

Public Participation

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Public participation ensures early notification and involvement prior to formal application submittal, which is an integral component of Scottsdale's public hearing process.

☒ Step 1: Complete Neighborhood Involvement Outreach

☒ **Hold a minimum of 1 Open House Meeting prior to formal application submittal.**

Due to the COVID-19 pandemic, and to respect social distancing recommendations and the personal safety of the community, all public input was obtained via a virtual public meeting.

The project team followed the recommendations of the City of Scottsdale and followed prior virtual meeting formats.

Opportunities to learn more about the project and provide input were available from April 26, 2021 – May 7, 2021, and through the virtual meeting video and online survey that closed on May 7, 2021.

- **Send open house invite via 1st Class Letter to property owners & HOAs within 750', to the city's interested parties list, and to the city project coordinator. Invitations need to be sent at least 10 calendar days prior to the open house meeting, and include the following information:** The project team followed the City of Scottsdale recommendations to send meeting notice digitally via an email blast to all major neighborhoods organization within the project boundaries in addition to members of community organizations. (See attachment)
- **Post Project Under Consideration sign at least 10 calendar days prior to your Open House Meeting (See Project Under Consideration (White Sign) posting requirements):** The project team followed the City of Scottsdale recommendations to only use digital advertisement.
- **E-mail open house information to the project coordinator and to:** planninginfo@scottsdaleaz.gov
- **Provide sign-in sheets and comment sheets at the open house meeting:**
In leu of an in-person comment form the project team used a digital survey link to collect contact information, and comments.
- **Avoid holidays, weekends, and working hours:** Meeting didn't interfere with any holiday.
- **Maintain contact with neighbors during the process and make as many contacts that are warranted to achieve productive neighborhood involvement:** The project team composed responses that were used by the City of Scottsdale to respond to questions/comments.
- **Hold additional open house meetings as necessary to ensure public participation.**

☒ Step 2: Document your Project Notification efforts as follows:

- **Provide a list of names, phone numbers/addresses of contacted parties:** The City of Scottsdale hosted the digital comment form.
- **Provide a map showing where notified neighbors are located:**
- **Provide the dates contacted, and the number of times contacted:** All communications were done via email. (See attachment)

- **Indicate how they were contacted (e.g. letter, phone call). If certified mail was used, provide receipts of delivery:** All communications were done via email. (See attachment)
 - **Provide copies of letters or other means used to contact parties:** All communications were done via email. (See attachment)
 - **Provide originals of all comments, letters, and correspondence received:** All comments have are documented in the comment log attached.
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Virtual Public Meeting Invite:



PROJECT UPDATE



Virtual Public Meeting for Miller Road Improvements between Pinnacle Peak Road and Happy Valley Road April 26 – May 7

The City of Scottsdale is beginning a design project that will connect Miller Road between Pinnacle Peak Road and Happy Valley Road, including a bridge over the Rawhide Wash. Completing this connection will create a new option for north/south travel beyond Scottsdale and Pima roads and provide a direct connection to the Hayden Road/Loop 101 interchange. The new segment of roadway will include two lanes of travel in each direction, bike lanes, and detached sidewalks with landscaped buffers on either side of the street.

Next the project will move through the public hearing process, to have your comments included, please be sure to participate between now and May 7.

Virtual Public Meeting

Ends May 7, 2020

www.scottsdaleaz.gov/construction/project-list/miller-road

Questions?

Project Hotline 623-239-4558

or view the Frequently Asked Questions section of the project website.

CLICK HERE to access the project website

Meeting Comments

Common Themes:

- Concerns about noise levels
- Concerns about privacy and safety
- Concerns about displacement of wildlife
- Questions about Traffic Control in the Area
- Concerns about the height of the bridge
- Concerns about putting bikers and pedestrians at high risk

Comments:

1. Looks Good! Get it going!!!
2. We now have a quiet neighborhood that will now have 22,000 cars passing by every day and connect to a two lane street at Happy Valley. That makes no sense. Are you going to enlarge Happy Valley to 4 lanes at the same time? Have the residents on Happy Valley know that they will now have an additional 22,000 cars dump on the street?

I believe that the Miller Road extension and the required work on Happy Valley are tied together and should be done at the same time or not done at all. In fact Happy Valley should be prepared first so that it can accept the additional traffic.

The statement that no noise mitigation for the surrounding homes abutting this new 22,000 car roadway make no sense. I would welcome anyone to come into our back yard now and when the road is completed and tell us that the noise level is acceptable, especially with single family homes on both side of the road. Lighting the street and bridge will destroy our neighborhood and create a negative impact on our home and everyone's home and its value.

Finally based on the presentation we just watched this new bridge is elevated 10 feet above grade and will now be visible from our backyard (which is only surrounded by a 6' high wall) and all the adjoining homes. Having see through railings will just add to our enjoyment so that we can see and count all the passing cars and trucks flying by at 40-50mph (no follows the posted speed limit around here).

3. I have previously commented in regards to the city plans for tearing apart the rawhide wash in order to make room for more extreme growth, condos, retirement villas and skyscrapers. I vote strongly against both the Miller bridge and the flood wall rehab.

I run & jog in the wash frequently and I see many coyotes and other wildlife. I saw a mtn lion a couple years ago, bobcats, rabbits snakes and other animals. I believe there is currently a pack of Coyotes living near where the bridge is planned, and the dept of wildlife should be contacted about this immediately. If you do put in a bridge, perhaps you can choose the animal print design from your slides to honor all the animals that are killed by your project.

I was previously informed that community input will not be considered beyond design details, and that the city will pursue this project regardless of what we want. While I do recognize the amount of work that has been done here, I strongly disagree with the need for the wash to be disrupted as you have outlined.

I believe the city needs to revisit its general plan to include more open space, and that the city council members should stop taking money from developers to influence their votes. The amount of growth is already past capacity, and I would point to the Silverstone complex (which is built to within inches of "major artery" intersections), the ugly self-aggrandizing Silverleaf mansions on the mountainside, the closure of Troon

Mountain (yes, we would love to rock climb there again!), and the Nationwide skyscraper as shining examples of what not to do. If these projects were decisioned rationally, then the need for projects such as this would be abated.

While it would appear this input may have no consideration in terms of the bridge proceeding, the city should at a minimum adopt a new general plan and open space consideration well beyond that of the preserve. We all love money, but it is scary what this city might be like in 5-10 years if it keeps going like this.

4. My backyard abuts Miller road, on the West side of Miller, approximately a block South of Happy Valley. My main concerns are traffic noise, air pollution, and the planned degradation of my neighborhood.

In the presentation, very little time was spent on the noise analysis topic. I did hear that no noise mitigation at all is planned, which is very disappointing. In addition, air pollution wasn't mentioned at all, as if it's not a factor.

I have to imagine that the noise level increase will be substantial and be more or less continuous. That has to be compared to the relatively quiet existing residential road. It's hard to believe that some type of noise mitigation won't be required. This project is basically transforming a low volume residential street that cuts through a subdivision into a major thoroughfare. After viewing your presentation, I believe that it represents a substantial downgrade to the local environment and adds only a small benefit to the local transportation needs.

The presentation disclosed a daily traffic count of 22,000 vehicles per day for 2040, but also mentioned that the current traffic volume hasn't been measured. I think that measurement should be completed. My guess is that the current traffic level is a tiny fraction of the 22,000 vehicle per day estimate. We can't possibly know what the percentage increase the 22,000 figure represents without knowing the current volume.

I would like to see less time devoted to building a beautiful bridge and more time devoted to limiting the negative impact to our existing neighborhood.

5. Coming north on Hayden south of Pinnacle Peak (from Thompson Peak to Pinnacle Peak) there are traffic lights on various cross streets to slow the traffic to allow for ingress and egress to the neighborhoods. The presentation does not show any traffic lights north of Pinnacle Peak. If it is straight run to Happy Valley with no traffic lights north of the bridge, Miller will become a high speed roadway and it will be impossible to enter or exit the communities north of Park View. This is particularly true since the roadway curves north of Park View and fast moving traffic will be a hazard for those coming onto Miller from Juan Tabo and Whispering Wind. A traffic light needs to be placed at Park View (the north end of the bridge) to slow the traffic down as it enters the neighborhoods north of Park View.

Aesthetically, we prefer precedent image 1 & 2 and Alternative A.

Please respond to my query regarding a traffic light.

6. As a resident of Los Portones that backs onto the Rawhide wash, we are very concerned by both the visual and noise implications of this project in both the construction phase and the outcome of this then becoming a major thoroughfare. The proposed project will greatly affect our standard of living and quality of life, as well as having a negative impact on the value of our property.
Therefore, given all of the above, we oppose the execution of this project.
7. WE like Option B for designall the rest looks great
8. Fully support the project.
9. Many people are wondering and the information is not listed, will there be a traffic light located at Miller Road and Happy Valley Road?

10. Bridge design Alternative A

11. In addition to my previous comments I also have the following:

- A. Have alternate designs for the bridge been considered? Why does it have to be 10 feet above the bed?
- B. I do not have the benefit of a topographic map but why can't the roadway, where it crosses the wash be constructed on reinforced concrete culverts thus reducing the profile of the bridge? With that in mind can I get a copy of the topographic survey and information on the 100 year flood elevation?

12. The Miller road expansion project looks like it should be beautiful and you have great ideas . One of our favorite images was the animals and river bottom rocks. Our biggest concern is the speed people will be driving at and the intersection at Miller and Happy Valley Road. Currently Happy Valley traffic is somewhat busy, however this will increase volume. We live at Hayden and Pinnacle Peak. When traveling west from Pima to Hayden on Happy Valley Road making a left turn (southbound) will become dangerous as there is no left turn lane and we see this is an issue at present. Further the increased volume of traffic at Pinnacle Peak going East and West between Miller and Pima will have to be widened to accommodate this traffic. What are your plans for this? Current, traffic on Hayden between Happy Valley and Pinnacle Peak moves much faster than the 35 mph posted. At night we hear people racing on these streets all the time. This will not be slow moving traffic. Over a year ago a Lambo and BMW were racing @145 mph and killed a woman at Williams and Hayden. My husband was a witness. These are neighborhoods and we need to be concerned about the volume of traffic and velocity. Thank you.
13. We are extremely pleased that this project is finally happening, & that there will be an additional South/North driving option. We like each of the design/architecture options & have no preference as to which is finally chosen. We appreciate all of the information you have been providing regarding this project, especially in the past 6 months. May I repeat, "we are thrilled this project is finally happening". Thank you for the ability to express our opinion.
14. I appreciate the well produced an informative Virtual Meeting. Thank you! I have two comments:
- 1. While I understand the connection between Pinnacle Peak and Happy Valley has been planned for some time, I have serious questions about the need and wisdom of completing the extension at this time. The only benefit gained by the extension, as things currently stand, is to direct traffic to Happy Valley Road. While there has recently been some improvement to Happy Valley Road to the West of Miller, Happy Valley Road to the East of Miller remains two lanes with no bike path or sidewalks and is in no way ready to safely absorb the traffic using Pinnacle Peak Rd without putting bikers and pedestrians currently using Happy Valley at high risk. Happy Valley is also crossed by three major washes, creating a thoroughfare for wildlife and challenges during storms. I could not support this project without knowing how the City plans to mitigate the impact on wildlife and potential for flooding. Finally, the area of Miller Rd to be impacted and all of Happy Valley between Scottsdale and Pima is single family residential, and the increased traffic will have a detrimental impact on their quality of life and potentially property values. There may come a day when there's a need for Miller to extend further to the North, so a connector makes sense, but I do not believe this is that day.
 - 2. Should the plan go forward, I liked the ""wildlife flipbook"" design with river rock.
15. While the aesthetics look beautiful (Very D.C. Ranch), I have a hard time believing that the noise levels will not be significantly impacted with the new road. Given how very close some of our homes are to the new road, and that many of us recently purchased in this area for the quiet, will there be trees and other vegetation strategically placed to block/muffle any of the new road noise?
16. I am on the HOA Board of LaVista and we have many residents concerned about the noise generated by 22,000 vehicles daily. We believe you should construct sound walls between the road and our development.

17. The designs are all Scottsdale-dazzling so I don't have a preference there, just want to urge staff to move the entire project along. Turning left (southbound) from Juan Tabo onto Scottsdale Road is taking your life into your hands! And my husband is one of those scary drivers just saying... 🤖
18. I oppose the Miller Road connection/bridge from Pinnacle Peak road to Happy Valley due to this connection will increase vehicle traffic, cycling traffic, and pedestrian traffic into the Pinnacle Peak II and Pinnacle Peak East neighborhoods. An increase in vehicle traffic will also increase noise pollution, air pollution, and will provide easy access to criminal activity.
19. I have lived at this address for over 20 years. I CANNOT WAIT for this project to be completed!!! I will no longer need to make the dangerous left turn onto Scottsdale Road to go South from Juan Tabo. Please hurry, lives are at stake.
20. I watched and listened to the virtual meeting. My concerns are as follows:
- Although my understanding of the meeting communicated there is no need for sound abatement regarding this bridge, roadway and walkway, I disagree completely. Sound and light noise carries through the wash area likened to a megaphone. We would expect some sort of sound abatement to be included in this project.
- Regarding the natural vegetation, we have two mature ironwood trees, that are high and outside the current natural water flow area, that have been tagged. We are hoping that this is merely an identification/inventory marking system. Those trees are maintained by us and have always been since we moved here in 2002. They provide shade and beauty to our yard. Boxing them and replanting them elsewhere would impact our property negatively.
- Regarding adding 1 to 3 blocks to the height of our wall, that is fine. What about the view fence that is on top of the existing wall? Will that be replaced or modified?
21. I watched your video thank you. However it does not seem to address that fact that homes on the West side of the project, which all have view fences, do not seem to have a clear indication of what our views will be. Having a big bridge is not appealing so appreciate that thought and consideration will be given to more vegetation in the wash and more noise abatement as well, as the bridge does not seem to have any.
22. As a resident of Pinnacle Reserve 2, I support the project and I am excited for the additional access from Miller Road. Turning left from E. Juan Tabo Rd onto Scottsdale Rd is challenging during times of high traffic, having an alternate route via Miller Rd to the Hayden/101 interchange will be much more convenient.
23. Between Los Portones townhomes and Miller Road south of Rawhide wash, I'd like to see a raised wall and additional dripped vegetation to reduce noise and trespassing to the private property. Our present wall is only ~3' high.
24. My wife and I whole heartedly support the project for the Miller Road extension/completion. There is no question that this project should reduce the amount of traffic that has to 'divert' to Scottsdale Rd or Pima Rd to continue their trek north.
25. Where exactly is the bridge going to built? Is it on the corner of Miller and Pinnacle Peak or is it further north on Miller? The presentation stated that there will be no noise barriers since they did a study on this. How can this be decided when no traffic has started on the roads?
26. I appreciate the sharing of information and for the ability to provide input.

I should start by saying that I never understood the reason why the road north of the wash was built as 4 lanes; it seemed like overbuild, but had not questioned ever since it was already there when I moved into the area in 2007.

While I understand the need for the construction of a bridge for flood management, I fail to see the need for it to be 4 lanes. Scottsdale and Pima roads may be at capacity but unlike them, the new expansion seems to be much much closer to residences that in any section on Scottsdale and Pima roads.

Due to the high probability of increased noise pollution and safety in this area, I feel that a higher volume could still be handled by the existing roads and a much reduced volume; much less than the 22k/day presented, in the expansion could be handled by other ways. The entire length of the project, or just the bridge could be reduced to 2 lanes; another way is to limit the traffic to only personal vehicles (no buses other than school transportation, no rideshare vehicles, no trade vehicles, no trucks and no heavy equipment transportation); lastly I would prefer setting a speed limit no to exceed 35 miles per hour through the entire length between Pinnacle Peak and Happy Valley roads.

27. As a nearby resident (Jomax and the Rawhide Wash) and active participant in community affairs, I am pleased that both the Flood Mitigation project and the Miller Road extension are finally coming to fruition, even if should have been done 20 years ago. I actively participated in the Rawhide Wash Flood Mitigation project and I am quite pleased with the current plans and design for this Miller Road project. Your design elements, both structural and landscaping, are sound and reflective of the natural environment. Great work and let's move this along BEFORE we have one of those nasty 100 year flood events. Thanks.
28. I am in full support of this long-awaited project! The volume of overflow traffic that travels on Hayden Rd between Pinnacle Peak and Happy Valley Rd is insane! The cars travel too fast and for a residential access road, it has become dangerous! This Miller Road access would not only lessen the traffic on Pima and Scottsdale Rd but also reduce the traffic on Hayden Rd between Pinnacle Peak and Happy Valley Rd. The design looks beautiful! I am glad that you will be including a sidewalk and bike lanes.
29. The current Miller provides patio access to many residents. Will there be some shoulder space along side of the sidewalk the can accommodate truck parking. These is the only access for many homes for landscapers, tree trimmers etc. I have no access other than through the house because the home are attached.
30. I would hope the there can be enough landscape added to buffer some of the noise. Surprising result of some noise study. Is this able to be revisited after the road opens????
31. I applaud the project but one significant safety concern that appears overlooked. The project calls for a bike lane to link Pinnacle Peak up to Happy Valley. This will lead to a significant increase in bike traffic (a very good and healthy thing to encourage) but once at Happy Valley and going east their is no bike lane until you get to just east of Hayden road. Any improvements of Miller Road SHOULD include creation of a bike lane (bidirectional) in this section of Happy Valley. I would think there would be massive liability for the city to link Miller up to Happy Valley without appropriate consideration for safety of cyclists and motorist on Happy Valley. Please consider improvements to Happy Valley bike lane as part of this project.
32. My home backs up to Miller Road....north of Pinnacle Peak Road I am concerned about this road opening to Happy Valley- noise levels, safety, lighting, etc. Please inform me on how myself, and neighbors, will be protected from these variables.
33. When is the water expected to run from the North???? Will most end up in the smaller wash on west side of Miller road???? The Rawhide project is suppose to relieve us of flood insurance Will this project potentially change that for some of the adjacent homes????

34. New concern....not wanting walking and biking path directly behind my property....for my protection , and safety. Please explain.....and ..>>>>>.path can be on opposite side...(east side of Miller) ..where residential property is not directly present. Awaiting response.....
35. Has a Environmental impact study been done ? If so who did the study ? Where are the impact study documents located ? How can the general public review them ?
36. The residents of Pinnacle Reserve do not want this connection from Pinnacle to Happy Valley. We currently enjoy a safe and quiet walking area, which many of us use daily. This project will make our neighborhood less safe.

This project will add thousands of cars daily to our quiet neighborhood, and not to mention two years of living in a construction zone. I can think of 14 million better ways to spend the money, and I really hope city of Scottsdale will re-consider this project that almost nobody wants.

37. We are concerned about the following:
- A. If there is an estimated 22,000 cars/day traveling over Miller by Pinnacle Peak, how is the noise going to be controlled. Not only the noise level, but what about our privacy?
 - B. Since there are trails on the West side of Miller, I would not want any trails on the east side of Miller. People walk and jog on the the small amount of road that is there now & you hear their conversations & see them passing by.
 - C. I'm concerned about the amount of lights along Miller Road. I would highly object to bright lights along the roadway in addition to headlight.
38. As I walked my neighborhood of Pinnacle Peak Reserve this morning, I wanted to add these comments to ones I have already submitted. Once you connect Miller at Park View Lane, our neighborhood will have no safe sidewalks to use for dog walking, jogging and biking. Miller will be a main road with 22,000 cars a day. Juan Tabo which is only 2 lanes will also become a main road once drivers figure out that Happy Valley can not support 22,000 cars a day. Our neighborhood only has 9 feet of combined sidewalk and landscaped area. The bike lane shouldn't count because that is hardly safe to walk in with distracted and speeding drivers on 2 lane roads. Show me other neighborhoods built around the time of ours that have the same setbacks/buffers. Even 100th Street over by FLW which was built before Pinnacle Peak Reserve has wide sidewalks and wide landscaped areas on both sides. I believe when our neighborhood was built, the City did not actually think this bridge would ever be built. That I exactly what we have been told every single year since we built our house until last year when we got the information that retaining walls were being built and to our surprise, so was the bridge. This might be not be a big deal to you. The bridge is costing millions but people in Pinnacle Peak Reserve are really paying the price. There will be no safe place for us to be once this road goes through. Please reconsider your master plan and your current plan to include the growth of the City which has changed dramatically since that was conceived. You have the chance to make a better choice for this corridor. If you go forward with your current plan, you are just avoiding the next big problem which is Happy Valley and possibly Juan Tabo. Come up with a plan that encompasses that and it will be more successful than this expensive bandaid you are proposing now.
39. I am a homeowner in Los Portones Townhomes who is going to be dramatically affected by the development and construction of the Miller Road Project.

While there have been suggestions and signs posted for almost 3 decades since these homes were built regarding extending Miller Rd to Happy Valley Rd., the scope of this project is significantly larger than a simple bridge over the wash.

While we have enjoyed a very quiet, tranquil and relatively private setting from our patio for over 11 years with (maybe) 50-100 cars per day passing on the current road. The ""major"" expansion of the street and addition of

walkways (Equestrian????? ... not one horse seen on this road EVER!) will completely destroy that solitude and privacy.

By my estimation, the walkway will be approximately 30' from my patio, the passage of your projected 20k cars per day, noise/light pollution will have a dramatic effect on my current way of living.

Unless you have lived in a community backed up to a ""major"" thoroughfare, you will not know the challenges with noise levels, visual disruption of cars going by all day/night and light pollution affecting our view of the beautiful night sky in Arizona.

With that said, I question why there is not going to be a sound barrier (wall) of some level provided to separate the street and walkway from my view. I am one of about 22 homes directly affected by this project and there will be consequences of loss of value in the resale of our homes as a result. What plans or compensation will be provided to help isolate/secure our homes from the additional pedestrian/auto traffic? A landscape ""buffer"" will not suffice!

40. I am so excited to see that the City is moving forward on this project. I bought my house in Pinnacle Reserve 22 years ago and at that time the salesperson was touting this project which influenced my purchase. Getting out on Scottsdale Rd from Juan Tabo has become increasingly difficult and dangerous and I'm not getting any younger! The residents of the area should not be surprised that this project is coming to fruition...there have been two lanes of travel in each direction in the community for the 22 years I have lived here. It sounds as if the City has put a lot of thought into the landscape as well as the beauty of the bridge. Thank you so much for all your hard work!
41. The Miller Rd. Extension plan is a bad plan for the community of Pinnacle Peak Reserve. The city's plan for extending Miller Rd is a horrible example of negligence and oversight by the city planners to consider the safety and do anything to protect the pedestrians and homeowners of Pinnacle Peak Reserve, nor is the road Miller terminates at (Happy Valley Rd.) adequate to safely receive this volume of traffic. You are creating a bottleneck, a funnel of traffic, and Pinnacle Peak Reserve is at the narrow end of the funnel. How do you plan to connect 8ft separated sidewalks and 8ft. multi-use trails, to the skinny 4 ft sidewalks that are on both sides of Miller Rd Between Happy Valley Rd and Park View lane? Nothing is being done to keep the pedestrians in Pinnacle Peak Reserve safe. We are going to become Road-Kill by your design. Your presentation also elaborates on how this was "the plan" back in 1997 because there are "4-lanes" in our community. Obviously, the city failed to plan correctly 24-years ago or more, and didn't expect Miller Rd to become a "Major Corridor", the sidewalks are not separated from the road and are too narrow. 24-years ago no-one predicted 35,000 cars or 22,000 cars, or whatever the estimate is today, of traffic on Miller Rd., if you did, you did a lousy job planning for it, designing our neighborhood without separating the sidewalks from the roadway, building narrow sidewalks and narrow bike lanes, inadequate buffers and lack of setbacks between the homes and the road. This amount of traffic was not in the plan and now you're trying to sell it like it was. Look at every neighborhood south of here on Hayden Rd. all the way to South Scottsdale, ours is the narrowest with the skinniest sidewalks directly adjacent to the road, and no setbacks to the home lot lines, very poor planning indeed, but now piece it together because it's all you've got to work with, or is it? Last month the planners stated in a hidden flood mitigation presentation on the Rawhide Wash website at Maricopa.gov that the amount of daily traffic will be 35,000 cars per day. Now in your most recent presentation you state the traffic through our community will be 22,000 cars per day, you are trying to down play the amount of traffic, it does not make it any more appealing and obviously your studies and numbers are grossly inaccurate. The numbers of cars per day you show on Pima Rd and Scottsdale Rd are per lane, per day. Does that mean the 22,000 cars per-lane per-day so there will be 88,000 cars through Pinnacle Peak Reserve on Miller Rd??? Either way, it's a death sentence for many pedestrians who will get run down in the bike lanes and on the sidewalks. At least, at the very least the city needs to put roundabouts and or speed bumps throughout Miller Rd in both directions between Park View Lane and Happy Valley Rd. Even better yet, divert Miller Rd and build it elevated all the way to Happy Valley Rd. and keep the nightmare of all the traffic out of our community, run it behind Pinnacle Reserve east through the Rawhide Wash Desert area, plenty of places

to connect it to Happy Valley, and north of Happy Valley Rd. rename Miller Rd. "Pinnacle Reserve Rd." which has no addresses on it by the way.

I also heard in the presentation that there was a noise study done and no further effort will be required to contain traffic noise. That is very deceptive? The bridge is planned to be 10ft. above ground, that means the cars on the bridge will be at the roof level of our homes a stone's throw from the bridge with nothing to block the traffic noise and there will be a lot of noise that will be heard miles away, just like we can hear all the traffic on Scottsdale Rd from our home, and Scottsdale isn't elevated 10 ft. above ground. Extreme noise for the homes with property lines point blank backing up directly to a road with 35,000 cars per day, now it's 22,000 cars per day, or is that per lane making it 88,000 cars per day? Who knows what to believe, in fact I don't believe or trust any of you, and your statement of no noise barriers are necessary? Fiction to make this appear much better than it will really be. Another misleading false statement. The noise will be horrible, presently we can hear the traffic from Scottsdale Rd, day and night, from our homes along Miller Rd. Harley's, hot rods, sports cars, motorcycles, and stuff that doesn't even sound like it has wheels or belongs on the road. Crazy town drag strip out there, and on Pinnacle Peak Rd, we don't want that in our quiet community. But you are creating that for us, right?

and chaos. Presently when there is an accident on Scottsdale or Pima Rd and those roads are closed, cars are scurrying through Pinnacle Peak Reserve like rats in a maze trying to find a way out, often hundreds of cars.

Again, no improvements to Happy Valley Rd equals more bad planning by the city, complete lack of planning, just look the other way and ignore the obvious immanent requirements, right? Seems to me the road Miller will terminate into should be adequately prepared prior to extending Miller Rd to bring 35000 cars per day, instead of onto a 2-lane road that floods and is barricaded at Rawhide Wash. Not a good plan at all.

Your plan completely disregards the safety of the pedestrians and homeowners in our community, Pinnacle Peak Reserve. If you have to, buy out a row of houses on the east or west side of Miller Rd and plow them to make the road wider, separate and build wider sidewalks and ensure a safe corridor for those of us that live here instead of throwing us under the bus so you can complete your plan congratulate each other on what a great job your mutual admiration society has done together. I do not applaud you in any way. In the short run, it may cost more money to demo a row of houses, or run the bridge the entire way to Happy Valley Rd east of Pinnacle Peak Reserve East, in the long run it is a much more aesthetically appealing cohesive design similar with other neighborhoods to the south, and those that will be built to the north of us I am sure, and ... it will save pedestrians lives and keep cars out of backyards, and not devastate our neighborhood with traffic and noise. Anyone that drives along Miller Rd will see a cohesive design, instead of saying, gee this community sure got screwed and the city obviously went cheap and didn't plan well in this community, which is truly the case. Your planners seem more interested and focused on decorating the bridge, city council members have stated they are "advocating for the trees and wild animals". The trees and wild animals don't vote, don't pay taxes and are not homeowners whos' property values will plummet making their homes hard to sell due to the increase in traffic, noise and crime. If you build the road extension to the east of Pinnacle Reserve East, or terminate the project entirely, the homeowners, taxpayers, animals and the trees will all be happy!

I also read recent studies questioning whether the Arizona Phoenix metro areas will someday become uninhabitable due to increase in heat, this because of urban development, and you are the planners creating that one community, one road and shopping center, and giant nationwide insurance buildings at a time. Year after year we are seeing record number days above 100 degrees, hotter temps earlier in the year, hotter temps staying later in the year, increase in high temps, warmer winters, little or no rain, all the signs are there, but we look the other way and ignore the obvious. Scottsdale will become one big heat island. We all see the effects that carbon emissions and climate change has on our environment, and is occurring all over the world. Land development, more cars, more traffic all contribute to increase in temperature, and unfortunately until something drastic happens, and we are past the point of no return, we will not change, but then it will be too late. Your plans are permanent, the effects are permanent. I request you change your plan, modify it, divert it, or better yet, terminate it entirely.

42. Put quite simply, the tax paying residents of this zip code do not want this road put in and we had been told in the past during HOA meetings attended by the City of Scottsdale that it was highly unlikely that the project would ever be funded to the associated costs of building the land bridge. It's unnecessary and will devalue both our property values as well as our quality of life. It seems like the wants and needs of commuters are being put above the desires of homeowners, who again pay taxes in this zip code to fund these projects. I also believe that

many of the current projections for increased traffic flow will be outdated since the post Covid world will have much more work from home opportunities and there will be less traffic in general. Specifically speaking to the Nationwide building on Hayden and 101 being underutilized and not housing the same number of office workers as had originally been planned.

There are many other available options to help individuals gain access to shopping, etc. For starters, why doesn't the city complete the sidewalk that runs along side Scottsdale Road from Juan Tabo to Pinnacle Peak?

43. Very excited about the prospect of having safer way out of Pinnacle Reserve subdivision. As the committee probably knows it's very dangerous pulling out from Juan Tabo Rd due to the increase in residences north of Happy Valley Rd...this is a much needed access to Pinnacle Peak. and the 101.
44. I have been a resident of Pinnacle Reserve for the past 24 years. One of the main factors in choosing this community was the privacy that it provided by not having traffic congestion and noise flow through the community. I have many concerns with the addition of the bridge over the Rawhide wash and the improvements for flood control. These two projects will have negative unintended consequences that are not being addressed within the current scope of the projects.

Having traffic flow between Happy Valley Road and Pinnacle Peak Road on Miller Road will have the following negative unintended consequences.

The Pinnacle Reserve community is being divided in half. It will not be local neighborhood traffic anymore.

Going for a walk along Miller Road will become increasingly more of a hazard for local residents with the increased traffic flow. In the project area you are proposing 8' wide sidewalks with a landscaping area as a gap before you transition to the street. The transition to our sidewalks at Parkview lane will essentially create a bottleneck as you transition from 8' sidewalk to a 5' wide sidewalk. People currently have to step into the street when passing each other while walking their dogs or walking with children. This will become a higher risk for accidents once the bridge and traffic are in place. What are the proactive steps that the City of Scottsdale will be taking to ensure that our sidewalks are as safe as the sidewalks in the project areas?

Crossing Miller road on foot will also become problematic. Crossing Miller Road from Pinnacle Reserve 1 and Pinnacle Reserve 2 with only one crosswalk at the far north end at Happy Valley Road. Currently you can cross the street safely at the south end near Parkview lane as well without jay walking. What are the proactive steps that the City of Scottsdale will be taking to address this issue?

Noise abatement, is discussed in the project area, but there is no mention of any noise abatement in my neighborhood where the need is greater because the homes are closer to the street than the homes that are in the project development area. Why doesn't my neighborhood receive the same consideration when it comes to noise abatement? What are the proactive steps that the City of Scottsdale will be taking to address this issue?

Will there be a north bound left turn lane on Miller Road to Parkview lane?

Will there be a west bound left turn lane on Happy Valley Road to Miller Road?

Another concern is the crime rate will go up. Most likely, property crime. What proactive measures are being taken to address these types of issues? It also seems that where ever there is a bridge sooner or later you will have trash and transit population. We have already had issues with homeless people along the current trail system. Who is going to clean up the trash along the new trails that are being built? Who is going to maintain the trees and plants?

Bike paths through the community will also create additional traffic and people that we currently do not have. No longer will it be a local traffic only neighborhood.

Currently, our H.O.A. is responsible for all of the tree trimming, landscape maintenance and trash pickup along Miller Road between Happy Valley Road and Parkview Lane. With the new inflow of traffic there will be more trash. Over time we will have additional costs to our maintenance areas because of the additional traffic.

Why is the North/South road alignment Miller Road instead of Hayden Road where it should be?

When is Miller road going north of Happy Valley scheduled for construction?

The possible construction of a bridge and road cutting through the neighborhood was not disclosed when I purchased my home. I feel that we were not asked if we wanted or needed the bridge. We did not have a voice in the decision making process.

I am not in favor of this project. It seem that my only choice now is to move from my home of the past 24 years or adjust to more noise, more traffic, more crime and more trash. This project is making my neighborhood less private, less desirable, with more noise and congestion.

45. the traffic on happy valley rd after Miller is connected will be horrendous as will the noise and added pollutions. the traffic coming down happy valley westbound towards scottsdale rd today is already too much and cars are driving in excess of the posted speed limits by at least 15 to 25 mph over., this project is not a good solution , it simply funnels more traffic into a developed neighborhood area.
46. Nice Job! My vote: Keep it simple. Bridge Style: Alternative A- Ranch Style. River Rock veneer. Cap stone on pedestrian safety wall.
47. I am looking forward to this project being completed as it will give our community easier access going south without having to deal with the heavy traffic on Scottsdale Rd. I like the idea of adding decoration to the bridge whether it is river rock or rock veneer and decorative railings. I think that makes Scottsdale so much more interesting than just plain concrete and iron rails. Thank you for all your hard work!
48. Where to start? Ideally, this project never should have been brought to fruition, but that is moot. I am very concerned about the probable noise impact on my home & neighborhood. You state that noise walls are probably not indicated at this time, but according to your own projections, traffic on Miller Road will probably increase by nearly 50%. With this projected increase, along with "normal" vehicular traffic, truck traffic will most certainly increase as well, and with it, increased noise. I see that you are proposing some sort of landscaping around the bridge, itself, but sound walls along the length of Miller Road are esthetically and practically a poor choice. I would strongly recommend planting of oleander would provide a more attractive result, and ultimately, a natural sound and safety barrier. A nearby example of this would be the installation of oleander along Pinnacle Peak by the Scottsdale Country Club golf course. In addition, numerous locations along some of the Interstate highways have successfully used such installations in medians rather than walls, guard rails, or cable systems. I have further concerns over the planned pedestrian/horse trail on the west side of Miller Road. I have lived here for 27 years, and as yet, have never seen a horse/rider along Miller Road. Also, I believe there is already an existing such trail on the east side of Miller Road, therefor eliminating the need for a second such trail. Thank you for your attention.
49. I am one of approximately 25 neighbors in the Los Portones neighborhood who own homes along the west side of Miller Rd north of Pinnacle Pk. We are a gated community and currently enjoy a quiet and secure environment. The "back yard" areas are the primary outside spaces for our homes. These areas have a low wall that isolates us from Miller Rd. The current arrangement has been adequate for the light residential traffic, but would be inadequate for a thoroughfare such as currently exists on Miller Rd south of Pinnacle Pk. The projected traffic flow of 22000 vehicles per day will completely change the quiet and secure existence we currently enjoy.

The project presentation of April 23rd states there are no additional plans for noise mitigation adjacent to our community. I had stated in an earlier email to your office that "I hope the construction plan would include some type of barrier for security and noise abatement for me and my neighbors". In my conversation in February with Mr. Meinhart, I stated that a solid wall was, in my opinion, the only way to properly address the issue. I have reviewed the current plan and continue to believe there is no other way to preserve our quiet and secure environment without a wall.

The presentation also shows a plan for a multi use trail along the west side of the new construction (south of the wash). There is currently no trail either beyond the Miller Rd/PinnaclePk Rd intersection or north of Rawhide Wash. I suspect a trail of this short duration would be of little use to anyone. I propose that the space/property and financial resources be better utilized for construction of a barrier wall. I'm sure our community would be much better served.

50. I am on the west side of Miller Road.....north of Pinnacle Peak. A MAJOR concern.....noise and protection. Cement wall.....how far from residence? How high? Maintaining it? and / or tree/ bush blockage Walking path.....not to be close to my residence 😞protection / safety for myself and neighbors.

PLEASE catch me up with protection supportive plans 😊

51. Why is multiuse trail needed? It doesn't connect to other trails at either north or south end. I have never seen an equestrian in the 6 years of living in the area. It is also too close too Los Portones community to the west. I would much rather money be spent to provide both visual and sound screening to the residential areas on either side of Miller Road.
- 2) the results of the noise study should be shared with the community. what is the forecasted level during high traffic times? How much will landscaping as buffer reduce it by? What is the targeted noise level in residential communities? Is there a plan to do actual measurements to increase buffer as needed?
- 3) I am not a fan of mesh screening being used along the bridge as I think it limits views. would rather see options B or C, although I think C might require more maintenance. shouldn't there be higher protection between the traffic and the walkway along the bridge (vs. the outer perimeter on the wash side)? concern with items being kicked up by tires on the roadway as very few people reduce their speed to 35 mph on Miller Road before Pinnacle Peak Road.
52. When my husband and I first decided that this is where we will want to spend most of our lives, and create most of our memories with our two children, the deciding factor was the beautiful backyard. This backyard of ours has been a family hotspot for tons of small lovely gatherings where we can enjoy the elements presented each season, and the neighbors in our vicinity have also had wonderful small gatherings, with a priority of maintaining appropriate levels of noise. When paved, this road will cause a lot of commotion that will ruin this beautiful quietness and serenity. The idea of building a wall between the road and the wash would ruin the serenity and environment of the backyard. The only possible way to pave this wall and try to maintain the essence of this backyard is by creating a wall from Oleander trees, or something of the sort. One selling factor when we first bought this house was the backyard, and it has been a staple in many of the memories we've made. Another selling factor was the fact that this is a double-gated neighborhood. If a wall isn't erected to keep the noise and the lights from passing cars out, the idea of having trails leading from the road into the backyard completely ruins the safety provided by the gates. These concerns have been corroborated throughout many of the neighbors that I have spoken with. These are crucial parts of all of our lives, and the most I can do is hope that the City of Scottsdale keeps the citizen's best interest at mind. Privacy, safety and beauty are our upmost concerns.
53. We purchased our home in December 2020. Our back fence faces Miller and we are very disappointed to learn that a four lane through street will now be 20 feet from our quiet back yard. Although I know we cannot stop this project from going through, I request that the city impose a lower speed limit on that portion of the road that is going through quiet neighborhoods between Happy Valley and Pinnacle Peak.

Currently traffic on Scottsdale Rd and Pima Rd have 45-50 MPH speed limits but traffic is flying at speeds up to 60+ MPH.

Hayden Rd between Happy Valley and Pinnacle Peak has a 40 MPR speed limit. I ask that this extension have a 40 MPR limit between Happy Valley and Pinnacle Peak too.

54. I have been a long time resident of Los Portones since 1992. My townhome is one of the 25 homes that are situated along the west side of Miller Rd, north of Pinnacle Peak.

I have seen a lot of change and development over the years. Far gone are the days of looking out my kitchen window and viewing the fireworks displays from Rawhide Western Village and the Scottsdale Princess. What was once zoned as one and a half acre lots east of my backyard, which warranted paying a higher lot premium for the spectacular views of nature and wildlife, has been rezoned more than once to include Miller road expansion and far more density of homes.

After viewing the proposal more than once, my major concerns regarding the road expansion are factors of noise abatement, increased security risk, placement of lights, and ascetics. I would like to know more specifics on who, what, and how this specialized company conducted their research to determine that a sound wall was not warranted. I see no need for an additional trail on the west side of Miller Road. Sidewalks on both sides and the already marked trail on east side of Miller is more than enough access to the Rawhide Wash. It is my understanding that half of the Rawhide Wash is part of Los Portones property. I would like to see a "Wall of Oleander" in place of the proposed trail on the west side of Miller Road. There is already a "Wall of Oleander" at Pinnacle Peak Country Club on Pinnacle Peak and Pima Road, which acts as a sound buffer, provides additional security and defuses light from passing traffic.

55. Three comments:

Pinnacle Peak area (lived here since 1976) was planned by Jerry Nelson with the explicit requirement of low lighting. I am very concerned about what is being planned for the Miller extension.

Plantings on the west side of the extended road for ascetics as well as sound control.

Absolutely no need for a trail on the west side of Miller since there is already a designated and posted trail on the east side of Miller.

56. Overall, the project designs and exhibits look reasonable. Each is pleasing in its own right and I have no preference for any one. I would suggest for all of them steel cables always looks much better the rebar. Smooth river rock facade is more appropriate for a wash flow area. Concerned about bridge maintenance though. Scottsdale has not done a good job on maintaining appearances for wash/ NAOS bridges. The bridge over the NAOS just south of Happy Valley on Miller Rd looks terrible. Don't think it has ever been repainted since installation even though HOA has requested numerous times. City always claims, ""No money.""

Also concerned about the quality and status of the section of Happy Valley Rd to the east between Miller and Hayden Rds. This used to be a dirt road and was only paved for dust mitigation. It is listed as a Major Collector, but it is still a narrow two lane across the wash. Minimum width, no sidewalks, no bike lanes, full of dips that flood with any decent rain. It is heavily used between Pima and Scottsdale Rds. What is going to be done about this? I'm afraid when this project is completed, many more cars will be dumped at the Miller/Happy Valley intersection with an extremely poor east boundary outlet.

57. I have reviewed all of the materials for this project, and I still have one, probably obvious, question: Are there plans to install a traffic light at Miller Road and Happy Valley Road to handle the increase in traffic when this project is completed? No light is mentioned anywhere, and without one, there will be a traffic nightmare at that intersection. I understand that it might not be within the geographic scope of this project, but if it is planned it should at least be mentioned to alleviate resident concerns.

I am impressed by the design options and depth of planning. I have a couple of small comments: First, when you are considering using rebar or other, less visually obvious barriers along the bridge, please consider their

visibility at night to rapidly moving cars. I am all in favor of using the least obtrusive materials, as long as safety is assured. And last, please no snakes. We have bobcats and mountain lions in this area, please consider depictions of those.

58. The expansion of Miller Rd will absolutely ruin the quality of life for residents in Los Portones and the surrounding communities.

When I heard about the expansion, I thought it would continue the single lane it currently is up to Happy Valley. Then, when I read more it would be two lanes in each direction headed to an essential dead end on Happy Valley!?!? Why????

All this is going to encourage is people to get off of Scottsdale Rd when it is crowded and just shift the traffic/noise to a new area. Same thing for people going north.

We have a very large wash here that is home to many desert species. When you add what is basically a highway adjacent to the wash, the wildlife will be impacted negatively. Plus, who wants to take a peaceful walk in the wash when traffic is zooming by? Who wants to hear all of the traffic sitting at home?

The homes that are located in the Pinnacle Peak to Happy Valley stretch are bearing the brunt of this expansion and our home values will likely fall as a quiet road (residents only) turns into a four lane highway to service people who are looking to avoid Scottsdale Rd and Pima Rd traffic.

Please reconsider the design and keep it 1 lane in each direction. Traffic will increase, but it will not be the free-for-all noise and traffic it will turn into.

Also, consider the materials used for the road. Can you use noise-absorbing materials?

We have owned our home overlooking the wash since 2005 and this 4 lane expansion plan ruins all that we appreciate about having a home overlooking a peaceful wash.

59. Concerned about vehicle noise with significant increase in daily traffic up to 22,000/day - recommend reassessment of noise analysis one year after completion to determine if noise reduction structures are warranted. In addition to vehicular traffic, will now have foot, bike, horse traffic which also brings noise.

Concerned about wildlife - explanation in FAQ lacked depth of strategies to ensure desert animals are protected. Already we have coyotes and bobcats in our neighborhood because of the new constructions pushing them out of the wash and surrounding desert.

Concerned about flooding in the wash due to new construction even with new culvert - wash floods and overflows into backyards during monsoon season already.

Landscaping dense enough to inhibit view of new roadway, increased traffic, and people/animals on multi-use path on the west side of Miller Road is appreciated to maintain some privacy of backyards.

60. I live in La Vista neighborhood near the back gate that backs up to Miller road by the wash. I am extremely upset by this project. How do you expect to handle the noise and even potential of unwanted visitors in our neighborhood with 20,000 cars a day in the area? How will people be able to safely walk or ride bikes anymore? This is an absolutely horrific plan.
61. As excited as I am to see some much needed infrastructure begin here in North Scottsdale I just don't see how this is a sensible solution. Pinnacle Peak is full of traffic delays heading Westbound with no discussion of widening it to a 4 lane however the city is connecting Miller to Happy Valley? I see near accidents almost daily from the Safeway and Sprouts shopping centers, no solutions. We don't even have a sidewalk along Pinnacle

Peak to get our family safely to the local park! I hope Scottsdale considers its priorities and the effect Miller will have on home values.

62. Amazing the noise study doesn't indicate mitigation is required. Many homes along that stretch are going to be negatively impacted! Without walls the home values will be negatively impacted!
PLEASE consider limiting speed to 40 or less to reduce noise impact on surrounding homes and this native area used for recreation!
63. As a resident who runs or walks along the Miller Road wash daily, I ask that you please preserve as much of the natural landscape and feel of the wash as possible. Having multi use paths over the bridge as planned will keep this as a useful thoroughfare to those who enjoy the beauty of this area of Scottsdale. Please make the bridge something that blends into the surrounding area as much as possible and allows for free movement of people and wildlife. If possible, please leave the surrounding area of wash/paths to the southwest untouched to preserve space for wildlife and to allow residents to continue using the full space and to be able to still get to E Los Portones from Miller Rd.
64. I didn't hear anything in the presentation addressing changes in the connection of Miller at Happy Valley. Is the stop sign going to remain? Are traffic lights going to be installed to manage the increased traffic flow? Street lights? What about Happy Valley? It already carries more traffic than it is designed for, especially construction traffic trying to bypass Pinnacle Peak. How will it be able to carry more traffic on such a narrow road where there are stretches with no improvements?
65. First, I do not believe the project is worth all the expense. That being said, I do not see any value in putting hiking/horse paths on both sides of Miller road. Especially south of the wash. There is no horse traffic any where near Pinnacle Peak Road. One walking path on the east side of the street beside sidewalks even sounds excessive.
I am also concerned on the effect of the changes to the wash and the effect it will have on the smaller wash running in back of my home in Los Portones. This does not seem to be addressed in any of the descriptions I have read.
66. We elected the present Council to slow down/stop more expansion of urban Scottsdale.
Please stop destroying desert.
67. This project is necessary to ease congestion on Scottsdale Rd, which should long ago have been improved to six lanes to support the growth already approved by Scottsdale and Cave Creek. I have seen many collisions by people living in the communities around there as they try to turn south onto Scottsdale Rd and this bridge would allow them a better option.
68. I think this will draw much more east/west traffic down Pinnacle Peak and Happy Valley which will have a negative impact on those that have homes along the corridor.
69. Recommend sound and noise abatement barriers be included along both sides of Miller Road beginning at Pinnacle Peak Rd and extending to a point at least North of Los Portones' Townhomes on the West and to a point immediately west of E. Starla Dr on the East. David J Dunn, Los Portones Townhomes.
70. It will be nice if it eases some of the traffic on Scottsdale Road that has gotten terrible. As a biker, thanks for including the bike lane!
71. I understand the Miller road expansion and don't object in concept. However, Miller road from Pinnacle Peak to Thompson Peak is highly residential and has become like the Indianapolis speedway for those North of us looking for the fastest route to the 101. Pima road is just as nice but has speed cameras, so people choose Miller. Scottsdale road hasn't been expanded and improved enough so people choose Miller. It's as if the city is

intentionally trying to divert traffic down Miller without giving residents in the area the same traffic protections as those along Pima. If you do this expansion, we need speed cameras and the speed limit should be reduced from 45 to 35 between Pinnacle Peak and Thompson Peak to protect residents.

72. Delighted, badly needed. Nice looking drawing of road. Right now function is needed to handle existing traffic needs.

73. Not only is this extension overdue but it should also be extended north to Dynamite as originally plated

74. I have real concern with the amount of cars projected to be on this road according to your reports. The drivers already ignore speed limits on Miller which can be hazardous. There is a need for speed bumps in this area as it is.

The new traffic patterns are just not worth the money assigned to build a bridge necessary to prevent flood issues and allow for access.

There are already enough roads to take the traffic in a, neighborhood friendly, safe transit.

I am opposed to the building of this thru way and believe that this money can be spent more effectively elsewhere.

75. We live in Sonoran Hills off of N. Miller Road (I just realized that I have been wrongly calling it N. Hayden Road since we moved here!) and our children attend Cave Creek Unified School District (Languages Programs) so our commute is north on N. Miller Rd., west on Pinnacle Peak Rd., then north on Scottsdale Rd., back and forth twice or more, every weekday. The expansion of N. Miller Road would allow us to avoid the intersection of Pinnacle Peak and Scottsdale Rd.

Wouldn't it make more sense to call this an extension of N. Hayden Road ?

Email responses

Details	Received
<p>Date: May 17, 2021</p>	<p>We now have a quite neighborhood that will now have 22,000 cars passing by every day and connect to a two lane street at Happy Valley. That makes no sense. Are you going to enlarge Happy Valley to 4 lanes at the same time? Have the residents on Happy Valley know that they will now have an additional 22,000 cars dumps on the street?</p> <p>I believe that the Miller Road extension and the required work on Happy Valley are tided together and should be done at the same time or not done at all. In fact Happy Valley should be prepared first so that it can accept the additional traffic.</p> <p>The statement that no noise mitigation for the surrounding homes abutting this new 22,000 car roadway make no sense. I would welcome anyone to come into our back yard now and when the road is completed and tell us that the noise level is acceptable, especially with single family homes on both side of the road. Lighting the street and bridge will destroy our neighborhood and create a negative impact on our home and everyone's home and its value.</p> <p>Finally based on the presentation we just watched this new bridge is elevated 10 feet above grade and will now be visible from our backyard (which is only surrounded by a 6' high wall) and all the adjoining homes. Having see through railings will just add to our enjoyment so that we can see and count all the passing cars and trucks flying by at 40-50mph(no follows the posted speed limit around here).</p>
<p>From: Jeremy Richter</p>	<p>Replied</p>
<p>To: Steven S.</p>	<p>Good afternoon Steven,</p> <p>Thank you for feedback on the Miller Road bridge project. Your comments have been logged and will follow this project through the Transportation Commission hearing and all other public hearings.</p> <p>Unfortunately, At this time improvements to Happy Valley road are not in the City's 5 year CIP (Capital Improvement Plan), but our transportation department has requested that MAG (Maricopa Association of Governments) include finishing Happy Valley from Scottsdale to Pima in the next Regional Transportation Plan, and it is in the early draft. No timelines for anything let, though.</p> <p>As the city embarked on this project the team was aware that roadway noise would be an important concern of the residents. Additionally, the team was aware that tall noise walls could cause visual blockages would not be favorable to the local residents. Our project engineers consulted with roadway noise analysis specialists to discuss methods of reducing the roadway noise at its source to avoid without use of large noise walls. Two mitigation methods were employed form that meeting's discussion. The first is an asphalt driving surface on top of the bridge. Asphalt driving surfaces are considerably quieter than typical concrete bridge top driving surfaces. The second method, "protected sidewalks", has two dual benefits. Projected sidewalks means pedestrian sidewalks are located on the outside edges of the bridge and behind the projection the a concrete vehicle barrier wall. By moving these concrete barrier walls, that are typically located at the outer edges of the bridge, closer to the traffic or the source of the noise we were again able to greatly reduce roadway noise heard in the surrounding area. The protected sidewalk also provides increased safety for pedestrian, equestrian and cyclists using the bridge. Later in the design process a noise analysis was completed. This analysis was based on our design that included these two noise reduction measures. The results of the study showed no additional</p>

	noise mitigation measures would be warranted. Please let me know if you need any additional information.
Details	Received
Date: May 17, 2021	<p>My backyard abuts Miller road, on the West side of Miller, approximately a block South of Happy Valley. My main concerns are traffic noise, air pollution, and the planned degradation of my neighborhood.</p> <p>In the presentation, very little time was spent on the noise analysis topic. I did hear that no noise mitigation at all is planned, which is very disappointing. In addition, air pollution wasn't mentioned at all, as if it's not a factor.</p> <p>I have to imagine that the noise level increase will be substantial and be more or less continuous. That has to be compared to the relatively quiet existing residential road. It's hard to believe that some type of noise mitigation won't be required. This project is basically transforming a low volume residential street that cuts through a subdivision into a major thoroughfare. After viewing your presentation, I believe that it represents a substantial downgrade to the local environment and adds only a small benefit to the local transportation needs.</p> <p>The presentation disclosed a daily traffic count of 22,000 vehicles per day for 2040, but also mentioned that the current traffic volume hasn't been measured. I think that measurement should be completed. My guess is that the current traffic level is a tiny fraction of the 22,000 vehicle per day estimate. We can't possibly know what the percentage increase the 22,000 figure represents without knowing the current volume.</p> <p>I would like to see less time devoted to building a beautiful bridge and more time devoted to limiting the negative impact to our existing neighborhood.</p>
From: Jeremy Richter	Replied
To: George	<p>Thank you for feedback on the Miller Road bridge project. Your comments have been logged and will follow this project through the Transportation Commission hearing and all other public hearings.</p> <p>As the city embarked on this project the team was aware that roadway noise would be an important concern of the residents. Additionally, the team was aware that tall noise walls could cause visual blockages would not be favorable to the local residents. Our project engineers consulted with roadway noise analysis specialists to discuss methods of reducing the roadway noise at its source to avoid without use of large noise walls. Two mitigation methods were employed from that meeting's discussion. The first is an asphalt driving surface on top of the bridge. Asphalt driving surfaces are considerably quieter than typical concrete bridge top driving surfaces. The second method, "protected sidewalks", has two dual benefits. Projected sidewalks means pedestrian sidewalks are located on the outside edges of the bridge and behind the projection the a concrete vehicle barrier wall. By moving these concrete barrier walls, that are typically located at the outer edges of the bridge, closer to the traffic or the source of the noise we were again able to greatly reduce roadway noise heard in the surrounding area. The protected sidewalk also provides increased safety for pedestrian, equestrian and cyclists using the bridge. Later in the design process a noise analysis was completed. This analysis was based on our design that included these two noise reduction measures. The results of the study showed no additional noise mitigation measures would be warranted. I have attached the Draft Noise Analysis Technical Report Please let me know if you need any additional information.</p>
Details	Replied
Date: May 17, 2021	

From: Jeremy Richter	Thank you for feedback on the Miller Road bridge project. Your comments have been logged and will follow this project through the Transportation Commission hearing and all other public hearings.
To: Ronald	<p>I forwarded your request to our Traffic Engineering department and received the following response:</p> <p>“The posted speed limit on the new constructed Miller Rd. will be 35mph due to the vertical grade and road side character of the facility unlike Hayden Road segment further south. Our traffic Traffic Engineering department periodically reviews the intersections and installs traffic control devices based on nationally adopted standards. A traffic signal is installed if the intersection meets the traffic signal warrants as listed in Manual on Uniform Traffic Control Devices(MUTCD) published by Federal Highway Administration and traffic signals are not speed mitigation devices and shall not be installed to slow down the vehicles. In fact it will have an opposite effect and will result in additional crashes if traffic signals are installed at wrong locations We can respond to additional inquiring on this subject.</p>
Details	Received
Date: May 17, 2021	Coming north on Hayden south of Pinnacle Peak (from Thompson Peak to Pinnacle Peak) there are traffic lights on various cross streets to slow the traffic to allow for ingress and egress to the neighborhoods. The presentation does not show any traffic lights north of Pinnacle Peak. If it is straight run to Happy Valley with no traffic lights north of the bridge, Miller will become a high speed roadway and it will be impossible to enter or exit the communities north of Park View. This is particularly true since the roadway curves north of Park View and fast moving traffic will be a hazard for those coming onto Miller from Juan Tabo and Whispering Wind. A traffic light needs to be placed at Park View (the north end of the bridge) to slow the traffic down as it enters the neighborhoods north of Park View.
From: Jeremy Richter	Replied
To: Christine	<p>Thank you for feedback on the Miller Road bridge project. Your comments have been logged and will follow this project through the Transportation Commission hearing and all other public hearings.</p> <p>I forwarded your request to our Traffic Engineering department and received the following response:</p> <p>“The posted speed limit on the new constructed Miller Rd. will be 35mph due to the vertical grade and road side character of the facility unlike Hayden Road segment further south. Our traffic Traffic Engineering department periodically reviews the intersections and installs traffic control devices based on nationally adopted standards. A traffic signal is installed if the intersection meets the traffic signal warrants as listed in Manual on Uniform Traffic Control Devices(MUTCD) published by Federal Highway Administration and traffic signals are not speed mitigation devices and shall not be installed to slow down the vehicles. In fact it will have an opposite effect and will result in additional crashes if traffic signals are installed at wrong locations We can respond to additional inquiring on this subject.”</p>
Details	Received
Date: May 17, 2021	Many people are wondering and the information is not listed, will there be a traffic light located at Miller Road and Happy Valley Road?
From: Jeremy Richter	Replied
To: Ronald	Unfortunately this project does not include a new traffic signal at Miller Rd and Happy Valley Rd but Traffic Engineering staff is currently evaluating intersection of Miller Road and Happy Valley Road with future expected traffic and an appropriate traffic control will be recommended based on the study results.
Details	Received

Date: May 17, 2021	The Miller road expansion project looks like it should be beautiful and you have great ideas . One of our favorite images was the animals and river bottom rocks. Our biggest concern is the speed people will be driving at and the intersection at Miller and Happy Valley Road. Currently Happy Valley traffic is somewhat busy, however this will increase volume. We live at Hayden and Pinnacle Peak. When traveling west from Pima to Hayden on Happy Valley Road making a left turn (southbound) will become dangerous as there is no left turn lane and we see this is an issue at present. Further the increased volume of traffic at Pinnacle Peak going East and West between Miller and Pima will have to be widened to accommodate this traffic. What are your plans for this? Current, traffic on Hayden between Happy Valley and Pinnacle Peak moves much faster than the 35 mph posted. At night we hear people racing on these streets all the time. This will not be slow moving traffic. Over a year ago a Lambo and BMW were racing @145 mph and killed a woman at Williams and Hayden. My husband was a witness. These are neighborhoods and we need to be concerned about the volume of traffic and velocity. Thank you.
From: Jeremy Richter	Replied
To: Sharon	<p>Thank you for feedback on the Miller Road bridge project. Your comments have been logged and will follow this project through the Transportation Commission hearing and all other public hearings.</p> <p>Unfortunately, At this time improvements to Happy Valley road are not in the City's 5 year CIP (Capital Improvement Plan), but our transportation department has requested that MAG (Maricopa Association of Governments) include finishing Happy Valley from Scottsdale to Pima in the next Regional Transportation Plan, and it is in the early draft. No timelines for anything let, though.</p>
Details	Received
Date: May 17, 2021	While the aesthetics look beautiful (Very D.C. Ranch), I have a hard time believing that the noise levels will not be significantly impacted with the new road. Given how very close some of our homes are to the new road, and that many of us recently purchased in this area for the quiet, will there be trees and other vegetation strategically placed to block/muffle any of the new road noise?
From: Jeremy Richter	Replied
To: Beau	<p>Thank you for feedback on the Miller Road bridge project. Your comments have been logged and will follow this project through the Transportation Commission hearing and all other public hearings.</p> <p>Yes, the project does include landscape vegetation to screen the view of the bridge as well as serve as assist noise reduction.</p>
Details	Received
Date: May 17, 2021	I am on the HOA Board of LaVista and we have many residents concerned about the noise generated by 22,000 vehicles daily. We believe you should construct sound walls between the road and our development. Thank you. Ed Toschik, also on the Rawhide Wash committee.
From: Jeremy Richter	Replied
To: Ed	<p>Thank you for feedback on the Miller Road bridge project. Your comments have been logged and will follow this project through the Transportation Commission hearing and all other public hearings.</p> <p>As the city embarked on this project the team was aware that roadway noise would be an important concern of the residents. Additionally, the team was aware that tall noise walls could cause visual blockages would not be favorable to the local residents. Our project engineers consulted with roadway noise analysis specialists to discuss methods of reducing the roadway noise at its source to avoid without use of large noise walls. Two mitigation methods were</p>

	<p>employed form that meeting's discussion. The first is an asphalt driving surface on top of the bridge. Asphalt driving surfaces are considerably quieter than typical concrete bridge top driving surfaces. The second method, "protected sidewalks", has two dual benefits. Projected sidewalks means pedestrian sidewalks are located on the outside edges of the bridge and behind the projection the a concrete vehicle barrier wall. By moving these concrete barrier walls, that are typically located at the outer edges of the bridge, closer to the traffic or the source of the noise we were again able to greatly reduce roadway noise heard in the surrounding area. The protected sidewalk also provides increased safety for pedestrian, equestrian and cyclists using the bridge. Later in the design process a noise analysis was completed. This analysis was based on our design that included these two noise reduction measures. The results of the study showed no additional noise mitigation measures would be warranted. I have attached the Draft Noise Analysis Technical Report Please let me know if you need any additional information.</p>
Details	Received
Date: May 17, 2021	<ol style="list-style-type: none"> 1. Although my understanding of the meeting communicated there is no need for sound abatement regarding this bridge, roadway and walkway, I disagree completely. Sound and light noise carries through the wash area likened to a megaphone. We would expect some sort of sound abatement to be included in this project. 2. Regarding the natural vegetation, we have two mature ironwood trees, that are high and outside the current natural water flow area, that have been tagged. We are hoping that this is merely an identification/inventory marking system. Those trees are maintained by us and have always been since we moved here in 2002. They provide shade and beauty to our yard. Boxing them and replanting them elsewhere would impact our property negatively. 3. Regarding adding 1 to 3 blocks to the height of our wall, that is fine. What about the view fence that is on top of the existing wall? Will that be replaced or modified? <p>Thank you for your time and consideration</p>
From: Jeremy Richter	Replied
To: Christina	<p>Thank you for feedback on the Miller Road bridge project. Your comments have been logged and will follow this project through the Transportation Commission hearing and all other public hearings. Please see response below.</p> <ol style="list-style-type: none"> 1. As the city embarked on this project the team was aware that roadway noise would be an important concern of the residents. Additionally, the team was aware that tall noise walls could cause visual blockages would not be favorable to the local residents. Our project engineers consulted with roadway noise analysis specialists to discuss methods of reducing the roadway noise at its source to avoid without use of large noise walls. Two mitigation methods were employed form that meeting's discussion. The first is an asphalt driving surface on top of the bridge. Asphalt driving surfaces are considerably quieter than typical concrete bridge top driving surfaces. The second method, "protected sidewalks", has two dual benefits. Projected sidewalks means pedestrian sidewalks are located on the outside edges of the bridge and behind the projection the a concrete vehicle barrier wall. By moving these concrete barrier walls, that are typically located at the outer edges of the bridge, closer to the traffic or the source of the noise we were again able to greatly reduce roadway noise heard in the surrounding area. The protected sidewalk also provides increased safety for pedestrian, equestrian and cyclists using the bridge. Later in the design process a noise analysis was completed. This analysis was based on our design that included these two noise reduction measures. The results of the study showed no additional noise mitigation measures would be warranted. I have attached the Draft Noise Analysis Technical Report for your reference. Please let me know if you need any additional information. 2. I am not sure why those trees are tagged. Hopefully it is not for removal. This was not tagged by the Miller Rd bridge project as we have not started field operation yet. This was likely done by the flood control district as part of the rawhide wash project. Please Nazar

	<p>Nabaty at the Flood Control District of Maricopa County at 602-506-4592. He should be able to help with this.</p> <p>3. The raise to wall height is part of the Flood control district Rawhide wash project. Unfortunately I don't have details on that project. Again please contact Nazar Nabaty at FCDMC he is the project manager for the rawhide wash project.</p>
Details	Received
Date: May 17, 2021	I watched your video thank you. However it does not seem to address that fact that homes on the West side of the project, which all have view fences, do not seem to have a clear indication of what our views will be. Having a big bridge is not appealing so appreciate that thought and consideration will be given to more vegetation in the wash and more noise abatement as well, as the bridge does not seem to have any
From: Jeremy Richter	Replied
To: Garret	<p>Thank you for feedback on the Miller Road bridge project. Your comments have been logged and will follow this project through the Transportation Commission hearing and all other public hearings.</p> <p>Yes Sir, the project includes landscape vegetation screening to screen the view of the bridge from neighbors</p>
Details	Received
Date: May 18, 2021	Between Los Portones townhomes and Miller Road south of Rawhide wash, I'd like to see a raised wall and additional dripped vegetation to reduce noise and trespassing to the private property. Our present wall is only ~3' high.
From: Jeremy Richter	Replied
To: Jeff	<p>Thank you for feedback on the Miller Road bridge project. Your comments have been logged and will follow this project through the Transportation Commission hearing and all other public hearings.</p> <p>The wall on the east side of the Los Portones subdivision was constructed as part of the original construction of Los portones in the late 1980s. The final plat of the Los Portones subdivision (1986) also dedicated the land for Miller road on the eastern boundary of the subdivision. The city does not want block the views of residents to the east with concrete or block structures but the project does include a dense landscape package to naturally screen the roadway.</p>
Details	Received
Date: May 18, 2021	Where exactly is the bridge going to built? Is it on the corner of Miller and Pinnacle Peak or is it further north on Miller? The presentation stated that there will be no noise barriers since they did a study on this. How can this be decided when no traffic has started on the roads?
From: Jeremy Richter	Replied
To: Bob	<p>Thank you for feedback on the Miller Road bridge project. Your comments have been logged and will follow this project through the Transportation Commission hearing and all other public hearings.</p> <p>Please see attached map with bridge location marked in red for your reference.</p> <p>As the city embarked on this project the team was aware that roadway noise would be an important concern of the residents. Additionally, the team was aware that tall noise walls could cause visual blockages would not be favorable to the local residents. Our project engineers consulted with roadway noise analysis specialists to discuss methods of reducing the roadway noise at its source to avoid without use of large noise walls. Two mitigation methods were employed from that meeting's discussion. The first is an asphalt driving surface on top of the bridge. Asphalt driving surfaces are considerably quieter than typical concrete bridge top driving</p>

	<p>surfaces. The second method, “protected sidewalks”, has two dual benefits. Projected sidewalks means pedestrian sidewalks are located on the outside edges of the bridge and behind the projection the a concrete vehicle barrier wall. By moving these concrete barrier walls, that are typically located at the outer edges of the bridge, closer to the traffic or the source of the noise we were again able to greatly reduce roadway noise heard in the surrounding area. The protected sidewalk also provides increased safety for pedestrian, equestrian and cyclists using the bridge. Later in the design process a noise analysis was completed. This analysis was based on our design that included these two noise reduction measures. The results of the study showed no additional noise mitigation measures would be warranted. I have attached the Draft Noise Analysis Technical Report. The cover page summary helps to explain the methodologies used in creating the report. Please let me know if you need any additional information</p>
Details	Received
Date: May 18, 2021	Where exactly is the bridge going to built? Is it on the corner of Miller and Pinnacle Peak or is it further north on Miller? The presentation stated that there will be no noise barriers since they did a study on this. How can this be decided when no traffic has started on the roads?
From: Jeremy Richter	Replied
To: Sandy	<p>Thank you for feedback on the Miller Road bridge project. Your comments have been logged and will follow this project through the Transportation Commission hearing and all other public hearings.</p> <p>Please see attached map with bridge location marked in red for your reference.</p> <p>As the city embarked on this project the team was aware that roadway noise would be an important concern of the residents. Additionally, the team was aware that tall noise walls could cause visual blockages would not be favorable to the local residents. Our project engineers consulted with roadway noise analysis specialists to discuss methods of reducing the roadway noise at its source to avoid without use of large noise walls. Two mitigation methods were employed form that meeting’s discussion. The first is an asphalt driving surface on top of the bridge. Asphalt driving surfaces are considerably quieter than typical concrete bridge top driving surfaces. The second method, “protected sidewalks”, has two dual benefits. Projected sidewalks means pedestrian sidewalks are located on the outside edges of the bridge and behind the projection the a concrete vehicle barrier wall. By moving these concrete barrier walls, that are typically located at the outer edges of the bridge, closer to the traffic or the source of the noise we were again able to greatly reduce roadway noise heard in the surrounding area. The protected sidewalk also provides increased safety for pedestrian, equestrian and cyclists using the bridge. Later in the design process a noise analysis was completed. This analysis was based on our design that included these two noise reduction measures. The results of the study showed no additional noise mitigation measures would be warranted. I have attached the Draft Noise Analysis Technical Report. The cover page summary helps to explain the methodologies used in creating the report. Please let me know if you need any additional information.</p>
Details	Received
Date: May 18, 2021	<p>I have listening several times to the presentation on the Miller Road extension. Several very key questions resulted::</p> <p>There seems to be a plan to put a maintenance road into the Rawhide wash but I live on the Miller Road side and my services people need to park on Miller to take care of my back patio area. Is there a plan for the Miller side or will the trucks park on the sidewalk????</p> <p>The trail was quite surprising to me. This concept appears to put people, cycles, 4wheelers within a few feet of my property. Related to this is since the trail is on the Los Portones Townhome property, when will the BOD be notified of the land acquisition? The wash is also a NAOS area</p> <p>The lack of noise abatement was also a surprise. I see the addition of a few trees but the presentation said there was no need????</p>

	The expected speed limit of 35 MPH at least gives me a chuckle. Beyond that, it is once again a total lack of reality by the planners.
From: Jeremy Richter	Replied
To: Mary	<p>Thank you for feedback on the Miller Road bridge project. Your comments have been logged and will follow this project through the Transportation Commission hearing and all other public hearings. My apologies for the delayed response as I had to forward your first question to you planning department for direction.</p> <p>The maintenance road into the wash is for city crews to access the bridge for bridge or erosion maintenance. If your landscape maintenance crews currently access from the HOA owned parcel "Tract B" behind your house they should be able to continue to do so but to the city can not provide a designated access point or parking for motorized travel as the "Tract B" is dedicated for landscape and drainage.</p> <p>The trail on the east side of Los Portones would be designated not as non-motorized traffic only. No 4 wheelers would be allow. I was awaiting until we got further along in the design process to reach out to the HOA on this. We are expecting our 60% plans for the engineers later this month at that point I will reach out with details and graphics for HOA review.</p> <p>As the city embarked on this project the team was aware that roadway noise would be an important concern of the residents. Additionally, the team was aware that tall noise walls could cause visual blockages would not be favorable to the local residents. Our project engineers consulted with roadway noise analysis specialists to discuss methods of reducing the roadway noise at its source to avoid without use of large noise walls. Two mitigation methods were employed form that meeting's discussion. The first is an asphalt driving surface on top of the bridge. Asphalt driving surfaces are considerably quieter than typical concrete bridge top driving surfaces. The second method, "protected sidewalks", has two dual benefits. Projected sidewalks means pedestrian sidewalks are located on the outside edges of the bridge and behind the projection the a concrete vehicle barrier wall. By moving these concrete barrier walls, that are typically located at the outer edges of the bridge, closer to the traffic or the source of the noise we were again able to greatly reduce roadway noise heard in the surrounding area. The protected sidewalk also provides increased safety for pedestrian, equestrian and cyclists using the bridge. Later in the design process a noise analysis was completed. This analysis was based on our design that included these two noise reduction measures. The results of the study showed no additional noise mitigation measures would be warranted. The project also includes landscape vegetation to naturally screen the view of the road. Please let me know if you need any additional information.</p>
Details	Received
Date: May 18, 2021	<p>My home backs up to Miller Road....north of Pinnacle Peak Road</p> <p>I am concerned about this road opening to Happy Valley- noise levels, safety, lighting, etc. Please inform me on how myself, and neighbors, will be protected from these variables.</p>
From: Jeremy Richter	Replied
To: Shay	<p>Thank you for feedback on the Miller Road bridge project. Your comments have been logged and will follow this project through the Transportation Commission hearing and all other public hearings.</p> <p>As the city embarked on this project the team was aware that roadway noise would be an important concern of the residents. Additionally, the team was aware that tall noise walls could cause visual blockages would not be favorable to the local residents. Our project engineers consulted with roadway noise analysis specialists to discuss methods of reducing the roadway noise at its source to avoid without use of large noise walls. Two mitigation methods were employed form that meeting's discussion. The first is an asphalt driving surface on top of the</p>

	<p>bridge. Asphalt driving surfaces are considerably quieter than typical concrete bridge top driving surfaces. The second method, “protected sidewalks”, has two dual benefits. Projected sidewalks means pedestrian sidewalks are located on the outside edges of the bridge and behind the projection the a concrete vehicle barrier wall. By moving these concrete barrier walls, that are typically located at the outer edges of the bridge, closer to the traffic or the source of the noise we were again able to greatly reduce roadway noise heard in the surrounding area. The protected sidewalk also provides increased safety for pedestrian, equestrian and cyclists using the bridge. Later in the design process a noise analysis was completed. This analysis was based on our design that included these two noise reduction measures. The results of the study showed no additional noise mitigation measures would be warranted. The project also includes landscape vegetation to screen the view of the roadway.</p> <p>This project does not include any roadway lighting with the exception of a single street light at the intersection of Miller Rd & Mariposa Grande Dr to light the intersection for safety. This is consistent with the existing lighting theme on this segment of miller with only street lights at intersections. Please let me know if you need any additional information</p>
Details	Received
Date: May 18, 2021	When is the water expected to run from the North???? Will most end up in the smaller wash on west side of Miller road???? The Rawhide project is suppose to relieve us of flood insurance Will this project potentially change that for some of the adjacent homes????
From: Jeremy Richter	Replied
To: Mary	<p>Thank you for feedback on the Miller Road bridge project. Your comments have been logged and will follow this project through the Transportation Commission hearing and all other public hearings.</p> <p>With the installation Flood Control District’s Rawhide Wash project levee improvements, 100 year flows of the rawhide wash will remain contained in the wash and no longer flow down Miller Road. The plan is that the ditch on the west side of miller road would only carry the adjacent roadway drainage in the future. The Miller road project is working in coordination with the Rawhide Wash project and does not change any of the plans for homes to be relieved of buying home flood insurance. Those homes will still be relived of buying flood insurance once the rawhide wash project levee project reaches FEMA certified completion.</p>
Details	Received
Date: May 18, 2021	<p>New concern....not wanting walking and biking path directly behind my property....for my protection , and safety.</p> <p>Please explain.....and ..>>>>>.path can be on opposite side...(east side of Miller) ..where residential property is not directly present.</p>
From: Jeremy Richter	Replied
To: Shay	<p>Thank you for feedback on the Miller Road bridge project. Your comments have been logged and will follow this project through the Transportation Commission hearing and all other public hearings.</p> <p>The location of the trail on the west wide of the street is largely due to the fact that our access path down into the wash from the trail / sidewalks is at the north west corner of the bridge. Unfortunately at the northeast corner of the bridge was only location we could fit in a access ramp with shallow enough slopes for pedestrian and equestrian access. Additionally with the curve in the road bending to the east edge of our right of way we have more room for the trail on the west side.</p>
Details	Received
Date: May 18, 2021	Has a Environmental impact study been done ? If so who did the study ? Where are the impact study documents located ? How can the general public review them ?

From: Jeremy Richter	Replied
To: Al	<p>Thank you for feedback on the Miller Road bridge project. Your comments have been logged and will follow this project through the Transportation Commission hearing and all other public hearings.</p> <p>Environmental Impact Studies are typical of large federally funded projects. This project is not utilizing any federal funding thus it does not require an environmental document such as an Environmental Impact Statement. To this end, there is a Biological Evaluation, Class I Cultural Resources Report and Clean Water Memo that are part of the design package. Once we have final copies those reports I will be able to share those with you.</p> <p>Additional information: The larger Rawhide Wash flood mitigation project is being constructed by the Maricopa County Flood Control District (MCFCD). The Miller Road Improvements which include the bridge crossing over the wash is being managed by the City of Scottsdale. The MCFCD project team does include a biologist and they are taking extra care to preserve the natural beauty of the wash. The MCFCD are tightly limiting the footprint of the contractor's activities during construction to help with the preservation effort. Landscape restoration will be performed by the contractor at the end of the project for the areas where they are required to make improvements to the wash. Native tree inventory and relocation are part of the City's standard practices. This project would also include a landscape package to revegetate the areas around the bridge after construction. The landscape package will be reviewed by the Development Review Board. If there is a particular tree(s) that we are trying to save without relocation that may be difficult as native terrain grades, existing street tie in points and roadway design speed tend to dictate the curvature of the road. We probably have some flexibility in our separated sidewalks areas outside of the roadway to accommodate the mature trees without relocation provided the elevations work.</p> <p>The bridge is to be constructed on round column foundations to allow as much natural light under the bridge as possible to enhance comfort of both wildlife and pedestrians traveling along the wash. This is different than typical box culvert design which includes long, often times dark and uninviting tunnels under the roadway. The average height under the bridge will be 8-10'. Note: the round column design also allows for the natural wash ground cover/sand under the bridge, again fostering a more natural travel way for wildlife. This is opposed to box culverts which typically have concrete bottom floors.</p>
Details	Received
Date: May 17, 2021	<p>We are concerned about the following:</p> <ol style="list-style-type: none"> 1. If there is an estimated 22,000 cars/day traveling over Miller by Pinnacle Peak, how is the noise going to be controlled. Not only the noise level, but what about our privacy? 2. Since there are trails on the West side of Miller, I would not want any trails on the east side of Miller. People walk and jog on the the small amount of road that is there now & you hear their conversations & see them passing by. 3. I'm concerned about the amount of lights along Miller Road. I would highly object to bright lights along the roadway in addition to headlight.
From: Jeremy Richter	Replied
To: Leonard & Rochelle	<p>Thank you for feedback on the Miller Road bridge project. Your comments have been logged and will follow this project through the Transportation Commission hearing and all other public hearings.</p> <p>As the city embarked on this project the team was aware that roadway noise would be an important concern of the residents. Additionally, the team was aware that tall noise walls could</p>

	<p>cause visual blockages would not be favorable to the local residents. Our project engineers consulted with roadway noise analysis specialists to discuss methods of reducing the roadway noise at its source to avoid without use of large noise walls. Two mitigation methods were employed from that meeting's discussion. The first is an asphalt driving surface on top of the bridge. Asphalt driving surfaces are considerably quieter than typical concrete bridge top driving surfaces. The second method, "protected sidewalks", has two dual benefits. Projected sidewalks means pedestrian sidewalks are located on the outside edges of the bridge and behind the projection the a concrete vehicle barrier wall. By moving these concrete barrier walls, that are typically located at the outer edges of the bridge, closer to the traffic or the source of the noise we were again able to greatly reduce roadway noise heard in the surrounding area. The protected sidewalk also provides increased safety for pedestrian, equestrian and cyclists using the bridge. Later in the design process a noise analysis was completed. This analysis was based on our design that included these two noise reduction measures. The analysis was completed in accordance with the City's Roadway Noise Abatement Policy. The noise level impact determination used in the noise analysis was based on the COS Roadway Noise Abatement Policy (RNAP), dated April 2011. The FHWA approved Traffic Noise Model version 2.5 (TNM 2.5) was used to predict the highway traffic noise levels. Highway traffic noise levels are dependent on several variables such as roadway geometry, topography, traffic volume, vehicle type, vehicle speed, terrain types, and location of noise receptors. Short-term noise level monitoring was conducted at two locations within the project limits on March 24, 2021. Measured noise levels ranged from 48-53 A-Weighted decibels (dBA). Future Build (2040) peak hour traffic noise levels ranged from 49-62 dBA Leq and are not predicted to impact any of the 45 noise receiver locations, which represent 108 receptors or dwelling units. Therefore, noise barriers were not recommended for the project.</p> <p>The project also includes landscape vegetation to help screen the view of the roadway.</p> <p>The location of the trail on the west wide of the street is largely due to the fact that our access path down into the wash from the trail / sidewalks is at the north west corner of the bridge. Unfortunately at the northeast corner of the bridge was only location we could fit in a access ramp with shallow enough slopes for city maintenance equipment, pedestrians and equestrian access. Additionally with the curve in the road bending to the east edge of our right of way we have more room for the trail on the west side.</p> <p>This project does not include any roadway lighting with the exception of a single street light at the intersection of Miller Rd & Mariposa Grande Dr to light the intersection for safety. This is consistent with the existing lighting theme on this segment of miller with only street lights at intersections, as this is a "dark Skies" area of the city. Please let me know if you need any additional information.</p>
Details	Received
Date: May 19, 2021	<p>I am a homeowner in Los Portones Townhomes who is going to be dramatically affected by the development and construction of the Miller Road Project.</p> <p>While there have been suggestions and signs posted for almost 3 decades since these homes were built regarding extending Miller Rd to Happy Valley Rd., the scope of this project is significantly larger than a simple bridge over the wash.</p> <p>While we have enjoyed a very quiet, tranquil and relatively private setting from our patio for over 11 years with (maybe) 50-100 cars per day passing on the current road. The ""major"" expansion of the street and addition of walkways (Equestrian????? ... not one horse seen on this road EVER!) will completely destroy that solitude and privacy.</p>

	<p>By my estimation, the walkway will be approximately 30' from my patio, the passage of your projected 20k cars per day, noise/light pollution will have a dramatic effect on my current way of living.</p> <p>Unless you have lived in a community backed up to a ""major"" thoroughfare, you will not know the challenges with noise levels, visual disruption of cars going by all day/night and light pollution affecting our view of the beautiful night sky in Arizona.</p> <p>With that said, I question why there is not going to be a sound barrier (wall) of some level provided to separate the street and walkway from my view. I am one of about 22 homes directly affected by this project and there will be consequences of loss of value in the resale of our homes as a result. What plans or compensation will be provided to help isolate/secure our homes from the additional pedestrian/auto traffic? A landscape ""buffer"" will not suffice!</p>
From: Jeremy Richter	Replied
To: Larry	<p>Thank you for feedback on the Miller Road bridge project. Your comments have been logged and will follow this project through the Transportation Commission hearing and all other public hearings.</p> <p>As the city embarked on this project the team was aware that roadway noise would be an important concern of the residents. Additionally, the team was aware that tall noise walls could cause visual blockages would not be favorable to the local residents. Our project engineers consulted with roadway noise analysis specialists to discuss methods of reducing the roadway noise at its source to avoid without use of large noise walls. Two mitigation methods were employed from that meeting's discussion. The first is an asphalt driving surface on top of the bridge. Asphalt driving surfaces are considerably quieter than typical concrete bridge top driving surfaces. The second method, "protected sidewalks", has two dual benefits. Projected sidewalks means pedestrian sidewalks are located on the outside edges of the bridge and behind the projection the a concrete vehicle barrier wall. By moving these concrete barrier walls, that are typically located at the outer edges of the bridge, closer to the traffic or the source of the noise we were again able to greatly reduce roadway noise heard in the surrounding area. The protected sidewalk also provides increased safety for pedestrian, equestrian and cyclists using the bridge. Later in the design process a noise analysis was completed. This analysis was based on our design that included these two noise reduction measures. The analysis was completed in accordance with the City's Roadway Noise Abatement Policy. The noise level impact determination used in the noise analysis was based on the COS Roadway Noise Abatement Policy (RNAP), dated April 2011. The FHWA approved Traffic Noise Model version 2.5 (TNM 2.5) was used to predict the highway traffic noise levels. Highway traffic noise levels are dependent on several variables such as roadway geometry, topography, traffic volume, vehicle type, vehicle speed, terrain types, and location of noise receptors. Short-term noise level monitoring was conducted at two locations within the project limits on March 24, 2021. Measured noise levels ranged from 48-53 A-Weighted decibels (dBA). Future Build (2040) peak hour traffic noise levels ranged from 49-62 dBA Leq and are not predicted to impact any of the 45 noise receiver locations, which represent 108 receptors or dwelling units. Therefore, noise barriers were not recommended for the project. The project also includes landscape vegetation to help screen the view of the roadway.</p>
Details	Received
Date: May 19, 2021	<p>I have been a resident of Pinnacle Reserve for the past 24 years. One of the main factors in choosing this community was the privacy that it provided by not having traffic congestion and noise flow through the community. I have many concerns with the addition of the bridge over the Rawhide wash and the improvements for flood control. These two projects will have negative unintended consequences that are not being addressed within the current scope of the projects.</p>

Having traffic flow between Happy Valley Road and Pinnacle Peak Road on Miller Road will have the following negative unintended consequences.

The Pinnacle Reserve community is being divided in half. It will not be local neighborhood traffic anymore.

Going for a walk along Miller Road will become increasingly more of a hazard for local residents with the increased traffic flow. In the project area you are proposing 8' wide sidewalks with a landscaping area as a gap before you transition to the street. The transition to our sidewalks at Parkview lane will essentially create a bottleneck as you transition from 8' sidewalk to a 5' wide sidewalk. People currently have to step into the street when passing each other while walking their dogs or walking with children. This will become a higher risk for accidents once the bridge and traffic are in place. What are the proactive steps that the City of Scottsdale will be taking to ensure that our sidewalks are as safe as the sidewalks in the project areas?

Crossing Miller road on foot will also become problematic. Crossing Miller Road from Pinnacle Reserve 1 and Pinnacle Reserve 2 with only one crosswalk at the far north end at Happy Valley Road. Currently you can cross the street safely at the south end near Parkview lane as well without jay walking. What are the proactive steps that the City of Scottsdale will be taking to address this issue?

Noise abatement, is discussed in the project area, but there is no mention of any noise abatement in my neighborhood where the need is greater because the homes are closer to the street than the homes that are in the project development area. Why doesn't my neighborhood receive the same consideration when it comes to noise abatement? What are the proactive steps that the City of Scottsdale will be taking to address this issue?

Will there be a north bound left turn lane on Miller Road to Parkview lane?

Will there be a west bound left turn lane on Happy Valley Road to Miller Road?

Another concern is the crime rate will go up. Most likely, property crime. What proactive measures are being taken to address these types of issues? It also seems that where ever there is a bridge sooner or later you will have trash and transit population. We have already had issues with homeless people along the current trail system. Who is going to clean up the trash along the new trails that are being built? Who is going to maintain the trees and plants?

Bike paths through the community will also create additional traffic and people that we currently do not have. No longer will it be a local traffic only neighborhood.

Currently, our H.O.A. is responsible for all of the tree trimming, landscape maintenance and trash pickup along Miller Road between Happy Valley Road and Parkview Lane. With the new inflow of traffic there will be more trash. Over time we will have additional costs to our maintenance areas because of the additional traffic.

Why is the North/South road alignment Miller Road instead of Hayden Road where it should be?

When is Miller road going north of Happy Valley scheduled for construction?

The possible construction of a bridge and road cutting through the neighborhood was not disclosed when I purchased my home. I feel that we were not asked if we wanted or needed the bridge. We did not have a voice in the decision making process.

	I am not in favor of this project. It seem that my only choice now is to move from my home of the past 24 years or adjust to more noise, more traffic, more crime and more trash. This project is making my neighborhood less private, less desirable, with more noise and congestion
From: Jeremy Richter	Replied
To: Pam	<p>Thank you for feedback on the Miller Road project. Your comments have been logged and will follow this project through the Transportation Commission hearing and all other public hearings.</p> <p>As the city embarked on this project the team was aware that roadway noise would be an important concern of the residents. Additionally, the team was aware that tall noise walls could cause visual blockages would not be favorable to the local residents. Our project engineers consulted with roadway noise analysis specialists to discuss methods of reducing the roadway noise at its source to avoid without use of large noise walls. Two mitigation methods were employed form that meeting's discussion. The first is an asphalt driving surface on top of the bridge. Asphalt driving surfaces are considerably quieter than typical concrete bridge top driving surfaces. The second method, "protected sidewalks", has two dual benefits. Projected sidewalks means pedestrian sidewalks are located on the outside edges of the bridge and behind the projection the a concrete vehicle barrier wall. By moving these concrete barrier walls, that are typically located at the outer edges of the bridge, closer to the traffic or the source of the noise we were again able to greatly reduce roadway noise heard in the surrounding area. The protected sidewalk also provides increased safety for pedestrian, equestrian and cyclists using the bridge. Later in the design process a noise analysis was completed. This analysis was based on our design that included these two noise reduction measures. The analysis was completed in accordance with the City's Roadway Noise Abatement Policy. The noise level impact determination used in the noise analysis was based on the COS Roadway Noise Abatement Policy (RNAP), dated April 2011. The FHWA approved Traffic Noise Model version 2.5 (TNM 2.5) was used to predict the highway traffic noise levels. Highway traffic noise levels are dependent on several variables such as roadway geometry, topography, traffic volume, vehicle type, vehicle speed, terrain types, and location of noise receptors. Short-term noise level monitoring was conducted at two locations within the project limits on March 24, 2021. Measured noise levels ranged from 48-53 A-Weighted decibels (dBA). Future Build (2040) peak hour traffic noise levels ranged from 49-62 dBA Leq and are not predicted to impact any of the 45 noise receiver locations, which represent 108 receptors or dwelling units. Therefore, noise barriers were not recommended for the project.</p> <p>Yes, there will be a westbound left turn lane on Miller at Parkview lane.</p> <p>Unfortunately, this project does not include a new turn lane at Miller Rd and Happy Valley Rd but Traffic Engineering staff is currently evaluating intersection of Miller Road and Happy Valley Road with future expected traffic and an appropriate traffic control will be recommended based on the study results.</p> <p>The city of Scottsdale's Street Operations department will be responsible for maintenance of the new roadway. In the area around the bridge the city will revegetate with native desert vegetation that require minimal maintenance other than to keep pathways unobstructed by tree branches.</p> <p>There is no timeline for construction of Miller Rd north of Happy Valley at this time. That parcel north or Happy Valley Rd is still owner by the Arizona State Lands Department.</p>
Details	Received
Date: May 19, 2021	Where to start? Ideally, this project never should have been brought to fruition, but that is moot. I am very concerned about the probable noise impact on my home & neighborhood. You state that noise walls are probably not indicated at this time, but according to your own projections, traffic on Miller Road will probably increase by nearly 50%. With this projected increase, along with "normal" vehicular traffic, truck traffic will most certainly increase as well, and with it,

	<p>increased noise. I see that you are proposing some sort of landscaping around the bridge, itself, but sound walls along the length of Miller Road are esthetically and practically a poor choice. I would strongly recommend planting of oleander would provide a more attractive result, and ultimately, a natural sound and safety barrier. A nearby example of this would be the installation of oleander along Pinnacle Peak by the Scottsdale Country Club golf course. In addition, numerous locations along some of the Interstate highways have successfully used such installations in medians rather than walls, guard rails, or cable systems. I have further concerns over the planned pedestrian/horse trail on the west side of Miller Road. I have lived here for 27 years, and as yet, have never seen a horse/rider along Miller Road. Also, I believe there is already an existing such trail on the east side of Miller Road, therefor eliminating the need for a second such trail. Thank you for your attention.</p>
From: Jeremy Richter	Replied
To: Michael	<p>Thank you for feedback on the Miller Road bridge project. Your comments have been logged and will follow this project through the Transportation Commission hearing and all other public hearings.</p> <p>As the city embarked on this project the team was aware that roadway noise would be an important concern of the residents. Additionally, the team was aware that tall noise walls could cause visual blockages would not be favorable to the local residents. Our project engineers consulted with roadway noise analysis specialists to discuss methods of reducing the roadway noise at its source to avoid without use of large noise walls. Two mitigation methods were employed from that meeting's discussion. The first is an asphalt driving surface on top of the bridge. Asphalt driving surfaces are considerably quieter than typical concrete bridge top driving surfaces. The second method, "protected sidewalks", has two dual benefits. Projected sidewalks means pedestrian sidewalks are located on the outside edges of the bridge and behind the projection the a concrete vehicle barrier wall. By moving these concrete barrier walls, that are typically located at the outer edges of the bridge, closer to the traffic or the source of the noise we were again able to greatly reduce roadway noise heard in the surrounding area. The protected sidewalk also provides increased safety for pedestrian, equestrian and cyclists using the bridge. Later in the design process a noise analysis was completed. This analysis was based on our design that included these two noise reduction measures. The analysis was completed in accordance with the City's Roadway Noise Abatement Policy. The noise level impact determination used in the noise analysis was based on the COS Roadway Noise Abatement Policy (RNAP), dated April 2011. The FHWA approved Traffic Noise Model version 2.5 (TNM 2.5) was used to predict the highway traffic noise levels. Highway traffic noise levels are dependent on several variables such as roadway geometry, topography, traffic volume, vehicle type, vehicle speed, terrain types, and location of noise receptors. Short-term noise level monitoring was conducted at two locations within the project limits on March 24, 2021. Measured noise levels ranged from 48-53 A-Weighted decibels (dBA). Future Build (2040) peak hour traffic noise levels ranged from 49-62 dBA Leq and are not predicted to impact any of the 45 noise receiver locations, which represent 108 receptors or dwelling units. Therefore, noise barriers were not recommended for the project. The project also includes landscape vegetation to help screen the view of the roadway.</p> <p>The location of the trail on the west wide of the street is largely due to the fact that our access path down into the wash from the trail / sidewalks is at the north west corner of the bridge. Unfortunately at the northeast corner of the bridge was only location we could fit in a access ramp with shallow enough slopes for city maintenance equipment, pedestrians and equestrian access. Additionally with the curve in the road bending to the east edge of our right of way we have more room for the trail on the west side.</p>
Details	Replied
Date: May 19, 2021	

From: Jeremy Richter	Thank you for feedback on the Miller Road bridge project. Your comments have been logged and will follow this project through the Transportation Commission hearing and all other public hearings.
To: Jessie	<p>The city has a planned trail on Miller Rd which connects to an existing trail in the Rawhide Wash. Currently this trail is blocked by the flood wall at the north end of Miller at the Rawhide wash. The bridge will allow equestrian, pedestrian and cyclists to connect to the wash. The goal being to create a new point of connectivity to the wash for non-motorized recreation users.</p> <p>As the city embarked on this project the team was aware that roadway noise would be an important concern of the residents. Additionally, the team was aware that tall noise walls could cause visual blockages would not be favorable to the local residents. Our project engineers consulted with roadway noise analysis specialists to discuss methods of reducing the roadway noise at its source to avoid without use of large noise walls. Two mitigation methods were employed from that meeting's discussion. The first is an asphalt driving surface on top of the bridge. Asphalt driving surfaces are considerably quieter than typical concrete bridge top driving surfaces. The second method, "protected sidewalks", has two dual benefits. Protected sidewalks means pedestrian sidewalks are located on the outside edges of the bridge and behind the projection the a concrete vehicle barrier wall. By moving these concrete barrier walls, that are typically located at the outer edges of the bridge, closer to the traffic or the source of the noise we were again able to greatly reduce roadway noise heard in the surrounding area. The protected sidewalk also provides increased safety for pedestrian, equestrian and cyclists using the bridge. Later in the design process a noise analysis was completed. This analysis was based on our design that included these two noise reduction measures. The analysis was completed in accordance with the City's Roadway Noise Abatement Policy. The noise level impact determination used in the noise analysis was based on the COS Roadway Noise Abatement Policy (RNAP), dated April 2011. The FHWA approved Traffic Noise Model version 2.5 (TNM 2.5) was used to predict the highway traffic noise levels. Highway traffic noise levels are dependent on several variables such as roadway geometry, topography, traffic volume, vehicle type, vehicle speed, terrain types, and location of noise receptors. Short-term noise level monitoring was conducted at two locations within the project limits on March 24, 2021. Measured noise levels ranged from 48-53 A-Weighted decibels (dBA). Future Build (2040) peak hour traffic noise levels ranged from 49-62 dBA Leq and are not predicted to impact any of the 45 noise receiver locations, which represent 108 receptors or dwelling units. Therefore, noise barriers were not recommended for the project. The project also includes landscape vegetation to help screen the view of the roadway. Let me know if you need any additional information.</p>
Details	Replied
Date: May 19, 2021	Thank you for feedback on the Miller Road bridge project. Your comments have been logged and will follow this project through the Transportation Commission hearing and all other public hearings.
From: Jeremy Richter	
To: Debby	<p>As the city embarked on this project the team was aware that roadway noise would be an important concern of the residents. Additionally, the team was aware that tall noise walls could cause visual blockages would not be favorable to the local residents. Our project engineers consulted with roadway noise analysis specialists to discuss methods of reducing the roadway noise at its source to avoid without use of large noise walls. Two mitigation methods were employed from that meeting's discussion. The first is an asphalt driving surface on top of the bridge. Asphalt driving surfaces are considerably quieter than typical concrete bridge top driving surfaces. The second method, "protected sidewalks", has two dual benefits. Protected sidewalks means pedestrian sidewalks are located on the outside edges of the bridge and behind the projection the a concrete vehicle barrier wall. By moving these concrete barrier walls, that are typically located at the outer edges of the bridge, closer to the traffic or the source of the noise</p>

	<p>we were again able to greatly reduce roadway noise heard in the surrounding area. The protected sidewalk also provides increased safety for pedestrian, equestrian and cyclists using the bridge. Later in the design process a noise analysis was completed. This analysis was based on our design that included these two noise reduction measures. The analysis was completed in accordance with the City's Roadway Noise Abatement Policy. The noise level impact determination used in the noise analysis was based on the COS Roadway Noise Abatement Policy (RNAP), dated April 2011. The FHWA approved Traffic Noise Model version 2.5 (TNM 2.5) was used to predict the highway traffic noise levels. Highway traffic noise levels are dependent on several variables such as roadway geometry, topography, traffic volume, vehicle type, vehicle speed, terrain types, and location of noise receptors. Short-term noise level monitoring was conducted at two locations within the project limits on March 24, 2021. Measured noise levels ranged from 48-53 A-Weighted decibels (dBA). Future Build (2040) peak hour traffic noise levels ranged from 49-62 dBA Leq and are not predicted to impact any of the 45 noise receiver locations, which represent 108 receptors or dwelling units. Therefore, noise barriers were not recommended for the project. The project does include landscape vegetation to help screen the view of the roadway. Oleander can be considered as an option with approval of the planning dept. Let me know if you need any additional information.</p> <p>The city has a planned trail on Miller Rd which connects to an existing trail in the Rawhide Wash. Currently this trail is blocked by the flood wall at the north end of Miller at the Rawhide wash. The bridge will allow equestrian, pedestrian and cyclists to connect to the wash. The goal being to create a new point of connectivity to the wash for non-motorized recreation users. The location of the trail on the west side of the street is largely due to the fact that our access path down into the wash from the trail / sidewalks is at the north west corner of the bridge. Unfortunately at the northeast corner of the bridge was only location we could fit in a access ramp with shallow enough slopes for city maintenance equipment, pedestrians and equestrian access. Additionally with the curve in the road bending to the east edge of our right of way we have more room for the trail on the west side.</p>
Details	Received
Date: May 19, 2021	<p>Pinnacle Peak area (lived here since 1976) was planned by Jerry Nelson with the explicit requirement of low lighting. I am very concerned about what is being planned for the Miller extension.</p> <p>Plantings on the west side of the extended road for aesthetics as well as sound control.</p> <p>Absolutely no need for a trail on the west side of Miller since there is already a designated and posted trail on the east side of Miller.</p>
From: Jeremy Richter	Replied
To: Glenda	<p>Thank you for feedback on the Miller Road bridge project. Your comments have been logged and will follow this project through the Transportation Commission hearing and all other public hearings.</p> <p>This project does not include any roadway lighting with the exception of a single street light at the intersection of Miller Rd & Mariposa Grande Dr to light the intersection for safety. This is consistent with the existing lighting theme on this segment of Miller with only street lights at intersections, as this is a "dark Skies" area of the city. Please let me know if you need any additional information.</p> <p>The project will include landscape vegetation screening on the west side of Miller Rd.</p> <p>The city has a planned trail on Miller Rd which connects to an existing trail in the Rawhide Wash. Currently this trail is blocked by the flood wall at the north end of Miller at the Rawhide wash. The bridge will allow equestrian, pedestrian and cyclists to connect to the wash. The goal being to</p>

	create a new point of connectivity to the wash for non-motorized recreation users. The location of the trail on the west side of the street is largely due to the fact that our access path down into the wash from the trail / sidewalks is at the north west corner of the bridge. Unfortunately at the northeast corner of the bridge was only location we could fit in a access ramp with shallow enough slopes for city maintenance equipment, pedestrians and equestrian access. Additionally with the curve in the road bending to the east edge of our right of way we have more room for the trail on the west side.
Details	Received
Date: May 19, 2021	<p>I have reviewed all of the materials for this project, and I still have one, probably obvious, question: Are there plans to install a traffic light at Miller Road and Happy Valley Road to handle the increase in traffic when this project is completed? No light is mentioned anywhere, and without one, there will be a traffic nightmare at that intersection. I understand that it might not be within the geographic scope of this project, but if it is planned it should at least be mentioned to alleviate resident concerns.</p> <p>I am impressed by the design options and depth of planning. I have a couple of small comments: First, when you are considering using rebar or other, less visually obvious barriers along the bridge, please consider their visibility at night to rapidly moving cars. I am all in favor of using the least obtrusive materials, as long as safety is assured. And last, please no snakes. We have bobcats and mountain lions in this area, please consider depictions of those. Thank you.</p>
From: Jeremy Richter	Replied
To: Glenda	<p>Thank you for feedback on the Miller Road bridge project. Your comments have been logged and will follow this project through the Transportation Commission hearing and all other public hearings.</p> <p>Unfortunately, this project currently does not include a new turn lane at Miller Rd and Happy Valley Rd but Traffic Engineering staff is currently evaluating intersection of Miller Road and Happy Valley Road with future expected traffic and an appropriate traffic control will be recommended based on the study results.</p>
Details	Received
Date: May 19, 2021	<p>The expansion of Miller Rd will absolutely ruin the quality of life for residents in Los Portones and the surrounding communities.</p> <p>When I heard about the expansion, I thought it would continue the single lane it currently is up to Happy Valley. Then, when I read more it would be two lanes in each direction headed to an essential dead end on Happy Valley!?!? Why????</p> <p>All this is going to encourage is people to get off of Scottsdale Rd when it is crowded and just shift the traffic/noise to a new area. Same thing for people going north.</p> <p>We have a very large wash here that is home to many desert species. When you add what is basically a highway adjacent to the wash, the wildlife will be impacted negatively. Plus, who wants to take a peaceful walk in the wash when traffic is zooming by? Who wants to hear all of the traffic sitting at home?</p> <p>The homes that are located in the Pinnacle Peak to Happy Valley stretch are bearing the brunt of this expansion and our home values will likely fall as a quiet road (residents only) turns into a four lane highway to service people who are looking to avoid Scottsdale Rd and Pima Rd traffic.</p> <p>Please reconsider the design and keep it 1 lane in each direction. Traffic will increase, but it will not be the free-for-all noise and traffic it will turn into.</p> <p>Also, consider the materials used for the road. Can you use noise-absorbing materials?</p>

	We have owned our home overlooking the wash since 2005 and this 4 lane expansion plan ruins all that we appreciate about having a home overlooking a peaceful wash.
From: Jeremy Richter	Replied
To: Heather	<p>Thank you for feedback on the Miller Road bridge project. Your comments have been logged and will follow this project through the Transportation Commission hearing and all other public hearings.</p> <p>Unfortunately, this project currently does not include a new turn lane at Miller Rd and Happy Valley Rd but Traffic Engineering staff is currently evaluating intersection of Miller Road and Happy Valley Road with future expected traffic and an appropriate traffic control will be recommended based on the study results.</p> <p>As the city embarked on this project the team was aware that roadway noise would be an important concern of the residents. Additionally, the team was aware that tall noise walls could cause visual blockages would not be favorable to the local residents. Our project engineers consulted with roadway noise analysis specialists to discuss methods of reducing the roadway noise at its source to avoid without use of large noise walls. Two mitigation methods were employed from that meeting's discussion. The first is an asphalt driving surface on top of the bridge. Asphalt driving surfaces are considerably quieter than typical concrete bridge top driving surfaces. The second method, "protected sidewalks", has two dual benefits. Protected sidewalks means pedestrian sidewalks are located on the outside edges of the bridge and behind the projection the a concrete vehicle barrier wall. By moving these concrete barrier walls, that are typically located at the outer edges of the bridge, closer to the traffic or the source of the noise we were again able to greatly reduce roadway noise heard in the surrounding area. The protected sidewalk also provides increased safety for pedestrian, equestrian and cyclists using the bridge. Later in the design process a noise analysis was completed. This analysis was based on our design that included these two noise reduction measures. The analysis was completed in accordance with the City's Roadway Noise Abatement Policy. The noise level impact determination used in the noise analysis was based on the COS Roadway Noise Abatement Policy (RNAP), dated April 2011. The FHWA approved Traffic Noise Model version 2.5 (TNM 2.5) was used to predict the highway traffic noise levels. Highway traffic noise levels are dependent on several variables such as roadway geometry, topography, traffic volume, vehicle type, vehicle speed, terrain types, and location of noise receptors. Short-term noise level monitoring was conducted at two locations within the project limits on March 24, 2021. Measured noise levels ranged from 48-53 A-Weighted decibels (dBA). Future Build (2040) peak hour traffic noise levels ranged from 49-62 dBA Leq and are not predicted to impact any of the 45 noise receiver locations, which represent 108 receptors or dwelling units. Therefore, noise barriers were not recommended for the project. The project does include landscape vegetation to help screen the view of the roadway. Let me know if you need any additional information.</p>
Details	Received
Date: May 19, 2021	I didn't hear anything in the presentation addressing changes in the connection of Miller at Happy Valley. Is the stop sign going to remain? Are traffic lights going to be installed to manage the increased traffic flow? Street lights? What about Happy Valley? It already carries more traffic than it is designed for, especially construction traffic trying to bypass Pinnacle Peak. How will it be able to carry more traffic on such a narrow road where there are stretches with no improvements?
From: Jeremy Richter	Replied
To: Paula	Thank you for feedback on the Miller Road bridge project. Your comments have been logged and will follow this project through the Transportation Commission hearing and all other public hearings.

	<p>Unfortunately, this project currently does not include a new turn lane at Miller Rd and Happy Valley Rd but Traffic Engineering staff is currently evaluating intersection of Miller Road and Happy Valley Road with future expected traffic and an appropriate traffic control will be recommended based on the study results.</p> <p>At this time improvements to Happy Valley road from Scottsdale to Pima are not in the City's 5 year CIP (Capital Improvement Plan), but our transportation department has requested that MAG (Maricopa Association of Governments) include finishing Happy Valley from Scottsdale to Pima in the next Regional Transportation Plan, and it is in the early draft. No timelines for anything let, though.</p>
Details	Received
Date: May 20, 2021	<p>I appreciate the sharing of information and for the ability to provide input.</p> <p>I should start by saying that I never understood the reason why the road north of the wash was built as 4 lanes; it seemed like overbuild, but had not questioned ever since it was already there when I moved into the area in 2007.</p> <p>While I understand the need for the construction of a bridge for flood management, I fail to see the need for it to be 4 lanes. Scottsdale and Pima roads may be at capacity but unlike them, the new expansion seems to be much much closer to residences that in any section on Scottsdale and Pima roads.</p> <p>Due to the high probability of increased noise pollution and safety in this area, I feel that a higher volume could still be handled by the existing roads and a much reduced volume; much less than the 22k/day presented, in the expansion could be handled by other ways. The entire length of the project, or just the bridge could be reduced to 2 lanes; another way is to limit the traffic to only personal vehicles (no buses other than school transportation, no rideshare vehicles, no trade vehicles, no trucks and no heavy equipment transportation); lastly I would prefer setting a speed limit no to exceed 35 miles per hour through the entire length between Pinnacle Peak and Happy Valley roads</p>
From: Jeremy Richter	Replied
To: Guillermo	<p>Thank you for feedback on the Miller Road bridge project. Your comments have been logged and will follow this project through the Transportation Commission hearing and all other public hearings.</p> <p>I apologize for the delayed response as I had forwarded your questions to our transportation department for response. Please see Transportation Engineering department response below:</p> <p>Miller Road is classified as major collector in Transportation Master Plan. The cross-section identified per City of Scottsdale standards for a major collector is a four-lane roadway with a median. Both approaches to this bridge have been constructed with four lanes. Constructing a two-lane bridge that may need to be widened in the future is not cost effective. If the future traffic volumes do not warrant a four-lane bridge there are some options available to narrow the cross section to one-lane in each direction, but we do not anticipate the need to do this. Public roadways cannot be restricted to specific types of vehicles; there would have to be a safety reason to restrict certain types of vehicles such a vehicles over a certain weight. This posted speed limit on this segment of the roadway will be set initially for 35 mph.</p>
Details	Received
Date: June 2, 2021	<p>Thank-you for your reply regarding my concerns and suggestions in regards to the Miller Road project. My on going concerns and questions are:</p>

	<p>In regards to the noise abatement issue - your reply looked to address the noise levels at the bridge, but what about the increased noise, especially after acceleration, of cars, motorcycles and trucks beyond the traffic light on Miller Road? Are you planning to use the same asphalt driving surface as on the bridge?</p> <p>In regards to the planned trail and the goal to create a new point of connectivity to the wash for non-motorized recreation users my questions and concerns are:</p> <ul style="list-style-type: none"> • Who owns the land within the Rawhide Wash? ...especially between Los Portones Drive and Happy Valley Road. • For whom is this new proposed point of connectivity intended? There already exists dual access to wash area with parking within the Sprouts shopping complex on Pinnacle Peak and Scottsdale Road. • Parking?- how are the horses getting to this new proposed point of connectivity? • Is the city planning to put walkways within the Rawhide Wash? It's difficult to ride a bike, or wheelchair on sand. Is the city looking to have a "multi-use" path within the Rawhide Wash? Is the city looking to citify the Rawhide Wash and turn it into a public access "greenbelt area" similar to that of McCormick and Gaineey Ranch? What about the animals that live and migrate within the wash? This is a nature sensitive area.
From: Jeremy Richter	Replied
To: Debra	<p>Yes, This section driving surface will be asphalt throughout the project. For additional references on roadway noise abatement please see link below for the City of Scottsdale's Roadway Noise Abatement Policy. https://www.scottsdaleaz.gov/transportation/studies-reports/roadway-noise</p> <p>The land ownership between in the Rawhide wash between N Los Portones Drive and Happy Valley Road is a combination of LOS PORTONES TOWNHOMES ASSOCIATION INC, LOS PORTONES COMMUNITY ASSOCIATION INC, PINNACLE PEAK RESERVE HOMEOWNERS ASSOCIATION, PINNACLE PEAK RESERVE HOMEOWNERS ASSOCIATION, COTHRUN BRENDON, CITY OF SCOTTSDALE and City Right of Way. Please use link below to the Maricopa County Assessor's Office Parcel Viewer map to view the specific parcel locations. https://maps.mcassessor.maricopa.gov/</p> <p>The access point into the wash will be at the northwest corner of the bridge. This ramp will improve the existing non-motorized access point already at this location. The access ramp will be designed for City maintenance equipment to access the wash for bridge maintenance from time to time. The ramp will also serve as an access point for non-motorized recreational users such a pedestrians, cyclists, and equestrians The access ramp will be gated to prevent the unauthorized vehicle access to the wash.</p> <p>Equestrians will likely access this area from the south. There is a planned unpaved trail on Miller Rd from Pinnacle Peak Rd to the Rawhide Wash. No unpaved trails are planned north of the wash on Miler Rd. See link below for the Trail System Master Plan Map. This should provide an overview of planned trails connectivity in the area. For reference, the trail on Miller is designated as a "Local Trail" and the trail in the Rawhide Wash is designated as "Secondary Trail". https://www.scottsdaleaz.gov/Assets/ScottsdaleAZ/Transportation/Trails/Trailhead_Loc_Map.pdf</p> <p>No improvements are planned for the trail within the Rawhide wash. This trail is to remain an unimproved rugged trail.</p>

	<p>The Los Portones Community was platted in 1986, prior creation of the NAOS ordinance, thus it does not have any NAOS designated areas. Below is a link to the Plat map for the Los Portones community. Please see cover page “Dedications” section. Tract B is dedicated for “Drainageways & Landscaping”.</p>
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<https://recorder.maricopa.gov/PlatPdf/302PLAT224.pdf>