During the next 20 years, the population of Phoenix will grow by more than 600,000—an increase of nearly 50 percent over the city’s current population. By the year 2020, a staggering 4.5 million people will reside in surrounding Maricopa County. That’s only slightly less than the current population of the entire state! Given this incredible growth, and that no new freeways are planned for the city, public transit will play an increasingly important role in meeting our daily transportation needs.

Recognizing this, a 26-member citizens’ transit committee, with the support of the mayor and City Council, has developed a public transit plan that is both comprehensive and forward looking. It is designed to protect and enhance the quality of life that has made Phoenix the nation’s sixth largest city. The Transit 2000 plan, which calls for expanded bus service as well as the introduction of light rail service, will be the subject of a referendum to be held on March 14, 2000.

Public input was vital to ensuring that this plan will meet the needs and aspirations of our citizens. Surveys were taken at ten public meetings held throughout the city. In addition, 48,000 households were randomly surveyed, and 3,600 residents responded to surveys mailed with their water bills. As you can see in the three charts on this page, the results show strong support for increased and improved public transit services. Respondents in both the household and water bill surveys considered light rail to be the most important part of the plan, at the same time acknowledging that improved bus service will be essential to light rail’s success. Though participants at the public meetings ranked increased local bus service as their top priority, fully 60 percent also supported developing a light rail system.

This brochure describes the various elements of the Transit 2000 Plan—how they will work together, how much they will cost, how they will be paid for, and when they will start to benefit our community.
Local Bus Service
$2.515 billion: 52% of 20-year program total
(See map on page 4)
- Regular bus service on all major streets across Phoenix—south of Deer Valley Road and north of Chandler Boulevard—and to the city's east and west boundaries.
- Every route operates seven days a week beginning in the first year.
- Service 5 a.m.–midnight, Monday–Saturday; and 6 a.m.–10 p.m., Sundays and holidays.
- Target of at least 15-minute peak frequency (5–9 a.m. and 3–7 p.m.) and 30-minute off-peak frequency.
- Aggressive improvements in first five years.
- Fleet increases by 150 buses; all powered by natural gas; 100 additional buses in first five years.
- Capital costs included: additional transit stop shelters, as well as additional and replacement buses, transit centers, and new maintenance facility.

Dial-a-Ride Service
$336 million: 6% of 20-year program total
- Curb-to-curb service seven days a week for seniors and persons with disabilities as required by federal law.
- Weekday and Saturday service 5 a.m.–midnight; 6 a.m.–10 p.m. Sundays and holidays.
- Service doubles in first year; number of vehicles increases from 60 to 100, plus extended hours; additional increases each year thereafter.
- Capital costs included: additional and replacement vehicles.

Bus Rapid Transit
(express bus service)
$160 million: 4% of 20-year program total
(See map on page 5)
- Begins in the third year, as soon as new equipment is available.
- Operates four hours during peaks (5–9 a.m. and 3–7 p.m.).
- Service every 10–15 minutes (average of 40 trips per day per corridor).
- Uses HOV lanes on freeways.
- Capital costs included: additional buses, park-and-ride lots, fare-dispensing equipment, and signal priority treatments.

Public transit is the only means of transportation for many seniors and persons with disabilities.
**Light Rail**

*Rapid Transit*

$1.654 billion: 34% of 20-year program total  
*(See map on page 5)*

- Powered electrically.
- 2-track, all-day operation (5 a.m.–midnight).
- Operates mainly at street level, in its own lane, separate from auto traffic.

**Limited Stop Service**

*$61 million: 1% of 20-year program total*  
*(See map on page 3)*

- Demonstration project to operate during peak hours, with service every 20–30 minutes, in addition to local bus service. Will be extended to other routes if successful.
- Implemented on two local bus routes to provide faster service for the longer distance commute trips; stops at major mile streets only.
- Capital costs included: additional and replacement buses.
- Recommended routes: Bell Rd. and Camelback Rd.

**Transit 2000 provides funding for light rail in Phoenix. The Federal government will share half of the cost of light rail.**

- One- to three-car trains.
- Stations about every mile.

**Timeline:**

- 2006 Airport through downtown to Chris-Town.
- 2010 to Metrocenter.
- 2016 additional 7–10 mile rail line (location depending on travel demand).
- 24 miles in the first 16 years.

- Capital costs included: rail cars, track, stations, power supply, and a maintenance facility.

**Contingency:** Approximately 5% of the cost of providing the proposed service levels has been set aside to cover any unexpected or unanticipated cost increases.

**Other Transportation Improvements**

*$44 million: 1% of 20-year program total*

- 500 additional bus pull-outs.
- 100 additional miles of bike lanes and related facilities.
- Left-turn arrows at all major intersections.

**Neighborhood Mini-Bus Service**

*$54 million: 1% of 20-year program total*  
*(See map on page 4)*

- Demonstration project in two locations: Ahwatukee and Desert Foothills. Will be extended to other areas if successful.
- Smaller vehicles to circulate in neighborhoods to transport passengers to local bus service.
- Capital costs included: additional and replacement vehicles.

**Support Services**

*$115 million: 2% of 20-year program total*

Includes passenger security systems, operations support, planning, contract monitoring, passenger facility maintenance, and customer communications.

**Citizen Transit Commission**

The Transit 2000 Citizen Transit Committee felt strongly that a Citizen Transit Commission should be established to monitor the expenditure of funds during the 20 years of the tax. This is to ensure accountability to the public for transit expenditures.

*Public transit gets thousands of people to work every day, and allows commuters transportation alternatives.*
City of Phoenix Local Bus Service with Limited Stop and Neighborhood Mini-Bus Service

- Pinnacle Peak Rd
- Deer Valley Rd
- Beardsley Rd
- Union Hills Rd
- Bell Rd
- Thunderbird Rd
- Cactus Rd
- Peoria Ave
- Olive/Dunlap Ave
- Northern Ave
- Glendale Ave
- Bethany Home Rd
- Camelback Rd
- Indian School Rd
- Thomas Rd
- McDowell Rd
- Van Buren St
- Buckeye Rd
- Lower Buckeye Rd
- Broadway Rd
- Southern Ave
- Baseline Rd
- Dobbins Rd

Legend:
- Limited stop service
- Neighborhood mini-bus service area
- Local routes with longer hours and weekend service
- Local routes with longer hours, weekend service, and more frequency
- New routes and routes extended to new areas
- Local service outside Phoenix (paid for by other cities)
- Phoenix city limits
- Existing preservation areas
Why is Bus Rapid Transit Included in the Plan?

- A comprehensive network can be implemented in three years—more quickly than any other form of rapid transit.
- Special buses designed for commuters will offer new and attractive choices for peak hour trips to and from Central Phoenix.
- Faster connections to other transit services, to the village cores, and to many popular destinations.

City of Phoenix Light Rail Rapid Transit

How Was the First Light Rail Corridor Selected?

- Corridor has highest travel demand.
- Highest demonstrated bus ridership.
- Highest employment concentrations.
- Good residential base.
- High student population.
- Highest concentration of special event facilities.
- Potential for connections to other cities.
Did you know . . .

- The City of Phoenix is currently served by 36 local bus routes and 19 express bus routes.
- During weekdays, the City of Phoenix averages approximately 120,000 boardings per day.
- Last year there were 32 million boardings on City of Phoenix bus routes.
- During the morning rush hour, the average bus in Phoenix fills to 104% capacity. More people are riding than there are seats available.
- City of Phoenix buses board the same number of people annually as board airplanes at Sky Harbor International Airport (32 million).

FOR MORE INFORMATION CALL 602-262-7242

Public transit is used by thousands of students each day.

City of Phoenix Public Transit Dept.
302 North First Avenue, Suite 700
Phoenix, AZ 85003

This is the Phoenix Transit Plan
ELECTION MARCH 14, 2000