



Town of Gilbert Transportation Master Plan Draft Final Report-Chapter 6



Prepared for



Prepared by



In association with



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6. . TRANSIT ELEMENT

Transit is a key component of a multimodal transportation plan and provides mobility for users that do not have access to a car, are unable to drive, or chose not to drive. This chapter presents guidelines for expanding transit service, a review of past and on-going relevant transit plans, identifies transit needs, and recommends two options for new and expanded transit service.

A. Trends in Travel Behavior

Recent trends in demographics and a change in travel behavior suggest that a more diverse transportation system for the future is warranted. These shifts can be attributed to several factors:

- **Aging Baby Boomers.** Baby Boomers, the generation born between 1946 and 1964, are reaching retirement age and are healthier and living longer than previous generations. Today, about one in eight people in the United States is over 65; by 2030, this age group will include one in five people. According to the American Association of Retired Persons (AARP), nearly 90% of seniors today want to live in their own homes and communities for as long as possible. In most cases, that will mean remaining in low-density, suburban locations that are not well-served by transit. The bulk of Baby Boomers in Arizona will not retire to dense cities and will require different transportation options in their own communities when they are no longer driving personal vehicles.
- **Rise of the Millennial Generation.** Recent data indicate that the generation of Americans born between the early 1980s and the early 2000s (referred to as “Millennials”) are now the largest group of Americans. They tend toward city living and less driving, as compared to other age groups. In 2009, Millennials drove 23% fewer miles on average than the same age group did in 2001. This was a greater decline than any other age group. While economic recession was partially responsible for the decline, evidence also points to a declining interest in driving among this age group: the percentage of 16-to-24-year-olds with driver's licenses has been declining for much longer than per capita vehicle-miles traveled (VMT). Millennials live in cities in greater numbers than previous generations and have a stronger preference for urban living.
- **Declining vehicle travel.** Vehicle-miles traveled (VMT); both per capita and in absolute terms, have historically risen steadily for decades in Arizona and in the United States as a whole. States have responded by steadily expanding the

vehicle capacity of roadway systems. However, the rise of the Millennials and the aging of Baby Boomers have corresponded with a recent unprecedented national dip in driving. Over the past decade, nationwide VMT has crested and declined for the first time. On a per capita basis, nationwide VMT has declined sharply since the mid-2000s, and has yet to increase again as the economy has recovered. Despite a growing population, total VMT in Arizona fell 0.4% between 2005 and 2011. VMT per capita fell 8% over the same period, compared to 6.5% nationally.

These societal trends result in the need for a diverse, multimodal, transportation system. The Transit Element recognizes these societal shifts.

B. Guidelines for New/Expanded Service

Valley Metro recently completed a report titled “Regional Transit Standards and Performance Measures-Phase 1”. The document included transit service standards and performance measures by which the performance of the region’s transit system may be evaluated, and decisions regarding transit investments may be prioritized and measured. In order to provide high level transit service that is affordable to passengers and taxpayers in the greater Phoenix metropolitan region, tradeoffs are required between the costs and the benefits of providing the service. Service Standards will provide a formal mechanism for making these tradeoffs in an objective and equitable way, and provide both decision-makers and the public with the necessary data and evidence when discussing routing, scheduling, and service change decisions.



Valley Metro identified five tangible goals related to values viewed as important for the region that were used in development of transit service standards and performance measures for Valley Metro funded and operated services. The five goals established through this process include:

- Implement services identified in the Regional Transportation Plan in consideration of a performance based system.
- Give high priority to services that focus on the transit-dependent population.

- Provide transit service that is desirable as an alternate mode to automobile travel.
- Improve Valley Metro’s overall performance and promote the long-term financial stability of the agency.
- Promote expansion that builds existing services to meet standards and focuses new services in key areas, including higher population density areas, locations with limited auto availability, residential geographies with lower incomes, and the locations of major activity centers.

Multiple types of transit services can be applied to help meet objectives or serve a target market. It is important to identify transit service types due to differences in the expected level of service (service standards) and performance (performance measurement) of each service type. Valley Metro has identified fixed-route transit services that would be applicable to Gilbert as: Local Bus, Express Bus (commuter service), Bus Rapid Transit, Community Circulator, and Light Rail Transit. Descriptions of each service are summarized in Table 6-1.



Recommended transit service standards, including frequency, span of service, and days of operation were identified for each transit service type. Transit service standards assist in the general design of services but also provide for a more consistent and reliable regional transit system for passengers. The recommended service standards assigned to each service type are based on the anticipated demand (number of riders), markets served (e.g. all day travel market versus commuter market), and proven industry practices employed by peer regions. Recommended service standards for each service type are provided in Table 6-2.

In addition, recommended standards were prepared for bus stop spacing and are shown in Table 6-3. However, where development patterns are of higher or lower density than typical within the region, an exception to the recommended stop spacing standard may be warranted.

TABLE 6-1: TRANSIT SERVICE TYPES

Service Type	Description
Community Circulator	Generally operates in neighborhoods or activity centers (i.e. central business district, historic town center, etc.) providing connectivity to local area resources/amenities, providing area circulation, or connecting to fixed local route service.
Local Bus	Traditional fixed-route transit bus service that generally operates on arterial roadways and passenger stops are at frequent intervals to maximize passenger access.
Commuter Express	Transit service designed to serve commuter markets. Typically operates during peak periods with a limited number of passenger stops connecting residential areas regional employment centers.
Light Rail	A high capacity rail transit technology operating on a fixed or semi-exclusive guideway. Generally serves moderate to high density urban/suburban areas providing connections to regional employment centers and other major activity centers.
Bus Rapid Transit (BRT)	Characterized by limited stop, high frequency, all-day service and generally operates on arterial roadways.
Commuter Rail	Typically serves daily work trips between primary employment centers and outlying suburban areas using railroad passenger cars.

TABLE 6-2: RECOMMENDED SERVICE STANDARDS

Service Type	Minimum Headway or Daily Trips	Minimum Span Week/Sat/Sun	Minimum Operating Days
Dial-a-Ride (ADA)	NA	ADA service shall be available throughout the same hours and days as fixed route service	
Community Circulator	30 min	12 hrs/0 hrs/0 hrs	Mon – Fri
Local Bus	30 min*	16 hrs/14 hrs/12 hrs	Mon – Sun
Commuter Express	4 trips AM / 4 trips PM	NA	Mon – Fri
Light Rail Transit	12 min peak / 20 min base	18 hrs/14 hrs/12 hrs	Mon – Sun
Bus Rapid Transit	12 min peak / 20 min base	18 hrs/14 hrs/12 hrs	Mon – Sun

**60 min early morning and late night service*

TABLE 6-3: MINIMUM STOP SPACING

Service Type	Base*
Community/Circulator**	¼ Mile
Local Bus	¼ Mile
Commuter Express	4 Maximum Inbound Stops
Light Rail Transit	1 Mile

**Stops may be spaced at 1/8 of a mile for Local Bus, Key Local Bus, and Circulator routes, or ½ mile for limited stop routes in high density areas.*

***Some circulator routes have flag stops; stop spacing may therefore vary*

C. Goals

The Vision and Goals of the Transportation Master Plan identify several over-arching goals. The recommendations contained in the Transit Plan directly support the vision and the following goals:

Vision: A comprehensive, integrated multimodal transportation system that promotes and enhances safety, mobility, efficiency, quality of life, and sustainability.

Goal 1: Foster economic development through an integrated multimodal transportation system that connects major generators to the region, each other and to neighborhoods and facilitates the movement of people and goods between different modes of travel.

Goal 7: Work with regional transit partners to develop a transit network that meets the needs of Gilbert residents and serves local employment centers, shopping, schools, and neighborhoods and also connects to regional destinations.

Goal 9: Support public and private efforts to improve mobility in the region and reduce impacts on the environment.

D. Review of previous plans

Several other plans that affect transit in Gilbert have been completed or are in draft form. These include the Gilbert/East Valley Transit System Plan, Town of Gilbert General Plan, Maricopa Association of Governments (MAG) Regional Transportation Plan (RTP), Arizona Department of Transportation (ADOT) Intercity Rail Study, MAG Commuter Rail Study, the City of Chandler Transportation Master Plan, and the City of Mesa Transit Master Plan. Each of these is summarized in the following sections.

Gilbert/East Valley Transit System Plan

The Gilbert/East Valley Transit System Plan was prepared in 2003 for the Town of Gilbert and Salt River Project. The report included a final system plan for the Town and a regional system plan. These maps are included as Figure 6-1 and Figure 6-2.

The recommendations included:

- Express service on Williams Field Road from ASU Polytechnic Campus continuing into Chandler with a park-and-ride at Greenfield
- Express service on Val Vista Drive: Williams Field Road to Chandler Heights Road connecting to Chandler Heights express service
- Park-and-ride lot at Germann and Val Vista – park-and-ride in MAG RTP serves Val Vista express
- Express service on Chandler Heights Road: Val Vista Drive to Greenfield Road connecting to proposed park-and-ride at Greenfield and Chandler Heights
- Extend express service on Gilbert Road to Civic Center Drive
- Local service on Baseline Road continuing from existing to Power Road
- Local service on Greenfield Road from Chandler Heights Road continuing into Mesa
- Freeway Bus Rapid Transit (BRT (bus rapid transit) on Loop 202
- BRT on Power Road
- Commuter rail on Union Pacific RR line
- Light Rail on Union Pacific RR/Arizona Avenue

Town of Gilbert General Plan

The Town of Gilbert General Plan adopted in 2011 included an alternative transportation modes map with the following improvements.

- Commuter rail along Union Pacific Railroad (UPRR) line with stations in Heritage District and between Williams Field Road and Recker Road
- BRT along Williams Field Road
- Light Rail along Arizona Avenue

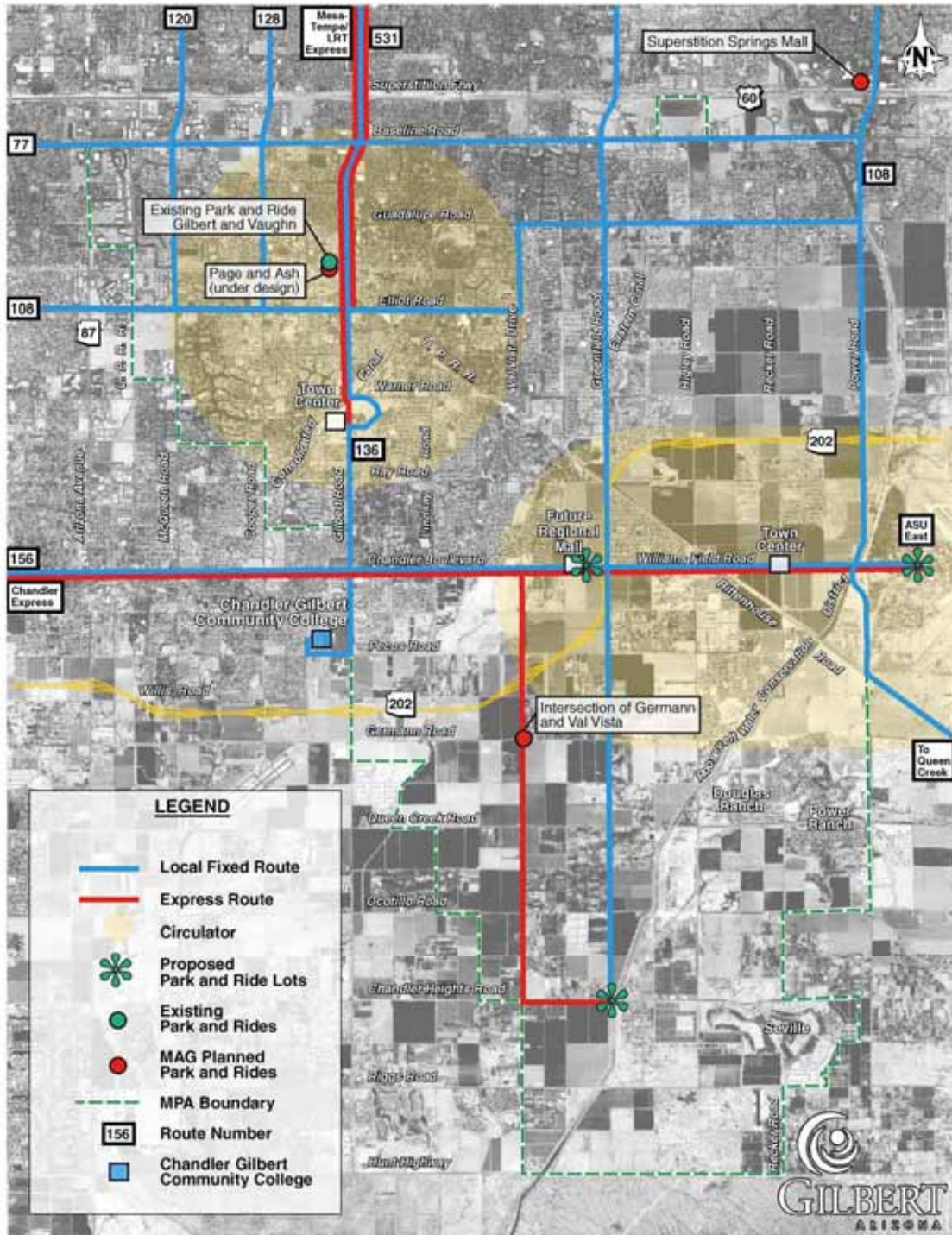


FIGURE 6-1: GILBERT-EAST VALLEY TRANSIT STUDY SYSTEM PLAN (2003)

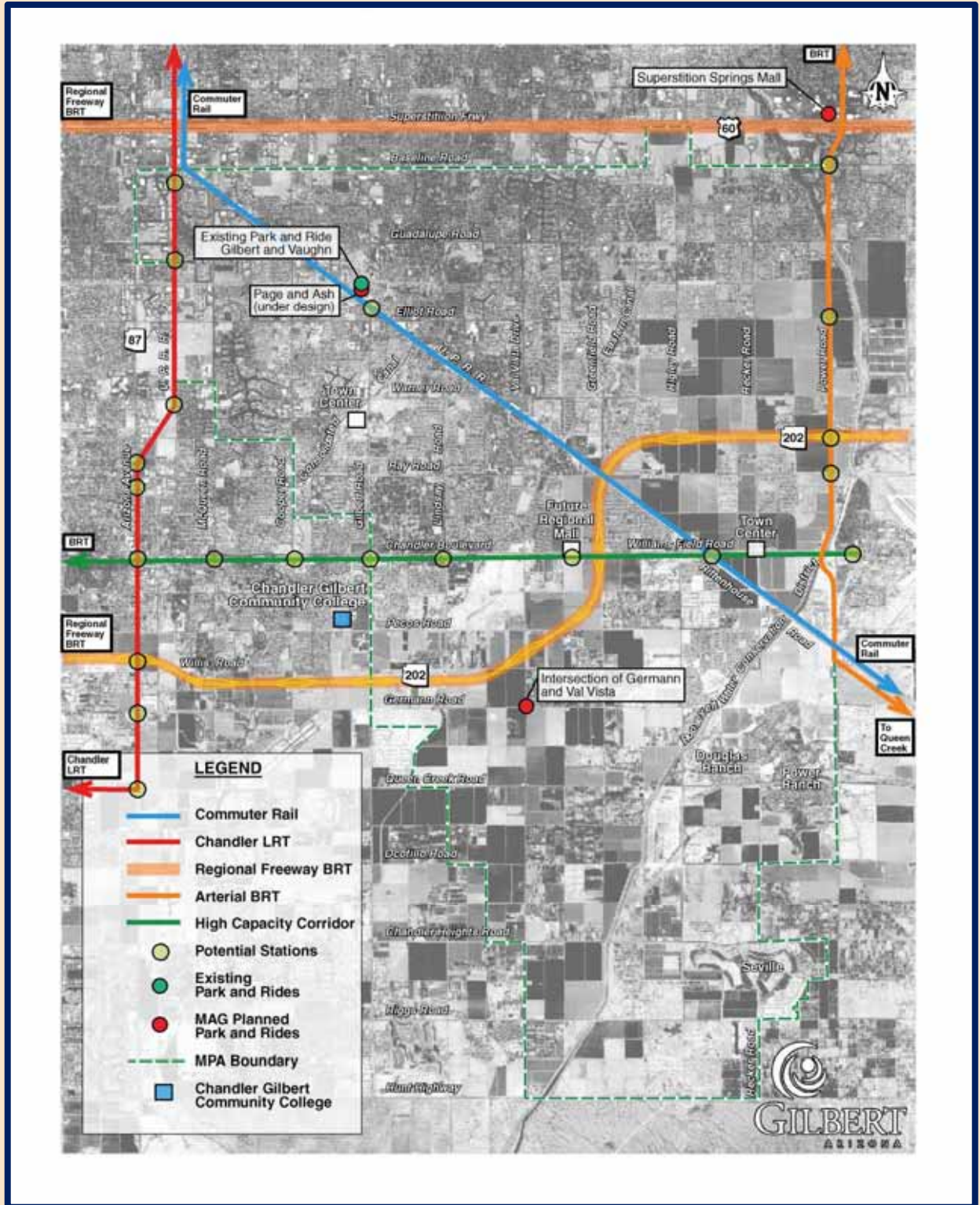


FIGURE 6-2: GILBERT-EAST VALLEY TRANSIT STUDY- REGIONAL PLAN (2003)

Regional Transportation Plan

The MAG 2035 RTP, updated August 2013, includes a variety of transit improvements that are funded by Proposition 400. The improvements that affect Gilbert are:

Local Bus improvements

- Baseline Road (FY 2019 – FY 2026)
- Ray Road (FY 2027 – 2035)
- Queen Creek Road (FY 2027 – 2035)
- Greenfield Road: north town limit to Loop 202 (FY 2027 – 2035)
- Power Road: Loop 202 to Phoenix Gateway (FY 2027 – 2035)

Express/BRT improvements

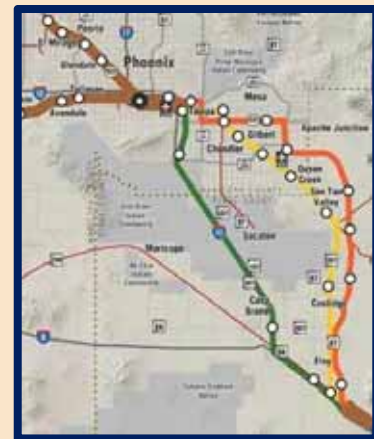
- Express service on Loop 202/Williams Field Road to Phoenix-Mesa Gateway Airport (FY 2027 – 2035)
- BRT service on Williams Field Road to Phoenix-Mesa Gateway Airport (FY 2027 – 2035)

Light Rail Transit

- Light Rail extension from Sycamore Street to Gilbert Road in Mesa (FY 2014 – 2018)

ADOT Intercity Rail Study (on-going)

This study will document the purpose and need for intercity passenger rail service between Phoenix and Tucson, identify and evaluate alternatives, select a preferred alternative, and identify funding. The current status of the study is that the initial alternatives have been narrowed to three and ADOT is accepting comments on those three alternatives until May 2014.



The environmental document will then be completed and a Record of Decision obtained in 2015. One of the three alternatives (known as the Yellow Alternative) uses the UPRR right of way through Gilbert and includes two stations in the Town. Of the three remaining alternatives, the Yellow Alternative received the highest score for commuter demand, was equal to the other two alternatives for intercity demand, and had the lowest construction cost.

MAG Commuter Rail System Study (2010)

The purpose of the Commuter Rail System Study was to define an optimized network

of commuter rail corridors and the necessary elements needed to implement a regional commuter rail system. The System Study provided a detailed evaluation of potential commuter rail links to the East Valley including the Tempe, Chandler, and Southeast (SE) Corridors.

The study compared five stand-alone alternatives (single corridors) as well as combinations of corridors. Of the five single corridors, the Southeast Corridor which uses the UPRR line in Gilbert had the highest projected daily boardings in the year 2030. All the corridor combination alternatives included the Southeast Corridor. The Southeast Corridor ranked the highest in the overall evaluation.

City of Chandler Transportation Master Plan (2010)

The City of Chandler recommendations were grouped as near-term, mid-term, and long-term improvements. The City of Chandler recommendations that affect Gilbert are:

- Extend Gilbert Road local service south to Riggs Road, then turn east on Riggs Road (near-term)
- Local service enhancement on Chandler Boulevard (near-term)
- Local service enhancement on Ray Road (mid-term)
- Circulator area adjacent to Gilbert Road between Chandler Boulevard and Pecos Road (mid-term)
- Local service enhancement on Warner Road (long-term)
- Local service enhancement on Queen Creek Road (long-term)
- BRT service on Chandler Boulevard (long-term)
- Express service on Loop 202 (long-term)
- Circulator area adjacent to Gilbert Road between Chandler Boulevard and Queen Creek Road (long-term)

City of Mesa Transit Master Plan (2014)

The City of Mesa Transit Master Plan, expected to be finalized and adopted in summer 2014, includes mid-term and long-term recommendations for two different options. The recommendations that affect Gilbert are:

Option 1

- Local service on Baseline Road (mid and long-term)
- BRT on Power Road (mid-term)
- Passenger rail on US 60 to east of Power Road, then south to Phoenix Gateway (long-term)

Option 2

- Local service on Baseline Road (mid and long-term)
- BRT on Power Road (long-term)
- Light Rail on Gilbert Road (Main Street to US 60) and US 60 (Gilbert Road to Greenfield Road)(mid-term)
- Light Rail on US 60 (Greenfield Road to Power Road)(long-term)
- Passenger rail on the Union Pacific RR line through Gilbert (long-term)

E. Transit Service and Facilities

Like many metropolitan regions, cities and towns in the Valley coordinate transit operations through a regional authority. Transit service in Gilbert is provided by Valley Metro, the regional public transportation authority for Maricopa County, and a variety of social service agencies. However, the region is unique in that much of its transit service is supported by a combination of regional and local funds. This fiscal situation means that transit funding and service levels differ from city to city. Almost all transit service is operated by private contractors, but the contracting agency may be one of several cities or Valley Metro.

Valley Metro local fixed-route services generally operate on the major arterials, where development concentration tends to be the highest. Since the Valley's major arterial

Proposition 400 improved the regionalization of transit service

streets are on a mile grid, the walking distance to transit routes can be much greater than the typical quarter-mile optimum distance, making



some residences and destinations beyond the reach of

transit service. Several Valley cities have responded to this challenge by implementing neighborhood circulator routes that operate on collector streets and residential streets.

The passage of Proposition 400 in November 2004 signaled increasing regionalization of transit service and funding in the Phoenix metropolitan area. Proposition 400 extended a county-wide, half-cent sales tax and dedicated one-third of the revenues to transit projects that were identified in the Maricopa Association of Governments (MAG) Regional Transportation Plan (RTP). The RTP enhances services

on existing routes, creates new routes, and supports transit operations with capital funding for vehicles and facilities. The development of the RTP and passing of Proposition 400 reflect an increased level of participation in transit planning. Cities and towns continue to play a major role in providing transit, service development, and in tailoring services to meet locally identified transit needs.

Proposition 400 funding was significantly affected by the 2009 economic downturn. The reduction in tax revenues collected did have an effect on the operation of existing bus routes, implementation of new routes and level of service of all fixed-route bus services. As a result, the recommended transit improvements detailed in the RTP may be changed at any time based on these funding challenges.



The types of transit services that are available in the region and appropriate for the Town of Gilbert are described below.

Regional Service Types and Facilities

Circulators/Shuttles

Circulator service operates within a specific locale, such as a neighborhood or downtown area, and connects to major traffic corridors and fixed route service. There are currently 17 circulator routes and one pilot route in the region, operating in Phoenix, Tempe, Avondale/Tolleson, Scottsdale, Mesa and Glendale. Gilbert does not currently have any circulator service.

Local Routes

Local routes follow the alignment of major roads of the regional arterial grid network. These routes provide a consistent level of service across multiple jurisdictions. Regional funding of bus operations on these routes ensures a degree of consistency in



service levels across jurisdictions, which may not otherwise be possible due to varying funding limitations of each municipality. This service operates on a fixed route, involves frequent stops, and as a result overall travel speeds are lower than passenger vehicles. The purpose is to deliver and pick up transit passengers close to their

destinations or origins. There are five local routes operating within the Town.

Express Routes

Express bus provides enhanced-speed, moderate-volume commuter or regional access in the MAG region and is designed to operate primarily on the region's freeway system, including the High Occupancy Vehicle (HOV) lanes. Express bus service typically operates from park-and-ride locations to employment centers throughout the region. These routes provide service Monday through Friday during the morning and evening peak time periods. While Express bus service usually operates one-way in the peak direction, two-way service may be warranted in reverse commute markets. There are currently 20 express routes that serve valley residents and one, Route 531, operates in the Town. Route 531, like most of the express routes has downtown Phoenix and the Capital complex as inbound destinations.

LINK Service

Valley Metro LINK is a state-of-the-art bus service in Mesa, Chandler and Gilbert that lets riders enjoy Light Rail-like comfort, speed and reliability. LINK service is similar to Bus Rapid Transit (BRT), but it does not operate in an exclusive right of way and the frequency is less than the current Light Rail transit (LRT) system. LINK service has



elevated platforms, off board fare collection and offers Wi-Fi. LINK vehicles may have traffic signal priority at some intersections, meaning that traffic signals stay green until after the bus passes or the bus gets an advanced green. The service operates in mixed traffic. There are two LINK routes in service and one operates on Arizona Avenue on the Town's western border

Paratransit

Paratransit service includes various types of passenger transportation that is more flexible than conventional fixed-route transit but more structured than the use of private automobiles. Paratransit includes Dial-a-Ride (DAR) demand response (DR) transportation services and RideChoice. Americans with Disabilities Act (ADA) paratransit service is regionally funded by the RTP, while senior paratransit service continues to be locally funded. Complementary paratransit service is required by the ADA within 3/4 mile of fixed-route service to accommodate persons whose disabilities prevent their use of, or access to, fixed-route services.



Vanpools

Commuter vanpools allow groups of employees to self-organize and lease a vehicle from Valley Metro to use to operate a carpool service, providing a flexible transit solution for those trips not well served by more conventional fixed route service. The vanpool program is managed by Valley Metro through its complementary rideshare program. The current fleet is comprised of 383 vehicles; seating capacity per vehicle varies from eight to fifteen passengers. Although the number of riders can vary from month to month, there are 17 vanpools registered in Gilbert with a total capacity of 164 passengers. Between March 2013 and February 2014, the average number of users was 146.

Light Rail Transit

The original Light Rail starter line extends approximately 20 miles from Phoenix to Mesa. Sunday through Thursday, service is provided approximately 20 hours a day. On Fridays and Saturdays, service is provided approximately 23 hours a day. Various extensions are currently under study. In Mesa, the extension on Main Street from Sycamore Street to Mesa Drive is currently under construction and expected to open in 2015. A second extension from Mesa Drive to Gilbert Road is currently in the project development stage and is expected to open in 2018.



Bus Stops

Bus stops are locations where bus passengers exit a route or wait to board a bus. The type of stop and amenities provided can range from a stop at a transit center which would have amenities like restroom facilities, ticket sales and bike lockers to a stop along a route that has only a bus stop sign. Valley Metro recently instituted a program called "NEXTRIDE" which allows users to call or text their station location to obtain information regarding the arrival of the next bus.

Park-and-Ride

Park-and-ride facilities provide opportunities for residents to access longer-distance express bus services. Park-and-ride facilities allow for faster transit trips by having passengers aggregate at a large parking lot. Park-and-ride lots may be





dedicated or shared-use. A dedicated lot is solely for the use of transit passengers and/or carpoolers. A shared-use lot most often provides parking for transit passengers during peak commute periods and functions as parking for other purposes during non-commute

periods. Shared-use parking lots are commonly located at shopping centers and churches. Gilbert currently has one park-and-ride lot, a dedicated lot in the Heritage District that serves Express Route 531.

Transit Center

A transit center is a coordination point for multiple transit services and provides passengers with a focal point and convenient facility to transfer between services or routes. A transit center generally has limited passenger parking, but may be adjacent to a park-and-ride lot. Transit centers often provide passenger information and may provide additional transit amenities, such as ticket sales, restrooms, and operator layover locations.

F. Identifying Transit Needs

Transit users are generally of two categories: transit dependent persons with little or no other transportation options, and persons that chose transit because it is a competitive alternative. Transit dependent users are generally low income, disabled, youth, or elderly patrons. Riders that select transit as an alternative mode of travel do so because transit serves the growth areas and activity centers for the Town as well as the areas of high population and employment density. As shown in Figure 6-3, the growth areas/activity centers in Gilbert are:

- the Heritage District,
- the Baseline Road and Val Vista Drive medical complexes,
- the Loop 202 corridor, and
- the Power Road corridor.



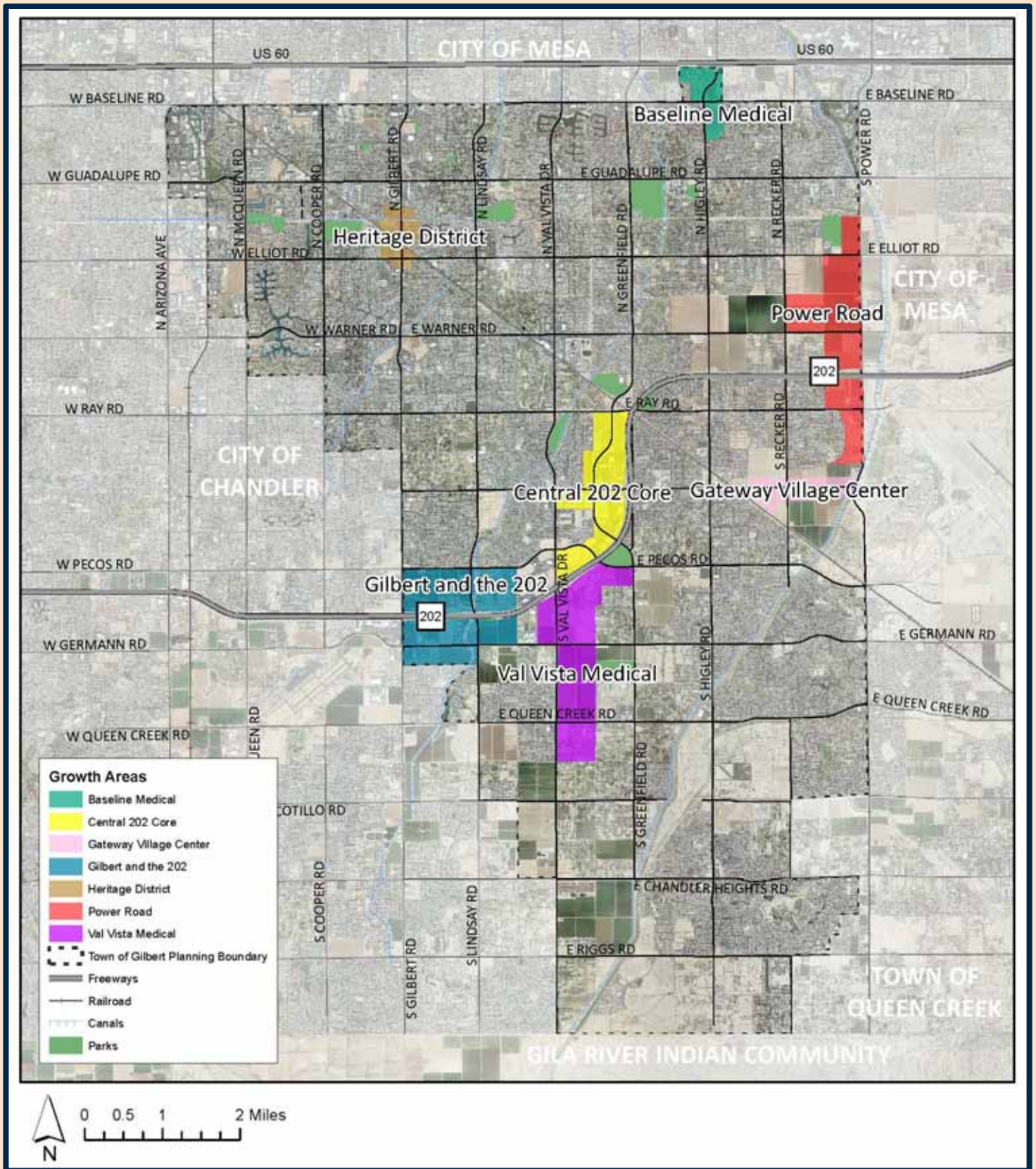


FIGURE 6-3: GROWTH AREAS/ACTIVITY CENTERS

As can be seen in Figure 6-4, the higher population density areas projected in 2035 are:

- along Higley Road between Warner Road and Queen Creek Road; and
- along Germann Road between Lindsay Road and Val Vista Drive, and
- between Higley Road and Power Road.

Figure 6-4 shows the higher employment density areas in 2035 to be in the northwest portion of the Town, Banner Medical Center in the northeast, and along Loop 202, reflecting the growth areas in Gilbert.

Additionally, according to Valley Metro guidelines, planned and expanded service in the region should satisfy the following criteria:

- Coordinating with neighboring cities and the regional network
- Meeting or exceeding regional service levels
- Expanding the network to support existing development and neighborhoods
- Expanding transit services into future growth areas
- Supporting all service with the appropriate level of capital and infrastructure
- Providing innovative new services

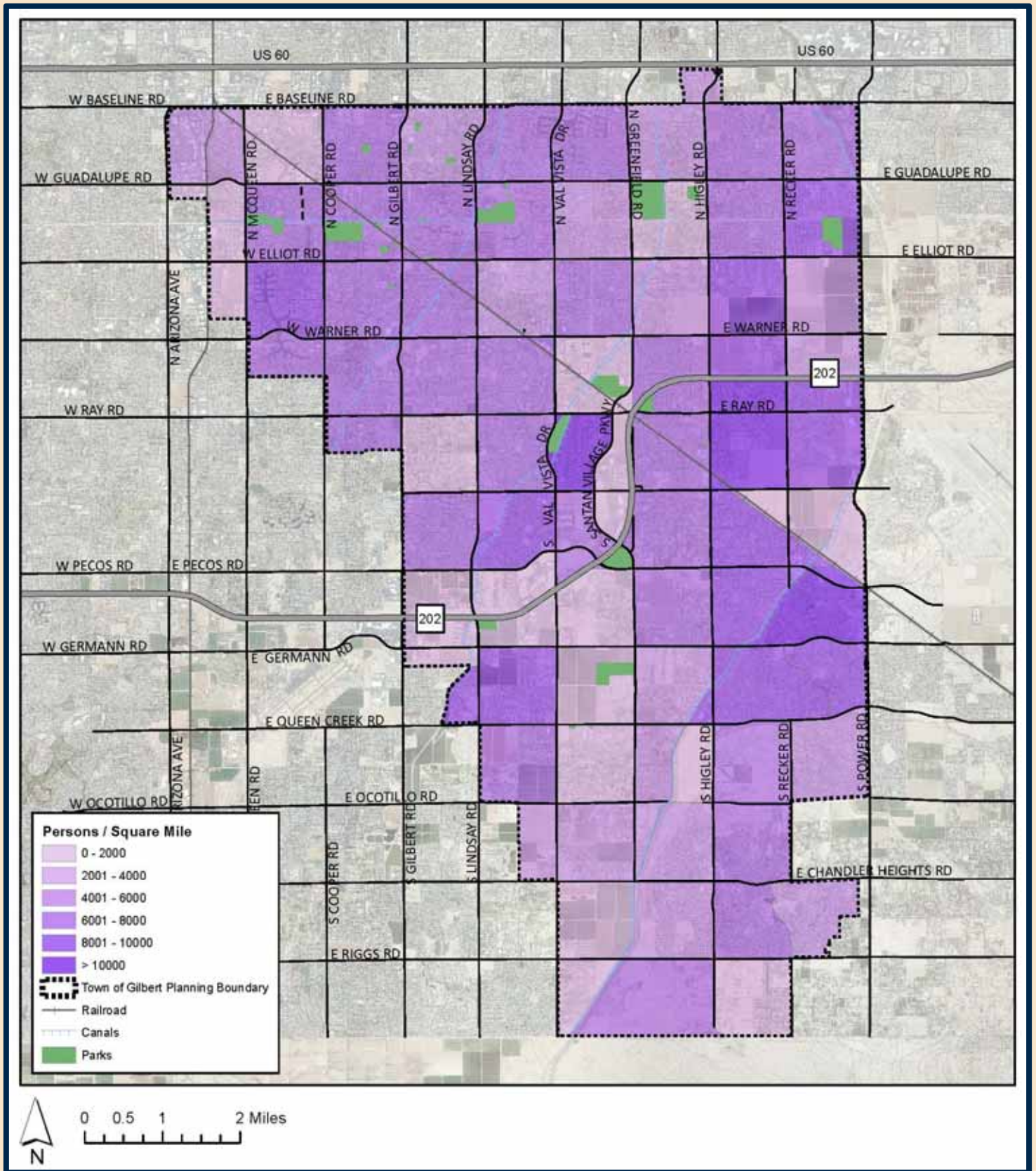


FIGURE 6-4: 2035 POPULATION DENSITY

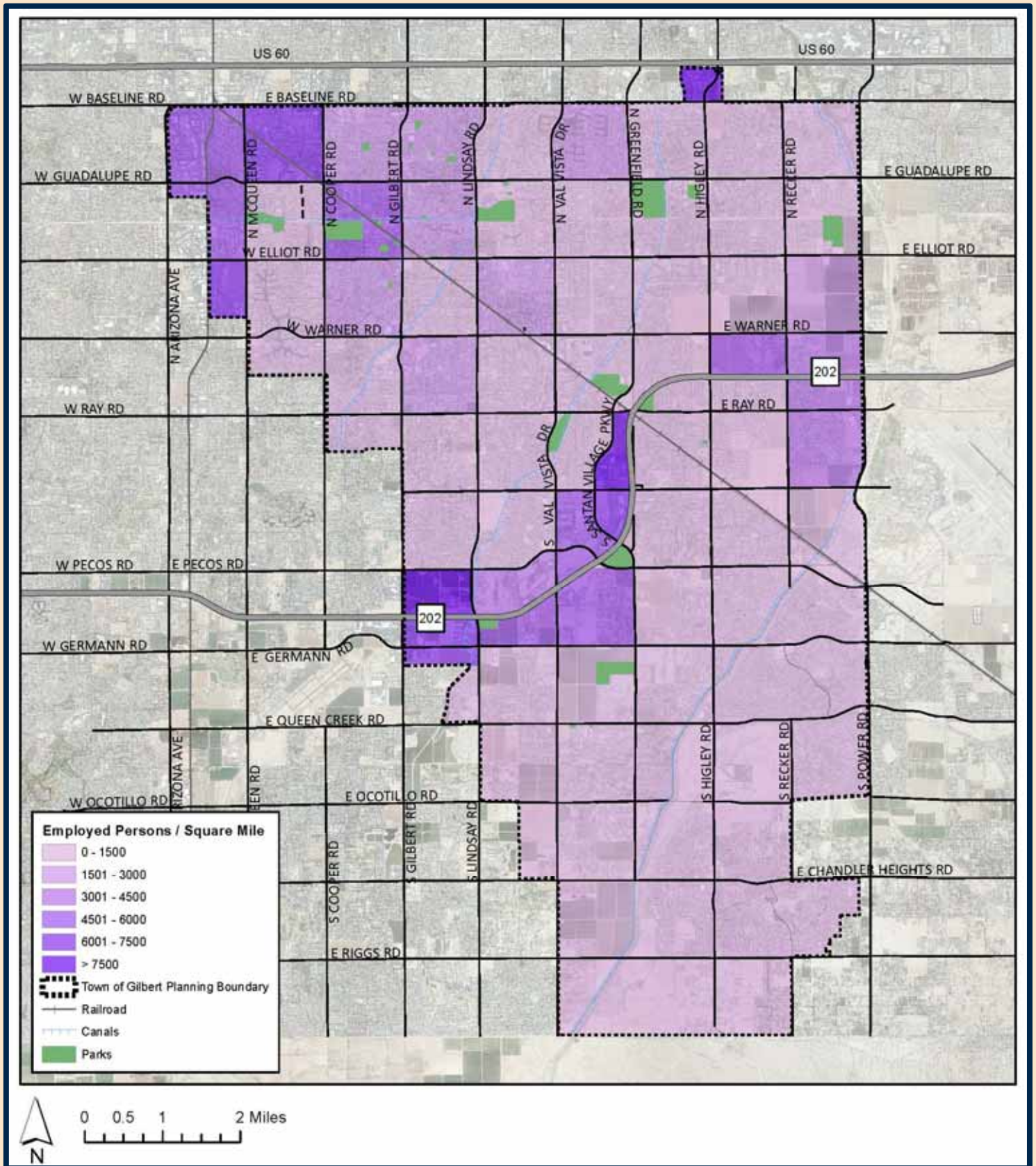


FIGURE 6-5: 2035 EMPLOYMENT DENSITY

G. Transit Service Options

As Gilbert continues to grow toward build-out, there is a need to expand the current transit system (See Chapter 4 for existing transit service discussion). The transit element is needed to connect activity centers which can serve as gateways to other destinations. Local destination examples include the Heritage District, SanTan Village, and Cooley Station while regional examples include Sky Harbor International Airport, Phoenix-Mesa Gateway Airport, downtown Phoenix, and the various Arizona State University (ASU) locations.

The options presented provide recommendations for transit service in priority corridors within Gilbert and connecting to neighboring cities. The transit element



responds to changes in travel patterns as land use and travel opportunities continue to urbanize. Transit system expansion should support development to ensure mobility in all directions throughout the Town.

Service enhancements should be coordinated with adjacent cities to support regional travel. As the area southeast of Gilbert continues to grow, there will be opportunities to expand regional service to Queen Creek and Pinal County. A comprehensive system of interconnected transit services is critical

to support Gilbert’s economic vitality and meet the mobility needs of residents, visitors, and employees. In order to be successful, the transit network must provide high quality connections between the places that residents, visitors, and employees want to travel to and from, with service that is reliable, frequent, and available during the times of day when needed. Transit routes and stops must also be accessible, particularly because every transit trip starts and ends via another mode of travel, such as walking, biking, or driving.

The transit system in the East Valley has seen significant changes over the last decade. The Light Rail 20-mile starter line began operation in December 2009 and is currently being extended along Main Street in Mesa from Sycamore Street to Mesa Drive (open in 2015) and will be extended to Gilbert Road (open in 2018). LINK

service, a bus rapid transit operation, was established on Main Street in Mesa and on Arizona Avenue/Country Club Drive in Mesa, Chandler, and Gilbert subsequent to the start-up of light rail. Each of these new services provides significant opportunity for transit expansion in Gilbert.

For an expanded transit system to be successful in Gilbert, it must support the following policies:

- Focus on the customer
- Attract and retain passengers
- On-time performance
- Time competitive with other modes
- Optimize the spacing of stops
- Employ technology

Expanded transit service will help to achieve the overall TMP goals to:

- Promote neighborhoods
- Grow stable and diverse jobs
- Provide public space and cultural amenities
- Integrate transit with other modes

Based on input from the citizen survey, stakeholders, a review of the overall transportation system, and future needs, two transit options were developed. The options address the basic question – where is transit needed? Both options:

- are activity center-based and provide service on priority corridors.
- incorporate a variety of service types and facilities that are needed to support a multi-modal transportation system in Gilbert.
- retain the current services in the Town.

As previously discussed, both Chandler (final transit plan) and Mesa (draft transit plan) have recently updated their transit plans. As Gilbert develops its future transit system, it will be important for staff to coordinate with these cities to develop compatible transit service. In particular, Mesa has two options for their mid-range and long-range plans and Gilbert should coordinate and provide input regarding their preferences.

Option 1

Option 1 is a moderate level of new service that addresses growth areas and high density areas; and is compatible and consistent with neighboring cities. Transit option 1 is presented in Figure 6-6 and includes the following new services.

Local service

- **A - McQueen Road**– McQueen Road provides a continuation of service provided in Mesa and also provides a connection to the Light Rail line at Mesa Drive beginning in 2015.
- **B - Val Vista/SanTan Village Pkwy**– serves Central 202 Core Area, Val Vista Medical Area, and other high density commercial and population in the Town. Provides north/south service in an area of Gilbert that is not currently served.
- **C - Power Road Extension: Ray Road to Queen Creek Road** - serves high density employment and population area in the Town
- **D - Baseline Road** - serves Baseline Medical area, and other high density employment and population areas in the Town
- **E - Ray Road/Warner Road**– serves the Village area, Civic Center, Central 202 Core Area, and ASU Polytechnic. Is compatible with the Chandler plan that includes Ray Road
- **F - Queen Creek Road**– serves high population density, is compatible with Chandler plan that includes Queen Creek Road, and connects to recommended service on Power Road

Express service

- **I - Loop 202 to Santan Village Pkwy to Williams Field Road**– serves high employment density and multiple activity centers to downtown Phoenix

BRT/LRT

- **L - Williams Field Road** - serves high employment density and multiple activity centers, supports recommended express service on Loop 202, and compatible with Chandler plan which shows BRT on Chandler Boulevard/Williams Field Road

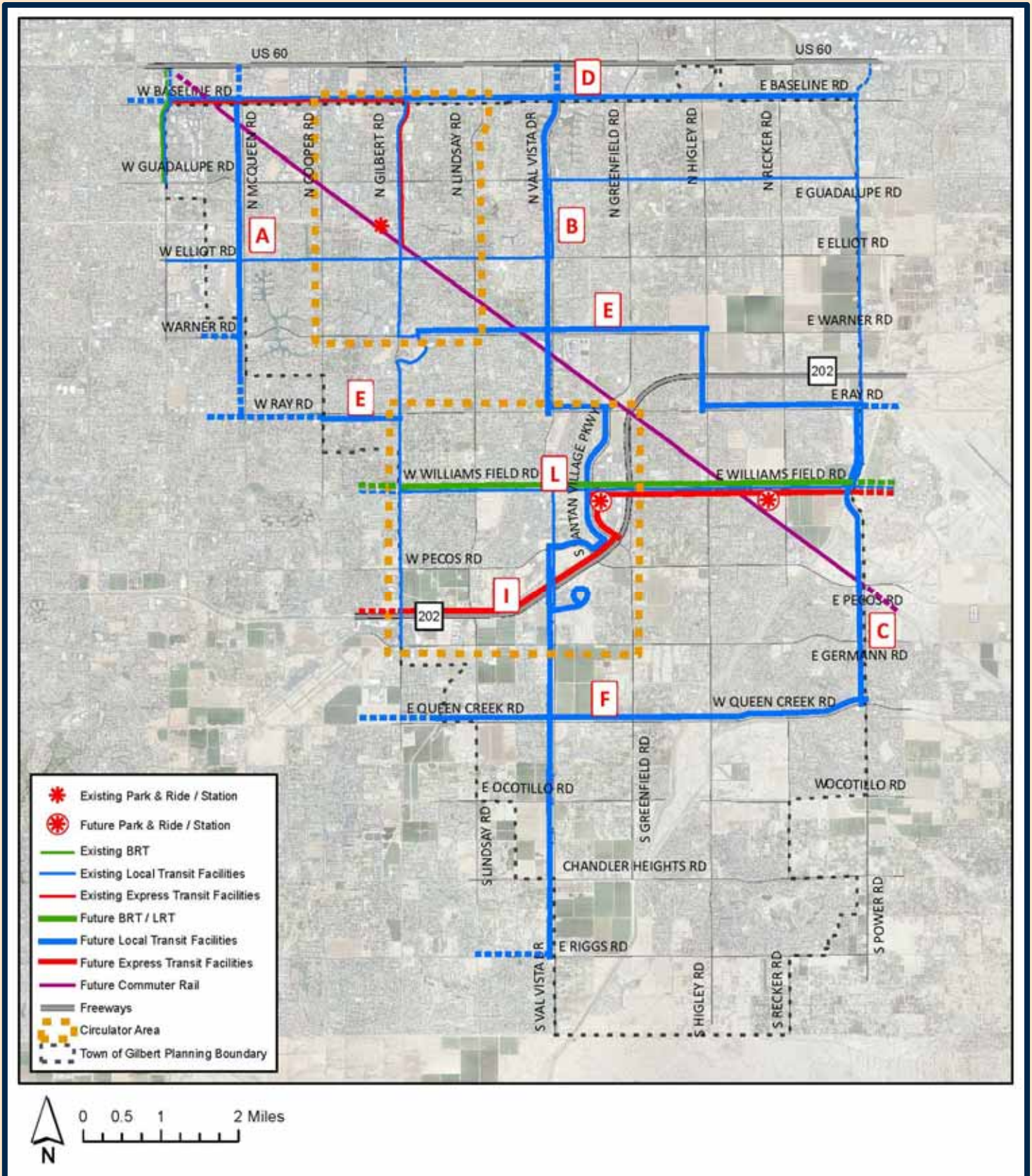


FIGURE 6-6: TRANSIT PLAN – OPTION 1

Circulators

- Serving **Heritage District** and bounded by Baseline, Lindsay, Warner, and Cooper – provides more local service to supplement the Gilbert Road and Elliot Road routes
- Serving **San Tan corridor** and bounded by Ray, Greenfield, Germann, and Gilbert - provides more local service to supplement the Williams Field Road BRT and express service and serves the San Tan commercial area, Gilbert Mercy Medical Center, and the 202 employment corridor.

Commuter Rail

- Existing UPRR line within Town limits – compatible with one of the final options being considered by ADOT for intercity rail and the MAG commuter rail station. Two stops are planned in Gilbert at the existing Gilbert park-and-ride and at Cooley Station between Williams Field and Recker Road.

Park-and-Ride /Rail Station

- Expansion of Gilbert park-and-ride for Commuter Rail service
- Vicinity of Santan Village Pkwy and Williams Field Road – serves recommended express services on Loop 202 and Williams Field Road and recommended BRT service on Williams Field Road
- Vicinity of Cooley Station – serves recommended express service on Williams Field Road and recommended BRT service on Williams Field Road and Commuter Rail

HOV Lanes

- Loop 202 within Town limits – consistent with the ADOT plan to add HOV lanes and supports express service on Loop 202

Option 2

Option 2 is a higher level of new service than Option 1. It also addresses growth areas and high density areas; and is compatible with neighboring cities. Transit option 2 is presented in Figure 6-7 and includes the following new services.

Local service

- **A - McQueen Road**– McQueen Road provides a continuation of service provided in Mesa and also provides a connection to the Light Rail line at Mesa Drive beginning in 2015.
- **B - Val Vista/SanTan Village Pkwy**– serves Central 202 Core Area, Val Vista Medical Area, and other high density commercial and population in the Town. Provides north/south service in an area of Gilbert that is not currently served.

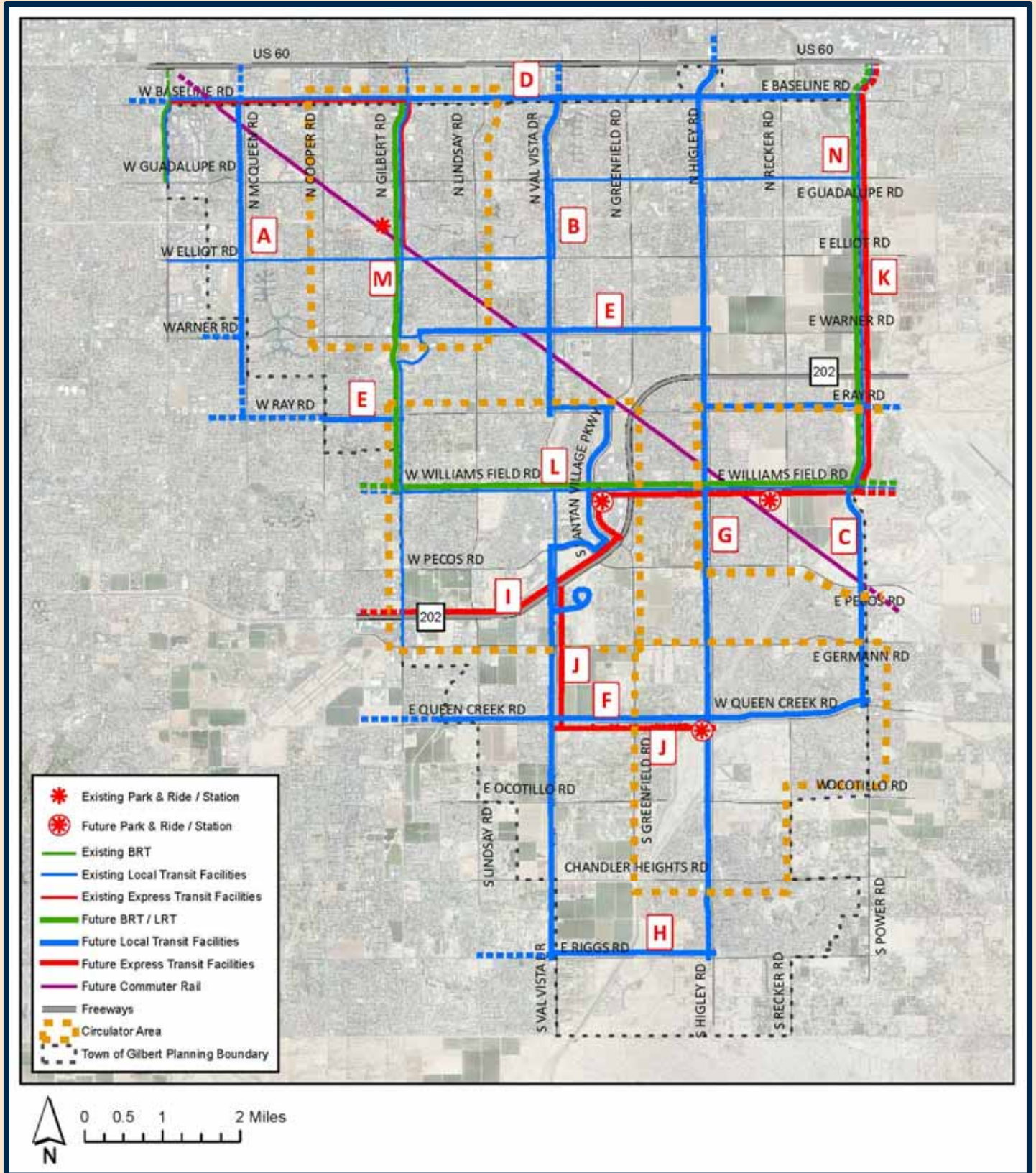


FIGURE 6-7: TRANSIT PLAN – OPTION 2

- **C - Power Road Extension: Ray Road to Queen Creek Road** - serves high density employment and population area in the Town
- **D - Baseline Road** - serves Baseline Medical area, and other high density employment and population areas in the Town
- **E - Ray Road/Warner Road**– serves the Village area, Civic Center, Central 202 Core Area, and ASU Polytechnic. Is compatible with the Chandler plan that includes Ray Road
- **F - Queen Creek Road**– serves high population density, is compatible with Chandler plan that includes Queen Creek Road, and connects to recommended service on Power Road
- **G - Higley Road: north Town limit to Riggs Road** – serves Baseline Medical area and a high population density along the corridor
- **H - Riggs Road: west Town limit to Higley Road** – serves Baseline Medical area and a high population density along the corridor

Express service

- **I - Williams Field Road to Santan Village Pkwy to Loop 202** – serves high employment density and multiple activity centers
- **J - Val Vista Drive/Queen Creek: Loop 202 to Higley** – serves high population density area and provides express service from southeast Gilbert to downtown Phoenix
- **K - Power Road: north Town limit to Williams Field Road** – serves Power Road growth area and connects high population and employment density areas to downtown Phoenix

BRT/LRT

- **L - Williams Field Road** - serves high employment density and multiple activity centers, supports recommended express Loop 202 service
- **M - Gilbert Road: north Town limit to Williams Field Road** – serves Heritage District, high population and employment density corridor and could connect to Light Rail service in Mesa
- **N - Power Road: north Town limit to Williams Field Road** - serves Power Road growth area and high population and employment density areas and could connect to Light Rail service

Circulators

- Serving **Heritage District** and bounded by Baseline, Lindsay, Warner, and Cooper – provides more local service to supplement the Gilbert Road and Elliot Road routes

- Serving **San Tan corridor** and bounded by Ray, Greenfield, Germann, and Gilbert - provides more local service to supplement the Williams Field Road BRT and express service and serves the San Tan commercial area, Gilbert Mercy medical center, and the 202 employment corridor.
- Serving **Cooley Station** and bounded by Ray, Power, Pecos, and Higley - provides more local service to supplement the Williams Field Road BRT and express service
- Serving **SE Gilbert** and bounded by Pecos, Power, Chandler Heights, and Greenfield - provides more local service to supplement the Queen Creek/Val Vista express service and the Queen Creek/Higley park-and-ride.

Commuter rail

- Existing UPRR line within Town limits – compatible with one of the final options being considered by ADOT. Two stops are planned for Gilbert at the existing Gilbert park-and-ride and at Cooley Station between Williams Field and Recker Road.

Park-and-ride /Station

- Expansion of Gilbert park-and-ride for Commuter Rail service
- Vicinity of Santan Village Pkwy and Williams Field Road – serves recommended express service on Loop 202 and Williams Field Road and recommended BRT service on Williams Field Road
- Vicinity of Cooley Station – serves recommended express service on Williams Field Road and recommended BRT service on Williams Field Road and Commuter Rail
- Vicinity of Queen Creek Road and Higley Road – serves recommended express service on Val Vista/Queen Creek

HOV Lanes

- Loop 202 within Town limits – consistent with the ADOT plan to add HOV lanes and supports express service on Loop 202

H. Transit Service Priorities

The recommended transit services presented in Option 1 and Option 2 were reviewed and priorities established. Table 6-4 lists each recommended service and its priority.

TABLE 6-4: TRANSIT SERVICE PRIORITIES

Service ID	Service Name	Included in Option 1	Included in Option 2	Priority
A	McQueen	X	X	High
B	Val Vista	X	X	Medium
C	Power	X	X	Low
D	Baseline	X	X	High
E	Ray/Warner	X	X	Medium
F	Queen Creek	X	X	Low
G	Higley		X	Medium
H	Riggs		X	Low
I	Williams Field Express	X	X	Medium
J	Val Vista Express		X	Low
K	Power Express		X	Medium
L	Williams Field BRT	X	X	Medium
M	Gilbert BRT		X	Medium
N	Power BRT		X	Low
Circulators	All			Low
Park-and -Ride	Heritage District	X	X	High
Park-and -Ride	San Tan Village	X	X	High
Park-and -Ride	Cooley Station	X	X	High
Park-and -Ride	Queen/Creek/Higley		X	Medium
	Commuter Rail			*
	HOV Lanes			*

**responsibility by others*

I. Policy Considerations

In conjunction with the preceding recommendations regarding new transit service and related facilities, there are policy considerations that will help shape how transit is expanded in the Town. As economic and environmental conditions continue to change, transportation investments must be cost-effective and contribute to a healthy environment. One key will be to provide transportation choices such as public transportation and non-motorized options. The concept of “complete streets” provides all users with safe, efficient travel along and across streets. Many municipalities are adopting complete streets policies to help guide growth. At the national level, the most recent transportation act places emphasis on economic vitality, transparency, livability, complete streets, mobility, safety, and freight movement.

Detailed Transit Plan

The recommendations set forth herein provide the framework for the Town to enhance transit service. Recently, MAG in conjunction with Valley Metro initiated a study titled “Southeast Valley Transit Study”. The Town is a represented stakeholder. The study will analyze non-rail bus services and ridership demand in transit-established and transit-aspiring communities within the Southeast Valley. The study will identify efficiencies in current and planned transit services in the study area. The study will also identify an integrated, demand driven transit system that effectively and efficiently connects areas within the Southeast Valley of the MAG Region with existing and planned regional transit improvements such as high-capacity transit. Based on the results of that study and the recommendations in this plan, the Town should prepare a detailed transit plan that outlines service benefits and prioritizes the corridors with highest need.

Coordination with Valley Metro

Valley Metro is the provider of transit service in the Phoenix metropolitan area and any expansion of existing service or requests for new service will be coordinated with Valley Metro.

Coordination with Surrounding Communities

The Town should coordinate with surrounding jurisdictions regarding new or expanded service to ensure appropriate transit connections.

Park-and-Ride Sites

Suggested park-and-ride sites are included in the transit element based on recommended express, BRT, and commuter rail service. These are general locations that support the transit service, but additional study is needed to determine property availability. There may be locations where the Town could purchase land for a future park-and-ride or they may be opportunities to share parking with a development.