



MEETING SUMMARY

TEMPE SOUTH HIGH CAPACITY TRANSIT STUDY

TIER 1 PUBLIC MEETING

Public meetings were held on June 10 and 11, 2008 to present the high capacity transit modes and alternative routes being recommended for further study.

TIER 1 PUBLIC MEETINGS		
Date	Location	Attendance
June 10, 2008	Tempe Public Library	38
June 11, 2008	Corona Del Sol High School	32

The transit modes considered during the Tier 1 alternatives evaluation include:

- Bus rapid transit (BRT)
- Light rail transit (LRT)
- Modern streetcar
- Commuter rail

Alignments along the following four corridors were considered:

- Tempe Branch of the Union Pacific Railroad (UPRR)
- Mill Avenue/Kyrene Road
- Rural Road
- McClintock Drive

Surveys also allowed participants to select environmental issues that they felt were important to the study. A tally of the surveys received showed that parking was the most selected environmental concern followed by air quality, threatened and endangered species, safety, and neighborhood cohesion. More than one environmental issue could be selected on the survey form, selections were weighted evenly.

ENVIRONMENTAL ISSUES RESULTS	
Environmental Issues	Total
Air Quality	21
Displacement & Relocation	12
Community Facilities & Services	8
Cumulative Impacts	8
Economic Development	11
Employment	4
Energy	10
Environmental Justice	8
Historic & Archeological Resources	5
Land Use	7
Neighborhoods & Community Cohesion	15
Noise/Vibration	18
Parking	22
Parklands	8
Public Transportation Impacts	10
Safety	15
Traffic & Circulation	20
Threatened/Endangered Species	8
Toxic & Hazardous Contamination	9
Visual Quality & Aesthetics	10
Water Resources	2

Meeting attendees as well as those visiting the project's website were invited to comment on the project and state their preferences for transit mode and corridor. 20 written comments were received at the public meetings and 45 comments were received by email, phone, and website following the public meetings. The following represents a sampling of the major comments received during and after the Tier 1 public meetings.

- The US is far behind in transportation/transit, using other US cities as a baseline for the study may be ineffective. You need to study Europe and Asia. For example, they don't waste time with tickets.
- Ideas are changing rapidly, studies and plans must change in order for us to be prepared for the future.

- Allow for future expansion to Ocotillo (Intel).
- I think light rail is good for a city overall but must consider neighborhood impacts as part of the equation.
- I think you should focus your efforts on Kyrene or Rural with the BRT system. Neighborhoods closest to the I-10 don't need or want a commuter rail in their backyard literally. We are struggling to maintain the quality of life that the constitution says we have a right to. Our children ride bikes on the trails, walk to school, etc. We don't want the commuter rail in our backyard. Thank you.
- The meeting was helpful. It seemed to be biased based on cost factors only. Not much concern for the people who will be most negatively impacted.
- No one has looked into if the Casino (south of 101 and Kyrene) is funding transit. I don't want the Indian Community to sway the decision; I am against extending the alignment to the Casino.
- Regarding the project purpose, cost effectiveness is ultimately determining what the user benefit is. Cost effectiveness is not part of the goals presented.
- The project team should further study impacts on property values bordering the UPRR route parallel to Kyrene Road.
- We are way behind in the development of mass transit compared to our population growth. Ridership fees should pay the operating costs.
- This project should not only consider impact to existing historic properties as well as consider negative impact of noise, crowding, pollution to residents/neighborhoods.
- The project team should analyze parking, places to leave bikes, cars, and well lit walking to terminals.
- I'm interested in traveling from Kyrene & Ray area to downtown Tempe, connect to Tempe-Phx rail under construction. Method of commute is less of an interest to me, just the route availability. Trolleys sound good; lesser cost might allow more coverage, more extensions, less pollution and noise. Better, safer, bike paths, please. I think a lot of the Tempe/Chandler congestion is from Ahwatukee. We need a line from far west Ahwatukee connecting to the Kyrene/Rural corridor.
- The commuter rail – UPRR has stops every 2 miles. I envision it being used by people going through the corridor rather than within the corridor. If that is the case, noise mitigation is particularly important between the stations. For example, there is no stop between Warner and Chandler Roads but considerable number of homes very near the railroad tracks.
- Help move people out of cars along Kyrene and Rural Roads (by offering attractive mass transit alternatives).
- I don't believe the project should be driven by economic impact but by the transportation needs of the community. I believe that the light rail transit on Rural and McClintock would be the most advantageous option. I don't believe the bus rider percentage would increase enough to justify the usage of funds.
- Seems like this project is all for ASU. Not everyone goes to ASU! Don't construct new facilities, just add buses. I can't believe the time and money spent to tear up the street just to get to ASU.
- Project team should estimate the impact of value of housing on the proposed alignments. Specifically, how much does the value of my home go down if a high speed train runs past my neighborhood?
- I would like the Rural Road route due to it's high bus transit usage, with the possibility of extending it up to Scottsdale Road. Scottsdale Road is a high bus usage route. ASU, ASU Technology Center (Scottsdale/McDowell), downtown Scottsdale, Scottsdale Fashion Square. A busway like the Orangeline in LA (dedicate the middle lanes) to Rural and Apache would need a transit station (for those light rail and busway). The construction along Rural would be more painful for commuters, but the end result would benefit public transit users, and would serve/connect more destinations. Public transportation is a better alternative (than cars) to the greatest amount of people. Rural Road is more centralized than the other proposed routes.
- We need to get the light rail line into the South Tempe/Chandler area as soon as possible. Bringing it to the Chandler Mall will be a great place for the line to start in Chandler.
- [Study] what route would be most likely to be utilized by a wide range of people in order to reduce traffic. It's also important to me that public transportation be affordable and subsidized by the larger community.
- While we are not technically inside the study area, the Ahwatukee/Foothills area contains many, many people who work at ASU. Please keep us in mind when considering the options.
- Go light rail!
- Have the McClintock line go further south to include South Tempe and Chandler, all the way to Ray Road. This will alleviate the traffic on McClintock Drive and allow residents to travel light rail instead of driving to shopping, school, etc.
- I love the idea of being able to jump on a commuter or light rail following the UPRR route. And so will the hundreds of other people in Ahwatukee who need to go to ASU.
- In Tempe, look at existing rail areas south to Chandler and Loop 202 to speed up acquisitions and easements for light rail. The traffic and construction will come to the new location and upgrade the neighborhoods.
- Use the UPRR right-of-way to build a light rail extension, cost will be down and less of an impact to commuters and residents along Rural Road. If extended to Loop 202, build another extension along the ADOT right-of-way to Chandler Fashion Mall, Chandler Airport, Santan Village Mall, and Phoenix-Mesa Gateway Airport.
- The project team should further study impacts on property values bordering the UPRR route parallel to Kyrene Road.
- This project should consider impacts to existing historic properties as well as negative impacts of noise, crowds, and pollution to residents/neighborhoods.
- I don't believe the project should be driven by economic impact but by the transportation needs of the community. I believe that the light rail transit on Rural and McClintock would be the most advantageous option. I don't believe the bus rider percentage would increase enough to justify the usage of funds.

Note: Comments shown are a representative sample of the major comments received.