



## Welcome

Hi, we're glad you're here! The meeting will begin shortly. In the meantime, if you would like to listen in Spanish, simply disconnect your audio and call in using the following:

- +1-408-418-9388
- Meeting #: 2480 516 7308
- Password: PBRT



## Bienvenidos

Hola, ¡nos complace contar con su presencia! La reunión comenzará en breve. Mientras tanto, si desea escuchar en Español, simplemente desconecte su audio y llame usando lo siguiente:

- +1-408-418-9388
- Reunión #: 2480 516 7308
- Contraseña: PBRT

# Welcome

- All participants have been muted to avoid background noise.
- This meeting is being recorded.
- Technical difficulties? Call Webex at **866.229.3239**.
- Following the meeting presentation, we will take questions and comments online and by phone.



# Phoenix Bus Rapid Transit Program

35th Avenue and Van Buren Street Corridor Public Meeting



## BRT 101

# What is BRT?

Bus Rapid Transit - or BRT - is a high capacity bus service that provides a fast, reliable, and convenient transit experience...and this new transit option is coming to Phoenix.

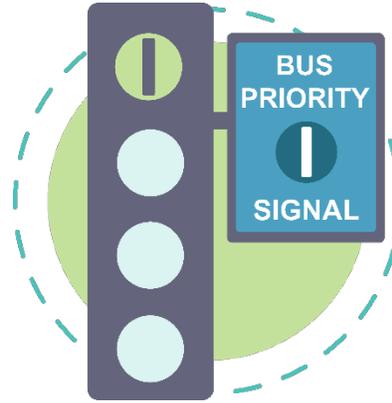
## Elements of BRT

BRT is unique because there are no universal standards. This means it can be planned and designed to best meet our community's needs. However, there are six recurring elements found in successful BRT systems.

# BRT 101 – Elements



**Advance fare collection**



**Transit spot improvements**



**Enhanced stations**



**Custom buses**



**Dedicated lanes**



**Unique branding**

# Where We've Been

## T2050 Overview

- In 2015, Phoenix voters approved Prop 104, creating the 35-year street and transit plan
- Provide transportation solutions considering growth
- Transit is the most space efficient way of moving people
- BRT identified as a component of T2050

## T2050 35-YEAR GOALS



**CONTINUE 17 MILES** of light rail service



**PROVIDE 75 MILES** of new Bus Rapid Transit service (consultant teams for program management and preliminary corridor assessments have been selected; additional progress is pending review)



**ADD 42 MILES** of new light rail in Phoenix (planning and design are ongoing for some segments; additional progress is pending review)



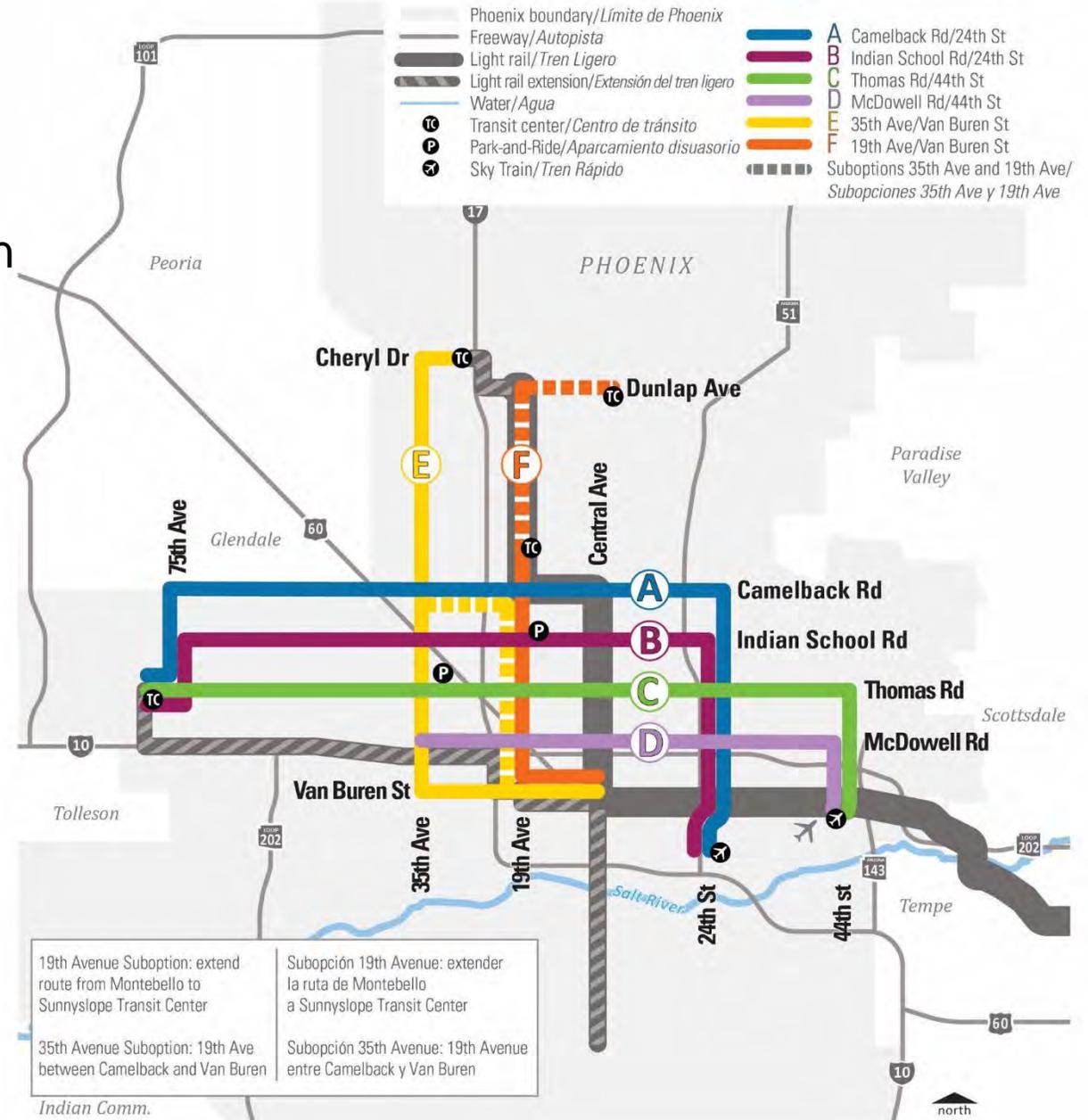
**BUILD NEW** light rail station at 50th Street

Phoenix Bus Rapid Transit  
 Autobús de Transporte Rápido de Phoenix  
 Potential BRT Corridors/Corredores potenciales del BRT

# Where We've Been

In 2019, the project team reevaluated the BRT corridors identified in the Transportation 2050 (T2050) plan based on:

- **Transit propensity**
  - Population
  - Employment
  - Low-income households
  - Minority persons
  - Persons with disabilities
  - Zero automobile households
  - Persons under 18 years
  - Persons over 64 years
- **Transit performance**
- **Ridership forecasting**
- **Community input**



# Where We've Been

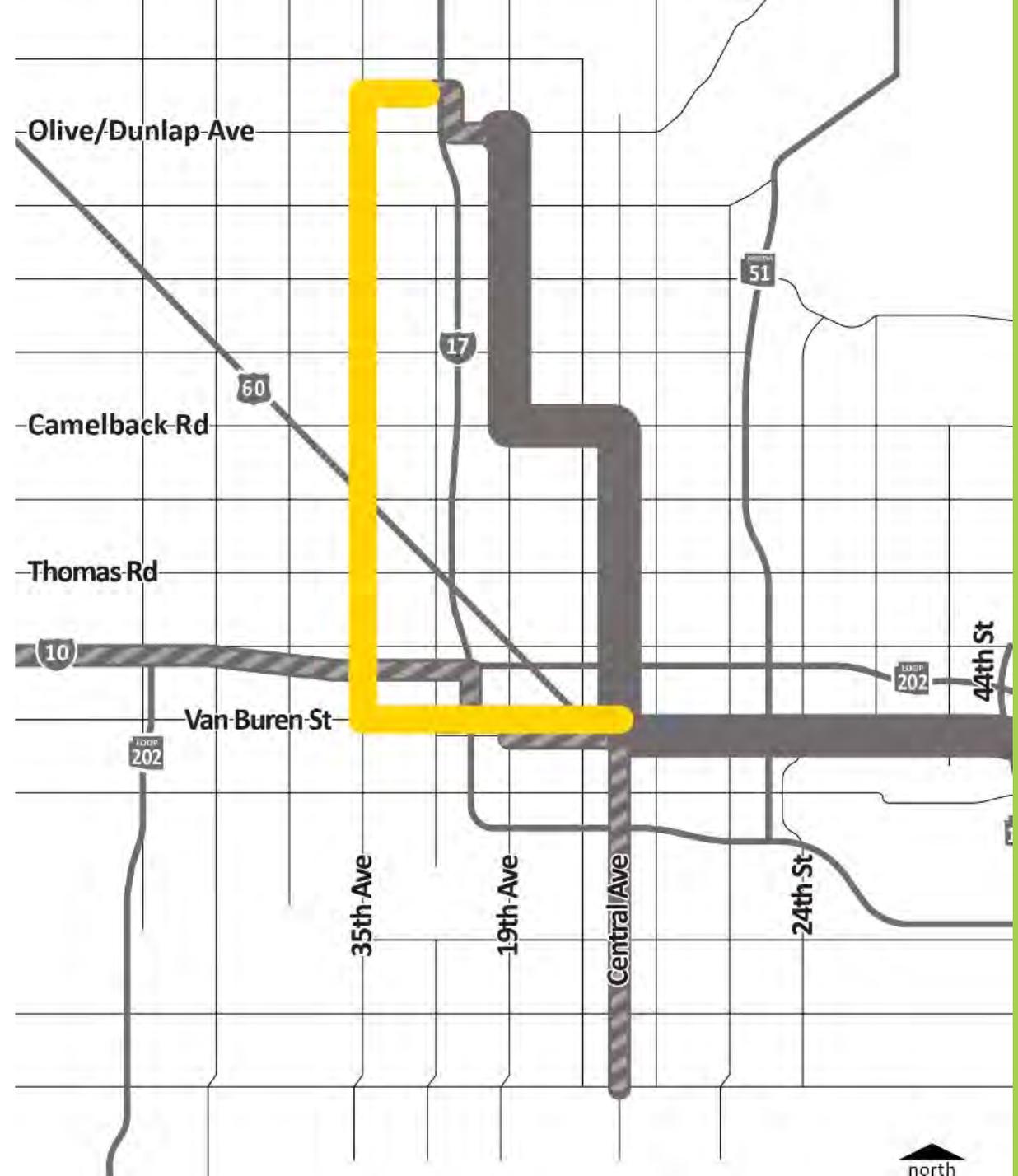
## Results

### Transit Analysis Results:

- Highest performing north-south corridor (ridership)
- Better coverage/spacing
- Compliments existing/future networks
- Input/recommendations from BRT Workshops

### Community Input Results:

- Most preferred north-south corridor



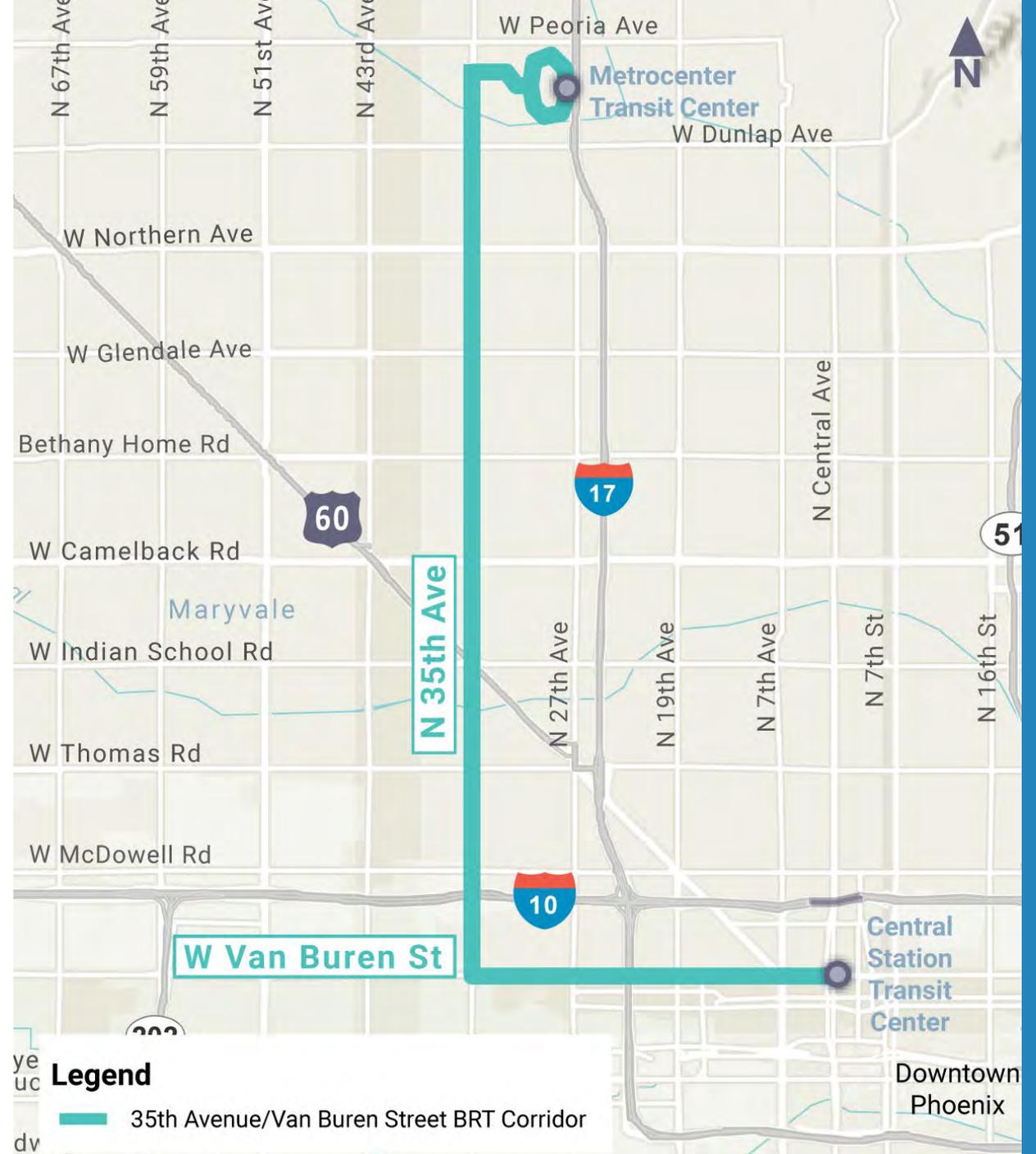
# Where We've Been

- In 2020, the team completed a [transit analysis](#) and 11 months of community outreach.
- In October 2021, Phoenix City Council [unanimously approved](#) the initial Bus Rapid Transit corridor of **35th Avenue and Van Buren Street**.



# Where We Are Now

- In April 2022, Phoenix City Council approved the Phoenix BRT Program to continue community and stakeholder engagement, alternatives analysis and 15 percent design plans for the initial BRT corridor of **35th Avenue and Van Buren Street**.
- The BRT Program is currently conducting an **Alternatives Analysis** and developing conceptual designs for this corridor.



# The Corridor

## 35th Avenue and Van Buren Street

13.6 miles

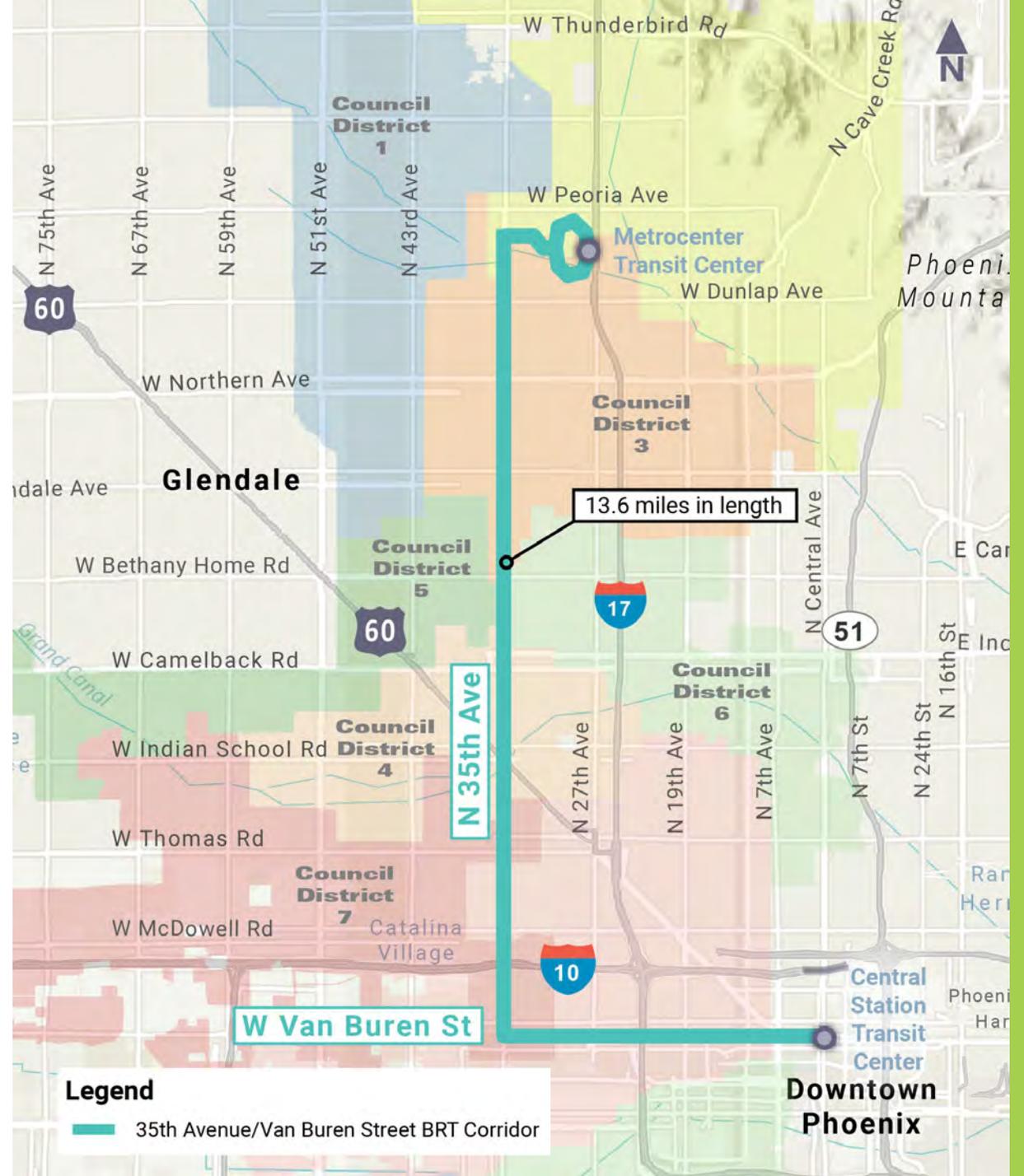
16 proposed stations

44 signalized intersections

7 correlating projects

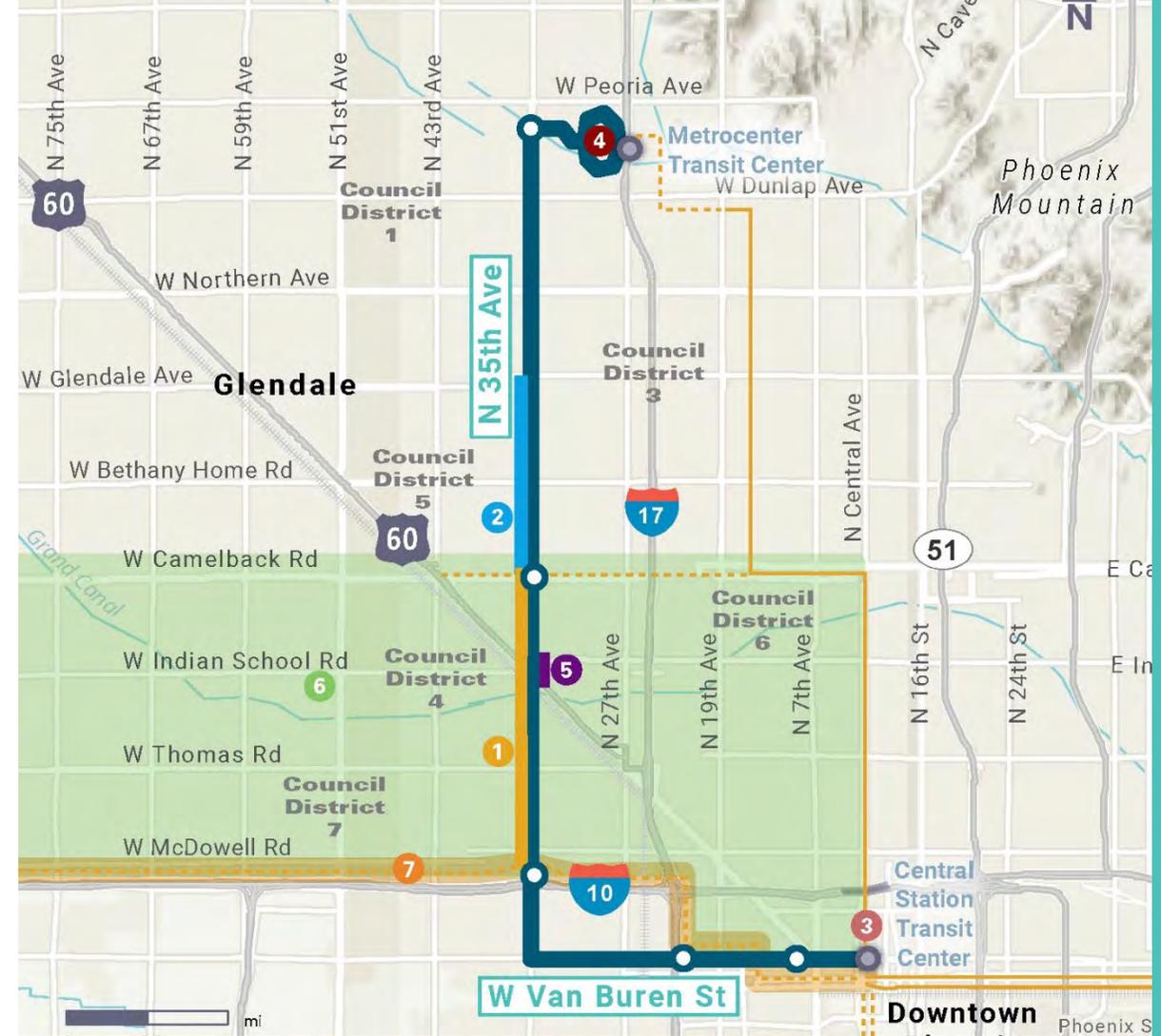
4 Phoenix Council Districts (1, 4, 5, 7)

2 transit centers



# Concurrent Projects

1. City of Phoenix 35th Avenue BUILD Grant
2. City of Phoenix 35th Avenue Improvements
3. Central Station Development
4. City of Phoenix /Valley Metro Metrocenter Transit Center
5. ADOT Grand 35 Study
6. Valley Metro West Phoenix HCT AA
7. Valley Metro CAPEX and 10WEST LRT



## Ongoing Projects

- |   |                           |
|---|---------------------------|
| 1 COP 35th Ave BUILD Grant              | 6 VM West Phoenix HCT AA  |
| 2 COP 35th Ave Improvements - Ph I & II | 7 VM CAPEX and 10WEST LRT |
| 3 COP Central Station Development       | 35th Ave/Van Buren St BRT |
| 4 COP/VM Metrocenter Transit Center     | Existing Light Rail       |
| 5 ADOT Grand-35 Study                   | Planned Light Rail        |
|   | Railroads                 |

# BRT Program Schedule

**WE ARE  
HERE**



## Detailed Corridor Planning

## Final Design

## Construction

## Transit Analysis

Spring 2020 - Spring 2022

Fall 2022 - Fall 2024

Fall 2024 - Winter 2026

Fall 2026 - Winter 2028

- Initial transit analysis
- Approval of corridor
- Approval to begin corridor planning

- Alternatives analysis
- 15% design
- Station planning
- Corridor alignment
- Preliminary right-of-way (ROW)
- Traffic analysis

- Final design plans
- Corridor refinement
- ROW refinement
- Bus procurement/design

- Station development
- Traffic signal improvements
- Roadway enhancements
- Vehicle testing

Community and stakeholder engagement

# Community Outreach Phase I – Fall 2022

Here's what we heard from you...



**Transit frequency**  
is key to improving  
transit service  
and use



**Safety and security**  
is essential



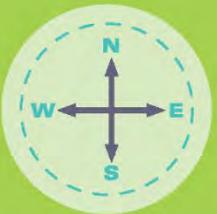
**Pedestrian access**  
to stations  
is critical



Prioritize  
**public transit**



Implement  
**dedicated lanes**



Expand  
**connections**

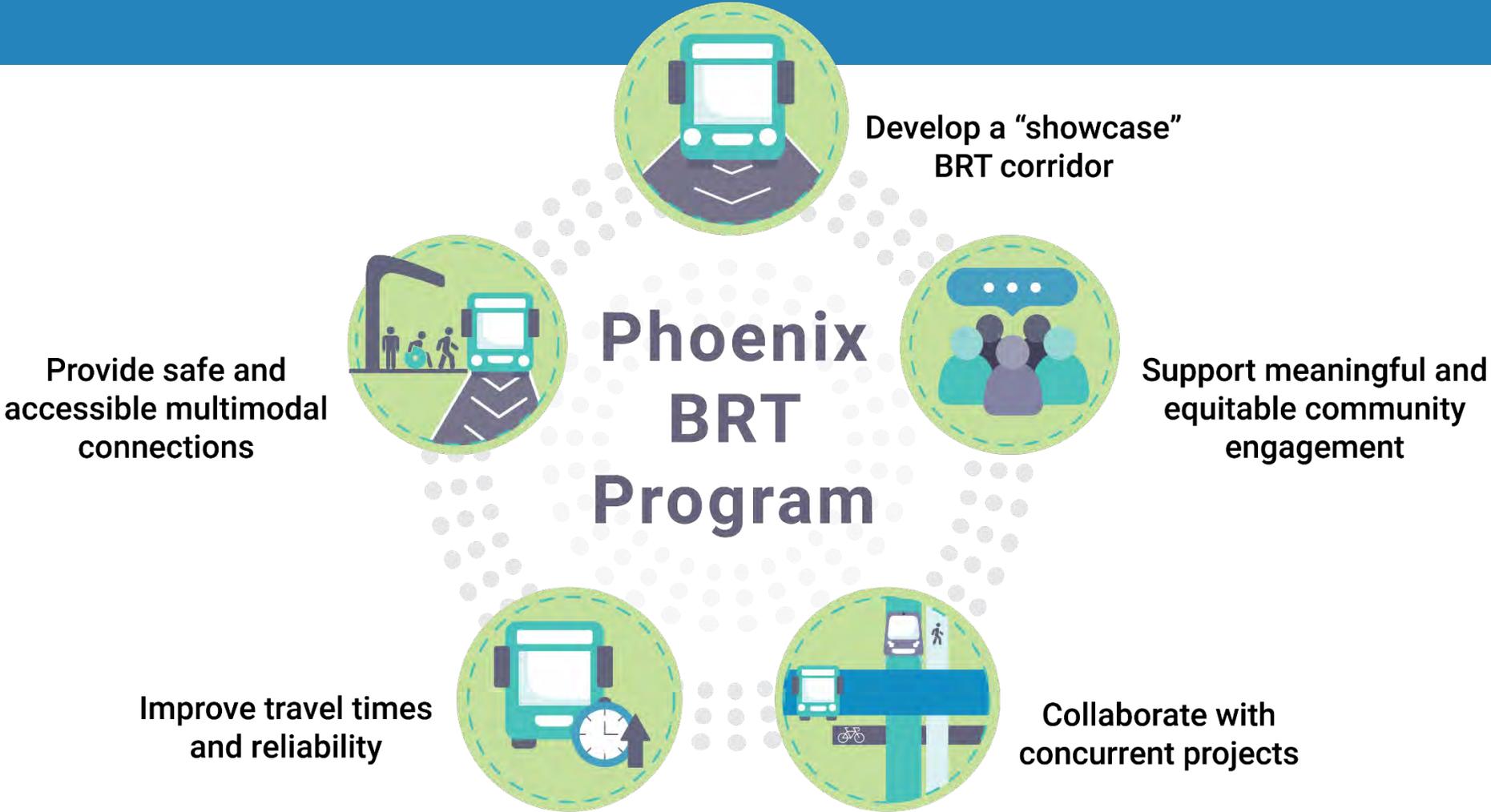


Overall  
**support** for bus  
rapid transit

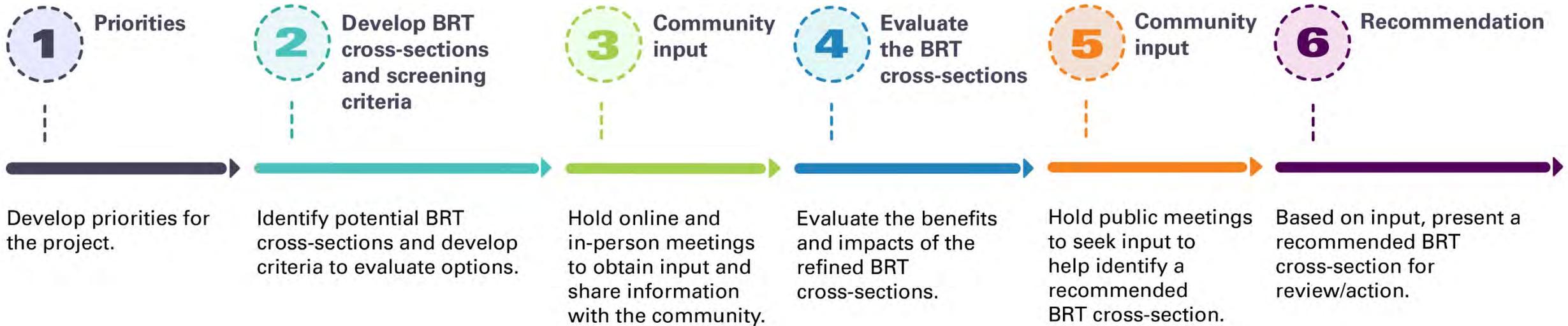
# BRT Corridor Priorities

## We heard you...

Through your input, agency and key stakeholder input and early transit analysis we identified five critical priorities that are the foundation for how we develop the 35th Avenue and Van Buren Street corridor.



# Process to a Recommended BRT Cross-Section



**We are here!**

Fall/Winter 2022

Spring 2023

Summer/Fall 2023

# What Could the Roadway Look Like?

We have developed four initial cross-sections as a starting point: two for a center-running BRT and two for a side-running BRT.

For both center-running and side-running, we considered what could fit within the existing roadway (Minimum Right-of-Way [ROW] BRT) and what it could look like if there were no constraints on roadway width (Maximum ROW BRT).

## Minimum ROW BRT:

*Requires very little additional property purchases*

## Maximum ROW BRT:

*Requires a lot of additional property purchases*

These explore both ends of the spectrum, but we realize that our ideal BRT cross-section is somewhere in-between.

**That's where we need YOU!**

We need your help to evaluate the BRT cross-sections and tell us what you think!

We will use your input as we refine the cross-sections to best meet the needs of the community.

# Minimum ROW vs. Maximum ROW



## Minimum ROW BRT:

Requires very little additional property purchases



Existing

None

None

Reduce lanes for cars

Shorter

Included

Included

Sidewalks

Bicycle Lanes

Landscaping

General Purpose Lanes

Pedestrian Crossing

BRT Station

Transit Lanes

## Maximum ROW BRT:

Requires a lot of additional property purchases



Wider

Protected

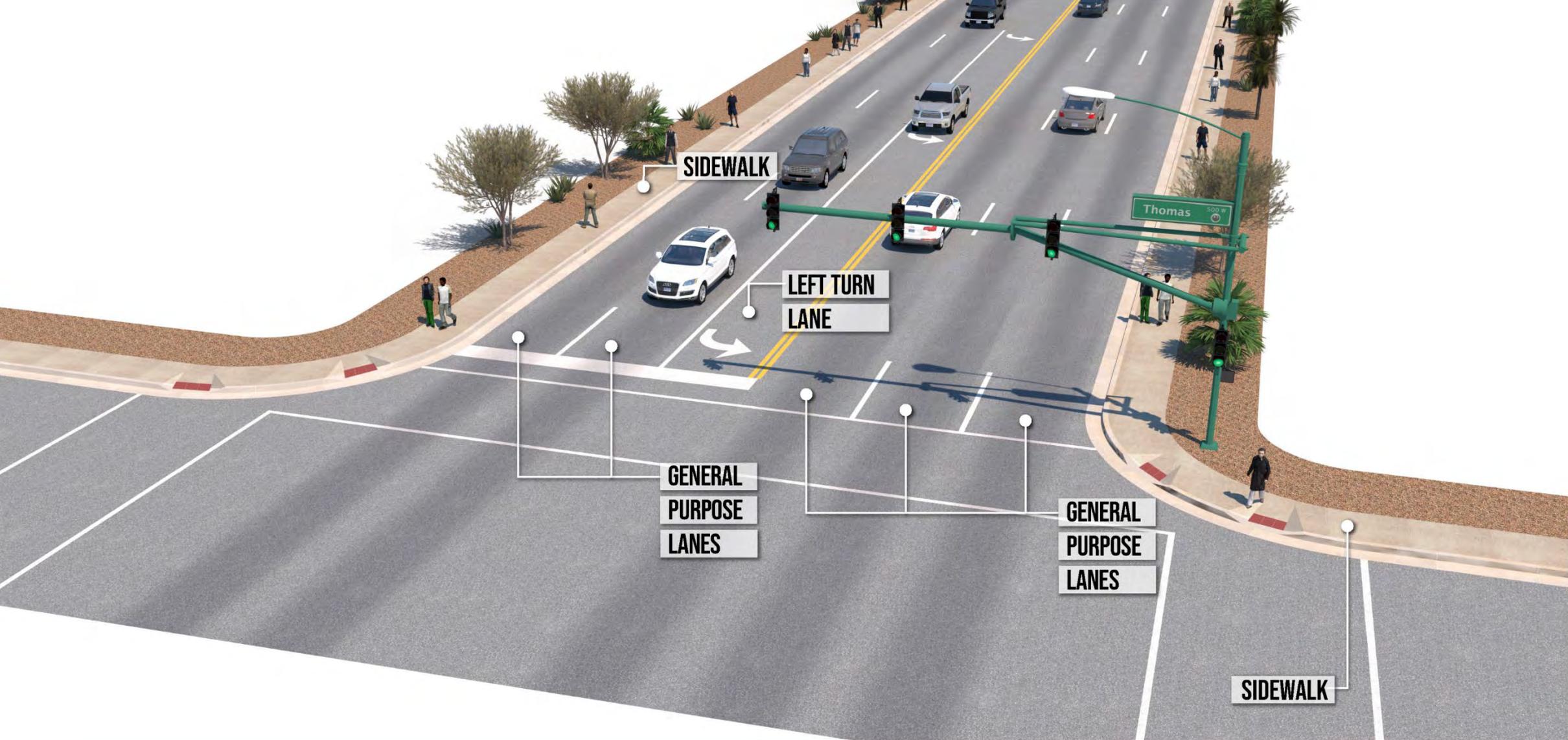
More

Keep multiple lanes for cars

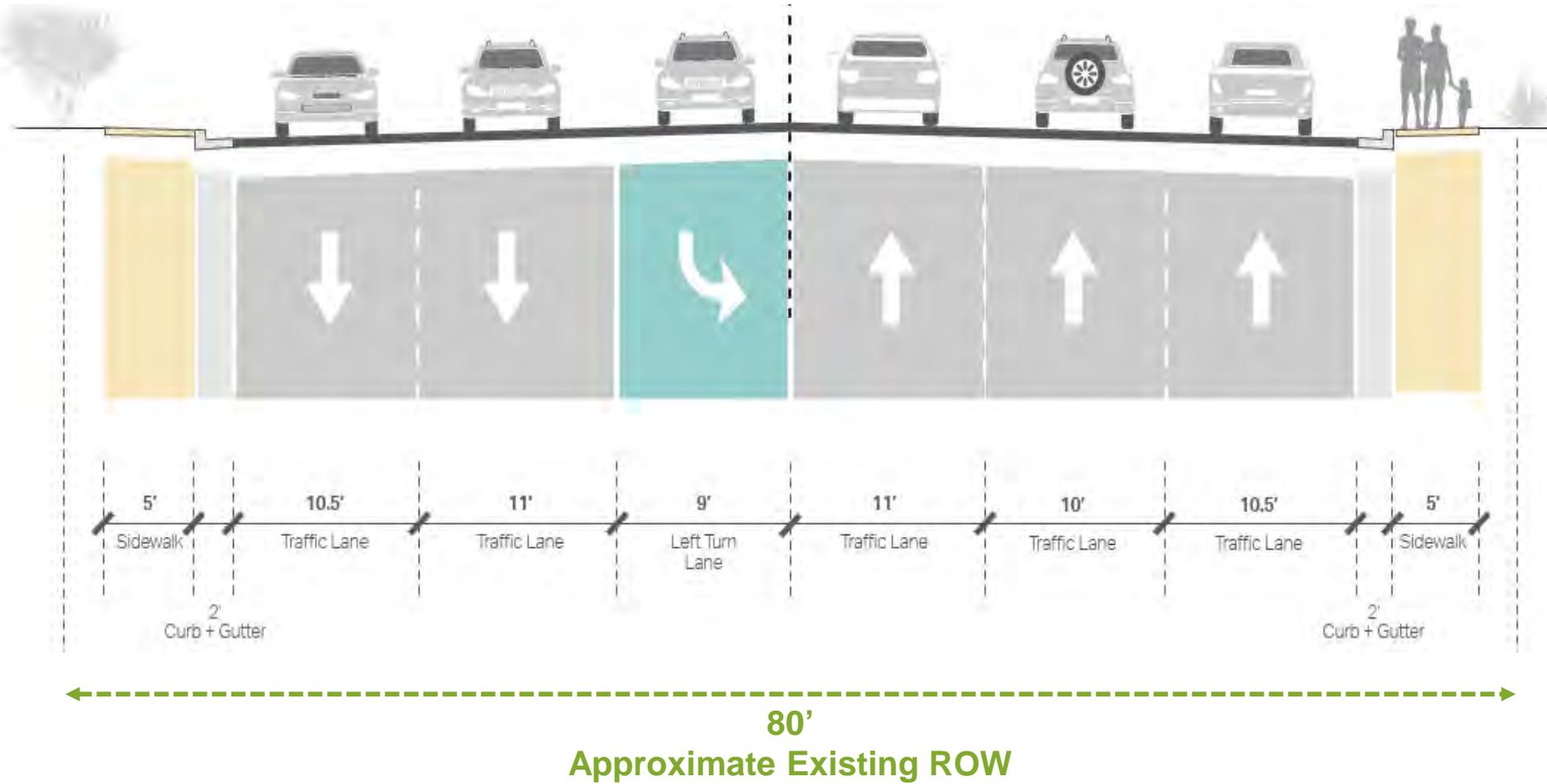
Longer

Included

Included

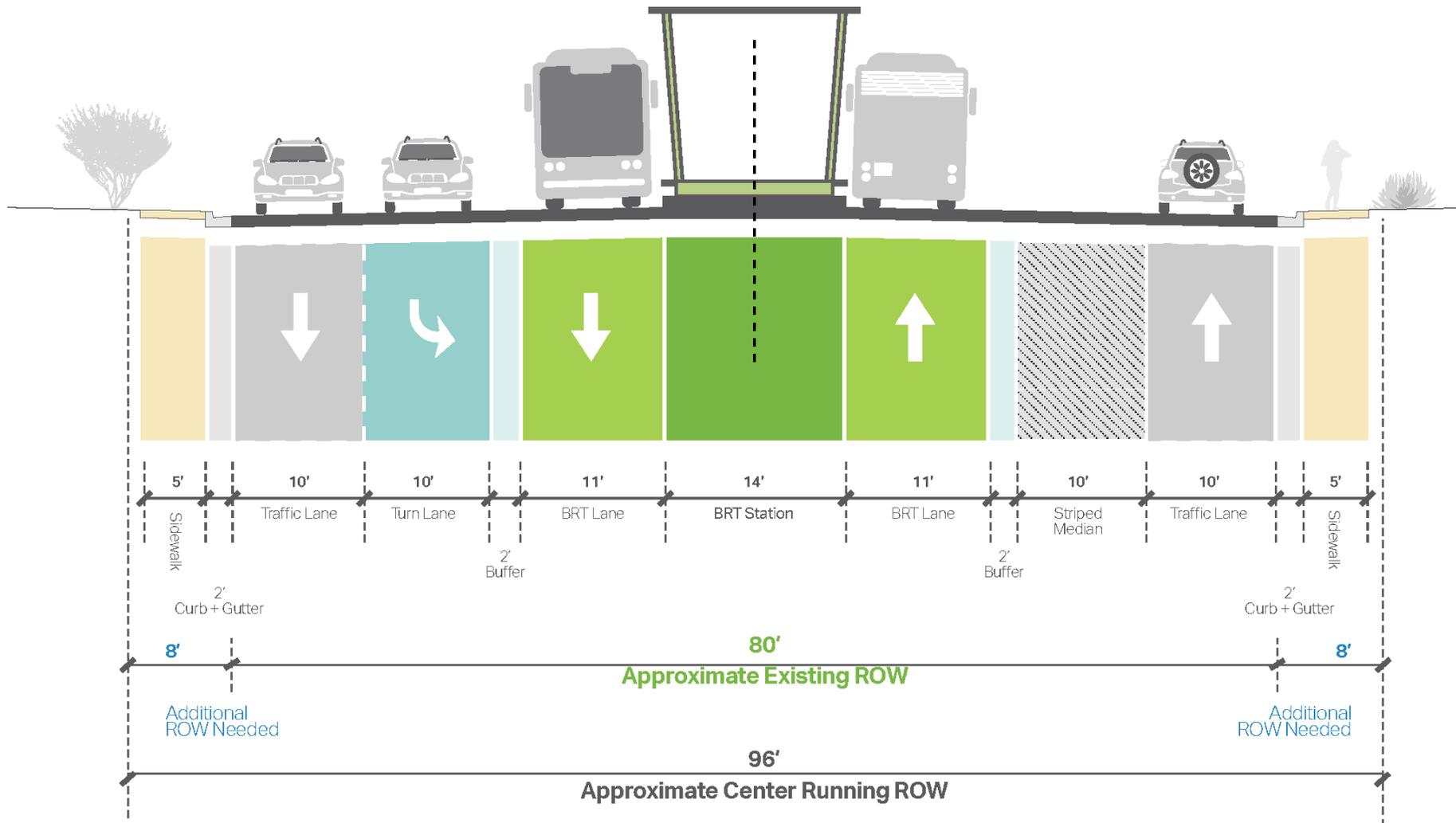


# Existing Roadway

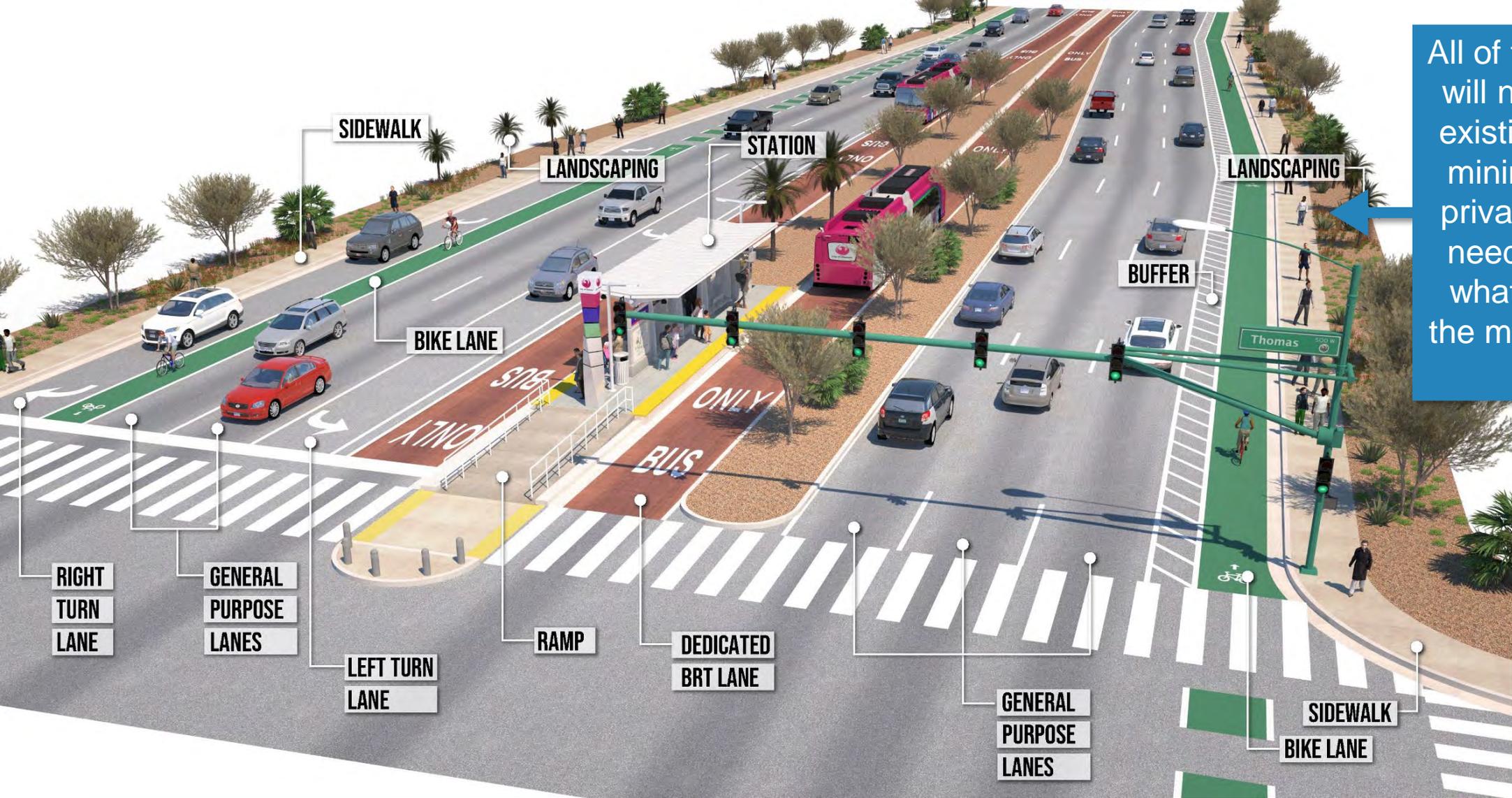


# Existing Roadway



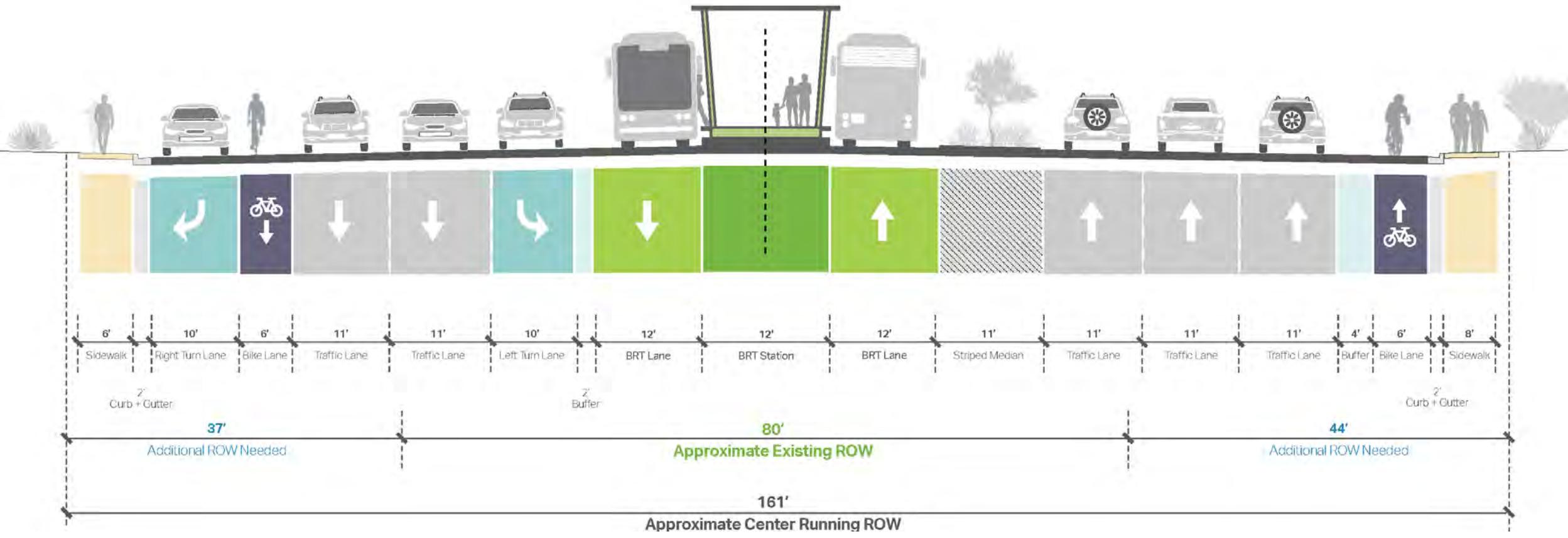


# Minimum ROW BRT: Center-Running

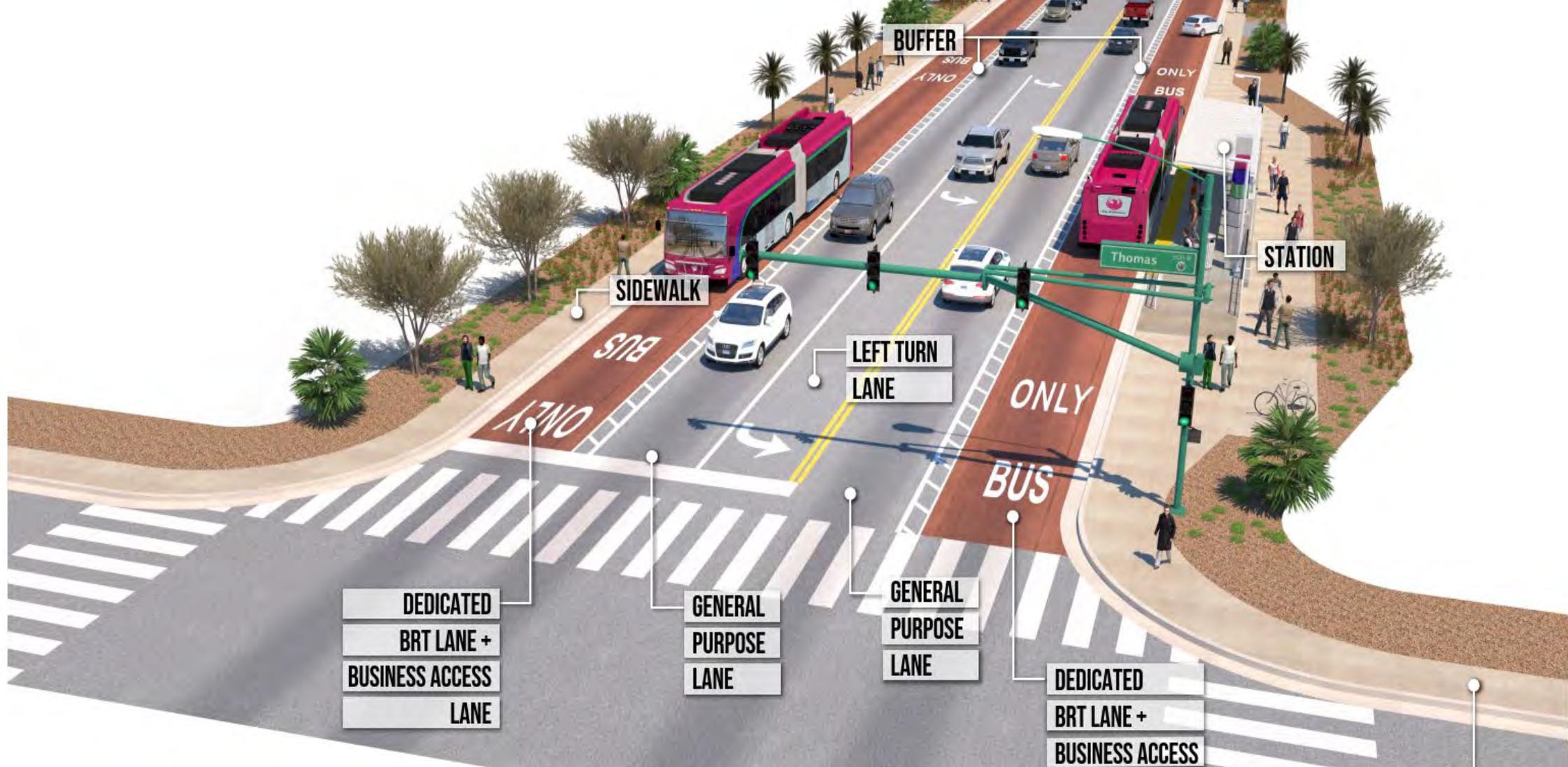


All of these amenities will not fit within the existing ROW, so to minimize impact to private property, we need your input on what elements are the most important to you.

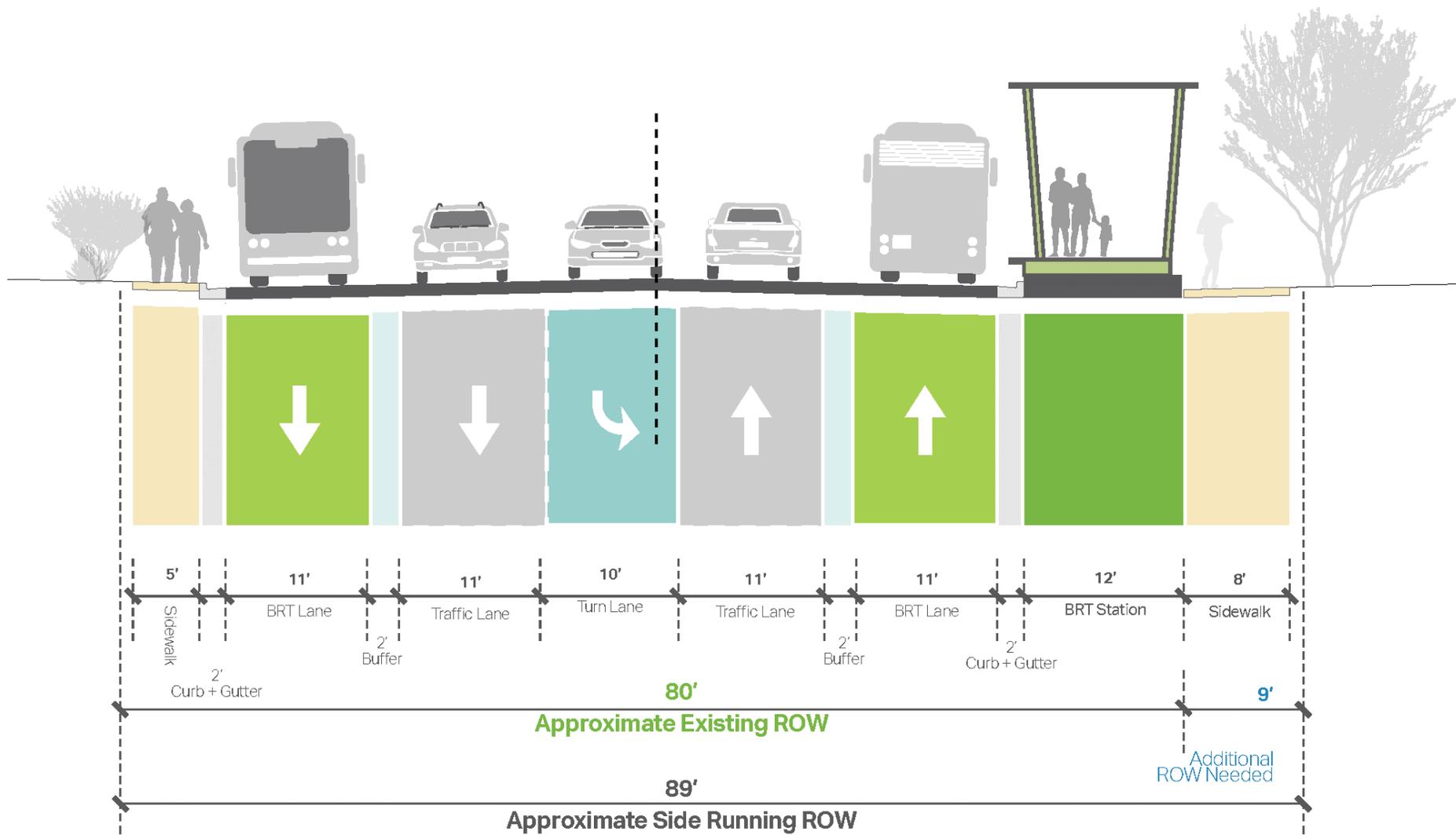
# Maximum ROW BRT: Center-Running



# Maximum ROW BRT: Center-Running

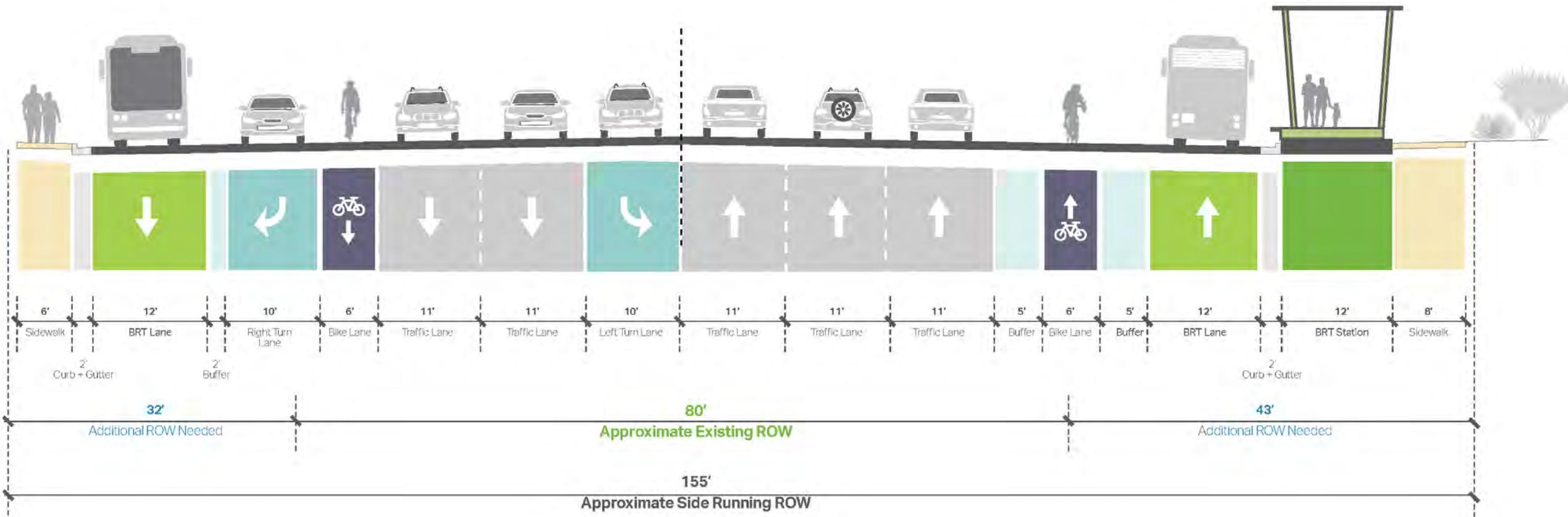


# Minimum ROW BRT: Side-Running



# Minimum ROW BRT: Side-Running





# Maximum ROW BRT: Side-Running

# Center-Running vs. Side-Running Considerations

## Center-Running

Allows only BRT buses in the center dedicated transit lanes, creating faster BRT bus travel times.

BRT buses would only use the center-running stations and the local buses would only use their existing stops.

Allows left turns at signalized intersections only.

Provides a safe place for pedestrians to stop when crossing the street.

## Side-Running

Allows both BRT buses and vehicles (or bicycles) that are turning right to use the side dedicated lane, potentially resulting in slower BRT bus travel times.

Allows local buses and BRT buses to use the side stations.

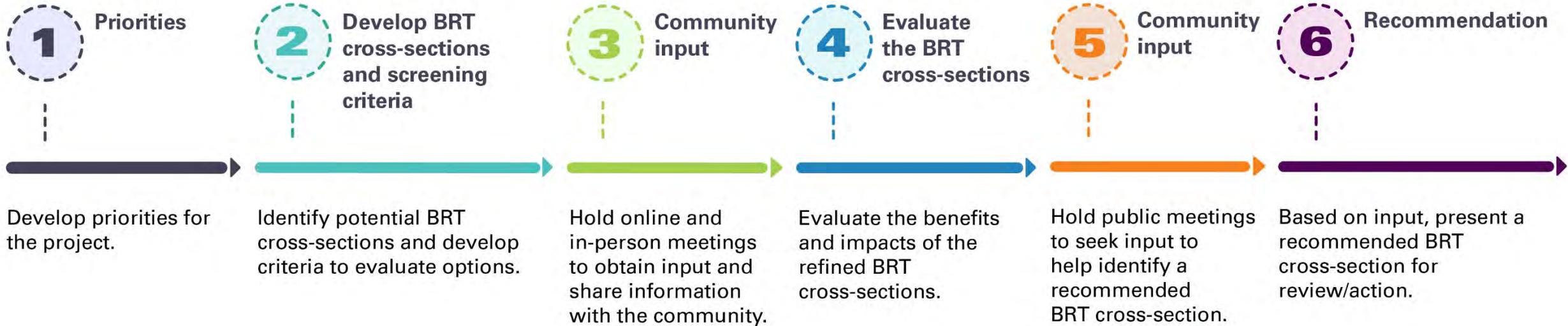
Creates multiple conflicts with driveways but maintains median left turns throughout the corridor.

Creates a longer distance for pedestrians crossing the street at intersections but allows direct boarding from the sidewalk.

# How Will We Evaluate?

CRITERIA	FOCUS
<b>Travel Time (<i>During Peak Hours</i>)</b>	<ul style="list-style-type: none"> <li>• Minutes of transit travel time</li> <li>• Minutes of personal vehicle travel time</li> </ul>
<b>Pedestrian and Bike Connections</b>	<ul style="list-style-type: none"> <li>• Access to BRT stations</li> </ul>
<b>Transit Network Compatibility</b>	<ul style="list-style-type: none"> <li>• Compatibility with existing local bus service</li> <li>• Connectivity to other high-capacity transit</li> </ul>
<b>Ridership</b>	<ul style="list-style-type: none"> <li>• Average daily ridership (weekdays)</li> </ul>
<b>Traffic Operations</b>	<ul style="list-style-type: none"> <li>• Vehicle delays by hour</li> <li>• Number of people traveling through the corridor</li> <li>• Understanding traffic impacts on surrounding streets</li> </ul>
<b>Right-of-Way</b>	<ul style="list-style-type: none"> <li>• Number of total property takes (whole parcel)</li> <li>• Number of partial takes (part of a parcel)</li> </ul>
<b>Parking</b>	<ul style="list-style-type: none"> <li>• Number of affected parking spaces</li> </ul>
<b>Access</b>	<ul style="list-style-type: none"> <li>• Number of affected property access points</li> <li>• Number of affected left/right turn movements</li> </ul>
<b>Conceptual Costs</b>	<ul style="list-style-type: none"> <li>• Estimated cost of improvements</li> </ul>
<b>Community Input</b>	<ul style="list-style-type: none"> <li>• Community preference for the transit improvement</li> </ul>

# Next Steps



## Next Steps

Fall/Winter 2022

Spring 2023

Summer/Fall 2023



**Tell Us What  
You Think!**

Share your thoughts today and together, we can create a successful BRT corridor that meets the needs of the Phoenix community!

Take our survey: [www.meetphoenixbrt.com](http://www.meetphoenixbrt.com)



Drop a pin on the online comment map:  
[www.meetphoenixbrt.com](http://www.meetphoenixbrt.com)



Fill out a comment form (online or print)

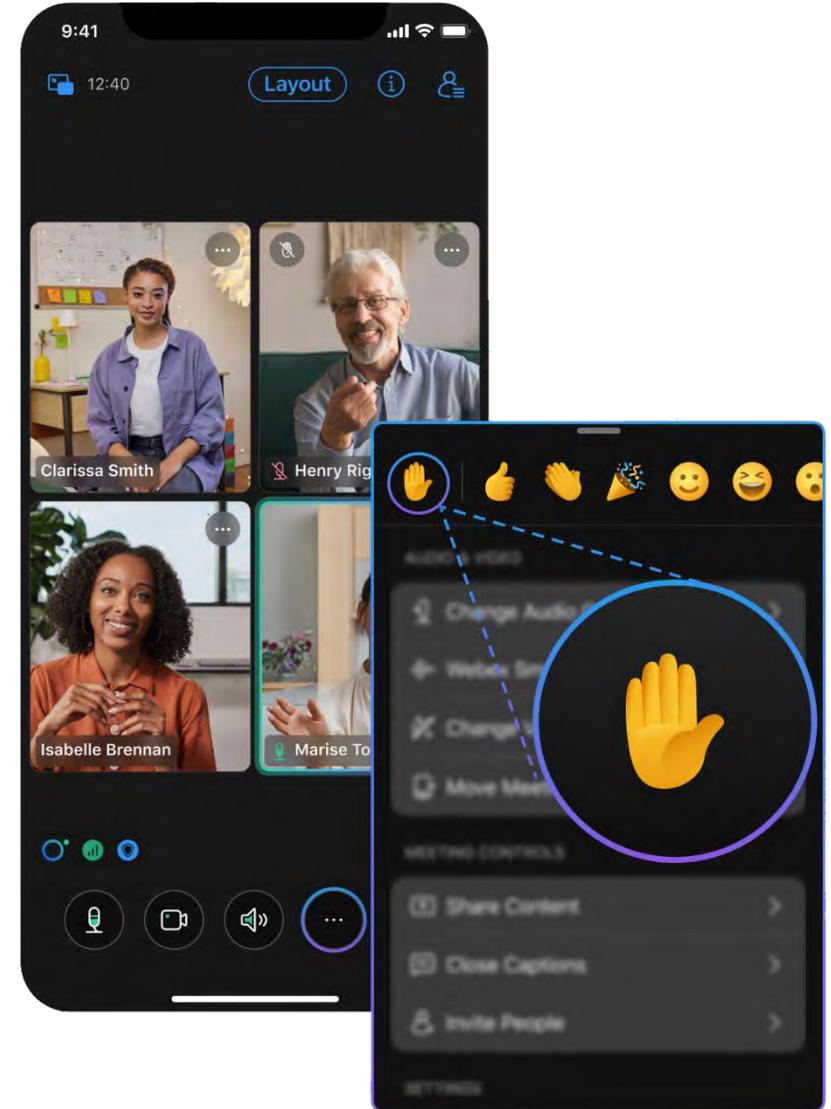


Send us an email: [connect@meetphoenixbrt.com](mailto:connect@meetphoenixbrt.com)



Give us call: 602.262.7242

# How to Raise Your Hand



# Desktop

- During the Q&A, click **Raise hand**

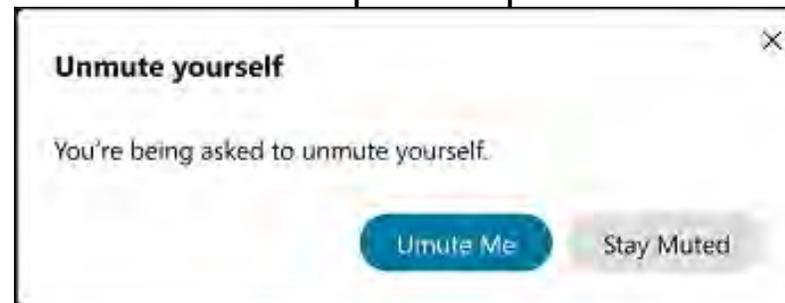


- If the host muted you but now wants to let you speak, you're prompted to unmute yourself.
- To lower your hand, click **Lower Hand**.

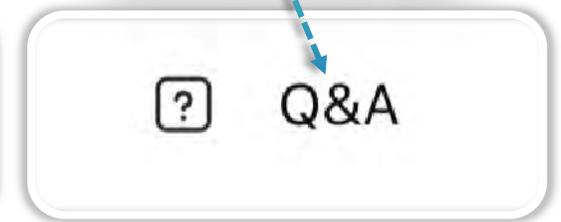
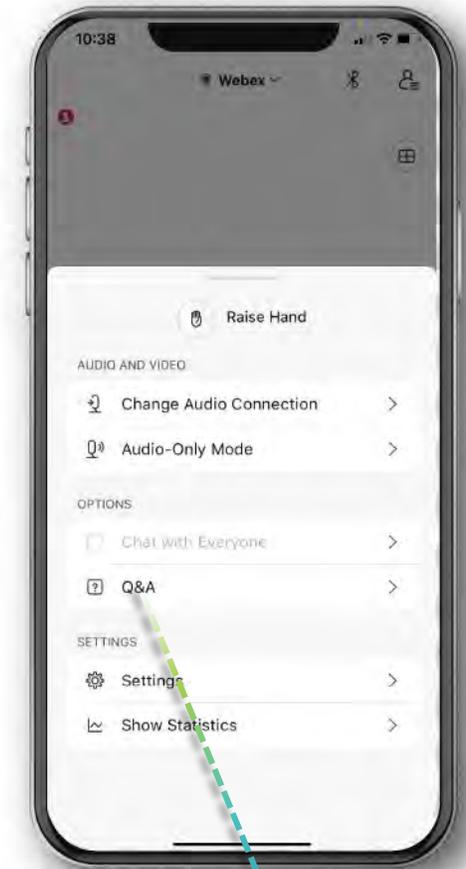
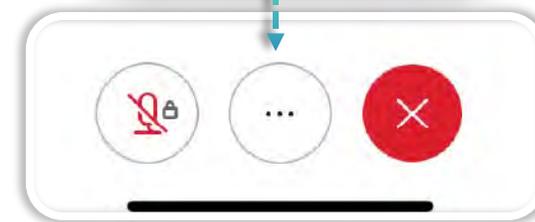
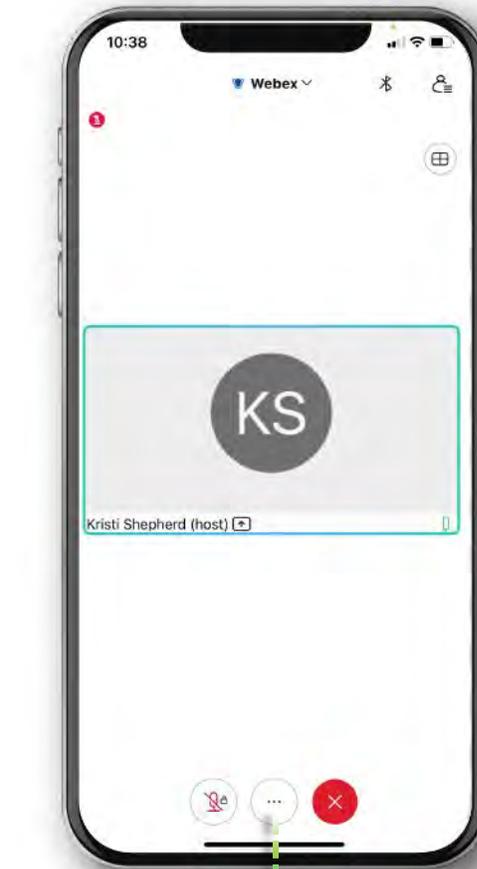
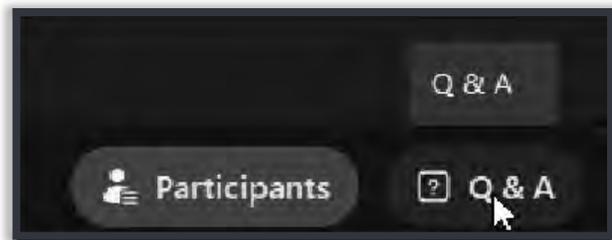
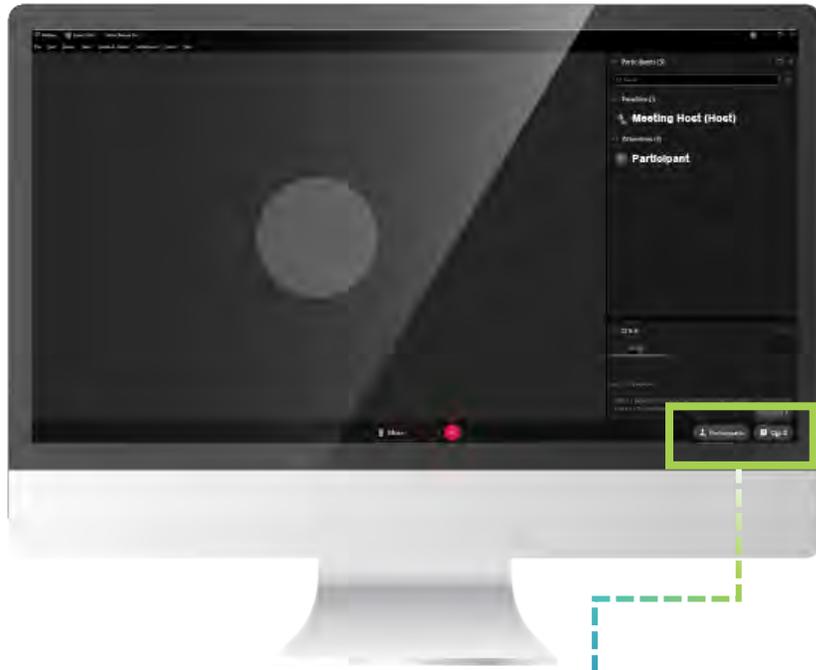


# Mobile

- Tap three dot icon  and then tap 
- If the host muted you but now wants to let you speak, you're prompted to unmute yourself.
- To lower your hand, go back to the three dot icon  and then tap 

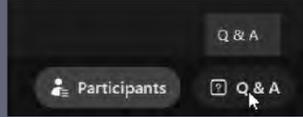


# How to Ask A Question



## Desktop

- Open the Q&A panel
- Select the person you want to ask from the drop-down menu
- Type your question
- Ask you question by clicking Send



## Mobile/Web App

- Tap three dot icon  and then tap Q&A
- Select the person you want to ask from the drop-down menu.
- Type your question
- Ask your question by clicking Send

Thank You!

