



Scottsdale Road/Rural Road Service and Capital Improvements

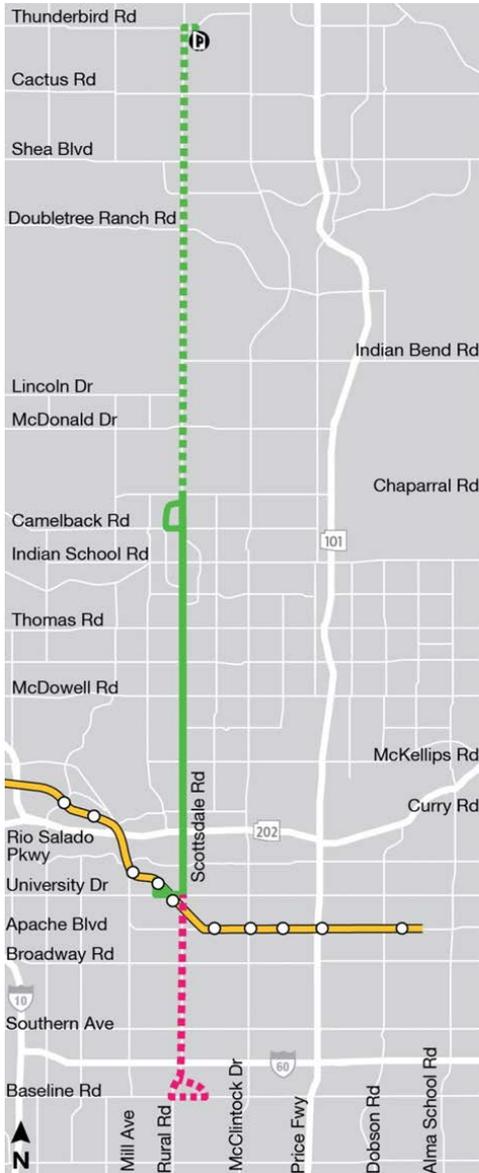
MAG Transit Committee

April 09, 2015

Scottsdale/Rural Road Project Definition Study

- Scottsdale/Rural LINK is a good long term solution
- Scottsdale and Tempe accepted a staff recommendation to pursue interim service improvements in the corridor utilizing available funding

Service Improvement Options



- Increase weekday base frequency from 20 minutes to 10 minutes (between TTC and Camelback Road)
- Select trips to Thunderbird PNR (2 hours of service at 20 minute headways trips)

Capital Improvement Needs

- Fleet
- Passenger Stops
- Transit Signal Priority



Capital Improvement Needs

- Capital Budget
 - Available budget ~ \$20.2 million
 - Estimated cost of capital needs ~\$8.7 million

Fleet Needs

Fleet Type / Purpose	Unit Cost	Units	Total Estimated Cost
40' Standard Bus / Peak	\$550,000	9	\$4,950,000
40' Standard Bus / Spare	\$550,000	2	\$1,100,000
TOTAL		11	\$6,050,000

Fleet Needs

- Fleet Procurement Plan
 - Utilize Valley Metro contract with Gillig
 - Potential Schedule (actual dates may vary)
 - Place order: April 2015
 - Fleet delivery: September 2016
 - In service availability: October 2016
- Use existing fleet (spares) to provide additional service between Camelback Road and TTC by April 2016

Passenger Stop Needs

- Enhance passenger comfort and access
- Replace non-standardized shelters in corridor (Scottsdale Road Design Standard)



Scottsdale Road Design Standard



Non-standard Shelter

Passenger Stop Needs

- 11 Locations
- All locations include new SRDS shelter
- ROW potentially required at 6 locations*
- 2 art shelters to be stored
- Coordination required with Tempe and Paradise Valley

Locations
Cactus NB & SB*
Shea NB* & SB*
Indian Bend NB & SB*
McDonald SB*
Camelback WB
Indian School NB & SB*
Continental SB

Passenger Stop Needs

- Additional Assumptions
 - Valley Metro to complete categorical exclusion for bus stop improvements
 - Valley Metro to set up bus stop coordination meetings with other jurisdictions
 - City of Scottsdale to store or re-install art shelters
 - City of Scottsdale responsible for land acquisition, bus stop designer, and construction contractor

Transit Signal Priority Needs

- Improve service reliability and better maintain vehicle spacing
- Improvements in Scottsdale and Tempe only
- Assumes Clever Devices TSP
- Requires the following components
 - In-vehicle equipment (30 total)
 - Traffic signal controller upgrades (optional)
 - Additional TSP data server (may be optional)

Total Estimated Capital Needs Cost

Capital Need	Estimated Cost
Fleet – 40' standard buses (11 vehicles total)	\$6,050,000
Passenger Stop Improvements – (11 locations)	\$1,193,000
Transit Signal Priority – (30 vehicles + 24 intersections)	\$954,000
TOTAL	\$8,197,000

Next Steps / Action Items

Action Item	Lead Responsibility	Tentative Schedule
Initiate fleet procurement	Valley Metro	April 2015
Bus stop coordination meetings with Tempe & PV	Valley Metro and Scottsdale	April 2015
Prepare categorical exclusion for bus stop improvements	Valley Metro	April 2015 – July 2015*
Initiate ROW acquisition	Scottsdale	July 2015
Contract with bus stop designer / constructor	Scottsdale	January 2016
Contract with Clever Devices for TSP expansion	Valley Metro	January 2016

*Contingent upon FTA review process