



INTERSTATE 10 AND STATE ROUTE 210 | Phase II

SCOPING SUMMARY REPORT

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ADOT

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RTA

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1. PUBLIC SCOPING OUTREACH

The Arizona Department of Transportation (ADOT), in conjunction with the Federal Highway Administration (FHWA) and the Regional Transportation Authority (RTA) in Pima County, has initiated a Design Concept Report (DCR) and an Environmental Assessment (EA) regarding potential improvements to two important corridors that serve greater Tucson:

- Interstate 10 (I-10) from the I-10/Interstate 19 (I-19) interchange to Kolb Road
- State Route 210 (SR 210) (Barraza-Aviation Parkway) from Golf Links Road to a future connection with I-10

Beginning in 2011, Phase I of this study included a Feasibility Study and Environmental Overview. The Feasibility Study examined future transportation needs and potential improvements, and the Environmental Overview identified potential environmental issues in the study area. Based on the Feasibility Study, two alternatives are being proposed for additional study, as well as the No Build Alternative. Phase II of this study includes the preparation of a DCR and EA. **Figure 1** identifies the I-10/SR 210 study area.

This report summarizes the information and materials provided to the public during the scoping process, and provides a summary of public comments received during the comment period, February 15, 2017 to March 21, 2017.

Figure 1. Study Area Map



2. PUBLIC MEETING

Members of the public were notified of and invited to participate in a public scoping meeting for the I-10/SR 210 Phase II study. The public scoping meeting was held on February 15, 2017 from 6:00 to 7:30 p.m. at the El Pueblo Regional Center, Tucson.

The meeting venue was selected based on its:

- Location within the study area.
- Americans with Disabilities Act (ADA) accessibility.
- Accessibility by public transit.
- Free parking availability.
- Visibility.
- Ability to accommodate anticipated capacity.
- Ability to accommodate technical and audio/visual needs.

A Spanish language interpreter was available at the meeting. The interpreter provided oral translation of the meeting materials and presentation into Spanish for attendees requesting assistance.

The purpose of the scoping meeting was to provide study information and solicit community feedback on study area issues and potential corridor improvements to be carried through the DCR and EA processes. A total of 72 people signed in at the public scoping meeting.

2.1 Notification

The study team utilized several methods to notify the public about the meeting and the comment period, as described below.

Media

Press Release

On January 30, 2017, ADOT Communications sent out a press release to English and Spanish news media (print, radio and broadcast) in the greater Tucson region announcing the public meeting and providing meeting details and an overview of the study. The press release also identified March 21, 2017 as the close of the comment period. A copy of the press release is included in **Appendix A**.

Newspaper Display

Paid print advertisements were placed in two study area newspapers as well as posted on the *Arizona Daily Star* website (Tucson.com). Ads included information about the study process; public meeting date, time, and location; study area map; and the study team's contact information. A listing of the publications is included in **Table 1**. Copies of the advertisements are included in **Appendix A**.

Table 1. Newspaper Publications

Newspaper Publication	Date Printed
<i>La Estrella De Tucsón</i>	January 27, 2017
<i>Arizona Daily Star</i>	January 31, 2017
Tucson.com (Arizona Daily Star's website)	January 31, 2017

Social Media

ADOT Communications used the ADOT Facebook and Twitter social media accounts to share public meeting details.

E-Blast

On February 7, 2017, the study team sent an E-blast (mass email) through ADOT's GovDelivery system to approximately 7,300 recipients, including the study's stakeholder database and stakeholders within the greater Tucson region. In addition, a meeting notice was sent to neighborhood associations within the study area, including Wards 1, 4, 5 and 6. The E-blast included information about the study process, meeting details, how to comment, and contact information for the study team. A copy of the E-blast can be found in **Appendix A**.

Community Posters

ADOT Communications also posted copies of the public scoping notice, in both English and Spanish formats, at 10 community gathering locations within the study area. Locations included community centers, libraries and a church.

Door Hangers

Approximately 17,000 door hangers, in English and Spanish, were distributed two weeks prior to the scoping meeting to residences and businesses located within a half-mile on either side of the project study area and included zip codes 85706, 85713, 85714 and 85756. A copy of the door hanger can be found in **Appendix A**. **Figure 2** identifies the door hanger distribution area.

Figure 2. Door Hanger Distribution Area



2.2 Meeting Content

The public scoping meeting was conducted in an open house format, including an approximate 30-minute presentation on study background, status, proposed alternatives, and next steps. During the open house portions of the meetings (before and after the presentation), study team members were available to talk with attendees and answer their questions. A copy of the presentation and materials used in the meetings is provided in **Appendix B**.

Each public meeting was arranged to include four main areas of information/activity:

1. Sign-in
2. Display Banners
3. Large Scale Roll Plot Maps
4. Comment Tables

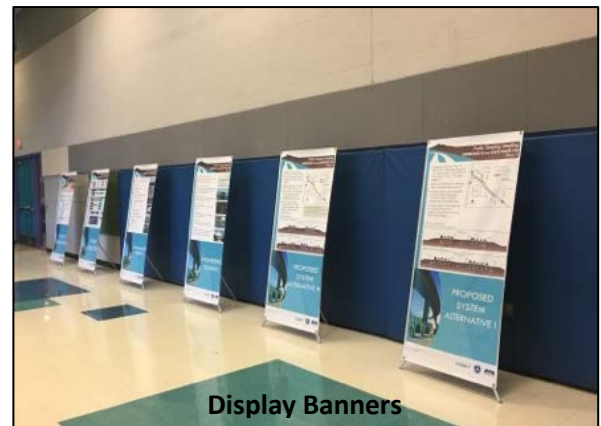
Each of these areas is described in more detail below.

Sign-in

At the sign-in table, meeting attendees were greeted by members of the study team, asked to sign in and given two documents: a study fact sheet and a comment form – both of which were produced in English and Spanish (see **Appendix B**). Attendees were encouraged to visit each of the stations and ask questions of study team members. Also at the sign-in station, ADOT Communications provided Title VI materials in both English and Spanish, and self-identification cards that could be voluntarily filled out by attendees.

Display Banners

Eight display banners, shown in **Appendix B**, were positioned around the meeting room for attendees to view. Study team members were stationed near the banners to talk to attendees and answer their questions.



Display Banners



Public Meeting Attendees

Roll Plot Maps

The roll plot maps showed the proposed alternatives at a larger scale for ease of wayfinding and readability. Participants could provide comments on the maps using post-its or by drawing directly on the maps.

These maps allowed meeting participants to identify potential opportunities, constraints, and other issues within the study area, which will be considered in the overall environmental review process.

Comment Tables

Written comment forms were available for all attendees, with instructions that completed forms could be submitted manually at the meeting or after the meeting via mail or email. For attendees who wished

to complete a written comment form during the public meeting, tables and chairs were set up in a designated area. Staff circulated nearby to answer any questions.

3. WEBSITE

The ADOT I-10/SR 210 study website (www.azdot.gov/i10SR210study) contained a study overview and timeline as well as study-related documents. The website also listed the public scoping meeting date, time and location; and provided the opportunity to submit comments to the study team. Following the public meeting, the website was updated with the study fact sheet in both English and Spanish.

4. PUBLIC COMMENTS

The FHWA and ADOT provided the public with multiple opportunities to submit both written and verbal comments over the course of the scoping period, from February 15 through March 21, 2017. The public could submit comments through the following options:

- **Comment form** provided at public information meetings (or mailed after meeting).
- **Roll plot map comments** at public information meetings.
- **Online** on the study website at www.azdot.gov/i10SR210study.
- **Email** at i10SR210study@hdrinc.com.
- **Mail** to ADOT c/o I-10 and SR 210 Study, 101 N. 1st Ave., Suite 1950, Phoenix, AZ 85003.
- **Voicemail** on toll free hotline at 1-888-692-2678 (bilingual).

In total, 57 public comments were received through these outreach methods, as shown in **Table 2**.

Table 2. Summary of Public Comments Received

Comment Type	Total Number
Comment Form	21
Online	29
Email	4
Mail	0
Voicemail	3
TOTAL	57

NOTE: Comments written on maps at meetings are not included in total, but are included in a summary below.

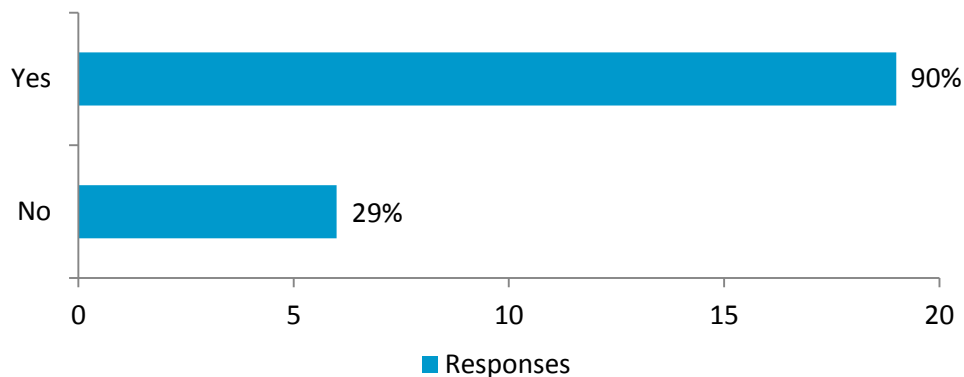
A summary of the main substantive comments received from the public is provided in this section, with a complete compilation of the public scoping comments found in **Appendix C**.

4.1 Comment Form

A majority of the comments were received through the comment form which asked respondents questions regarding the project's purpose, as well as environmental and alternative development considerations. As shown in **Figures 3, 4, and 5** (see next page for **Figures 4 and 5**), the results of questions included the following:

- The majority of commenters supported the purpose of the project and cited the need for increased capacity and improvements to ease current congestion issues and plan for future growth. Those not in support noted concerns related to environmental and private property impacts.
- The environmental considerations selected most often include neighborhood and community considerations, noise, land use, visual resources and air quality.
- Commenters considered congestion, capacity, traffic impacts, and accessibility and convenience as the most important factors to consider when selecting the proposed roadway improvements.

Figure 3. Do you support the purpose of the project?



NOTE: Some respondents selected "yes" and "no" in response to this question.

Figure 4. What environmental concerns do you have regarding the proposed improvements to SR 210 and I-10? (check all that apply)

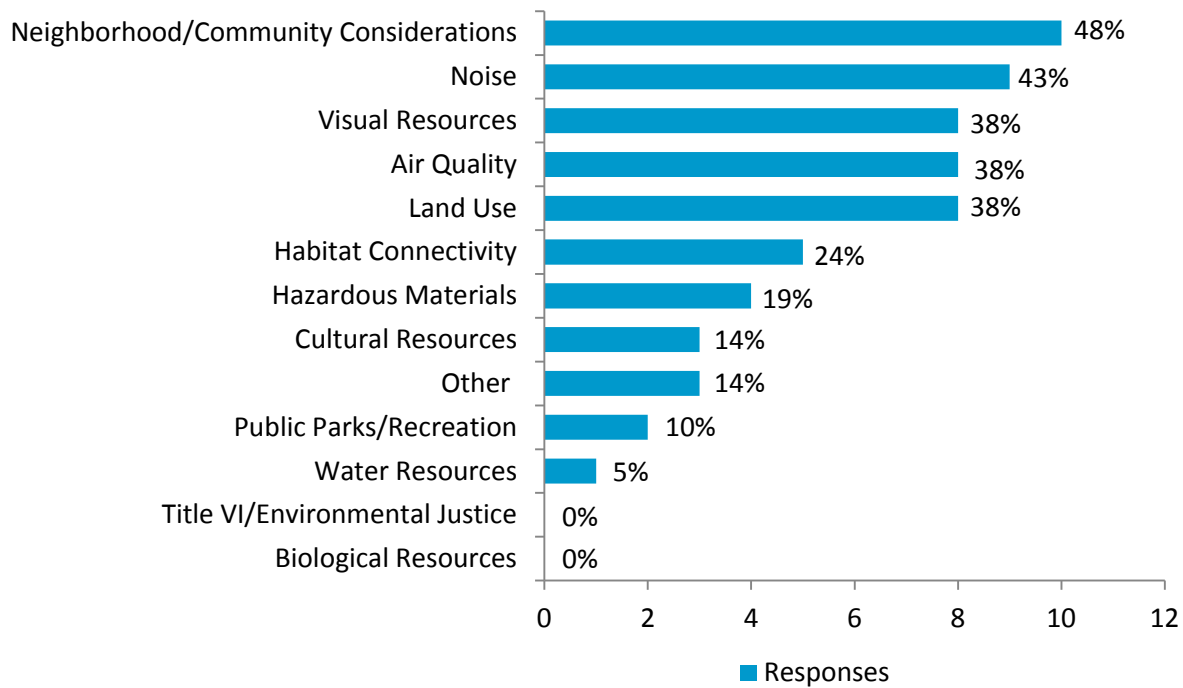
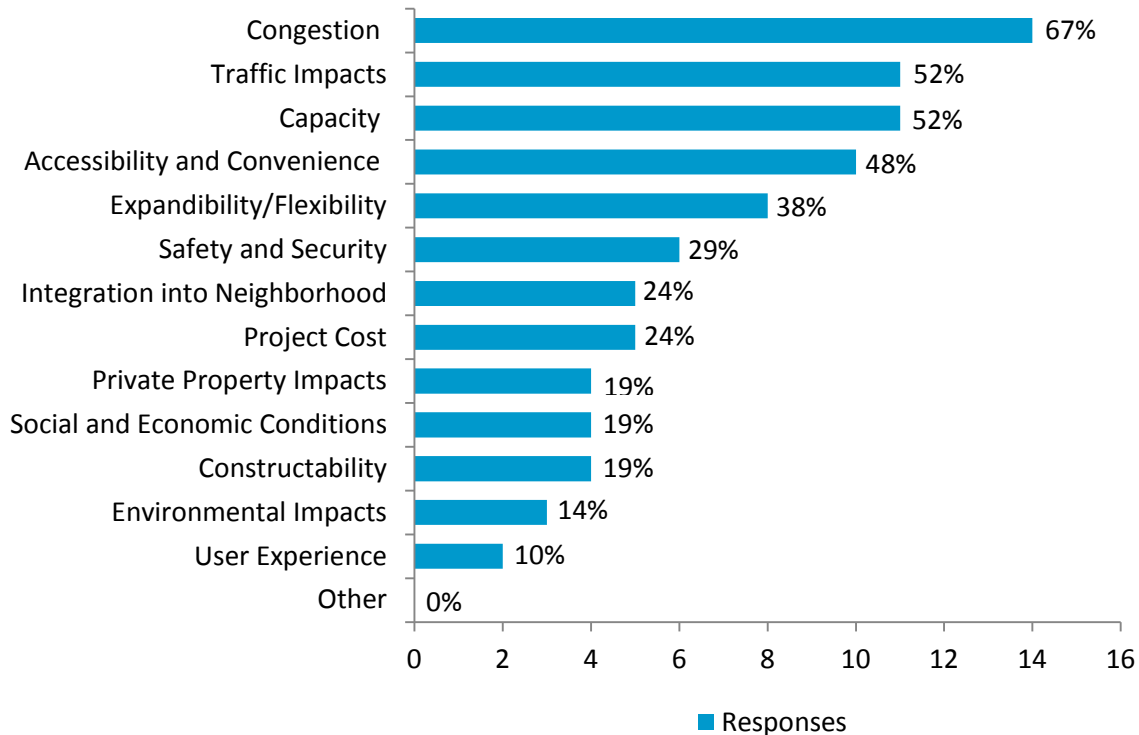


Figure 5. What are the most important factors to consider when selecting the proposed roadway improvements? (check all that apply)



4.2 Summary of Open-Ended Comments

In addition to the comment form, outreach included opportunities for the public to provide open-ended comments through mail, email, voicemail, and online. A summary of these comments are listed below, organized by general topic.

Alternative Development

- Support for both proposed alternatives; project overall.
- Current infrastructure is outdated.
- Support for collector-distributor concept.
- The expansion of the Aviation/Barraza freeway (north-south connection) will not help as much as building a new east-west connection.
- Expansion of SR 210 is not needed as there are other methods to access downtown Tucson.
- Study area considerations:
 - Build new interchange at I-10 and Alvernon Way.
 - Do not eliminate interchange at I-10/Park Avenue.
- Suggestions for improvements outside of study area:
 - Extend improvements to State Route 83.
 - Widen Houghton from Valencia to I-10, especially the bridge.
 - Widen Ajo Road west of Interstate 19 to Mission Road.

Congestion

- Congestion issues traveling east-west in Tucson.
- Recognized need to reduce congestion on existing roadways, I-10 and SR 210.
- Future growth will cause further congestion on I-10.

Environmental Considerations

- Concerns regarding property values, right-of-way acquisitions and integration into the existing neighborhoods.
- Concerns regarding water drainage and collection.
- Impacts to Los Ninos School and Park.
- Concerns regarding increased noise due to additional traffic.

General/Miscellaneous

- Project is overdue.
- Project is not needed and is a waste of taxpayer money.

Public Process

- There was a lack of information at the public meeting about right-of-way impacts and the acquisition process.

Safety and Security

- Current conditions are dangerous for drivers.
- Modifications to the freeway should include options for cyclists to cross the freeway safely.
- Concern about how emergency responders will respond to accidents on a collector-distributor freeway.

4.3 Roll Plot Map Comments

The roll plot maps allowed meeting participants to identify potential opportunities, constraints, and other issues within the study area. The following is a summary of comments received by the study team and organized by general topic.

Alternative Development

- Support for both proposed alternatives; project overall.
- Concern about lack of access between express lanes and frontage lanes in collector-distributor concept.
- Study area consideration: Palo Verde interchange improvements.
- Suggestions for improvements outside of study area:
 - Kolb and Valencia roads
 - Benson Highway at S. Tucson Boulevard
 - I-10 at Houghton Road

Environmental Considerations

- Concerns regarding residential and commercial business right-of-way needs and acquisitions.
- Collector-distributor system could restrict trucking traffic to local businesses, causing a loss of business.
- Concerns regarding increased noise.

4.4 Additional Comments

Prior to the scoping period which began on February 15, 2017, twelve comments were received via mail, email and online from January 31 to February 14, 2017. The majority of comments received supported the proposed alternatives on I-10 and SR 210 and the need for improvements. Two commenters mentioned the potential right-of-way needs while another shared concern with environmental issues, such as water and soils. One mentioned other improvement needs outside the study area. These comments are included in the complete compilation of comments in **Appendix C**.

5. TITLE VI, ENVIRONMENTAL JUSTICE, AMERICANS WITH DISABILITIES ACT, AND LIMITED ENGLISH PROFICIENCY

Various federal laws and executive orders were enacted to protect low-income and minority populations. Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin, including individuals with limited English proficiency (LEP). The ruling in *Lau v. Nichols*, 414 U.S. 563, 568 (1974) determined that a failure to address LEP among beneficiary classes in the context of any federally assisted program or activity that provides services to the public could constitute discrimination.

The USEPA and FHWA define environmental justice as “fair treatment for people of all races, cultures, and incomes, regarding the development of environmental laws, regulations, and policies.” Environmental justice principles and procedures are followed to improve all levels of transportation decision-making.

Executive Order 12898 (1994) on environmental justice addresses minority and low-income populations. The rights of women, the elderly, and the disabled are protected under related statutes. This Presidential Executive Order and other related statutes fall under the umbrella of Title VI. The USDOT Order 5610.2(a) requires that environmental justice principles be considered in all USDOT programs, policies, and activities.

In the context of transportation, effective and equitable decision-making depends on understanding and properly addressing the unique needs of different socioeconomic groups. The USDOT Environmental Justice Strategy identifies three fundamental principles of environmental justice that guide USDOT actions:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations;
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

To meet the intent, guidelines, and requirements of Title VI, environmental justice, ADA, and LEP, the following standards were in place for the public meeting:

- ADOT included its standard nondiscrimination language relative to Title VI of the Civil Rights Act and the ADA on all meeting notifications, in English and Spanish, and at the public meeting.
- An ADOT Communications team representative attended the public meeting and provided Title VI brochures (in both English and Spanish) to attendees.
- The opportunity was provided for attendees to complete the voluntary Title VI Self Identification Survey card.
- ADA accommodations were provided in all public meeting advertising, and at the public meeting.
- Spanish translation was available at the meeting, with other translation services available upon request.
- The meeting location was within the study area and accessible by public transit.

Following an evaluation of the study area's demographic data related to Title VI, LEP, and environmental justice, ADOT and FHWA identified techniques to address and reduce linguistic, cultural, institutional, geographic, and other barriers to meaningful participation. Exhibits of bilingual meeting notifications and materials are included in **Appendix A** and **Appendix B**, respectively. Many of these overlap with tools that also reach the public at large, with a goal of providing access so everyone can participate:

- Translating all public involvement materials (included newspaper advertisements) into Spanish, as well as other languages upon request.
- Providing Spanish interpretation at all public meetings and hearings, as well as other languages upon request.
- Adding "Google Translate" to the study website, allowing translation of website text into approximately 100 languages, including Chinese and Vietnamese for populations found within the Corridor Study Area.
- Including Spanish language graphics for download on the study website, as well as other languages upon request.
- Establishing a bilingual study hotline both in English and Spanish (1-888-692-2678).
- Integrating elected officials, intergovernmental liaisons, and special interest groups into the process.
- Using advertising and graphics to reach illiterate or environmental justice populations.
- Holding public meetings in locations that are easily accessible and ADA compliant.
- Holding public hearings along transit lines for those who are transit dependent.
- Providing reasonable accommodations such as for sign-language interpreters upon request.