

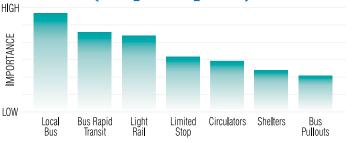
The Phoenix Transit Plan

Why and How the Transit 2000 Plan Was Developed:

uring 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.

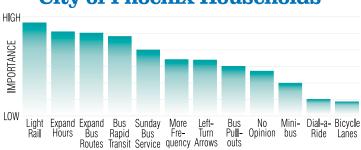
Transit 2000 Public Meetings (330 participants)



79% FAVORING OVERALL PLAN

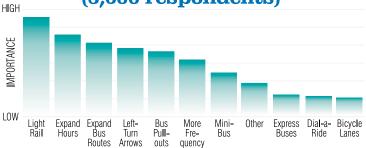
ublic input was vital to ensuring that this plan will meet the needs and aspirations of our citizens. Surveys were taken at ten public meetings held throughout the city. In addition, 48,000 households were randomly surveyed, and 3,600 residents responded to surveys mailed with their water bills. As you 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.

Survey of 48,000 City of Phoenix Households



73% FAVORING OVERALL PLAN

Water Bill Survey (3,600 respondents)



72% FAVORING OVERALL PLAN

his 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.



The Phoenix Transit Plan

LOCAL FUNDING:

- 4/10 of a percent sales tax (4¢ on a \$10.00 purchase)
- 20 year life of tax

FEDERAL FUNDING MATCH:

(If plan is approved by voters)

- Estimated \$600 million for light rail
- Estimated \$200 million additional for bus

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-andride lots, fare-dispensing equipment, and signal priority treatments.



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

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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.



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.

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.

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.

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



Public transit gets thousands of people to work every day, and allows commuters transportation alternatives.

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.

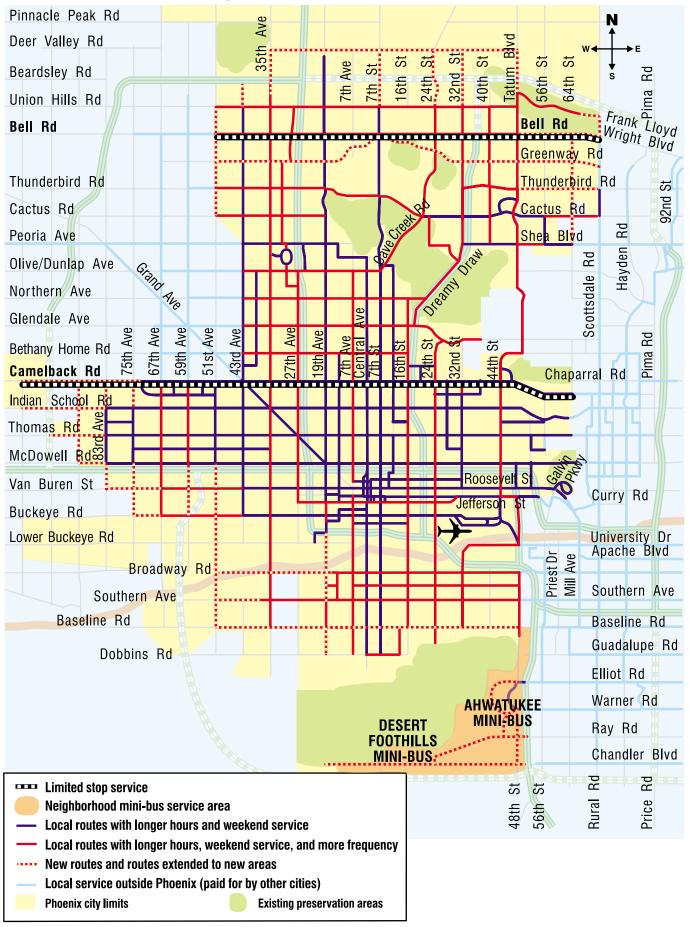
Support Services \$115 million: 2% of 20-year program total

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.

City of Phoenix Local Bus Service with Limited Stop and Neighborhood Mini-Bus Service



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City of Phoenix Bus Rapid Transit

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.

5-9 AM Pinnacle Peak Rd 10- to 15-MINUTE SERVICE Deer Valley Ro Beardsley Rd St St 7th A 7th S 16th 24th 32nd Union Hills Rd 56th PARK-AND-RIDE PARK-AND-RIDE Greenway Rd Wright Blyo Thunderbird Rd 2 Thunderbird Rd Cactus Rd Cactus Rd DREAMY DRAW METROCENTER Park-and-ride Shea Blvd 준 Peoria Ave PARK-AND-RIDE Olive/Dunlap Ave Northern Ave Glendale Ave Bethany Home TRANSIT CENTER Camelback Rd 79TH AVE. PARK-AND-R**i**DE Indian School Rd Ave Ave Ave Ave 7th Ave Thomas Rd ž 35th 24th **88th** McDowell Rd € Van Buren St Roosevelt St CENTRAL Curry Rd Buckeye Rd Lower Buckeye Rd Apache Blvd Broadway Rd Broadway Rd SOUTH CENTRAL AVE. Southern Ave Southern Ave Baseline Rd Baseline Rd Guadalupe Rd Dobbins Rd AHWATUKEE PARK-AND-RIDE Elliot Rd Warner Rd **Bus rapid transit corridors** DESERT FOOTHILLS Park-and-ride Ray Rd **Connections to other transit services** Chandler Blvd **Phoenix city limits** Rd Rd St St **Existing preservation areas**

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.



The Phoenix Transit Plan

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

TRANSIT STEERING COMMITTEE MEMBERS

PEGGY BILSTEN COUNCILWOMAN, CITY OF PHOENIX DWIGHT AMERY

PHIL BLAIR
PRESIDENT, EASTLAKE PARK NEIGHBORHOOD ASSOCIATION

TIM BLAKE

GENE BLUE

PRESIDENT AND CEO, ARIZONA OIC SELINDA BORDER

JOHN CLUFF SUNDT CONSTRUCTION

GARY CORCORAN MAYOR'S COMMISSION ON DISABILITY ISSUES

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AHWATUKFF-FOOTHILLS CITIZEN

ED FOX VICE PRESIDENT, PINNACLE WEST CAPITAL CORP.

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