

# COMMUTER RAIL

Strategic Planning Consulting Services



# Agenda

1. **Welcome and Introductions**
2. **Overview of Commuter Rail Strategic Plan Project**
3. **SWOT Process**
4. **Discuss Next Steps**
5. **Adjourn**

# Overview of Commuter Rail Strategic Plan Project

- Assist MAG Region and Northern Pinal County to determine “how” to implement Commuter Rail transit
- Address physical, operational, jurisdictional and financial opportunities and constraints with stakeholders
- Provide a Strategic Plan for adoption by MAG Regional Council

# Overall Vision

- **Begin with the end in mind**
- **Develop consensus for Commuter Rail in Regional Transportation Plan**
  - Role in region travel market
  - Best practices from other successful Commuter Rail systems



# Concept for Commuter Rail System

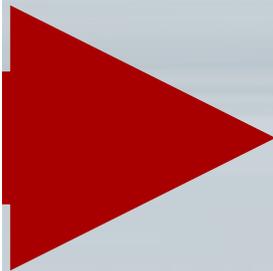
- **Corridor Definitions**
  - Right-of-Way
  - Connectivity
  - Safety/Roadway Crossings
- **Types of Service/Equipment**
- **Freight Service Requirements**
- **Cost Estimates**
- **Station Areas and TOD Integration**



# Concept: Commuter Rail System



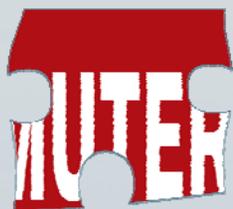
# Implications go beyond MAG



# Successful Project



Railroad  
Dialogue



Right-of-Way  
Needs



Stakeholder  
Outreach



Funding /  
Legislature  
Measures



Mode  
Connections



Location  
Assessment



Land Use  
Integration

# Successful Project



# COMMUTER RAIL STRATEGIC PLAN

# Finish Line – Commuter Rail Service



# **Project Issues and Purpose Statement**

## **Overall Purpose:**

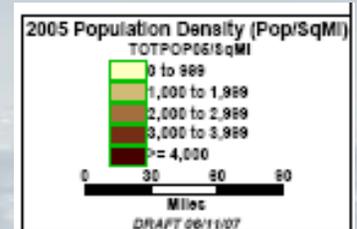
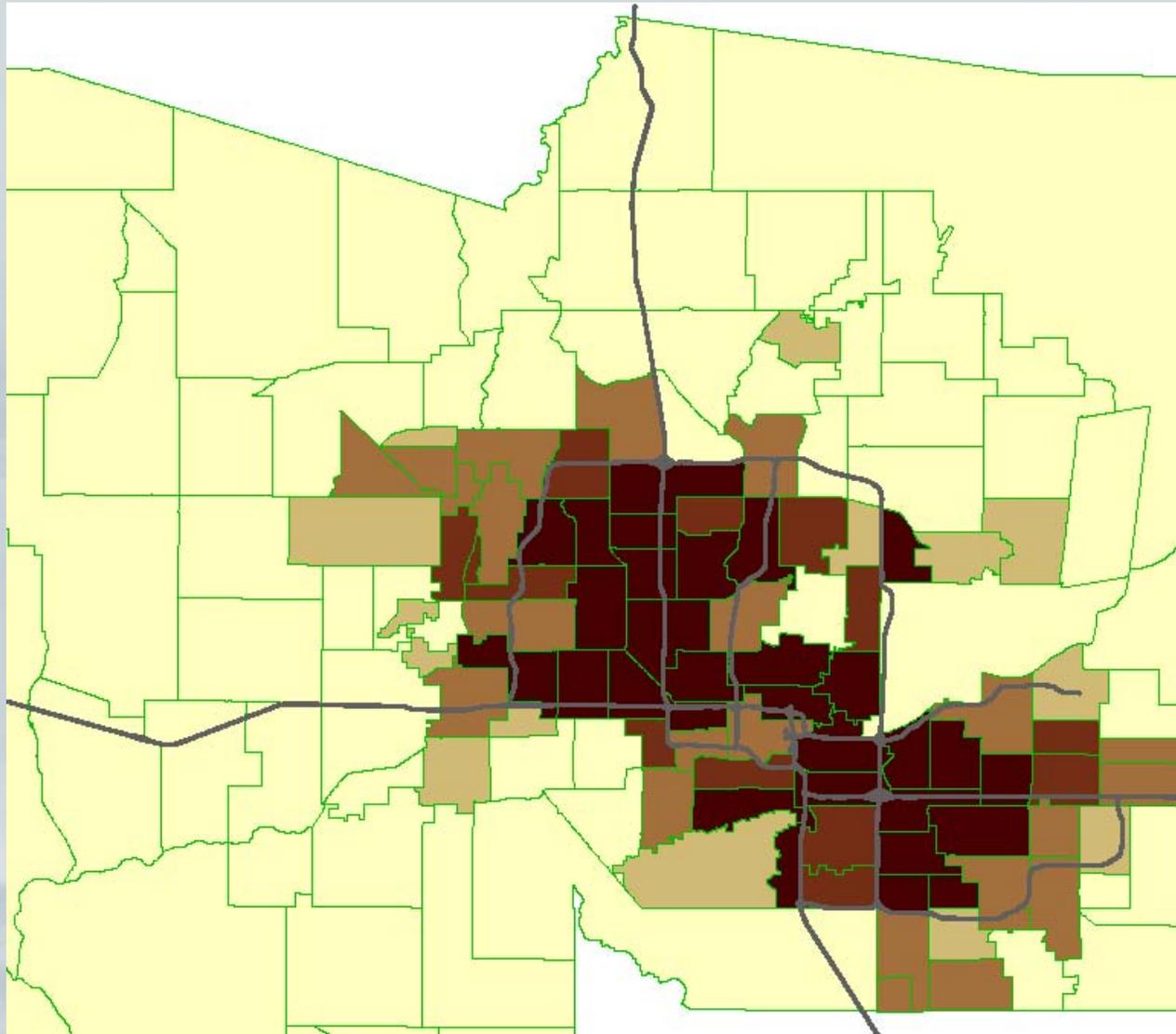
**To develop an implementation strategy for commuter rail service in Maricopa County and northern Pinal County. The overall goal is to prepare a Commuter Rail Strategic Plan for adoption by the MAG Regional Council.**

# **Project Issues and Purpose Statement**

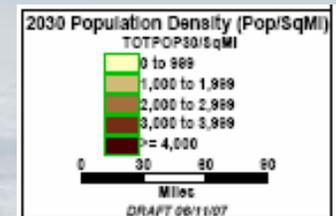
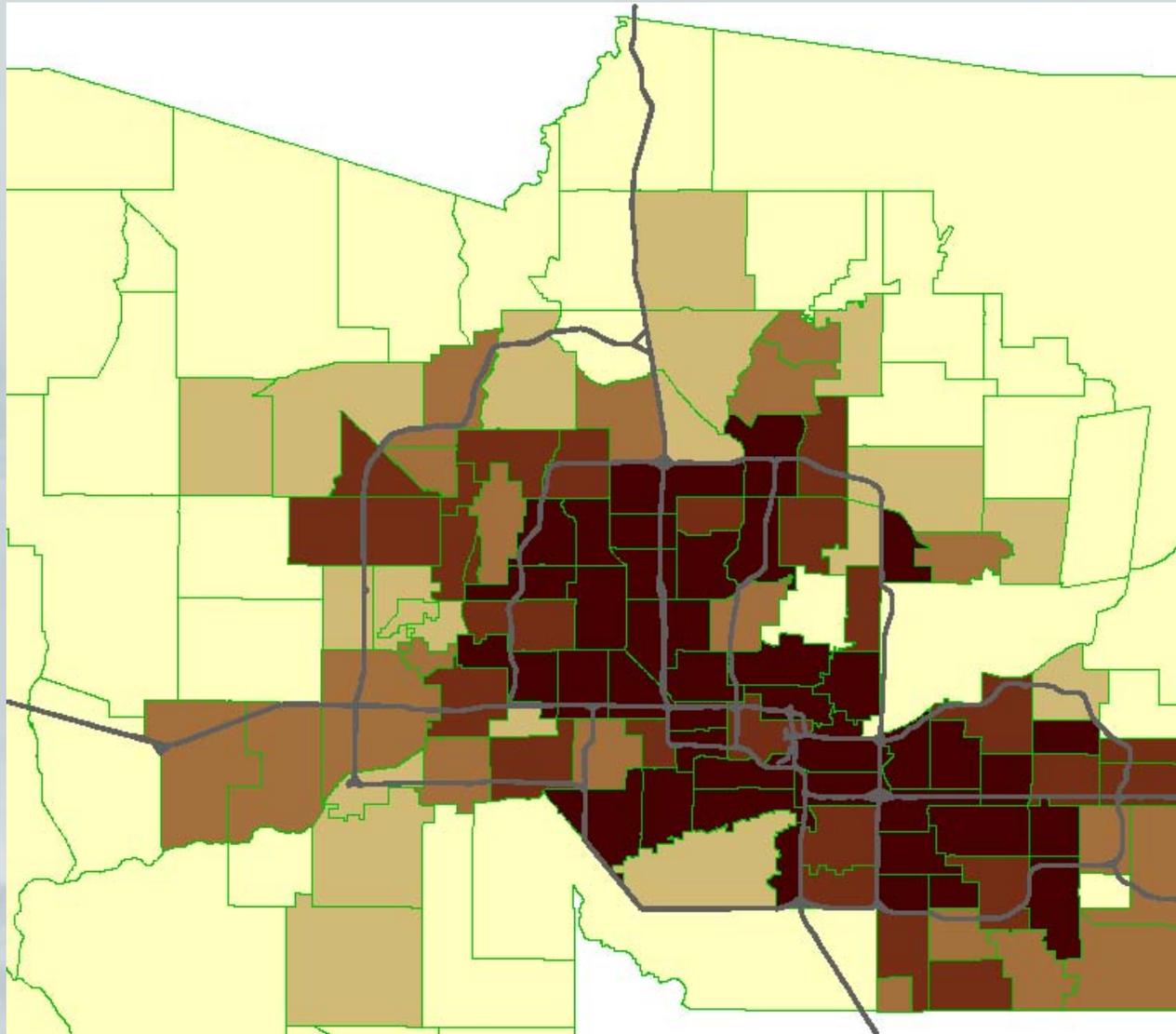
## **Key Reasons to Consider Commuter Rail Service**

- **Growth of population and employment.**
- **Travel demand growth and increasing congestion in primary travel corridors.**
- **Provide range of travel choices.**
- **Desire to reinforce local and regional land use plans.**
- **Availability of existing railroad alignments.**
- **Increase in the cost of fuel and travel.**
- **Reduce air pollutants and use of resources**
- **Promote economic sustainability.**

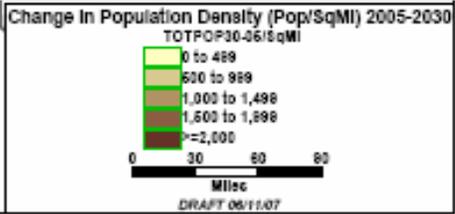
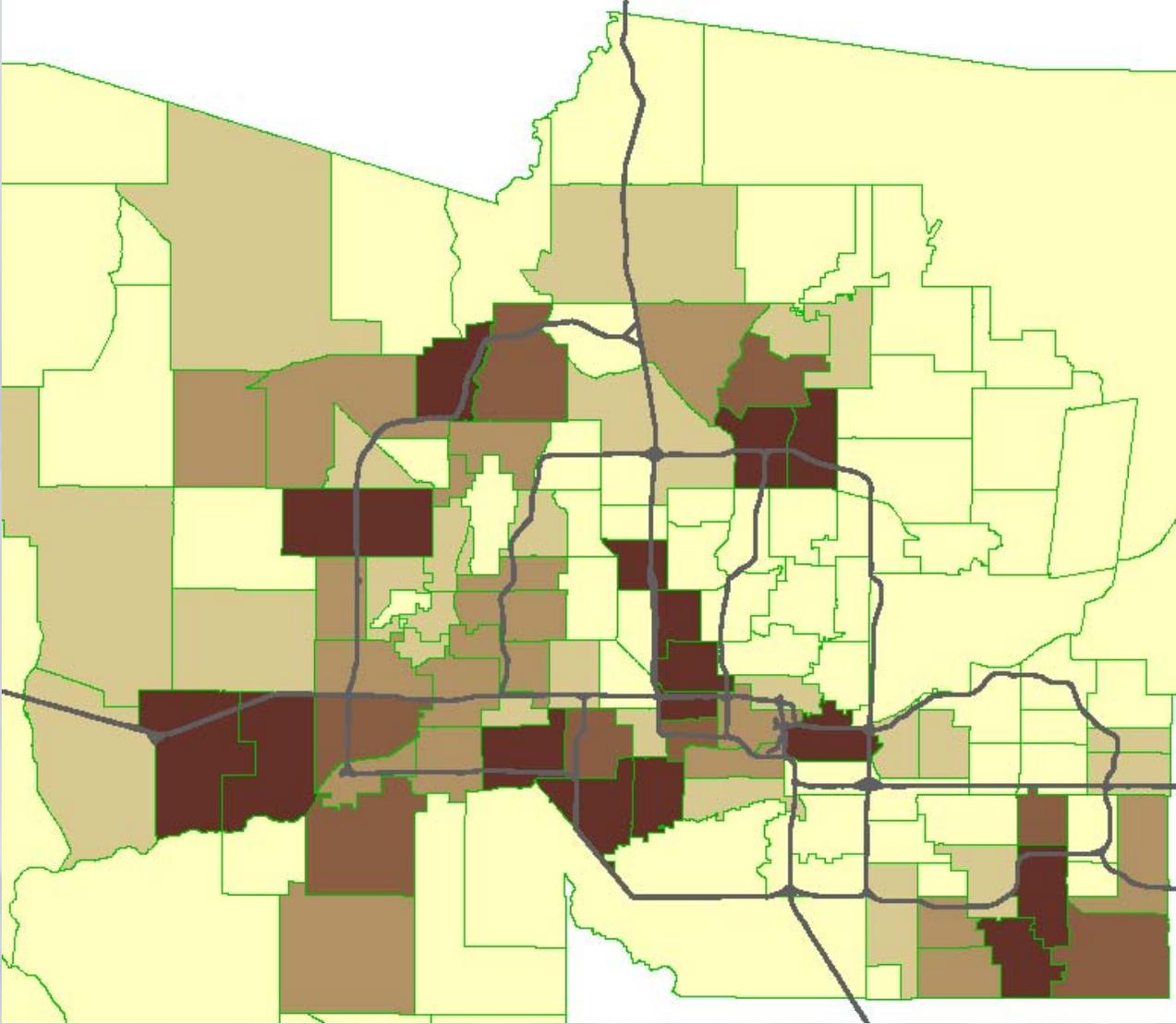
# 2005 POPULATION DENSITY



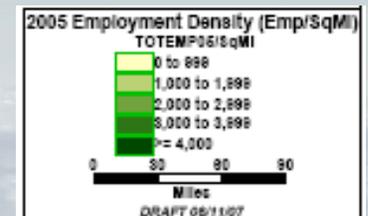
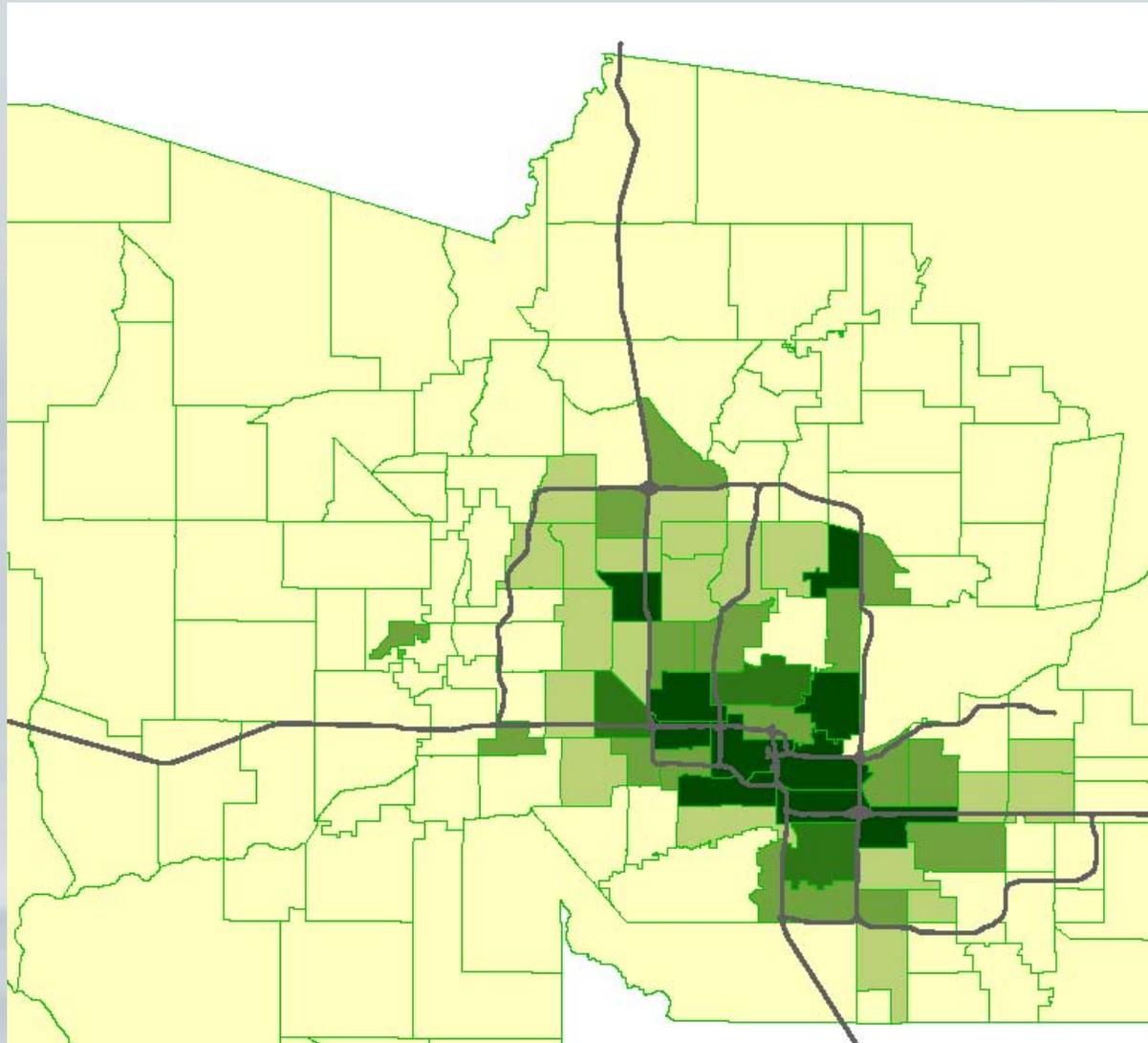
# 2030 POPULATION DENSITY



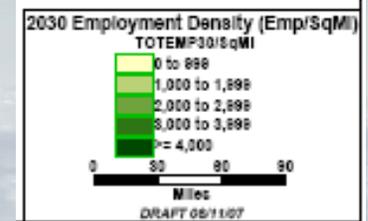
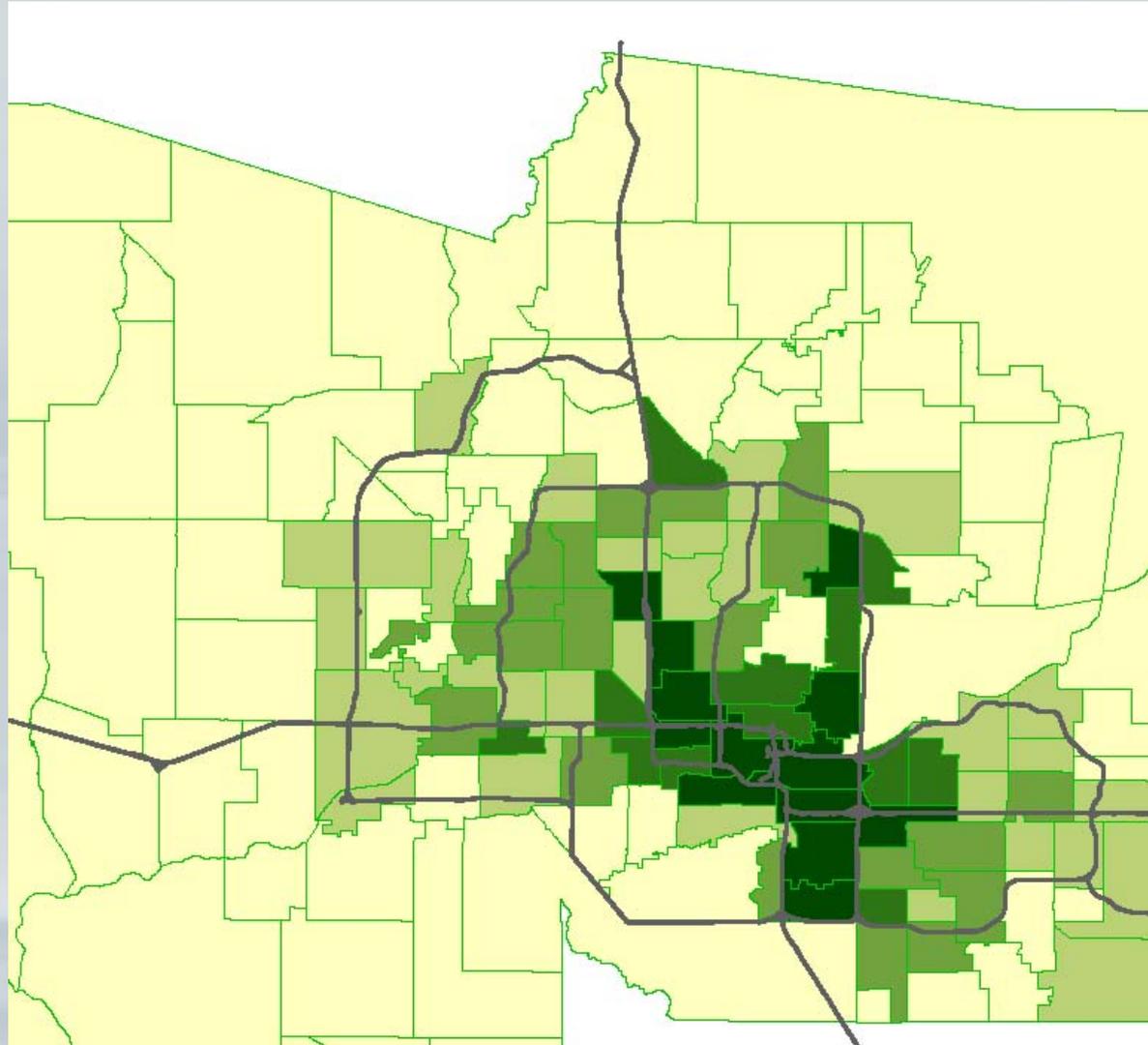
# CHANGE IN POPULATION DENSITY



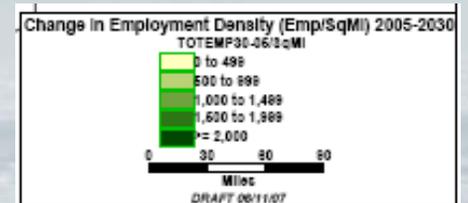
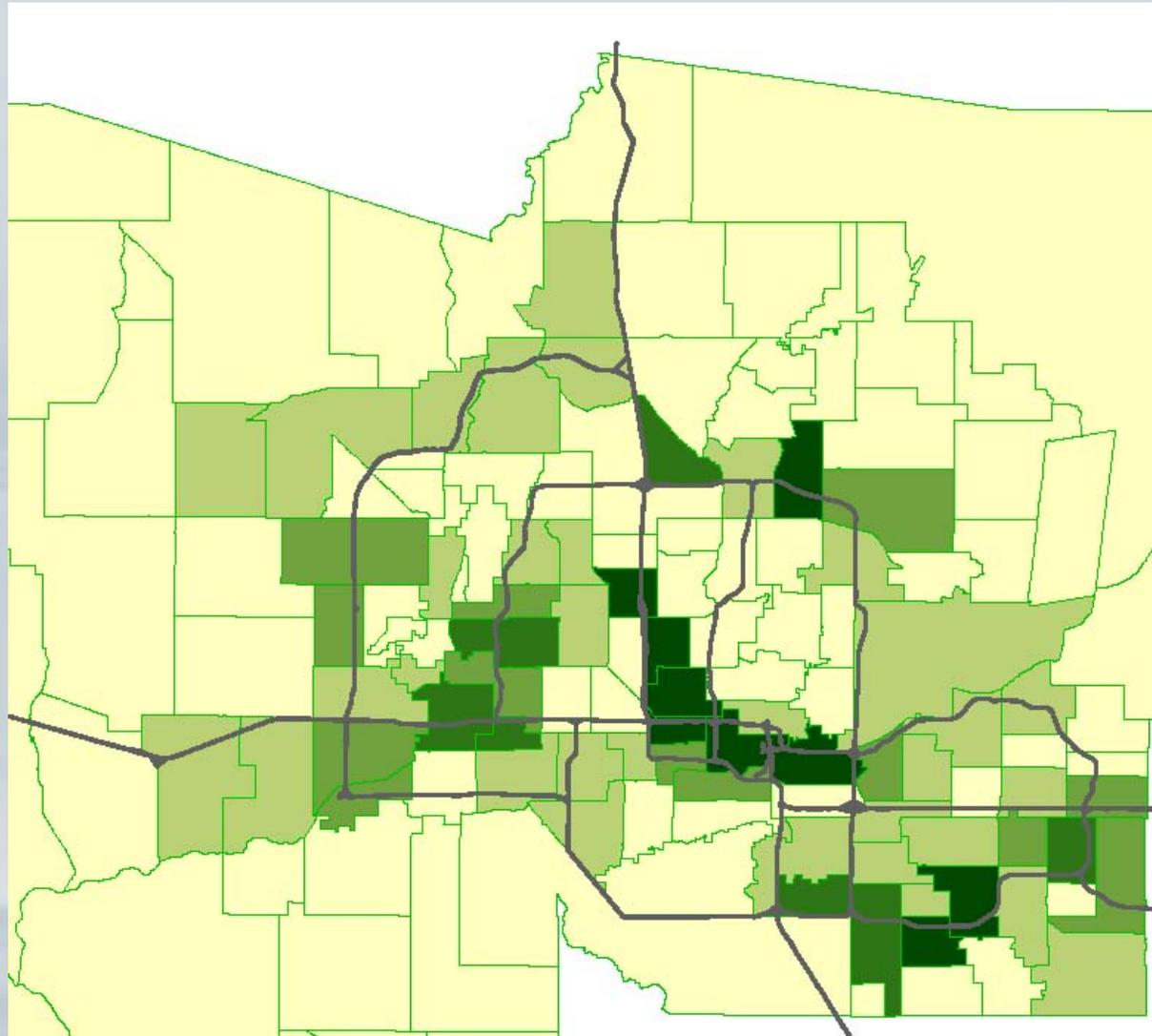
# 2005 EMPLOYMENT DENSITY



# 2030 EMPLOYMENT DENSITY



# CHANGE IN EMPLOYMENT DENSITY



# Change in Northern Pinal County

- **Population Growth 2000 to 2007:**  
From 183,400 to 296,500  
+ 113,100 or 8.3% per year
- **Population Growth with 4% rate from 2007 to 2030:**  
From 296,500 to 730,000  
+ 434,000 or 146% increase

# **Commuter Rail Service – Trip Purpose**

- **Commuters – Daily – Morning & Afternoon**
- **Mid-Day, Evenings, Weekends – Occasional Trips/Events**
- **Transfer Connections to Other Transit Services (Bus/LRT/AT)**

# Service Area



## Light Rail



Station Spacing: ½ to 1 mile      System Extent: 15 to 20 miles  
Maximum Speed: 65 mph      Average Speed (with stops): 25 mph



## Commuter Rail



Station Spacing: 2 to 4 miles      System Extent: 20 to 75 miles  
Maximum Speed: 79 mph      Average Speed (with stops): 45 mph



## Intercity Rail



Station Spacing: 20 to 30 miles      System Extent: 50 to 300 miles  
Maximum Speed: 110 mph      Average Speed (with stops): 55 mph

# Joint Use of Railroad Infrastructure



# Trains

- Variety of Equipment Types
- Federal Railroad Administration Compliance Issues
- Passenger Demand



# Strategic Plan Development Process

- **Employ SWOT Process:**
  - What is this?
  - How will it help?
  - What is the CRSG role?
  - What is the time frame?

# Sub-area Definition

