HIAWG Meeting 4

Thursday, May 31, 2018 | 9:00 AM to 11:00 AM
LYNX Central Station – 2nd Floor Conference Room

Meeting Notes

In Attendance:

Myles O'Keefe, LYNX
Yash Nagal, LYNX
Venise White, Seminole County DOH
Donna Walsh, Seminole County DOH
Reginald Mells, FDOT reThink Your Commute
Jo Santiago, FDOT
Emily Hanna, City of Casselberry
Kelly Brock, City of Casselberry
PJ Smith, ECFRPC
Dr. Mary Ann Feldheim, UCF
Riva Heinrich, UCF
Claudia Korobkoff, City of Orlando
Amberly Vinas, City of Orlando
Jane Lim-Yap, Kittelson & Associates
JP Weesner, Kittelson & Associates
Brett Boncore, Kittelson & Associates
Meredyth Sanders, Kittelson & Associates

Welcome & Introductions

Myles O'Keefe (LYNX) welcomed and thanked the Health Impact Assessment (HIA) Working Group members for attending the final HIA working group meeting for the SR 436 Corridor Study. Brett Boncore (Kittelson & Associates) presented the agenda for the working group meeting. The subsequent presentation included an update on the Transit Corridor Study, an overview of the results of the HIA's quality of life survey, a presentation of the demonstration areas assessment that was conducted at future station areas along the corridor, and a recommendations exercise to fine-tune the recommendations that will be included in the HIA.

Transit Corridor Study Update

Study Area

Meredyth Sanders (Kittelson & Associates) provided the team with a refresher on the study area, which runs along SR 436 for twenty-three (23) miles from the Orlando International Airport (OIA) to SR 434 in Seminole County. The corridor connects seven jurisdictions and is a key transit corridor for LYNX. Eleven LYNX routes run along the corridor and eight LYNX routes cross the corridor. Meredyth reminded the HIAWG that three LYNX SuperStops are located along the corridor: one at OIA, one along Dixie Belle Drive, and one near US 17/92 in Seminole County.

Schedule

The study is currently in its fourth ("Which alternatives do we want to move forward?") and fifth ("How can we best fund & implement the preferred alternative?") phases. These final phases will conclude in late July 2018[1] when the preferred alternative is presented to the LYNX Board. Meredyth explained that the schedule has been extended to July since the target is to share with LYNX in the July LYNX Board meeting.

Community Events

The study team has attended more than 18 community events since the start of the study. The most recent have been the Casselberry Art & Music in the Park, Gateway Guardian, and Orlando D2 Gov't Academy. There are many events coming in June and July.

Alternatives Analysis

Meredyth reminded the PAWG that the preferred alternative for SR 436 will be selected through a tiered screening analysis. The levels of analysis are aligned with the Federal Transit Administration's (FTA's) process for identifying preferred transit alternatives, and involve gathering data, identifying alternatives, and screening alternatives. The study team is nearing completion of the first and second levels of analysis:

- Level 1: Modes
- Level 2: Alignments and Segments

The third level of analysis involves an increasing level of detail and smaller set of alternatives to choose from:

- Level 3: Operating scenarios, stations, and multimodal access (Complete Streets)

Meredyth explained that level 3a involved sixteen alternatives, which the PAWG helped to narrow down to the level 3b alternatives through consideration of costs, ridership implications,

[1] Since this meeting, the conclusion of the project has been moved to December 2018 to allow for more opportunities for stakeholder input and agency coordination.

and other factors closely related to the study goals. She stated that the study team applied a more detailed round of ridership, cost, and operations modeling to the level 3b alternatives.

Short-term Strategy

Meredyth explained that a result of the 3b analysis was the recommendation to advance one of the alternatives as a short-term strategy. The short-term recommendation entails new limited-stop bus transit service overlaid on existing local bus service for the full length of the SR 436 corridor. The introduction of limited-stop transit on SR 436 could coincides with the systemwide LYNX Forward/Route Optimization Study (ROS) efforts. This short-term strategy will not be evaluated against the other 3b alternatives and will be potentially advanced without the need for a separate federal funding application and implemented within a condensed time frame. LYNX is working towards bringing the short-term strategy to fruition sometime in 2019 or 2010.

Limited-stop bus service can rely on Transit Signal Priority (TSP) and queue jumps to increase bus speed and reliability. FDOT is already advancing TSP at intersections along the SR 436 corridor for routes connecting to SunRail, and the SR 436 project is exploring additional opportunities to implement TSP or queue jumps to support the limited-stop service. These opportunities are also being considered as part of the remaining level 3b alternatives.

Meredyth went on to describe each of the level 3b alternatives:

Alternative A

Alternative A involves corridor-based BRT (BRT Bronze) running from Orlando International Airport (OIA) to Full Sail University. The alternative would involve converting existing auxiliary lanes to BAT (business access and transit) lanes open to transit vehicles and right-turning vehicles accessing corridor destinations. Applications of BAT lanes in cities throughout the country also allow shuttles and taxis with passengers. High-quality transit stations, TSP, and queue jumps will all improve the transit speed, reliability and comfort. Limited-stop bus service will run from Full Sail University to SR 434 (that would have already been implemented as part of the short-term recommendation).

Alternative B

Like Alternative A, Alternative B involves corridor-based BRT and limited-stop bus service. In Alternative B, BRT would run from OIA to the Altamonte Springs SunRail station, with limited-stop bus service running from the SunRail station to SR 434. Local bus route 436 S would be extended past the Fern Park SuperStop to SunRail. Alternative B would provide a seamless interaction between SunRail, BRT, and local bus service.

Alternative C1

Alternative C1 involves fixed guideway BRT (BRT silver). In this alternative, fixed guideway BRT would run in a dedicated, median running lane from just outside of OIA (at TG Lee Blvd) to Full Sail University. Limited-stop bus service would run from Full Sail University to SR 434.

Of the proposed level 3b alternatives, Alternative C1 has the highest potential cost due to the need to reconfigure SR 436 to implement median-running lanes. Since Alternative C1 would widen SR 436 in many locations, the alternative also has negative implications for safe bicycle and pedestrian travel. Bicyclists and pedestrians trying to access median-running transit stations would have to cross the road, and anyone trying to cross SR 436 will have to contend with longer crossing distances relative to existing conditions.

Alternative C2

Alternative C2 involves fixed guideway BRT (BRT silver) where exclusive bus lanes would run in the existing, outside through travel lane from just outside OIA (at TG Lee Blvd) to Full Sail University. Limited-stop bus service would run from Full Sail University to SR 434.

Alternative C2 would have a lower capital cost than Alternative C1, but it would have the highest potential impact to traffic since existing travel lanes would be repurposed as exclusive transit lanes. As with Alternative C1, Alternative C2 is proposed to be constructed where there is the highest potential and need for BRT service.

Complete Streets

Meredyth introduced complete streets as a key concern of the SR 436 effort. The corridor faces a range of challenges that could be addressed through Complete Streets:

- Wide roads (up to nine lanes at some points)
- Fast moving traffic
- Few safe street crossings
- Substandard bicycle facilities
- Faded crosswalks
- Wide swales separating sidewalks from the roadway

Meredyth explained that the study team is looking at a full range of Complete Street strategies to layer on top of recommended transit improvements:

- Improved lighting
- Improving signage
- ADA compliant design at curb cuts
- Identifying mid-block crossing opportunities
- Redesigning channelized right turn lanes to protect pedestrians
- Implementing R-CUTS to provide a pedestrian refuge and allow channelized turning traffic

Meredyth noted that FDOT is already advancing many of these strategies along sections of SR 436 through a recent pedestrian and bicycle safety study.

Meredyth shared a map of targeted, corridor-specific improvements for SR 436 that look to improve pedestrian and bicycle safety travel along and across the corridor:

- Widen sidewalks where feasible (many municipalities are already advancing this, such as the City of Altamonte)
- Enhance sidewalks in areas with limited right-of-way (ROW) to ensure a clear eight-foot path is available
- Implement new mid-block pedestrian crossings or R-CUTs
- Implement buffered bike lanes on the south end of the corridor
- Consider implementing bike boulevards on parallel-running, neighborhood streets in sections with limited ROW (between Curry Ford Road and Old Cheney)
- Convert existing rural type drainage to a curb and gutter cross section
    - This is a high dollar project but something that the PAWG should think about as an important component of improving pedestrian and bicycle safety

HIA Update

Brett provided the HIAWG with an update on the HIA process, starting with a review of the HIA's four main goals. The overarching goal of the HIA is to better understand the impacts of the potential SR 436 transit improvements on the overall health of the communities that would be served by this proposed transit investment. This would include potential impacts of improvements on:

- Enhanced transit experience to support current customers, increase ridership from a wider range of potential users, and increase access to community assets
- Safe, comfortable and accessible walking and bicycling environments
- Transportation investments that encourage development and redevelopment consistent with community goals
- Reliable and safe vehicular mobility

Health Indicators

Brett reminded the Working Group that the study team has worked through the HIA process to identify eight primary indicators. With the help of the HIA Working Group, the study team identified primary indicators from the study's pathway diagram, long list of indictors, and short list of indicators. The primary indicators identified for the SR 436 HIA can be grouped into five main categories:

- Access to Health and Employment
- Physical Health Indicators
- Cyclist and Pedestrian Safety
- Economic Health
- Quality of Life

Once the HIA team identified primary indicators, they worked with members of the Working Group to identify available data sources for each indicator. The data sources will inform baseline and future conditions for each of the indicators. Brett walked the Working Group through the

available data sources for each of the primary indicators, which can be found on slide twenty-two of the Working Group presentation.

Vulnerable Populations

A key part of the SR 436 HIA involves identifying vulnerable populations that should be carefully considered as LYNX moves forward with its preferred transit alternative. Brett reminded the Working Group that the study team considered findings from the primary indicator baseline assessment to identify five vulnerable populations along the study area:

- South Pershing and South Lake George (No. 1)
- Azalea Park East, Curry Ford West, and Monterey (No. 2)
- Winter Park, Aloma East, and Howell Branch East (No. 3)
- Altamonte North and Casselberry (North and South) (No. 4)
- Weathersfield and Lake Orienta (No. 5)

Census tracts were identified as vulnerable populations if they were above average in more than three of the non-health primary indicator categories or above average in more than three health primary indicator categories. Brett emphasized that the vulnerable population names were based on larger neighborhoods, and that each vulnerable population does not necessarily encompass the full neighborhood indicated by its name. A map showing the location of each of the vulnerable populations can be found on slide twenty-three of the meeting presentation.

After reminding the Working Group members for the vulnerable populations, Brett reviewed the four potential impacts that the preferred transit alternative could have on each of the HIA's primary indicators in the study area:

- Direction: refers to if the improvement has potential to affect a positive or negative change in the indicator
- Magnitude: refers to the scope of impact, relative to population size. The indicator received a "low" rating if it affects less than 25% of the corridor population, "medium" if 25-50% of the corridor population, and "high" if over 50% of the corridor population.
- Likelihood: refers to the probability of the indicator being impacted by the improvements
- Distribution: refers to the geographic and socioeconomic extents of the potential impact

A table listing the possible direction, magnitude, likelihood and distribution effects of the SR 436 study on each of the primary indicators can be found in slide twenty-four of the Working Group presentation.

Quality of Life Survey

Brett reminded the Working Group that Dr. Feldheim's UCF planning class distributed the quality of life survey at SuperStops, other high-activity transit stops along the SR 436 Corridor, and at Bravo Supermarket between February 19th and April 10th. He introduced UCF student Riva Heinrich, who provided the working group with an update on the survey results.

Riva explained that Dr. Feldheim's Planning Healthy Communities class distributed the quality of life survey at the seven survey locations during three time periods:

- Morning: 7:00-9:00 AM
- Mid-day: 11:00 AM-1:00 PM
- Evening: 3:30-5:30 PM

Respondents were predominantly transit riders, with 64% of respondents indicating they take transit at least several times a week. Riva explained that the survey responses generally fell into four distinct sections:

- Physical Health
- Economic Health
- Safety
- Civic Engagement

Donna Walsh (Seminole County) asked for clarification as to how many people were surveyed. Riva explained that about one-hundred forty surveys were collected during the survey period.

In addition to collecting survey responses, the UCF class conducted a literature review to understand best national projects, evaluation of projects, and best practices. They also reviewed the survey results gathered and interpreted the survey data through the lens of the literature review. Riva explained that a key element of the quality of life exercise involved recommendations, which provide potential solutions and improvements based on the data analysis and literature review. She went on to provide key survey findings within each of the four survey sections.

Physical Health

Survey respondents indicated that although they have access to health care, they also have long commute times to reach health care facilities. UCF students recommended that LYNX build on its current system which provides access to healthcare to a system which provides more efficient access to healthcare. They noted that HIAs provide information to produce a framework addressing components of an individual's physical health.

Economic Health

Riva shared that 40% of surveyed transit riders miss or are late to work/school at least once a week. The literature review conducted by the UCF class emphasized that jobs typically filled by the transit dependent groups (e.g. low paying jobs) have higher turnover due to unreliable transportation. Based on the survey responses and literature review, the UCF class recommended increasing transit reliability to reduce job turnover and improve economic health for employees and employers along corridor.

Safety

Survey participants cited the speed of traffic, location of crosswalks, safety and comfort on sidewalks and lighting as key neighborhood concerns. In addition to the safety concerns reported in the survey, the literature review highlighted the relationship between high speeds and pedestrian safety (particularly on pedestrian routes to transit). The UCF class recommended a focus on complete streets improvements to promote safe environments.

Civic Engagement

UCF students also noted that over half of survey participants have infrequent positive interactions with their community (less frequently than two times a month). They highlighted the potential for LYNX transit stations to serve as a location for positive community interactions. The class also noted that stakeholder engagement is a key mechanism for enhancing a positive effect on sense of place for riders.

Next Steps

Riva explained that the recommendations from the quality of life survey were incorporated into the draft recommendations for the SR 436 HIA. The HIA working group thanked Dr. Feldheim, Riva, and the Planning Healthy Communities class for their hard work and contributions to the SR 436 HIA.

Demonstration Areas

JP Weesner (Kittelson) presented the PAWG with a series of key station area principles, which the SR 436 team has used to understand how a future high-capacity transit station could affect land use on the corridor.

Station Area Planning

Effective station area planning seeks to increase the connectivity, density and diversity of land uses. JP shared downtown Clairmont as an example of a gridded street network and explained that gridded streets serve as a vital community framework. Streets also have a great longevity and can evolve in many different ways. JP used Hibiscus Street in West Palm Beach Florida as an example of how one street can change over time in response to investment.

JP explained how the land use mix on a street network can influence the burden on the transportation network. A gridded street network supports a wide range of trip patterns while a more limited street pattern can lead to choke points that all trips must pass through. From a transit perspective, biking and walking are fundamental to the success of a transit station. People are more likely to bike and walk in a safe and interesting environment. A complimentary mix of land uses and densities located within one-quarter to a half mile from a transit station will encourage greater use of transit. JP noted that open space is also an important part of the land use mix that should be considered despite drainage challenges typical to Florida.

JP provided some examples of how communities have created the right mix of densities and land uses. Residential uses can be stacked over commercial uses to provide a more interesting mix of uses. Different franchises have evolved beyond the typical “big box” model to fit into a more urban environment. JP explained that these changes happen in phases. New transit may result in a smaller, preliminary change in land uses, but larger transportation and land uses changes will set in over time.

JP noted that it is important for street design to welcome people and create a great urban setting. Welcoming street designs play a particularly strong role in encouraging more people to

bike. In general, almost half of all people are “interested but concerned” in biking for transportation. Designing bicycle facilities that align with roadway speeds, widths and volumes can provide the appropriate level of comfort to encourage the “interested but concerned” population to begin biking. A graphic showing how different bicycle facilities (ranging from sharrows to physically separated bicycle facilities) align with different roadway conditions can be found in slide fifty-six of the presentation.

Bicycle- and Pedestrian-friendly street design can be applied to secondary as well as primary streets, and architecture, landscape, and street designs all play an important role in welcoming bicyclists and pedestrians to a neighborhood. JP used the 79th Street Transit Station in Miami as an example of how an imposing station design can be intimidating to pedestrians. The design of the station is unwelcoming to pedestrians, and consequently has not catalyzed any positive changes in land use because the community hasn’t embraced or accepted the station.

JP also provided some examples of how communities have designed stations that change the way people feel about transit to be more positive. Transit stations in Virginia, Utah, Colorado and many other cities create a sense of place so that the stations become a positive public gathering place.

Market Potential

JP explained that the study team conducted market assessments in order to holistically understand how a future high-capacity transit station could affect land use on the corridor. The study team assessed each station with a matrix that used location and investment criteria that investors use when they decide whether or not to build. The fifteen criteria look at qualities such as vacant and underutilized land, auto and transit accessibility, population and employment density, and travel time to regional destinations (downtown, OIA).

JP noted that five station areas were highlighted by the analysis: Altamonte Mall, US 17/92, University, Curry Ford, and Lee Vista. He explained that the drawings found on the walls of the Open Area showed the SR 436 station areas that the SR 436 team had looked at. The study team assessed a wide range of opportunities and constraints in the vicinity of each station area, envisioned what a preliminary phase of transit-oriented development could look like at each station area, and drew the “moon plan” in terms of what each station area could look like over a much longer period of time. He used the Curry Ford station area plan as an example.

Curry Ford Station Area Plan

In developing the Curry Ford Station Area Plan the SR 436 team looked at opportunities and constraints within a quarter- and half-mile radius of the station location. The La Costa Urban Wetlands fall within this radius, but a lot of people don’t know that this vibrant open space exists. With the current street design, the wetlands don’t front the street or make any substantial connections with the surrounding community. JP shared that the team also wanted to create a street network that is more pedestrian friendly and connects neighborhoods. The team also built on a strong desire on the City of Orlando’s part to create a north-south street along La Costa to south of Curry Ford Road.

JP showed the HIAWG how the Curry Ford Station Area Plan could be phased up from a near-term to long term vision. Building on the existing and future planned context of the station area, the near-term phase could redevelop the old K-Mart parcel at Curry Ford Road and SR 436 and connect the new development to multi-family communities and the Wetland north of Curry Ford Road. The long-term phase could begin to see apartment complexes redeveloping on new, more human-scale blocks. JP provided the HIAWG with a 3-D rendering of how the station area could evolve over time towards a more pedestrian and bicycle-friendly scale that incorporates the connectivity, density and diversity of land uses that are key to a vibrant development.

Demonstration Area Evaluation

Brett tied the station area planning process back into the SR 436 Health Impact Assessment, explaining that all of the changes proposed in the station area plans will also influence community health. He explained that the near-, short- and long-term station area plans were incorporated into the demonstration area evaluations and presented the results of the evaluation to the PAWG. Demonstration area evaluation charts for the Curry Ford, Full Sail, and US 17/92 station areas can be found in slides seventy-two through seventy-six of the presentation.

Parking and Land Value

Brett turned the PAWG's attention to the "land used for parking" metric in the demonstration area evaluation matrices. In all three station areas (Curry Ford, Full Sail, US 17/92), the total acreage of land used for parking is projected to decrease between the existing and long-term conditions. Surface parking offers few benefits and a host of drawbacks, including:

- Use of valuable land
- Increased distance/separation between land uses
- Discourages multimodal use
- Environmental impacts: heat island effect, stormwater runoff, etc.

Brett explained that increases in the use of TNCs (Uber/Lyft), transit, and non-motorized modes of transportation reduces parking demand and can free up space for more valuable land uses. He presented the PAWG with two different charts that show how redeveloping surface parking in the three stations could yield increased land values. If the short-term station area plans were implemented, each station area would experience a five to twelve percent increase in just value per acre of land. If the long-term station area plans were implemented, each station area would experience a fifteen to thirty-eight percent increase in just value per acre of land.

Transportation Planning for Healthy Communities

Brett reminded the HIA working group that there are two primary paths that transportation planning can take. The typical approach, or unsustainable life cycle, invests in automobile mobility to the exclusion of all other modes. Brett explained that the SR 436 transit corridor study aims to contribute to a new approach (sustainable life cycle) which invests in multimodal transportation through transit-oriented development and multimodal policies. Central Florida needs policies, programming, marketing and infrastructure to transition to the sustainable

transportation planning approach. Brett emphasized that the recommendations of the HIA can set the foundation to provide the necessary elements of this approach.

Recommendations Exercise

Brett explained that the study team developed draft HIA recommendations based on the previous steps of the HIA, including the literature review, health indicator assessment, recommendations from the UCF Planning Healthy Communities Class, and best practices from around the country. He shared the recommendations with the working group, which were divided into categories based on each primary indicator area (access to health and employment, cyclist and pedestrian safety, economic health, quality of life, and mental health and chronic disease) and recommendation type (infrastructure, policy, marketing and messaging, and programming).

Primary Recommendations

- Advance SR 436 Bus Rapid Transit Alternative to FTA Project Development
- Advance Complete Streets recommendations (including FDOT Bike and Pedestrian Safety Recommendations)
- Advance Station Area Development/Redevelopment

Access to Health and Employment

Infrastructure

- Evaluate connectivity in BRT station areas, focus on connecting neighborhoods, employment, health, and service centers with areas of low stress network
- Include maps of bike network at station and/or on busses
- Provide BRT station near key corridor health and community destinations (Altamonte Mall, Gatlin Social Security Center, Altamonte Springs Hospital)
- Transit route map and schedule at all stops and ETA signs at BRT stations along corridor
- ADA accommodation at bus stops and stations

Land Use/Policy

- Develop food zoning policies to encourage the development of community gardens, food trucks, etc.
- Locate job training and health facilities near SR 436 transit stations

Marketing/Messaging

- Continued marketing of LYNX PawPass (real-time transit information)
- Market transit connections to/from:
- Federally qualified healthcare facilities, hospitals, and DOH facilities
- Full Sail University, Kaiser University, Florida Career College

- Orlando International Airport

Programming

- Coordinate with local businesses (such as Harvell's Produce), Good Food Central Florida, and other groups and efforts to increase access to healthy foods
- Extend bus service hours and/or utilize other innovative mobility options to accommodate diverse schedules

Cyclist and Pedestrian Safety

Enforcement

- Continued partnerships across agencies towards high visibility enforcement to increase yield rates

Infrastructure

- Prioritize sidewalk and crosswalk improvements at station areas, especially from BRT stations to health clinics and hospitals
- Provide adequate lighting on road, at bus stops/shelters, and crosswalks (potentially unique lighting identifier on BRT stations)
- Provide enhanced bike treatments near transit stations and intersections
- Roadway design to encourage slower speeds/awareness of ped/bike activity (especially at high injury/fatality locations)

Marketing/Messaging

- Develop marketing materials to promote safe yielding and crossing behavior

Programming

- Continued agency/non-profit partnerships to promote safe motorist behavior/ awareness of ped/bike activity/safety in corridor schools (Bike/Walk Central Florida, Best Foot Forward)

Economic Health

Land Use/Policy

- Institute shared parking policies in TOD areas
- Institute TOD policies that promote increased network, density, walkability, street trees, etc.
- Preserve existing affordable/attainable housing along SR 436, particularly in BRT station areas through TOD Inclusionary Zoning, Community Land Trusts, and other tools

Programming

- Subsidize Full Sail, Kaiser University, Florida Career College transit passes

Quality of Life

Infrastructure

- Ensure placement of functional shelters at BRT and high activity transit stops to provide protection from rain and sun
- Use landscaping materials throughout the SR 436 corridor, along adjacent trails and roadways and at transit stops

Land Use/Policy

- Enhance, preserve, and increase access to existing open spaces (e.g. La Costa Urban Wetlands)
- Preserve and promote green space and infrastructure near transit stops

Programming

- Add to the adjacent communities' visual character with art and design
- "Adopt a Stop" - residents / volunteers / frequent travelers to assist with station clean up and information to transit commuters
- Engage LYNX riders through social media technologies deployed at stations, on buses and online
- Engage neighborhoods in bus stop and station area design
- Include interactive programming at stations (i.e. interactive advertising, giveaways, "dancing traffic lights")
- Implement farmer's markets and community events in public space near transit stations

Mental Health and Chronic Disease

Infrastructure

- Create a wayfinding system to help cyclists and pedestrians find community parks, community centers, and other key destinations on SR 436
- Placement of bike racks at bus stops / shelters

Marketing/Messaging

- Partner with community health organizations (like Florida Hospital's Move60 Challenge) to market health benefits of using public transportation

Group Exercise

After reviewing the draft recommendations, the working group members to broke up into smaller groups for each primary indicator area. Each group prioritized two to three recommendations and developed talking points for each recommendation to explain why the recommendation is valuable and should be adopted, championed and/or implemented. The smaller groups reported back with their priority recommendations and justification. Based on the working group input, the study team developed a final list of priority recommendations for the SR 436 HIA (attached).

Next Steps/Wrap Up

Brett explained that the study team would finalize and distribute the HIA recommendations to the working group based on the results of the day's interactive exercise (attached).

The next and final PAWG meeting is scheduled for July 11, 2018, where the project team will present feedback from the public on the alternatives and confirm the recommended alternative to advance.

Brett reminded the HIAWG that outreach events have resumed and will include pop-up meetings to gather public input on the Level 3b alternatives. Project outreach will also include meetings with elected officials and other stakeholders.

Attachments: PowerPoint Presentation
cc: HIAWG Members, Meeting Attendees