

Sundog Connector – Design Concept Report and Environmental Overview

Meeting name
Stakeholder Meeting #2

Meeting date
May 24, 2023

Location
Yavapai County Public Works Ready Room
& Emergency Operations Center, 1100
Commerce Drive, Prescott

In-Person Participants

1. Agency/Consultant Team
 - a. CYMPO: Lindsay Post, Vinny Gallegos, Bryn Stotler, and Allison McCarthy
 - b. AECOM: Matt Bondy, Kate Bondy, and Dillon Kennedy
2. Stakeholders
 - a. Tammy DeWitt, City of Prescott
 - b. James Edelstein, Prescott Valley Police Department
 - c. Bill Fanelli, PBTAC and Yavapai Trails
 - d. Chris Hosking, City of Prescott
 - e. Roger McCormick, Yavapai County
 - f. Heather Ruder, Town of Prescott Valley
 - g. Mike Parrish, Sundog DISConnect
 - h. Mayor Phil Goode, City of Prescott
 - i. Cody Rose, Central Arizona Fire and Medical Authority (CAFMA)
 - j. Tom Knapp, City of Prescott Fire
 - k. Mayor Kell Palguta, Town of Prescott Valley
 - l. Joanne Oellers, Save the Dells
 - m. Walt Anderson, Granite Dells Preservation Foundation
 - n. Ian Mattingly, City of Prescott
 - o. Dan Cherry, Yavapai County
 - p. Dan Prijic, Yavapai Hills HOA
 - q. Darko Rosic, Yavapai Hills HOA
 - r. Gary Anderson, Yavapai Hills HOA
 - s. Marlyn Van Keuren, Yavapai County
2. Public Attendees
 - a. Mary Jacobsen
 - b. Allan Carliner, Yavapai Hills HOA
 - c. Rod Moyer, Save the Dells
 - d. Terry Sapio, 35-year resident of Yavapai Hills

Virtual Attendees

3. Stakeholders
 - a. Karen Dada, AZ State Land
 - b. Brad Anderson, Kitchell
 - c. Benny Wells, Arizona Eco Development

- d. Don Allison, Storm Ranch
- e. Chelsea Walton, City of Prescott
- f. Charles Budinger, ADOT, CYMPO EMAC
- g. Deb Pastor, CYMPO EMAC
- 4. Public Attendees
 - a. Lynda Parrish, Sundog DISConnect
 - b. Ann Friday
 - c. Maryam Saedi
- 5. Agency/Consultant Team
 - a. AECOM: Jessica Rietz

Goals and Objectives

The AECOM project team began the meeting with an overview of the Stakeholder Meeting #2 goals and objectives. The stakeholder committee member roles were overviewed and encouraged to use this meeting as an opportunity to ask questions, present concerns, and offer input and feedback in a more concentrated group setting. The Stakeholder Meeting #2 was identified as an Open Meeting, with members of the general public welcome to observe the meeting. The meeting however was structured to limit engagement and discussion from designated Stakeholder Committee members. Opportunities for comment from the general public attendees were offered through public comment cards made available throughout the meeting and immediately following.

The three primary objectives identified for Stakeholder Meeting #2 were to:

1. Refine & Weight Project Evaluation Criteria
2. Rate Preference on Phase I Build Alternatives
3. Identify Preference on Phase II Alternative Features

Project Overview

The AECOM project team led the discussion overviewing the Design Concept Report (DCR) process and an update to the Sundog Connector DCR & Environmental Overview (EO) project specifically. A DCR is described as an advanced planning process that incorporates the assessment of existing & future conditions, identifies a project purpose and need, develops and evaluates alternatives including both no-build and build analyses, identifying a recommended alternative, and developing a DCR report documenting the process, analysis, and results. An important emphasis to the DCR process is that the recommended alternative and resulting outcome of the DCR does not commit CYMPO or other involved agencies to further design or construction activities.

The AECOM project team further provided an update to the Sundog Connector DCR & Environmental Overview (EO) project progress. From approximately December 2022 to March 2023, the project team temporarily paused advancement of technical work to be able to more clearly understand the existing plans and agreements associated with community developments within the corridor study area that may impact alternative development decisions. Following the greater understanding of the development agreement details, the project team has continued in the creation of preliminary Phase I alternative alignments and will be conducting the Phase I alternatives evaluation process upon receiving additional feedback from the Stakeholder Committee. The alternatives development and analysis process are separated into two phases; Phase I alternative and evaluation begins with corridor alignments for proposed build alternatives to identify possible topographical opportunities and constraints. Phase I does not include specific cross-section or corridor amenities. The Phase I Alternatives Evaluation likewise will consider evaluations based on potential build alternative alignments. Phase II alternatives development will include a shortlist of Phase I Build Alternatives that received higher scoring Phase I Alternatives Evaluation scores. Phase II Alternatives Evaluation includes analysis of both build and no-build alternatives and considers both the corridor alignment as well as corridor cross-sections, amenities, and features.

Evaluation Criteria Overview

The AECOM project team introduced the 11 Evaluation Criteria Categories to be used across the Phase I and/or Phase II analyses. These categories were further described to include one or multiple individual evaluation criteria to be used in either the Phase I or Phase II analyses depending on the applicability to corridor alignments and corridor features. Each Evaluation Category and Criteria are summarized below.

Natural Environment Impact

The impacts to the natural environment will consider potential impacts based on both roadway alignment and potential mitigation techniques, such as wildlife crossing infrastructure. Additionally, potential impacts to natural species, flora and fauna, will be considered.

Built & Human Environment Impact

In addition to the natural environment the potential built and human environment impacts will assess factors related to potential benefits and impacts that may be experienced by the nearby or affected community or elements of historical cultural significance. The analysis of potential noise and visual impacts will be assessed as it relates to potential roadway impacts to nearby residential communities. The potential impacts and benefits to the proposed regional park plans will additionally be considered both from potentially enabling recreational access as well as potentially bisecting park plans. Additionally, the study area's cultural resources will be considered for potential impacts to cultural artifacts as well as land significance.

Traffic Impact

Traffic is an important consideration for potential impacts and benefits to nearby roadways. Consideration of changes to traffic will be assessed along State Route 69 to identify potentials for travel time savings or reductions in delay and improved corridor reliability. Furthermore, the potential concern of neighborhood cut through traffic was expressed through the public outreach efforts associated with this project. Consideration of potential traffic impacts to the existing portions of the Yavapai Hills and Diamond Valley communities will be considered as well.

Community Accessibility

Accessibility is a factor that could change between existing conditions with potential build scenarios. Evaluation of access will account for the quantity, location, and additional connecting route requirements to potential access intersections along the corridor to the Yavapai Hills and Diamond Valley communities.

Emergency Access/Evacuation

An important need identified in the project location is the difficulty for fire and emergency response to reach the northern-most locations in the nearby communities, as expressed by the City of Prescott Fire Department. Evaluation will assess potential changes to emergency services access and response time with the introduction of a northern access to the Yavapai Hills community. Additionally, potential residential evacuation capabilities will be assessed with the introduction of additional access to the north of the community.

Consistency with Completed Plans

Assessment of the consistency with completed local and regional plans is a common evaluation criteria to include in an alternatives analysis process. The CYMPO Regional Transportation Plan (RTP) and additional regional and local plans will be referenced to identify plan consistency.

Multimodal Mobility

Potential build alternatives may accommodate active transportation modes, such as bicycling and walking. The physical topography of potential build alternatives varies in the gradients and slopes of the alignments which may present opportunities or barriers towards accommodation of these active modes. Furthermore, as part of the Phase II analysis considerations for dedicated active transportation features may be included, such as sidewalks, bicycle lanes, and/or multi-use paths.

Vehicular Safety

Safety is of critical importance to all transportation projects and will be considered in the alternatives evaluation process. Safety considerations to be included in the build alternatives include assessment of travel and design speeds of a potential corridor, the introduction of horizontal and vertical curves along the corridor, and the visibility and lighting features potentially included in build alternatives to offer a safe roadway.

Engineering Design Constraints

The analyzed potential corridor alternatives will incorporate detailed engineering considerations to provide potentially implementable alternatives. The engineering considerations included in the evaluation process include consideration of utility impacts, drainage considerations, quantity of earthwork requirements, and conformance towards existing roadway design standards from partner agencies.

Public, Stakeholder, and Agency Acceptance

Feedback response from the general public, the Stakeholder Committee members, and agency partners are important in identifying respective feedback to different alternatives. Public feedback has been collected through the planning process including open opportunities for comment on the project website, written comment cards available at public meetings and special events, as well as feedback received at the project's engagement events. Stakeholder committee feedback is collected through comments and engagement opportunities at this stakeholder committee meeting. Agency feedback from the project strategic technical advisory committee (STAC) are identified during formal STAC meetings and technical working sessions.

Cost

Both estimated construction and right-of-way (ROW) costs are included in the alternatives analysis process. Cost estimates will be assessed during the Phase II analysis once all build design considerations are identified.

Committee Discussion

A question was received asking through what means the project team has collected stakeholder and public feedback. The project team responded that the first Stakeholder Committee Meetings was held last year in which feedback and engagement was received specifically from Stakeholder Committee members. Additionally general public outreach opportunities have been made available through the Sundog Connector project website, project email, and the Public Open House. Furthermore, it was reiterated that the Stakeholder Committee was established at the beginning of the project and new members have been added to address specific interested parties of the project. For the purposes of this project stakeholders have been identified as members of the groups that have been identified and have representatives serving on the Stakeholder Committee. Lastly a request for more frequent engagement and information sharing was made as the project proceeds.

A request was made for the completion of an economic impact analysis to be conducted as part of this study process to analyze the potential economic impact of this project as it relates to State Route 69 and the Yavapai-Prescott Indian Tribe. The project team responded that the State Route 69 study will provide an analysis of the impacts associated with the Sundog Connector being built or not.

Representation from Arizona State Land Department emphasized the on-going application for open space preservation within the project study area. The project team confirmed knowledge of and understanding of the associated planning efforts for open space in the area and will continue to monitor the progression of the application and potential benefits and limitations associated with providing access or impacting these lands as the effort continues. Further clarification regarding the precise extents and progress in this Open Space intergovernmental purchase have continued since the Stakeholder Committee meeting.

Requests for clarification on criteria elements included confirmation of the inclusion of wildlife safety. The project team responded with confirmation that wildlife will be considered in both phases of the evaluation process as part of the Physical Environment evaluation category including accounting for impacts to wildlife corridors, native species, as well as potential mitigation or engineering solutions to include wildlife design

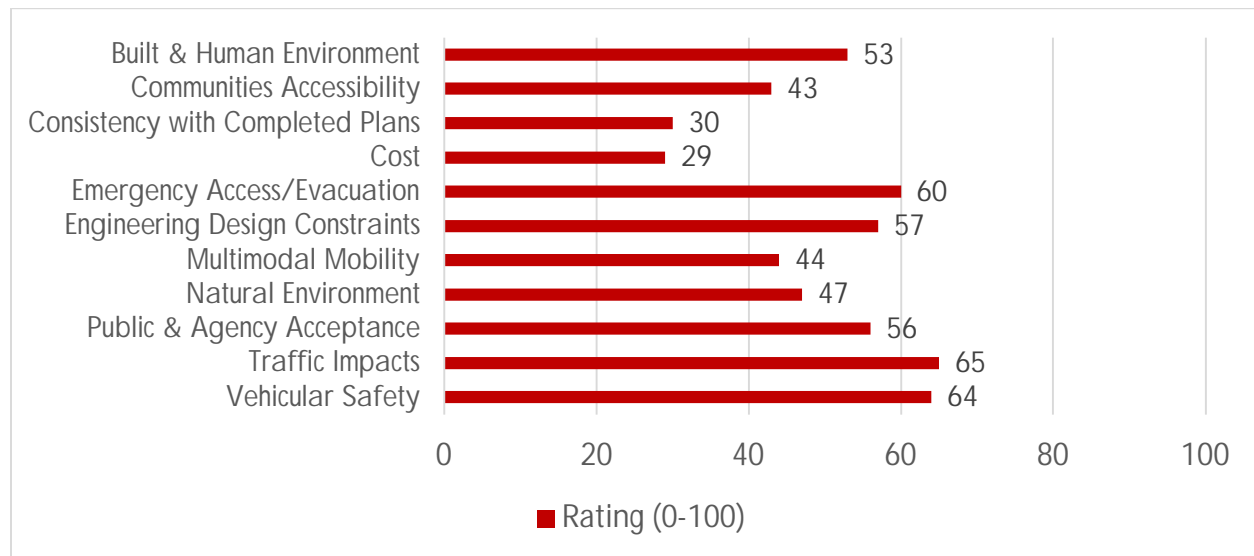
accommodations and considerations. Additionally, Prescott Valley Police Department representation requested the analysis to incorporate consideration of maintenance access to the radio towers atop Glassford Hill as appropriate.

Engagement Activity #1

At the end of the presentation, the first engagement activity was described. Engagement Activity #1 was conducted using a digital engagement tool to rank and prioritize the Evaluation Criteria Categories described above. Each Stakeholder Committee member was given a web link or QR code in which they were to scan or access using their mobile device. The activity included a series of head to head questions that asked the Stakeholder Committee member to choose between two randomly generated Evaluation Criteria Categories to select which was more important in the Sundog Connector Alternatives Evaluation Process. Each participant was asked 30 total head to head questions. The results of all participants were subsequently aggregated into a cumulative score out of 100, and subsequent relative ranking amongst the Evaluation Criteria Categories.

A total of 690 votes were cast across 23 participants during the engagement activity. The scoring and ranking are shown in Figure 1.

Figure 1 – Engagement Activity #1 Results



Traffic Impacts, Vehicular Safety, and Emergency Access & Evacuation were identified as the three most important Evaluation Criteria Categories respectively. Conversely Cost and Consistency with Completed Plans were distantly identified as the two least important Evaluation Criteria Categories. The remaining categories received scores between 43 and 57, representing less drastic scoring discrepancy.

The resulting information gathered from this engagement activity will be used by the technical project team to use a relative weighting scheme for the evaluation criteria. The weighting scheme will be presented for further consultation and finalization with the project STAC.

Preliminary Draft Alternatives Overview

The AECOM project team overviewed the preliminary set of Phase I alternatives, including 7 preliminary build alternative options for initial consideration. The Phase I alternatives were further described as being build alternatives to represent various potential alignments of a built corridor, to identify potential roadway configurations, locations, and engineering constraints considered in the horizontal and vertical alignment selection. The no-build alternative will furthermore be advanced into the Phase II evaluation as a potential alternative to represent the comparative evaluation results of the current conditions without a

roadway constructed. Each presented draft alternative is described below and visually shown in Appendix 1.

Alternative 1 was shown as a build alternative that uses a direct connection between the planned Storm Ranch Parkway and Yavapai Hills Unit 9 roadway alignments and then uses an alignment with the greatest distance between existing homes east of the Yavapai Hills Unit 9 plans. This alignment has the steepest grades along the western portion of the alignment (greater than 10%) and requires larger amounts of earthwork cut and fill.

Alternative 2 was shown as a build alternative that uses an indirect connection between the planned Storm Ranch Parkway and Yavapai Hills Unit 9 roadway alignments and then uses an alignment with a middle distance between existing homes east of the Yavapai Hills Unit 9 plans. This alignment would require steep grades along the western portion but reduces the needs for earthwork cut and fill on the eastern portion of the alignment, compared to Alternative 1.

Alternative 3 was shown as a build alternative that uses a direct connection between the planned Storm Ranch Parkway and Yavapai Hills Unit 9 roadway alignments (same as Alternative 1) and then uses an alignment with the least distance between existing homes east of the Yavapai Hills Unit 9 plans. This alignment better matches existing topography to minimize earthwork cut and fill along the eastern portion of the alignment. This alignment would slightly modify the preliminary planned Yavapai Hills Unit 9 roadway alignment.

Alternative 4 was shown as a build alternative that uses an indirect connection between the planned Storm Ranch Parkway and Yavapai Hills Unit 9 roadway alignments, using a longer looping horizontal alignment that provides lower grades, and then uses an alignment with the least distance between existing homes east of the Yavapai Hills Unit 9 plans. This alignment better matches existing topography to minimize earthwork cut and fill along the eastern section. This alignment would slightly modify the preliminary planned Yavapai Hills Unit 9 roadway alignment.

Alternative 5 was shown as a build alternative that uses a direct connection between the planned Storm Ranch Parkway and Yavapai Hills Unit 9 but creates a significant change to the preliminary planned Yavapai Hills Unit 9 roadway alignment, pushing the alignment further north into preliminary planned Yavapai Hills Unit 9. The eastern portion then uses an alignment with the least distance between existing homes east of the Yavapai Hills Unit 9 plans. This alignment better matches existing topography to minimize earthwork cut and fill along the eastern section.

Alternative 6 was shown as a build alternative that uses an indirect connection between the planned Storm Ranch Parkway and Yavapai Hills Unit 9 roadway alignments, using a switchback horizontal alignment that lowers grades, and then uses an alignment with the least distance between existing homes east of the Yavapai Hills Unit 9 plans. This alignment better matches existing topography to minimize earthwork cut and fill. This alignment would additionally change the Yavapai Hills Unit 9 roadway alignment.

Alternative 7 was shown as a build alternative that uses an indirect connection between the planned Storm Ranch Parkway and Yavapai Hills Unit 9 roadway alignments (same as Alternative 2) and terminates at Yavapai Hills Unit 9. This alignment would only provide access to the western portion of the overall study area.

Discussion on the alternatives included that development of the build alternatives for Phase I encompassed considerations for horizontal and vertical alignments only and in relation to existing topographic features, existing and planned developments, and preliminary roadway alignment design criteria. It was noted that existing topographic constraints along with locations of planned developments resulted in development of build alternatives with various horizontal and vertical alignment challenges including potential steep grades (exceeding 6% or segments with longer portions of constant 6% grades), large earthwork cut and fill areas, and horizontal curve locations requiring reduced speeds. Consideration for Phase II alternatives would include determination on allowable design criteria (including design speeds, vertical grades and horizontal curve requirements, along with consideration for design exceptions for areas exceeding

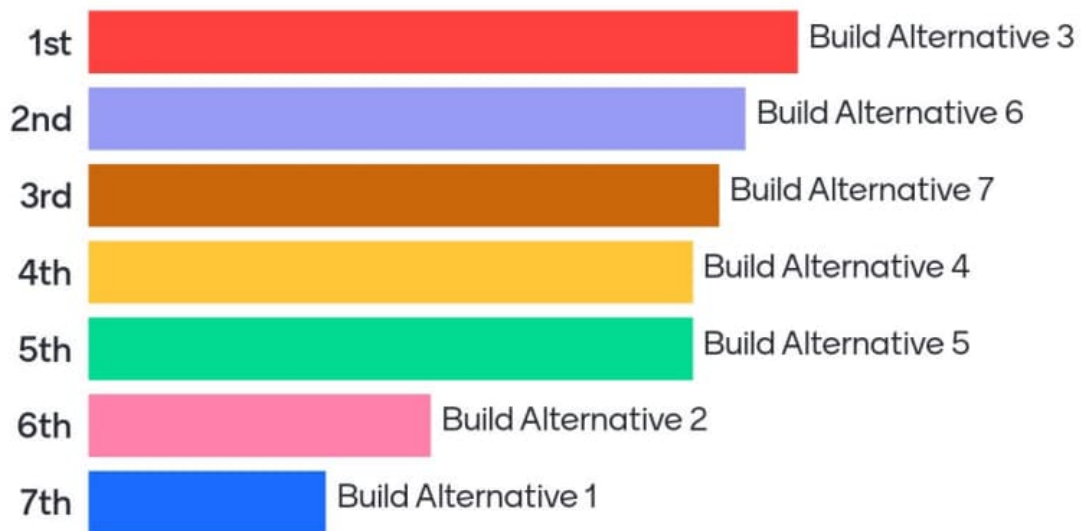
requirements) and alignment refinements to attempt to minimize earthwork and large cut and fill areas as much as possible.

Engagement Activity #2

Note: The scoring rankings from Engagement Activity #2 will be used as part of the overall alternative's evaluation process. The stakeholder ranking results from this activity represents one of the nineteen Phase 1 evaluation criteria. All nineteen evaluation criteria will be used to determine selected build alternatives to move forward to the Phase 2 alternative development

Following the description and associated discussion of each of the build alternatives, Engagement Activity #2 was conducted using a digital engagement tool to rank each of the seven alternatives from most preferred to least preferred. A total of 10 Stakeholder Committee members participated in this engagement activity. The scoring and ranking are shown in Figure 2.

Figure 2 – Engagement Activity #2 Results



Conclusion & Next Steps

Following Engagement Activity #2 the meeting was adjourned. It was stated that by using the input received for this Stakeholder Meeting the project team would begin evaluation and scoring of the 7 build alternatives. It was also noted, that due to time constraints, an initially scheduled Engagement Activity #3 was not conducted during the Stakeholder Committee meeting. The project team will work to administer the remaining engagement activity from Stakeholder Committee members as part of an upcoming Sundog Newsletter distribution. Engagement Activity #3 includes a series of design consideration preferences. The resulting response received from this information will assist the technical project team to develop corridor features, amenities, and considerations during the Phase II alternatives development.

In project team discussions occurring after the Stakeholder Committee Meeting #2, the project team has clarified that the No-Build Alternative for this Sundog Connector DCR will consider the existing conditions of the study area. In doing so, the study process will best conform with federal guidelines, regulations,

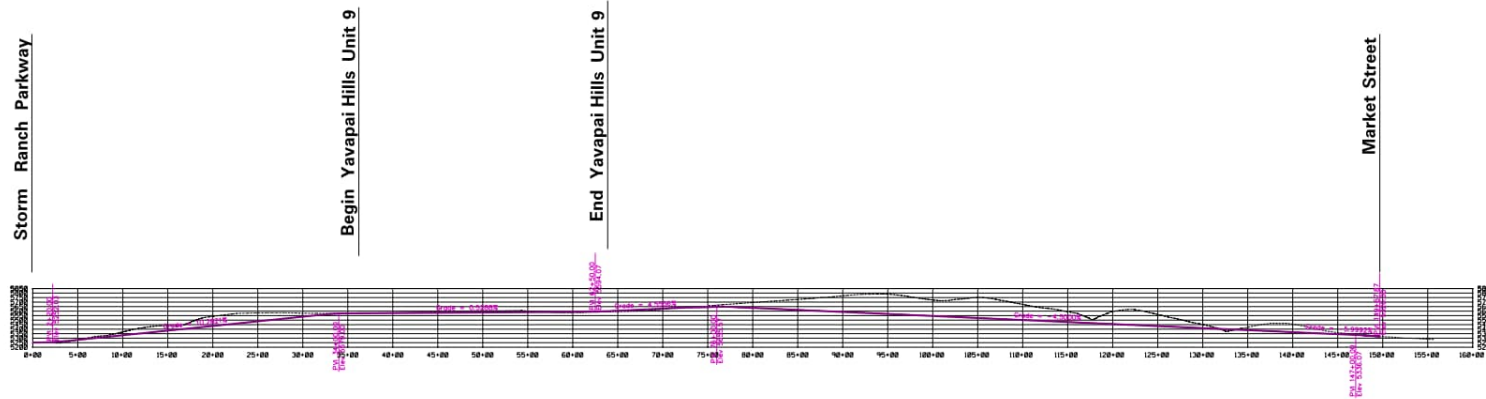
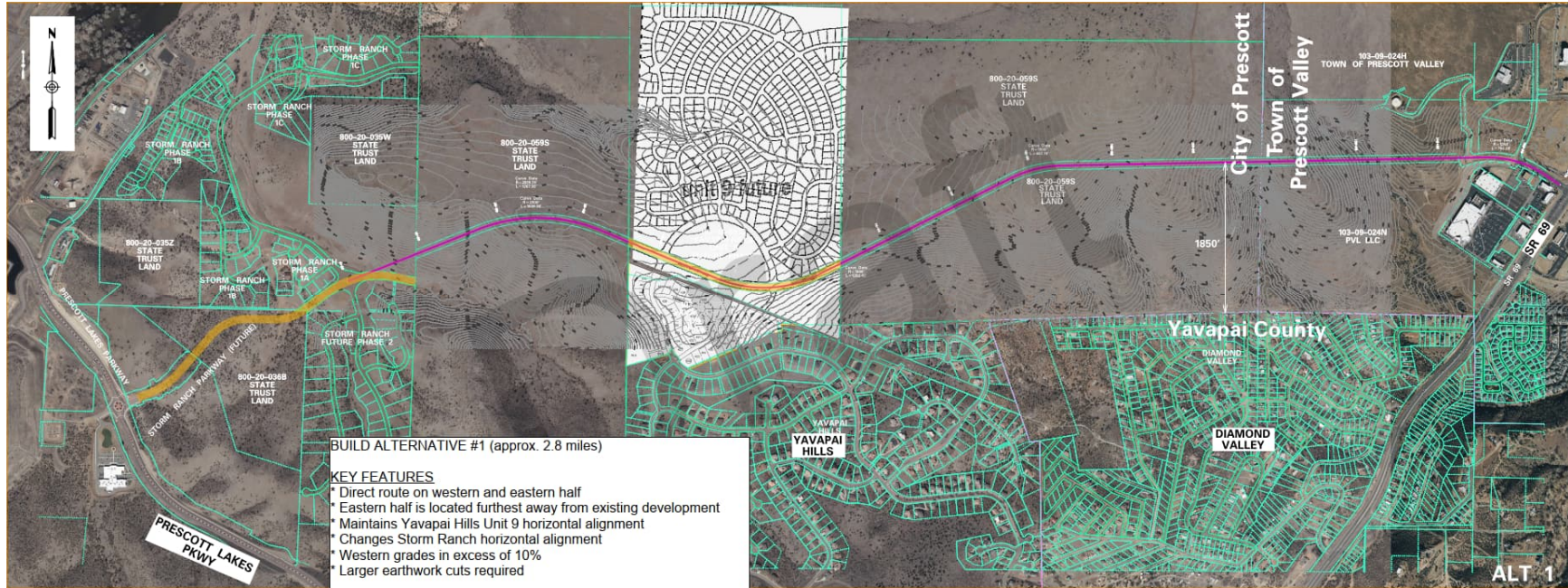
processes, and requirements for conducting Alternative Analyses provided that the Storm Ranch and Yavapai Hills Unit 9 developer activities have not fully broken ground nor are fully funded in an approved regional or local agency funding program.

Additionally, the project team has amended project delivery details to provide useful and actionable technical recommendations for decision-makers following the conclusion of this planning effort. The Sundog Connector DCR will continue through the two-phase evaluation process to produce a scored shortlist of Build Alternatives compared against a No-Build Alternative. The DCR will provide preliminary engineering plans for a proposed Build Alternative and will present the Preferred Build and No-Build Alternatives for consideration in determining next steps for the Sundog Connector.

Appendix 1 – Draft Build Alternative Graphics

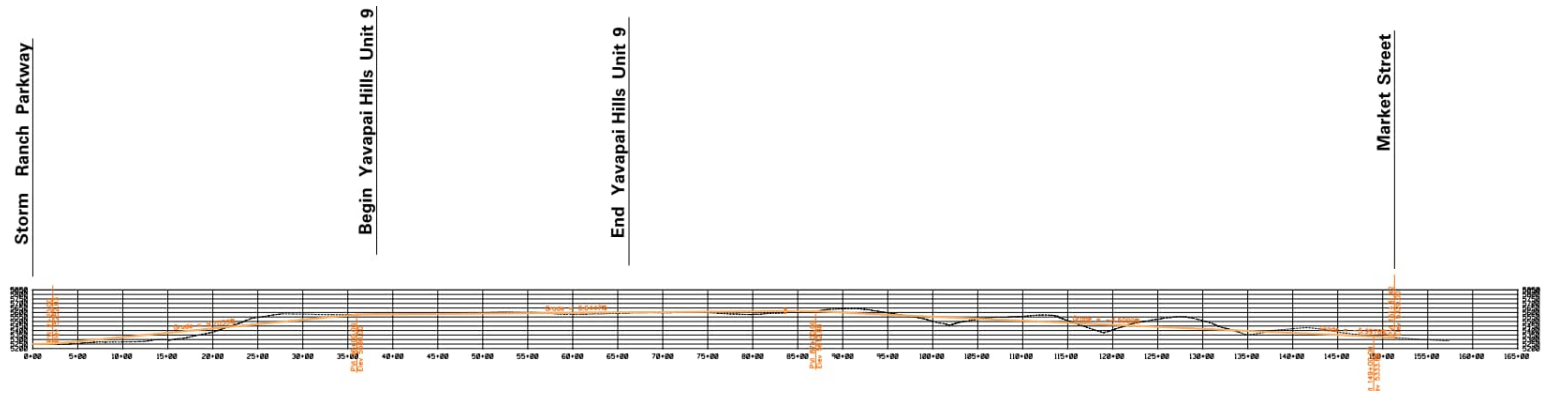
DRAFT PHASE 1 ALTERNATIVES

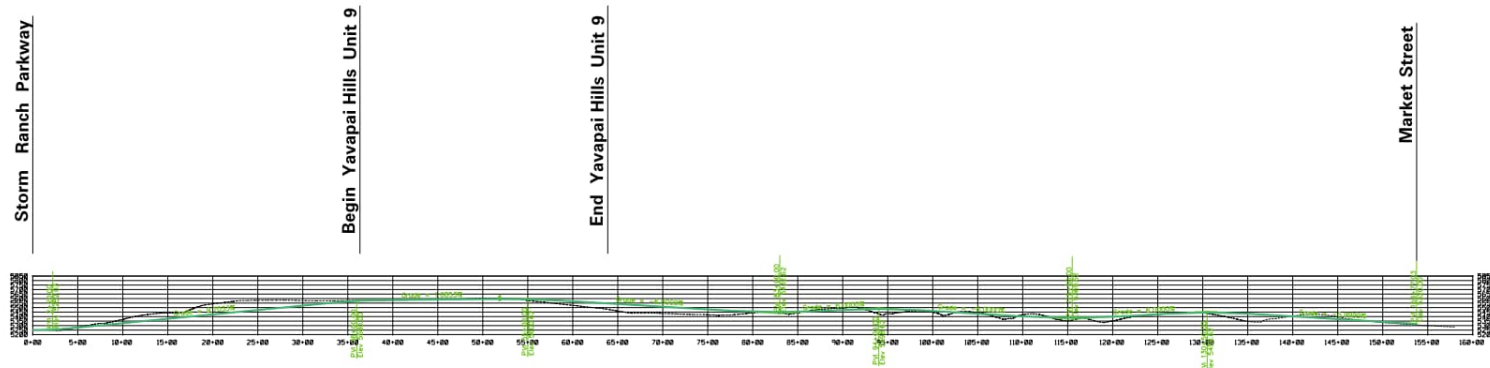
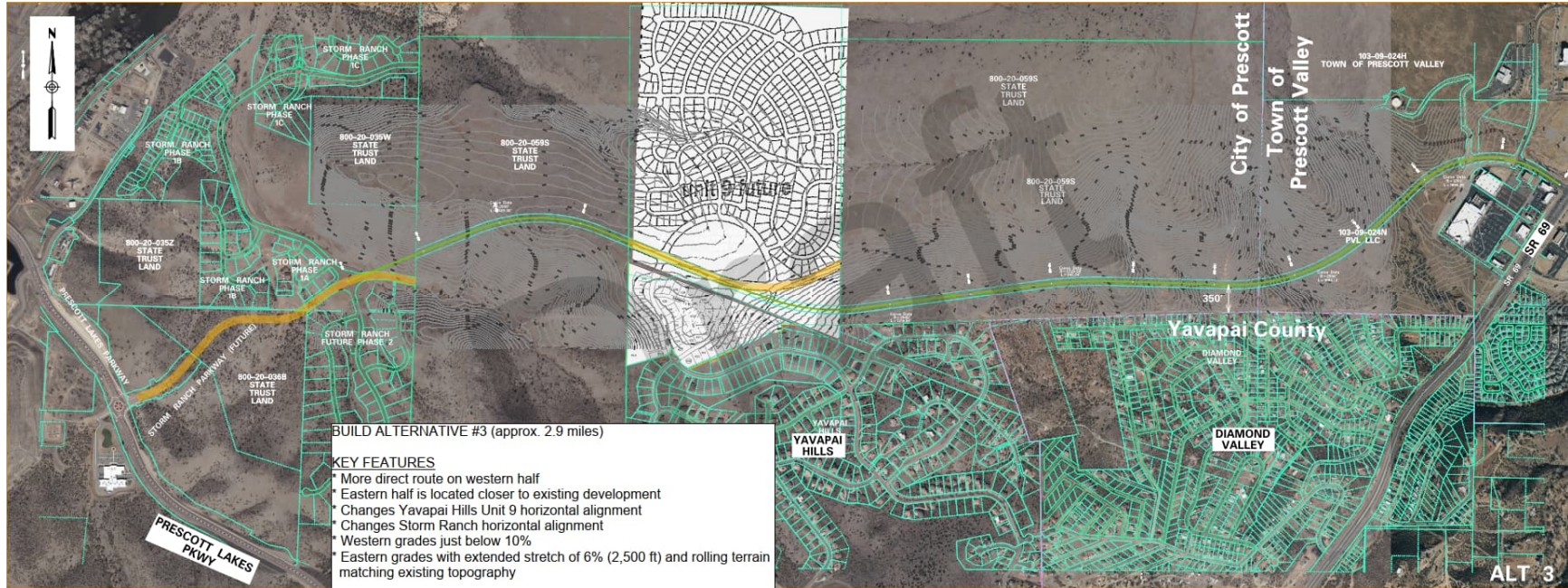
Alternative 1



Alternative 2

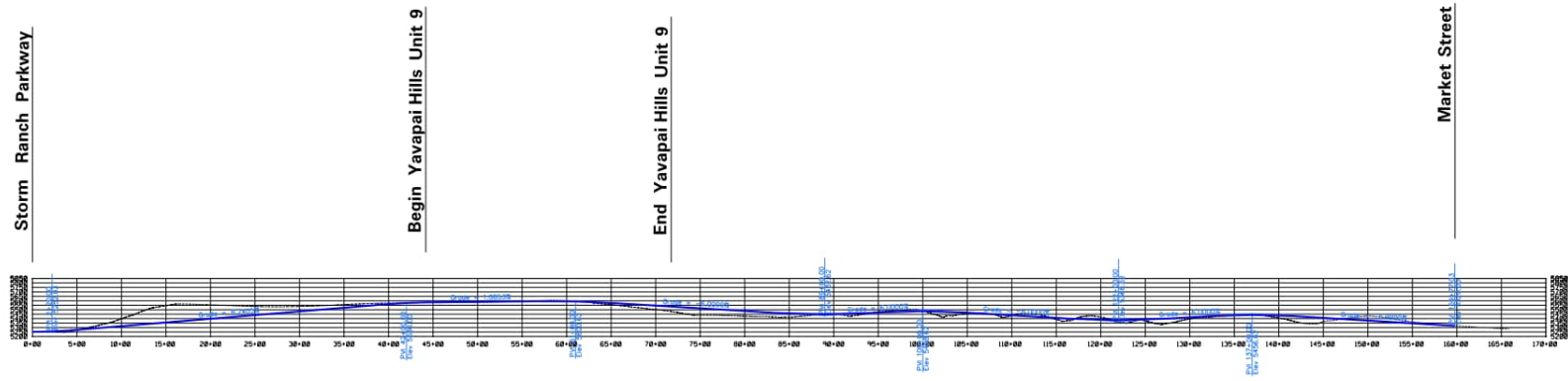
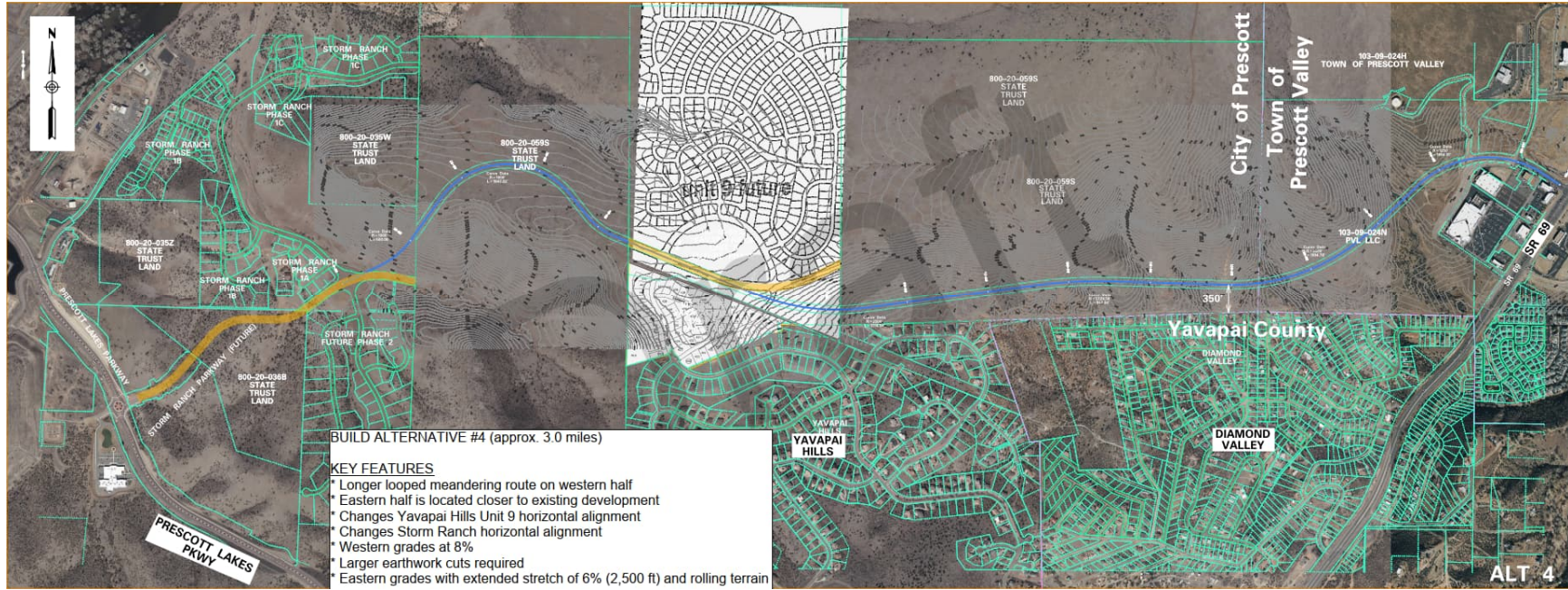
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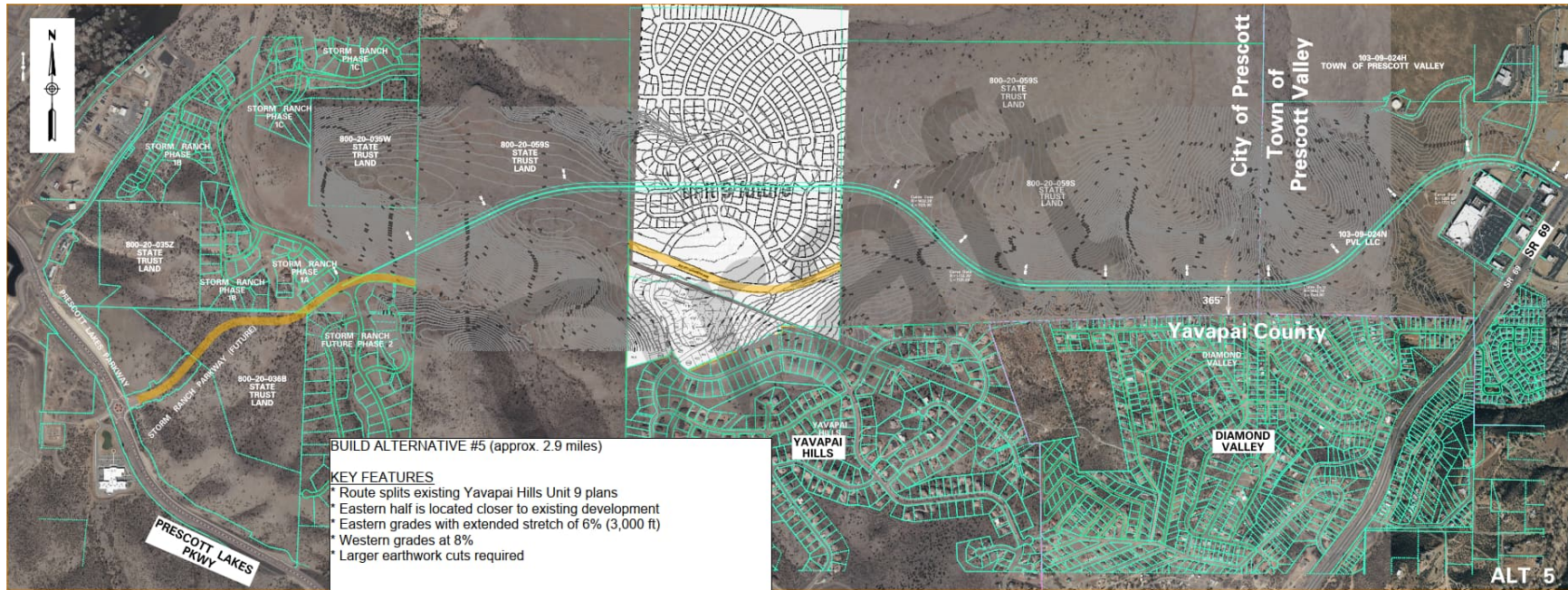
Alternative 4

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Alternative 5

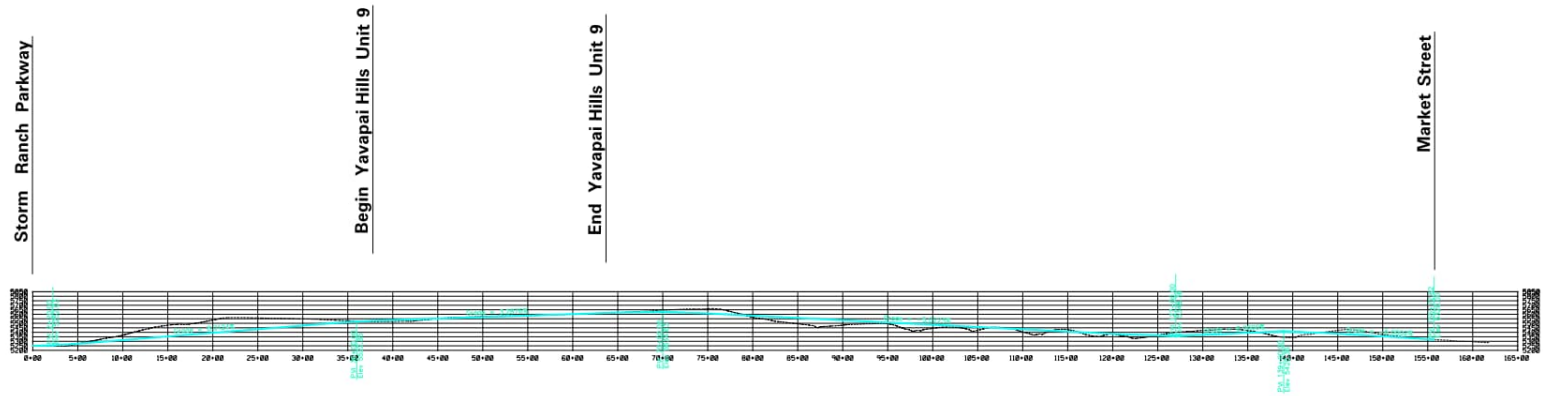
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BUILD ALTERNATIVE #5 (approx. 2.9 miles)

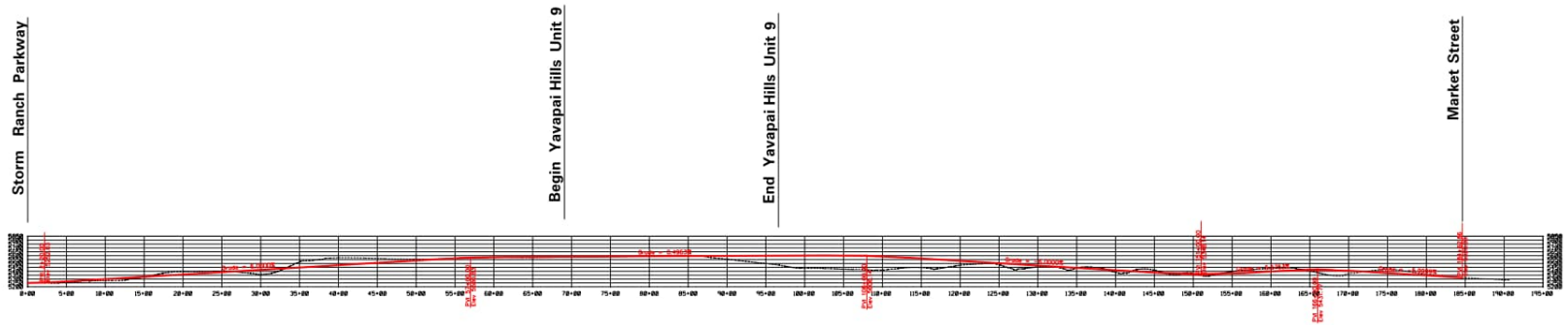
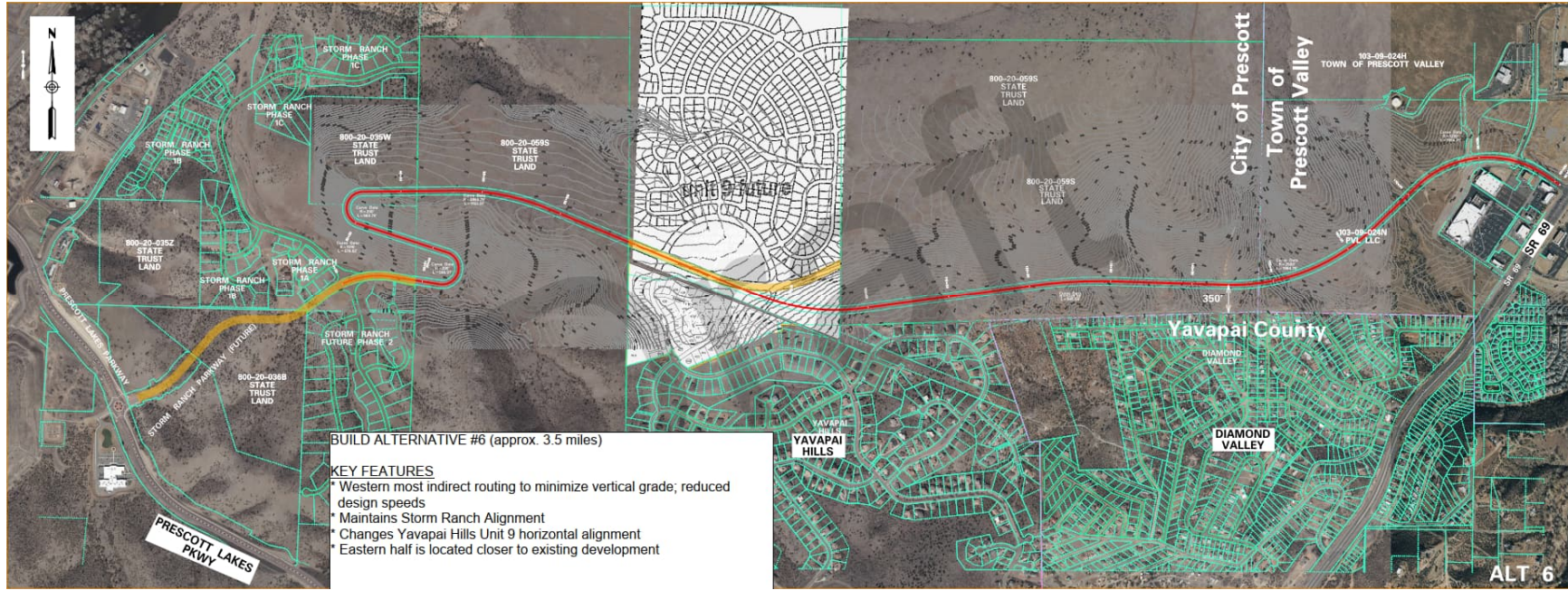
KEY FEATURES

- Route splits existing Yavapai Hills Unit 9 plans
- Eastern half is located closer to existing development
- Eastern grades with extended stretch of 6% (3,000 ft)
- Western grades at 8%
- Larger earthwork cuts required



Alternative 6

DRAFT PHASE 1 ALTERNATIVES



Alternative 7

DRAFT PHASE 1 ALTERNATIVES



Appendix 2 – Presentation



SUNDOG CONNECTOR >>>> AECOM
Design Concept Report and Environmental Overview

Stakeholder Meeting #2

Date 05/24/2023

SUNDOG CONNECTOR
CYMPO
Central Yreka Metropolitan Planning Organization

The banner features a background image of a road winding through a hilly landscape. Four circular inset images show: 1) a road sign with a red and white striped barrier, 2) a road sign with a yellow diamond warning sign, 3) a road sign with a green directional sign, and 4) a road sign with a green directional sign.

Stakeholder Meeting Overview

The project stakeholder committee will be developed in coordination with CYMPO and its member agencies, including balanced agency, public, and community group representation to integrate parallel with the public engagement process.

- **Member of the Public & Agencies that can represent their constituents**
- **Bring opportunities & questions to the project team**
- **Bring information learned in workshops back to constituents**
- **Smaller environment to facilitate open and transparent communication in a positive manner**



SUNDOG CONNECTOR >>>> AECOM
Design Concept Report and Environmental Overview

SUNDOG CONNECTOR
CYMPO
Central Yreka Metropolitan Planning Organization

Agenda

- Stakeholder Meeting Overview & Objectives
- DCR Process
- Project Status Update
- Evaluation Criteria
- Engagement Activity #1 – Evaluation Criteria
- Phase I Alternatives
- Engagement Activity #2 – Phase I Alternatives
- Engagement Activity #3 – Phase II Design Features
- Next Steps



SUNDOG CONNECTOR >>>> AECOM
Design Concept Report and Environmental Overview

SUNDOG CONNECTOR
CYMPO
Central Yreka Metropolitan Planning Organization

Stakeholder Meeting Protocol

- Engagement and discussion is designated to identified project stakeholder group members
- This is identified as an Open Meeting – members of the public are welcome
 - Public comment cards have been made available and will be collected at the end of the meeting



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Design Concept Report and Environmental Overview

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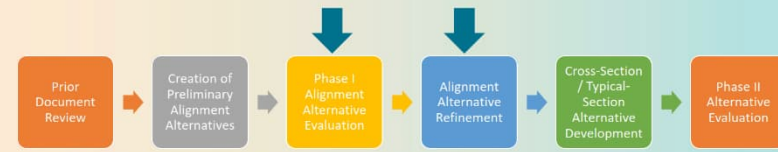


Stakeholder Meeting Objectives

1. Refine & Weight Project Evaluation Criteria
2. Rate Preference on Phase I Build Alternatives
3. Identify Preference on Phase II Alternative Features

Project Status Update

- Refining Phase I Alternative Alignments
- Clarifying Existing Development Agreement Commitments
- Clarifying Definition of No-Build



Sundog Connector Design Concept Report Process

- **Advanced Planning Process**
- **Key Steps**
 - Assess Existing & Future Conditions
 - Identify Purpose & Need
 - Develop Alternatives (Phases I & II)
 - Evaluation Alternatives (Phases I & II)
 - Identify Recommended Alternative
 - Draft DCR document
 - Preferred Alternative identified by CYMPO Executive Board
- **Does NOT commit any agency to further design or construction**

Evaluation Definitions

- 1. Phase I Alternative**
 - Include corridor alignment only
 - Only includes Build Alternatives
 - Does not include cross-section or corridor amenities
 - Value – identifies possible topographical opportunities and constraints
 - Shortlist of Phase I Alternatives advance to Phase II development
- 2. Phase II Alternative**
 - Includes advanced Phase I Alternatives
 - Includes different cross-section or corridor amenities details
 - Includes Build and No-Build Alternatives

Evaluation Criteria Categories



Evaluation Criteria Breakdown

- **Engineering Design Constraints**
 - Utility Impacts
 - Drainage Structure Needs
 - Earthwork
 - Roadway Design Standard Exceptions
- **Public, Stakeholder, and Agency Acceptance**
 - Public Feedback
 - Stakeholder Group Feedback
 - TAC Agency Representation Feedback
- **Cost**
 - Construction
 - Right-of-Way

Evaluation Criteria Breakdown

- **Natural Environment Impact**
 - Wildlife Corridor Impacts
 - Natural Species Impact
- **Built & Human Environment Impact**
 - Potential for Noise Impacts
 - Compatibility with Park Plans
 - Potential for Visual Impacts
 - Potential for Cultural Resources Impacts
- **Traffic Impact**
 - State Route 69 Traffic
 - Neighborhood Cut-Through Traffic
- **Community Accessibility**
 - Intersection Access to Neighborhoods
 - Connection Distance Requirements
- **Emergency Access/Evacuation**
 - Emergency Services Access / Response Time
 - Fire Evacuation Routes
- **Consistency with Completed Plans**
 - Regional Transportation Plans
 - Approved Developer Plans/Plats/Agreements
- **Multimodal Mobility**
 - Bicycle Lanes, Mixed Use Path, Sidewalks
 - Grade
- **Vehicular Safety**
 - Design Speeds
 - Horizontal/Vertical Curves
 - Lighting & Visibility

Evaluation Criteria Feedback

- **Are there additional Evaluation Criteria that should be included?**

Engagement Activity #1 – Evaluation Criteria

Evaluation Criteria Activity Feedback



Break

5 minutes

Engagement Activity #2 – Phase I Build Alternatives

Engagement Activity #3 – Phase 2 Build Design Features

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CYMPO
Community Planning & Development

Next Steps

- Phase I Alternatives Evaluation
- Phase II Alternatives Development
- Phase II Alternative Evaluation
- Public Open House #2 – Late Summer 2023

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CONNECTOR

CYMPO
Community Planning & Development

Appendix 3 – Comments Submitted

Comments (Comentarios):

- ① Plenty of opportunities for public comment - originally 4 STAC mtgs not sched for 2 have passed - will 2 more still be scheduled? Will there be a 60-day comment/review period on final draft before issuing "completed" report?
- ② What are cited "need" criteria documents?
- ③ Will this include traffic safety analysis & recommendations for "cut-thru" traffic in Yacopas Hills? Diamond Valley?

Please attach additional sheets of paper for further comments
(Favor de añadir comentarios adicionales en hojas de papeles de ser necesario)

