



Tempe South Project Update

MAG Management Committee

November 10, 2010





Tempe South Study Area

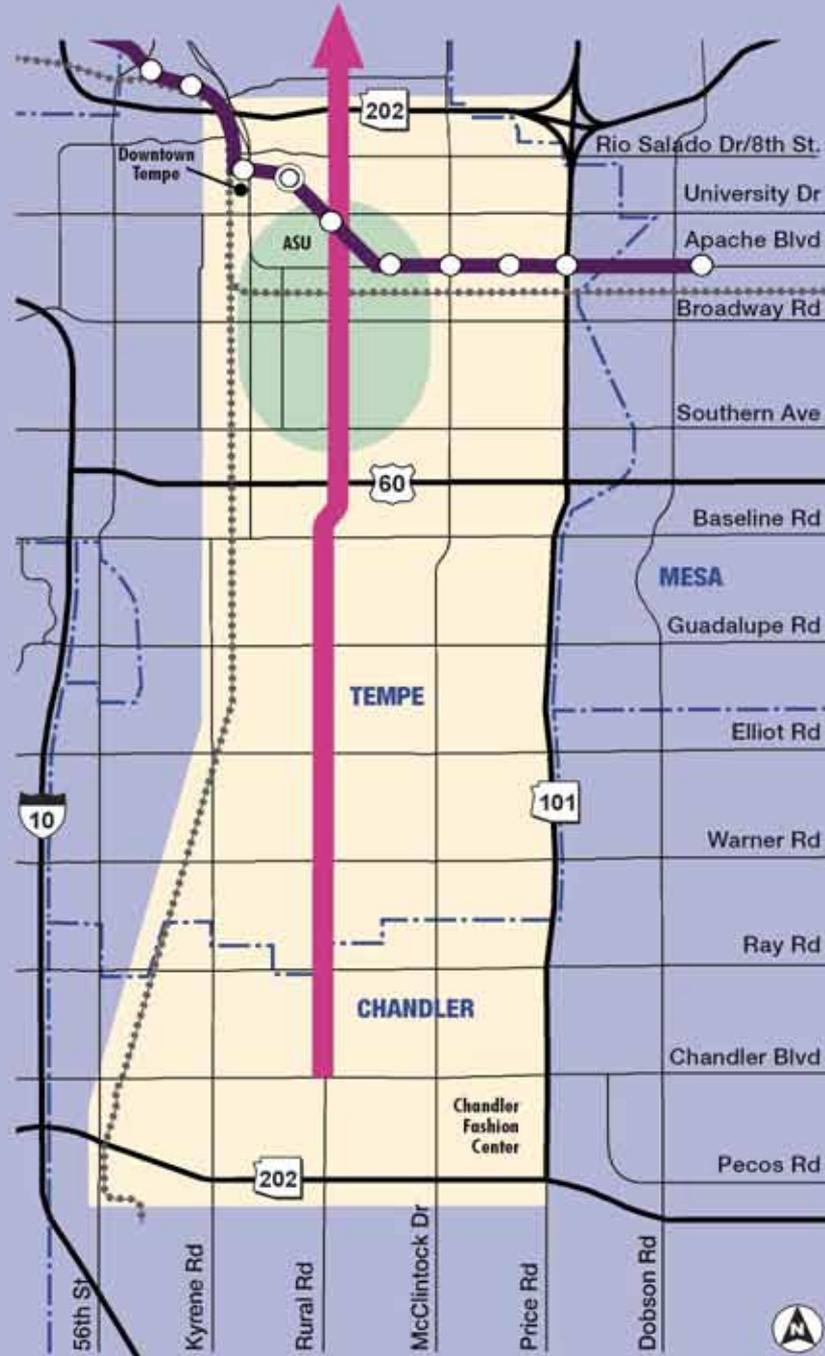
Proposition 400 sales tax (2004) included two projects per the MAG Regional Transportation Plan:

- § High Capacity Transit: 2 miles
- FUNDED
- § Rural Rd Bus Rapid Transit: 12 miles
- UNFUNDED - Prop 400 revenue shortfall
- BRT was funded for 2015 completion

Recommendations for both projects are included in this study

LEGEND

- | | | | |
|--|-----------------------------------|--|------------------------|
| | Light Rail Starter Line / Station | | Study Area |
| | Tempe Transportation Center | | City Boundary |
| | High Capacity Transit Area | | Union Pacific Railroad |
| | Rural BRT | | |





Alternatives Analysis: Purpose

§ Transit Technologies

- § Light Rail Transit
- § Commuter Rail
- § Modern Streetcar
- § Bus Rapid Transit



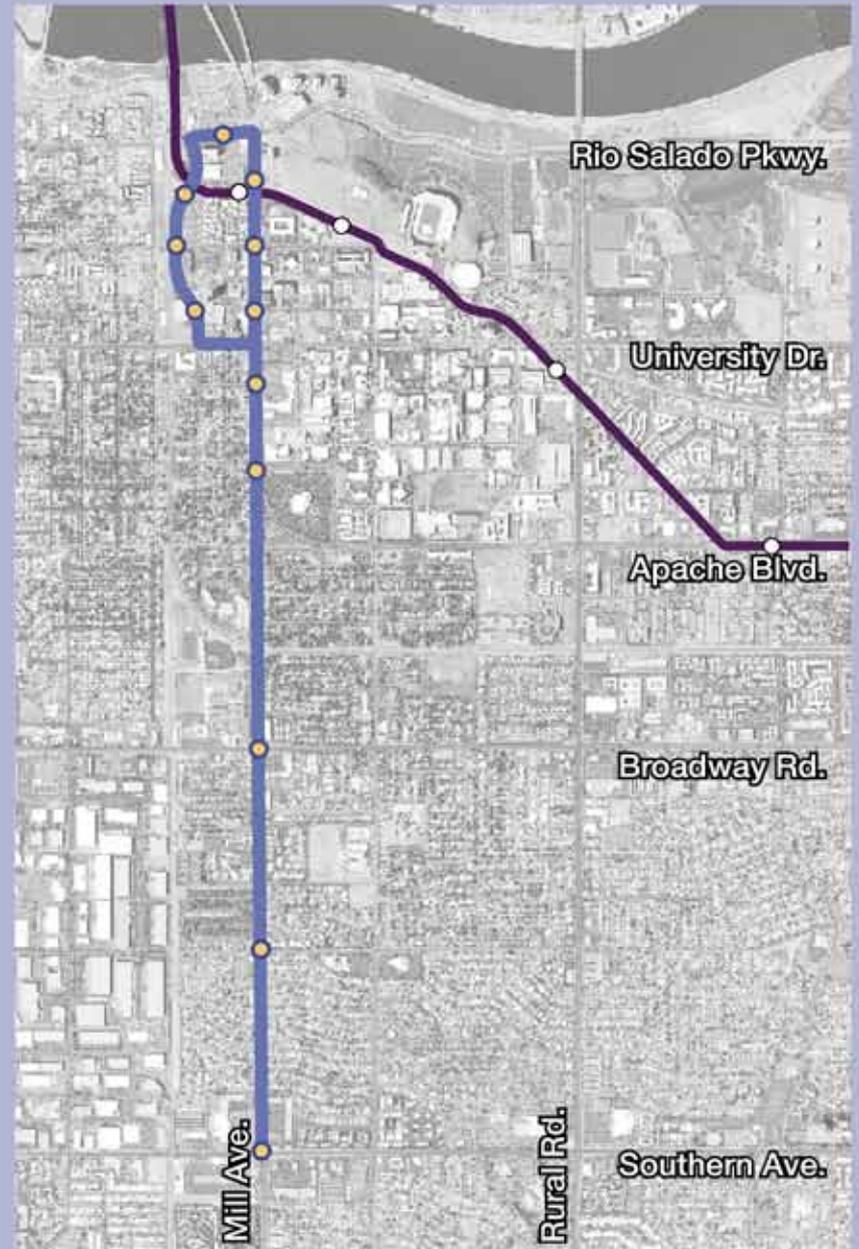
§ Alignment/Route

- § Rural
- § McClintock
- § Mill
- § Kyrene
- § Tempe Branch UPRR





Proposed Tempe South Locally Preferred Alternative



LEGEND

-  METRO Light Rail Line/Station
-  Modern Streetcar/Stop - Mill/Ash Loop



Downtown Tempe

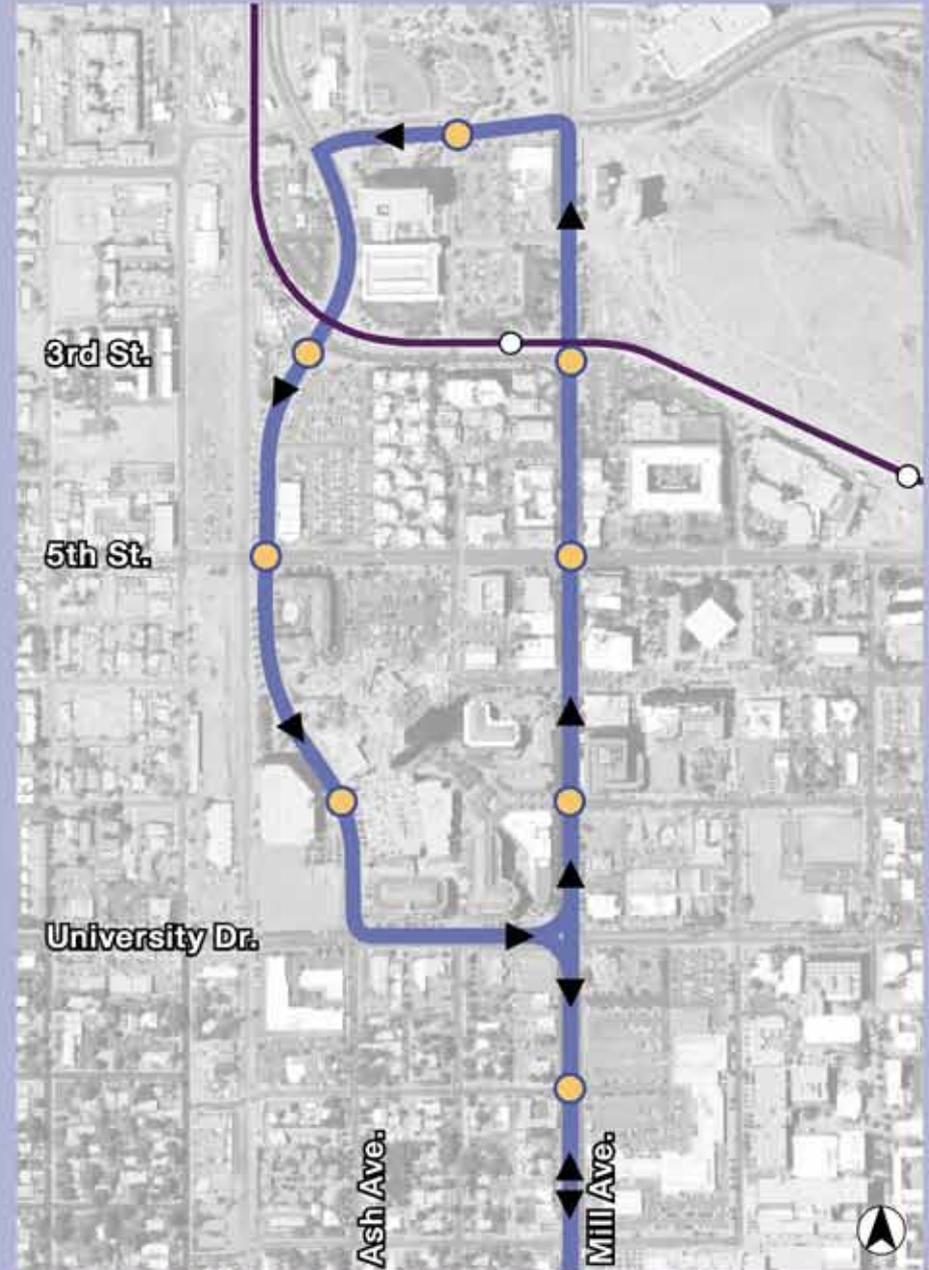
Recommendation

Why Mill/Ash Avenue Loop?

- § Helps define downtown
- § Opportunity to stimulate development/redevelopment
- § Avoids utility impacts
- § Reduces parking impacts
- § Offers flexibility for special events
- § Minimizes construction impacts
- § Flexibility for future expansion
- § Lowest cost

LEGEND

-  METRO Light Rail Line/Station
-  Modern Streetcar/Stop - Mill/Ash Loop





Proposed Tempe South Modern Streetcar



LEGEND					
	METRO Light Rail Line/Station		Modern Streetcar Phase 1/Stop		Proposed Park-and-Ride
	Transit Center		Future Phase		City Boundary
	Study Area		Future High Capacity Transit		Union Pacific Railroad



What is Modern Streetcar?

- § Fixed-guideway electric rail system
- § Operates in mixed traffic
- § Articulated for tight radii turns
- § Smaller than light rail vehicle
- § 130 passengers per vehicle
(35 seated / 95 standing)
- § Typically operates as a single car unit
- § Simple stations
- § Catalyst for economic development





Modern Streetcar Ridership & Cost Estimate



- § Ridership (opening day):
 - § 1,100 to 1,600 per day
 - § Doesn't include special events

- § Capital: TLCP Budget = \$162 m (YOE \$'s)
 - § 27% Regional (Prop 400)
 - § 73% Federal (Small Starts, CMAQ)
 - § Cost Estimate - \$151 m to \$160 m

- § O & M: \$3.6 m per year (in \$2017 dollars)
 - § City of Tempe
 - § Farebox



Why Advance the Streetcar Proposal?

§ The Streetcar will...

§ Increase transit ridership

§ Connect neighborhoods to downtown Tempe

§ Connect downtown residents to neighborhood services

§ Encourage redevelopment and reinvestment in neighborhoods

§ Promote livable city community

§ Provide seamless connection to LRT

§ Serve special events

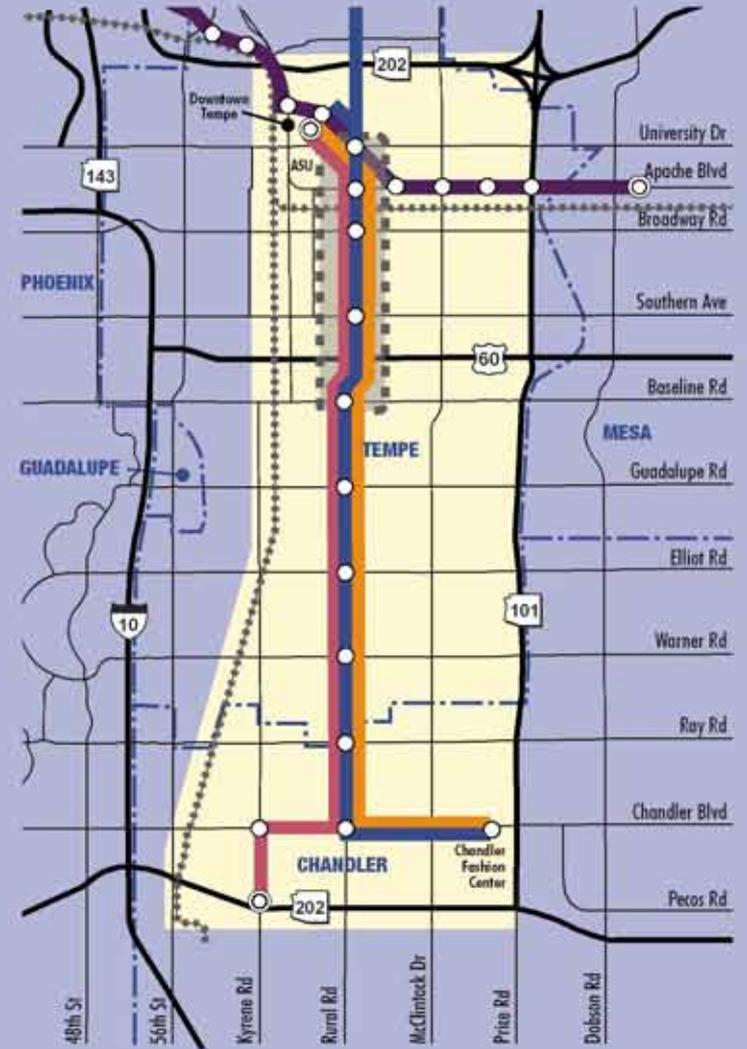
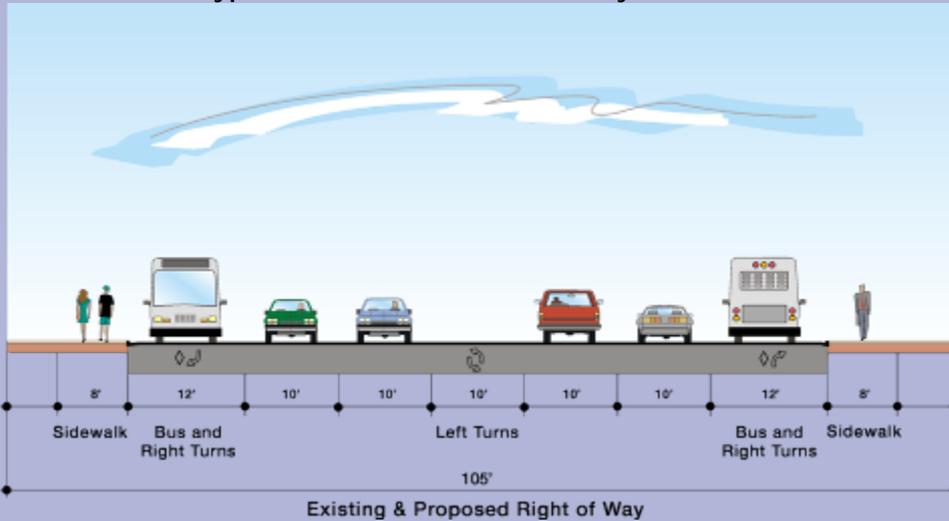




Rural Road BRT



Typical Cross Section - University to Baseline



LEGEND

- Light Rail Starter Line / Station
- Semi-exclusive Lane
- Bus Route 72
- BRT - Chandler Mall to Tempe Transportation Center
- BRT - Kyrene/202 to Tempe Transportation Center
- BRT Station
- Transit Center
- Study Area
- Union Pacific Railroad
- City Boundary

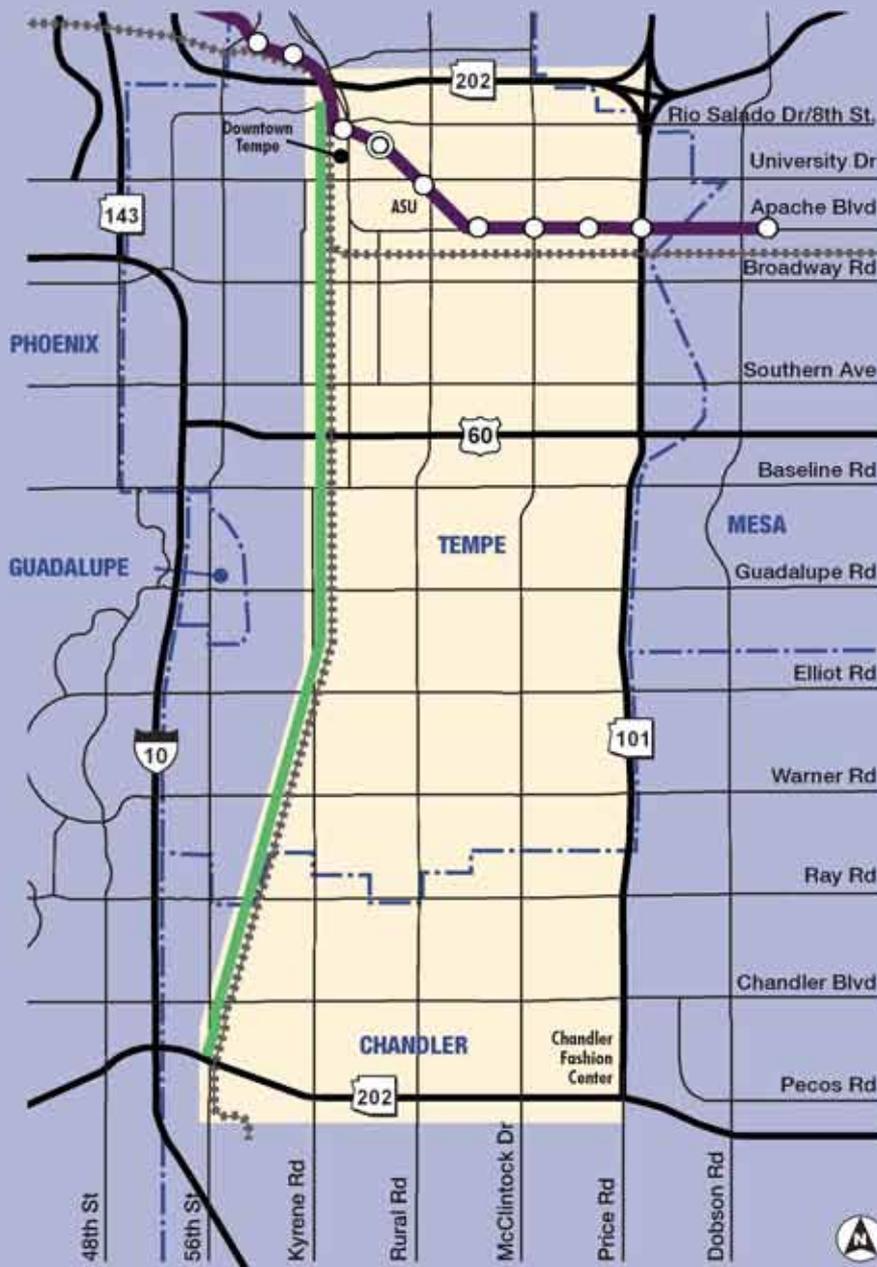


Potential Future Commuter Rail

§ Further consideration of Commuter Rail along the UPRR Tempe Branch as part of the regional planning process

LEGEND

- Light Rail Starter Line/Station
- Commuter Rail
- Tempe Transportation Center
- Study Area
- City Boundary
- Union Pacific Railroad





Study Recommendations

§ Endorsements

§ Tempe

- § Transportation Commission
- § Ad-Hoc Advisory Committee
- § City Council

§ Chandler

- § Transportation Commission

§ METRO

- § Rail Management Committee

§ MAG

- § Transit Committee
- § Transportation Review Committee



Next Steps – Approval Process

§ Council Actions

ü Tempe

October 21

§ Chandler

November 18

§ Regional Actions

§ METRO Board

November 17

§ MAG Regional Council

December 8

§ Small Starts Application

Spring 2011



Recommendations

- § A Locally Preferred Alternative for the Tempe South project, including a modern streetcar on a Mill Avenue alignment with a one-way loop in downtown Tempe;
- § Inclusion of a potential future phase of modern streetcar east along Southern Avenue to Rural Road as an Illustrative Transit Corridor in the MAG Regional Transportation Plan;
- § Future consideration for increased service levels and capital improvements for Rural Road BRT, per the description provided herein, through the regional transportation system plan process;



Recommendations

- § Future consideration for high capacity transit needs north of downtown Tempe along Rio Salado Parkway and south of Southern Avenue along Rural Road to the vicinity of Chandler Boulevard through the regional transportation system planning process; and
- § Further consideration of commuter rail along the Tempe Branch of the Union Pacific Railroad, through the regional transportation system planning process, and pending results from the Arizona Department of Transportation's (ADOT's) Phoenix-Tucson Intercity Rail Alternatives Analysis.



METRO

