



HIGH CAPACITY TRANSIT STUDY

Fall 2009

PURPOSE AND NEED OF THE PROJECT

Through consideration of existing conditions and public and agency input, METRO has defined the purpose of the Phoenix West (formerly known as I-10 West) AA/EIS project as follows:

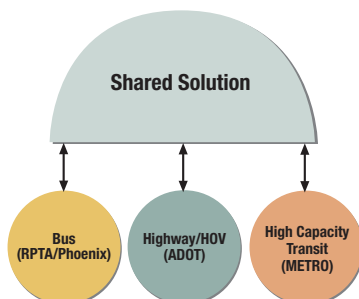
To provide a dependable and efficient high capacity transit option between central Phoenix and the West Valley and outlying communities in support of regional plans and policies contained in the Maricopa Association of Governments (MAG) Regional Transportation Plan.

The Phoenix West AA/EIS study would recommend a high capacity transit alternative that addresses regional growth, increased congestion, changes in land use, lack of access to local destinations, inadequate transit service, and regional planning goals. The selected alternative would:

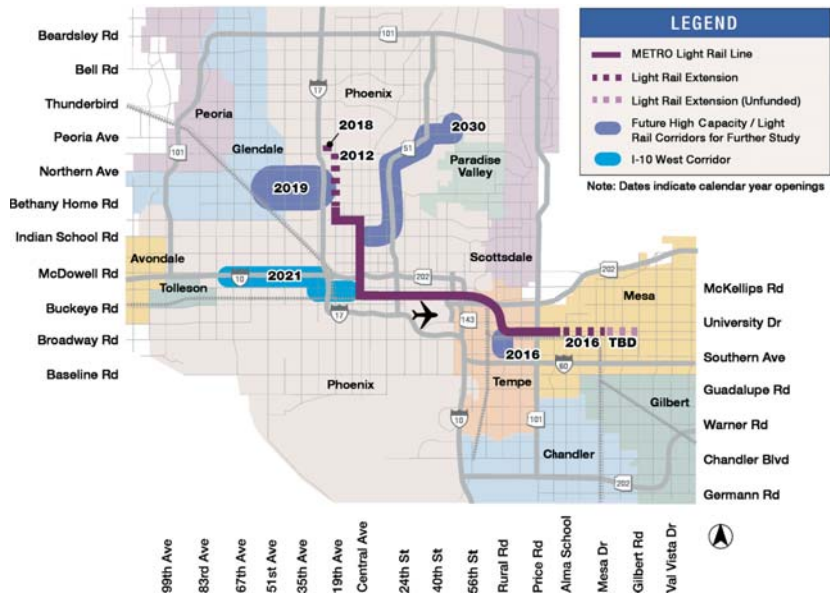
- Provide improved travel capacity during morning and evening rush hours;
- Support regional transit system connectivity;
- Improve access to local destinations;
- Implement a cost-effective transit option; and
- Reinforce economic development opportunities in the Downtown Phoenix and State Capitol areas.

METRO is considering three separate high capacity transit modes for the Phoenix West Corridor: 1) Expanding Bus Rapid Transit service in HOV lanes shared with buses, carpools, vanpoolers, and permitted fuel-efficient vehicles, 2) Creating a separate guideway that would be exclusively reserved for Bus Rapid Transit, and 3) Light Rail Transit.

METRO is actively exploring a joint highway and transit improvement project. The graphic below illustrates this approach:



Transit Corridors

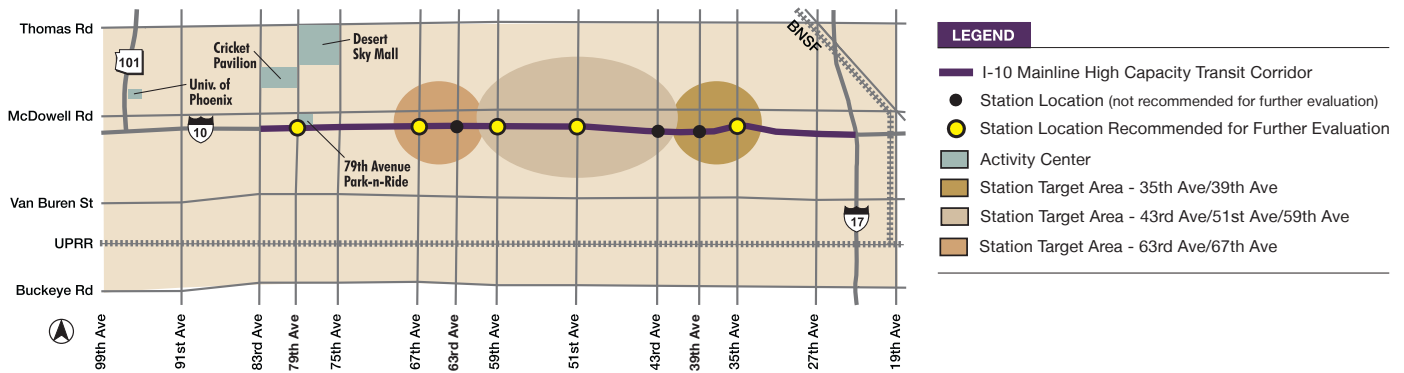


PRELIMINARY PHOENIX WEST HIGH-CAPACITY TRANSIT CORRIDORS

The Phoenix West Study Area includes two distinct planning areas in terms of land uses and function: the I-10 West Mainline Section and the Downtown Section. The I-10 West Mainline includes the portion of the study area west of 27th Avenue characterized by mostly residential and industrial land uses. The Downtown Section includes the study area portion east of 27th Avenue and features the core of Downtown Phoenix.

In order to provide commuters with a transit option focused on improving speed and mobility in the Phoenix West Corridor, the I-10 right-of-way was selected as the optimal alignment in the Mainline Section. Several arterials paralleling I-10 were also considered as potential high capacity transit alignments (Van Buren Street, and Thomas, McDowell, and Buckeye Roads); however, these alignments were ruled out due to unfavorable conditions that included lower speed limits, increased travel time, and impacts to numerous driveways and intersections.

I-10 Mainline Station Target Areas



STATUS TO DATE

I-10 Mainline Alignment

METRO has selected the 50-foot median within I-10, west of I-17 as the preferred alignment along the Phoenix 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 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 on first page).

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 Spring 2010.

Phoenix 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 Spring 2010.



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

Bus Rapid Transit – Downtown Alternatives

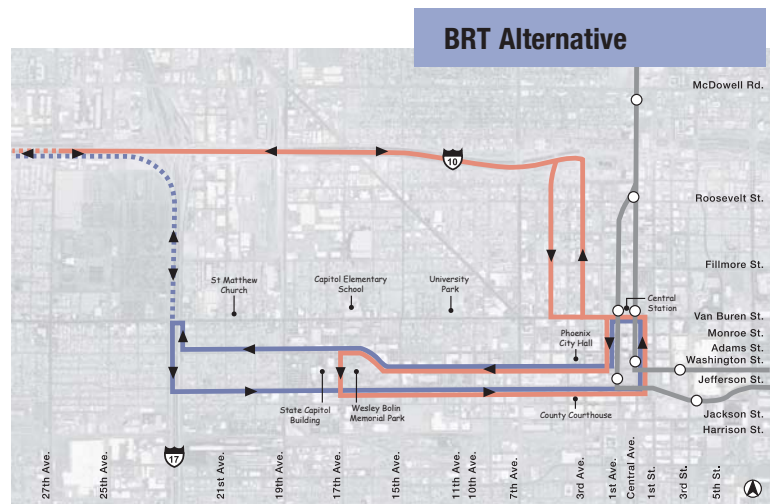
The BRT is a limited-stop bus service designed to provide improved service and travel times over existing service. Proposed BRT service will utilize existing express and RAPID bus routes and operate in an exclusive busway west of I-17 along the median of I-10 and then in mixed traffic in Downtown.

Buses would enter downtown from two directions:

- The buses will use I-17 west side frontage road 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 the 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.



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

Light Rail Transit – Downtown 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 below.

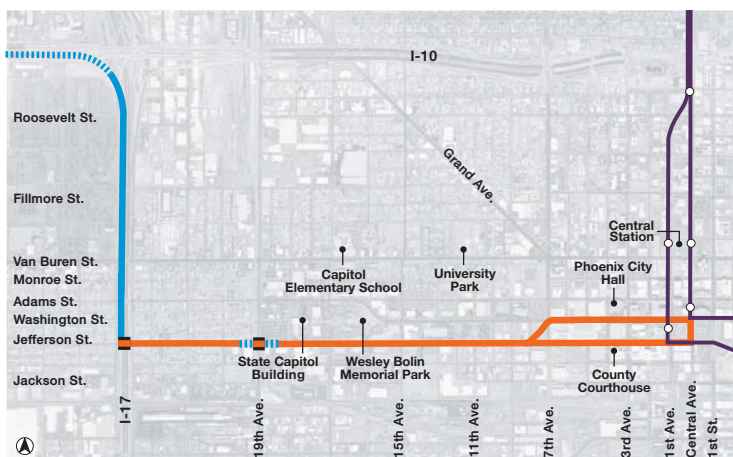
North-South Alternative

- I-17 West Side Frontage Road

East-West Alternatives

- Adams Street
- Jefferson Street

Jefferson Street Alternative

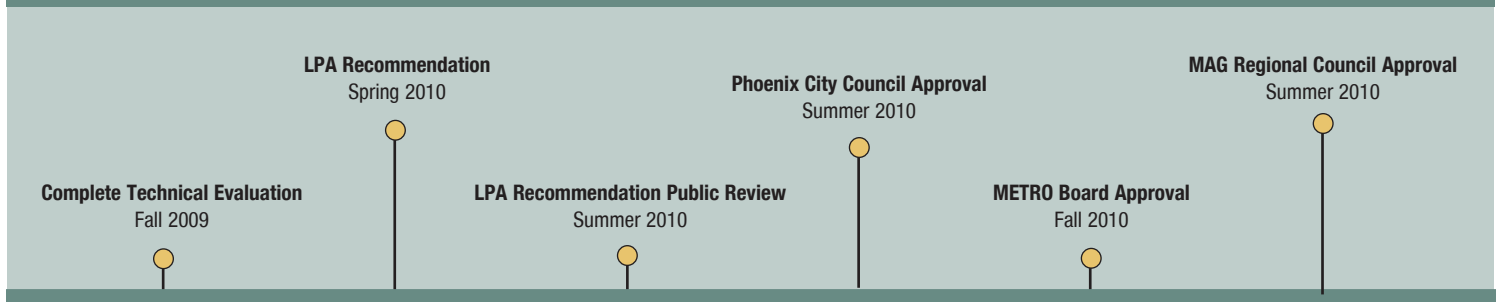


- LEGEND
- - - Grade Separation
 - Bridge

Adams Street Alternative



LOCALLY PREFERRED ALTERNATIVE TIMELINE



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 Spring 2010, 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 Summer 2010. 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.



FOR MORE INFORMATION

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

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

Part of the Phoenix 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.