

STATUS TO DATE

I-10 West Mainline Alignment

METRO has selected the 50-foot median within I-10, west of I-17 as the preferred alignment along the I-10 West Corridor for either BRT or LRT modes. The freeway cross sections shown below would apply to either transit modes between 79th Avenue and I-17.

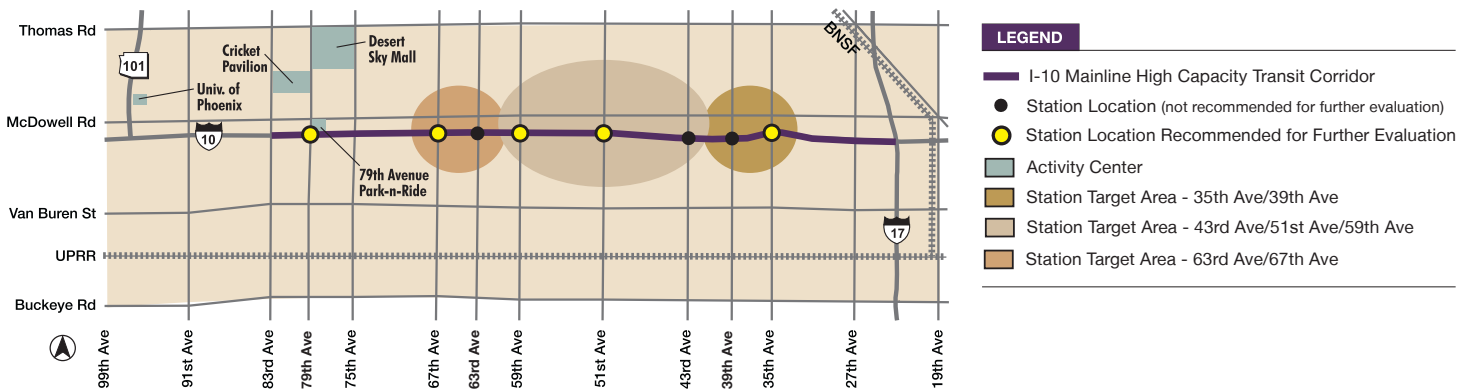
I-10 West Mainline Stations

Since station spacing influences bus/rail speeds, stations are planned to be 2-3 miles apart on I-10 as compared to more frequent stations within urbanized areas. Station locations along selected streets are proposed within four Station Target Areas (see map). The streets under consideration and the intent of each of the four Station Target Areas are identified as:

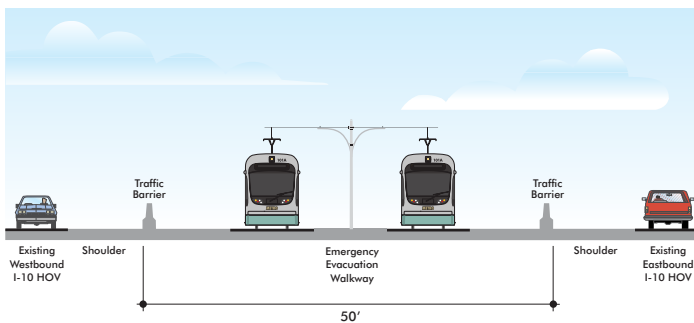
- Neighborhood Walk-Up Station: 35th Ave. or 39th Ave.
- Mid-Corridor Park-and-Ride Station: 43rd Ave., 51st Ave., or 59th Ave.
- Mid-Corridor Park-and-Ride Station: 63rd Ave. or 67th Ave.
- End-of-Line Station: 79th Ave.

An initial evaluation of these Station Target Areas has resulted in a preliminary conclusion to remove three sites from further consideration: 39th Ave., 43rd Ave., and 63rd Ave. METRO continues to evaluate potential station locations and is seeking community input to help determine which station locations will be selected along the I-10 freeway. The detailed outcome of the station location analysis is expected to be complete during summer 2009.

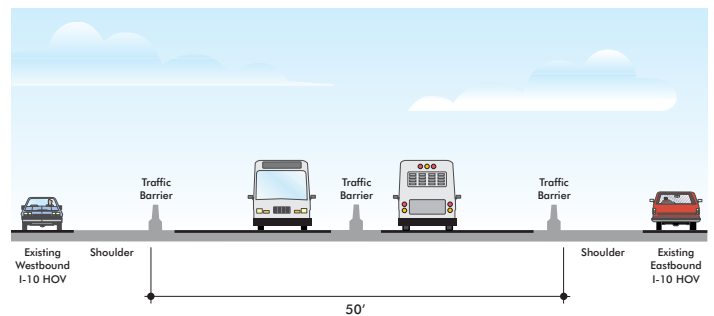
I-10 West Station Target Areas



Typical LRT Cross Section on I-10



Typical BRT Cross Section on I-10



Lake LRT Station - Gold Line, Los Angeles, CA



Slauson BRT Station - Metro Blue Line, Los Angeles, CA



Sierra Madre LRT Station - Gold Line, Los Angeles, CA

I-10 West Downtown Area Alignments

Several proposed alignments in downtown Phoenix have been removed from consideration based on consistency with overall study goals and objectives, community input, and technical evaluation. Further analysis of the remaining alignments is necessary. North-South and East-West alignment alternatives that require further consideration are shown to the right.

Light Rail Transit Downtown North-South Alternatives

North-South Alternatives

- I-17 East or West Side
- 19th Avenue

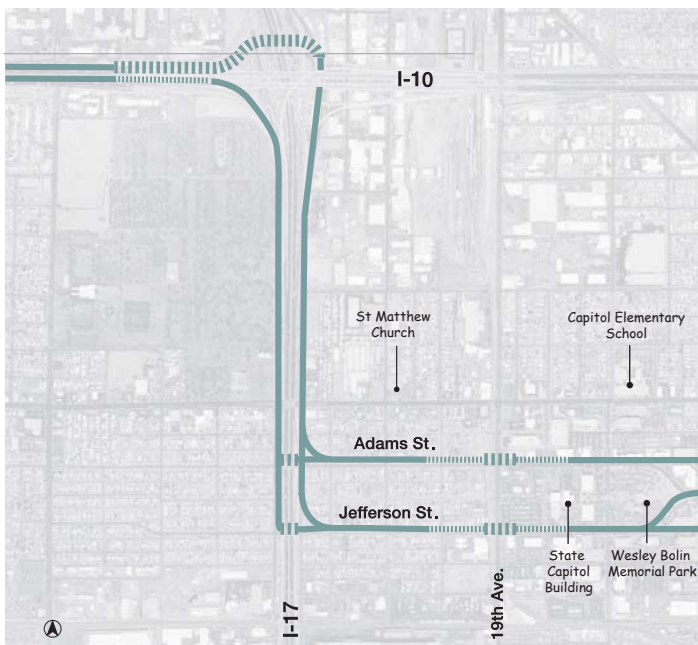
East-West Alternatives

- Washington/Jefferson Couplet
- Jefferson-Jackson
- Adams-Jackson
- Adams/Monroe Couplet

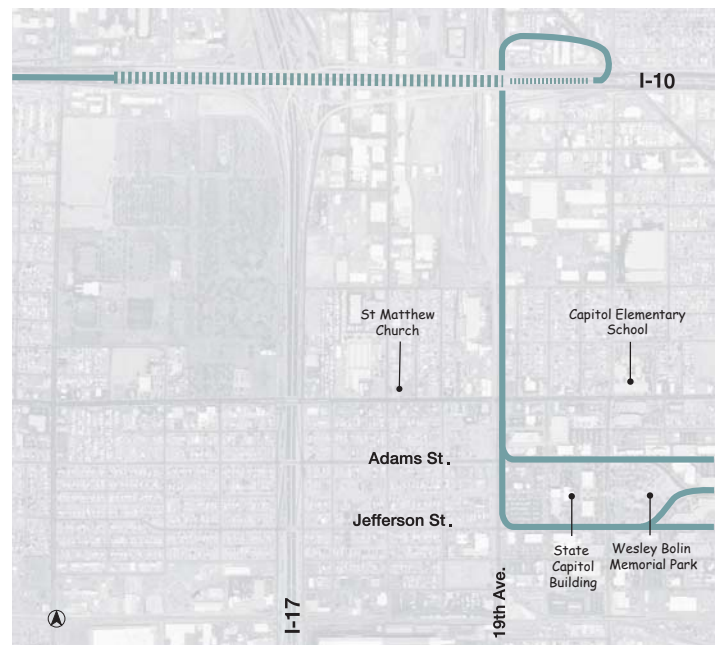
LEGEND

At Grade - Ground Level
 Grade Change
 Bridge

I-17 East or West Side Downtown LRT Alternatives



19th Avenue Downtown LRT Alternative

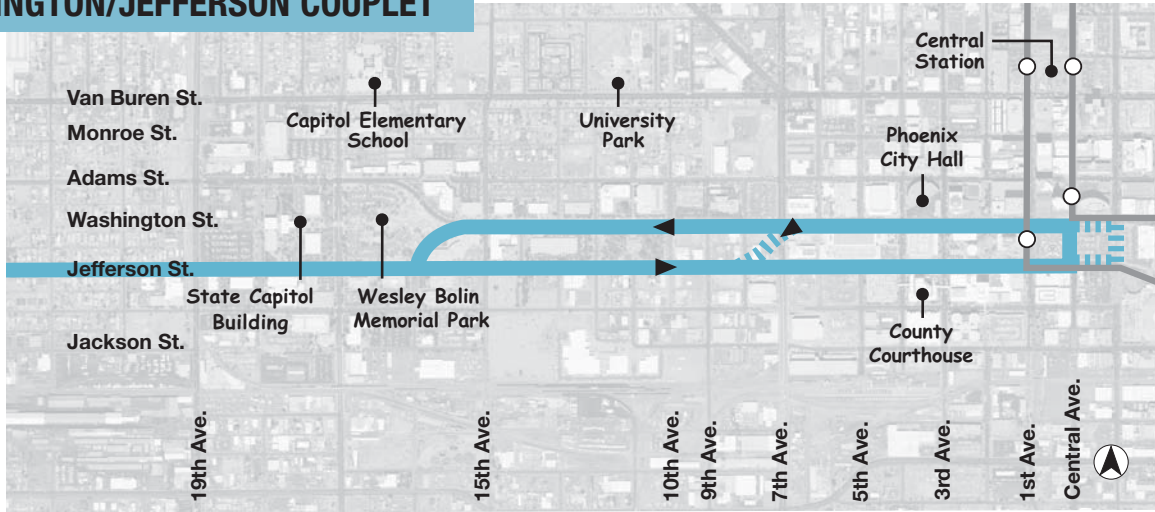


Comparison of Downtown LRT North-South Alternatives

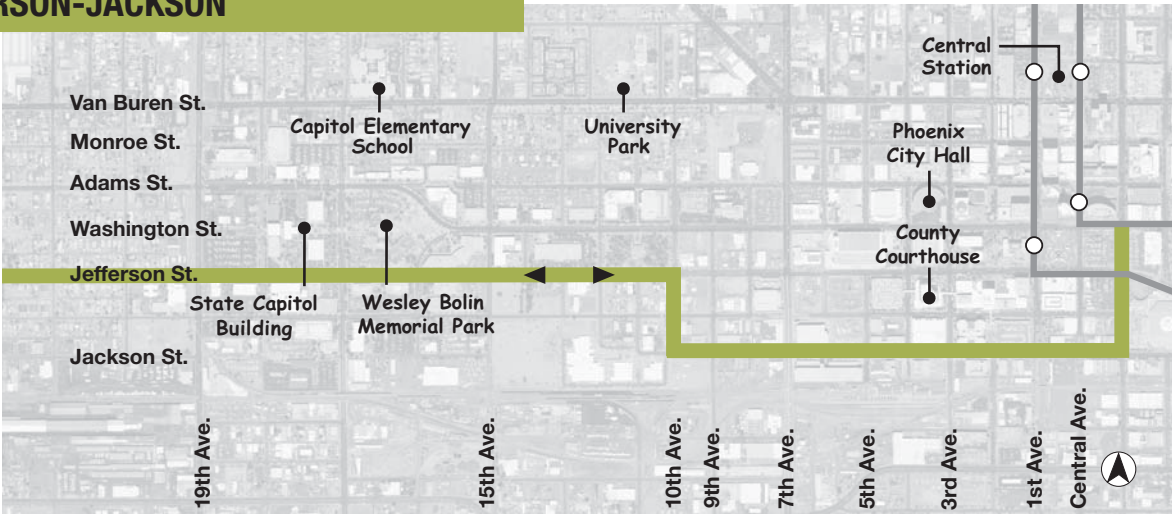
LRT North-South Alternative	Strengths	Weaknesses
I-17 East or West Side	<ul style="list-style-type: none"> • Compared to 19th Avenue, provides better travel time and speed • No major utility conflicts identified along I-17 • Could present redevelopment opportunities near a station located in the St. Matthew Neighborhood 	<ul style="list-style-type: none"> • Requires coordination with ADOT freeway widening scheduled along I-17 east side option only • Does not serve the Arizona State Fairgrounds • Potential to adversely affect St. Matthews Neighborhood properties • Crossing of railroad tracks adjacent to 19th Avenue requires a major structure (overpass or underpass)
19th Avenue	<ul style="list-style-type: none"> • Station could serve the Arizona State Fairgrounds • Could present redevelopment opportunities • Will not require coordination with ADOT's I-17 freeway widening schedule 	<ul style="list-style-type: none"> • An elevated structure would be required along I-10 to span the railroad tracks and 19th Avenue • Potential conflict with major utility structure in 19th Avenue right-of-way • Potential to adversely affect historic properties in the Oakland Historic District

Light Rail Transit Downtown East - West Alternatives

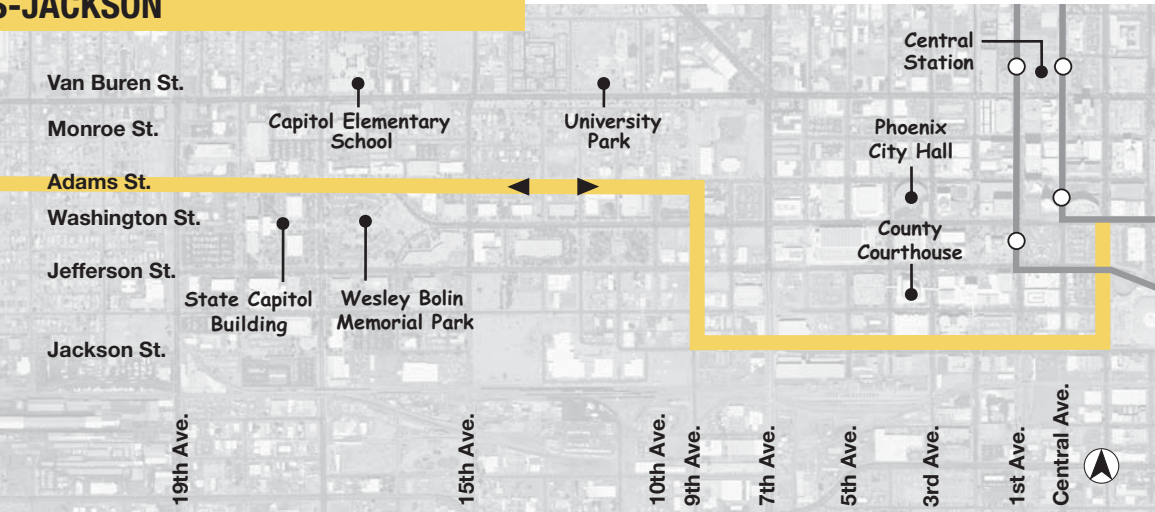
WASHINGTON/JEFFERSON COUPLET



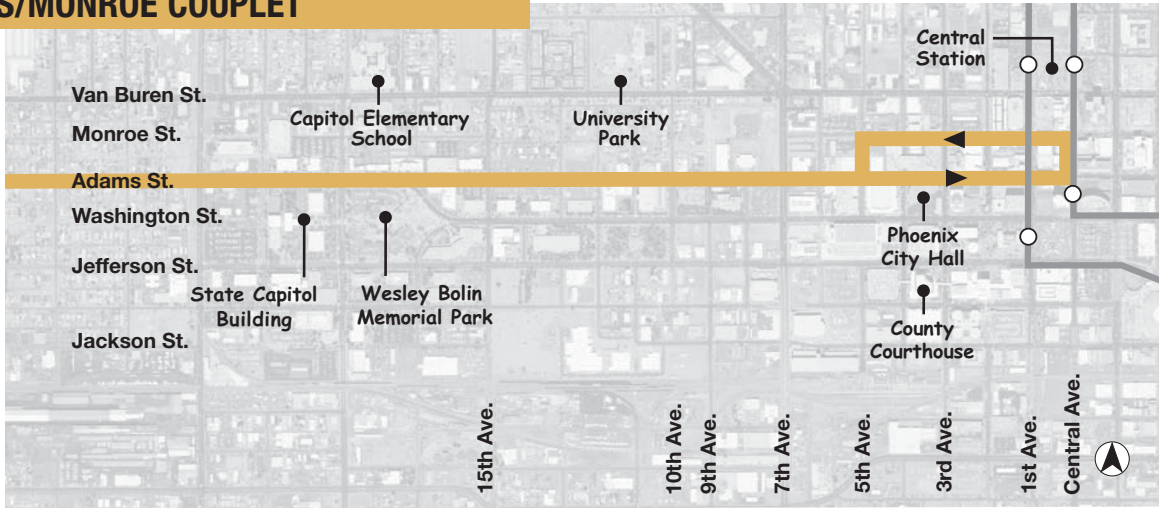
JEFFERSON-JACKSON



ADAMS-JACKSON



ADAMS/MONROE COUplet



Comparison of Downtown LRT East-West Alternatives

LRT East-West Alternatives	Strengths	Weaknesses
Washington/ Jefferson Couplet – 1st/ Central Avenues	<ul style="list-style-type: none"> • Direct connection to METRO Starter Line would result in fewer right-of-way impacts and reduces travel time • Wider streets allow more room for light rail construction compared to other alternatives 	<ul style="list-style-type: none"> • 4 lane arterials reduced to 3 lanes • Construction of light rail along two arterials has the potential to be more costly • Potential historic preservation issues
Jefferson – Jackson (via 1st Street)	<ul style="list-style-type: none"> • Least amount of impact to existing landscape and streetscape elements • Potential connection to future commuter rail • Would not result in the removal of travel lanes along Jackson Street; however, existing lane widths would be reduced 	<ul style="list-style-type: none"> • Greatest traffic impact of the four alternatives due to lane reduction along Jefferson Street • Out of direction travel required to access Jackson Street adversely affects travel time along the corridor compared to Washington/Jefferson direct connection
Adams – Jackson (via 1st Street)	<ul style="list-style-type: none"> • Potential connection to future commuter rail • Would not result in the removal of existing travel lanes; however, existing lane width would be reduced 	<ul style="list-style-type: none"> • The existing narrow roadway along Adams Street could result in greater construction impacts to adjacent properties compared to other East/West Alignment Alternatives • Out of direction travel required to access Jackson Street adversely affects travel time along the corridor compared to Washington/Jefferson direct connection
Adams/Monroe Couplet	<ul style="list-style-type: none"> • Would not result in the removal of existing travel lanes; however, existing lane width would be reduced • Direct connection to the METRO Starter Line 	<ul style="list-style-type: none"> • Narrow roadway along Adams Street could result in greater construction impacts to adjacent properties compared to other East/West Alignment Alternatives • Narrow street width required along Monroe Street would impede emergency vehicle access

**Each of the East-West Alignment Alternatives would remove on-street parking and adversely impact streetscapes and landscaping.*

Bus Rapid Transit – Downtown Alternatives

The BRT is a limited-stop bus service designed to provide improved service and travel times over existing service. Proposed BRT service will utilize existing express and RAPID bus routes and operate in an exclusive busway west of I-17 along the median of I-10 and then in mixed traffic in Downtown.

Buses would enter downtown from two directions:

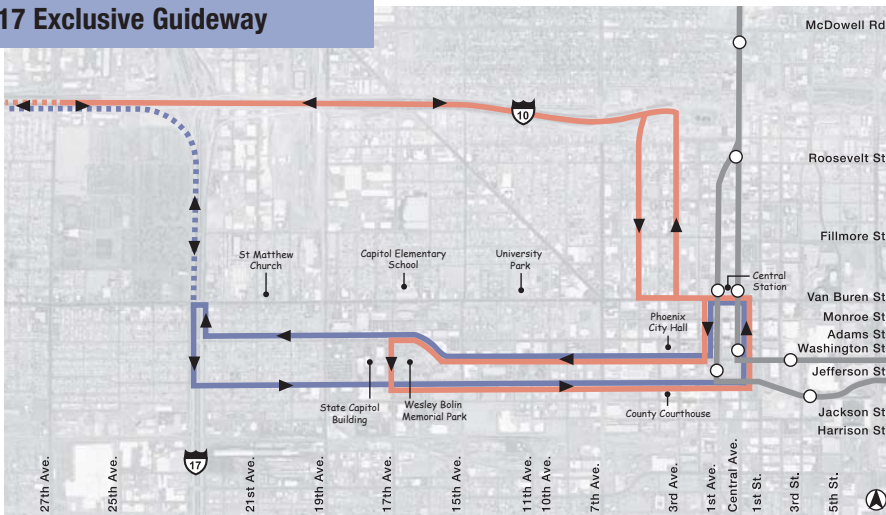
- The buses will use either I-17 or 19th Ave to transition from I-10 into Downtown Phoenix.
- During peak hours some BRT routes will continue east along I-10 and use 5th Ave/3rd Ave streets to transition into Downtown Phoenix.

This 2-part service during peak hours will provide improved direct service to the State Capitol. The peak only service would deliver transit riders directly to Downtown Phoenix, before terminating at the State Capitol.

For the all day service, two North-South alignments (I-17 and 19th Avenue) and one East-West alignment (Washington/Jefferson couplet) were considered:

- BRT I-17 Mixed Traffic option assumes that buses would operate in new bus-only lanes built in the I-10 median west of 35th Ave, merging into general traffic lanes near 35th Ave traveling east-bound. Buses would have to cross the high-occupancy vehicle (HOV) lane and general traffic lanes to access the I-17 south-bound ramp, using existing roadways to operate in mixed traffic.
- A second BRT option along I-17, would use an exclusive busway that would directly connect travel from the I-10 median to the southbound I-17 frontage road. BRT would operate in the exclusive busway from the I-17/I-10 stack interchange to Van Buren Street after which in-bound routes would continue on the frontage road and turn east on Jefferson Street to connect to the State Capitol. Out-bound buses would operate in mixed traffic along the north bound frontage road from Jefferson Street to Van Buren Street and then merge on to the exclusive busway.
- The 19th Avenue BRT option would operate along 19th Avenue, requiring an exclusive busway east of the I-17/I-10 stack interchange before connecting to Grand Avenue with a bus-only entrance/exit ramp. Buses would then operate in mixed traffic along Grand Ave and Culver Street before heading south along 19th Avenue.

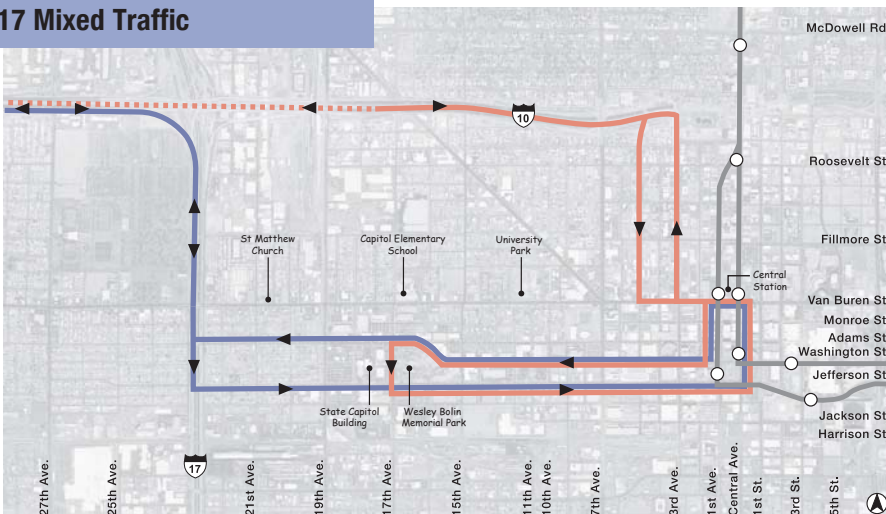
I-17 Exclusive Guideway



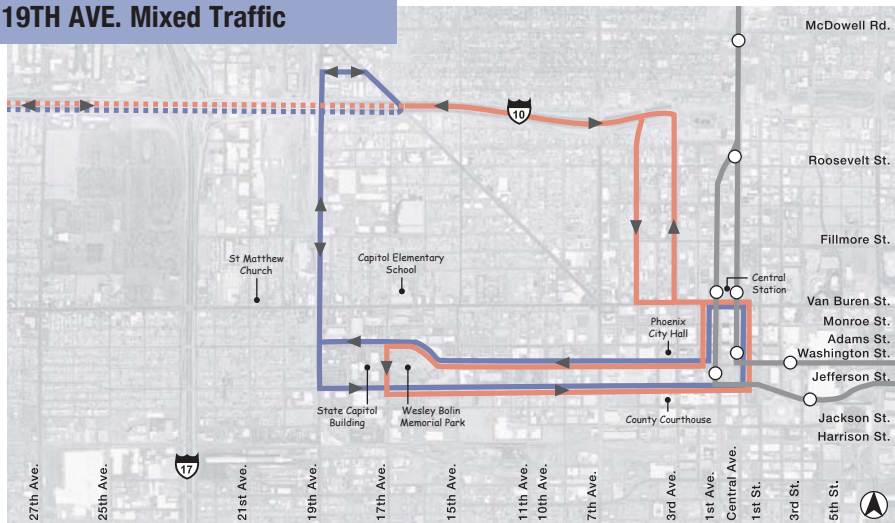
LEGEND

- New Route and Increased Service in Mixed Traffic
- Existing Route and Service in Mixed Traffic
- - - New Route and Increased Service in Exclusive Guideway
- - - Existing Route and Service in Exclusive Guideway
- Light Rail Line / Station

I-17 Mixed Traffic



19TH AVE. Mixed Traffic



LEGEND

- New Route and Increased Service in Mixed Traffic
- Existing Route and Service in Mixed Traffic
- - - New Route and Increased Service in Exclusive Guideway
- - - Existing Route and Service in Exclusive Guideway
- Light Rail Line / Station

Comparison of Downtown BRT Alternatives

BRT Alternatives	Strengths	Weaknesses
I-17	<ul style="list-style-type: none"> • Cost is likely less compared to 19th Avenue • Compared to 19th Avenue, provides better travel time and speed • Stations could serve St. Matthew Neighborhood 	<ul style="list-style-type: none"> • Serves areas with lower population and employment • Fewer redevelopment opportunities along I-17
19th Avenue	<ul style="list-style-type: none"> • Could present redevelopment opportunities near a station located along 19th Avenue • Serves areas with higher population and employment • 19th Avenue is well suited for bus patrons based on surrounding residential development • Stations could serve Arizona State Fairgrounds as well as the Oakland neighborhood 	<ul style="list-style-type: none"> • Cost likely greater than I-17 alternative due to bridge structure required along I-10 to span BNSF railroad tracks • Slower travel time and speed compared to I-17 option

I-10 West Downtown Stations

Stations for the LRT and BRT alternatives in Downtown Phoenix will be identified and evaluated during the environmental evaluation phase. Downtown station locations are expected to be identified by Fall 2009.



WHAT'S NEXT

METRO will continue to evaluate the remaining LRT and BRT alternatives through the Final Definition of Alternatives phase. The results from the next planning phase will generate a Locally Preferred Alternative (LPA) that will be recommended by METRO. The LPA recommendation, anticipated to occur in Fall 2009, will identify a route, transit mode, and station locations west of I-17 (downtown station locations will be identified and evaluated during the subsequent environmental phase).

Prior to formal adoption, the LPA will go through a public review process anticipated in Fall 2009. Following the formal adoption of the LPA, METRO will generate detailed engineering designs of the selected alignment and station layouts and begin the environmental evaluation phase in compliance with the National Environmental Policy Act.

FREQUENTLY ASKED QUESTIONS

Q. How would the I-10 West transit line connect with the overall system and is it planned to serve only commuters from the West Valley?

A. The I-10 West transit line will be integrated with the valley's bus and rail system regardless of the transit mode chosen. The transit line will connect the West Valley to downtown Phoenix and State Capitol as well as to the existing LRT route. Stations will serve residences and employment centers as well as other activity centers.

Q. What are the environmental benefits of this project?

A. The I-10 West transit line will use clean fuel technologies for operations. Whether bus or light rail is chosen, the proposed transit service will help minimize air pollution through cleaner emissions as well as conserve fuel consumption.

Q. How far west does this project extend and can it be extended any further?

A. The I-10 West study is funded by the Proposition 400 half-cent transportation sales tax extension approved by Maricopa County voters in 2004, and is contained in the adopted Regional Transportation Plan. The plan shows the corridor extends to 83rd Ave. from the 20-mile starter line. Any extensions beyond that will require an amendment to the plan and additional funding.

Q. What security features are planned for the park-and-ride facilities?

A. Security features planned for the park-and-ride facilities include onsite security cameras and emergency telephones. Lighting will be strategically placed throughout the facility to minimize dark areas. Security personnel will patrol the park-and-rides on a routine basis.

Q. How will the project be funded?

A. The I-10 West project will be partly funded through the Proposition 400 - Regional sales tax extension, City of Phoenix and Federal Transit Administration.

Q. How long does it take to complete the project?

A. The entire project from planning and design through construction takes about 10-12 years to complete.

Q. How can the public provide input into the evaluation process?

A. There are various mechanisms in place to ensure public input. Written comments/questions may be submitted to mhernandez@metrolightrail.org or mailed to METRO I-10 West, 101 N. 1st Avenue, Suite 1300, Phoenix, AZ 85003, Attn: Public Input. Public meetings are another opportunity to provide input. Add your name to the public meeting notification list by contacting mhernandez@metrolightrail.org.

FOR MORE INFORMATION

Contact

Monica Hernandez

mhernandez@MetroLightRail.org

602-322-4427

To receive this information in alternative formats call 602-253-5000/TTY 602-322-4499.
MetroLightRail.org/I-10 West

Para recibir esta información en formatos alternativos favor de llamar al 602-253-5000/TTY 602-322-4499.

Part of the I-10 West Alternatives Analysis/Environmental Impact Statement prepared in accordance with the requirements of the National Environmental Policy Act (NEPA), 40 CFR Parts 1500-1508, and its implementing regulations.