



Capitol Extension and I-10 West Extension

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LEGEND

- Capitol Extension (CAPEX) / Station
- 10WEST / CAPEX Connection Options
- South Central Special Use Platform
- I-10 West (10WEST) Extension
- South Central Extension / Downtown Hub
- Valley Metro Rail / Station

Background

2015

Voter-approved **Transportation 2050** includes Capitol/I-10 West Light Rail Extension project

2016

Phoenix City Council and Valley Metro Board of Directors approve **phased approach**, resulting in two separate projects: CAPEX and 10WEST

2023

CAPEX route updated and connection to 10WEST reevaluated to meet requirements set by legislation (**SB 1102**) signed into law by Governor Hobbs



Capitol Extension (CAPEX) Overview

- 1.6-mile single track loop (0.8-mile extension) connecting the Capitol Mall to the downtown core
- 2 split stations



LEGEND

—●— Capitol Extension (CAPEX) / Station

—○— Valley Metro Rail / Station

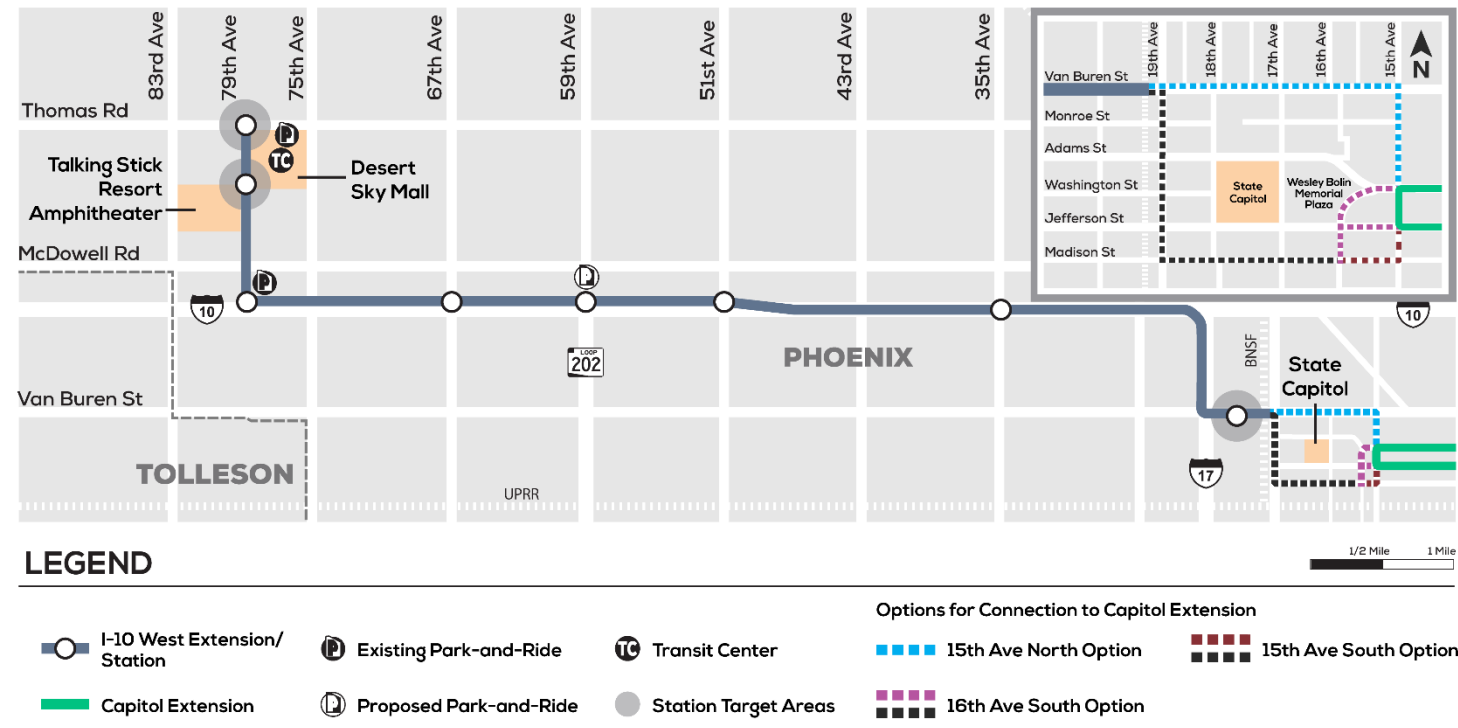
—●— South Central Extension / Downtown Hub

● South Central Special Use Platform

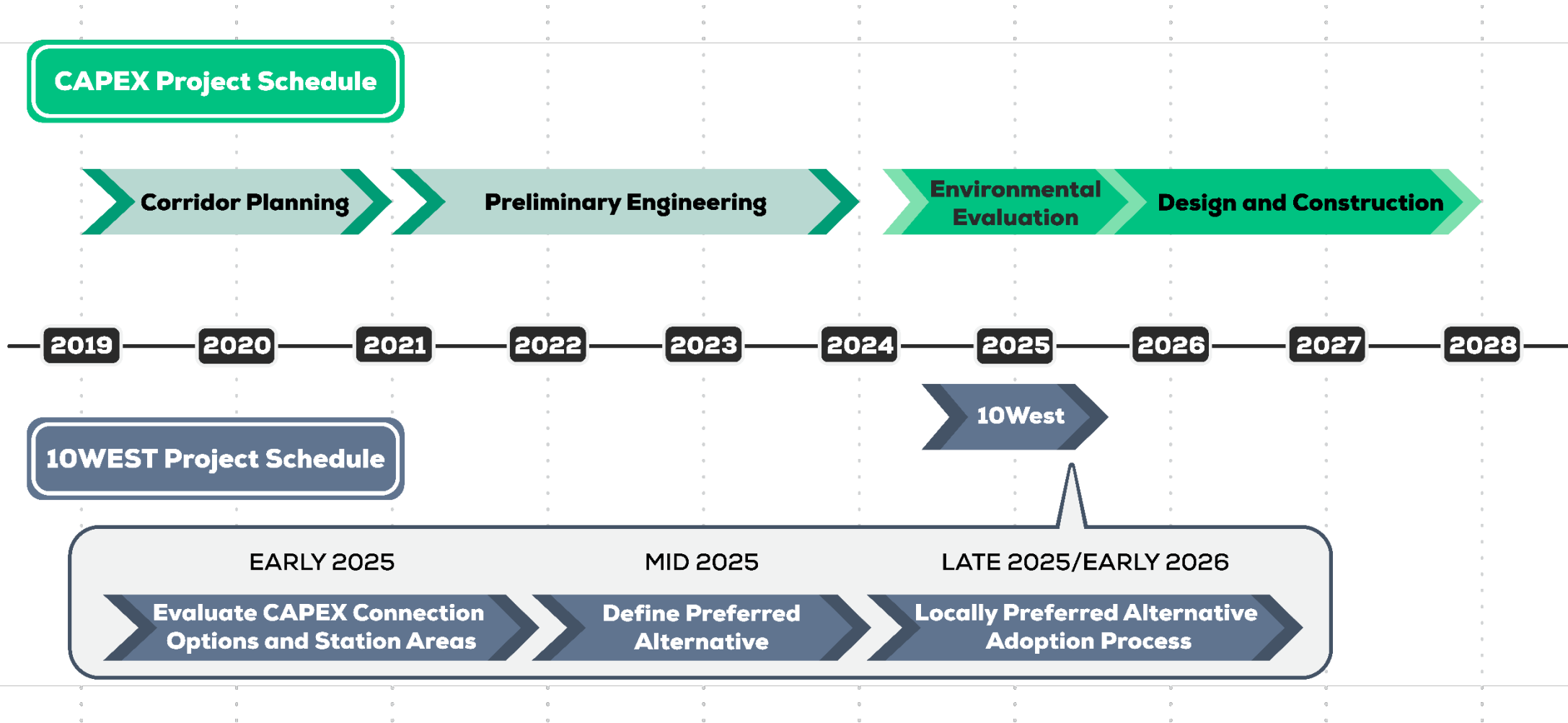


I-10 West Extension (10WEST) Overview

- Connects the greater West Valley to the existing light rail system
- Travels in the median of I-10, crossing to the north side of the freeway near 47th Avenue
- 10 miles long
- Approximately 8 stations
- 3 park-and-rides



Project Schedules



Capitol Extension (CAPEX)

Design Status



CAPEX Art Development Timeline



Locally Preferred Route Outreach (Winter – Summer 2020)

- Valley Metro received community feedback on the Phase 1 route.



Design Outreach (Summer 2023)

- Valley Metro received community feedback on the project design.



Design Outreach (Summer 2024)

- Valley Metro received community feedback on the project design.



Artist Meet & Greet (Fall 2024)

- Artists received community feedback at the Artist Meet & Greet event.



Art Concept Outreach (Winter 2024)

- Artists received community feedback on initial art concept designs.



Art Concept and Design Outreach (Summer- Fall 2025)

- The project team will seek feedback on the updated art and project design.

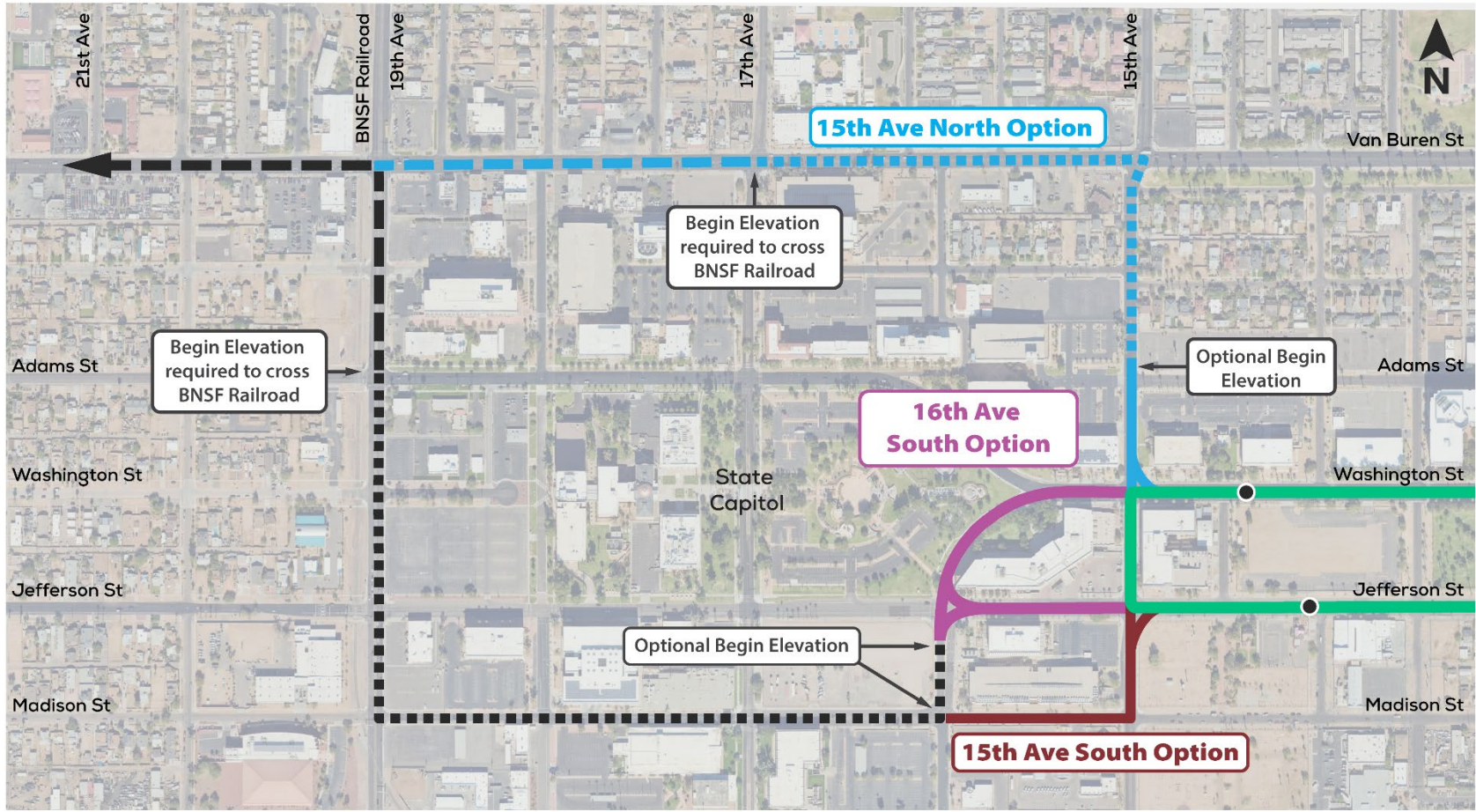


I-10 West Extension (10WEST)

Options for Connecting to CAPEX



10WEST: CAPEX Connection Options



LEGEND

15th Ave North Option

- At-Grade
- - - Elevated
- · - · - Elevated or At-Grade

15th Ave South Option

- At-Grade
- - - Elevated
- · - · - Elevated or At-Grade

16th Ave South Option

- At-Grade
- - - Elevated
- · - · - Elevated or At-Grade

— ● — Capitol Extension (CAPEX)/Station

**Map not to scale*



Options Evaluation Criteria



UTILITIES

Identification of significant utility impacts (e.g., drainage, sewer, water, etc.)



CAPITAL COST

Order-of-magnitude comparative capital cost considerations/drivers



LRT TRAVEL TIME

Primary elements that will impact travel time (e.g., length, traffic signals, turns, etc.)



PROPERTY IMPACTS

Assessment of ROW requirements and conflicts with structures



NOISE & VIBRATION IMPACTS

Assessment of potential impacts created by alignment



Options Evaluation Criteria



VISUAL IMPACTS

Potential visual impacts created by alignment



BICYCLE & PEDESTRIAN IMPACTS

Conflicts with bicycle and pedestrian infrastructure and circulation



VEHICULAR ACCESS IMPACTS

Impacts to access points (driveways, left turns, etc.)



LAND USE

Potential for development or redevelopment of existing land use



BUS RAPID TRANSIT (BRT) COORDINATION

Level of potential coordination or conflict with BRT operations



Evaluation Criteria and Results / At-Grade Only

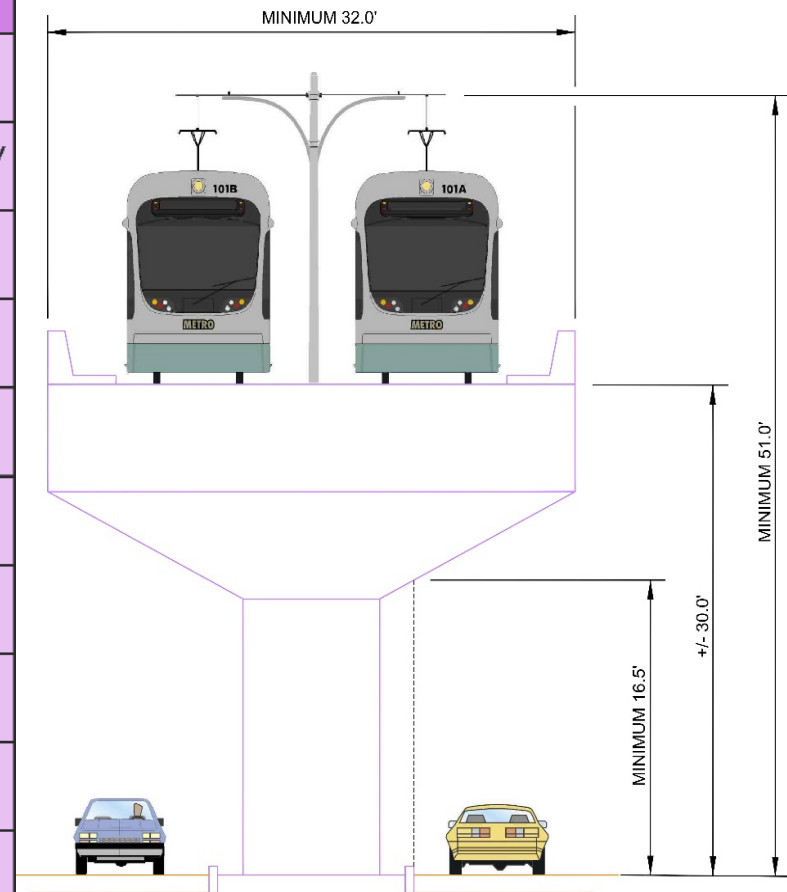
	15th Ave NORTH Option		15th Ave SOUTH Option		16th Ave SOUTH Option	
	Rating	Evaluation Results	Rating	Evaluation Results	Rating	Evaluation Results
Utilities	-	15th Ave utilities (Van Buren St utilities require further review)	-	Impacts 15th Ave and Madison St utilities	○	Avoids 15th Ave utilities, impacts Madison St utilities
Capital Cost	+	0.75 mile, at-grade	○	1.0 mile, at-grade	○	1.0 mile, at-grade
Light Rail Travel Time	-	At-grade traffic signals	-	At-grade traffic signals, multiple 90-degree turns	-	At-grade traffic signals, multiple 90-degree turns
Property Impacts	-	Impacts residential properties and Supreme Court parking garage	-	Impacts Department of Education parking garage access and Historic Pioneer Cemetery	○	Avoids residential properties; impacts 2 commercial buildings
Noise & Vibration	○	At-grade has more substantial impacts than elevated	○	At-grade has more substantial impacts than elevated	○	At-grade has more substantial impacts than elevated
Visual Impacts	+	At-grade minimizes visual impacts	+	At-grade minimizes visual impacts	+	At-grade minimizes visual impacts
Bicycle & Pedestrian Impacts	-	Bicycle crossing of curved tracks, atypical pedestrian crossings	-	Multiple bicycle crossings of curved tracks, atypical pedestrian crossings	○	Curved track through pedestrian cross-walks
Vehicular Access	○	Moderate impacts on 15th Ave, Van Buren St	-	Requires atypical roadway configuration on 15th Ave; substantial impacts on Madison St, 19th Ave	-	Substantial impacts on Madison St, 19th Ave
Land Use	-	Minimal Transit Oriented Community opportunities	○	TOC opportunities on Madison St and 19th Ave	○	TOC opportunities on Madison St and 19th Ave
Bus Rapid Transit Coordination	○	Van Buren St between 19th Ave and 15th Ave constrained	+	BRT does not have to compete with LRT signal priority	+	BRT does not have to compete with LRT signal priority

+ Favorable ○ Neutral - Unfavorable

What to Consider for Elevated Sections

CRITERIA	CONSIDERATIONS	
	Rating	Summary
Utilities	+	Reduced utility impacts
Capital Cost	+/-	Net cost increase for elevated structures can be partially offset with decreases in property and utilities impacts
Light Rail Travel Time	+	Increases speed and reliability
Property Impacts	+	Generally reduces property impacts
Noise & Vibration	+	Minimizes noise & vibration impacts at street level
Visual Impacts	-	Increases visual impacts for elevated tracks vs. street level
Bicycle & Pedestrian Impacts	+	Removes bike/ped track crossings; elevated structures create refuge areas and provide shade at street level
Vehicular Access	+	Minimizes driveway and turning movement impacts
Land Use	+	Avoids irregular property takes, frees up more developable land; higher-profile investment in corridor
Bus Rapid Transit Coordination	+	Reduces roadway and signal priority constraints on Van Buren St for North Option. No benefit or impact for South Option.

+ Favorable consideration - Unfavorable consideration



Example: Typical Section



Next Steps

CAPEX




- Advance design, incorporating community input on connection options to 10WEST
- Present and seek input on the updated art and project designs in late 2025

10WEST

- Present and seek input on CAPEX/10WEST connection recommendation in summer/fall 2025
- Present the recommendation to the Phoenix City Council for consideration in late 2025/early 2026

We Need Your Input

- Visit either of the projects' webpages at www.valleymetro.org/CAPEX or www.valleymetro.org/10WEST to:

-  Fill out the Comment Form
-  See what others are saying
-  Sign up for future project updates

[Comment Form](#)

