



TEMPE SOUTH

TEMPE SOUTH HIGH CAPACITY TRANSIT STUDY

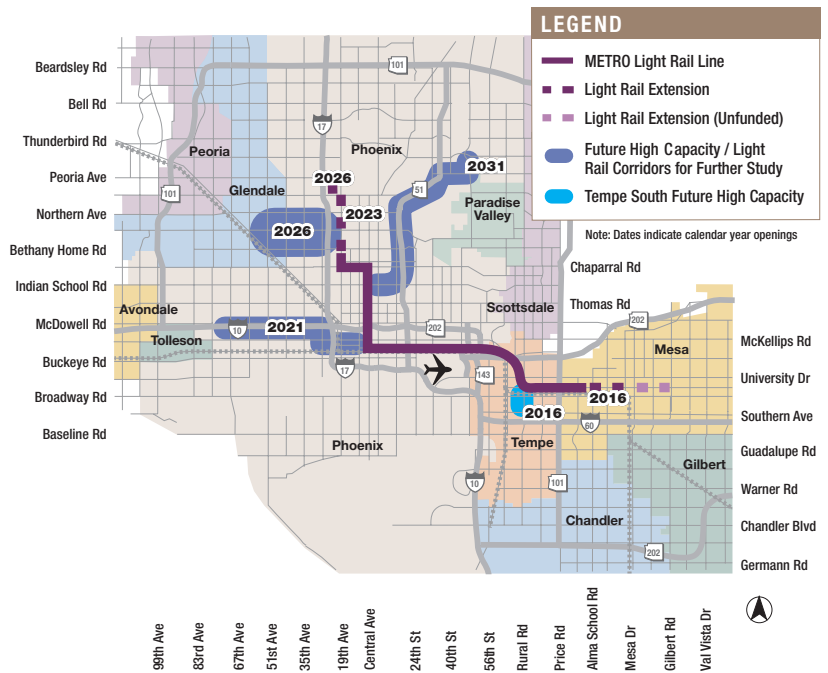
JUNE 2010

OVERVIEW

METRO and the cities of Tempe and Chandler have been working together to analyze transit options to better connect the southeast valley to the light rail starter line. The Tempe South High-Capacity Transit Study has evaluated 11 options in four north-south alignments from the light rail starter line since the study's inception in 2007. The two highest-performing high-capacity transit options coming out of this study are Mill Avenue Modern Streetcar and Rural Road Bus Rapid Transit.



Regional Transportation Plan Transit Corridors



TRANSIT OPTIONS

The Modern Streetcar option would travel on Mill or Ash avenues from the existing light rail starter line and potentially end at Southern Avenue. Ash Avenue north of University has recently been added as a possible alignment option for the streetcar project as a result of public inquiry.

The Bus Rapid Transit option would travel on Rural Road in Tempe to connect with north Chandler and potentially terminate at the Chandler Fashion Center and a park-and-ride lot at Loop 202/Kyrene.

Both modes are forms of high-capacity transit, but differ in their physical and operating characteristics.

Modern Streetcars are electric rail systems that typically operate at street level in urban environments, usually in mixed traffic. They can operate safely and efficiently in existing travel lanes and are compatible with on-street parking and areas with high pedestrian traffic. Typically, Modern Streetcar operations focus on short trips and have station stops more frequently than on the existing 20-mile light rail starter line. Modern Streetcars are also used effectively as a tool to spur economic development. The modern streetcar will serve Tempe's largest employers and destinations, provide an additional transportation choice that advances community sustainability, and provide a seamless connection to the light rail starter line.

Bus Rapid Transit (BRT) is a form of advanced bus service that typically has less frequent stops than local bus, traffic signal priority and operates frequently throughout the day. BRT can operate in semi-exclusive right-of-way and/or mixed traffic on urban streets. By providing dedicated lanes to bypass traffic congestion, BRT can provide travel time-savings, flexibility in using the existing roadway network and can serve a variety of travel patterns.

FUNDING

The Tempe South High-Capacity Transit corridor is included in the Maricopa Association of Governments (MAG) Regional Transportation Plan. The plan provides regional Proposition 400 funds to build approximately two miles of high-capacity transit into south Tempe. Federal grant money would also be required to construct the project and operations would be funded by the city of Tempe. The Regional Transportation Plan also included separate funding for a BRT corridor on Scottsdale/Rural Roads. However, Proposition 400 revenue has drastically decreased in the recent economy causing funds for the Rural Road portion of the BRT corridor to be postponed beyond 2026. Funding remains available for the Modern Streetcar project scheduled to be in operations 2017.

PROJECT MILESTONES*



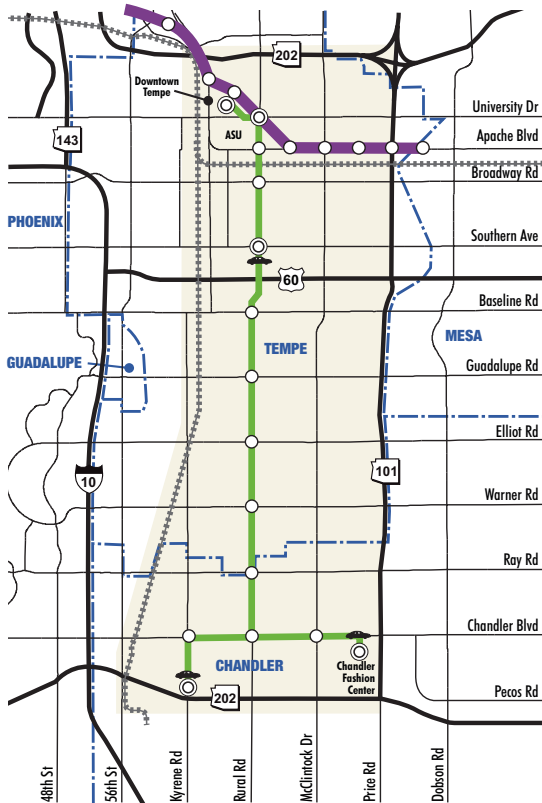
*Dates are approximate.

NEXT STEPS

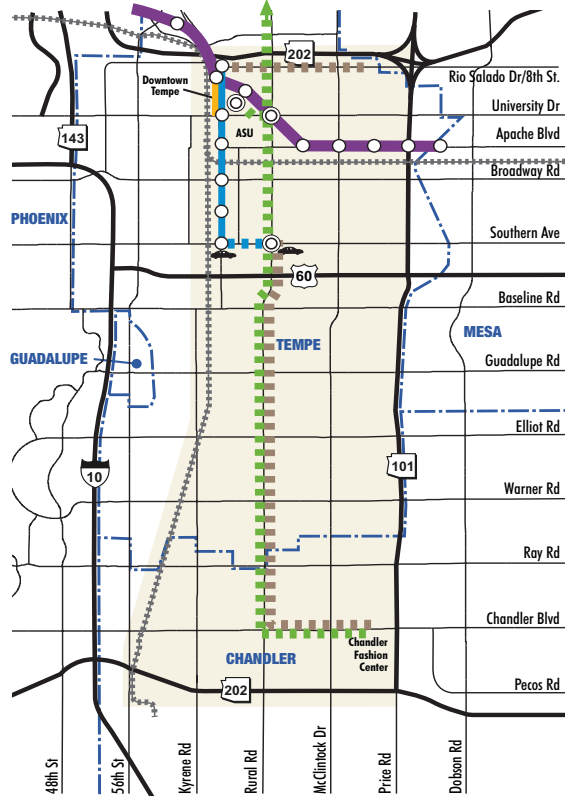
METRO and the cities of Tempe and Chandler continue to evaluate the Modern Streetcar based on federal evaluation criteria. Because there is no longer regional funding for Rural Road Bus Rapid Transit in Tempe and Chandler, this aspect of the study is moving forward as a recommendation for advancement when additional funding becomes available. The next project milestone will be to adopt a Locally Preferred Alternative (LPA) in fall 2010 that will define the specific transit technology and alignment for approval through a public process. The LPA will be followed by the environmental analysis and continued work with the Federal Transit Administration (FTA) to seek federal funding through the FTA Small Starts program.

Tempe South Preliminary Recommendations

Bus Rapid Transit - Rural Rd.



Modern Street Car - Mill/Ash Ave.



Note: This project no longer has dedicated funding in the regional plan.

LEGEND

- Light Rail Starter Line
- Bus Rapid Transit-BRT
- Modern Streetcar Mill Ave.-Phase 1
- Modern Streetcar Ash Ave.
- Station
- Study Area
- BRT Defined by Regional Plan
- Modern Streetcar-Future Phase
- Transit Center
- Union Pacific Railroad(UPRR)
- Possible Future Transit Connection

FOR MORE INFORMATION

For additional information or to be added to the Tempe South mailing list, please contact **Carla Kahn** at 602-744-5552 or ckahn@metrolightrail.org.

Additional information and updates can be found on the study website:
www.MetroLightRail.org/tempesouth

To receive information in alternative formats call 602-254-7245/TTY 602-322-4499.

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