

# **Interstate 10: Junction Interstate 19 to Kolb Road and State Route 210: Golf Links Road to I-10**

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Design Concept Report and Environmental Assessment

**Public Involvement Summary (November 2018 Public Meetings)**

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Prepared by:

HDR, Inc.

20 E. Thomas Road

Phoenix, AZ 85012

In cooperation with:

Arizona Department of Transportation (ADOT)

Federal Highway Administration

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## 1. Introduction

### Overview

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

- 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 along Alvernon Way

Phase 1 of the long-range planning process for these corridors began in 2011. It 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 and recommended that a DCR and an EA be prepared to further study alternatives for potential implementation. Based on the Feasibility Study, two alternatives are being studied in Phase 2.

### Design Concept Report

The DCR will further refine the two alternatives identified in the Feasibility Study. The purpose of the proposed alternatives is to relieve congestion and improve traffic flow on I-10 and to connect SR 210 with I-10 along Alvernon Way to provide an additional route into and out of the downtown Tucson area. The proposed alternatives were developed based on public and agency input received during Phase 1 (2011-2015) as well as the technical analysis of multiple connection points between SR 210 and I-10.

### Environmental Assessment

The purpose of the EA is to identify any potential significant environmental impacts of the proposed alternatives, including a No-Build alternative. The EA will evaluate potential social, economic and natural environmental impacts on multiple environmental resource categories, including air quality, water quality, biological resources, land use, noise, and neighborhood and community impacts. The EA will be prepared in accordance with the National Environmental Policy Act of 1969 and the Council on Environmental Quality regulations 40 Code of Federal Regulations Section 1508.9.

Figure 1: Study Area Map



## 2. Public Meetings

ADOT and FHWA held two public meetings in November 2018: one community-wide meeting in Tucson and one specifically for the Littletown community located at I-10 and Craycroft Road. The meetings covered the overall project status and unique design challenges at the I-10/Craycroft Road Traffic Interchange (TI). The Tucson public meeting was advertised to the general public. The Littletown public meeting dealt with unique commercial and residential access issues related to proposed reconstruction of the Craycroft TI, located adjacent to the Littletown neighborhood. This Census Designated Place meets the criteria of an Environmental Justice (EJ)/Title VI community. Due to potential impacts by the proposed I-10/Craycroft Road TI improvements, a targeted outreach strategy was developed with the intent to increase the Littletown community's involvement in the study and to receive input regarding issues important to the community.

### Littletown Meeting

The purpose of the Littletown public meeting was to provide information about the proposed improvements at the I-10/Craycroft Road TI and the upcoming EA/DCR, and to give the community an opportunity to ask questions, provide input, and meet the project team. The meeting was held on Wednesday, November 28, 2018 from 5:30 p.m. to 7:30 p.m. at Billy Lane Lauffer Middle School Gymnasium, 5385 E. Littletown Road, Tucson, AZ. A total of 31 people attended the public meeting.

The proposed improvements at the I-10/Craycroft Road TI included options to manage truck traffic at the Tucson Truck Terminal (Triple-T Truck Stop), Pilot Travel Center and Freightliner, while minimizing impacts to the neighboring Littletown community.

## **Tucson Meeting**

The purpose of the Tucson public meeting was to provide information about the proposed corridor improvements to I-10/SR-210 and the ongoing EA/DCR and to give the community an opportunity to ask questions, provide input and meet the project team. The meeting was held on Thursday, November 29, 2018 from 5:30 p.m. to 7:30 p.m. at Apollo Middle School Multi-Purpose Room/Cafeteria, 265 W. Nebraska Street, Tucson, AZ. A total of 42 people attended the public meeting.

### **2.1 Public Meeting Notification**

#### **2.1.1 Newspaper Advertisements**

The team prepared and arranged for paid print advertisements that provided an overview of the study, information on how to provide comments and invited the public to attend the Tucson public meeting. The advertisements, also including the date and location of the Tucson meeting, were published in the following publications:

- Arizona Daily Star – English language ad (November 13, 2018)
- La Estrella – Spanish language ad (November 9, 2018)

Copies of the newspaper advertisements can be found in Appendix A.

#### **2.1.2 Study Website**

The study website, [azdot.gov/i10SR210study](http://azdot.gov/i10SR210study), was updated on November 9, 2018, and provided the dates and locations of the Littleton and Tucson public meetings and information about the study. All the materials from the public meetings were uploaded to the study website the day after the meeting. These materials included:

- Fact sheets (English and Spanish)
- Roll plot maps
- PowerPoint presentation
- Comment forms (English and Spanish)

Copies of the meeting materials are included in Appendix B.

#### **2.1.3 Press Release**

A press release providing the date and location of the Tucson meeting was distributed by ADOT on November 14, 2018, via GovDelivery and was posted on the ADOT website. A copy of the press release can be found in Appendix A.

#### **2.1.4 Social Media**

Nine posts providing the Tucson public meeting details were advertised on ADOT's Twitter page prior to the public meeting between November 19 and November 29, 2018. A copy of the public posts can be found in Appendix A.

#### **2.1.5 Door Hangers**

Door hangers (in English and Spanish) providing the date and location of the Tucson meeting were distributed to 18,000 homes and businesses within a half mile of the project limits on November 16, 2018. A copy of the door hangers can be found in Appendix A.

#### **2.1.6 Right of Way Direct Mailer**

A right of way direct mailer was sent to 96 Tucson property owners likely to be impacted by one or both alternatives. The letter informed them that their property could be impacted and provided the date and location of the Tucson public meeting. The letter (in English and Spanish) was mailed on November 14, 2018 and included an FAQ and fact sheet. A copy of the right of way direct mailer, FAQ and fact sheet can be found in Appendix A.

**2.1.7 Littletown/Craycroft Road Stakeholder Outreach**

In April 2018, the study team met with seven stakeholders along Craycroft Road near I-10 to solicit their feedback regarding proposed changes to the I-10/Craycroft Road interchange. After receiving the stakeholders’ feedback about the proposed changes, including a roundabout, the study team developed a new design for the intersection north of the I-10/Craycroft Road interchange. Prior to the public meetings, a stakeholder email was sent to the seven stakeholders. It included a map of the new design and provided the dates and locations of the Littletown and Tucson meetings. The email was sent November 9, 2018. A copy of the stakeholder email can be found in Appendix A.

**2.1.8 Littletown/Craycroft Road Direct Mailers**

A direct mailer was sent to 2,826 addresses in the Littletown neighborhood and surrounding communities near the proposed I-10/Craycroft Road interchange improvements to inform them of the Littletown public meeting. The mailer (in English and Spanish) was sent on November 13, 2018. A copy of the direct mailer can be found in Appendix A.

**2.1.9 Posters**

Posters (in English and Spanish) providing the date and location of the Tucson and Littletown meeting were provided to the following locations:

**Figure 2: Poster Distribution Locations**

Tucson Meeting Poster	Craycroft Meeting Poster
<ul style="list-style-type: none"> <li>• Quincie Douglas Library</li> <li>• El Pueblo Library</li> <li>• Valencia Library</li> <li>• Santa Rosa Library</li> <li>• Tucson Chamber of Commerce</li> <li>• Tucson Hispanic Chamber of Commerce</li> <li>• YMCA on S. Nogales</li> <li>• City of South Tucson City Hall</li> <li>• Tucson Parks and Rec for distribution to the following recreation centers:                             <ul style="list-style-type: none"> <li>○ El Pueblo</li> <li>○ Cherry Ave</li> <li>○ Quincie Douglas</li> <li>○ Santa Rosa</li> <li>○ Freedom Center</li> <li>○ Randolph Center</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Littletown Community Center</li> <li>• Craycroft Elementary (for distribution to all students) with three for the school itself</li> <li>• Three to Billy Lane Lauffer Middle School</li> </ul>

A copy of the poster can be found in Appendix A.

**2.2 Public Meeting Format**

Both public meetings began with registration at the door, where attendees were asked to sign in. They were also given a fact sheet. The first portion of the meeting was conducted in an open house format, and attendees were encouraged to view the display banners and roll plots. Project team members were available to answer questions. At 6 p.m., the study team gave a presentation about the Draft EA and DCR. At the Littletown meeting, attendees were given the opportunity to ask questions during a 15-minute question and answer session. Following both presentations, the study team answered questions one-on-one during a second open house portion with project team members in the room. There was also a comment area for meeting attendees to submit their comments on a comment form or online.

## **2.3 Public Meeting Materials**

A variety of meeting materials were made available to the public at the meetings. These meeting materials are available in Appendix B and include:

- Sign-in sheet
- Comment forms
- Fact sheet
- Title VI/Civil Rights information
- Self-Identification card

### **2.3.1 Display Banners**

A display banner was created for each of several topics considered to be of interest to the public. The banners provided at the meetings covered the following topics:

- Meeting overview
- Study overview
- Proposed System I Alternative
- Proposed System IV Alternative
- Engineering elements
- Environmental elements
- Study process
- How to comment
- Craycroft Road

A copy of the display banners provided at the public meeting can be found in Appendix B.

### **2.3.2 Roll Plot Maps and Smart Screens**

Tables and smart screens containing roll plot maps of the proposed alternatives were set up and staffed with project team members to help guide discussion and allow attendees to ask questions and leave their comments. Copies of the roll plot maps can be found in Appendix B and copies of the comments submitted are included in Appendix C.

### **2.3.3 Presentation**

At both meetings, a presentation was given to attendees at 6 p.m. The presentation can be found in Appendix B and covered the following topics:

- Project purpose and need
- Phase I study overview
- Phase 2 overview
  - System alternatives
  - DCR
  - EA
  - Schedule
- How to comment

The presentation at the Littletown meeting was followed by 15-minute question-and-answer session to answer general questions.

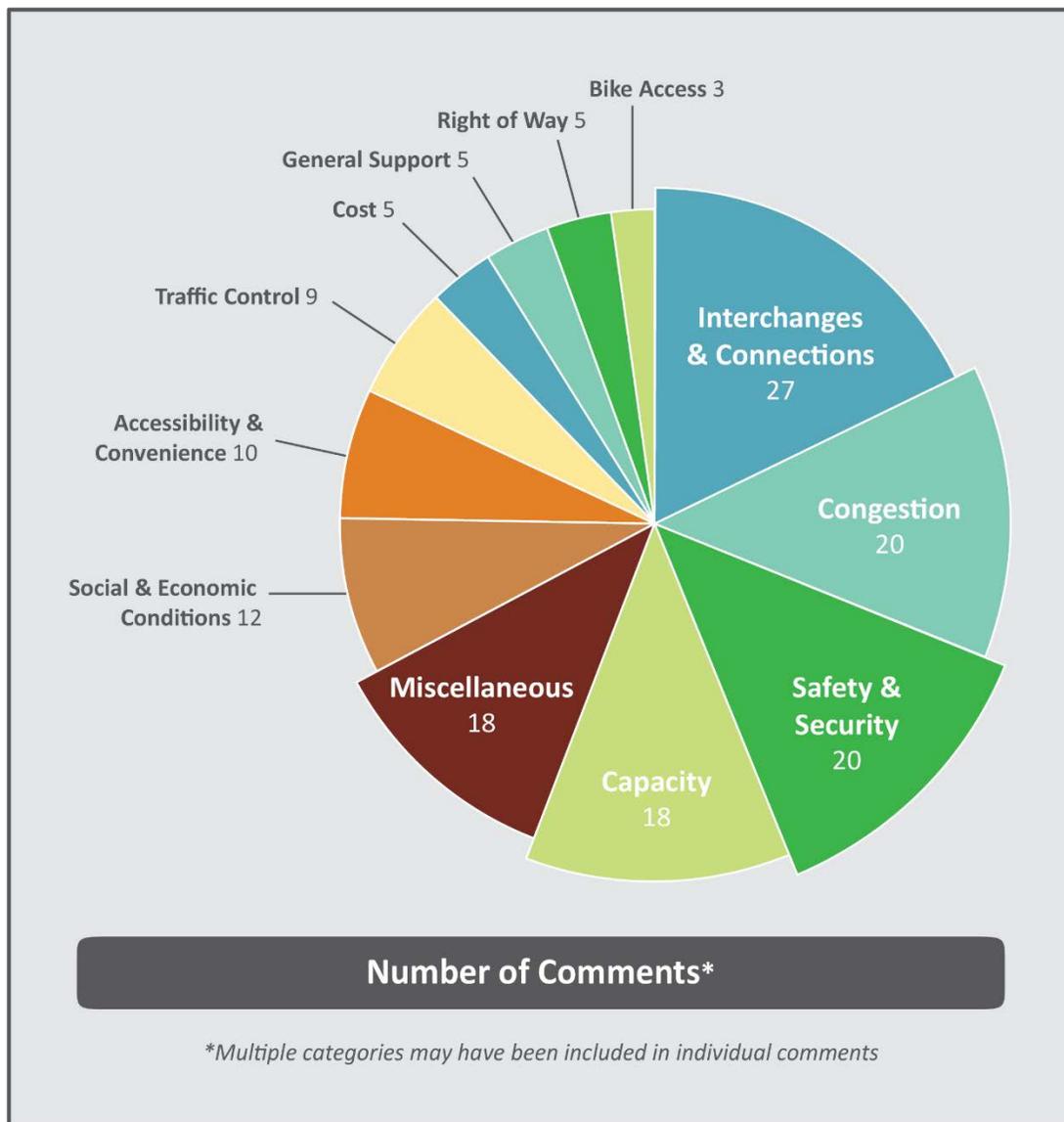
## **3. Public Comment Summary**

This section presents a summary of the comments received during the public comment period that ran through December 30, 2018. The comments received ranged from issues associated with capacity and congestion to

suggestions for traffic control measures and concerns with overall safety and security. Many similar comments were received from multiple commenters. Comments were classified into the following categories:

- Interchanges and connections
- Congestion
- Safety and security
- Capacity
- Miscellaneous
- Social and economic conditions
- Accessibility and convenience
- Traffic control
- Cost
- General Support
- Right of way
- Bike Access

**Figure 3: Comment Categories**



All comments received were reviewed for the specific issues or recommendations raised by the commenter. During the comment period, comments could be submitted in a variety of ways: comment forms, mail, telephone, e-mail and online. A total of 65 comments were received by December 30, 2018, the last day of the comment period, through the following methods:

**Project Information Line:** 1.888.692.2678

- The telephone comment line was checked daily, Monday-Friday. Comments received via telephone were logged in the HDR-managed comment log.

**Study Email:** i10SR210Study@hdrinc.com

- The study email was checked daily, Monday-Friday. Comments received via email were logged by HDR staff.

**Study Website:** <https://azdot.gov/planning/transportation-studies/i-10-and-sr-210-study/comments>

- The study website was checked daily, Monday-Friday. Comments received via the study website were logged by HDR staff.

**ADOT Mail:** ADOT Community Relations, 1221 S. Second Ave., Tucson, AZ 85713

- Comments received via mail were forwarded to HDR staff by ADOT Community Relations Project Manager, Jeremiah Moerke.
- Comments were documented in the HDR-managed comment log.

**Comment forms:** provided at the public meetings and on the study website.

- Comment forms were submitted at the public meetings, through the study email, the study website, and ADOT mail.
- All comment forms received were logged in the HDR-managed comment log.

HDR staff was responsible for replying to all the comments received. Comments requesting additional information about the study were forwarded to the ADOT I-10/SR 210 study team. The study team was responsible for formulating a reply and forwarding all notes back to HDR to reply and include in the comment log. The comment log is included in Appendix C.

### 3.1 Summary of Comments

The comments received primarily focused on interchanges and connections; congestion; safety and security; and capacity. A sample of comments from each category is provided below and all comments received during the public comment period are included in Appendix C.

#### Interchanges and connections

- I'm okay with the design concept of the Craycroft interchange. I don't mind doing a U-turn at the proposed intersection.
- I also support the proposed enhancements to the Craycroft/I-10 interchange.

#### Congestion

- I-10 is badly in need of expansion in this area and connecting SR210 to I-10 would also greatly help ease congestion and flow traffic along.
- I'm concerned about exiting Elvira Rd. to turn on to Craycroft and then I-10 W. during the morning commute. Big-rig trucks cause congestion.

#### Safety and security

- The congestion and car accidents from around the Palo Verde/ Alvernon exit is just too dangerous and needs to be addressed. Please consider doing something/anything to help reduce the danger.

- This area is extremely dangerous in the area of Alvernon to Kino and I should know as I drive it twice each weekday. The number of incidents here is alarming and additional lanes must be added to address safety and congestion.

### **Capacity**

- Please add one more lane than shown, build for the future!!
- I prefer the alternative that provides the most lanes to I-10 for the duration of the area, and this appears to be alternative 1.

### **Miscellaneous**

- Take an extra few days if necessary to make sure the road paving is flat and smooth.
- Please make sure to protect the artwork that decorates the South 6th Avenue/I-10 overpass!

### **Social and economic conditions**

- This area has been under served when it comes to highway road access and improvements, it also continues to grow in population.
- I believe as the Tucson, AZ metro grows, widening the I-10 with (system Alternative I) is very ideal.

### **Accessibility and convenience**

- I agree that Tucson needs better downtown access and movement using the State Route 210 with a connection to I-10. This important section is key to moving Tucson drivers thru downtown and to east Tucson.
- Extending SR210 south and allowing Aviation Pkwy and Golf Links to act as collectors for southbound traffic from a wide area of the city, funneling that traffic into an expanded SR210 with controlled access and at freeway speeds would allow for much smoother and faster transit past the west side of D-M AFB to connect to I-10.

### **Traffic control**

- The exit lane is not long enough. The STOP sign at the left turn at the end of the ramp is too rural for such a growing interchange.
- If this is going to be connected to I-10, make it a true Parkway and remove all the stop lights along the way and build proper interchanges for those roads. Traffic lights hinder quick traffic flow and turn this into just another city street. Remove the lights and increase the speed limit to 65 MPH.

### **Cost**

- The funds saved from implementing system alternative 1 vs 4 should be immediately applied to extend the expansion to Rita Road.
- Just 4 lanes would double the number of freeway lanes in that portion of I-10 at this time I do not think that the collector distributor roadway (System Alternative IV) from Alvernon to Kolb would serve any real purpose and it would be very expensive.

### **General Support**

- I support this project and please find the funding for it so we can get moving on it.
- Wish it could happen sooner. The need is already there.

### **Right of way**

- I am very concerned about the possible new right of way/easements/setbacks and how they will affect my property at Purcell Tire, 1515 E Ajo Way.
- I oppose purchasing the private property along the Park Av/Benson Hy exit to straighten out the on/off ramp. It could be maintained as it is now without demolishing the existing hotel.

### **Bike Access**

- I encourage you to consider cyclists during design and construction, to maintain or improve bicycle lanes and access throughout the process.
- Ensure that there is connectivity/continuity of Aviation Bikeway. The map now shows it dead ending into a street with what appears to be commercial development.