Capitol/I-10 West Extension

January 2020 Public Meetings
Regional High-Capacity Transit System
Capitol/I-10 West Extension

• Addresses traffic capacity issues
• Connects to notable destinations
• Provides opportunities for community enhancement and growth
• Meets Valley Metro’s and City of Phoenix’s goal for a sustainable future
Early Events

1978:
- Interstate 10 (I-10) 50-foot median designated for future high-capacity transit (HCT)

1990:
- Last section of I-10 in Phoenix completed with reserved median

2000:
- Phoenix Transit Plan (Transit 2000) passed by voters in March 2000
Proposition 400 (2005)

- Maricopa County voters approve Proposition 400 (Regional Transportation Plan) to fund transportation and transit projects

- Prop 400 included the designation of an 11-mile high-capacity transit corridor along Interstate 10
2012 Approved Route
Route Alternatives Evaluated (Mainline)

Interstate 10 selected as the preferred mainline transit route due to:

- Consistency with existing plans
- Faster travel times compared to other options
- Fewer property impacts
- Lower overall cost
Route Alternatives Evaluated (Downtown)

Washington/Jefferson/18th Avenue/Van Buren selected as preferred downtown transit route due to:

- Connectivity to State Capitol and Downtown Phoenix
- Fewer property impacts
- Fewer traffic impacts
- Lower costs compared to other options
- Reduced impact to St. Matthew neighborhood
Schedule Changes:

- Capitol/I-10 West phased (Phase II postponed)
- Northwest Phase II and South Central extensions accelerated
Downtown Reevaluation (2017)

South Central Extension/Downtown Hub provided opportunity to re-examine State Capitol connection

- Prominent gateway between Downtown and the Capitol
- Greater access to residential uses and employment centers
Washington Concept B

LEGEND
- Valley Metro Rail
- South Central Extension/Downtown Hub
- Capitol/I-10 West Phase I
- Capitol/I-10 West Phase II
- Existing Station
- South Central Stations
- Station Area
Current Status

• Phoenix City Council directed city and Valley Metro staff in April 2019 to:
  • Develop a public hearings schedule to discuss high-capacity transit in West Phoenix
  • Consider other transit modes or commuter transit solutions for I-10 West segment
  • Examine funding for all potential options
  • Engage other West Valley cities to develop a regional approach
  • Evaluate extending service to Desert Sky Mall

• This process will take place through summer 2020
Potential Extension to Desert Sky Mall

- Consistent with future development goals
- Connects to key activity centers, increasing project ridership
- Increases project cost
Can the Project be Completed Sooner?

- Four scenarios, including the current project (light rail constructed in two phases) are being evaluated.

- Evaluation considerations include:
  - Phasing (timing for completing all or portions of the project)
  - Type of transit
  - Cost
  - Rider convenience (is a transfer needed?)
Next Steps

• Continue technical analysis and incorporate community input
• Continue community outreach
• Present refined options and results of analysis/input
  • Spring 2020 public meetings
• Present results/recommendations to Phoenix City Council (summer 2020)
Community Relations Contact

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