

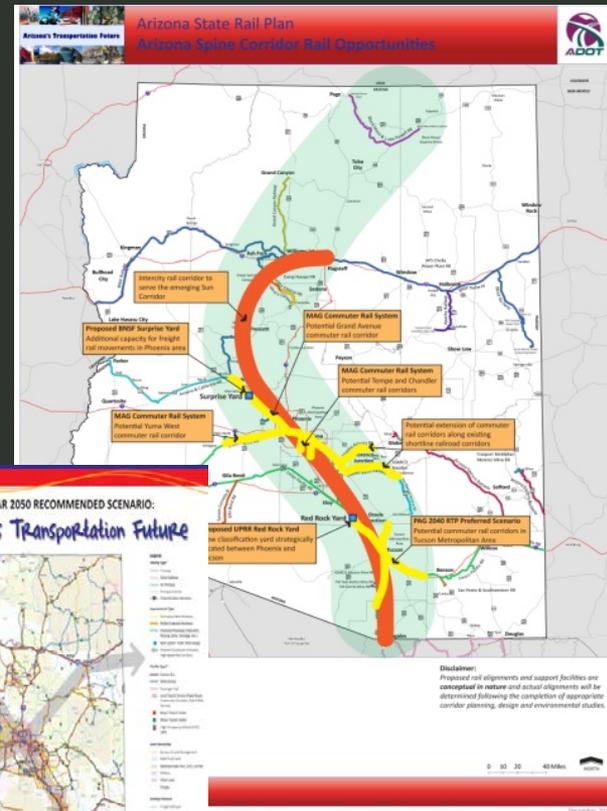
ADOT Passenger Rail Corridor Study Tucson to Phoenix

MAG

Management Committee
September 12th, 2012

Journey

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



PLANNING FOR A SUSTAINABLE ARIZONA

The Culture: The Sustainable Transportation Planning Framework Program is a 100-mile Arizonan effort to address the transportation and land use planning needs of the state's growing population. The program is a collaborative effort between the Arizona Department of Transportation, the Arizona State University, and the Arizona State University's Center for Sustainable Transportation.

Economic Viability: What needs to be done? How can we ensure that the transportation system is economically viable? How can we ensure that the transportation system is environmentally sustainable?

Sustainability and the Environment: How can we ensure that the transportation system is environmentally sustainable? How can we ensure that the transportation system is socially equitable?

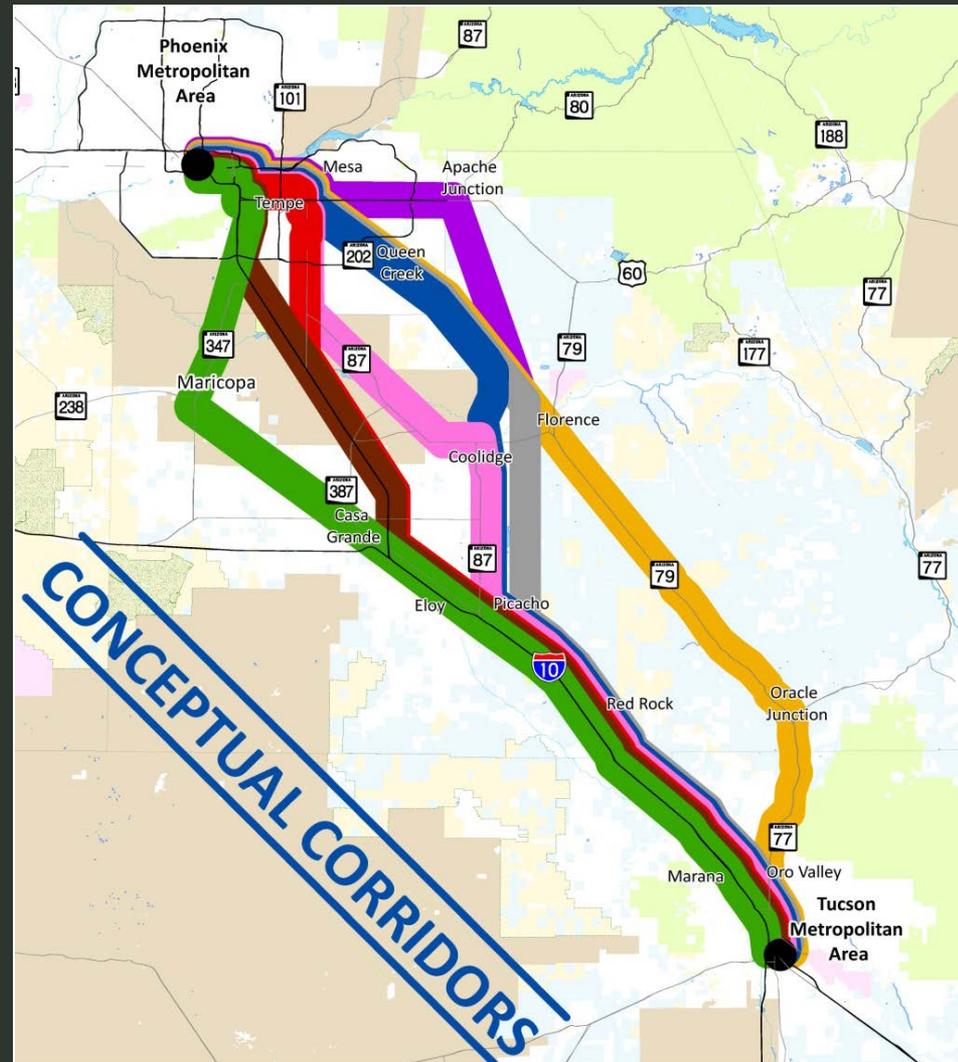
Safety and Security: How can we ensure that the transportation system is safe and secure? How can we ensure that the transportation system is resilient to natural disasters and other threats?

YEAR 2050 RECOMMENDED SCENARIO: Arizona's Transportation Future

Modal Mobility: How can we ensure that the transportation system is accessible to all? How can we ensure that the transportation system is efficient and effective? How can we ensure that the transportation system is resilient to natural disasters and other threats?



Corridor



PASSENGER RAIL CORRIDOR STUDY
Tucson to Phoenix

Passenger Rail Corridor Study Process



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

www.azdot.gov/passengerrail

Alternatives Analysis

- Initial Screening
 - Conceptual Analysis
 - Final Analysis
-
- Results in a Locally Preferred Alternative



EXPRESS BUS

STATION SPACING: LIMITED CITY CENTERS MAXIMUM SPEED: 55-75 MPH



LIGHT RAIL

STATION SPACING: 1/2 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

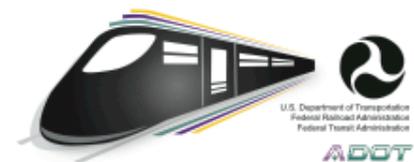
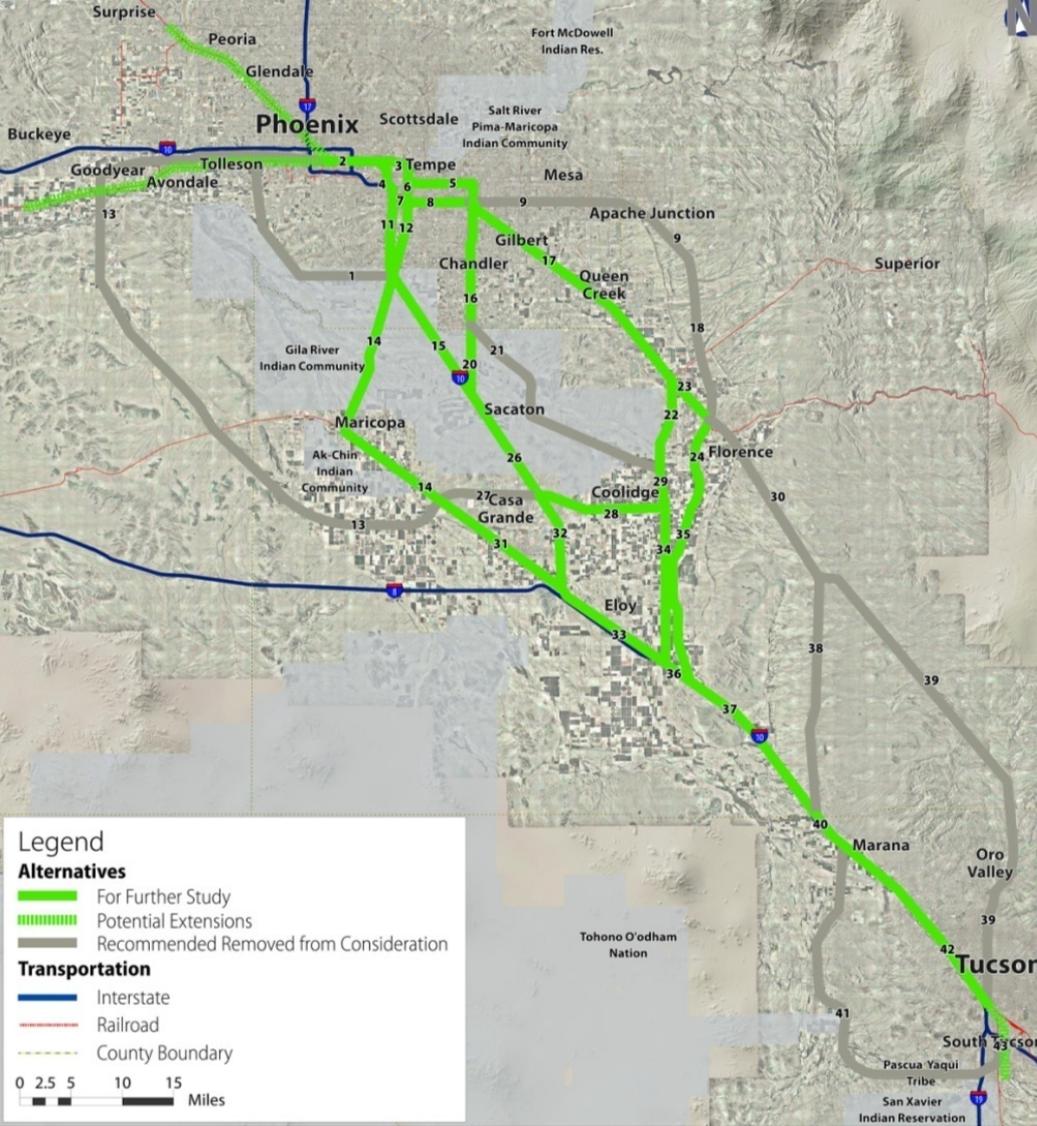
STATION SPACING: 100+ MILES MAXIMUM SPEED: 150+ MPH

Potential Modes



Initial Screening: Route Location

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

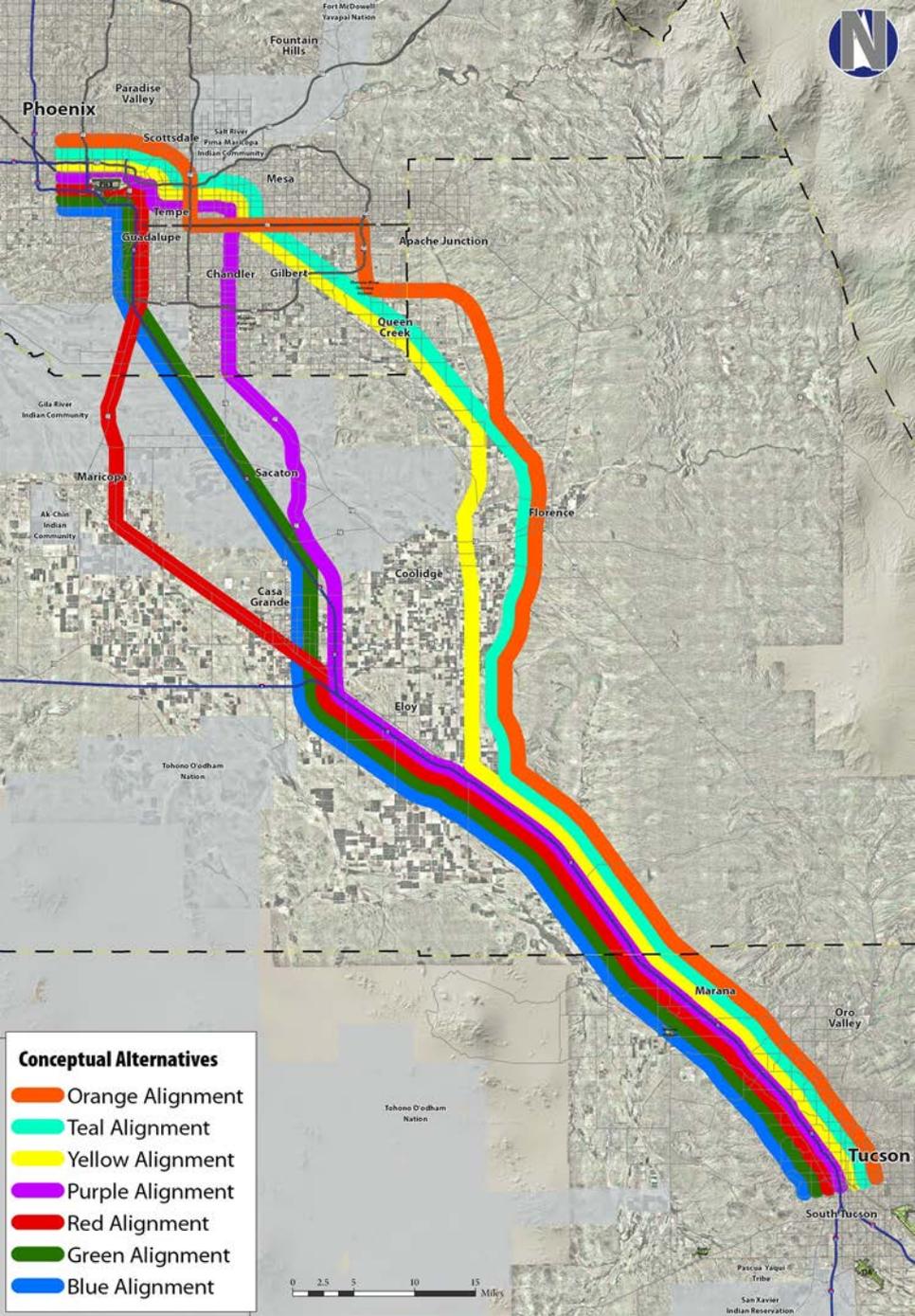


Spring 2012 Agency Meetings: Initial Screening Results

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



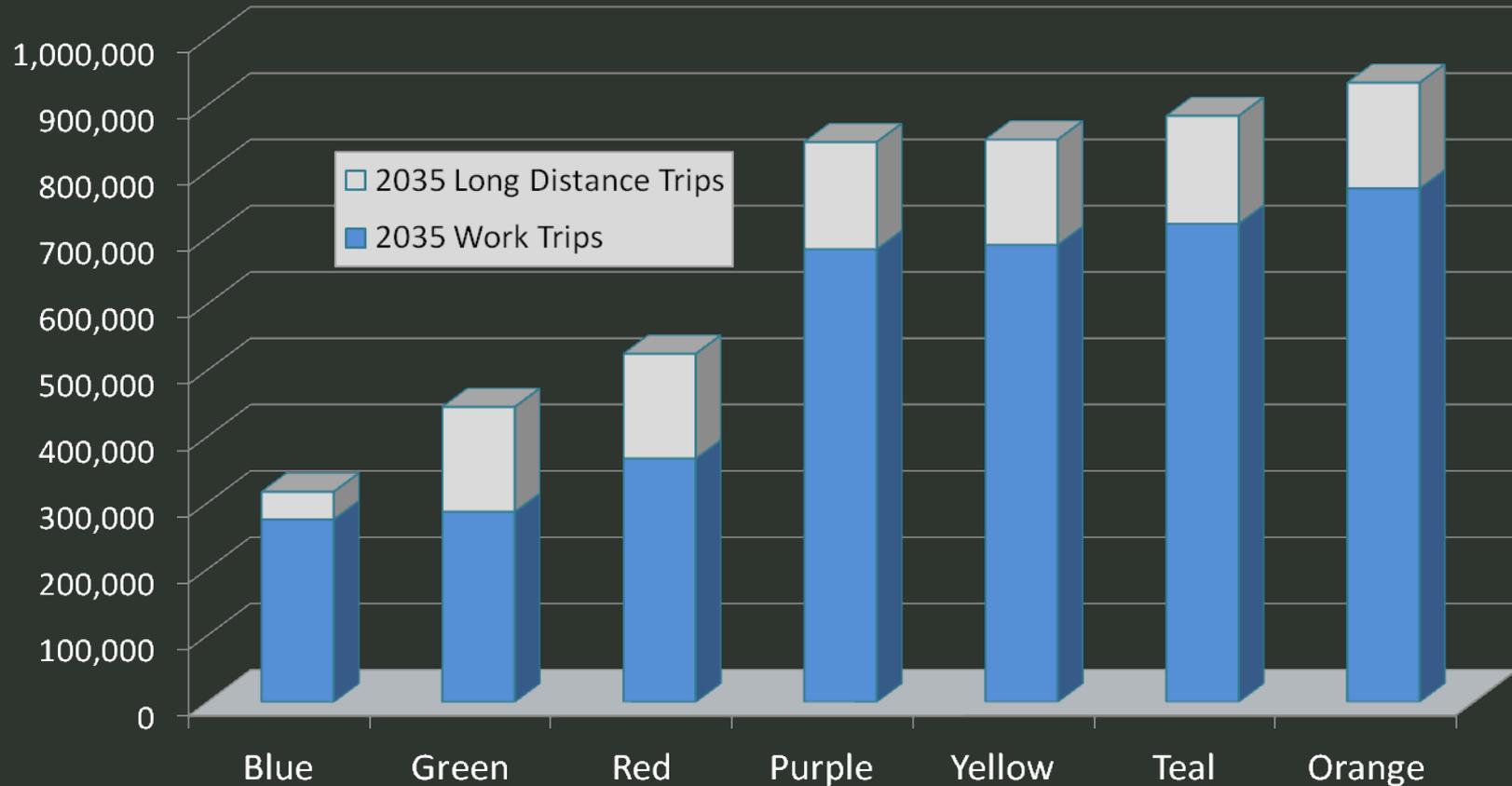
Preliminary Alts

-  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)

2035 Market Potential - Person Trips (Daily)



Source: AZTDM-2 (2035)

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

