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

**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
- Better alternative transportation services for seniors
- Technology upgrades to provide real-time information

**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
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.