

August and September 2013 Comments

9/26/2013, Barbara Rose, Bean Tree Farm

I am not in favor I-11 through Avra Valley, or any other new roads. Many of our biggest environmental problems are associated with them, and the mining for fuels to power vehicles which traverse them. Why not get smarter with transport: let's use and upgrade existing transportation routes, while protecting our last remaining desert watersheds and habitat corridors.

I have excerpted from Albert Lannon's on-target 8/30/13 letter for the rest of my comments- I am an Avra Valley Coalition supporter.

The Avra Valley Coalition, along with Saguaro National Park, Arizona Game and Fish, U.S. Bureau of Reclamation/Dept. of Interior, Coalition for Sonoran Desert Protection, Sierra Club, Friends of Ironwood Forest, Archaeology Southwest, Old Pueblo Archaeology, and others, strongly oppose any highway through the valley. The attractions of the Avra Valley, like the Desert Museum, Saguaro NP, Tucson Mountain Park, Old Tucson, Kitt Peak Observatory, etc. are important parts of Tucson's economic base and should not be put at risk.

There is an alternative, one raised by ADOT planners themselves during the I-10 Bypass debate five years ago: double-decking a portion of I-10, rather than building a new highway through the Avra Valley. ADOT's Jennifer Toth said then that double-decking six miles of I-10, from Ruthrauff to I-19, would do everything the planners believed needed done, and for just 10 percent of the cost of the Bypass.

Research by the Cascabel Working Group found that a shorter double-deck would do the job, from St. Mary's Road to I-19. Double-decking a portion of I-10 would cost a fraction of the cost of building a new highway, and meet the needs of a trade corridor. It would save the Avra Valley. It would save existing Tucson businesses and visitor attractions.

9/25/2013, Steven Cardon

industrial zoned acres that could be developed along highway 93, half-way between Las Vegas, NV and Kingman, AZ could be named to incorporate image of a corporations conveniently located near Las Vegas NV the entertainment capital of the world highly rated hospitals and medical services available in nearby Las Vega And Kingman with possibility of creating a children's hospital as comparable to the cardon's children's hospital center in phoenix AZ for your employees and their families LAND AVAILABLE TO SET UP SATELLITE COMPANYS TO ASSIST NETWORKING CORPORATIONS WORLD WIDE Mohave County Northwest Arizona

9/19/2013, Janice E. Mitich, Picture Rocks

August 10, 2013

To: Pima County Board of Supervisors

My name is Janice E. Mitich, and I have live at [address omitted], in Picture Rocks, for twenty-seven years. I served on the Marana Unified Schools' Governing Board for sixteen years, and on the Marana Arts Council for five years.

I am a member of an ever-growing group of people opposing the proposed interstate I-11 through Avra Valley.

In 1990, several groups asked the Environmental Protection Agency to assess the evidence that racial minorities and low-income communities bore higher environmental risk burdens than the general population, to consider what the EPA might do about any identified disparities of environmental injustice, and to prioritize environmental equity.

The EPA strongly believes that all Americans, regardless of race, color, national origin, or economic circumstance should be able to live in a clean, healthy environment. Because many Native Americans, people of color, and those with low-incomes suffer a disproportionate burden of health consequences due to the siting of industrial plants, waste dumps, freeways, etc. in the areas where they live, and because members of these groups are more likely to have jobs that expose them to pesticides or other toxic chemicals, the Agency established the Office of Environmental Justice in 1992.

In 1994, President Clinton signed an Executive Order focusing federal attention on incidents of environmental discrimination, and ordered all federal agencies to develop environmental justice strategies to provide members of minorities and low-income communities, access to public information and opportunities for public participation in matters relating to human health or the environment.

We, and our families, are the primary stakeholders in this proposal. We will be living with the air pollution, noise pollution, and light pollution as a result of increased vehicle emissions. More importantly, the stated purpose of building I-11 is to remove semi-truck traffic from I-10 and to facilitate semi-truck traffic carrying produce from Mexico to destinations in the United States. Residents in Avra Valley and Picture Rocks will be exposed to increased emissions from these diesel engines. Foreign trucks may be operating under less stringent emission regulations.

The World Health Organization, announced in June, 2012, that diesel engine emissions, "...cause cancer and belong in the same potentially deadly category as asbestos, arsenic and mustard gas." (Read more: <http://www.dailymail.co.uk/health/article-2158574/Diesel-engine-exhaust-fumes-major-cancer-risk.html#ixzz2bYgt7jAy>) Not only was diesel engine exhaust linked to lung cancer, it was also linked to increased incidents of bladder cancer.

An un-addressed consequence of routing a freeway in our valley, will be the increased trafficking of illegal drugs by vehicle instead of coyotes, horses, mules, and illegal immigrants. Presently the rigors of crossing the desert on foot has curtailed the movement of illegal drugs. Your proposed interstate freeway will provide a speedy corridor for drug transportation from Mexico to Casa Grande, Phoenix, Las Vegas, Las Angeles, and points east, west, and north.

Avra Valley and Picture Rock residents have already suffered from Pima County's and the Town of Marana's decisions to allow the siting of industry in our neighborhoods:

1. Portland Cement Plant and their limestone mine which has removed one of the two Twin Peaks and has tailing piled up hundreds of feet above the ground. It is a known fact that the plant increases its release of smoke stack emissions under the cover of darkness.

2. CAP canal was routed right through Avra Valley. Residents were forced to listen to the sounds of heavy equipment running 24 hours a day, for months, until we obtained a court order shutting down operations from midnight to 6 a.m.
3. The Marana Airport is expanding every day, increasing the amount of air traffic, noise, and engine emissions.
4. The new huge landfill on Vice Mayor Kai's former farmland is less than 1/4 mile from an established housing development.
5. Heavy garbage trucks are tearing up our roads as they deliver trash to the new landfill. Side loaders, when full, weight from 5 - 6 tons; back loaders, 9 -11 tons.
6. The sand and gravel pit, with its so unattractive dirt berm built to "hide" its operations, releases increased emissions of particulates (dust and exhausts) at night time when it is less visible.
7. Heavy trucks transporting materials from the sand and gravel pit, tear up our roads.
8. The newly installed solar farm near Marana High School on land rented from Vice Mayor Kai, is very photogenic.
9. Marana has proposed building a sports complex west of the Tucson Mountains, with all the traffic, noise, and light pollution associated with large sport complexes.
10. Tangerine land fill is still operational with a life expectancy of ten or more years.
11. Silverbell Mine is still operational.
12. The Town of Marana's Development Plans include attracting heavy industry along the Avra Valley Road corridor.

The Town of Marana has become very adept at carefully annexing only the land necessary for rezoning to facilitate the siting of industry, while leaving surround communities in the County. This effectively disenfranchises potential town voters whose votes could adversely affect rezoning plans and the make-up of the Town Council. More importantly, this prevents the participation of all the county neighbors in matters that pose a danger to their health and their environment.

If you, the Pima County Board of Supervisors, ignore the numerous concerns expressed by Pima County residents regarding the location of I-11, we will file a report with the EPA, asking them to investigate our claims that the Town of Marana and Pima County has denied us Environmental Justice and has, in fact, claimed that we are not stakeholders in this matter.

9/19/2013, Frank Flasch, OFLNA

I-11 is a good idea assuming the current traffic density patterns continue. Tucson should become a International Trade Hub if for no other reason than its location with regards to Mexico. If one assumes that over the road travel will continue for some time - then the I-11 corridor makes sense.

One option to consider as an alternative is high speed rail between Tucson, Phoenix and LA. As the UP expands its demand and assuming the consolidation of truck usage with rail, this could alleviate much of the traffic we have on the roads today.

I personally think that as disposable income for many young people decreases (not increases) we need to be thinking about mass transportation for both commerce and people.

9/18/2013, Rob Marshall, The Nature Conservancy of Arizona

[Comments on the proposed Interstate 11 Corridor-Wide Alignment Alternatives](#)

9/17/2013, Marco Tellez

I support the construction of I-11, in particular the segment from Las Vegas to Phoenix. This important link should be of the highest priority as portions of the current roadway are extremely dangerous and over crowded. While improvements have been made in the Arizona segment to Phoenix, there is much improvements that need to be made, specifically those segments that only contain one lane in each direction.

9/16/2013, Bill Knowles, Arizona Game and Fish Department

[AGFD I - 11 Level 1 analysis letter](#)

9/13/2013, Karen Klima

I am firmly opposed to the I-11 corridor through Avra Valley. I live at Mile Wide and Sandario Rds. I don't want to live right next to an interstate and I don't want to have to move! I think the city planners are not taking into account the viewpoints of the thousands of people who live in Three Points north to Avra Valley (including Picture Rocks). We moved out here to be away from all the traffic and congestion of the city and now city planners want to bring that out to this pristine area. Moreover, it will be ecologically damaging for all the parks and wildlife out here. I read some other comments referencing a double-decker interstate in town. That seems like a reasonable alternative to me!

9/11/2013, Randy Serraglio, Sierra Club Rincon Group

[Letter Re: Interstate 11/the Intermountain West Corridor Study](#)

9/10/2013, Ian Dowdy, Sonoran Institute

I'm sorry that this is late but I just wanted to make sure it was in the universe of alternatives. I believe it was suggested by others at the meeting in August but I'd like to see the proposed I-10 reliever which I believe is currently known as SR 801 connecting the Hidden Valley/Loop 303 freeway to the Hassayampa Freeway and SR 85. I [attached a crude exhibit](#). I appreciate your consideration!

9/10/2013, Judy Patrick, Tucson Regional Economic Opportunities, Tucson Airport Authority and SCF Arizona

I am a member of the board of Directors of TREO (Tucson Regional Economic Opportunities) and on the Tucson Airport Authority Board as well as Chairman of the Board of SCF Arizona. I have been a 50 year

Tucson resident owning a business in Tucson. This is to support the extension or future of the I-11 corridor coming down to Nogales thru Tucson. The best route to Mexico for I-11 extension is thru Tucson. The only rail coming out of Mexico comes in to southern Arizona at Nogales and the new Mariposa port of entry has just been improved. There is a tremendous amount of business going back and forth across the border. Mexico is planning there next major infrastructure improvement from Guaymas to Nogales so this is a natural extension. This will allow us to encourage the free flow of trade and be an asset for all of Arizona. I ask that you look at all options including going through Avra Valley. As a business community we have all come together on this important issue and hope that you will give this strong consideration.

9/10/2013, Ed Naranjo, Confederated Tribes of the Goshute Reservation

The Confederated Tribes of the Goshute Reservation is concerned only with **segment Alternative HH** which pass' through our aboriginal roaming area.

9/5/2013, Keith Emter

I am very concerned that the businesses are going to be the ones driving where the I11 coridor should be placed when going thru Wickenburg. Most Wickenburg citizens want it to be 7 miles West of Wickenburg and not right thru the middle of our town.

My vote is that the I11 should bypass the town of Wickenburg.

9/4/2013, Patrick Ballogg

I've noted some local businessmen wanting to route the 'bypass' through our small town [of Wickenburg] as they see dollar bills in that. I, and the majority of residents, see that as a move to really destroy our town. I hope you keep to the spirit of the CANMEX highway, rail, internet cable route and do not get swayed by individual interests (money) to route thru towns. Nearby is fine with proper access. We understand progress but are leery of special interests deciding this huge issue.

9/3/2013, Bob Hazlett, Maricopa Association of Governments

Thanks for keeping us up to date on this matter. As you can guess, we are concerned about Mr. Cardin's remarks. It seems that the Maricopa County Parks and Recreation planning for the Vulture Mountains was completed with full knowledge of previous efforts by both of our agencies (ADOT-Wickenburg Bypass, MAG-Hassayampa Frwy and SR-74) and MAG Regional Council action to establish future high-capacity transportation corridors to the south and east of Wickenburg. We fully recognize the Section 4(f) implications that are at stake. The following is some background on what we know.

The Bureau of Land Management (BLM) incorporated the Ultimate Wickenburg Bypass (recommended by ADOT in December 1998) and CANAMEX corridors into their Bradshaw-Harquahala Planning Area Resource Master Plan dated October 2006. Planning for the Hassayampa Freeway and the SR-74/Lake Pleasant Freeway corridors were pursuant to those earlier mapping decisions during development of the Interstate 10/Hassayampa Valley Roadway Framework Study. In October 2008, MAG Regional council adopted both freeway corridors as illustrative projects when it accepted the study's recommendations. MAG coordinated with BLM throughout the delivery of both the Interstate 10/Hassayampa Valley Roadway Framework Study and the Wickenburg Add-On to the Hassayampa Framework Study (completed in 2011). For your information, a log was kept of all meetings (see [here](#) for Hassayampa and [here](#) for Wickenburg). And to

illustrate these points, attached is the BLM's comments on the Hassayampa Framework Study from August 2007 noting that the corridors are consistent with their planning efforts with some mention about the Vulture Mountains Cooperative Recreation Management Area, but that nothing had been identified at that time (appears the decision to formalize this area was made in late 2008 according to an MOU that we cannot find on the Maricopa County Parks website).

During the Wickenburg Study development, Tim Strow met with Mr. Cardin on September 15, 2010 and showed him both corridors and noted that they were part of the MAG Regional Transportation Plan. He also noted that it was the Region's intent for the Hassayampa Freeway corridor to be part of the future Interstate Route between the Las Vegas and Phoenix metropolitan areas. At the conclusion of that meeting, Tim felt something could be worked out without the need to move the corridors as illustrated in both the Interstate 10/Hassayampa Valley Roadway Framework Study and the Hassayampa Framework Study for the Wickenburg area. This was the only occasion that Mr. Cardin consulted with MAG on the master planning for the Vulture Mountains Cooperative Recreation Management Area. No written comments were provided on the draft of MAG's Wickenburg study.

Finally, we did a brief review of the Maricopa County Parks and Recreation Department's September 2012 Vulture Mountains Cooperative Recreation Management Area Master Plan, located [here](#), and found that this study does in fact note the planning from the Hassayampa Framework Study for the Wickenburg Area and that the document does incorporate the information related to SR-74 and the Hassayampa Freeway, as well as the latter freeway's potential designation as I-11 (p67). Maps illustrating the corridor as identified by MAG are included in their document (p68-69). There is no discussion in the document to opposing either freeway corridor nor moving them out of the Cooperative Recreation Management Area.

This is what we know now . . . please let me know if you have any further questions or comments.

9/1/2013, Jim Richhart

if i'am not to late put in comment of were i would like to see go though traveling back and forth kinsman to Tucson getting hung up from Wickenburg to Tucson is always adding time do new stop lights and so on ect...

my route suggestion is at highway 93 at BNSF under pass tie in-there heading over to vulture mine road at mountain pass area west of 60 and vulture mine road (basically keeping west of Wickenburg and head south east to Casa Grand or Picacho peak or the ostrich park place

8/31/2013, Sherie Steele, Altar Valley Conservation Alliance

We were taken aback to learn that our organization was NOT included in the Stakeholder groups. The Altar Valley, from 3-Points to Sasabe and from the Tohono O'odham Nation to O-19, more or less, will be severely and permanently impacted by this proposed highway. Please add our organization and the above email to any and all communications regarding this project.

8/30/2013, Albert Lannon, Avra Valley Coalition

Dear Mayor Rothschild:

I read this morning of your strong support for an I-11 "trade corridor" in the Tucson region. While the Avra Valley Coalition has no position on such a trade corridor itself, there is only one route that is currently on the

table, the Avra Valley Highway being championed by Pima County Administrator Chuck Huckelberry. This despite a resolution by the Pima County Board of Supervisors opposing such a highway.

We in the Avra Valley, along with Saguaro National Park, Arizona Game and Fish, U.S. Bureau of Reclamation/Dept. of Interior, Coalition for Sonoran Desert Protection, Sierra Club, Friends of Ironwood Forest, Archaeology Southwest, Old Pueblo Archaeology, and others, strongly oppose any highway through a valley in which people have lived peacefully for over 10,000 years. It would change the Avra Valley forever.

I moved from Tucson to Picture Rocks to find affordable housing for my wife and myself, fixed-income seniors. When I first scouted out Tucson as a place to retire, friends told me, "If you only do one thing, visit the Arizona-Sonora Desert Museum." They were right, and that is part of what brought me to Tucson to live in Armory Park and later in Barrio Blue Moon.

The attractions of the Avra Valley, like the Desert Museum, Saguaro NP, Tucson Mountain Park, Old Tucson, Kitt Peak Observatory, etc. are important parts of Tucson's economic base and should not be put at risk.

An Avra Valley Highway will impact negatively and forever on these major visitor attractions and thus hurt Tucson. It will also hurt Tucson economically to divert traffic from I-10 to I-11, impacting the many businesses along the I-10 corridor.

The negative impacts on a rich archaeological area, on wildlife and wildlife connectivity link, on Tucson Water's holding ponds (and ultimately on Tucson's water) -- and on thousands of families -- cannot be undone once that highway is built.

There is an alternative, one raised by ADOT planners themselves during the I-10 Bypass debate five years ago: double-decking a portion of I-10, rather than building a new highway through the Avra Valley. ADOT's Jennifer Toth said then that double-decking six miles of I-10, from Ruthrauff to I-19, would do everything the planners believed needed done, and for just 10 percent of the cost of the Bypass.

Research by the Cascabel Working Group found that a shorter double-deck would do the job, from St. Mary's Road to I-19. Double-decking a portion of I-10 would cost a fraction of the cost of building a new highway, and meet the needs of a trade corridor. It would save the Avra Valley. It would save existing Tucson businesses and visitor attractions.

Mr. Mayor, last week I received a call from an 84-year-old Avra Valley resident. From the published map -- which shows the 10,000 residents of Picture Rocks as a big empty space -- he believes his home is in the freeway's path. This man was forced from his home in Maryland by highway construction, and he was displaced again when the same thing happened in California. Now he wants to know if, at the end of his life, he is to be dispossessed yet again?

Please join us and Chuck the Huckelberry Highway. We can do better than that. I, and my neighbors, await your response.

8/30/2013, Rem Hawes, BLM Phoenix District

Dear Mr. Kies:

Thank you for the opportunity to review and comment on the I-11 Intermountain West Corridor Study. Based on alignment alternatives shown at the August 14, 2013 stakeholder partners meeting, alignment 17 would bisect the Vulture Mountains Cooperative Recreation Management Area, south of Wickenburg.

On behalf of the BLM Hassayampa Field Office, which manages the one million acres of public land north and west of Phoenix including the Vulture Mountains area, we believe an interstate highway going through the largest Maricopa County / BLM recreation area in the state is a fatal flaw. ([See attached map.](#)) The Vulture Mountains Cooperative Recreation Management Area, which includes BLM and Maricopa County Parks and Recreation lands and facilities, encompasses more than 70,000 acres east and west of Vulture Mine Road. It is critical that an I-11 corridor—which may include BLM-administered public lands—be identified to the west of the Vulture Mountains Recreation Area.

The Vulture Mountains Recreation Area includes Category II Desert Tortoise Habitat, and both the Vulture Peak and Caballeros Peak Areas of Critical Environmental Concern (ACEC) for raptor populations. The area includes numerous roads (paved and unpaved), hiking and equestrian trails, OHV tracks, and other recreation features. Along Vulture Mine Road, the Maricopa County Parks and Recreation facilities will include developed amenities including the Vulture Mountain Campground, Vulture Mountain Day-use area, and Vulture Mountain Off Highway Vehicle area. The OHV track and racing area west of Vulture Mine Road is one of only two places proximate to the Phoenix metropolitan area where commercial OHV racing is allowed in the state.

Please contact me if you have any questions.

8/30/2013, Elaine Folland

I oppose the proposed route through the Mile Wide and Sandario area. I especially take exception to Mr. Huckleberry' statement that says there would be minimal residential and environmental impact here. I live here and know what a busy area this is. The By-Pass study made it very clear how it would hurt the all of the plants and animls that use this area to go from the Saguaro National Park to the Ironwood National Forest. The park official have also explained how it would hurt tourism in our one-of-a-kind Sonoran Desert. I am particularly concerned about the CAP that runs through here and the new storage ponds from the Avra Valley Storage and Recovery Water Facility. If the proposed route is superimposed on a satellite picture you can see that we would be running the hazardous truck route from Mexico right next to Southern Arizona's water supply. The area is rich with ancient Hohokum artifacts. But mostly I am worried about the people in this neighborhood. They do not have the resources to recover displacement or worse, living next to an international trade route. It is not fair for some to sacrifice everything while others profit. If you go ahead with this, it must include compensation for the people of this area, and ways to mitigate harm to wildlife, our beautiful desert, and our water supply!

8/30/2013, Catalina Hall

My, you pro I-11 guys have been busy. Again I see news articles and names in favor of an expressway in the desert and yet no response from those of us who live here and those who protect our state.

We oppose any highway, expressway, road, bridge or path that runs through the desert or our homes. Any conversation that says otherwise is wrong.

8/28/2013, Joan Fontanilla

I do not want the i 11 highway on Sandario Road because I fear traffic, pollution and the impact on wildlife. I am not convinced that the by-pass around Tucson is in the best interest of us the stakeholders

8/27/2013, Tim Bolton, Arizona State Land Department

I am reviewing the I11 study materials found on your website and so far have one concern regarding the following statement found in section 1.3.2 of the Existing, Natural and Build Environment Tech Memo:

- While serving as a major landowner in Arizona, the primary and continuing goal of the Arizona State Land Department (ASLD) is to increase revenue for the beneficiaries of the State Trust (Arizona's public school system and other public institutions) by enhancing value and optimizing economic return on the sale of State Trust lands for private development. This serves as an opportunity for the I-11 Corridor, which has the potential to increase land values for private sale, thereby supporting the mission of ASLD, and in turn, fostering growth and development in appropriate locations.
 - The statement underlined above is very difficult to quantify. Understanding that the statement emphasizes the term "potential," the Department prefers that this section only include the Trust's mission statement (<http://www.azland.gov/support/missiongoals.htm>).

8/27/2013, Sarah Smallhouse, Thomas R. Brown Foundations

Planning for this trade and transportation corridor is crucial if we are to build the future of the west in a way that supports both thriving economies and quality of life. The commercial pathway from the Mexican border north has never been more interesting or more important. Development of the Sun Corridor must be the principal strategy for the State of Arizona. These two facts make transportation infrastructure in the intermountain west, particularly in Arizona, the most important infrastructure we could put in place. Predictably there will be those who are fearful of new interstate development and what it will bring with it, but careful planning is the key to minimizing negative impacts. A few loud voices must not be allowed to dominate decisions that will impact an entire region, the state, even the competitiveness of our country. Furthermore, Arizonans need to be prepared to shoulder a greater proportion of the cost. In the past the federal government subsidized transportation to a greater extent than what is possible today. We need to be prepared to look at new funding models, especially tolls. The time horizon is long - it is essential we keep our eye on the ball and stay steady for years to see this through, but nothing could be more worth it. With better roads and transportation the region will have greater prosperity and be able to generate the wealth needed to fund all the other amenities - and essentials - we value most.

8/26/2013, Leigh E. Johnson, Maricopa County Parks & Recreation

[Letter regarding: I-11 and Intermountain West Corridor Study \(Universe of Alternatives\)](#)

8/26/2013, Cherie Campbell, Pima Association of Governments

[Letter regarding I-11 alternative alignments](#)

8/23/2013, Diane Arnst, Arizona Department of Environmental Quality

[Letter regarding "Comments on I-11 Corridor Alternatives Analysis"](#)

8/23/2013, Duff C. Hearon, Ashland Group, LLC

This Corridor is one of the most important economic development issues of the Region. It is a critical trade and commerce corridor of the region. It will connect Mexico and points south from the tip of South America to the Sun Corridor of Metro Tucson, Phoenix and Las Vegas. Also, it creates activity and commerce that will tie to I-10 (the only all weather Interstate that fully connects the east and west coasts the US). Thus, it is not just important for the region, but, also for all commerce and trade in the US. It is a key element for the longer term full connection of Latin America through the US to Canada.

We need to explore alternative options to those used in the past for funding Interstate Highways. For I-11, we need to evaluate the benefits and costs of user fees, toll roads and other options. For example, a sound study showing the amount of user fees such as toll fees from its use could be the basis for bonding I-11.

8/23/2013, Elsa Swyers

...Regarding the "Existing Natural and Built Environment Tech Memo" - I've taken a look at - very impressive with all the detail! What I found to be disappointing is that there does not appear to be mention of Saguaro National Park West* which is in the same area as Tucson Mountain Park and the Tucson Mitigation Corridor. Since Ironwood Forest National Monument is identified on Figure 1-5, pg. 26 I would have expected an indication of a National Park which has higher standing federally than a Monument. Also the text on pg. 25 fails to list National Park in the first paragraph. I would also suggest that in addition to the National Park, the Arizona Sonora Desert Museum should be acknowledged as both of those areas draw not only local visitors but national and international visitors in addition to protecting the Sonoran Desert wildlife and vegetation....
*There is also Saguaro National Park East but that is not in these areas of interest from what I see on the maps.

8/23/2013, Robert Medler, Tucson Metro Chamber of Commerce

It is essential the I-11/intermountain West Corridor provide an easily accessible and economically beneficial route. As such, we believe it makes the most sense for the southern corridor to be from the Mariposa Port adjacent to Nogales, Arizona, through the metropolitan Tucson area and northward to the Phoenix metropolitan area.

Connecting the designated I-11 corridor to the Mariposa Land Port of Entry, and Mexico Federal Highway 15 to the south, provides a direct economic benefit to the State of Arizona and an important route within the CANAMEX corridor. As growth occurs, Interstates 19 and 10 will meet and/or exceed capacity for both commercial and personal use. Identifying a viable alternative now is essential.

While specific routes have been proposed by some and minor opposition has been heard, I encourage the study group to continue its effort in identifying an appropriate corridor for a southern corridor for the I-11 project.

8/22/2013, Commissioner Dan Schinhofen, Nye County, NV

Nye County welcomes the opportunity to comment on the "universe of alternatives" associated with the I-11 corridor study. We are pleased to note the inclusion of segment 55 on both the Las Vegas Metropolitan Area and Northern Nevada Future Connectivity portions of the study. Segment 55, the ultimate alignment of which will be determined at some point well into future, will provide enhanced connectivity within Nye County consistent with our Nye County Regional Transportation Plans and previous correspondence with the I-11 Study Team.

We look forward to our continued involvement as the study moves forward.

8/22/2013, Bayard H. Brattstrom

1. What is wrong with the current Hy 93 when it is finished to 4 lanes with maybe a bypass around Kingman?? Cheaper? 2. If I-11 will be on a new path different from Hy 93, then there is a lot of environmental issues, including protected species of plants, birds, and the Desert Tortoise. 3. Big costs will be for bridges over desert washes, the major costs for the current widening of Hy 93 4. The current Hy 93 is already part of the Mexico-Canada transportation corridor system. 5. While you are talking about the positives, you also need to mention the negatives, especially costs and environmental issues. Yours, Bayard H. Brattstrom, Professor of Zoology, Emeritus, California State University, Fullerton, now living near Wikieup, AZ

8/22/2013, Stephen S. Chang, Surprise Community and Economic Development Department

Letter dated 8/22 with the subject line: "Comments on the Universe of Alternatives for Interstate 11 and the Intermountain West Corridor Study". ([Click here to view letter.](#))

8/20/2013, Edward "Ted" Maxwell, Southern Arizona Leadership Council

It is important for the Intermountain West Corridor to link the transportation route from the Mexico border through the Sun Corridor to Nevada and beyond. The southern portion of this corridor is extremely critical for the growth and opportunity of the Northern Mexico region to include its ports. Continued development of Interstate 11 south of Phoenix will be vital to ensure smooth, effective movement of goods and supplies traveling both northbound from the ports and factories of Mexico as well as east bound transport from the ports of Southern California. In the future, Interstate 10 will not be able to service the required commercial and personal road travel of our growing region and nation.

Please continue exploring the southern route possibilities with emphasis on the most viable and economically sound port of entry from Mexico. I believe the Port of Mariposa is the logical and fiscal choice. I am sure your future efforts will prove this true. Please do not allow the concerns of the few to overshadow the benefits to the significant majority of Arizona citizens.

8/20/2013, Lance Jungmeyer, Fresh Produce Association of the Americas

While the FPAA strongly supports improving infrastructure from all Arizona ports of entry to accessible trade and travel corridors in the state, the FPAA believes that Alternative C as presented in public meetings for the I-11 project has the potential for greatest growth and also return on investment. This alternative highlights the trade route from the Mariposa Port of Entry to I-19 and tying into I-10. ([Click here to view full letter.](#))

8/19/2013, Carol Owens, picture rocks citizen

I attended the August 13th meeting held in Tucson. Looking at a map that included Arizona & Mexico, I would like to add a note that going South from I-10 to Lukeville. Then helping Mexico build a 75 mile HIGHWAY down to "their" highway 15. It was noted in the meeting that Mexico didn't appear to have any interest or capability of building any "new" roads. To me helping Mexico build a 75 mile road would be cheaper, easier, and wiser than trying to fight going thru Tucson or Avra Valley.

8/19/2013, Virginia Berry, Tucson Saddle Club, Pima Trails Ass. Pima County Democratic Party

I am horrified at the idea of having a major highway go through the Avra Valley. It will be ghastly for wildlife, for Saguaro Natl Park West, for Tucson Mountain Park, for Ironwood Monument, for the Arizona-Sonora Desert Museum, and for Old Tucson, to say nothing of the thousands of residents who have settled out here for the peace, quiet, and closeness to nature. It will be life changing for every interest group I just mentioned. And the change will be anything but favorable. We don't need a superhighway through this area any more than we needed a major power line when Arizona Public Service proposed that some years ago.

You want to make it easier for long distance traffic to get through Tucson? Add another couple of lanes to I-10 and designate the left hand lanes for through traffic only, with a barrier in place to keep people from cheating. Don't tear up a relatively unspoiled area that has all kinds of current users dependent on peace and quiet.

8/13/2013, Robin Clark

"We are vigorously opposed to any potential highway bypass route through the Avra Valley and adjacent to the Barrio Sapo neighborhood...." ([Click here to view full letter.](#))

8/13/2013, Albert Lannon

"No I-11 Freeway Through the Avra Valley!..." ([Click here to view full letter.](#))

8/14/2013, Diane Arnst, AZDEQ

Something else to consider in evaluation of alternatives for I-11 Southern connectivity; I-8 appears to be the better option. <http://www.abc15.com/dpp/news/state/americas-most-dangerous-roads-list-includes-arizonas-stretch-of-interstate-10>.

8/14/2013, Si Schorr

Strongly favor I-11 thru Tucson area to the border

8/15/2013, Mike Hammond

This infrastructure investment is critical to the economic survival of So. Az. Even those affected by the construction of this freeway want opportunities for their children to work and live here. We must balance the need for infrastructure investment with environmental and parochial concerns recognizing the trade-off and not allow small constituencies to prevail. In the long term, it is in their best interests to allow for investments such as the I-11 corridor.

8/15/2013, Lisa Thiel

I am opposed to the building of the Tucson segment of the I-11 (through the Avra Valley area) for numerous reasons: First, you are assuming that 20 -30 years from now, this type of standard highway will still be the most economic and desirable form of transportation system. With the current uncertainty about the future of oil, and the proven need to prevent air pollution resulting in the growing global trend towards green, energy efficient vehicles, it most likely will not be. Given that, it makes even less sense to impose the irreversible damaging impact of a full scale highway running through and ruining a culturally and ecologically sensitive area. The irony is that these huge irreplaceable losses to our community and to our environment may possibly be for nothing, as this type of highway may in fact become obsolete within a decade or two after it is built. The

pollution and the proximity of the noise and disturbance of a freeway compromises the well being of an already fragile ecosystem of the Saguaro National Forest, one of our state's most precious and unique assets, and a key component in our Tucson tourism economy. Tucson's' clear skies and natural beauty are its hallmark that attracts people from all over the world .How many people will return to a National Park with dying Saguaros ,diminishing wildlife and a layer of smog in the air ? In the meantime, you will be destroying people's homes, their quality of life, the property value of their homes and lands that still remain ,(making many homes unlivable and unsellable), as well as compromising the health and the well being of the residents who do remain - many of them retirees who invested their life savings in homes outside of a city in order to live in a cleaner environment. "Economic Growth" and "new jobs" should not be created at the expense of the quality of life of taxpaying Americans or to the detriment of the environment.

8/15/2013, Brian Metcalf

I have lived around and hiked in the Tucson Mountain for the last 30 years. I can see clear across the Altar and Avra Valleys to the Baboquivari Mountains, Picacho Peak and beyond. The Tucson Mountain Park still has a population of deer, javelin, fox, desert Tortoise, and much more. My concern is that the wildlife corridors and habitat that connect the Tucson Mountain Park be aggressively preserved in order to protect what has become a very fragile and endangered ecosystem, as the result of the massive development to the north, south, and east of Tucson Mountain Park. Protection of the remaining ecosystem west of the Tucson Mountains must be a primary value in any proposal to consider the construction of major roads or commercial development in this area. Thank you and please put me on your email list.

8/14/2013, Si Schorr

Strongly favor I-11 thru Tucson area to the border

8/14/2013, Mike Holmes, Imagine Greater Tucson

Imagine Greater Tucson, in cooperation with the Sonoran Institute and Arizona Forward will be facilitating a broad community conversation about the ITC and I-11, helping flag and address community concerns, including ones related to proposed highway modifications, new routes, etc. We invite to ADOT to work with us as part of their planning process. and to coordinate outreach schedules as much as possible so that we reinforce each others efforts.

8/14/2013, Ed Stolmaker

Economic development is key to the success of Arizona and I-11 will allow Arizona to be in the for front for moving goods and services from Mexico to Canada. If Arizona does not move quickly other states will provide other options.

8/13/2013, Kery Silvyn

The I-11 corridor - as part of the overall Canamex and Intermountain West Corridor - is a critical component to growth in Arizona and particularly the Tucson region. The Tucson region is uniquely situated to handle and be part of the overall Canamex Corridor because of the I-10 east/west corridor, capacity on I-19 and the Mariposa Port of Entry, and the recent decision made by the Pima County Board of Supervisors to identify a potential International Trade Corridor to assist with traffic issues along I-10 and connect to I-11. The Tucson region has all of the components needed for a robust International Trade Corridor to accommodate and

enhance rail, air, and roadway movement of products and goods. Tucson assets include the Port of Tucson, heavy rail lines along with the ability to store and move goods onto the roads, Tucson International Airport, regional airparks in Marana, the southeast and Pinal County, and the foresight to be discussing the over-capacity issues along I-10 by dealing with alternative connections to I-11 to the north.

8/12/2013, Kim Haereiti

This should have been done decades ago. The toughest part is completed (the Hoover Dam bypass), the rest should be done post haste. Get it funded now, get it done tomorrow. While we're at it, extend I11 to Reno as well. For the record, I don't care about ANY environmental concerns.

8/7/2013, Wm Guthrie

Utilize the 93 corridor already in place where possible

8/2/2013, Darrell Pistone

Do we really want the same pollution traffic problems and "progress" as the east coast? It is unbelievable. I move from New York to get away from it all to find this Monster right in my back yard. (Picture Rocks)