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MAG Transportation Review Committee

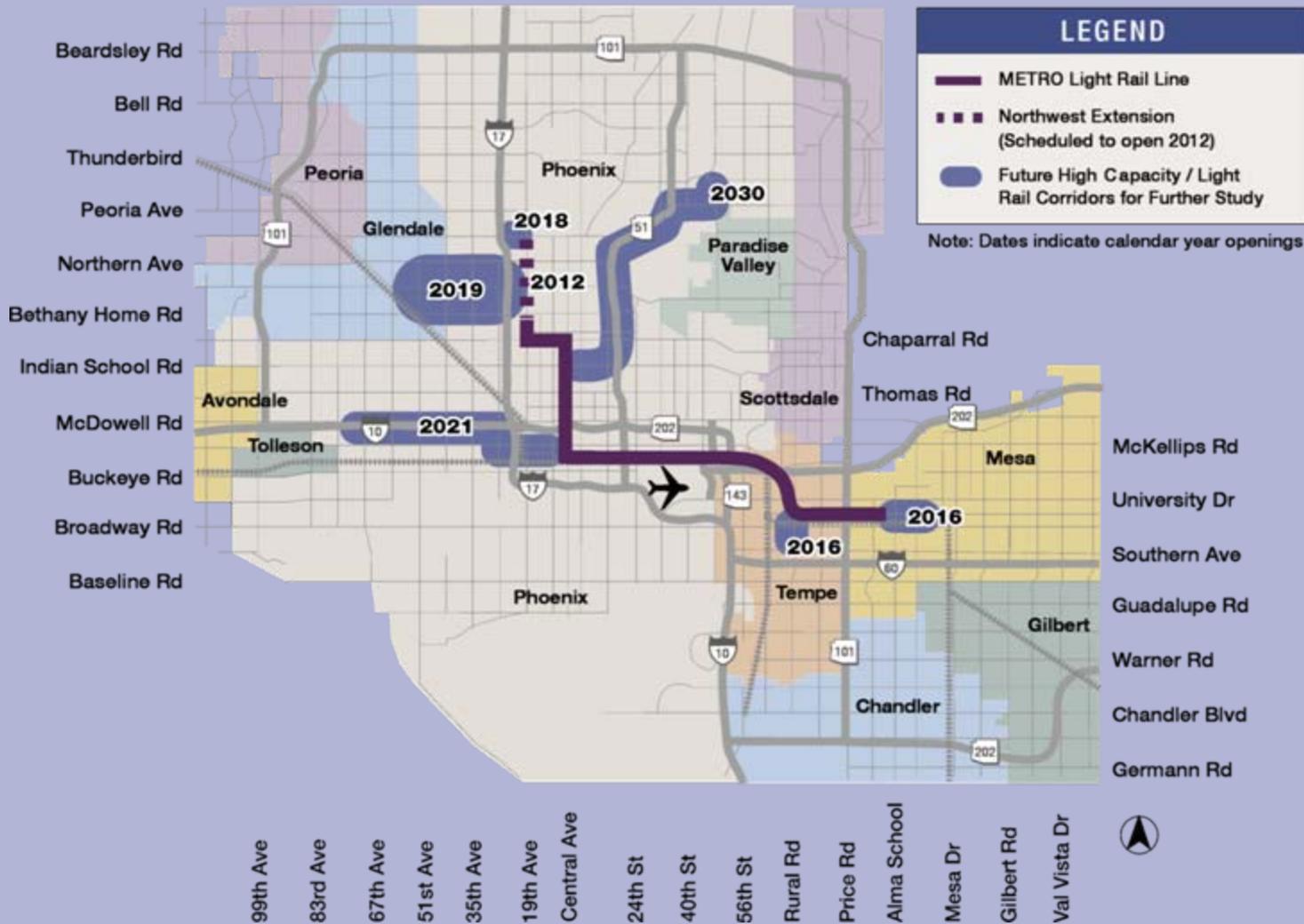
Central Mesa Corridor Study

Wulf Grote, Director, Project Development

August 27, 2009



High Capacity / Light Rail System



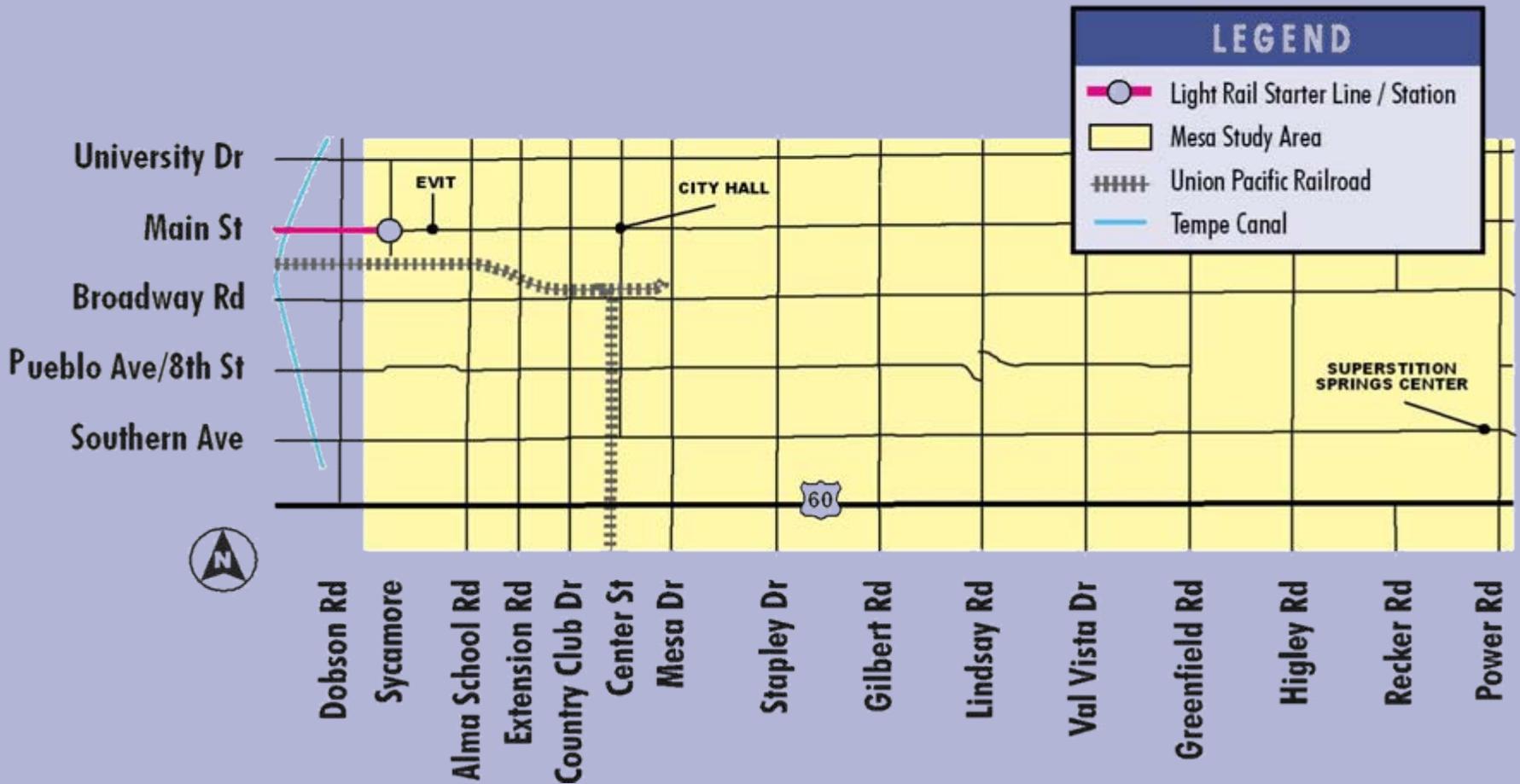


Central Mesa High Capacity Transit Project Funding

- MAG Regional Transportation Plan includes a 2.7-mile corridor extension from Sycamore to Mesa Drive
- Regional funding provided by Proposition 400 in 2004
- Transit Life Cycle Program (TLCP) assumptions:
 - 51% Federal Transit Administration funds (5309, CMAQ)
 - 49% Regional Public Transportation Fund (PTF)
- TLCP Budget = \$194 million (2008\$)



Central Mesa Study Area





Alternatives Analysis

- Alignment/Route
- Transit Options
 - Light Rail Transit
 - Bus Rapid Transit





Central Mesa Major Milestones

- Notice to Proceed February 2007
- Scoping Meetings August 2007
- Tier 1 Evaluation September – November 2007
- Tier 1 Public Meetings November 2007
- Tier 2 Evaluation November 2007 – August 2008
- Tier 2 Public Meetings October 2008
- Tier 2 Refinements & LPA October 2008 – March 2009
- LPA Public Meeting April 2009
- Mesa City Council Approval May 2009
- METRO Board Approval June 2009



Central Mesa Tier 2 Alternatives



LEGEND

- Study Area
- Light Rail Line / Station
- Future High Capacity Alignment / Station
- Canal
- Transit Center
- Possible Extension to Gilbert Rd.
- Railroad
- Park-and-Ride
- Valley Metro LINK BRT Alignment / Stop

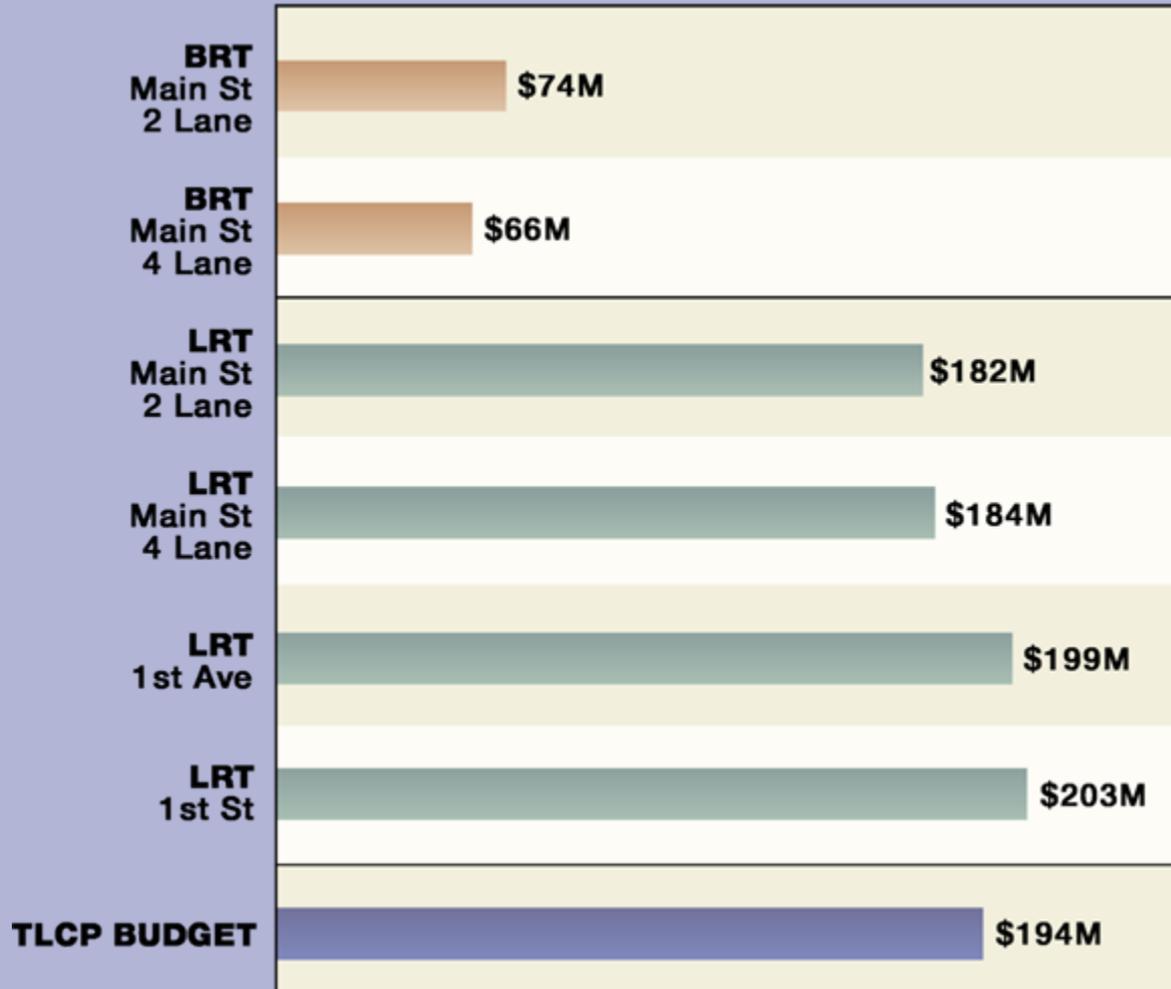
* Mesa Dr. Park-and-Ride lot would be interim until the extension to Gilbert Rd is complete.





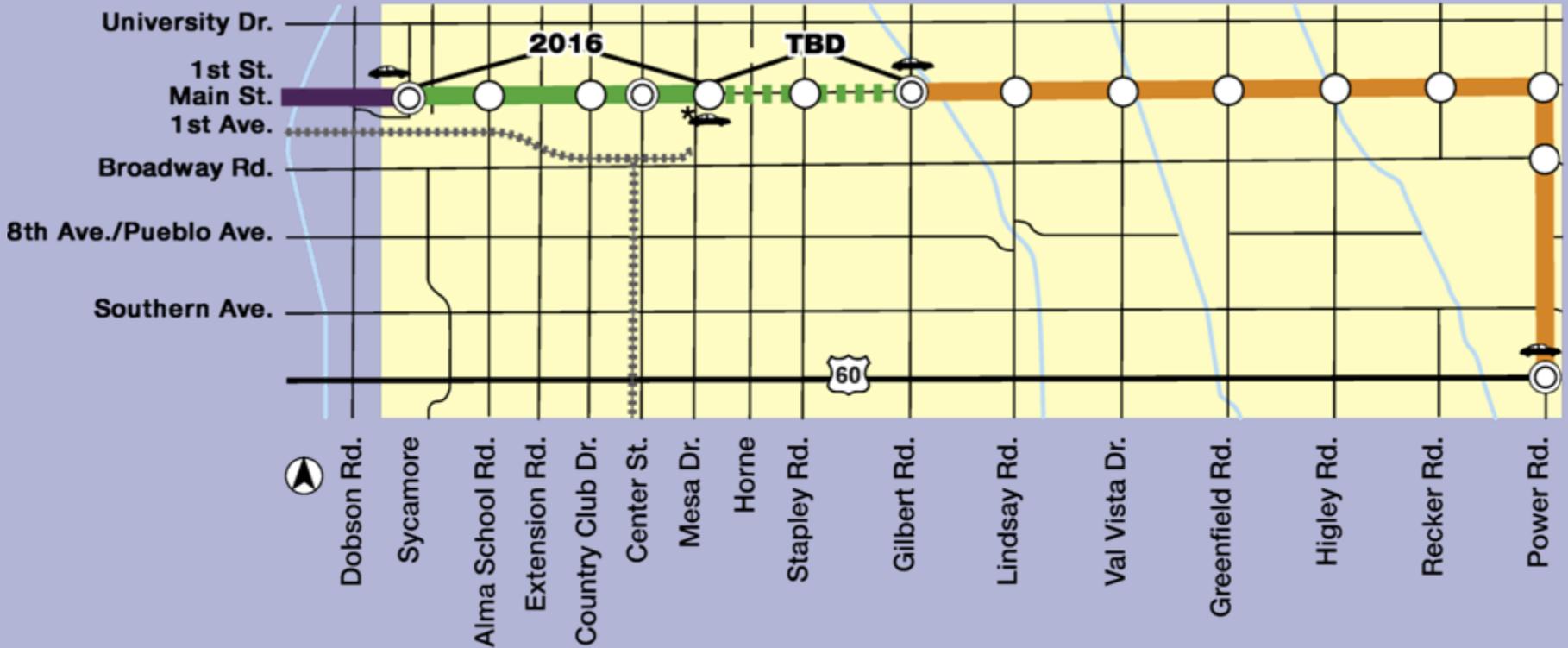
Preliminary Capital Cost Estimates

2008 \$'s





Central Mesa Corridor Study Recommendation



LEGEND					
	Study Area		Light Rail Line / Station		Central Mesa Phase 1 - 2016
	Canal		Transit Center		Central Mesa Phase 2 - TBD
	Railroad		Park-and-Ride		Valley Metro LINK BRT Alignment / Stop

* Mesa Dr. Park-and-Ride lot would be interim until the extension to Gilbert Rd is complete.

Rev. 06-07-09



Recommendation

Approved by Mesa City Council – May 18, 2009

- Light rail technology
- Main Street alignment to Mesa Dr. (2.7 miles) as financially constrained locally preferred alternative
 - 2-lane vs. 4-lane in downtown to be determined during next study phase
 - Mesa Drive park-and-ride as interim
- Gilbert Road end-of-line (Phase II), with 750-1,000 car park-and-ride. New future funding needed.
- Continue LINK BRT service to Power Road / ASU / Gateway and identify resources to match LRT frequencies
- Continue to advance transit supportive land use policies and initiatives along the corridor



Community Outreach

- Economic Development Advisory Board (4/7)
- Museum & Cultural Advisory Board (4/8)
- EVIT Governing Board (4/13)
- Baseline Rotary (4/14)
- Downtown Development Committee (4/16)
- Public Meeting (4/16)
- Transportation Advisory Board (4/21)
- Mesa Chamber of Commerce Board of Directors (4/22)
- Mesa Grande Community Alliance (4/28)
- West Mesa Community Development Corporation (5/5)
- Downtown Rotary (5/6)
- Mesa City Council Action (5/18)
- Downtown Mesa Association (5/27)



Why Light Rail?

- Lower life cycle costs
- Five times the passenger carrying capacity
- Reduces travel times
- Eliminates a bus to rail transfer at Main and Sycamore
- Greater economic development opportunities
- Better serves travel demand



Why Main Street?

- Best access to Downtown Mesa activity centers (e.g. retail activities, Mesa Arts Center, City Hall)
- Lower capital costs
- Highest ridership
- Least property acquisitions
- Lowest travel times
- Greatest economic development opportunities
- Best meets FTA criteria for cost effectiveness



Next Steps

- MAG approval – Regional Plan Update
- Initiate federal environmental documentation
 - Environmental assessment
- Create Downtown Mesa stakeholder group
 - Work with stakeholders to define criteria for downtown urban design elements
- Initiate engineering in Spring 2010
 - FTA approval needed first



Recommendation

- **Locally Preferred Alternative (Phase 1)**
 - Light Rail Transit technology
 - Main Street alignment through downtown Mesa to Mesa Drive.
- **Additional recommendations (Phase 2 - unfunded)**
 - Extend light rail on Main Street from Sycamore to Gilbert Road as “illustrative project” in RTP
 - Improve service frequency on the Main Street LINK BRT to match LRT



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