

West Phoenix Alternatives Analysis Public Meetings
February 28 & 29, 2024

Questions & Answers

As public meeting participants submit questions, we will post them here, along with responses from the project team.

-
- 1. Question:** Was there any analysis into the traffic impacts the recommended route would cause in the St. Gregory neighborhood, in particular, the schools in the area?
- Answer:** The analysis included all of the different activity centers, schools being major ones. We view this as an option to provide an additional alternative to get people to and from the schools. In terms of how the actual road network would work, we are years away from being able to study how those specifics would look.
-
- 2. Question** How were people notified in the area around the recommended route starting point?
- Answer:** Valley Metro used doorhangers, canvassing and social media to spread the word. Valley Metro has utilized several different methods of outreach during the entire length of the study. You can find a summary of each notification process on the project website at www.valleymetro.org/westphoenix .
-
- 3. Question:** Where can we see the proposed lanes that the light rail would take up on Indian School?
- Answer:** We are at the very, very early stages of the project. We have not identified where specific stations will go, nor have we looked at what the roadway will look like. If the recommendation is approved, additional studies will be conducted before it gets into the engineering phase and during those studies, we'll be evaluating conceptual designs and bringing them out to the community for those exact types of conversations.
-
- 4. Question:** Isn't the real reason that you're coming down Indian School Road instead of Camelback Road is because the City of Glendale voted down the light rail, years ago, and the Camelback route would have to involve Glendale's participation? Isn't that really the reason we're going down Indian School Road now?
- Answer:** One of the many reasons why Indian School Road rose to the top of all the routes evaluated, including Camelback, was due to the ridership. When we compared all the different pieces of the analysis criteria, Indian School Road, from Central Avenue all the way west, has a lot of transit supportive potential. But when we looked at all these different options, we looked at Camelback Road the same way as any other possible route. For this study we only looked at potential routes within the study boundaries and the City of Phoenix city limits per the voter approved T2050 plan.

-
5. **Question:** The City of Phoenix has also proposed an over ramp going over the I-17 on Indian School Road. How is that playing into this?
- Answer:** The City of Phoenix management team works closely with the Arizona Department of Transportation (ADOT) liaison to coordinate all planned and future projects. For the recommended route on Indian School Road, this would involve two ADOT projects, I-17/Indian School and 35th Avenue/Indian School/Grand Avenue, and ADOT is looking for ways to incorporate infrastructure needs to accommodate this possible recommendation.
-
6. **Question:** Do you already have the funding for this? Has the grant already been approved for you to pay for this? Because if it has, most likely you've already told them where you want it to go and there's really not a lot of wiggle room to go anywhere else.
- Answer:** No, there has been no grant process that has taken place involving this project. This project will be dependent upon future funding that we have not identified yet. We do have a grant fund that we are utilizing right now for the study of the alternative analysis, but there are no grant funds for the actual project to be designed or constructed right now.
-
7. **Question:** How much notice are we going to get on where you are going to put the stations?
- Answer:** The process for identifying station locations and design will be in future iterations of the project. At this time there is no date to provide, but there will be extensive outreach to notify the public when the time comes.
-
8. **Question:** At this stage, the only option we have is down Indian School Road?
- Answer:** Since we are at the later stages of this study, yes, this is the recommendation we are presenting to the council.
-
9. **Question:** Do you have data on any current usage [ridership] and where can we find that?
- Answer:** There is data on current usage, it can be found at the Valley Metro website [here](#).
-
10. **Question:** What are the parameters for light rail stops? Is there a certain amount of distance? How would that work? What do you guys currently do to project stops?
- Answer:** The desired system is something that moves fast so we try to limit stops to every half mile or every mile, depending on how dense the area is and what the land uses are.
-
11. **Question:** What kind of analysis or analytics do you have on crime going up along the light rail routes?

	Answer:	The study looks at how high-capacity transit can improve the safety of drivers and pedestrians. We did not specifically investigate neighborhood crime levels because that is not the industry standard when determining how to invest or not invest in an area. If that were to be a factor that was looked into in the future, it would need to be done in an equitable way as to not, essentially, paint an entire neighborhood as being worthy or less worthy of investment.
12.	Question:	Did you consider Thomas Road? Seems like a better option with area high schools, the park, fairgrounds and Phoenix Community College.
	Answer:	Thomas was considered but due to its proximity to the 10WEST project, lower projected ridership and potentially higher right-of-way impacts to existing residents and businesses, it did not move forward as a preferred alternative.
13.	Question:	If it's on Indian School, will there be security? Camelback is bad with homeless in the alleys. I got a car because I didn't feel safe on the bus.
	Answer:	Security is a priority and as the light rail system expands, security expands. Phoenix has a dedicated police transit unit and social resources like Community Bridges . Additionally, Phoenix has a program to gate alleyways. Program link here .
14.	Question:	Will the light rail stop and go back the other direction at 79th Avenue?
	Answer:	That would be determined at a later phase, along with evaluation of the potential option to continue farther west to the medical complex at 91st Avenue.
15.	Question:	What is the schedule for completion?
	Answer:	Currently, if approved, the construction dates in the T2050 Momentum plane are 2041-2045.

Comments

- Comment:** This route, the recommended route, will connect two Maryvale cores: 51st Avenue and 79th Avenue and help to alleviate traffic on Indian School especially during spring training. Regarding the young ladies comment earlier about Thomas Road, previous [community] discussions recognized that bus rapid transit could be on Thomas and so even if this recommended route goes on Indian School, it does not mean that will be the only high-capacity route in the area. The City of Phoenix BRT program has been studying the possibility of putting a BRT route on Thomas.