

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Lisa Johnson, Transportation Planning and Transit Operations Manager
Subject: New Bus and Trolley Routes-Initial Affects
Meeting Date: February 21, 2019

ITEM IN BRIEF

Action: Presentation and Discussion

Purpose: Provide an update on the new bus and trolley routes that were implemented on October 22, 2018.

Background: On October 22, 2018 the city of Scottsdale implemented a comprehensive new bus and trolley service plan. The new service changes included expanding trolley service to the Mustang Transit Center and the Via Linda Senior Center while reducing redundancy among the previous transit routes and eliminating route segments with low ridership.

These changes included consolidating the Camelback, Neighborhood and Miller trolley routes into two routes which eliminated redundancy and allowed trolley service to expand into a larger area. Prior to these changes, trolley service went only as far north as McDonald Drive. Today the trolley provides service as far north as Hayden Road and Northsight Boulevard. This extended service provided by the new Mustang Trolley includes the Via Linda Senior Center, Scottsdale Ranch Park and HonorHealth Shea.

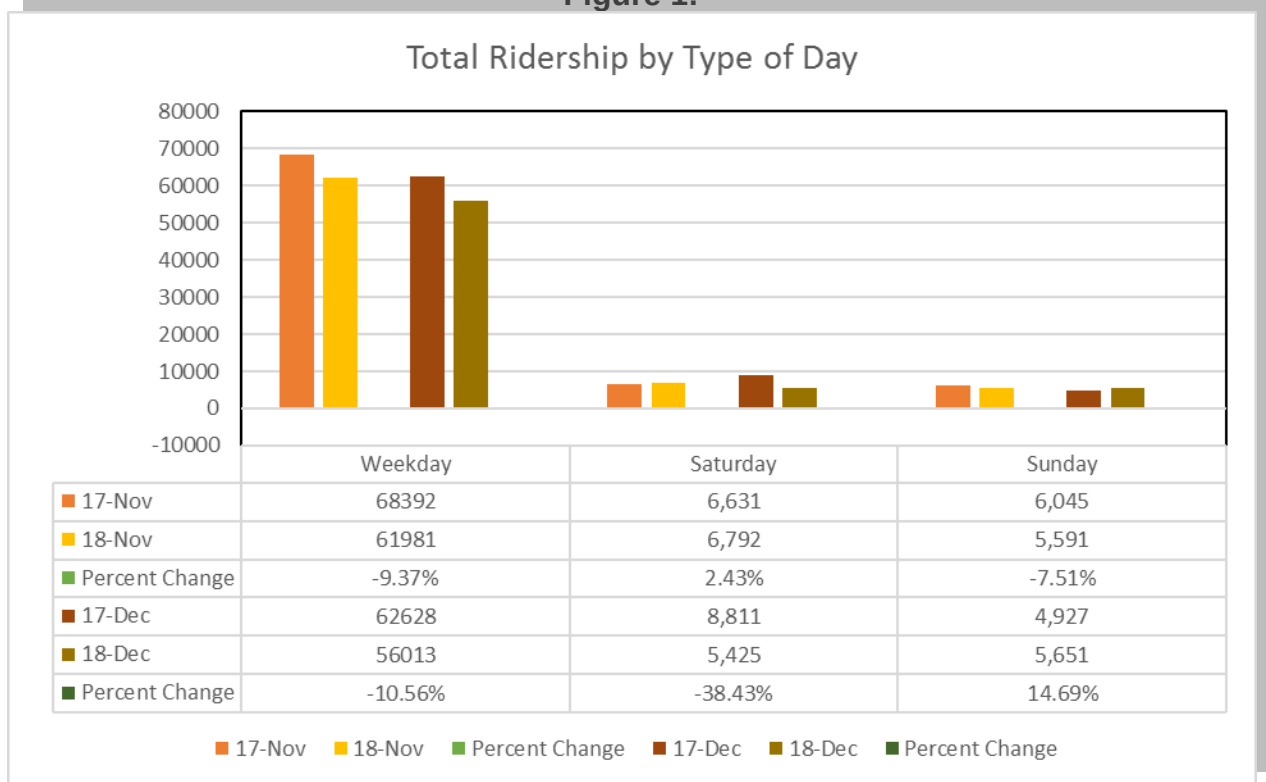
In addition to areas of coverage, the trolley now runs 20-minute frequency on all routes with the exception of the Old Town trolley which runs every 15 minutes. It is scheduled to make connections with the regional transit routes in order to minimize any impacts for those who require a transfer to complete their trip.

These changes were made without any additional funding. Therefore, the Transportation Department evaluated contracts with the city of Phoenix and Valley Metro to identify bus route segments that could be served by the trolley and redirected funds from those contracts to make the trolley changes.

Discussion:

The new bus routes and trolley service have been in effect for under four months. One way to measure the effects of the changes is to review total ridership. Figure 1 below compares the ridership levels from November and December of 2017 to November and December of 2018. These numbers are comparing the original four routes to the current four routes. The Neighborhood route was absorbed into the 68th Street Camelback and Miller-Hayden routes making direct route comparisons difficult.

Figure 1:



A dip in ridership is common after service changes are implemented. Due to the lag time involved with collecting data, only the first two months of data are available. The Transportation Department will return to the Transportation Commission to present service performance after one year of service.

Also, in February of 2019, the new on-board vehicle management system, CleverDevices, will be installed in all 21 trolley vehicles. This system provides real-time information on route performance as well as tracks data on passenger boardings, route deviations, service delays and much other important information.

Attached to this report is the report prepared for the Transportation Commission meeting of September 20, 2018 describing the service changes.

Attachment:

September 20, 2018 Bus and Trolley Route Modifications Transportation Commission Report

SCOTTSDALE TRANSPORTATION COMMISSION REPORT



To: Transportation Commission
From: Paul Basha, Transportation Director
Subject: October 2018 Citywide Bus and Trolley Improvements
Meeting Date: 20 September 2018

Action: Information

Purpose: Presentation of citywide bus and trolley improvements effective 22 October 2018.

Overview

For the past seven months, the Transportation Commission, Transportation Department, and Valley Metro have been modifying and refining bus and trolley routes in Scottsdale. These modifications were discussed at the February, April, and June Commission meetings as well as thirteen other public meetings at senior centers and bus stops. The new routes are the result of collaboration and refinement.

Routes

Figure 1 depicts the existing bus network within Scottsdale, south of McDonald Drive. **Figure 2** depicts the new bus network within Scottsdale, south of McDonald Drive. The only change with these routes is the elimination of Route 56 from Galvin Parkway and McDowell Road. This route operated for three years with very low and declining ridership.

Figure 3 indicates the bus network in Scottsdale, north of Shea Boulevard, while **Figure 4** indicates the new bus routes. There are two changes in this portion of our city. The Shea Boulevard route terminates at the Mustang Transit Center. This route also experienced low and declining ridership. The Hayden Road route terminates north of the Mustang Transit Center. This route was intended to terminate at the Mustang Transit Center. However, Valley Metro expressed concern with the U-turn maneuver at the roundabout. Therefore, this route will continue north on 90th Street to east on Desert Cove to south on 92nd Street to west on Shea to south on 90th Street. The portion of the Hayden Road route north of Shea has been replaced with a Scottsdale-operated bus identified as Mustang.

Figure 5 provides the previous trolley routes in Scottsdale – excluding the Downtown Trolley – while **Figure 6** provides the new Scottsdale bus routes. These routes have changed extensively to provide greater efficiency and greater geographic coverage, including new service north and east of the Mustang Transit Center. Each of these routes will have 20-minute frequency. **Figure 6** also indicates the new Shea and Hayden bus routes.

Figure 7 depicts the previous Downtown trolley route, while **Figure 8** depicts the new Old Town trolley route. The previous Downtown trolley utilized the Marshall Way bridge over the Arizona Canal. Travel over the bridge discontinued in April 2018. The new route utilizes Drinkwater Boulevard. The route was advertised as providing 10-minute frequency. However, the changed route was unable to maintain 10-minute frequency. The new route will be advertised and will be able to maintain 15-minute frequency.

Figure 9 indicates the existing and continuing express route 514. As reported to the Commission in August, this route will be evaluated by Valley Metro during the next six to eight months for possible modifications. The portion of the route between Scottsdale Community College and Phoenix has very good ridership, however the portion of the route between Scottsdale Community College and Fountain Hills has very low ridership.

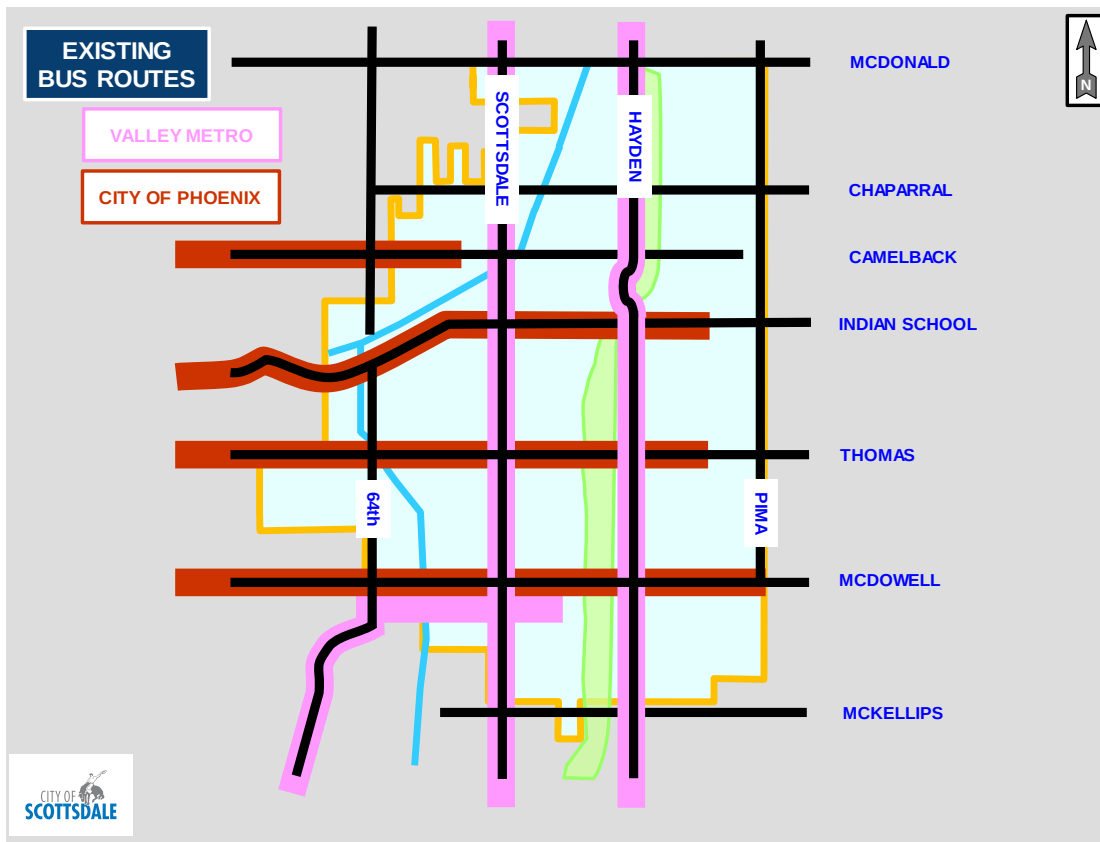


Figure 1: Existing Bus Routes, South of McDonald

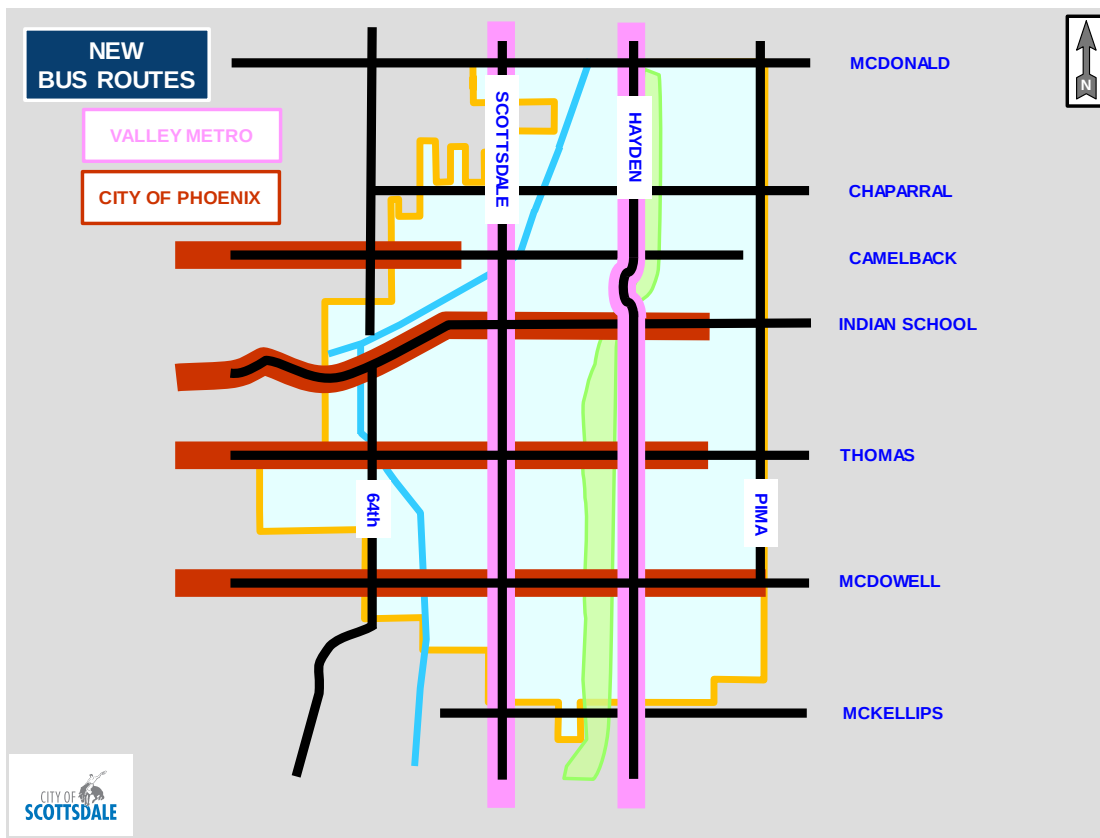


Figure 2: New Bus Routes, South of McDonald

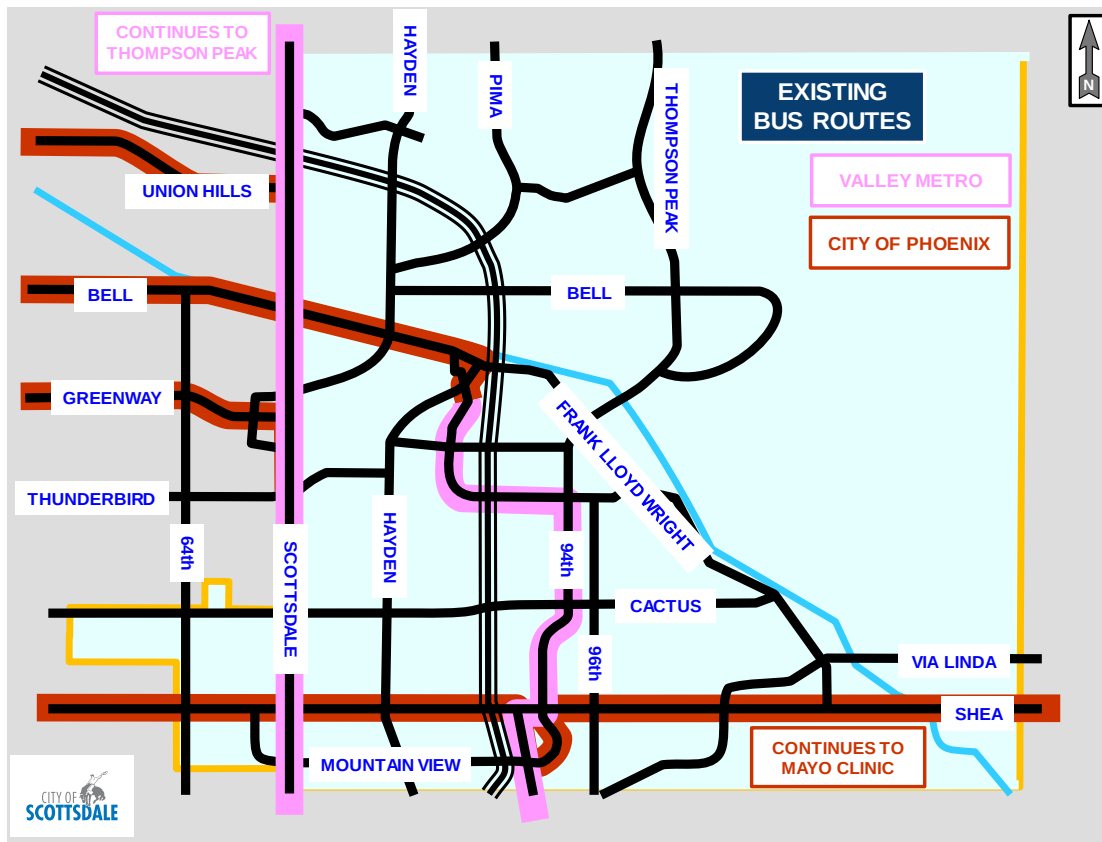


Figure 3: Existing Bus Routes, North of Shea

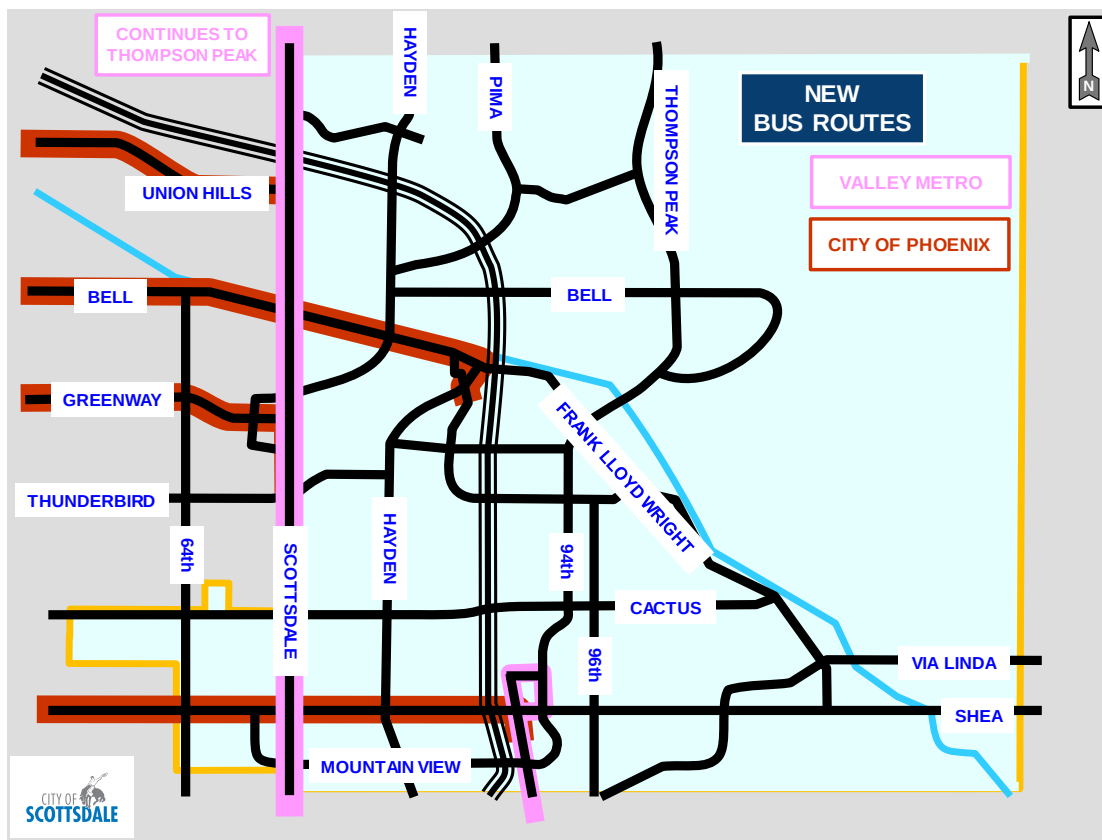


Figure 4: New Bus Routes, North of Shea

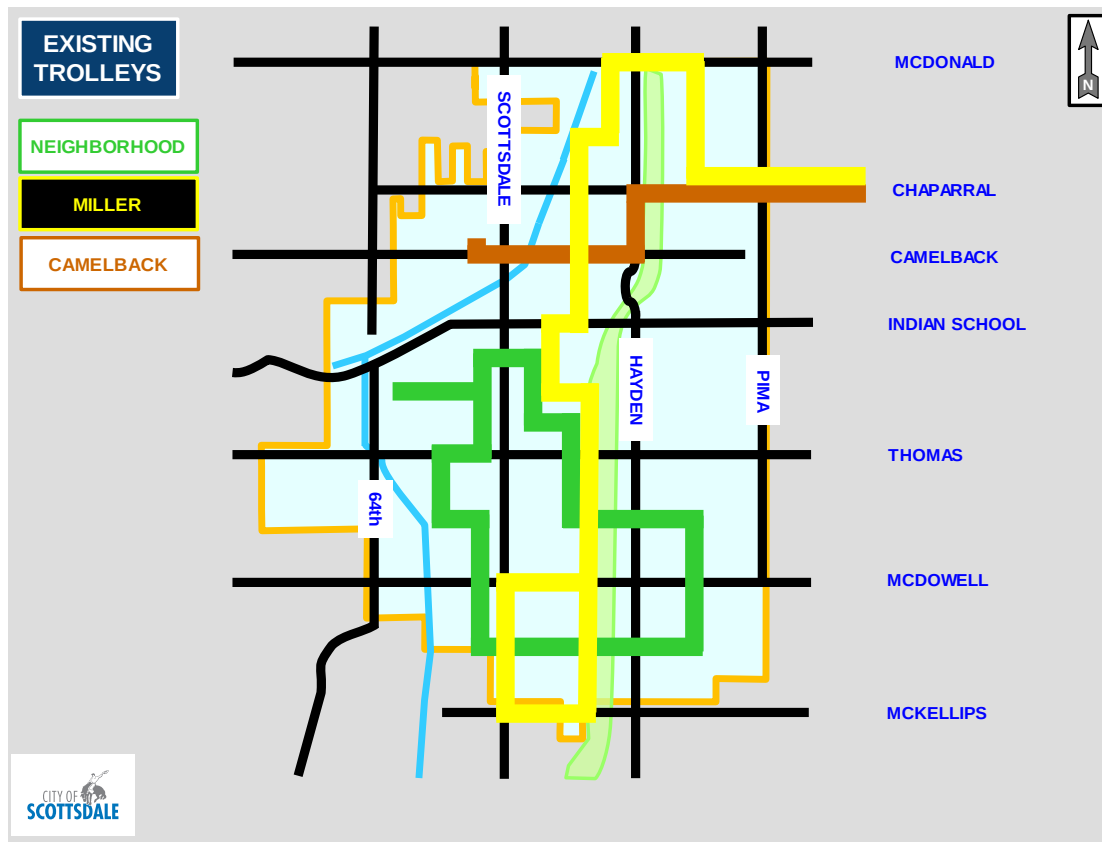


Figure 5: Existing Trolley Routes

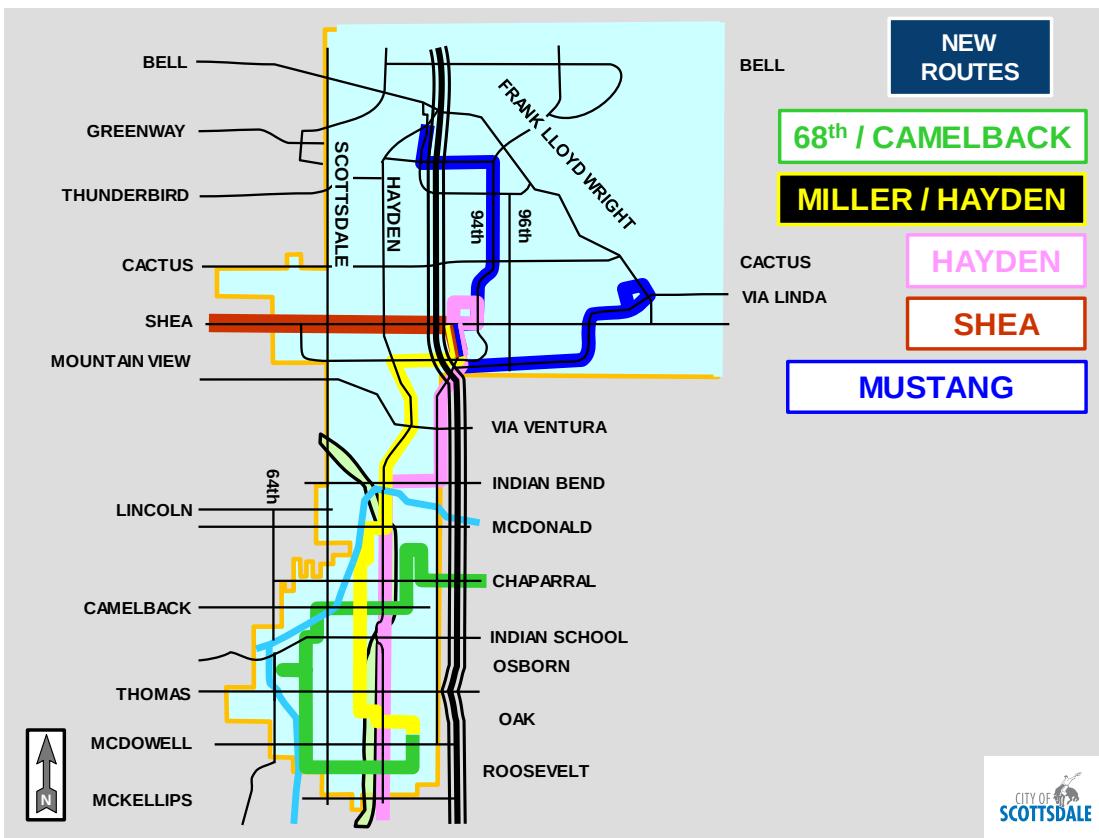


Figure 6: New Scottsdale Bus Routes

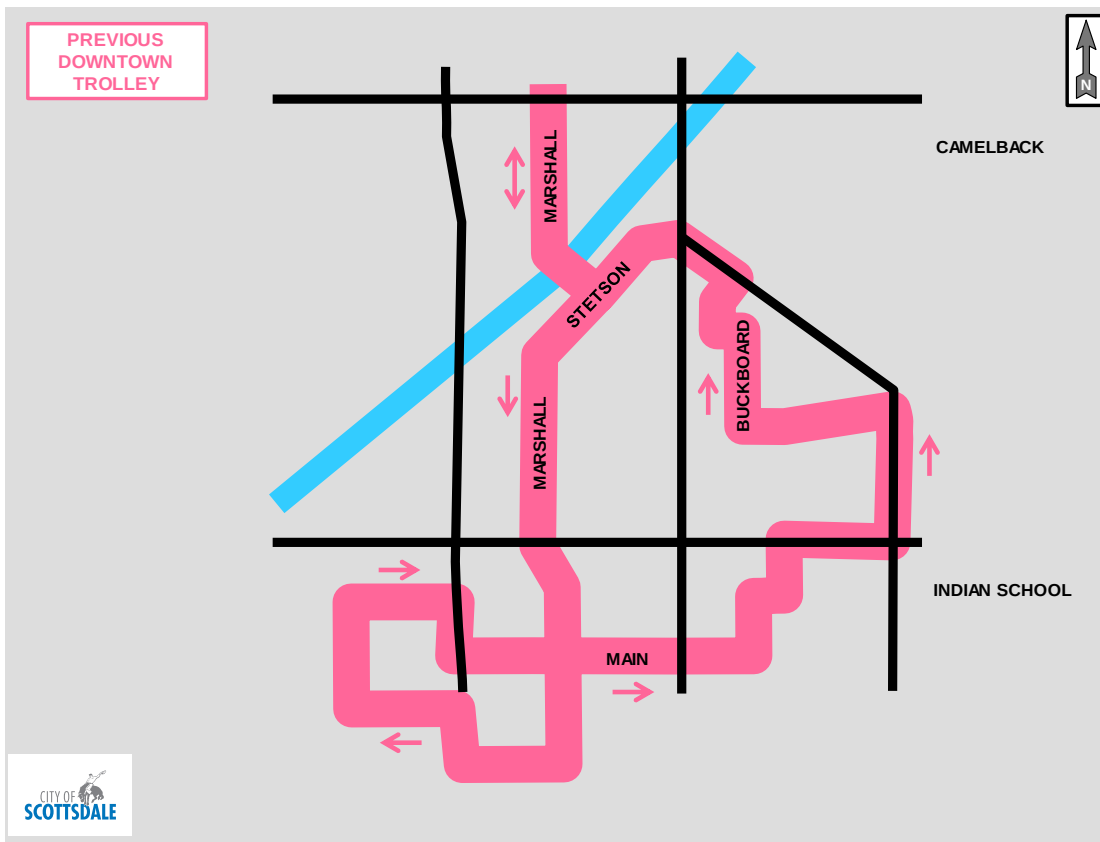


Figure 7: Previous Downtown Trolley Route

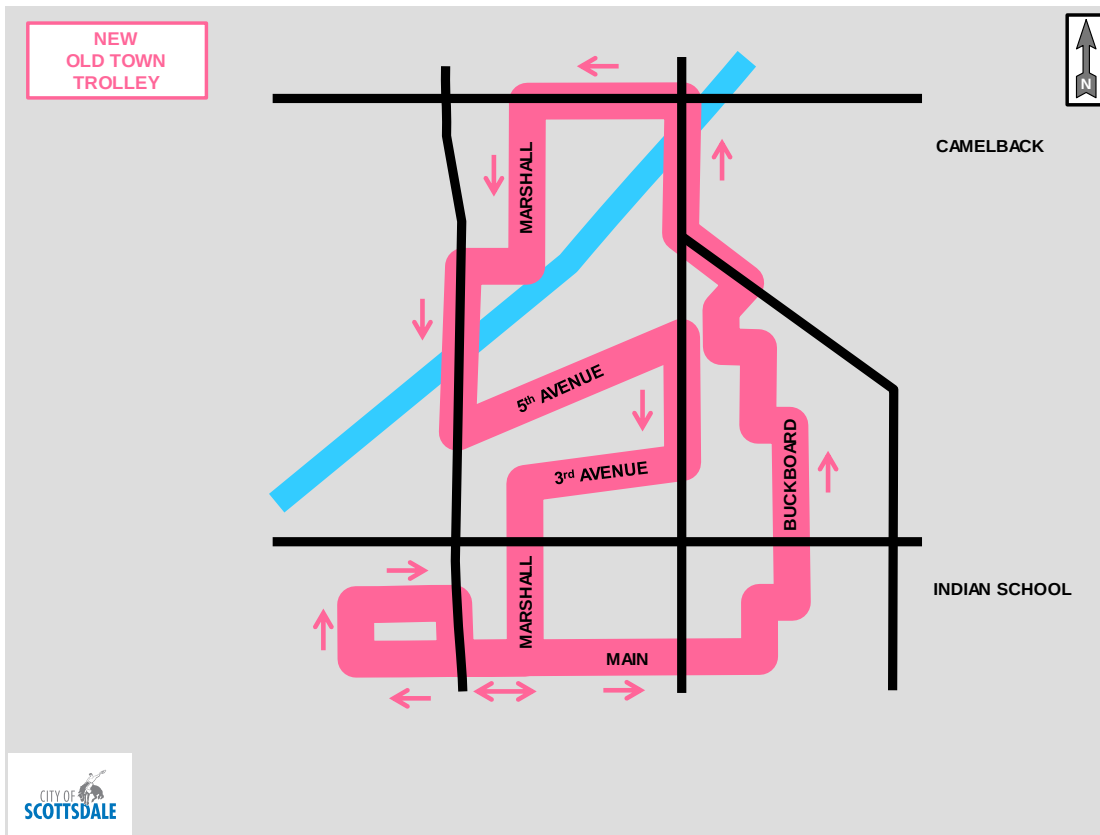


Figure 8: New Old Town Trolley Route

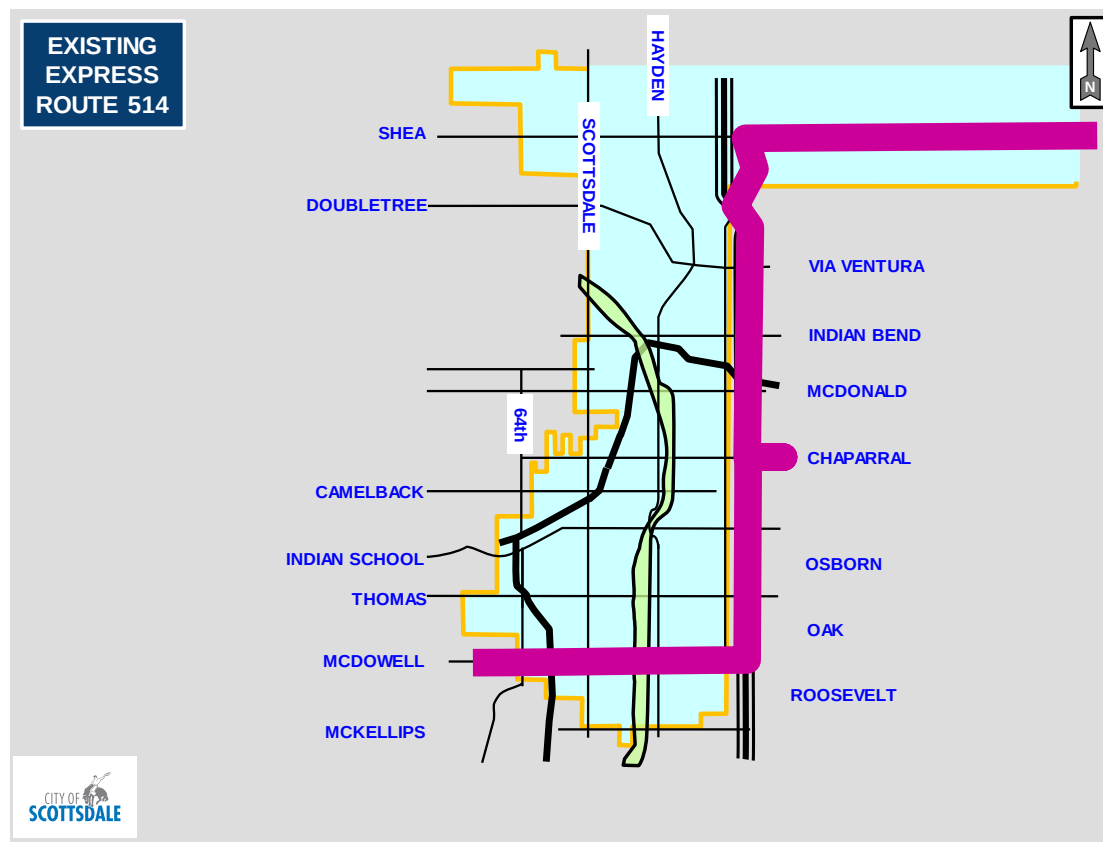


Figure 9: Express Route 514