



# 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)

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- **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

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- **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

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- **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

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- 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.