# ADOT Passenger Rail Corridor Study

## Tucson to Phoenix

MAG

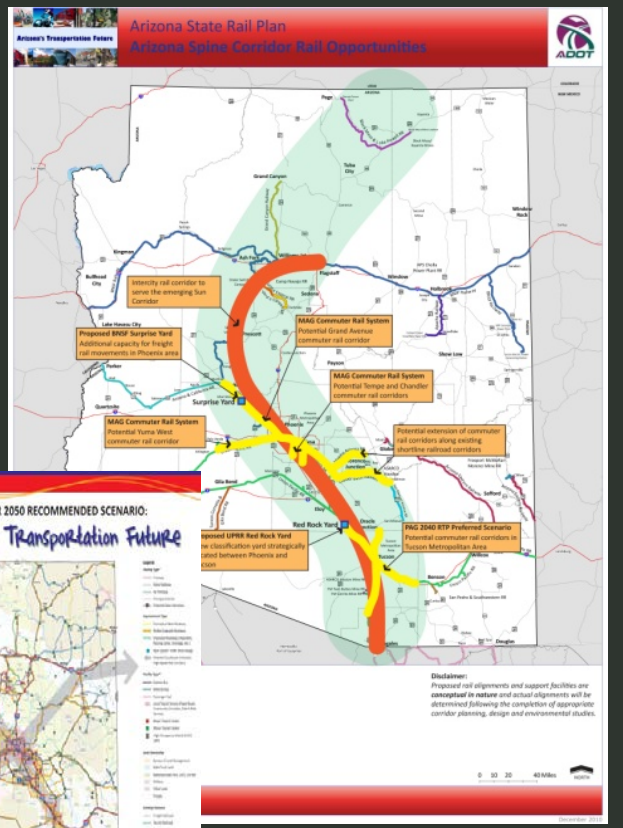
Management Committee

September 12th, 2012

PASSENGER RAIL CORRIDOR STUDY
Tucson to Phoenix

# Journey

- What Brought Us to Today…
  - Statewide Transportation Planning Framework
  - State Rail Plan






bqaz

U.S. Department of Transportation
Federal Railroad Administration
Federal Transit Administration
ADOT

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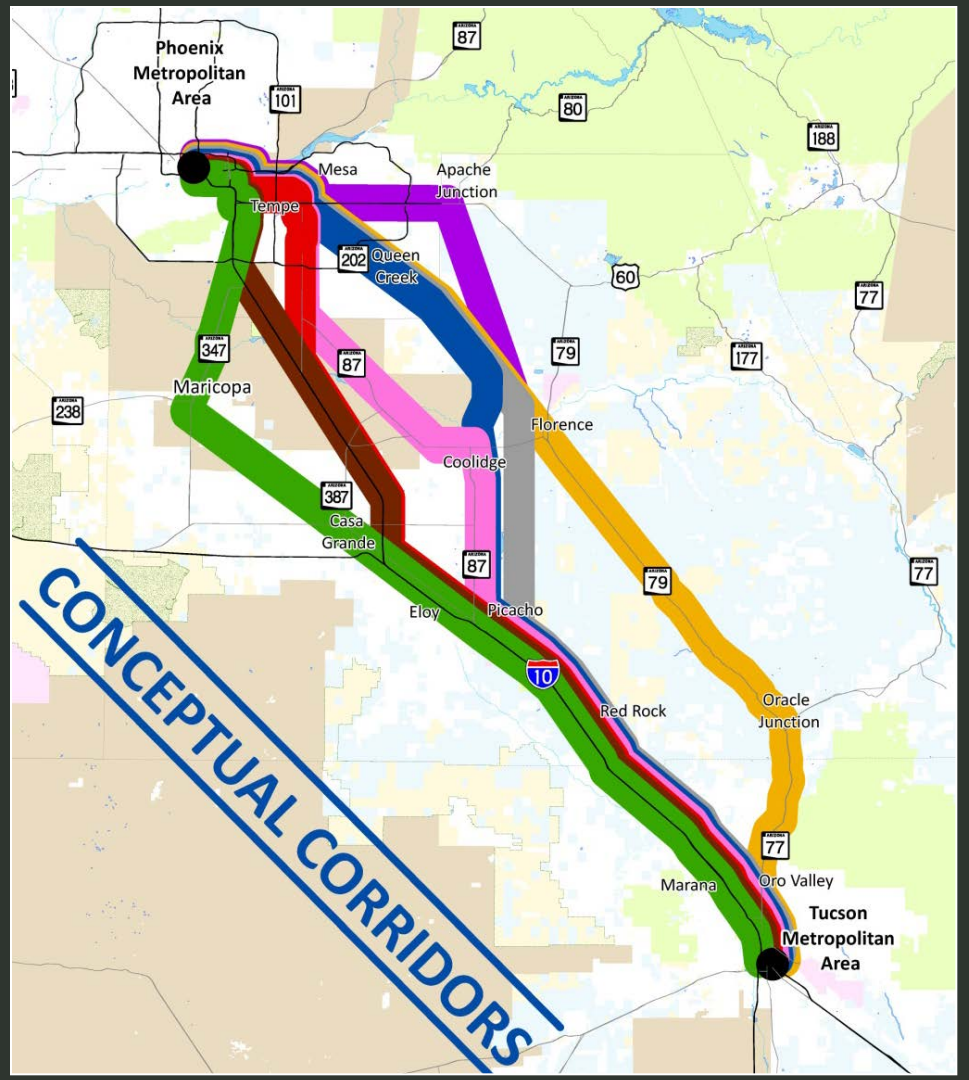
# Corridor

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# Passenger Rail Corridor Study Process


- Alternative Analysis (AA)
- Environmental Impact Statement (Tier 1)
- Service Development Plan

www.azdot.gov/passengerrail

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# Alternatives Analysis

- Initial Screening
- Conceptual Analysis
- Final Analysis

- Results in a Locally Preferred Alternative

# Potential Modes

## Express Bus

Station Spacing: Limited City Centers  Maximum Speed: 55-75 mph

## Light Rail

Station Spacing: ½ to 1 mile  Maximum Speed: 65 mph

## Commuter Rail

Station Spacing: 5 to 10 miles  Typical Maximum Speed: 79 mph

## Conventional Intercity Rail

Station Spacing: 20 to 60 miles  Typical Maximum Speed: 110 mph

## High Speed Intercity Rail

Station Spacing: 100+ Miles  Maximum Speed: 150+ mph


# Initial Screening: Route Location

The screening of route locations reduced the number of potential alignments.

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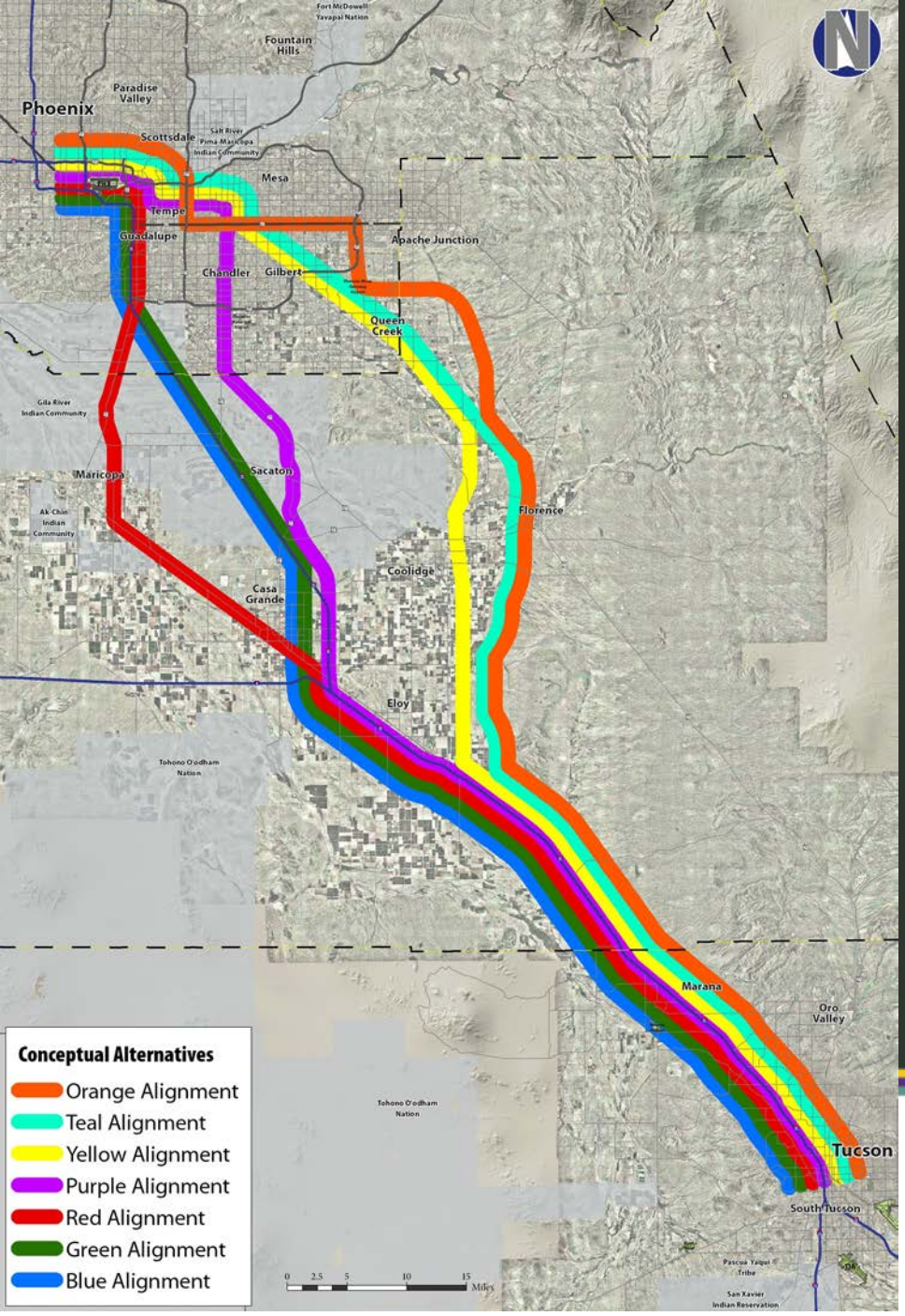
# Spring 2012 Agency Meetings: Initial Screening Results

Met with 45 agencies with in Study area

Main Themes

1. Connecting Downtown Phoenix to Downtown Tucson with passenger rail a priority
2. System Connectivity – All alternatives assume commuter rail extensions to Buckeye and Surprise and a HCT connection to Tucson International




# Preliminary Alts

-  I-10 Bus Alternative (Blue)
- Six (6) Rail Alternatives

- UPRR Alternative – Share R/W (Yellow)
- Non-UPRR Alternatives
  - I-10 (Green)
  - N-S Corridor & US60 (Orange)
- Combination Alternatives
  - UPRR Southeast Branch (Teal)
  - UPRR Tempe Branch (Red)
  - UPRR Chandler Branch (Purple)

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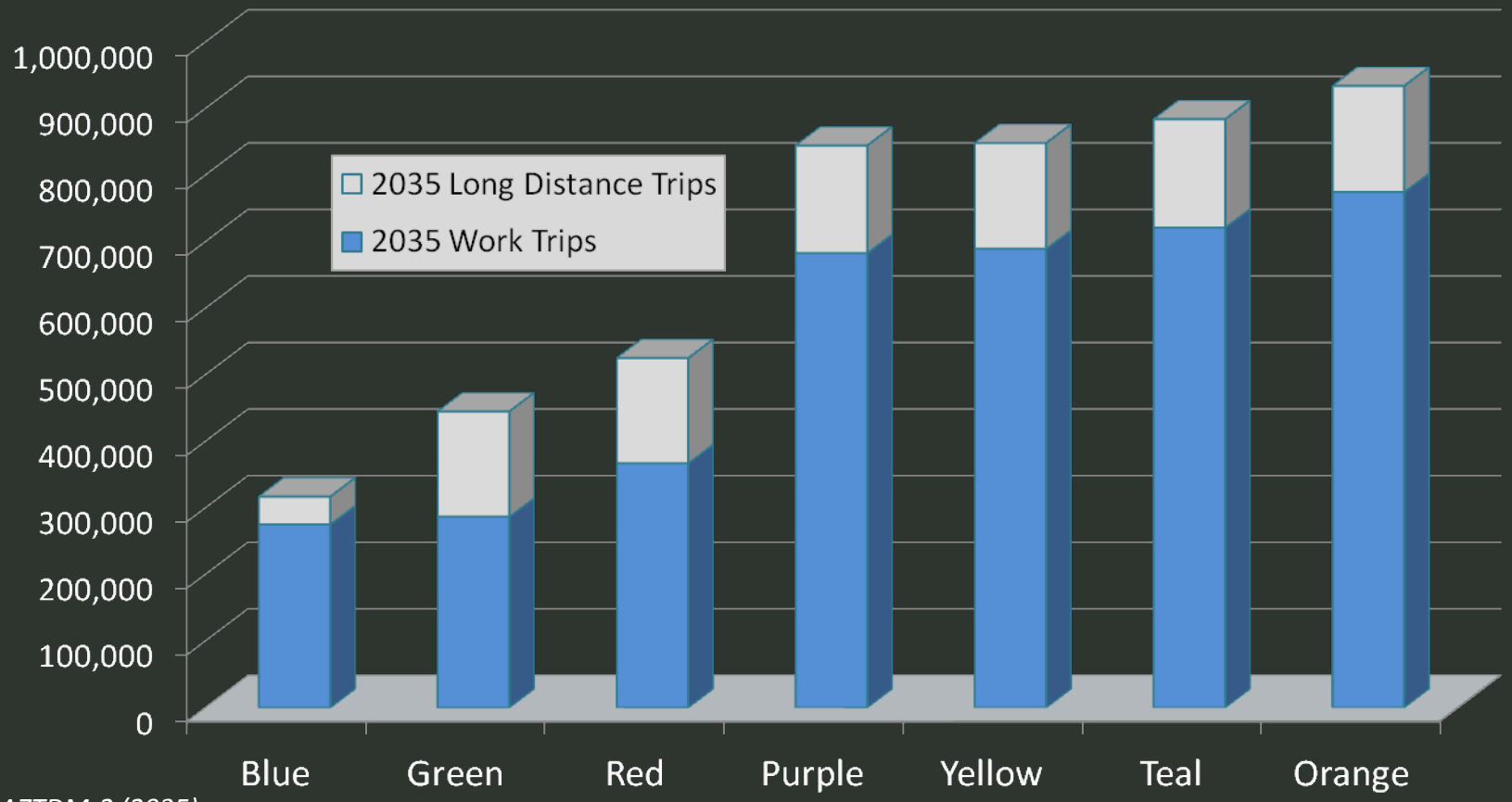
# 2035 Market Potential - Person Trips (Daily)




*Source: AZTDM-2 (2035)*

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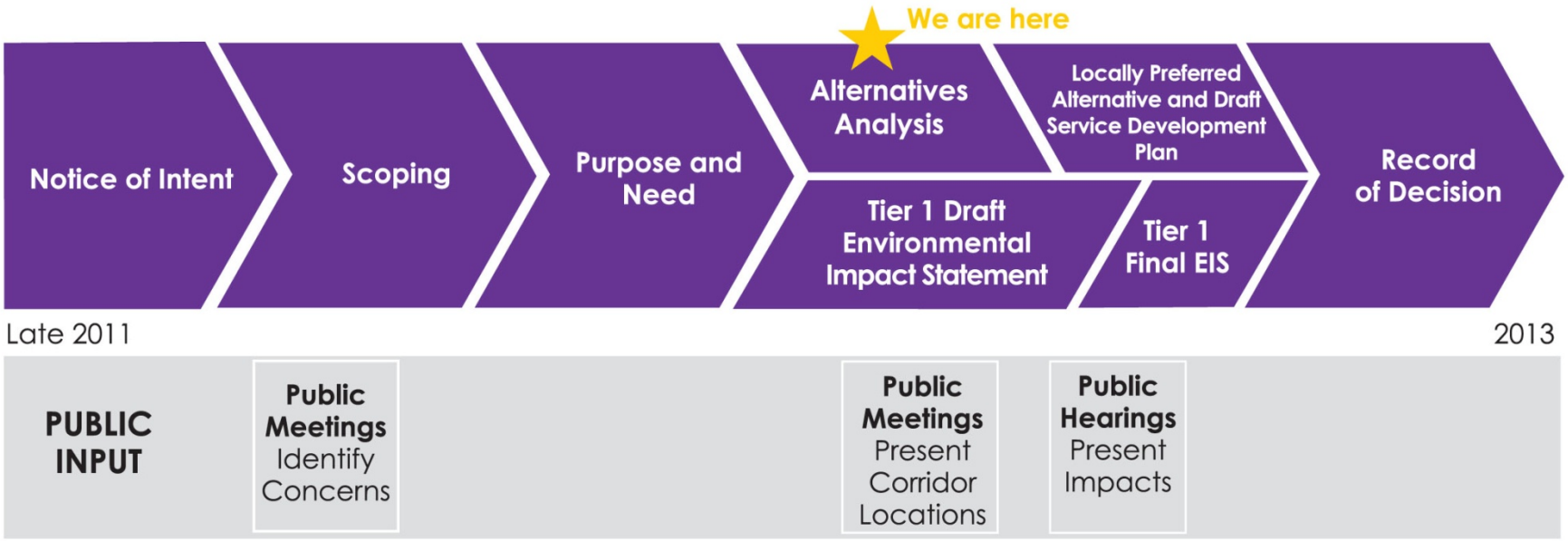
# Corridor Support Team Meetings

- Attendance from Stakeholders in Pima, Pinal, and Maricopa Counties

- Input on Alternatives
  - Opposition to a Bus Alternative
  - Travel time is an important factor for alternative preference
  - Markets and Activity centers served is critical to system success

# Schedule and Next Steps

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