problem isn't South of the 60 but between Southern and Broadway. Losing the lane there backs up traffic Northbound in the morning rush and Southbound in the afternoon. Add in the fact that traffic trying to merge in and having to move an extra lane over just compounds the problem.	Thank you for your comments and participation. Your comments have been provided to the study team.
20	Mail	Borawski	Rosemary	I am for alternative #1- full width general purpose lane in each direction. This is much need. The bottle neck is just awful to bad it can be started earlier than 2023, the traffic will only get worse in 9 years.	Thank you for your comments and participation. Your comments have been provided to the study team.
21	Mail	Bourgue	Kathy	My recommendation would be Alternative #1. (full width) However by the time this construction begins, I feel this plan will already be obsolete.	Thank you for your comments and participation. Your comments have been provided to the study team.
22	Online	Boyd	Hunter	We live in the Valencia HOA. There is already too much noise pollution that is directly caused by the 101 freeway. The noise protection barriers are already inadequate and the noise is already way too loud in the neighborhoods. Any new construction needs to include dramatically larger and more effective noise barriers as part of the whole planning process from the start. A good example is the nice sound barriers you see a little up the road in Scottsdale. Our HOA has been in contact with the Circle G HOA and also the Dobson Ranch HOA about this noise pollution issue, and we will be coordinating on this important issue going forward. Considering the fact that this noise pollution has a direct impact upon home property values, there will certainly be community action lawsuits against the AZDOT if the plan does not include the newest sound barrier technology to reduce noise pollution and preserve our property values. Thank you, Hunter Boyd	Thank you for your comments and participation. Your comments have been provided to the study team. Please see the discussion of the RTP above for more information. Existing and future peak traffic hour noise levels are currently being studied. A No-Build alternative is no longer being considered. Please refer to the noise summary above for additional information on project-related traffic noise.
23	Online	Brendemuhl	Christopher	We fully support the widening of the 101 freeway in this area, with full general-purpose travel lanes in each direction. This area of the valley continues to grow. In the mailing we received about this, it mentioned that traffic volume projections indicate it will only worsen. Our hope is that the widening is done with the long-term goal in mind - not just enough to get us through the next phase. It makes sense to build out to where the projections say. What we do not want, is a large, time-consuming and costly project that just has to be re-done/added to a year or two after completion because we took a short cut instead of just doing it all now.	Thank you for your comments and participation. Your comments have been provided to the study team.

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
23 (cont.)	Online	Brendemuhl	Christopher	Thank you!	
24	Mail	Broky	Wayne	I think alternative 1 is appropriate full width general-purpose travel lane in each direction. Alternative 2 sounds like traffic would be "squeezed" increasing risk of collisions.	Thank you for your comments and participation. Your comments have been provided to the study team. Lane widths along SR 101L will not be reduced except for a 0.3-mile long section between Milepost 60.3 and 60.6 (Chandler Blvd). At this location the shoulder widths will be reduced a maximum of 1.0 feet (from 12-foot shoulders to 11-foot shoulders).
25	Online	Burgess	Robin	Alternative #2 should suffice for now. Save the money and widen between the 202 Red Mountain and US 60, which seems WAY worse than the section you are addressing.	Thank you for your comments and participation. Your comments have been provided to the study team. This project is part of the approved Regional Transportation Plan's highway and freeway program. Please refer to the Regional Transportation Plan summary above for more detail. The segment of SR 101L between SR 202L (Red Mountain Freeway) and US 60 has been widened as much as it can without major impacts to the surrounding businesses and neighborhoods and therefore is not currently included in the RTP.
26	Online	Burnside	Don	Alternative 1. Besides the widening of the highway, I believe it would help even more if the on and off ramps were looked at. The congestion on this section of highway is mostly cause by people trying to enter and exit the freeway using the feeder lane (both directions). Also, the extra disappearing lane southbound at Baseline is an even bigger source of congestion. It causes more trouble that it helps. Thanks!	Thank you for your comments and participation. Your comments have been provided to the study team. The added capacity will ease overall congestion and make entering and exiting the freeway easier.
27	Email	Bush	Jan	Thank you so much for alerting me to the Loop 101 Design Concept Report and my opportunity to contribute to its scope. I live in the Price corridor, in a condominium neighborhood located at the Guadalupe Road interchange. I have benefited from improved regional access created when the Loop 101 opened 17 years ago.  I am aware of peak-hour congestion in the Price Road corridor, but I could not find data to support the road-widening solution the department proposes to study. I did find the 2010 Regional Transportation Plan update and learned the project is estimated to cost \$53.4 million. The regional plan projected Maricopa County population would be 4.22 million in 2010. That is significantly higher than actual US Census Bureau data for 2010, which is 3.82 million residents. I also noticed	Thank you for your comments and participation. Your comments have been provided to the study team. Traffic projections come from data obtained from MAG who updates their population and traffic projections every few years. These data are used to model the projected traffic volumes and levels-of-service out to 2035 for this project. The project costs are also updated as the project design progresses. The traffic projections are documented in the Design Concept Report.



Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
27 (cont.)	Email	Bush	Jan	<p>that the population concentration in the Price Road corridor is not expected to change (from the current 4,000 to 6,000 persons per square mile) by 2030.</p> <p>The regional plan documented lost productivity due to congestion, or a change in average peak period travel time, for many freeway segments but not the Price Road corridor. The regional plan also did not foresee any need to expand express bus service along that corridor of the freeway. In fact, the plan indicated that, valley-wide, per capita freeway vehicle-miles of travel dropped five percent from 2006 to 2008, to 8.36 miles. These data would seem to indicate that peak-hour congestion is a recent development and would respond well to managing demand and congestion with new, non-structural interventions.</p> <p>I was troubled by the regional plan's assertion that proposed projects, including the Loop 101 expansion, would not contribute to serious regional air pollution from vehicular emissions of particulate matter, nitrogen oxides, and carbon monoxide. That doesn't seem realistic.</p> <p>I hope the new study will update the Price Road corridor data I just referenced and address project justification in light of the additional data. In addition, I have two specific requests to add to the study's scope:</p> <ol style="list-style-type: none"> <li>1. Incorporate a new congestion pricing system and new express bus service into the scope of the No-build Alternative to reduce peak-period travel demand.</li> <li>2. Identify a high-capacity transit alternative. As a Loop 101 neighbor, I would welcome a new north-south alignment of Metro Light Rail instead of additional lanes of freeway. I think it is a more sustainable and future-oriented solution. The light rail extension would operate between the Apache Boulevard station and Loop 202 in Chandler. I see the existing peak-hour congestion as an opportunity to plan the first north-south light rail in the east valley, and the Price corridor is an exceptional location for it.</li> </ol> <p>In my view, we need our transportation projects to be more climate-friendly. Our #1 objective in planning transportation projects ought to be reducing dependence on fossil fuels and encouraging alternatives to gasoline-powered vehicles. We also need our transportation projects to better distribute benefits to average taxpayers that freeway expansion projects typically ignore. We need a high-capacity transit project that improves east valley access for workers, students, seniors, patients, and shoppers who don't have or don't want individual vehicles. We need for ADOT and the cities of Tempe, Mesa, and Chandler to lead us toward healthier communities and cleaner regional air.</p> <p>Thanks again for sending me a notice about the upcoming study. Please add me to the project distribution list. Sincerely, Jan Bush, AICP</p>	<p>that is being prepared for the project. As each project is developed they also conduct an air quality analysis. A number of factors go into projecting air quality impacts. Not only are motor vehicles producing fewer pollutants, improving traffic congestion also contributes to reduced air pollution. Please refer to the Regional Transportation Plan summary for more information.</p>

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
28	Online	Bush	Jan	<p>Thank you so much for alerting me to the Loop 101 Design Concept Report and my opportunity to contribute to its scope. I live in the Price corridor, in a condominium neighborhood located at the Guadalupe Road interchange. I have benefited from improved regional access created when the Loop 101 opened 17 years ago. I am aware of peak-hour congestion in the Price Road corridor, but I could not find data to support the road-widening solution the department proposes to study. I did find the 2010 Regional Transportation Plan update and learned the project is estimated to cost \$53.4 million. The regional plan projected Maricopa County population would be 4.22 million in 2010. That is significantly higher than actual US Census Bureau data for 2010, which is 3.82 million residents. I also noticed that the population concentration in the Price Road corridor is not expected to change (from the current 4,000 to 6,000 persons per square mile) by 2030. The regional plan documented lost productivity due to congestion, or a change in average peak period travel time, for many freeway segments but not the Price Road corridor. The regional plan also did not foresee any need to expand express bus service along that corridor of the freeway. In fact, the plan indicated that, valley-wide, per capita freeway vehicle-miles of travel dropped five percent from 2006 to 2008, to 8.36 miles. These data would seem to indicate that peak-hour congestion is a recent development and would respond well to managing demand and congestion with new, non-structural interventions. I was troubled by the regional plan's assertion that proposed projects, including the Loop 101 expansion, would not contribute to serious regional air pollution from vehicular emissions of particulate matter, nitrogen oxides, and carbon monoxide. That doesn't seem realistic. I hope the new study will update the Price Road corridor data I just referenced and address project justification in light of the additional data. In addition, I have two specific requests to add to the study's scope: 1. Incorporate a new congestion pricing system and new express bus service into the scope of the No-build Alternative to reduce peak-period travel demand. 2. Identify a high-capacity transit alternative. As a Loop 101 neighbor, I would welcome a new north-south alignment of Metro Light Rail instead of additional lanes of freeway. I think it is a more sustainable and future-oriented solution. The light rail extension would operate between the Apache Boulevard station and Loop 202 in Chandler. I see the existing peak-hour congestion as an opportunity to plan the first north-south light rail in the east valley, and the Price corridor is an exceptional location for it. In my view, we need our transportation projects to be more climate-friendly. Our #1 objective in planning transportation projects ought to be reducing dependence on fossil fuels and encouraging alternatives to gasoline-powered vehicles. We also need our transportation projects to better distribute benefits to average taxpayers that freeway expansion projects typically ignore. We need a high-capacity transit project that improves east valley access for workers, students, seniors, patients, and shoppers who don't have or don't want individual vehicles. We need for ADOT and the cities of Tempe, Mesa, and Chandler to lead us toward healthier communities and cleaner regional air. Thanks again for sending me a notice about the upcoming study. Please add</p>	<p>Thank you for your comments and participation. Your comments have been provided to the study team. Funding for the project comes from the half-cent sales tax approved by Maricopa County voters in 2004. The Regional Transportation Plan (RTP) also includes funding for other modes of transportation, including light rail and bus rapid transit. A major benefit of other modes of transportation is that it provides the public with transportation alternatives. Valley metro is currently conducting a <i>Southeast Valley Transit System Study</i> with a final report due in late Summer 2015. Please see the summary of the RTP for more information. The environmental studies for the project, including an air quality analysis, are based on updated MAG traffic volumes and using revised population projections. One of the major factors affecting air quality is traffic congestion. Reducing traffic congestion can have a positive impact on overall air quality.</p>

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
28 (Cont.)	Online	Bush	Jan	me to the project distribution list. Sincerely, Jan Bush, AICP	
29	Online	Butler	Jacquelyn	Alternative 1 is the best idea for travelers and our economy.	Thank you for your comments and participation. Your comments have been provided to the study team.
30	Online	Campbell	Frank	I suggest that Alternative 1: full with general purpose travel lanes in each direction. It needs to be completed as soon as possible. 2023 completion is not acceptable, construction should begin next year.	Thank you for your comments and participation. Your comments have been provided to the study team.
31	Online	Campos	Javier	I support the Alternative 1	Thank you for your comments and participation. Your comments have been provided to the study team.
32	Mail	Caporello	Thomas	You DOT make it impossible for us, you finish on project the start all over again. Like it was planned for the benefit of construction companies. No More Construction No Build p.s. you can't even get detours right, they are congested by construction too! Who plans this???	Thank you for your comments and participation. Your comments have been provided to the study team. A No-Build alternative is no longer being considered along with the build alternatives. Please refer to the RTP discussion above for additional information.
33	Online	Carruth	Rusty	Prefer alternative 1. Also, I'm concerned that all this will do is worsen the congestion on 60.	Thank you for your comments and participation. Your comments have been provided to the study team.
34	Online	Casselbury	Carolyn	Alternative 1 would be ideal. I would hope it could be done earlier as the heavy traffic is already an issue. I can not imagine how bad things will be by 2023. As it is now, getting on the 101 at Chandler Blvd north bound at 6:40 AM, the traffic is at a complete stand still and this is in the summer. Winter will only get worse! Hopefully the project can begin earlier, maybe with funds from Chandler.	Thank you for your comments and participation. Your comments have been provided to the study team.
35	Online	Cavanaugh	Dennis	Consider taking steps to improve utilization of the diamond lanes. One approach would be to sell access to the diamond lanes. Other approaches might include "odd/even" use also "rewarding" motorists who have fuel efficient cars. I have driven the 101 daily at all different times of the day. My impression has been that generally there is unused capacity in the diamond lanes. So the challenge is to move more traffic to those lanes. There are enough municipalities that have experimented with numerous solutions. Why not look for best practices and save the construction costs and motorist frustrations.	Thank you for your comments and participation. Your comments have been provided to the study team. MAG has other ongoing studies that are looking at various managed lane concepts utilizing the existing HOV lanes.
36	Online	Cavender	J	Alt 1. If this is 8 -9 years off for actual construction do whatever alternative (which appears to be #1 ) to add the most capacity to the system.	Thank you for your comments and participation. Your comments have been provided to the study team.
37	Mail	Christensen	Ted	My support would go to Alternative 1. I am surprised how long it takes between study and construction. 9 years is ridiculous. Have you considered enlarging highway 87 instead of the freeway (101)? Seems as though this would take some of the pressure off 101 and serve the people a bit further east with a viable alternatives to using 101.	Thank you for your comments and participation. Your comments have been provided to the study team. Please see the summary discussion of the RTP for more information including information on project scheduling.

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
38	Mail	Citizen	N/A	Keep the left lane shoulder as is. Using that to widen the road makes the road narrower and increase potential for accidents. It is nerve racking to have a narrow road to drive on. Keep Alternative 1. The 101 north already reduced the lane width & it is more stressful to drive on a narrow road.	Thank you for your comments and participation. Your comments have been provided to the study team.
39	Online	Clausen	Anna	In the interest of reduction of traffic congestion and hazards on the roadway, I would like car-alternatives considered in this study, such as expansion of the bus system and other public transportation options. If the bus system, the light-rail, or the bike trails/ bike lanes were at all convenient to my residence and the places I frequent, I would most certainly use those. The danger that the traffic speeds and driver awareness pose to biking don't encourage me to use the roadways and the bike path doesn't go anywhere near my work place. Since the light rail only has one main path with no branches, it is absolutely inconvenient for anyone who doesn't live within walking distance and does not go by some of the major employers in the valley (i.e. Intel and Honeywell). Please include public transportation and bike options in your study so that we can reduce traffic and improve air quality in the valley.	Thank you for your comments and participation. Your comments have been provided to the study team. This project is part of the approved Regional Transportation Plan's highway and freeway program. The RTP includes programs for public transit and other transportation modes. Please refer to the Regional Transportation Plan summary above for more detail.
40	Online	Coleman	Edwin D.	I support the No Build alternative. It seems that neither ADOT nor the FHWA have thoroughly considered the U.S. Public Interest Research Group's recent report on 21st century transportation trends, "A New Direction: Our Changing Relationship with Driving and the Implications for America's Future." The report found that "...a six decade-long period of steady increases in per-capita driving in the United States is over." So instead of spending \$billions on increasing the traffic-carrying capacity of the Loop 101 between US-60 and Loop 202, you should instead plan according to recent, pertinent data and not on outdated forecast models. If public money needs to be spent, it would better be spent on encouraging ride-sharing and improving public transportation alternatives such as extending the light rail system. Transportation policy in the United States ... remains stuck in the past. Official forecasts of future vehicle travel continue to assume steady increases in driving, despite the experience of the past decade. Those forecasts are used to justify spending vast sums on new and expanded highways, even as existing roads and bridges are neglected. Elements of a more balanced transportation system— from transit systems to bike lanes—lack crucial investment as powerful interests battle to maintain their piece of a shrinking transportation funding pie. The time has come for America to hit the "reset" button on transportation policy—replacing the policy infrastructure of the Driving Boom years with a more efficient, flexible and nimble system that is better able to meet the transportation needs of the 21st century. Read the entire report here: <a href="http://uspig.org/sites/pirg/files/reports/A%20New%20Direction%20vUS.pdf">http://uspig.org/sites/pirg/files/reports/A%20New%20Direction%20vUS.pdf</a>	Thank you for your comments and participation. Your comments have been provided to the study team. This project is part of the approved Regional Transportation Plan's highway and freeway program. The RTP includes programs for public transit and other transportation modes. Please refer to the Regional Transportation Plan summary above for more detail.
41	Mail	Combs	William	I prefer "No build" I used to live bordering the freeway and when the state built the 101 N basically in my backyard I noticed the increase in noise and carbon and rubber dust on my white "Kool deck" The dust on the "Kool deck" prior was just brown dust. After the construction and traffic now the dust is black, (carbon/rubber). The property values have decreased, the yard is now very dirty and noisy. We had to move a mile away <sup>6</sup> for health reasons due to the 101	Thank you for your comments and participation. Your comments have been provided to the study team.

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
41 (Cont.)	Mail	Combs	William	"improvements" I am not living in a fantasy world and understand that the highway will be widened however the corporate politicians want it. My second choice would be to widen based on "Alternative #2" which appears to be less disruptive to the unlucky neighbors who live along the 101. They can expect a decrease in property values and a much unhealthier place to live. Bill Combs.	
42	Mail	Cope	Terry	I believe that adding a new lane would definitely improve the flow of traffic. Alternative 2 would lessen the construction costs, lane closures and reduce the impact on the commuters.	Thank you for your comments and participation. Your comments have been provided to the study team.
43	Online	Crary	Joseph	No Build The money and effort would be better spent constructing a mass transit infrastructure for the light rail line.	Thank you for your comments and participation. Your comments have been provided to the study team. This project is part of the approved Regional Transportation Plan's highway and freeway program. The RTP includes programs for public transit and other transportation modes. Please refer to the Regional Transportation Plan summary above for more detail.
44	Online	Crary	Joseph	No-Build. This is a waste of taxpayer money, and will not address the root cause of urban transportation problems in the valley of the sun. A comparative study of urban transportation with any other city of comparable size, (within the United States or around the world), would result in a finding that the Phoenix metro area is purely reactive when it comes to efficiently moving mass numbers of people around the metro area. The problem is simply this - there are virtually no efficient alternatives to vehicular traffic. And while some may argue that the current bus or light rail systems provide an efficient alternative, I would strongly encourage those individuals to try using those systems on a regular basis. The defects present will be all too obvious even to the most casual observer. Building more lanes to a highway will not solve this problem. Expanding on the current light rail system would seem to be a step in the right direction, and a more efficient use of tax payer dollars. The Phoenix metro area is vast. Encouraging alternative transportation is a common sense approach to easing the overcrowded streets and highways. Encouragement will only succeed if the infrastructure is in place to make the system efficient and appealing. Spending taxpayer dollars on such an infrastructure is more preferable in the long run, and becomes the proactive vs. reactive approach.	Thank you for your comments and participation. Your comments have been provided to the study team. The purpose of the project is to widen SR 101. Light rail would not meet the purpose or need for the project. Widening SR 101 will reduce congestion and this could make commuter bus service more efficient and effective.

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
45	Mail	Davis	Helen	I very much support this 101 widening project, but think the transition from the 101 to the 202 needs help & worse the 202 transition to the 10 is atrocious. The widening of the 101 between the SanTan & 60 is just going to encourage more traffic & make these other transitions more congested. I trust you will think about that. Also, while I'm at it How about some trains from suburbs to central corridor?	Thank you for your comments and participation. Your comments have been provided to the study team. Funding for transit projects is allocated through other funding. Please refer to the discussion of the Regional Transportation plan above.
46	Online	Dey	Bimal	Based on excess traffic everyday , alternative 1 is the long term solution for easing the traffic on 101. Gilbert, Chandler has seen excess growth as compared to other cities like Mesa(which has a light rail to accommodate traffic). The growth is continuing as price corridor is adding more jobs with new companies establishing businesses. The Chandler mall traffic is growing as well. Overall the price road congestion is mostly between US 60 and Loop 202 and additional lane will significantly help reduce congestion and improve travel times. I suggest study the possibility of adding additional lane from 202 North (toward airport) to the 202 South loop(Chandler fashion square mall) since the congestion coming off from 202 N to 101 South is very heavy and back up on the 202 West every day	Thank you for your comments and participation. Your comments have been provided to the study team.
47	Online	Dion	Justin	Southbound 101 Guadalupe exit is a mess. With two lanes that can exit then the left lane u can continue southbound but that lane ends 1/4 of the mile down bottle necks the rest of southbound 101. People try to cut in but it just slows everyone down. Make both lanes have to exit to clear congestion	Thank you for your comments and participation. Your comments have been provided to the study team.
48	Online	Egan	Christine	Prefer Alternative 1 - A full width general purpose travel lane in both directions. In fact 2 more lanes in both directions would be even better. Going forward when you build roads, you should be looking to the future and build them right the first time instead of doing half the job and then cause a traffic mess by closing lanes, tearing up the existing roadway and doing it the way it should of been done in the first place.	Thank you for your comments and participation. Your comments have been provided to the study team. Please see the summary discussion of the RTP for more information.
49	Online	Egan	Kristine	Prefer Alternative 1 - A full width general purpose travel lane in both directions. In fact 2 more lanes in both directions would be even better. Going forward when you build roads, you should be looking to future and build them right the first time instead of doing half the job and then cause a traffic mess by closing lanes, tearing up the existing roadway and doing it the way it should of been done in the first place.	Thank you for your comments and participation. Your comments have been provided to the study team. Please see the summary discussion of the RTP for more information.
50	Online	Egidi	Mark	Overall I would support Alternative 2. However I do not think that that this should come as the expense of lane width. Drivers seem to have a hard time maintaining their lane position as it is currently. I only wish that you would add multiple lanes. It seems that every few years the freeway gets severely restricted to add one lane each direction. Bite the bullet now so valley drivers do not have to lose freeway access every other year or so. Just add three lanes and be done with it.	Thank you for your comments and participation. Your comments have been provided to the study team. Please see the summary discussion of the RTP for more information.
51	Email	Ench	Elisabeth	To ADOT Community Relations, Thank you for seeking resident comments on the widening of 101 loop. Our home is located on Greenway Drive. The house backs to US60 and is only a few houses south & west of the interchanges of 101 & 60. While we appreciate the noise abatement measures taken such as a very tall brick wall just north of our home,	Thank you for your comments and participation. Your comments have been provided to the study team. Please refer to the RTP discussion above for additional information. Existing and future peak

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
51 (Cont.)	Email	Ench	Elisabeth	still the traffic noise including jake breaks, used to slow vehicles down who are merging from the EB 60 and onto SB 101 seems to increase and remain for longer periods of time. By widening the 101, we are concerned added noise will result. Will you research whether widening a surface street such as Country Club (Hwy 87) could be feasible instead? By widening a surface street and making commuting along such a road may reduce the congestion on the 101. Again, we appreciate your efforts to consider resident comments. Sincerely, Elisabeth	traffic hour noise levels are currently being studied. A No-Build alternative is no longer being studied. Please refer to the information on project-related traffic noise.
52	Mail	Evans	Daniel	Yes the 101 freeway from the US 60 to the Santan 202 should be widened as soon as possible. I avoid the 101 freeway during "rush hour" as much as I can. The traffic is heavy and needs to be addressed much sooner than 2020 or whatever. It has not been too awful long since it was completed and should have been wider in the first place. It is very hard to merge & exit the closer you get to the Superstition Freeway & the 202 San Tan. I don't believe it should wait until 2021 to have its final design finished, just widen it with the least amount of closures and inconveniences. Get it done soon because it keeps getting congested earlier and does not lighten up until late as the time passes. So yes Alternative Number 1 (one) widen it with still having an ample shoulder lane on both sides and definitely keep the carpool lane, as hybrid alternative fuel vehicles reach the public. Just do it and do it right, Alternative Number 1 (one). Thank you.	Thank you for your comments and participation. Your comments have been provided to the study team. Please see the summary discussion of the RTP for more information including information on project scheduling.
53	Online	Ferretti	Dustin	I think this is a great idea. I often see the backup first hand as I am driving home with the lineup of vehicles hoping to access Route 60 stretching back two-three exits and causing general confusion.	Thank you for your comments and participation. Your comments have been provided to the study team.
54	Mail	Fischer	Jennie	As my retirement community is already very close to the existing freeway, I am against widening the 101 in my area. Despite the barrier wall, we continue to have problems with increased pollution and noise. Additional pollution in our area could be detrimental to the health of elderly residents. Since much of the traffic flows to the east and west after exiting the 101, why would ADOT not consider constructing a closer north/south freeway to the east to alleviate rush-hour traffic? I'm sure residents of Gilbert and east Chandler would appreciate that. Have you ever seen north or southbound Cooper/Stapley in the morning? Very congested.	Thank you for your comments and participation. Your comments have been provided to the study team. The proposed project is part of the regional transportation plan adopted by MAG. Any new transportation projects as well as improvements to existing facilities would go through this planning process. Please refer to the above discussion of the Regional Transportation Plan for more information.
55	Online	Fisher	Austin	I think that adding a lane will be smart but have we evaluated the following: Is it possible to just reduce the lane size and shoulder thus adding the additional lane on 101 without concrete construction outside of moving the middle wall? I think this is alternative 2 however Alternative two as listed above is not written clearly so I am making an assumption here. What type of delays will the construction cause? Given the impact of years of construction, has the AZDOT evaluated adding a 101 mini to the west of 101. Perhaps 1 lane each way running parallel to	Thank you for your comments and participation. Your comments have been provided to the study team. Other projects can be added to the program but they would have to go through an evaluation process. Under the current program and given the availability of

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
55 (Cont.)	Online	Fisher	Austin	dobson? This could pull people away from 101 and lower commute time. The same thing could be done going down Priest. Thank You, Austin	funding, it is not likely any new projects such as the ones you suggested could be added. In addition, consideration would need to be given to the impact of constructing projects like those along existing, developed, corridors. Please see the summary discussion on the RTP above for more information. Lane widths along SR 101L will not be reduced except for a 0.3-mile long section between Milepost 60.3 and 60.6 (Chandler Blvd). At this location the shoulder widths will be reduced a maximum of 1.0 feet (from 12-foot shoulders to 11-foot shoulders).
56	Online	Fitzgerald	Cynthia	To Whom it May Concern, I bought my home in 1993 before the freeway was built. The neighborhood was beautifully quiet at that time. Shea Homes told me before I signed the contract for my home that the City had plans for the freeway to not go above ground until after Chandler Blvd. Later, my understanding is that the City of Chandler (without vote from the public) changed the plans to build the freeway above ground at Ray Rd. to accommodate the builders of Chandler Mall. They wanted the visibility from the freeway. Today, living a quarter of a mile west from the freeway and so close to the mall, it is quite loud during the rush hours. I would suggest another alternative and that is that any widening of the freeway end while the freeway is still below street level. This will help to minimize the noise pollution in our neighborhood. Thank you for your consideration, Cynthia Fitzgerald	Thank you for your comments and participation. Your comments have been provided to the study team. SR 101L is below grade throughout the project limits except where it goes over Chandler Boulevard. Existing and future peak traffic hour noise levels are currently being studied. Also, a No-Build alternative is no longer being considered. Please refer to the noise summary above for additional information on project-related traffic noise.
57	Mail	Flood	Tom	Alternative to widening. Why not a monorail down center of freeways you got. Right of way and bridges in place or light rail.	Thank you for your comments and participation. Your comments have been provided to the study team.
58	Mail	Flower	Pat	Re: widening of 101 between US 60 and 202 Santan. We have lived here since 1970 and watched freeways built based on 10 year old projects, How about this time take into account all vacant and farm land for potential homes and business- not just along the 101 and the 202- but extend the study clear to Florence and Gold Canyon! All new homes and or businesses will add traffic to both 202 and 101. Also expansion at Mesa Gateway Airport, ASU campus and the technical campus. The Mormon Temple has resulted in a housing boom in the Gilbert-Queen Creek-Santan area. Don't forget you also have people from Casa Grande Community to Phoenix-Scottsdale via I-10-202 to the 101. Please, when adding lanes- PLAN FOR THE FUTURE- instead of building for yesterday!! Enough is enough! How much has been "wasted" on landscaping that had to be removed to add more lanes?	Thank you for your comments and participation. Your comments have been provided to the study team.



Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
59	Online	Foose	Brian	Freeway Needs to be widened. Do not narrow lanes...end up like Black Canyon Freeway. Alternative 1 is best. Also need to meter all entry ramps, north and southbound, at morning and evening rush hours. Northbound at Elliot and Guadalupe are crazy during evening rush.	Thank you for your comments and participation. Your comments have been provided to the study team.
60	Online	Fraser	Alex	Five mornings a week I ride a motorcycle North from Guadalupe to Pima/90th St exit. Due to bad drivers/tailgaters, I sometimes need to use the space between the HOV lane and the concrete barrier to save my life. ADOT has already realigned the stripes in some areas and now I am less safe as there's no place to escape. So you understand this issue, I was recently followed at a distance of 10 ft at 60 MPH. When I politely asked for him to back off, he came to within 3 ft and refused to back off. I had nowhere to go. (Southbound already painted). BTW: He was alone and shouldn't have been in the HOV lane. I rarely see police anymore and even if they were there, they can't stay against the barrier as there's no more room.	Thank you for your comments and participation. Your comments have been provided to the study team. Lane widths along SR 101L will not be reduced except for a 0.3-mile long section between Milepost 60.3 and 60.6 (Chandler Blvd). At this location the shoulder widths will be reduced a maximum of 1.0 feet (from 12-foot shoulders to 11-foot shoulders).
61	Online	Fresquez	Jennifer	I was not very happy getting this information about the widening of the 101. We live right behind price road and the 101 and I think this will be a huge distraction to have the construction.. Plus, how will this effect price road and the traffic? Also will this effect my property? I do not wish to have this happen. And I really hope this doesn't happen. I think this is a unnecessary expansion.	Thank you for your comments and participation. Your comments have been provided to the study team. The project will not require the acquisition of any new right-of-way or require the relocation of any residences or businesses. The reconstruction of any existing noise walls located along the right-of-way line or construction of new noise walls along the right-of-way line may require temporary construction easements from adjacent property owners.
62	Online	Fritzen	Marianne	I would like "No Build". We have enough noise from this freeway right now and don't need more. Yes, there is congestion during rush hour but no more than the other Phoenix freeways. Please do not expand this one. Instead, promote mass transit such as expanded light rail, etc. We need cleaner alternatives! Thanks so much for obtaining our opinions regarding this.	Thank you for your comments and participation. Your comments have been provided to the study team. Mass transit also receives funding through the RTP. For this project light rail would not meet the project's purpose and need.
63	Mail	Fronjevic	Barbara	I think it's a great idea to widen the 101 at Baseline to 202. I've lived here in the neighborhood for 39 years, saw the freeways go in (felt like it was for the better) as this is. However I'd just like to say to lead you can't do something for the congestion at Broadway & the 101, Southern at 101. People just seem to get so confused at these areas. I don't know why but they do. (accidents do occur because of it too). Thank you for your time!!! See your expanding the 101 in Scottsdale, which is a great idea too).	Thank you for your comments and participation. Your comments have been provided to the study team. Please refer to the RTP discussion above for additional information. Your comments have been provided to the study team.
64	Mail	Gage	Gina	I am concerned about 1. Traffic in my neighborhood during construction 2. Noise from construction 3. Cost of construction, and 4. Environmental & Archaeological concerns. I agree that widening should occur. I am more interested on the DC Report and Environmental document. Thanks for the flier. Gina Gage.	Thank you for your comments and participation. Your comments have been provided to the study team. Traffic management and detours during construction are determined during final

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
64 (Cont.)	Mail	Gage	Gina		design. Every effort is made to minimize construction noise impacts. In general, activities that would generate high noise volumes would be scheduled for daytime hours when most residents would be awake and/or at work. Environmental studies are underway. Because the project will be located within the existing right-of-way environmental impacts are expected to be minimal. The design concept and environmental documents will be available from ADOT upon their completion.
65	Online	Gale	Debra	I live at Price and Galveston. I don't often drive on the 101 during morning rush hour but when I do it is crammed until I get further north near the 60. I drive south more often during the late afternoon traffic on the 101 and it is horrible all the way from the 202 to where I get off at Ray. The 101 could use another lane to help	Thank you for your comments and participation. Your comments have been provided to the study team.
66	Online	Gibson	Aaron	Why is the existing study restricted to just between US 60 and the Santan? The section of the Loop 101 Price freeway between the Red Mountain Freeway (L202) and US 60 is constantly jammed as well. In particular, while merging onto Loop 101 southbound from the 202 (Red Mountain) eastbound, in a short distance, the freeway starts at 6 lanes, then reduces to 4 lanes, only to re-widen to 5 lanes before the US 60 exit. A similar situation occurs in the reverse direction (i.e. Loop 101 Northbound to Loop 202 Westbound). The reduction of lanes causes traffic stalls from the roadway exit on Loop 101, all the way along the Red Mountain freeway eastbound exit during rush hour. I drive this stretch quite a bit, and there is enough room for this whole stretch of the 101 to be 5 lanes (each direction), with potential auxiliary lanes. If there are merging considerations from traffic from the roadway exit, note that the US60 goes through a very similar situation between Alma School and the US60-Loop 101 interchange, with the US60 westbound to Loop 101 Northbound on-ramp. I will note that there probably is enough room to consider different lane configurations altogether (i.e. local-express) if merging problems are really that big of a deal. The point is that I think the study should increase its scope to consider adding a lane (or updating existing lane configurations) all the way to the Red Mountain freeway instead of just stopping at US60.	Thank you for your comments and participation. Your comments have been provided to the study team. This project is part of the approved freeways and highways portion of the Regional Transportation Plan (RTP). The RTP identifies transportation needs and prioritizes potential projects based on need and funding availability. The section of SR 101L between SR 202L (Red Mountain) and US 60 has been widened in the past and has been widened to the extent possible without having to acquire additional right-of-way and the relocation of residences and businesses.
67	Online	Gibson	Aaron	I asked this before but to clarify: Can the study also consider widening Loop 101 between US 60 (Superstition Freeway) and Loop 202 (Red Mountain Freeway) to 5 lanes in each direction (on the 101) as well? Traffic backs up on the 101 southbound and even to the 202 (Red Mountain) eastbound because the freeway merges into 4 lanes and then back to five. Right-of-way should not be an issue since there appears to be enough space for 5 lanes and maybe even 6 for an auxiliary lane between interchanges.	Thank you for your comments and participation. Your comments have been provided to the study team. This project is part of the approved Regional Transportation Plan's highway and freeway program. The segment of SR 101L between SR 202L (Red Mountain

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
67 (Cont.)	Online	Gibson	Aaron		Freeway) and US 60 has been widened as much as it can without major impacts to the surrounding businesses and neighborhoods and therefore is not currently included in the RTP. The RTP includes programs for public transit and other transportation modes. Please refer to the Regional Transportation Plan summary above for more detail.
68	Mail	Gil	Martha	Yo estoy con alternativa # 2. Le ayudaré con la congestión durante las horas pico. I am with alternative #2. It will help with the congestion during the peak hours.	Thank you for your comments and participation. Your comments have been provided to the study team.
69	Online	Gilbert	Bob	Understanding the traffic demand increase, I'm concerned about increasing traffic noise to surrounding our neighborhoods from the Loop 101 widening project. If there is not any noise abatement/reduction planning in the project, I'd say no to the widening project for Loop 101. ADOT needs to take a better look at existing traffic volumes and noise and address that issue before adding to it. If ADOT widens Loop 101, please ensure there is noise abatement efforts included in the project. Additionally, there needs to be more AZ DPS patrol officers to address the traffic on Loop 101 and to control the freeway better. I see very few if any AZ DPS officer patrols on the Loop 101. AZ DPS officers patrolling can help reduce the speeds and associated traffic noise; current and growing. ADOT must not only look at addressing traffic volume increases, but also look at responsibly addressing the associated noise and safety issues. Thank you.	Thank you for your comments and participation. Your comments have been provided to the study team. Existing and future peak traffic hour noise levels are currently being studied. A No-Build alternative is no longer being considered. Please refer to the noise summary above for additional information on project-related traffic noise.
70	Mail	Gillespie/Willmot	Shirley/Russ	Why does 101 Price freeway need to be studied and widened. That is not a question. There are express buses and the light rail. The rail is expanding. The city or state is continually requesting that people who work downtown and drive to use public transportation. These people drive downtown on the clogged freeway pay for parking their cars that don't go anywhere during the day; and then drive home on the clogged freeway. It's these people who want, ore and wider freeways. They cant give up their cars. By using public transportation, they are saving their cars, avoid paying for parking, enjoying reading the newspaper on the bus or rail or even taking a nap. They would get to work relaxed and ready to start the day or get home without the stress of clogged freeways. When I worked downtown, I used to express bus from Chandler for 4 or 5 years. I didn't have to worry about traffic, clogged freeways, where to park or the weather. Should the 101 freeway be widened we who lived along Elliott, Warner, Ray and Chandler and other streets end up with more traffic on the streets than we already have. We have to put up with the pollution from more traffic. We have to put up with the noise and pollution from the construction. We did this once and I don't think we residents what to do it again. My husband and I both have breathing problems and don't	Your concerns regarding AZ DPS patrols on SR 101L should be addressed directly with AZ DPS. The Phoenix Metro East District may be contacted at 602-223-2504.  Thank you for your comments and participation. Your comments have been provided to the study team. Please see the summary discussion of the environmental review, and RTP for more information including information other transportation modes.

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
70 (Cont.)	Mail	Gillespie/Willmot	Shirley/Russ	look forward to the dust and pollution from construction. Also should construction be done at night, there are larger lights and noise. No studies. No construction regardless of when. Get those people to get a better life style by riding public transportation. It's quieter, safer and cheaper.	
71	Online	Gillmore	David	I have lived at my current address for 30 years and have seen Price Road transition from being a quiet street that narrowed and ended somewhere south of Elliot Road to what it is today. The Price Freeway was necessary and welcomed in our area, but it has drastically changed the character of the neighborhood. Gone are the quiet evenings on the patio watching the stars or leaving windows open to enjoy cool evenings. Now there is a constant din or roar of traffic 24/7 depending on the day and time making outdoor activities in the neighborhood much less enjoyable. Expansion of the freeway is necessary, but ADOT must take the necessary steps for sound abatement to allow for this expansion without further deteriorating the quality of life in the neighborhood.	Thank you for your comments and participation. Your comments have been provided to the study team. Existing and future peak traffic hour noise levels are currently being studied. A No-Build alternative is no longer being considered. Please refer to the noise summary above for additional information on project-related traffic noise.
72	Mail	Griebel	Deann	This needs to be done now ASAP. That strip of freeway is nearly Always a parking lot from 4pm-7pm SE Valley needs this done so that the SE Valley can grow. Dee Griebel. I would want Alternative "1"	Thank you for your comments and participation. Your comments have been provided to the study team.
73	Online	Gustoff	Mark	*No Build for the 101 Price Freeway. We need another artery akin to the 303 on the west side built out east. We also need the 202 completed behind S. Mountain. Over a decade of delays to flow down the original intended path that MAG set.	Thank you for your comments and participation. Your comments have been provided to the study team.
74	Email	Hahn	Alan	I am writing to comment on the proposed widening of the Loop 101 between the 202 Santan and the 60 Superstition freeways. I currently drive the 101 from Warner Rd. in Chandler to Cactus Rd. in Scottsdale every day for work, so I am familiar with the current project to add another general purpose lane to the 101 from the 202 Red Mountain freeway to Shea. Unfortunately, it appears that this additional lane will be coming at the expense of the shoulders and lane width. My experience with this so far is that the reduction of shoulder area makes the road feel much less safe. When driving in the HOV lane you are only a few feet from the concrete divider between directions and have no options if someone enters the lane at slow speed during peak travel times. There is also no place for DPS officers to pull over drivers or for vehicles to exit the roadway.	Thank you for your comments and participation. Your comments have been provided to the study team. Lane widths along SR 101L will not be reduced except for a 0.3-mile long section between Milepost 60.3 and 60.6 (Chandler Blvd). At this location the shoulder widths will be reduced a maximum of 1.0 feet (from 12-foot shoulders to 11-foot shoulders).
75	Online	Hall	Jim	Based on this experience, if you are going to widen the Loop 101 from the 202 Santan to the 60, a full width general-purpose travel lane in each direction (Alternative 1) would be my preference. In my experience, and the experience of my carpool passenger who drives from Val Vista to Warner road on the 202 Santan and the 101 Loop, it is necessary to add another lane of travel, but Alternative 1 is the best approach.  Alan Hahn, P.E.  The last change in the 101 southbound to assist traffic flow exiting on to the 60 has rendered the Southern Ave exit useless during medium to heavy traffic. I would like to see Alternative 1 enacted as soon as possible.	Thank you for your comments and participation. Your comments have been provided to the study team.

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
76	Online	Hall	Stephen	Alternate #2. Conserve the landscape and minimize the additional cost and amount of paving.  Thank you for asking.	Thank you for your comments and participation. Your comments have been provided to the study team.
77	Email	Hamermaster	Leonard	Good afternoon, I received this information on the widening study of the 101 freeway. It doesn't explain what a "General-Purpose lane is. Maybe it's just me. What is it? Unless the economy gets better, I don't think there will be much of an increase in traffic for a while. But there is that chance that many more folks from the cold places will want to spend winter here. You asked for some input. So what is a "General-Purpose Travel Lane" ? Thanks, Leonard	Thank you for your inquiry about our project. Currently on the Loop 101 Price Freeway there are three general-purpose travel lanes and one HOV lane. We are studying the addition of another travel lane north and southbound within the study limits, which would make four travel lanes and one HOV lane in each direction on the Loop 101.
78	Online	Harding	Gilbert	No Build (or no action-the freeway remains as it is today) -This is not a viable option. *Alternative 1: Full with general-purpose travel lane in each direction -if this is to be done, accompanied by all fo the disruption of an endeavor of this size, add all the available lanes that are possible -2,3,4 that are available rather than wait and disrupt traffic at a later date to add additional lanes. *Alternative 2: General-purpose travel lane widening with reduced lane and/or shoulder widths, as needed. This is the option that I support. Least impacting and accomplishes the intended goal.	Thank you for your comments and participation. Your comments have been provided to the study team.
79	Mail	Hardy	Nancy	I'm not going to be a happy camper if widening the freeway means we lose Price Road on both sides.	Thank you for your comments and participation. Your comments have been provided to the study team. The proposed improvements would be done within the existing freeway right-of way. The frontage roads would remain as they exist today.
80	Online	Hart	Melissa	As a homeowner right near the Price frontage road and Ray we are not supportive of any further widening of the 101 freeway. We have lived here for 18 years and were present for the installation of the 101. That whole effort and on-going construction reduced our home values, and resulted in numerous traffic delays and issues. Today, crime has increased in our neighborhoods at the major exits and the traffic noise levels are a constant and major problem. We truly do not need further traffic on this freeway. Please leave it as it is and provide no further builds. Thank you for your consideration of all homeowners on this freeway.	Thank you for your comments and participation. Your comments have been provided to the study team. Please refer to the general Noise response for more information.
81	Mail	Harvey	Don	I would like to see two full width general purpose lanes each directions (North&South) with shoulder widths as needed. However if not possible then alternative 1 is the right thing to do. My thought was as long as you the state were doing such a project. How much longer in time would it be before it was too be done again. Due to traffic demand in future years.	Thank you for your comments and participation. Your comments have been provided to the study team. There are no future plans to this section of SR 101L any further. There is not sufficient room within the existing right-of-way to widen the road any further without having

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
81 (Cont.)	Mail	Harvey	Don		significant impacts to adjacent properties. Any future increase in traffic demand would have to be addressed in some other fashion.
82	Online	Heidemann	Jack	Outdated upon completion. Should have been done at the original beginning.	Thank you for your comments and participation. Your comments have been provided to the study team. Transportation projects are generally designed to accommodate projected demand out to a foreseeable date, generally 30 years into the future. In addition, available funding needs to be balanced between transportation needs throughout the metropolitan area. To the extent possible the original construction tried to take into account the possible expansion of the freeway by providing sufficient right-of-way to widen the road without the need for additional right-of-way. This approach enables an efficient use of funds to meet the transportation needs of the entire metropolitan area.
83	Online	Herring	Laurie	I support the No Build alternative. Recent, multiple studies have shown that the trend of steady increases of per-capita driving is ending: <a href="http://www.ssti.us/2014/02/vmt-drops-ninth-year-dots-taking-notice/">http://www.ssti.us/2014/02/vmt-drops-ninth-year-dots-taking-notice/</a> <a href="http://usp.org/sites/pirg/files/reports/A%20New%20Direction%20vUS.pdf">http://usp.org/sites/pirg/files/reports/A%20New%20Direction%20vUS.pdf</a> <a href="http://www.advisorperspectives.com/dshort/updates/DOT-Miles-Driven.php">http://www.advisorperspectives.com/dshort/updates/DOT-Miles-Driven.php</a> Not only will expanding the traffic lanes create an unnecessary expense (and tax burden) but it will also damage the quality of life for the households bordering on the Price/101 corridor. It is time to plan for future looking at current trends, not historical ones. Invest in public transportation instead.	Thank you for your comments and participation. Your comments have been provided to the study team. See the general response regarding the RTP and public transportation.
84	Mail	Hoffman	Geoff	Definitely in favor of widening Alternative 1. Biggest complaint of public works projects like this is that it is a huge inconvenience during the project. If at all possible why not work 3 shifts 24 hours a day on road reconstruction? Finish in 1/3 the time and its colder at night anyway. It always makes me angry when my commute is slowed to a crawl due to construction and there is nobody working. Hopefully you continue adding art and sculpture everyone raves about How beautiful our roads are. Thx ADOT!	Thank you for your comments and participation. Your comments have been provided to the study team. Construction activities will be schedule to minimize impacts to the traveling public to the extent possible. This will include working at nights or restricting road lane closures to weekends. The exact construction schedule will be determined during final design and through coordination with the construction contractor. Decisions about aesthetics will be made during final design.

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
85	Online	Hoffman	Sharon	I feel that ADOT should plan for the future - why only add 1 lane each direction? Traffic is congested now. Why not add 2-3 lanes per direction. This is always an inconvenience while the work is being done so do it all at one time.	Thank you for your comments and participation. Your comments have been provided to the study team. Further widening of SR 101L is not anticipated because this project will widen the road to the full extent of the right-of-way limits. Any further widening would result in significant impacts to the adjacent communities.
86	Online	Holland	Edward	I am strongly opposed. I thought we had learned that you can not simply keep widening highways. I don't think we should wind up like Los Angeles with 20 lane highways and constant traffic congestion. This project would be very disruptive to traffic for years. I see no benefit to it. Ed Holland	Thank you for your comments and participation. Your comments have been provided to the study team.
87	Online	Hollins	Caitlyn	Under no circumstances should Alternative 1 be considered. Due to the poor planning at the Guadalupe Road exit with no sound protective being given to those between Guadalupe and Elliot, the decibel levels have been in constant violation since the speed was increased on the freeway to 65. They were also barely within limits when the speed limit was 55. Obviously, as a homeowner directly affected by the construction of the freeway and one who now has a hearing loss most likely caused by the noise level even though we have been unable to enjoy our own yard since the freeway speed was increased, with the awful curvature of the Guadalupe Road exit with no sound protection despite the fact that the freeway height actually rises in that area, I would prefer that there be that the "no-build" option be considered. In the alternative, only Alternative 2 would be acceptable to me. We homeowners have already seen a significant reduction in our property values due to the construction of the freeway in the first place; and increasing the size of the freeway would further deteriorate those values. Thank you for your consideration.	Thank you for your comments and participation. Your comments have been provided to the study team. Existing and future peak traffic hour noise levels are currently being studied. A No-Build alternative is no longer being considered. Please refer to the noise summary above for additional information on project-related traffic noise
88	Mail	Hoopes	Jay	I would have put this on azdot.gov/101price by my browser said it could not be found. I whole heartily endorse the addition of another general travel lane on the 10 between the Superstation and Santan freeway. Travel volume on the 101 has been an issue since he route was originally opened and especially when the Santan was connected to it. The 101 is a wonderful addition to our communities and well worth the community and state cost. You have widened the 101 from the 202 to the Superstition and are now widening the 101 from Scottsdale to the 202. This is the next logical step. I recommend nothing less than a full general travel lane be a guideline. I recommend that no changes be made to the height of the flyover ramps or addition of higher ramps on the current 101 / superstition interchange. I also recommend that the design and construction be accelerated to less than a five year process. I have lived within 800 ft of the 101 / Superstition interchange since 1983. I am reminded of the meeting and controversy that surrounded the original interchange design and the mystery local citizen that recommended the current	Thank you for your comments and participation. Your comments have been provided to the study team. We apologize for the error in the online comment form. The correct website address is: <a href="http://www.azdot.gov/projects/phoenix-metro-area/loop-101-(price-freeway)">http://www.azdot.gov/projects/phoenix-metro-area/loop-101-(price-freeway)</a> . This project will be adding one general-purpose lane in each direction and will not change any of the traffic interchanges. The Chandler Boulevard overpass will be widened by one lane to the east, but will not be raised.

Loop 101 (Pike Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
88 (Cont.)	Mail	Hoopes	Jay	<p>arrangement. At the time we were very concerned about use of the very high flyover bridge routes at the interchange and wanted to maintain the previously and vetted tunnel arrangement was declared unworkable, unsafe and too expensive. We all ask "What went on in the design consideration phase that caused such a blunder in the original interchange design" in the end "someone" had a design "epiphany" that would handle all traffic of the future and ADOT and the Tempe City Council assured all the interest parties adjacent to the interchange that the current arrangement would handle all traffic of the future. This debate included a controversy that included Tempe City Council pressure, action and influence with ADOT to accommodate the Priest exit for access to the Arizona Mills Mall not previously in the design of US 60 and the acceleration of 101 constructions to the Chandler Fashion Mall area. It also included consideration for additional funds for the Priest exit design and construction that seemed to offset by the mystery design with its attendant redesign and contract changes. It also included the lack of appropriate and timely environment impact studies for the malls and the off-ramps to them. From my perspective Chandler and ADOT held Tempe hostage to a quick resolution and mystery citizen appeared with a plan that ADOT thought was profound! Please do not open the door on redesigning of the interchange that might heighten the traffic to elevation above current elevations.</p> <p>However, if the studies recommend the introduction of higher flyovers bridges it will bring about tremendous controversy. This will come especially from me and my neighbors. The current height is noisy as it stands. We can't have more of it and we will fight ferociously to prevent more noisy traffic bridges. I recommend that guidelines of the study be to maintain the current arrangement of the interchange. If widening within the current interchange boundaries is possible it will likely not meet with controversy. If you introduce tunnels again, it may also work out.</p> <p>Less than a full general purpose lane will just delay its eventuality and cost extra money in some other "temporary" arrangement that increases the flow some but not to full lane capacity. Perhaps even an additional lane should be in the planning for eventual construction.</p> <p>The construction activity can be very disruptive to all who regularly use this route. I recommend that the studies include methods of shortening the construction time and/or providing methods that do not impede current travel volumes. I also recommend that the studies include methods to shorten the 7 year final design process. All of this review, design, and construction if priorities are set, can be done in five years. Infact the interchange redesign and introduction of the Priest exit took much less.</p> <p>Thank you for considering my comments and opinions.</p>	



Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
89	Online	Hopkins	Ted	<p>Hello, I live very close to the 101 for over 12 years. I bought my house close to the 101 for easy access. I have seen the traffic along this freeway grow tremendously over the years. We are in definite need of an additional lane. And more importantly, walls to block the noise near the Ray Rd. section of the 101. I used to barely hear the traffic from the freeway but now it's very noisy in the early morning. I sometimes have to wear ear plugs to sleep because the noise from the traffic on the 101 is so loud. I've seriously considered selling my house to move farther away from the freeway due to the increased noise. I for one would love to see the proposed lane increases to the 101, but much sooner than proposed.</p> <p>Thank You</p>	<p>Thank you for your comments and participation. Your comments have been provided to the study team. Please see the summary discussion of the RTP for more information including information on project scheduling. Existing and future peak traffic hour noise levels are currently being studied. A No-Build alternative is no longer being considered. Please refer to the noise summary above for additional information on project-related traffic noise.</p>
90	Mail	Horn	Anthony	<p>9/17 101/Price Widening Study Comments: Anthony Horn As on who drives these roads frequently, I would suggest postponing this project and giving other projects a higher priority. My reason: All of the nearby freeways that feed or are by the 101/Price stretch are more congested. When I drive those roads and then progress to the 101/Price stretch, it always moves along more rapidly. Examples of the roads which are more congested: 1. East/West section of 202/Red Mountain 2.101 just north of hwy 60. 3. East/west section of hwy 60 4. East/west section of 202/SanTan. I believe the money would be better spent on any of these sections. Thanks for allowing us to give input, and hope the above it useful. Anthony Horn.</p>	<p>Thank you for your comments and participation. Your comments have been provided to the study team. This project is part of the approved Regional Transportation Plan (RTP). Please see the summary discussion of the RTP for more information including information on project scheduling.</p>
91	Mail	Hudson	Martin	<p>Consider additional noise abatement measures. Already too loud without adding additional traffic.</p>	<p>Thank you for your comments and participation. Your comments have been provided to the study team. Existing and future peak traffic hour noise levels are currently being studied. Please refer to the noise summary above for additional information on project-related traffic noise.</p>
92	Online	Hunninghake	Daniel	<p>2640 S. El Dorado No build; this area of the freeway does not cause nearly the same congestion as similar parts of the Loop 101 already under construction. These back-to-back projects will cause further delays for an extended period of time for inconclusive benefit. Many things could change in the 9 years before planned construction that could warrant such a project, which should be assessed at that appropriate time in the future.</p>	<p>Thank you for your comments and participation. Your comments have been provided to the study team. This project is part of the approved Regional Transportation Plan's highway and freeway program. Please refer to the Regional Transportation Plan summary above for more detail. The need for this project is based upon projected growth in traffic volume. In addition, should additional funding become available the project could be accelerated and constructed sooner. Construction will</p>

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
92 (cont.)	Online	Hunninghake	Daniel		take between 18 & 24 months to complete. Scheduling will be done to minimize traffic impacts.
93	Online	Idé	Patricia	I believe that the final choice should be No Build. The money should instead be spent on mass transit such as a light rail extension. We do not need more congested traffic than is present already. More cars equal more pollution and more environmental damage. Light rail in conjunction with cross city buses and feeder vans for stops in locally congested areas would be a far wiser use of this funding.	Thank you for your comments and participation. Your comments have been provided to the study team. The proposed project is part of the Regional Transportation Plan developed by MAG. The RTP includes funding for highway, rail, and other modes of transportation. See the discussion on the Regional Transportation Plan above for more information.
94	Online	Imhoff	Rodney	Alternative 1: Full with general-purpose travel lane in each direction	Thank you for your comments and participation. Your comments have been provided to the study team.
95	Email	Irwin	Jim	Consideration in the Design Concept Report and Environmental Document.  Sent from my iPad James c. Irwin	Thank you for your comments and participation. Your comments have been provided to the study team.
96	Online	Ivanhoe	Jonathan	752 N Sicily Drive Does the alternatives address a 30 year planning horizon for traffic? If not, then it should because we don't want to be 5 years into construction to have an expanded freeway that only solves a traffic issue for 10 years. Can we expand east or west of the corridor to go from what currently is 8 lanes (four in each direction) to 16 lanes (eight in each direction)? What about creating a highway bridge that extends above the current corridor. Think like the George Washington Bridge in NYC where traffic flows directional based on level (upper or lower). The biggest concern is the added traffic that will be created by doing the construction. Can we limit the HOV lanes to shorter times from 7:00am to 8:30am and from 5:00pm to 6:30pm? Regards	Thank you for your comments and participation. Your comments have been provided to the study team. Please see the summary discussion of the Regional Transportation Plan for additional information. The design year for this project is 2035. Construction should take between 18 and 24 hours to complete. Highway transportation projects generally address a 20-year planning horizon. Widening of SR 101L beyond what is planned for this project would have substantial impacts on adjacent properties.
97	Mail	Jacobs	Bradley	Strongly agree the traffic congestion needs to be addressed and fixed. However don't agree or understand why this process should have 9 years to even begin to start the construction phase. What makes you think that a decision and design plan that is 9 years old will even begin to address the current problem in the year 2023? Seems like the process/plans would be out dated! This area of the valley continues to grow beyond current states are projections of any reports. Traveling during peak hours, which cannot be avoided because of employment, is crazy to get to work by 8 a.m. often requires one to leave there house by 6:30-6:45 a.m. You can never leave work early enough to avoid the traffic backup.	Thank you for your comments and participation. Your comments have been provided to the study team.

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
98	Mail	Johnson	Jerry	The traffic is terrible during rush hour hours on the 101 and very unsafe. Some of the problems are from new business on the price corridor. I believe alternative one is best. It will be worth the construction and temporary delay.	Thank you for your comments and participation. Your comments have been provided to the study team.
99	Mail	Jordan	Raymond	Please keep me informed, particularly about public meetings. For those of us who are located near 2 major freeways (60&101) sound is very important. We already experience high levels of noise, particularly during rush hours. I want to be sure that this study expresses noise concerns and does not fail to study the combination of sound coming from the existing 60 as well as the upgraded 101. Thanks.	Thank you for your comments and participation. Your comments have been provided to the study team. Existing and future peak traffic hour noise levels are currently being studied. A No-Build alternative is no longer being considered. Please refer to the noise summary above for additional information on project-related traffic noise.
100	Mail	Keller	Phyllis	Please Alt #2 reducing present lanes widths and shoulder widths with lane widening only as absolutely necessary. There start Pecos Road/South Mountain Freeway which will help the entire situation; as well as the mess at I-10/US 60. Thank you for asking there are much worse freeway problems than this. One new full lane in each direction will take out the beautiful side walls and decorations between Mesa and Chandler and cost a fortune. No? Sincerely, Phyllis Keller. Alt. #1 will be obsolete in a few years anyways. Environment always suffers when you accommodate more cars. No build isn't a bad idea either.	Thank you for your comments and participation. Your comments have been provided to the study team. Please refer to the general environment review summary above.
101	Email	Kelso	Laurie	I agree that an additional lane should be added from the 60 to the 202, particularly going south bound. Traffic is at a standstill during rush hour.	Thank you for your comments and participation. Your comments have been provided to the study team. Your comments have been provided to the study team.
102	Online	Kenney	Bill	Sent from my iPhone Vote for Alternative 1 on this endeavor.	Thank you for your comments and participation. Your comments have been provided to the study team.
103	Online	Kessler	Patricia	As you know, there is high traffic flow to southeast valley. Another scoping project should look into turning Gilbert Road into a north/south freeway. This would pull significant traffic off the 101. Thank you. If I could vote on this, I would say Alternative 1. I only wish it could be started now. I'm less than 1 mile from the Ray Rd ramp so I use the Loop 101 often. I love the 101 but know it needs to be able to handle more traffic. Good luck.	Thank you for your comments and participation. Your comments have been provided to the study team.
104	Mail	Killip	Norm	I do think this is a great idea and a necessity during rush hour. The freeway is very over crowded- needs to be none. Thank you do a great job with our freeway system under the budget constraints you have	Thank you for your comments and participation. Your comments have been provided to the study team.
105	Mail	Knobel	Amy	I support Alternative 1 Full width general purpose travel land in each direction. Seven years until final design and construction two year after that is simply Too long to wait for this expansion. What would it take to complete in a more timely fashion?	Thank you for your comments and participation. Your comments have been provided to the study team. Please see the summary discussion of the RTP for more information including information on project scheduling.

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
106	Email	Knoth	Judith	<p>Dear Sirs:</p> <p>I am for leaving this project alone NO BUILD! I live 2 blocks away from Price and increasing the lanes on the freeway will increase noise and air pollution in our neighborhood beyond what we already have from the existing freeway.</p> <p>Thank you, Judith Knoth</p>	<p>Thank you for your comments and participation. Your comments have been provided to the study team. Please refer to the noise summary above for additional information on project-related traffic noise. The project is also evaluating air quality impacts. A number of factors go into projecting air quality impacts. Not only are motor vehicles producing fewer pollutants, improving traffic congestion also contributes to reduced air pollution. Your comments have been provided to the study team.</p>
107	Online	Kossler	David	<p>This is certainly a worthwhile project. The Price Freeway needs another lane in each direction. However, the project neglects the most congested, most dangerous (particularly southbound) section of the 101, the area between US 60 and the Red Mountain Freeway. This area has numerous accidents and is persistently congested. Due to a "cost saving" re-design when it was originally built, this section lacks sufficient lanes and on/off ramp capability to handle its current load. This would only worsen if this project was completed as envisioned. Considering the current ongoing expansion of the Pima Freeway by a lane, it makes no sense to also expand this Price Freeway section while retaining the bottleneck in the middle. Any expansion of the Price freeway needs to include an expansion and redesign of the section between US60 and the Red Mountain Freeway.</p>	<p>Thank you for your comments and participation. Your comments have been provided to the study team. This project is part of the approved Regional Transportation Plan's highway and freeway program. The segment of SR 101L between SR 202L (Red Mountain Freeway) and US 60 has been widened as much as it can without major impacts to the surrounding businesses and neighborhoods and therefore is not currently included in the RTP. The RTP includes programs for public transit and other transportation modes. Please refer to the Regional Transportation Plan summary above for more detail.</p>
108	Mail	Kratzenberg	Alex	<p>I am all in favor for making Fwy's bigger as they should be from the beginning. But what I would like to see is taller 1. Trees on the fwy for more shade. 2. An emergency pull off or rest area 3. New highway wall decorations on the side walls 4. Rubber coat the fwy. 5. Energy resources "solar" or wind turbines in the middle or sides since vehicles are making wind all day countless amount of free energy. 6. Glow in the dark paint stripes 7. Better alert billboard before US 60 for traffic 8. Put an exit for Frye on 101 south due to major traffic for mall and Costco.</p>	<p>Thank you for your comments and participation. Your comments have been provided to the study team. Decisions on many of the items you discussed would be made during final design. The project will be landscaped similar to current landscaping, as appropriate. Emphasis is given to using plants that require minimal maintenance and minimal water. Current plans call for the use of rubberized asphalt for paving. A new exit at Fry is not possible because of how close it is to both Chandler Blvd to the north and SR 202L to the south. In urban areas spacing between traffic interchanges is usually one mile.</p>

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
108 (Cont.)	Mail	Kratzenberg	Alex		Please refer to the RTP discussion above for additional information. Your comments have been provided to the study team.
109	Online	Kruege	Jessica and Tim	We are in favor of adding a lane in both directions. The traffic has gotten really bad on this stretch of the freeway ... by the time construction begins you may actually need two lanes.	Thank you for your comments and participation. Your comments have been provided to the study team.
110	Online	Lafferty	Brenda	Alternative 1 at minimum. It would be better if a design could be constructed to remove traffic exiting to the 60 from the 101 exit at price. Perhaps an overpass beginning before the roadway exit would be the best as that is a dangerous exit as well.	Thank you for your comments and participation. Your comments have been provided to the study team.
111	Online	LaGrandier	Gail	<p>I am solely in favor of the NO Build option.</p> <p>(1) Adding additional freeway lanes is not the solution for traffic congestion in Arizona. Widening the 101 will only encourage more vehicular traffic. A significant segment of our population, representing all age groups but most especially the millennials, is seeking out and using transportation modes other than personal vehicles. Improving access to affordable public transportation and other alternative modes is the future of our society. As we plan for this future, we must focus on moving people and not solely on moving cars.</p> <p>(2) Study the viability of using Price Road for development as a corridor that could transport individuals in buses, frequent neighborhood circulators, street cars, or other options that give people a convenient option to get out of their cars but to conveniently travel within the study area. Would include park and ride sites and could link to the light rail at Apache.</p> <p>(3) It is absolutely critical that the study include air quality measurements. Vehicular pollution, particularly tiny solids called ultrafine particulate matter, are a hazard to human health. "Over the last 30 years, growing numbers of studies have shown that smaller particulates emitted by trucks and cars barreling down our nation's highways can promote heart disease and strokes. The EPA regulates these tinier hazards, to a point, but Brugge is concerned that the agency hasn't gone far enough to safeguard the health of roadside residents." (Source: Tufts Now. Big Road Blues. Sept 27, 2013).</p> <p>(4) The study should consider the science that prompted the Los Angeles County Department of Public Health to recommend that a buffer of at least 500 feet should be maintained between the development of new schools, housing or other sensitive land uses and freeways. There is a child care center in my neighborhood that is already adjacent to Price Road and the 101 and lots of residential housing.</p>	<p>Thank you for your comments and participation. Your comments have been provided to the study team. The RTP includes funding for other transportation modes including buses, bus rapid transit, light rail, and bicycles and pedestrians. Please refer to the RTP discussion above for additional information. The environmental studies being conducted include an air quality analysis.</p>

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
112	Online	Lee Lum	Fred	Please consider completing the sound walls between Ray Rd and Chandler Blvd.	Thank you for your comments and participation. Your comments have been provided to the study team. One new noise wall is being proposed for this project. The wall will be constructed on the east side of SR 101 beginning immediately south of Baseline Road and will connect with an existing noise wall located just north of Guadalupe Road. Please refer to the noise summary above for additional information on project-related traffic noise.
113	Mail	Lister	Mr & Mrs Frank B	We are very much in favor of alternative 1. A full width general-purpose travel lane in each direction.	Thank you for your comments and participation. Your comments have been provided to the study team.
114	Mail	Liu	Rex	No Build	Thank you for your comments and participation. Your comments have been provided to the study team.
115	Online	Livengood	Dee	If you compare the width of the subject 101 freeway with those in other parts of the country where HOV lanes are not painted in place you will find that it is feasible to repaint this section of the 101 adding one lane to ease the morning and evening congestion. The potential 6 lanes per side may be slightly more narrow and the center access area may be quite narrow. The problem with using HOV lanes to force commuters to carpool is that it has failed. It is impossible for most commuters to find compatible folks to ride to near the same destination at the same time. I find now that many drivers are using the HOV lanes during rush hour and just taking the low risk chance that they might get caught. The fundamental problem with HOV lanes is that when commuters need the HOV lane they can not use it and when they do not need it then they can use it. What an incredible concept!!! I understand that this idea would be a temporary solution for the current congestion during rush hour but it could be implemented now with just paint. I hope someone is listening that can make a positive difference in the Phoenix freeway system. Sincerely, Dee Livengood	Thank you for your comments and participation. Your comments have been provided to the study team.
116	Online	Mayer	Ken	1. The map of the project area is inaccurate. Chandler Fashion Center is located south of Chandler Blvd, not Ray Rd as you have indicated. While this does not affect the merits of the widening project, it does create skepticism about the overall management of that project, and I encourage you to make the correction as soon as possible. 2. Widening the 101 is a fine idea, but the information provided does not give us any way to evaluate the alternatives. Can the roadway actually be widened? If so, what would be the impact on the current frontage road, and the homes and businesses that border it? What would be the other effects of adding a new lane? What does Alternative 2 even mean? Does it mean leaving the roadway at its current size, and with the current number of lanes, but widening the travel	Thank you for your comments and participation and for pointing out the error in the map. Your comments have been provided to the study team. The Recommended Alternative that is being developed would add one general-purpose (GP) lane in both directions to SR 101L and would not impact Price Road. The project would not require any additional permanent right-of-way. The differences

#	Type	Last Name	First Name	Comment	Response
116 (Cont.)	Online	Mayer	Ken	lanes and minimizing the shoulders? I think we need much more clarity and detail before we can make any reasonable input into the direction of this project.	between the Alternatives were in lane and shoulder widths. Alternative 1 would have full-width lanes and shoulders. This would require the acquisition of additional permanent right-of-way and would impact adjacent property owners. Alternative 2 would have some areas with reduced lane and/or shoulder widths to avoid the need for additional new right-of-way. See the section on Selection of the Recommended Alternative above.
117	Online	McClung	June	Alternative 1 I assume is adding one lane. What is Alternative 2? It doesn't mention adding another lane so I don't know what it means - travel lane widening and reduced lane width are contradictory so it's unclear to me what this alternative entails. I think the HOV lanes should be eliminated completely and opened up as regular travel lanes for all. That HOV lane is never particularly busy yet the other lanes are sitting bumper to bumper. The freeway was built, then widened years later to add an HOV lane, and now it's being messed with again, currently in the northern portion. It is totally frustrating and seems to be a waste of taxpayer's money. DOT should get their act together; it's hard to believe they could not have foreseen future congestion at the time it was built or again at the time they added the HOV lane. Make the HOV lane a regular travel lane. The few people that do use that lane frequently leave it to the last minute to get over for their exit and then they try to cross three or four lanes of already heavy traffic making the delays even worse. It's mostly a four-lane highway but I do not believe that a quarter of the traffic on the highway is eligible to use the HOV lane and therefore I don't feel that a small minority of people should have their own lane at the expense of the majority. GET RID OF THE HOV LANES.	Thank you for your comments and participation. Your comments have been provided to the study team. This project is part of the approved RTP. Please see the summary discussion of the Regional Transportation Plan for additional information. Alternatives 1 and 2 are similar. Alternative 1 would provide one general-purpose lane (GP) in each direction with full-width lanes and shoulders. Alternative 2 would provide one GP lane in each direction but would reduce the lane and/or shoulder widths to minimize or eliminate the need for purchasing additional right-of-way. See the section on Selection of the Recommended Alternative above. The HOV lanes are included to encourage carpooling and also provide a less congested route for commuter bus service. The original construction did anticipate the need for widening and provided sufficient right-of-way for future widening. The staged approach to constructing the highway provides the capacity at the time it is needed and also allows for a more efficient use of the funds available so that other projects can also be built.
118	Mail	McDowell	Ed&Diane	Recommend No Action/No Build-the fwy remains as is. There no action course of action/option should be followed for reasons of cost and neighborhood preservation/reduced noise, traffic & air pollution.	Thank you for your comments and participation. Your comments have been provided to the study team. At this time the no build is still an option under

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
119	Online	McNeal	Melissa	Alternative 1: Full width general-purpose travel lane in each direction. These additional lanes would create better travel for citizens that are commuting to and from work. There is a growing population in the east valley that works commutes west in the morning and east in the evening. The traffic and slowing where the 60 and 101 meet could be drastically reduced by adding a lane in each direction. The HOV lane is not used to its full potential. Is there any alternative for the HOV lane? I understand the purpose of the HOV lane that is beneficial for carpooling and Fuel efficient cars.	Thank you for your comments and participation. Your comments have been provided to the study team. Your comments have been provided to the study. MAG coordinates with all of the jurisdictions and with local employers to encourage carpooling, transit, or other transportation modes to reduce traffic volumes. The carpool lanes are one way to try and provide an incentive for people to carpool.
120	Online	Mears	Ed	I strongly recommend Alternative 1: Full GPLs in both direction. The auxiliary lanes are also needed but make those continuous, essentially widening the freeway to 1 HOV + 4 GPL + 1 continuous auxiliary lane. There is a large volume of traffic on this highly congested freeway during morning and evening rush hour. The regular back up of traffic moving less than 10 MPH takes away from my quality of life, depriving me of time with my family and increasing my time on the highway by 50 to 100%. This is the one leg of my 35-mile commute to Metrocenter where traffic is regularly less than 20 MPH. Please use Prop 400 money now to improve this freeway. Please move this project up sooner to help the commuters! Thank you! Ed Mears	Thank you for your comments and participation. Your comments have been provided to the study team. Please see the summary discussion of the RTP for more information including information on project scheduling.
121	Mail	Miller	Russell	Before adding travel lanes, consider what you will do with the south end of the freeway. Everyone must exit to 202 E or W, or to Price. If you don't add capacity to the exit ramps, the freeway will back up no matter how many lanes you add. When you do choose to add lanes (until 1 support) done screw around! Widen the road to the maximum extent possible without tearing down overpasses etc. There is nothing I hate more than a project that takes many years but only adds one lane each way think big.	Thank you for your comments and participation. Your comments have been provided to the study team. Please refer to the RTP discussion above for additional information.
122	Mail	Mizner	Frank	Strongly encourage HOV lanes for entire length of 101.	Thank you for your comments and participation. Your comments have been provided to the study team. HOV lanes currently exist along the entire length of SR 101.
123	Online	Moore	Mark	I drive this route many times each week. While I don't have access to the usage statistics which you no doubt have it appears to me that the HOV lane is not utilized or used to the greatest degree possible. If we could invest a bit of money in moving some vehicles into the HOV lane it would possibly not then be necessary to spend ALOT of money on having to widen the 101. Mark T Moore	Thank you for your comments and participation. Your comments have been provided to the study team.
124	Online	Moore	Mike	I drive this route many times each week. While I don't have access to the usage statistics which you no doubt have it appears to me that the HOV lane is not utilized or used to the greatest degree possible. If we could invest a bit of money in moving some vehicles into the HOV lane it would possibly not then be necessary to	Thank you for your comments and participation. Your comments have been provided to the study team.



Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
125	Online	Morgan	Harry	spend ALOT of money on having to widen the 101. Mark T Moore I'm a delivery driver covering all of Maricopa County and parts of Pinal County. I highly recommend Alternative 1 as the best solution of the ones presented at this time. My personal experience on driving on the 101 Pima Freeway Loop shows me that this is by far the best solution.	Thank you for your comments and participation. Your comments have been provided to the study team.
126	Mail	Morse	Joy	Is this necessary	Thank you for your comments and participation. Your comments have been provided to the study team.
126	Mail	Moten	James	Excellent please expand now!	Thank you for your comments and participation. Your comments have been provided to the study team.
127	Mail	Mustaleski	J.	It's well known Americans are married to their cars, but perhaps it's because there is no mass transit options in most of the country. I believe your proposal to widen Loop 101 has no hope of solving future traffic issues and is a waste of money. The only answer is to add a mass transit solution (e.g. subway or light rail) that would run parallel to 101 and all major highways in the state. ADOT has the opportunity to be forward thinking or to throw another patch on a broken system. This widening has no hope of relieving traffic congestion by the time its completed. Sincerely, J. Mustaleski.	Thank you for your comments and participation. Your comments have been provided to the study team. Please see the summary discussion of the RTP for more information including information on funding for other transportation modes
128	Online	N/A	Brian	I support Alt 1 or Alt 2. The highway is very congested for several hours a day. Specifically where the road drops down in lanes due to a lane ending. I drive this several times many days in the week, and I see lots of traffic slowing, dangerous lane changes because of the inadequate number of lanes, and volume. A new lane is needed to keep up with the growing population and traffic. And with another lane, there will be less stop-and-go traffic which will mean better fuel economy for drivers who use the freeway.	Thank you for your comments and participation. Your comments have been provided to the study team.
129	Online	N/A	Diane	101 Freeway Price, should be widened to handle the ever-growing population in Chandler and South of Chandler. If freeway is wide from the 202 north, and it narrows south of the 202 the bottleneck will get even worse than it is now	Thank you for your comments and participation. Your comments have been provided to the study team.
130	Online	N/A	Evan	Do you people proof what you send out???????? in the newsletter and online you have chandler fashion center at WRONG location. if you cant locate that place correctly, you better add another 20 years.	Thank you for your comments and participation and for your catching the error in the map.. Your comments have been provided to the study team.
131	Mail	N/A	Jean	Freeway remains the same so that we don't become like Washington D.C., Los Angeles, and other dreadful traffic congestion center. Also increased traffic will result in additional pollution, noise and traffic on secondary roads leading to expanded freeway. Certainly property values; as not many persons find residence close to increased traffic patterns desirable. We find noise of Ray Road most undesirable. Thank you for your considering my opinion (also spouse has some opinion). Jean	Thank you for your comments and participation. Your comments have been provided to the study team. See pages 1 and 2 for a summary of the environmental review.
132	Mail	N/A	Linda	I would prefer to see suggestions for public transportation and enhancement of Express bus routes and public education. Pollution is bad enough in the valley already.	Thank you for your comments and participation. Your comments have been provided to the study team. This project

Loop 101 (Price Freeway) Widening Study: US 60 (Supersstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
132 (Cont.)	Mail	N/A	Linda		is part of the approved Regional Transportation Plan's highway and freeway program. The RTP includes programs for public transit. Please refer to the Regional Transportation Plan summary above for more detail.
133	Online	N/A	Malone	We live in the Valencia HOA. There is already too much noise pollution that is directly caused by the 101 freeway. The noise protection barriers are already inadequate and the noise is already way too loud in the neighborhoods. Any new construction needs to include dramatically larger and more effective noise barriers as part of the whole planning process from the start. A good example are the sound barriers you see further north in Scottsdale. Our home owner's association has been in contact with the Circle G HOA and also the Dobson Ranch HOA about this noise pollution issue, and we will be coordinating on this important issue going forward. Considering the fact that this noise pollution has a direct impact upon home property values, we hope the plan includes the newest sound barrier technology to reduce noise pollution and preserve our property values.	Thank you for your comments and participation. Your comments have been provided to the study team. Existing and future peak traffic hour noise levels are currently being studied. A No-Build alternative is no longer being considered. Please refer to the noise summary above for additional information on project-related traffic noise.
134	Mail	N/A	N/A	This is America-Why do you waste time & money printing in Mexican language too? Requirement for citizenship=speak English.	Thank you for your comments and participation. Your comments have been provided to the study team.
135	Online	N/A	N/A	I live on Warner rd and commute to Shea BLVD every day. The traffic in the morning and evening does not bother me or is really that bad between Guadalupe 202 Santan freeway. The big problem is that there is always an accident right between Broadway and Baseline 4pm to 6pm. That's why the highway always seemed jammed. Its a hazard between those streets, its usually unusual if someone hasn't got in a accident between that day. thank you	Thank you for your comments and participation. Your comments have been provided to the study team.
136	Online	N/A	N/A	2 years?!?!?!	Thank you for your comments and participation. Your comments have been provided to the study team.
137	Online	N/A	Sue	Instead of putting millions into more lanes that will just stack up more traffic, how about more public transportation? I live near the freeway, I know that an additional lane will NOT make traffic move any faster. It will just give another place for cars to inch along and pollute the air more. Think bigger than you are, and for future generations.	Thank you for your comments and participation. Your comments have been provided to the study team. The environmental studies for the project, including an air quality analysis, are based on updated MAG traffic volumes and using revised population projections. One of the major factors affecting air quality is traffic congestion. Reducing traffic congestion can have a positive impact on overall air quality. Your comments have been provided to the study team.

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
138	Online	N/A	Wendy	With the rapid changes the valley experiences, it seems unrealistic to design a plan that won't begin construction until nine years later and expect that it will meet the needs of the valley when it is complete. However, given the three options, I would opt for Alternative 1. By 2023, I'm sure that more lanes will be needed as the southeast valley continues to grow. Narrower lanes tends to slow traffic and feels less safe.	Thank you for your comments and participation. Your comments have been provided to the study team.
139	Mail	Near		The traffic is awful not if the option to adding 2 more lanes in each direction is there..... go for it. The road will be a mess anyways so start and finish ASAP. Please don't put cones along the entire route at the start time (you did that on Chandler Blvd and it was ridiculous) Block off where you working only that's only logical. Make the road as wide as possible the entire way some people can barely stay on the road now widening or narrowing parts (alternative 2) is the recipe for disaster.	Thank you for your comments and participation. Your comments have been provided to the study team. Adding two additional lanes is not possible without the acquisition of more right-of-way. The addition of new right-of-way would result in significant impacts to the adjacent neighborhoods and businesses.
140	Online	Norwood	Tom	Loop 101 was designed to be saturated. With entry/exits every mile and two all-way freeway interchanges (Superstition & Red Mountain) 3.5 miles apart, traffic cannot be expected to move smoothly at peak periods even with twelve lanes. Compounding the issue are the trademark "lose-a-lane" features, like northbound north of Broadway or southbound south of Guadalupe; at peak periods, these additional merges just can't happen. Additionally, the two lane 60E to 101S transition decreases from two lanes to one right at the point where the transition merges with 101S; if you're in the left lane on the transition, you've got trouble (unless you're the substantially larger vehicle). Consideration should be made to eliminate some of the 60/101 transitions, such as 60W to 101N and 60E to 101S. This may not seem palatable, and will push some vehicles onto surface streets for additional miles, but it smooth out some bad merge points. The other idea would be to create "express" lane(s) that would prevent drivers in the left lane(s) from accessing 60 and/or 202 (Red Mountain). At present, drivers using the HOV have to cross all lanes of traffic in order to access 60 and Red Mountain. This slows the HOV lane and becomes a waste of time. One idea would be to start on the HOV lanes of the 202 Santan before the 101 transition, have one "transfer point" around Elliot (northbound you can't leave these lanes, just enter), and have the lanes end north of McKellips. The problem is that all lanes of traffic can get bogged down both ways at Elliot and northbound way past McKellips, which would cause difficulty in the merge back to regular lanes of traffic. Since Alternatives 1 and 2 won't supply any relief, my vote otherwise is for No Build.	Thank you for your comments and participation. Your comments have been provided to the study team.

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
141	Online	OBrien	Erin	A speed study may be warranted on the frontage road with anticipated traffic growth for alternatives studied. It is already quite noisy even given posted speed limits on the frontage road. Noise levels have to be addressed with all scenarios i would imagine.	Thank you for your comments and participation. Your comments have been provided to the study team. Existing and future peak traffic hour noise levels are currently being studied. A No-Build alternative is no longer being considered. Please refer to the noise summary above for additional information on project-related traffic noise.
142	Online	Osborn	Susan and Dean	<p>I believe that we can keep our freeways safe and functioning optimally without resorting to the expensive and possibly dangerous alternatives as laid out in either Alternative 1 or 2.</p> <p>Alternative 1 would make traveling the freeway miserable and clog up traffic for a long time while construction is underway, and I'm not sure what other problems the widening would cause with existing structures.</p> <p>Alternative 2 would make freeway travel more dangerous because of the reduced lane and/or shoulder widths.</p> <p>I think the problem during rush hour would be much alleviated if you eliminated the HOV lanes each way and turned them into regular traffic lanes. I have always thought that the HOV lanes are extremely dangerous during rush hour because the traffic on these lanes is moving so much faster than the slower traffic in the other lanes. If a person in the HOV lane wants to exit, he usually has to cross at least three to four lanes of traffic to do so. (The only exception I can think of is if there is an exclusive exit for the HOV lane, such as the one on I-10 and 3rd street heading west.) This means slowing down considerably -- possibly coming to a complete stop-- to find a space to merge to the right. The cars behind him, which are moving at much higher speeds, may not see him in time and crash into him before he safely gets into the next lane over. This is why I have always been afraid to travel in the HOV lanes.</p> <p>If you use these HOV lanes during rush hour for regular traffic, you would have your extra lanes without having to do any freeway widening or lane narrowing, saving the state of Arizona a lot of money, while still accomplishing the purpose intended. It would also make the freeway, in my opinion, a much safer place to be during rush hour.</p>	<p>Thank you for your comments and participation. Your comments have been provided to the study team. This project is part of the approved RTP. A No-Build alternative is no longer being studied. Please see the summary discussion of the Regional Transportation Plan for additional information.</p>
143	Online	Palmer	Alexander S	Any additional lane will come in handy, however, please execute any construction in a safer manner than currently happening on the 101-Pima highway. Road closures on weekends are inevitable but it is clear that the road crews do nothing to clean the debris before reopening the roadway after the weekend. I purchased a new car the same weekend that the current construction began and I already have 4 or 5 cracks in my windshield as a result of rocks and other debris on the	Thank you for your comments and participation. Your comments have been provided to the study team. Regarding the current Loop 101 widening project, there were some initial issues with debris on the roadway. We apologize for the windshield

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
143 (Cont.)	Online	Palmer	Alexander S	highway. I'm actually having a new windshield installed today and I'm rather nervous about how long it'll last before needed another replacement. Thanks, Alex Palmer	damage you incurred and hope you were in contact with our Risk Management Department that can be reached by calling (602) 712-7327. We have since increased our sweeping of the project area and have changed the type of equipment used in this sweeping process as well.
144	Online	Paula	Carruth	please do Alternative 1 with full general purpose travel lane in each direction. We need the shoulder to be there, not reduced. With all the truck and traffic, I don't want reduced lane widths.	Thank you for your comments and participation. Your comments have been provided to the study team.
145	Mail	Pearman	Julie	I support alternative 2. Something needs to be done, it is getting very congested and this area is getting more populated.	Thank you for your comments and participation. Your comments have been provided to the study team.
146	Mail	Pedersen	Ray	No Build leave freeway the way it is today. Get rid of the restricted HOV lane and allow it opened all the time. Nobody cares about share a ride. Very few drivers are ever in that lane. By opening it all the time you have just enlarged the freeway. I know the HOV was federal mandate and funds were supplied by the federal gov. But that was a long time ago. Pay back the feds and you cost would be far less than a new lane.	Thank you for your comments and participation. Your comments have been provided to the study team.
147	Mail	Pemerton	Dorene	This project would benefit Tempe. The 101 is getting busier everyday while I would rather just see another lane added without the HOV designation it may help. Please go forward with the project.	Thank you for your comments and participation. Your comments have been provided to the study team.
148	Mail	Penich	Richard	I would only widen below Guadalupe Road on down. I would get rid of the HOV lane, it needs to be a real lane for everyone. The HOV lanes are now outdated. The group that will be moving to hybrids, electric, and carpooling will take place anyways. The main bottleneck today starts at Guadalupe Road on down. Then it backs up to 60 and above.	Thank you for your comments and participation. Your comments have been provided to the study team. Please refer to the RTP discussion above for additional information. The project would widen SR 101L beginning at Baseline Road. There are currently no plans to make any changes to the system traffic interchanges at US 60 or SR 202L.
149	Online	Peoples	Kelly	I don't think I have enough information to make any informed comments at this time, but I have two questions: 1. Will the widening project, in any form (alt 1 or 2), remain within the existing freeway footprint and ROW? Specifically, will there be any imminent domain issues where residents or businesses may be forced to move because of the project? 2. When will additional details, especially detailed maps/plans of the proposed alternatives, be available to the public?	Thank you for your comments and participation. Your comments have been provided to the study team. Alternative 1 would provide full-width lanes and shoulders throughout the length of the project. This would result in the need for additional right-of-way. Alternative 2 would reduce lane and/or shoulder widths in selected locations to avoid the need for additional right-of-way. The recommended alternative will have some reduced lanes and/or shoulders and will

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
149 (Cont.)	Online	Peoples	Kelly		not require the acquisition of new right-of-way. There may be a need for temporary construction easements for some of the noise walls. Additional information will be available through the project website as the studies are completed ( <a href="http://www.azdot.gov/projects/phoenix-metro-area/loop-101-(price-freeway)">http://www.azdot.gov/projects/phoenix-metro-area/loop-101-(price-freeway)</a> ).
150	Email	Piattoni	John	<p>Please assist, I have a question about the Pima 101 improvement project.</p> <p>Will the freeway be widened between the McDonald Road interchange and the Indian Bend interchange, in both directions? I never understood why a full lane was not included when the free was originally built, versus the typical on / off lane that is available at every other interchange. The lack of the full lane causes a lot of slowing as cars are forced to immediately enter the freeway.</p> <p>Thanks in advance for a response,</p> <p>John Piattoni</p>	<p>Thank you for your comments and participation. Your comments have been provided to the study team. The widening of SR 101L between Shea Boulevard and SR 202L (Red Mountain) is currently underway under a different project. The project will add one additional lane in both directions with two additional lanes northbound between the Red Mountain and McDowell Road. More information can be found on the ADOT website, <a href="http://azdot.gov/projects/phoenix-metro-area/loop-101-(pima-freeway)">http://azdot.gov/projects/phoenix-metro-area/loop-101-(pima-freeway)</a>.</p> <p>Highway projects such as SR 101L are often planned for future expansion but are not fully built out because the demand for the additional lanes is not anticipated to occur for some time and staging the development funding can be allocated to other needed projects in the region. The on/off lanes that you describe are generally referred to as auxiliary lanes. The alternative to auxiliary lanes would be to have ramps merge directly into and from the main through lanes. The use of auxiliary lanes provides a greater distance for cars to merge and helps reduce the congestion created by these mergers. 1</p>

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
151	Online	Pitman III	Gary	Recommend conversion of HOV lane to general-purpose travel lane FIRST. If the need still seems to exist, than alternative may be viable.	Thank you for your comments and participation. Your comments have been provided to the study team. This project is part of the approved RTP. A No-Build alternative is no longer being studied. Please see the summary discussion of the Regional Transportation Plan for additional information.
152	Mail	Piwowarzyh	Jeremy	I am opposed to this project. This will not resolve traffic problems but rather just casue more traffic feed into bottlenecks@ the 202-101 transition or the US60-101 transition. The traffic issues on the 101 are not causes by the width of the 101 but by the fact it bottlenecks with large lane number to smaller lane numbers and thus creates slow down inmy opinion this proposed project would only make this situation worse. My position would be NO-BUILD.	Thank you for your comments and participation. Your comments have been provided to the study team.
153	Mail	Plainer	T.D	The reduction in stop and go driving should reduce environmental impact in addition to obvious benefit to freeway.	Thank you for your comments and participation. Your comments have been provided to the study team.
154	Mail	Pocode	Monte & Cheryl	If you plan on widening the road can you also make taller sound walls to protect the neighborhood? Scottsdale has much taller walls from street to the top of the wall. I am concerned about sound.	Thank you for your comments and participation. Your comments have been provided to the study team. Existing and future peak traffic hour noise levels are currently being studied. A No-Build alternative is no longer being considered. Please refer to the noise summary above for additional information on project-related traffic noise.
155	Mail	Potthast	James	I urge you to not proceed with this project. Most freeway delays are created by 1 on/off traffic interchange. 2 Semi (truck traffic), 3 Lane merge and 4 Carpool lane exit. The exit interchanges here have a well times traffic light system that handles the flow well. The on ramps have timers that maybe engaged when required. This stretch of the 101 is not a high traffic area for trucks. Except for Guadalupe (because of the 60) there is no lane merge. More lanes will make carpool exit worse. There already exit a carpool lane, 3 lanes of regular traffic, and a joint on/off lane. This model works well. Adding another lane will not improve these issues. In most cases, creation of additional lanes does not add additional space. The results lanes are smaller and out of alignment, driving surfaces are uneven, and emergency shoulders are reduced or eliminated. It is my opinion that expanding the freeway in the proposed location will not provide a positive impact in return for the expense and inconvenience that will be incurred by both the construction and the results. To me it is for more important to maintain the quality if the existing roadway and I suggest that the funds would be better spent there. NO BUILD	Thank you for your comments and participation. Your comments have been provided to the study team. The addition of another general purpose lane will reduce congestion and improve traffic flow along SR 101L. The improved traffic flow will make it easier for traffic to move over from the HOV lanes to exit the freeway. Lane widths along SR 101L will not be reduced except for a 0.3-mile long section between Milepost 60.3 and 60.6 (Chandler Blvd). At this location the shoulder widths will be reduced a maximum of 1.0 feet (from 12-foot shoulders to 11-foot shoulders).
156	Email	Reed	Laura	I received the flier about the possible widening of loop 101 and wanted to share	Thank you for your comments and

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
				<p>my thoughts.</p> <p>This is something that definitely must be done. I believe waiting until 2023 to begin is waiting way too long! I would favor a full-width general-purpose travel lane in each direction if you have the space to do it. That way, in the future you can reduce the shoulders/lane widths if more lanes are needed.</p> <p>I hope this can proceed sooner than 2023!</p> <p>Thank you</p> <p>Laura Reed</p>	<p>participation. Your comments have been provided to the study team. The RTP goes through periodic reviews and updates. Should additional funding become available, consideration will be given to accelerating this or other projects.</p>
157	Online	Ricke	David	<p>I would go with Alternative #1. For the following reasons 1) The option of doing nothing is not going to help any one. 2) In the past freeway expansions that have been built to ease congestion, have had little impact on easing congestion, because they do to little ( i.e. one lane in each direction, when two lanes are what is needed to deal with the congestion by the time the project is finished). However we need to do something and Alt #1 is better than Alt #2. Because it is just not wise to crowd another lane into the existing space as narrow shoulders and narrower lane widths are unsafe when motorists break down.</p>	<p>Thank you for your comments and participation. Your comments have been provided to the study team.</p>
158	Online	Rico	Silvia	<p>Alternative No.2 - Additional lanes in both directions w/ reduced lane widths seem appropriate. Traffic bottle necks every day morning and night due to all the slow traffic, even when there's no reason for the traffic to be moving that slow. Perhaps additional signs to move slower traffic to the right. Although a good driver should know to move to the right, yet without the signs no one seems to move and allow traffic to move faster and in order on the left.</p>	<p>Thank you for your comments and participation. Your comments have been provided to the study team.</p>
159	Mail	Rios	Evangeline	<p>Something needs to be done about the a.m. and p.m. rush hour construction. I support widening or addition of lanes.</p>	<p>Thank you for your comments and participation. Your comments have been provided to the study team.</p>
160	Online	Robinson	James	<p>There needs to be more than one general travel lane added to the Price freeway. Adding two lanes is more realistic. If this project doesn't begin until 2023, as posted in the mailed publication, more than one or even two lanes will be needed. One additional lane is needed NOW. It is stated in the publication that "traffic volume projections indicate the congestion will worsen in the future". By 2023 the congestion will be much worse and additional lanes will be needed before the project is even started. Why not add more than one lane to accommodate the demand? Don't allow for right hand lanes to end at Broadway and Elliot. When the traffic must merge at these points it obstructs the flow for everyone. These two points and the point on the 143 south where the right lane ends just after University is extremely poor planning and decision making. Carpool lane ramps desperately need to be added connecting the 101 and the 60 in all directions, the 202 Red Mountain and 101 in both directions and the 101 to the 202 San Tan west bound.</p>	<p>Thank you for your comments and participation. Your comments have been provided to the study team. Please see the summary discussion of the RTP for more information, including scheduling. Adding two additional lanes is not possible without the acquisition of more right-of-way. The addition of new right-of-way would result in significant impacts to the adjacent neighborhoods and businesses.</p>
160	Online	Robinson	James		



Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
<b>(Cont.)</b>					
<b>161</b>	Online	Robinson	James	<p>It bewilders me why carpool lane ramps weren't added during construction. The carpool lane ramp connecting southbound 101 to the eastbound 202 San Tan was an extremely wise decision. Please make the right decisions for the future to reduce tax costs and construction aggravation. Thank you.</p> <p>There needs to be more than one general travel lane added to the Price freeway. Adding two lanes is more realistic. If this project doesn't begin until 2023, as posted in the mailed publication, more than one or even two lanes will be needed. One additional lane is needed NOW. It is stated in the publication that "traffic volume projections indicate the congestion will worsen in the future". By 2023 the congestion will be much worse and additional lanes will be needed before the project is even started. Why not add more than one lane to accommodate the demand? Don't allow for right hand lanes to end at Broadway and Elliot. When the traffic must merge at these points it obstructs the flow for everyone. These two points and the point on the 143 south where the right lane ends just after University is extremely poor planning and decision making. Carpool lane ramps desperately need to be added connecting the 101 and the 60 in all directions, the 202 Red Mountain and 101 in both directions and the 101 to the 202 San Tan west bound. It bewilders me why carpool lane ramps weren't added during construction. The carpool lane ramp connecting southbound 101 to the eastbound 202 San Tan was an extremely wise decision. Please make the right decisions for the future to reduce tax costs and construction aggravation. Thank you.</p>	<p>Thank you for your comments and participation. Your comments have been provided to the study team. This project is part of the approved Regional Transportation Plan developed by MAG. The scheduling of projects is partially determined based upon a combination of priorities and available funding. Should additional funding become available this project could be completed earlier. Widening the Price Freeway beyond the proposed one general-purpose lane in each direction is not possible without substantial impacts to the adjacent businesses and residences.</p>
<b>162</b>	Mail	Roan	Mayreen	<p>I think widening this stretch of the 101 is a good idea, especially to reduce the number of areas where merging onto the highway has to be done very quickly and where people exiting the freeway have to cross many lanes once off the ramp to make a right turn. The number of pick-up trucks that drive on this stretch of road at unsafe speeds is unnerving as well. I cringe thinking about young drivers and elderly drivers who may not be able to react to or anticipate the dangers caused. During morning rush hour traffic, the stretch of the Loop 101 between Guadalupe and Broadway is like an episode of "Wacky Racers" with all the lane changing and margining required. I use the Frontage Road Price on that stretch and access the 101 just before the 202 W to avoid the chaos.</p> <p>Yes!</p>	<p>Thank you for your comments and participation. Your comments have been provided to the study team.</p>
<b>163</b>	Mail	Rogitz	Nancy		<p>Thank you for your comments and participation. Your comments have been provided to the study team.</p>
<b>164</b>	Online	Rohr	Micheal	<p>Alternative # 1 - a truly negative idea</p> <p>Alternative # 2 - best bet for the valley and its residents</p> <p>Alternative # 3 - bad idea</p>	<p>Thank you for your comments and participation. Your comments have been provided to the study team.</p>

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
165	Mail	Sankey	Douglas	Please have respect and sensitivity for the primary residential between Chandler Blvd. and Baseline. Two major factors for consideration: noise and aesthetics. I would also favor using existing real estate and a challenge to ADOT get creative to make the appearance attractive and not like ugly freeways seen in East Coast and Midwest metro areas. Thank you.	Thank you for your comments and participation. Your comments have been provided to the study team. Please refer to the noise summary above.
166	Online	Schiappa	Nicholas	I feel that Alternative 1 would be the appropriate action. As the city grows, and those around us, the demand for more travel lanes in increase. Which with Alternative 2 might provide an extra lane in a shorter amount of time, it only delays the time when a second additional lane becomes necessary; at which point a plan similar to Alternative 1 will put a larger strain on infrastructure during the construction process, than it would if the plan was implemented today. By implementing the plan when adding a 4th general-purpose, it allows for the option of a lesser strain when demand for a 5th general-purpose lane arrives, as well as with strategic planning keep more "safety space" in the lanes themselves and on the shoulders.	Thank you for your comments and participation. Your comments have been provided to the study team. Lane widths along SR 101L will not be reduced except for a 0.3-mile long section between Milepost 60.3 and 60.6 (Chandler Blvd). At this location the shoulder widths will be reduced a maximum of 1.0 feet (from 12-foot shoulders to 11-foot shoulders).
167	Mail	Schminke	James	Hello, I tried and my wife to do this online for over 2 hours and gave up. Narrow Price to 1 lane each way. That will give you 2 lanes according to my math. Do something with the Smell at Baseline where all the underground camel & sewage is very Bad at times. Still keep on-ramps at 2 lanes (very important) One road for Price is fine. How much did that bridge cost over the 101 before Chandler Blvd. Still have not seen a person on it. Very nice bridge thou Come on People. Website not easy. James SchMike long term resident	We apologize for the error in the online comment form. The problem was corrected within the first couple of days into the comment period. Your comments have been provided to the study team.
168	Online	Schroder	Eduarda	This is a residential area with already high traffic. The noise pollution would increase.	Thank you for your comments and participation. Your comments have been provided to the study team. Your comments
169	Email	Schumann	Jim	No Build Good Morning. Is there a document to review or are you just asking for comments about the three alternatives? I there are documents where can I download them because I didn't see any on the project page? Thanks Jim	Hello Jim:  Thank you for responding to our public comment solicitation. During this initial phase (also known as scoping), you are encouraged to provide study-related comments and questions so they can be addressed in the forthcoming Initial Design Concept Report and draft environmental document. The study team is looking for your opinions on following three alternatives they are studying:  •No Build (or no action-the freeway remains as it is today) •Alternative 1: Full with general-purpose travel lane in each direction

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
169 (Cont.)	Email	Schumann	Jim		<p>•Alternative 2: General-purpose travel lane widening with reduced lane and/or shoulder widths, as needed</p> <p>You can submit input via this email or at the project page:  <a href="http://azdot.gov/projects/phoenix-metro-area/loop-101-(price-freeway)">http://azdot.gov/projects/phoenix-metro-area/loop-101-(price-freeway)</a></p> <p>Thank you for your comments and participation. Your comments have been provided to the study team. The proposed widening of SR 101. The added capacity through this segment of SR 101L should help the problems caused by the traffic weaving.</p>
170	Mail	Schutle	Maria	<p>My routine/daily travel of this proposed section of travel way has made note of the poorly usage of the HOV lane during the peak travel hours. Particular hazardous conditions is the multi use of the on and off lanes of Chandler boulevard, Elliot road and Guadalupe road. Specifically when on-coming traffic disrupts the access to the off-going traffic to these access roads. This problem exists at all hours of the day.</p>	<p>Thank you for your comments and participation. Your comments have been provided to the study team.</p>
171	Email	Scolaro	Anthony	<p>The map on your website, <a href="http://azdot.gov/projects/phoenix-metro-area/loop-101-(price-freeway)/map">http://azdot.gov/projects/phoenix-metro-area/loop-101-(price-freeway)/map</a>, shows the Chandler Fashion Center in the incorrect location.</p> <p>On the map, it is on the southwest corner of Ray Road and the Loop 101 Price Freeway. The Fashion Center is actually located on the southwest corner of Chandler Boulevard and the Loop 101 Price Freeway.</p> <p>I would be happy to discuss the range of services our firm, Jacobs Engineering Inc., provides, including accurate, quality mapping, PI/community involvement, transportation planning, environmental planning, GIS, highway and civil engineering, and construction management.</p> <p>Thank you.</p> <p>Anthony Scolaro, AICP CEP</p>	<p>Thank you for your comments and participation. Your comments have been provided to the study team.</p>
172	Online	Sech	Daniel	<p>As a resident living near the proposed freeway expansion, I support the NO BUILD option. Expansion of the freeway will add significant air pollution to the surrounding residential areas and degrade the quality of life. As seen in California, freeway expansion is not an effective long term solution to freeway congestion.</p>	<p>Thank you for your comments and participation. Your comments have been provided to the study team. Please refer to the environmental review summary above.</p>
173	Mail	Seyfarth	Carl	<p>1. Many trucks, RVs and trailers take up the entire width of the lane. Reducing the size of the lane could cause problems. 2. Reducing the size of shoulders may create problems for emergency vehicles, law enforcement and people with car problems. Suggestions: 1. Frontage Roads place stop signs instead of yield signs most vehicles on the Frontage Road ignore the yield and it is a problem for vehicles exiting the freeway. 2. Intersection of the 101 and US 60 southbound going south</p>	<p>Thank you for your comments and participation. Your comments have been provided to the study team. Lane widths along SR 101L will not be reduced except for a 0.3-mile long section between Milepost 60.3 and 60.6 (Chandler Blvd).</p>

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
173 (Cont.)	Mail	Seyfarth	Carl	on the 101 there is always a problem-break lights people being cut-off etc. Please take a look at the section from where the 101 crosses US 60 to Elliot Road.	At this location the shoulder widths will be reduced a maximum of 1.0 feet (from 12-foot shoulders to 11-foot shoulders).
174	Online	Sharon	Sousa	how will construction and lane widening affect homes along Price frontage road?  what will the noise level be during and upon completion of the extra lanes?  Why are we waiting until 2023 to begin this project? By that time the extra lanes will already be outdated. They are needed much sooner than that.  what is the completion time for the project if it's Okayed?	Please see the summary discussion of the RTP for more information including information on project scheduling. Existing and future peak traffic hour noise levels are currently being studied. Please refer to the noise summary above for additional information on project-related traffic noise.
175	Mail	Shem	Pak & Wanda	I oppose DOT to widen 101 because it would make our surroundings noisier. Plus DOT may encourage people use surface streets when it is busy hour. From my experience during after work hour, I use surface street and it is much faster than 101 freeway.	Thank you for your comments and participation. Your comments have been provided to the study team. Existing and future peak traffic hour noise levels are currently being studied. A No-Build alternative is no longer being considered. Please refer to the noise summary above for additional information on project-related traffic noise.
176	Mail	Shook	Diane	Yes- Widen the Price Freeway alternative one (1) please.	Thank you for your comments and participation. Your comments have been provided to the study team.
177	Mail	Shupp	Robert	Why do a study? You already know traffic is a nightmare on the 101 on the a.m. and p.m., but to wait 10 years to begin construction is insane. Do you think traffic will remain stagnant on the 101 for a period of 10 years. The junction of the 101 at 202 is the future of the east valley. Major electric industries are there now and Intel, for one, is expanding again. A major construction project of housing and businesses is planned by Chandler for next year in the area behind Chandler Mall. ADOT is in the Ice age when it comes to road improvement. One lane in each direction is not enough by 2023; two lanes in each direction will probably be not enough. 101 and 202 is a major crossroad for Easy Valley industry. Ten years will probably double the cost of construction. If ADOT has realized something need to be don't it should be now and not 10+ years from now.	Thank you for your comments and participation. Your comments have been provided to the study team.
178	Online	Skinner	Todd	I think at least one lane needs to be added especially beyond Guadalupe heading south. This is always a bottleneck where the freeway loses one lane. An additional lane will help alleviate this slowdown in traffic which sometimes seems dangerous just after passing through the 60/101 interchange.	Thank you for your comments and participation. Your comments have been provided to the study team.
179	Mail	Slavin		Please do not remove any lanes on east side of 101 from Elliot to Warner.	Thank you for your comments and participation. Your comments have been provided to the study team.
180	Online	Smith	Dewight	Get-er-done! 10 years to get it accomplished!! Are you kidding!! In 10 years I'll be	Thank you for your comments and participation. Your comments have been provided to the study team.

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
181	Online	Soden	Roger	dead & the 101 will be an even bigger parking lot. I support Alternative 1, Full with general-purpose travel lane in each direction.	participation. Your comments have been provided to the study team. Thank you for your comments and participation. Your comments have been provided to the study team.
182	Online	Sommer	Dave	Why does it take six to seven years to do a study? Why does it take two more years to begin construction? Why aren't the freeways built to the fullest road usage when built from the start. Most freeways are packed during rush hour traffic from the start. Why spend all the extra money to widen if they could be done from the start?	Thank you for your comments and participation. Your comments have been provided to the study team. In general, most of the studies to widen existing freeways take one to two years. This time is used to develop the preliminary design plans and to conduct the necessary social, economic, and environmental studies required by state and federal laws and regulations. Also during this time there is extensive coordination with local government as well as regulatory agencies. Following completion of the preliminary engineering and environmental clearance of the project, the project then needs to go through final design.
183	Mail	Spnite	Sue	By 2023 we will probably need more than one full lane in each direction. Please consider adding two full lanes in each direction if possible. Also the lane striping to go from 101 north to 202 east and 101 S to US 60 should have changed considered. I believe these are a large part of the congestion problem. ( 101 N to 60 is also similar but not quite the same) In each case traffic trying to get off is bunched into one lane a mile or two prior to the exchange ramp. This then also completes with on ramp traffic just prior to the exchange. Can two lanes approaching the exchange two lanes do exit on to the exchange but there needs to be two lanes prior to the entering on ramp. NO BUILD	Thank you for your comments and participation. Your comments have been provided to the study team. Adding two additional lanes is not possible without the acquisition of more right-of-way. The addition of new right-of-way would result in significant impacts to the adjacent neighborhoods and businesses.
184	Online	Stover	Lindsey	NO BUILD	Thank you for your comments and participation. Your comments have been provided to the study team.
185	Online	Sutherland	Sherstin	I would suggest Alternative 1. That stretch of the 101 is terrible. I work 14 miles away and half the time it takes me 40 minutes to get from Chandler Blvd exit to University Dr. exit. Crazy. I hate construction, but the end result would be worth it.	Thank you for your comments and participation. Your comments have been provided to the study team.
186	Online	Territo	Vincent	I appreciate AZDOT's efforts to improve our freeway system. If alternate number two would accomplish the same results as alternate number one, I would support this effort. I believe alternate number two would cost taxpayers substantially less and be completed in a fraction of the time. Thank you	Thank you for your comments and participation. Your comments have been provided to the study team.

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
187	Mail	Thomas	Charlotte	Points I will look to see if addresses: Need for this? Trip origins & destinations? Where are vehicles coming from and going? Alternative: mass transit0 van and carpool, park and ride, light rail? How much additional right of way would be needed if add vehicle lanes? Compared to (additional) right of way for light rail? Where would the additional right of way be added? Would adding additional traffic lanes impact air quality? Compare to impacts of mass transit, light rail etc.? Cost-\$ air quality, transit times, maintenance, acquisition of right of way? Funding source? Need to include additional alternatives, not just the standard 3 that only address "traditional" addition of the auto lane.	Thank you for your comments and participation. Your comments have been provided to the study team. This project is part of the approved Regional Transportation Plan's highway and freeway program. The RTP includes programs for public transit and other transportation modes. Please refer to the Regional Transportation Plan summary above for more detail.  Currently we do not anticipate the need for acquiring any new right-of-way. Some of the noise walls if built along the edge of the right-of-way could require temporary construction easements.
188	Online	Thomas	NL	I recommend Alternative #1 as now is the time to get started as the S.E. Valley continues to grow. 101 is already very busy at rush hour so the sooner this is widened the better. I also believe it would be appropriate to extend it to the south at least to Riggs Road or, even better, to extend it further south to connect it to I-10. Thank you for considering my input	Thank you for your comments and participation. Your comments have been provided to the study team. This project is part of the approved Regional Transportation Plan's highway and freeway program. The extension of SR 101 south to Riggs Road is outside of the scope of this project. Please refer to the Regional Transportation Plan summary above for more detail.
189	Mail	Thorson	Gary	It seems to me the money would be better spend on adding a 3rd lane to the I-17 from Anthem to Cordes Junction. This section of I-17 has more accidents and ties up the flow of traffic more than any section of the freeway in AZ. It has not changed in the 46 years I have lived here. I remember traveling to Flagstaff in the 60s as a very Pleasant drive. Today it is nerve-racking. 2 lanes, people traveling @ 75 mph and bumper to bumper. Lets use the money to add a 3rd lane to the I-17, and save some lives and time. Gary Thorson.	Thank you for your comments and participation. Your comments have been provided to the study team. Funding for the SR 202L project is coming from the Regional Transportation Plan above for more information.
190	Mail	Tihanyi	George	My vote is for alternative 1 my concern is that MAG has only one time built for a real future us-US 60 always been behind on future needs. What about one more lane?? In the long run, this will be more cost-effective, less disruptive and more efficient cone stretch construction funds further to do things at the same time instead of piecemeal years apart. I do not accept the excuse that there is not enough money when it cost a great deal more to do it later at a much higher cost. I'm in favor of alternative 1.	Thank you for your comments and participation. Your comments have been provided to the study team. Please see the summary discussion of the RTP for more information including information on project scheduling.
191	Mail	Toma	Donn		Thank you for your comments and participation. Your comments have been provided to the study team.
192	Online	Truchanowicz	Donna	My home backs up to the Price Rd frontage road. I would like to know how this	Thank you for your comments and participation. Your comments have been provided to the study team.

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
				expansion of the freeway would effect this frontage road thus possibly effecting my home/property. I would also like to know if the current sound wall which exits all along the frontage road will remain there or in any way be changed. Also will there be more freeway lights installed with an expansion?	participation. Your comments have been provided to the study team. No changes to the frontage road are anticipated.  Existing and future peak traffic hour noise levels are currently being studied. A No-Build alternative is no longer being considered. Any new noise barriers that are built within the existing right-of-way may require a temporary construction easement, as would any noise barriers that may need to be raised. Please refer to the noise summary above for additional information on project-related traffic noise.
193	Online	Twitchell	Michael	Alternative 1 is the best option.	Thank you for your comments and participation. Your comments have been provided to the study team.
194	Online	Varga	Al	With the congestion already on the Price freeway, Alternative 2 would take less time to complete and help solve the problem sooner. Also, if possible, reducing the hours allowed to use the HOV lane to times such as 7-9am and 4-6pm would help eliminate congestion -- we have the asphalt already but are not using it to its fullest capacity.	Thank you for your comments and participation. Your comments have been provided to the study team.
195	Online	Wadhwa	Lalit	Alternative 1 (Full width general purpose lane in each direction) is preferred. Thank you.	Thank you for your comments and participation. Your comments have been provided to the study team.
196	Mail	Wagstaff	Jim&Carolyn	We agree that the 101 needs to be widened. Note: The lights on the on-ramp going north to enter the 101 are all burned out. I have reported this to ADOT and Mesa to no avail.	Thank you for your comments and participation. Your comments have been provided to the study team.
197	Mail	Webster	Ronald	ENGLISH PLEASE! Go ahead and widen it.	Thank you for your comments and participation. Your comments have been provided to the study team.
198	Online	West	Julie	2667 W. Gila Ln. We wish to see no building on the price freeway. We both drive in peak hours and feel that the stretch of freeway between the 202 Santan and US60 does not take very long to get through. We both get to work and home on time.	Thank you for your comments and participation. Your comments have been provided to the study team.
199	Email	Whitfield	William	Widening the 101 between 60 and the 202 is obviously needed. The best way to go is, Alternative #1 - Full width general-purpose travel lane in each direction.	Thank you for your comments and participation. Your comments have been provided to the study team.
200	Online	Whitten	Shane	Alternative 1. I think adding a lane is the best idea. The sooner the better.	Thank you for your comments and participation. Your comments have been provided to the study team.

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
201	Online	Whyte	Gail	I am in favor of Alternative 1: Full with general-purpose travel lane in each direction. Thank you.	Thank you for your comments and participation. Your comments have been provided to the study team.
202	Online	Wilcox	Dr. Gary	I recommend we proceed with Alternative 1: Full with general-purpose travel lane in each direction.	Thank you for your comments and participation. Your comments have been provided to the study team.
203	Mail	Williams	Jack	How will the freeway expansion affect our sub-division between Elliot and Warner road along the side of the 101?	Thank you for your comments and participation. Your comments have been provided to the study team. The recommended alternative would be constructed entirely within the existing right-of-way. Some temporary construction easements for the construction of noise walls might be required, but the exact locations have not been determined.
204	Email	Williams	Marinda	<p>My name is Marinda Williams and I travel the Loop 101 N and S, four times a week. There is a huge increase in the amount of rock debris on the roadway and I am wondering if there is anything that can be done to better clean up the roadway. Several of my co-workers have all had similar issues and we all drive different size vehicles. Among ourselves, we have discussed changing our comprehensive/collision deductibles as there is no doubt the amount of damaged windshields/vehicles will increase during this time.</p> <p>If/when we need to file glass claims or body damage claims, is there a location that my insurance carrier can subrogate for the damages? On a daily basis since the construction began my vehicle is struck on average 9 times during my commute from Elliot Road in Chandler to Cactus Rd in Scottsdale. I understand the state wants to reduce travel time but I find it hard to believe that the roadway debris is just a commuter risk at this time.</p> <p>I would appreciate a return response with any information you may have regarding these concerns.</p> <p>Thank you</p> <p>Marinda Williams Field Claims Representative</p> <p><input type="checkbox"/> Assurance Company of America  <input type="checkbox"/> Farmers Insurance Exchange  <input type="checkbox"/> Maryland Casualty Company  <input type="checkbox"/> Mid-Century Insurance Company  <input type="checkbox"/> Northern Insurance Company</p>	Thank you for your comments and participation. Your comments have been provided to the study team.



Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
204 (Cont.)	Email	Williams	Marinda	<p><input type="checkbox"/> Truck Insurance Exchange</p> <p><input type="checkbox"/> Zurich Insurance</p> <p><input type="checkbox"/> Farmers Texas County Mutual Insurance Company <input type="checkbox"/> Foremost Insurance Company Grand Rapids, Michigan <input type="checkbox"/> Foremost Property and Casualty Insurance Company <input type="checkbox"/> Foremost Signature Insurance Company</p>	
205	Mail	Wilson	Robin	<p>First I feel if plans for expansion were a part if the plan what we say not going to make a difference. I drive that freeway every day I don't see how one lane would make a difference. At some point the freeway would bottle neck and we will have the same issues. I say re=line or do nothing- people should car=pool as I do!</p> <p>I support expansion. My thought is how come we can built from state land from edge to edge. Make it as wide as possible now then wait to expand later. Use all the land available now to expand, so we don't have to come back out later.</p>	<p>Thank you for your comments and participation. Your comments have been provided to the study team.</p>
206	Phone	Wood	Nick	<p>Do any of the alternatives require encroachment of the Loop 101 walls onto the Price Corridor (access road)? Would the Price Corridor (access road) be retained?</p> <p>Do any of the alternatives require buy-out of adjacent homes? East of Loop 101? West of Loop 101? How do projected plans for additional mass transit serving the East Valley impact the traffic studies which compel this Loop 101 expansion study? If the traffic studies to-date indicate a pressing need to expand the Loop 101 between the Loop 202 (Santan Freeway) and the U.S. 60, how can the expansion be viewed as optional? I.E. is it realistic to offer "No Build" as one of the options? Please clarify the difference between Alternative 1 and Alternative 2.</p> <p>Does Alternative 1 involve expanding the east-west dimensions of the Loop 101 overall, and Alternative 2 involve adding additional lanes by reducing existing lane widths and shoulder widths? What is the projected completion date for each of the alternatives currently under review?</p>	<p>Thank you for your comments and participation. Your comments have been provided to the study team.</p>
207	Online	Wrapp	N/A		<p>Thank you for your comments and participation. Your comments have been provided to the study team. This project is part of the approved Regional Transportation Plan's highway and freeway program. Please see the summary discussion of the RTP for more information including information on project scheduling.</p> <p>At the present time the project will not require any additional right-of-way or the relocation of any residences or businesses. The project will not impact the frontage roads. Should new noise walls be constructed along the edge of the right-of-way there may be a need for temporary construction easements from adjoining properties.</p> <p>Alternative 1 would add one additional general-purpose lane in each direction with full-width lanes and shoulders. Alternative two would add one GP lane in each direction would reduce lane and/or shoulder widths in certain areas in order to avoid having to acquire additional new right-of-way. Federal law requires that ADOT evaluate the No-Build Alternative.</p>

Loop 101 (Price Freeway) Widening Study: US 60 (Superstition Freeway) to loop 202 (Santan Freeway) Public Scoping Comment Responses

#	Type	Last Name	First Name	Comment	Response
208	Online	Wright	DeBra	Is there existing space to do the expansion within the existing walls of the freeway? This freeway has been overused since it's opening and needs to be expanding. I just want to make certain it is not made closer to my home than it is now.	The project will not require the acquisition of any new right-of-way or require the relocation of any residences or businesses. The reconstruction of any existing noise walls located along the right-of-way line or construction of new noise walls along the right-of-way line may require temporary construction easements from adjacent property owners.
209	Mail	Wright	Margaret	Choices in order of wanting: 1-no change 3-just make lanes narrower to add. Don't move the freeway walls that are there or hurt any homes or businesses.	Thank you for your comments and participation. Your comments have been provided to the study team. There are no plans to impact any homes at this point for this improvement project.
210	Online	Yang	Johnathan	I like Alternative 2 to happen. Alternative 2: General-purpose travel lane widening with reduced lane and/or shoulder widths, as needed Price freeway is the artery of high tech corridor of Phoenix metro, it is a vital part of economy engineer to Arizona. Currently it is routinely clogged during commute hours. It should be improved ASAP.	Thank you for your comments and participation. Your comments have been provided to the study team.