



MEETING SUMMARY

TEMPE SOUTH HIGH CAPACITY TRANSIT STUDY

TIER 2 PUBLIC MEETING SUMMARY

The public meetings for Tier 2 of the two-tiered alternatives analysis were held December 9, 2008 at the Desert Breeze Police Substation in Chandler, AZ and December 10th, 2008 at the Tempe Public Library in Tempe, AZ. Meeting attendees were able to comment on the project and select their preferred transit mode and corridor.

TIER 2 PUBLIC MEETINGS		
Date	Location	Attendance
December 9, 2008 6-8pm	Desert Breeze Police Substation	38
December 10, 2008 6-8pm	Tempe Public Library	56

A survey was distributed at the meeting locations and also was posted to the project website (metrolightrail.org/tempesouth). 47 surveys were received and, of the surveys received, the most frequent general concerns included:

- Traffic congestion
- Preserving neighborhoods
- Access
- Air Quality and conservation
- Convenience of transit

The following are examples of comments received during the public meeting(s) or via the website from members of the public during the Tier 2 comment period.

- Environmental issues that are most important to me are pollution, crowds, noise, lack of peace and calm in neighborhood, disturbance to the peace and quiet of neighborhoods currently existing.
- I feel rail options will be more compatible with neighborhoods and will maintain values and spur development.
- Both the Rural and Mill Ave alignments have historic or pre-historic resources. I am committed to protection of these.
- Given that transit improvements spur redevelopment along the route, efforts should be made to facilitate willing owners of historic properties to protect their properties and investment by entering into a preservation covenant.
- *(Comment regarding UPRR BRT)* Doesn't do much for the people in Chandler/Gilbert. If they are going to have to drive all the way over to the I-10 to hop a bus they may as well just drive the I-10. It doesn't seem to encourage people to take public transport since we already have Bus Rapid Routes along I-10.

- *(Comment regarding UPRR BRT)* Great idea, the potential for travel time savings is excellent. However, adjacent land uses don't compliment this line very well. At best, this will operate as a satellite parking shuttle from the Loop 202 area to ASU. I do not support this alternative. It would be better if it was along the railroad north of Baseline, then onto Kyrene south of Baseline.
- *(Comment regarding Mill/Kyrene BRT)* I think people want more light rail instead of buses. There are already buses along these routes. Mill doesn't go all the way through and Kyrene doesn't have as many businesses as Rural Road has. I think the majority of the commuters are using Rural Road for their commute so it is the superior choice.
- *(Comment regarding Mill/Kyrene BRT)* The potential to serve populated areas in south Tempe and Chandler are low. I do not support this alternative.
- *(Comment regarding Mill Ave Streetcar)* I find this option very desirable for continued development of downtown Tempe, but not a real good solution for north/south transit along the length of Rural Road. Transfers are a problem.
- *(Comment regarding Mill Ave Streetcar)* This seems more "touristy" than commuter friendly. We need to get people from Chandler/Gilbert to Downtown Phoenix quickly. Mill Avenue isn't a big commuter road. I don't like the idea of modern streetcar when we already have light rail. Let's integrate what we already have (light rail) and build on that, not try to be separate.
- *(Comment regarding Rural Road BRT)* This alternative might be most beneficial in terms of cost-effectiveness.
- *(Comment regarding Rural Road BRT)* I find this option acceptable but less desirable than LRT. It is still a bus. I am a regular bus rider (local and express). Rail is always a better option - in Phoenix, and everywhere else.
- *(Comment regarding Rural Road BRT)* This might be more beneficial in terms of rapid transit and carrying more passengers.
- *(Comment regarding Rural Road LRT)* I favor pressing ahead with LRT on Rural Road. 1) it builds toward a long range longer line from Chandler Mall all the way to North Scottsdale 2) it sets up a one-seat ride to Phoenix (interline direct connection), 3) I find LRT more compatible with neighborhoods and positive redevelopment.

Note: Not all public comments are listed. The above represents a majority of the types of comments received. The full range of comments are available at the offices of Valley Metro Rail, Inc.