Preserving Wickenburg’s Heritage in the Face of the Nation’s New International Infrastructure Corridor: A Context Sensitive Design Report
Page left Blank Intentionally
TOWN OF WICKENBURG
CONTEXT SENSITIVE INTERSTATE AND INFRASTRUCTURE
CORRIDOR DESIGN REPORT

Technical Project Advisory Team
John Cook, Former Mayor
Royce Kardinal, Vice Mayor
Josh Wright, Wickenburg Town Manager
Vince Lorefice, Public Works
Julie Brooks, Wickenburg Chamber of Commerce
Hilary Turby, Norris Design
Michael Gillespie, EPS Group Inc.
Gerald Stricklin, Geodyne

Preparation of the Town of Wickenburg Context Sensitive
Infrastructure Corridor Design Report was supported by:

Sonoran Institute

Special thanks are extended to Norris Design and EPS Group, Inc. for volunteering technical expertise and
services to this project.

March 2017
Page Left Blank Intentionally
Table of Contents

EXECUTIVE SUMMARY ..................................................................................................................................................................................1
FOUNDATIONS OF CONTEXT SENSITIVE DESIGN .................................................................................................................................2
INTRODUCTION TO THE TOWN OF WICKENBURG CONTEXT SENSITIVE INTERSTATE AND INFRASTRUCTURE CORRIDOR DESIGN PROJECT .................................................................................................3
DESCRIPTION OF STUDY CHARACTER CORRIDORS ..........................................................................................................................17
CONTEXT SENSITIVE INFRASTRUCTURE CORRIDOR DESIGN PROCESS ..................................................................................................45
CONCLUSIONS AND RECOMMENDATIONS ..........................................................................................................................46
Appendix A - Municipal and Agency Management Plans and Study's .................................................................................................51
Appendix B - Youth Art Submittals 6-14 ........................................................................................................................................53
Appendix C – Wickenburg Community Values Survey ..................................................................................................................54
Appendix D – Wickenburg Community Values Survey Results ..................................................................................................55
Appendix E – Community Values Word Clouds ..........................................................................................................................56
Appendix F– Mayors I-11 Task Force Charrette Planning Presentation ..........................................................................................57
Appendix G – Town of Wickenburg Position Statement ................................................................................................................58
Appendix H – Notes from Charrette ........................................................................................................................................59
Appendix I – ADOT Tier 1 EIS Study Area ..................................................................................................................................60

TABLE OF FIGURES
Figure 1. Study Area Context Map .......................................................................................................................................................6
Figure 2. I-11 Corridor North Section Study Area .............................................................................................................................7
Figure 3. Wickenburg Municipal Planning Area .......................................................................................................................................8
Figure 4. Growth Area Map .................................................................................................................................................................18
Figure 5. Growth Area Focus Map ......................................................................................................................................................21
Figure 6. Growth Area Focus Plan View ........................................................................................................................................23
Figure 7. Growth Area Focus Conceptual Sketch ...........................................................................................................................24
Figure 8. Growth Area Focus Cross Section ....................................................................................................................................25
Figure 9. Downtown Area Map ............................................................................................................................................................27
Figure 10. Downtown Area Focus Map ............................................................................................................................................30
Figure 11. Downtown Area Corridor Alignment Alternative ........................................................................................................31
Figure 12. Downtown Area Focus Plan View ....................................................................................................................................33
Figure 13. Downtown Area Focus Concept Sketch ........................................................................................................................34
Figure 14. Downtown Area Focus Cross Section ....................................................................................................................................35
Figure 15. Natural Area Map .................................................................................................................................................................38
Figure 16. Natural Area Focus Map ....................................................................................................................................................40
Figure 17. Natural Area Focus Plan View ........................................................................................................................................42
Figure 18. Natural Area Focus Concept Sketch ....................................................................................................................................43
Figure 19. Natural Area Focus Cross Section ........................................................................................................................................44
Page Left Blank Intentionally
Town of Wickenburg and US-60 looking west
EXECUTIVE SUMMARY

The Town of Wickenburg, the Wickenburg Chamber of Commerce, and the Sonoran Institute have developed this context sensitive interstate and infrastructure corridor design report which provides recommendations to implement a context sensitive approach for the planning and design of the proposed I-11 corridor alternatives. The report identifies three character areas appropriate to different contexts within the municipal planning area of Wickenburg: Growth Area, Downtown Area and Natural Area. The report provides not only a description of the character area but identifies the desired characteristics of each area (as developed by the community), and provides design guidance that appropriately fits the context of the surrounding environment and community. The corridors were selected to represent variations of three character areas. Context sensitive design solutions developed for these areas are intended to be representative and can be applied to other, similar corridor areas throughout the Town.

The report provides cross-sections, plan views and conceptual sketches which illustrate specific design guidance for each character area which can be used as a reference by the Town of Wickenburg and the Arizona Department of Transportation (ADOT) in designing the I-11 corridor. Additionally, this project provides guidance for incorporating context sensitive design into the project development process.

Since context sensitive design emphasizes continuous and collaborative planning with the public and stakeholders, public outreach and participation throughout the project was key to its formulation and long-term success. A design charrette involving 34 participants were held to assist the Project Team in identifying key characteristics and future concepts for each character area being studied. The design charrette was held October 19-20, and November 30, 2016 at the Wickenburg Community Center. In addition to these public meetings, an online survey was conducted over the summer to identify what the community valued and felt was important in Wickenburg.

The context sensitive design process incorporated into this Report was developed to be compatible with the ADOT project development process by expanding upon certain steps within the Environmental Impact Study (EIS) process. Using ADOT’s project development process as a guide, the recommended context sensitive design solutions can be used in the process as the project develops.

The Town of Wickenburg’s Mayor’s I-11 Task Force (I-11 Task Force), which is responsible for representing the Town of Wickenburg in the planning and development of I-11 and conducting public meetings to evaluate information related to I-11, will review the report and make recommendations to the Town Council for further action in accepting the reports and its recommendations.

It is recommended that the I-11 Task Force be the lead on this effort, begin coordinating with the ADOT, Federal Highway Administration, Maricopa Association of Governments, and Maricopa County Department of Transportation to ensure that all parties are aware of the Context Sensitive Interstate and Infrastructure Corridor Design Report, and to promote coordination of the I-11 Corridor planning and design to ensure compliance with this Report and the Town’s Comprehensive Plan. The Task Force should also begin similar coordination with utility companies. These coordination steps will help to identify opportunities to incorporate context sensitive design elements into the planning of future infrastructure projects.
FOUNDATIONS OF CONTEXT SENSITIVE DESIGN

Throughout history, there has always been a strong correlation between transportation corridors and surrounding land uses. In the past transportation planners and engineers were often more concerned about the efficiency, capacity, and safety of a roadway for motor vehicles than on the impacts such roads may have on the surrounding environment and communities they serve. This all began to change when in the 1990’s, when a push began to integrate transportation corridors with the character of the surrounding area. This became known as context sensitive design (CSD) and uses a context sensitive solutions (CSS) approach. The Federal Highway Administration defines context sensitive solutions as:

“A collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserved scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility.”

The use of CSS is meant to ensure that transportation projects are considerate of the character and environment of the corridor and the surrounding neighborhood, are responsive to multiple transportation modes, maintain safety and mobility, and include early and continuous involvement of the public.

The use of CSS as a collaborative and interdisciplinary approach to designing transportation solutions has never been more critical than now. As transportation continues to move into increasingly innovative times, it has become more important that transportation planning respond to a wide variety of global and domestic events and trends (economic, environmental, political, safety, social and technological) that impose challenges and present new opportunities.

Communities and stakeholders are demanding that transportation projects fit the physical setting, incorporate community values and enhance, scenic, aesthetic, historic, and environmental resources while maintaining or improving safety and mobility for all users. Preserving and enhancing the character of the surrounding community with the operational needs of the roadway is the challenge many local and regional transportation departments are facing.

Balancing economic, social and environmental objectives is the challenging framework that the Town of Wickenburg faces with the development of Interstate 11 (I-11); the nations’ new international infrastructure corridor.

As the planning of the proposed I-11 corridor in Arizona moves forward, the Town of Wickenburg has a lot at stake in how the I-11 corridor interfaces and interacts with the community. The approach to designing roadways should not be “one size fits all.” Rather, it should reflect the context of the surrounding communities, protect important local values. Using CSD promotes a better process for understand how this transportation corridor can reflect the context of the community, stakeholders, and agencies in and around Wickenburg.

The CSD process engages communities to prepare for economic development and growth, while protecting important local values and ensuring that transportation projects move forward in a respectful way. This process is complimentary to the Sonoran Institute’s collaborative approach of working at the nexus of commerce, community and conservation to help people in the North American West build the communities they want to live in while preserving the values which brought them here.
**INTRODUCTION TO THE TOWN OF WICKENBURG CONTEXT SENSITIVE INTERSTATE AND INFRASTRUCTURE CORRIDOR DESIGN PROJECT**

**Project Background**

The I-11 corridor is proposed to be developed through or around the community of Wickenburg. Though nobody is sure when or exactly where the corridor will be constructed, the Town is likely to be impacted by this major project. As with any transportation project, its development can be a real benefit to the community if the Town is able to successfully integrate its vision for the future into informing the best location and approach for this facility.

It is the goal of this project to assist the Town in uniting around a specific approach that will support recommendations for the design of a preferred alignment. By using the CSD process, citizens are asked to engage in a multi-faceted public engagement strategy that defines the community values, recognizes the concerns and issues related to the I-11 project and develops a set of recommendations and design solutions that are consistent with the Town’s vision of the future.

**Future of Wickenburg**

The Interstate 11 will eventually be developed near Wickenburg. Communities like Wickenburg have historically been faced with a major dilemma when dealing with projects like the I-11. While the infrastructure may bring new opportunity for economic development and growth, it can also change the character of the Town and impact historic ways-of-life. The Town is cognizant of positive and negative impacts this type of development may have on its community.

To address concerns about the future of Wickenburg, the Town completed the Town of Wickenburg Strategic Plan in 2016 which provided a vision statement to give guidance to its future:

> “Wickenburg will be known as the best Western Town in Arizona and one of America’s best places to live, raise a family, do business and enjoy an outdoor lifestyle”.

The Town of Wickenburg has seen its share of transportation infrastructure development including Interstate 10, Interstate 17 and the US 93 bypass which have had various levels of impacts on the community. As each project came along, the Town was concerned about the short term and long term impacts, in retrospect the Town leaders feel that the community’s unique sense of place and western heritage have persevered and has continued to provide an economic basis to attract business and tourism.

The Town has and is currently the subject of multiple transportation studies: the I-10 Hassayampa Valley Roadway Framework Study; the 2010 Statewide Rail Framework Study and the I-11 & Intermountain West Corridor Tier 1 Environmental Impact Study. Through all of these, the Town has engaged proactively to promote sustainable growth while maintaining its high aesthetic value.

Through all of the projects and the studies that have evolved around the Town, they are keenly aware how the future of their Town is predicated on proactively participating and planning for the location and design of the proposed I-11 corridor.

**Future of I-11**

The proposed I-11 segment was originally envisioned to be a high-capacity, limited-access, multi-use transportation corridor connecting the Phoenix and Las Vegas metropolitan areas and connecting Phoenix to the Mexican border and Las Vegas to the northern Nevada state line. This proposed segment is part of the CANAMEX corridor that was initially envisioned in 1991. It remains highly popular with communities that could benefit from the economic development brought by increased international trade and industrial development.

However, as discussions on multi-modal infrastructure development have evolved in the last few years, the I-11 corridor is seen as not just as an economic driver but an opportunity to create a “smart corridor”. This corridor may include elements such as an interstate highway, passenger and/or freight rail, electrical and other energy transmission facilities, and a state of the art data infrastructure including but not limited to fiber...
optic cable. The I-11 corridor could distinguish itself by providing a significant opportunity for local communities to benefit from trade stimulated by the CANAMEX corridor and renewable energy development that would be served by integrating electrical transmission infrastructure.

A Voice for the Future
Over the next three years, the Arizona Department of Transportation (ADOT) will be proceeding with an Environmental Impact Study (EIS) of I-11 from Mexico through the juncture with US-93 north of Wickenburg. In this EIS process, there are opportunities for the Town of Wickenburg to promote design and development approaches that respond to the unique character of the historic community. The first step towards engaging in this process is to develop a unified voice for the future.

The Town of Wickenburg, the Wickenburg Chamber of Commerce, and the Sonoran Institute partnered over the summer and fall of 2016 on a Community Engagement Project. This project was focused on identifying and assessing community values and understand what is important to the community. This was accomplished through a research project, a youth community art project and an online community survey, and finally a charrette.

The purpose of this project was to provide the community a voice to express their vision, values and concerns relative to the location and design of the proposed corridor.

Purpose and Need
The purpose of the Context Sensitive Solutions project was to develop recommendations for how the Town of Wickenburg can respond and benefit from the proposed I-11 infrastructure corridor. The project was needed so that the residents of Wickenburg could identify what was important and of value to the future of their community. This was accomplished by assisting the community in identifying opportunities and challenges related to the construction of I-11 near Wickenburg. These opportunities and solutions could then be used to inform the future construction of the Interstate 11 corridor while preserving the community’s quality of life and contributing to its economic development.

By gathering community information and translating it into CSS’s, the Town of Wickenburg will be able to better preserve their character through a variety of future activities including: 1) effectively engaging on the Tier 1 EIS process, 2) preparing for the corridor through future land use, zoning, and design policies, and 3) effectively promoting a business environment that can capitalize on future opportunities.

Planning Process
This section of the report will explain the planning process used to collect information on the community and translate this into the recommendations and design solutions for the report. The planning process is broken into three parts: a Literature Review, Resource Identification and Inventory, and the Community Engagement Project.

Literature Review
The first step in the planning process was to identify and evaluate prior community assessments, evaluations and area studies to document community characteristics and values. In the case of Wickenburg, the citizens of Wickenburg have previously engaged in a number of projects, town hall meetings, and studies that were focused on identifying and establishing what is important to the community, what the community values, and what they feel the future holds. A review of the previous reports and studies was conducted to establish a baseline for the communities’ values.

Below is a literature review of the reports and background information that were considered relevant in establish a baseline of the values, perceptions and vision of the Town. These include:

- Preserving and Enhancing the Wickenburg Ideal – 2006, Wellik Foundation
- Wickenburg Focused Future – 2010, Partners for Strategic Action and Arizona Public Service
- Hassayampa Framework Study for Wickenburg Area – 2011, Arizona Department of Transportation
- Wickenburg Downtown Heritage Study – 2014, Arizona State University
The Weiklik Foundation Report looked at the community’s needs and vision for the future by assessing the hopes, assets, needs, challenges, and perceptions. The information in the report was intended to aid the Foundation in strategically identifying what was important to the community and how funds could be used to forward the areas of identified need. This report showed a number of needs but did not necessarily identify core values. It provides excellent information on what is important to the community (i.e., develop a self-sustaining economic basis, revitalize the downtown area, expand community facilities, bolster educational support systems, increase arts and culture opportunities, create attractions to increase tourism, have progressive infrastructure development, maximize historical preservation, provide greater environmental protection) and where they would like to see future investment focused.

The Wickenburg Focused Future report was primarily a strategic plan for future economic development. It provided an excellent source of information for background on the community, economic development, land use, industry activity as well as a good assessment of the strength, weaknesses, opportunities and threats regarding the Town’s resources and capabilities. The report was primarily focused on the economic development possibilities for the community.

The information presented in the Focused Future report and Community Assessment report is framed from two perspectives: “What does Wickenburg need?” and “How can Wickenburg create a diversity and sustainable economy?” The information from these reports can be used to reinforce the community’s position on social and economic concerns in Wickenburg. The ASU study takes a planning approach to answering similar concerns.

The Hassayampa Framework Study is an inventory and analysis of existing and future conditions, providing projections for future population and economic growth to guide further development of a regional transportation system.

All of these reports provide very robust research and information needed to understand Wickenburg’s “sense of place”, regarding education, arts, music, culture, economic development, historic preservation, social interconnectivity and environmental protection.

Resource Identification and Inventory

The second step in the planning process was to inventory the resource elements within Wickenburg and its vicinity. To better understand the resources of the area, a study area was defined (Figure 1). The study area identified for this project coincides with the project limits of the ongoing ADOT Tier 1 EIS (Figure 2) and also encompasses the Wickenburg Municipal Planning Area (MPA) (Figure 3). Agency resource management plans, land use plans and recreation plans provided an additional source of information to document the environmental and natural resources within the region (Appendix A). The study area includes major designated open space; the Hassayampa River Canyon and the Vulture Mountains Cooperative Recreation Management Area (Vulture Mountains Recreation Area). The Hassayampa River Preserve, located just southeast of the Town of Wickenburg along US 60, is considered a major attraction for the region because of its wildlife habitat, natural migratory pathways and year-round running water. Other elements identified include existing and future transportation and transmission corridors, growth areas, and conservation areas. This information was then translated into a study area map to be used in the last step of the planning process—the Community Engagement Project.

Community Engagement Project

The final step in the planning process was the Community Engagement Project. The goal of the project was to engage the citizens of Wickenburg in a discussion on what they valued in their community.

The intent of the project was to establish set of values which could be translated into a vision for how the I-11 corridor could be designed to respect Wickenburg’s connection to the natural landscape and protect the values that make Wickenburg unique.

Within the project were a number of activities; collecting community input, conducting a design charrette and identifying Context Sensitive Solutions. This was accomplished through a number of events and activities.
Figure 1. Study Area Context Map
FIGURE 2. I-11 CORRIDOR NORTH SECTION STUDY AREA
FIGURE 3. WICKENBURG MUNICIPAL PLANNING AREA
To collect community input, a youth art project was held, an online community survey was conducted, input from the Mayor’s I-11 Task Force was solicited and a community design charrette was held.

Youth Art Project

This event was focused on engaging a group of citizens that would provide a unique and traditionally unsolicited perspective of Wickenburg. Twenty-four youth from three summer camps participated in this event and were asked to share what they “valued” or felt is important to them about Wickenburg. They illustrated their responses through various mediums (photography, collages, chalk, mosaics, paints, watercolors). The work was judged by members of the Wickenburg Art Center (WAC). The submittals were judged in two age groups and the winners of each category were awarded with a hot air balloon ride to give them a bird’s eye view of the region they live in.

The submittals showed that the youth of the area value the natural beauty of the area, its plants and animals and the uniqueness of the Town. Below are the first, second and third place winning submittals in the 6-12 year old age category. The remaining submittals are shown in Appendix B.
Hot Air Balloon Ride
Wickenburg Community Value Survey Update

This event was an online survey to update the findings of the 2006 report: "Preserving and Enhancing the Wickenburg Ideal: An Assessment of Community Needs and Vision" as well as seek new perspective and input. A number of significant changes have occurred in Wickenburg in the last 6-10 years; the construction of the US 93 bypass in 2009 and the economic downturn of 2008-2012. It is important to confirm if the values that were important in 2006 still hold true for 2016 especially given the current economy and future transportation plans. The survey was administered in order to determine if community values and perspectives have remained the same in the last 6-10 years or if they have changed; if so to what degree. This is also an opportunity to uncover any new values and concerns from the citizens of Wickenburg.

The survey was made available online through a number of media and organizational outlets. It was open for two weeks and gathered 100 responses with 90% of the respondents being from Wickenburg (Appendix C).

There were four questions which were duplicated from the original 2006 survey and ten new questions intended to gather information to determine what citizens felt would be important for the future of Wickenburg. Generally, the survey showed that the qualities that respondents thought were important and needed to be preserved in 2006 were similar to those identified in 2016, what did change was the priority residents gave to the qualities in 2016 versus 2006. The results of the survey questions and all responses are in Appendix D.

**QUESTION 1:** Please select the qualities you value most about Wickenburg. Check only your top five choices.

<table>
<thead>
<tr>
<th>Quality</th>
<th>Percent</th>
<th>Number respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Natural terrain</td>
<td>62</td>
<td>62</td>
</tr>
<tr>
<td>Safe Community</td>
<td>62</td>
<td>62</td>
</tr>
<tr>
<td>Western Atmosphere:</td>
<td>58</td>
<td>58</td>
</tr>
<tr>
<td>Sense of Community/small town feeling</td>
<td>56</td>
<td>56</td>
</tr>
<tr>
<td>Clean town</td>
<td>50</td>
<td>49</td>
</tr>
</tbody>
</table>

Responses from 2006 Wellik Foundation Study:
1. Strong Sense of Community (86%)
2. Small town feel (86%)
3. Western atmosphere (38%)
4. Natural terrain and open spaces (33%)
5. Diversity of residents (19%)
QUESTION 2: Please select the most important qualities of living here that you feel must be maintained

<table>
<thead>
<tr>
<th>Quality</th>
<th>Percent</th>
<th>Number respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open Spaces</td>
<td>59</td>
<td>57</td>
</tr>
<tr>
<td>Small town feeling</td>
<td>58</td>
<td>56</td>
</tr>
<tr>
<td>Western Atmosphere</td>
<td>57</td>
<td>55</td>
</tr>
<tr>
<td>Climate/Environment</td>
<td>46</td>
<td>45</td>
</tr>
<tr>
<td>Town history/historic</td>
<td>45</td>
<td>44</td>
</tr>
</tbody>
</table>

Responses from 2006 Wellik Foundation Study:
1. Sense of Community (71%)
2. Small town feel (71%)
3. Historical preservation-(buildings and awareness) (33%)
4. Western traditional and atmosphere (29%)
5. Downtown retail and services (24%)

The question regarding issues and challenges saw a greater difference in responses from 2006 to 2016. The top five challenges that were identified in 2016 were not identified in the 2006 survey.

QUESTION 3: Please select the biggest challenges the community faces for the future

<table>
<thead>
<tr>
<th>Quality</th>
<th>Percent</th>
<th>Number respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Protection of natural resources</td>
<td>44</td>
<td>43</td>
</tr>
<tr>
<td>Maintaining small town feel</td>
<td>43</td>
<td>42</td>
</tr>
<tr>
<td>Balancing Growth</td>
<td>37</td>
<td>36</td>
</tr>
<tr>
<td>Impact of future freeway corridor</td>
<td>36</td>
<td>35</td>
</tr>
<tr>
<td>Employment opportunities</td>
<td>36</td>
<td>35</td>
</tr>
</tbody>
</table>

Responses from 2006 Wellik Foundation Study:
1. Small town feel (48%)
2. Threats to public safety (38%)
3. Low wages relative to cost of living (33%)
4. Lack of civic engagement (29%)
5. Inadequate youth programs (29%)

In question four, the citizens of Wickenburg gave similar responses in 2006 and 2016. It is interesting to note that the number one response (need for historic preservation) received in 2016 did not show up in the top five responses for 2006.
QUESTION 4: As the community moves toward the future, what needs to be added to make Wickenburg perfect?

<table>
<thead>
<tr>
<th>Quality</th>
<th>Percent</th>
<th>Number respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Historic preservation</td>
<td>48</td>
<td>46</td>
</tr>
<tr>
<td>Business development</td>
<td>46</td>
<td>44</td>
</tr>
<tr>
<td>Downtown redevelopment</td>
<td>45</td>
<td>43</td>
</tr>
<tr>
<td>Infrastructure investment</td>
<td>39</td>
<td>38</td>
</tr>
<tr>
<td>Stronger educational system and opportunities</td>
<td>37</td>
<td>36</td>
</tr>
</tbody>
</table>

Responses from 2006 Wellik Foundation Study:
1. Business development (43%)
2. Downtown revitalization (38%)
3. Improve community facilities (19%)
4. Educational opportunities (19%)
5. Tourism modern and western updates (19%)

As an additional method for identifying what citizens valued or felt was important, survey respondents were asked to provide a one word answer to a series of questions about the future of Wickenburg. The results were compiled and used to generate ten "word clouds" (Appendix E). A word cloud or "tag cloud" is a visual representation of text data, typically used to depict keywords gathered in a text format. The most common responses to the questions are displayed most prominently in each word cloud. This format allows a reader to quickly perceive the most prominent phrase and determine it relative prominence.

An analysis of the survey results was presented to the Mayor’s I-11 Task Force on September 8, 2016 (Appendix F). Information collected from the survey was incorporated into the next activities of the Community Engagement Project.

Mayor’s I-11 Task Force
The Mayor’s I-11 Task Force was created by the Wickenburg Town Council on March 7, 2015. Its responsibilities are to represent the Town of Wickenburg by attending meetings related to the planning and development of I-11 and to conduct public meetings to evaluate information related to I-11 and make recommendations to the Town Council. The Task Force follows a long tradition of similar committees that have been formed to address various transportation project in Wickenburg area over many decades. A review was conducted of communications and meetings which were held by the Task Force to accurately document the information have received and given to ADOT as the I-11 Environmental Review proceeds.

Multiple meetings and presentations were given to the Task Force as the online survey was created and the results were evaluated. The Task Force provided guidance and background on community concerns and issues that were important in developing the format for the survey. Because the Task Force has engaged proactively for a number of years on discussions regarding the I-11 corridor, it was important to have the Task Force participate in the Community Engagement Process in order to fully understand the position of the Task Force and its support for the I-11 corridor west of the Town. The Task Force has expressed its preference for the corridor to be located two to five miles west of the airport and if possible west of Black Mountain. The Task Force has also stated that it should be as close as possible to the present Town limits. Additionally, the Task Force has voiced opposition to an alignment that would use Vulture Mine Road and has also maintained the position that a SR 74 connection between US 60 and the future I-11 as proposed in the Hassayampa Framework Study should be eliminated. (Appendix G).
In addition to providing input for the community values survey design, the Task Force provided guidance in developing the format for the I-11 Design Charrette as well as participated as a stakeholder in the I-11 Design Charrette.

**Design Charrette Input**

The last activity of the Community Engagement Project was the I-11 Design Charrette. The design charrette took place in October and November 2016 and was free and open to all Town residents. The charrette was an intensive planning session where citizens, designers and stakeholders collaborated to resolve potential conflicts, work together to map solutions, and provide input and information to inform I-11 corridor alternative locations and their relationship to the Town of Wickenburg.

Information researched and gathered in the literature review and the community values survey was used in the charrette to establish a baseline set of community values. The concept of using community values is one of the principles of CSD. The charrette utilized the CSD approach to helping Wickenburg envision the proposed corridor. The attendees participated in activities which validated these values and could be incorporated into a CSD solution for the I-11 corridor alternatives analysis. Ultimately this information was taken and used to assist the attendees and stakeholders in exploring approaches to the infrastructure design and placement of the proposed I-11 corridor in the community. The benefit of a charrette is that all the participants had a unique opportunity to give input to the designers and thus participate as a mutual author of the recommendations in the draft report.

Over a period of three days, local community members identified and validated community values, conducted an assessment of the strengths, weakness, opportunities and threats of possible corridor alignments and used aerial maps to assist in identifying qualities and assets they value in the community. Additionally the process allowed the attendees to address potential concerns about the location of the corridor in three areas of the community.

The charrette was divided into three sessions. The first session was an information briefing to describe the charrette process and the philosophy of CSS. The second session was a series “mapping activities” which had the attendees break into three groups representing three different planning areas in the Town; downtown Wickenburg, the growth area west of the airport and the natural planning area around the Vulture Mountains. The 24 community attendees and 15 stakeholders self-selected themselves into one of the three study areas.

The groups were tasked with identifying which community values applied to each planning area. To further understand the issues in the planning areas, each group conducted an assessment of the strengths, weakness, opportunities and threats the corridor would create within the specific planning area. The groups were then asked to use aerial maps to assist in identifying qualities and assets they value in the planning areas. These included: scenic viewsheds, wildlife connectivity, recreational access, wells, the Hassayampa River, washes, areas of historical significance, off highway road activities, and the location of existing and future economic, agricultural and ranching activities.

The next activity in the session had community members, stakeholders, agency members, designers, planners and engineers distinguish where issues and concerns could intersect or conflict with the proposed corridor. Concerns identified included: proximity of the corridor to Town, possible habitat fragmentation, visual impacts, and height of the corridor as well as impacts to recreational access, hunting and areas of critical environmental concern. The group members were then asked to collectively “draw a line on the map” to identify a conceptual location for the corridor in each planning area. Once this was decided, each group was then asked to select a focus area that would be the subject of context sensitive design solutions specific to the location and responding to the values and the issues/concerns which the group identified in the mapping activities.

While each group expressed a shared concern for some issues (impacts to sense of place, recreation and habitat), each planning area had some issues that were specific to the geographical planning area.

In the growth planning area, the participants were most concerned about how close (or how far) the proposed I-11 corridor would be located to the west side of the Town and where it would connect to US 93. The group members recognized that the corridor could bring economic development opportunities to the Town. However since the corridor was outside of the Town boundaries, they acknowledged the complexities associated with an annexation strategy to capture any economic benefits. Additionally, residents in the area
were concerned about the environmental effects (air, noise, visual) of the proposed I-11 on their quality of life. The community northwest of Wickenburg is comprised of suburban and large lot rural neighborhoods, who enjoy the quietness of the desert, unobstructed views, dark skies, and wide open spaces, all which could be impacted by an interstate corridor.

The participants of the downtown planning area were tasked with identifying an alignment that would stay on the US 60 through the downtown area, be widened to accommodate traffic, and connect to US 93. The members of this group felt that this alignment was not viable given the impacts to the adjacent Hassayampa River, the need to acquire a large amount of right-of-way, and the disruption and displacement of residents and businesses. In the spirit of participation they drew a conceptual “line on the map” and came up with a list of issues and concerns which would need to be accommodated in order for this conceptual alignment to be evaluated.

Participants in the natural planning area generated a long list of concerns that focused mostly on the impacts of the proposed wide corridor cutting through sensitive landscapes around the Vulture Mountains. While most issues focused on impacts to recreational usage, areas of critical environmental concern and how to best manage access for all users, the group agreed that minimizing the impact to these resources and addressing issues could best be accomplished by placing the corridor adjacent to an existing transmission line corridor. The concept of co-location of the proposed corridor within an existing infrastructure corridor made smart sense. However, even this alignment presents challenges to the issue of preserving wildlife connectivity, protecting environmental resources and mitigating the visual impacts and effects on a regionally significant recreational amenity.

All the information, maps, notes and comments which were generated by the attendees were recorded and evaluated for incorporation into design solutions and recommendations which were to be presented at the final meeting of the charrette (Appendix H). Below is a summary of values and concerns gathered from the survey and the charrette.

**Summary of Community Values and Concerns**

The primary purpose of the Community Engagement project was to identify the community’s values and vision as well as uncover concerns and issues they felt would be confronting them into the future.

All information gathered from the literature review and the online survey provided a baseline condition to present to the community in the design charrette.

The purpose of the charrette was confirm information gathered in the survey and to validate it through the three day event. The charrette also provided an opportunity for participants to identify other values, issues and concerns that may not have been uncovered in the survey.

Despite the many comments and observations which were recorded in the survey and the charrette, the concerns and associated issues could be grouped in to five general areas:

- Protection of natural resources
- Maintain small town feeling
- Balance growth
- Impact of future freeway corridor
- Economic development opportunities

From the survey and the charrette, five core values were identified as being important to the community and would need to be accommodated in corridor development:

- Honor the Historical Context – Reflect the mining and ranching heritage
- Preserve a Western Atmosphere - Maintain and enhance a western culture
- Conserve the Natural Terrain and Open Space - Protect viewsheds, recreation, access and ecological sensitive areas
- Maintain a Sense of Community- Support a small town culture and lifestyle
- Concern about Climate/Environment - Preserve the natural environment, wildlife corridors, and water resources
In addition to identifying core values and issues, a context statement was developed to define the framework for identifying context sensitive solutions for the community:

The Town of Wickenburg is known for its rich western heritage, guest ranches and wide open spaces which offer a unique experience to tourists. The Hassayampa River and the adjacent public lands support healthy wildlife populations and provide an amazing landscape for agricultural pursuits, ranching, outdoor activities and a slow-paced urban lifestyle. The downtown district functions as the heart of the Town of Wickenburg, offering a unique western ambiance and special events that capture the spirit and character of the “Old West”. The areas on the current edges of the Town’s development are zoned primarily for single family residential development, resort health facilities, or environmentally sensitive areas. With its proximity to Phoenix, the community is concerned that its lifestyle and culture may be threatened by the pressures of growth and change that may be brought to its borders by the I-11 corridor.

This context statement and the summary of values, issues and concerns were carried forward into design charrette.

The value of the design charrette process is that it provides a creative and interactive forum for participants to work together to find design solutions that will address the issues that stakeholders have identified as priorities. Typically in a charrette, all the participants focus on potential solutions for one particular development project. Because the I-II corridor could potentially pass through multiple locations within the Wickenburg MPA, it was decided that the charrette would have three development projects or “planning areas”. Each planning area would be looked at as a separate “development project” with its own context sensitive values, issues, concerns and design solutions. The next section will document the CSS process and outcomes for each of the planning areas.

**Identify Context Sensitive Solution**

For this project the I-11 environmental review study area includes the Wickenburg MPA and a slightly larger study area. (Figure 1 Context Map) The potential for more than one potential corridor alternatives to be located in the study area was likely. Upon close review it was clear any potential corridor alignment within the study area would have its own set of circumstances, unique character and associated issues, concerns and design solutions. Reaching consensus amongst the community and stakeholders on a design solution that would work for the whole study area was going to be a challenge as it would be difficult to develop a “one size fits all” approach that would reflect appropriate design solutions for all the three alignments. Therefore it was decided that there would need to be separate design solutions for each planning area. This strategy for the charrette aligns well with the CSS process as consensus must be built around various issues before solutions are identified.
DESCRIPTION OF STUDY CHARACTER CORRIDORS

The charrette process is an ideal method for building consensus about the projects context, community values, issues/concerns and creating a vision for how the corridor could contribute to the community of Wickenburg.

A study area for the charrette was developed which showed the possibility of more than one corridor alternative being located within the study area. Upon close review it was clear any potential corridor alignment within the study area would have its own set of circumstances, unique character and associated issues, concerns and design solutions. Reaching consensus amongst the community and stakeholders on a design solution that would work for the whole study area would be challenge as it would be difficult to develop a “one size fits all” approach that would reflect appropriate design solutions for all the three alignments.

The charrette planning team determined that there would be three planning areas to be studied in the Context Sensitive Design project: the Growth Area, the Downtown Area, and the Natural Area. This would allow for three separate design solutions for each planning area. This strategy for the charrette aligns well with the CSS process as consensus must be built around various issues before solutions are identified:

The following section will summarize the outcome of the charrette. It will provide a description of the each study corridor, provide the specific values and concerns associated with the corridor, identify the focus area in the corridor and demonstrate the design solutions that were developed. Context sensitive solutions developed for these corridors are intended to be representative and can be applied to other similar corridor areas within the Wickenburg MPA.

Growth Area Corridor
Description – This planning area is located west of the Wickenburg airport and extends approximately 14 miles to the eastern edge of the Forepaugh development. Its southern edge is the Maricopa County Vulture Mountain Park and the northern edge aligns with the Wickenburg MPA northern boundaries (Figure 4). It was identified as a growth area due to the potential for economic growth associated with the expansion of Municipal Airport/Wellik Field, the Garth Brown Business Park, the Forepaugh Rail Park, as well as the agricultural and ranching community to the west. The area west of the airport and the Black Mountain subdivisions have been identified for possible annexation due to future commercial and industrial development along US60. The possibility of an interstate corridor further west only increases the potential for future growth in this area. The community northwest of Wickenburg is comprised of a suburban and large lot rural neighborhoods, who enjoy the quietness of the desert, unobstructed views, dark skies, and wide open spaces, all which could be impacted by an interstate corridor.

Community Values – Establishing and understanding a community’s values is part of the CSS process. These values, which may evolve over time, may relate to family, education, government, economy, natural resources, religion, recreation, social class, communication networks, health and general welfare. The charrette process was designed to uncover these values in each planning area. The participants were asked to choose from a list the top five values they felt were important in the specific planning area. A total of 46 responses were given and responses and the top five values are listed below (Table 1).
Figure 4. Growth Area Map
Table 1 Community Values for the Growth Area

<table>
<thead>
<tr>
<th>Community Values for Growth Area</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Clean Town</td>
<td>6</td>
</tr>
<tr>
<td>1. Historical context</td>
<td>6</td>
</tr>
<tr>
<td>1. Community Activities/involvement</td>
<td>6</td>
</tr>
<tr>
<td>1. Western atmosphere</td>
<td>5</td>
</tr>
<tr>
<td>4. Strong business community</td>
<td>5</td>
</tr>
<tr>
<td>4. Natural terrain/open space</td>
<td>5</td>
</tr>
<tr>
<td>Recreational opportunities</td>
<td>4</td>
</tr>
<tr>
<td>Sense of Community/Small Town feeling</td>
<td>2</td>
</tr>
<tr>
<td>Safe community</td>
<td>2</td>
</tr>
<tr>
<td>Climate/environment</td>
<td>2</td>
</tr>
<tr>
<td>Location</td>
<td>2</td>
</tr>
<tr>
<td>Arts/culture</td>
<td>1</td>
</tr>
<tr>
<td>Acceptance of Newcomers</td>
<td>0</td>
</tr>
</tbody>
</table>

Community Concerns – Every project and project area is unique, and building consensus around the issues and concerns is important before solutions can be developed. As a second step in the charrette process, the participants in each planning area were asked to identify the issues and concerns in the planning area. In the growth planning area, the participants were most concerned about how close (or how far) the proposed I-11 corridor would be to the west side of the Town and where it would connect to US 93. The participants also expressed a concern for the environmental effects (air, noise, visual) of the proposed I-11 on their quality of life. Despite these concerns, the participants in the Growth Area acknowledged the advantage of having the corridor located within their community, recognizing that it could be a catalyst for growth and economic development for the Town and would likely require an annexation strategy in order to capture the direct economic benefits of the corridor. For the purpose of the charrettes, the participants chose a conceptual corridor alignment for the Growth Area which is located further west outside of the Town’s boundaries. Below is a summarized list of the issues and concerns. The recorded notes from the charrette are in Appendix H.

- Preservation of Views – specifically around US 60 and Black Mountain and north of the Wickenburg Ranch development on US 93
- There are many washes around Town that support wildlife – need to acknowledge them and plan around them (hunting and recreational resources)
- Preserve wildlife connectivity from Vulture Mountains north by preserving known linkages and washes
- Develop gateway entrances to Wickenburg at US 93 and I-11 and US 60 and I-11 traffic interchanges
- Ensure that the Vulture Mountains Cooperative Recreation Area is not encroached on and is used as a buffer
- Combine uses (powerlines) to limit disturbances to desert/open space
- Preserve the recreational and hunting resources (topography and hydrological connectivity) north of US 60 when locating the corridor west of Wickenburg
- Concerned that noise and traffic will bleed into Wickenburg if corridor is too close.
- Light pollution from commercial development is a concern
- Locate the corridor further west to provide more opportunity for commercial development. The terrain around Black Mountain is not developable, so placing a corridor here would not support commercial/industrial development
- The ideal distance is approx. 5-6 miles west of airport (west of Black Mountains).
• Location of corridor further west supports agricultural industry
• Western location does not provide support to Town commercial and business
• Placement of I-11 corridor should provide connectivity to industry, agriculture and rail plans at Forepaugh
• How can the I-11 corridor entice more commercial development into Wickenburg.
• How do we draw people into Town?
• Need to annex further out on US 60 and 93

**Strengths and Opportunities** – In addition to identifying concerns and issues the group was asked to assess the strengths, weaknesses, opportunities and threats (SWOT) that could result from the alignment of a corridor in the planning area. As expected some of the weaknesses and threats also presented some opportunities. Listed below are the strengths and opportunities the participants associated with the corridor. Notes from the SWOT exercise are in Appendix H.

<table>
<thead>
<tr>
<th>Strengths</th>
<th>Opportunities</th>
</tr>
</thead>
<tbody>
<tr>
<td>A western location preserves the culture/heritage/environment of Town</td>
<td>Traffic interchange could be designed as a gateway with appropriate landscaping</td>
</tr>
<tr>
<td>Reduces noise/light/air impacts to downtown Wickenburg if located west of Black Mountain</td>
<td>Construct wildlife crossings</td>
</tr>
<tr>
<td>Location will help farming/industry to the west</td>
<td>Development follow freeways</td>
</tr>
<tr>
<td></td>
<td>Opportunity to find balanced growth solution (including water)</td>
</tr>
<tr>
<td></td>
<td>Annex to the west to plan and control development</td>
</tr>
<tr>
<td></td>
<td>Increase in property tax and sales tax revenue</td>
</tr>
</tbody>
</table>

**Focus Areas** – To identify the focus area for the design solutions; community members, stakeholders, agency members, designers, planners and engineers collectively “drew a line on the map” to identify a conceptual location for the corridor in each planning area. From this a focus area was selected which would be the subject of context sensitive design solutions. Each chosen focus area is specific to the planning area and is selected based on the values and the issues/concerns the participants felt needed to be addressed in the location and design of the proposed corridor in the planning area. The growth area group chose to make the traffic intersection of I-11 and US 93 the focus area in the Growth Area Corridor (Figure 5). For the purposes of the exercise, the actual location on US 93 where the proposed I-11 corridor would connect is not the focus of the design solution. The traffic interchange connection point could shift along US93 to respond to roadway and structural engineering concerns, environmental issues or roadway safety issues. As part of the process they also developed a list of elements to consider in the design solutions for the focus area:

- Include a western theme
- No rest stops and no welcome center before the interchange
- Have the interchange alert travelers to Wickenburg and the downtown
- Protect views and open space of horse property on US93
- Use public art at the traffic interchange (TI)
  - Include historic mining equipment as well as rodeo and western theme.
  - Tasteful signage that is reflective of the community character (not standard commercial ADOT signs)
FIGURE 5. GROWTH AREA FOCUS MAP
Design Solutions -- The intent of the design solutions is to create a set of solutions that could be repeated or replicated in other areas of the corridor. The solutions were developed in harmony with the community values, and planned to preserve environmental, scenic, aesthetic, historic, and natural resource values the group felt were important and would add lasting value to the community.

The location of a traffic interchange (TI) for I-11 and US-93 presented an opportunity to develop a “gateway” TI that would promote the Town of Wickenburg, its heritage and also honor the landscape and environment that makes the region so treasured. The design team considered the issues, concerns and design elements that were discussed by the participants in the Growth Area and developed the following elements to be integrated into a context sensitive design of the gateway TI.

1. Preserve view sheds by avoiding the use of sound and structural barriers or walls that are too high
2. Ensure ease of access to Wickenburg
3. Incorporate preservation of the desert, open space and the heritage of the community with theming and design of off-ramps
4. Use Public Art in the interchanges
   o Incorporate imagery or equipment associated with the area’s history in mining, farming or western culture
   o Use Context Sensitive signage that incorporates area themes instead of commercial ADOT signage

The area north of Wickenburg where the I-11 corridor could connect with US 93 is characterized by wide open, unobstructed views and a landscape which is traversed by a number of washes that support wildlife crossings. The impact of a large interstate on the landscape and the viewshed was a main concern of the participants. The primary concern of the charrette group was to make sure that the interstate and the traffic interchange were as unobtrusive as possible. To achieve this, a design solution was developed that kept the I-11 corridor at grade and avoid the use of barrier walls that might obstruct views of the landscape. Keeping I-11 at grade allows for the co-location of other modes of transportation and infrastructure. The community also wanted to ensure that access to the Town from the interstate was intuitive and uncomplicated. Therefore, a design which has traffic transitioning effortlessly into Wickenburg was important. This was achieved by providing access into Wickenburg via ramps that are above the I-11 corridor. This design of the TI is also intended to accommodate for future commercial growth which is anticipated to move further north out of Wickenburg and past the communities of Wickenburg Ranch and Vista Royale. The potential for commercial growth can be planned for with a design that promotes access to Wickenburg and does not simply bypass Wickenburg (Figure 6 and 7).

The participants felt that accommodating the natural hydrology was critical to supporting movement of wildlife and preserving access to hunting and recreational activities. Bridges, underpasses and box culverts would all be used to not only preserve wildlife connectivity for various species, but also facilitate recreational access. The design also includes increased landscaping at the entrance and exit to US 93 which reflects the native plant palate of the region. To honor the western culture and historic character of the area, signage and theming were developed that reflect the history of mining, ranching and agriculture in the region (Figure 8). Signage for the area would reflect these themes. The participants felt that the standard commercial signage that is installed by ADOT and is a form of advertising for freeway businesses was not appropriate for this gateway TI.

It was envisioned by the Growth Area participants that the TI at the I-11 and US 60 intersection would be designed as traditional and functional TI design to facilitate movement and support the commercial and industrial businesses and future growth that would develop with the I-11 corridor and to the west and east of the corridor.
Figure 7. Growth Area Focus Conceptual Sketch
FIGURE 8. GROWTH AREA FOCUS CROSS SECTION
**Downtown Area Corridor**

Description – This planning area covers the US 60 corridor from approximately 3.5 miles south of the Town to 1.5 miles north of the Town (Figure 9). US 60/US 93 is currently a 100-150 ft. wide corridor with the Hassayampa River to the west and existing commercial development on both the west and east sides. The Downtown Area was included as planning area for the charrette in order to mirror the study area of the Tier 1 EIS currently being conducted by the Arizona Department of Transportation (Appendix I). It was important to identify and understand the concerns and issues the community had with the location of the I-11 corridor so close to the Town and the Hassayampa River.

The existing US 93 corridor approaching the Town of Wickenburg is a four lane rural highway, approximately 75-100 feet wide. It serves as the primary highway route between the Phoenix metropolitan area and northwest Arizona and Las Vegas, Nevada. The southern terminus of US-93 is in the Town of Wickenburg, where it intersects with US-60. The US-60/US-93 route is also the de facto route for international freight movements associated with the North American Free Trade Agreement (NAFTA). The community has already experienced a certain amount of vehicle and truck traffic traveling through southern Wickenburg and passing by the downtown area.

Community Values – Establishing and understanding a community’s values is part of the CSS process. These values, which may evolve over time, may relate to family, education, government, economy, natural resources, religion, recreation, social class, communication networks, health and general welfare. The charrette process was designed to uncover these values in each planning area. From the start the participants of this group made clear that any conceptual alignment on or east of US60 would destroy the values the community held regarding the downtown area. Despite this position the members participated in the exercise and developed a list of the top five values they felt were important in the specific planning area. A total of 41 responses were given and the top five values are listed below.

Table 2. Community Values for the Downtown Area

<table>
<thead>
<tr>
<th>Community Values for Downtown Area</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Western atmosphere</td>
<td>8</td>
</tr>
<tr>
<td>1. Recreational opportunities</td>
<td>8</td>
</tr>
<tr>
<td>3. Natural terrain/open space</td>
<td>6</td>
</tr>
<tr>
<td>4. Sense of Community/Small Town feeling</td>
<td>5</td>
</tr>
<tr>
<td>5. Climate/ environment</td>
<td>4</td>
</tr>
<tr>
<td>6. Arts/culture</td>
<td>4</td>
</tr>
<tr>
<td>Historical context</td>
<td>2</td>
</tr>
<tr>
<td>Strong business community</td>
<td>2</td>
</tr>
<tr>
<td>Community Activities/involvelement</td>
<td>2</td>
</tr>
<tr>
<td>Safe community</td>
<td>0</td>
</tr>
<tr>
<td>Acceptance of Newcomers</td>
<td>0</td>
</tr>
<tr>
<td>Location</td>
<td>0</td>
</tr>
<tr>
<td>Clean Town</td>
<td>0</td>
</tr>
</tbody>
</table>
Community Concerns – Every project and project area is unique, building consensus around the issues and concerns is important before solutions can be developed. The participants of the downtown planning area were tasked with identifying an alignment that would stay on the US 60 through the downtown area, be widened to accommodate traffic, and connect to US 93. The members of this group felt that this alignment was not realistic given the impacts to the adjacent Hassayampa River, the need to acquire a large amount of right-of-way, and the disruption and displacement of residents and businesses. The members of the group determined that the issues and concerns associated with an alignment east of the Hassayampa River made this alternative infeasible. However, in the spirit of participation they drew a conceptual “line on the map”, and came up with a list of issues and concerns which would need to be accommodated in order for this conceptual alignment to be evaluated.

- US 60 has fragmented wildlife habitat and impedes movement between the Vulture and Hieroglyphic Mountains and Hassayampa River
- Save the Hassayampa River Walk pedestrian bridge
- Protect Stone Park which is west of the first roundabout on US 93 interim bypass
- Protect community assets: city park, Hassayampa River Walk bridge, the Dos Caballeros Western Museum and historic buildings that are located downtown
- Concern that I-11 would impact the water table
- The Upper Hassayampa Basin which is a source of drinking water for Buckeye, Wickenburg, and Sun City needs to be protected. It is located in the Hassayampa River vicinity.
- Increase buffer width between Hassayampa River Preserve and highway
- Protect the Hassayampa River and the riparian corridor
- Need buffers between riparian zones to minimize extent of edge effects into the riparian zones
- The Hassayampa River is important wildlife movement corridor
- Design bridge crossings for the freeway, washes, railroad to facilitate wildlife movements
- Protect native wildlife values.
- Rincon Road, which provides key access to recreation, rodeo, camping and trails on public lands must be maintained
- Protect Sols Wash which is an equestrian trail that supports outdoor activity and wildlife
- Monarch Wash provides connectivity to the Hassayampa River and that access needs to be preserved
- Cemetery Wash needs to be protected for its wash corridor values, water, wildlife and natural functions

Strengths and Opportunities – In addition to identifying concerns and issues the group was asked to assess the strengths, weaknesses, opportunities and threats (SWOT) that could result from the alignment of a corridor in the planning area. As expected some of the weaknesses and threats also presented some opportunities. Listed below are the strengths and opportunities the participants associated with the corridor. Notes from the SWOT exercise are in Appendix H.

<table>
<thead>
<tr>
<th>Strengths</th>
<th>Opportunities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Business and commerce traffic (bring more people into Town)</td>
<td>Improving/enhancing aesthetics upon entering Town</td>
</tr>
<tr>
<td>Can provide access to other routes in Arizona</td>
<td>Short rail</td>
</tr>
<tr>
<td>Using existing US60 alignment would reduce impacts to wildlife/connectivity</td>
<td>Redesign of corridor with wildlife in mind/existing Hwy. 60 corridor</td>
</tr>
<tr>
<td>Lead to new infrastructure upgrades (installation of new gas line)</td>
<td>Finding ways to acquire/manage water</td>
</tr>
<tr>
<td></td>
<td>Create visibility for arts and cultural heritage in downtown with proper design and space</td>
</tr>
<tr>
<td></td>
<td>Job growth/new jobs</td>
</tr>
<tr>
<td></td>
<td>Hospitality/bed and breakfast tax</td>
</tr>
</tbody>
</table>
Focus Area — To identify the focus area for the design solutions; community members, stakeholders, agency members, designers, planners and engineers collectively identified a conceptual location for the corridor in the downtown planning area. From this a focus area was selected which would be the subject of context sensitive design solutions. Each chosen focus area is specific to the planning area and is selected based on the values and the issues/concerns the participants felt needed to be addressed in the location and design of the proposed corridor in the planning area.

The Downtown Area participants chose to make a proposed traffic interchange at the entrance to the downtown, the focus area in the Downtown Area Corridor (Figure 10). The traffic interchange connection point could shift along US 60 to respond to roadway and structural engineering concerns, environmental issues or roadway safety issues. As part of the process the participants developed a list of elements to consider in the design solutions for the focus area:

- Install a historic Wickenburg sign
- Remove pavement between roundabout and let traffic return to Tegner Street
- Develop place for tourist information to designate destinations and attractions with maps and signage
- Restrict development within traffic interchange/roundabout to Western look and feel
- Use native plants and trees for landscaping
- Revegetate cut slopes with native plants
- Preserve connections between open space and trail systems
- Provide Wildlife crossings – overpasses and underpasses
- No billboards in the corridor
- No sound walls that are viewed from downtown
- Down lighting to protect night skies especially at riparian areas and wildlife crossings
- Cuts in road bed to minimize noise and pollution (i.e. road is lower than shoulders, such as I-17 entering the Flagstaff area.

Design Solutions — The intent of the design solutions is to create a set of solutions that could be repeated or replicated in other areas of the corridor. The solutions were developed in harmony with the community values, and planned to preserve environmental, scenic, aesthetic, historic, and natural resource values the group felt were important and would add lasting value to the community.

The participants realized that placement of the I-11 corridor on the same alignment as US 60 south of Wickenburg would result in significant impacts to private property owners and businesses as well as negative impacts to environmental and recreational resources. The location of the interstate would bring a significant increase in traffic, causing noise and visual impacts that would be difficult to mitigate without altering the communities sense of place and values. Therefore a conceptual alignment was developed that moved the location of the corridor further east of the US 60 alignment (Fig 11). Though not excited about the possibility of an alignments in this locations, the participants sought to mitigate the effects of the 2008 bypass and allow for access from I-11 into downtown Wickenburg.

Similar to the Growth Area participants, the Downtown Area participants recognized that providing access into downtown Wickenburg presented an opportunity to develop a “gateway” entrance, which could attract people to Wickenburg. The design team considered the issues, concerns and design elements that were discussed by the participants in the Downtown Area and developed the following elements to be integrated into a context sensitive design of the gateway entrance.

1. Promote open space and trail systems/connections with signage as well as an interpretive kiosk with maps and destination information for tourists and visitors
FIGURE 10. DOWNTOWN AREA FOCUS MAP
FIGURE 11. DOWNTOWN AREA CORRIDOR ALIGNMENT ALTERNATIVE
3. Develop connections to the Hassayampa River and the Preserve to create a riparian greenbelt/park
4. Create a gateway entrance into downtown with western theming, signage and native plant palate
5. Maintain visual sensitivities with choice of lighting, barriers, and sound structures
6. Develop the roundabout as a community focal point with public art to honor western heritage

The following section reflects the design solutions developed specifically for the focus area. Design solutions developed for the other planning areas have been carried over into this planning area.

The primary concerns the community felt would need to be addressed if this alternative were to move forward were protection of the Hassayampa River and wildlife corridors, preservation of recreational access to the east and west of the corridor, and safeguarding the aesthetics and character of Wickenburg. By locating the corridor east of US-60 and Wickenburg, encroachment and impacts to the river could be reduced, as the corridor entered into the focus area. Design solutions that were developed to preserve the Hassayampa River included; careful location and design of the corridor to kept it far enough away from the river to reduce impacts to riparian community; the use of bridges, culverts and underpasses to preserve wildlife connectivity and allow for continued hydrological connectivity and function of the washes. Despite recommendations to address the community concerns listed above, there is no way to address the significant impacts to private property, the destruction of existing (and often historic) structures, businesses and homes that would occur if I-11 were to follow a downtown alignment. An alignment that followed US60/93 would mean that a significant portion of downtown would be removed, it could not be replaced or rebuilt, and would have irrevocable impacts to the heritage of the downtown area which could not be mitigated. The conceptual alignment that the charrette participants selected, while attempting to lessen impacts to businesses and to the cultural heritage of the downtown area, would result in a significant number of rural residential homes be removed or adversely impacted and lead to the displacement of Wickenburg residents.

To create a “gateway” entrance into downtown Wickenburg, a boulevard type entrance would connect I-11 to an added traffic circle that would include the following elements:

- Increased Vegetation
- Street and shade trees to create an identifiable boulevard
- Designated areas for public art
- Walkable connections to Town and river via trails and wayfinding signage
- A western themed welcome sign

As with the growth area, signage and public art would reflect the western culture and historic character of Wickenburg (Fig 12-14).
FIGURE 12. DOWNTOWN AREA FOCUS PLAN VIEW
Figure 13. Downtown Area Focus Concept Sketch
FIGURE 14. DOWNTOWN AREA FOCUS CROSS SECTION
**Natural Area Corridor**

Description – This planning area encompasses the footprint of the Maricopa County Vulture Mountain Cooperative Recreation Area. The area is managed by the Maricopa County Parks Department, with portions acquired for the Nature conservancy and other section leased from the Bureau of Land Management. Within the park is an existing transmission line, a BLM Area of Critical Environmental Concern (ACEC) as well as some private holdings. The study area is surrounded by Arizona State Trust Land as well as other privately held lands (Figure 15). Though the Hassayampa River Preserve is now located within the Vulture Mountain Park, it was considered as a part of the Downtown Area for purposes of this study. In general, the area of interest included the Vulture Mountains and areas to the west.

Community Values – Through the charrette process, participants were asked to choose from a list the top five values they felt are important in the community. A total of 40 responses were given and the top five values are listed below.

**Table 3. Community Values for Natural Area**

<table>
<thead>
<tr>
<th>Community Values for Natural Area</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Natural terrain/open space</td>
<td>10</td>
</tr>
<tr>
<td>2. Location</td>
<td>8</td>
</tr>
<tr>
<td>3. Historical context</td>
<td>7</td>
</tr>
<tr>
<td>3. Climate/environment</td>
<td>7</td>
</tr>
<tr>
<td>5. Recreational opportunities</td>
<td>6</td>
</tr>
<tr>
<td>Community Activities/involvement</td>
<td>2</td>
</tr>
<tr>
<td>Western atmosphere</td>
<td>2</td>
</tr>
<tr>
<td>Safe community</td>
<td>1</td>
</tr>
<tr>
<td>Arts/culture</td>
<td>1</td>
</tr>
<tr>
<td>Acceptance of Newcomers</td>
<td>0</td>
</tr>
<tr>
<td>Strong business community</td>
<td>0</td>
</tr>
<tr>
<td>Sense of Community/Small Town feeling</td>
<td>0</td>
</tr>
<tr>
<td>Clean Town</td>
<td>0</td>
</tr>
</tbody>
</table>

Community Concerns – Participants in the natural planning area generated a long list of concerns that focused mostly on the impacts of the proposed wide corridor cutting through sensitive landscapes around the Vulture Mountains. While most issues focused on impacts to recreational usage, areas of critical environmental concern and how to best manage access for all users, the group agreed that minimizing the impact to these resources and addressing issues could best be accomplished by placing the corridor adjacent to an existing transmission line corridor. There is currently a designated utility corridor in the Bureau of Land Management (BLM) Resource Management Plan (RMP) that would, with a minor revision, allow additional infrastructure siting. The concept of co-location of the proposed corridor within an existing infrastructure corridor made sense. **However, this alignment presents challenges to the issue of preserving wildlife connectivity, protecting environmental resources and mitigating the visual impacts and effects on a regionally significant recreational amenity.**

- How to accommodate OHV race course
- What will be impact to Sonoran Desert Heritage Conservation Plan
- Areas of Critical Environmental Concern
• Access is a “double edged sword” and can lead to illegal dumping and impacts to recreation/user experience
• How to ensure ranching access
• Status of mining activity
• BLM has identified entire area for “semi-private motorized and semi-private non-motorized recreation
• BLM allocated area as “Special Cultural Resource Management Area” (SCRMA) and allowing public use.
• The BLM’s Visual Resource Management Class 2 does not permit interstate (around the Vulture Mountains)
• Utilize existing power corridor would allow additional infrastructure and has better topography for interstate
• Multi-modal corridor designated-interstate not contemplated at time of the utility corridor designation
• Possible ability to segregate user access w/ new corridor (e.g. OHV from I-11, non-motorized from VM Rd.)
• Tortoise balance w/recreation
• Impacts to hunting
• Impacts to wildlife connectivity
• More recreation pressure and need to accommodate and its impacts
• Users/levels of responsibility will need to be addressed
• Area will need more enforcement

Strengths and Opportunities – In addition to identifying concerns and issues the group was asked to assess the strengths, weaknesses, opportunities and threats (SWOT) that could result from the alignment of a corridor in the planning area. As expected some of the weaknesses and threats also presented some opportunities. Listed below are the strengths and opportunities the participants associated with the corridor.

Notes from the SWOT exercise are in Appendix H

<table>
<thead>
<tr>
<th>Strengths</th>
<th>Opportunities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scenic</td>
<td>Preservation</td>
</tr>
<tr>
<td>Wildlife</td>
<td>Recreation</td>
</tr>
<tr>
<td>Recreation</td>
<td>Historical</td>
</tr>
<tr>
<td>Hiking</td>
<td>Education</td>
</tr>
<tr>
<td>Hunting</td>
<td>Multi-Use</td>
</tr>
<tr>
<td>Equestrian</td>
<td>Open Space</td>
</tr>
<tr>
<td>Natural character</td>
<td>Wildlife Viewing</td>
</tr>
<tr>
<td>Grazing</td>
<td>Hiking</td>
</tr>
<tr>
<td>Unique</td>
<td>Tortoise Habitat</td>
</tr>
<tr>
<td></td>
<td>Race Course</td>
</tr>
</tbody>
</table>

Focus Areas - To identify the focus area for the design solutions; community members, stakeholders, agency members, designers, planners and engineers collectively identified a conceptual location for the corridor in the downtown area. From this a focus area was selected which would be the subject of context sensitive design solutions. Each chosen focus area is specific to the planning area and is selected based on the values and the issues/concerns the participants felt needed to be addressed in the location and design of the proposed corridor in the planning area.
The Natural Area participants chose an area in the existing utility corridor which include the existing transmission line, topography, washes and identified wildlife crossings and recreational usage (Figure 16). As part of the process they also developed a list of elements to consider in the design solutions for the focus area:

- Reduce the size of the corridor to lessen impacts through colocation of existing infrastructure and reducing width where possible
- Reduce impacts to slope by using flatland areas whenever possible
- Minimize the visibility of the corridor from the perspective of users in the landscape
- Accommodate crossings for multiple species on a regular basis
- Vulture Mine Rd provides important recreation access and connectivity to Wickenburg from the south
- Minimize access off of Interstate 11
- Access control is important-possibly no access for anyone along I-11. This access could come from Vulture Mine Rd.
FIGURE 16. NATURAL AREA FOCUS MAP

Vulture Mountain Area

Focus Area

Vulture Mountain Area

Vulture Mtn Road

Dove Valley Road
**Design Solutions** – The intent of the design solutions is to create a set of solutions that could repeated or replicated in other areas of the corridor. The solutions were developed in harmony with the community values, and planned to preserve environmental, scenic, aesthetic, historic, and natural resource values the group felt were important and would add lasting value to the community.

The existing transmission which traverses the study area provided an opportunity to demonstrate the co-located of a transportation corridor to reduce the footprint of infrastructure development in an environmentally sensitive area. As this corridor would be located within a regional park, a priority of the design solutions was to accommodate the established forms of recreational activity (OHV, hiking, equestrian, hunting). The design team considered the issues, concerns and design elements that were discussed by the participants in the Natural Area and developed the following elements to be integrated into a context sensitive design of the gateway TI.

1. Look for opportunities to preserve viewsheds
2. Depress I-11 and use cut/fill balance to develop wildlife overpasses
3. Construct sound walls that are color-matched and have appropriate vertical articulation
4. Utilize vegetation for sound and visual mitigation
5. Placement of wildlife overpasses should correspond with wildlife crossings and linkages
6. Incorporate underpasses around major washes to accommodate small terrestrial mammals and reptiles
7. Accommodate recreational users by minimizing impacts to existing activities

The area where the I-11 corridor would traverse through the Vulture Mountains and the Vulture Mountain Regional Park is characterized by wide open space and view sheds, rolling topography, wash crossings, recreational usage and important wildlife connectivity. The area is managed for recreation usage and cultural and environmental resource protection. The primary concern of the charrette group was to make sure that the interstate was as unobtrusive as possible to man and animals, access along the facility be managed and appropriate, and impacts to wildlife connectivity and habitat be minimized. Design solutions included maintaining the facility at grade, reducing the footprint of the corridor where possible, minimizing hardscaping (including walls and barriers), mitigating sound and visual impacts with vegetation, providing multi-use trails, and utilizing appropriate overpasses and underpasses to accommodate wildlife activity (Figures 17-19).

The participants expressed concern that the corridor could bring with it expanded human activities (increased recreation, trash dumping, noise and air pollution, development pressures) that would change the character of the area and the experience that visitors have to the park. Mitigating these concerns can be accomplished by eliminating access off of I-11 through the park. Recreational access to the park would not occur within the I-11 corridor, access would be permitted at other designated and established entrance points in the park. The development of an interchange at Dove Valley Road which would steer recreational traffic to Vulture Mine Road will help manage access to the park. This interchange should be consistent with the western theme design solutions proposed in the Growth and Downtown Areas.

As with the Growth Area, the participants felt that accommodating the natural hydrology was critical to supporting movement of wildlife and preserving access to hunting, OHV and other recreational activities. Bridges, underpasses and box culverts would all be used to not only preserve wildlife connectivity for various species, but also facilitate recreational access.

It was envisioned by the Natural Area participants that the I-11 corridor could exist within the boundaries of the park if it was co-located within the footprint of existing disturbance (transmission corridor), included multiple wildlife connectivity opportunities, and was design to allow for existing recreational uses.
FIGURE 17. NATURAL AREA FOCUS PLAN VIEW
Figure 18. Natural Area Focus Concept Sketch

- Vulture Mountains
- Protected Natural Habitat
- Future Interchange with Dove Valley Road
- Wildlife/Riparian Crossing
- Land Bridge Wildlife Crossing
- Power Corridor
FIGURE 19. NATURAL AREA FOCUS CROSS SECTION
CONTEXT SENSITIVE INFRASTRUCTURE CORRIDOR DESIGN PROCESS

The context sensitive design process incorporated into this Report was designed to be compatible with the ADOT public outreach and the project scoping component of the environmental study process. It expands upon the traditional public engagement and scoping process and adds value to the process by gathering extensive and detail community information and feedback on the proposed corridor to allow for additional locational and design considerations which typically are not uncovered until further in the environmental review process.

The Report also provides a unified voice to the community’s issues and concerns regarding the location of the corridor, its design and functionality as well as impacts on environmental and community resources. The Town of Wickenburg should lead the effort to ensure that all parties are aware of the Context Sensitive Interstate and Infrastructure Corridor Design Report and to promote the incorporation of the recommendations into coordination of infrastructure and interstate development in the region.

It is recognized that some applications of CSS identified in this report may not be appropriately included in the scope of highway development as funded and implemented by ADOT. As such, these solutions may require funding support from other sources and may not necessarily be accomplished at the time of initial infrastructure development. The Town of Wickenburg should engage in a dialogue with ADOT and determine an appropriate mechanism for implementing these recommendations.
CONCLUSIONS AND RECOMMENDATIONS

The Town of Wickenburg Context Sensitive Infrastructure Corridor Design Report was developed to support the Town’s participation in the ADOT I-11 Corridor Alternatives Selection Report (ASR) and the Interstate 11 Corridor Tier 1 EIS: Nogales to Wickenburg. Specifically, the Report provides context sensitive design solutions for three planning areas within the EIS study area and can be used as a reference for the Town of Wickenburg and ADOT in locating and designing the I-11 corridor in the Wickenburg area. The planning areas were studied in a public charrette process and resulted in suggested plan views and cross sections and specific design guidance for each planning area. Additionally, the Report provides guidance to project sponsors for incorporating content sensitive design into the project development process.

Recommendations
In order for the Town’s context sensitive design process to be successful, it is vital that it be incorporated early into the projects development. The following recommendations, when implemented, will guide the Town towards contributing to the environmental process in a more meaningful way and assist with refining the details of corridor planning, design and sustainable growth.

Recommendations for Planning and Policy
- Acceptance of this document by the Town of Wickenburg I-11 Task Force and the Town Council
- Acceptance of this document by the Town of Wickenburg Town Council
- The Report should be evaluated as an amendment by reference to the Town of Wickenburg General Plan 2025.
- The Mayor’s I-11 Task Force should reconvene the Technical Advisory Committee to reevaluate the study area corridors and context sensitive design solutions and update the Report, upon notification that a project specific environmental review for this project segment is funded

Recommendations for Interstate 11 Advocacy
- The Mayor’s I-11 Task Force should take the lead in implementing this Context Sensitive Interstate and Infrastructure Corridor Design Report
- The Mayor’s I-11 Task Force should begin coordinating with ADOT I-11 Project Team to ensure that all parties are aware of the Report and to ensure that the context sensitive design process and its recommendations are incorporated into the Alternatives Selection Report.
- The Mayor’s I-11 Task Force should ensure that the Report and its recommendations are recorded as input in to the public comment process for the Draft Tier One EIS.
- The Mayor’s I-11 Task Force should begin similar coordination efforts with utility companies to ensure that any utility construction or maintenance projects conducted along transportation corridors will be done in accordance with this Context Sensitive Highway Design Report.

Recommendations for the I-11 Corridor
The following recommendations are taken from the various study and focus areas as general approaches to ensuring that the Interstate 11 is appropriately located, designed, and responsive to the character of the area. They are general in nature and should be considered applicable to the entire corridor unless otherwise specified.

Modes
In order to provide the broadest array of opportunity to the community of Wickenburg the I-11 corridor should be proactively designed to allow for the colocation of a variety of infrastructure modes. Because of the I-11 corridor may not be fully realized for 30 or more years, it is important to consider new and alternative modes of transportation and infrastructure which may become established in the region (passenger rail, driverless commercial and passenger vehicles, hyperloops, smart roads, drones and sky trains). These new modes of transportation will require a new approach to establishing and managing corridors. For this reason, it would be in the best interest of Wickenburg to facilitate a broad infrastructure corridor that is resilient to the uncertainty of the future. Sharing corridors for these various modes of transportation and infrastructure is a logical approach to avoid environmental impacts.
Future freight corridors for heavy rail could conceivably connect southward towards Gila Bend and future mass transit modes, though unknown at this time, could be planned and constructed to connect Phoenix to Las Vegas. To be prepared for this likely shift in future transportation modes, the Town will need to engage proactively with the multiple federal transportation agencies (Federal Transit Administration, Federal Railroad Association, and Federal Highway Administration) to support coordinated planning and cooperative use of existing transportation, utility, and railroad corridors in order to minimize environmental impacts to the region. Federal engagement is necessary through all stages of the project design to ensure that the project be developed to standards which can bring benefits to the community of Wickenburg.

It is recommended that the Town revisit its General Plan and consider a minor amendment to Section II B Transportation Element, Number 3: Transportation Goal, Objectives and Recommendation Goal A to ensure that the desired I-11 location is beneficial to the Town.

Location
The Interstate 11 should be located as to minimize impacts to the community character as otherwise identified in this report. The optimal location presents economic opportunity while reducing impacts to the environment, to historic activities, and to the downtown area. A variety of locations should be explored that meet these requirements. Of particular value are areas that have existing infrastructure. Co-location and/or integration of new modes with existing linear facilities like transmission lines presents an opportunity to reduce impacts. In particular, through the Vulture Mountain Park the existing utility corridor should be utilized.

In addition to the co-location of the I-11 within an existing infrastructure corridor, I-11 should be acknowledged as a multi-user infrastructure corridor. Other uses can co-exist if proper strategic planning, avoidance and mitigation methodologies are considered up front and implemented. In this corridor a number of “corridor typologies” can exist:

- Single use infrastructure corridor
- Single use infrastructure corridor accommodating multiple infrastructure
- Co-align (parallel) single use corridors with a common origin/destination
- Designed and reserve corridor for multiple infrastructure

The Town has provided input into a preferred corridor which is located within an existing infrastructure corridor. The location of the preferred corridor to the west of the Town could facilitate any of the corridor typologies listed above. It is recommended that the Town of Wickenburg, with assistance from the Maricopa Association of Government (MAG), should identify the compatibility of various types of transportation and utility infrastructure (include but not limited to water/sewer infrastructure, utilities, fiber optics, public transportation, railways, freeways, and controlled access highways) within the municipal planning area. The Town in coordination with MAG should review agency and corporation approaches to the planning, implementing and sharing of new and existing infrastructure corridors and develop a cross-agency policy framework to achieve greater efficiency, collaboration and coordination in the I-11 corridor.

Design
An important concept in highway design is that every project is unique. The setting, character of the area, values of the community, needs of the highway users, and the challenges and opportunities are unique factors that designers must consider with each highway project. For each potential project, designers are faced with the task of balancing needs for the facility with the need for safely integrating the design into the surrounding natural and human environments. Community input needs to be integrated not only into the predevelopment process, but also in to the design phase. Designers also need to be flexible in assessing options available to State and local transportation and infrastructure agencies in order to achieve a balanced road design that addresses design issues and concerns. Below are recommendations which should be integrated into the design of the corridor.

Access control – The I-11 corridor should be a controlled-access highway through the Wickenburg MPA. Typically, this type of design is focused on improving the movement of traffic, reduce crashes and fewer vehicle conflicts, and while these will certainly be the benefits of an access controlled facility, managing growth, protecting natural resources, and preserving scenic views and open space are the main reason the community members and land managers have recommended that access on and off the freeway be managed through the corridor. The Town has determined that interchanges should be located at I-11 and US 60 and I-11 and US 93 and I-11 and Dove Valley Road. These two northern interchanges would benefit the Town by influencing development patterns and accommodating growth areas adjacent to the corridor.
By limiting access south of US 60 to one interchange at I-11 and Dove Valley Road, environmental resources in the area; (the Vulture Mountain Cooperative Resource Management Area [VMCRMA], the BLM ACEC, and the Hassayampa River) can be preserved and protect and managed consistent with agency management plans. Incorporating a control access design through the corridor could also result in a narrower footprint which could lessen the disturbance to the desert and also reduce visual impacts.

It is recommended that the Town revisit its General Plan and consider a minor amendment to Section G: Growth Areas Elements Number 5: Goals, Objectives and Recommendation to insure that I-11 interchanges are consistent with designated growth areas.

Sound – Mitigation of noise impacts from a freeway facility is dependent on the type of project in conjunction with an analysis of the adjacent land uses. For areas where the corridor would be adjacent to existing or planned commercial or residential land use, standard noise study and abatement measures can be pursued. For the area where the I-11 corridor may traverse the VMCRMA (also designated as BLM Wilderness) the VMCRMA will need to be evaluated for its activity category per FHWA guidelines as well NEPA and 23 CFR 772 requirements. It is likely that the VMCRMA would have an Activity Category A Designation. Activity Category A is defined as “Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose”. If the corridor is located within a designated Activity Category A than noise abatement would need to be considered. If the VMCRAM is not designated an Activity Category A, than noise abatement may not be included in the design. Based on community input, it is preferred that noise abatement strategies would include barriers that utilized noise attenuating vegetative materials or earthen berms. Plant materials help attenuate sound and “calm” the noise and some plants are better at performing this function than others. It is likely that native desert species are not able to fulfill this function and other strategies would need to be incorporated. The use of non-native plant material within the VMCRMA would likely be prohibited. If hard sound walls are utilized they would be color matched to the terrain and screened with vegetation. It is recommended that the Town coordinate with the Maricopa County Parks and Recreation Department and the BLM Phoenix District Office to ensure that a noise analysis is completed for the VMCRMA and an Activity Category A designation is determined. Once this is achieved a noise reduction design goal could establish a criteria for noise abatement. It is also recommended that a minor amendment to Section II E Environmental Planning Element, Number 4 be considered to ensure that the natural resources of Wickenburg and surrounding areas are protected.

Visual Resources – Views of significant features, vistas and viewsheds (such as the Vulture Mountains and the Black Mountains) are considered important visual resources that define the visual character of the area. The natural open spaces and desert vistas are one of the Town of Wickenburg’s principle assets and the community has expressed concern about the loss of mountain views and the lack of landscaping and vegetation that could accompany the construction of the I-11 corridor. It is recommended that the Town develop aesthetic guidelines for the I-11 corridor that reflect the community values and are sensitive to both environmental and community resources. The guidelines should be developed using a multidisciplinary approach that involves participation from stakeholders, interested citizens, businesses, local merchant groups, local artists, transportation and highway design professionals, and elected official and Town staff.

Natural Resources – Natural resources are identified as those resources which having recreational, historical and environmental value to present and future generations. The citizens of Wickenburg recognize that protection of these natural resources is important to the region in order to sustain their sense of place, uphold their community values and contribute to a nature-based economy. Protection of the natural resource areas is considered vital to keeping and attracting residents, businesses and tourism.

In developing the corridor, there are approaches that can reduce these impacts:

- The corridor should be as small as possible through natural areas to limit disturbance and to shorten the distance of crossings.
- Crossings for plants and animals should be constructed through the Vulture Mountain Park and in areas to the south that are expected to maintain connectivity. Multiple crossings both above and below grade will be required to preserve access for species, though the impacts from this infrastructure can never be fully removed.
- Impacts to desert washes should be avoided, allowing the continuation of stormflows in their historic manner.

48
Riparian areas should be avoided, especially areas along washes that have particularly dense vegetation.

The colocation of infrastructure in this corridor, while it may create additional localized impacts to the environment, is likely to reduce long-term cumulative degradation from the future development of other linear infrastructure.

Standard methods of stewardship of natural plants and animals should be observed including the use of native plants in the landscaping of the corridor, minimization of loss in existing vegetation particularly with trees and Saguaro cacti, the use of best practices to reduce impacts to the desert tortoise, among others.

It is also recommended that preservation of human and wildlife connectivity be a priority and that all trail connections and wildlife linkages should remain intact wherever possible. In areas where they are disconnected than appropriate design solutions (wildlife overpasses, underpasses and culverts) be integrated into the design of I-11.

Preservation of Community Character—The physical character of the area and the values of the community must be considered in order to understand what is important about the land and how to include them into the design of the corridor. The rural setting, the lack of development, the scenic vistas and the ability to enjoy the quiet and solitude of the Sonoran Desert are all important elements which will be changed with the insertion of an international transportation corridor into the region. The Interstate 11 corridor should cooperate closely with the Town of Wickenburg in order to ensure the best possible integration of Context-Sensitive Design approaches. While some design treatments may be considered outside the scope of normal highway design and mitigation of impacts, there should be an early dialogue to determine what elements can be funded through the normal design process, and which should be reserved for future funding and application. At the very least, pursuant to this project, the following consideration should be employed:

- Preservation of the Western theme that is a key component of community identity in Wickenburg.
- Minimization of impacts to the natural environment that could disturb the community ideal and restrict historic activities for recreation.
- Lowering possible impacts to historic businesses and the Town character through careful access control measures, signage, and design of the interchanges.
- Optimization of existing economic infrastructure including the airport, Forepaugh industrial site, and other preexisting and possibly underutilized opportunities.

It is recommended the aesthetic guidelines developed for the preservation of visual resources also include design themes for character preservation within the corridors footprint. The guidelines would contribute to the character of the area encourage design elements in the freeway that would add to the heritage and aesthetic quality of the region.

The aesthetic, scenic, historical, and cultural resources and the physical characteristics of an area are important factors as they give a community its identity and sense of place and are a source of local pride.

Local governments can implement various strategies to protect their community from the potentially negative impacts of freeways. Some of these strategies included adopting ordinances, pursuing policies or amending General Plan elements in order to protect natural resources; preserve open space and recreation assets, manage and regulate land use and identify mitigation measures.

All of these strategies are available to the Town of Wickenburg as a means to anticipate and shape the recommendations for the location and design of a proposed I-11 alternative.
The I-11 corridor is a project with a very long implementation horizon; it may not be fully realized for 30 or more years. For this reason it is essential that certain constraints have less of an impact on selection of appropriate modes and features of the corridor since it is impossible to determine whether adequate solutions will be developed by the time the corridor is fully utilized. For example, it may be, based upon current technology, difficult to implement heavy rail between Wickenburg and Kingman along the Interstate 11. However, the possibility exists that an alternative approach, with similar right-of-way requirements could be identified that would make use of this opportunity.

The I-11 Corridor can be a model for a context sensitive infrastructure project if it focuses on the needs of people and place rather on just its function as a mode of transportation.
Appendix A - Municipal and Agency Management Plans and Studies

1. The Hassayampa River Preserve at Vulture Mountains Recreational Area Site Trail System Master Plan 2016

2. Hassayampa Framework Study for the Wickenburg Area MAG (April 2011)


4. Town of Wickenburg General Plan 2025 (Adopted April 2013)

5. Town of Wickenburg Trails Connectivity and Transportation Report (May 2012)

6. Town of Wickenburg Strategic Plan (2016)

7. Wickenburg Highway Scenic Corridor Plan

8. Wickenburg Community Travel Management Plan and Environmental Assessment- BLM-Hassayampa Field Office (May 2014)

9. Vulture Mountains Cooperative Recreation Management Area Master Plan Maricopa County Parks and Recreation Department (January 2012) provided an additional source of information to document the environmental and natural resources within the region
Appendix B - Youth Art Submittals 6-14

https://tinyurl.com/WickenburgYouthArt
Appendix C – Wickenburg Community Values Survey

https://tinyurl.com/hhqf7fe
Appendix D – Wickenburg Community Values Survey Results

https://tinyurl.com/z7t67by
Appendix E – Community Values Word Clouds

https://tinyurl.com/WickenburgWordCloud
Appendix F– Mayors I-11 Task Force Charrette Planning Presentation

https://tinyurl.com/TaskForceCharrette
Appendix G – Town of Wickenburg Position Statement

https://tinyurl.com/PositionLetters
Appendix H – Notes from Charrette

Growth Area – Top Five Values  https://tinyurl.com/GrowthValues
Growth Area – Issues and Concerns  https://tinyurl.com/GrowthIssues
Growth Area – SWOT Analysis  https://tinyurl.com/GrowthSWOT
Downtown Area – Top Five Values  https://tinyurl.com/DowntownValues
Downtown Area – Issues and Concerns  https://tinyurl.com/DowntownIssues
Downtown Area – SWOT Analysis  https://tinyurl.com/DowntownSWOT
Natural Area – Top Five Values  https://tinyurl.com/NaturalValues
Natural Area – Issues and Concerns  https://tinyurl.com/NaturalIssues
Natural Area – SWOT Analysis  https://tinyurl.com/NaturalSWOT
Appendix I – ADOT Tier 1 EIS Study Area

Interstate 11 Corridor Tier I Environmental Impact Statement
CORRIDOR STUDY AREA

I-11 Corridor

- Corridor Study Area
- Bureau of Land Management
  - Reclamation
  - National Forest (N.F.)
  - National Wildlife Refuge (N.W.R.)
- Park and Recreation Area
- National Park (N.P.)
- National Monument (N.M.)
- Tribal Lands
- Private (no color)
- State Land
- Military

Map of the Interstate 11 Corridor study area showing cities and towns such as Wickenburg, Buckeye, Surprise, Phoenix, Mesa, Goodyear, Casa Grande, Eloy, Marana, Oro Valley, South Tucson, Tucson, Sahuarita, and Nogales.