

Public Meeting summary

August 22, 2000

- 343 citizens attended (not including agency reps/Sverdrup)
- 38 speakers
- 93 comment sheets, 31 letters, plus 1 petition and 18 form letters

December 5, 2001

- 158 citizens attended (not including agency reps/Sverdrup)
- 20 speakers
- 46 comment sheets, 8 letters

Comment Sheet Summary 12/5/01:

Wickenburg Bypass side					
1. Do you support a continued investigation of a bypass corridor through the Raptor Protection Area to determine if the Far West Route is feasible?					
Yes:	19	No:	18	No reply:	9
Even if it adds several years to the study?					
Yes:	16	No:	7	No reply:	23
Don't support disturbing RPA, but should do study; using southern loop is preferred					1
Study should not take that long					2
2. Would you be willing to support the Southwest bypass routes and eliminate the Far West bypass route so that the study could be completed earlier?					
Yes:	15	No:	23	No reply:	8
Eliminate Southwest; prefer Far West					2
??					1
Southwest route noise and pollution would affect dude ranches, tourism					1
The project will only get more expensive the more it's studied					1
3. Please note any additional comments, issues, and/or concerns about the Wickenburg bypass.					
None					23
Build Far West bypass ASAP					6
Use southern loop around the RPA					5
Comply with Canamex plan/wait until Canamex route is determined to plan bypass					3
Keep bypass in town (prefer interim alternative only)					2
Support Alternative 16					1

Maintain the rest areas on Joshua Tree Parkway and at Burro Creek	1
Opposes any interim solution	1
Build bypass as a toll road	1
Get NAFTA funding for bypass	1
Support Far West route	1
Southwest route is too close to growing town, would be in town in a few years	1
Enhance wildlife areas with underpass crossings, watering areas	1
Highways are good for raptors (provide roadkill); bypass would not impact RPA except for short-term construction impacts	1
BLM should not be only agency to review RPA, independent study should also be done; don't disturb RPA if study shows wildlife activity	1
Let Canamex route up Vulture Mine Road connect with north leg of bypass	1
ADOT has not been faithful to its statements to the public; listens to political entities but not the people; costs will only go higher with more study, will be even more difficult to justify; ADOT is dragging its feet on bypass in the interest of the interim; put funds for interim towards bypass	1
Need bypass before 15-20 years, even with interim project, due to increased traffic and growth	1
Goal is to preserve town character	1

Interim Improvement side					
Not available (one side only)*				3	
1. Do you support Alternative 16 as the preferred concept?					
Yes:	30	No:	8	No reply:	5
Reluctantly support Alt. 16 if you can't get Canamex going					1
Above others shown					1
As the <u>Interim</u>					1
Oppose any interim					1
What difference does it make?					1
2. If not, what are your concerns?					
None					26
Concerned about flooding/hydrology/should provide for 100-year flood					4
Noise					3
Aesthetic impact on town (ugly)					3
Oppose interim project					2
Air pollution					2
Bypasses businesses that depend on highway					1
How soon					1
Environmental damage					1
Will delay funding for bypass					1
Concerned about impact on commercial property adjacent to APS substation, should change alignment to avoid					1

Residents near interim need to be informed of noise and air quality mitigation; business owners concerns should be addressed	1
Maintain integrity of the river system	1
Congestion	1
Will become permanent bypass	1
Traffic backups at the lights from left turns to get into/out of downtown	1
Damage to downtown area	1
Property is within 20 ft. of drainageway and 100 ft of edge of highway	1
3. If you support Alternative 16, do you have any suggestions that could improve the concept?	
None	20
Build Far West bypass using funds for interim	2
Best alternative/looks good	2
Only need to provide for 50-year flood (keep low to reduce visual impact)	2
Add access road from the hospital/connector at Bralliar Road	2
Move alignment as far east as possible to avoid residential areas	2
Oppose interim project	2
Raise road profiles to accommodate 100-year flood event/alleviate flooding	2
Build it ASAP	1
Include good signage	1
Disturb as little of the Community Center as possible	1
Interim should only be two lanes	1
Only need small enhancement projects, not large-scale interim project	1
Add exits to businesses on Tegner at appropriate intervals	1
Go to design phase	1
Keep the old bridge	1
Designate existing Tegner St. as business loop 93	1
Eliminate radius roadway connection at north end to avoid taking frontage property; make T-intersection instead farther south	1
Will 2 northbound lanes have to merge to 1 lane at the northern end?	1
Don't need hospital access road – can use existing streets	1
Connector Road to 93	1
Coordinate flood protection with all affected property owners	1
4. Please note any additional comments, issues, and/or concerns about the Interim Improvement Project:	
None	18
Build it ASAP	5
Good work/presentation	3
Oppose interim project	2
Don't use 100-year flood level for roadway, 50-year is fine	2
Hope Sols Wash bridge engineers not involved with plans (flooding concern?)	1
What happens to the property between the north end of the off ramps and the interim project?	1
Make as attractive as possible	1
Support Alternative 10 or 12 instead	1

Have the traffic light farther south below McDonald's so the old bridge can be used to go into Wickenburg	1
Move up funding to complete by 2005	1
Do not include connection to Bralliar Road, would add traffic lights	1
New development on North Tegner across from APS substation will need traffic signal or stop sign; will interfere with flow on and off of interim	1
Protect downstream Hassayampa from pollution from increased traffic flow	1
Interim will delay or eliminate Far West bypass	1
Concerned it will be further delayed	1
Concerned about traffic backing up on 93 to block Rincon Road, Camino Blanco and Rancho Casitas Rd.; the interim will cause a problem at Jack Burden and Constellation Roads due to backups at the signals	1
Put traffic lights at Rose Lane and east end of bridge to meter traffic into downtown (instead of building new roadway)	1
There are more buildings close to the roadway than were shown in the presentation	1
Road is considerably into floodplain as is	1
Alternative 16 is a good concept	1

*plus 1 was same on both sides but had relevant comments; was included in tally

Letters

People of Wickenburg want out of town bypass, not interim improvement (Jack Lutch)	1
Traffic necessitates Southwest or Far West bypass now, not in 20 years; interim may make matters worse because truckers would no longer avoid the area by using I-17 (Robert & Gwendolyn Sutton)	1
Alternative 16 is bad for Wickenburg due to air pollution. Should start on 2-lane bypass southwest of town. Public has had no say in what is going to be done. (Michael Chilingerian)	1
Bypass southwest of town would not solve the problem because people would still take the shortest route through town; suggests combination of Alts. 13 and 7 (Nick Christensen)	1
Prefers basic mainline alignment of Alt. 15 (but tie-in is slightly north of Bralliar Road) with slight modification to connection to Rose Lane; better for businesses on North Tegner (Myron Deibel)	1
Opposes Alternative 16 due to impacts on businesses on North Tegner and lack of hospital access (Leon Powell)	1
Opposes Alternative 16 due to impacts on businesses on North Tegner, added cost, introduced to public too late in study process (Jerry Diddy letter #1)	1
Concerned about new development at northern terminus; prefers terminus between Super 8 Motel and Chevron (Jerry Diddy letter #2)	1

Speakers

Support Alternative 16 - Total	15
<ul style="list-style-type: none"> • with modifications • as is 	9 6
No interim preference stated	4
Oppose Alternative 16 due to impacts on highway-oriented businesses on North Tegner; can't build connector road due to WQARF site and not possible to move roadway farther into river due to flood control issues; suggested new alignment	1
Modifications to Alt. 16: <ul style="list-style-type: none"> • Need connector to Bralliar Rd. • Move interim farther east to avoid impacts on residences in southern portion • Need hospital access from interim • Need to address concerns of businesses/access on North Tegner • Roadway should be designed for 100-year flood • Designate existing route as a business loop • Signage is important to help businesses • Modify north end of Alternative 16 so tie-in is slightly further south • Use arch bridge for new bridge across Hassayampa; leave old bridge as well; eliminate traffic signal on bridge, use ramps instead 	4 2 2 2 2 2 2 1 1
Concerns with Alternative 16: <ul style="list-style-type: none"> • Businesses on North Tegner will suffer due to less drive-by business • Concerned about acquisition of property for R/W • Concerned about visual impact/landscaping buffer • Concerned interim improvement will be permanent • Concerned about safety of roadway north of interim • Development occurring north of roadway terminus, impossible to get north of all commercial areas 	2 1 1 1 1 1
Comments on other interim alternatives: <ul style="list-style-type: none"> • Oppose Alternative 10 • Concerned about congestion/safety at school on Rose Lane with Alt. 14 or 15 • Against Alternative 15 (no specific reason given) • Alternatives 14 and 15 would impact Super 8 and Chevron, hurt town character • Alts. 14 and 15 have only indirect access to hospital and the surrounding neighborhood; residents would have trouble entering roadway without a signal 	2 2 1 1 1
Comments on Ultimate Bypass: <ul style="list-style-type: none"> • Move bypass alignment south to avoid impacts on residences, wildlife • Bypass divides Morristown residential areas/community • Ultimate bypass is too much \$, won't be able to compete with other cities' needs 	3 2 2

<ul style="list-style-type: none"> • Use Canamex route (i.e., Vulture Mine Road) for bypass 	1
<ul style="list-style-type: none"> • Bypass divides wildlife area, potential parkland 	1
<ul style="list-style-type: none"> • Should consider improving existing US 60 up the Hassayampa instead of building bypass 	1
<ul style="list-style-type: none"> • Support ultimate bypass as well as interim 	1