



Arizona Avenue Alternatives Analysis Chandler Transportation Commission Presentation

JANUARY 20, 2021

VALLEY METRO STAFF PRESENTED THE ALTERNATIVES ANALYSIS RECOMMENDATIONS AT A REGULAR MEETING FOR THE CHANDLER TRANSPORTION COMMISSION

Advertising the Presentation

Valley Metro advertised the Arizona Avenue Alternatives Analysis (AAAA) presentation on the study website (www.valleymetro.org/az-ave). In addition, e-mail notifications were sent to individuals who have expressed a desire to receive e-mail notifications. The e-mail notifications were sent on Monday, January 11 and Wednesday, January 20, 2021. In addition, the city of Chandler (COC) advertised the Chandler Transportation Commission meeting through their regular outlets.

The Presentation

The AAAA study manager, Deron Lozano, detailed the PowerPoint presentation to the Commissioners and other meeting attendees during an online meeting, which was recorded by COC representatives and available to the public to access. The meeting and accompanying PowerPoint presentation can be viewed by using this link:

<https://chandleraz.webex.com/recording-service/sites/chandleraz/recording/playback/3e8e25cf39dd4b95a1fd3d47b1f93a7d>

password: aQH5A3yf (case sensitive)

Questions, Comments and Responses

Below are the Chandler Transportation Commission's questions and comments regarding the AAAA study and the associated responses.

Alternatives and Modes

Question (Q): Dean Brennan, Chandler Transportation Commission (CTC): It appears the AAAA determined Arizona Avenue would be the preferred alignment and the mode would be bus rapid transit. Is this correct?

Answer (A): Jason Crampton, COC: If the study stands on its own, Arizona Avenue would be the preferred alternative corridor. The bus rapid transit mode certainly rose to the top in terms of the three corridors compared to the rail options analyzed, but additional discussion would need to happen before a mode was determined.

Comment (C): Dan Henderson (CTC): I have wondered about the connectivity from U.S. 60 to south Chandler, such as to Tumbleweed Park where transit services have been lacking. I feel it is important for the city to consider connecting some of the south Chandler locations. Although there is a higher cost involved, I feel there is an opportunity in this study to connect south Chandler, downtown Chandler, Price Road employment corridor and Chandler Fashion Center. I think this is important to consider when contemplating short-, mid- and long-term solutions.

A: Jason Crampton, COC: As you mentioned, it is very costly to connect a high capacity transit system south of Loop 202. In addition, the population density decreases as you travel further south. The city of Chandler will continue to consider south Chandler connections, but we will continue evaluating this area to see if the increased cost would warrant the investment.

C: Chairman Ron Hardin, CTC Chair: I am curious about what will be decided about the mode.

Next Steps

Q: Dean Brennan, CTC: Does this go to the City Council next for some action with regards to the preferred route?

A: Jason Crampton, COC: Previous studies we conducted on Arizona Avenue were not previously approved by City Council. However, this is something to discuss internally, whether the defined alignment warrants City Council approval.

Q: Sam Enoch, CTC: I am interested in learning more about the timeline for presenting this to the City Council. I know this hasn't been determined, but just knowing if that means five years or more down the road.

A: Jason Crampton, COC: As of right now, there is no timeline for presenting the AAAA recommendations to the City Council.

Technology

Q: Vice Chairman Bill Kalaf, CTC: Looking at the "Future Scenario Planning" slide, it appears fully automated vehicles start becoming commonplace in 2035. Shouldn't the

study team be identifying these fully automated capabilities now in the study and how the chosen modes will interact?

A: Deron Lozano, VM: Autonomous busses and light rail vehicles are new to the industry. For example, In Connecticut, they have just started running their first autonomous 40-foot bus. Currently, there are smaller autonomous shuttles being tested. There are various transit agencies that are looking at this technology today, including Valley Metro. As the technology is being tested, we will learn more. Part of the issue will be the public trust of these types of vehicles. Chandler has a leg up on this due to their partnership with Waymo. By 2035, autonomous vehicles are likely to be part of the everyday transit fleets as technology advances.

A: Jason Crampton, COC: Automated transit vehicles, including shuttles, were not specifically part of this study; however, it is a consideration as we move forward. We could have any form of high capacity transit in the future (light rail, bus rapid transit or streetcar) operate autonomously. As the industry gets more familiar with autonomous vehicles, the options by 2040 will be there. One concern for transit, is although there would not be a driver, you would still need an employee for a security presence, unless by then there is some technology that provides this security presence as well.

Economic Development

C: Dan Henderson, CTC: With the population increase forecast shown in the presentation, I think we need to consider how we connect all parts of Chandler. From an economic development standpoint, any opportunities we can use to connect the city's workforce to places such as the Chandler Municipal Airport, downtown Chandler, Price Road corridor and Chandler Fashion Center the better for the community.

Cost

C: Vice Chairman Bill Kalaf, CTC: It would be interesting to know the cost per mode if they were determined per rider, especially when factoring in future Chandler growth.

General

C: John Repar, CTC: I would be curious to know the tipping points. What are the things that are going to determine the study's implementation? Will it be the concentrations of employment centers or residences or small business locations? And what are the factors that are going to make the city deviate a little from the plan?

C: Chairman Ron Hardin, CTC Chair: Thanks to the study team for conducting the survey, which was certainly a great amount of information to contemplate. I believe it must have been challenging to evaluate these items and how they will be used that far in the future.

C: Chairman Ron Hardin, CTC: I am hopeful local and state policy continues to encourage varied high capacity transit modes for the Valley.