Real Time Bus Tracking
Valley Metro LINK Bus

Ratna Korepella, PE, PMP

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Background

- Two LINK Routes
  - Mesa Main Street LINK
  - Arizona Ave/Country Club LINK
- Limited stop bus service
- Links to LRT Station
Mesa Main Street LINK

- 13 miles long
- Predominately an east/west route
  - West: Sycamore Station (LRT end-of-line)
  - East: Superstition Springs Transit Center
- Started operation in 2008 to coincide with LRT
- 24 stations
Arizona Ave/Country Club Club LINK

- 12 miles long
- Predominately an north/south route
  - North: Sycamore Station (eastern end-of-line)
  - South: Chandler Park-and-Ride
- Started operation in 2011
- 20 stations
ITS Features

- Stations
  - Dynamic Message Signs
    - Real Time Bus Arrivals
  - ADA Pedestrian Push Button
  - Fare Vending Machines
  - CCTV Cameras

- Buses
  - Wi-Fi
  - Automatic Passenger Counters (APC)

- Traffic Signal Priority (TSP)
ADA Pedestrian Push Button

Pedestrian Push Button Audio Options
Web Link:
http://tracker.valleymetro.org
Welcome to Valley Metro Bus Time...
Your source for updated arrival information for selected bus routes.

Text-only version (for text-readers and mobile devices)

Estimated Arrival Times

Bus Location Map

Learn more

You can also access a "Street View" from this map where you can set a pop-up alert to notify you when a bus reaches a given stop.

Learn more
Route MAINL from Sycamore Transit Center to Superstition Springs Transit Center

13.2 Miles | Last Update: 10:23 AM | 8519 7004

Route MAINL from Superstition Springs Transit Center to Sycamore Transit Center

12.93 Miles | Last Update: 10:34 AM | 8516

Alert 10:33 AM

Bus 8516 on route MAINL has arrived at 0.92 miles to Main St FS Alma School Rd
Next Ride

Interactive Voice Response
70,000 Uses per month

SMS Text
225,000 Uses per month

Mobile Web
33,000 Uses per month
CleverCAD

• LINK Buses
• Retrieves data from CleverCAD/AVL every 15 seconds and updates DMS signs at stations
• Real time arrival information available to passengers via computers and mobile devices

Next Ride

• All vehicles
• Retrieves data from ACS CAD/AVL every 2-3 minutes and pushes to FTP site
• Retrieved time is compared to scheduled time to predict delays
• Approximate arrival time available to passengers upon request
Challenges

- ACS and Clever Devices systems on LINK buses
- Since ACS used the radio system which is used system wide for dispatch CleverCAD system became secondary
- Delay in getting scheduling software (HASTUS) data directly into the CleverCAD system
- Fiber optics issues
Real time information empowers better decision making
Ratna Korepella
Planner III
602.523.6044
rkorepella@valleymetro.org
valleymetro.org