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

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Draft Environmental Assessment and Initial Design Concept Report

Public Involvement Summary for November 2019 Public Hearing

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1. Introduction

The Arizona Department of Transportation (ADOT), in conjunction with the Federal Highway Administration (FHWA), has initiated an Environmental Assessment (EA) and Design Concept Report (DCR) 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 an EA and DCR be prepared to further study alternatives for potential implementation. Based on the Feasibility Study, two build alternatives and a no-build option are being studied in Phase 2.

This summary report provides information about the Interstate 10: Junction Interstate 19 to Kolb Road and State Route 210 (I-10, SR 210) Draft EA and Initial DCR public hearing process.

Figure 1: Study Area



2. Public Hearing

ADOT held a formal public hearing and open house on Wednesday, November 20, 2019, to provide information about the Draft EA and Initial DCR, and to give the community an opportunity to learn more about and provide

comments on the study. The hearing was held from 5:30 p.m. to 7:30 p.m. at Billy L. Lauffer Middle School, 5835 E. Littleton Road, Tucson, AZ 85756. A total of 59 people attended the public hearing.

The Draft EA and Initial DCR were published online on October 29, 2019, and hard copies were made available for the public to view at the following repository locations:

- Littleton Community Center, 6465 South Craycroft Road, Tucson, AZ 85756
- Joel D. Valdez Main Library, 101 North Stone Avenue, Tucson, AZ 85701
- Sam Lena-South Tucson Public Library, 1607 South 6th Avenue, Tucson, AZ 85713

2.1 Public Hearing Notification

2.1.1 Newspaper Advertisements

The team prepared and arranged for paid print advertisements that provided an overview of the study and information on how to provide comments. The ad also invited the public to attend the public hearing. The advertisements—which also included the date and location of the hearing, a listing of repository locations where the Draft EA and Initial DCR could be reviewed, and the dates of the public comment period (including the comment period closing date)—were published in the following publications:

- *Arizona Daily Star* – English language ad (October 29, 2019)
- *La Estrella* – Spanish language ad (November 1, 2019)

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

2.1.2 Littleton/Craycroft Road Direct Mailer

To comply with NEPA and ensure Environmental Justice, a direct mailer was sent to 2,826 addresses in the Littleton/Craycroft Road neighborhood (a community of minority and low-income populations) to inform them of the public hearing as they would be directly affected by the proposed changes within the neighborhood if a build alternative is selected. A visual review of the neighborhood showed door hangers would not be adequate in engaging the community. The mailer (in English and Spanish) was sent on October 29, 2019. A copy of the direct mailer can be found in Appendix A.

A Limited English Proficiency Analysis was completed for this community and the entire study area. The analysis is available in the Draft EA on pages 53 and 54.

2.1.3 Right of Way Direct Mailer

A right of way direct mailer (in English and Spanish) was sent to 94 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 hearing and referred them to the study website for more information (azdot.gov/i10sr210study). A copy of the right of way direct mailer can be found in Appendix A.

2.1.4 Door Hangers

Door hangers (in English and Spanish) providing the date and location of the hearing were distributed to 18,000 homes and businesses within a half mile of the study limits on November 4, 2019. A copy of the door hangers can be found in Appendix A.

2.1.5 Posters

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

- Quincie Douglas Library
- El Pueblo Library
- Valencia Library
- Santa Rosa Library
- Tucson Chamber of Commerce
- Tucson Hispanic Chamber of Commerce
- YMCA on S. Nogales
- South Tucson-Sam Lena Library
- Joel D. Valdez Main Library
- Tucson Parks and Rec for distribution to the following recreation centers:
 - El Pueblo
 - Cherry Ave
 - Quincie Douglas
 - Santa Rosa
 - Freedom Center
 - Randolph Center
- Littletown Community Center
- Craycroft Elementary (for distribution to all students) with three for the school itself
- Three to Billy Lane Lauffer Middle School

2.1.6 Study Website

The study website, azdot.gov/i10sr210study, was updated on October 29, 2019, to include the Draft EA and Initial DCR, date and location of the public hearing, and information about the study. All the materials from the public hearing were uploaded to the study website. These materials included:

- Display banners
- Fact sheet (in English and Spanish)
- Comment forms (in English and Spanish)
- PowerPoint presentation (added Nov. 21 after the public hearing)
- Roll plots

Copies of the public hearing materials are included in Appendix B.

2.1.7 GovDelivery/News Release

The date and location of the public hearing was distributed by ADOT via GovDelivery and a news release. The GovDelivery notification was distributed on October 29, 2019, and the news release was posted to the ADOT website on November 6, 2019. A copy of the GovDelivery and news release can be found in Appendix A. Additional reminder notices about the public hearing and comment period were also distributed and can be found in Appendix A.

2.1.8 Social Media

Three posts providing the public hearing details were advertised on ADOT's social media pages prior to the public hearing between. A copy of the public posts can be found in Appendix A.

2.2 Public Hearing Format

The public hearing began with registration at the door, where attendees were asked to sign in. At 6:00 p.m. the study team gave a 20-minute presentation, which included a description of the current project status, an explanation of

the panel hearing process, how questions could be answered, and the plan for the remainder of the meeting. Following the presentations, attendees could attend the public hearing portion of the meeting and/or the open house portion. In the public hearing portion, attendees could speak in front of a listening panel for up to 3 minutes (documented by a court reporter) and listen to other meeting attendees speak. In the open house portion, attendees were encouraged to view the display banners and roll plot maps. Study team members were available to answer questions one-on-one. Another area was available for attendees to submit written comments on a comment form or online. In accordance with the Limited English Proficiency Four Factor Analysis completed, Spanish interpretation and translated collateral was provided at the public hearing. The analysis is available in the Draft EA on pages 53 and 54.

2.3 Public Hearing Materials

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

- Comment form (English and Spanish)
- Title VI/Civil Rights notice to the public (English and Spanish)
- Self-identification card (English and Spanish)
- Fact sheet (English and Spanish)

There were also two copies of the Draft EA and Initial DCR available at the public hearing for the public to review.

2.3.1 Display Banners

Display banners were created for several topics considered to be of interest to the public. The boards provided at the public hearing covered the following:

- Study overview
- Recommended alternative
- Other alternatives evaluated (the proposed System IV Alternative and the No-Build Alternative)
- Engineering elements
- Environmental elements
- Section 4(f)
- Guidelines for giving public statements
- Study process
- How to comment

A copy of the display boards can be found in Appendix B.

2.3.2 Roll Plot Maps

Printed 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. Copies of the roll plot maps can be found in Appendix B.

2.3.3 Presentation

The presentation took place from 6-6:20 p.m. and can be found in Appendix B. The presentation covered the following:

- Public hearing agenda
- Study milestones
- Study area
- Project need
- Corridor alternatives considered
- No-Build Alternative

- Initial DCR
- System Alternative I: Recommended Alternative
- Tentative implementation plan
- Draft Environmental Assessment
- What is NEPA
- Section 4(f)
- Next steps
- How to comment

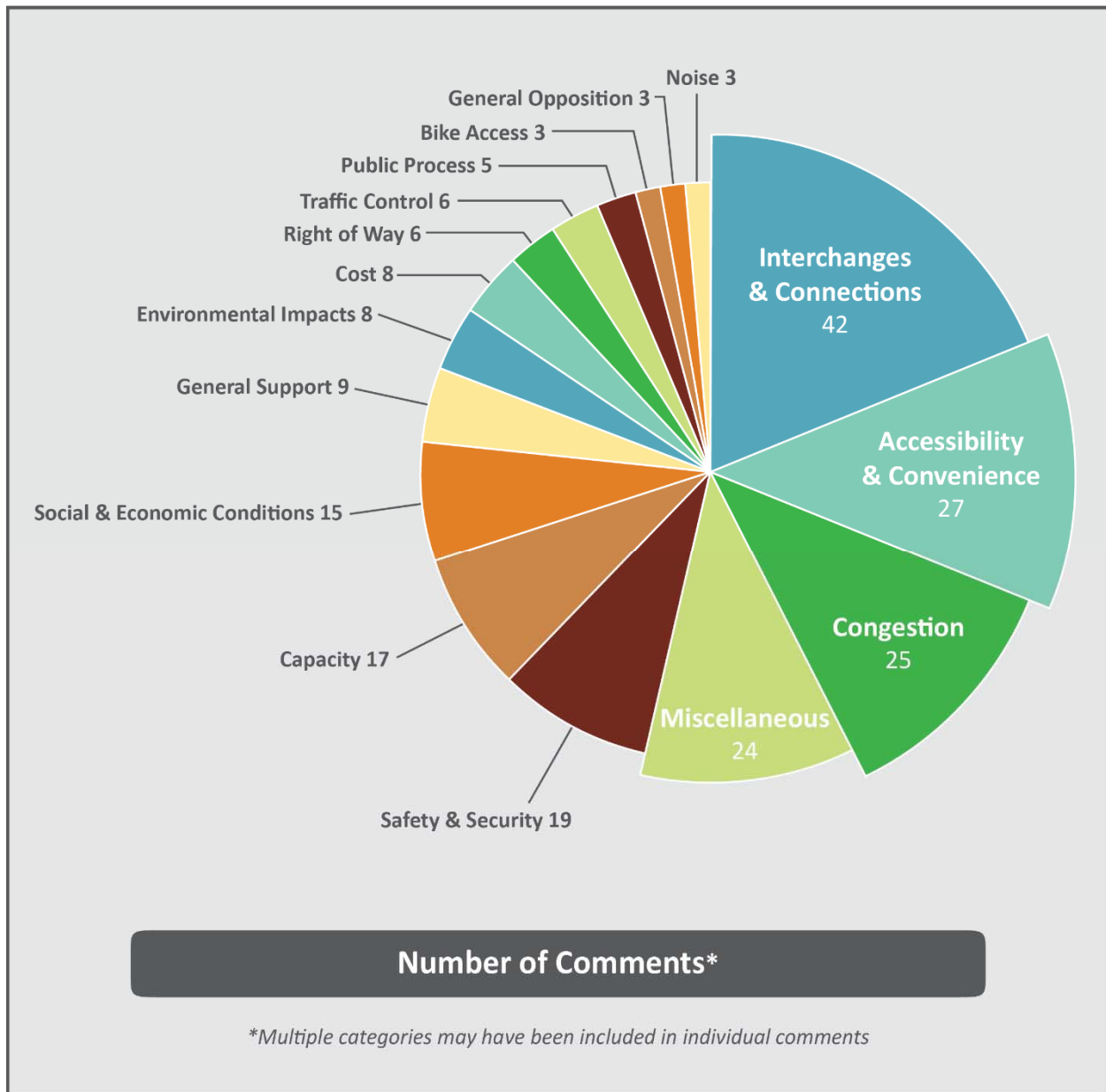
The presentation included an explanation of the panel hearing process, how questions could be answered, and the plan for the remainder of the meeting.

3. Public Comment Summary

This section presents a summary of the comments received during the public comment period that ran from October 29, 2019 through December 12, 2019. 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
- Accessibility and convenience
- Congestion
- Miscellaneous
- Safety and security
- Capacity
- Social and economic conditions
- General support
- Environmental impacts
- Cost
- Right of way
- Traffic control
- Public process
- Bike access
- General opposition
- Noise

Figure 2: 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 108 comments were received by December 12, 2019, 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.
- The voicemail message was recorded in English and Spanish.

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>

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

Comment forms: were 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; accessibility and convenience; congestion; miscellaneous, and safety and security. 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

- What is truly needed is connecting AZ210 to I10 at Congress. That would facilitate Golf Links and AZ210 users to bypass downtown traffic on the way north on I10, and improve access to DM Airbase from Northern AZ.
- This needs to be done. But I am not sure why you are stopping at Kolb Rd. The plan for increasing lanes on I-10 should go as far as Rita Rd.

Accessibility and convenience

- Downtown should be made more accessible for east-siders.
- I love the idea of connecting I-10 and Aviation to Golf Links Road. It would make my commute so much faster.

Congestion

- I feel expanding I 10 from two lanes to four would be a good idea it will help with the congestion.
- As mentioned in an earlier comment, build this badly needed expansion to alleviate traffic backups and increase flow throughout and the central core of Tucson.

Miscellaneous

- Smart work zones should be considered during construction.
- Adding a beltway would serve the east, west and northwest sides of Tucson.

Safety and security

- Think this is a great idea. Be a lot safer for I-10 & Kino, I-10 & Irvington I-10 & Pala Verde, which all of these are deadly intersections.
- This project implementation is long overdue as safety on I-10 is currently beyond comprised.

Capacity

- Southeast Tucson and Vail are growing very quickly, and the volume of traffic is also growing. I10 is pretty much at capacity and needs to be expanded.
- The expansion of I10 to 3 lanes each way is so desperately needed.

Social and economic conditions

- I doubt the traffic from the commuters add any economic value to the downtown district since most are just trying to get to work or home. Please fix it. I know people talk about trying to keep Tucson as 'Old' Tucson but every city needs to adapt to the growth.
- The population of Tucson is thriving, and our city needs to accommodate the transportation logistics successfully.

General support

- I'm strongly in favor of System Alternative I. The sooner the better.
- These improvements are definitely need now and for the future. The sooner the better, my vote is Yes.

Environmental impacts

- The negative environmental impacts of road expansion outweigh the benefits. Those negative impacts include impacts on historical and cultural resources due to air, noise and traffic diversion.
- Roads destroy and divide habitats. Motor vehicle exhaust pollutes the air and heats the planet.

Cost

- Use the ADOT and Federal money to build this and do not build the I-11 debacle.
- I am a bit mystified and concerned about the roughly \$1.2 billion price tag for this project, though.

Right of way

- Can ADOT move the intersection of the off and on ramp with Alvernon (east bound off ramp and east bound on ramp) further north on Alvernon closer to I-10? There is substantial right-of-way at this location but having that intersection as shown in the proposed location will restrict my options for ingress and egress from my property for both north and south bound Alvernon traffic.
- Buy the 25 businesses and BUILD the damn thing. ADOT also needs to start planning and buying property along Alvernon Way south of I-10 to extend the 210 to TIA and link with the Sonoran Corridor.

Traffic control

- My only comment is to be sure to advise the local population concerning access to Valencia Rd., Benson Highway and the Alvernon Way corridor during the construction and/or designed detours to avoid the area altogether.
- Please update me as to the traffic closures and patters for the area of Country Club Rd and Palo Verde exits.

Public process

- I also hope these studies for community feedback are promoted over radio, television and social media to reach a more diverse population.
- Hurry up and build this. I support it. I cant believe you've been having meetings on this since 2016. This shouldn't take 4 years of drafts.

Bike access

- Also, I do not see where the Bikeway would be extended alongside AZ-210 to the I-10 area to connect the south side with the rest of Tucson. I-10 (and the railroad tracks) already cut off almost all safe bicycle connections between the southwest and northeast parts of Tucson, and having the Aviation Bikeway come down to join the neighborhoods south of I-10 with those in midtown would be a tremendous help.

- Alvernon / Palo Verde currently provides important cycling connectivity between Midtown bike routes/bike boulevards, Palo Verde Greenway/The Loop/Julian Wash Greenway, and the Aviation Bikeway. Please maintain and enhance these on- and off-street cycling connections.

General opposition

- No build alternative.
- No-build alternative should be chosen.

Noise

- First, the level of noise adjacent to I-10 and my neighborhood (Corazon Del Pueblo) is expected to increase, according to my understanding of the I-10/SR 210 study this far. I formally request a buffer wall to be build along this neighborhood. It is already too loud at least from the layman's perspective.
- Given that noise is generally a major concern of those adjacent to roadway construction projects, it may be useful to provide more clarity regarding the phrases "where feasible" and "as early as possible."

4. Next Steps

The Final Environmental Assessment and Design Concept Report is expected to be completed and available for public review in 2020. It will present a Preferred Alternative and the No-Build Option. From there, it will be determined whether the Preferred Alternative has a Finding of No Significant Impact (FONSI). If so, it will move forward with the implementation plan. If not, the No Build Option will be the selected alternative.

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