

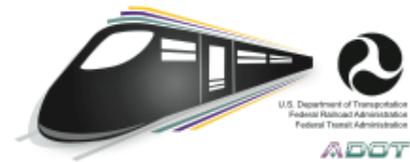
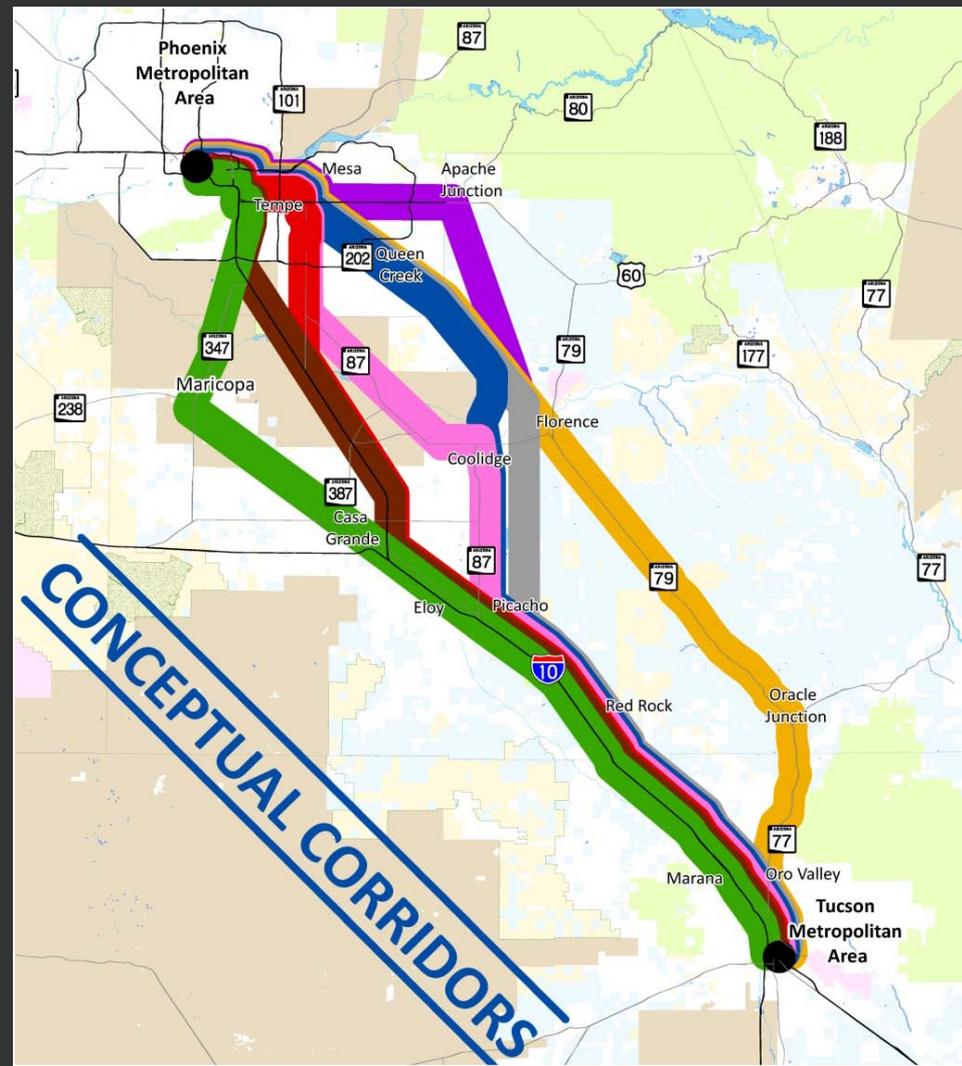
# ADOT Passenger Rail Corridor Study Tucson to Phoenix

MAG

Transportation Planning Committee  
September 19<sup>th</sup>, 2012



# 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](http://www.azdot.gov/passengerrail)

# 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: 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



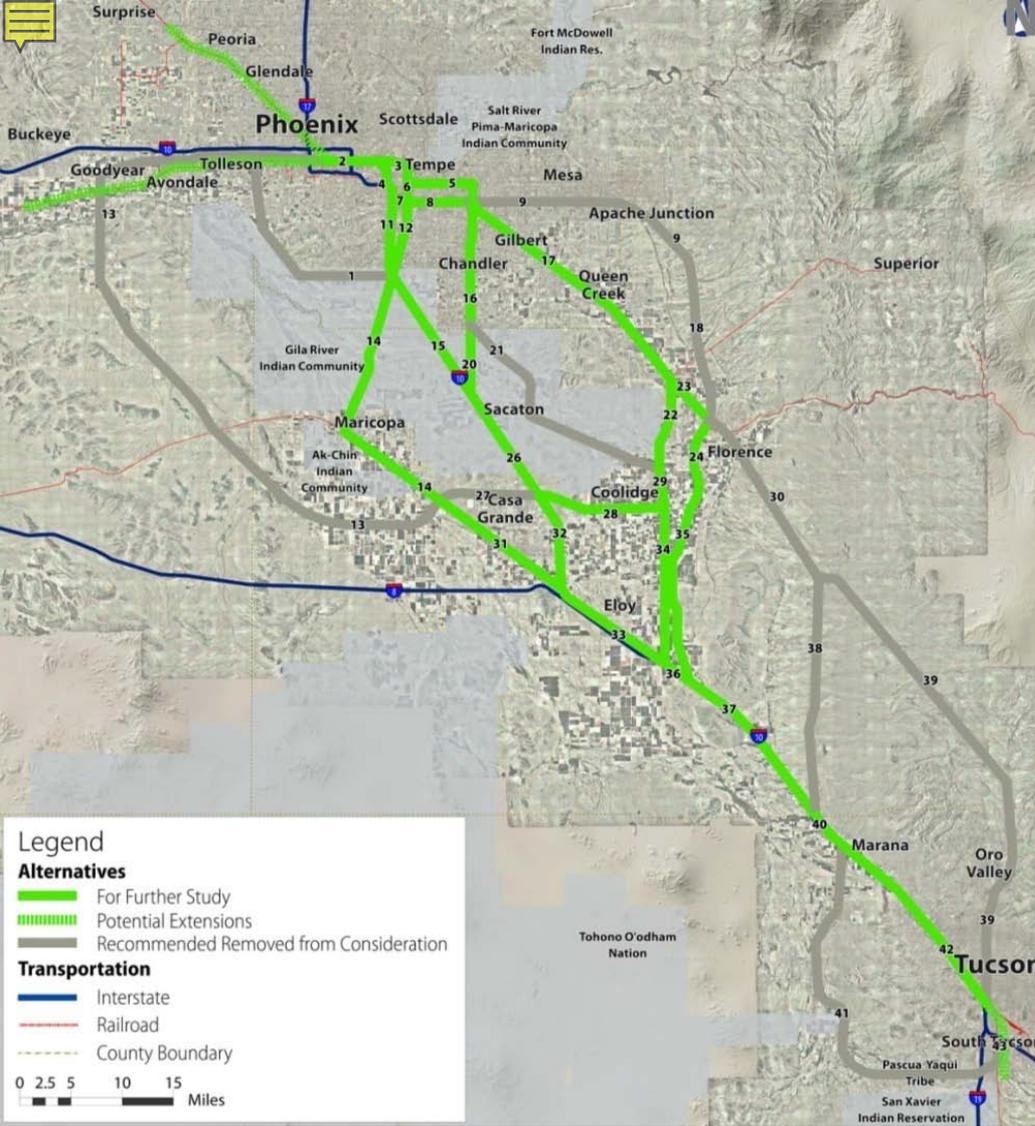
## HIGH SPEED INTERCITY RAIL

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



# Initial Screening: Route Location

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



# Spring 2012 Agency Meetings: Initial Screening Results

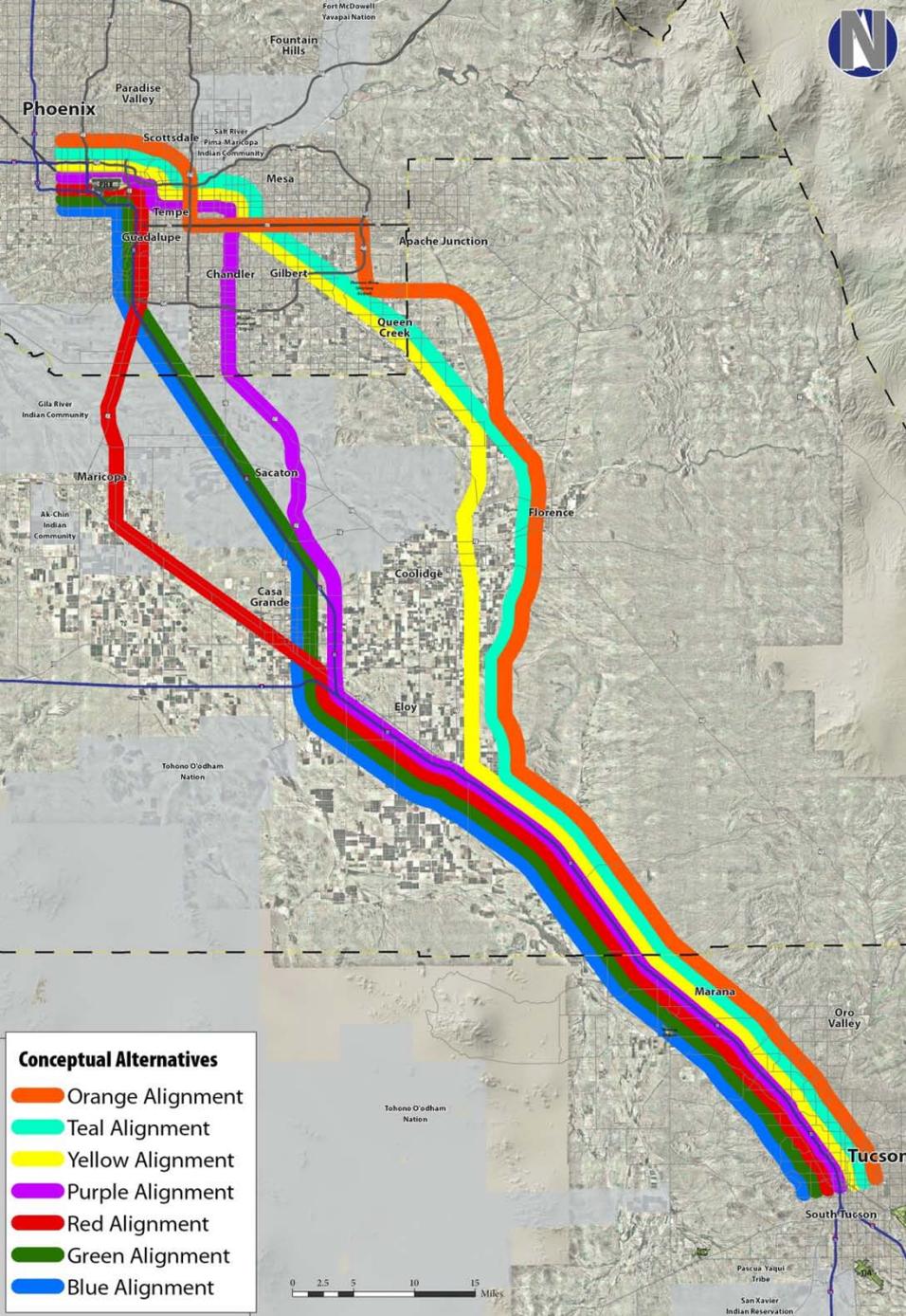
Met with 45 agencies with in Study area

## 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





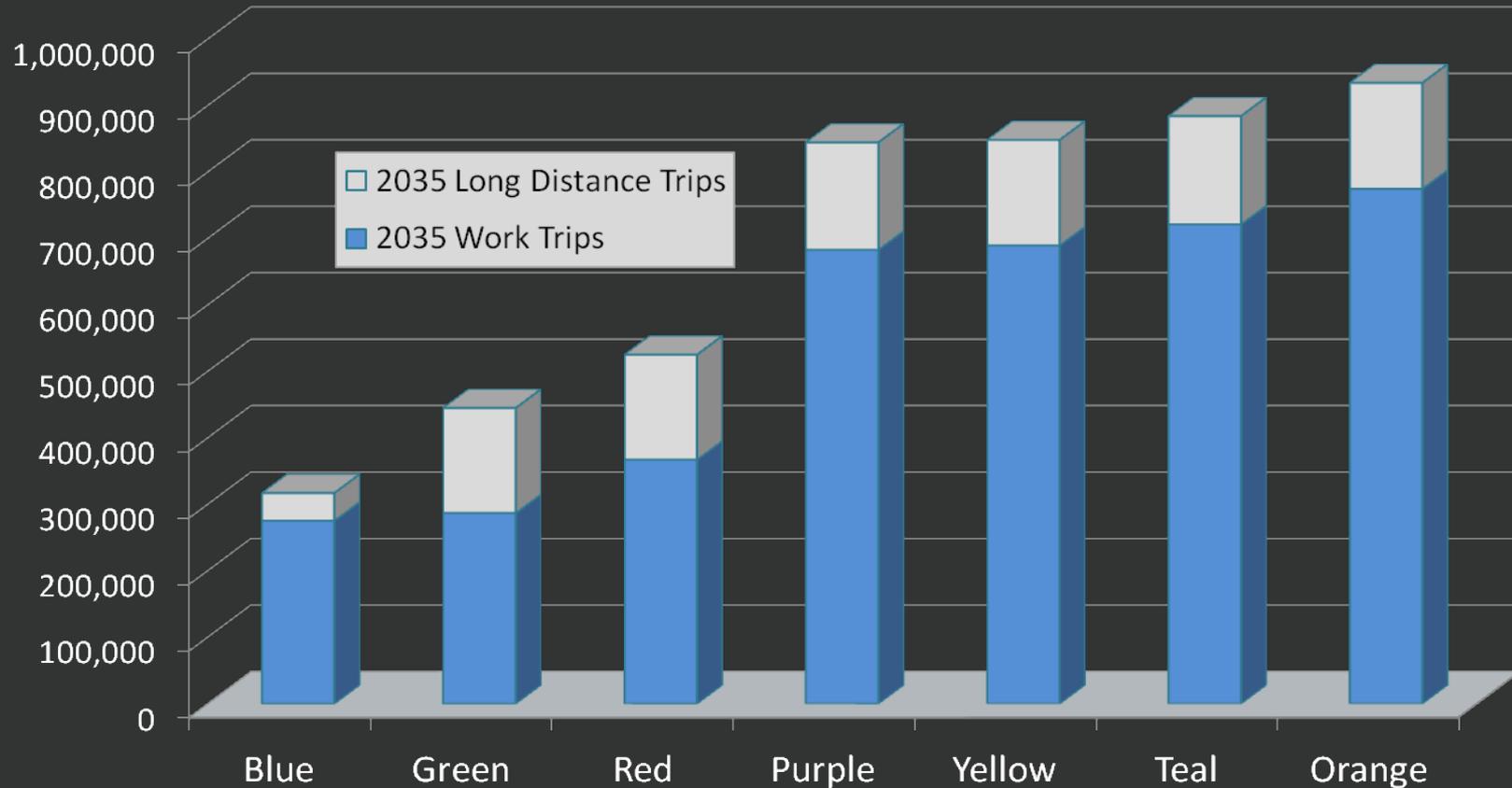
# Preliminary Alts

-  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

