



## HIGH CAPACITY TRANSIT STUDY

July 2009

### BACKGROUND

In February 2007 METRO and the city of Mesa began a 24-month study to analyze potential high capacity transit corridors in the downtown Mesa area and east to Power Road. The study area begins in west Mesa at the end-of-line for the 20-mile starter Light Rail Transit (LRT) project at Sycamore and Main streets. The study area is bounded by Dobson Road to the west, Power Road to the east, between University Drive and the Superstition Freeway (US 60). This study is funded by the voter approved Proposition 400, the one-half cent transportation sales tax extension, which identifies 57 miles of light rail and high capacity transit corridors to be constructed by 2030.

During this study the METRO project team along with city of Mesa staff has gone through an extensive process gathering technical data and community input to help determine what route and transit technology(s) would best serve Mesa, the downtown Mesa business district and East Valley residents. At the beginning of the project the team began evaluating eight transit options and through analysis was able to narrow the alternatives.

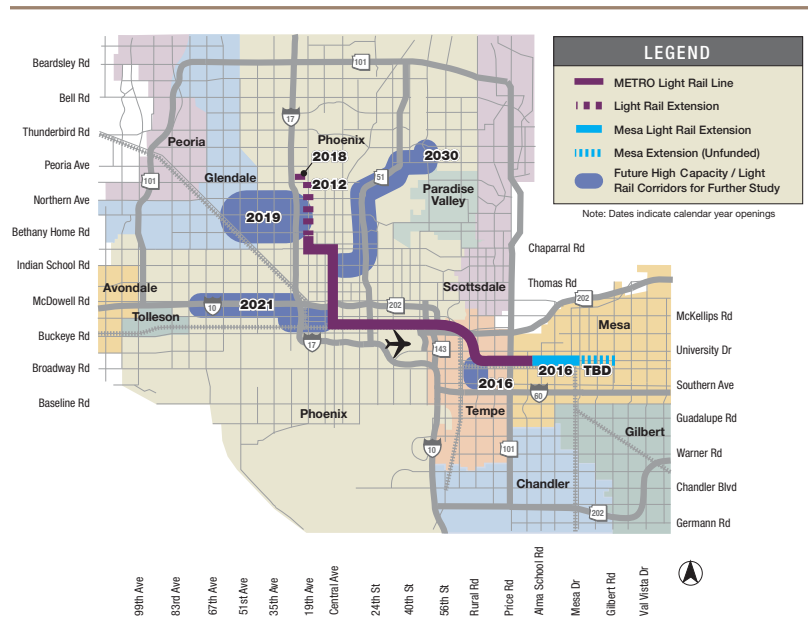
Criteria used to evaluate the transit options are:

- Traffic issues
- Land use
- Populations served
- Environmental issues
- Historic properties
- Design & constructability issues
- Economic development potential
- Rider benefits
- Costs
- Public input

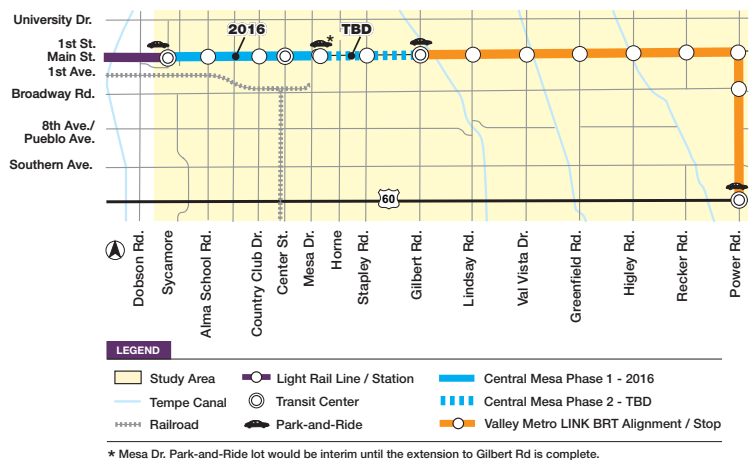
### RECOMMENDED ALTERNATIVE

The project team has now refined the alternatives and is ready to make a recommendation on a Locally Preferred Alternative or LPA. The recommended alternative is to extend light rail on Main Street to Gilbert Road. Phase I implementation would be to extend light rail to Mesa Drive by 2016. Phase II would extend to Gilbert Road at a future date. Currently, the extension to Gilbert Road is not financed or programmed in the Proposition 400 plan. Additional evaluation and public input is still needed to determine if a two or four traffic lane option on Main Street would best serve the community and downtown Mesa businesses.

### Transit Corridors



### Recommended Alternative



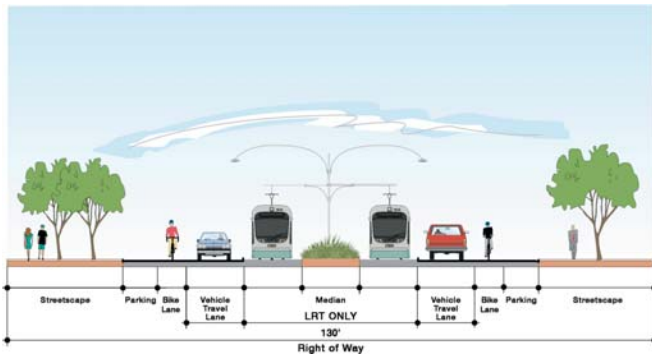
## LRT MAIN STREET 2 & 4 LANE OPTIONS

This alternative proved to have the lowest cost as well as the highest ridership of the LRT alternatives. Other factors that made this alternative the best choice were:

- Closest proximity to major Downtown Mesa activity centers (retail, Mesa Arts Center, Mesa City Hall)
- Reduces impacts to property, sidewalks, and landscaping
- Minimal utility relocation
- Maintains on-street parking
- Minimizes travel times
- Greatest economic development opportunities
- Provides the best access for the East Valley with light rail extension east to Gilbert Road (Phase II)

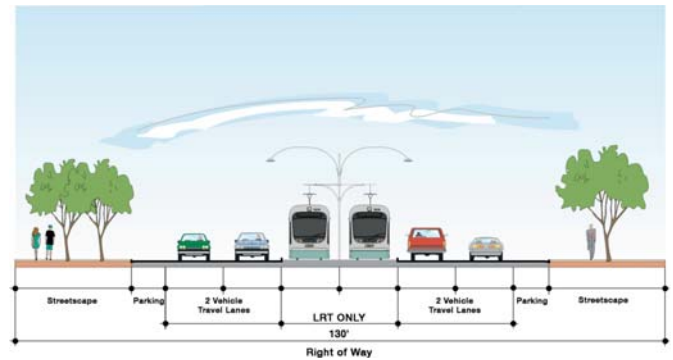
### Main Street

Country Club to Mesa Drive - 2 lanes



### Main Street

Country Club to Mesa Drive - 4 lanes



Once an LPA is officially adopted by the Mesa City Council, a stakeholder advisory committee would be formed to help address local concerns and to look for ways to minimize construction and business related impacts. This group will also look at urban design elements such as:

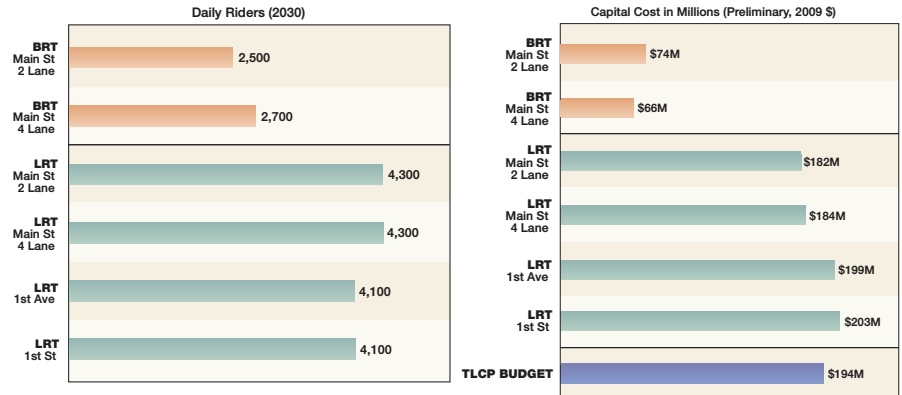
- Maintaining uniqueness of downtown Mesa
- On-street parking orientation
- Public art (existing and future)
- Catenary poles vs span wire
- Transit power substation (TPSS) locations
- Station design
- Downtown transit center

The members of the committee would be the voice of the community, help to keep their neighbors informed and make this project be a success.



Line Section 5—Community Advisory Board

## Tier 2 Alternatives Preliminary Cost Estimates & Ridership Forecasts



## FOR MORE INFORMATION

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You can also log on to [metrolightrail.org/centralmesa](http://metrolightrail.org/centralmesa)  
to view past presentations, maps, and other documents.

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(602) 254-7245/TTY (602) 322-4499.

Para recibir esta información  
en formatos alternativos favor  
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(602) 322-4499.

Part of the Central Mesa 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.