



City of Glendale

5850 West Glendale Avenue
Glendale, AZ 85301

City Council Workshop Agenda

Mayor Jerry Weiers
Vice Mayor Ian Hugh
Councilmember Jamie Aldama
Councilmember Samuel Chavira
Councilmember Ray Malnar
Councilmember Lauren Tolmachoff
Councilmember Bart Turner

Tuesday, March 1, 2016

1:30 PM

Council Chambers

Regular Workshop

One or more members of the City Council may be unable to attend the Workshop or Executive Session Meeting in person and may participate telephonically, pursuant to A.R.S. § 38-431(4).

CALL TO ORDER

WORKSHOP SESSION

1. [16-080](#) WEST PHOENIX/CENTRAL GLENDALE HIGH CAPACITY TRANSIT STUDY UPDATE
Staff Contact: Jack Friedline, Director, Public Works
Staff Presenter: Debbie Albert, Transportation Engineer, Public Works
Staff Presenter: Jon M. Froke, AICP, Planning Director
Staff Presenter: Jean Moreno, Economic Development Officer
Guest Presenter: Mr. Scott Smith, Interim CEO, Valley Metro
Guest Presenter: Mr. Wulf Grote, Director of Planning and Accessible Transit, Valley Metro
Guest Presenter: Ms. Jennifer Pyne, Project Manager, Valley Metro

Attachments: [West Phoenix/Central Glendale Transit Corridor Study](#)
[Level 3 Evaluation Summary](#)

CITY MANAGER'S REPORT

This report allows the City Manager to update the City Council. The City Council may only acknowledge the contents to this report and is prohibited by state law from discussing or acting on any of the items presented by the City Manager since they are not itemized on the Council Workshop Agenda.

CITY ATTORNEY'S REPORT

This report allows the City Attorney to update the City Council. The City Council may only acknowledge the contents to this report and is prohibited by state law from discussing or acting on any of the items presented by the City Attorney since they are not itemized on the Council Workshop Agenda.

COUNCIL ITEMS OF SPECIAL INTEREST

Councilmembers may indicate topic(s) they would like to have discussed by the Council at a future Workshop and the reason for their interest. The Council does not discuss the new topics at the Workshop where they are introduced.

MOTION TO GO INTO EXECUTIVE SESSION

1. CALL TO ENTER INTO EXECUTIVE SESSION

EXECUTIVE SESSION

1. LEGAL MATTERS

A. The City Council will meet with the City Attorney for legal advice, discussion and consultation regarding the city's position in pending or contemplated litigation, including settlement discussions conducted in order to avoid or resolve litigation. (A.R.S. § 38-431.03(A)(3)(4))

B. Council will meet to discuss and consider records exempt by law from public inspection and are specifically required to be maintained as confidential by state or federal law. (A.R.S. § 38-431.03(A)(4))

2. PERSONNEL MATTERS

A. Various terms have expired on boards, commissions and other bodies. The City Council will be discussing appointments involving the following boards, commissions and other bodies. (A.R.S. § 38-431.03(A)(3)(4))

1. Arts Commission
2. Aviation Advisory Commission
3. Board of Adjustment
4. Citizens Bicycle Advisory Committee
5. Citizens Transportation Oversight Commission
6. Commission on Persons with Disabilities

7. Community Development Advisory Committee
8. Glendale Municipal Property Corporation
9. Historic Preservation Commission
10. Industrial Development Authority
11. Judicial Selection Advisory Board
12. Library Advisory Board
13. Parks and Recreation Advisory Commission
14. Personnel Board
15. Planning Commission
16. Public Safety Personnel Retirement Board/Fire
17. Public Safety Personnel Retirement Board/Police
18. Risk Management/Workers Compensation Trust Fund Board
19. Water Services Advisory Commission

Upon a public majority vote of a quorum of the City Council, the Council may hold an executive session, which will not be open to the public, regarding any item listed on the agenda but only for the following purposes:

- (i) discussion or consideration of personnel matters (A.R.S. § 38-431.03(A)(1));
- (ii) discussion or consideration of records exempt by law from public inspection (A.R.S. § 38-431.03(A)(2));
- (iii) discussion or consultation for legal advice with the city's attorneys (A.R.S. § 38-431.03(A)(3));
- (iv) discussion or consultation with the city's attorneys regarding the city's position regarding contracts that are the subject of negotiations, in pending or contemplated litigation, or in settlement discussions conducted in order to avoid or resolve litigation (A.R.S. § 38-431.03(A)(4));
- (v) discussion or consultation with designated representatives of the city in order to consider its position and instruct its representatives regarding negotiations with employee organizations (A.R.S. § 38-431.03(A)(5)); or
- (vi) discussing or consulting with designated representatives of the city in order to consider its position and instruct its representatives regarding negotiations for the purchase, sale or lease of real property (A.R.S. § 38-431.03(A)(7)).

Confidentiality

Arizona statute precludes any person receiving executive session information from disclosing that information except as allowed by law. A.R.S. § 38-431.03(F). Each violation of this statute is subject to a civil penalty not to exceed \$500, plus court costs and attorneys' fees. This penalty is assessed against the person who violates this statute or who knowingly aids, agrees to aid or attempts to aid another person in violating this article. The city is precluded from expending any public monies to employ or retain legal counsel to provide legal services or representation to the public body or any of its officers in any legal action commenced for violation of the statute unless the City Council takes a legal action at a properly noticed open meeting to approve of such expenditure prior to incurring any such obligation or indebtedness. A.R.S. § 38-431.07(A)(B).



Legislation Description

File #: 16-080, Version: 1

WEST PHOENIX/CENTRAL GLENDALE HIGH CAPACITY TRANSIT STUDY UPDATE

Staff Contact: Jack Friedline, Director, Public Works

Staff Presenter: Debbie Albert, Transportation Engineer, Public Works

Staff Presenter: Jon M. Froke, AICP, Planning Director

Staff Presenter: Jean Moreno, Economic Development Officer

Guest Presenter: Scott Smith, Interim CEO, Valley Metro

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Purpose and Policy Guidance

This is a request for City Council to review and provide guidance regarding the West Phoenix/Central Glendale (WPCG) high-capacity transit (HCT) study currently underway by Valley Metro in cooperation with the cities of Phoenix and Glendale. The purpose of this report is to inform the City Council of the study progress including results from recent public meetings and the Glendale Community Working Group. The culmination of these activities has resulted in a recommendation to set aside route options that have previously been studied, and to advance a single leading preferred alternative based on the study's technical analysis and public input.

The following recommendation received unanimous support from the Citizen's Transportation Oversight Commission on February 18, 2015. Staff is seeking Council guidance to advance the following recommendation to an upcoming voting meeting:

- Set aside all previously studied routes and advance the leading preferred alternative identified as Camelback/43rd/Glendale/Glenn (see attached);
- Identify light rail as the preferred mode of transit;
- Move forward with the detailed design analysis of the Glendale/Glenn transition and the feasibility of a Grand/BNSF crossing; and,
- Agreement in concept to the 50/50 cost-sharing of 43rd Avenue construction and operational costs with the City of Phoenix subject to a formal agreement.

It is important to note that all of the above are subject to the continued cooperation and support of the City of Phoenix for this project. The City of Phoenix is planning to vote on the alignment and mode for this project following the additional design consideration analyses at I-17, Glendale/Glenn, and Grand Avenue as well as the identification of the station locations and traffic configurations.

Background

In 2001, the voters of Glendale approved a dedicated half-cent sales tax to fund a comprehensive transportation program known as the GO Transportation Program. In addition, Maricopa County voters approved transportation funding for the regional transportation plan in 2004. Both of these ballot initiatives included plans outlining a project and matching funds for a light rail corridor from Glendale's eastern border at 43rd Avenue in to downtown Glendale. Based on these successful elections, the most recent regional Transit Life Cycle Program includes funding to complete a five mile high-capacity transit corridor in Glendale by 2026. Funding is based on a combination of local, regional and federal sources.

Valley Metro, in cooperation with the cities of Glendale and Phoenix, and the Maricopa Association of Governments (MAG), is in the final stages of the WPCG Transit Corridor Study. Valley Metro has completed the technical analysis of potential corridors between Camelback Road and Northern Avenue from 19th Avenue to approximately 59th Avenue. The overall purpose of this evaluation was to determine how the different types of transit and route combinations compare to one another. Since there is potential for up to fifty percent (50%) of the capital funding to come from federal sources, it is in the best interest of the project to develop an alignment and mode combination that creates the greatest competitive advantage as our region competes for these limited funds while meeting the local vision for high-capacity transit. These results, in conjunction with public input received through an extensive public outreach effort consisting of 10 public meetings, presentations at approximately 105 other community meetings and events, as well as a community working group formulated at the request of City Council, are the basis of the recommended leading preferred alternative. A Valley Metro summary of the study process and recommendations is attached. The recommended leading preferred alternative represents a seven mile corridor rather than five miles and will require a major amendment of the MAG Regional Transportation Plan.

The recommended leading preferred alternative begins in Phoenix around 19th Avenue and Camelback Road, travels west on Camelback Road to 43rd Avenue and then turns north on 43rd Avenue to Glendale Avenue. Once at Glendale Avenue the project turns west along Glendale Avenue to 51st Avenue. In the area between 51st and 52nd Avenues, the alignment shifts from Glendale Avenue to Glenn Drive, where the project continues west to its terminus. The recommended leading preferred alternative represents the Downtown Glendale Community Working Group's (CWG) advisory recommendation of a double-track light rail alignment in downtown Glendale on Glenn Drive, connecting to Glendale Avenue in the area near 51st Avenue, continuing west on Glenn Drive. The CWG studied a total of six route options provided by Valley Metro and also considered other ideas brought forward by group members.

The terminus was initially identified to be in the area of 58th Avenue and represented a future crossing of Grand/BNSF at the Paltaire Avenue alignment. In response to public feedback, Valley Metro suggested and city staff concurred with a recommendation to investigate the feasibility of including a crossing of Grand Avenue and the BNSF Railway in the area of Paltaire Avenue in this phase of the project. Specifically, public feedback received expressed concerns regarding the suitability of 58th Avenue and Glenn Drive as an end of line location, as well as, the need to serve residents west of 59th Avenue. From a practical standpoint, should a Grand/BNSF crossing be feasible in this phase of the project it would potentially capture additional ridership, limit downtown construction to a single project rather than multiple, ensure the viability of future expansion, provide access to the student population at Glendale High School and residents west of 59th Avenue, and provides greater feasibility for a park and ride location. Additional analysis is needed to evaluate the possible impacts (cost and potential ridership) of such a crossing and how it would affect the viability of

the project from a cost effectiveness and federal funding standpoint. The recommendation to include analysis of the Grand/BNSF crossing in this phase of the project was communicated to CWG members, some of whom attended the CTOC meeting on February 18, 2016 where the recommendation was discussed in detail.

The proposed alignment already included two other areas that required further detailed analysis and refinement - the I-17 crossing area and the transition from Glendale Avenue to Glenn Drive near 51st Avenue. As such, that provides the opportunity to study the feasibility of a Grand Avenue crossing, all of which would be presented to the City Councils in Phoenix and Glendale for formal action in late 2016 or early 2017. Additionally, staff has reached a conceptual agreement with the City of Phoenix regarding the shared capital costs of the project, subject to formalization of an intergovernmental agreement. In concept, each city will be responsible for the portions of the project that are wholly in their city and will equally share the cost of the 43rd avenue section of the alignment between Camelback and Glendale avenues. In summary, Glendale will fund 3 miles of the project and Phoenix will fund 4 miles.

Analysis

Level 3 Analysis

Valley Metro carried three potential alignments (Glendale Avenue, Camelback Road/43rd Avenue/Glendale Avenue, and Camelback Road/Grand Avenue/51st Avenue) into the Level 3 analysis, which took a more in-depth look at:

- ridership projections
- right-of-way and traffic impacts
- estimated costs and construction impacts
- station impacts and opportunities
- development and job creation impacts

Based on this analysis, it is estimated that ridership for the leading preferred alternative would be 8,250 on an average weekday. Although, this alignment has the highest ridership, it is also the longest. When normalized based on length, both of the Camelback options are still anticipated to outperform the Glendale Avenue option on a per-mile basis. Additionally, of the three alignments that were included in the Level 3 analysis, the leading preferred alternative was the best performer overall when considering ridership, capital cost, population density, transit dependency, bicycle and pedestrian connectivity, potential right-of-way impacts, and economic development impact. A summary of the evaluation results are attached.

Project Costs and Funding

There are two elements of cost for the project, the capital construction cost and the ongoing operations and maintenance expenses. The estimated cost for construction of this project is in the range of \$80 to \$130 million per mile, depending on design elements such as lane configuration (replacement of all travel lanes versus a reduction in the number of travel lanes). It is anticipated that approximately fifty-percent (50%) of construction funds will be derived from federal transit programs, while ten to fifteen percent (10-15%) will come from the region (currently programmed at \$63.8 million). The remaining balance would be paid from local funds from the cities of Glendale and Phoenix. There is no general fund impact for this project. The

actual cost of construction will be established as part of the project development process when specific design elements such as the number of stations, station locations, and traffic configuration are solidified.

Operating costs are paid by the jurisdiction in which light rail operates. In Fiscal Year 2015, the gross operating cost per mile of LRT in Phoenix, Tempe, and Mesa was \$1.56 million. Fares paid by passengers, advertising fees and federal preventative maintenance funds all offset the operating costs and have historically covered approximately 40-percent of this expense. Similar to the capital cost, funds for operations will come from the Go Transportation Program and expenses are currently programmed in the financially balanced 25-year program of projects. There is no general fund impact for ongoing operations.

Project Impacts

Economic Development and Land-Use Planning

The recommended leading preferred alternative is located within the city's adopted redevelopment area also known as Centerline. The introduction of light rail in this area has the potential to serve as a catalyst to excel the city's revitalization efforts while leveraging approximately 60-65% of the project costs from other than city sources. In examining the current conditions existing in the Centerline area (43rd to 67th avenues, Myrtle to Ocotillo), there are approximately 96 acres of vacant land representing 10% of the Centerline land area, a majority of which is located in the light rail study area. Additionally, 60% of those vacant parcels (58 acres) are a potential Brownfield which means that there is a potential presence of contaminants or a perception of such due to the lack of development. In examining vacancy rates of Centerline as compared to citywide, Centerline has higher vacancy rates in Industrial, Retail, and Multi-family properties with the most significant gap in the Retail sector.

The city's redevelopment efforts are contingent upon market conditions which rely on the following principles:

1. Retail and restaurants rely on individuals with disposable income to support them and these developments typically come after the presence of residential developments and are generally based on population and wage demographics.
2. Residential developments rely upon access to effective transportation networks, population trends, and access to employment and other quality of life amenities.
3. Employment-centric developments that bring quality jobs also rely on access to effective transportation networks, zoning supportive communities, and access to qualified workforce.

Given these basic principles, the city's redevelopment efforts hinge upon the ability to increase both residential population and employment in the redevelopment area. Census data for the Centerline redevelopment area indicates a 12% decrease in population between 2000 and 2010. According to projections from Maricopa Association of Governments, growth is expected to be slower in the Centerline area as compared to the city on the whole from 2010 to 2040. Population growth will be similar to the city's municipal planning area from 2010 to 2020, but is expected to lag behind in subsequent years, growing by 32% over the 30 year timeframe as compared to 41% for the city. Employment growth will also lag the overall city growth, increasing by 37% over the next 30 years as compared to 115% for the city.

There are a multitude of independent studies that have been conducted regarding the economic impacts of transit oriented development. Most reports reference the benefits of light rail projects to include increased

property values, lease rates, and mixed-use development around station areas. The Texas Transportation Institute of the Texas A&M University System published a report in 2009 citing, "Rail serves as a catalyst to renewal of communities in proximity to rail since the increased accessibility of those areas makes them more attractive." Other significant benefits cited included:

- Provides transit dependent users with increased accessibility and convenience.
- Improves public health as use of the system requires greater activity (walking/cycling to and between transit stations and destinations).
- Increases transit usage by choice riders because light rail is a more attractive alternative which can lead to reductions in traffic congestion, pollution, fuel dependency, and improves traffic safety.
- Provides the opportunity for people to reduce the percentage of household budgets needed for transportation expenses thereby increasing disposable income, which creates a positive impact on quality of life.

The purpose of the federal transit program is to link people, communities, and businesses by providing connectivity and mobility; creating social equity and economic opportunity; providing for congestion mitigation; and improving competitiveness in a global economy. According to the American Public Transportation Association, the national return on investment in public transportation is 4:1 or 400%. Additionally, public transit investment generates an added \$66 billion in business sales and \$9.5 billion in tax revenue generation per year. The report also sites 1.1 million jobs created or sustained annually with 400,000 direct public transportation jobs; and, a 42% increase in property values when residences are located near public transportation with high-frequency service.

In our region, Valley Metro in conjunction with the cities of Phoenix, Mesa, and Tempe conducted an analysis of development activity along the initial 20 mile rail system and have determined that the regional light rail system has yielded an 8:1 return on investment or 800%, which is double the national average. Specifically, the following results have been achieved:

- 10.3 million square feet of commercial development, or approximately 515,000 square feet per mile. For context, American Furniture Warehouse is similarly sized at 600,000 square feet.
- 4.7 million square feet of development for educational institutions, or approximately 235,000 square feet per mile. For context, this would be about 30% of the size of Glendale Community College.
- 15,328 residential units have been added, or 766 units per mile. For context, Olive Tree apartment located at 6201 W. Olive has 762 units and Stillwater Apartments located at 7711 N. 51st Avenue has 516 residential units.
- 2,948 hotel rooms have been added to the inventory, or 147 rooms per mile. For context, the Hampton Inn in the Sports & Entertainment District hotel has 149 rooms.

Given that the recommended leading alternative includes a total of three miles within Glendale, a majority of which lies within the Centerline redevelopment area, it is likely that the city could realize significant improvements in revitalization efforts given an investment in the high capacity transit system based on the regional data.

According to Smart Growth America, a comprehensive downtown revitalization strategy should leverage

public investments to secure ancillary development; create an attractive, walkable place with multiple transportation options; develop new residential opportunities of varied sizes and price points; create new employment opportunities; improve public processes and regulations, and utilize value capture tools such as special assessment districts. The presence of light rail in the Centerline redevelopment area has the potential to address multiple aspects of a comprehensive redevelopment strategy. From a Planning and Economic Development perspective, the recommended leading preferred alternative will complement the city's revitalization efforts and is important for our community for the following reasons:

- The project leverages public investment with regional and federal dollars and creates an opportunity to advance revitalization efforts without relying on General Fund dollars to do so;
- Based on national and regional impact data, a project of this nature is likely to create a significant advantage for redevelopment;
- This investment opportunity is aligned with the city's downtown revitalization goals and the Envision Glendale 2040 General Plan initiative;
- Provides an opportunity to add/increase: residential units, employment, mixed-use projects, density, and walkability;
- High capacity transit investment provides access to a regional workforce, serves to attract talent, and creates sustainable job creation.
- Absent a significant catalyst of this nature, revitalization is likely to lag; and,
- Glendale's investment in the regional light rail system is the linchpin for the entire West Valley; if Glendale does not invest in the regional rail program, the system will serve only Phoenix and the East Valley until at least 2030 at which point service would be limited to the I-10 corridor.

In addition to the potential land use and economic development impacts of the project, the decision on whether or not to move forward has implications related to the use of funds programmed for the project. As the currently programmed five-mile project, there is nearly \$340 million in federal funds, \$63.8 million in regional funds, \$45.5 million in Phoenix local funds, and \$106.1 million in local Go Transportation Program funds allocated to the project. Although the local GO Transportation funds could be reallocated to another transportation project in the city as specified in the ordinance creating the ½-cent sales tax, the regional funds are specifically allocated to high capacity transit projects in the regional transportation plan. Glendale does not have any other projects in this plan that the funds could be apportioned to and the funds would thus be allocated to another agency. The federal funds are discretionary and awarded through a competitive process. Similar to the regional funds, they would not be available for general transportation projects or other city needs.

In summary, Glendale taxpayers have been paying into the regional transit system, voted to approve a local transportation tax in support of high-capacity transit, and should have the opportunity to benefit from improved transit service in our community and the potential to capitalize on economic development opportunities that a transit oriented development project of this nature can bring. Ultimately, without this project, revitalization of the Centerline redevelopment area will be reliant on General Fund support for redevelopment initiatives.

Next Steps

The process for improved transit options typically takes 10-12 years to get from planning to operations.

Because of the significant lead time that is required and the regional and national competition for transportation funding, it is important to keep moving forward consistently and diligently in each phase of the process. This step is a confirmation on the direction of the project and a desire to continue development of the project as well as the funding concept breakdown. Additional City Council action will be needed following the definition of station locations, traffic configuration, and the undefined specifications of the I-17 crossing, Glendale/Glenn transition, and Grand/BNSF crossing options; and then again following environmental analysis when costs are refined and a financial commitment will be necessary. It is expected that the financial commitment will be needed around 2019. Specific items that will need to be completed in the next two to three years include:

- Completion of design considerations analysis. Valley Metro needs to complete additional design work to identify station locations, define traffic lane configuration, and evaluate the areas where the specific alignment has not been solidified. It is anticipated that a significant public outreach program will occur during this effort. Additionally, the results of these analyses will be brought to City Council for approval.
- Refinement of costs. As a result of the design considerations analysis, an updated cost estimate will be developed by Valley Metro. This estimate will be used for the full funding grant agreement required for requesting federal funds. This agreement will be brought to City Council for approval.
- Environmental analysis. Valley Metro will need to complete an environmental study as it is necessary when applying for federal funds for this project.
- Solidify agreements for local cost sharing with the City of Phoenix. Staff will lead an effort to develop a formal agreement with the City of Phoenix identifying the cost sharing agreement between Glendale and Phoenix. This agreement will be brought to City Council for approval.
- Major plan amendment. The recommended seven-mile alignment requires an amendment to the regional transportation plan as the current plan depicts a five-mile corridor. Valley Metro and the Maricopa Association of Governments will work in coordination to execute this amendment which requires approval from various regional governing boards.
- Local planning efforts. Based on the experience of other agencies in the Maricopa County region as well as throughout the country, the city will need to review planning policies to determine if any changes or new policies will need to be implemented to support the city's vision related to light rail and development along the alignment. Any changes or new policies will be brought to City Council for approval.

Previous Related Council Action

On September 15, 2015, Valley Metro provided an update on project developments, upcoming educational opportunities for City Council as well as initial progress of the Downtown Glendale Community Working Group at a Council Workshop.

At the March 17, 2015 Council Workshop, Transportation, Planning, Economic Development and Valley Metro staff presented information on the regional light rail system and the impacts that light rail has had on economic development, land use impacts and regional mobility. City Council directed staff to form a Downtown Glendale CWG to seek a variety of viewpoints related to the downtown route options currently being studied.

At the May 6, 2014 Council Workshop, Valley Metro presented an update on the transit study and the routes under consideration during the first stage of the study. Since then, staff provided two informational memos to City Council: the first in July 2014 (Update Number 3); and the next in October 2014 (Update Number 4) providing updates on the study results that narrowed the route options, as well as an overview of the downtown routes under consideration.

At the October 15, 2013 Council Workshop, staff presented an update on the study with preliminary corridor findings. Valley Metro staff outlined the benefits and impacts of light rail and the steps the city can take to make this a successful project. Staff provided an initial informational memorandum to Council on August 2, 2013, and followed up with two update memos on August 30, 2013 (Update Number 1), and September 11, 2013 (Update Number 2)

At the October 30, 2012 Council Workshop, Transportation Services and Valley Metro staff presented findings from a previous light rail study that stated that the first priority for Glendale light rail should include a corridor to downtown Glendale. City Council directed staff to proceed with the next step in the process, which was to complete an Alternatives Analysis to develop an LPA that identifies a high-capacity transit system best suited for the corridor.

Community Benefit/Public Involvement

Light rail provides a variety of community benefits, from transportation options to creating community investment opportunities. The corridors recommended for the alignment are among some of the busiest bus routes in the region. This mode of transportation may not only improve travel for current riders, it could attract new riders who would otherwise drive or may currently opt against bus transit.

Improved options for public transportation are important to a community. Future forecasts show ridership on this corridor will continue to grow, with light rail providing a large number of trips in the area. Research shows many young adults are foregoing car ownership and relying more on public transit. An increasing portion of the senior population who are more dependent on transportation options also adds to the projected increase in ridership.

Light rail also spurs investment in communities, as seen in the region since the opening of the system in Phoenix, Tempe and Mesa. Light rail can be a catalyst for economic redevelopment along a corridor, which in turn supports the tax base of the city through transit-oriented development. The original regional 20-mile light rail “starter segment” cost \$1.4 billion to complete, but has generated \$8.2 billion in private investment along the light rail corridor.

Groups such as Urban Land Institute and Smart Growth America have shown that the newest generation of workers places a higher value on connectivity and walkability than previous generations, demonstrating the importance of transit-oriented development as a factor to attracting a workforce into the future. Additionally, light rail helps create destination locations that attract out-of-town visitors, and provides them a means to access these locations.

Environmental benefits include lower levels of pollution due to reduced vehicle use. Light rail can save money for Glendale commuters who choose to use the system, as automobile ownership and related costs are

reduced or eliminated. People can drive to the light rail system, park their car and use light rail to access their destination.

The goal of the public involvement process of the Alternatives Analysis was to support the selection and implementation of an LPA through participation of well-informed and involved citizens, the city, businesses and community leaders. The community involvement process outlined by the federal government is designed to ensure that community concerns and issues are identified early and addressed during the planning, engineering, environmental, economic and financial efforts of the project. The public participation process provided and will continue to provide a mechanism for the public to receive information and share their comments regarding the project.

The study process has included many opportunities for public input from stakeholders, including citizens and businesses. Valley Metro held five sets of public meetings in both Glendale and Phoenix. Additionally, over 100 outreach events were conducted in Glendale to receive public input.

Budget and Financial Impacts

The Alternatives Analysis is funded with regional public transportation funds and therefore does not impact the current Glendale budget.

MEMO



To: City of Glendale

From: Valley Metro

Date: February 19, 2016

Re: *West Phoenix/Central Glendale Transit Corridor Study
Recommendation for Leading Preferred Alternative*

Valley Metro, in cooperation with the cities of Phoenix and Glendale and the Maricopa Association of Governments (MAG), has conducted the West Phoenix/Central Glendale Transit Corridor Study. The study has been completed and recommends light rail transit on Camelback Road, 43rd Avenue, Glendale Avenue, and Glenn Drive as the leading preferred alternative.

Background

The Regional Transportation Plan identifies a five-mile West Phoenix/Central Glendale (WPCG) corridor in Glendale and Phoenix, Arizona as a future high capacity transit (HCT) route and part of the regional HCT system adopted in 2004. This corridor would connect the existing light rail transit (LRT) line at 19th Avenue with downtown Glendale.

In 2013, Valley Metro in partnership with cities of Phoenix and Glendale initiated a transit corridor study for the West Phoenix/Central Glendale area to identify HCT service options to connect downtown Glendale to the existing light rail system. The purpose of the WPCG Transit Corridor Study is to determine the type of transit and route that will best meet mobility needs by providing a dependable and efficient service to connect employment, activity centers, educational facilities, and residential areas in West Phoenix and Central Glendale.

Transit Corridor Study Process and Outcomes

Between 2013 and 2015, the cities of Phoenix and Glendale and Valley Metro screened a variety of alternatives for transit technologies and routes between 19th Avenue and downtown Glendale. Valley Metro has completed three levels of technical analysis, evaluating numerous criteria such as: population densities, employment and activity centers, ridership potential, potential right-of-way and traffic impacts, economic development potential, and cost. Public input was collected throughout the study process.

The primary advantages of the recommended alternative are its comparably high level of estimated ridership and cost-effectiveness, and direct connections with educational facilities such as Grand Canyon University and Alhambra High School. In addition, LRT investment in this corridor would support a relatively high level of economic development opportunities consistent with local initiatives.

The recommendation defines LRT as the preferred transit type and identifies an approximately seven-mile route to advance for further planning and design. The recommendation includes two areas where further study is needed to determine the final route:

- I-17 crossing – route options are under consideration to cross I-17 along or near Camelback Road. This area is subject to ongoing study by Arizona Department of Transportation (ADOT) and MAG and will be advanced in collaboration with those agencies as well as community stakeholders, including Grand Canyon University.
- Transition from Glendale Ave. to Glenn Drive in Downtown Glendale – route options are under consideration to refine the conceptual design in this area.

Valley Metro is conducting ongoing analysis of traffic configuration and potential station locations. Valley Metro is also analyzing the end-of-line location, and whether a terminus on the west side of Grand Avenue would result in additional project benefits.

Community Outreach

As part of the planning process, Valley Metro hosted 10 public meetings through the end of January 2016. These meetings were advertised using newspaper ads, door hangers, fliers, emails, and social media notifications and coordination with both cities to maximize communication efforts. In addition to public meetings, Valley Metro attended and presented at numerous community events and stakeholder group meetings. Overall, Valley Metro participated in over 115 events throughout the planning study.

In May 2015, the City of Glendale and Valley Metro formed a Community Working Group (CWG) to review route options in downtown Glendale (i.e., west of 51st Avenue). The group was charged to develop an advisory recommendation for the Glendale City Council and Valley Metro on a route in the downtown Glendale area. After creating evaluation criteria and studying numerous route options, the CWG provided an advisory recommendation for a downtown Glendale route, which is reflected in the recommended route.

Capital and Operating Costs

The recommended route is a seven-mile route that includes about 3 miles on Camelback Road in the City of Phoenix, 2 miles on 43rd Avenue (which forms the boundary between the cities of Phoenix and Glendale), and about 2 miles on Glendale Avenue and Glenn Drive within the City of Glendale. Federal funding sources are anticipated to provide up to 50% of the capital costs, and regional PTF funds would be utilized for regional facilities such as bridge structures, park-and-rides, and project vehicles as well as relocation of non-prior rights utilities. The remainder of the capital costs would be locally funded by the cities. It is anticipated that City of Phoenix would fund about 4 miles (3 miles on Camelback Road plus northbound miles on 43rd Avenue) in local share of the capital costs. The City of Glendale would provide the remaining 3 miles to fund capital costs. Operations and maintenance costs will be funded locally and allocated based on the number of miles within each jurisdiction.

Next Steps

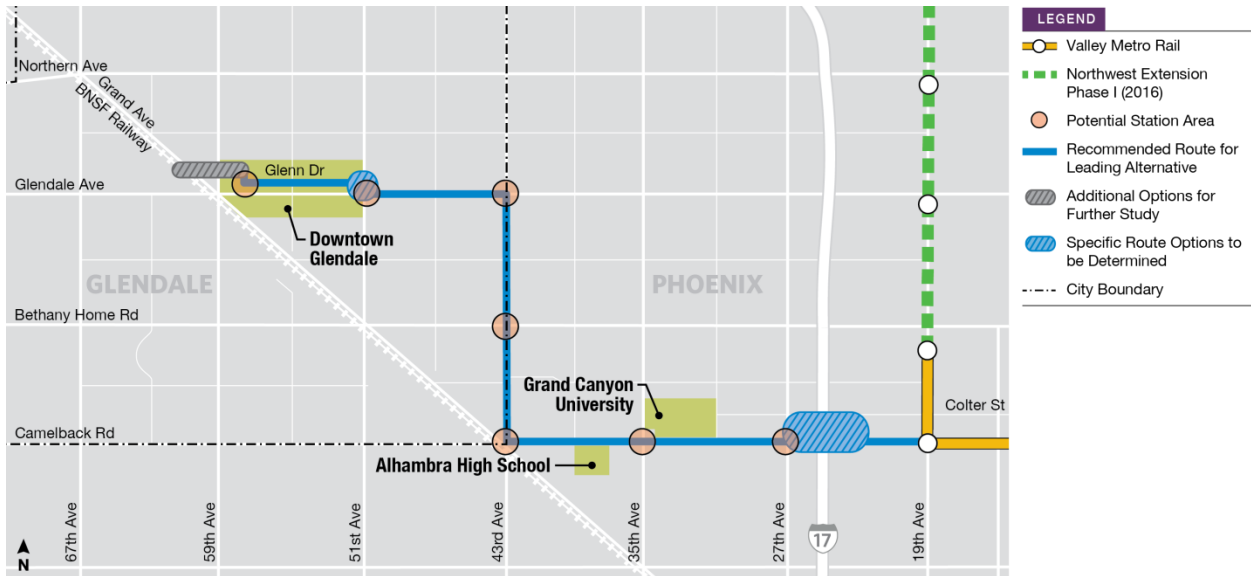
Upon receiving City Council approval to proceed with the recommended route as the leading alternative, staff will complete the analysis of the pending items. The results of the remaining analysis will be presented to City Council for approval as a final Locally Preferred Alternative (LPA) recommendation. The LPA recommendation would be taken to the Valley Metro Rail Board and MAG Regional Council for action and incorporation into the RTP upon approval. A major amendment to the RTP is required and would be initiated after MAG Regional Council action.

Recommendation











































The study identified the following recommendations (see attached map):

1. A leading preferred alternative for the West Phoenix/Central Glendale project of light rail transit connecting to the existing light rail system at 19th Avenue and Camelback Road, continuing west to 43rd Avenue, north on 43rd Avenue to Glendale Avenue and west on Glendale Avenue and Glenn Drive to downtown Glendale.
2. Conduct additional transit study efforts to address station locations and the following design refinements:
 - Transition into downtown Glendale west of 51st Avenue
 - I-17 crossing along or near Camelback Road
 - End-of-line station location

Recommended Leading Preferred Alternative



Level 3 Evaluation Summary

| EVALUATION CRITERIA | Glendale Ave | | Camelback / 43rd | | Camelback / 51st | |
|----------------------------------|---|--|---|---|---|---|
| | Bus Rapid Transit | Light Rail | Bus Rapid Transit | Light Rail | Bus Rapid Transit | Light Rail |
| Capital Cost |  |  |  |  |  |  |
| Estimated Ridership |  |  |  |  |  |  |
| Population Density |  |  |  |  |  |  |
| Transit Dependency |  |  |  |  |  |  |
| Bike and Pedestrian Connectivity |  |  |  |  |  |  |
| Potential Right of Way Impacts |  |  |  |  |  |  |
| Economic Development Impact |  |  |  |  |  |  |
| Public Input | Collecting public input throughout study process | | | | | |

LEGEND

Rankings are comparative

 Best Performer  Good Performer  Fair Performer