



Proposed Comprehensive Transportation Plan

MAY 2015

Phoenix Public Transit and Street Transportation Departments

FOR EDUCATIONAL PURPOSES ONLY

A New Approach to Transit and Streets

WHAT WE LEARNED:

Public transit and street conditions are interdependent. The Citizens Committee on the Future of Phoenix Transportation has determined addressing street infrastructure needs and funding is necessary.

HOW WE IMPROVED:

The original transit plan and T2000 tax primarily funded transit service. Now broader and more comprehensive, the transit plan has become a transportation plan with additional emphasis on street needs from street maintenance to new pavement, bike lanes, sidewalks and ADA accessibility.

What has been accomplished so far?

Since 2001, ridership has increased by 42% and....

- **20 miles** of light rail was constructed (**14.3 million** boardings in 2013)
- **\$7 billion** in economic development activities generated along light rail
- Local bus service with **extended hours** on weekdays, weekends, and holidays
- RAPID service carried almost **1 million** riders in 2013
- **5** circulators are running
- Dial-A-Ride service is **7** days a week
- Other improvements included more than **300** bus pullout bays, **234** miles of bike lanes, and **330** left turn arrows at intersections
- Passenger security and facility maintenance are upgraded
- The **Citizens Transit Commission** was created to oversee how the tax is spent

Serving a growing population

Population in Phoenix is projected to grow by 45% from 1,501,300 residents in 2010 to 2,198,000 residents in 2040. – *Maricopa Association of Governments*

Reducing traffic congestion growth and keeping Phoenix green and clean

For urban areas with rail, traffic congestion grows at a rate 42% lower than in similar urban areas without rail slowing the rate of congestion. – *Mobility Planning Associates*

Connecting destinations

35% of all transit trips either began or ended at work. Among those seeking work, one-third (33%) indicated that they could not have completed their trip without public transit services.

– *Valley Metro, 2010-11 Transit On-Board Survey*

Advancing the economy

To date in metro-Phoenix, the total development investment made along the current light rail line is approximately \$7 billion dollars – *Valley Metro*

In large urban areas, a 10 percent increase in regional congestion reduced employment growth by 4 percent. – *Texas Transportation Institute*

Saving you money

The average household spends 16 cents of every dollar on transportation, and 94% of this goes to buying, maintaining, and operating cars, the largest expenditure after housing.

– *American Public Transportation Association*



PHOENIX— A Livable City

One where walking, bicycling, and transit are safe, comfortable, and convenient modes of travel.

- Walkable streets that connect to transit
- Mobility choices
- Enhanced Dial-A-Ride service
- Better alternative transportation services for seniors
- Technology upgrades to provide real-time information

What Will The Transportation Plan Do?

- Triple current light rail miles
- \$40 billion estimated economic return on light rail investment
- Increase bus frequency by 70%
- Transit hours of operation increase by 20%
- Enhanced ADA/Dial-A-Ride service
- New asphalt for more than 680 miles of streets
- More than 1,080 bicycle lane miles and 135 miles of new sidewalks
- 2,000 new streetlights
- \$240 million for new roads and bridges

Proposed Comprehensive Transportation Plan



Maintain Current Service & Bus Expansion

- Extend bus service hours to match rail service hours
- Provide 15 minute peak frequency on half of bus routes
- Extend and add bus service to unserved major streets
- Extend and add new RAPID service
- Add new circulator service



High Capacity Transit (Rail, Bus Rapid Transit, or Streetcar)

- **Capitol/I-10 W Phase 1 & 2** — Connect existing rail to the Capitol and to the 79th Avenue Park-n-Ride.
- **South Central Avenue Rail** — Connect existing rail to Baseline Road.
- **Northwest Phase 2 Rail** — Connect existing rail to Metrocenter Mall.
- **Northwest ASU West Extension** — Connect Metrocenter to ASU West Campus.
- **Camelback Road** — Connect 19th Avenue and 43rd Avenue at Grand Canyon University.
- **Northeast Extension** — Connect existing rail to Paradise Valley Mall.
- **Downtown Streetcar** — Connect major commercial and employment destinations in downtown Phoenix.



Bus Rapid Transit

- **19th Avenue or 35th Avenue BRT** — 19th Avenue is the 3rd highest ridership route and 35th Avenue is the 6th highest ridership route. Both routes provide a north to south connection in west Phoenix.
- **Thomas Road BRT** — Connect 44th Street to 91st Avenue, the highest ridership bus route in the region.
- **Bell Road BRT** — Connect Scottsdale Road to 51st Avenue.
- **Baseline Road West BRT** — Connect Central Avenue to 59th Avenue and potential Loop 202.
- **Baseline Road East BRT** — Connect Central to Interstate 10.
- **24th Street BRT** — Connect Biltmore Fashion Park to Baseline Road, 4th highest ridership route.



Street Improvements

- **Enhanced Citywide Street Improvements** — Street upgrades focused on maintenance/repair and accessibility **INCLUDING** street overlay on 680 miles of roadway, a 33 year maintenance cycle for arterial streets, 1,080 new bicycle lane miles and 135 miles of new sidewalk.



Facility & Infrastructure Improvements

- All bus stops shaded, new facilities, customer service technology upgrades (reloadable cards, wi-fi, real-time trip planning), accessibility upgrades, security improvements, and compressed natural gas fuel infrastructure and solar installation.