

Valley Metro Rail Facts

Accessibility

Valley Metro's light rail system is fully accessible and incorporates the recommendations of a local Accessibility Advisory Committee. The system meets or exceeds all standards set by the Americans with Disabilities Act.

- ADA-compliant station entry ramps and two-foot-wide textured warning strips mark the boundaries between the sidewalk and the street, the street and station entrances, and the edges of the station platforms.
- Vehicle entrances are at the same level as the station platform, providing no-step boarding. Light rail vehicles use a hydraulic leveling feature to ensure that there are no vertical gaps between the vehicle and the station platform. The horizontal gap between vehicle and platform is approximately 2.5 inches.
- Four areas for wheelchairs in each vehicle and wide aisles accommodate wheelchairs. Wheelchairs do not need tie-downs on vehicles because the braking action is computer-controlled and smooth, even during emergency braking, and there is minimal lateral movement.
- Spoken and visual announcements at stations and inside trains.
- Braille and spoken instructions on fare vending machines and Braille signs at stations.
- Warning bells when the train begins movement.
- In the unlikely case of a power disruption, light rail vehicles can be easily pushed by Valley Metro crews to the nearest station platform to permit passengers to alight at the platform. Vehicle doors can be opened manually.

Advertising

- Valley Metro's system advertising program consists of vehicle wraps, vehicle ceiling decals, station wraps and station map kiosk posters.
- OUTFRONT Media is our advertising administrator and can be reached at 602.246.9569.

Airport

- Valley Metro Rail connects to Phoenix Sky Harbor International Airport at the light rail station at 44th St/Washington. From the station, passengers use the escalator to connect to the PHX Sky Train®, which transports passengers to all terminals and East Economy Parking.
- PHX Sky Train® is free to the public and runs 24 hours a day with predictable travel times, arriving at stations every three minutes during peak periods and delivering passengers to their destinations within about five minutes of boarding.

Art

- In an effort to enhance the urban landscape and beautify the communities, Valley Metro Rail features public art concepts at each station and select facilities.
- The Federal Transportation Agency encourages the inclusion of public art on light rail systems because of the ability to contribute a sense of neighborhood pride near stations.

Bikes

- Bicycles may be mounted on the inside of each rail car for passengers wishing to bike to the rail station nearest them. Four bike racks are available inside each light rail vehicle.
- Bike riders must load their bike into the rack or stand next to the bike, keeping aisles and doorways clear.
- Bike symbols on the outside of the train windows show riders which door is closest to the bike racks.

Bus Connections

- Valley Metro Rail service is coordinated with bus service to provide a seamless system of public transportation throughout the Valley. An All-Day transit pass or greater is good for both rail and bus. For bus schedules and trip planning, visit valleymetro.org.

Capacity

- Each light rail vehicle can seat 66 passengers and comfortably accommodate 175 people with a maximum capacity of 226. The light rail system can accommodate up to 12,000 passengers per hour, the same as a six-lane freeway.
- In FY16, Valley Metro served 15.6 million riders, resulting in an average weekday ridership of approximately 48,000.

Construction Cost

- The cost of the 20-mile starter line was \$1.4 billion including financing costs. Funding sources included a \$587 million federal New Starts grant, \$59 million from federal Congestion Mitigation and Air Quality funding and local tax dollars. The local funds are a mix of sales tax revenue from the cities of Phoenix and Tempe, general fund from Mesa and the county's Proposition 400 half-cent sales tax.
- The 3.1-mile Central Mesa Extension cost \$199 million. Funding sources included a \$75 million Small Starts grant, \$52.8 million from federal Congestion Mitigation and Air Quality and \$71.2 million in regional funds.
- The 3.2-mile Northwest Extension cost \$327 million and was funded by \$182 million in regional funds and \$145 million in local funds.

Operations Cost

- For FY15, Valley Metro Rail operations cost was \$31 million. Cost of operations is supported by rail member cities, passenger fares and advertising.

Employment

All Valley Metro job openings are posted online at valleymetro.org.

Events

- Valley Metro coordinates with local police and fire departments to move large crowds to and from facilities such as Chase Field, Talking Stick Resort Arena, ASU stadiums, and events such as the Tempe Block Party and Festival of the Arts. Staging areas are built into the system design and station platforms to accommodate the boarding of 600 passengers onto a three-car train within 30 seconds.
- Valley Metro partners with Talking Stick Resort Arena to offer Rail Ride, a program that allows passengers to ride light rail for free when attending events at the venue.

Extensions

As one of the country's fastest-growing metropolitan areas, the Valley of the Sun has a critical need for additional transit options.

- The *Regional Transportation Plan*, produced by the Maricopa Association of Governments (MAG), identifies seven future high-capacity transit corridors, creating a 66-mile system by 2034. It is Valley Metro's responsibility to determine the specific transit route for each corridor and examine whether light rail, bus rapid transit, modern streetcar or some other transit mode is best to serve these corridors.
- **Northwest Phase II Light Rail Extension:** The two-mile extension will extend west on Dunlap Avenue, north on 25th Avenue and across 1-17 near Mountain View Road. with a terminus on the west side of the freeway near Metrocenter Mall. It is scheduled to open in 2023.
- **Gilbert Road Light Rail Extension:** The 1.9-mile Gilbert Road project will extend light rail further east on Main Street from Mesa Drive to Gilbert Road in Mesa in late 2018/early 2019.
- **Tempe Streetcar:** The three-mile route extends from Rio Salado Parkway to the Marina Heights development, west to Mill Avenue, including a downtown loop on Mill and Ash avenues, and south to Apache Boulevard, then east to Dorsey Lane. It is scheduled to open in 2020.
- **South Central:** The South Central Corridor study area is 7th Avenue to 7th Street and Washington Street to Baseline Road. It is funded via a grant received from the Federal Transit Administration and with a local match from the City of Phoenix. It is expected to open in 2023.
- **Capitol I-10:** The Capitol I-10 light rail extension is eleven miles, from downtown Phoenix, through the State Capitol area, to approximately 79th Avenue and the I-10 West. It will be broken into two phases. Phase I will reach the Capitol area and is slated to open in 2023. Phase II, the remaining segment along I-10 to 79th Avenue, is scheduled to open in 2030. This is the Valley's first transit project within a freeway corridor.
- **West Phoenix Central Glendale:** The leading alternative is light rail, connecting to the existing light rail system at 19th Avenue and Camelback Road, continuing west on Camelback Road to 43rd Avenue, north to Glendale Avenue and west to downtown Glendale. Within downtown, the route would end in the vicinity of 58th Ave and Glenn Drive. It is scheduled to open in 2023.
- **Northeast Phoenix:** The 12-mile corridor is in the study phase. It will run generally along the SR 51 corridor north to the Paradise Valley Mall area. It is scheduled to open in 2034.

The corridors will be built using a variety of funds, including regional and city funds and federal grant money. Some bonding may be used to cover timing issues related to the receipt of federal funds. Planning costs are largely supported by the Maricopa County Proposition 400 half-cent transportation sales tax extension approved by voters in 2004.

For more information, visit the webpage for the extension in which you are interested:

valleymetro.org/gilbertroad

valleymetro.org/glendale

valleymetro.org/northeast

valleymetro.org/northwest2

valleymetro.org/capitol

valleymetro.org/southcentral

valleymetro.org/tempestreetcar

Fares

- Rail service is coordinated with bus to provide a seamless transit network for customers. Transit passes can be purchased at fare vending machines located at each station, online or from retail outlets valleywide.
- For detailed fare information, visit valleymetro.org.

Fare Enforcement

- Valley Metro Rail operates on a proof-of-payment system. Because light rail stations are dedicated to transit use only, you must hold a validated pass to be on the station platform. Valley Metro security officers regularly patrol the system and ask passengers at random for proof of payment. Violators are subject to fines ranging from \$50 to \$500 and can lose their transit privileges.

Hours of Operation and Frequency

Weekdays

- **Hours.** Trains begin the first full trip of the day at 4:30 a.m. Monday through Thursday from the end-of-line stations. The last full trip of the day begins at 11 p.m., arriving at the opposite end-of-line at midnight. On Friday night, service hours are extended; the last full trip of the day begins at 2 a.m., arriving at the opposite end-of-line at 3 a.m. Saturday morning.
- **Frequency.** Trains arrive every 12 minutes from 7:30 a.m. to 6:30 p.m.; all other hours, every 20 minutes.

Weekends and Holidays

- **Hours.** Trains begin the first full trip of the day at 5 a.m. from the end-of-line stations. On Saturday night, service hours are extended; the last full trip of the day begins at 2 a.m., arriving at the opposite end-of-line at 3 a.m. Sunday morning. On Sunday night, the last full trip of the day begins at 11 p.m., arriving at the opposite end-of-line at midnight.
- **Frequency.** Saturday trains arrive every 15 minutes and every 20 minutes after 7 p.m. through last trip; Sundays and holidays, every 20 minutes.

During special events, trains may operate more frequently, or for longer hours, to accommodate large crowds. Valley Metro Rail operates 365 days a year.

valleymetro.org
602.253.5000
TTY 602.251.2039



METRO & Valley Metro

- In 2012, METRO and Valley Metro merged to become one regional transit agency and adopted the Valley Metro brand. The agency is responsible for planning, building and operating both the light rail and bus systems in the region.
- Prior to the merger, METRO was a nonprofit public corporation by the cities of Phoenix, Tempe, Mesa, Glendale and Chandler.
- Two Boards of Directors set the policy direction for the agency with the intent of advancing the regional public transit system.

Noise

- The noise generated by a light rail train is comparable to the ambient noise level of street traffic. Valley Metro's noise management program includes automatic adjustments for the announcements on station platforms to match volume to the background noise at the time of the announcement. For example, the system will automatically increase volume if a truck passes by and decrease volume at night when the background noise is low. Platform speakers are positioned so that sound coming from each speaker does not have to cover a distance greater than the width of the platform itself.
- The train bell is 50 decibels, about the volume of a telephone ring. The train horn is used when needed to prevent accidents.

Park-and-Rides

Park-and-rides are monitored by security cameras, security officers and police patrols. No overnight parking is permitted. Cars left in lots more than 24 hours are subject to being ticketed and/or towed. Locations:

- 19th Ave/Dunlap: 415 spaces
- 19th Ave/Montebello: 794 spaces
- 19th Ave/Camelback: 410 spaces, 287 shaded
- 7th Ave/Camelback: 123 spaces, 77 shaded
- Central Ave/Camelback: 135 spaces, 90 shaded
- 38th St/Washington: 189 spaces
- Dorsey/Apache Blvd: 190 spaces
- McClintock/Apache Blvd: 300 spaces, inside Grigio Metro garage
- Price-101 Fwy/Apache Blvd: 693 spaces
- Sycamore/Main St: 802 spaces
- Mesa Drive/Main St: 448 spaces

Power System and Overhead Power Lines

- The overhead wiring system that provides electrical power to the trains consists of 750-volt high-voltage lines typically placed 16 feet above ground. These lines are not accessible to the general public and when they are lower than 16 feet, such as around overpasses, they are clearly marked. These power lines should be treated with the same respect given to electric company power lines.
- Traction power substations convert the higher-voltage power provided by the utility company distribution lines into lower-voltage direct current needed to operate light rail vehicles. A typical substation building is 20 feet wide by 40 feet long by 12 feet high. There are 21 substations evenly spread along the line that support the system.
- If the power goes out in a given area, the system is designed to maintain operations by using power from adjacent substations.

Rail Ride Program

- Valley Metro and Talking Stick Resort Arena have partnered to offer the Rail Ride program, which allows Talking Stick Resort Arena event tickets to be recognized as valid light rail fare on the day of the event.
- Tickets, including print-at-home tickets, must be in your possession when traveling light rail.

Route Description

- Begins at 19th Ave. and Dunlap.
- South to Camelback Rd.
- East on Camelback to Central Ave.
- At 1st Ave., southbound trains travel on 1st Ave.; northbound trains travel on Central Ave.
- East and westbound on Jefferson and Washington streets.
- Washington continues eastbound to Tempe Town Lake bridge in order to cross the lake.
- East on Third St. along the abandoned railroad track line to Sun Devil Stadium/College Dr.
- South to University, then southeast on Terrace Rd.
- East on Apache Blvd. until it turns into Main St. in Mesa.
- East on Main St., ending at Mesa Dr.

Rules of Conduct

Valley Metro policies and city transit ordinances protect the safety, security and health of our passengers. Violators are subject to fines ranging from \$50 to \$500 and may lose their public transit privileges.

- You may not eat on the train, although you may carry groceries. Beverages must be in a closed, spill-proof container such as a commuter cup.
- Customers using audio or video devices are required to use earphones.
- Alcohol and tobacco are prohibited.
- Federal regulations prohibit the transportation of flammable, explosive or hazardous materials.
- Vandalism or willful destruction of Valley Metro property is prohibited.
- You may not lie down on the seats or place your feet on them.
- Guide or service animals are permitted on the train. All other animals must be carried inside a completely enclosed and secured cage or carrying case small enough to fit on a rider's lap and must not endanger or disturb other passengers.
- Scooters and other mobility assistance devices are permitted on the train if they are electric. For safety reasons, gasoline-powered devices are not permitted on the train.

Safety Around Light Rail

Driving, walking and bike riding

- Never stop or park your car or bike on light rail tracks. Don't walk or stand on tracks.
- Stop on red. Make left turns only with a green arrow.
- Look both ways before crossing the tracks by car or bike. Pedestrians should cross only at crosswalks and obey the crosswalk signs.
- Never drive your car or ride a bike on the light rail tracks.
- Always look both ways when crossing the tracks and look for flashing train headlights and listen for warning bells and horns.
- The ends of a light rail train are identical. White headlights show a train approaching, red taillights show it moving away.
- Valley Metro Rail's overhead power lines are high voltage. Exercise the same caution you would around electric company power lines.
- Parents should hold the hands of small children when near light rail tracks and when on station platforms.
- Skateboarding, rollerblading and riding bikes on the tracks or on light rail platforms is not safe and is not permitted.

Safety and Security Design

Valley Metro safety measures

- Signalized intersections for pedestrians and auto traffic.
- Signage to warn motorists and pedestrians of the light rail tracks and approaching trains.
- Bells to alert passengers, pedestrians and motorists to trains arriving and departing at stations, or in crowded pedestrian environments during special events.
- Headlights and turn signals will flash when the audible warnings are initiated as a visual warning for the hearing impaired.

Passenger, station and parking security

- Closed circuit TV cameras at each station, park-and-ride and inside the vehicles, which are monitored by the central operations center.
- Security officers in uniform and plainclothes; police patrols of vehicles, station platforms and park-and-ride lots.
- Safety lighting at each station.
- Emergency call boxes at each station and at park-and-rides. Calls are answered by a Valley Metro dispatcher.

Speed

- Light rail trains travel at posted speed limits on city streets, to a maximum of 35 miles an hour. Average speed considering all stops and starts is approximately 22 mph.

Stations and Transit Centers

There are 35 light rail stations. Each is 300 feet long and 16 feet wide, and positioned either in the median or alongside outer curbs. Stations have tensile fabric for shade canopies and louvered shade panels to throw shade no matter the direction of the sun. Amenities include trees and plants, benches and drinking fountains, electronic display boards, security cameras and security phones, fare vending machines and bike racks.

STATION NAMES are the same as their location

- 19th Ave/Dunlap
- Northern/19th Ave
- Glendale/19th Ave
- 19th Ave/Montebello
- 19th Ave/Camelback
- 7th Ave/Camelback
- Central Ave/Camelback
- Campbell/Central Ave
- Indian School/Central Ave
- Osborn/Central Ave
- Thomas/Central Ave
- Encanto/Central Ave
- McDowell/Central Ave
- Roosevelt/Central Ave
- Washington/Central Ave
- Jefferson/1st Ave
- 3rd St/Washington
- 3rd St/Jefferson
- 12th St/Washington
- 24th St/Washington
- 38th St/Washington
- 44th St/Washington
- Priest Dr/Washington
- Center Pkwy/Washington
- Mill Ave/3rd St
- Veterans Way/College Ave
- University Dr/Rural
- Dorsey/Apache Blvd
- McClintock/Apache Blvd
- Smith-Martin/Apache Blvd
- Price-101 Fwy/Apache Blvd
- Sycamore/Main St
- Alma School/Main St
- Country Club/Main St
- Center/Main St
- Mesa Dr/Main St

Travel Times and Route Length

Approximate travel times:

- Entire 26-mile route: 85 minutes.
- For a detailed schedule, visit valleymetro.org.

Vehicles

Valley Metro Rail currently has 50 vehicles in its fleet with capacity to expand to 100 vehicles.

Features of the vehicles

- Four hanging interior bike racks.
- Space for four wheelchairs plus wide aisles to accommodate wheelchairs.
- Air conditioned to 74-78 degrees.
- 92 feet long. Weighs 101,000 pounds.
- Capacity: 66 seated, 175 total comfort capacity with a maximum capacity of 226.
- Can be linked into trains of up to three vehicles.
- Electrically powered using a 750-volt DC traction power system.
- Has two driver cabs, one at each end.
- Manufacturer is Kinkisharyo of Japan.

Vendors

- If you're interested in becoming a contractor or vendor, visit valleymetro.org and click on the links to the employment page or the procurement page.