



# PEORIA MULTI-MODAL TRANSPORTATION PLAN

## Existing and Planned Transit Services

February 16, 2010

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## PEORIA MULTI-MODAL TRANSPORTATION PLAN EXISTING AND PLANNED TRANSIT SERVICES

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Peoria is located near the northwestern edges of Valley Metro’s service area. As such, and because it is one of the Phoenix metro areas “newer” communities, general public transit services is still relatively limited. Today, Peoria has a single park and ride lot, and is served by two local Valley Metro routes and one limited stop commuter route. Peoria also operates a dial-a-ride service for elderly and disabled residents. In addition, many Peoria residents are also within relatively short driving distances to transit centers and park and ride lots in Glendale that provide an expanded array of transit services.

This document describes those existing services, plus new services that are programmed as part of the region’s Prop 400 transit program, and other potential links that are currently being planned and/or evaluated. These existing and potential new services will then form the foundation for additional transit improvements that will be assessed as part of this study.

### EXISTING TRANSIT FACILITIES AND SERVICES

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#### MAJOR TRANSIT FACILITIES

At the present time, the only major transit facility in Peoria is the Peoria Park and Ride Lot, which is located in Old Town. In addition, there are three transit facilities in Glendale that are located just outside of Peoria and that are very convenient for many Peoria residents. These are the Arrowhead Transit Center, the Church of Joy Park and Ride Lot, and the Glendale Park and Ride Lot (see also Figure 1 and Table 1).

##### **Peoria Park and Ride Lot**

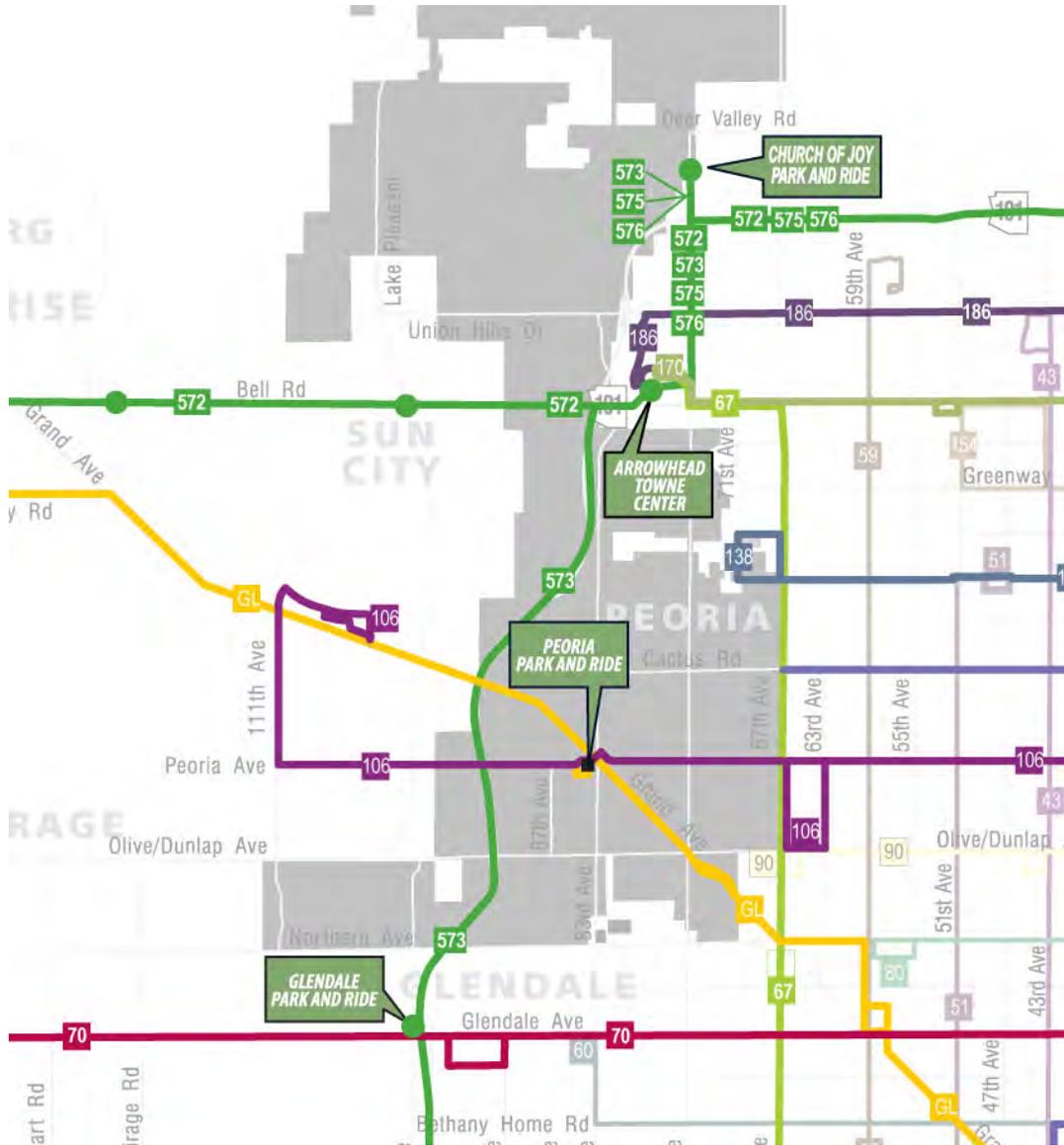
The Peoria Park and Ride consists of two lots (East and West) that are located in Old Town on 84<sup>th</sup> Avenue between Jefferson Street and Washington Street. These lots, which provides free parking, provide a total of 74 spaces, and are served by Valley Metro’s Route GL Grand Avenue Limited, which provided peak period commuter service to and from downtown Phoenix (see next section for more detail on bus services).

##### **Arrowhead Transit Center**

The Arrowhead Transit Center is located at the Arrowhead Mall in Glendale, just to the east of the Peoria Border, and is a major hub for Valley Metro services in the Northwest Valley. The transit center provides parking and is served by three local routes, four express routes,

one regional connector route, and three local circulator routes (which are described in the following section):

**Figure 1: Peoria Area Transit Centers and Park and Ride Lots**



*Note: Route 572 service between Surprise and Scottsdale and Route 576 service in Glendale are planned for discontinuation in July 2010.*

This transit center provides, by far, the highest concentration of transit service options in or near Peoria, and is most convenient for Peoria residents who live in the vicinity of Bell Road and to the northwest.

**Church of Joy Park and Ride Lot**

The Church of Joy Park and Ride Lot is located in Glendale on 75<sup>th</sup> Avenue at Rose Garden Lane, north of Loop 101 and just east of the Peoria border. This lot provides parking, and is served by three express routes (all of which operate to and from the Arrowhead Transit

Center), two of which operate to downtown Phoenix and one that operates to the northern terminus of the Metro Rail light rail line.

**Table 1: Transit Centers and Park and Ride Lots**

Transit Center/ Park and Ride Lot	Location	Parking Spaces	Routes Served
<b>Peoria</b>			
Peoria Park and Ride	Jefferson St @ 84th Ave and Washington St @ 84 <sup>th</sup> Ave	74	<ul style="list-style-type: none"> <li>▪ 106 Peoria/Shea</li> <li>▪ GL Grand Avenue Limited</li> </ul>
<b>Glendale</b>			
Arrowhead Transit Center	Arrowhead Mall		<ul style="list-style-type: none"> <li>▪ 67 67<sup>th</sup> Avenue</li> <li>▪ 170 Bell</li> <li>▪ 186 Union Hills</li> <li>▪ 572 Surprise/Scottsdale Express<sup>1</sup></li> <li>▪ 573 NW Valley/Downtown Express</li> <li>▪ 575 NW Valley/Downtown Express</li> <li>▪ 576 NW Valley/Montebello<sup>2</sup></li> <li>▪ 660 Wickenburg Connector</li> </ul>
Church of Joy Park and Ride Lot	75th Ave @ Rose Garden Ln		<ul style="list-style-type: none"> <li>▪ 573 NW Valley/Downtown Express</li> <li>▪ 575 NW Valley/Downtown Express</li> <li>▪ 576 NW Valley/Montebello<sup>2</sup></li> </ul>
Glendale Park and Ride Lot	W. Glendale Ave @ 99th Ave	388 (shaded)	<ul style="list-style-type: none"> <li>▪ 70 Glendale/24<sup>th</sup> Street</li> <li>▪ 573 NW Valley/Downtown Express</li> </ul>

This lot is served by fewer routes than the Arrowhead Transit Center, but is more convenient to residents of newly developed northern areas of Peoria.

**Glendale Park and Ride Lot**

The Glendale Park and Ride Lot, located approximately one mile south of the Peoria border on Glendale Avenue at 99<sup>th</sup> Avenue is served by one local route and one express route.

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**VALLEY METRO TRANSIT SERVICES**

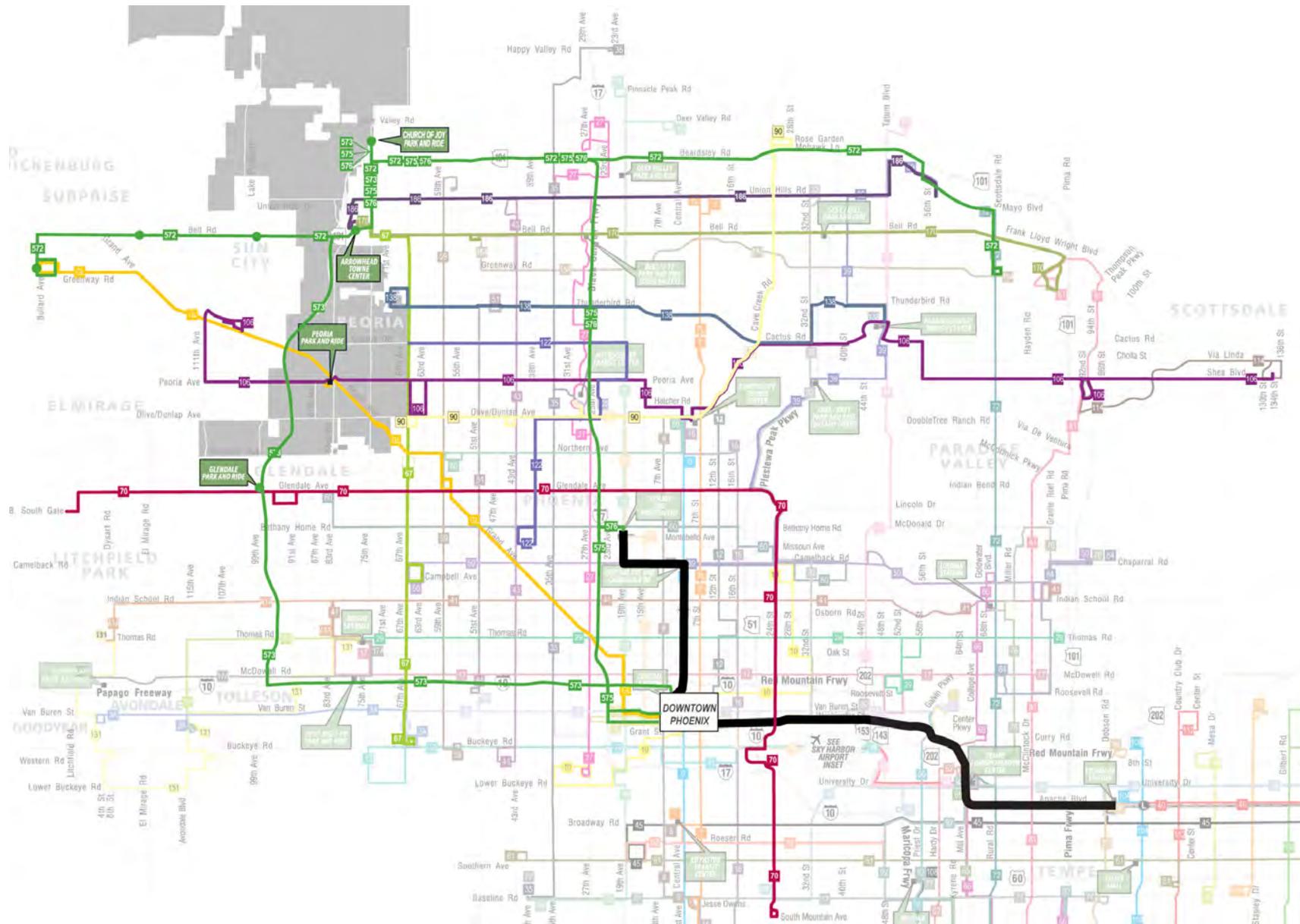
Currently, only two Valley Metro routes provide service within Peoria (see also Figure 2 and Table 2):

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<sup>1</sup> Due to sales tax revenue declines, Surprise – Phoenix portion of Route 572 is scheduled for discontinuation in July 2010.

<sup>2</sup> Due to sales tax revenue declines, Glendale portion of Route 576 is scheduled for discontinuation in July 2010.

Figure 2: Peoria Area Fixed-Route Transit Services



- **Route 106 Peoria/Shea**, which provides local service between Sun City and north Scottsdale via Peoria Avenue through Peoria, and also via the Metrocenter, Sunnyslope, and Paradise Valley Transit Centers.
- **Grand Avenue Limited**, which provides limited stop commuter service between Surprise and downtown Phoenix via the Peoria Park and Ride Lot.

**Table 2: Valley Metro Services: Service Spans and Frequencies**

	Span of Service	Service Frequencies (minutes)	
		Peak	Off-Peak
<b>Peoria Routes</b>			
<b>106 Peoria/Shea</b>			
Weekdays	4:25a-10:32p	24-30	30-42
Saturdays	5:57a-9:35p	30	30-40
Sundays	6:16a-9:22p	30	30-40
<b>GL Grand Limited</b>			
Weekdays: AM Peak	4 inb trips	35,53,30	--
Weekdays: PM Peak	4 outb trips	50,30,30	--
<b>Nearby Glendale Routes</b>			
<b>67 67<sup>th</sup> Avenue</b>			
Weekdays	5:45a-10:16p	30	30
Saturdays & Sundays	5:50a-8:51p	30	30
<b>70 Glendale/24<sup>th</sup> Street</b>			
Weekdays	4:40a-11:13p	15	30
Saturdays	4:37a-10:01p	30	30
Sundays	5:37a-9:31p	30	30
<b>90 Dunlop/Cave Creek</b>			
Weekdays	5:12a-9:52p	30	30
Saturdays & Sundays	5:51a-9:24p	30	30
<b>122 Cactus/39<sup>th</sup> Ave</b>			
Weekdays	5:29a-9:42p	60	60
Saturdays & Sundays	6:18a-8:15p	60	60
<b>138 Thunderbird</b>			
Weekdays	5:00a-9:55p	30	30
Saturdays & Sundays	6:00a-8:54p	60	60
<b>170 Bell</b>			
Weekdays	4:57a-10:43p	30	30
Saturdays	5:29a-9:13p	30	30
Sundays	5:43a-9:11p	30	30
<b>186 Union Hills</b>			
Weekdays	4:47a-10:19p	30	30
Saturdays & Sundays	5:50a-8:51p	60	60
<b>572 Surprise/Scottsdale Express</b>			
Weekdays: AM Peak inbound	4 inb, 2 outb trips	20, 38, 30	30 outb
Weekdays: PM Peak outbound	2 inb, 4 outb trips	30, 29, 30	25 inb

**Table 2 (Cont.): Valley Metro Services: Service Spans and Frequencies**

	Span of Service	Service Frequencies (minutes)	
		Peak	Off-Peak
<b>Nearby Glendale Routes (Cont.)</b>			
<b>573 NW Valley/Downtown Express</b> Weekdays: AM Peak inbound Weekdays: PM Peak outbound	4 inb, 2 outb trips 2 inb, 4 outb trips	30, 30, 29 30,35,28	30 outb 35 inb
<b>575 NW Valley/Downtown Express</b> Weekdays: AM Peak inbound Weekdays: PM Peak outbound	3 inb trips 3 outb trips	15, 40 30	--
<b>576 NW Valley/Montebello</b> Weekdays: AM Peak inbound Weekdays: PM Peak outbound	3 inb, 2 outb trips 2 inb, 3 outb trips	60 60	60 60
<b>660 Wickenburg Connector</b> Weekdays Saturdays	5:45a-8:00p 7:10a-6:35p	220 2 round trips	220
<b>Other</b>			
<b>571 Surprise Express</b> Weekdays: AM Peak Weekdays: PM Peak	3 inb trips 3 outb trips	20, 25 30	-- --

In addition, Peoria residents are also indirectly served by routes that operate to and from Glendale. As described above, the Arrowhead Transit Center, is served by 11 local, express, and local circulator routes, the Church of Joy Park and Ride Lot is served by three express routes, and the Glendale Park and Ride Lot is served by two routes:

Arrowhead Transit Center

- **Route 67 67<sup>th</sup> Avenue**, that operates between the Arrowhead Transit Center and 67<sup>th</sup> Avenue at Buckeye Road in Phoenix
- **Route 138 Thunderbird**, that provides service between the eastern edge of Peoria at 67th Avenue and the Paradise Valley Mall/Transit Center via Thunderbird Road.
- **Route 170 Bell** that operates between the Arrowhead Transit Center and Scottsdale via Bell Road.
- **Route 186 Union Hills** that operates between the Arrowhead Transit Center and Scottsdale via Union Hills Drive.
- **Route 572 Surprise/Scottsdale Express**, that currently provides express service between Surprise and the Scottsdale Airport via the Arrowhead and Church of Joy Park and Ride Lot. This route operates through Peoria along Bell Road but does not stop in Peoria. However, note that due to sales tax revenue declines, the Surprise – Phoenix segment of this route is scheduled for discontinuation in July 2010.
- **Route 573 Northwest Valley/Downtown Express**, which provides express service between the Arrowhead Transit Center and downtown Phoenix via the Glendale Park and Ride Lot. This route operates through Peoria along Loop 101.

- **Route 575 Northwest Valley/Downtown Express**, which provides express service between the Arrowhead Transit Center and downtown Phoenix via the Church of Joy Park and Ride Lot, Loop 101 and I-17.
- **Route 576 Northwest Valley/Montebello**, which provides express service between the Arrowhead Transit Center and the northern terminus of the Metro Rail line via the Church of Joy Park and Ride Lot, Loop 101 and I-17. However, note that due to sales tax revenue declines, the Glendale portion of this route is scheduled for discontinuation in July 2010.
- **Route 660 Wickenburg Connector**, which provides service between Wickenburg and the Arrowhead Transit Center.
- **Glendale Urban Circulator (GUS) 1, 2, and 3** that provide circulator service in the Arrowhead area.

Church of Joy Transit Center

- **Routes 573, 575, and 576**, as described above.

Glendale Park and Ride Lot

- **Route 70 Glendale/24th Street** operates between Luke AFB and 24th Street at Baseline Road via Glendale Avenue and 24th Street.
- **Route 573**, as described above.

Finally, one route—Route 571 Surprise Express—provides express service between Surprise and downtown Phoenix through Peoria along Grand Avenue, but does not provide any stops in or near Peoria. However, with the development of an Old Town Peoria Transit Center and additional services at that location, there would be the potential to add a Peoria stop to this route.

**Route 70 Glendale/24<sup>th</sup> Street**

Route 70 Glendale/24<sup>th</sup> Street connects Litchfield Park and Glendale with the downtown Phoenix area primarily via Glendale Avenue and 24<sup>th</sup> Street. The route begins at Luke Air Force Base (on Litchfield Road) and continues on Glendale Avenue (with a loop to serve the University of Phoenix stadium at 91<sup>st</sup> Street and Maryland Avenue), until Lincoln Drive and 24<sup>th</sup> Street. The route then travels south via 24<sup>th</sup> Street, then east on Grant Street (near Phoenix Sky Harbor Airport) and returns to 24<sup>th</sup> Street via East Sky Harbor Circle. It then continues on 24<sup>th</sup> Street until looping at South Mountain Avenue, 25<sup>th</sup> Street, and Francisco Avenue. Some weekday AM and PM peak trips also serve the Glendale Park and Ride on 99<sup>th</sup> Avenue and Glendale Avenue, and terminate their service at that point.

The route operates on weekdays between 4:40 am and 11:13 pm every 15 minutes during peak periods and every 30 minutes off-peak. The last eastbound evening trip terminates at 43<sup>rd</sup> Avenue and Glendale Avenue, and the first three westbound morning trips commence at 43<sup>rd</sup> Avenue or 67<sup>th</sup> Avenue and Glendale Avenue. It operates on Saturdays between 4:37 am and 10:01 pm on regular 30 minute headways. The first two Saturday morning trips and the last Saturday evening trip operate between 43<sup>rd</sup> Avenue and Glendale Avenue and Luke

Air Force Base only. On Sundays the route operates between 5:37 am and 9:31 pm on regular 30 minute headways throughout the day.

**Route 90 Dunlop/Cave Creek**

Route 90 Dunlop/Cave Creek operates between the eastern edge of Peoria at Olive Avenue at 67th Avenue and the North Phoenix via Olive Avenue, the Sunnyslope Transit Center, and Cave Creek Road.

Service operates every 30 minutes seven days a week, from 5:12 am to 9:52 pm on weekdays, and from 5:51 am to 9:24 pm on Saturdays and Sundays.

**Route 122 Cactus/39<sup>th</sup> Avenue**

Route 122 Cactus/39<sup>th</sup> Avenue operates between the eastern edge of Peoria at Cactus Road at 67th Avenue and central Phoenix via Cactus Road, the Metrocenter Transit Center, and 39<sup>th</sup> Avenue. From the Peoria/Glendale city line, service operates east on Cactus Road, south on 19<sup>th</sup> Avenue, west on Peoria Avenue, south on 25<sup>th</sup> Avenue, west on Dunlap Avenue, in and out of the Metrocenter Transit Center, west on Dunlop Avenue, and south on 39<sup>th</sup> Avenue to Bethany Home Road.

Service operates every 60 minutes seven days a week, from 5:29 am to 9:42 pm on weekdays, and from 6:18 am to 8:15 pm on Saturdays and Sundays.

**106 Peoria/Shea**

Route 106 Peoria/Shea operates between the eastern edge of Peoria at Peoria Avenue at 67<sup>th</sup> Avenue and Scottsdale primarily via Peoria Avenue and Shea Boulevard. The main portion of the route operates between 67<sup>th</sup> Avenue and 90<sup>th</sup> Street in Scottsdale, but some trips also serve the Mayo Clinic Scottsdale in the eastern portion of the route and/or 11<sup>th</sup> Avenue at Thunderbird Avenue in the western portion of the route. Service operates seven days per week and runs approximately half hour headways on all days (with a few exceptions where short service gaps exist). Service operates on weekdays between 4:25 am and 10:32 pm; on Saturdays between 5:57 am and 9:35 pm; and on Sundays between 6:16 am and 9:22 pm.

**138 Thunderbird**

Route 138 Thunderbird operates primarily via Thunderbird Road between 71<sup>st</sup> Avenue and Paradise Valley Mall Transit Center. The route begins on its eastern end at a loop around 67<sup>th</sup> Avenue, Acoma Drive, 71<sup>st</sup> Avenue, and then operates via Thunderbird Road/Cactus Road until 32<sup>nd</sup> Street, travels north on 32<sup>nd</sup> Street, and rejoined Thunderbird Road. From there, it travels east until Tatum Boulevard, then turns into Paradise Valley Mall Transit Center.

The route operates on weekdays between 5:00 am and 9:55 pm on consistent 30 minute headways and on Saturdays and Sundays between 6:00 am and 8:54 pm on consistent 60 minute headways.

### **GL Grand Avenue Limited**

The Grand Avenue Limited provides weekday rush hour service between the Surprise Aquatic Center and downtown Phoenix via Grand Avenue. The route begins at the Peoria Park and Ride and travels along Grand Avenue until downtown Phoenix, deviating only at Northern Avenue/59<sup>th</sup> Avenue. It terminates at Central Station in Phoenix via 19<sup>th</sup> Avenue and Van Buren Street/Washington Street/Jefferson Street. The route provides limited-stop service, and only stops in two locations in Peoria: at 84<sup>th</sup> Avenue and Jefferson Street (Peoria Park and Ride) and at 67<sup>th</sup> Avenue and Northern Avenue. It also stops at 84<sup>th</sup> Avenue and Peoria Avenue in the westbound direction only. One trip per day in the westbound direction also serves the Surprise Aquatic Center at Civic Center Drive and Tiera Buena Lane.

The Grand Avenue Limited provides four inbound and four outbound trips per weekday. Inbound service operates between 5:20 am and 8:19 am and outbound service operates between 4:15 pm and 7:10 pm. Commuters are the primary market for Grand Avenue Limited services, as it only operates during the major commute-period hours and direction.

### **Route 67 67<sup>th</sup> Avenue**

Route 67 67<sup>th</sup> Avenue operates between Arrowhead Towne Center at its north end and Buckeye Road at its south end. The route travels from Arrowhead Towne Center via 75<sup>th</sup> Avenue and Bell Road to 67<sup>th</sup> Avenue, on which it travels south to Buckeye Road and loops on 65<sup>th</sup> Avenue and Grant Street. The route operates on weekdays on regular 30 minute intervals between 5:45 am and 10:16 pm. On Saturdays and Sundays, the service operates between 5:50 am and 8:51 pm on regular 30 minute intervals.

### **Route 170 Bell**

Route 170 Bell provides service between Arrowhead Towne Center and the Scottsdale Municipal Airport area seven days per week. Service operates primarily on Bell Road, which becomes Frank Lloyd Wright Boulevard east of Scottsdale Road. The service operates with fairly consistent 30 minute headways on weekdays, Saturdays and Sundays. Service operates on weekdays between 4:57 am and 10:43 pm, on Saturdays between 5:29 am and 9:13 pm, and on Sundays between 5:43 am and 9:11 pm. On Sundays, the route operates every other trip (half total) between Bell Road at 51<sup>st</sup> Avenue and Scottsdale; Sunday service to Arrowhead Towne Center therefore operates approximately every hour.

### **Route 186 Union Hills**

Route 186 Union Hills provides east-west service between Arrowhead Towne Center and the Phoenix Mayo Clinic. The route operates primarily via Union Hills Drive, leaving

Arrowhead via 79<sup>th</sup> Avenue and arriving at the Mayo Clinic via Tatum Boulevard and Mayo Boulevard. On weekdays, the route operates on regular 30 minute headways between 4:47 am and 10:19 pm, and on Saturdays and Sundays, on regular 60 minute headways between 5:50 am and 8:51 pm.

**Route 572 Surprise/Scottsdale Express**

Route 572 currently provides east-west weekday peak period service between Surprise and Scottsdale. The route begins at the Surprise Municipal Offices at Litchfield Road, Tierra Buena Lane and Bullard Ave to Bell Road, then stops at Arrowhead Towne Center before traveling on Loop 101. The route exits Loop 101/Pima Freeway at the 56<sup>th</sup> Street exit in Scottsdale, then travels on Mayo Boulevard, Scottsdale Road, and Butherus Drive to the Scottsdale Airpark.

In the morning peak period, the route operates four eastbound trips between 4:55 am and 7:39 am, with 20 to 33 minute intervals between each trip, and two westbound trips between 6:05 am and 7:35 am with a 25 minute interval. In the evening peak period, the route operates four westbound trips between 3:40 pm and 6:33 pm at regular 30 minute intervals and two eastbound trips between 5:10 and 6:48 pm with a 30 minute interval.

However, as described earlier, due to declines in sales tax revenues, in July 2010, the Surprise – Phoenix portion of the route will be discontinued, which will shorten the route to operate only between Phoenix and Scottsdale.

**Route 573 Northwest Valley/Downtown Express**

Route 573 Northwest Valley/Downtown Express provides weekday peak period express service between Glendale and downtown Phoenix. The route begins in Glendale at the Church of Joy park and ride lot and travels on 75<sup>th</sup> Avenue to Arrowhead Towne Center. From there, the route takes Loop 101 (stopping at the Glendale Park and Ride at 99<sup>th</sup> Avenue and Glendale) and I-10 to Central Station in downtown Phoenix and Washington Street and Jefferson Street.

The route operates four morning inbound trips between 5:11 am and 7:54 pm at 30 minute headways and two morning outbound trips between 7:30 am and 9:05 am at a 25 minute interval. It operates four evening outbound trips between 4:05 pm and 6:52 pm at 30, 35, and 28 minute intervals, and two evening inbound trips between 3:45 pm and 5:18 pm at a 30 minute interval.

**Route 575 Northwest Valley/Downtown Express**

Route 575 Northwest Valley Downtown Express provides weekday peak period express service between Glendale and downtown Phoenix. The route begins in Glendale at Arrowhead Towne Center and travels north on 75<sup>th</sup> Avenue, Loop 101 east, and I-17 to downtown. The route operates three morning inbound trips between 5:55 am and 7:50

am, with 20 and 15 minutes between trips, and three evening outbound trips between 4:15 pm and 6:20pm at 30 minute intervals.

**Route 576 Northwest Valley/Montebello**

Route 576 Northwest Valley/Montebello provides weekday peak period express service between Glendale and the Montebello/19<sup>th</sup> Avenue Transit Center. The route begins in Glendale at Arrowhead Towne Center and travels north on 75<sup>th</sup> Avenue, Loop 101 east, and I-17 to Bethany Home Road and 19<sup>th</sup> Avenue. The route operates three morning inbound trips between 5:45 am and 8:25 am at 60 minute headways, and two morning outbound trips between 9:00 am and 10:45 pm at a 60 minute interval. In the evening, it operates three outbound trips between 4:40 pm and 7:30 pm at 60 minute headways and two inbound trips between 5:10 pm and 6:55pm with a 60 minute interval.

However, as described earlier, due to declines in sales tax revenues, in July 2010, the Glendale portion of the route will be discontinued, which will shorten the route to operate only within Phoenix.

**Route 660 Wickenburg Connector**

Route 660 Wickenburg Connector provides weekday and Saturday express service between Wickenburg and Glendale. The route begins at Vulture Mine Road at North Tegner Street and travels via North Tegner Street to US 60, exiting at Bell Road and traveling west to 75<sup>th</sup> Avenue, terminating at Arrowhead Towne Center. The route has five regular stops, including Bell Road and Village Drive West in Surprise and Arrowhead Towne Center in Glendale. On weekdays, the route operates four trips per day in each direction, with eastbound service operating between 7:35 am and 8:00 pm, and westbound service between 5:45 am and 6:10 pm. On Saturdays, the route has two trips in each direction: eastbound trips beginning at 9:00 am and at 5:05 pm and westbound trips beginning at 7:10 am and 3:30 pm.

Fares on this route are different than on other Valley Metro routes, ranging between \$2.00 and \$4.00 depending on the origin and destination. Although this route operates close to Peoria, it is unlikely that it is used by Peoria residents.

**Route 571 Surprise Express**

Route 571 Surprise Express provides weekday peak period service between the park and ride at Surprise Aquatic Center and downtown Phoenix via Greenway Road and Grand Avenue. In the downtown area, the route serves Central Station, Van Buren Street, Washington Street and Jefferson Street. The route operates three inbound trips in the morning between 5:35 am and 7:38 pm with 20 and 25 minutes between the trips. It also serves three outbound trips in the evening between 4:05 pm and 6:26 pm, with 30 minutes between trips.

While this route operates through Peoria, it does not currently make any stops in Peoria. However, with the development of an Old Town Peoria Transit Center and the development of additional services at and through that facility, there could be the potential to add a Peoria stop to this route.

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### **PEORIA DIAL-A-RIDE SERVICE**

Peoria’s Dial-a-Ride provides service to the general public throughout most developed areas of the city. The Dial-a-Ride program also provides complementary paratransit service for Valley Metro fixed-route service within Peoria. In addition, “Dial-A-Ride Plus” service provides transportation to medical facilities in Sun City and Glendale.

Hours of service and fares vary depending upon the type of trip:

- Regular service (available to anyone) is provided on weekdays between 6:00 am and 6:00 pm, and reservations must be made the previous day before 5:00 pm.
- ADA complimentary service is provided on weekdays between 4:30 am and 9:00 pm and on weekends between 6:00 am and 10:00 pm. As with regular trips, reservations must be made by 5:00 pm the previous day. However, reservations can also be made up to 14 days in advance.

Fares also vary by type of trip, as well as by type of rider. Fares are \$3.00 for the general public, \$2.00 for ADA complimentary paratransit trips, and \$1.00 for children, seniors, and persons with disabilities.

### **PLANNED NEW SERVICES**

Prop 400, which was passed by the voters in 2004, authorized the development of a Region Transportation Plan that includes a wide variety of transportation improvements and a continuation of the ½¢ sales tax to help fund those improvements. Transit elements of the original plan included:

- Twenty-eight miles of extensions to the planned 30-mile light rail system.
- New or enhanced bus service on 28 routes, plus 12 new routes.
- New regional transit capital projects including park-and-rides, transit centers, maintenance facilities, and improved transit technologies.

Many of the planned transit improvements would extend more Valley Metro service to Peoria, and provide new types of services. Prop 400 included implementation timeframes for these projects. However, due to the recession, Prop 400 sales tax revenues are significantly lower than projected, and as a result, many planned projects are now being delayed. Planned projects, their original implementation timeframes, and likely delays, are as described below.

## **SUPER GRID BUS SERVICE**

Valley Metro local bus service is largely operated as a grid, in which most routes operate along major arterials either north-south or east-west. The original Regional Transportation Plan (RTP) would maintain this basic structure, but significantly improve service on many routes to “Super Grid” service, and extend them farther to the west and east.

For Peoria, this would mean that Super Grid bus service would operate on many major arterials (see also Figure 3):

### East-West

- Bell Road
- Thunderbird Road
- Peoria Avenue
- Olive Avenue

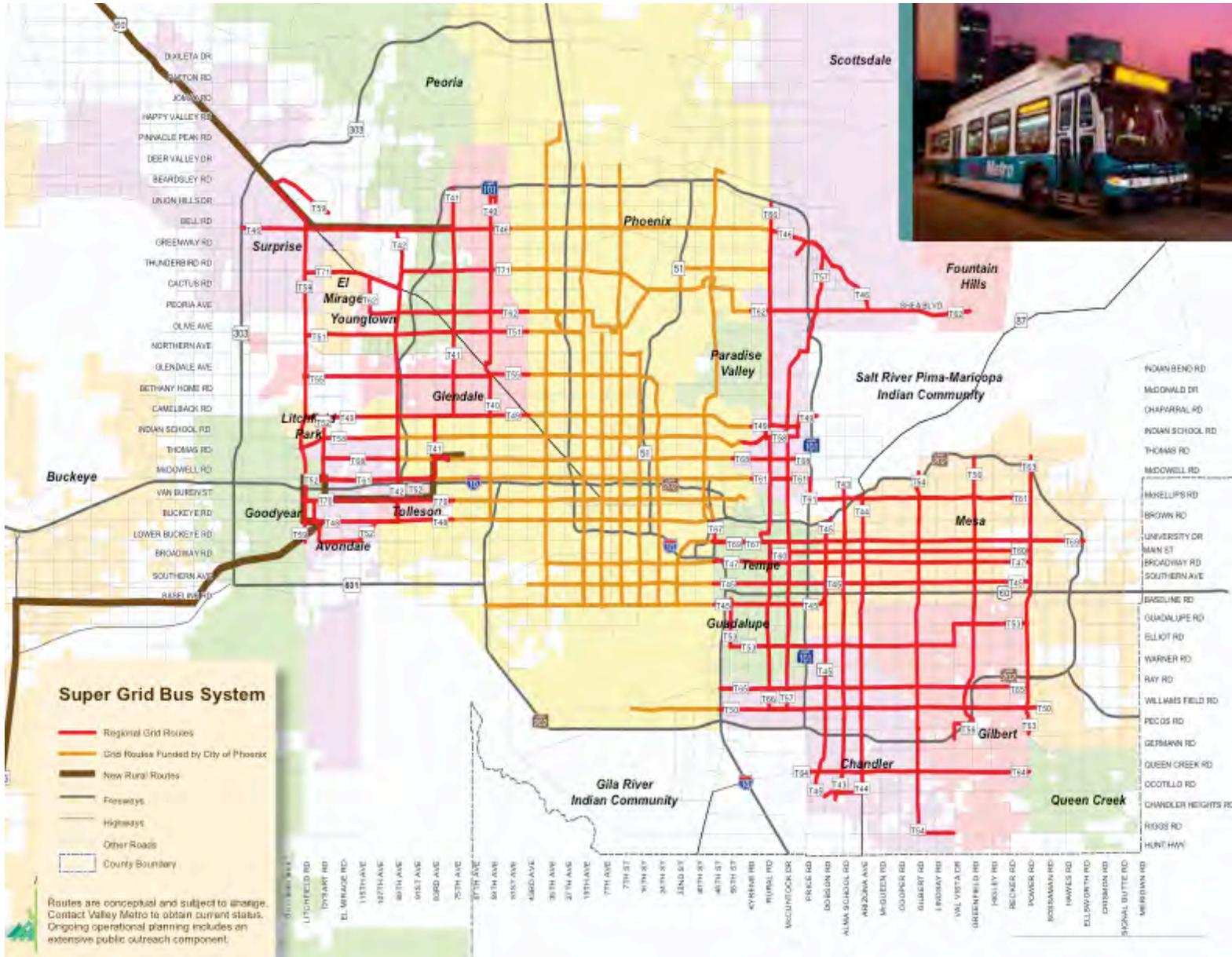
### North-South

- 83rd<sup>th</sup> Avenue (originally planned for 75<sup>th</sup> Avenue, but recently shifted to 83<sup>rd</sup> Avenue)
- 99<sup>th</sup> Avenue

However, most of Super Grid routes that would serve Peoria were planned for relatively far in the future. In the 2008 RTP, implementation of the first Peoria Super Grid route would have been in 2015 (along Peoria Avenue) but other routes would not have been implemented until between 2015 and 2023. Now, due to the recession, implementation dates have been pushed back farther, to 2023 and beyond 2026. Most of the revised implementation dates are beyond the 2026 end of the Prop 400 program, and in effect, have been eliminated from the current program. In more detail, the Super Grid routes that would serve Peoria are as described below and summarized in Table 3).

- **Route T41 83rd Avenue/75<sup>th</sup> Avenue** that would operate between Desert Sky Mall Transit Center and Arrowhead Towne Center. This route had been planned for 2022 but has now been deferred until 2023. The route’s alignment between Desert Sky Mall and Arrowhead Mall (which includes the segment through Peoria) was also shifted from 75<sup>th</sup> Avenue to 83<sup>rd</sup> Avenue.
- **T42 99<sup>th</sup> Avenue** that would operate between Bell Road in Sun City and Buckeye Road in Phoenix and through Peoria along 99<sup>th</sup> Avenue. This route had been planed for implementation in 2021 but has now been deferred beyond 2026.
- **T46 Bell Road** that would operate between Loop 303 in Sun City and Shea Boulevard/Frank Lloyd Wright Boulevard and through Peoria along Bell Road. This route had been planed for implementation in 2018 but has now been deferred to 2024.

Figure 3: Prop Super Grid Bus Network



**Table 3: Planned Prop 400 Services and Recent Delays**

Route	Original Implementation Year (2008 RTP)	Revised Implementation Year <sup>3</sup>	Delay (years) <sup>3</sup>
<b>Super Grid Routes</b>			
T46 Bell Road	2019	2037	18
T42 99th Avenue	2021	2038	17
T62 Peoria Avenue/Shea Boulevard	2015	2029	14
T51 Dunlap Avenue /Olive Avenue	2021	2038	17
T71 Waddell Road/Thunderbird Road	2020	2038	18
T41 83rd Avenue/75th Avenue	2023	2039	16
<b>BRT/Express Routes</b>			
T13 Grand Avenue Limited	2012	2020	8
T20 Peoria Express	2013	2026	13

- **T51 Dunlap Avenue/Olive Avenue** that would operate between Litchfield Road in just west of El Mirage and the Metrocenter Transit Center off of 25<sup>th</sup> Avenue in Phoenix through Peoria along Olive/Dunlap Avenue. This route was originally planned for implementation in 2021 but has now been deferred beyond 2026.
- **T62 Peoria Avenue/Shea Boulevard** that would operate between Thunderbird Boulevard at 102<sup>nd</sup> Avenue in Youngtown and Fountain Hills through Peoria along Peoria Avenue. This route was originally planned for implementation in 2015 but has now been deferred beyond 2026.
- **T71 Waddell Road/Thunderbird Road** that would operate from Litchfield Road in Sun City to Scottsdale Airpark and through Peoria along Thunderbird Road. This route was originally planned for implementation in 2020 but has now been deferred until 2024.

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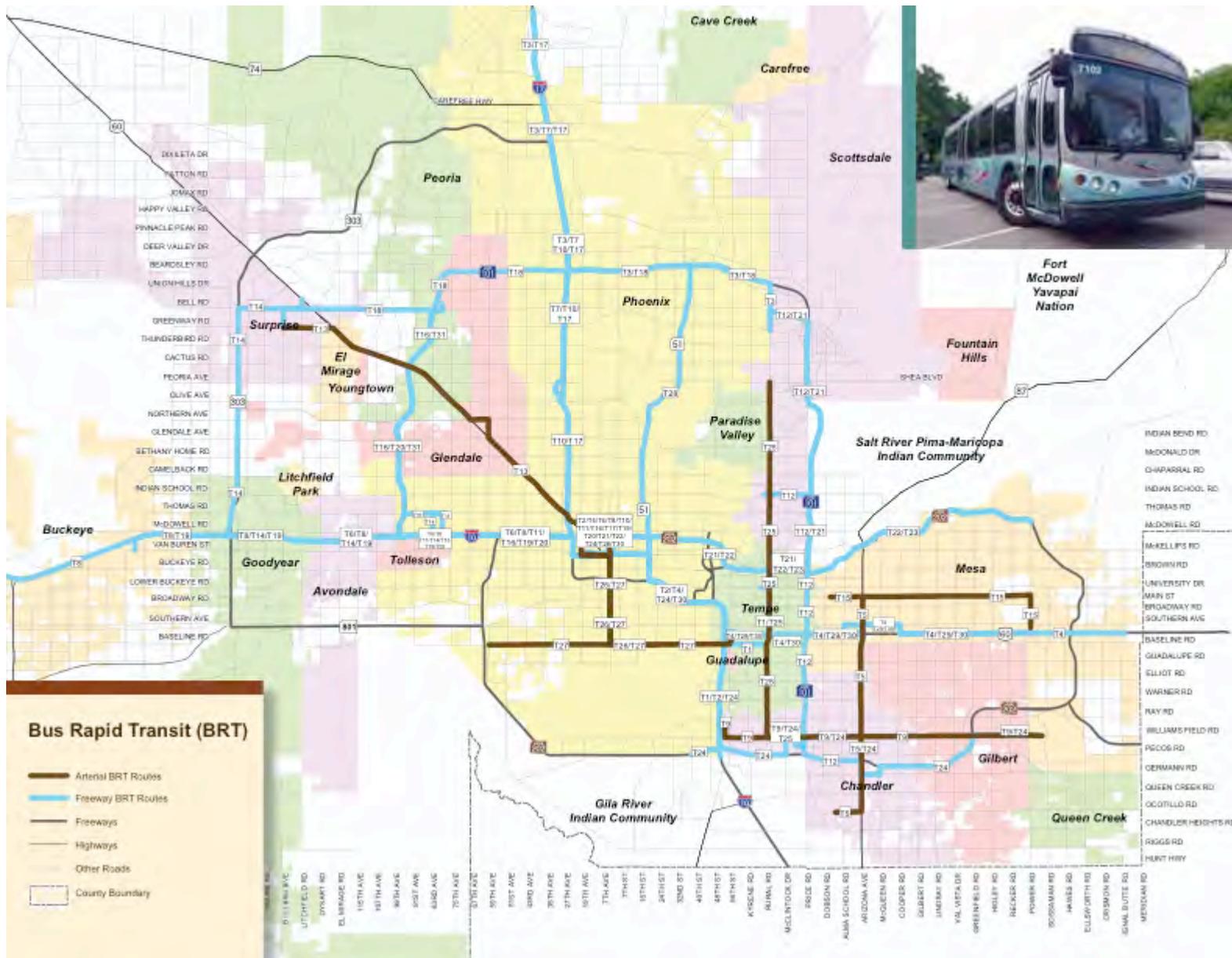
### **BUS RAPID TRANSIT/EXPRESS SERVICE**

Prop 400 is also funding the development of an extensive Bus Rapid Transit (BRT) and express network (see Figure 4). A number of the Glendale routes described in the Existing Services section were implemented as part of this program (Routes 572, 573, 575, and 576). The program also includes improvements to the Grand Avenue Limited route and a new Peoria express route. These had been planned for 2012 and 2013 but have now also been significantly delayed:

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<sup>3</sup> Note that these revised implementation years assume that RTP funding will be reauthorized beyond the current 2026 Prop 400 expiration date.

Figure 4: Prop 400 BRT and Express Network



**T13 Grand Avenue Limited** that would increase extend service to El Mirage and increase service from 8 one-way trips per day to 24. These improvements were planned for 2013. The increase in service has been deferred beyond 2026, but the extension of service to El Mirage has been moved forward to 2011.

have added service to the existing Grand Avenue Limited commuter route. The improvements had been scheduled for 2012 but have been deferred to 2020.

**T20 Peoria Express** that would provide express service between the Peoria Park and Ride Lot and downtown Phoenix. This route had been planned for 2013 but has been deferred beyond 2026.

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### PROP 400 FACILITY IMPROVEMENTS

In conjunction with the implementation of Peoria express service, the Prop 400 program also includes funding for the development of a new park and ride lot in the vicinity of Peoria Avenue and Grand Avenue and a transit center with four bus bays. Funding for the transit center is programmed for 2015 (and has been maintained for 2015). Funding for the park and ride lot had been programmed for 2023, but has been advanced to 2018.

s improvements to the Peoria Park and Ride Lot to expand parking and provide four bus bays. In line with the current delays to the Peoria Express service, the facility upgrades have been deferred from 2013 to 2020.

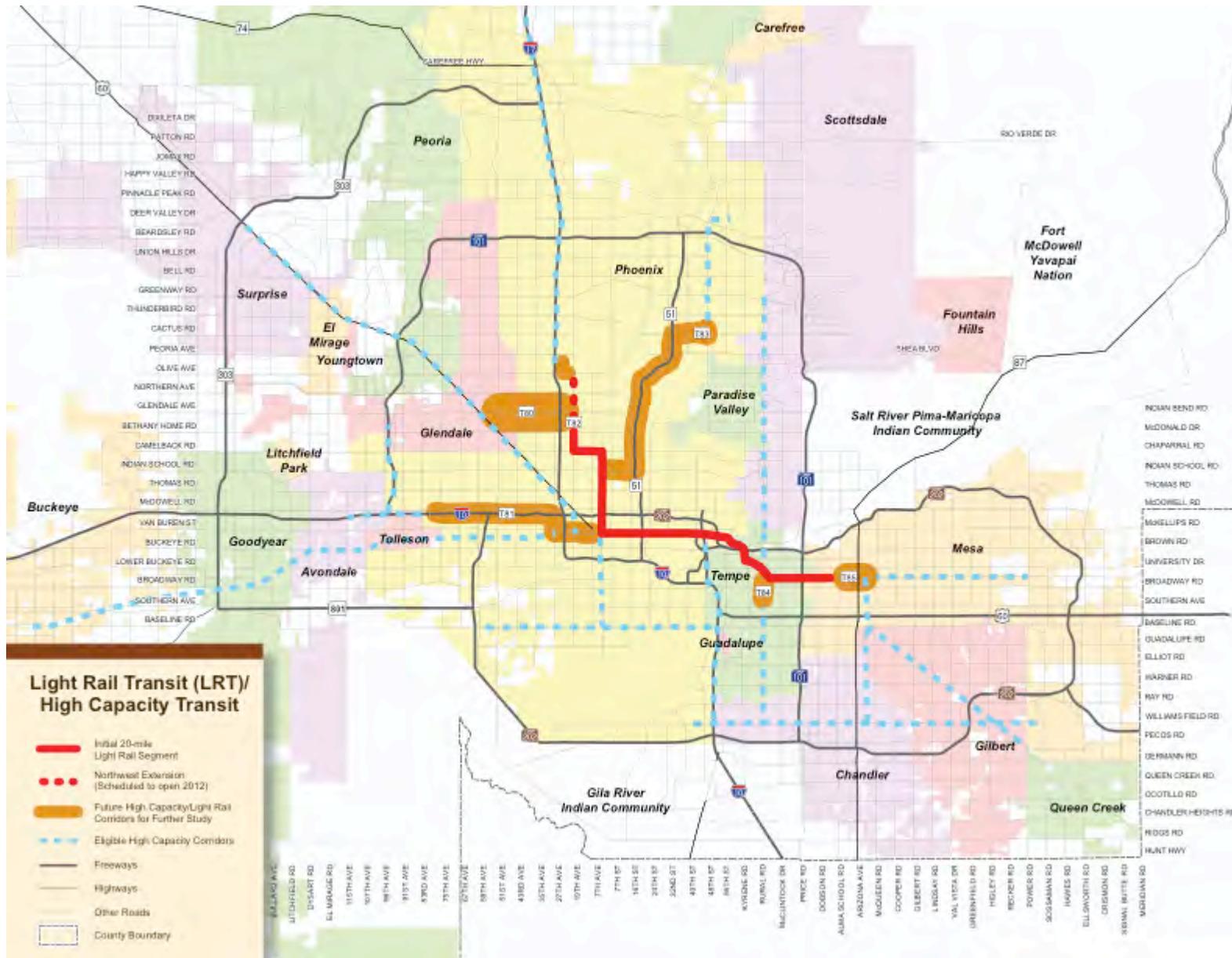
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### PROP 400 LIGHT RAIL EXTENSIONS

In total, the Regional Transportation Plan includes nearly 30 miles of new light rail (see Figure 5). Of particular importance to Peoria are:

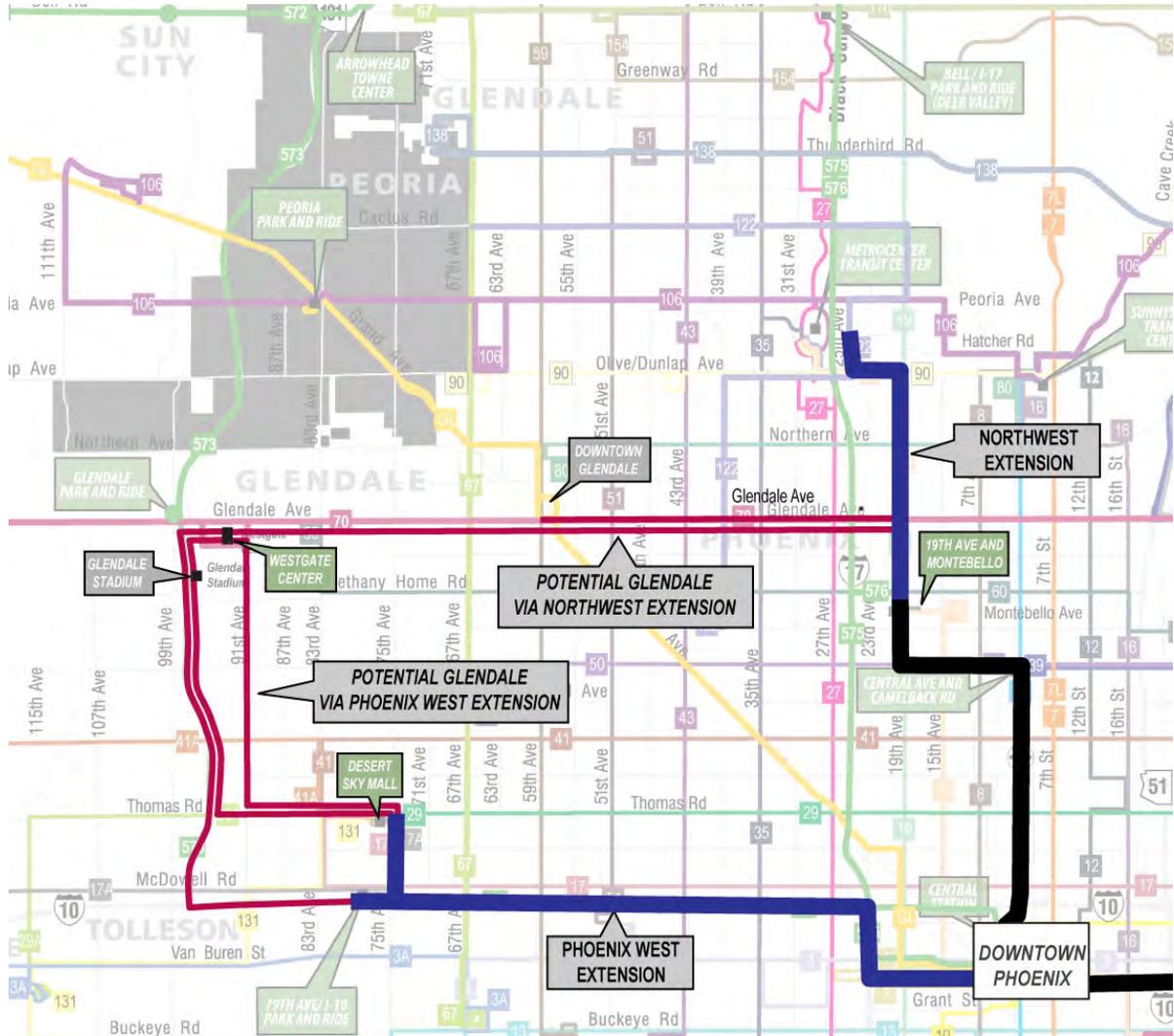
- **Northwest Extension I** that would extend light rail from its current northern terminus at 19th Avenue and Bethany Home Road 3.2 miles north to 19th Avenue and Dunlap Avenue. This extension, which is one potential alignment for a further extension of service to Glendale, was scheduled for 2012, but has been delayed to at least 2014.
- **Northwest Extension II** that would extend light rail further north another 1.4 miles from 19th Avenue and Dunlap Avenue to 25th Avenue and Mountain View Road. This extension, which had been planned for 2017, has been delayed to at least 2018.
- **Phoenix West** that would extend light rail from downtown Phoenix along I-10 to the vicinity of 79th<sup>rd</sup> Avenue or the Desert Sky Mall. This extension, which is a second potential alignment for a further extension of service to Glendale, was scheduled for 2019, but has been delayed to 2021.

Figure 5: Light Rail Extensions



- **Glendale Extension** that would extend light rail to Glendale. A study of potential alignments is just beginning. Specific alignments will be examined as part of the study, but initial concepts include (see also Figure 6):
  - A branch from the Northwest Extension I that would operate along Glendale Avenue to downtown Glendale. This option is currently programmed in the RTP. It was originally scheduled for 2017 but has been delayed to 2019.
  - A branch from the Northwest Extension I that would operate along Glendale Avenue beyond downtown Glendale to the Westgate Center.
  - An extension west from Phoenix in the median of Interstate 10, then run along or parallel to Loop 101 to the Westgate Center via Glendale Stadium. This alignment would be in lieu of the Glendale Avenue alignment. Note that since the Phoenix West extension is currently programmed for 2021, then a Glendale extension via this alignment could occur no sooner than 2021.

**Figure 6: Potential Glendale LRT Extension Alignments**



HCT options for Peoria will include an extension of Glendale service to Peoria, or connections to Glendale service. The Glendale extension study will be progressing concurrently with this study and Peoria options will be developed to complement those options.

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## **GRAND AVENUE COMMUTER RAIL**

MAG is nearing completion of its Commuter Rail Systems Study and the Grand Avenue Commuter Rail Corridor Development Plan. These studies indicate that Grand Avenue commuter rail would perform relatively well, and that boardings per revenue mile would be about average for western commuter rail systems. The Systems Study indicates that Grand Avenue commuter rail would be tied with the Chandler Line for second best (in terms of passengers per revenue mile) after the Southeast Corridor Line (through Mesa to Queen Creek).

The Systems Study recommends that commuter rail study should be pursued, and that that the Southeast Corridor Line be the first to be implemented. However, it also recommends that that if agreements cannot be reached with Union Pacific RR for use of that rail line or if costs to operate through rail yards in Central Phoenix are prohibitive, then an alternate startup scenario would be the Grand Avenue Line.

There are a large number of steps that will need to be accomplished to before commuter rail can be implemented. Short-term implementation steps, which the Systems Plan schedules through 2015, include:

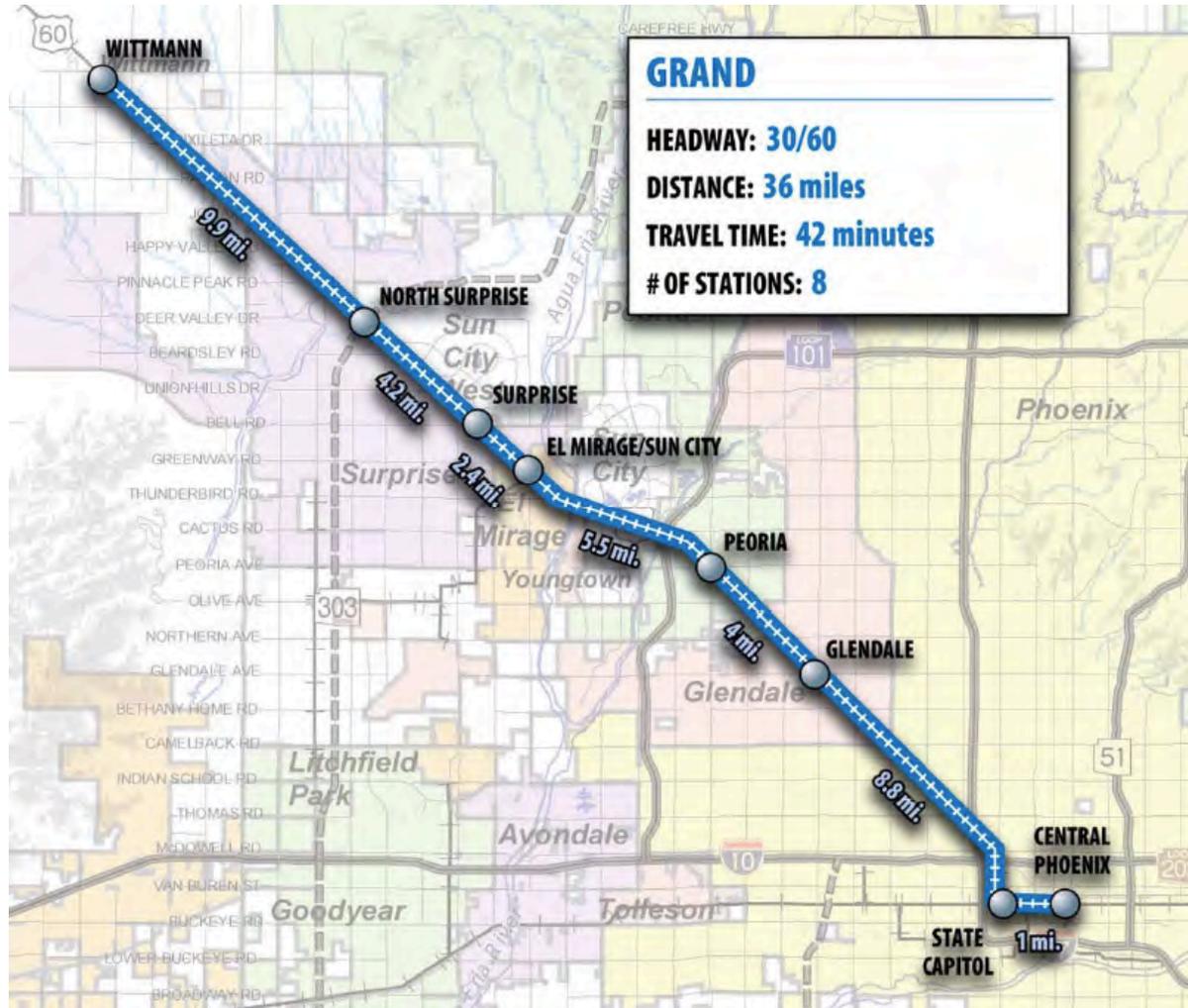
- Coordination with UPRR and BNSF Railway Companies
  - Establish points of contact and communication protocols
  - Develop partnership to investigate options
  - Pursue liability legislation
- Identify Funding Commitments
- Initiate process for Federal funding
- MAG Local jurisdictions 2010-2011
- Develop and Implement Governance Plan
- Preserve Future Options Commuter Rail Authority or JPA
- Address Enabling Legislation (Liability and Indemnification)
- Coordinate with local governments

Once the above steps have been accomplished, then the commuter rail agency can develop formal agreements with the railroads, design the new service and obtain, funding, and finally construct and operate the new service. Given the work that will need to be accomplished is likely that the earliest that commuter rail service would begin would be in the late 2010s.

As currently being considered, Grand Avenue commuter rail service would 36 miles between Wickenburg and downtown Phoenix, with eight stations, one of which would be in

Peoria near Old Town (see Figure 7). The service would operate every 30 minutes during peak periods and every 60 minutes during off-peak periods. It is projected that there would be 490 boardings in Peoria, which would be the third highest on the line (after Surprise and Glendale). The large majority of these boardings would be during peak periods.

**Figure 7: Potential Grand Avenue Commuter Rail**



This line, if ultimately developed, would provide a fast and relatively frequent HCT service that would link the Old Town area of Peoria with downtown Phoenix. In addition, depending upon the ultimate alignment of a Peoria light rail extension, it could also provide connections to and from light rail.

**SUMMARY OF PLANNED AND POTENTIAL SERVICES**

In total, a large number of new services are either planned or are now being studied that would significantly improve transit service to and from Peoria. These include new Super Grid Bus routes, express bus routes, and commuter rail service. The Glendale light rail

extension could also bring light rail service to within park and ride driving distance of many Peoria residents.

However, due to recession-related declines in Prop 400 sales tax revenue, most of these projects are 10-plus years away from implementation. Thus, while they will address many of Peoria's long-term needs, options need to be developed as part of this study to meet short-term needs.