Phoenix Bus Rapid Transit

Live Virtual Public Meeting Transcript

Tuesday, November 10, 2020 | 5 PM – 6:30 PM

Meeting Host:

Good evening. I'm Terry Gruver, with the public involvement team. Thank you for joining us for this Bus Rapid Transit Program virtual public meeting.

Participants are joining us via their computers on Webex or through their phones and are currently muted. I'll describe the meeting format and how to participate in just a moment, but first, if you're having any technical issues right now, you may need to hang up or log off, then redial or reconnect. If that doesn't work, please contact Webex Help at 866.229.3239. That number is showing on your screen and, again, is 866.229.3239.

We're looking forward to your comments and questions this evening and after the presentation, we'll describe and display instructions for asking a question or making a comment. Keep in mind that after this meeting, you can continue to provide feedback by taking our survey anytime through December 18 on the BRT program webpage at Phoenix.gov/BRT. That's also shown on the screen, Phoenix.gov/BRT. Please note that this event is being recorded and will also be posted to webpage.

With me this evening is Sara Kotecki, the City of Phoenix Bus Rapid Transit Program Administrator, along with our consultant project manager, Matthew Taunton. Sara and Matthew will be giving us a presentation on the Bus Rapid Transit Program and answering questions after the presentation.

And now I will pass it over to Sara Kotecki.

Panelist, Sara Kotecki:

Thank you for the introductions Terry and welcome to the virtual public meeting for the Phoenix Bus Rapid Transit Program.

A lot of information will be shared today, but there are 3 things that we want you to take away from this presentation:

- First, we have a commitment to Phoenix residents to deliver Bus Rapid Transit also known as BRT
- Second, we have 6 strong potential BRT corridors that we will be discussing
- And finally, the Phoenix BRT program is in the public education and outreach phase

In 2015, Phoenix voters approved Proposition 104, creating the 35-year street and transit plan known as Transportation 2050 or T2050.

A primary objective of T2050 is to provide transportation solutions considering a future growth of 600,000-700,000 residents in the City of Phoenix.

For the city to be economically viable with that kind of growth, a higher percentage of people will need to utilize transit. Fortunately, transit is the most space efficient way of moving lots of people. And BRT was identified as a key component of T2050 to expand our high capacity transit network. Which means, Phoenix has a commitment to you to deliver bus rapid transit. The question is, how are we going to execute this? One of the first steps is to identify corridors that will create or form our foundation network.

BRT has been around for over 45 years; implemented in over 160 cities worldwide, including U.S. cities such as: New York; Los Angeles; Chicago and most recently, Houston, Texas.

BRT is different from the RAPID/Express bus service you may be familiar with. BRT serves major roadways, for all users, operating on a 12-hour daily peak. The frequency will be every 10 minutes, and the stops will be approximately every 1 mile. Also, BRT buses have a higher passenger capacity.

Compared to rapid and express buses. They service the park and ride locations. Typically, utilizing the freeways to go from the park and ride, to the downtown core. The users are specifically for the commuter traffic during that traditional AM and PM rush hour. The frequencies, depending on the route, is every 10 to 30 minutes. Also, they have very few stops in comparison to the bus rapid transit, and also their bus capacity for the rapid and express buses is lower than that of a BRT Bus.

BRT is a high capacity bus service that focuses on improved speed, reliability, convenience and the overall transit experience.

There are no universal standards for BRT and the upside to that is it can be planned and designed to best meet the needs of a specific community.

BRT has an opportunity to provide people with faster connections to key destinations such as job centers, healthcare facilities, schools and shops.

And there are common recurring elements found in successful BRT systems, and we'll talk about those, but keep in mind that the more elements that are incorporated into a system, the more robust the system will be and the more likely it is to succeed as in an effective, efficient transportation service.

So, the first element we'll talk about is enhanced stations. This could include, center or side stations; we would have wider platforms; level boarding, making it easier for people of all abilities to efficiently access the bus; large canopies or shelters to provide shade; seating and leaning rails; real-time information, letting riders know when the next bus will be arriving; and ticket vending machines.

Another element is custom buses. Custom buses would have low floors for level platform boarding. Typically, they are 60-foot articulated buses so that they have a higher passenger capacity (somewhere in the 100-125 passengers); multiple doors for faster entry and exit. We would have amenities such as USB chargers and also the ability to have bicycles on board the bus.

Advanced fare collection is when a transit rider pays before riding the bus and boarding the bus. We would do that with a mobile fair payment on your phone, reloadable smart cards or ticket validators.

Unique branding would differentiate this mode from other modes, such as the rapid.

There are two primary components in branding – nomenclature (which is the brand name) and the visual aspect (the logo and color scheme). Eventually, the city of Phoenix will be engaging the public in the process through online polls and contests to get people excited about this new transit service that's coming to the city.

There is the potential for dedicated lanes. Dedicated lanes separate buses from traffic, which helps increase the speed and reliability of a system. They can be implemented for a portion of the corridor or the entire alignment and can also be time specific where a bus would utilize a lane during certain hours of the day.

The City will evaluate the appropriateness of dedicated lanes based on existing right-of-way. There are areas where dedicated lanes would have minimal impact due to excess right-of-way.

The last two elements that I'll be discussing are transit spot improvements and these are tools to improve transit operations.

The first one is called queue jump lanes and they consist of an additional lane at an intersection, allowing buses to merge smoothly back into the regular through lanes, past the stopped vehicles. So, it essentially gives buses a head start.

The other transit spot improvement is called transit signal priority, and this modifies the normal signal operation process to better accommodate buses. So, we can extend the green time. We could shorten the red time. Transit signal priority also helps with saving fuel and contributes toward fewer delays.

The city of Phoenix Council and the Citizens Transportation Commission directed the City to reevaluate the initial corridors identified on the Prop 104 ballot. And also asked us to identify other potential corridors for consideration.

This is a data driven process, and we took a three-prong approach. We looked at transit propensity, which is demographic and socioeconomic data. We looked at transit performance, which is specifically ridership. And we also looked at a forecasting model, and based on those 3 factors, this map shows, the revised potential BRT corridors that rose to the top.

So, to get your bearings, the dark gray line on the map represents the existing light rail alignment. The gray cross hatching represents the future rail alignment. And the 8 locations that rose to the top for the east-west, starting at the North, is Camelback Road, Indian School Road Thomas Road, McDowell and then Van Buren. The north-south corridors, starting on the East, is 24th Street, 19th Avenue, and then 35th Avenue.

So, again, these 8 locations rose to the top, based on that transit performance, transit propensity and the forecasting model. And keep in mind that when I talk about a corridor, it could mean two streets, coupled together.

So, this program is brand new to the city of Phoenix, and we are starting out with a clean slate. And our ultimate goal is to identify our foundation network, which will consist of 3 corridors.

And think of it this way, this network will expand and extend to the outer reaches of the city over time. So, even though you don't see corridors on this map, south of Van Buren or north of Peoria Avenue, as the city Phoenix grows there is more demand. This system will build out and the network will grow accordingly.

Our focus for the foundation network were on those corridors that would be the most productive and that had the highest need and the highest demand.

And with that, I'm going to turn it over to Matthew, who will talk about transit performance, propensity and ridership.

Panelist, Matthew Taunton:

Thanks Sara. Good evening everyone. So, as Sara mentioned, we're going to talk a little more detail about the transit performance propensity and ridership book for local bus and the potential corridors. But before we dive in, I just want to let, you know, that all the maps and information that we're showing is available on the Phoenix website, which again is a Phoenix.gov/BRT again. That's Phoenix.gov/BRT.

So, let's start with kind of a Phoenix bus service 101. Many of you might not be aware, but Phoenix is by far the dominant transit provider in the region, over 2/3 of all transit boardings in the valley occur in the city of Phoenix.

And city of Phoenix, in the valley as a whole, we have a grid network that many transit systems aspire to, but traveling across the grid, particularly in a diagonal direction, can be improved because it's heavily reliant on rider transfers.

The other issue is the current bus network has plateaued in some corners. So, for example, we have routes in central Phoenix that have frequencies of 10 minutes, or less than the peak hour. Now, we could add additional frequency to those routes, but they'll probably be diminishing returns, unless it's packaged with some sort of transit infrastructure investment.

So really, our challenge in Phoenix is, how do we improve transit, speed and reliability to better meet that transit demand.

So, how do some of the potential BRT corridors compare to other successful projects?

Now, this chart shows projects from Kansas City, Minneapolis and Seattle, and the green lines on the chart shows the local bus ridership in the corridor before and then the orange line that shows the corresponding increase in ridership once BRT was implemented.

And as you can see, there was a substantial increase in ridership each of these corridors when BRT was implemented.

So, now, let's compare these projects, (you can just advance slide). Thank you now, let's compare these the project to some of the higher performing local bus corridors in Phoenix, and what you'll see is many of these local bus corridors of Phoenix, the ridership for that already exceeds that these other successful BRT projects and that means there's great potential for ridership in Phoenix.

So, transit ridership in this region, it's most often reported at the route level, and the transit performance metrics that are most often used, are what's called average daily boardings and boardings per revenue mile.

Now, we inventoried every bus route within the city of Phoenix, and this map shows, the routes that have the highest combined, average daily ridership and boardings per revenue mile.

So, while that ridership in this region is most often, reported at the route level, what we're really interested in is where people are boarding along the routes. Now you can imagine how many bus stops there are in the city of Phoenix. So, what we've done here is we've compiled all that boardings by bus stop data into one-mile arterial segments. And those segments in green on the map, those

are the segments that have the highest local bus ridership in Phoenix, and there's some common trends among these. These segments are typically on the routes to have the highest frequency and these routes oftentimes connect with light rail or other frequent service.

So, this next map, this shows, transit propensity, which Sara mentioned, these are the demographic and socioeconomic indicators of potential transit performance and demand and this includes things like population density, employment density, low income households and so on. And we have individual maps for all these categories. But what is shown here is a composite overlay of all these categories together.

Now, the darker the color or shading, that indicates the higher intensity or density of these categories and its these areas specifically that have the highest potential for transit demand.

So, now, if you overlay that ridership by segment that I showed you earlier with the composite, transit propensity map, shown on the last slide, you'll see that most of the highest ridership segments in Phoenix overlay with the areas of the highest transit propensity. And this is a good thing, because it shows that the current local bus network in Phoenix is serving the areas that have the highest potential transit demands.

So, using this transit propensity and performance data, we again identify the eight corridors shown on the map and these are the same corridors that Sara reviewed with you earlier.

We then prepared detailed ridership forecast for each of these corridors. And we presented the results of this information at a technical workshop, that was attended by city of Phoenix staff and departments, Valley Metro, Maricopa Association of governments, or MAG, and ADOT.

The next step was we then optimized the BRT corridors based on feedback at that technical workshop. And we did so the BRT corridors function, more like actual bus routes, you know, they had things like logical endpoints, such as transit centers. We also combined several of the corridors together to improve connections and then minimize rider transfers.

And this resulted in the 6 that are shown on the map, and we'll go through each of these corridors on subsequent slides. And for each of these, we list the corridor end points, the corridor distance and the corresponding ridership forecast.

The first corridor we are showing is Camelback and 24th Street. This corridor starts at the Desert Sky Transit Center then travels north on 75th Avenue to Camelback, east on Camelback to 24th Street, then south on 24th Street where it terminates at the future SkyTrain station at 24th Street and Buckeye, that’s currently under construction. And it should be noted that his corridor shares a border with the city of Glendale west of 43rd Avenue.

Our next corridor is Indian School and 24th Street. This corridor also starts at the Desert Sky Transit Center then travels north on 75th Avenue to Indian School, east on Indian School to 24th Street, then south on 24th Street where it terminates at the future SkyTrain station at 24th Street and Buckeye.

Our third corridor is Thomas and 44th Street. It also starts at the Desert Sky Transit Center then travels directly east on Thomas across the city of Phoenix, to 44th Street, then south on 44th Street and terminates at the SkyTrain station on 44th Street and Washington. There's also a light rail station at that location.

Our fourth corridor is McDowell and 44th Street. And this corridor is much shorter than some of the other corridors because it starts at 35th Avenue instead of the Desert Sky Transit Center. It does so, because this is the location that it would overlap with the future Capitol/I-10 West light rail extension and Sara mentioned earlier that the gray cross hatching on the map, shows those future light rail extensions to the city of Phoenix. But this corridor starts at 35th Avenue on McDowell and travels east on McDowell to 44th Street, then south on 44th Street to the existing SkyTrain station at 44th Street and Washington.

Our fifth corridor is 35th Avenue and Van Buren. This corridor starts at the Metrocenter Transit Center then travels south on 35th Avenue to Van Buren and east on Van Buren to Downtown Phoenix. This corridor includes a sub option and those are shown in dashed lines, which uses 19th Avenue instead of 35th Avenue, south of Camelback.

Our sixth and final corridor is 19th Avenue and Van Buren. This corridor starts at the Sunnyslope Transit Center then travels south on 19th Avenue to Van Buren and east on Van Buren to Downtown Phoenix. Now this segment that's North of Montebello that overlaps with the existing light rail line and therefore is shown as a sub option in the dashed red line.

So, the ultimate goal, as mentioned, is to select BRT corridors that form our BRT foundation network. So, what makes a good BRT network scenario? In general, there are a few best practices we should follow.

I'll go over them now. In general, we want good geographic coverage and spacing and that typically means a minimum of 2 mile spacing between cores.

We also want the corridors to ideally intersect with other corridors, and we want to connect to light rail and as much frequent, local bus service as possible.

And finally, we want termini or end points that are also logical origins and destinations, places like transit centers.

So, based on that, what are some of their potential network scenarios? So, we've developed four potential scenarios using those best practices that I just described on the previous slide and we'll toggle through them here.

We also have a slide that shows all 4 side by side. So, our first network scenario that's shown here is Camelback/24th Street, Thomas/44th Street, and 35th Avenue/Van Buren.

Our 2nd, network scenario is Camelback/24th Street, Thomas/44th Street, and 19th Avenue/Van Buren.

Our 3rd scenario is Indian School/24th Street, McDowell/44th Street, and 35th Avenue/Van Buren, and you can kind of see a trend here.

And then our 4th and final scenario, is Indian School/24th Street, McDowell/44th Street, and 19th Avenue/Van Buren.

So, as I mentioned this slide shows, the comparison of all four BRT network scenarios, side by side, and you can see that they each had slightly different geographic coverage and transit connections.

And the purpose of this is we show these network scenarios to provide further context for each of the potential six BRT corridors, and with that, I'm going to pass it back to Sara to close out the presentation.

Panelist, Sara Kotecki:

Thanks Matthew. We have a fantastic opportunity in front of us – we are working towards bringing BRT to the 5th largest city in the US.

The program, as I mentioned earlier, is in the middle of the public education and outreach phase.

We have, once this completes, through the end of this calendar year, we're going to go back to Citizens Transportation Commission and the city council with a staff recommendation for the potential network foundation.

And we have a web page Phoenix.gov/BRT. We have a lot of great information on that page. We have a 101 video, a fact sheet, frequently asked questions and answers, upcoming meeting information, we also have a link to a virtual presentation essentially, the presentation that we're giving you this evening, and our survey. And the survey is really important.

We ask that everybody, if you haven't done so already please take a moment and go to Phoenix.gov/BRT and take the survey because this feedback, we want to hear from you. The

feedback that we gather from the survey will help us form our staff recommendation moving forward. So again that's Phoenix.gov/BRT

And I'd like to thank everybody for your time and I'm going to turn it back over to Terry to start the question and answer portion of the meeting.

Meeting Host:

Thank you, Sara! So, as Sara mentioned, the website will be accepting comments anytime.

So, if you don't have a chance to get your comment in this evening, or you're not able to stay with us for the rest of the meeting, please go to the website and provide comments to us. We are very interested in hearing your thoughts.

So, as we begin the question and answer portion of the meeting, if you are using Webex, you can raise your hand to verbally ask a question, or you can use the Q and A function to type in a question or comment. The project team will answer your questions either way that you submit them. All of these Webex instructions are showing on your screen.

If you're joining by phone, it's a little bit easier you could just need to press star 3 if you'd like to ask a question or make a comment and this gives us a hand raised signal. And when it is your turn to speak, we'll call on you, your line will be unmuted and you'll hear that, and when you're finished speaking, we just ask that you press star 3 again, to remove the hand raise signal, so that so that we know that we have addressed your question.

Again, those instructions are showing on the screen. And we will go through the questions and comments in the order in which they're received.

If we have any outstanding questions or comments excuse me one second, if we have any, that are outstanding that we're not able to get to, you can use. We will post those, I'm sorry, at the end of the meeting, we'll post them along with the responses in the public meeting summary. That will be emailed to meeting participants and available on the website again.

This is being recorded and so the recording is also available on the website as well as the transcript of the Q and A.

So, a couple of reminders, if you're having technical issues, contact, Webex help, you'll see that phone number. It's listed up there on the top right-hand corner of the screen. The number, if you're calling in is 866.229.3239.

So, Kristi Shepherd with our public involvement team is managing the questions queue. I know that we do have a couple of questions that have already come in. So, Kristi, are we ready to begin.

Meeting Producer:

Yes, we are ready so let's go ahead and start with our hand raised Ryan Boyd. I see that your hand is raised. I'm going to go ahead and unmute your line and you now have the opportunity to speak.

Attendee:

Thank you so much. I'm Ryan Boyd. I live in the Oakland neighborhood, just downtown Phoenix, and I also serve with Urban Phoenix Project and I have two questions real quick. One, is, I've heard that South Phoenix has a lot of high transit use. It seems weird to me, that we don't have any lines within South Phoenix and then the second question is I know there's lots of conversations about different characteristics of bus rapid transit, particularly noted that there's organizations like Institute for Transportation Development Policy that list a lot of the ones you said as pretty much requirements for bus rapid transit. Are there any of those characteristics that are for sure going to be included within the city of Phoenix's plan? Thank you.

Panelist, Matthew Taunton:

Thanks, Ryan, for the question. We appreciate that. We'll kind of answer these in order.

So, the first question was about, whether or not any lines have been considered in South. So just to kind of recap the process that we followed. Our entire analysis was based on two things. One, it was a detailed look at existing transit performance and propensity in the city of Phoenix.

And then we also looked at forecasted ridership and kind of if you recall that summary map, I showed that showed ridership by segment. We really tried to focus on the segments that have the highest performing ridership in the city today. And it just turns out that most of those segments are more centrally located, but we did inventory every segment within South Phoenix and the city as a whole. I do think there are a couple other factors worth considering. Obviously, your familiar, I'm sure, with the South Central light rail extension, that will take light rail south to baseline, similar to what we saw when the Northwest extension light rail open. It had a profound effect on how local bus service functioned.

Typically, there's kind of a draw factor to light rail and so we would anticipate when South Central opens that maybe many of those east-west routes, such as, you know, Southern or Broadway, and so on, may see an increase in corresponding ridership.

So, it's not to say that couldn't be considered in that area in the future. It just based off the current metrics we looked at. Now, it didn't rate as highly, but the other thing to mention is that both the north-south corridors that, or excuse me, all of the north-south corridors that are being considered,

they all could be extended further south in the future. There's nothing physically precluding extending farther south in the future.

The 2nd question was about the characteristics and the requirements of BRT, and maybe what city of Phoenix is looking at, versus what are sort of, the national or international standards. And as Sara mentioned there is no universal standard for BRT. And that's one of the things that makes it really attractive, because it can be designed to best meet the need of the community. And in this case, we're trying to right size it according to Phoenix. I do think there are some common elements that are given and I'll kind of go over them. So, one would be we anticipate that we would have larger vehicles. So, at a minimum, we'd have 60-foot articulated buses in the corridor, and we'd assume that those buses themselves would have three doors to facilitate that rapid boarding. We also assume that we're going to have an off-board fare collection of some sort using this new regional fare collection system that the city of Phoenix is developing.

And then, we think a lot of the other standard suites improvements things like level platform, boardings, or other transit speed and reliability improvements, such as queue jump lanes or transit signal priority are all, I think, pretty much a given. The main factor would be the potential for dedicated lanes. Phoenix has a very different cross section, depending where you are within roadway, and the primary I guess, delay the transit vehicles experience today, is the delay that occurs at intersections. So, the treatment to improve it isn't universal, but we're going to be trying to basically add those transit spot improvements at the locations that warrant them.

Meeting Host:

Thanks, Matthew. We did have another question that came through during the presentation. The local bus route underlies the BRT route in each corridor, correct?

Panelist, Matthew Taunton:

That is correct yes. The policy that we're following, is similar what was done for light rail. So, if you're familiar with light rail, as it operates on Central Avenue, there's light rail that operates in the center the roadway. And then you also have the route zero, which is sort of what we call the underlying service that operates with kind of a shorter stop spacing every quarter mile or so. We're taking the same approach for BRT. So, if you were to take any of these corridors, let's pick 35th Avenue. So, if BRT is implemented on 35th Avenue, it would likely have that longer stop spacing. It maybe stops every one mile or at certain locations, half mile. But the route 35, the underlying service, it wouldn't go away it just likely would operate with less frequency in the future. And sort of the standard, there's no formal policy, but the general standard that this region follows is that underlying service would be roughly every 30 minutes and serve those quarter mile stops. Whereas

the BRT, which is the overlay service, would be much more frequent, every 10 minutes, and then serve the longer distance stops. Like every one mile.

Meeting Host:

Thank you, Matthew. Kristi do we have any other calls coming in, any the other hands raised? It doesn't look like we have any other hand raised at this time. Okay, just a reminder the instructions that are listed there for raising your hand. The, uh, Webex, and also, if you're on the phone. And we can toggle back and forth between those instructions. So, you can, you can take a look and see how to submit a question or comment. And again, through the website any time Phoenix.gov/BRT while we wait for any additional questions or comments.

Let's just go through a couple of other kind of interesting questions about BRT, Matthew. Maybe you could describe some, go over the typical elements of BRT. I know you've mentioned a little bit of that in your presentation, but maybe just give us some highlights there?

Panelist, Matthew Taunton:

Sure, sure. Yeah so, the typical elements that are included in BRT are again, we oftentimes talk about the stations themselves, so these are the stations, you know, more similar to a light rail station than a local bus stop. Meaning that they would have sort of enhanced amenities. They'd have a raised platform for level boarding. We would also have custom buses again. I mentioned kind of that 60-foot articulated bus. Everything about the bus we set up to kind of facilitate that rapid kind of ons and offs. We would also have the fare collection system that I mentioned off-board fare payment, mobile payment validators, things like that. You pay very similar to light rail where you pay before you get on board.

Then we'd have those transit speed and reliability improvements that Sara mentioned. Things like queue jumps and transit signal priority and then, finally, we'd also have the potential for dedicated lanes. You know, there's a lot of areas within the corridors today where there is excess right of way and then there are other areas where it might be a challenge at intersections to figure out a way to improve the transit speed and reliability. So, it's just, it's really going to vary where along the alignment specifically. Those are just kind of the high-level.

Meeting Host:

Thanks Matthew. Also, a reminder if you're calling in, you just press the star 3 and that will give us a hand raised signal. We'll call on you and your phone will be unmuted. You can ask your question then when you finish, you can press start 3 again and That'll remove the hand raised signal.

Any other questions Kristi?

Meeting Producer:

Nope, we don't have any additional questions at this time.

Meeting Host:

Okay, well, let's put Matthew back to work here. Let's see how about if you could just describe or reiterate the benefits of BRT and maybe Sara wants to jump in on this one as well.

Panelist, Sara Kotecki:

Sure, I can take that one Terry. So, there are many benefits of BRT for a fast-growing city like Phoenix. They include faster and more frequent service. Service is often 20 to 25% faster than the local bus service. Increased cost efficiency, you can reduce operating costs by stopping less often, thus increasing the travel speed of the vehicle. This reduces the number of vehicles needed to adhere to headways or frequencies on a route. Also, reduced travel delays; BRT can benefit transit users by removing the bus from mixed traffic and congested areas and keep passengers moving. And lastly, shorter construction schedule for BRT. Construction is generally limited to the location of the station with most of the improvements being intersection signal work and street signage and striking.

Thanks Sara.

Meeting Host:

So, we have a question that has come through the Q and A, the question is: Good evening. I live close to the light rail station on 19th Avenue and Northern crime in the area has increased exponentially since the light rail came into existence. Will the BRT further contribute to crime and how is the city addressing this issue?

Panelist, Matthew Taunton:

Sure, thanks. Thanks for the question. In general, when we plan, design, construct and ultimately operate transit projects, we really want to focus on basically, crime prevention through environmental design. So, everything we do with the system, we want to do so being cognizant of its potential impact to the areas surrounding, and the areas around it. We also want to focus on the experience of the riders themselves and so there definitely are some best practices. But, in terms of the actual specific elements, a lot of those won't be determined until the 3 corridors are identified.

So, once we identify our foundation network, and those 3 corridors, we will then move into what's called the detailed corridor planning phase and it would be at that time that we would then focus on, for example, where are the station locations specifically. You know, what does the scale of these

stations? You know, what are the elements in terms of safety and security? You know do they have close circuit TV cameras?

I mean, what other features do they have, all those things will be incorporated during the corridor planning and there will be a detailed public outreach process that accompanies that. So, when we get to that, that part of it, we would welcome your feedback specifically.

Thank you for that question.

Meeting Host:

Just a reminder you can raise your hand using Webex or you can use the Q and A function. If you're joining the phone, just press star 3, and that will raise your hand. Any other questions Kristi? No, we don't have any questions at this time. Okay comments, you can provide comments any time at Phoenix.gov/BRT. And let's go back to some of our FAQs. How will BRT, accommodate different abilities?

Panelist, Sara Kotecki:

I can answer that one Terry.

So, BRT provides improved accessibility for passengers of all abilities, including features, such as level boarding, which we've mentioned enhanced passenger amenities at stations, more doors on the buses. We've mentioned more than likely three doors on the bus for better entry and exit. And also, more room for circulation within the bus itself.

Meeting Host:

All right, thank you so much. Any other questions. Do we have anything Kristi?

Meeting Producer:

I don't see any additional questions at this time.

Meeting Host:

Okay, apparently your presentation with Sara and Matthew is very comprehensive. I'll throw one more question out there. Let's talk a little bit about, um, since we were talking about accommodating different abilities, how will BRT accommodate the cycling community.

Panelist, Matthew Taunton:

Yeah, I can answer this one. So, in general, they have the ability to accommodate bicycles in two places, either on the front of the bus, or inside the bus. That trend kind of nationally is to move

towards allowing users to bring bicycles on the bus. And there are a couple of different ways that that's accommodated. Typically, they have vertical hangers that are kind of similar to what's on light rail today. And so that would be the predominant way that we would accommodate bicycles on onboard the vehicles. But one of the really important things is, how do we connect our network with the rest of the bicycling network in the city of Phoenix? And there are some things that we've looked at. A lot of these BRT corridors, they crossed the Arizona canal or other locations that have a lot of cycling usage. There's also a lot of corridors that are maybe the one mile arterial per se, but I do have a high cycling, number of cyclists on it. So, an example would be like 15th Avenue, so any of our east-west corridors could connect with basically a 2nd round on 15th Avenue. So, again, the actual details of that are going to really depend on what are 3 corridors are selected as part of the foundation network. But it is a core component of our planning effort.

Meeting Host:

Great. Thank you. Matthew. I don't see any new questions in the Q&A, Kristi do you have any through the phone?

Meeting Producer:

Nope, no additional questions. Okay.

Meeting Host:

Maybe, Sara, if you could describe how is funded.

Panelist, Sara Kotecki:

All right so is funded through the voter approved T2050 or the Transportation 2050, as we've talked about earlier. And then eventually when we get to the implementation of the BRT, we will have a discussion about pursuing federal funds or utilizing local funds. And that will again be a future discussion we will have.

Meeting Host:

All right. Thanks, Sara. No additional questions coming through? Kristi, did you see any in the hand raised?

Meeting Producer:

No, no additional hand raised questions.

Meeting Host:

Okay, well we thank everybody for joining us. Your input is very important. We certainly appreciate you taking the time to learn more about the program and to provide your feedback. Again, a recording will be available posted to the webpage Phoenix.gov/BRT. That's also where you can continue to view information, you can take a survey about the program. If you don't have computer access, if you're calling in, if you need a hard copy of the survey, just contact us, you can reach us at 602.256.3531 or 7-1-1. As a reminder, survey responses are being accepted through December 18th on the web page. And thank you again for joining us, we very much appreciate it go to visit the web page and have a great night. Thank you.