Phoenix Bus Rapid Transit Program

35th Avenue and Van Buren Street Corridor Public Meeting

PHX T2050

BRT 101

What is BRT?

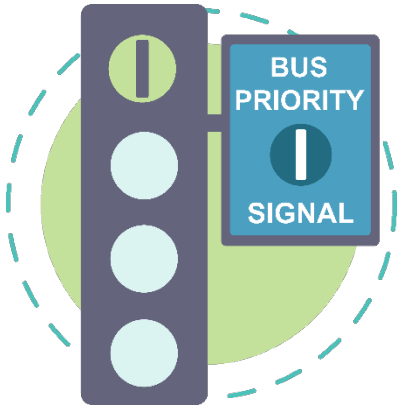
Bus Rapid Transit - or BRT - is a high capacity bus service that provides a fast, reliable, and convenient transit experience…and this new transit option is coming to Phoenix.

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

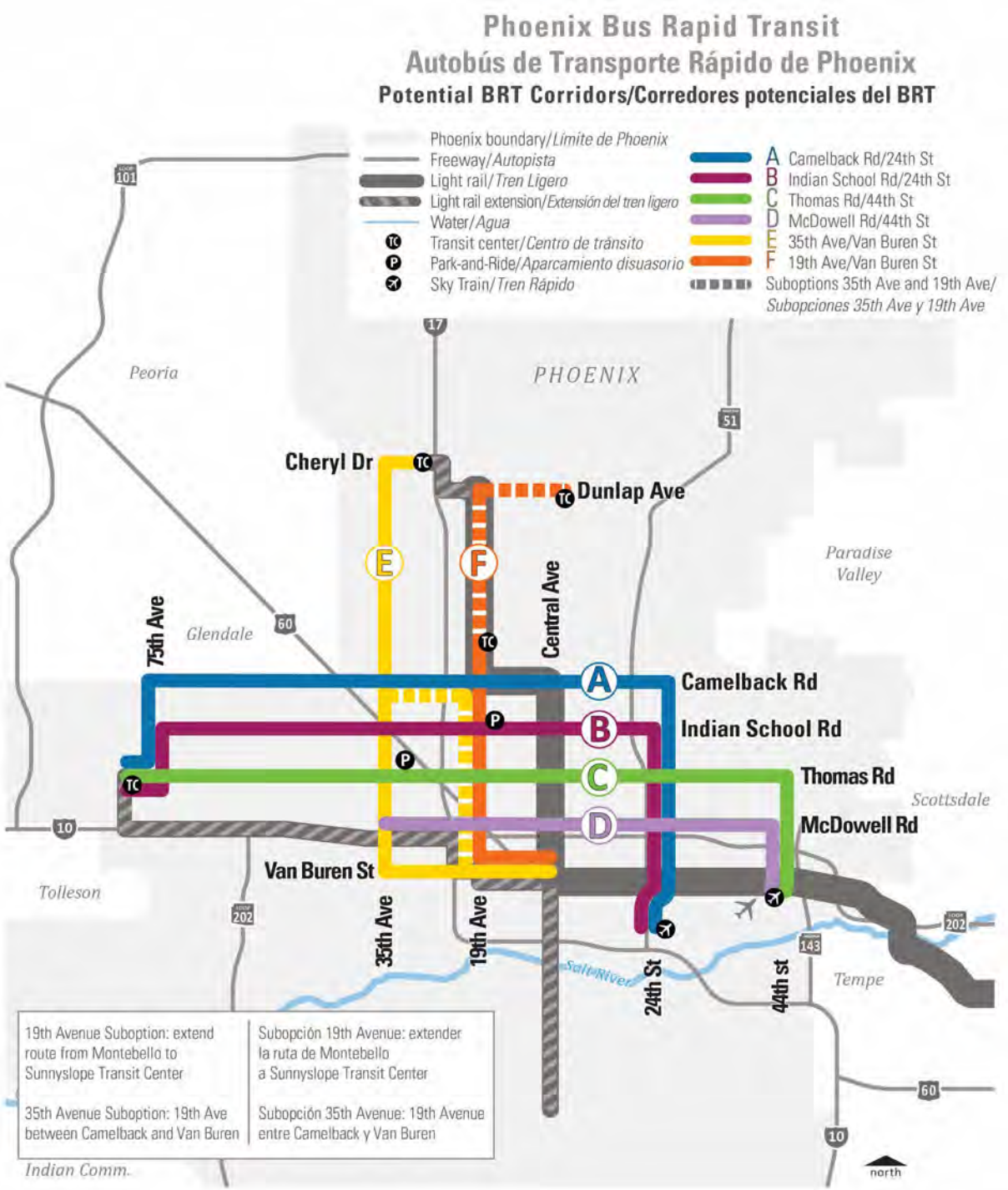
Custom buses

Dedicated lanes

Unique branding

Where We've Been

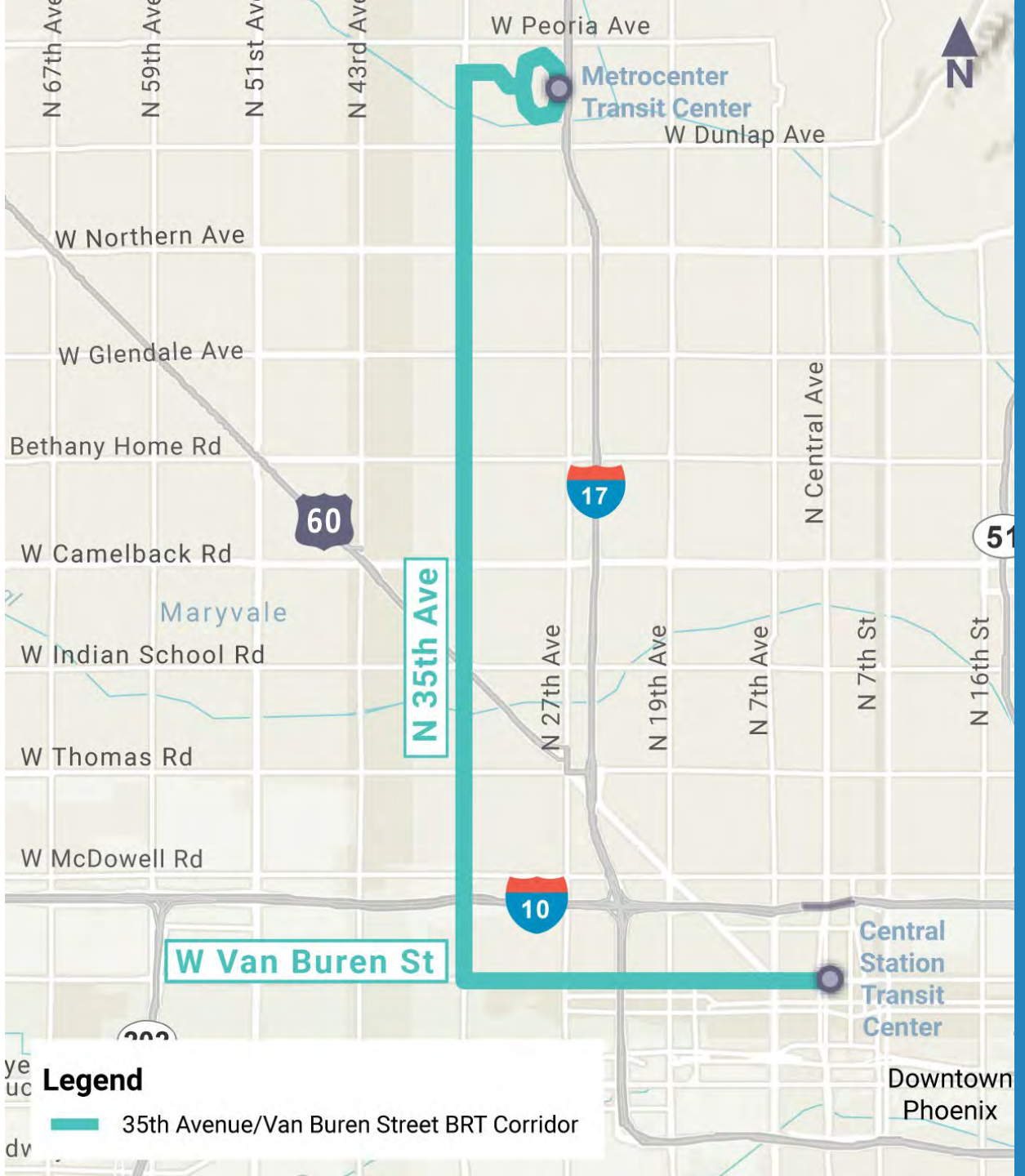
- In 2019, the project team reevaluated the BRT corridors identified in the Transportation 2050 (T2050) plan.
- In 2020, the team completed a transit analysis and 11 months of community outreach.
- In October 2021, Phoenix City Council unanimously approved the initial Bus Rapid Transit corridor of **35th 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

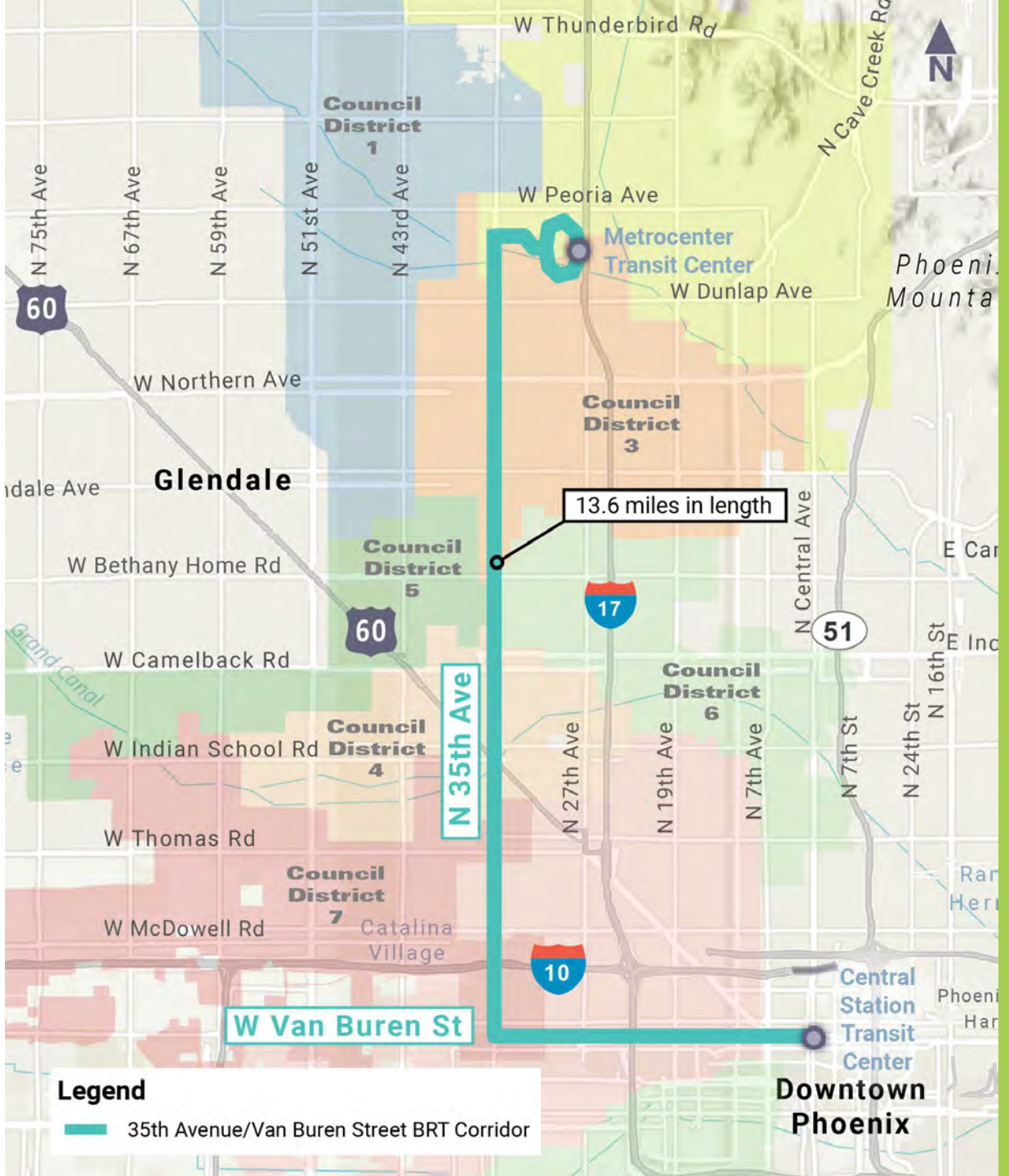
16 proposed stations

44 signalized intersections

7 correlating projects

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

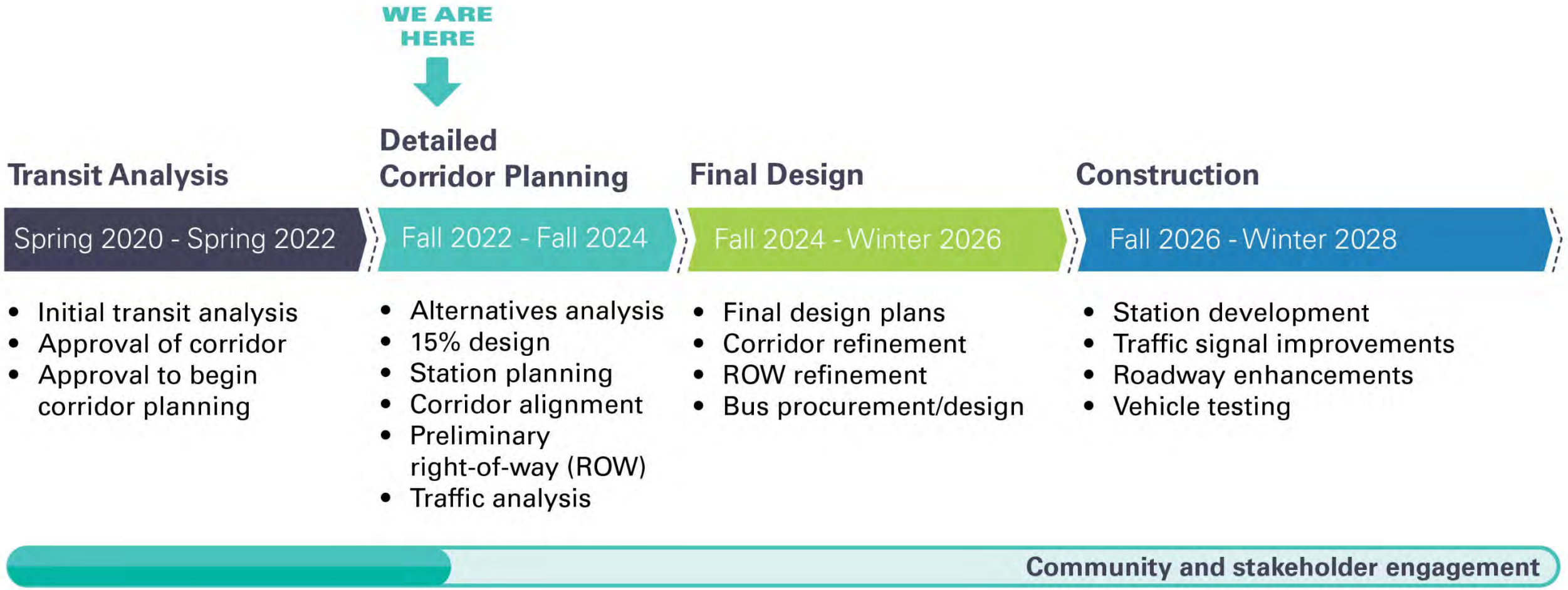
2 transit centers



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

BRT Program Schedule

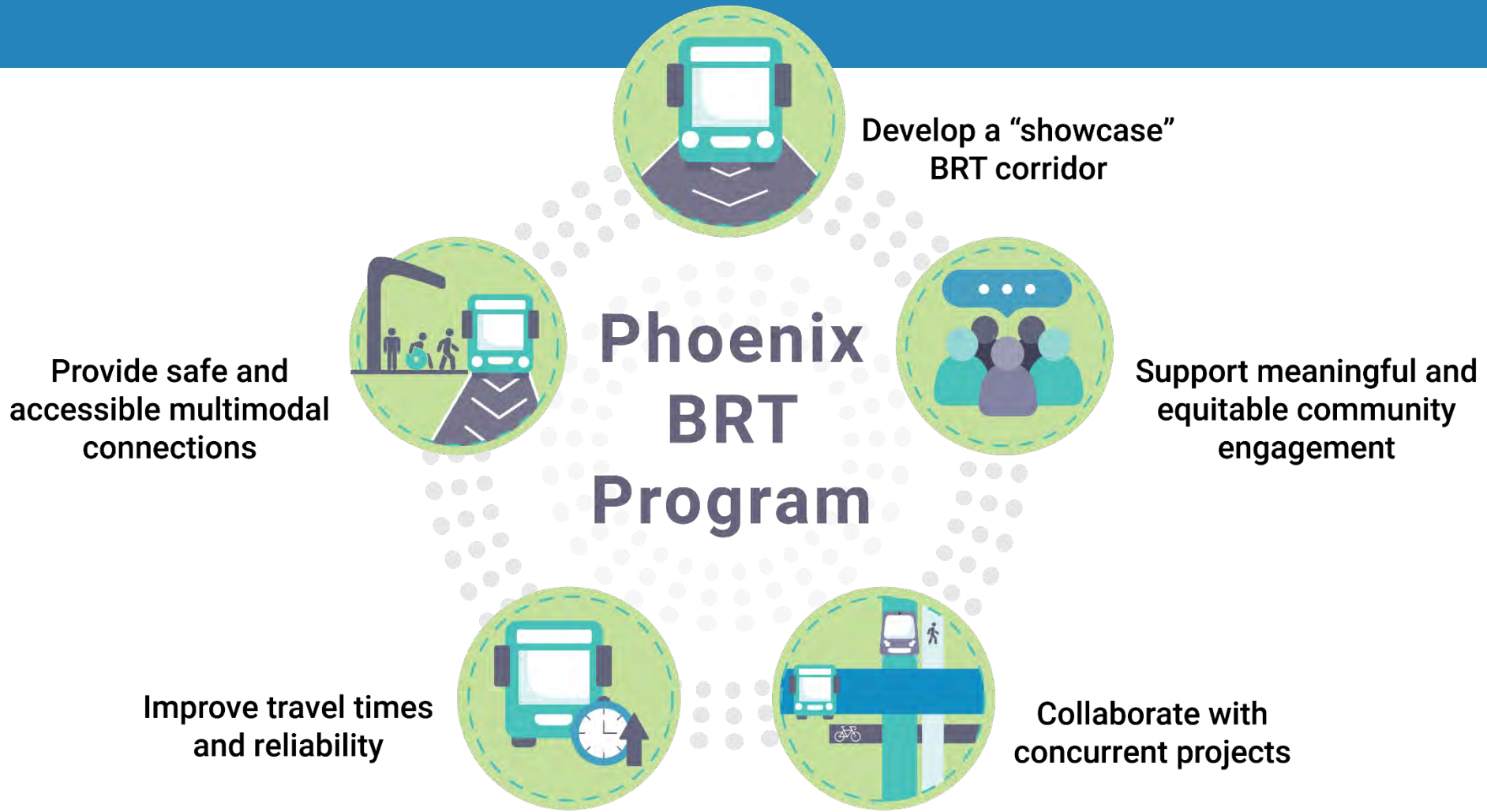


Community Outreach Phase I – Fall 2022

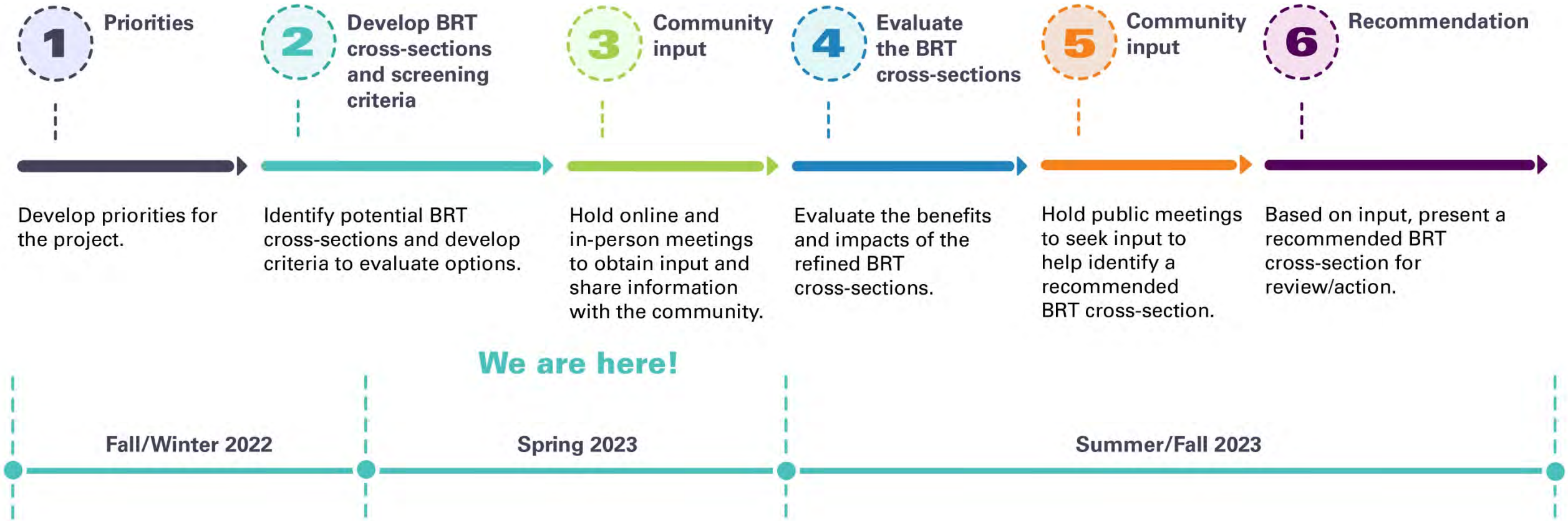
Here's what we heard from you…

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



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

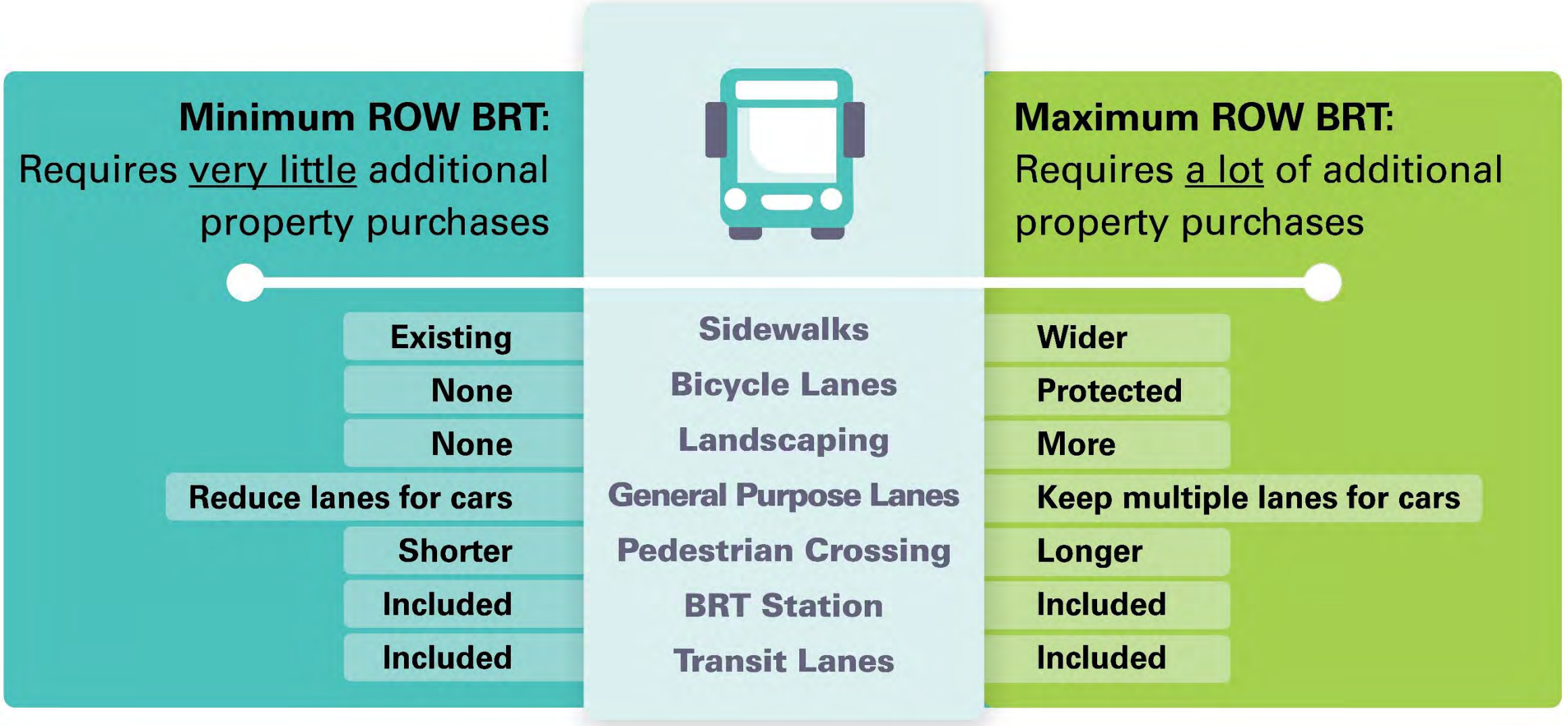
These explore both ends of the spectrum, but we realize that our ideal BRT cross-section is somewhere in-between.

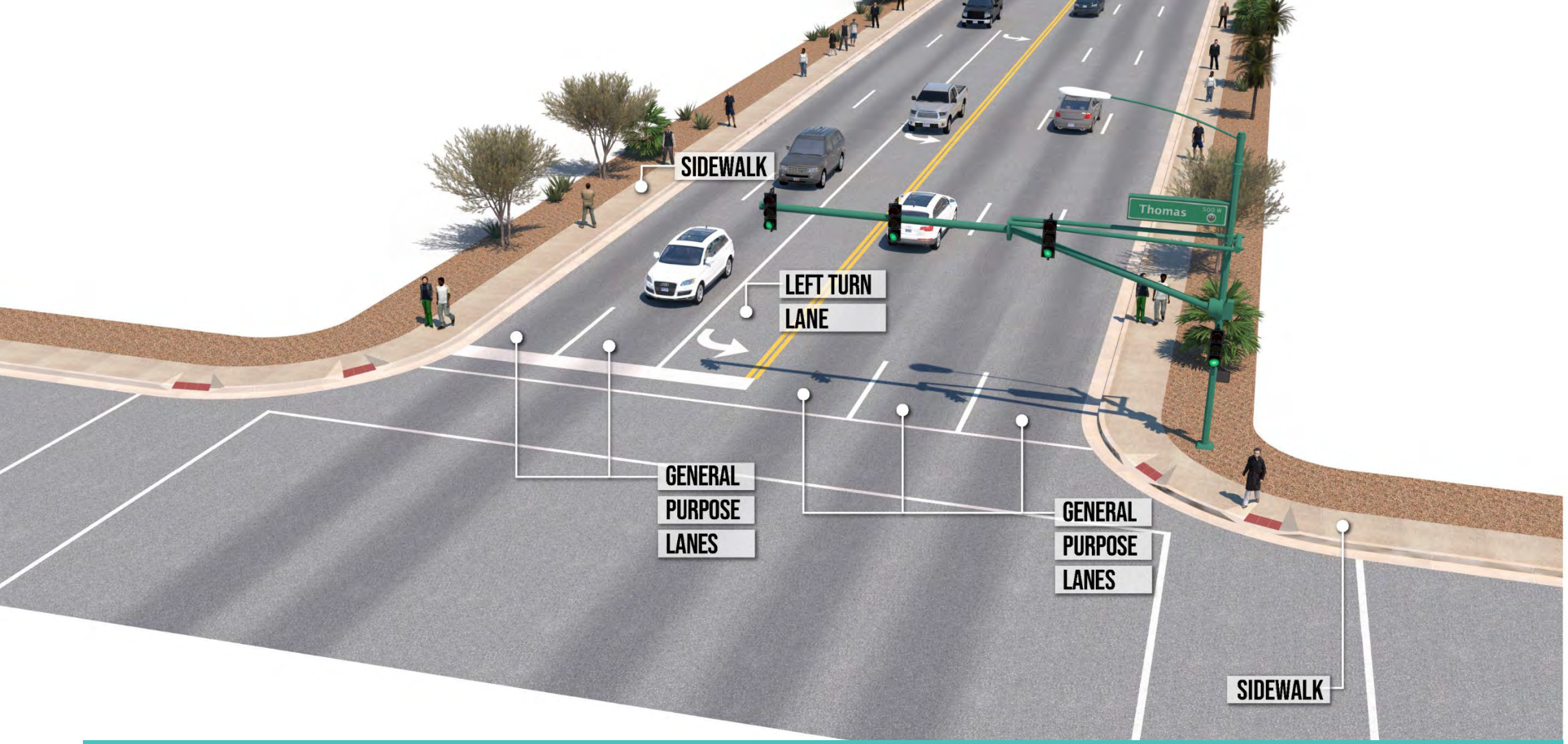
That's where we need YOU!

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

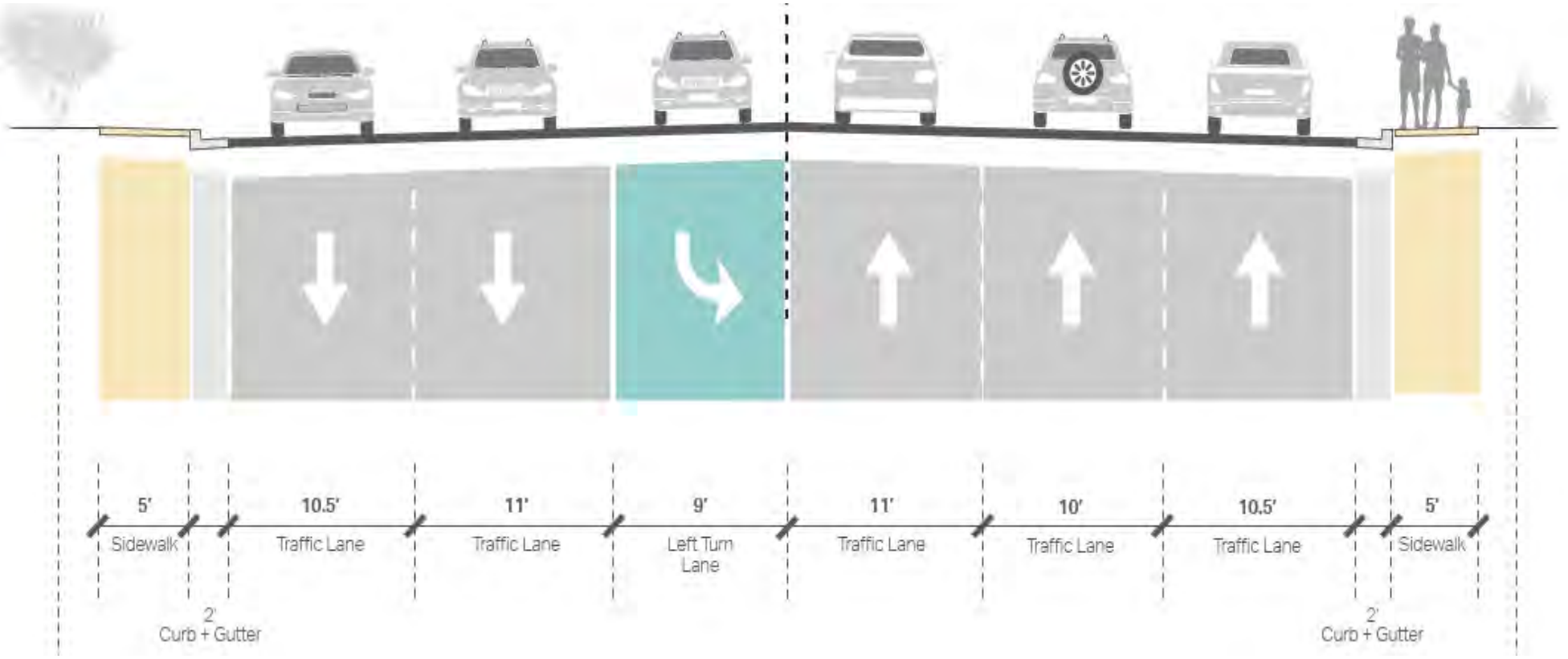
We will use your input as we refine the cross-sections to best meet the needs of the community.

Minimum ROW vs. Maximum ROW





Existing Roadway



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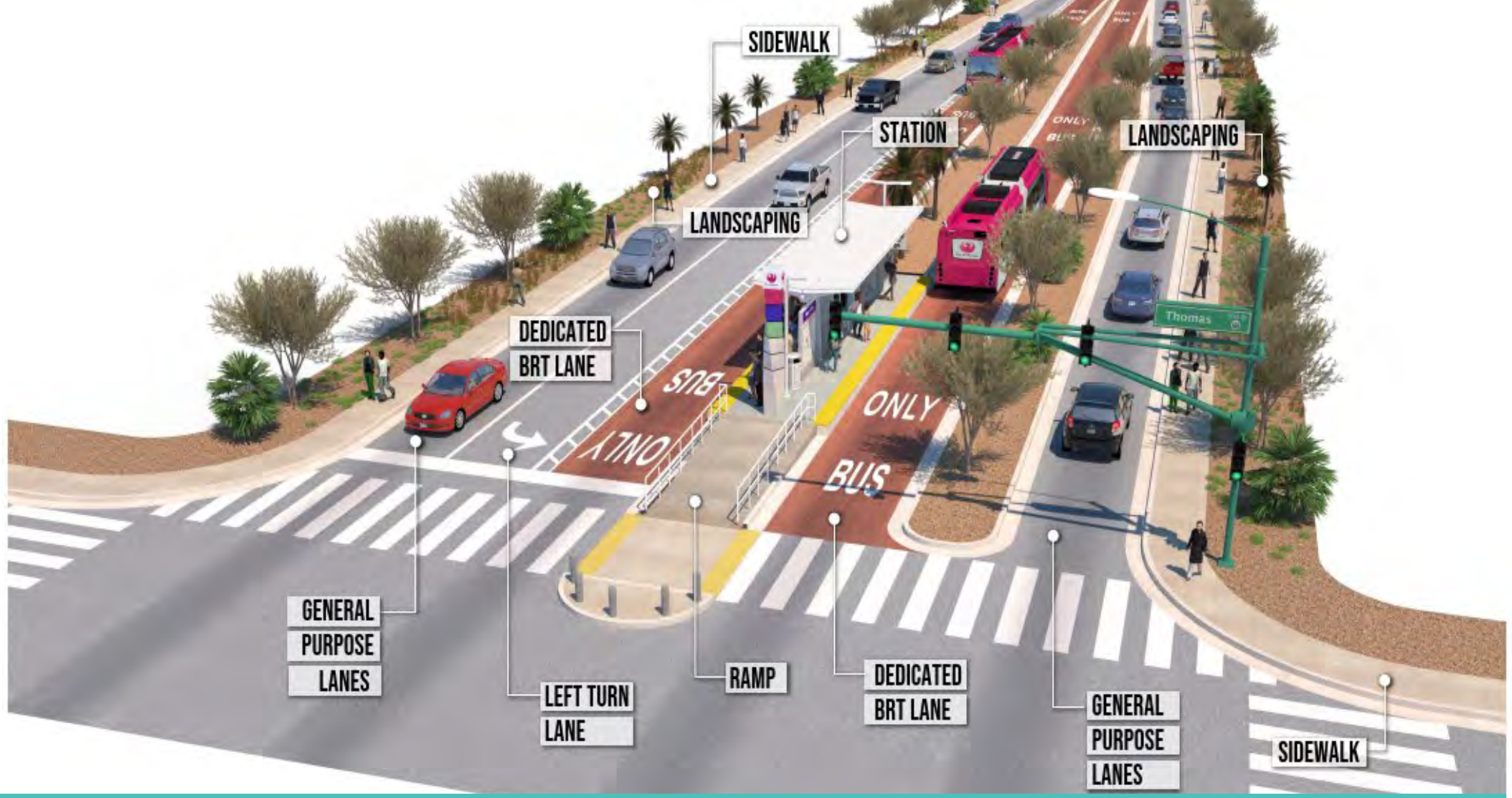
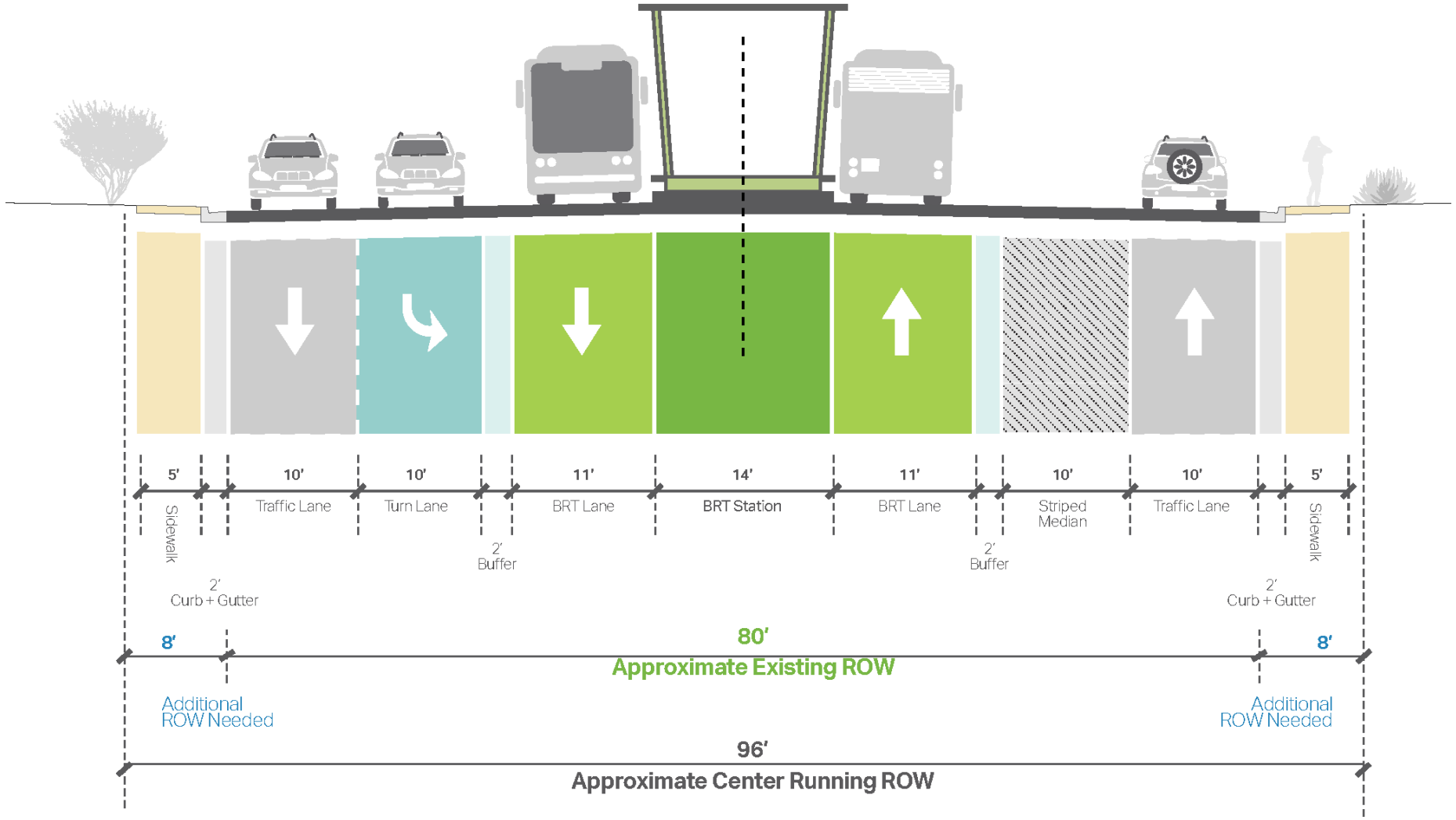


Minimum ROW BRT: Center-Running



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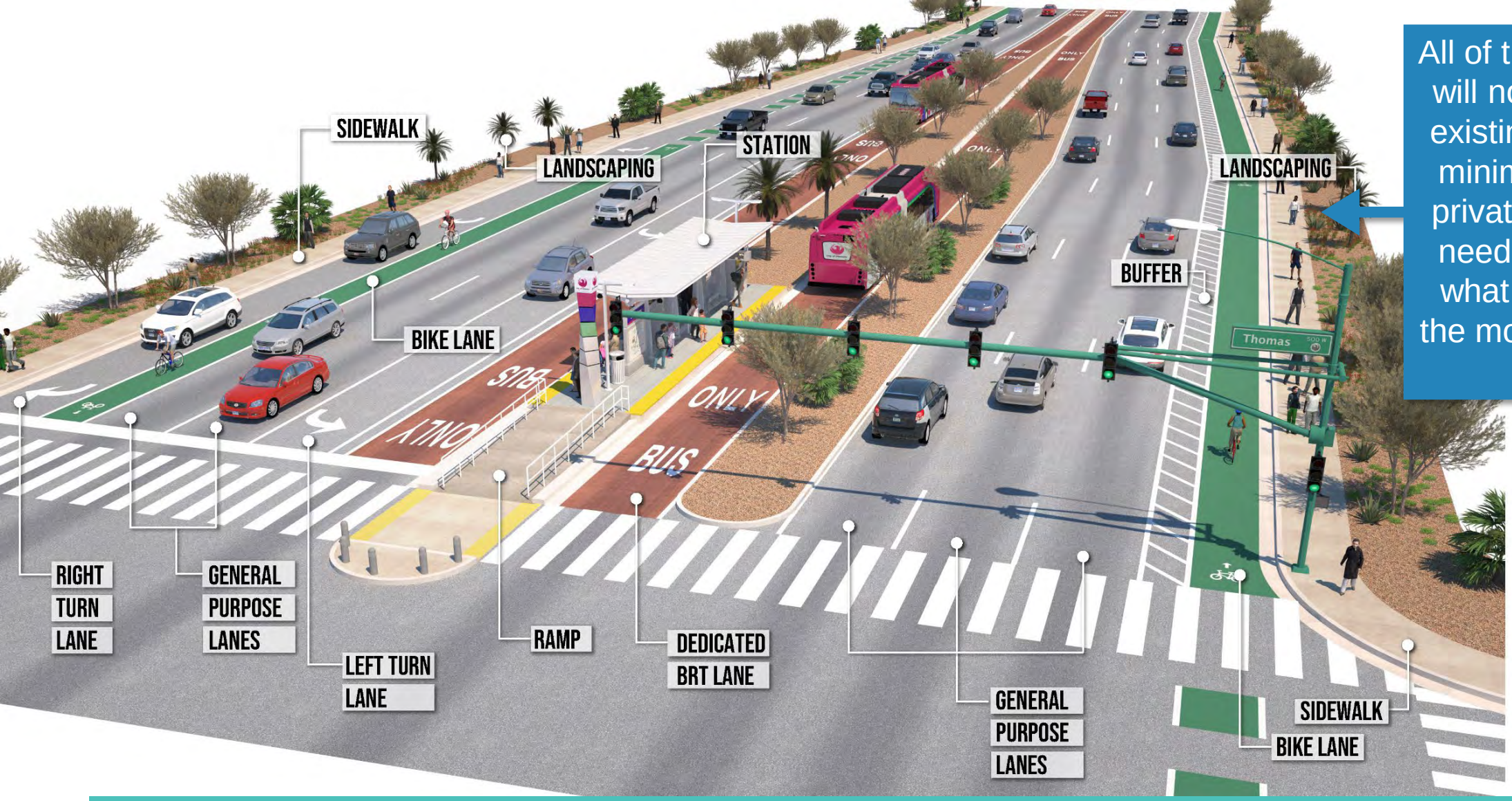
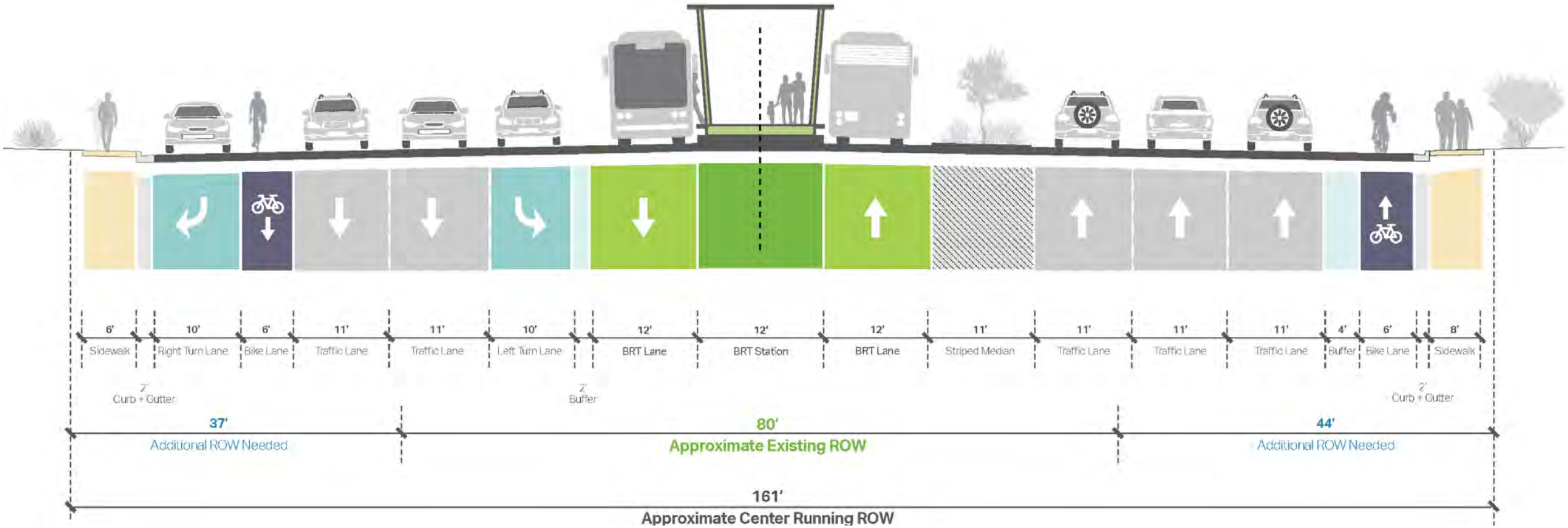


All of these amenities will not fit within the existing ROW, so to minimize impact to private property, we need your input on what elements are the most important to you.

Maximum ROW BRT: Center-Running



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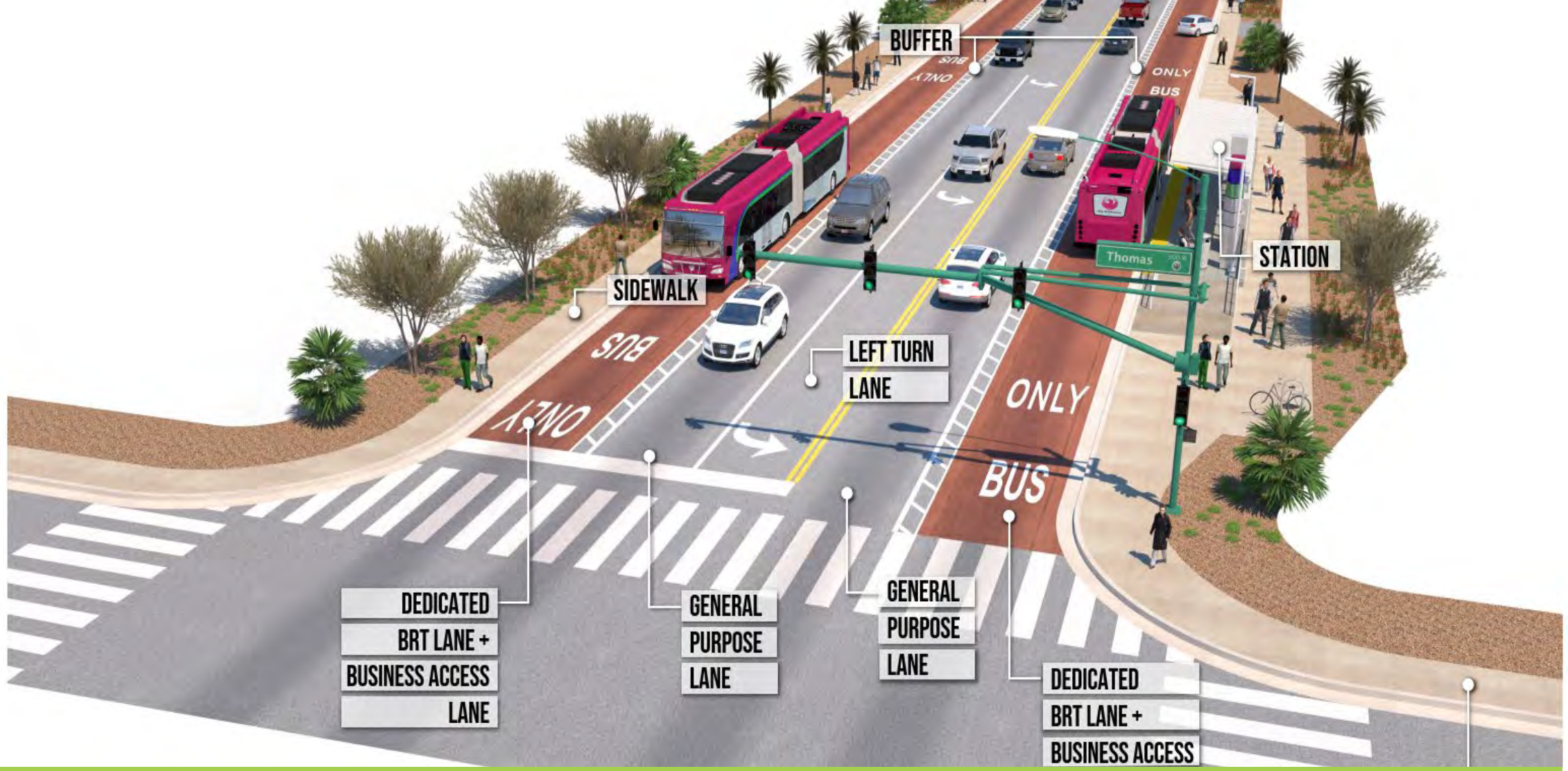
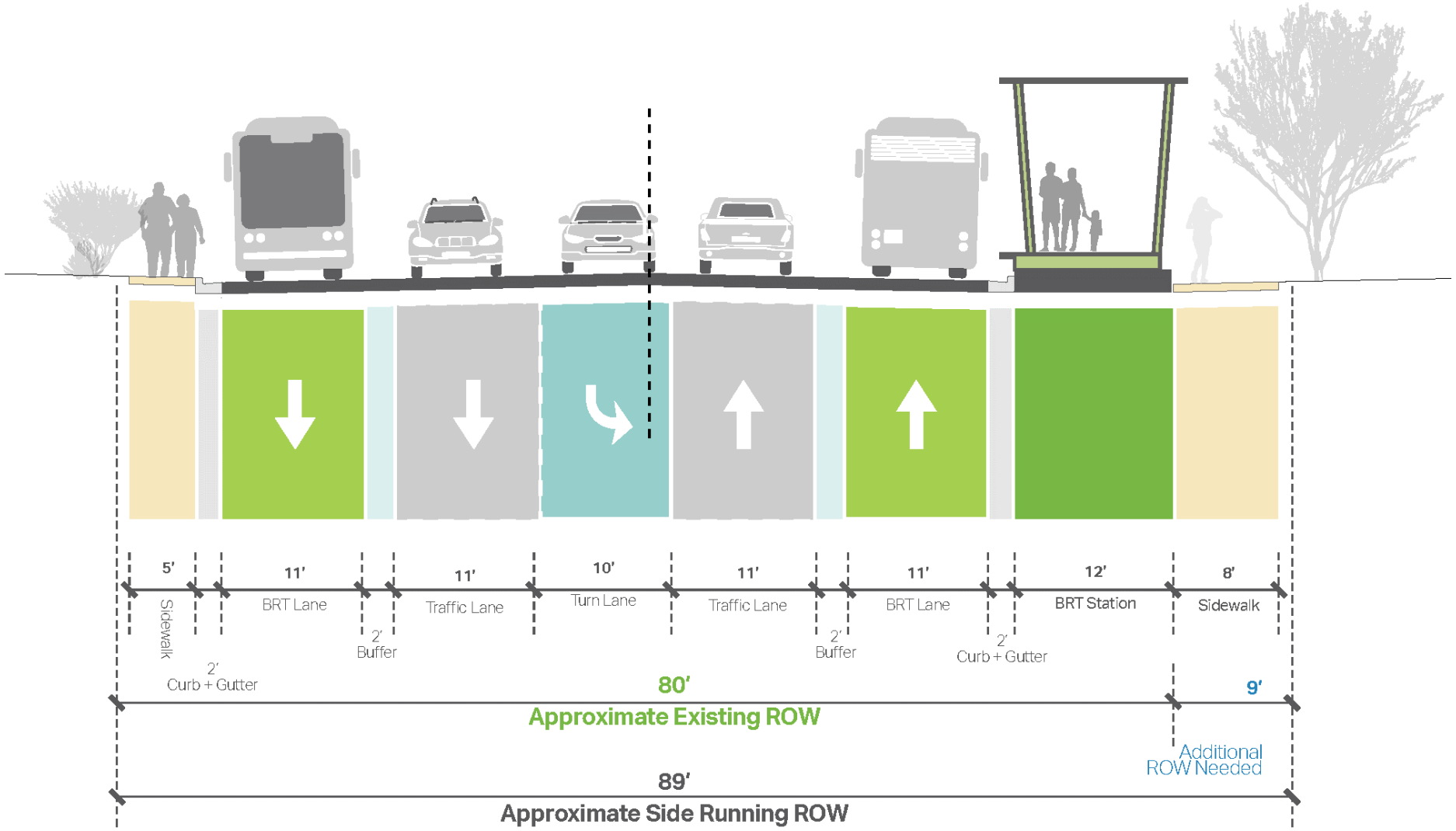


Minimum ROW BRT: Side-Running



Minimum ROW BRT: Side-Running

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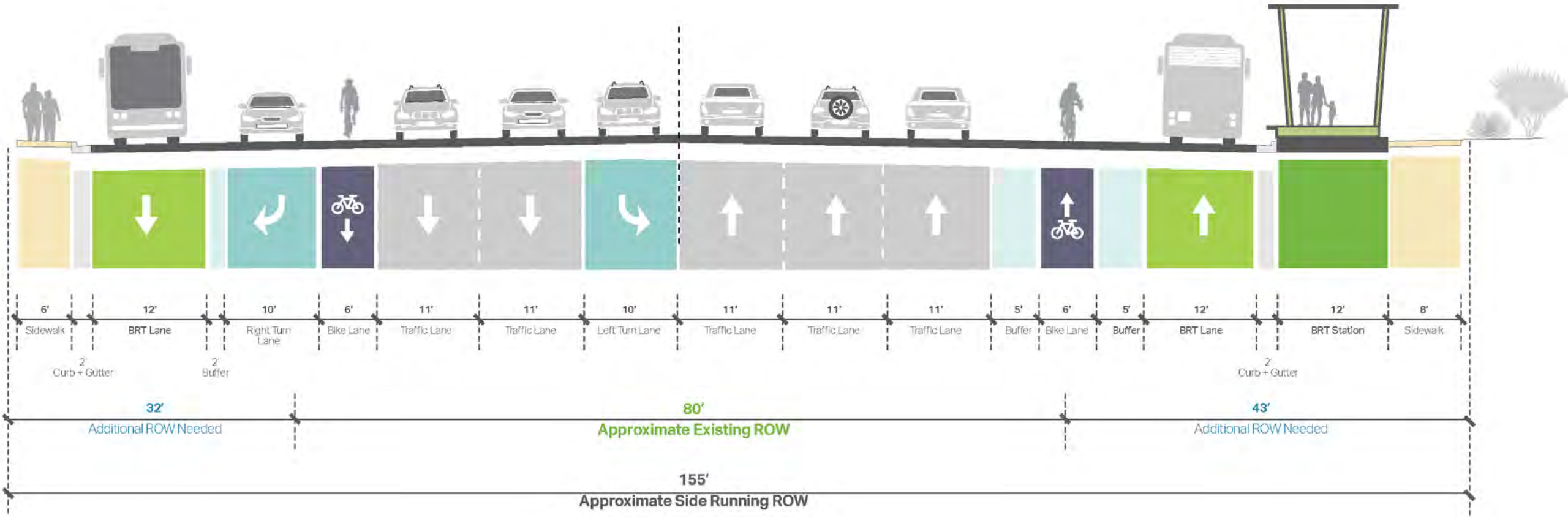
Maximum ROW BRT: Side-Running



Maximum ROW BRT: Side-Running

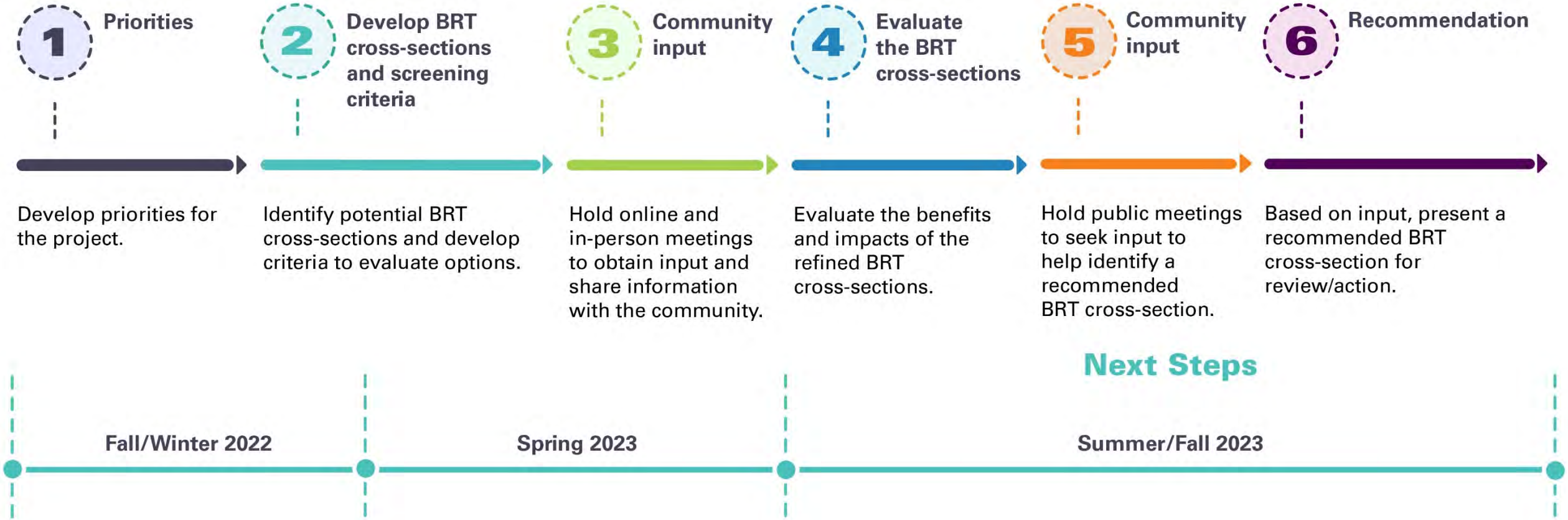
Center-Running vs. Side-Running Considerations

Center-Running	Side-Running
Allows only BRT buses in the center dedicated transit lanes, creating faster BRT bus travel times.	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.
BRT buses would only use the center-running stations and the local buses would only use their existing stops.	Allows local buses and BRT buses to use the side stations.
Allows left turns at signalized intersections only.	Creates multiple conflicts with driveways but maintains median left turns throughout the corridor.
Provides a safe place for pedestrians to stop when crossing the street.	Creates a longer distance for pedestrians crossing the street at intersections but allows direct boarding from the sidewalk.

How Will We Evaluate?

CRITERIA	FOCUS
Travel Time (*During Peak Hours*)	• Minutes of transit travel time • Minutes of personal vehicle travel time
Pedestrian and Bike Connections	• Access to BRT stations
Transit Network Compatibility	• Compatibility with existing local bus service • Connectivity to other high-capacity transit
Ridership	• Average daily ridership (weekdays)
Traffic Operations	• Vehicle delays by hour • Number of people traveling through the corridor • Understanding traffic impacts on surrounding streets
Right-of-Way	• Number of total property takes (whole parcel) • Number of partial takes (part of a parcel)
Parking	• Number of affected parking spaces
Access	• Number of affected property access points • Number of affected left/right turn movements
Conceptual Costs	• Estimated cost of improvements
Community Input	• Community preference for the transit improvement

Next Steps


1
Priorities
Develop priorities for the project.
2
Develop BRT cross-sections and screening criteria
Identify potential BRT cross-sections and develop criteria to evaluate options.
3
Community input
Hold online and in-person meetings to obtain input and share information with the community.
4
Evaluate the BRT cross-sections
Evaluate the benefits and impacts of the refined BRT cross-sections.
5
Community input
Hold public meetings to seek input to help identify a recommended BRT cross-section.
6
Recommendation
Based on input, present a recommended BRT cross-section for review/action.
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

Drop a pin on the online comment map: www.meetphoenixbrt.com

Fill out a comment form (online or print)

Send us an email: connect@meetphoenixbrt.com

Give us call: 602.262.7242

Thank You!