

## TEMPE SOUTH HIGH CAPACITY TRANSIT STUDY

SEPTEMBER 2010

### OVERVIEW

**M**ETRO and the cities of Tempe and Chandler have been working together to analyze transit options in the Rural Road/Mill Avenue corridor. The Tempe South High Capacity Transit Study has evaluated a range of transit technologies and potential north-south alignments since the study's inception in 2007. The transit options selected will help improve mobility in this city and region, support future growth and work in complement with the existing transit network.

This fall, preliminary recommendations including modern streetcar in the Mill Avenue corridor and bus rapid transit on Rural Road will be presented for public comment and consideration by Tempe City Council, METRO Board of Directors and MAG Regional Council. The conclusion will be a Locally Preferred Alternative (LPA) – a single route and transit mode – that will move ahead in project development and an application for federal funding. Other transit project recommendations that have resulted from the study will also be approved and move forward as funding becomes available.



### PRELIMINARY RECOMMENDATIONS

#### Locally Preferred Alternative

After three years of analysis and public input, the Tempe South project team is recommending that modern streetcar in a Mill/Ash Avenue one-way loop move forward as the study's LPA.

Pending local and regional approval, the 2.6-mile LPA will be submitted to the Federal Transit Administration in an application for federal grant dollars. FTA approval will move the project into design and set on a path for completion in 2016.

Modern streetcar has the ability to increase transit ridership in the corridor, connect neighborhoods, encourage development and redevelopment and strengthen the Valley's urban core. It will also connect in and serve the existing transit network.

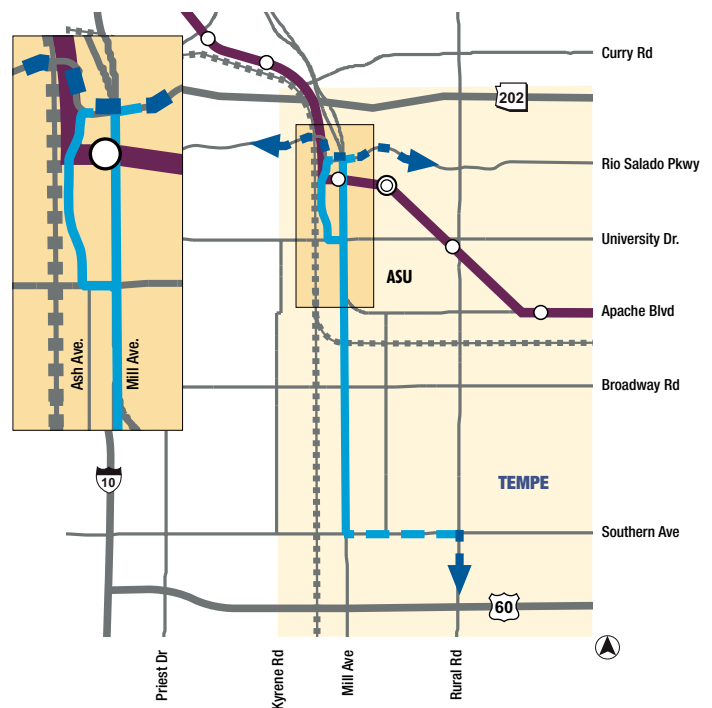
The Mill/Ash Avenue loop is a low-cost alternative that avoids more utility and parking impacts, provides flexibility for special events and minimizes construction on Mill Avenue. It can also help generate development on the west side of downtown Tempe, in and around Ash Avenue.

#### Additional Study Recommendations

The project team conducted a significant amount of analysis on bus rapid transit (BRT) on Rural Road. It fared well during the study and is being recommended as a project of equal importance to the corridor and will be built as funding becomes available.

Commuter rail in the Union Pacific railroad right-of-way was also studied. It will also be recommended as part of the overall study results, but requires further analysis to understand its feasibility. And similar to the Rural Road BRT project, funding is currently unavailable.

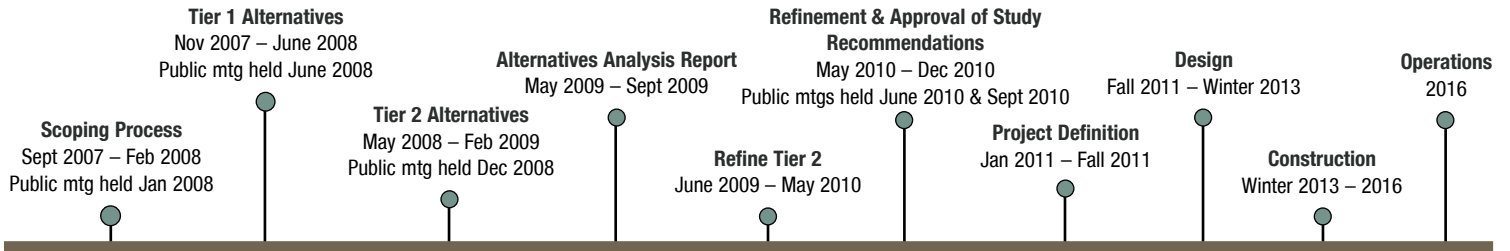
#### Proposed Locally Preferred Alternative



#### LEGEND

- METRO Light Rail Line/Station
- Tempe Transportation Center
- Study Area
- Modern Streetcar LPA
- Modern Streetcar - Future Phase
- Potential Future High Capacity Transit

# PROJECT MILESTONES\*



\*Dates are approximate.

## FUNDING

METRO expansion is guided by the Regional Transportation Plan (RTP), developed by the Maricopa Association of Governments and funded from Proposition 400. The RTP includes two projects that support the south Tempe/north Chandler area: 2.5 miles of high capacity transit and 19 miles of bus rapid transit on Rural Road.

The high capacity transit project – being recommended as streetcar in the Mill Avenue corridor – has available capital funding. Capital funding for BRT has been delayed as part of the effort to balance the regional transportation budget, impacted by the economic downturn and the resulting reduction in Proposition 400 sales tax collections.

Federal grant money will also be sought to help support the LPA's construction.

Operational costs will be paid for locally and are the responsibility of the city of Tempe.

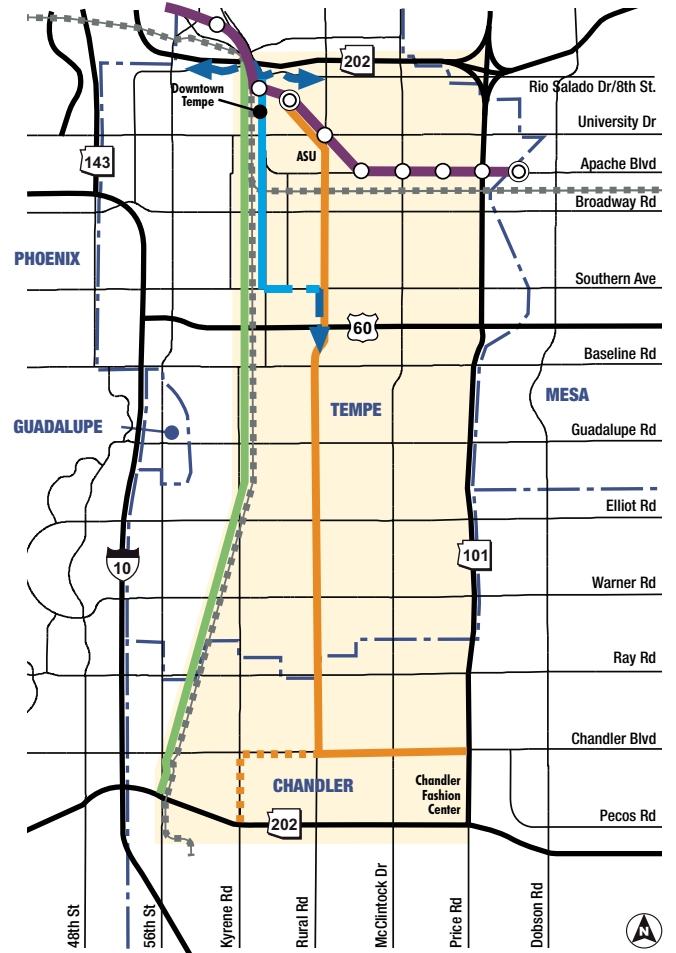
## NEXT STEPS

Public review of the study recommendations will occur this fall. Visit the study website for ways to provide comment.

In October, the Tempe City Council is expected to take action on the LPA and additional study recommendations, followed closely by consideration from the METRO Board and MAG Regional Council before the end of the year.

Following the LPA's adoption, the project will be submitted to FTA for the first approval in the federal project development process. Work will also begin on the environmental assessment and project definition, where streetcar stop locations and street configuration will be evaluated.

## Additional Study Recommendations



### LEGEND

- Light Rail Starter Line/Station
- Transit Center
- Study Area
- City Boundary
- Union Pacific Railroad
- Future Phases - Commuter Rail
- Modern Streetcar (Future Phase)
- BRT
- Potential Future High Capacity Transit



Bus Rapid Transit in Eugene, OR



Commuter Rail in New Mexico

## FOR MORE INFORMATION

For additional information or to be added to the Tempe South mailing list, please contact **Carla Kahn** at 602-744-5552 or ckahn@metrolightrail.org.

Additional information and updates can be found on the study website: [www.MetroLightRail.org/tempsouth](http://www.MetroLightRail.org/tempsouth)

To receive information in alternative formats call 602-254-7245/TTY 602-322-4499.

Para recibir esta información en formatos alternativos favor de llamar al 602-253-5000/TTY 602-322-4499.