



Submitted Comments

The following compiles feedback received by public and stakeholders via the project website, e-mail or by other means, from May 31 through July 31, 2013. Correspondence has been presented as it was submitted and neither edited nor grammatically corrected.

Name	Organization	Date	Correspondence
Steven Cardon		5/31/2013	las vegas need this and with the new online Gaming it is a win-win for las vegas and Arizona if the two states work as one community Arizona and las vegas will luck good to the word I-11 or 93 to kingman and Mohave county may be a new silicon valley and this is good a win-win for the state of Arizona and Nevada.
Jason Kedmenec		6/26/2013	As a native Arizonan, I have seen tremendous growth in my life time. I have also seen the lack of planning take its toll on the Arizona's economy. Two of the fastest growing Mountain states, Arizona and Nevada should have a direct corridor to join their major metropolitan areas together. Also to improve the CanaMex corridor for further trading and transportation growth. The intercity travel needs a safer corridor than the current route 93 that has far too many dangerous intersections. Route 93 should serve as a regional state highway vs. Interstate 11 serving a larger, ever growing demand for safe, interstate travel. As well as better connecting major cities of Las Vegas, Phoenix, and Tucson. This would also be a corridor for better security to handle our nations growth in the Western states.
Kent Simpson		7/1/2013	Given the deep-water port at Guaymas & the direct rail link through Nogales, combined with the growing multi-modal (air, trucking, rail) logistics framework available in the Tucson Metro - the only logical southern route for I-11 is through Tucson. Taking a route through another area will be a wasted opportunity to maximize the benefit of completing the CanaMex highway. I implore ADOT to think logically, not politically in choosing the final route!
Andy Wieser	GSW Telecom	7/1/2013	We are Pro-IH 11 here at GSW Telecom, a Tucson-based Telecom and Consulting Firm.
Les Smith	GSW Telecom	7/1/2013	We are Pro-IH 11 here at GSW Telecom, a Tucson-based Telecom and Consulting Firm.



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William		7/3/2013	<p>Please consider linking this corridor to Boise. This could possibly use part of the existing US-93 corridor, head west - allowing the existing US-93 to provide access to Jackpot and Twin Falls - and then linking up a new I-11 to the future Idaho State Highway 16 extension in west Boise/Meridian. This could also revitalize the Indian Valley highway project along the ID 16 corridor originally visioned by the Idaho Transportation Department. This would allow the future I-11 to travel north from Boise to Lewiston, Couer d'Alene, and the Canadian border. This also provides safe access to tourist destinations such as McCall and Coeur d'Alene, and provide direct access to the Port of Lewiston, opening up safe and efficient commerce within the state of Idaho and potentially Nevada and Arizona. Of course, this also provides a safe direct access from Boise to Las Vegas and Phoenix, benefitting drivers and travellers from all three major cities.</p>
JUDITH MALEN		7/5/2013	<p>I have looked everywhere and cannot find a concise map of potential routes. Please send me the appropriate links so I can see the routes and share this information with the many concerned citizens who are totally against a route going through the protected area on the West side of Tucson. We along with park representatives protested this a couple years ago and have not changed our mine that it would be detrimental to run a truck route right next to Tucson's and Arizona's premier tourist attraction - Saguaro National Park West - in addition to the Tucson Park, Ironwood Park, and the Sonoran Desert Museum. Send this to Yuma or Douglas!</p> <p>One other thing I was thinking about with these routes is Kitt Peak. This is a low light area to protect the important research being done there and, depending the route, this will be bringing incredible light pollution into this area. Just one more point against having this come west through the Tucson Mountains.</p>
Hugh Cawthorne Esq	State bars of Utah and Arizona	7/6/2013	<p>As Chair of the International Law Sections of the State Bars of both Arizona (2000-2001) and Utah (2011-2012) I am totally supportive, would like to be kept in the loop and contribute as appropriate. Great initiative. Best Regards</p>
Steven Cardon		7/6/2013	<p>i see las vegas and arizona as one. if we work as one community in conjuntion it will have a major positive impact on mohave county and nevada it is a win-win to develop hwy 93 from las vegas to kingman in to a master plan/ area. www.KingmanArizonaLand.com Thank you steven cardon</p>



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Joe Parrish		7/7/2013	Great and grand ideal. I would go further and have it go all the way through from Vegas to Mexico from the start to finish of the project. With at least one lane all the way through designated as I-11 and insure by-passes from traffic jams. Arizona has been the state for some pretty grand projects. It would be great having a Interstate from the Mexican Baha Gulf where the river joins to at least Phoenix I-11 connection. preplanned for a later deep water large ship canal with a deep water canal in the midiaiam and rail for things like people movement and tethered air-ships that could be drawn don for high winds and such. The technology from places like Israel and the Dutch that has and does work the foundation of the project
Davin Gaddy		7/9/2013	I would love the corridor between Phoenix and Las Vegas. For four months when I first moved to Las Vegas from Phoenix, I drove that corridor every weekend. I learned the ins and outs of that corridor quite well. I believe that this would greatly increase commerce between the two cities.
Ron Mill		7/9/2013	I would like to add my support to this project and suggest an additional, complementary project, namely the creation of a new regional jetport and intermodal facility north of I 10 and west of Wickenburg. This would realign air traffice for the entire sw region and tie into the I 11 corridor. I am creating a preliminary concept plan for this idea and would like to provide it to you for discussion.
Curtis and Robin Clark		7/19/2013	As residents of the Avra Valley living near the proposed I-11 bypass, we are writing to express our vigorous opposition to any potential highway bypass route through the Avra Valley. The Bureau of Reclamation, the Superintendent of Saguaro National Park, Arizona Game and Fish, Tohono O’odham Nation, Pima County Board of Supervisors, and hundreds of residents of Avra Valley are already on record as opposing such a bypass when it was proposed back in 2007. We specifically chose this area to live because of the abundant natural beauty, wildlife, and proximity to the protected lands of Tucson Mountain Park and Saguaro National Park. Any bypass through the Avra Valley would absolutely destroy the peace and quiet of our neighborhood, disrupt wildlife, and bring increased noise, air, and light pollution to our doorstep. It would be a true disaster for the quality of life we have enjoyed. It would also have a huge negative impact on our property values. We believe that transportation planning studies should focus on expanding the capacity of existing transportation corridors, which already have the infrastructure (gas stations, hotels, restaurants, etc.) to support the traffic along those corridors.Please stop this ill-conceived bypass proposal before it becomes a reality and destroys the Avra Valley forever. Thank you.



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Travis McHenry		7/9/2013	<p>Hi, I'm in support of high speed rail line either instead of, or parallel to, a traditional highway. However given the horrible job California has been doing with getting it's own high speed rail going, I can understand there being some political hurdles. If I remember correctly, there's also a lot of funding from the federal government going to high speed rail lines which might make this addition to the project a (relatively speaking) low cost option. It would also connect Phoenix to the US passenger rail system. A later extension to Tucson would also be a good alternative to doing further construction work on the I-10.</p> <p>Another hurdle I can see is the need to build a second Hoover dam bypass bridge for the rail. I think however that it would be well worth the cost, and I'm sure it would also be easier the second time around.</p>
Sheli Stoddart		7/12/2013	<p>I am interested in being on one of the committees regarding the research and implementation of this project. Thank you, Sheli</p>
Janice Stone		7/13/2013	<p>This interstate is desperately needed. It's amazing that it has taken so long to get this far. Commerce is being lost each day.</p>
John Cook	Mayor of Town of Wickenburg	7/22/2013	<p>2 letters and a petition from the Town of Wickenburg. Available upon request.</p>
Ann Gonzalez		7/25/2013	<p>I am writing in opposition to the I-11 corridor through Avra Valley. My husband and I bought land and built our adobe home 10 years ago in the place we want to live through our future retirement. We chose it because of our love of the desert, it's plants and animals, and the special community of neighbors. We moved from the city to escape the lights and noise of the city. We enjoy the sounds of coyotes and owls at night, which would shamefully be replaced with airbrakes and sirens. We harvest fruits from the native plants during the summer. We gaze at the bright stars on clear nights. We photograph wildlife that wanders through our property. If this highway is built, our home will be ruined as we live only approximately one mile from Sandario. Our dream will be lost. I understand that I am just one person and that our government must keep in mind the needs of everyone, so I am going to list other reasons why this highway must not be built through this valley.</p> <p>First, I work at Saguaro National Park during the summers and intermittently the rest of the year. Visitors from around the world come out to the Tucson Mountain District of the park to visit and learn about our special desert. Local residents hike regularly to retreat from the stresses of everyday life. It matters little how far across the valley you put the highway, it will impact the experience of citizens and visitors at the park. the viewshed will be altered forever, and highway</p>



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			<p>noises will overpower the sounds of birds, insects, and mammals, and certainly remove any sense of quiet. Visitors to the Arizona-Sonora Desert Museum would be similarly impacted.</p> <p>Second, the Tucson Mountain range supports a small population of mountain lions that need to be able to move across the valley to the surrounding ranges. A highway could have the effect of eliminating the population of the cats from the range due to the inability to disperse and breed. The ecosystem of our mountains would be altered negatively, with impacts that would affect residents in the area in addition to the natural balance that has evolved in our area.</p> <p>Third, there are too many barriers to the highway in Avra Valley. These include reservation land that belongs to the Tohono O'odham Nation, the Wildlife Mitigation Corridor that was put in place to allow the dispersal of animals I mentioned in the above paragraph, the Central Arizona Project canal, as well as Saguaro National Park.</p> <p>Last, this would have a negative impact to the City of Tucson, Vail, and Marana. Many businesses along I-10 depend on traffic moving through Tucson. Traffic that is diverted out of the city is money lost.</p> <p>I hope the study committee will keep these things in mind, and will choose to abandon the plan. It has no benefits for Tucson or Avra Valley residents.</p>



Name	Organization	Date	Correspondence
Jennifer Wilcox		7/25/2013	<p>My husband, foster son, and I recently moved to our dream property near the intersection of Kinney and Mile Wide road, less than a mile away from the proposed route of I-11 thru Avra Valley. Our community (Barrio Sapó) enforces firm deed restrictions that protect the tracts of pristine Sonoran desert within our acreage. We are dismayed at the thought of a highway near and through this special area for many reasons.</p> <p>In a letter to Cherie Campbell dated July 2, 2013, Pima County Administrator Chuck Huckelberry estimated that ~5000 acres would be purchased to mitigate habitat loss caused by I11, which “can be used to effectively restore and establish viable wildlife corridors”. However, the proposed I-11 route would sever active wildlife corridors between the Tucson Mountains, Ironwood Forest National Monument, and the Baboquivari Mountains. This winter, a mountain lion was struck and killed by a vehicle when it walked out of Saguaro National Park West; enormous amounts of carnage should be anticipated with a highway through this wildlife-dense area. A highway through this area also promises light, noise, air pollution, plus lots of litter. The impact on tourism to this favorite area of Southern Arizona must be considered. The experiences of watching sunsets at Arizona Sonora Desert Museum, hiking to Wasson Peak within Saguaro West NP, star gazing at Kitt Peak- all these will be denigrated by the presence of a busy, blazing nearby highway. We risk a similar loss of unique, pristine landscape as predicted for the Northern Santa Rita Mountains by ill-conceived development.</p> <p>The economic benefits anticipated by I-11’s development encourage the “dirtiest” industries. Expansions in fossil-fuel, motor vehicle-driven commerce are an atavism given our county’s stated desire to attract and encourage biotechnology, outdoor tourism, and other “clean” industries. In addition, I-11 would offer a plump “artery of opportunity” for illegal immigration and drug trafficking. Just last month, our neighbor found drug mule backpacks in her backyard. We should expect many more with I-11 also in our backyard.</p> <p>Does I-10 traffic need alleviation? Yes. Can a more creative and ecologically, economically sound answer be found? I’m sure of it! How can we help you find a better alternative?</p>



Name	Organization	Date	Correspondence
Carlos Lopex		7/25/2013	<p>I've read an article out of the Arizona Daily Star that mentions a possible Interstate 11 extension southeast to Tucson. The road would be separate from I-10 between Phoenix and Tucson and would eventually connect to I-19 to the south and then end at I-10 to the east of the city.</p> <p>Since the primary purpose of I-11 is to feed into the CANAMEX corridor, it would seem that the minimal amount of route numbers would be beneficial to the route. That's why I propose extending the I-19 designation along this extension and up the planned I-11 corridor to I-15 at Las Vegas, then (as I understand it) I-15 fills in the CANAMEX corridor the rest of the way north to the Canadian border; it reduces what is planned as I-19/I-11/I-15 to just I-19/I-15. I've attached a map to illustrate I-19 in this scenario.</p> <p>The I-19 to I-10 portion of the route could become I-210, while old I-19 between the proposed I-11/I-19 junction north to I-10 becomes I-219, while the stub where I-11 is planned to end (pardon any inaccuracies) becomes I-119.</p> <p>Conversely, the Interstate 17 designation could be extended south along this new southern road and "absorb" I-19, leaving I-11 largely unaffected. While this could provide an alternative route of sorts to what is planned as I-11 that serves most of Arizona's major population centers (Nogales, Tucson, Phoenix, and Flagstaff), it would still leave 3 routes (I-17/I-11/I-15) for the CANAMEX corridor. This leaves I-217 for old I-19 and I-210 from old I-19 to I-10; I also have a map of this scenario, but I can only (apparently) attach 1 file per response.</p> <p>Is it too late to consider a different number for the Interstate 11 corridor, seeing as it is not built (but signed into law), or could the number still be changed? Are such ideas being discussed within ADOT? https://adotnetprod/envoy/attachment.aspx?fileName=I-19_Extension.gif&ReqID=1320655734</p>
Levi Tappan	City of Page Councilmember	7/23/2013	<p>I'm not sure if you are aware of the where the city of Page is located on a map, but the I-11 corridor would effectively route traffic away from Page. Being a tourist base economy route thought canyon country this project would not be in our best interest.</p>



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Carolyn Campbell	Coalition for Sonoran Desert Protection	7/25/2013	<p>While we understand that detailed environmental analyses will be a part of subsequent studies for this corridor, we strongly believe that environmental considerations must be integrated into transportation corridor planning from the very beginning of the planning process. Additionally, our comments address the Draft Pima County Interstate 11 Alignment identified in the Pima County Administrator’s July 2, 2013 report entitled Transportation Planning Activities in the Area West of the Tucson Mountains Linkage with Interstates 19 and 10 through the Aerospace and Defense Corridor and largely focus on a potential alignment in the Avra Valley area. We recognize, however, that other alignments in southern Arizona will be considered; the major environmental impact categories outlined below should also be applied to these other alignments. (Complete letter is available upon request.)</p>