New Era for Public Transportation in the Valley
Implementing the Regional Transportation Plan (RTP)

Valley Metro Rail's assistance program includes several elements, such as business promotions, special business signage, a 24-hour construction hotline, business counseling and access to low-interest loans. In addition, a Community Advisory Board (CAB) program was created to give community members the opportunity to empower the neighborhoods directly affected by construction. CABs ... impacts to the community and recommend whether to award quarterly monetary incentives for construction mitigation.

Valley Metro is encouraging riders and transit employees to renew their commitment to security and safety awareness. Using the principles of Transit Watch, a federal program designed to increase crime prevention in the passenger rail industry, Valley Metro is encouraging riders and transit employees to renew their commitment to security and safety awareness.

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Phoenix, Arizona 85003

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Bus Ridership Continues to Rise

Valley Metro’s bus ridership numbers are up, and according to the 2004-2005 ridership report the number of boardings continues to increase by large margins, jumping 4.34 percent this year. The national average for increases in transit system ridership, by comparison, is 2 percent. The system experienced 56.4 million boardings during the 2005 fiscal year, as compared to approximately 56 million at the same time last year.

Bus Stop Program and Standards

Developing a detailed plan and criteria for the acquisition, installation and future regular update of a coordinated implementation program.

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Bus Rapid Transit (BRT) Operating Plan

Developing a detailed plan to identify equipment needs and infrastructure improvements needed for future freeway Express and BRT routes, as well as to coordinate with planned freeway improvements.

The system experienced 56.4 million boardings during the 2005 fiscal year, as compared to approximately 56 million at the same time last year.

Regional Park-and-Ride

Preparing environmental documents, and in some cases preliminary designs, for new regional park-and-ride lots to include Loop 101 (Scottsdale), Mustang Road and Loop 202/Greenfield Road (Mesa).

Implementing the Regional Transportation Plan (RTP), approved by city councils in November, will play a key role in transforming the face of transit over the next 20 years. The expansion of the county-wide, half-cent sales tax will fund new and improved features as well as additional bus service, rail, regional roads and light rail service.

In order to implement the RTP plan, Valley Metro RTP will be undertaking a series of studies that will define the operational and capital improvements necessary to achieve the goals of the Regional Transportation Plan, which is scheduled to be open in December 2006.

Bus Rapid Transit (BRT) Corridor Study – Main Street, Mesa

Defining what infrastructure investments are needed (cables, intersection and signal improvements, station design) in order to establish a BRT corridor on Main Street in Mesa, as well as integrating this service with existing and planned freeway and light rail service in Mesa.

Passenger Satisfaction Surveys

Surveying customer opinions on ongoing service changes through annual passenger satisfaction surveys.

Wireless Communications Network

Performing a study to assess the costs and benefits of moving the current wireless communication network to a newly established government radio frequency.

Service Effectiveness and Efficiency Study

Developing performance measures to allow for the effective assessment of current and future bus service in order to ensure that regional investments in transit are moving the region forward.

Regional Safety and Security Plan

Developing detailed safety and security plans to address operational and physical vulnerabilities of transit vehicles and the system’s physical infrastructure.

Regional Park-and-Ride Planning

Project environmental documents, and in some cases preliminary designs, for new regional park-and-ride lots to include Loop 101 (Scottsdale), Mustang Road and Loop 202/Greenfield Road (Mesa).

Bus Stop Program and Standards

Developing a detailed plan and criteria for the acquisition, installation and future regular update of a coordinated implementation program.

For more information, visit our Web site at www.ValleyMetro.org.
**New Buses Roll Into Town Next Year**

**T**

ensored for new buses have been placed by the city of Phoenix Valley Metro/BRTA and met the success rate of 25 percent. The Phoenix bus plan is funded primarily by federal funds, with a portion coming from the Transit 2000 Fund in Phoenix and Proposition 400 in Maricopa County. The Valley Metro bus plan is being funded by Proposition 484 and is part of the overall expansion of the service and replacement of older vehicles included in the 20-year Regional Transportation Plan (RTP).

**City of Phoenix Bus Purchase**

The city of Phoenix has a five-year contract that includes the purchase of up to 50 forty-foot and 45 sixty-foot diesel buses that are fueled by an ultra-low sulfur diesel and have a special rubber compound that keeps them from being loud. The buses are being purchased prior to the city of Phoenix entering into a Cooperative Procurement Plan Program with the Regional Transportation Commission of Southern Nevada for the purchase of up to 100 buses that are operated by Liquid Natural Gas (LNG), with an anticipated arrival date of early 2007. The entire contract calls for the purchase of 184 forty-foot buses over a five-year period.

The ALEX (Ahwatukee Local EXplorer) neighborhood circulator vehicles, which travel a 40-mile round trip route, will be replaced with new thirty-foot buses and are currently being modified for Phoenix Dial-a-Ride service. A total of 183 vehicles will arrive over a five-year period.

**Valley Metro Bus Purchase**

Valley Metro/BRTA has also leveraged the purchasing power of the Los Angeles Metropolitan Transportation Authority by purchasing 28 forty-foot and 10 sixty-foot articulated buses through its contract. The buses will run on clean-burning Compressed Natural Gas (CNG).

**Mesa Park-and-Ride Construction Nearly Complete**

**W**

When shade was needed most last July, shade was being added. The city of Phoenix-owned park-and-ride located at 79th Avenue and I-10 began construction on new shade canopies for car-poolers and express bus riders who drive to the facility and express bus riders who drive to the facility and typically have a vehicle parked there during daytime hours. During the current construction phase, drivers may be asked to carpool to the facility because one-third of the available parking area was unavailable last summer. The west side park-and-ride was also upgraded with additional closed-circuit cameras for safety and security purposes.

A presentation of proposed designs may be presented to the Valley Metro Board of Directors as early as October 20, 2005.

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**City by City**

**Mesa Bus Shelters Provide Shade and Culture**

The walk for a bus in Mesa is more pleasant thanks to artist-designed passenger shelter that was recently completed at the southeast corner of Broadway and Macdonald. The shelter, titled “Dial-A-Ride,” was designed and built to resemble the work of local sculptor Richard August. The shelter, “Moments,” will feature photographs of historic downtown Mesa.

The City’s newest artist-designed shelter, to be installed in the fall of 2006, will be located at Power Road and Banner Drive, the northeast corner of Center and 1st Avenue.

For information about the shelters, contact the Mesa Public Art Program at (480) 644-6625.

**Chandler Anxiously Awaits New Park-and-Ride**

Chandler sits on the 10-mile corridor that is the focus of the city’s park-and-ride plan. The park-and-ride is scheduled to be open by 2008. Since Express service begins operation.

Chandler officials see the park-and-ride as being beneficial for carpoolers as well, and will be extremely useful at peak city events, such as the Fourth of July celebrations. In total, MAG will provide Chandler with about $9 million in CMAC funding, which includes the awarding of the Alma School and Warner road intersections, as well as an additional $400,000 for these next two street crossings.

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**Glendale Transit Service Earns High Grade**

**S**

Recently published ridership survey indicates that the residents of Glendale, with their Dial-a-Ride and GUS the Bus (Glendale Urban Shuttle) transit services, have made it to nearly their destination. The survey, which was conducted to meet new federal mandates, is particularly in such areas as classroom and driver courtesy, is Glendale’s GUS the Bus. The survey is a comprehensive circular bus service that travels to and from Glendale’s central business district.

Shade that was added during the construction phase must be provided all of our transit employees have in mind. The survey findings are as follows:

- **Percentage of respondents who rated the overall quality of the service**: 95%
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**New Buses Roll Into Town Next Year**

D ilemma for new buses keep being placed by the city in Phoenix by Valley Metro/BPPA and then rebidding out.

The Phoenix bus fleet is produced primarily by foreign cars, with a portion coming from the Taiwan Joint Venture in Phoenix and Porthis in Europe. The Valley Metro bus fleet is purchased by Valley Metro/BPPA and is part of the overall expansion of the service and replacement of older vehicles included in the 20-year Regional Transportation Plan (RTP).

**City of Phoenix Bus Purchase**

The city of Phoenix has a program that includes the purchase of up to 50 forty-foot and 45 sixty-foot diesel buses that are fueled by an ultra-low sulfur diesel and have a special exhaust component that traps soot and particles to keep them from being emitted into the air.

To maximize its purchasing power, the city of Phoenix is entering into a Cooperative Procurement Pilot Program with the Regional Transportation Commission of Southern Nevada for the purchase of 200 ultra-low sulfur diesel buses. The new buses are expected to be delivered in early 2007. The entire contract calls for the purchase of 188 forty-foot buses over a five-year period.

**The ALEX (Ahwatukee Local EXplorer) Valley Metro/RPTA has also leveraged the purchasing power of the Los Angeles Metropolitan Transportation Authority by purchasing 28 forty-foot buses and 10 sixty-foot articulated buses through its contract. The buses will run on clean-burning Compressed Natural Gas (CNG).**

**City by City**

**New bus shelter at the corner of Power Road and Macdonald.**

**Mesa Bus Shelters Provide Shade and Culture**

**Chandler Awaits New Park-and-Ride**

**Glendale Trolley Service Earns High Marks**

**Trolley Route Features**

Each trolley stop features a sign with a map of the route and free brochures to assist new riders and visitors.

**S terdaily city officials are making it easier to get around Scottsdale’s historic Old Town and the RWA shopping and arts districts.**

**City of Scottsdale**

**Glendale Trolley Ridership Increases 39 Percent**

The city of Scottsdale is seeing not only an increase in riders, but also an increase in ridership. While the last time (92%). Most GUS riders are satisfied with the service. Dial-a-Ride provides over 86,000 rides a year for residents, and there are more than 80,000 boardings annually on GUS the Bus.

Glendale’s survey findings are eloquently stated. The city of Scottsdale’s Dial-a-Ride and GUS the Bus service are a “valuable community resource that should be maintained.”

The survey results are yet another example of the city’s commitment to providing quality transportation services. Dial-a-Ride and GUS the Bus are essential components of the city’s transportation system and provide a valuable service to residents and visitors alike. Dial-a-Ride and GUS the Bus are both popular, with ridership increasing every year. The city of Scottsdale is committed to providing quality transportation services to the residents of the city and is dedicated to maintaining the success of Dial-a-Ride and GUS the Bus.
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Glendale Trolley Rideship Increases 39 Percent

Scottdale Trolley Offers Year-Round Service
New Era for Public Transportation in the Valley

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Valley Metro Rail's assistance program includes several elements, such as business promotions, special business signage, a 24-hour construction hotline, business counseling, and access to low-interest loans. In addition, a Community Advisory Board (CAB) program was created to give community members the opportunity to empower the neighborhoods directly affected by construction. CABs can help to proactively communicate with construction crews on how they can minimize the impacts to the community and recommend whether to award quarterly monetary incentives for construction mitigation.

The objective assessment of current and future bus service is required to ensure that regional investments in transportation achieve their desired effects.

More information about METRO construction projects can be found on the Valley Metro website: www.valleymetro.org.
First Tracks Laid for Light Rail

The METRO light rail system is literally making tracks, with the first stretch of rail recently laid for the 20-mile system. Construction crews began installing track this summer at the maintenance and storage facility, located south of Washington and 48th streets. More than 3,000 feet of track has already been installed—the project is on schedule to be completed by the end of 2006. While track laying is occurring on other sections of the route—including south of Washington and in downtown Phoenix—where crews are relocating utilities, preparing and grading the ground for future tracks. As Tempe Beach Park, piers and foundations are being installed for the new south light rail bridge over the lake. Valley Metro Rail has put in place several comprehensive assistance and mitigation programs to minimize construction impacts wherever possible.

Valleymetro Rail’s assistance program includes several elements, such as business promotions, special business signage, a 24-hour construction hotline, business counseling and access to low-interest loans. In addition, a Community Advisory Board (CAB) program was created to give community members the opportunity to empower the neighborhoods directly affected by construction. CABs provide input on how well they maximize the impacts to the community and recommend whether to award quarterly monetary incentives for construction mitigation. More information about METRO construction impacts and the construction assistance program can be found on the Valley Metro Rail Web site at www.valleymetrorail.org. Since March 2000, when Phoenix system passed Transit 2035, officials anticipate more than 40 percent throughout the system experienced 56.4 million boardings in FY 2005–06, as compared to approximately 56 million at the same time last year. In order to implement the Regional Transportation Plan (RTP), the fiscal year 2006 planning program, contact Stuart Boggs at sboggs@valleymetro.org.

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In today’s world, bus passengers should be everyday safe by being everyday watchful,” Phoenix Mayor Phil Gordon said in a statement released after the security level was heightened. Since March 2000, when Phoenix system passed Transit 2035, officials anticipate more than 40 percent throughout the system experienced 56.4 million boardings in FY 2005–06, as compared to approximately 56 million at the same time last year. In order to implement the Regional Transportation Plan (RTP), the fiscal year 2006 planning program, contact Stuart Boggs at sboggs@valleymetro.org.

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