

I-11 Corridor Stakeholders Engagement Meeting

Group B – April 3, 2018

Ellie Towne Flowing Wells Community Center

1660 West Ruthrauff Road

Tucson, AZ 85705

1 p.m. – 4:30 p.m.

BACKGROUND:

The Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) are preparing a Tier 1 Environmental Impact Statement (EIS) for the Interstate 11 (I-11) Corridor between Nogales and Wickenburg, Arizona. The Tier 1 EIS will assess the potential social, economic and natural environmental impacts of a No Build Alternative and a reasonable range of Build Corridor Alternatives for a proposed transportation facility within the I-11 Tier 1 EIS Corridor Study area. The Notice of Intent to prepare the I-11 Tier 1 EIS was issued in May 2016. Since then, FHWA and ADOT have conducted public and agency scoping meetings, outreach to tribes and stakeholders, and completed an alternatives development and screening process.

FHWA and ADOT have invited the U.S. Institute for Environmental Conflict Resolution (U.S. Institute) to facilitate meetings with interested stakeholders regarding the I-11 Tier 1 EIS Corridor Study in Pima County, to augment the ongoing public input effort. The objective of these stakeholder group meetings is to provide a method for additional productive Pima County community conversations to inform the Interstate 11 Corridor Environmental Impact study with more specifics regarding individual community concerns and preferences to enable technical analysis and planning.

This is the second of three meetings for the B Study Group, which includes stakeholders located in the urban I-10 Tucson geographical area.

AGENDA ITEMS & HIGHLIGHTS

TOPIC	DETAILS
WELCOME & INTRODUCTIONS	The US Institute's 3 rd party neutral facilitator, Joy Keller-Weidman, welcomed everyone. Introduced herself, as Senior Program Manager, Transportation Sector; and the Senior Program Associate, Mitch Chrismer, who will be co-facilitating and notetaking.

TOPIC	DETAILS
MEETING OVERVIEW	Reviewed the Meeting#2 Outcomes & Agenda Items <u>OUTCOMES:</u> <ul style="list-style-type: none">• Understand each stakeholder's perspectives re: I-11 Corridor options

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	<ul style="list-style-type: none"> • Understand the values, interests and characteristics most important to the stakeholders • Identify potential impacts/benefits of proposed corridors based on local knowledge within the stakeholder group <ul style="list-style-type: none"> ➤ Identify ways to mitigate/promote those <p><u>AGENDA</u></p> <ul style="list-style-type: none"> <input type="checkbox"/> Meeting overview (Meeting outcomes, agenda & meeting agreements) (10 minutes) <input type="checkbox"/> Provide proposed corridor information, currently available to the public (20 minutes) <ul style="list-style-type: none"> ○ Provide study process information regarding current status ○ Review unanswered questions and the resources for answers <input type="checkbox"/> BREAK (10 minutes) <input type="checkbox"/> Stakeholders' Input (120 minutes total) <ul style="list-style-type: none"> ○ Review perspectives & interests (30 minutes) ○ Identify specifics that stakeholders believe are important to consider in decision making (40 minutes) ○ Explore pros and cons (30 minutes) ○ How might design options provide solutions (20 minutes) <input type="checkbox"/> BREAK (10 minutes) <input type="checkbox"/> List questions to answer during next meeting (10 minutes) <ul style="list-style-type: none"> ○ What information is needed re: I-11 Corridor options and what technical information would be helpful ○ What additional types of information can stakeholders identify to be considered in decision making <input type="checkbox"/> Next meeting agenda items (10 minutes) <input type="checkbox"/> Closing Comments and Meeting feedback (15 minutes)
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TOPIC	DETAILS
INTRODUCTIONS	Facilitator asked for everyone to share their name & stakeholder group Stakeholders present represented the following groups:

I-11 Corridor Stakeholders Engagement Meeting

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	<p>Coalition for Sonoran Desert Protection Menlo Park Neighborhood Association Erickson Terrascape Tucson Audubon Society Friends of Ironwood Forest CAPLA Statistical Research, Inc. Sonoran Institute</p> <p>In addition, 1 staff member was present from FHWA and 4 from ADOT/AECOM.</p> <p>Aryan Lirange, FHWA Jay Van Echo, ADOT Dayna Wasley, AECOM Carlos Lopez, ADOT Laura Douglas, ADOT</p>
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TOPIC	DETAILS
MEETING AGREEMENTS	<p>The facilitator referred to the items below and asked for consensus on these meeting agreements:</p> <ol style="list-style-type: none"> 1. Be prepared to participate, collaborate, and share pertinent information. 2. Engage in a respectful, thoughtful deliberation. 3. One person speaks at a time: Listen carefully when not speaking. 4. Be open to all perspectives. 5. Keep in mind the large picture (regional interests as they relate to larger needs and priorities), as well as your individual/stakeholder group viewpoint. 6. Turn off or mute all electronic devices, so there are no distractions. 7. No recording devices will be allowed during the meeting. 8. Show up on time

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	9. Stick to agreed-upon speaking limits
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TOPIC	DETAILS
CURRENT PROJECT PROCESS INFORMATION	<p>ADOT shared the following information re: project process:</p> <ul style="list-style-type: none"> ◆ ADOT recently met with BOR, AZ Game and Fish, NPS, FWS ◆ ADOT also met with Tucson Water re: facilities and operations ◆ ADOT continuing to meet with federal, state, regional partners ◆ ADOT continuing to work on dEIS (Tier 1) – currently just working on one EIS, which will be roadmap for any Tier 2 EIS ◆ Section 106 consultation is ongoing with tribal partners and other agencies involved in consultation

TOPIC	DETAILS
OUTSTANDING QUESTIONS	ADOT reviewed the following prepared Questions/Answers:

QUESTIONS AND ANSWERS:
<p><input type="checkbox"/> How can I fully understand that a true need has been determined (purpose and need)?</p> <p style="padding-left: 40px;">A: A document outlining the purpose and need for the project has been prepared, and is available online at http://www.i11study.com/Arizona/Documents.asp. In addition, the I-11 Intermountain West Corridor Study (also at this link) establishes the starting point for the Tier 1 EIS Study regarding the need.</p> <p><input type="checkbox"/> How will the corridor address environmental concerns?</p> <p style="padding-left: 40px;">A: The Tier 1 EIS will provide an assessment of the potential environmental impacts of the corridor alternatives for the I-11 Corridor Study area as well as a No Build Alternative. In addition, strategies for mitigating adverse impacts including continued coordination with stakeholders will be identified. Additional environmental review (referred to as Tier 2) would be required for any project that is a piece of the selected I-11 corridor alternative after the</p>

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Tier 1 EIS is complete. The Tier 2 studies would include more detailed design and environmental analysis.

- What is the scope of the planning process- what options/ issues being considered?

A: FHWA and ADOT conducted an 18-month phase of the process (May 2016 through December 2017) to identify the key issues that need to be addressed and the corridor alternatives to be studied in the Tier 1 EIS. The Alternatives Selection Report (ASR) and other documents regarding this phase of the process are available online at

<http://www.i11study.com/Arizona/Documents.asp>. The Tier 1 EIS will study the following areas:

Transportation, Land use, Recreation resources, Environmental justice, Economic impacts, Historic, archaeological, and cultural resources, Noise, Visual resources and aesthetic quality, Air quality, Hazardous materials, Geology, soils, and prime farmlands, Water resources, Biological resources, Resources afforded protections under Section 4(f) of the US Department of Transportation (USDOT) Act of 1966, and Indirect and cumulative effects

- How will construction impede access to my business? When? For how long?

A: The result of the Tier 1 EIS process will be the selection of a 2000-foot-wide corridor within which I-11 would be located or the determination that nothing will be built. Specific property impacts and right-of-way needs would be identified during the Tier 2 process, and would be accompanied by more detailed design and environmental study. Exact impacts and commitments for avoidance, minimization and mitigation will not be developed until the Tier 2 process.

- What are the impacts on historic resources?

A: This is being considered as part of the Tier 1 EIS. Properties that are designated as historic or could be eligible to be designated as historic, and that could be affected by the I-11 corridor alternatives, would be identified and the potential for impacts assessed, and general mitigation strategies developed. The Draft Tier 1 EIS will document the assessment of impacts to historic resources and will be available for public review in Fall 2018. Exact impacts and strategies for avoidance, minimization and mitigation will not be developed until the Tier 2 process.

I-11 Corridor Stakeholders Engagement Meeting

Group B – April 3, 2018

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1 p.m. – 4:30 p.m.

- How are we addressing current and long-term needs of wildlife habitat and open space?

A: This is being considered as part of the Tier 1 EIS. The potential for impacts on wildlife habitat, wildlife movement corridors, and recreation areas will be assessed, and general mitigation strategies developed. The Draft Tier 1 EIS will document the assessment of impacts to wildlife habitat and will be available for public review in Fall 2018. Exact impacts and strategies for avoidance, minimization and mitigation will not be developed until the Tier 2 process.

- How can we shift away from auto centric view of transportation towards more sustainable options?

A: ADOT's mission is to provide transportation resources that respond to travel demand needs and support local and regional land uses and plans. The I-11 Corridor is considered to be a future corridor and may be defined by state and local partners in the future to accommodate new technologies or realities.

- What historic / prehistoric resources will this impact? Explore creative alternative options moving forward to address concerns re: specific cultural and heritage assets.

A: See response above regarding historic resources. FHWA and ADOT are interested in any input provided on cultural and heritage assets that should be considered, and suggested mitigation strategies.

- Will there be any compensation for property taken from business owners if widened?

A: Exact right-of-way needs will be developed during the Tier 2 development process. Properties required for the project will be acquired in compliance with the Relocation Assistance and Real Property Acquisition Policies Act of 1970 - commonly referred to as the "Uniform Act." The Uniform Act procedures require land owners and tenants be properly compensated and relocated, be treated fairly, equitably and receive relocation assistance.

I-11 Corridor Stakeholders Engagement Meeting

Group B – April 3, 2018

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1 p.m. – 4:30 p.m.

- What are some game changes/disruptive events that could change scenarios that could be evaluated in Tier 2?

A: Changes in technologies or growth patterns would be monitored over time and could affect the definition of projects or implementation of I-11, if a Build Corridor is selected at the conclusion of the Tier 1 process.

- What will be the impact of B on historic and cultural resources?

A: See response above regarding historic resources. Cultural/archaeological resources are also being inventoried and potential for impacts will be considered in the Tier 1 EIS.

- How are existing studies being included in Tier 1?

A: Prior studies and plans were considered in developing the corridor alternatives to be considered; see the I-11 Intermountain West Corridor Study (IMWC) and Alternatives Selection Report (ASR) for more information, which is available online at <http://www.i11study.com/Arizona/Documents.asp>. Please provide FHWA and ADOT input regarding any specific studies that should be considered as the Tier 1 EIS is prepared.

Additional Responses to questions asked at meeting

Q: What has been identified as Section 4(f) Properties?

A: Section 4(f) properties are publicly owned parks, recreation and other specific types of properties (such as Ironwood, Nat'l Monument, Tucson Mountain Park, city/state/federal park). FHWA must avoid all Section 4(f) properties, which will be itemized in the dEIS, if no options are available, FHWA must evaluate prudent and feasible corridor alternatives that minimize or mitigate impacts, and possibly do least overall harm analysis (including cultural and historic properties as qualified under NHPA).

The main web page with FHWA information is here:

<https://www.environment.fhwa.dot.gov/legislation/section4f.aspx>

Alternatives vs. Options?

Q: Need / scope – is need based on traffic outlook?

A: The Tier 1 Draft EIS transportation model uses the state-wide population model that takes into account growth patterns, marries with Maricopa and Pima Association of

I-11 Corridor Stakeholders Engagement Meeting

Group B – April 3, 2018

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Governments, and other MPOs, outputs. The Tier 1 Draft EIS then produces a state-wide transportation model of future traffic to enable corridor alternative comparisons.

Q: Bring B / CD groups together for a Meeting #4?

A: If stakeholders interested in options B and C/D were offered an in-person opportunity to discuss these options with each other, the same opportunity would need to be extended to all stakeholders interested in all options. And of course, the funding and time for that are not available. If stakeholders are interested in understanding the other group's perspective, interests and options, the notes from all meetings are available on the website.

Q: 2000 ft corridor – does EIS look outside those 2000ft?

A: Yes, look at indirect and cumulative effects beyond those 2000ft

TOPIC	DETAILS
DISCUSSION STEPS	Facilitator review the Discussion Steps below:

TOPIC DISCUSSION STEPS

STEP	LENGTH	CONTENT
#1: Everyone has a turn to briefly state their <u>one key</u> perspective re: the issue/topic, and explain the <u>one key</u> underlying reason/interest for their perspective.	1 minute each participant <i>(20 minutes)</i>	Chart #1: Name/Perspective/ Key Interest
#2: When it is not your turn, listen for new information; actively listen to understand other's perspective and underlying reasons for their perspective.	Ongoing throughout the process	
#3: Review the perspectives/interests chart; and ask questions to clarify other's underlying reasons; or add additional underlying reasons (not already listed).	5-10 minutes	Chart #1: Name/Key Perspective/ Key Interest

I-11 Corridor Stakeholders Engagement Meeting

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1 p.m. – 4:30 p.m.

#4: Combine interests (key) where possible and as agreed upon by all participants. Transfer list of combined interests to Chart #2.	5-10 minutes	Charts #1- #2
#5: Everyone has a turn to briefly state their <u>one key</u> alternative/option that supports the listed key interests (<i>discuss and identify one at a time giving full respect, focus and consideration to each</i>).	20 minutes (1 min. per participant)	Charts #2: Key interest/Key Alternative/Option
#6: Combine like alternatives/options where possible. Transfer list of combined alternative/options to Chart #3.	5 minutes	Charts #2-#3
#7: Everyone has a turn to briefly state the pros and/or cons for each alternative/option listed.	20 minutes (1 min. per participant)	Chart #3: Key alternative; and Pros/Cons
#8: Review chart(s) and identify possible common ground (<i>related to an alternative, option, etc.</i>).	5-20 minutes	
#9: Identify Next Steps.	10-15 minutes	

TOPIC	DETAILS
STAKEHOLDERS INPUT	Review stakeholders' perspectives & interests; combine interests where possible, and identify options for each: See Chart #1 Below:

CHART #1

TOPIC: What is your perspective on the I-11 Corridor?		
Key Perspective (1)	letter	Key Interests (1)
Need to consider historic landscapes – large-scale issue based on small-scale items.		Want to look at what's affected geographically – intangible heritage of landscape
Limit construction		Avoid negative impacts on habitats and wildlife connectivity

I-11 Corridor Stakeholders Engagement Meeting

Group B – April 3, 2018

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1 p.m. – 4:30 p.m.

<p>Opportunity to be innovative – get out of old transportation mindset, consider creative alternatives such as rail</p>		<p>Sustainability – should not be encouraging more people to drive personal vehicles. Encourage alternative means of transportation. Limit sprawl, build up not out. Development will accompany any new transportation facility.</p>
<p>Consideration of historic and cultural resources</p>		<p>Avoiding demolition and negative impacts to historic neighborhoods, sites, archeological resources. Goal to avoid negative impacts to historic parts of city. Increase functionality while also taking into consideration historic/cultural resources</p>
<p>Not convinced that concerns can be met with co-location with I-10/ I-19</p>		<p>Disruption to river corridors (Santa Cruz and tributaries), disruption to habitat and migratory corridors, disruption to wildlife, footprint, noise, dust, lights – impact on wildlife both nocturnal and diurnal. Also impacts to archaeological and cultural resources.</p>
<p>Concerned re: increased separation of west side from downtown</p>		<p>Impact of I-10 has already created a separation, some residents still bitter about separation of different barrios from downtown. Disrupts life / character of city. Walkability becomes affected, neighborhoods get more isolated. Hope to collaborate on the issues and reach consensus.</p>
<p>See a competitive argument to be made for I-11. Desire innovation in support of flow of the goods. If build something new need to know it will legitimately help flow of goods.</p>		<p>Do we really need another highway? Need to seriously evaluate new non-highway options before get to construction of a highway</p>
<p>I-11 could overlay I-10 freeway – which could lead to widening of I-10. Business located on I-10 frontage road, if widened could take some of business property and affect business income.</p>		<p>Another widening could be detrimental to businesses located along I-10 frontage road (b/c of construction). Don't want to see I-10 widened more. Too harmful to small businesses located in "wrong place."</p>
<p>Need I-11 to remain economically competitive and provide future employment opportunities</p>		<p>Sec. B doesn't resolve/ address the need as outlined in original study (population growth, defense, etc.)</p>
<p>Understand the APE and details of construction for Alignment B to better evaluate impacts on the community,</p>		<p>How will what is being planned impact historic resources and connectivity of the community?</p>

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1 p.m. – 4:30 p.m.

particularly in terms of all types of historic resources		
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TOPIC	DETAILS
STAKEHOLDERS INPUT	Review options and combine where possible, and letter; and then identify the pros and cons of each: See Chart#2 Below:

Chart #2: (combine, where possible)

letter	Key Interests		Key Alternatives – Options – Mitigation Opportunities / Solutions (Avoid, Minimize, Mitigate)
A	Want to look at what’s affected geographically – intangible heritage of landscape		<p>Look at viewshed, from and to historic districts / neighborhoods / river / mountains / places of tribal interest.</p> <p>Consider Tucson’s origins and cultural practices of all time periods and cultures. Review criteria used in Santa Cruz River Heritage Area document, Sonoran Desert Conservation Plan document, and Pima County Multi-Species Conservation Plan.</p>
B	Incorporate alternative means of transportation / modes / technology into design package		
C	<p>Embrace sustainability within realms of Economic, Environmental, Social, Climate Change mitigation</p> <p>I.e. – should not be encouraging more people to drive personal vehicles.</p>		

I-11 Corridor Stakeholders Engagement Meeting

Group B – April 3, 2018

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D	<p>Protect tangible heritage (cultural resources, i.e. archaeological / architectural resources). Avoid destruction of tangible heritage (i.e. avoid demolition and destruction). Consider known and unknown resources.</p>	<p>Refer to City of Tucson website, reports on archeologically sensitive zones, consult with SHPO & City and County Preservation Office, Tucson Historic Preservation Foundation – get more info on protection of tangible heritage, identify historic districts, location of individual historic properties/resources, information on previously evaluated properties and their significance, issues like vibration, drainage, character-defining features of historic districts</p>
E	<p>Avoid disruption to river corridors (Santa Cruz and tributaries), habitat, and migratory corridors, wildlife.</p> <p>Footprint, noise, dust, lights- all impact wildlife, both nocturnal and diurnal.</p>	
F	<p>Impact of I-10 has already created a separation, some residents still bitter about separation of different barrios from downtown. Disrupts life / character of city. Walkability, bike-ability, connectivity becomes affected, neighborhoods get more isolated.</p> <p>Encroachment into neighborhoods important to consider – neighborhoods can become more separated from city</p>	
G	<p>Evaluate new non-highway options to reduce congestion and assess the cumulative impacts</p>	<p><i>Reference John's email</i></p> <p>Consider range of activities / programs / technologies / other proposed highways that cumulatively could address congestion issues (at least in near term)</p> <p>Look at management / design of existing highways (I-10 & I-19) – i.e. ramp metering, etc.</p>

I-11 Corridor Stakeholders Engagement Meeting

Group B – April 3, 2018

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			<p>Programmatic efforts to reduce congestion – pricing, tolls, bus/shuttle systems, rapid rail system between Tucson/Phoenix</p> <p>Set of technologies that improve traffic flow – intelligent transportation systems (ITS)</p> <p>Enhancements to existing rail system to accommodate increased freight</p> <p>Proposed new highways within our region that could relieve congestion along corridor, consider extension of Aviation corridor through downtown (I-210)</p> <p>Goal: relieve/address congestion in near term, put off construction / funding of [bypass] or other major enhancements to I-10 (i.e. tunneling, triple decking, etc.) Revisit in 10-15 years, maybe new technologies will be available then that could further reduce congestion. Look at more near-term traffic modeling rather than 2040 projections. What could local plans better reflect? What more information is needed to better inform near-term planning/modeling? Are all possibilities being considered in current models?</p>
H	Consider economic harm to (small) businesses located along future widened corridor during planning, construction, and after, particularly along I-10 frontage roads		
I	Option B doesn't address the needs for projected population growth, congestion, national security considerations, trade flows, etc.		
J	For all interests – need information on full APE (Area of		

I-11 Corridor Stakeholders Engagement Meeting

Group B – April 3, 2018

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	Potential Effect) to make informed comments.		
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TOPIC	DETAILS
ADDITIONAL DISCUSSION	<p>Comments re: APE (Area of Potential Effect):</p> <ul style="list-style-type: none"> • APE could be beyond 2000ft potential corridor, must be considered in Tier 1 and Tier 2 EIS process – broad, qualitative data considered during Tier 1 (i.e. noise), Tier 2 addresses specific quantitative data (i.e. exact decibel reading of noise) • APE applies to Sec. 106 considerations (as part of National Historic Preservation Act (NHPA)) -similar evaluation/assessment of impact areas need be applied to environmental, etc. issues • Public involvement in all three phases: Scoping > dEIS > final EIS

TOPIC	DETAILS
Review Parking Lot Items	<p>The following are items listed on the “Parking Lot” flipchart sheet:</p> <ul style="list-style-type: none"> ◆ What additional actions beyond those included in area 5-year plans can be considered as an alternative (“B”?) in the Tier 2 process? <ul style="list-style-type: none"> ○ Planning processes requires that a given Tier 1 type of study utilize existing funded construction plans (the State Transportation Improvement Plan - STIP). Other unfunded transportation projects in various long-range plans are not included, however, once those projects begin their development they must consider the existing transportation landscape and make a determination if those improvements are required, can be delayed or deleted. ◆ How should we present these options for consideration? I.e. tolls, rapid shuttle, ITS, ramp metering? <ul style="list-style-type: none"> ○ All of the items provided by John are in the typical toolbox for ADOT, MPOs, Counties and Towns. They can be

I-11 Corridor Stakeholders Engagement Meeting

Group B – April 3, 2018

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	<p>implemented through the normal transportation planning process. While these strategies can alleviate some congestion in the near term, they would not eliminate congestion in the long term.</p> <p><i>For more detail on action items, please see Action Item chart at the end of the report.</i></p>
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TOPIC	DETAILS
NEXT MEETING PLANNING & SCHEDULING	<p>April 24, 2018</p> <p>Recommended Agenda Items:</p> <p style="padding-left: 40px;">(1) Complete Interest/Options/alternatives Chart #2</p> <p style="padding-left: 40px;">(2) Focus discussion of options related to key themes; and stakeholders provide pros and cons of each:</p> <p style="padding-left: 80px;">1. Viewsheds</p> <p style="padding-left: 80px;">2. Connectivity</p> <p style="padding-left: 80px;">3. Community cohesion</p> <p>Note: Include the environmental, economic (macro and micro), and technical feasibility</p> <p style="padding-left: 40px;">(3) Stakeholders explore: What are opportunities and/or mitigation options for decision makers to consider if Option B was selected? If Option B was selected, what do you want it to look like?</p>

TOPIC	DETAILS
CLOSING COMMENTS	<p>Outstanding questions/comments:</p> <ul style="list-style-type: none"> ◆ Thanks ◆ We've done it! ◆ Covered a lot of ground -but still have a lot of open items. How to move things along faster? ◆ Good group, good conversations. Want be sure that chart is completed. Consider sending chart to the group so that they can complete it before the next meeting (as homework)

I-11 Corridor Stakeholders Engagement Meeting

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	<ul style="list-style-type: none"> ◆ Interaction with ADOT staff very helpful, hope for more next meeting ◆ FHWA comment to stakeholders: please do homework on issues that you say would like explore alternatives on, i.e. look at studies on connectivity (urban and wildlife) from NAU. This will help FHWA/ADOT the most ◆ Please bring Helen’s maps to next meeting so don’t have to print again
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ACTION ITEMS

WHAT	BY WHOM	BY WHEN
Produce maps with 2000 ft view	Helen and Carolyn	4/24
WHAT	BY WHOM	BY WHEN
Identify design options re: mitigation consideration so group can narrow in on pros and cons of design alternatives	FHWA/ADOT	4/24
WHAT	BY WHOM	BY WHEN
Complete the Interests/Options chart	Stakeholders	4/24
WHAT	BY WHOM	BY WHEN
Bring maps (private) back to meeting	All stakeholders	4/24

WHAT	BY WHOM	BY WHEN
<p>Review Chart #2 in the meeting notes: <u>Please focus on at least the lettered interest that you authored during the first meeting; and come prepared to share your ideas for options/alternatives.</u></p> <p>Review the lettered key interest items and identify ideas to include in the Key Alternatives – Options column. (solutions that Avoid, Minimize, Mitigate); and bring those with ideas with you.</p>	All stakeholders	Before the next meeting