Transit Modes

There are several types of transit considered during the planning process. The modes considered for a specific corridor will vary depending upon conditions, needs and opportunities unique to the corridor. Options can include:

**Express Bus**
Buses that make fewer stops and operate primarily on freeways during peak commute hours.

**Bus Rapid Transit**
A limited-stop bus service that provides faster service and travel times. Bus rapid transit can operate in exclusive corridors, high-occupancy vehicle lanes, on expressways or in mixed traffic on city streets. Bus rapid transit service can receive signal prioritization and feature quick, convenient fare collection.

**Modern Streetcar**
Streetcars operate on tracks typically mixed with auto traffic and are powered by overhead power lines. They differ from light rail in their vehicle size and single-car operation. Stations are also more frequent than light rail.

**Light Rail**
Light rail is powered by overhead power lines and travels in a dedicated guideway alongside vehicle traffic or in its own right-of-way. Light rail trains provide an extremely smooth and quiet ride, traveling at posted speed limits. A three-car train can carry as many as 600 passengers.

**Commuter Rail**
Commuter rail service typically uses existing freight railroad tracks and equipment. Stations are often five to ten miles apart and operation usually focuses on peak-commute hours with less frequent service during off-peak hours.

For more information on future transit corridors, please contact:
602.262.7433
info@valleymetro.org
valleymetro.org

To receive this information in alternative formats, call 602.253.5000/TTY 602.251.2039.

Para recibir esta información en formatos alternativos favor de llamar al 602.253.5000/TTY 602.251.2039.

For questions on or a copy of the Regional Transportation Plan, call the Maricopa Association of Governments at 602.254.6300. Download the plan from the MAG website at azmag.gov.
Planning Process

The planning process involves identifying options and refining plans for each of the future transit corridors identified in the RTP. The RTP outlines regional transportation improvements through 2034.

Valleymetro Rail identifies the options—potential transit routes and modes—through a formal study process known as an Alternatives Analysis. Community participation is an important part of the process, ensuring that residents, business owners, community groups and policymakers have the opportunity to provide their input.

The community involvement process includes public meetings, more focused briefings with stakeholders and presentations to policy boards and organizations. Typically, public meetings are held in an open-house format with an opportunity to ask questions and provide comment.

In addition to looking at various routes and transit modes, the Alternatives Analysis identifies the potential impacts of each option and establishes the goals and objectives that will guide the evaluation of the options.

Following the in-depth evaluation, a Locally Preferred Alternative—typically a single route and mode—is identified and carried through a public approval process. The project then continues with environmental analysis, design, construction and, finally, operation. The project development process can take approximately 12 years depending on the project mode and alignment.

Future High Capacity Transit Corridors

System Expansion

As one of the country’s fastest-growing metropolitan areas, the Valley of the Sun has a critical need for an expanded transit network.

The RTP identifies seven future high-capacity transit corridors. Valley Metro Rail determines the specific transit route for each corridor. Light rail, bus rapid transit, modern streetcar or another transit mode are examined to determine what will best serve the corridor. They are being built using local, regional and federal funds.

**Central Mesa Light Rail Extension:** A 3.1-mile extension from the current end-of-line, running east on Main Street through downtown Mesa to Mesa Drive. Scheduled to open in 2016.

**Northwest Light Rail Extension:** A 5-mile extension from the current end-of-line, running north on 19th Avenue. This extension will be built in two phases, with the first phase of 3.2 miles ending at Dunlap Avenue. Phase I is scheduled to open in 2016; Phase II in 2026.

**Tempe Streetcar:** The region’s first modern streetcar will run in the Mill Avenue corridor and on Rio Salado Parkway and/or Apache Boulevard. Scheduled to open in 2017.

**Gilbert Road Light Rail Extension:** A 1.9-mile extension that will travel east from Mesa Drive on Main Street to Gilbert Road. Scheduled to open in 2018.

**Capitol/I-10 Light Rail Extension:** An 11-mile extension running west from downtown Phoenix by the State Capitol area to the I-10 freeway ending at 79th Avenue. Scheduled to open in 2023.

**West Phoenix/Central Glendale Transit Corridor Study:** 5 miles, runs north from downtown Phoenix. Scheduled to open in 2026. Transit mode and route to be determined.

**Northeast Transit Corridor Study:** 12 miles, runs northeast towards Paradise Valley Mall. Scheduled to open in 2024. Transit mode and route to be determined.

**South Central Transit Corridor Study:** An evaluation of transit routes and modes that would serve the community between downtown Phoenix and Baseline Road along Central Avenue. Capital funding and schedule TBD.