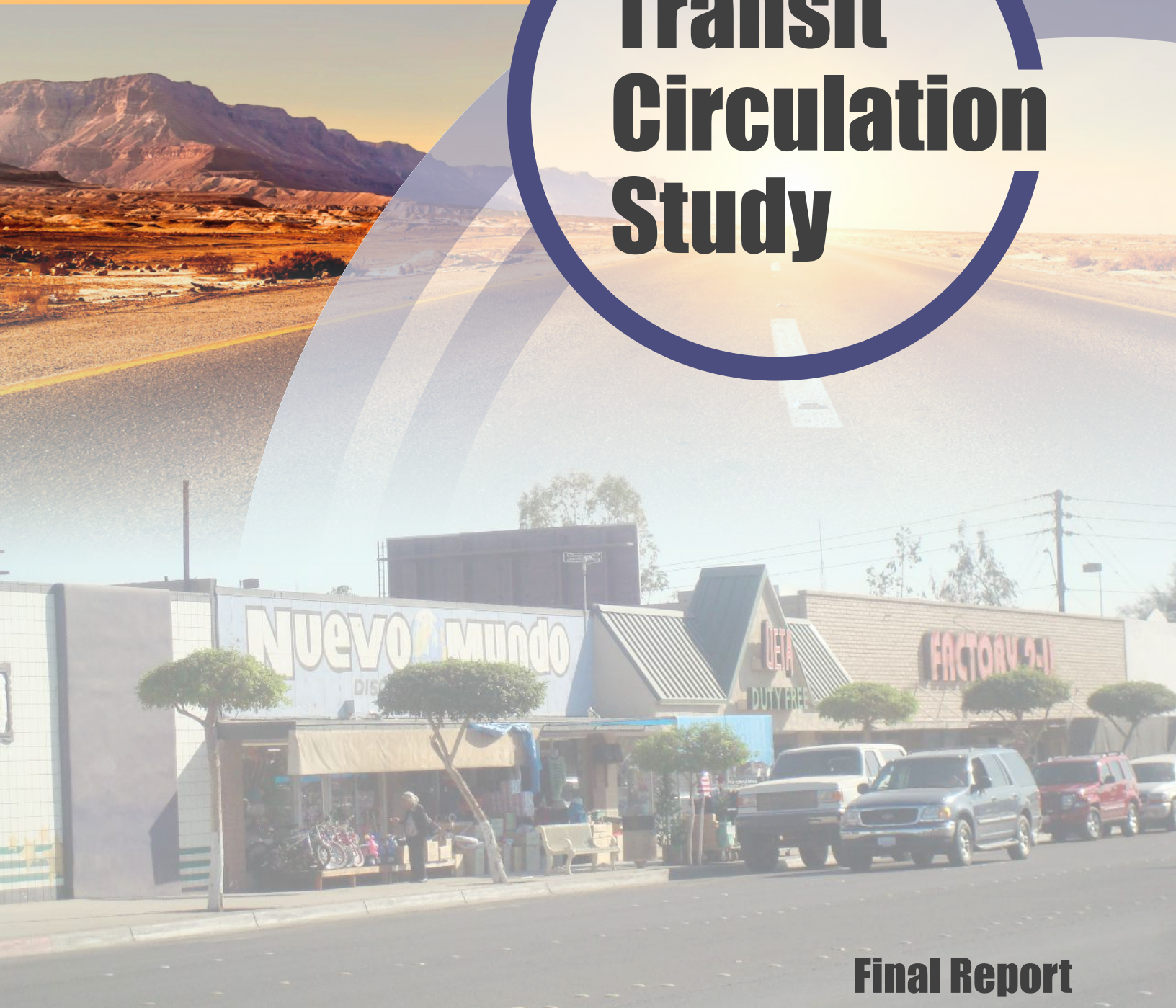


Prepared for:
Yuma Metropolitan Planning Organization

San Luis

Transit Circulation Study



Final Report

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Kimley»Horn

333 E. Wetmore Road, Suite 280, Tucson, AZ 85705
P: (520) 615-9191 | F: (602) 944-7423

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1. Introduction

San Luis, Arizona, is the second busiest border crossing point in Arizona, and has two ports of entry (POE): San Luis I for vehicle and pedestrian crossings, and San Luis II, a commercial port of entry located approximately five miles east of the San Luis I POE. With over 31,000 residents, San Luis is the gateway between Sonora/Sinaloa, with over 500,000 people within an hour's drive of the city, and the southwestern region of the United States. Key industries in the San Luis region include retail trade, agriculture, and manufacturing. Major employers include Walmart, the ACT Call Center, Gadsden Unified School District, Arizona State Prison, and the City of San Luis.

San Luis's proximity to the border necessitates multimodal infrastructure to improve border functions and the community's quality of life. Recently, Arizona Department of Transportation (ADOT) completed the San Luis POE Traffic Rerouting project. This project was a significant improvement for both vehicular port of entry traffic and business district bicyclists and pedestrians. Moving port of entry traffic to two local, converted one-way streets, provided the opportunity to improve traffic congestion commonly experienced in border-adjacent communities. By rerouting vehicle traffic from the San Luis Port of Entry away from Main Street, access to businesses on Main Street improved, better accommodating pedestrians and bicyclists. In addition, it allowed for additional benches and landscaping along with roadway improvements along Main Street. The project included new roundabouts at Main Street (US 95)/D Street, and at Main Street/Urtuzuastegui Street, and a Pedestrian Hybrid Beacon (PHB) at Urtuzuastegui Street.

This study, the San Luis Transit Circulation Study, represents a continued enhancement of multimodal options to improve quality of life for residents and visitors to San Luis. Currently, transit service is provided in the San Luis area on Yuma County Area Transit (YCAT) Yellow Route 95 and Silver Route 9. Route 95 provides service between San Luis and to the downtown Yuma Transit Center via 4th Avenue on a one-hour headway, with 30 minutes service during the a.m. and p.m. peak hours. Silver Route 9 connects Arizona Western College to San Luis via Araby Road, County 14th Street, and US 95.

A new circulator service will leverage the current YCAT services in Route 9 and 95 to support the City's overall goal of maximizing transit trips and providing mobility options to its residents and visitors.



Project Goals

The purpose of the San Luis Transit Circulator Study is to evaluate the feasibility of, and opportunities for, a new transit circulator route that meets the needs of the San Luis community and is implementable in a two- to five-year timeframe—dependent upon available funding. The transit circulator route that is recommended in this study was developed through completion of the following activities:

- Conduct stakeholder interviews
- Identify key activity centers within the service area, major service centers, and trip generators
- Review Census data and extract key information to assess community demographic patterns
- Identify a circulator alignment(s) that meets customer needs and expectations
- Develop service and operations parameters
- Identify needed bus stop/corridor improvements
- Solicit public and community input
- Develop capital and operating costs

Stakeholder Interviews

In the process of developing an initial route alignment, Kimley-Horn met with stakeholders from across San Luis on January 13, 2016. These interviews focused on identifying key activity centers for circulator service, important service parameters, and roads or intersections that may delay the service. Stakeholders were asked what changes in San Luis could affect the service, and how the service could be most successful in serving the residents and visitors of the City. The stakeholder input informed subsequent phases of the project, including the identification of the following key activity centers which the circulator should serve:

- Riedel Center
- Walmart
- Fernando Padilla Community Center
- Bienestar Apartments
- Del Sol Grocery Store/ACT Call Center
- San Luis HS/Arizona Western College
- San Luis Recreation Center

A summary of stakeholder input is included in the Appendix.



2. Survey

As part of the development of the San Luis Circulator route and operations plan, a public outreach event was held on February 23, 2016. Surveys were administered electronically at a variety of sites across San Luis, both in English and Spanish. These surveys were also distributed via a web address and in paper form on the YCAT bus system.

Methodology

The survey's purpose was to allow the public the opportunity to comment on the level of support and the feasibility of the proposed San Luis Transit Circulator. Input was solicited with regards to preferred destinations, current means of travel around San Luis, desired service span and frequency, and potential fares along with existing fare media usage. A copy of the questions asked in the survey can be found in **Appendix A**.

Results and Next Steps

The survey was completed by over 80 people, with 20 English respondents and over 60 Spanish respondents. The results of the public outreach, along with discussions with local and regional stakeholders, formed the basis of the operating plan for the San Luis Transit Circulator.

Key Findings



Among regularly scheduled trips, school/work make up nearly a third of existing YCAT trip destinations. Forty percent of respondents indicated interest in using the circulator for similar trips.

Cash fares are used for approximately 66% of transactions on YCAT. Seventy percent of respondents would prefer a fare below the standard YCAT fare of \$2.



Strong interest was expressed for service starting at 5 a.m. and continuing to 9 p.m. or later. Frequency preferences were evenly split between 30 minutes and one hour.

Two-thirds of respondents expressed interest in regional connections being provided, with nearly half of respondents indicating interest in a connection to Yuma.



Results Discussion

Two-thirds of respondents had a valid Arizona driver's license; 16% had no available cars in their household; and 12% of respondents stated that they had no drivers in their household. The survey demonstrates that households have access to vehicles and legal drivers; however, this does not imply the regular availability of a car for all trips - 77% of households have two drivers, while 63% of households have two or more cars. Thus cars cannot accommodate every trip made during the day by members of these households.

Of the survey respondents, just over one quarter of those polled use the YCAT bus system more frequently than once a week, and 47% never use it. Respondents were asked both the purpose of current trips on the bus, and where they may consider riding the bus with a new circulator service. The results are seen in **Figure 1** and **Figure 2**, below. As observed, shopping makes up nearly one third of trips, both in the current configuration and in potential trips with a new service. Of interest is the growth in respondents who indicated they would use the bus to get to work or school. Current bus trips to work or school make up just 31% of trips as identified by the survey. By contrast, 40% of respondents indicated they would use the future service to reach work or school. A strong design for school and work trips would likely create a more successful circulator service.

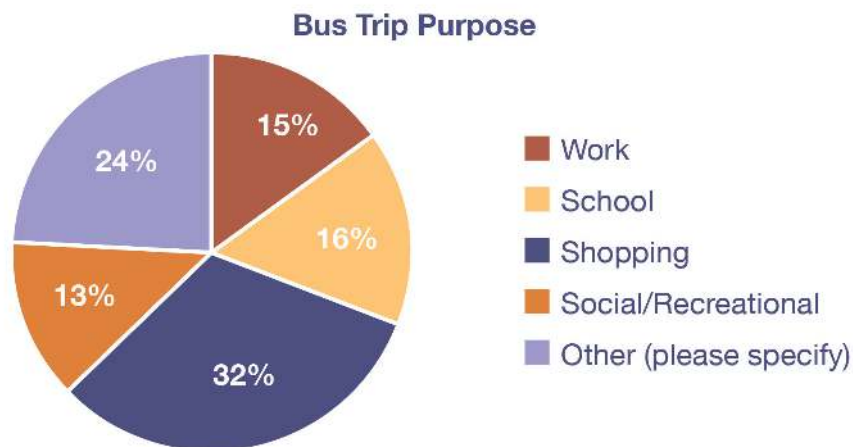


Figure 1 – For what purpose do you ride the bus?

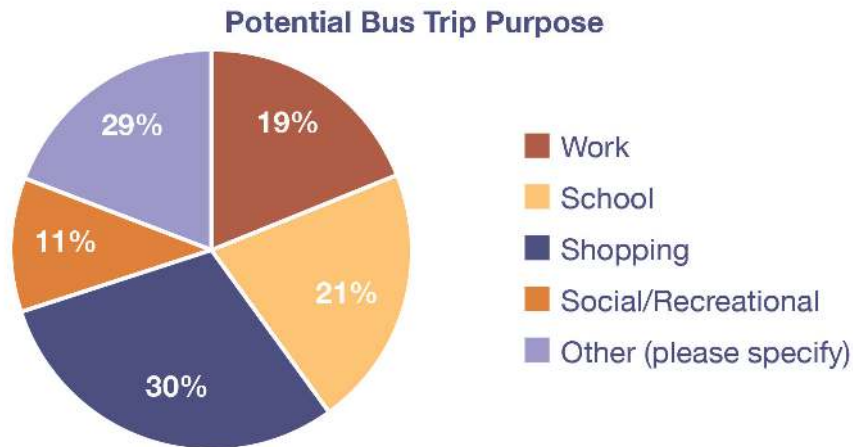


Figure 2 – If you don't currently ride the bus, for what purpose would you consider riding the bus?

Similar to bus utilization and purpose, just under one quarter of respondents indicated that they use a taxi more than once a week. As seen in **Figure 3**, over 20% of taxi trips are for work or school. Given the results shown in **Figure 2**, patrons could switch from taxis to the new circulator service. Taxis appear to perform a large amount of the service for medical appointments, as well as unplanned, emergency-type trips. Complementing taxi service focused on unplanned trips with high quality service for regularly scheduled trips on the circulator service will facilitate the implementation of a successful route.

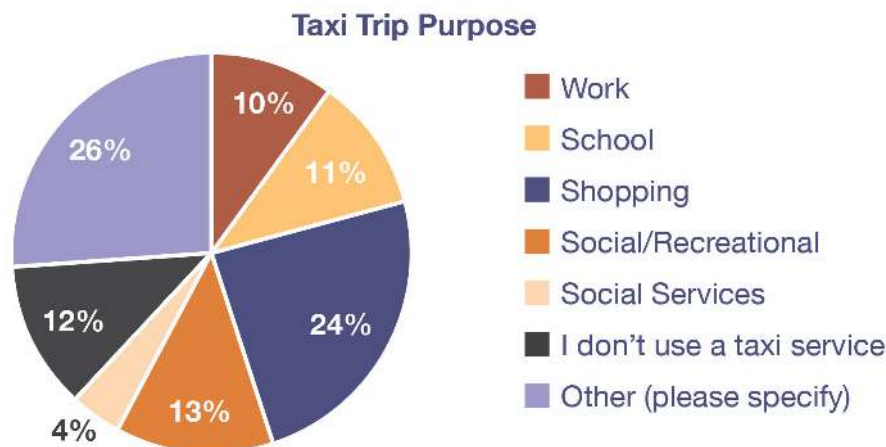


Figure 3 – For what purpose do you take a taxi?

The vast majority of respondents indicated that they pay bus fares in cash (85%), with 11% of respondents indicating that they use the Day YCATPass. Market penetration for the multi-day YCATPass, at least in San Luis, appears to be very small. A circulator may have greater success, both with regards to public usage and efficient operations, if multi-day passes are easier to acquire for San Luis riders (e.g. providing YCAT pass sales at utility payment window at the City of San Luis). **Figure 4** shows majority of respondents (69%) would like to see fares that are below the standard YCAT fare of \$2 per trip.

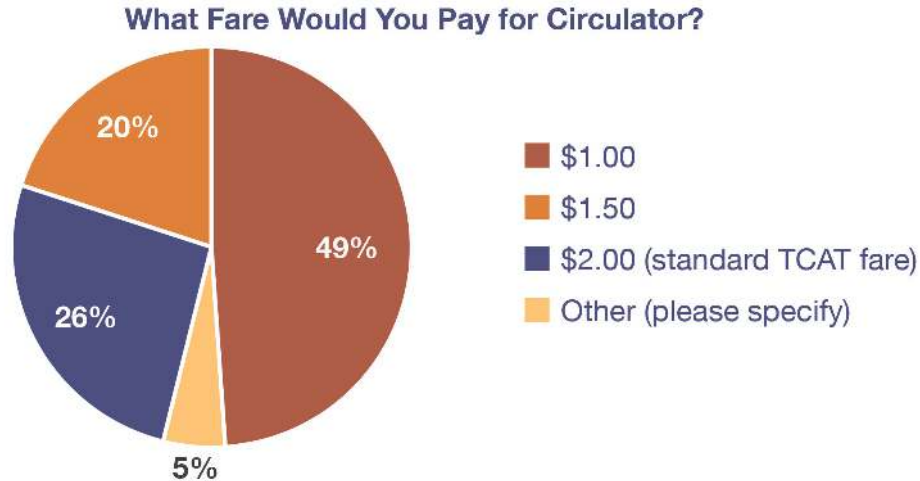


Figure 4 – How much would you pay for this service?

Survey respondents were also asked a number of questions to better understand their preferences with regards to service and operating parameters, including span of service during the day, frequency of service, and key destinations or points of connection. **Figure 5** and **Figure 6** detail the results of the service span responses. Respondents were largely in favor of an early start to service on the circulator route, with nearly half of respondents noting a preference for a 5 a.m. start. Similarly, a preference for service extending to 9 p.m. or later was seen in the responses.

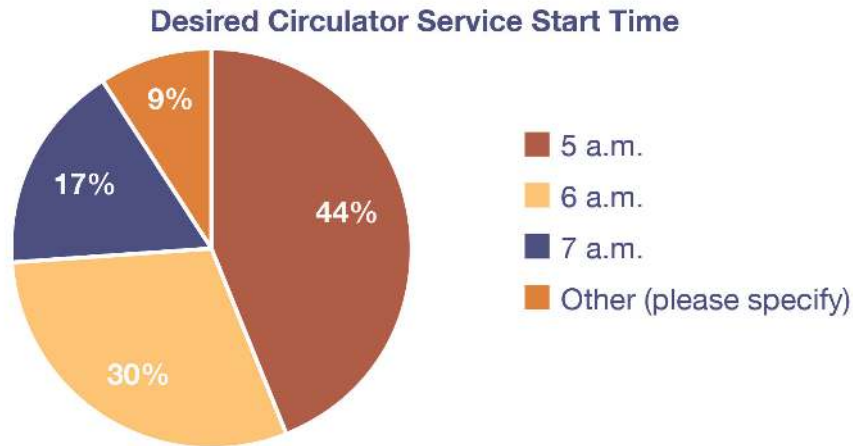


Figure 5 – How early should a potential bus circulator service start?

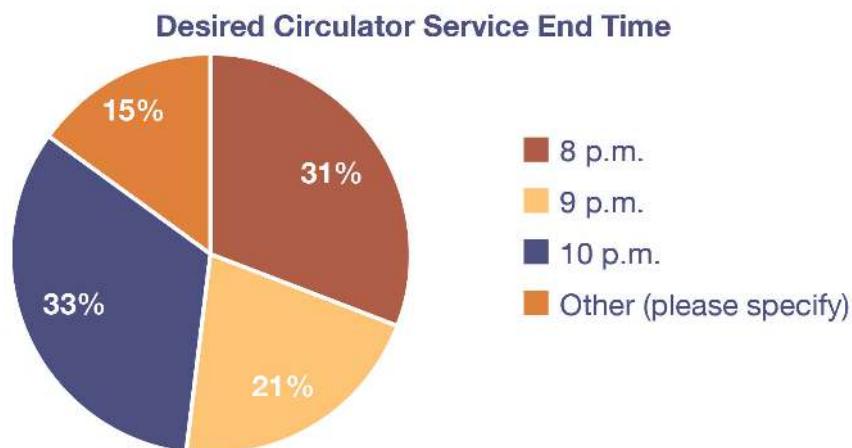


Figure 6 – How late should a potential bus circulator service end?

The circulator's frequency of service had a very clear response in favor of headways of one hour or less as demonstrated in **Figure 7**. Of note, a couple of the "other" responses were in favor of even more frequent service, at 10 or 15 minutes. Headways of longer than one hour are generally considered to be undesirable for regularly scheduled service.

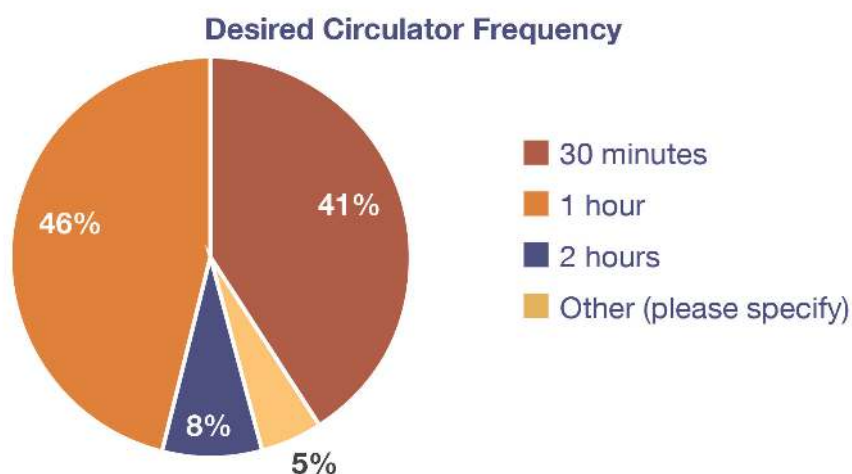


Figure 7 – How frequently should a potential bus circulator run?

One important consideration when designing an operating plan for the circulator is how it should function within a regional context. Typically, a circulator service is designed to stay within a neighborhood, district, or small city, or connect adjoining districts. The responses in **Figure 8** and **Figure 9** show that a two-thirds majority of respondents preferred a route which includes a connection to the surrounding regional communities. Most notably, half of respondents indicated a preference for a connection to Yuma. It is unclear how many of these respondents were aware of the existing YCAT service which connects San Luis with Gadsden, Somerton, and Yuma.

Figure 8 – Should the potential bus circulator stay in San Luis or connect to other cities?

Desired Circulator Regional Connectivity

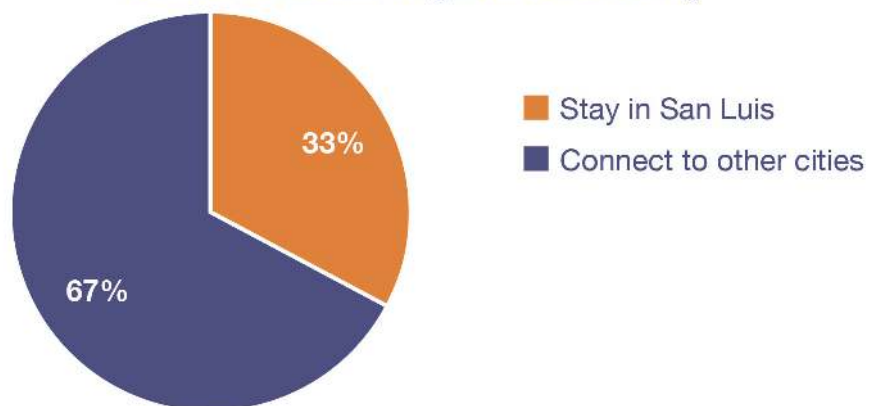
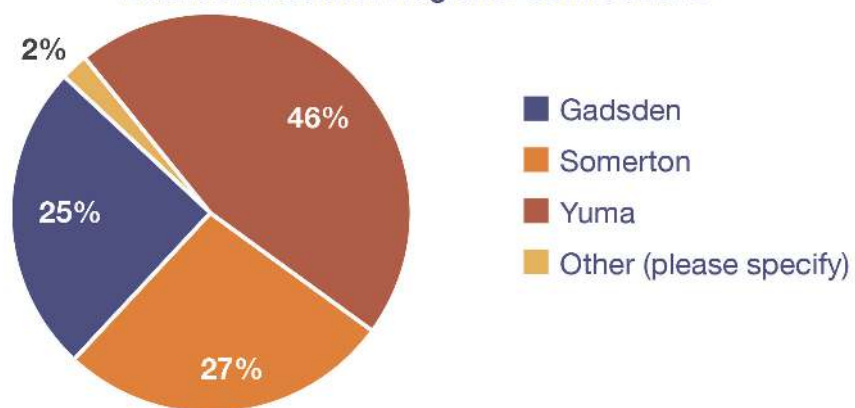


Figure 9 – If the potential bus circulator left San Luis, where should it go?

Desired Circulator Regional Connections



3. Routing Alternatives

The San Luis Transit Circulation Study includes two key objectives: to identify a circulator alignment(s) that meets customer needs and to develop service/operations parameters for an implementable alignment(s).

Consistent with these objectives, four operating scenarios were presented to the San Luis Transit Circulator Technical Advisory Committee (TAC) for discussion. The operating scenarios were developed based on discussions with the TAC and community input solicited via the surveys presented in Chapter 2.

Alternatives

An initial route, the “U-Loop”, was presented to the TAC, and subsequently to the public on February 23, 2016. The route was designed to serve the major activity centers as identified through stakeholder outreach and public surveys. The route is largely anticipated to be operated in a clockwise direction and provide a “catch-all” type of service.

To better evaluate opportunities for circulator service, an additional three route scenarios were developed for consideration. The route scenarios are described below, with key characteristics summarized in **Table 1**. The four route alternatives are illustrated in **Figures 10 – 14**.

Each route alternative included a clockwise direction of circulation to place bus stops on the same side of the street as existing activity centers.

Two of the four routes showed truncations of the primary “catch-all” route, offering mileage and time-savings in exchange for less front door service for some users.

Route alternative 3 envisioned two routes circulating through San Luis: one focused on the southern half, and one in the northern half of the city. These loops were designed to allow for greater route frequency with shorter, more direct routes.

Each route alternative is explained in more detail in the following sections.

Table 1 – Alternatives Characteristics Comparison

Parameter	Scenario 1	Scenario 2	Scenario 3	Scenario 4	
				North	South
Length (miles)	10.1	8.2	9.2	7.4	5.2
Cycle Time Estimate (minutes)	58.5	49	54	43	31
Cycle Time Schedule (minutes)	60	60	60	45	30

Alternative 1 “U-Loop”

Alternative 1, described as a “U-Loop”, serves each identified major activity center, spreading service throughout the City. The route is inefficient because of the priority it places on serving all activity centers. By being a “catch-all” scenario, riders would be subject to out-of-direction travel, particularly in the northern portion of the loops, and likely diminish utilization by customers.

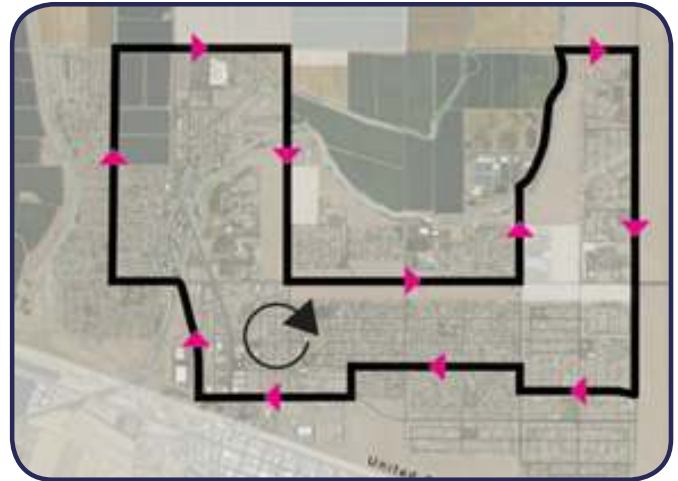


Figure 10 – “U-Loop”

Alternative 2 “L-Loop”

The “L-Loop” is a simplified version of Alternative 1. The northeast portion of the “U-Loop” which directly served San Luis High School, Arizona Western College, and two elementary schools, is replaced with streamlined service along Juan Sanchez Boulevard to the eastern side of the City. This route would also provide more direct service for riders, eliminating the out of direction travel required in Alternative 1.

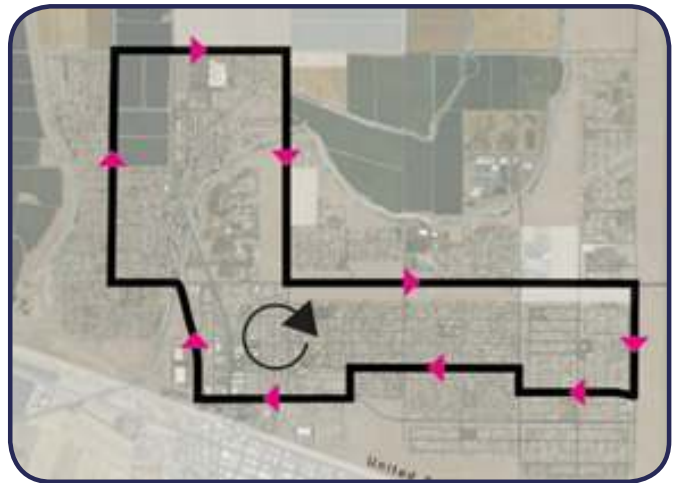


Figure 11 – “L-Loop”

Alternative 3 “Figure 8”

Alternative 3 builds upon Alternative 2 and creates a “Figure 8” route with two smaller loops. This change in the routing, serving the southern loop in a clockwise manner, and serving the northern loop in a counter-clockwise manner, allows for the circulator to serve Main Street along Juan Sanchez Boulevard twice in every cycle. This effectively improves access to key destinations on Main Street (i.e. post office, shopping, and recreational center) while providing more frequency to a major transfer location (i.e. YCAT routes serving along US-95). The “Figure 8” provides more direct service in each small loop limiting as much “out-of-direction” travel.

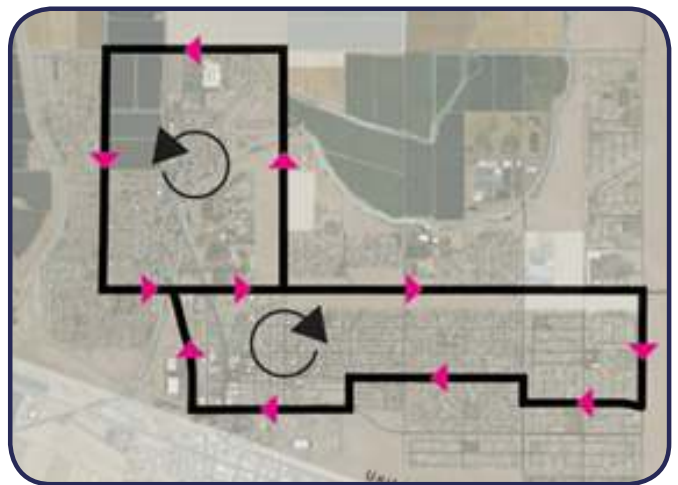


Figure 12 – “Figure 8”

Alternative 4 “Two Loops”

The “Two Loops” scenario focuses on the benefits of Alternatives 1 and 3: service area, and a focus on shortened trips for customers, respectively. Alternative 4 provides bi-directional service on Juan Sanchez Boulevard, where riders can transfer to YCIPTA’s regional service and transfer between the loops, limiting the out-of-direction travel and reducing travel times for many customers. This route would require two buses to operate. To limit the need for a second bus (for the circulator), the YCAT Yellow Route 95 could be modified to serve the southern loop as part of its base route. The new circulator would then serve the northern loop.

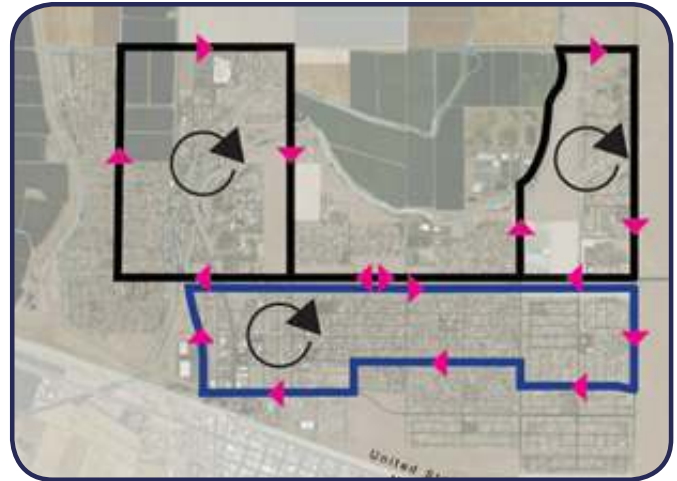


Figure 13 – “Two Loops”

Modified “Preferred” Route Alternative

All four route alternatives were presented and discussed with the TAC on April 14, 2016. The TAC expressed preference for a modified version of Alternative 4, with complementing service between two routes in San Luis.

Figure 14 depicts the modified route “Preferred Alternative.”

Within **Figure 14**, the purple-colored line illustrates the proposed San Luis Circulator route, while the orange-colored line identifies a modified route for the existing YCAT Route 95.

The route was also moved from San Luis Plaza Drive to Main Street in order to reduce the effect of border traffic closures between San Luis Plaza Drive and Main Street on Urtuzuastegui Street.

Upon implementation of the “Preferred” alternative, YCAT Route 95 will be modified to refocus on providing inter-city service between San Luis and Yuma.

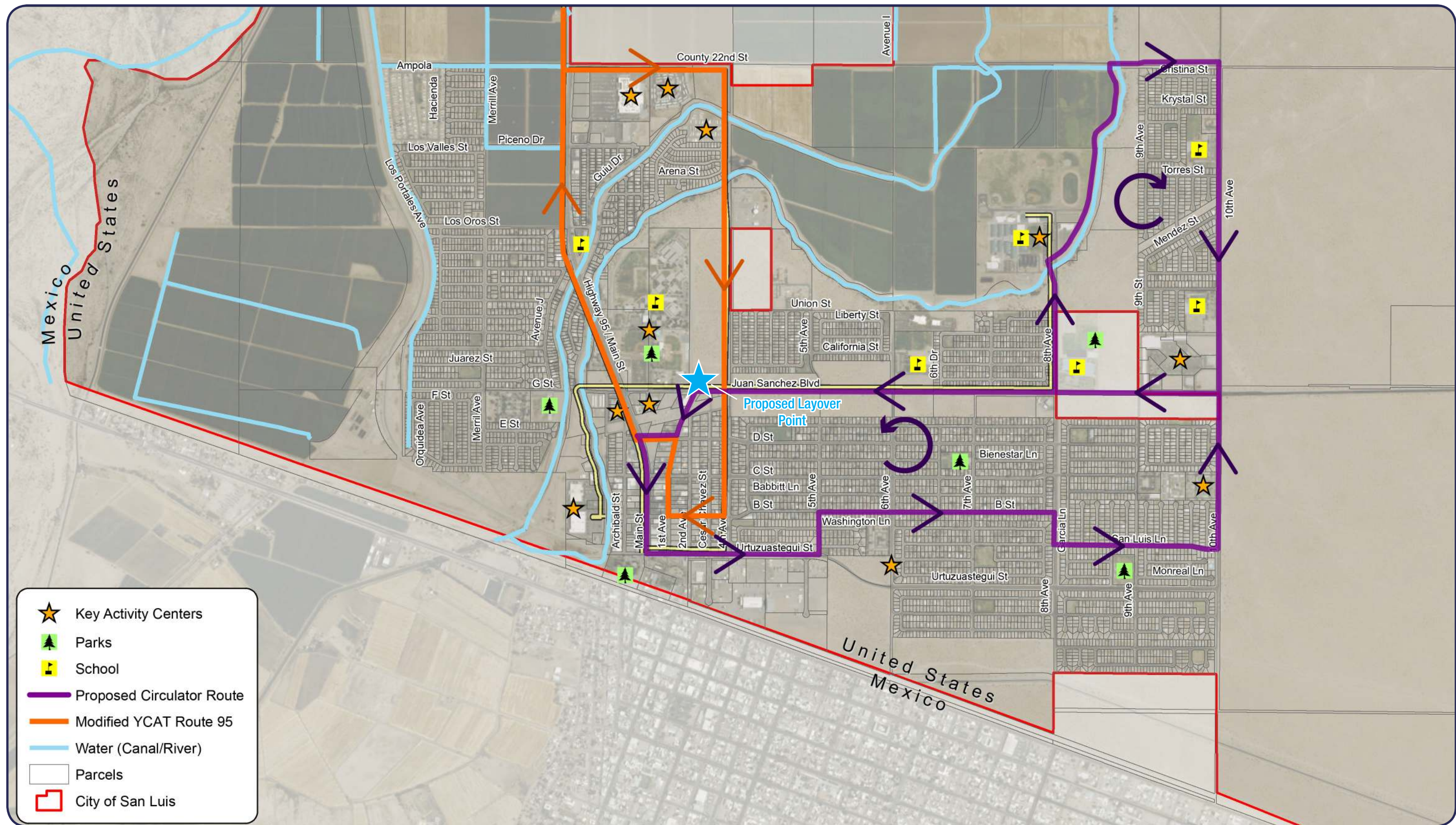


Figure 14 – “Preferred Alternative”

4. Operating Plan

Chapter 4 presents a proposed operating plan for the San Luis Transit Circulator. The operating plan was developed based on discussions with the TAC, and considering community input solicited via surveys during the March 2016 public outreach activities.

Operating Parameters

The following initial service parameters are summarized in **Table 2**.

Table 2 – Initial Service Parameters

Parameter	Initial Consideration
Parameter	Initial Consideration
Service Span	5:30 – 9:00 a.m., 3:00 – 7:30 p.m. Monday – Friday
Service Frequency	30 Minutes
Service Type	Fixed Route
Vehicle	YCIPTA Fleet Vehicle (Passport Vehicle)

The San Luis Transit Circulator will begin with limited peak hour service. Service is focused on the morning and evening periods to allow for a demonstration project to gauge demand for the service. As demand for the route is demonstrated, service hours can be expanded as demand warrants.

Based on customer input and observed activity in the City, starting service is recommended to begin at 5:00 a.m. to serve the early morning work and school rush.

Stakeholder input also suggested service extend until 10:00 p.m. to accommodate recreational sports leagues and evening shifts for work. As demand is demonstrated, service expansion may be considered to include later evening hours.

Based on preliminary calculations, the initial alignment will likely require approximately 25 minutes to traverse its routes, rising to approximately 30 minutes with stops. Headways of 30 minutes are recommended to facilitate transfers to Route 95, which operates on either 30 minute or one-hour frequencies depending on the time of day.

Upon route implementation, further testing will be conducted to confirm the cycle time. The route may be modified to achieve that desired cycle time. For example, the northwestern portion of the route may be modified to extend only to the high school, and then turn around and head back to Juan Sanchez Boulevard.

As the route will be operated by YCIPTA, the fare structure will remain consistent with the rest of YCIPTA's services, a standard fare of \$2 per trip.

Layover Point

Layover facilities are important to allow for operators to take a small break, and for recovery of time delays from the previous route. The layover point for the San Luis Circulator is proposed between Park Avenue and 4th Avenue on Juan Sanchez Boulevard (**Figure 14** on page 15 ★). This location could allow for the co-location of the layover point and the timed transfer between the circulator and Route 95, potentially reducing delays for riders. The Fernando Padilla Community Center can also provide restroom facilities for operators during their layover.

Operating Costs

Estimated annual operating costs, based on the proposed level of service, are presented in **Table 3**.

Operating costs are based on the rate negotiated between YCIPTA and its contracted provider, National Express. The existing National Express contract includes a cap of 36,000 revenue operating hours. However, this can be modified by up to 10%, or 3,600 hours without requiring a renegotiation of the hourly rate. It is the intent of this initial operating plan that the new route conform to YCIPTA's existing contract for service.

Table 3 – Operating Hours and Estimated Operating Costs

Metric	Quantity	Units
Length	7.7	Miles
Cycle Time Estimate	25	Minutes
Cycle Time Schedule	30	Minutes
Service Hours Per Day	8	Hours
Approximate Service Hours Per Year	2000	Hours
Total Trips Per Day (San Luis Transit Circulator Route Only)	16	Trips
Cost per Revenue Hour	\$121.08	\$/Revenue Hour
Total Estimated Operating Costs	\$242,160	Annual Operating Cost
Estimated City of San Luis Funding Contribution	\$121,080	Annual \$
Estimated YCIPTA/FTA Funding Contribution	\$121,080	Annual \$

5. Transit Capital, Priority, and Improvement Plan

The circulator route will benefit from small-scale priority improvements to enable efficient operations, the route to stay on schedule, and provide predictable service to users reliant on the bus.

Stop amenities, as detailed below, allow for modest comfort while patrons wait for an arriving bus and enhance the user experience at a relatively low cost. This plan details the recommended improvements and associated costs.

Circulator Priority Improvements

Safe and convenient pedestrian access to bus stops is an integral part of developing a successful bus route in San Luis. Crosswalks are recommended at each bus stop. This includes two crosswalks at most bus stop locations, except for stops such as those along 10th Avenue which have no access from one side of the street.

Crosswalks should be standard 10' wide crosswalks, with 12" white lines on either side. In areas of higher pedestrian and vehicle traffic, and in school zones, high visibility crosswalks can be used in order to better define the pedestrian space and alert drivers to the potential for pedestrians to be in the roadway. Markings should be consistent with Manual of Uniform Traffic Control Devices (MUTCD) standards. See **Appendix B**.

At stops, curb bulb-outs or pop-outs can be utilized to provide priority to a stopped bus. These improvements allow the bus to stop in the travel lane rather than pulling to the curb. This allows the bus to avoid having to wait for a gap in traffic in order to pull back into traffic. Eliminating these types of delays can allow a bus route to remain on schedule, and signals to riders and drivers alike that the circulator has priority on the roadway. Due to the expense of adding a pop-out, which can require new curb and gutter as well as drainage modifications, pop-outs are recommended at key locations where existing sidewalk space may not be sufficient and where buses may experience delays exiting and entering traffic.

Pop-out and crosswalk upgrade locations are shown in **Figure 15**, on the following page.



Stop Amenities and Locations

Stops are generally planned less than one half mile apart to strike a balance between providing access to the route while allowing for efficient operations. Circulator stops are the point of interface between the San Luis Circulator route, patrons, and existing YCAT services. As such, providing a safe, comfortable environment can greatly enhance the user experience; such improvements can boost ridership while improving the experience for existing users. Bus stops should typically have: a pole with a bus stop sign, a route schedule and map, and a trash can. At stops with higher ridership, a shelter and bench can be provided to provide shade for waiting riders. As with pop-outs, the increased cost per stop means that these improvements should be focused on a few key stops, with plans to expand the amenities across the system in the future.

Stop locations are listed below, and shown in **Figure 15**.

1. Juan Sanchez Boulevard & 4th Avenue
2. Juan Sanchez Boulevard & Park Avenue
3. Main Street at Post Office
4. Main Street between C Street and B Street
5. Urtuzuastegui Street & 1st Street
6. B Street & 5th Avenue
7. B Street and 7th Avenue
8. San Luis Lane & Garcia Lane
9. San Luis Lane & Figueroa Drive
10. 10th Avenue & Bienestar Apartments
11. Juan Sanchez Boulevard & Riedel Center
12. 8th Avenue & Southwest Junior High School
13. 8th Avenue & San Luis High School
14. 10th Avenue & Desert View Elementary School
15. 10th Avenue & Cesar Chavez Elementary School
16. Juan Sanchez Boulevard & 7th Avenue

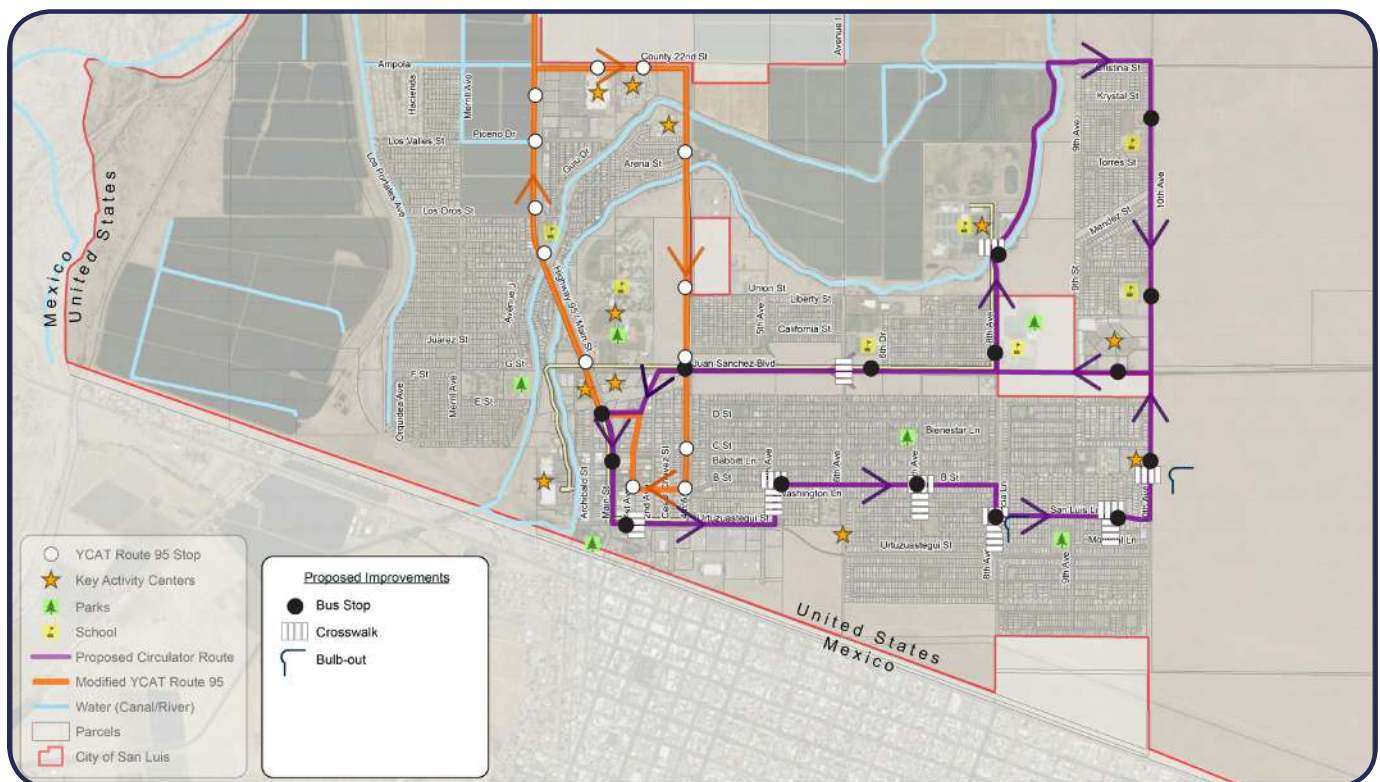


Figure 15 – Proposed Improvements

Vehicle Maintenance and Specifications

Vehicle storage, maintenance, and operations will be provided by YCIPTA as the region's transit operator. As such, maintenance will occur alongside the rest of YCIPTA's fleet, and the vehicle will conform to YCIPTA's standard vehicle specifications for inclusion in the fleet. There will be no specific vehicle assigned to the San Luis Circulator route; instead, the grants and funding for the route will allow YCIPTA to add an extra vehicle to the fleet to serve the new route.

Capital Costs

Capital costs for the elements listed above are provided in the **Tables 4-5**. Note that prices are based on historical prices for elements and the City of San Luis, YCIPTA, or YMPO may see other prices in contracts due to the size of purchase orders and fluctuations in the market for these products.

Prices may increase or decrease based upon existing conditions upon further engineering review of each specific stop. Standard procurement procedures will be necessary if federal funds are used.

Table 4 – Capital Cost Elements

Item	Quantity	Unit Cost	Cost
Crosswalk Thermoplastic Striping	12	\$120	\$1,440
Curb Pop-Out	2	\$25,000	\$50,000
Bus Stop Pole, Sign, Foundation	16	\$700	\$11,200
Heavy Duty/Decorative/Secure Trash Can	16	\$2,000	\$32,000
Bench	6	\$2,000	\$12,000
Shelter	6	\$5,000	\$30,000

Table 5 – Standard Bus Stop Cost

Standard Bus Stop	Cost
Bus Stop Pole, Sign, Foundation	\$700
Heavy Duty/Secure Trash Can	\$2,000
Total	\$2,700

Table 6 – Enhanced Bus Stop Cost

Enhanced Stop	Cost
Stop Pole and Sign	\$700
Trash Can	\$2,000
Bench	\$2,000
Shelter	\$5,000
Total	\$9,700

6. Next Steps

The next step is for City of San Luis and YCIPTA to enter final agreement on costs for the new transit circulator route. YCIPTA will include the transit circulator route in its grant application to ADOT. Included below is a list of key milestones for implementation of the project between the implementation plan in early summer and the start of service in the first half of 2017.

Table 7 – Key Milestones and Dates

Milestone	Date
Approve Operating Structure	Summer 2016
Allocate Funding (City of San Luis)	Summer 2016
Construct Stops and Layover Pavement as Needed	Winter 2016/2017
Implementation	Winter 2017

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Appendix A1 – Stakeholder Interviews Summary

Kimley-Horn conducted interviews with San Luis Transit Circulation Study project stakeholders in San Luis on January 13, 2016. Interviews were conducted with the following individuals:

- Eric Jones – San Luis Chamber of Commerce
- Gary Black and Monica Valle – Comite de Bienestar
- Dr. Ray Aguilera and Bill Wagner – Gadsden School District
- Christopher Kasid – Parks and Recreation Director
- Alejandro Ramirez – San Luis Police Department
- Shelly Kreger – YCIPTA Transit Director (Interviewed by phone, January 19, 2016)

Stakeholders to be interviewed were identified by City of San Luis staff. Interviews focused on informing the stakeholders about the project's scope and purpose to allow the interview to focus on information relevant to the specific project. Stakeholders were asked a number of questions, including:

- Where are the key activity centers within the service area?
- What roads and/or intersections may pose the greatest risk to reliable service?
- How frequently and for how long (operating hours) should a potential circulator operate?
- What changes do you see coming to San Luis which could affect the circulator route?
- What other opportunities do you see which would make the circulator more successful?

The results of our interviews are summarized in bullet form, below:

- Activity Centers:
 - Riedel Center
 - Family Health Clinic
 - San Luis Recreation Center
 - Walmart
 - Fernando Padilla Center for Elderly
 - Del Sol Grocery Store
 - Advanced Call Center Technologies
 - Schools (largest below)
 - Arizona Western Community College
 - San Luis High School
 - Numerous other middle school and elementary schools

- Residential Areas
 - Bienestar Apartments – 155 units (690 10th Avenue)
 - Las Casitas de San Luis Apartments – 76 units (541 6th Avenue)
 - Elderly housing located just south of Walmart along 4th Avenue (will have twice weekly dedicated shuttle for errands)
- Many students at local schools cross the international border on a daily basis, and use taxis located at 1st Street and Urtuzuastegui Street to get to school. Circulator service could potentially tap into this market, particularly for the high school.
- Shelters similar to the ones along US-95 would be beneficial, particularly for the hot summer months.
- Growth is occurring to the east of the city proper, along Juan Sanchez Boulevard at Avenue F. However, providing transit service to these outlying areas may not be cost-effective.
- Potential exists to co-locate circulator stops at parks which have existing gazebo-type shelters.
- Late night soccer leagues at the community center and the park along 9th Avenue at Urtuzuastegui Street would benefit from longer operating hours. Games are usually over between 10:30-11 p.m. These leagues could potentially expand to the high school due to the need for extra field space.
- Service between schools and the community center in the afternoon, after school, would provide an important connection from 4-11 p.m.
- Traffic constraints exist along Juan Sanchez Boulevard west of 4th Avenue, with a large amount of pedestrian activity.
- During the high season (October to February) traffic can back up along US-95/Main Street from the international border to County Road 22.
- The traffic morning peak is from 6-8 a.m., and the afternoon peak is from 2-4 p.m.
- There are plans to potentially signalize intersections along Juan Sanchez Boulevard at 1st Avenue, 4th Avenue, and 10th Avenue.
- A sewage treatment facility is located at Juan Sanchez Boulevard (G Street) and Hidalgo Avenue (Avenue J). The smell can be unpleasant and could be a poor location for a stop.
- There is a strong flow students from San Luis to Yuma.
- There may be limited demand for a circulator service during the midday period. Demand is likely to be strongest during commuter periods.
- YCIPTA's current operating contract is for 36,000 operating hours. This can be adjusted by up to 10% without triggering a re-pricing.

The following are key points identified by each interview.

Eric Jones – Chamber of Commerce

- The chamber supports the effort. Eric would arrange a meeting to present the study findings to the Chamber. They meet on the 4th Wednesday of each month.

Gary Black and Monica Valle – Comite Bienestar

- Comite Bienestar operates high-density residential housing units.
- They have 155 units on 10th Avenue (690 10th Avenue).
- They are developing a senior housing center on Marea Street. It will have its own transportation service that will operate 2 times per week, by appointment. It will be an hourly route, possibly 30 minutes.
- Bus stops should include shade and a bench.
- Potential public event to get public input is Fernando Padilla Recreation Center.

Dr. Ray Aguilera and Bill Wagner – Gadsden School District

- School buses pick up everyone outside of 1-mile radius from the school. Grades 4-6 walk. Bus will pick up grades 4-6 if no sidewalks are available.
- School district transports approximately 2,500 kids each day.
- School buses must add about 10 minutes to their travel time during the winter due to increased traffic.
- School district would like to see a YCAT route that helps takes special needs kids to Yuma each day for school. There are 204 special needs kids in the district.

Christopher Kasid – Parks and Recreation Director

- Community Center is open late; most activity is from 6:30 p.m. – 10:30 p.m.; buses would need to run late in order to be utilized.
- A stop inside of the park may be considered.
- Potential exists to co-locate circulator stops at parks which have existing gazebo-type shelters.

Alejandro Ramirez – San Luis Police Department

- They frequently address issues with YCAT buses parking in front of the McDonald's.
- Main Street from Sanchez to 22nd Street gets very crowded during peak season (October to February).
- Taxis park on U Street from 1st Street to Cesar Chavez Street.
- Corner of Juan Sanchez/10th Street gets very congested – ¼ mile queues.
- Several current bus stops are nothing more than a sign and a pole. Passengers will sit on the ground waiting for the bus.

Shelly Kreger – YCIPTA Transit Director (Interviewed by phone, January 19, 2016)

- There may be limited demand for a circulator service during the midday period. Demand is likely to be strongest during commuter periods.
- YCIPTA's current operating contract is for 36,000 operating hours. This can be adjusted by up to 10% without triggering a re-pricing.
- Shelly suggested that the circulator route connect San Luis to Yuma, perhaps on limited service, to eliminate dead-head routes.

Appendix A2 – Public Outreach Survey

The Yuma Metropolitan Planning Organization (YMPO) is conducting a transit feasibility study for a potential new transit circulator route to serve residents of and visitors to the City of San Luis. The study will evaluate the feasibility of, and identify a preferred route for a new bus circulator in San Luis. The new circulator route would better connect San Luis residents to schools, employment, and other key destinations. Your input is important to the study. Please take a few minutes to answer the questions below.

PART 1 – DEMOGRAPHIC QUESTIONS

1. What is your age group?

- a. Under 13
- b. 13 – 17
- c. 18 – 24
- d. 25 – 34
- e. 35 – 44
- f. 45 – 54
- g. 55 – 64
- h. 65 or more

2. Do you have a valid Arizona driver's license?

- a. Yes
- b. No

3. How many vehicles are available in your household?

- a. Zero
- b. One
- c. Two
- d. Three or more

4. How many drivers are in your household?

- a. Zero
- b. One
- c. Two
- d. Three or more

5. Please indicate total household income for everyone combined in your household:

- a. Under \$15,000
- b. \$15,000 – \$24,999
- c. \$25,000 – \$34,999
- d. \$35,000 – \$49,999
- e. \$50,000 or more

6. Gender:

- a. Male
- b. Female

PART 2 – TRIP CHARACTERISTICS QUESTIONS

1. How frequently do you ride the YCAT bus?
 - a. Once a week
 - b. Twice a week
 - c. Three times a week
 - d. Daily
 - e. 1-2 times per month
 - f. 3-4 times per month
 - g. Never
2. For what purpose do you ride the bus?
 - a. Work
 - b. School
 - c. Shopping
 - d. Social/Recreational
 - e. Other: _____
3. If you don't currently ride the bus, for what purpose would you consider riding the bus?
 - a. Work
 - b. School
 - c. Shopping
 - d. Social/Recreational
 - e. Other: _____
4. How frequently do you use a taxi service?
 - a. Once a week
 - b. Twice a week
 - c. Three times a week
 - d. Daily
 - e. 1-2 times per month
 - f. 3-4 times per month
 - g. Never
5. For what purpose do you take a taxi?
 - a. Work
 - b. School
 - c. Shopping
 - d. Social/Recreational
 - e. Social Services
 - f. Other: _____
 - g. I don't use taxi service
6. Where do most of your trips start from?
 - a. Home
 - b. Work
 - c. School
 - d. Shopping
 - e. Social Services
7. When you ride the bus, how do you normally get to the bus stop?
 - a. Walk
 - b. Drive alone
 - c. Drive with others
 - d. Bike
 - e. Transfer from another bus
 - f. Taxi
 - g. I don't ride the bus
8. How do you normally pay for the bus?
 - a. Cash
 - b. Day YCATPass
 - c. 31-Day YCATPass
 - d. 10-Day YCATPass
 - e. 10-Ride YCATPass
9. What fare type do you use on the bus?
 - a. Basic fare
 - b. Senior/Student/ Disability/Medicare discount

PART 3 – TRANSIT CIRCULATOR NEEDS

1. What key points and activity centers should a potential transit circulator route serve (select all that apply)
 - a. Riedel Center
 - b. Walmart
 - c. Del Sol Grocery Store/Advanced Call Center Technologies
 - d. San Luis High School/Arizona Western College
 - e. Joe Orduno Park
 - f. International Border
 - g. Other: _____
2. How frequently should a potential transit circulator run?
 - a. 30 minutes
 - b. 1 hour
 - c. 2 hours
 - d. Other: _____
3. How early should a potential transit circulator service start?
 - a. 5:00 a.m.
 - b. 6:00 a.m.
 - c. 7:00 a.m.
 - d. Other: _____
4. How late should a potential transit circulator service end?
 - a. 8:00 p.m.
 - b. 9:00 p.m.
 - c. 10:00 p.m.
 - d. Other: _____
5. Are you likely to use a potential transit circulator service?
 - a. Yes
 - b. No
 - c. Not sure
 - d. Why or Why not? _____
6. How much would you pay for this service?
 - a. \$1.00
 - b. \$1.50
 - c. \$2.00 (standard YCAT fare)
 - d. Other: _____
7. Should the potential transit circulator stay in San Luis or connect to other cities (e.g. Gadsden, Somerton, Yuma)?
 - a. Stay in San Luis
 - b. Connect to other cities
8. If the potential transit circulator left San Luis, where should it go?
 - a. Gadsden
 - b. Somerton
 - c. Yuma
 - d. Some combination of the above
 - e. Other: _____

PART 4 – GENERAL COMMENTS

Do you have any general comments or suggestions for the study team to consider as they evaluate the feasibility of, and alternatives for, a new transit circulator route to serve the City of San Luis?

Please provide your name and address (or email address) if you would like to receive future updates and notifications about the San Luis Transit Circulator Study.

Name: _____

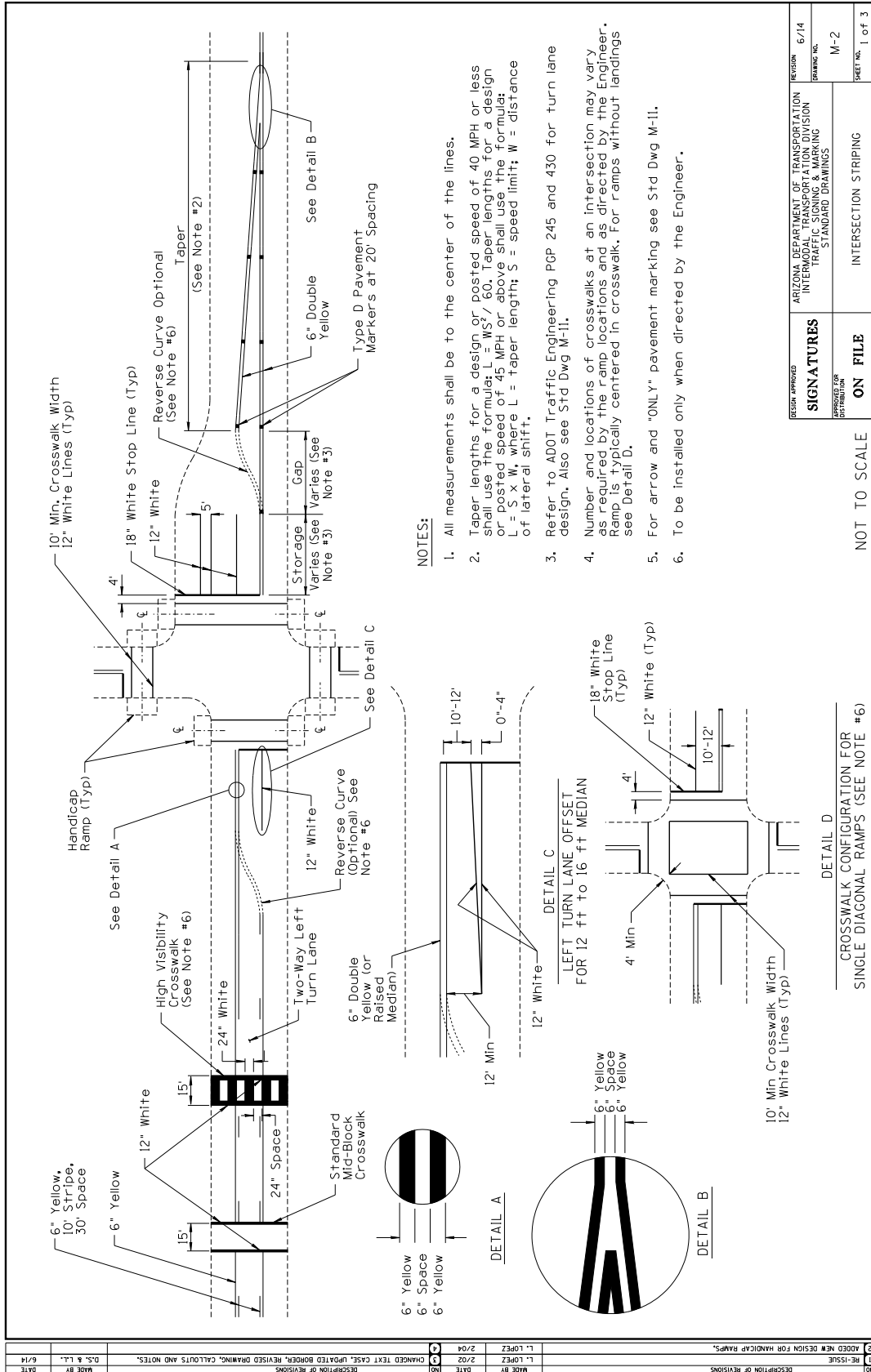
Address: _____

Email Address: _____

Please submit your comments to:

Gordley Group
Attention: San Luis Transit Circulator Study
2540 N. Tucson Boulevard
Tucson, AZ 85716
520.327.6077
alice@gordleygroup.com

Appendix B – Intersection Striping Standards



Prepared for:
Yuma Metropolitan Planning Organization

Prepared by:
Kimley»Horn