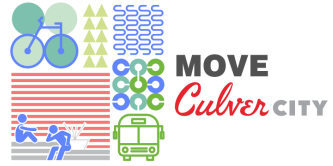


# Circulator Vehicle

Mobility Subcommittee Update - 3/30/21

# (G11) Implement New Circular Service



**Service Days** Monday - Sunday

**Service Span** Weekday: 7am – 9pm  
Weekend: 10am-9pm

**Frequency** Peak periods: 10 minutes  
Non-peak periods: 20 minutes

**Benefits** First/last mile connection  
Work trips  
Lunch/dinner trips  
Reduce parking demands

*\* Preliminary concept subject to change.*

**Street Transformation**

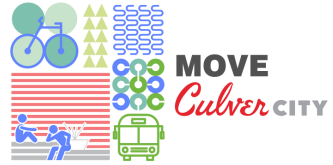
**+  
Expanded Mobility  
Service**

**=**

**Multimodal  
Behavior Change**



# Vehicle Options



#1 - Van Bus	#2 - CityBus	#3 - Tram Shuttle
RCNG & Different: Buy (\$107k) lease (\$51k) = \$204k a yr	RCNG: – we own, increase costs of \$300k a year to operate	Electric & Unique: Buy new – (\$40k-\$100k) = 80k - \$200k a yr
Available in 2 months, 1 month preparation for service	Available now – no work required	Need to do research on viability – will take about approx. 6 months to do ordinance & RFP to buy
Minimal impact to Maintenance	No impact to Maintenance	Will require work to solve

\*Electric Vehicles – require different infrastructure for charging, have level 2 chargers today.

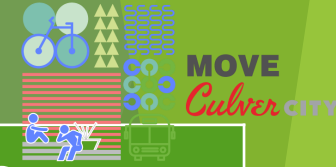


# Tram Shuttle – Option 3

Mfg	Moto-Electric & Others
Procurement	Buy - \$40k - \$60k
Type / Propulsion	Electric / Open Aired - range less than 70
Seating	15 seated with 1 ADA, no standees
Doors	Flexible, Open - easy access
Maintenance	Minimum impact
Advantages	<ul style="list-style-type: none"><li>• Branding - very unique and special</li><li>• Flexible in look - hard doors, vinyl, open</li><li>• Open Aired</li><li>• Meets turning radius - small vehicle</li></ul>
Challenges	<ul style="list-style-type: none"><li>• Not Street legal - require ordinance</li><li>• Speed - 25 MPH</li><li>• Range is limited, do we need more than 4?</li><li>• CityBus Equipment</li><li>• Charging Infrastructure &amp; Parking</li><li>• Should have value - could sell</li></ul>



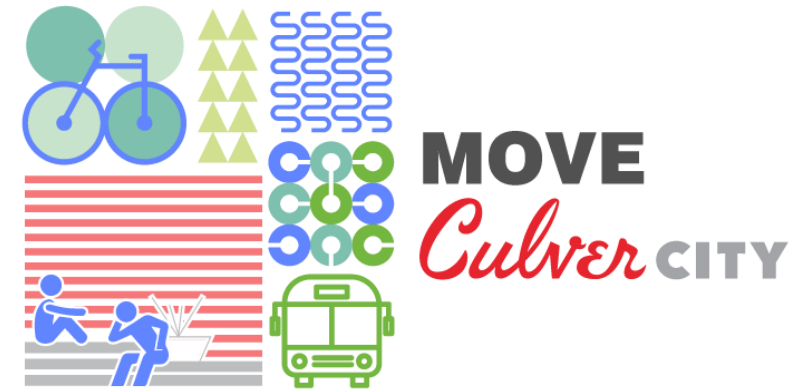
# Vehicle Considerations (Scope)



Vehicle Requirements	Progress	Status
<b>Operational Viability</b> <ul style="list-style-type: none"> <li>• ADA &amp; tie downs</li> <li>• Turning radius</li> <li>• Branding</li> </ul>	Multiple options available, ramp is manual - should be ok. Radius 18' - good.	Pending Vehicle, design in progress
<b>Vehicle Viability</b> <ul style="list-style-type: none"> <li>• Range / Battery</li> <li>• Configuration / Design</li> <li>• CAD/AVL Install</li> <li>• Video Surveillance System</li> </ul>	50 mile range - may need 6 vehicles, will try to expand battery. Multiple options available, staff reviewed vehicle and can accommodate mandatory equipment.	Pending Vehicle, most equip is secured. Have 4 CAD/AVL off of retiring buses - may need 2 sets more.
<b>Other CityBus Equip Installs</b> <ul style="list-style-type: none"> <li>• Headsign</li> <li>• Passenger Signals</li> <li>• Farebox &amp; TAP validator</li> <li>• Auto Passenger Counter</li> </ul>	Staff reviewed vehicle and can accommodate our internal systems. Farebox may be a challenge.	Pending Vehicle, most equip is secured. Need to scope a headsign and order
<b>Procurement</b>	Have a GSA option, close to budget for 4. If we go 6, will add to budget	Pending recommendation
<b>Must be Street Compliant</b>	Continuing to do research	Pending research

# Vehicle: Street Legal Considerations

	<u>Low Speed Vehicle</u>	<u>Bus</u>	<u>Off-Highway Vehicle</u>
California Vehicle Code	<b><u>Section 385.5</u></b>	<b><u>Section 233</u></b>	<b><u>Section 38000</u></b>
Street Legality	Yes ( $\leq 35$ mph posted speed limit)	Yes	Special ordinance*
Passengers	na	More than 10 (233b)	na
Power	na	na	na
Gross Weight	Under 3,000 lbs	No weight spec	No weight spec
VIN Number	Yes	Yes	Yes
Max Speed	20 - 25 mph	>25 MPH	na



# Discussion