



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.

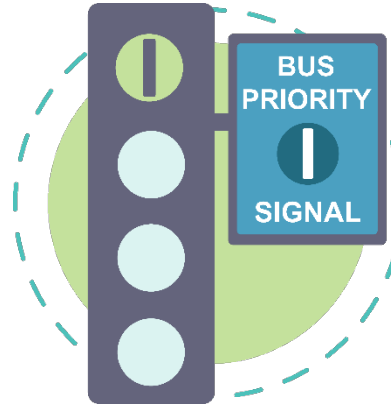
Elements of BRT

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)

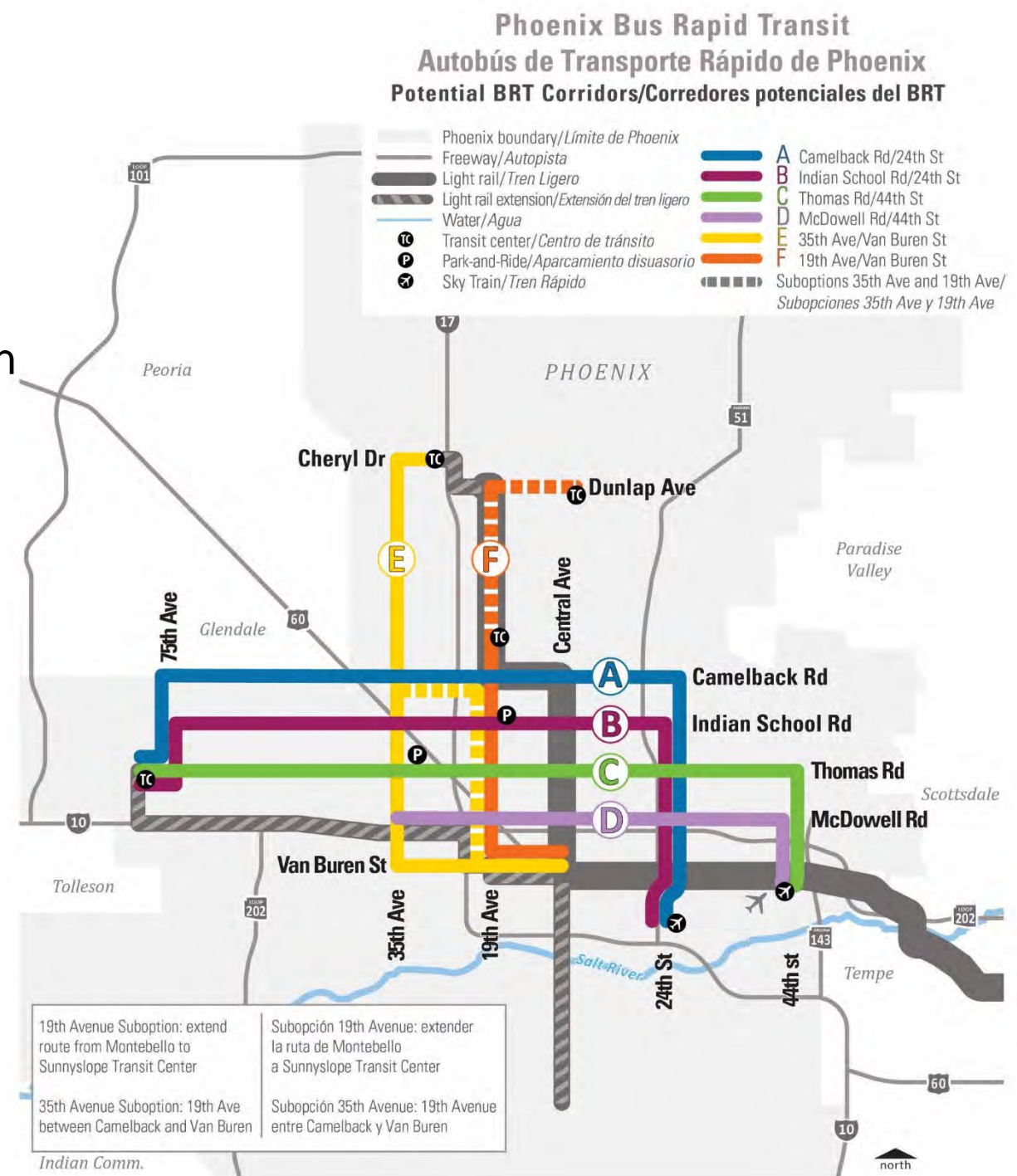


BUILD NEW light rail station at 50th Street

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

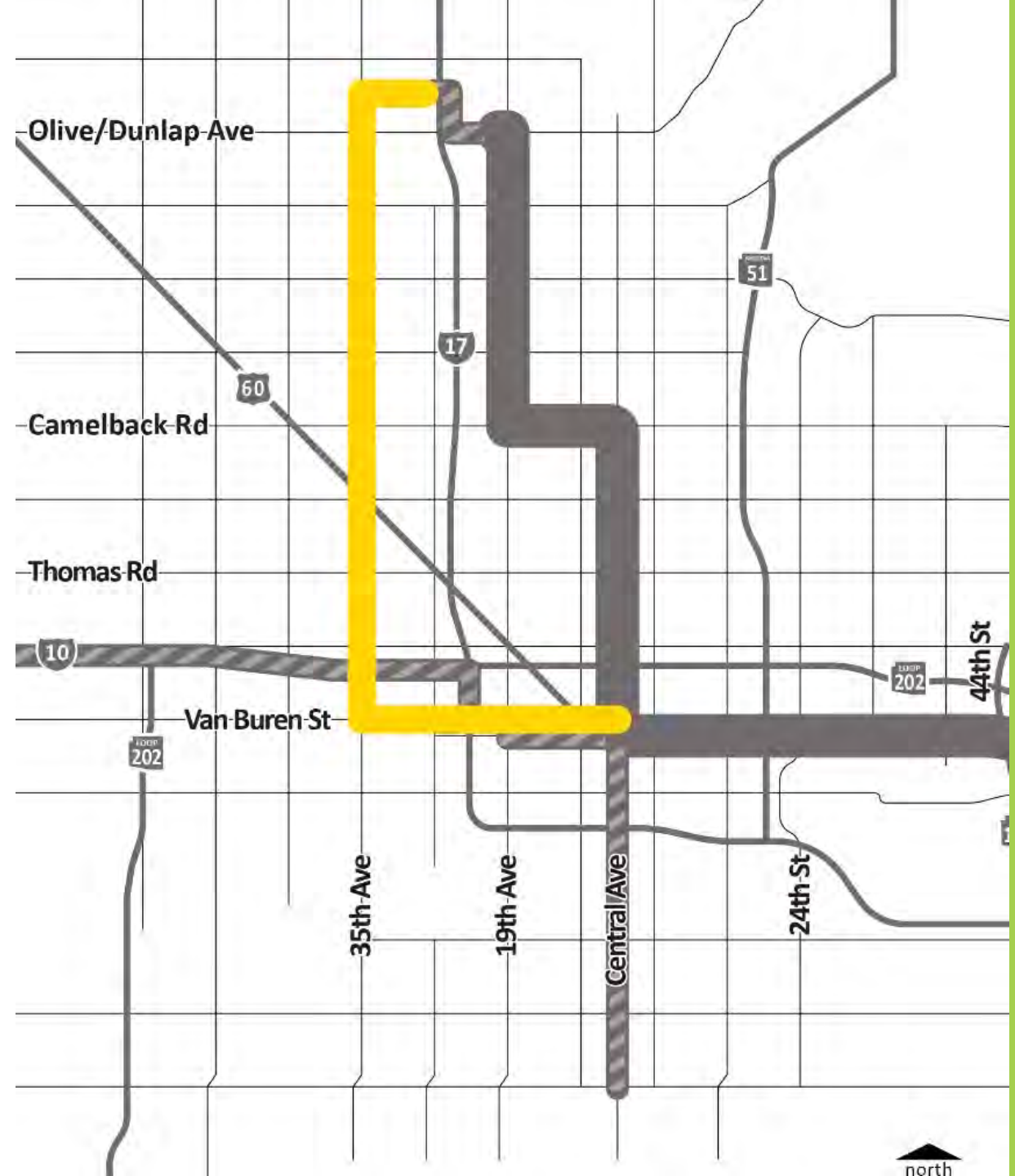
Results

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



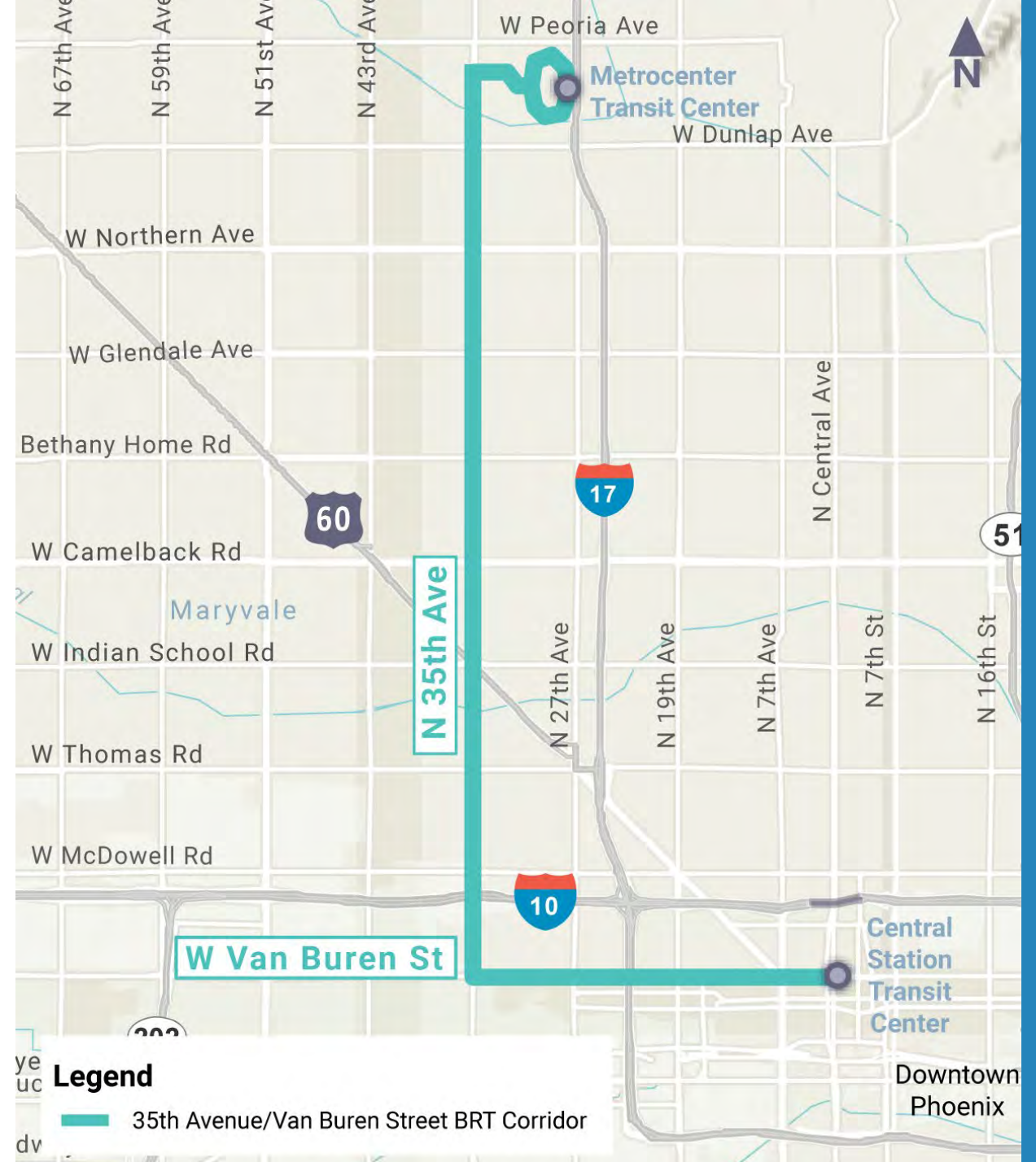
Where We've Been

- 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

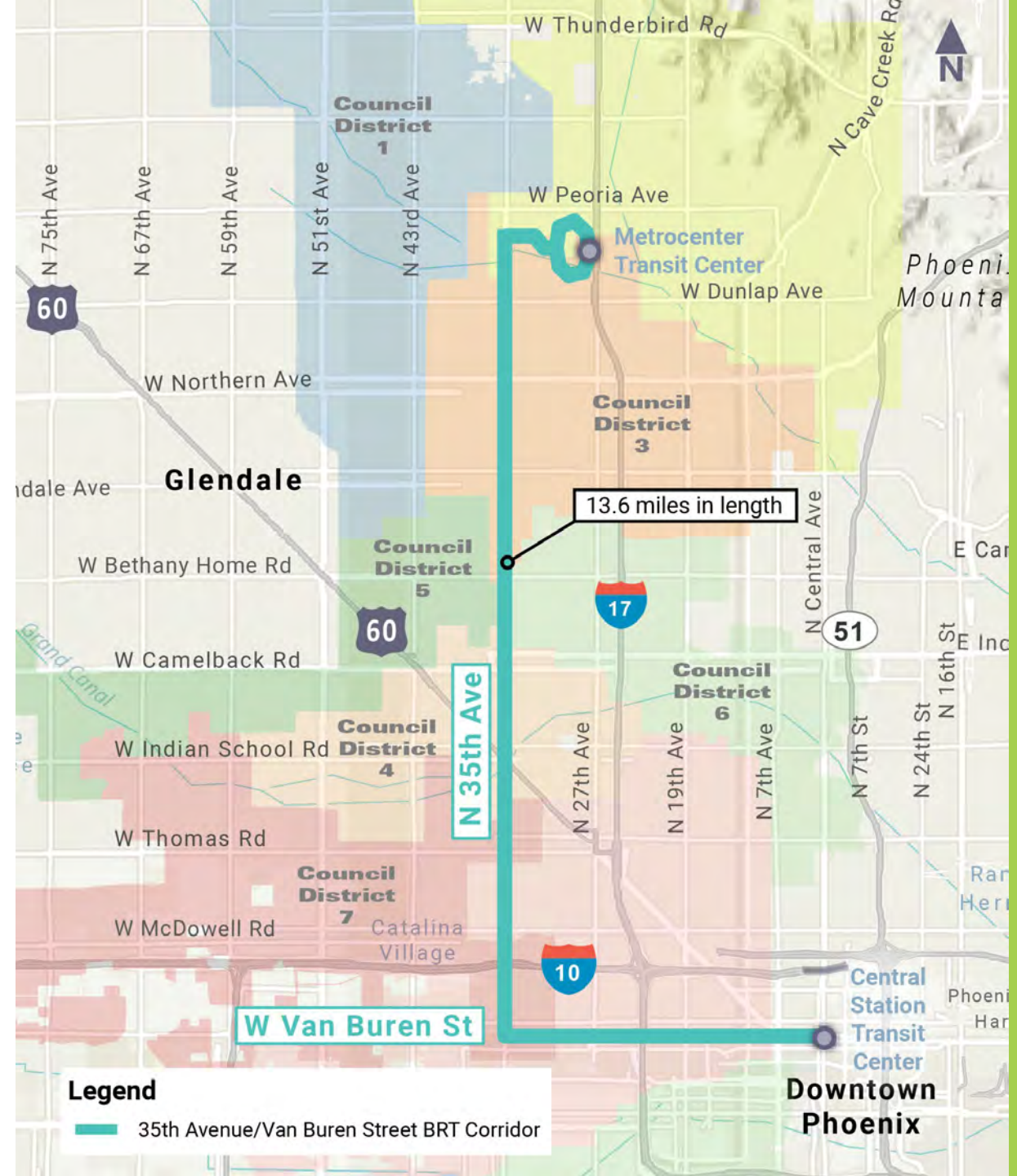
16 proposed stations

44 signalized intersections

7 correlating projects

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

2 transit centers



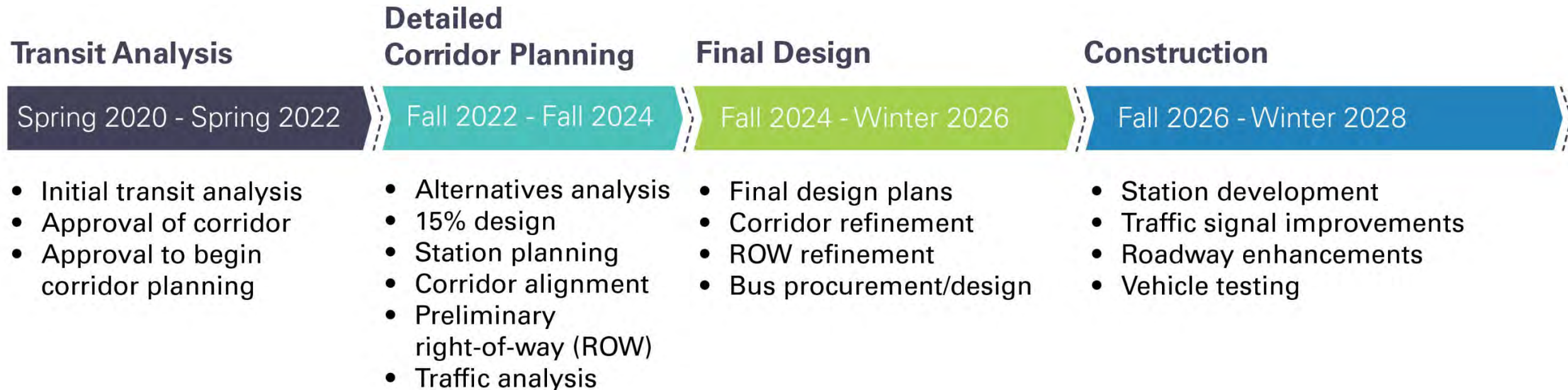
Concurrent Projects

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



BRT Program Schedule

**WE ARE
HERE**



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

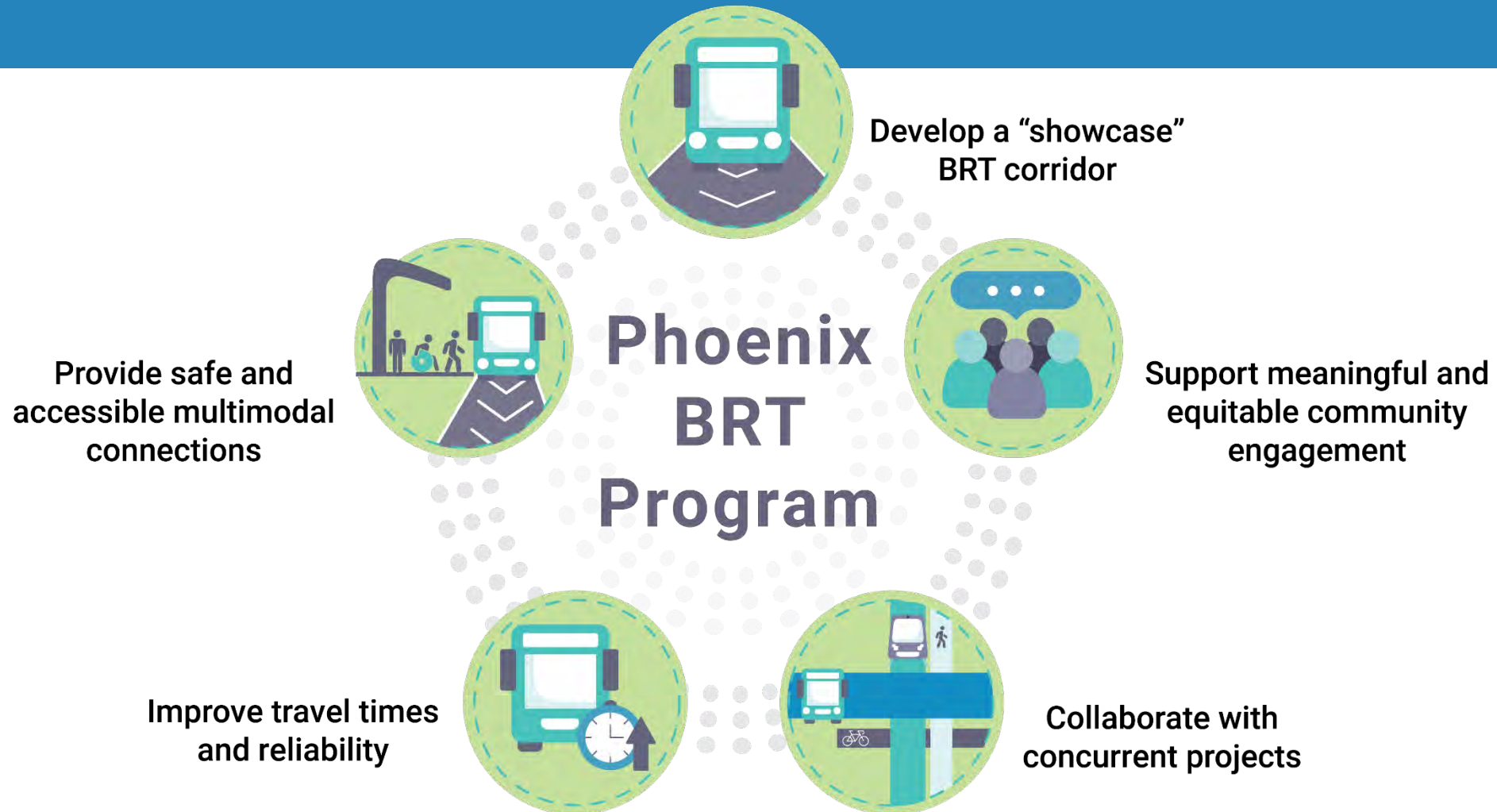


Overall
support for bus
rapid transit

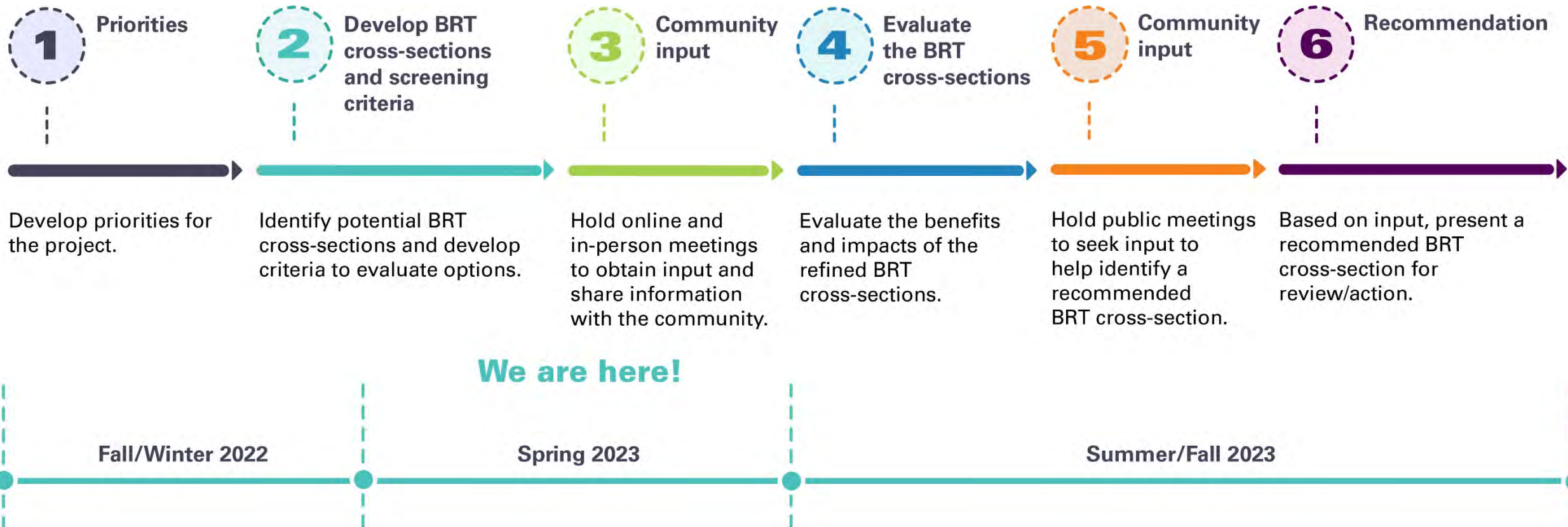
BRT Corridor Priorities

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



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

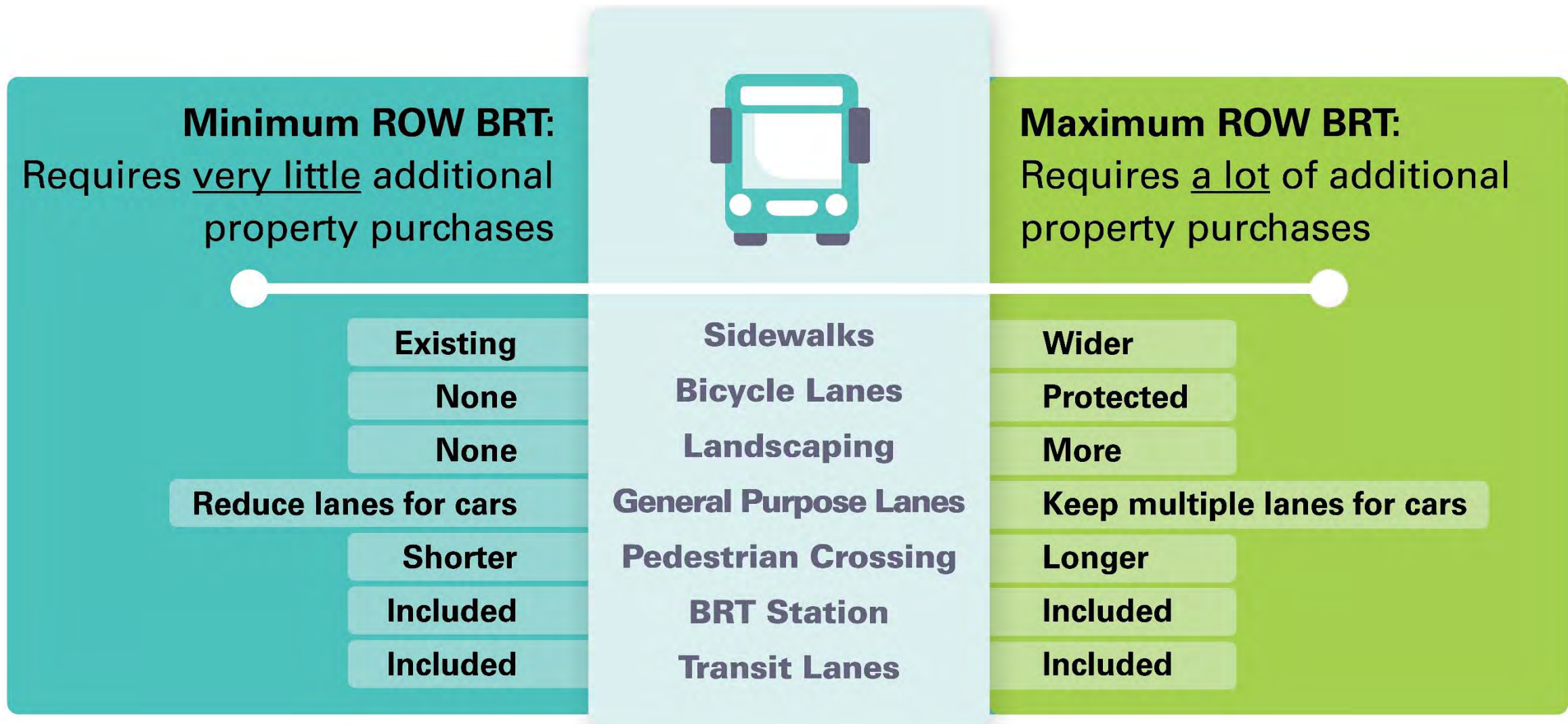
These explore both ends of the spectrum, but we realize that our ideal BRT cross-section is somewhere in-between.

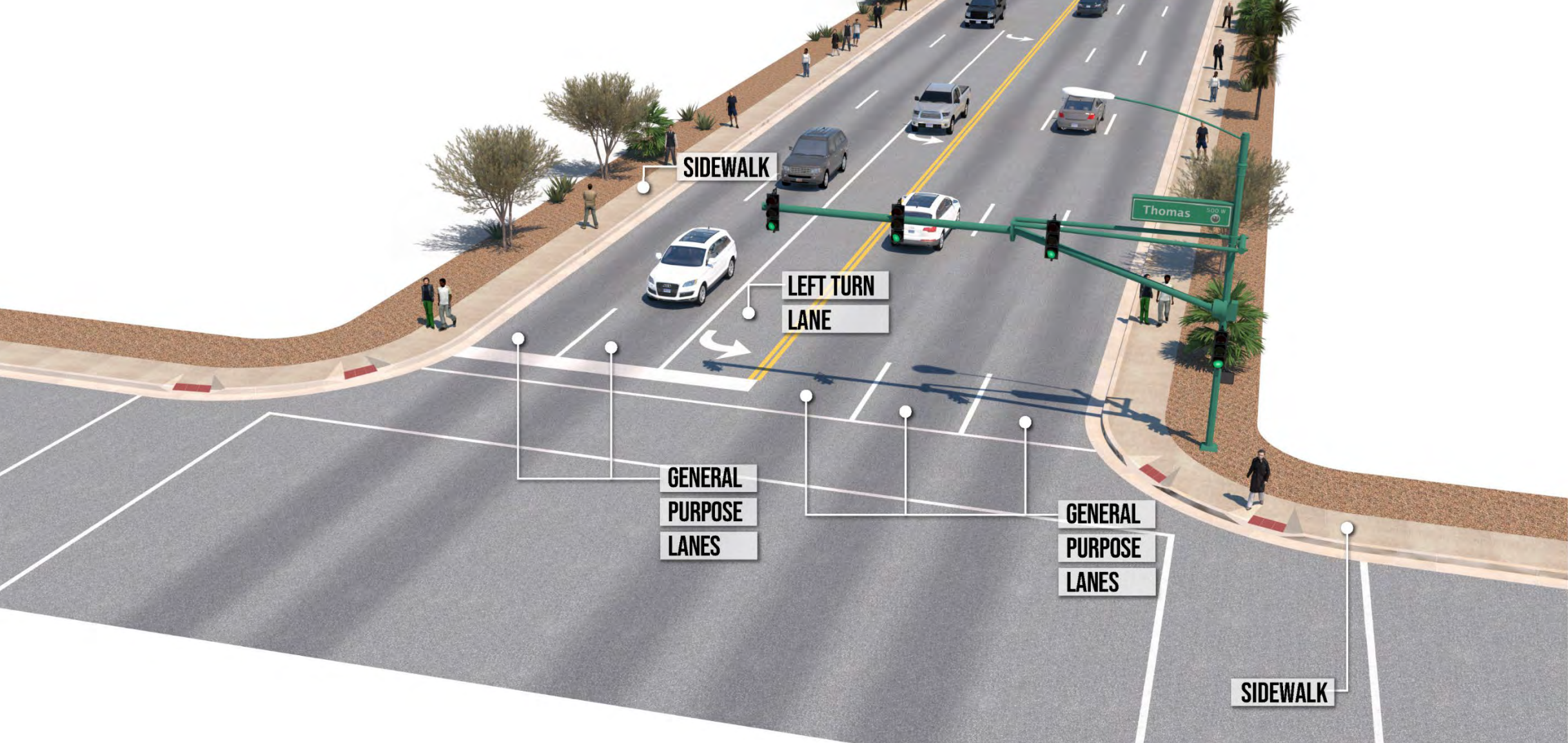
That's where we need YOU!

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

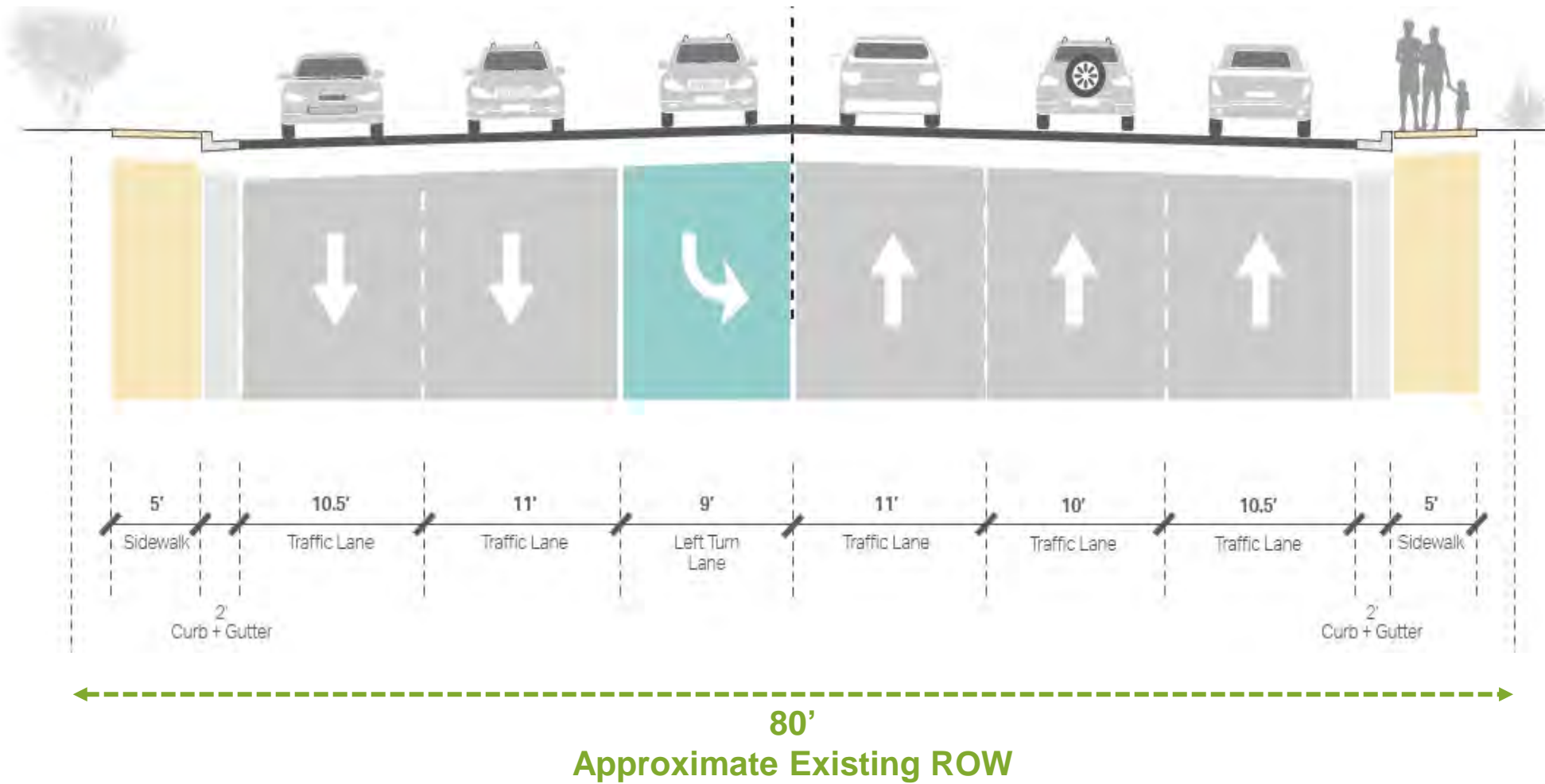
We will use your input as we refine the cross-sections to best meet the needs of the community.

Minimum ROW vs. Maximum ROW

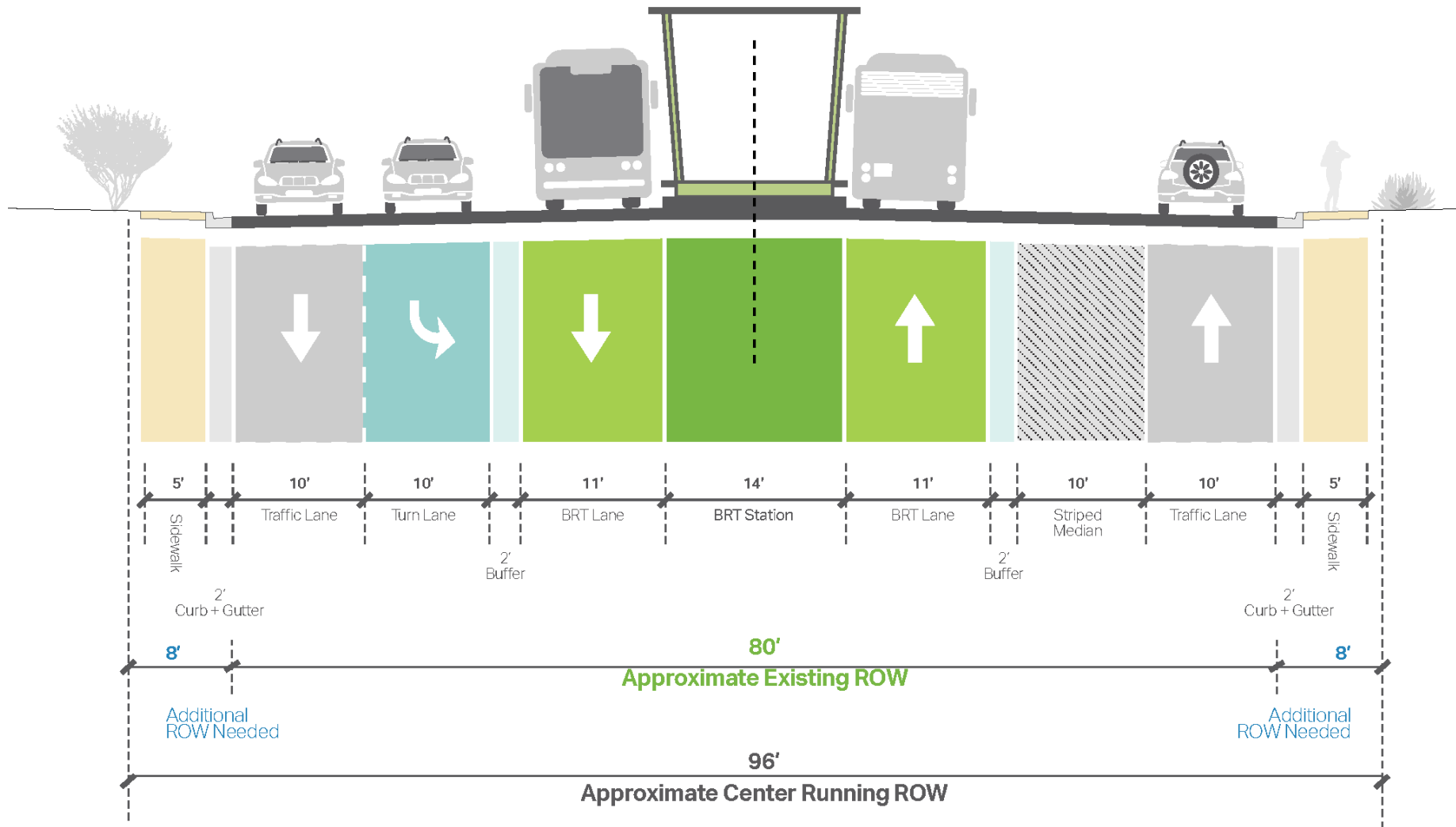




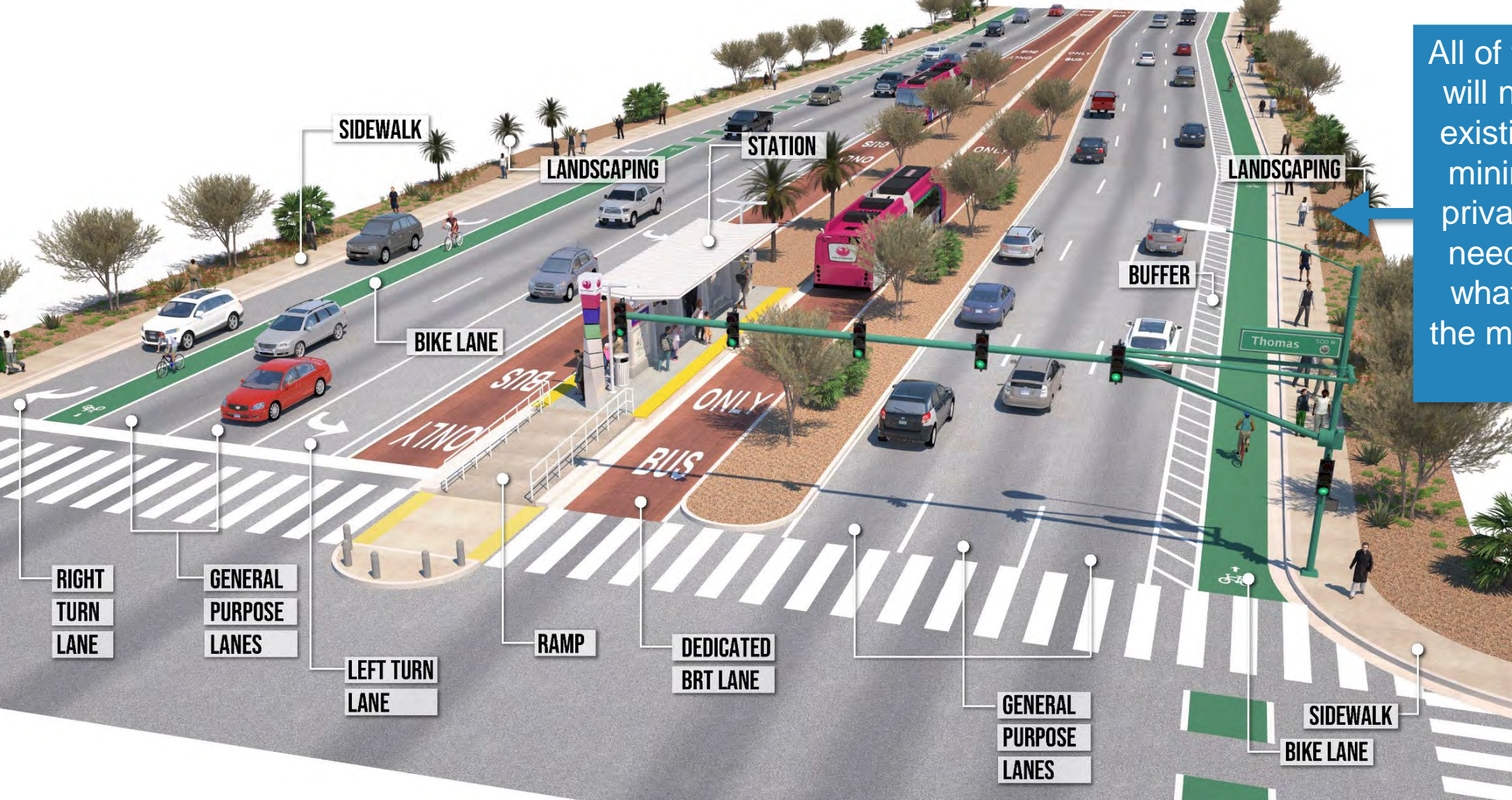
Existing Roadway



Existing Roadway

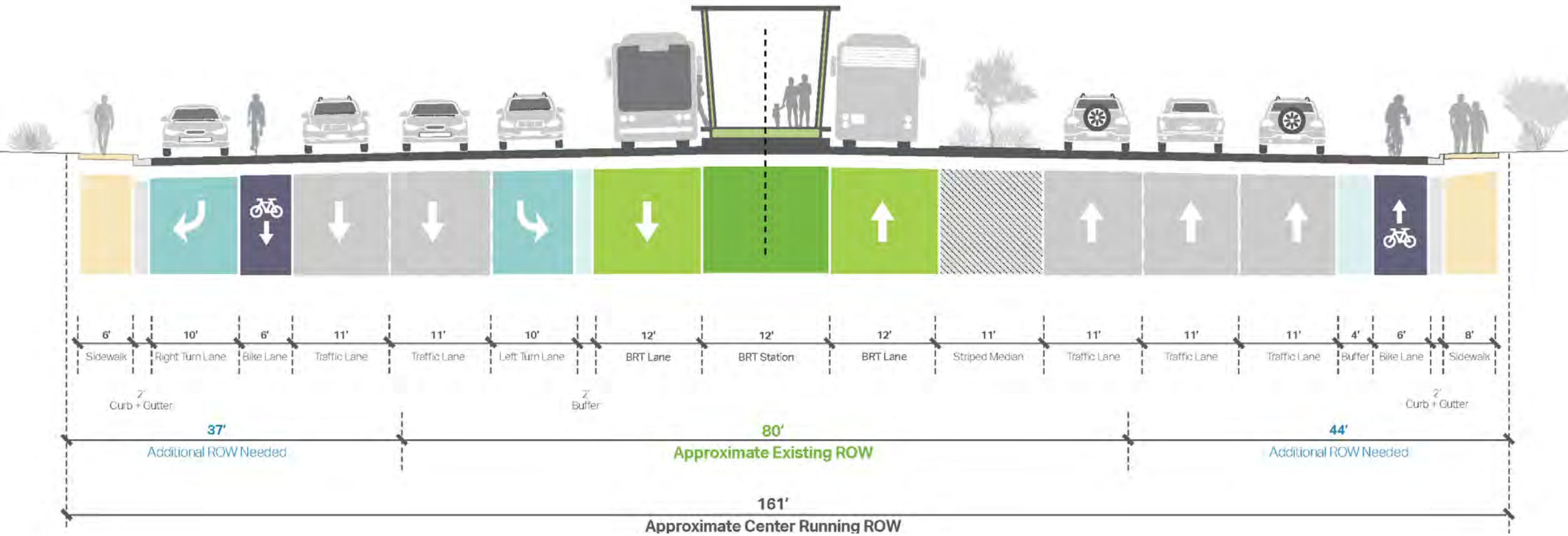


Minimum ROW BRT: Center-Running

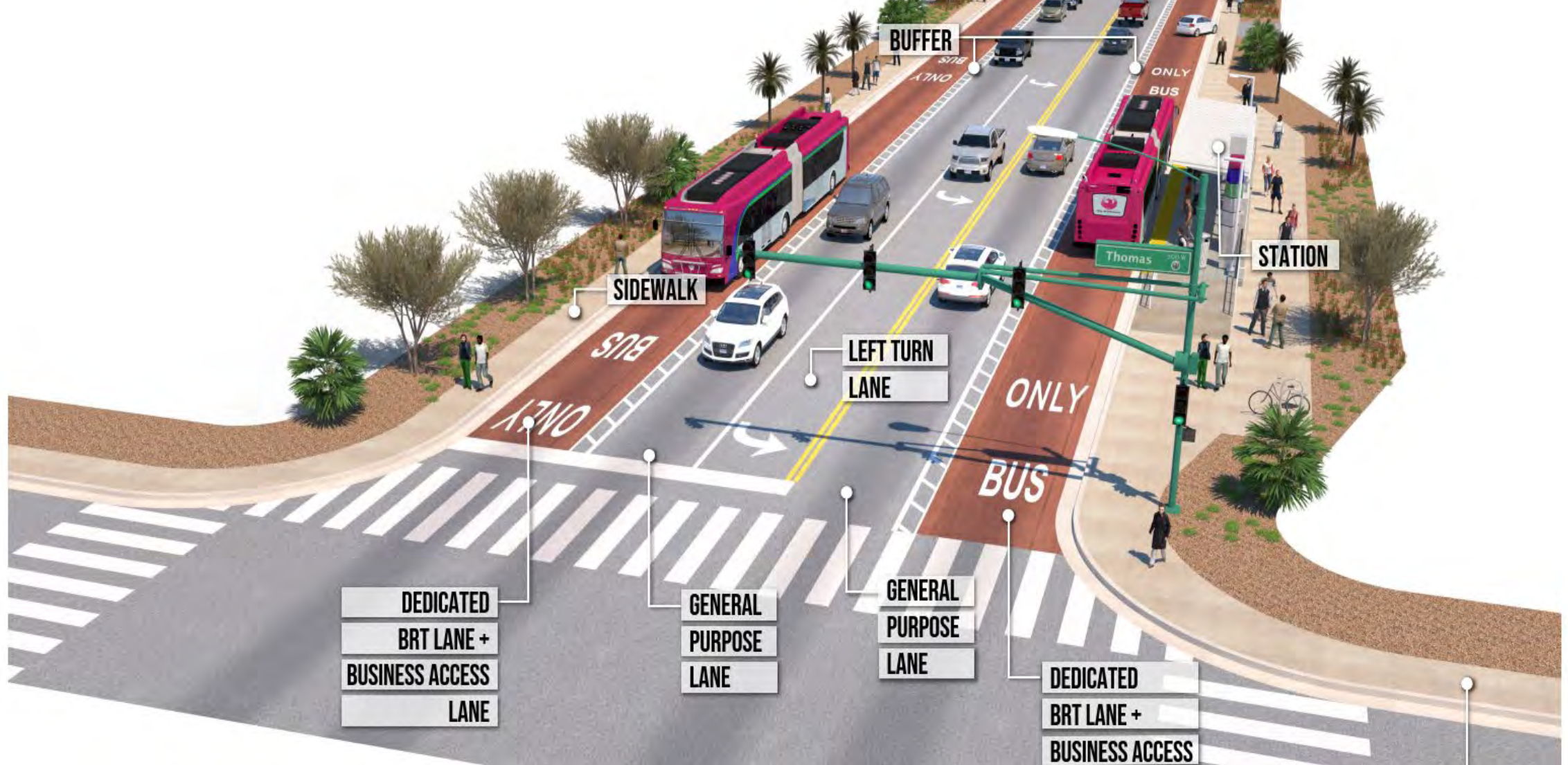


All of these amenities will not fit within the existing ROW, so to minimize impact to private property, we need your input on what elements are the most important to you.

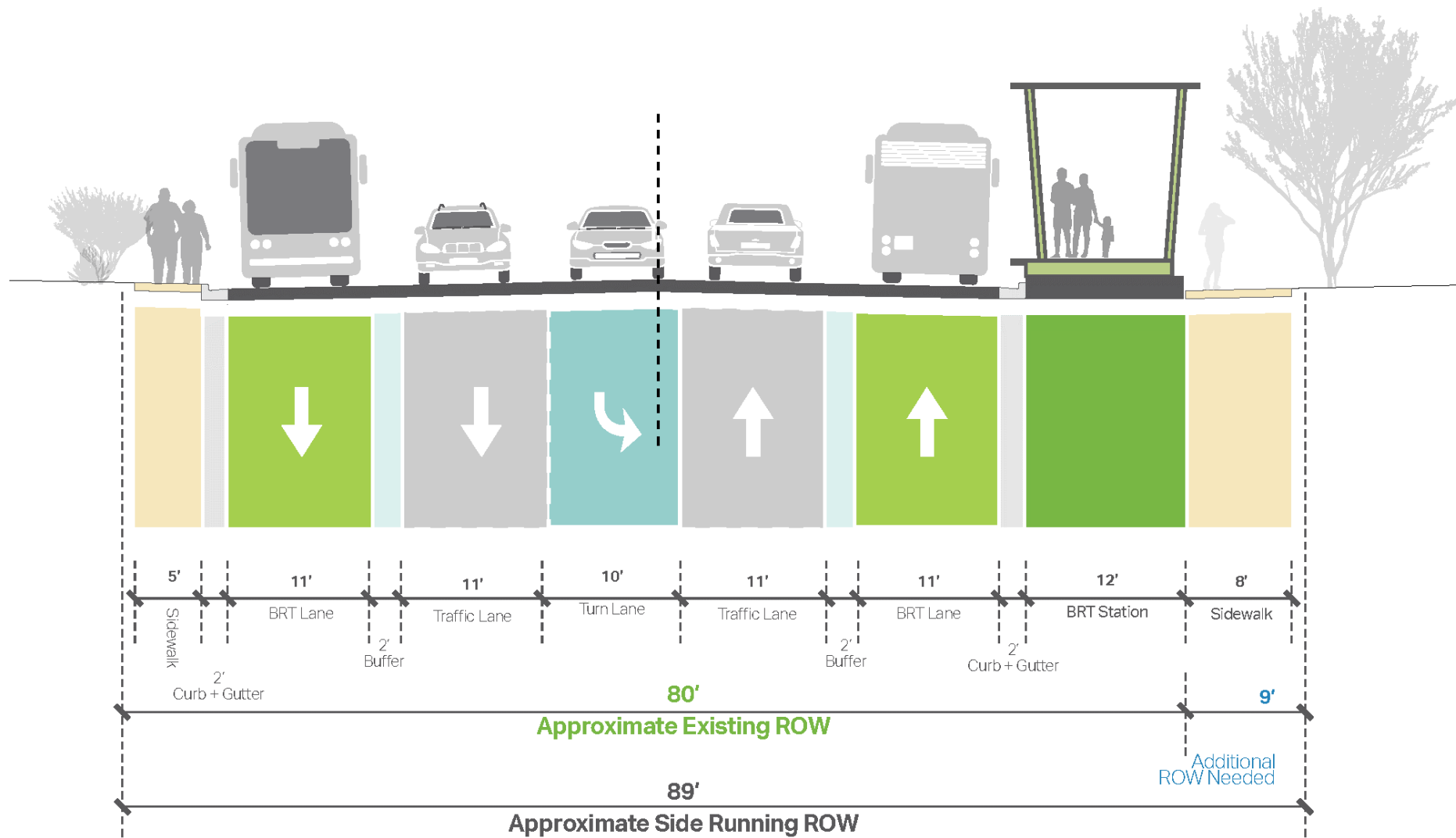
Maximum ROW BRT: Center-Running



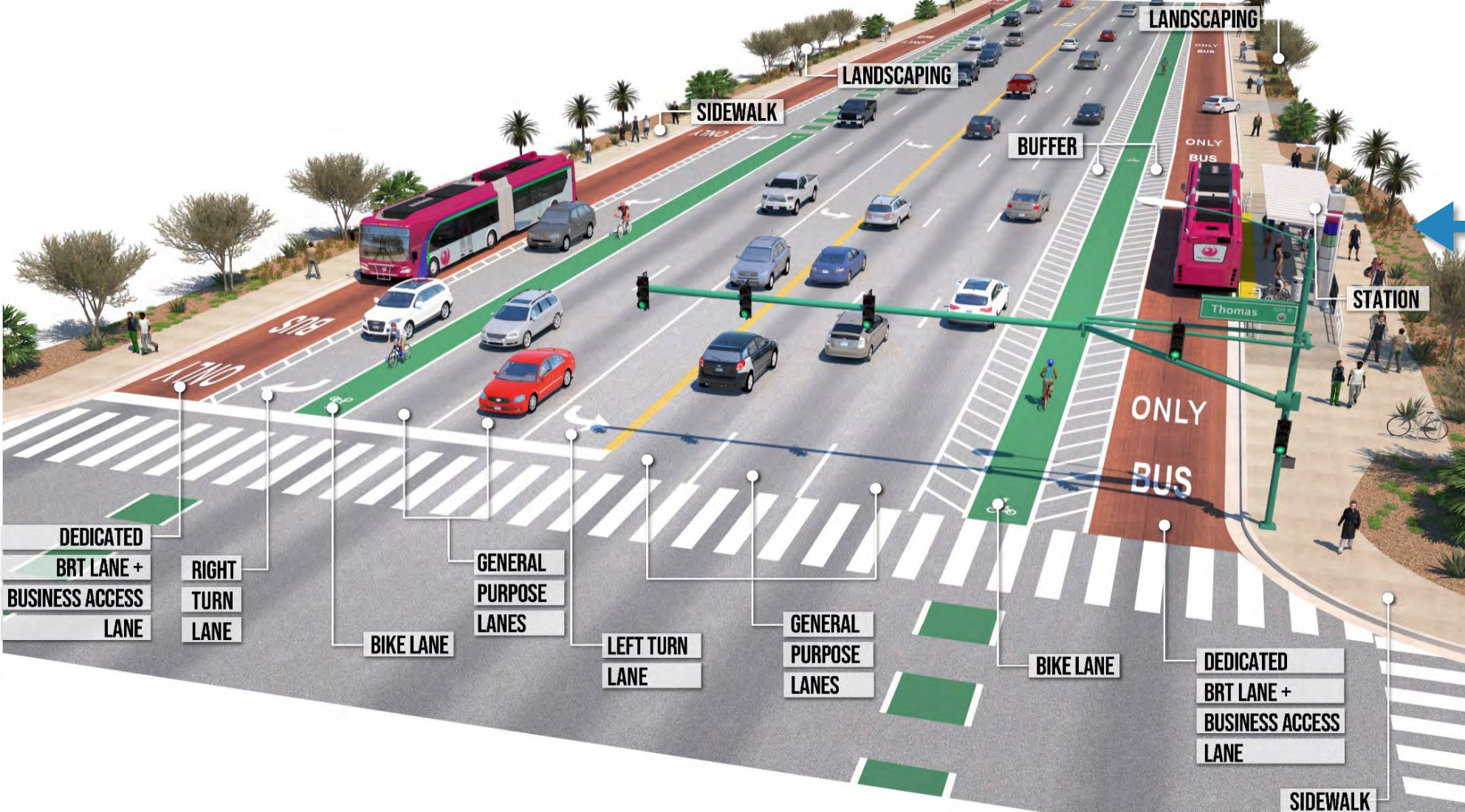
Maximum ROW BRT: Center-Running



Minimum ROW BRT: Side-Running

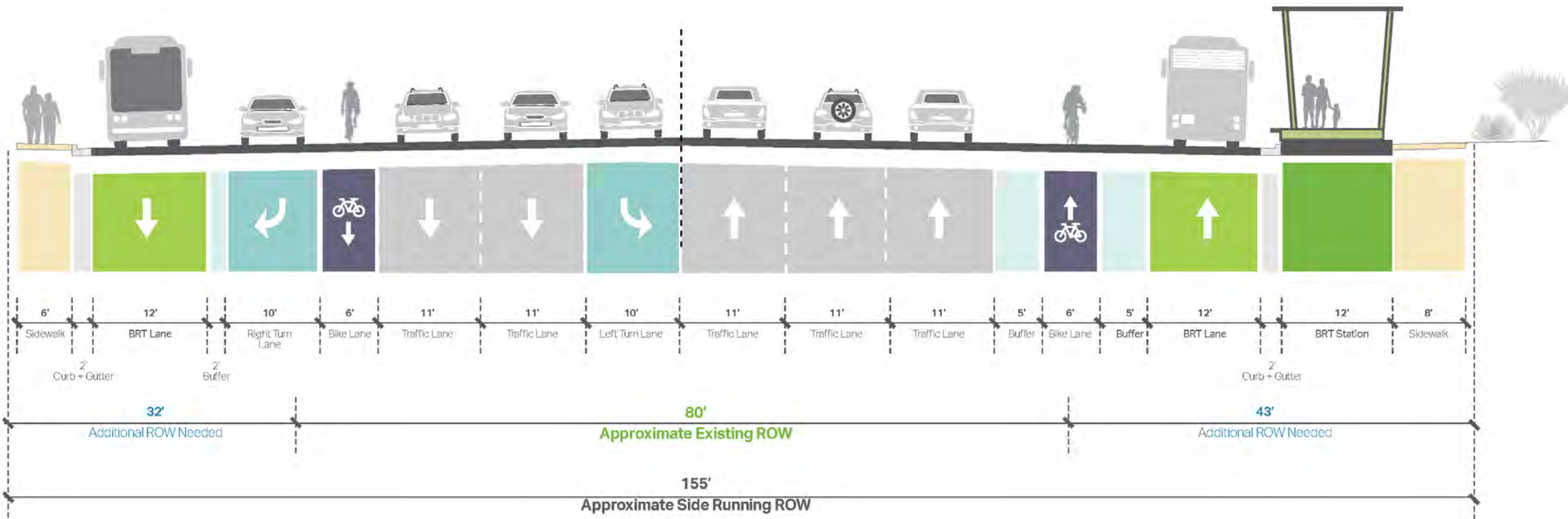


Minimum ROW BRT: Side-Running



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: 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.

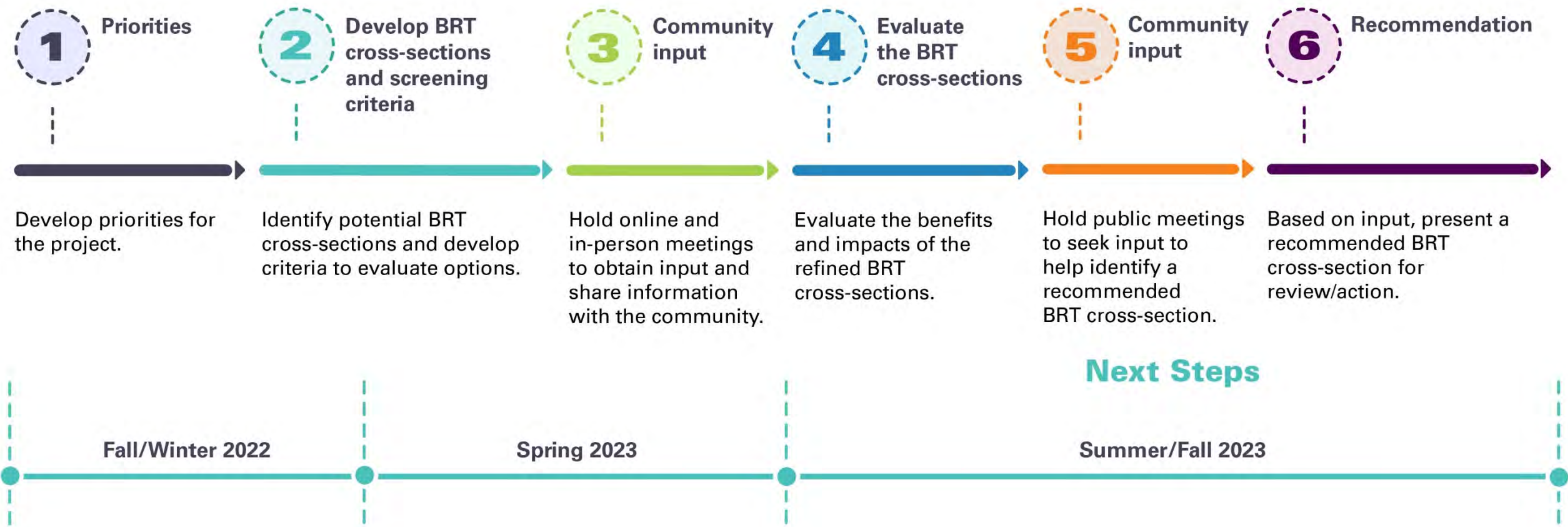
Creates multiple conflicts with driveways but maintains median left turns throughout the corridor.

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

How Will We Evaluate?

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

Next Steps



Next Steps



**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)

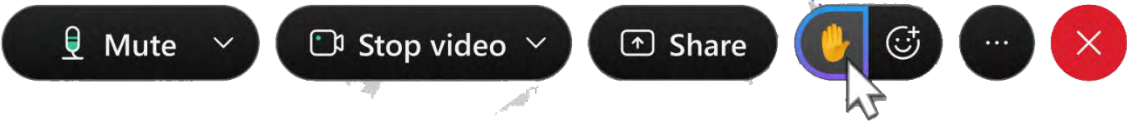


Send us an email: connect@meetphoenixbrt.com



Give us call: 602.262.7242

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**.

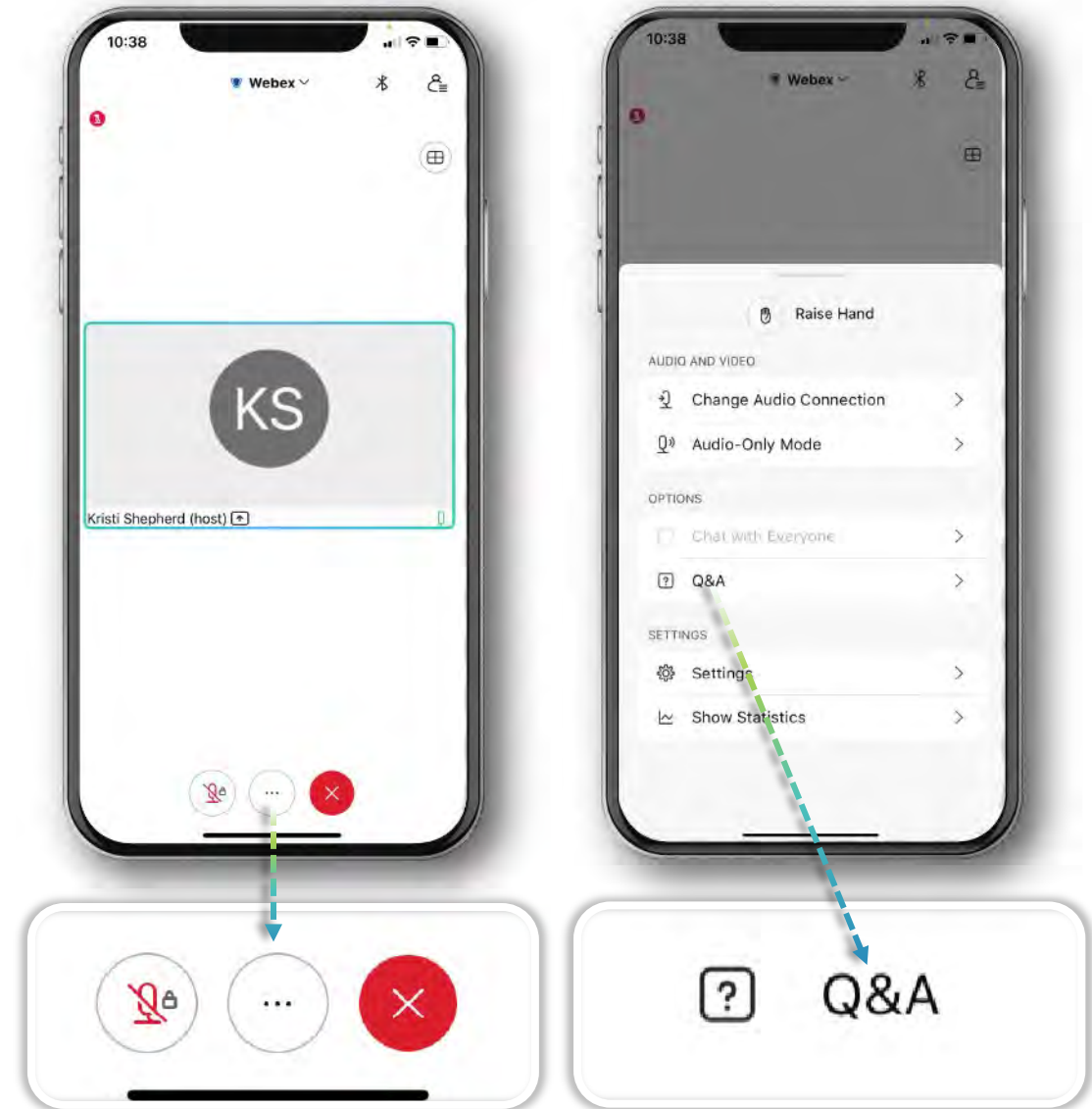


Mobile

- 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 

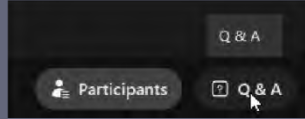


How to Ask A Question




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!

