

# AGENDA

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**Meeting:** Downtown Glendale Community Working Group Meeting #1

**Date:** June 24, 2015

**Time:** 6:00 – 8:00 p.m. (dinner at 5:30 p.m.)

**Location:** Fellowship Hall  
First United Methodist Church of Glendale  
7102 N. 58<sup>th</sup> Drive  
Glendale, AZ 85301

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## Agenda Items:

5:30 p.m. Dinner

6:00 p.m. Welcome

- John McNamara, Valley Metro
- Mayor Jerry Weiers, City of Glendale
- Dick Bowers, Acting City Manager, City of Glendale

6:15 p.m. Introductions of Staff and CWG Members

6:35 p.m. West Phoenix/Central Glendale Transit Study Background  
Purpose and Mission of the CWG  
Ground Rules

6:45 p.m. Value of Transit – Jyme Sue McLaren, Chief of Staff, Valley Metro

7:00 p.m. City of Glendale Presentations

- Planning – Jon Froke, Planning Director
- Economic Development – Brian Friedman, Economic Development Director
- GO Transportation Program – Debbie Albert, Deputy Public Works Director

7:30 p.m. Small Group Exercise

7:50 p.m. Exercise Report Out  
Homework Assignment

8:00 p.m. Adjourn



## **GROUND RULES**

- 1. Please arrive on time** and be prepared to stay for the entire meeting. Meetings will begin promptly at 6 p.m. and end at 8 p.m. Dinner will be available at 5:30 p.m. All meetings will be held in the Fellowship Hall of the First United Methodist Church (7102 N. 58th Drive), with the exception of a tour.
- 2. Turn cell phones to silent.** Please silence all cell phones, smart phones, pagers, etc. during the meeting. If it is critical that you take/make a call during the meeting, please step outside to do so.
- 3. Be respectful** of fellow CWG members, the presenters and facilitators. Sidebar discussions should be saved for break time.
- 4. Participate.** All thoughts and opinions are valid and will be documented. Our goal is to receive input from every member.
- 5. Keep discussion to the current topic.** When speaking, please focus on the topic at hand, stay present in the moment and address the issues and opportunities under consideration.
- 6. Treat each other as equals.** Titles, social and economic status and egos must be left at the door. You are all community members representing diverse interests, but with a strong common interest to continue to revitalize and strengthen downtown Glendale and the surrounding area. We will maintain an atmosphere in which everyone is welcome and respected, regardless of his/her position on the project.
- 7. Complete homework assignments.** There will be a homework assignment at each meeting. Please complete and submit on time, as this input is critical to the next CWG meeting.
- 8. Have fun and enjoy the process.**



### ROLES AND RESPONSIBILITIES

1. Meet regularly from June through October, 2015 as a representative, community-based, advisory committee to consider transit options for the downtown Glendale area.
2. Review progress to date of the West Phoenix/Central Glendale Transit Corridor Study as background for evaluating the range of downtown area transit alternatives.
3. Consider other ongoing municipal planning, economic/community development and infrastructure improvement activities and how they relate to the range of downtown area transit alternatives under consideration.
4. Review, critique and potentially modify the range of downtown area transit Alternatives under consideration.
5. Conduct a comprehensive, community-based evaluation of the downtown area transit alternatives under consideration.
6. Develop an advisory recommendation to the Glendale City Council and Valley Metro for a downtown area transit alignment to advance to the next phase of evaluation.



## BACKGROUND

In 2013, Valley Metro initiated a transit corridor study for the West Phoenix/Central Glendale area to identify high-capacity transit service options to connect downtown Glendale to the existing light rail system. The study has identified a transit service area from 19th Ave. to 67th Ave., and Northern Ave. to Camelback Rd. In partnership with the city of Phoenix, city of Glendale and the community, the study will determine a route location and a type of transit (light rail or bus rapid transit) that will best serve the area. This is one of several corridors identified in the voter-approved Regional Transportation Plan to add 40 miles of high-capacity transit to the existing 20-mile light rail system.

## PROJECT STATUS

Valley Metro has completed two levels of technical analysis, and is currently conducting the final level of study on two types of transit (light rail and bus rapid transit), and three route alternatives (shown on map A):

- Glendale Ave.
- Camelback Rd./43rd Ave.
- Camelback Rd./Grand Ave./51st Ave.

In addition to the corridor route alternatives, Valley Metro is conducting a focused analysis of the Downtown Glendale area (shown on map A). Six preliminary route alternatives have been identified for study (shown on map B):

- Lamar Rd. and 55th Dr.
- Glendale Ave.
- Glenn Dr./Palmaire Ave. and 55th Ave.
- Palmaire Ave. and 55th Ave.
- Myrtle Ave./Palmaire Ave. and 55th Ave.
- Glenn Dr./Palmaire Ave. and 51st Ave.

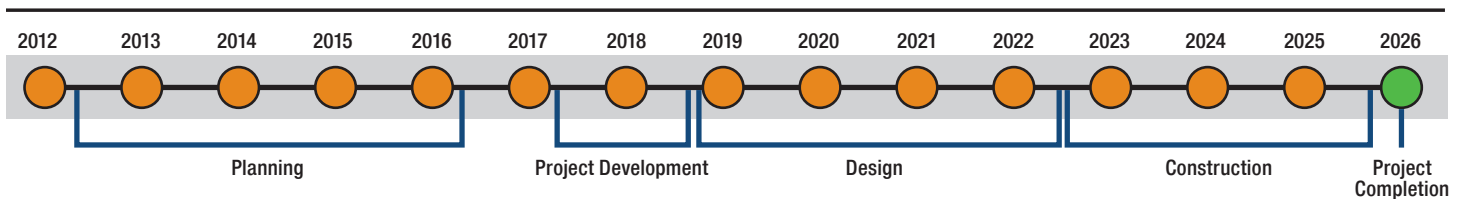
## NEXT STEPS

Valley Metro will continue analysis of the overall corridor, evaluating ridership potential, detailed right-of-way and traffic impacts and detailed cost estimates. Community input is requested throughout the study process.

Additionally, a Downtown Glendale Community Working Group (CWG) will be established in June 2015 to conduct a focused study of the preliminary downtown route alternatives and provide input. The CWG is anticipated to conclude in the fall.

At the conclusion of the study (anticipated in early 2016), Valley Metro will seek approval of a preferred alternative from the Phoenix and Glendale city councils. If approved, the preferred alternative will proceed into the design and environmental phase. Operation is scheduled for 2026.

## Schedule



## FOR MORE INFORMATION

**Megan Casey**, Community Outreach Coordinator  
 O 602.495.8274 | [mcasey@valleymetro.org](mailto:mcasey@valleymetro.org)

Join the West Phoenix/Central Glendale mailing list by contacting Megan Casey.

## STAY INFORMED

[valleymetro.org/glendale](http://valleymetro.org/glendale) | 602.262.7433 | TTY 602.251.2039  
 101 N. 1st Ave., Suite 1300 | Phoenix, AZ 85003



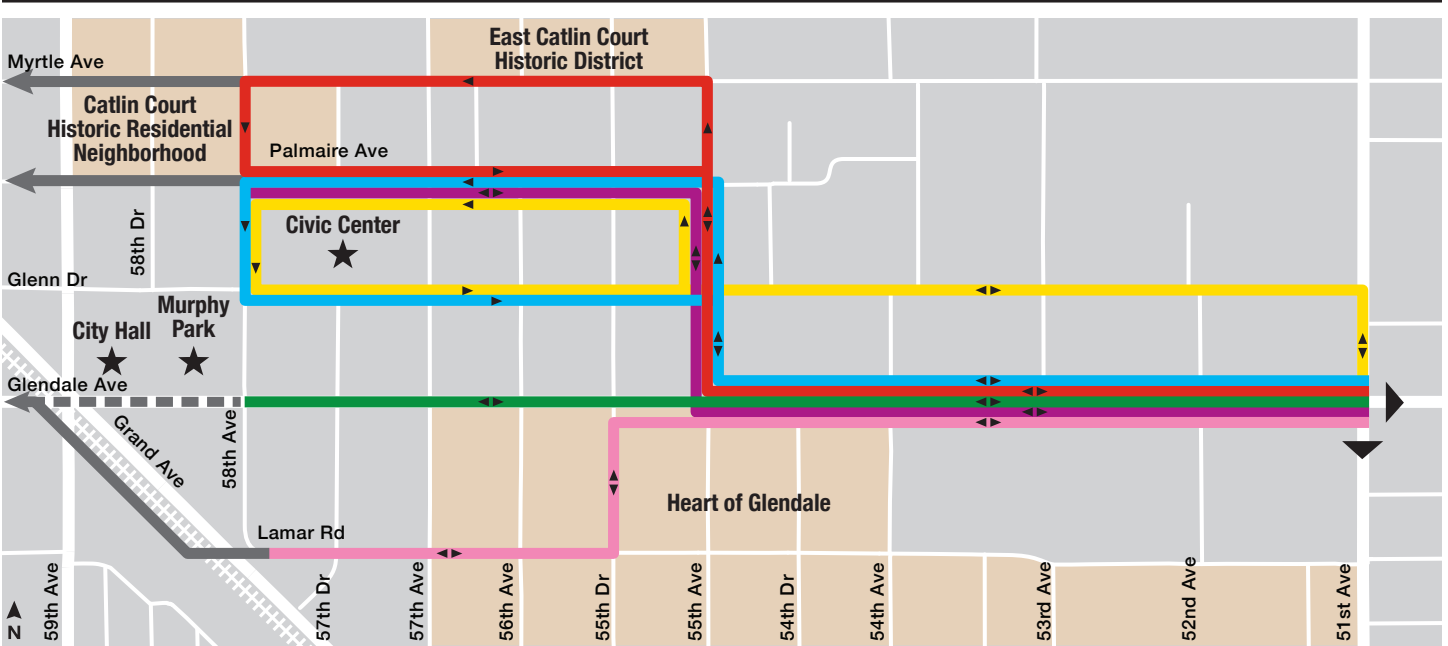
### Map A – Proposed Route Alternatives



**LEGEND**

- Valley Metro Light Rail / Stations
- Northwest Extension Phase I (2016)
- Transit Service Area
- City Boundary
- Downtown Glendale Analysis Area
- Level 3 Alternatives**
- Camelback Rd/43rd Ave
- Glendale Ave
- Camelback Rd/Grand Ave/51st Ave

### Map B – Downtown Glendale Route Alternatives



**LEGEND**

- Lamar Rd & 55th Dr
- Glendale Ave
- Glenn Dr/Palmaire Ave & 55th Ave
- Palmaire Ave & 55th Ave
- Myrtle Ave/Palmaire Ave & 55th Ave
- Glenn Dr/Palmaire Ave & 51st Ave
- Future Route Options
- Future Route Option – BRT Only
- Arrows Indicate Direction of Travel

## FREQUENTLY ASKED QUESTIONS

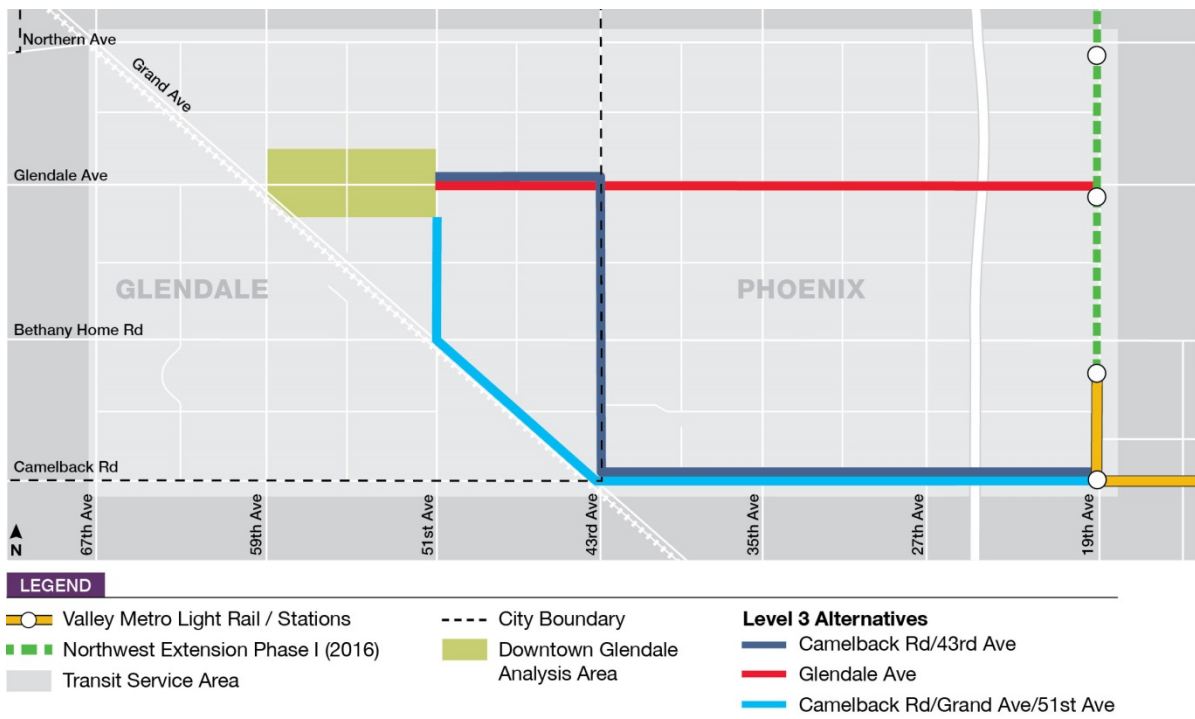
### 1. What is the purpose of this study?

The purpose of this study is to determine a route location and a type of transit (light rail or bus rapid transit) that will best serve the area, in partnership with the city of Phoenix, city of Glendale, and the community. This is one of the several corridors identified in the voter-approved Regional Transportation Plan to add 46 miles of high capacity transit to the existing 20-mile light rail system.

### 2. What options are being considered?

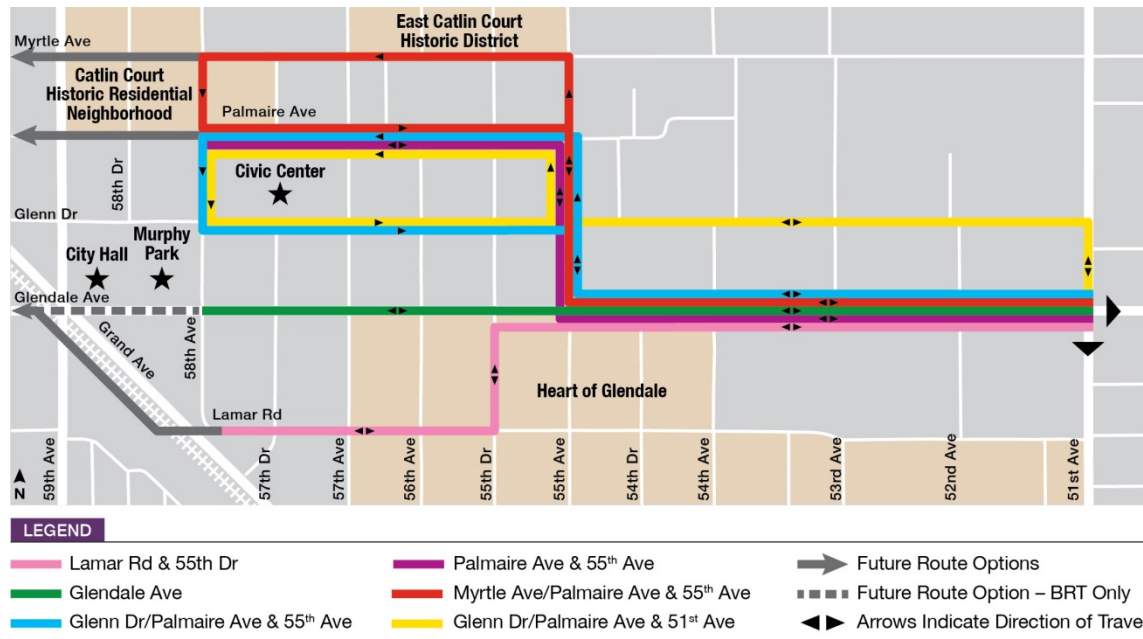
Valley Metro has completed two levels of technical analysis, and is currently conducting the final level of study on two types of transit (light rail and bus rapid transit) and three route alternatives (shown on map A):

- Glendale Ave.
- Camelback Rd./43rd Ave.
- Camelback Rd./Grand Ave./51st Ave.



In addition to the corridor route alternatives, Valley Metro is conducting a focused analysis of the downtown Glendale area. Six preliminary route alternatives have been identified for study (shown on map B):

- |   |   |
|---|---|
| • Lamar Rd. and 55th Dr.                | • Paltaire Ave. and 55th Ave.             |
| • Glendale Ave.                         | • Myrtle Ave./Paltaire Ave. and 55th Ave. |
| • Glenn Dr./Paltaire Ave. and 55th Ave. | • Glenn Dr./Paltaire Ave. and 51st Ave.   |



### 3. What is high capacity transit? What are the differences between light rail transit (LRT) and bus rapid transit (BRT)?

LRT and BRT are two types of high capacity transit used to move people through high-demand travel corridors. High capacity transit is designed to move more people than a typical local bus. It generally has fewer stops which are spaced farther apart, higher speeds, and more frequent service than local bus service. In addition, high capacity transit is designed to be as “congestion-proof” as possible, typically by operating in its own guideway or lane, separate from auto traffic, and utilizing transit signal priority (i.e. techniques for prioritizing transit at signaled intersections).

LRT utilizes rail vehicles with more capacity than BRT (about 200 people per vehicle versus 90 on BRT). LRT generally stops every half-mile to mile.

There are several different types of BRT. The type of BRT under consideration in this study would operate much like light rail, with higher speeds, dedicated lanes and enhanced stations. This type of BRT service would operate just like light rail, but on rubber tires instead of tracks.

### 4. How will the downtown Glendale route alternatives be evaluated?

Valley Metro is studying the downtown Glendale area and its special circumstances (limited right-of-way, historic properties, etc.) to identify how best to serve that area. The route alternatives shown on map B are the full range of options available. Analysis will include looking at potential right-of-way requirements, historic property impacts, potential for economic development, pedestrian access, transit connectivity, traffic access and parking, potential construction impacts and options for future extensions of the high capacity transit service.

A Downtown Glendale Community Working Group (CWG) has been convened and will be working with the project team through the summer and fall of 2015 to analyze the downtown options.



Ultimately, the CWG will make an advisory recommendation to the Glendale City Council. Group members were selected through an application process that took place in April and May 2015. Another public meeting will be held to review the recommended alignment for downtown prior to a Council vote to receive public input from the larger community.

### **5. What is the cost to build the WPCG extension and how will it be paid for?**

Since a type of transit and a route have not yet been identified, the exact cost to build is not yet known. Valley Metro has programmed \$550 million into the budget to build the extension. Funding will come from the GO Glendale sales tax, Phoenix Transit 2000 sales tax and Proposition 400 regional sales tax. About half of the project funding is anticipated to come from the federal government.

### **6. What is the operations cost of WPCG extension and how will it be paid for?**

Since a transit type and a route have not yet been identified, the exact cost to operate is unknown. The cities of Phoenix and Glendale will pay for operations cost of the project once it is built.

### **7. Will any homes or businesses be torn down to make room for the transit project?**

Specific impacts on the neighboring environment will be identified during the design phase of the project. The design, at various stages, will be available for public review and comment. Additionally, specific and individual communication with the owners of any affected properties will occur once any impacts are identified. Valley Metro will strive to avoid or minimize impacts, as it has in the past. Should there be right-of-way impacts or property acquisition required, Valley Metro will work closely with impacted stakeholders.

### **8. How will businesses be impacted during construction?**

A primary focus of the pre-construction and construction phases is to prepare businesses for potential impacts. Valley Metro, in coordination with the appropriate cities, develops and implements a custom business assistance program for each new extension – designed to best serve the specific business community of that area.

The business community is an important stakeholder throughout the process. Valley Metro is committed to working with businesses that may be affected by the approved route to mitigate the impacts of construction.

### **9. What is the relationship between light rail transit and economic development?**

Along the existing light rail line in Phoenix, Tempe, and Mesa and in cities throughout the country, investment in light rail transit infrastructure has often correlated to increased private investment in that corridor. Current data indicates that the approximately \$1 billion investment in the original Valley Metro light rail system has generated about \$7 billion in additional investment in residential, commercial, and public projects. This effect is most pronounced when the light rail transit investment is accompanied by local policies and plans that provide an overall program for the revitalization of an area.





**10. The ballot for the Glendale Transportation Tax in 2001 said that light rail would not be on Glendale Avenue. Why are you studying Glendale Ave. as an option?**

The study considers several transit type options, including light rail and bus rapid transit. Valley Metro must evaluate all options in order to meet federal requirements for funding, and will closely coordinate with the city of Glendale.

**11. Why does the City of Phoenix sales tax initiative show a route on Camelback Rd. if Valley Metro is still evaluating several options?**

The Phoenix ballot includes a single line for simplicity, but Valley Metro is required to look at a broader study area for each of the future high capacity transit corridors. The study area will be defined with community input at the initiation of each corridor study. Within this broader study area, Valley Metro will analyze all feasible route and transit type options and review them with the public before recommendations are made.

For additional information about the Phoenix sales tax initiative, visit [phoenix.gov/publictransit](http://phoenix.gov/publictransit).

**12. When will the study be complete?**

The study will be completed in early 2016. A recommended route and type of transit will be selected. After receiving public comment on the recommendation, Valley Metro will present the recommended alternative to the Phoenix and Glendale City Councils for their approval.

**13. What has been the public input to date? Which alternative is preferred by the public?**

Public input so far hasn't indicated a clear preference among the routes under consideration. Generally, the Camelback routes are most popular because of the connection to Grand Canyon University and Alhambra High School. There is mixed feedback on Glendale Ave.; many support the potential for revitalization west of 43rd Ave, while others have concerns about the impact to downtown.

The type of transit most preferred is light rail.

**14. How can members of the public give input?**

Public outreach is ongoing throughout the study. To stay informed, contact Megan Casey to request to be added to the project distribution list. Visit the project web page at [valleymetro.org/glendale](http://valleymetro.org/glendale) to view information and complete a feedback form. The project team is also happy to give a presentation to any community or neighborhood groups.



# Downtown Glendale Community Working Group

WEST PHOENIX/CENTRAL GLENDALE TRANSIT CORRIDOR STUDY

## EXERCISE #1 – June 24, 2015

Name: \_\_\_\_\_

What do you hope to learn, consider or contribute through participation in the Community Working Group? What are the primary questions or issues that you would like to address?

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6/24/15



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6/24/15



# Downtown Glendale Community Working Group

WEST PHOENIX/CENTRAL GLENDALE TRANSIT CORRIDOR STUDY

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## HOMEWORK ASSIGNMENT: MEETING #1 Name: \_\_\_\_\_

1. What are special, unique, or important characteristics of downtown Glendale and surrounding neighborhoods? What are the most important challenges that downtown Glendale is facing (e.g., traffic congestion, commercial vacancies, social issues)?

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2. What does the ideal future downtown Glendale look like (10-15 years from now)? What role would the future downtown play in Glendale and the region (e.g., a community gathering location; an area known for employment, entertainment, or shopping; a certain kind of residential area)?

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# Downtown Glendale Community Working Group

WEST PHOENIX/CENTRAL GLENDALE TRANSIT CORRIDOR STUDY

3. What role do you think transit and walkability play in realizing this vision? Can transit improve quality of life? Why or why not?

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4. Is there a particular topic you need more information on in order to more fully answer these questions?

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**Please return this homework by July 1, 2015.**

You may mail, fax, or email this sheet and/or additional pages to Megan Casey.

**Mail:** 101 N. 1st Ave., Suite 1300, Phoenix 85003

**Fax:** 602.523.6095

**Email:** [mcasey@valleymetro.org](mailto:mcasey@valleymetro.org)

**Phone:** 602.495.8274

An electronic form is available at [www.valleymetro.org/cwg](http://www.valleymetro.org/cwg).