

## Appendix D

### Public Comments Received

**Appendix D - Anaheim Rapid Connection Fixed-Guideway Transit Corridor Study  
Summary of Early Scoping Comments**

<b>Comment ID</b>	<b>Date</b>	<b>Source of Comment</b>	<b>Comment</b>	<b>Topic</b>	<b>Type of Commenter</b>
1	7/29/2009	Scoping Meeting-Written	AFG is not going far enough west to meet the needs of residents.	Alignment	General Stakeholder
2	7/29/2009	Scoping Meeting-Written	Disappointed about the plan to widen Katella, as it is harder for pedestrians to get around. Rail Central Alternative will get riders closest to where they need to go.	Alignment	General Stakeholder
3	7/29/2009	Scoping Meeting-Written	Rail Central/Split Alternative passes through our site along Harbor Blvd.; we feel this alignment will render the site unusable for a hotel plus parking structure	Alignment	General Stakeholder
4	7/29/2009	Scoping Meeting-Court Reporter	Rail Central/Split Alternative shows a rail line switching; fixed-guideways do not switch very well. If you have a simple loop or a back and forth shuttle, the fixed-guideway will work better.	Alignment	General Stakeholder
5	7/29/2009	Scoping Meeting-Court Reporter	Like the alternatives that have the technology directly over the street	Alignment	General Stakeholder
6	7/29/2009	Scoping Meeting-Written	It was a mistake to reject light rail, as it is far more versatile than other options and might be able to connect to a wider rail network in Orange County.	Technology	General Stakeholder
7	7/29/2009	Scoping Meeting-Written	The maglev and monorail technologies would be a waste of money.	Technology	General Stakeholder
8	7/29/2009	Scoping Meeting-Court Reporter	Streetcar alternative was eliminated too early. They do not have to be run at street level, although this is the cheapest and best way to operate. The distance you are traveling doesn't need a very fast moving vehicle.	Technology	General Stakeholder
9	7/29/2009	Scoping Meeting-Court Reporter	Regular railroad track is cheaper and a lot easier to maintain and repair if it is damaged by an earthquake or other natural disaster.	Technology	General Stakeholder
10	7/29/2009	Scoping Meeting-Court Reporter	Maglev technology isn't developed enough to be considered.	Technology	General Stakeholder
11	7/29/2009	Scoping Meeting-Court Reporter	Maglev is a good choice.	Technology	General Stakeholder
12	7/29/2009	Scoping Meeting-Written	Disappointed that Katella will be widened, as wide streets make it hard for pedestrians to get around.	Community Impacts	General Stakeholder

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13	7/29/2009	Scoping Meeting-Court Reporter	Would like to see more definition of concepts like environmental justice and its application in the project area.	Community Impacts	General Stakeholder
14	7/29/2009	Scoping Meeting-Court Reporter	Study should include what it has in mind for community cohesion and how that concept would be applied to the project area.	Community Impacts	General Stakeholder
15	7/29/2009	Scoping Meeting-Court Reporter	When transit-oriented development is developed around the ARTIC station and corridor, affordable housing should be included for workers and residents of the area.	Community Impacts	General Stakeholder
16	7/29/2009	Scoping Meeting-Court Reporter	Would like to see how the study will preserve the built environment and how that is translated into preservation of the existing neighborhoods.	Community Impacts	General Stakeholder
17	7/29/2009	Scoping Meeting-Court Reporter	Anaheim residents should have a chance to work on this project; it would be nice to have these jobs in our neighborhood so we don't have to go out to Riverside to find work.	Community Impacts	General Stakeholder
18	7/29/2009	Scoping Meeting-Written	Need to make sure connections to other transportation systems are convenient.	General Comments	General Stakeholder
19	7/29/2009	Scoping Meeting-Written	Please institute a proof of payment system (no turnstiles).	General Comments	General Stakeholder
20	7/29/2009	Scoping Meeting-Court Reporter	If a bus is considered, needs to be accessible by handicapped riders.	General Comments	General Stakeholder
21	7/29/2009	Scoping Meeting-Court Reporter	Study needs to include the land use and transportation planning that is incorporated in SB 375	General Comments	General Stakeholder
22	7/29/2009	Scoping Meeting-Court Reporter	Would like to see policies that are geared toward avoiding local and regional traffic congestion in and around the corridor area.	General Comments	General Stakeholder
23	7/29/2009	Scoping Meeting-Court Reporter	The study needs to consider the linkage and the requirements with regards to ARTIC's LEED-ND (ND stands for neighborhood development), as this incorporates issues with regards to building materials, facilities designs and planning issues.	General Comments	General Stakeholder

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24	7/29/2009	Scoping Meeting- Court Reporter	This system should consider the variation in user groups at all times of the day and how the service can be adjusted to serve different groups of people.	General Comments	General Stakeholder
25	7/29/2009	Scoping Meeting- Court Reporter	Study should consider how to best incorporate childcare facilities in transit stations for those user groups that are in need of childcare. This has been done in other parts of the state and country.	General Comments	General Stakeholder
26	7/29/2009	Scoping Meeting- Court Reporter	Study should take into consideration what was found in SCAG recent study "Community Link 21: Reasonable Transportation Plan Equity and Accessibility Performance Indicators", especially the table appearing on pages 4-12. This shows that the primary users of rail transit are young urban professional groups and lower income groups. By providing transit facilities that are attractive to both of these groups, the success of the facility will be enhanced.	General Comments	General Stakeholder
27	7/29/2009	Scoping Meeting- Spoken to team member	Good project; we need more public transit in Anaheim. Would like an alignment that uses the Ball Road bus station, since the Greyhound Station is an unpleasant place.	Alignment	General Stakeholder
28	7/29/2009	Scoping Meeting- Spoken to team member	Property owner was concerned about potential for a take with Central/Split alignment that would leave an economically non-viable remnant. His property is currently vacant, but he plans to build a hotel there. He was concerned about the time frame to a decision, how potential takes would be reported and how he could influence the selection of a different alignment.	Alignment	General Stakeholder
29	7/29/2009	Scoping Meeting- Spoken to team member	Concerned about land use changes that would be stimulated by an AFG station near the low-income apartment complex north of Gene Autry/Citrus and straddling Haster.	Alignment	General Stakeholder

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30	7/29/2009	Scoping Meeting- Spoken to team member	Need to understand what we are proposing to provide for pedestrian access from the proposed station at Disney parking to Disneyland itself. Will this be a moving walkway or what?	Alignment	General Stakeholder
31	7/29/2009	Scoping Meeting- Spoken to team member	Potential safety issue for people crossing Disney Way and/or Harbor Street; an elevated pedestrian structure is needed there.	Alignment	General Stakeholder
32	7/29/2009	Scoping Meeting- Spoken to team member	Excited that a transit option would be available for residents to connect to Metrolink.	Alignment	General Stakeholder
33	7/29/2009	Scoping Meeting- Spoken to team member	Consider moving the Greyhound bus station to ARTIC.	Alignment	General Stakeholder
34	7/29/2009	Scoping Meeting- Spoken to team member	Concerned about the potential for property takes in the adjacent mobile home park (west of I-5). It was expressed that numerous people in this mobile home park had similar concerns—and had received notification of the meeting—but were reluctant to attend.	Environmental Process	General Stakeholder
35	7/29/2009	Scoping Meeting- Spoken to team member	The Ponderosa Community would like targeted outreach to their neighborhood.	Environmental Process	General Stakeholder
36	7/29/2009	Scoping Meeting- Spoken to team member	The street car alternative would be too complicated given all the vehicular traffic and intersections along the route.	Technology	General Stakeholder
37	7/29/2009	Scoping Meeting- Spoken to team member	Low-speed maglev is currently being tested in San Diego and is also in design for California University outside Pittsburgh.	Technology	General Stakeholder
38	7/29/2009	Scoping Meeting- Spoken to team member	Monorail would be the best technology, so long as it provides a smooth ride.	Technology	General Stakeholder
39	7/29/2009	Scoping Meeting- Spoken to team member	PRT is not practical given the type of commuter likely to use the system – families traveling with luggage and more people than can fit in a small pod.	Technology	General Stakeholder

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40	7/29/2009	Scoping Meeting- Spoken to team member	Love the PRT idea; it's modernistic and high-tech.	Technology	General Stakeholder
41	7/29/2009	Scoping Meeting- Spoken to team member	There needs to be a plan to bring balance to the transit oriented development along the corridor.	General Comments	General Stakeholder
42	7/29/2009	Scoping Meeting- Spoken to team member	The project should have a clear goal to preserve and enhance the natural environment along the route.	General Comments	General Stakeholder
43	7/29/2009	Scoping Meeting- Spoken to team member	Gratification that we had corrected the previous erroneous attribution of the Disney-owned property between Haster and Harbor south of Katella to Fujishige, which seemed to imply "that poor strawberry farmers would be the beneficiaries of this taxpayer-supported choo-choo train for the rich."	General Comments	General Stakeholder
44	8/4/2009	E-mail	Concern Central/Split alignment will impact property and prospects to develop the site. The alignment as shown would split our site in half.	Alignment; Property Impacts	General Stakeholder
45	8/7/2009	E-mail	Alignment away from Katella is desirable as Katella is already busy that has been carefully engineered and expensively landscaped. If alignment is on Katella, worried that overall visibility of the streetscape and the adjoining businesses could be seriously affected.	Alignment	General Stakeholder
46	8/7/2009	E-mail	Concerned about proposed station in Ponderosa Park, as a station in this location would likely not be used enough to warrant capital funds. Although many Anaheim Resort District employees may live there, they might not use the system daily because of the cost.	Alternatives; Station Location	General Stakeholder

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47	8/7/2009	E-mail	Why is there no route extending into the Grand Californian or the Disneyland Hotel/Downtown Disney complex? This is a major destination and Disney might oppose project because it doesn't meet needs of ALL riders in the resort district. Would be ideal to connect to existing Disney monorail to connect to existing system	Alignment	General Stakeholder
48	8/7/2009	E-mail	If ARTIC moves forward, the actual connection between HSR and AFG needs to be revised so the distance between systems is not too great. Transfers between systems should be limited to make it convenient for system riders.	Alignment; ARTIC	General Stakeholder
49	8/7/2009	E-mail	The experience of Anaheim's visitors must be one of the biggest priorities of the system.	General Comment	General Stakeholder
50	8/21/2009	E-mail	Supports PRT and thinks alignment benefits offered by PRT should be fully utilized.	Technology	General Stakeholder
51	8/21/2009	E-mail	Possible APM alternative is the ParkShuttle that operates in Netherlands.	Technology	General Stakeholder
52	7/21/2009	E-mail	A two-dimensional system like PRT better serves the AFG's vision statement as it can serve more activity centers and regional destinations.	Technology; Alignment	General Stakeholder
53	8/25/2009	E-mail	Project must address its role and impact in meeting the need for balanced development, specifically job/housing balance at all income levels.	General Comment	General Stakeholder
54	8/25/2009	E-mail	A range of housing at all income levels, integrated into and served by all mixed-use areas of the project must be provided per principles of Smart Growth, mitigations, state Housing Element (RHNA) requirements and the requirements of AB 32, SB 2, and SB 375.	General Comment	General Stakeholder
55	8/25/2009	E-mail	Child care facilities and schools are an aspect of balanced development should be included in the Project area for residents and commuters.	General Comment	Stakeholder Organization

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56	8/25/2009	E-mail	The fixed-guideway system and ARTIC will act as a growth generator, requiring mixed-income housing to be built in these areas as a mitigation measure. The fixed-guideway system should serve all of these areas.	General Comment	Stakeholder Organization
57	8/25/2009	E-mail	Inclusive development should be used during the AFG planning process.	General Comment	Stakeholder Organization



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1	11/12/2009	Scoping Meeting- Spoken to team member	The alignment should go north to the Canyon area or to downtown. Residents need more access to where they live or work.	Alignment	General Public
2	11/12/2009	Scoping Meeting- Spoken to team member	Plans should include connection to Honda Center. Future expansions of the alignment should focus on serving residents.	Alignment	General Public
3	11/12/2009	Scoping Meeting- Spoken to team member and court reporter	An ADA representative should be on the Community Advisory committee.	General Comment	General Public
4	11/12/2009	Scoping Meeting- Spoken to team member	Maintenance facilities should include circular tracks so equipment can be tested. These facilities should be looked at for opportunities for mixed-use development.	Alternatives	General Public
5	11/12/2009	Scoping Meeting- Written	APM seems like the only logical solution since it is the least labor intensive and has a reasonable cost.	Technology	General Public
6	11/12/2009	Scoping Meeting- Written	Supports the monorail option.	Technology	General Public
7	11/12/2009	Scoping Meeting- Written	System would be a great connector to the resort and would attract more visitors to the area because it is a fun way to ride.	General Comment	General Public
8	11/12/2009	Scoping Meeting- Court Reporter	Supports the idea to extend the system down Harbor Boulevard in the future.	Alignment	General Public
9	11/13/2009	E-mail	System should be available to serve all areas and citizens of the city. If just for tourists, should not use public funding.	Funding; General Comment	General Public
10	11/15/2009	E-mail	Do not pursue the monorail option as the system will fail a cost/benefit analysis. Select light rail as the preferred alternative.	Technology	General Public
11	11/25/2009	E-mail	High priority should be given to routes and station stop locations that maximize the use of the system by visitors for local shopping, dining and entertainment.	Alignment	General Public
12	11/25/2009	E-mail	The station west of State College Blvd. should be relocated at State College so visitors can connect with other transit to destinations such as MainPlace and the Block shopping centers.	Alignment	General Public

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13	11/25/2009	E-mail	More stations are needed on Katella and Harbor so visitors can move from and between venues to area restaurants, hotels and Garden Walk Shopping Center.	Alignment	General Public
14	11/16/2009	E-mail	ARTIC will be model for other communities.	General Comment	General Public
15	11/16/2009	E-mail	For monorail, use "full-walkthrough" trains and not "closed" cars like in Las Vegas.	Technology	General Public
16	11/24/2009	E-mail	PRT is missing from list of Alternatives.	Technology	General Public
17	11/15/2009	E-mail	Project should use elevated rail, as this will show that elevated rail provides the safety, efficiency and environmental friendliness needed to meet the region's demands of growth and progress.	Technology	General Public
18	12/4/2009	E-mail	Should work with individuals with real operating and maintenance experience on similar rail systems now, not after the environmental work is completed. This will help provide practical information that could result in substantial cost savings over the long term and provide for a secure and safe system for passengers and the surrounding communities.	Environmental Process	General Public
19	11/6/2009	E-mail	Should study a "two-dimensional" elevated fixed guideway alignment variation as a way to possible meet the vision statement. A two-dimensional alignment could have 30 stations, providing improved connection than a one-dimensional alignment with 8 stations	Alternatives; Alignment	General Public
20	11/24/2009	E-mail	Why can't project pull from the transportation funds allotted each year to the state?	Funding; General Comment	General Public
21	11/14/2009	E-mail	Monorail should be the solution; Beach Blvd and Harbor Blvd are perfect placement for a Monorail. Monorail will earn support of the public ,will help transport people who do not have other transportation and will be a way to address tourism.	Technology	General Public
22	10/29/2009	E-mail	Monorail can succeed and will positively impact air pollution and noise levels compared to trains.	Technology	General Public

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23	11/13/2009	E-mail	Increasing bus traffic will just increase traffic and will not improve tourism. A monorail will increase tourism, cost less and if operated properly will make money. Light rail will not bring the same benefits because rails need to be replaced.	Technology	General Public
24	11/5/2009	E-mail	Transportation is needed in East Anaheim to transport seniors who do not drive. East Anaheim gets left out of all city programs.	Alignment; General Comment	General Public
25	11/16/2009	E-mail	Why is there not a station near Disneyland?	Alignment; General Comment	General Public
26	11/19/2009	E-mail	Is PRT still being considered? If not, what was the process that eliminated PRT from consideration?	Technology	General Public
27	11/13/2009	E-mail	Supports monorail over buses	Technology	General Public
28	12/3/2009	E-mail	Supports PRT and provided information on other systems being developed	Technology	General Public
29	11/3/2009	E-mail	For \$500 million City could fund a rapid bus or direct bus that does thing on a more direct route and meets every single Amtrak, Metrolink and HST.	Technology; Funding	General Public
30	11/3/2009	E-mail	Using the same amount of money, we could re-implement the Bravo! System for many more years and serve way more people in Orange County.	Technology; General Comment	General Public
31	11/3/2009	E-mail	Eliminating light rail eliminates opportunity to link to future Metro rail lines.	Technology; General Comment	General Public
32	12/10/2009	Letter	Opposes project. Route passes through an area that would give very little access to the majority of Anaheim residents. Benefits only Disneyland area. Too large of an expenditure that would have minimal impact on the transportation needs of the Anaheim populace.	Alignment; General Comment	General Public
33	11/21/2009	E-mail	Supports project as he believes will improve traffic flow for residents and visitors. This can be especially important project if other county light rail projects are approved.	Alignment	General Public
34	11/21/2009	E-mail	Favors central-split route, as Harbor can be served by shuttles. A terminal point adjacent to the Mimi's/McDonald's parking lot makes sense for visitors.	Alignment	General Public

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35	11/21/2009	E-mail	Plan should take into account the many residents south of Katella who would greatly benefit from a direct link to jobs and schools.	Alignment	General Public

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Comment ID	Date	Source of Comment	Comment	Topic	Type of Commenter
1	9/12/2012	Community Meeting-Comment Card (Session 1)	All new developments and construction should require the use of Anaheim based businesses which not only helps the area improve financially but also increases revenue for the City of Anaheim.	General Comments	Business & Property Owner in the City of Anaheim
2	9/12/2012	Community Meeting-Comment Card (Session 1)	I support the monorail concept on Gene Autry Way because it keeps traffic off of Katella Ave., it creates a "scenic view" of Anaheim and is consistent with both Disney and Anaheim brand.	Technology	Business Owner
3	9/12/2012	Community Meeting-Comment Card (Session 1)	Automobile, bus, and pedestrian accidents would be greater than those associated with elevated monorail. Have insurance costs been added into the cost analysis?	Technology	Business Owner
4	9/12/2012	Community Meeting-Comment Card (Session 1)	I support the Gene Autry route.	Alignment	Business Owner
5	9/12/2012	Community Meeting-Comment Card (Session 1)	Please give strong and thorough consideration to the Maglev fixed-guideway alternative. Maglev, although costly to build, has very low operations and maintenance costs compared to steel wheel or rubber wheel technology due to lack of friction. Maglev also leaves minimal environmental impact due to low reliance on fossil fuel and low contact with the ground.	Technology	General Stakeholder
6	9/12/2012	Community Meeting-Comment Card (Session 1)	I respectfully suggest that you review your premises. As an officer of the Monorail Society, a 42 year (retired) public works employee, a past trustee of a \$32 billion dollar trust, a qualified Superior Court eminent domain expert witness, and not a salesman of monorail nor any technology, I only wish to sincerely suggest your basic cost data appears to be incorrect. Please review this route on the site <a href="http://theamericanmonorailproject.com">theamericanmonorailproject.com</a> and play the run path video of the route ARTIC-Disney. Thank you.	Technology	General Stakeholder
7	9/12/2012	Community Meeting-Comment Card (Session 2)	The streetcar is more affordable and "user friendly" and will possibly connect to the Santa Ana streetcar. The elevated guideway would not be as good for the community circulation.	Technology	General Stakeholder

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8	9/12/2012	Community Meeting- Spoken to team member (Session 1)	Will the fixed-guideway follow the path of the service road?	Alignment	General Stakeholder
9	9/12/2012	Community Meeting- Spoken to team member (Session 1)	If the elevated fixed-guideway is selected, will any properties need to be taken? If so, which ones?	Property Acquisitions	General Stakeholder
10	9/12/2012	Community Meeting- Spoken to team member (Session 1)	Why can't the elevated fixed-guideway stay on the Gene Autry Way overcrossing?	Alignment	General Stakeholder
11	9/12/2012	Community Meeting- Spoken to team member (Session 1)	When will the decision be made on which technology will be used?	General Comments	General Stakeholder
12	9/12/2012	Community Meeting- Spoken to team member (Session 1)	Is one alternative better for the environment than another?	Environmental Process	General Stakeholder
13	9/12/2012	Community Meeting- Spoken to team member (Session 1)	Has future widening of Katella Ave. for the Streetcar alternative been taken into consideration?	Alignment	General Stakeholder
14	9/12/2012	Community Meeting- Spoken to team member (Session 1)	Will the elevated fixed-guideway be on the north or south side of Gene Autry Way?	Alignment	General Stakeholder
15	9/12/2012	Community Meeting- Spoken to team member (Session 1)	Why does property need to be acquired when the project is on the street?	Property Impacts	General Stakeholder
16	9/12/2012	Community Meeting- Spoken to team member (Session 1)	What will people do if they have luggage and are coming from the train? Where will they store their luggage?	General Comments	General Stakeholder
17	9/12/2012	Community Meeting- Spoken to team member (Session 1)	What is the optional maintenance facility? Has the preferred location already been decided upon?	Maintenance Facility	General Stakeholder

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18	9/12/2012	Community Meeting- Spoken to team member (Session 1)	What does the interim station mean?	General Comments	General Stakeholder
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