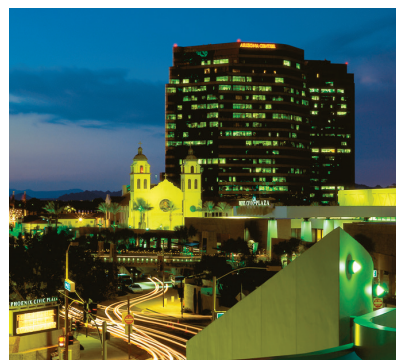


Valley Metro Capitol Extension Public Engagement Summary Report



July

2024



EXECUTIVE SUMMARY

As part of the Capitol Extension (CAPEX) project, Valley Metro and City of Phoenix conducted public and key stakeholder outreach to provide information about and seek input on preliminary engineering details including lane configuration and station locations.

Outreach Conducted

The following outreach activities occurred from May 3 – June 7, 2024.

- Notification and engagement through a wide variety of methods including email alerts, news releases, social media, the project webpage, doorhangers and targeted outreach to key stakeholders
- A series of in-person and virtual events (in-person and virtual public meetings and workshops) were hosted throughout the downtown area from May 18 through May 22, 2024
- In-person and virtual meetings with project area stakeholders to seek feedback on their unique concerns
- Updated website provided public meeting materials, including the comment form and ways to provide input on the project
- All notices and materials were provided in English and Spanish

Participation Results

- **137 attendees** at public events
- **371 comments** received (80 feedback form responses, 14 virtual meeting/Q&A responses, 6 in-person public meeting comments, 2 email comments, 269 social media comments)
- **1,822 page views**, with approximately **1,293** unique users
- **87,750 social media impressions** (75,985 impressions on Facebook, 5,649 impressions on Instagram, 6,106 impressions on X/Twitter, 10 impressions on City of Phoenix Nextdoor)



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BACKGROUND

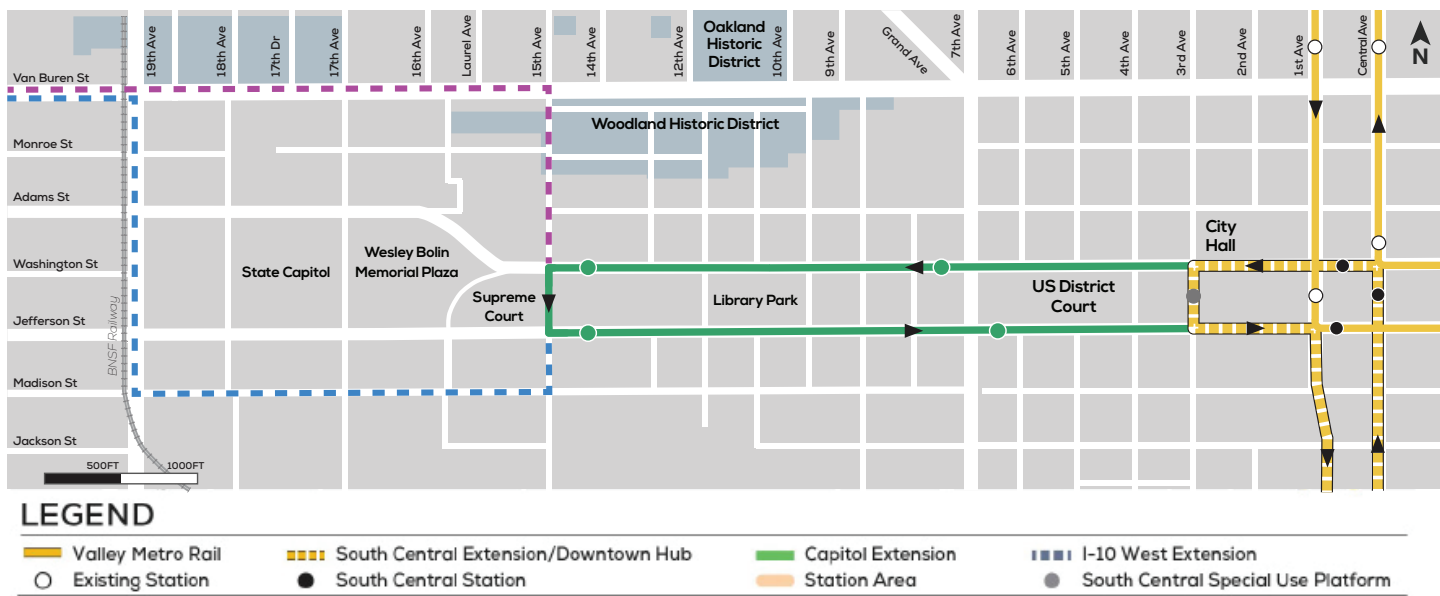
In August 2015, Phoenix voters approved the Transportation 2050 (T2050) plan which included the Capitol/I-10 West Extension. In 2016, the Phoenix City Council and Valley Metro Rail Board of Directors approved a phased approach to the Capitol/I-10 West project. Phase I would connect downtown Phoenix to the State Capitol area and Phase II would extend light rail along I-10 to 79th Avenue. In November 2021, the Phase I project was renamed the Capitol Extension (CAPEX), and Phase II of the project was renamed the I-10 West Extension (10WEST).

The 0.8 mile Capitol Extension (CAPEX) will provide an important connection between the downtown core and the Arizona State Capitol. Integrating with the existing Valley Metro Rail system at 3rd Avenue, the route extends west on Washington Street, turning south on 15th Avenue before returning east on Jefferson Street, again connecting to the existing light rail system at Third Avenue and Jefferson Street. This project will bring together community partners, state, regional and local agencies, and energize the downtown and State Capitol area.

The Valley Metro Capitol Extension alignment was updated to meet requirements set by enabling legislation (SB 1102) signed into law on August 11, 2023 by Governor Hobbs.

Valley Metro and the City of Phoenix (COP) coordinated to conduct community outreach for the updated route, updated preliminary engineering milestone and COP's Transit Oriented Community Plan in the CAPEX area. This document provides a summary of Valley Metro's activities to arrange, notify and facilitate the public meetings for this outreach and engagement phase. Figure 1 shows the updated map shown during the community outreach process.

Figure 1: Study Area



KEY STAKEHOLDER OUTREACH

The CAPEX project team notified stakeholders along the corridor of the design milestone and upcoming public meetings. The project team conducted in-person and virtual stakeholder meetings with individual stakeholders along the corridor, with special focus on those that may have unique concerns or that may be potentially impacted by design updates. The discussions included an overall update on the project as well as road configuration, station locations and specific stakeholder concerns. Stakeholders included in this outreach are listed below.



Figure 2: Aerial drone footage of eastbound 7th Avenue and Jefferson Street

Government and Private Business

- Sandra Day O'Connor U.S. Federal Courthouse
- Arizona Department of Administration
- Maricopa County Facilities Management
- Arizona Financial Theater
- Fox 10 Phoenix

Community Groups

- Madison Pioneers Coalition
- Urban Phoenix Project
- Phoenix Spokes People
- Downtown Voices Coalition
- Oakland Neighborhood Association

PUBLIC MEETINGS

Purpose

The purpose of this outreach campaign was to provide updated information on the CAPEX light rail extension, including project updates, environmental process, public art process and introduction to the design advancement teams. A series of in-person and virtual meetings were hosted in May 2024 to provide information and seek feedback from the public. All meeting materials (English and Spanish) were also available on the project webpage.

Format

Six public events were held during the outreach period, including two public meetings and four workshops. The events were held jointly with City of Phoenix Transit Oriented Communities (TOC) Plan to provide a holistic overview of planned and potential future development in the Capitol Extension corridor and maximize potential feedback.

The in-person public meeting began with an open house format, followed by a formal presentation, Q&A session and additional time for the open house. The workshops were formatted in a similar manner, with an open house, formal presentation and interactive community activities to solicit specific feedback on transit oriented communities. Boards with information from the presentation were displayed to generate conversation and project staff were available to answer questions and discuss elements of the project with the meeting attendees. Large maps (roll plots) of the preliminary engineering design were also displayed so attendees could view design details such as potential station locations, lane configuration and other transit facilities. Copies of the meeting materials are included in this report as Appendix A.

The virtual meeting consisted of a formal presentation which included the same information and graphics as provided at the in-person events, followed by a Q&A session at the end of the presentation where attendees could ask questions or provide comments, either verbally or in writing through the Q&A feature. Project staff provided answers and responded to questions.

Attendees could join the call-in virtual meeting through the WebEx application in their internet browser, the WebEx iPhone or Android application, the WebEx computer application or by calling into the meeting. Attendees who joined using one of the WebEx applications could view the presentation and could raise their hand by selecting the “raise hand” icon to verbally ask a question or use the Q&A function to type in a question. Call-in attendees could listen to the presentation and “raise their hand” to make a comment or ask a question by pressing “*3” on their phone. These instructions were provided visually and verbally at various points during the virtual meeting.

English and/or Spanish interpretation was provided at all in-person and virtual sessions. All meeting materials, including the narrated (English and Spanish) version of the presentation were posted to the project webpage after the meetings.



Figure 3: Roll plots were featured at all public events.

Locations and Venues

The public outreach process began with public meetings led by Valley Metro, which also included the City of Phoenix Transit Oriented Development project team.



Public Meetings

In-Person Public Meeting (led by Valley Metro)

Saturday, May 18, 2024, 10 a.m. – Noon
Capitol Elementary School
330 North 16th Avenue, Phoenix, AZ

Virtual Public Meeting (led by Valley Metro)

Monday, May 20, 2024, Noon
Virtual Meeting Simulcast in English and Spanish

The CAPEX project team also presented and participated in Transit-Oriented Development workshops hosted by the City of Phoenix as part of this community outreach phase.

Workshops

In-Person TOC Workshop #1 (led by COP)

Tuesday, May 21, 2024, 11 a.m. – 2 p.m.
Neighborhood Ministries (Community Room)
1918 West Van Buren Street, Phoenix, AZ

In-Person TOC Workshop #2 (led by COP)

Tuesday, May 21, 2024, 4-7 p.m.
Neighborhood Ministries (Multipurpose Room)
1918 West Van Buren Street, Phoenix, AZ

In-Person TOC Spanish-Speaking Workshop #1 (led by COP)

Tuesday, May 21, 2024, 11 a.m. – 2 p.m.
Puente
1937 West Adams Street, Phoenix, AZ

In-Person TOC Spanish-Speaking Workshop #2 (led by COP)

Tuesday, May 21, 2024, 4-7 p.m.
Puente
1937 West Adams Street, Phoenix, AZ

The meeting venues were selected based on:

- Location within the project area
- Americans with Disabilities Act (ADA) accessibility
- Accessibility by public transit
- Free and ample parking availability
- Ability to accommodate anticipated capacity
- Ability to accommodate technical and audio/visual needs



Figure 4: Transit Oriented Communities Workshop at Puente

NOTIFICATION

Valley Metro utilized several methods to notify the public during the outreach period. Each notification method provided details about the meeting including the meeting purpose, meeting dates, times and locations, instructions for reasonable accommodation and project contact information. Notification was provided to key stakeholders, surrounding community and interested public via the project webpage, news releases, Valley Metro and City of Phoenix social media channels, email notifications and doorhangers.



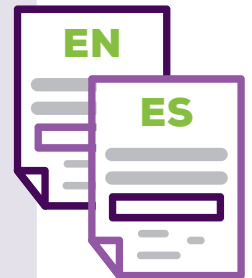
Figure 5: Spanish-Language CAPEX Presentation

Accommodation

All meeting notifications included instructions on how to request reasonable accommodations. **No requests for accommodations were received.** Due to the high percentage of Spanish-speaking residents in the project area, two events (Workshops #3 and 4) were provided in Spanish with English interpretation. A Spanish-language interpreter was also available at all other meetings.

Audio headsets were provided for attendees requesting interpretation services. The virtual meeting also hosted optional simultaneous Spanish-interpretation, and the Spanish-language recording was made available online after the meeting.

All notification and meeting materials were provided online and in-person in English and Spanish.



Public Event Flyer

The flyer included details of the upcoming public meeting events, including dates, locations, accommodation and project contact information. The flyer served as the main distribution piece for distribution via canvassing, doorhangers and email communication. A copy of the public event flyer is available in Appendix A.

Electronic Mail

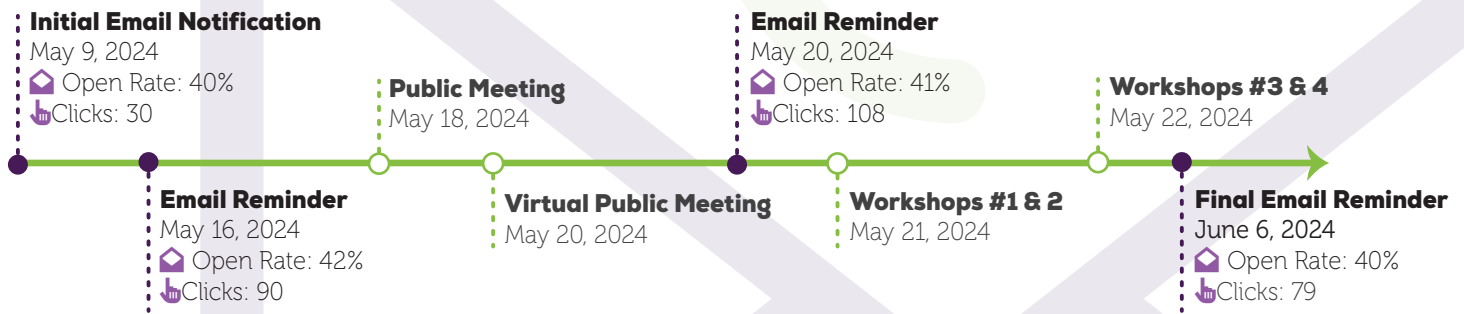
Email blasts for the outreach events were distributed to the CAPEX project stakeholder list on the dates listed in the table below. The email blasts provided details about the public events, invited the public to participate and provided the project contact information. The initial blast was delivered to over 1,200 email addresses and an additional 27 addresses were added from either by attending a public meeting or through the projects landing page. Copies of the email blasts are included in Appendix C.



Table 1: Notification Emails

Email	Date	Recipients
Public Meeting Notice: Capitol Extension & Capitol District TOC	5/9/24	1,229
Public Meeting Reminder: Capitol Extension & Capitol District TOC	5/16/24	1,211
Public Meeting Reminder: Capitol Extension & Capitol District TOC	5/20/24	1,210
Capitol Extension - Last Call for Public Comments!	6/6/24	1,238

Electronic Mail Timeline May - June 2024



Media

Media Advisory

On May 9, 2024, Valley Metro Communications issued a media advisory in English and Spanish language news media (print, radio and broadcast) announcing the public meetings and providing an overview of the study. Media outlets that picked up the advisory (earned media), as well as purchased media, are shown in Table 2 below. Copies of the media advisories and ads (English and Spanish) are included in Appendix B.

Table 2: Publication Date(s)/Outlet Types/Estimated Earned Media/Medium

Earned Ads	Publication Date(s)	Outlet Type	Medium
5/9/2024	KJZZ	\$589	Online
5/10/2024	KJZZ	N/A	Radio
5/10/2024	KJZZ	\$589	Radio
5/10/2024	KJZZ	N/A	Radio
5/13/2024	Progressive Railroading	N/A	Online
5/15/2024	Signals AZ	N/A	Online
5/15/2024	KTAR	\$432	Radio
5/15/2024	KTAR	\$432	Radio
5/15/2024	KTAR	\$432	Radio
5/15/2024	KTAR	\$432	Radio
5/15/2024	KTAR	\$432	Radio
5/15/2024	KTAR	\$432	Radio
5/15/2024	KTAR	\$432	Radio
5/15/2024	KTAR	\$432	Radio
5/19/2024	KTAR	\$42	Radio
5/19/2024	KTAR	\$42	Radio

Digital and Radio Ads

Digital and radio ads were placed in Spanish-language media Contacto Total magazine and La Onda 1190 AM-KNUV, a Spanish/News Talk radio channel serving Maricopa County. The campaign consisted of daily radio spots and a promotional segment on La Onda 1190AM-KNUV, with Spanish-language meeting flyer running in Contacto Total magazine and on their website.

The radio script for the sponsored spot and copy of the flyer placement is included in Appendix B.

Social Media

Valley Metro ran paid and organic social media ads on its Facebook, Instagram and X (Twitter) accounts. The social media campaign ran from May 3 – June 7, 2024. Valley Metro also published social media ads to boost awareness of the meeting on Facebook via their main Valley Metro page and Valley Metro Construction page. Valley Metro's social media postings generated 75,985 impressions on Facebook, 5,649 impressions on Instagram and 6,106 impressions on X (Twitter). Additionally, social media posts generated 269 comments (263 Facebook comments and 9 Instagram comments) from Valley Metro followers.

The City of Phoenix also posted notice of the meeting on their social media channels, including Facebook and Nextdoor. The City of Phoenix reshared and retweeted Valley Metro posts via their channels as well.

A summary of the postings is included below. A copy of the full analytics is included in Appendix D.



Facebook link
clicks totaled
410



X (Twitter) posts
were liked
58 times



Instagram posts
were shared
37 times



City of Phoenix
Nextdoor
posts had
10 reactions

Canvassing

Meeting notification flyers were hand-delivered or emailed by Valley Metro and/or City of Phoenix to the following activity centers and businesses by from May 10 - May 16, 2024:

- Adam Diaz Senior Center
- Boys and Girls Club
- Burton Barr Library
- Capitol Elementary School
- Central Arizona Shelter Services
- Central City VPC
- Central Park Recreation Center
- Chispa AZ
- City of Phoenix (Trip Reduction Plan Coordinators)
- Downtown Phoenix Inc
- Downtown Voices Coalition
- Eastlake Park Community Center
- Encanto HOA
- Encanto VPC
- FQ Story Steering Committee
- Grand Ave Arts & Preservation
- Grant Recreation Center
- Greater Phoenix Chambers of Commerce
- Harmon Library
- Human Services Campus
- Justa Center
- Keep Phoenix Beautiful
- Lincoln Family Downtown YMCA
- Local First
- Lucha
- Madison Pioneers Coalition
- Maricopa County (Trip Reduction Plan Coordinator)
- Maryvale VPC
- Neighborhood Ministries
- Oakland NA
- Paz Promise Arizona
- Phoenix Rescue Mission
- Phoenix Revitalization
- Phoenix Spokes People
- Phoenix Union School District
- Poder Latinx
- Promise AZ
- Roosevelt Action & Preservation Associations
- Salud en Balance
- St Vincent de Paul
- St. Matthew's Church
- Transqueer
- Verde Park Recreation Center
- Willo NA/HOA
- Woodland Historic District



A meeting notification flyer was provided to the City of Phoenix staff for their distribution.

Doorhangers

A flyer doorhanger was distributed in an area canvass between May 10 – May 16, 2024, to residences and businesses in the following areas:

- 3rd Avenue to Interstate 17 (I-17)
- Interstate 10 (I-10) to Grant Street
- Oakland Historic District
- Woodland Historic District
- St. Matthew's Neighborhood

The distribution comprised 4,000 households and businesses and covered an expanded area to maximize distribution for Valley Metro's project partner City of Phoenix Transit Oriented Communities. A map of the doorhanger distribution area and the meeting flyer is available in Appendix C.



Figure 6: Doorhanger flyers were distributed to residences within the CAPEX footprint.

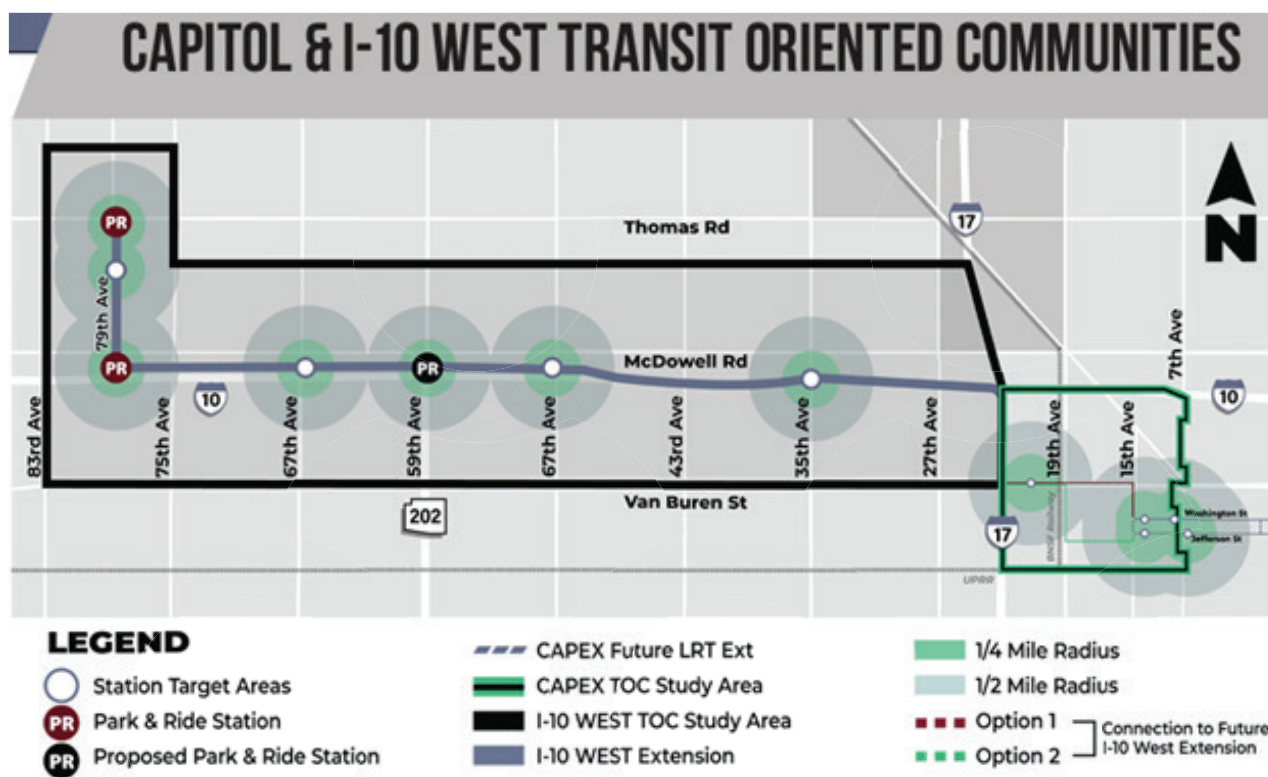
Community Partners and Organizations

The Valley Metro Capitol Extension project team partnered closely with the City of Phoenix Transit Oriented Community Plan due to the overlap in audience, including community interest in development after the light rail was constructed.



The City of Phoenix Transit Oriented Community plan team presented at each public event and had interactive tables or activities during the in-person open house (May 18) and workshop activities (May 21 and May 22) portions of the events. A map depicting the Capitol and I-10 Transit Oriented Communities area is below.

Figure 7: Transit Oriented Communities Map



City of Phoenix Notification

City of Phoenix staff sent emails, conducted in-person discussions with Council, distributed flyers and posted on social media (see the social media section).

City of Phoenix Council and Committees

City of Phoenix staff notified District 7 Council office of the upcoming public meetings on April 18 and follow up on May 1 and May 15.

MEETING MATERIALS

Meeting materials were provided to all meeting attendees. In-person event attendees were provided fact sheets and comment forms in English and Spanish, and display boards provided project information. Virtual copies of the materials were also made available, and a recording of the presentation was uploaded to the web page in English and Spanish. Copies of the meeting materials, including the comment form, fact sheet and other information have been included in Appendix A.



Figure 8: Project Boards at a CAPEX Public Event

Project Webpage

The Valley Metro Capitol Extension webpage was established a primary communication tool to provide timely project information including the project status, purpose, Frequently Asked Questions and an Information and Resources section that includes past documents. For the public meeting series, the webpage included virtual versions of the fact sheet, presentation, event reminders and past meeting summaries.

During the community outreach comment period, the webpage and associated CAPEX pages received 1,822 page views by 1,293 unique users. Table 3 depicts the overall traffic breakdown.

Table 3: Earned and Paid Media

Page Name	URL	Views	Users
Main Page	https://www.valleymetro.org/project/capitol-extension	1,671	1,174
Event Page (May 18, 2024)	https://www.valleymetro.org/event/capex-public-meeting/2024/05/18	30	21
Event Page (May 20, 2024)	https://www.valleymetro.org/event/capex-public-meeting/2024/05/20	68	52
Event Page (May 21, 2024)	https://www.valleymetro.org/event/capex-public-meeting/2024/05/21	11	9
Event Page (May 21, 2024)	https://www.valleymetro.org/event/capex-public-meeting/2024/05/21	30	27
Event Page (May 22, 2024)	https://www.valleymetro.org/event/capex-public-meeting/2024/05/22	5	4
Event Page (May 22, 2024)	https://www.valleymetro.org/event/capitol-district-workshop-1a-morning-session-espanol/2024/05/22	7	6

Presentation

Each event began with an introduction to the CAPEX project update and was followed by the City of Phoenix Transit Oriented Development presentation.



Figure 9: Question and Answer Opportunities

Capitol Extension

The CAPEX presentation (English and Spanish) can be found in Appendix A and covered the following topics:

- Project Update
- Environmental Process
- Welcome Design Advancement Teams
- Public Art
- Public Outreach
- Next Steps

The City of Phoenix also provided a presentation on transit-oriented communities.

Meeting Boards

Meeting boards were created in English and Spanish for the open house portion of the public events. Attendees were invited to review the boards and ask questions before and after the formal presentation or workshop. Copies of the meeting boards are included in Appendix A.

Fact Sheets

Fact sheets were provided on the CAPEX webpage and printed versions were available at all in-person meetings.

CAPEX Fact Sheet: a Valley Metro CAPEX Fact Sheet was included to give an overview of the project, including status, recently completed tasks and budget. A copy of the fact sheet is available in Appendix A.

Other Fact Sheets: additional fact sheets and materials were provided at the meeting, including:

- City of Phoenix Transit Oriented Communities Fact Sheet
- Valley Metro Transit Security Fact Sheet
- Valley Metro Fare Media Update Information
- Quality of Life Report 2018

Comment Form

Online and printed comment cards were collected via digital and printed comment forms, as well as verbally during Question and Answer sessions during the events.

The public was encouraged to share their ideas and concerns. A virtual comment form and contact information for the project coordinator were also provided. A copy of the blank comment form is available in Appendix A.

METRICS AND PUBLIC INPUT

Valley Metro provided numerous opportunities to submit comments starting May 9, 2024 through June 6, 2024, including:

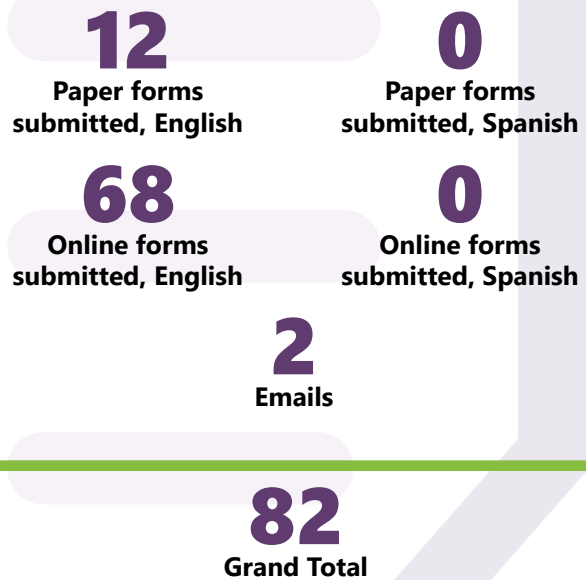
- Online via the project webpage comment form
- Public meeting comment form or verbally during the events
- Direct link through social media
- Direct communication with the project staff

In total, 82 people submitted comments via either the feedback form or email as listed in Table 4 below. Comment themes are included in the Feedback Summary.



Figure 10: Additional opportunities for 1:1 conversation

Table 4: Comment Forms Submitted



ATTENDANCE

The six events hosted a total of 137 attendees. Table 5 provides a breakdown for each event.

Table 5: Attendance

Date	Location	Total Attendees
May 18	In-Person Meeting (Capitol Elementary School)	39
May 20	Virtual Call-In Session (WebEx)	56
May 21-22	TOC Workshops (Neighborhood Ministries and Puente Arizona)	42



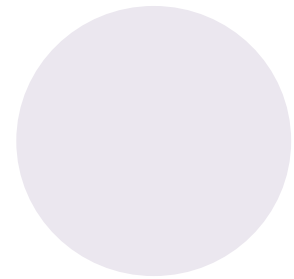
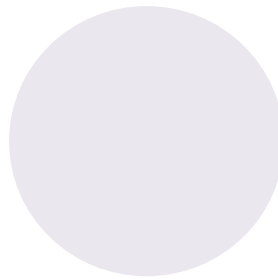
Figure 11: Additional roll plot discussion at the CAPEX public meeting at Capitol Elementary

FEEDBACK SUMMARY

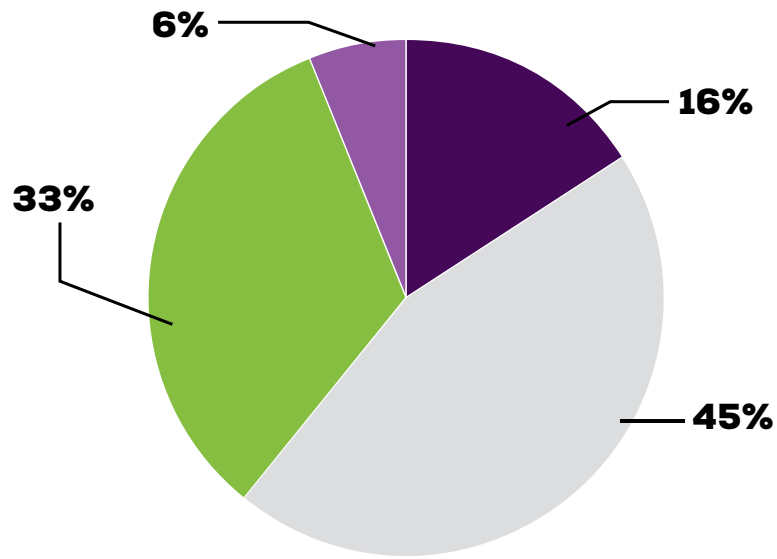
Survey respondents were asked to provide feedback on the proposed street configuration, station locations and other project comments. Respondents were also asked about their connection to the State Capitol area and questions on how to improve community engagement.

CAPEX Corridor Questions

A total of 80 comment forms were submitted to the CAPEX team via online and paper comment forms.



Question 1: What's your connection to the State Capitol Area?

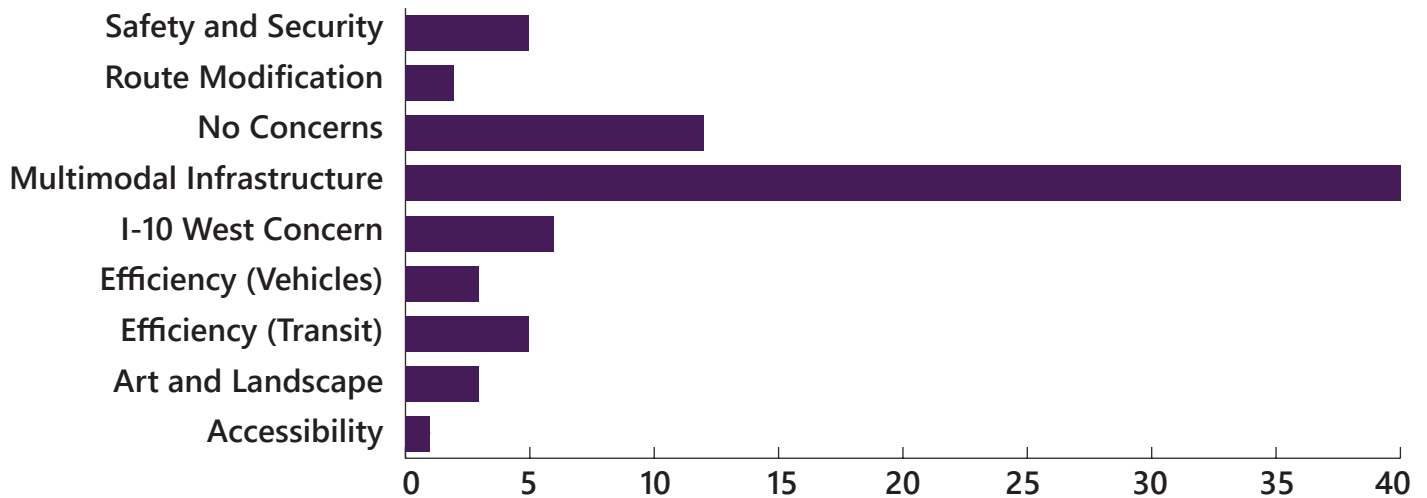


- Live nearby
- Other
- Work nearby
- Own nearby property

Most attendees either lived or worked near the CAPEX study footprint. Attendees that chose "Other" included:

- Concerned residents
- Transit users
- Downtown workers

Question 2: After reviewing the proposed street configuration (how the light rail tracks fit within the roadway) do you have any comments or concerns?

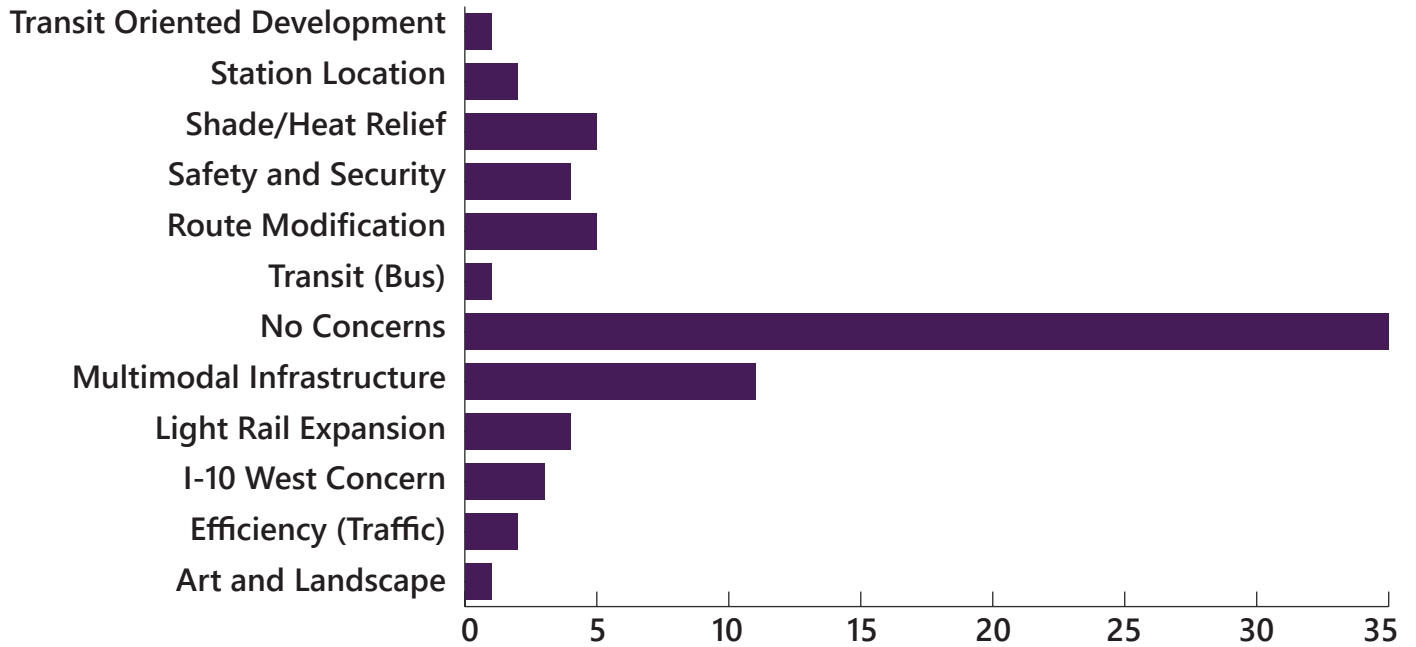


Most attendees were concerned about a perceived lack of multimodal infrastructure in the street configuration, including bicycle lanes and pedestrian sidewalks. Sample comments include:

- I am extremely concerned with the fact that the bike lanes are not continuous on Washington St. There is no reason why 5 lanes of vehicle traffic can fit but one bike lane cannot. And the bike lanes that are present are the bare minimum. Why is there no permanent concrete protection between them and the other lanes?
- I like the proposed track alignment; however, I do not understand why there is barely any bicycle infrastructure. As a cyclist, how do I get to each of these stations without there being well-considered cyclist infrastructure -- we should have concrete curb-protected bike lanes on Jefferson, Washington, and ALL intersecting streets.
- I'd like to see the area become less car centric. This is an opportunity to build up the infrastructure the moves E/W through the city and includes walkable, bikeable, and generally beautify the area. The capitol corridor should be a point of pride for the city, somewhere that visitors see and are in awe of, not a car-laden area where walking is done at great risk.

A full list of comments is included in Appendix E.

Question 3: After reviewing the proposed light rail station locations, do you have any comments or concerns?



Most respondents had no concerns about the proposed station locations. Additional comment themes included:

"Station locations look good. Please incorporate as much shade and plants as possible."
 – Survey Respondent

6.8%
 Route Modification

"Protected bike lanes need to be part of the design– NOT sharrows."
 – Survey Respondent

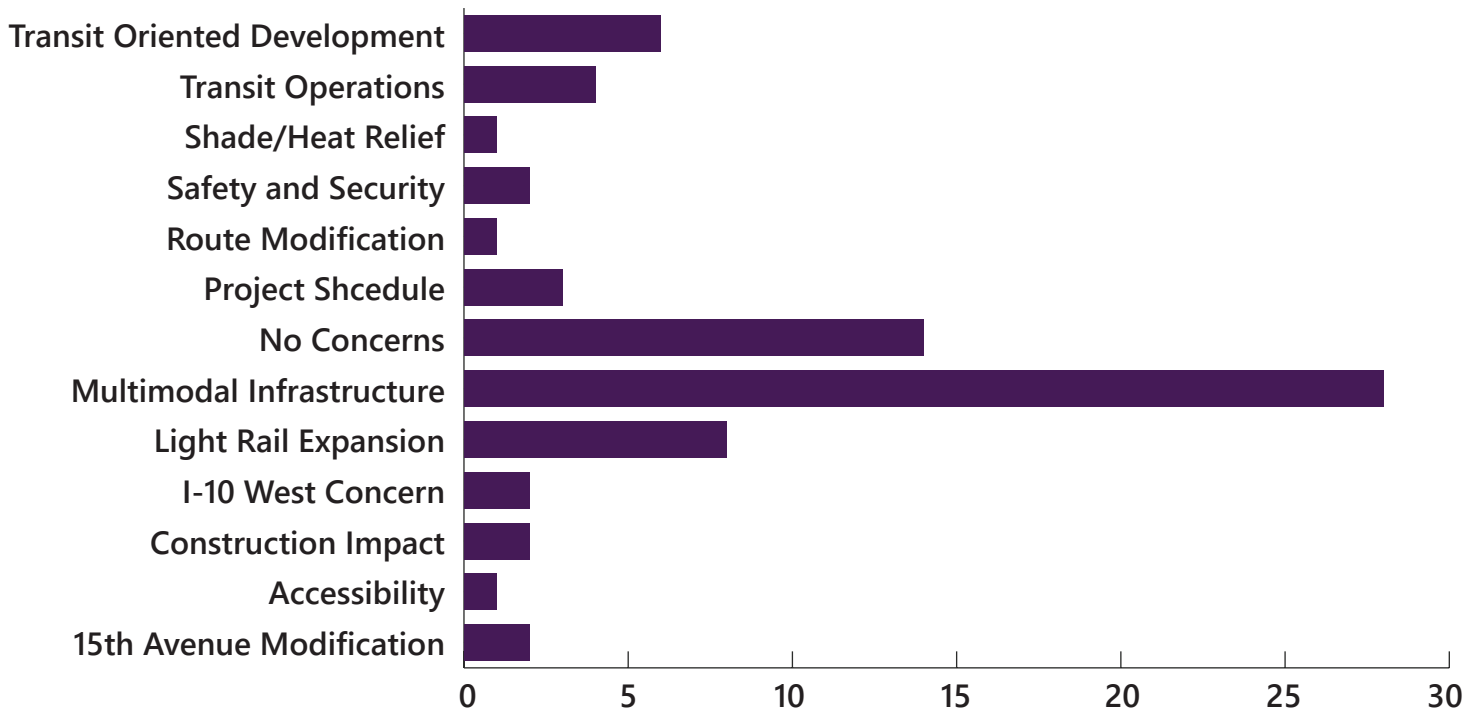
6.8%
 Shade/Heat Relief

14.9%
 Multimodal Infrastructure

"It would be better if they were closer to the capitol, maybe alongside Wesley Bolin Park. Or better yet, replace much of the parking lot at the park with one light rail station."
 – Survey Respondent

A full list of comments is included in Appendix E.

Question 4: Do you have any other comments or concerns about the project?



Multimodal Infrastructure

- Expand the bike lanes too! There should be bike lanes up and down Jefferson/ Washington at a minimum.
- Bike lanes should be added as part of this project, creating a more inviting and safer environment for all people.
- Thank you for expanding the light rail. Let's do it the right way, prioritizing connecting other forms of alternative transportation i.e, light rail and bike connections.
- There needs to be a redesign to put in bike/scooter infrastructure through this entire proposed route. I am concerned that this current design is taking away bike lanes and making the street less safe. I see a lot of young people riding scooters downtown, which is great. We need a safe place for them to ride scooters so that they don't have to ride on the sidewalks.

Most respondents had additional comments about increasing multimodal (primarily, bicycle) infrastructure along the project corridor, as in previous questions. A sample of comments is provided below:



Light Rail Expansion

- I am so happy to see the progress being made so far and look forward to seeing even more successful future projects.
- [I] generally support expansion of our light rail to help reduce surface street congestion as housing density increases.
- Please expedite the system build out so the entire valley can take advantage of light rail.



Transit Oriented Development

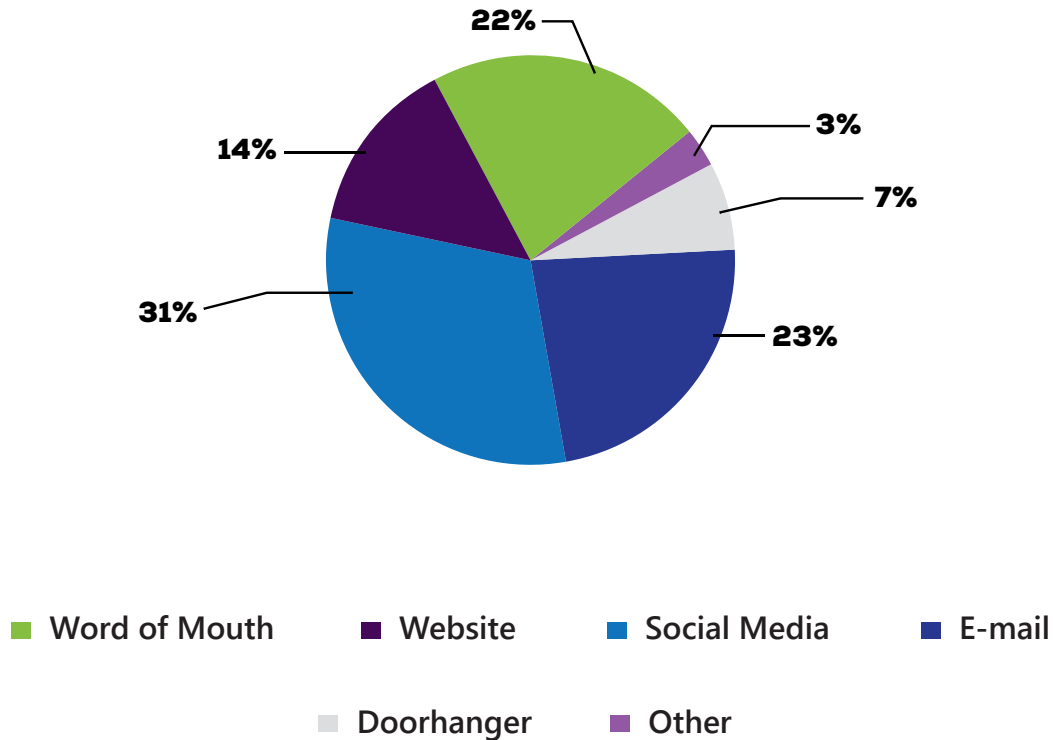
- I would like to see more familial support with housing considerations. Also, [I] would like to have the school's community be involved in the planning and development.
- Make sure that the surrounding land use is good (transit oriented communities) and get it expedited as fast as possible. It can't come soon enough.
- Yes, I have additional concerns about the project. Beyond the inconvenience caused by the proposed station locations, I'm worried about the long-term impact on community engagement and local business accessibility. The original light rail route promised enhanced connectivity and economic benefits for a broader area. The new proposal could lead to reduced usage and missed opportunities for revitalization in neighborhoods now excluded from the route. It's crucial that the project considers the needs and potential growth of all affected communities to truly maximize its benefits.

A full list of comments for this question is included in Appendix E.

Community Outreach Questions

Valley Metro maintains a best practice to verify methods of community engagement and outreach. Survey respondents were asked how they heard about current CAPEX events and how they would like to be contacted in the future.

Question 5: How did you hear about this meeting?

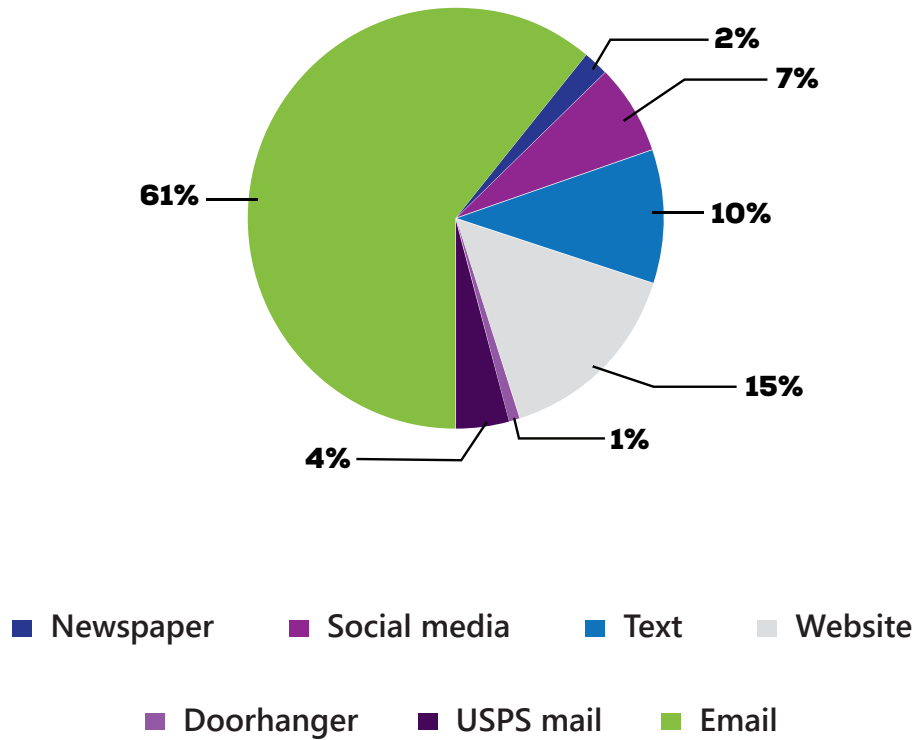


Social media was the most common way people were notified of the public meeting (31% overall). The most effective social media channels included Instagram (44.8% of attendees who were notified via social media) and Facebook (41.4%), followed by X (Twitter) and Nextdoor (6.9%).

The second-most effective method was E-mail, followed by Word of Mouth.

Examples of other methods that reached respondents included community organizations such as Friends of Transit, Urban Phoenix Project and the Armchair Urbanist (YouTube).

Question 6: How do you like to receive information?



Survey respondents overwhelmingly selected e-mail as their preferred form of communication (61%), followed by visiting the Valley Metro website (15%) and receiving text messages (10%).

Appendix A: Meeting Materials



CAPITOL EXTENSION

TITLE

LIGHT RAIL EXTENSION
TYPE



FACT SHEET / Q2 2024
valleymetro.org/capecx

About the Project

The Capitol Extension (CAPEX) will provide an important connection between the downtown core and the Arizona State Capitol area. Integrating with the existing Valley Metro Rail system at 3rd Avenue, the route will extend west on Washington Street, turning south on 15th Avenue before returning east on Jefferson Street, again connecting to the existing light rail system at Third Avenue and Jefferson Street. This project will connect state, regional and local agencies, as well as community partners, and energize the downtown and State Capitol areas.

A related project, the I-10 West Extension, will extend west from the Capitol Extension project and run primarily along Interstate 10. For more information on the I-10 West Extension project, visit valleymetro.org/i10west.

PROJECT STATUS

- The route has been modified to comply with recent legislation (SB 1102) restricting light rail's proximity to the State Capitol.
- The project team is presenting the revised CAPEX light rail route, station locations and other key characteristics to the public.
- The project team will begin environmental evaluation as part of the National Environmental Policy Act (NEPA) process.
- Jacobs Engineering was selected to advance the design.

NEXT STEPS

- The project team will continue to meet with stakeholders and the public to gather input as the project progresses.
- Valley Metro is in the process of selecting a construction contractor, with final decision expected this summer.

FY2024 BUDGET AND COST FORECAST*

	Programmed	Expended
Preliminary Engineering/ Environmental Phase**	\$8.02 million	\$5.28 million

*Estimated as of May 2024

**This budget has been adjusted due to project amendments and additional federal funding.

.75 MILES

2 STATIONS

ROUTE MAP



LEGEND

- Capitol Extension
- Capitol Extension Station
- Valley Metro Rail
- Existing Station
- South Central Extension/
Downtown Hub
- South Central Station
- South Central Special
Use Platform
- Future I-10 West Extension Connection to Capitol Extension:**
- Option 1
- Option 2

PROJECT SCHEDULE



[/valleymetro](#)
[/valleymetroconstruction](#)

Jessica Parks
Community Outreach Coordinator
jparks@valleymetro.org
802.744.5592





EXTENSIÓN AL CAPITOLIO

TÍTULO



EXTENSIÓN DEL TREN LIGERO

TIPO

FACT SHEET / Q2 2024
valleymetro.org/capecx

Sobre el Proyecto

La Extensión al Capitolio (CAPEX por sus siglas en inglés) proporcionará una importante conexión entre el centro de la ciudad y el área del Capitolio del Estado de Arizona. Al integrarse con el sistema existente de Valley Metro Rail en 3rd Avenue, la ruta se extenderá hacia el oeste por Washington Street, dando vuelta hacia el sur en 15th Avenue antes de regresar hacia el este por Jefferson Street, conectándose nuevamente con el sistema existente del tren ligero en 3rd Avenue y Jefferson Street. Este proyecto conectará a agencias estatales, regionales y locales, así como a socios comunitarios, y energizará a las áreas del centro de la ciudad y del Capitolio del Estado.

Un proyecto relacionado, la Extensión de la Autopista I-10 Oeste, se extenderá hacia el oeste desde el proyecto de la Extensión al Capitolio transitando principalmente a lo largo de la autopista Interestatal 10. Para más información sobre el proyecto de la Extensión de la autopista I-10 Oeste, visite valleymetro.org/i10west

ESTATUS DEL PROYECTO

- La ruta ha sido modificada para cumplir con la legislación reciente (SB 1102) que restringe la proximidad del tren ligero al Capitolio del Estado.
- El equipo del proyecto está presentando al público la ruta modificada de la extensión CAPEX del tren ligero, la ubicación de las estaciones y otras características clave.
- El equipo del proyecto comenzará con la evaluación medioambiental como parte del proceso del Decreto Nacional de las Normas Medioambientales (NEPA por sus siglas en inglés).
- La empresa Jacobs Engineering fue seleccionada para avanzar en el diseño.

SIGUIENTES PASOS

- El equipo del proyecto continuará reuniéndose con las partes interesadas y con el público para recopilar información a medida que vaya avanzando el proyecto.
- Valley Metro está en el proceso de seleccionar a un contratista de construcción, y se espera que la decisión final se tome este verano.

PRESUPUESTO Y PRONÓSTICO DE COSTOS PARA EL AÑO FISCAL 2024*

	Se Programaron	Se Gastaron
Fase Preliminar de Ingeniería/Medioambiente**	\$8,02 millones de dólares	\$5,28 millones de dólares

*Cálculo en mayo de 2024

**Este presupuesto ha sido ajustado debido a las enmiendas al proyecto y a los fondos federales adicionales.



ruta del Mapa



LEYENDA

- Extensión al Capitolio
- Estación de la Extensión al Capitolio
- Valley Metro Rail
- Estación Existente
- Extensión Sur Central / Centro de Conexiones
- Estación Sur Central
- Andén de Uso Especial en la Estación Central
- Conexión a la Futura Extensión a la Interestatal 10 Oeste
- Opción 1
- Opción 2

ITINERARIO DEL PROYECTO



Jessica Parks
Community Outreach Coordinator
jparks@valleymetro.org
802.744.5592





CAPITOL EXTENSION

TITLE



LIGHT RAIL EXTENSION
TYPE

YOU'RE INVITED!

Attend public meetings and workshops to learn about and provide input on two important projects: the Capitol Light Rail Extension (CAPEX), that extends light rail from downtown to the Arizona State Capitol area, and the Capitol District Transit Oriented Communities (TOC), to develop land use and equitable housing policy plans in the area around the light rail extension.

STUDY AREA MAP AND RECOMMENDED ROUTE



LEGEND

- Capitol Extension
- Capitol Extension Station
- Valley Metro Rail
- Existing Station
- South Central Extension/ Downtown Hub
- South Central Station
- South Central Special Use Platform
- Future I-10 West Extension Connection to Capitol Extension:
 - Option 1
 - Option 2

Capitol Extension and Capitol District TOC Meetings

Join us for an interactive open house and presentation on the CAPEX light rail, and upcoming plans for walkable neighborhoods centered around transit from the city of Phoenix and share your vision for the area. Spanish translation will be available at all meetings.

In-person Public Meeting:
Saturday, May 18, 2024
10:00 a.m. to 12:00 p.m.
Capitol Elementary School
330 N 16th Avenue, Phoenix, AZ

Virtual Public Meeting:
Monday, May 20, 2024
12 p.m.
Join link:



valley-metro.webex.com
Join by phone: 1.408.418.9388
Webinar number: 2492 317 5975
Webinar password: CAPEX (22739 from phones)

Spanish Audio Channel:
Join by phone: 1.408.418.9388
Access code: 2492 832 1353
Password: 22739

In-person TOC Workshops:
Tuesday, May 21, 2024
11:00 a.m. to 2:00 p.m. and 4:00 p.m. to 7:00 p.m.
Neighborhood Ministries (Multi-Purpose Room)
1918 W. Van Buren Street, Phoenix, AZ

Wednesday, May 22
11:00 a.m. to 2:00 p.m. and 4:00 p.m. to 7:00 p.m.
Puente
1937 W. Adams Street, Phoenix, AZ
Facilitated in Spanish, English translation services will be available



All Capitol Extension meeting materials and a comment form are available at valleymetro.org/capex from May 6 through June 7, 2024.



To request reasonable accommodation based on language or disability, contact Jessica Parks at jparks@valleymetro.org or 602-744-5582. Requests should be made as early as possible to ensure Valley Metro has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con la Jessica Parks la 602-744-5582 o jparks@valleymetro.org. Las solicitudes deben hacerse lo más antes posible para asegurar que Valley Metro tenga la oportunidad de hacer los arreglos necesarios.





EXTENSIÓN AL CAPITOLIO

TÍTULO

EXTENSIÓN DEL TREN LIGERO

TIPO



¡SE LE INVITA!

Asista a reuniones públicas y talleres para informarse y dar su opinión sobre dos proyectos importantes: la Extensión del Tren Ligero al Capitolio (CAPEX por sus siglas en inglés), que extiende al tren ligero desde el centro de la ciudad hasta el área del Capitolio del Estado de Arizona, y las Comunidades Orientadas Hacia el Transporte del Distrito del Capitolio (TOC por sus siglas en inglés), para desarrollar planes de normas para la vivienda equitativa y el uso de terrenos en el área alrededor de la extensión del tren ligero.

MAPA DEL ÁREA DE ESTUDIO Y OPCIÓN DE LA RUTA RECOMENDADA



LEYENDA

- Extensión al Capitolio
- Estación de la Extensión al Capitolio
- Valley Metro Rail
- Estación Existente
- Extensión Sur Central / Centro de Conexiones
- Estación Sur Central
- Andén de Uso Especial en la Estación Central
- Conexión a la Futura Extensión a la Interestatal 10 Oeste**
- Opción 1
- Opción 2

Reuniones de la Extensión al Capitolio y de las Comunidades TOC del Distrito del Capitolio

Acompáñenos en un evento al estilo casa abierta con una presentación interactiva sobre la extensión CAPEX del tren ligero, y los próximos planes para vecindarios peatonales centrados en el transporte público de la ciudad de Phoenix, y comparta su visión para el área. Habrá interpretación a español disponible en todas las reuniones.

Reunión Pública en Persona:

sábado, 18 de mayo de 2024
10:00 a.m. a 12:00 p.m.
Escuela Capitol Elementary School
330 N. 16th Avenue, Phoenix, AZ

Reunión Pública Virtual:

lunes, 20 de mayo de 2024
12 p.m.
Enlace para acompañarnos:
valley-metro.webex.com
Acompáñenos por teléfono: 1.408.418.9388
Número del seminario web: 2497 317 5975
Contraseña del seminario web: CAPEX (22739 desde teléfonos)



¡Escanee para vincularse a la reunión virtual!

Canal de Audio en Español:

Acompáñenos por teléfono: 1.408.418.9388
Código de acceso: 2492 832 1353
Contraseña: 22739

Talleres de TOC en Persona:

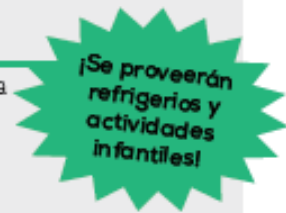
Martes 21 de mayo de 2024
11:00 a.m. a 2:00 p.m. y 4:00 p.m. a 7:00 p.m.
Neighborhood Ministries (Salón de Múltiples Usos)
1918 W. Van Buren Street, Phoenix, AZ

Miércoles 22 de mayo de 2024

11:00 a.m. a 2:00 p.m. y 4:00 p.m. a 7:00 p.m.
Puente
1937 W. Adams Street, Phoenix, AZ
Eventos moderados en español, con servicios de interpretación a inglés disponibles.



Todos los materiales de la reunión de la Extensión al Capitolio y una forma de comentarios estarán disponibles en valleymetro.org/capex del 6 de mayo al 7 de junio de 2024.



To request reasonable accommodation based on language or disability, contact Jessica Parks at jparks@valleymetro.org or 602-744-5582. Requests should be made as early as possible to ensure Valley Metro has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con la Jessica Parks la 602-744-5582 o jparks@valleymetro.org. Las solicitudes deben hacerse lo más antes posible para asegurar que Valley Metro tenga la oportunidad de hacer los arreglos necesarios.





CAPITOL EXTENSION

TITLE

LIGHT RAIL EXTENSION

TYPE



COMMENT FORM

We're listening! Please take a few minutes to provide your feedback below. Thank you!

1. What's your connection to the state capitol area?

- Live nearby
- Work nearby
- Own property nearby
- Other: _____

2. After reviewing the proposed street configuration (how the light rail tracks fit within the roadway), do you have any comments or concerns?

3. After reviewing the proposed light rail station locations, do you have any comments or concerns?

4. Do you have any other comments or concerns about the project?

Help us improve! Please provide additional feedback below.

How did you hear about this meeting?

- Doorhanger
- E-mail
- Social Media
 - Facebook
 - X (Twitter)
 - NextDoor
 - Other: _____
- Website
- Word of mouth
- Other: _____

How do you like to receive information?

- Email
- USPS mail
- Doorhanger
- Newspaper (print)
- Website
- Text
- Other: _____

Would you like to receive updates and notifications about the project? Provide your contact information below:

Name: _____

Mailing address: _____

Email: _____ Phone: _____



EXTENSIÓN AL CAPITOLIO

TÍTULO

EXTENSIÓN DEL TREN LIGERO

TIPO



FORMA DE COMENTARIOS

¡Le escuchamos! Por favor tómesese unos cuantos minutos para proveernos sus comentarios abajo. ¡Muchas gracias!

1. ¿Cuál es su conexión con el área del capitolio estatal?

- Vive cerca
- Trabaja cerca
- Posee propiedad cercana
- Otro: _____

2. Después de revisar la configuración propuesta de la calle (cómo encajan las vías del tren ligero dentro de la calle), ¿tiene usted algún comentario o alguna inquietud?

3. Después de revisar las ubicaciones propuestas de las estaciones del tren ligero, ¿tiene usted algún comentario o alguna inquietud?

4. ¿Tiene usted algún otro comentario o inquietud sobre el proyecto?

¡Ayúdenos a mejorar! Por favor provea comentarios adicionales abajo.

¿Cómo se enteró de esta reunión?

- Volante en la puerta
- Correo electrónico
- Redes Sociales
 - Facebook
 - X (Twitter)
 - NextDoor
 - Otro: _____
- Sitio Web
- De boca en boca
- Otro: _____

¿Cómo desearía usted recibir información?

- Correo electrónico
- Correo Postal USPS
- Volante en la puerta
- Periódico (impreso)
- Sitio Web
- SMS
- Otro: _____

¿Desea usted recibir actualizaciones y notificaciones sobre el proyecto? Por favor provea su información de contacto abajo:

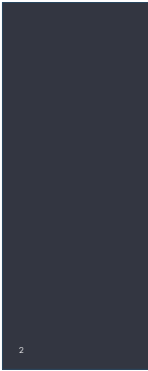
Nombre: _____

Domicilio Postal: _____

Correo Electrónico: _____ Teléfono: _____



City of Phoenix



Agenda

- Capitol Extension
 - Project Update
 - Environmental Process
 - Welcome Design Advancement Teams
 - Public Art
 - Next Steps



Valley Metro

- Tony Santana**
Project Manager, Design and Construction
- Robert Forrest**
Deputy Chief, Capital Planning
- Jessica Parks**
Community Relations, Capitol Extension

City of Phoenix

- Markus Coleman**
Light Rail Administrator
- Kelie Thomas**
Light Rail Coordinator



SB 1102 and Proposition 400 Extension

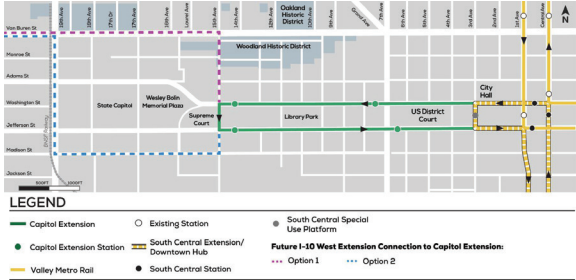
- Signed by Gov. Hobbs on Aug. 11, 2023
- Authorizes Prop 400 extension vote in Nov. 2024
- SB 1102 directly impacts Capitol Extension route
- SB 1102 also affects future light rail funding (not including Capitol Extension)

ASRS 28-9204
Notwithstanding any other law, public monies may not be used to extend light rail service in Phoenix to:

1. The area with a boundary of 17th Avenue on the east, Adams Street on the north, 18th Avenue on the west and Jefferson Street on the south.
2. Any property that is within 50 linear yards of the area described in Paragraph 1 of this section.



Capitol Extension (CAPEX) Corridor



CAPEX Design Updates

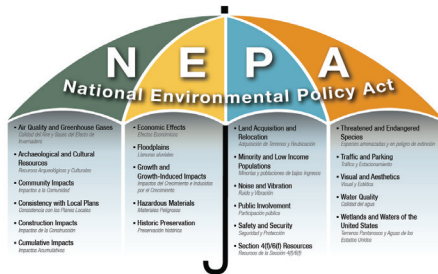
- Route transition to the 15th Avenue Loop instead of 19th Avenue
- Light rail stations relocated closer to 15th Avenue to better serve the modified loop
- Between 3rd Avenue and 10th Avenue
 - Routes will be side running on both Washington and Jefferson streets rather than through the center
- General design refinements have been made across the corridor



ENVIRONMENTAL PROCESS

NEPA and Section 106

Environmental Review



Section 106: National Historic Preservation Act

- Evaluation of potential impacts to historic resources
- Outreach to stakeholders
- Consultation with all affected parties
- Coordination and concurrence with the Arizona State Historic Preservation Office



Photo of Smurthwaite House

PROJECT DESIGN ADVANCEMENT TEAMS

Welcome

Welcome Principal Civil Design Team

Jacobs Engineering

- Andrew Haines – Project Manager
- Vanessa Quinto – Design Manager
- Michael Okamoto – Roadway Lead
- Chintan Jhaveri – Utilities
- Scott Neal – Architect
- Howard Steere – Community Involvement

Jacobs

Welcome Principal Systems Design Team

PGH Wong Engineering

- Amy Fauria – Project Manager/Design Manager
- Scott Tollefson – Senior Traction Power Engineer
- Bernie Rosario – Signaling System Designer
- Stanley Mak – OCS/Structural Engineer
- Karim Aboud – Senior Communications Engineer
- Christopher Guterres – Architectural Designer
- Aztec Engineering – Utility and sitework coordination
- Burns Engineering – Mechanical systems design
- Soteria Company – Safety and security design coordination



PUBLIC ART

ARTIST SELECTION PROCESS & COMMUNITY INVOLVEMENT

13



CAPEX Art Development

- Emerging and experienced artists needed for four station platform projects, one traction power substation project, one operator facility project and three railing projects
- **Selected artists will:**
 - Create thoughtful, engaging artwork that reflects the character of the surrounding community in coordination with area residents and stakeholders
- **For information on applying visit valleymetro.org/artsline**



Update: Call to Artists
 Opened Wednesday, April 1, 2024
 Submittals due on Wednesday, June 5, 2024

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CAPEX Artist Selection

- Community involvement in selection of artists and artwork review
- Artists selected by Stakeholder Art Review Committee and Valley Metro Regional Rail Art Committee
- Community invited to meet with artists to discuss history, values and culture of neighborhood ahead of design process. Artists designs will be reviewed by:
 - The Stakeholder Art Review Committees
 - The Community at Public Meetings
- Designs will be on display at valleymetro.org/artsline



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NEXT STEPS

UPCOMING ACTIVITIES AND OPPORTUNITIES FOR INPUT

Upcoming Activities



Ongoing: Public/stakeholder engagement and FTA processes

18



We Need Your Input!

- Visit the webpage at valleymetro.org/capex
- Fill out the Comment Form – submit anytime by **June 7, 2024**
- Sign up for future project updates or update your contact information



19

Questions?



20

Extensión al Capitolio

Panorama General y Actualización del Proyecto

Presentación de la Reunión Pública



Agenda

- Actualización del Proyecto
 - Proceso Medioambiental
 - Bienvenida a los Equipos de Avance del Diseño
 - Arte Público
 - Sigüientes Pasos



2

ACTUALIZACIÓN DEL PROYECTO

MODIFICACIÓN DE LA RUTA Y NUEVOS ELEMENTOS DE DISEÑO

Proyecto de Ley SB 1102 y la Extensión de la Proposición 400

- Firmado por la Gobernadora Hobbs el 11 de agosto de 2023
- Autoriza el voto de la extensión de la Proposición 400 en noviembre de 2024
- El proyecto de ley SB 1102 impacta directamente a la ruta de la Extensión al Capitolio
- El proyecto de ley SB 1102 también afecta la financiación futura del tren ligero (sin incluir la Extensión al Capitolio)

ASRS 28-9204

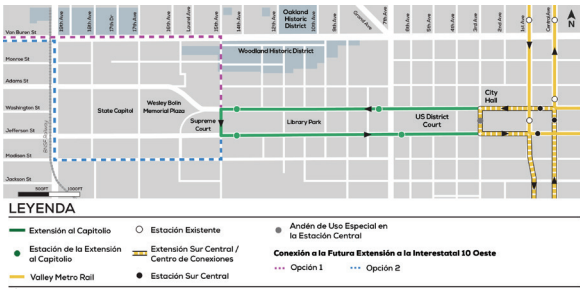
No obstante cualquier otra ley, los fondos públicos no se pueden usar para extender el servicio del tren ligero en Phoenix a:

1. El área delimitada por 17th Avenue al este, Adams Street al norte, 18th Avenue al oeste y Jefferson Street al sur.
2. Cualquier propiedad que se encuentre dentro de 50 yardas lineales del área descrita en el Párrafo 1 de esta sección.



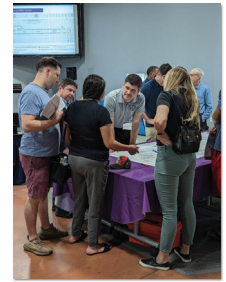
4

Corredor de la Extensión al Capitolio "CAPEX"



Actualizaciones de Diseño de la Extensión CAPEX

- Transición de la ruta al circuito 15th Avenue Loop en lugar de 19th Avenue
- Las estaciones del tren ligero se reubicaron más cerca de 15th Avenue para dar mejor servicio al circuito modificado
- Entre 3rd Avenue y 10th Avenue
- Las rutas transitarán al lado de ambas calles, Washington y Jefferson en lugar de transitar por el centro
- Se han hecho mejoramientos generales en el diseño a través del corredor



PROCESO MEDIOAMBIENTAL

NEPA y la Sección 106



Revisión Medioambiental



Sección 106: Decreto Nacional de Preservación Histórica

- Evaluación de los impactos potenciales sobre los recursos históricos
- Esfuerzos de alcance hacia las partes interesadas
- Consulta con todas las partes afectadas
- Coordinación y conformidad con la Oficina de Preservación Histórica del Estado de Arizona



EQUIPOS DE AVANCE DEL DISEÑO DEL PROYECTO

Bienvenida



Bienvenida al Equipo Principal de Diseño Civil

Jacobs Engineering

- Andrew Haines – Gerente de Proyectos
- Vanessa Quinto – Gerente de Diseño
- Michael Okamoto – Líder de Caminos
- Chintan Jhaveri – Servicios Públicos
- Scott Neal – Arquitecto
- Howard Steere – Participación Comunitaria

Jacobs

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Bienvenida al Equipo Principal de Diseño de Sistemas

PGH Wong Engineering

- Amy Fauria – Gerente de Proyecto/Gerente de Diseño
- Scott Tollefson – Ingeniero Principal de Energía de Tracción
- Bernie Rosario – Diseñador de Sistemas de Señalización
- Stanley Mak – Ingeniero Estructural/del Sistema de Calentamiento Aéreo
- Karim Aboud – Ingeniero Principal de Comunicaciones
- Christopher Guterres – Diseñador Arquitectónico
- Aztec Engineering – Coordinación de Servicios Públicos y Obras en el Sitio
- Burns Engineering – Diseño de Sistemas Mecánicos
- Soteria Company – Coordinación del Diseño de Seguridad y Protección

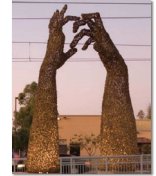


12



Desarrollo de Arte de la Extensión CAPEX

- Se necesitan artistas emergentes y experimentados para proyectos en cuatro andenes de las estaciones, un proyecto en la subestación de energía de tracción, un proyecto en la instalación de operadores y tres proyectos de barandales
- Los artistas seleccionados:
 - Crearán obras de arte reflexivas y atractivas que reflejen el carácter de la comunidad circunvecina en coordinación con los residentes del área y las partes interesadas
- Para información sobre cómo hacer una solicitud, visite valleymetro.org/artsline



Actualización: Convocatoria de Artistas
Se abrió el miércoles 1º de abril de 2024
Las presentaciones se vencen el miércoles 5 de junio de 2024

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Selección de Artistas para la Extensión CAPEX

- Participación de la comunidad en la selección de artistas y en la revisión de obras de arte
- Los artistas serán seleccionados por el Comité de Revisión de Arte de las Partes Interesadas y el Comité de Arte de Valley Metro Regional Rail
- Se invita a la comunidad para que se reúna con los artistas para hablar sobre la historia, los valores y la cultura del vecindario antes del proceso de diseño. Los diseños de los artistas serán revisados por:
 - Los Comités de Revisión de Arte de las Partes Interesadas
 - La Comunidad en las Reuniones Públicas
- Los diseños se exhibirán en valleymetro.org/Artsline



15



Actividades Venideras



17



¡Necesitamos Su Opinión!

- Visite la página web valleymetro.org/capex
- Llene la Forma de Comentarios - envíela en cualquier momento antes del **7 de junio de 2024**
- Regístrese para actualizaciones futuras del proyecto o actualice su información de contacto



18



¿Preguntas?

19



Meeting Boards

Welcome
Capitol Extension Project

¡Bienvenidos!
Proyecto de la Extensión al Capitolio

Please sign in at the welcome table or scan this code to sign in online.



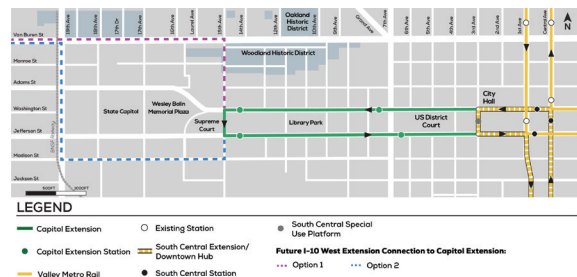
Please see a staff member if you need Spanish interpretation assistance.

Por favor regístrese en la mesa de bienvenida o escanee este código para iniciar su sesión en línea.

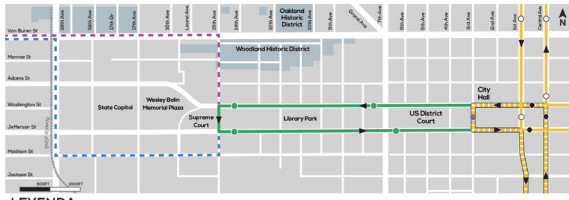
Consulte con un miembro del personal si necesita asistencia con interpretación a español.



Capitol Extension (CAPEX) Map



Corredor de la Extensión al Capitolio "CAPEX"

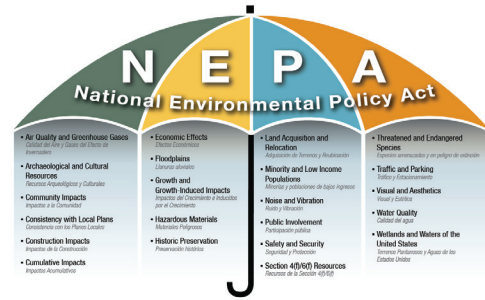


LEYENDA

- Extensión de la Estación al Capitolio
- Estación Sur Central
- Estación Existente
- Extensión Sur Central / Centro de Conexiones
- Estación Sur Central
- ⊙ Anclón de Uso Especial en la Estación Central
- Conexión a la Futura Extensión e la Interestatal 10 Oeste
- Opción 1
- Opción 2



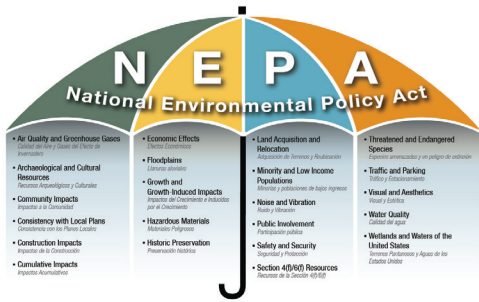
Environmental Review



- Air Quality and Greenhouse Gases
Calidad del Aire y Gases del Efecto de Invernadero
- Archaeological and Cultural Resources
Recursos Arqueológicos y Culturales
- Community Impacts
Impactos a la Comunidad
- Consistency with Local Plans
Coherencia con los Planes Locales
- Construction Impacts
Impactos de la Construcción
- Cumulative Impacts
Impactos Acumulativos
- Economic Effects
Efectos Económicos
- Floodplains
Llanuras aluviales
- Growth and Growth Induced Impacts
Impactos del Crecimiento e Inducidos por el Crecimiento
- Hazardous Materials
Materiales Peligrosos
- Land Acquisition and Relocation
Adquisición de Terreno y Relocalización
- Minority and Low Income Populations
Minorías y Poblaciones de Bajo Ingreso
- Noise and Vibration
Ruido y Vibración
- Public Involvement
Participación pública
- Safety and Security
Seguridad y Protección
- Section 4(f)(6) Resources
Recursos de la Sección 4(f)(6)
- Threatened and Endangered Species
Especies amenazadas y en peligro de extinción
- Traffic and Parking
Tráfico y Estacionamiento
- Visual and Aesthetics
Visual y Estética
- Water Quality
Calidad del Agua
- Wetlands and Waters of the United States
Zonas Húmedas y Aguas de los Estados Unidos



Revisión Medioambiental



- Air Quality and Greenhouse Gases
Calidad del Aire y Gases del Efecto de Invernadero
- Archaeological and Cultural Resources
Recursos Arqueológicos y Culturales
- Community Impacts
Impactos a la Comunidad
- Consistency with Local Plans
Coherencia con los Planes Locales
- Construction Impacts
Impactos de la Construcción
- Cumulative Impacts
Impactos Acumulativos
- Economic Effects
Efectos Económicos
- Floodplains
Llanuras aluviales
- Growth and Growth Induced Impacts
Impactos del Crecimiento e Inducidos por el Crecimiento
- Hazardous Materials
Materiales Peligrosos
- Historic Preservation
Preservación Histórica
- Land Acquisition and Relocation
Adquisición de Terreno y Relocalización
- Minority and Low Income Populations
Minorías y Poblaciones de Bajo Ingreso
- Noise and Vibration
Ruido y Vibración
- Public Involvement
Participación pública
- Safety and Security
Seguridad y Protección
- Section 4(f)(6) Resources
Recursos de la Sección 4(f)(6)
- Threatened and Endangered Species
Especies amenazadas y en peligro de extinción
- Traffic and Parking
Tráfico y Estacionamiento
- Visual and Aesthetics
Visual y Estética
- Water Quality
Calidad del Agua
- Wetlands and Waters of the United States
Zonas Húmedas y Aguas de los Estados Unidos



Section 106: National Historical Preservation Act

- Evaluation of potential impacts to historic resources
- Outreach to stakeholders
- Consultation with all affected parties
- Coordination and concurrence with the Arizona State Historic Preservation Office



Sección 106: Decreto Nacional de Preservación Histórica

- Evaluación de los impactos potenciales sobre los recursos históricos
- Esfuerzos de alcance hacia las partes interesadas
- Consulta con todas las partes afectadas
- Coordinación y conformidad con la Oficina de Preservación Histórica del Estado de Arizona

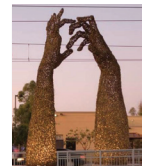


CAPEX Art Development

- Emerging and experienced artists needed for four station platform projects, one traction power substation project, one operator facility project and three rail line projects

Selected artists will:

- Create thoughtful, engaging artwork that reflects the character of the surrounding community in coordination with area residents and stakeholders
- For information on applying visit valleymetro.org/artslines



Update: Call to Artists
 Opened Wednesday, April 1, 2024
 Submittals due on Wednesday, June 5, 2024



Desarrollo de Arte de la Extensión CAPEX

• Se necesitan artistas emergentes y experimentados para proyectos en cuatro andenes de las estaciones, un proyecto en la subestación de energía de tracción, un proyecto en la instalación de operadores y tres proyectos de barandales

• Los artistas seleccionados:

Crearán obras de arte reflexivas y atractivas que reflejen el carácter de la comunidad circunvecina en coordinación con los residentes del área y las partes interesadas

• Para información sobre cómo hacer una solicitud, visite valleymetro.org/artsline



Actualización: Convocatoria de Artistas
Se abrió el miércoles 1º de abril de 2024
Las presentaciones se vencen el miércoles 5 de junio de 2024



Upcoming Activities



Ongoing: Public/stakeholder engagement and FTA processes



Actividades Venideras



Continuas: Participación del público y de las partes interesadas y procesos de la administración FTA



Learn More and Submit a Comment!

Visit the webpage at valleymetro.org/capex to:

- Fill out the Comment Form
- Submit anytime by **June 7, 2024**
 - Complete a comment form in-person or online
- Visit the website for more information including fact sheets, frequently asked questions and the project map
- Sign up for future project updates or update your contact information



¡Infórmese Más y Envíe Un Comentario!

Visite la página web en valleymetro.org/capex para:

- Llenar la Forma de Comentarios
- Enviarla en cualquier momento antes del **7 de junio de 2024**
 - Llène la forma de comentarios en persona o en línea
- Visite el sitio web para más información, incluyendo hojas informativas, preguntas frecuentes y el mapa del proyecto
- Regístrese para actualizaciones futuras del proyecto o actualice su información de contacto



Appendix B: Media Outreach

From: [Valley Metro News](#)
Subject: Input needed for modified Capitol Extension route and Capitol District Transit-Oriented Communities
Date: Thursday, May 9, 2024 1:38:30 PM

News Release

Contact

Juliana Vasquez-Keating
O: 602.322.4492
C: 520.990.5797
jvasquezkeating@valleymetro.org

For immediate release

May 9, 2024

Community input needed for modified Capitol Extension route and Capitol District Transit-Oriented Communities

Meetings and workshops held on May 18, 20, 21 and 22

PHOENIX— Valley Metro and the city of Phoenix are seeking community input on the modified route for the [Capitol Light Rail Extension](#) that will extend light rail west from downtown Phoenix to the Arizona State Capitol area and the [Capitol District Transit-Oriented Communities](#) (TOC) that will develop land use and equitable housing policy plans in the area around the extension.

Two public meetings and two workshops will be held to provide information and seek input:

In-Person Public Meeting

Saturday, May 18, 2024

10 a.m. – noon

[Capitol Elementary School](#)

330 N. 16th Ave

Phoenix, AZ 86007

Spanish translation services will be available

Virtual Public Meeting

Monday, May 20, 2024

12 p.m.

Join online at valley-metro.webex.com

Join by phone: 1.408.418.9388

Webinar number: 2497 317 5975

Webinar password: CAPEX (22739 from phones)

Spanish Audio Channel:

Join by phone: 1.408.418.9388

Webinar number: 2484 040 1581

Webinar password: 22739

In-person Workshops

Tuesday, May 21, 2024

11:00 a.m. to 2:00 p.m. and 4:00 p.m. to 7:00 p.m.

[Neighborhood Ministries](#) (Multi-Purpose Room)

1918 W. Van Buren Street, Phoenix, AZ

Spanish translation services will be available

Wednesday, May 22

11:00 a.m. to 2:00 p.m. and 4:00 p.m. to 7:00 p.m.

[Puente](#)

1937 W. Adams Street, Phoenix, AZ

This meeting will be facilitated in Spanish, English translation services will be available.

View a digital flyer with more information [here](#). Presentation materials are also posted on the [project website](#) along with [a comment form](#) to submit feedback through June 7, 2024.

Learn more about the Capitol Extension at valleymetro.org/capex.

Learn more about the Capitol District TOC, stakeholder workshops and RSVP at [Get Involved - City of Phoenix - CAPEX/10WEST Rail Extension Project](#).

About the Capitol Extension: The 0.75-mile route will connect to the current light rail line at 3rd Avenue and Washington Street, head west on Washington Street, turn south on 15th Avenue, and then return east on Jefferson Street, reconnecting to the existing light rail system at Third Avenue and Jefferson Street (see attached map). This extension will ultimately connect to the future [I-10 West Extension](#). The route modification was implemented to comply with recent legislation (SB 1102) restricting light rail's proximity to the State Capitol. The 15th Avenue Loop route continues to serve a strong ridership base and creates an important connection to future expansions in west Phoenix.

About Valley Metro: Located in the fastest-growing county in the U.S., Valley Metro connects people to their most important destinations each day. Riders travel across the metro-Phoenix area on eco-friendly public transit including bus, light rail, paratransit and streetcar. Progress continues on additional high-capacity transit extensions that are either in planning or under construction to create a 50-mile rail system by 2030. Valley Metro also offers alternative transportation programs including [paratransit services for seniors and people with disabilities](#), commuter vanpools, [online carpool matching](#), bus trip mapping, bicycle safety and telework assistance. Two [Boards of Directors](#) from 19 local cities and towns and the county set the policy direction for the agency with the intent of advancing the regional public transit system in Maricopa County. In addition to federal and local funds, Valley Metro receives critical capital and bus operations funds from Prop. 400, the 20-year, regional half-cent transportation sales tax that is set to expire in 2025. Stay up-to-date by following us on [Facebook](#), [Instagram](#), [YouTube](#) and [X](#) or by visiting valleymetro.org and downloading the [Valley Metro app](#).

##

Contacto Total Radio Spot

(ANNOUNCER ONE)

The Capitol Light Rail Extension is coming!

(ANNOUNCER TWO)

Your opinion matters!

(ANNOUNCER ONE)

Valley Metro and the City of Phoenix are hosting meetings and workshops to discuss the Capitol Extension Light Rail Project and surrounding community development. Join us on Saturday, May 18, 2024 at 10 a.m. at Capitol Elementary School Or at transit oriented community workshops on May 21 and May 22.

(ANNOUNCER TWO)

Learn about the new route design, plans for your community and how light rail will expand in the Valley. Most importantly, provide feedback.

(ANNOUNCER ONE)

If you can't make it in-person, join us virtually! There are a virtual call-in session, May 20.

(ANNOUNCER TWO)

Your voice matters! For more information, visit valleymetro.org/capex.

(ANNOUNCER ONE)

¡Ya viene la Extensión al Capitolio del Tren Ligero!

(ANNOUNCER TWO)

¡Su opinión es importante!

(ANNOUNCER ONE)

Valley Metro y la Ciudad de Phoenix están organizando reuniones y talleres para hablar sobre el Proyecto de la Extensión al Capitolio del Tren Ligero y el desarrollo de la comunidad circunvecina. Acompáñenos el sábado 18 de mayo de 2024 a las 10 a.m. en la escuela Capitol Elementary School, o en los talleres comunitarios orientados hacia el transporte público el 21 y 22 de mayo.

(ANNOUNCER TWO)

Infórmese sobre el diseño de la nueva ruta, los planes para su comunidad y cómo se ampliará el tren ligero en el Valle. Pero aún más importante, provea sus comentarios.

(ANNOUNCER ONE)

Si no puede asistir en persona, ¡acompañenos virtualmente! El 20 de mayo se llevará a cabo una sesión virtual por medio de llamadas.

(ANNOUNCER TWO)

¡Su voz es importante! Para más información, visite valleymetro.org/capex.

Contacto Total Flyer Placement



OHANA KIDS & FAMILY KARE
YOUR HEALTH MATTERS TO US

ÁNGELA LÓPEZ, MD.
LA DOCTORA DE TODA A FAMILIA

**-MEDICINA FAMILIAR Y PEDIATRÍA-
¡SU SALUD NOS IMPORTA!**





EXTENSIÓN AL CAPITOLIO
TITULO
EXTENSIÓN DEL TREN LIGERO
1190

¡SE LE INVITA!

Asista a reuniones públicas y talleres para informarse y dar su opinión sobre dos proyectos importantes: la Extensión del Tren Ligero al Capitolio (CAPEX por sus siglas en inglés), que extiende al tren ligero desde el centro de la ciudad hasta el área del Capitolio del Estado de Arizona, y las Comunidades Orientadas Hacia el Transporte del Distrito del Capitolio (TOC por sus siglas en inglés), para desarrollar planes de normas para la vivienda equitativa y el uso de terrenos en el área alrededor de la extensión del tren ligero.

MAPA DEL ÁREA DE ESTUDIO Y OPCIÓN DE LA RUTA RECOMENDADA



LEYENDA

- Extensión al Capitolio
- Estación Este
- Área de Uso Especial en la Extensión Central
- Estación de la Extensión al Capitolio
- Extensión Sur Central / Centro de Convenciones
- Conexión a la Future Extension a la Intersección 10 Oeste
- Valley Metro Rail
- Estación Sur Central
- Opción 1
- Opción 2

Reuniones de la Extensión al Capitolio y de las Comunidades TOC del Distrito del Capitolio

Acompáñenos en un evento al estilo casa abierta con una presentación interactiva sobre la extensión CAPEX del tren ligero, y los próximos planes para vecindarios peatonales centrados en el transporte público de la ciudad de Phoenix, y comparta su visión para el área. Habrá interpretación a español disponible en todas las reuniones.

Reunión Pública en Persona:
sábado, 18 de mayo de 2024
10:00 am a 12:00 pm
Escuela Capitol Elementary School
330 N. 16th Avenue, Phoenix, AZ

Reunión Pública Virtual:
lunes, 20 de mayo de 2024
12 pm
Enlace para acompañarnos:
valleymetro.webex.com
Acompáñenos por teléfono: 1.408.418.9388
Número del seminario web: 2497.317.5975
Contraseña del seminario web: CAPEX (22739) desde teléfonos

Canal de Audio en Español:
Acompáñenos por teléfono: 1.408.418.9388
Código de acceso: 2492.832.1353
Contraseña: 22739

Talleres de TOC en Persona:
Martes 21 de mayo de 2024
11:00 am a 2:00 pm y 4:00 pm a 7:00 pm
Neighborhood Ministries (Salón de Múltiples Usos)
1918 W. Van Buren Street, Phoenix, AZ

Miércoles 22 de mayo de 2024
11:00 am a 2:00 pm y 4:00 pm a 7:00 pm
Puente
1937 W. Adams Street, Phoenix, AZ
Eventos moderados en español, con servicios de interpretación a inglés disponibles.

CONFIRME SU ASISTENCIA AQUÍ

Todos los materiales de la reunión de la Extensión al Capitolio y una forma de comentarios estarán disponibles en valleymetro.org/capex del 6 de mayo al 7 de junio de 2024.

¡Se proveerán refrigerios y actividades infantiles!


Tres localidades en el Valle del Sol

<p>Baseline y Val vista 3130 E Baseline Rd Suite # 103 Mesa, AZ</p>	<p>Calle 32 y Greenway 3305 East Greenway Road Suite # 6 Phoenix, AZ</p>	<p>Avenida 35 y Bathany home 6211 N 35th Avenue, Suite #3 Phoenix, AZ</p>
--	---	--

¡Haga su cita! (480) 539-7618

To request reasonable accommodation based on language or disability, contact Jessica Parks at jparks@valleymetro.org or 602-744-5582. Requests should be made as early as possible to ensure Valley Metro has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con la Jessica Parks la 602-744-5582 o jparks@valleymetro.org. Los solicitantes deben hacerse lo más antes posible para asegurar que Valley Metro tenga la oportunidad de hacer los arreglos necesarios.



Earned Media

Date	Time	Title	Source	Affiliation	Calc Publicity Value	Item Type	Language
5/9/2024	4:24 p.m.	Valley Metro seeks feedback on light rail expansion toward AZ Capitol	KJZZ	NPR	\$589	Online	
5/10/2024	8:05 a.m.		KJZZ	NPR			
5/10/2024	4:34 p.m.		KJZZ	NPR	\$589	Radio	English
5/10/2024	7:30 a.m.		KJZZ	NPR			
5/13/2024		Valley metro seeks public input on light rail extension plans	Progressive Railroading				
5/15/2024			Signals AZ			Online	English
5/15/2024	10 a.m.		KTAR	KTAR	\$432	Radio	English
5/15/2024	9:30 a.m.		KTAR	KTAR	\$432	Radio	English
5/15/2024	9:15 a.m.		KTAR	KTAR	\$432	Radio	English
5/15/2024	8:44 a.m.		KTAR	KTAR	\$432	Radio	English
5/15/2024	8:05 a.m.		KTAR	KTAR	\$432	Radio	English
5/15/2024	7:35 a.m.		KTAR	KTAR	\$432	Radio	English
5/15/2024	5:35 a.m.		KTAR	KTAR	\$432	Radio	English
5/15/2024	5:05 a.m.		KTAR	KTAR	\$432	Radio	English
5/19/2024	2:30 p.m.		KTAR	KTAR	\$42	Radio	English
5/19/2024	5 p.m.		KTAR	KTAR	\$42	Radio	English

Appendix C: Additional Notifications

Public Meeting Notice: Capitol Extension & Capitol District TOC

"Valley Metro " <info@emma.valleymetro.org> Capitol Light Rail Extension
Sent to 1,229 recipients on May 9, 2024 2:25 pm



— this mailing
— community avg

Opens
40%
484 opens

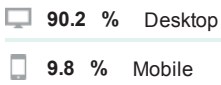
Clicks
6%
30 unique clicks

Delivery
100%
1,223 delivered
6 bounced

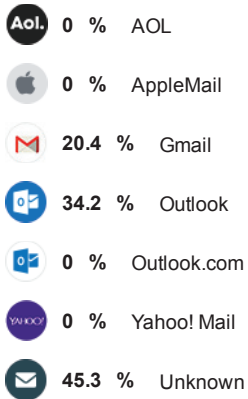
Opt-outs
1
0% of recipients

Shares
0

OPENS BY DEVICE



OPENS BY CLIENT



CLICK ANALYSIS



Public Meeting Reminder: Capitol Extension & Capitol District T...

"Valley Metro " <info@emma.valleymetro.org> Capitol Light Rail Extension
Sent to 1,211 recipients on May 16, 2024 12:30 pm



— this mailing
— community avg

Opens
42%
506 opens

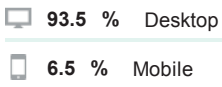
Clicks
18%
90 unique clicks

Delivery
100%
1,209 delivered
2 bounced

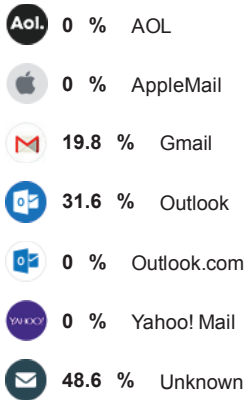
Opt-outs
0
0% of recipients

Shares
0

OPENS BY DEVICE



OPENS BY CLIENT



CLICK ANALYSIS



Capitol Extension - Last Call for Public Comments!

"Valley Metro " <info@emma.valleymetro.org> Capitol Light Rail Extension
Sent to 1,238 recipients on Jun 6, 2024 8:00 am



— this mailing
— community avg

Opens
40%
500 opens

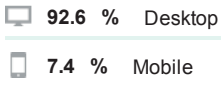
Clicks
16%
79 unique clicks

Delivery
100%
1,237 delivered
1 bounced

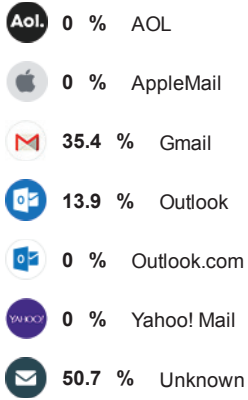
Opt-outs
0
0% of recipients

Shares
0

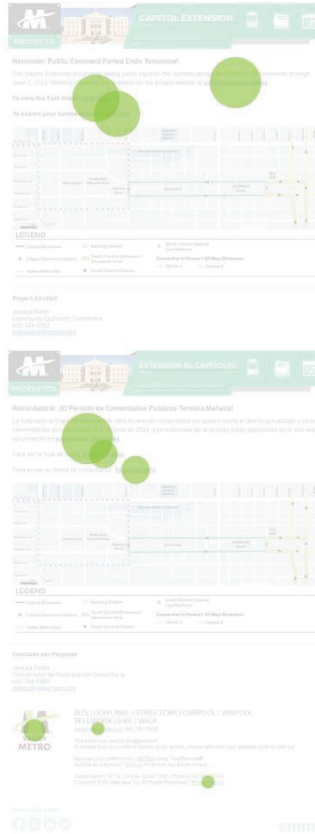
OPENS BY DEVICE



OPENS BY CLIENT

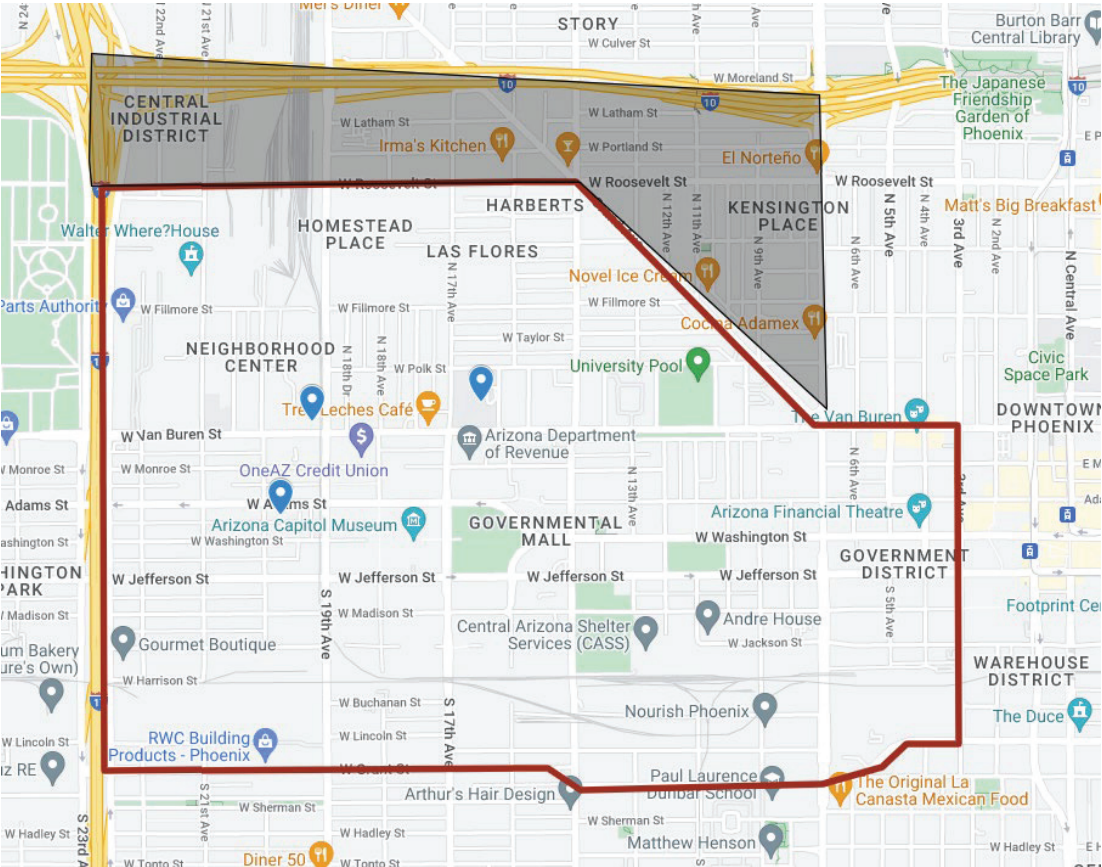


CLICK ANALYSIS



Doorhanger Distribution Area

The map below depicts the area selected for doorhanger distribution. As part of the partnership between City of Phoenix and Valley Metro, the shaded area was added to the overall footprint to help better capture the Transit Oriented Communities study area.



Appendix D: Social Media

Twitter/X Posts

Date	Post description	Paid	Type	Impressions	Media Views	Engagements	Likes	Retweets
5/9/2024	Meeting details	Organic	Post	549	549	13	8	2
5/10/2024	Meeting details (Spanish)	Organic	Post	1,043	1,043	10	7	3
5/15/2024	Meeting information	Organic	Post	350	350	7	5	1
5/15/2024	PPT retweet with meeting info	Organic	Retweet	801	801	10	7	3
5/17/2024	May 18 meeting reminder	Organic	Post	215	215	1	1	0
5/18/2024	May 18 meeting recap	Organic	Post	816	816	6	4	2
5/20/2024	Virtual meeting reminder	Organic	Post	447	447	1	1	0
5/21/2024	TOC workshop reminder	Organic	Post	341	341	5	4	1
5/23/2024	Public comment reminder	Organic	Post	289	289	5	5	0
5/24/2024	Public comment reminder (Spanish)	Organic	Post	249	249	2	2	0
5/30/2024	Public comment reminder (Spanish)	Organic	Post	578	578	9	6	3
6/6/2024	Public comment reminder (Spanish)	Organic	Post	428	428	9	8	1

Instagram Posts

Date	Post description	Type	Impressions	Accounts reached	Post interactions	Likes	Post Comments	Post Shares
5/9/2024	Meeting social graphic	Post	706	639	68	56	2	5
5/10/2024	Meeting social graphic (Spanish)	Post	279	252	9	9	0	0
5/11/2024	Meeting flyer	Post	987	904	125	104	2	12
5/15/2024	Meeting reminder w/photo	Post	725	681	71	68	1	0
5/17/2024	May 18 meeting reminder	Post	559	522	76	68	4	4
5/18/2024	May 18 meeting recap	Post	517	449	61	60	0	1
5/23/2024	Public comment push	Post	666	559	86	85	0	1
5/24/2024	Public comment push (Spanish)	Post	430	391	53	50	0	3
5/30/2024	Public comment push -1 week left	Post	780	731	67	53	0	11

Facebook Posts

Date	Page	Post description	Paid Reach	Impressions	Post Engagement	Link clicks	Post Reactions	Post Shares	Post Comments
5/9/2024	Valley Metro	Meeting & workshop notification	\$250 Boosted 5/10-5/18	13,499	813	41	544	0	85
5/10/2024	Valley Metro	May 18 event (English)	Organic				5		
5/10/2024	Valley Metro	Meeting and workshop details (Spanish)	Organic	65	0	0	0	0	0
5/11/2024	Valley Metro	Meeting flyer	Organic	4,979	264	3	38	5	7
5/15/2024	Valley Metro	Meeting information	Organic	3,107	130	4	35	3	4
5/17/2024	Valley Metro	May 18 meeting reminder	Organic	1193	84	6	37	4	5
5/18/2024	Valley Metro	May 18 meeting reminder	organic (repost)			3			
5/18/2024	Valley Metro	May 18 meeting recap	Organic	993	113	1	22	1	0
5/20/2024	Valley Metro	May 20 meeting reminder	Organic	815	28	3	5	0	3
5/21/2024	Valley Metro	TOC workshop reminder	Organic	1627	49	1	13	1	3
5/23/2024	Valley Metro	Public comment reminder	\$375 Boosted (5/23-6/7)	16,284	904	134	486	36	81
5/24/2024	Valley Metro	Public comment reminder (Spanish)	\$350 Boosted (5/24-6/7)	13,501	753	176	88	12	62
5/30/2024	Valley Metro	Public comment reminder-1 week	Organic	792	24	4	15	2	0
6/6/2024	Valley Metro	Public comment reminder-1 day	Organic	1615	55	7	24	3	0

Date	Page	Post description	Paid Reach	Impressions	Post Engagement	Link clicks	Post Reactions	Post Shares	Post Comments
5/9/2024	VM Construction	Meeting and workshop details	Organic	115	3	1	1	0	0
5/10/2024	VM Construction	Meeting and workshop post (Spanish)	\$250 Boosted 5/10-5/22	15,891	813	8	604	0	12
5/11/2024	VM Construction	Meeting flyer	Organic	233	23	1	5	2	0
5/15/2024	VM Construction	Meeting information with image	Organic	177	4	1	0	2	0
5/17/2024	VM Construction	May 18 meeting info	organic	30	31	4	9	1	1
5/18/2024	VM Construction	May 18 meeting recap	Organic	125	10	3	0	0	0
5/20/2024	VM Construction	Virtual meeting reminder	Organic	89	4	2	2	0	0
5/21/2024	VM Construction	TOC workshop reminder	Organic	110	2	1	1	0	0
5/23/2024	VM Construction	Public comment reminder	Organic	99	9	2	3	3	0
5/24/2024	VM Construction	Public comment reminder (Spanish)	Organic	76	5	2	1	1	0
5/30/2024	VM Construction	Public comment reminder-1 week	Organic	156	5	3	2	0	0
6/6/2024	VM Construction	Public comment reminder-1 day Post	Organic	195	14	2	7	1	0

Appendix E: Public Comments

Feedback Form

A summary of responses are listed in the summary report. The full listing of comments are below. Comment themes have been categorized to common topics as listed below. Personal information has been redacted. Comments may have been edited for clarity or spelling.

Q1. After reviewing the proposed street configuration (how the light rail tracks fit within the roadway) do you have any comments or concerns?

After reviewing the proposed street configuration (how the light rail tracks fit within the roadway) do you have any comments or concerns?	Comment Themes
I don't take the light rail. I'm on a scooter and am fearful- light rail should be more handicap accessible.	Accessibility
Aesthetic design for stops with artists is a great idea. Also how can the separation walls be designed in an aesthetic landscape design? Is it an option for greenery to be included?	Art and Landscape
It is a pretty OK situation, but planting trees along the tracks or embedding the rails within grass would make it look better.	Art and Landscape
What will be done to mitigate the historic State Capitol view corridor, especially westward towards the Capitol? That should be improved and beautified, not cluttered with poles and wires, and possibly garish lighting. Will designated bike laned and dedicated on-street parking be included/provided? They should be, with improved landscaping, trees and shade along the route.	Art and Landscape
Also give updates for how the bus routes on those streets may be affected.	Efficiency (Transit)
I am concerned about the need for vehicles wanting/needing to make right turns across the side running alignment. My wish would be that the design team eliminates these conflicts to allow for the train to travel unimpeded by autos.	Efficiency (Transit)

<p>After reviewing the proposed street configuration (how the light rail tracks fit within the roadway) do you have any comments or concerns?</p>	<p>Comment Themes</p>
<p>I currently take an Express bus from the East Valley, and I'm concerned that if the bus routes change after this is implemented, that the lack of a bus lane east of 10th Ave will delay my commute (assuming I don't switch to park and ride at the light rail).</p>	<p>Efficiency (Transit)</p>
<p>I just want to make sure there is signal priority for the train</p>	<p>Efficiency (Transit)</p>
<p>The design is better and would like you to request on more space for station and in-house parking as the traffic is going to get worse after the extension</p>	<p>Efficiency (Vehicles)</p>
<p>I want to maintain being able to access sides streets without making a U-turn in a vehicle. for example, turning onto Adams, Monroe and Jefferson from 15th Avenue. and maintain left and right turns on Van Buren from 15th Avenue to 19th Avenue.</p>	<p>Efficiency (Vehicles)</p>
<p>Traffic back-up along this corridor. Many areas that currently have the light rail access have issues with traffic backing up. The traffic lights are too long or get missed when the train passes, the light will hold up the flow of traffic.</p>	<p>Efficiency (Vehicles)</p>
<p>I am very interested in what will happen if Option 2 is selected since it will go directly in front of our property and will likely block the Washington St access to 19th Avenue. Doing so will likely cause considerable traffic through our parking lot.</p>	<p>I-10 West Concern</p>
<p>I'm definitely in favor of Option 1 that goes up to Van Buren - it's closer to residential and a working-class neighborhood - providing greater opportunities to those residents.</p>	<p>I-10 West Concern</p>
<p>I'm excited about the Capitol Extension plan! I'm a bit concerned about the I-10 extension piece that's coming after, though.</p>	<p>I-10 West Concern</p>
<p>Option 1 will be helpful for me because I work around that area and I could take it to work and back home when the I-10 West Extension opens.</p>	<p>I-10 West Concern</p>

<p>After reviewing the proposed street configuration (how the light rail tracks fit within the roadway) do you have any comments or concerns?</p>	<p>Comment Themes</p>
<p>Please build less on the freeway and more on the streets. View Santiago Chile metro for how to build on freeway if you have to use this alignment.</p>	<p>I-10 West Concern</p>
<p>Yes for Option One (no on Option 2). I strongly believe the path should go down Van Buren and not over to Madison and up 15th. More lower-income families live in homes along 19th, and they will be impacted by the noise, traffic, and congestion. Lower income neighborhoods have less systemic tools and built-in policies to avoid environmental and social impact.</p>	<p>I-10 West Concern</p>
<p>Aligning it on Washington/Jefferson with existing alignment East is wise. Placing a protected bike lane with it between the sidewalk and the light rail lanes would be ideal for transit oriented development and utilization catalyzing.</p>	<p>Multimodal Infrastructure</p>
<p>As a daily commuter via bike, I don't feel the proposed plan accurately reflects the needs of the community in this area, or myself as a regular rider with my 2 kids in a bike trailer through this area. If you are going to prioritize adding alt transportation, please make cycling a priority by including dedicated lanes if not delineators or curbs. CARS ALREADY HAVE ENOUGH LANES.</p>	<p>Multimodal Infrastructure</p>
<p>As someone who lives and works downtown and bikes to light rail pretty much every time I use it, I'm a worried about how bike lanes are going to mesh with the light rail. I can't quite make out what the plan for bike lanes is on the roll plat. It does look like the number of vehicle lanes on will continue to be excessive. I hope the design takes at least one away before taking away bike lanes, meager as they already are. I understand there will be parallel bike routes but every street should have some sort of bike facility Sharrows on these two streets wouldn't be enough.</p>	<p>Multimodal Infrastructure</p>
<p>Could one lane for motor vehicles be removed to create a wider walk way and protected bike lane? Opening up opportunities for safe pedestrian/cyclist travel would lower motor vehicle traffic and make the area safer and less congested.</p>	<p>Multimodal Infrastructure</p>
<p>I am extremely concerned with the fact that the bike lanes are not continuous on Washington St. There is no reason why 5 lanes of vehicle traffic can fit but one bike lane can not. And the bike lanes that are present are the bare minimum. Why is there no permanent concrete protection between them and the other lanes?</p>	<p>Multimodal Infrastructure</p>

<p>After reviewing the proposed street configuration (how the light rail tracks fit within the roadway) do you have any comments or concerns?</p>	<p>Comment Themes</p>
<p>I am extremely surprised and concerned that the plan not only fails to enhance bicycle infrastructure, but proposes to reduce bike lanes. This goes completely against T2050 and the city's efforts to improve active transportation, including the Shared Micromobility Program. I live 1.5 miles from the closest light rail station and (like many other Valley residents) use a bike to connect to the light rail, in addition to using my bike for the duration of other trips. Light rail infrastructure is not separate from bicycle infrastructure. We need to provide a safe way for cyclists and those on scooters to travel in this area. The traffic in this area is not that high, and five lanes in one direction is equivalent to a freeway, not a dense urban area. Let's do the forward-looking thing and remove one lane of vehicle traffic to accommodate bikes and scooters. The current plan is extremely automobile focused and is counter-productive to transit and climate goals. I also urge the important of ensuring that the bike lanes have connectivity to other bike lanes and do not exist on a small portion of the roadway in a vacuum.</p>	<p>Multimodal Infrastructure</p>
<p>I am very concerned by how close the bicycle lane is to both car travel lanes and the light rail travel lane itself. This was clearly designed by people who do not know how to safely design for bicyclists. There are anywhere from 3-5 car travel lanes along the proposed corridor; PLEASE remove some of those lanes to add physical concrete buffer and protection for the bike lanes. To plan and build for large car volumes along a major transit route is antithetical to the transit route-stop it! Please decrease the number of car lanes with the addition of the light rail. The car lanes also cross the bike lane (and the light rail line!) way too many times, introducing countless locations for conflict. FYI it is possible and even recommended to restrict certain car movements on a transit corridor like this. The bike lanes also end or change sides at intersections (Jefferson and 10th, Washington and 10th, Washington and 7th) with no thought to the bicyclist (no, sharrows/ bike symbols in the car lane are not intended nor acceptable in this circumstance), and kicking them out right as the light rail itself crosses their path. It is so unbelievably dangerous I cannot believe an engineer thought this through. To design and build a bike lane next to a light rail with no physical protection is beyond bad engineering and poor basic judgement.</p>	<p>Multimodal Infrastructure</p>
<p>I do have concerns. There needs to be protected bike lanes going both ways, side walks at least 6ft wide on both sides, and trees.</p>	<p>Multimodal Infrastructure</p>
<p>I have concerns with the tracks moving into/out of the way for the bike lane. It seems dangerous that a bike lane heading east will suddenly end and the tracks will start. Design it so the rail is straight and doesn't cross rights of way, and bike lanes are straight and have no points of contact with rail.</p>	<p>Multimodal Infrastructure</p>

<p>After reviewing the proposed street configuration (how the light rail tracks fit within the roadway) do you have any comments or concerns?</p>	<p>Comment Themes</p>
<p>I just saw a comment from @ValleyMetro on Instagram saying that VM and City of Phoenix "will continue to evaluate the current layout and design with respect to the appropriate CAPEX bike facilities", which is awesome. Then the VM comment says "which may include sharrows..." -- the thought of a sharrow on a 3-lane, 35mph arterial is horrifying! I can guarantee any engineer or supervisor who proposes a sharrow on a 3-lane, 35mph arterial has NEVER ridden 100-feet of that shared lane on a bicycle. It is an absolute death wish! Sharrows should be illegal on streets with design features that lead to any driving above 25mph.</p>	<p>Multimodal Infrastructure</p>
<p>I like the proposed track alignment, however I do not understand why there is barely any bicycle infrastructure. As a cyclist, how do I get to each of these stations without there being well-considered cyclist infrastructure -- we should have concrete curb-protected bike lanes on Jefferson, Washington, and ALL intersecting streets.</p>	<p>Multimodal Infrastructure</p>
<p>I would like to see bike infrastructure built along the route alongside the light rail infrastructure. This would help with bike to rail transfers and would help Phoenix achieve the goals set out in and approved by voters in T2050, Vision Zero, and Complete Streets plans. There is enough space to include this bike infrastructure as part of the plan.</p>	<p>Multimodal Infrastructure</p>
<p>I would like to see bike lanes and bus lanes added to this plan. As is, it is dedicating too many lanes to cars, which will not adopt the complete street plans that are part of the Transportation 2050 plan.</p>	<p>Multimodal Infrastructure</p>
<p>I would like to see the corridor contain permanent, protected bike lanes. Light rail is an extraordinary asset to our town, but we should multiply it's effect by including better bike infrastructure within its area of influence.</p>	<p>Multimodal Infrastructure</p>
<p>I'd like more bike/scooter infrastructure with its own protected lane. More public transit lanes also.</p>	<p>Multimodal Infrastructure</p>
<p>I'd like to see the area become less car centric. This is an opportunity to build up the infrastructure the moves E/W through the city and includes walkable, bikeable, and generally beautify the area. The capitol corridor should be a point of pride for the city, somewhere that visitors see and are in awe of, not a car-laden area where walking is done at great risk.</p>	<p>Multimodal Infrastructure</p>
<p>If ROW acquisition is a problem, then just get rid of a traffic lane. The city isn't supposed to be driven through, it's supposed to be experienced, right?</p>	<p>Multimodal Infrastructure</p>

<p>After reviewing the proposed street configuration (how the light rail tracks fit within the roadway) do you have any comments or concerns?</p>	<p>Comment Themes</p>
<p>I'm concerned there is not a priority to keep, let alone add to, the bike/scooter/pedestrian/alternative travel infrastructure. Specifically there is a lack of protected lanes to accompany the light rail tracks within the road ways. Having safe alternative travel is crucial to increasing ridership within the light rail and public transportation as a whole.</p>	<p>Multimodal Infrastructure</p>
<p>I'm very disappointed in the initial designs. It's still very car-centric despite the fact that Light Rail will replace much of the car traffic concerns and given the development that's supposed to occur around it and in the future, designs should reflect best practices and align with Transportation 2050. To this end, I would like to see designs incorporate less car centric design, and more connected and protected bike lanes from 3rd Ave to 15th Ave and on both Washington and Jefferson.</p>	<p>Multimodal Infrastructure</p>
<p>My biggest concern is to promote additional multi-modal transportation, for example, protected bike lanes that create a continuous transit path to the capitol. Bikes should not have to share a lane (sharrows) with cars driving 35 mph+ on Washington and Jefferson. We need to promote alternative transportation for the future of our city.</p>	<p>Multimodal Infrastructure</p>
<p>My concern is the lack of bike infrastructure along the extension or connecting to the extension. There is no bike lanes or paths on the extension streets and even looking a street or two out that runs parallel no dedicated bike infrastructure. I'd like to see the project better accommodate bikes either on the corridor or on parallel corridors with dedicated crossings and connections at light rails stops.</p>	<p>Multimodal Infrastructure</p>
<p>No bike lanes!</p>	<p>Multimodal Infrastructure</p>
<p>Please protect the bike lanes. A curbed bike lane would be ideal.</p>	<p>Multimodal Infrastructure</p>
<p>Really concerned about how bike lanes will be potentially be integrated into the street design of the project after attending the 5-20-24 meeting. I work on the Capitol Mall and commute via bike through this area daily. The current situation with unprotected bike lanes on Washington and Jefferson in this area are dangerous. I'm a very experienced rider and I will not ride in those lanes. I fear after attending the meeting that this will also be an issue after light rail is built. I would love to see a PROTECTED/DEDICATED alternative built on Adams. Adams has much lower car activity and has plenty of width to support this.</p>	<p>Multimodal Infrastructure</p>
<p>Sharrows do not work! We need actual safe places for our family to walk, bike and ride. Need more emphasis on mobility.</p>	<p>Multimodal Infrastructure</p>

<p>After reviewing the proposed street configuration (how the light rail tracks fit within the roadway) do you have any comments or concerns?</p>	<p>Comment Themes</p>
<p>Street safety. We need protected bike lanes.</p>	<p>Multimodal Infrastructure</p>
<p>Take the van buren route - we also need to make sure protected bicycle infrastructure is included - Washington/Jefferson do not need the amount of traffic lanes they have - one should be removed for bicycle infrastructure!</p>	<p>Multimodal Infrastructure</p>
<p>The proposal eliminates the bike lane. Car traffic volumes aren't heavy enough to warrant 5 lanes of traffic on Jefferson and Washington. We need protected infrastructure for cyclists on these streets</p>	<p>Multimodal Infrastructure</p>
<p>There are no bike lanes! Please include those in any revised plans.</p>	<p>Multimodal Infrastructure</p>
<p>There should be protected bike lanes, wide sidewalks and areas for all roads users, not just cars, to pass safely. Why have the light rail go there if there isn't infrastructure for the users of the light rail included in the project?</p>	<p>Multimodal Infrastructure</p>
<p>They continue the unidirectional flow along Washington and Jefferson Streets. However, I'm concerned about the discontinuity of the bike lanes, specifically at places where crossing lanes of traffic are required to accommodate a change in the bike's position on the street.</p>	<p>Multimodal Infrastructure</p>
<p>Very disappointed about the lack of bike lanes on Washington St. east of 7th Avenue. The City of Phoenix has invested a lot of effort into improving the 5th Street corridor but the bike lanes currently end at Washington St. with no safe connection to any other streets. This project should be an opportunity to improve the corridor for active transportation uses and allow cyclists to ride from 5th/3rd Aves. to the station at 7th/Washington without having to take the sidewalk or join mixed traffic.</p>	<p>Multimodal Infrastructure</p>
<p>While I'm excited about the extended light rail, I'm concerned that bike lanes are being removed. We need safe areas to bike, walk and scooter.</p>	<p>Multimodal Infrastructure</p>

<p>After reviewing the proposed street configuration (how the light rail tracks fit within the roadway) do you have any comments or concerns?</p>	<p>Comment Themes</p>
<p>Yes, I believe it's essential to integrate bicycle accessibility and dedicated bike lanes into the street configuration alongside the light rail tracks. This would ensure safety and convenience for cyclists and promote a more environmentally friendly and active mode of transportation.</p>	<p>Multimodal Infrastructure</p>
<p>Yes, way too much priority is being given to cars. The answers provided during the meeting were unconvincing, making me think something else is going on behind the scenes, maybe with the state legislature. Washington and Jefferson are not high traffic streets, and sharrows are not bike lanes. Please stop trying to obfuscate and instead be transparent about the real reason for such a car-centric design.</p>	<p>Multimodal Infrastructure</p>
<p>Yes, we need to keep bike lanes in conjunction with the addition of light rail. There's more than enough space especially with how little traffic there is through that corridor.</p>	<p>Multimodal Infrastructure</p>
<p>Yes. Mobility seems like it was not a priority. There needs to be protected bike/scooter lanes on Washington and Jefferson. Need redesign to emphasize mobility.</p>	<p>Multimodal Infrastructure</p>
<p>Yes. Remove one to two car lanes and provide a bike/motor-bike lane.</p>	<p>Multimodal Infrastructure</p>
<p>Yes. There is no lane for people to use to scooter or bike. We have a lot of people who bike or use scooters downtown now and there is no safe place for them to get around. Please update the design.</p>	<p>Multimodal Infrastructure</p>
<p>You must include fully protected bike lanes in this project. It is essential that one lane in each direction be completely protected from vehicle traffic so that children and adults have a safe place to walk Uttar bike and jog without danger of being killed by vehicle traffic.</p>	<p>Multimodal Infrastructure</p>
<p>11 S CENTRAL AVE</p>	

After reviewing the proposed street configuration (how the light rail tracks fit within the roadway) do you have any comments or concerns?

Comment Themes

#2008

No Concerns

I am all for any and all expansion of the rail. We live in the valley and commute in the area regularly, and would love to have more accessible options.

No Concerns

I'm excited for this project and the eventual build out of the entire system.

No Concerns

N/A

No Concerns

No

No Concerns

No

No Concerns

No

No Concerns

No concerns with configuration.

No Concerns

None

No Concerns

<p>After reviewing the proposed street configuration (how the light rail tracks fit within the roadway) do you have any comments or concerns?</p>	<p>Comment Themes</p>
<p>Nope. I support this design concept.</p>	<p>No Concerns</p>
<p>See answer #4</p>	<p>No Concerns</p>
<p>Straight forward</p>	<p>No Concerns</p>
<p>I'm deeply frustrated with the new proposal to shorten the Capitol light rail project. This change would avoid a large area of residential buildings, including mine, where many residents were looking forward to taking the rail to various places in Phoenix. The new proposal would add at least 20 minutes of walking to reach the nearest station, which, in the intense summer heat of Phoenix, feels like an hour. This added inconvenience would significantly disrupt our daily routines and diminish the benefits the original light rail plan promised. I hope the decision-makers reconsider this proposal to better serve the community's needs.</p>	<p>Route Modification</p>
<p>I would prefer the tracks turn south on 16th Avenue (not 15th Avenue), using the turnaround lane between Bolin Plaza and the Supreme Court. Head West on Madison abo that.</p>	<p>Route Modification</p>
<p>Excited for the extension, just concerned how this will impact the safety concerns I have with the homeless community. I want a safer community.</p>	<p>Safety and Security</p>
<p>Safety is a major concern and making sure the community has access to safer community.</p>	<p>Safety and Security</p>
<p>Yes, the homeless are causing crime all along the rail, assaulting people, throwing garbage everywhere etc., this needs to be addressed before you keep adding more extensions</p>	<p>Safety and Security</p>

<p>After reviewing the proposed street configuration (how the light rail tracks fit within the roadway) do you have any comments or concerns?</p>	<p>Comment Themes</p>
<p>Free parking for all Capitol departments, only ones to use it will be mentally ill homeless like on Central Ave.</p>	<p>Safety and Security</p>
<p>Homeless on Jefferson- safety! Station across from cemetery. Business traffic flow.</p>	<p>Safety and Security</p>
<p>How will LRT transition into West corridor exactly? Will it be politically feasible?</p>	<p>Efficiency (Transit)</p>

Q1. After reviewing the proposed light rail station locations, do you have any comments or concerns?

After reviewing the proposed light rail station locations, do you have any comments or concerns?	Comment Themes
<p>These should be show pieces that are exciting to view when people arrive. Thinking about the trip from the Airport at 44th St to the Capitol area, it is currently underwhelming and doesn't show Phoenix for what a beautiful city it can be. These stops could change the opinions of those that arrive to the Capitol area.</p>	<p>Art and Landscape</p>
<p>Traffic during the project.</p>	<p>Efficiency (Traffic)</p>
<p>The improvement of the public transit system is much needed. I do not feel that the light rail is the best solution. A train system that doesn't impede the flow of traffic on the streets is important, the city should take a look at the City of Chicago or DC to considered for the solution.</p>	<p>Efficiency (Traffic)</p>
<p>I'm concerned that the two-track, one-island platform arrangement at 15th Ave/Jefferson may make it tricky to link up with the I-10W Extension. Why is it designed like that?</p>	<p>I-10 West Concern</p>
<p>See #2. If Option 2 is selected, will there be a stop/station along 19th Ave?</p>	<p>I-10 West Concern</p>
<p>So how will the stations work near the capital in the interim before the I-10 extension project? They are really close to each other, so I'm curious about it.</p>	<p>I-10 West Concern</p>
<p>Expand to Apache Junction, AZ</p>	<p>Light Rail Expansion</p>
<p>Only that I wish it were closer to my house on Dobbins and 7th Street.</p>	<p>Light Rail Expansion</p>

<p>After reviewing the proposed light rail station locations, do you have any comments or concerns?</p>	<p>Comment Themes</p>
<p>Please build less on the freeway and more on the streets. View Santiago Chile metro for how to build on freeway if you have to use this alignment.</p>	<p>Light Rail Expansion</p>
<p>Proposed station locations are good but want there to be consideration for future transit expansion near area.</p>	<p>Light Rail Expansion</p>
<p>As a daily commuter via bike, I don't feel the proposed plan accurately reflects the needs of the community in this area, or myself as a regular rider with my 2 kids in a bike trailer through this area. If you are going to prioritize adding alt transportation, please make cycling a priority by including dedicated lanes if not delineators or curbs. CARS ALREADY HAVE ENOUGH LANES.</p>	<p>Multimodal Infrastructure</p>
<p>As stated before, where and how is pedestrian access to these stations being prioritized over motorized /automotive vehicles? One of the biggest barriers is the between travel/rides (getting from point A to public transit, and from public transit to point B) and specifically safe access to traveling as a pedestrian. As a huge advocate of this project, and of public transit as a whole, it's disappointing to see the lack of foresight in creating safe pedestrian/bike/other facilities that make using these tracks viable for most people. If taking the rail means then needing to cross horrendous busy, long, unsafe crossings at crosswalks where people don't stop, or at stations that lead to exiting via bike into busy car lanes of traffic, than what is there point in adding the tracks and extension?</p>	<p>Multimodal Infrastructure</p>
<p>Floating islands for the stations would be worth considering, assuming they haven't been already. Bike lane between the tracks and curbs, going up to platform height and then back down.</p>	<p>Multimodal Infrastructure</p>
<p>How are people to easily connect on a bike?</p>	<p>Multimodal Infrastructure</p>
<p>How does one cross to/from Wesley Bolin Memorial Park from either 15th Ave station? I do not see the heavy ladder-style crosswalks across 15th Ave for either the south side of Washington St or the north side of Jefferson St. I hope you're not creating a more indirect route for pedestrians visiting the park, in which they need to walk across additional streets.</p>	<p>Multimodal Infrastructure</p>
<p>I'd like to see better crossing opportunities for peds and bikes. There are some stops that don't provide a great access to ped/bike wanting to cross the major street and this aspect need to be better thought out and included in the design.</p>	<p>Multimodal Infrastructure</p>

<p>After reviewing the proposed light rail station locations, do you have any comments or concerns?</p>	<p>Comment Themes</p>
<p>Please re-design this entire project area with concrete curb-protected bike lanes.</p>	<p>Multimodal Infrastructure</p>
<p>Protected bike lanes need to be part of the design -- NOT sharrows.</p>	<p>Multimodal Infrastructure</p>
<p>Safer Bike travel lanes. Full protection/separation from vehicles</p>	<p>Multimodal Infrastructure</p>
<p>The light rail station locations must align with fully protected bike lanes in the area to create a comprehensive street grid. The stations and their locations alone are not enough, you must consider multimodal transportation in this plan.</p>	<p>Multimodal Infrastructure</p>
<p>There needs to be protected, uninterrupted bike lanes on Washington and Jefferson. Sharrows are dangerous when traffic is going 35mph+. Make it a route that bikers feel safe in.</p>	<p>Multimodal Infrastructure</p>
<p>I don't have any concerns, every light rail you will make, will attract more riders.</p>	<p>No Concerns</p>
<p>I think the proposed stations are perfectly suited for the locations.</p>	<p>No Concerns</p>
<p>Just my concerns noted above.</p>	<p>No Concerns</p>
<p>N/a</p>	<p>No Concerns</p>

After reviewing the proposed light rail station locations, do you have any comments or concerns?

Comment Themes

No

No Concerns

No

No Concerns

No

No Concerns

No

No Concerns

No

No Concerns

no

No Concerns

No

No Concerns

No

No Concerns

No

No Concerns

After reviewing the proposed light rail station locations, do you have any comments or concerns?	Comment Themes
No	No Concerns
No	No Concerns
No	No Concerns
No	No Concerns
No	No Concerns
No comments or concerns on station locations.	No Concerns
No they look good	No Concerns
No, no concerns on station location.	No Concerns
No, station locations seem appropriate	No Concerns

After reviewing the proposed light rail station locations, do you have any comments or concerns?	Comment Themes
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No.

No Concerns

No.	No Concerns
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No.

No Concerns

No.	No Concerns
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None

No Concerns

None	No Concerns
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None

No Concerns

None	No Concerns
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Nope. I support this design concept.

No Concerns

After reviewing the proposed light rail station locations, do you have any comments or concerns?	Comment Themes
See answer #4	No Concerns
The station locations seem appropriate and I have no specific concerns about them.	No Concerns
The stations are fine.	No Concerns
x	No Concerns
Most bus stops do not have bus stop numbers to call in for the time the bus will arrive.	Transit (Bus)
After reviewing the proposed light rail station locations, I have serious concerns. The new proposal bypasses large residential areas, including mine, which were originally covered. This change would force many residents to walk an additional 20 minutes to the nearest station, a significant burden in Phoenix's intense summer heat. The original plan offered more accessible transportation options for our community, and the new proposal undermines these benefits. I urge reconsideration to better serve all residents.	Route Modification
Definitely have one at 19th Avenue. And ones that stop as close to where most of the state employees go.	Route Modification
I'm only concerned about where an intervening station will be placed between 15th Ave stations and the station west of 19th Ave. I would prefer a station be added at 17th Ave or 18th Ave on either of the options.	Route Modification

<p>After reviewing the proposed light rail station locations, do you have any comments or concerns?</p>	<p>Comment Themes</p>
<p>It would be better if they were closer to the capitol, maybe alongside Wesley Bolin Park. Or better yet, replace much of the parking lot at the park with one light rail station.</p>	<p>Route Modification</p>
<p>yes, a lot! I would put the station on the curve between the Supreme Court and the Plaza. That's made possible out of the realignment of the track above to bring it closer to the capitol. Then I would add a station at Library Park to better service the Health & Human Services Campus, they stand to benefit the most with the station and they need it. Lastly, the 7th Avenue Station Should both be east of 7th Avenue. Don't split it. Do not make commuters cross 7th Avenue to get to the station. 7th Avenue is oppressive and dangerous for pedestrians to cross.</p>	<p>Route Modification</p>
<p>Placing stations on either side east and West if 7th Ave is good, safer for pedestrians. Installing an upgraded crosswalk and bike box/lane system is much needed for the 7th Ave crossings east and West downtown. 7th Ave is extremely dangerous for pedestrians and bikers in its current form.</p>	<p>Safety and Security</p>
<p>Provide security at every stop, as long as the rail is running</p>	<p>Safety and Security</p>
<p>Safety-homeless. Police presence.</p>	<p>Safety and Security</p>
<p>There should be few and slow traffic lanes for cars near the station locations so the light rail users can feel safe after exiting the trains.</p>	<p>Safety and Security</p>
<p>I would like to request more emphasis on providing shade vs. benches. Benches can easily be over taken or dirty, but having shade while waiting for a train provides great relief. I also think a pedestrian crossing would be beneficial on Van Buren between 15th Avenue and 7th Ave so that people north of Van Buren can access the stations without walking to the main intersections. I would also love if the infrastructure can have a historic appearance versus overly modern. Examples would be the Mill Ave Bridge and Union Station.</p>	<p>Shade/Heat Relief</p>
<p>Not but I would like to say that I hope designs ensure shade, misters, something to protect from the heat and create comfortability for riders waiting. Also, bike racks would be nice.</p>	<p>Shade/Heat Relief</p>

<p>After reviewing the proposed light rail station locations, do you have any comments or concerns?</p>	<p>Comment Themes</p>
<p>station locations look good. Please incorporate as much shade and plants as possible.</p>	<p>Shade/Heat Relief</p>
<p>Station locations look great! Please provide lots of shade/fans/misting stations.</p>	<p>Shade/Heat Relief</p>
<p>Stations make sense, safety at crosswalks is important as well as trees and built-in seating.</p>	<p>Shade/Heat Relief</p>
<p>I would like a station directly in front of the Supreme Court but I can also appreciate the stations on Adams and Jefferson St.</p>	<p>Station Location</p>
<p>The stations at 15th Avenue are too close together. It will slow down the travel too much. Could we have one station instead of one on Washington and one on Jefferson? Or move them down to 12th Avenue? We don't need two stations that close together.</p>	<p>Station Location</p>
<p>I hope the stations located near parking lots have a chance to eventually have TOD with more street-level activation around the light rail!</p>	<p>Transit Oriented Development</p>

Q3. Do you have any other comments or concerns about the project?

<p>After reviewing the proposed street configuration (how the light rail tracks fit within the roadway) do you have any comments or concerns?</p>	<p>Comment Themes</p>
<p>Please consider having a plan to revert back to the original path if this November puts people favorable to transit in power. If this happens, lobby them to pass something to revoke that one part that's caused this whole mess.</p>	<p>15th Avenue Modification</p>
<p>Rail historically existed along this corridor. Legislation states no new rail may be placed around the state corridor. Well, it already exists and just needs to be refurbished! Push back on this draconian legislation!</p>	<p>15th Avenue Modification</p>
<p>Handicap accessibility- more ramps and speed limits to follow for drivers going over the limit should be ticket</p>	<p>Accessibility</p>
<p>My main concern is that every time that work is done to extend the light rail system, small businesses end up closing and/or losing a great deal of money due to the inaccessibility to their business because of the construction. In addition, the area can equally be served by using additional busses and either the same or lower overall cost.</p>	<p>Construction Impact</p>
<p>No, other than hoping construction gets underway sooner rather than later.</p>	<p>Construction Impact</p>
<p>Biggest concern is that option 2 is far too circuitous of a route, with option 1 along Van Buren being much more direct and therefore preferable. With this is concern about future efforts for the 35th Ave/Van Buren BRT and how that will fit in with the light rail on this corridor. My hope is that both transit lines will still be able to be designed as efficient and proper as possible (i.e. no BRT creep or rollback on the BRT design due to ROW constraints from the light rail).</p>	<p>I-10 West Concern</p>
<p>The extension of the I10 for public transit will improve traffic only if the transit system is faster and reliable. The current light rail system is not the solution for a west extension, this extension should be a train and it should not impede the traffic on the streets. Consider using the highway with platform access, this allows faster train system that prevents delays in local traffic.</p>	<p>I-10 West Concern</p>
<p>Generally support expansion of our light rail to help reduce surface street congestion as housing density increases.</p>	<p>Light Rail Expansion</p>

<p>After reviewing the proposed street configuration (how the light rail tracks fit within the roadway) do you have any comments or concerns?</p>	<p>Comment Themes</p>
<p>Hopefully we could get more rail built in PHX</p>	<p>Light Rail Expansion</p>
<p>I am so happy to see the progress being made so far, and look forward to seeing even more successful future projects.</p>	<p>Light Rail Expansion</p>
<p>Ideally, I would like to see the line instead of traveling bi-directionally north at Seventh Avenue and then turning northwest onto Grand Avenue. That would help revitalize an area already emerging as another arts district for Phoenix while allowing social services to remain for those in need within the Capitol Mall area. In the meantime, access to the area can continue through existing bus routes and the proposed Van Buren/35th Ave BRT line.</p>	<p>Light Rail Expansion</p>
<p>Nope, every new light rail, BRT or even normal bus is a great addition.</p>	<p>Light Rail Expansion</p>
<p>Nope. Excited for the LRT to continue expanding and serving more communities across Phoenix!</p>	<p>Light Rail Expansion</p>
<p>Please expedite the system build out so the entire valley can take advantage of light rail</p>	<p>Light Rail Expansion</p>
<p>Thank you for increasing mobility and environmental sustainability in Phoenix.</p>	<p>Light Rail Expansion</p>
<p>A complete street network is essential for this project to be considered a success. Fully protected bike lanes must be included in the plan. Removing one lane of travel in each direction to include fully protected bike lanes is the only way this project will be considered a success. It is essential to take a look at what other cities and countries are doing and here in Phoenix do at least the minimum. We must ensure children and adults are safe when traveling on foot and by bicycle. The only way to ensure their safety is to include fully protected bike lanes in this plan.</p>	<p>Multimodal Infrastructure</p>

<p>After reviewing the proposed street configuration (how the light rail tracks fit within the roadway) do you have any comments or concerns?</p>	<p>Comment Themes</p>
<p>Bike lanes should be added as part of this project, creating a more inviting and safe environment for all people.</p>	<p>Multimodal Infrastructure</p>
<p>Biking, scootering and walking are an integral way of life in Phoenix. To not have accounted for designated bike lines in this proposal is a major oversight. Let's update the plans to reflect the commuting and recreational needs of our community.</p>	<p>Multimodal Infrastructure</p>
<p>By not including infrastructure like protected bike lanes and wide sidewalks and safe areas for non-car users, the designers have missed the point of bringing light rail to the Capital.</p>	<p>Multimodal Infrastructure</p>
<p>Expand the bike lanes too! There should be bike lanes up and down Jefferson/ Washington at a minimum.</p>	<p>Multimodal Infrastructure</p>
<p>I do not support this project without consideration for protected bike lanes and pedestrian safety.</p>	<p>Multimodal Infrastructure</p>
<p>I love light rail, but we must also deprioritize motor vehicle traffic and promote other alternatives to driving single passenger vehicles.</p>	<p>Multimodal Infrastructure</p>
<p>I'm concerned about the mindset of the teams behind this project. Light Rail IS happening and so is development around the project. This project can be boon for the future of Phoenix and AZ as a whole or it can be another public transportation project that makes unnecessary compromises no one is really asking for or demanding; especially when the mandate already exists under T2050 to ensure multi-modal access and safe streets. I ask you follow the mandate you've been given by the voters which is more powerful than and public outreach or workshop session. I ask that you follow best practices for city design that advances people who live here, not just cars and the people who don't.</p>	<p>Multimodal Infrastructure</p>

<p>After reviewing the proposed street configuration (how the light rail tracks fit within the roadway) do you have any comments or concerns?</p>	<p>Comment Themes</p>
<p>It was upsetting to overhear members of your team shoot down the bike advocate who spoke up at the public meeting at the local school. I've lost faith in your priorities if members of your own design and planning team make fun of people who provide differing opinions after you have asked them for opinions. Specifically, a remark was made that "not everyone can be happy" and "why don't you just ride your bike on Adams or Madison" and "Its like putting a bike lane on 7th Ave, it would be suicide". The whole point of this project is to improve access and safety for all members of the public on all modes of transportation. I hope you can have a change of heart and keep your derogatory remarks to yourself.</p>	<p>Multimodal Infrastructure</p>
<p>Just desperately desiring concrete curb-protected bike lanes throughout the project area.</p>	<p>Multimodal Infrastructure</p>
<p>Lack of protected bike lanes and bike lanes all together. It's dangerous to have interrupted bike lanes forcing bikers into speeding traffic.</p>	<p>Multimodal Infrastructure</p>
<p>Love that this project is moving along. Please just prioritize bike and pedestrian safety in the street design.</p>	<p>Multimodal Infrastructure</p>
<p>Many transit riders are also people who use scooters or bicycles to connect to transit. Valley Metro should consider the safety of all road users and ensure that the project area features protected bike lanes. Five lanes of vehicle traffic will be a major safety hazard to other road users. Sharrows do not work and only become more dangerous as you add vehicle lanes. Four vehicle lanes is still quite a high number and removing one lane will not negatively impact traffic. Thank you for your consideration.</p>	<p>Multimodal Infrastructure</p>
<p>More protected bike lanes in Arizona!</p>	<p>Multimodal Infrastructure</p>
<p>Needs to be redesigned to allow for and promote transit options of walking, biking and scooters. Sharrows do not work. Project needs to be redesigned.</p>	<p>Multimodal Infrastructure</p>

<p>After reviewing the proposed street configuration (how the light rail tracks fit within the roadway) do you have any comments or concerns?</p>	<p>Comment Themes</p>
<p>Please decrease car capacity. We are adding MAJOR capacity to this corridor with the light rail. Why are we still focusing on cars on this corridor?</p>	<p>Multimodal Infrastructure</p>
<p>Please stop using sharrows as a proposed transportation solution; it's insulting and dangerous.</p>	<p>Multimodal Infrastructure</p>
<p>Remove one to two car lanes and provide a bike/motor-bike lane.</p>	<p>Multimodal Infrastructure</p>
<p>Thank you for expanding the light rail. Let's do it the right way, prioritizing connecting other forms of alt transportation. I.e., light rail and bike connections</p>	<p>Multimodal Infrastructure</p>
<p>There are no bike lanes! Please include those in any revised plans.</p>	<p>Multimodal Infrastructure</p>
<p>There must be a cohesive solution that incorporates how pedestrians travel to the rail, and away from the rail, if anyone is to use the rail and get the ridership that makes a meaningful difference in utilization. A goal that involves increasing ridership and utilization of public transit as a whole necessitates prioritized & protected, barriered, separated, safe pedestrian and bike lanes, crossings, and facilities for non-automotive vehicles such as shaded pedestrian walk ways, bike lockers, and city supported non-vehicle modes of transportation.</p>	<p>Multimodal Infrastructure</p>
<p>There needs to be a redesign to put in bike/scooter infrastructure through this entire proposed route. I am concerned that this current design is taking away bike lanes and making the street less safe. I see a lot of young people riding scooters downtown, which is great. We need a safe place for them to ride scooters so that they don't have to ride on the sidewalks.</p>	<p>Multimodal Infrastructure</p>
<p>This project is focusing on vehicles traffic and I think the shift needs to be made to think about transit users, pedestrians, and cyclists. If vehicles want to use this area they should expect delays or slower travel times. We need to prioritize the other users and their safety on this corridor.</p>	<p>Multimodal Infrastructure</p>

<p>After reviewing the proposed street configuration (how the light rail tracks fit within the roadway) do you have any comments or concerns?</p>	<p>Comment Themes</p>
<p>Very excited about the addition of more transportation options. However, it's a great opportunity to reduce motor vehicle lanes and shift development to safe and protected pedestrian and cycling movement.</p>	<p>Multimodal Infrastructure</p>
<p>Walkability and planning with TOD long term.</p>	<p>Multimodal Infrastructure</p>
<p>We need this project to be in line with T2050 and keep this area multimodal for pedestrians, bicyclists and light rail.</p>	<p>Multimodal Infrastructure</p>
<p>Why are there so many car lanes and no safe lanes for cyclist and pedestrians?</p>	<p>Multimodal Infrastructure</p>
<p>Yes need more bike lanes per transit T2050. How does this close the infrastructure gaps and create 1000 miles of bike lanes?</p>	<p>Multimodal Infrastructure</p>
<p>N/a</p>	<p>No Concerns</p>
<p>No</p>	<p>No Concerns</p>
<p>no</p>	<p>No Concerns</p>
<p>No</p>	<p>No Concerns</p>

After reviewing the proposed street configuration (how the light rail tracks fit within the roadway) do you have any comments or concerns?

Comment Themes

No

No Concerns

No

No Concerns

No

No Concerns

No

No Concerns

No

No Concerns

No.

No Concerns

None

No Concerns

None

No Concerns

None

No Concerns

<p>After reviewing the proposed street configuration (how the light rail tracks fit within the roadway) do you have any comments or concerns?</p>	<p>Comment Themes</p>
<p>See responses to 2 and 3.</p>	<p>No Concerns</p>
<p>The fact sheet displays "2027", but with no context or explanation. I do hope this project moves along expeditiously. Thanks.</p>	<p>Project Schedule</p>
<p>This project was originally supposed to be completed sooner than what is now the plan. West valley communities have been slow to have the light rail to our places while north and east valley communities have been receiving extensions and accelerated funding. This is another example of the city and metro service not prioritizing the communities that need this service the most. The highest ridership is in the West valley yet we still don't have the light rail. This is due to the city and metro service ignoring the needs of communities that have historically to current day been communities of people of low income and peoples of color. This is an example of an injustice affecting our communities.</p>	<p>Project Schedule</p>
<p>When will the decision be made?</p>	<p>Project Schedule</p>
<p>Even though I live in the neighborhood and am deeply invested in the health and well-being of my neighbors, I just learned about this update to the route last week from Fonzy Vasquez (a neighbor). I had heard it was going to go farther north, and then head west. This is big news that it is still headed our way. I hope you receive enough comments from folks who are directly impacted, and not just government agencies.</p>	<p>Route Modification</p>
<p>We need more security, lighting, signage , no loitering, no sleeping on benches etc.</p>	<p>Safety and Security</p>

<p>After reviewing the proposed street configuration (how the light rail tracks fit within the roadway) do you have any comments or concerns?</p>	<p>Comment Themes</p>
<p>With the addition of new stop lights, will transit be given signal priority? The intersections from 10th - 15th Ave. are close together and I hope the technology can be improved from what riders currently experience in downtown PHX! I would also like to hear more about how the project's proximity to 'the zone'/ human services campus is being addressed. When I used to ride the DASH to work in 2022, it was sometimes an uncomfortable experience due to people with drug/mental health issues boarding the bus with no destination. Even drivers would make comments about the sad state of the bus stop near 12th Ave./ Jefferson. While I fully support the project I do worry that CAPEX could impact conditions on the light rail system-wide if our housing crisis continues to worsen and even more people use the train as a place of shelter. While I understand this is part of urban life, the presence of homeless individuals is an obstacle to increasing ridership from the general population and convincing communities to support future light-rail extensions. I hope to see valley metro collaborate the city's homelessness support offices/programs to ensure that the situation remains under control.</p>	<p>Safety and Security</p>
<p>Please consider the extreme heat conditions in our area more seriously in the planning stages. This project could be a great opportunity to provide heat relief to the community, such as shaded waiting areas and climate-controlled stations, to ensure the comfort and safety of all users.</p>	<p>Shade/Heat Relief</p>
<p>Please consider extending the 16th Street bus to run from Dobbins to Baseline/ Central or begin a loop bus service that could bring passengers without cars and not in walking distance to the station.</p>	<p>Transit Operations</p>
<p>Will there be busses going from the Stations near the Supreme Court to the State Capitol Executive Tower at closely regular intervals?</p>	<p>Transit Operations</p>
<p>Alot if drivers not wishing to stay on schedule, but always leaving late or arriving late, making up their own schedules. Unreliable!</p>	<p>Transit Operations</p>
<p>20 min waiting is too long. You can walk that stretch in the same amount of time. I know there was feedback that getting back to 11 min between trains is a hope, and I would like to second that need. There should be a park and ride for cars and bikes, even for events, so that cars can be left at the 15th avenue extension and individuals can commute via train to venues or office buildings. There is a pre-existing surface lot on 15th Avenue and Adams that rarely has any cars. That would be a great option for adaptive reuse. (People are going to park and ride regardless. The question is if it is going to be planned well, or if it is going to clog up on street parking in front of our homes.)</p>	<p>Transit Operations</p>

<p>After reviewing the proposed street configuration (how the light rail tracks fit within the roadway) do you have any comments or concerns?</p>	<p>Comment Themes</p>
<p>A developer like Optima would be amazing to work with for a TOD around 7th Avenue. They have experience working in downtown areas since they're Illinois-based. Check out Optima Chicago Center/Optima Towers/Optima Horizons. Downtown is lacking an upscale condo to own development and its needed to provide the option and diversity to the community.</p>	<p>Transit Oriented Development</p>
<p>How much of the land within a close radius of the station is privately owned and has potential for future TOD? It seems there would significantly less land available to develop because of all the Capitol Complex and other government entities which own much of the land.</p>	<p>Transit Oriented Development</p>
<p>I would like to see more familial support with housing considerations. Also would like to have the school's community be involved in the planning and development.</p>	<p>Transit Oriented Development</p>
<p>I'd love to hear more information about what's being proposed for the area on Adams Street between 11th avenue and 15th avenue. This wasn't covered in the recent meeting I attended.</p>	<p>Transit Oriented Development</p>
<p>Make sure that the surrounding land use is good (transit oriented communities) and get it expedited as fast as possible. It can't come soon enough</p>	<p>Transit Oriented Development</p>
<p>Yes, I have additional concerns about the project. Beyond the inconvenience caused by the proposed station locations, I'm worried about the long-term impact on community engagement and local business accessibility. The original light rail route promised enhanced connectivity and economic benefits for a broader area. The new proposal could lead to reduced usage and missed opportunities for revitalization in neighborhoods now excluded from the route. It's crucial that the project considers the needs and potential growth of all affected communities to truly maximize its benefits.</p>	<p>Transit Oriented Development</p>

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