

TRANSIT NEEDS ASSESSMENT SURVEY REPORT

SOUTHWEST VALLEY LOCAL TRANSIT SYSTEM STUDY

Prepared for:

**MARICOPA
ASSOCIATION of
GOVERNMENTS**

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Executive Summary

As part of the Southwest Valley Local Transit System Study, residents in the Southwest Valley were asked to participate in an online survey to determine the local needs for improved transit services. The 28-question survey was available on line from February 23 to March 25, 2012. To reach residents without internet access, project team members attended community events and visited major activity centers to collect survey responses. The cities and regional agencies assisted with sending out the survey link through email announcements and posting the survey link on their websites. News articles were published in the West Valley View and Arizona Republic.

Response to the survey was very high with 2,092 answering one or more questions and 1,859 completing the entire survey. Of these responses 334 were collected in person. Participation in the transit needs assessment survey was voluntary and not a randomly selected sample. **Thus these results, while very useful, are not necessarily representative of the of population of the study area.** *The information presented in this report should be considered as a qualitative snapshot of the opinions of the residents who chose to participate and may not reflect the opinions of all residents in the Southwest Valley.*

Who responded?

Almost half of the respondents live in Goodyear. Phoenix residents accounted for 14% of the responses and Avondale had 195 responses for the 10% of the total. Because regional organizations such as the Friends of Transit and Maricopa Association of Governments assisted by distributing e-mail notices, responses were received from more than 200 people who do not live in the Southwest Valley.

The age of the respondents can be divided into 3 general age groups: Age 40 and under – 28%; Ages 41-55 – 32%; Age 56 and over – 40%. The largest number of respondents (58%) has lived in the Southwest Valley between 1-10 years.

Almost two-thirds of the respondents (65%) have two or more vehicles available for their use. Only six percent reported no access to a vehicle and 95% have a driver's license.

The largest group of respondents reported an annual household income of \$60,000 to \$99,999. The distribution of respondents by income is consistent with the Maricopa County incomes reported in the 2010 census.

Where do they go?

The most frequent trips made (4 or more times a week) are work trips. Respondents are going shopping and making social trips 2-3 times a week and most do not make trips to elementary, high school or college. Recreation, entertainment and medical trips are made approximately once a week.

Survey respondents who ride the bus are most likely going to work, recreation or college. Carpoolers are typically making recreation, social, entertainment and high school trips. People are most likely to drive alone for medical and shopping trips.

The shortest trips are to the elementary and high school destinations. Social, entertainment and shopping trips are typically less than 10 miles. Work trips are 16 miles or more on average and recreation trips were reported as the longest trips. The number of miles people are traveling to college varies from short, 1-5 miles, to longer trips over 25 miles.

Current Transit Usage

Most of the survey respondents (92%) do not currently use transit service in the Southwest Valley (2% of weekday travel in the Southwest Valley is on transit).

Questions about the existing local transit services were answered by 164 current users. Current transit users are more likely to live in the northeast portion of the study area and are ages 25-55. They typically only have one vehicle available in the household and have a household income of less than \$45,000. It does not appear length of residency affects transit usage. Most of the survey respondents who say they are transit users only use the service a few times a month or year. Only about one-quarter (27%) of the transit riders use the service daily.

Survey respondents had mixed impressions of the existing transit services. Thirty-four percent (34%) felt the service was good but 27% rated the existing service as poor.



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Respondents were asked to select the three most important transit improvements from a provided list. Service later at night, more frequent service and more bus routes were the three most important services selected by the respondents.

Potential Transit Use

Survey respondents who stated they do not currently use transit were asked a series of questions to identify the reasons they don't use transit and determine whether or not they would be willing to use transit if additional transit improvements were implemented. Most people reported they do not use transit because there is no service in their area (47%) or the bus doesn't go where they want to go (42%). An additional 448 other responses were provided by the respondents.

Seventy percent (70%) reported they would use transit if it was as convenient as the car. Respondents indicated they were willing to walk $\frac{1}{4}$ - $\frac{1}{2}$ mile to the bus stop, wait 10 minutes on the bus and spend less than an hour on the bus.

Because a high percentage of the respondents stated they had multiple vehicles available in the household and many of the reasons for not using the bus were related to convenience of driving their own car, it appears frequency and accessibility of service are important to whether or not a person will use transit.

Thirty-one percent (31%) indicated they would ride a bicycle to the bus stop and 60% would use a park-and-ride. Future users are most likely to use local transit to travel to shopping centers, libraries and the Goodyear Spring Training Facility. Over 800 other locations were also identified by the survey respondents.

Transit Role in the Community

Respondents were asked to rate how strongly they agreed or disagreed with three statements about the role of transit in the community. Fifty percent or more strongly agreed with each of the statements:

50% strongly agree local transit helps the economy

64% strongly agree local transit is needed for residents with no other options

57% strongly agree local transit is needed for people to commute to work

There was very little disagreement with the statements; although, 16% were neutral on whether or not transit helps the economy.

The final question asked respondents if a sales or other tax were the only way to pay for local transit services in the Southwest Valley would they support the tax. Forty-six stated they would support the tax, but with 28% selecting "not sure," it is difficult to gauge the support for additional taxes based on these results alone.

The respondents most likely to support the tax were age 25-55 and have lived in the Southwest Valley more than 15 years.



1.0 Introduction

The Southwest Valley has experienced an extended period of rapid population and employment growth. However, the recent economic downturn has impacted the area's current and future transit service. The purpose of the Southwest Local Transit System Study is to identify opportunities and strategies for improving the existing transit service in the Southwest Valley and develop a short-, mid-, and long-range local transit plan that effectively provides circulation within the Southwest Valley and connects to the regional transit system. The study area includes portions of the City of Phoenix, City of Avondale, City of Goodyear, City of Tolleson, City of Litchfield Park, Town of Buckeye and surrounding unincorporated portions of Maricopa County.

Gunn Communications, Inc. (GCI) was hired by the Maricopa Association of Governments (MAG) as part of the URS project team to implement the public involvement plan. The first phase of the public involvement plan was to identify the local transit needs of residents within the study area. A survey was created to identify how residents are currently getting to where they need to go, how likely they would use transit if it was convenient and which destinations they felt should be served by local transit services.

1.1 Survey Development

GCI, with guidance from MAG and the Project Management Team (PMT), developed a 28-question survey instrument to gather information from the Southwest Valley residents. The survey was available online and in-person intercepts at major activity centers. A copy of the survey is included in the Appendix of this report.

The online survey was created using SelectSurvey.net software. Responses were collected on a secure SQL server and mirrored to a second server for backup. The draft survey was tested by members of the PMT and MAG staff before the public launch. The survey was conducted from February 23 to March 25, 2012 and was available in both English and Spanish.

1.2 Public Notification

GCI worked closely with the cities Public Information Officers (PIO) and PMT members to distribute notifications for the transit survey, newsletter and summit invite. The survey information was posted on the following sites:

Maricopa Association of Governments

- <http://www.azmag.gov/Projects/Project.asp> project website

City of Avondale

Survey posted to the following websites

- <http://www.ci.avondale.az.us/> main page posted 3/6/12
- @AZAvondaleNews Twitter 3/6/12
- www.facebook.com/pages/City-of-Avondale-AZ/109498546404 Facebook 3/6/12

E-mail distribution count is approximately 1,200 people

City of Goodyear

Survey posted to the following websites

- <http://www.ci.goodyear.az.us/> main page posted 3/5/12 & reposted 3/8/12 with Summit invite
- <http://twitter.com/#!/GoodyearAZGov> posted 3/5/12 & reposted 3/8/12
- <http://www.facebook.com/goodyearazgov> posted 3/5/12 & reposted 3/8/12

E-mail distribution 3/5/12 and 3/8/12 count approximately 8,884 people

Maricopa County

Survey posted to the following websites

<http://www.mcdot.maricopa.gov/news/2012/sw-valley-transit-study.htm>

E-mail distribution out to all employees at MCDOT, Flood Control, Maricopa County Equipment Services and Solid Waste/Recycling Department which was approximately 800 people 3/8/12.



Valley Metro/RTPA

Posted link to survey

Metro

Sent survey link to Twitter and Facebook followers

WESTMARC

Included link to survey via electronic newsletter reached 279 people.

City of Tolleson

Sent out survey link via e-mail distribution list

Southwest Valley Chamber of Commerce

Sent out survey via e-mail distribution list to members and also posted to their Facebook and Twitter sites.

Friends of Transit

Sent out survey link to their members in electronic newsletter.

Leadership West

Posted survey link onto their website.

City of Phoenix

Posted link to survey on City of Phoenix Transit website.

City of Litchfield Park

Sent out survey link and summit invite via e-mail distribution

Town of Buckeye

Posted link and summit invite to Town's website

1.3 Press Coverage

Reporter Brent Whiting, West Valley Newspaper wrote an article "Planners Seek Public's Transit Ideas" on March 16, 2012. The article described the transit summit scheduled for April 5, 2012 and encouraged the public to take part. MAG also ran an advertisement in the West Valley View newspaper for the summit.

On March 16, 2012, reporter David Madrid with the Arizona Republic, wrote an article in response to MAG'S press release. The article was titled: "Survey measures Southwest Valley's public-transit needs - SW Valley has fallen back; MAG wants people's view and described the purpose of the study and listed the website link for the public to participate in the survey."

1.4 Intercepts

Since not all residents have access to the internet, team members attended local events and visited major activity centers to conduct in-person surveys with residents. Intercepts were conducted at nine locations resulting in the collection of 324 completed surveys. Also, survey collection boxes were set up in seven local libraries resulting in 10 additional surveys. A total of 334 surveys were collected in-person or through the collection boxes. The responses were included in the database with the online responses and represent 16 percent of all surveys collected.



Survey collection boxes



Figure 1, Survey Intercept Locations

Site	Address	Date and time	Collection Method	Count
Estrella Mountain Community College	3000 N Dysart Road, Avondale	Sat 2/25, Noon – 3 p.m.	Interceptors at “Tale of Two Cities” event.	54
Avondale Civic Public Library	11350 W. Civic Center Drive, Avondale	3/1 through 3/16	Via collection box ending 3/16	0
Buckeye Public Library	310 N. 6th Street, Buckeye	3/1 through 3/16	Via collection box ending 3/16	4
Desert Sage Public Library	7602 W. Encanto Blvd., Phoenix	3/1 through 3/16	Via collection box ending 3/16	3
Maricopa Co. Library District - Goodyear Branch	250 N. Litchfield Rd., Goodyear	3/1 through 3/16	Via collection box ending 3/16	0
Maricopa Co. Library District - Litchfield Park Br.	101 W. Wigwam Blvd., Litchfield Park	3/1 through 3/16	Via collection box ending 3/16	1
Sam Garcia Western Avenue Library	328 W Western Avenue, Avondale	3/1 through 3/16	Via collection box ending 3/16	0
Tolleson Public Library	9555 W. Van Buren St., Tolleson	3/1 through 3/16	Via collection box ending 3/16	2
Southwest Valley Chamber of Commerce Mixer	Wigwam Resort, Litchfield Park	Wed, 3/7, 7:30 a.m.	Interceptors	16
Cashion Post Office	1216 S. 111TH Drive, Cashion	Wed, 3/7, 2:30-5 p.m.	Interceptors	28
Maricopa Workforce Connections	1840 N. 95th Ave., Suite 160, Phoenix	Thursday, 3/8, 10 a.m.-1 p.m.; Monday, 3/12, 8:30 a.m.-1 p.m.	Interceptors	113
Tolleson Senior Center	955 W. Van Buren St., Tolleson	Tuesday, 3/13, 11:30 a.m.-12:30 p.m.	Interceptors	10
Care 1st Avondale Resource and Housing Center	328 W Western Avenue, Avondale	Tuesday, 3/13, 1:30-2:30 p.m.; Thurs, 3/15, 9:30 a.m.-12:30 p.m.	Interceptors; at Federal Grants Workshop on 3/14	38
DES Offices, Avondale	290 E. LaCanada, Avondale	Tues, 3/13, 2:30 p.m.-4:30 p.m. Wed, 3/14, 7:30 a.m.-8:30 a.m.	Interceptors	9
Buckeye Community and Senior Center	201 E. Centre Dr., Buckeye	Wed, 3/14, 9 a.m.-10:30 a.m., 11:30 a.m.-Noon	Interceptors	34
DES Offices - Buckeye	302 N. Fourth St., Buckeye	10:30 a.m.-11:30 a.m.	Interceptors	4
Phoenix Desert West Senior Center	6501 W. Virginia Ave., Phoenix	Thurs, 3/15, 8:30 a.m.-11 a.m.	Interceptors	18

2.0 Survey Results

Although a variety of communication methods (press releases, website postings, social media, news articles, and e-mail blasts) were used to promote the survey and encourage participation, the survey respondents self-selected and therefore do not necessarily reflect the makeup of the Southwest Valley.

2.1 In which community do you live?

Almost half of the respondents live in Goodyear. Phoenix residents accounted for 14% of the responses and Avondale had 195 responses for the 10% of the total. Because regional organizations such as the Friends of Transit and Maricopa Association of Governments distributed the survey link, responses were received from more than 200 people who do not live the Southwest Valley.

The responses from each community were compared to the communities’ percentage of the total population in the Southwest Valley. The cities of Avondale and Buckeye were under represented in the survey sample, while the City of Goodyear was over represented. The number of responses from Litchfield Park and Tolleson were comparable to the percent of SW Valley population.

Other Responses:

- A pocket of Litchfield Park just off Jackrabbit Trail
- Ahwatukee (5)
- Anthem
- Apache Junction (3)
- Avondale
- Black Canyon
- Borderline Phoenix
- By the way we are broke in Goodyear!
- Casa Grande (2)
- Cashion (2)
- Chandler (13)
- Desert Hills, Cave Creek
- Downtown Phoenix
- East Mesa (2)



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Communities people live cont.

- East Valley (2)
- El Mirage (3)
- Estrella Mountain Ranch (17)
- Further west side of Phoenix
- Gila Bend
- Gilbert (6)
- Glendale (41)
- Glendale address, but inside Phoenix city limits too.
- Goodyear (6)
- I live on the SW corner of Phoenix, where Phoenix, Avondale, Tolleson, Laveen, and Goodyear meet.
- I-17 & W. Union Hills Dr
- Laveen (24)
- Laveen is on my backyard
- Litchfield Park
- Local Goodyear Pastor
- Maricopa (2)
- Mesa (17)
- Mess
- Miami
- North
- North Phoenix
- Northwest Phoenix
- Pebble Creek (2)
- Peoria (25)
- Peoria, however work in Phoenix and visit family in SW valley
- Phoenix (3)
- Phoenix/Laveen
- Phoenix; Work in Avondale.
- Pinal County
- Queen Creek (2)
- San Tan Valley (2)
- Scottsdale (4)
- SCW
- Sidney
- South Mountain near 32nd St and Baseline

- South Peoria
- South Phoenix (2)
- Southeast valley, Mesa, but I work in Phoenix.
- Sun City (3)
- Sunnyslope
- Surprise (29)
- Tempe (10)
- Tonopah (3)
- Too often is Guadalupe left off the list. Guadalupe
- Verrado
- Waddell - catch the Buckeye bus
- Waddell (3)
- We are southwest of Tolleson, City of Phoenix
- West Phoenix...95th Ave (Loop 101) & Camelback
- Wickenburg (2)

Figure 2, Residency Responses

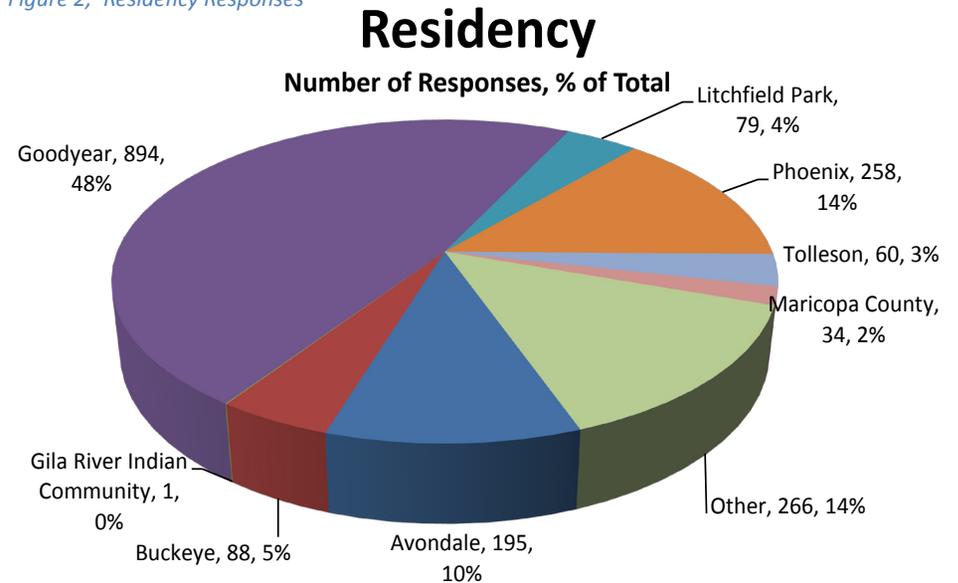




Figure 3, Responses Compared to Population

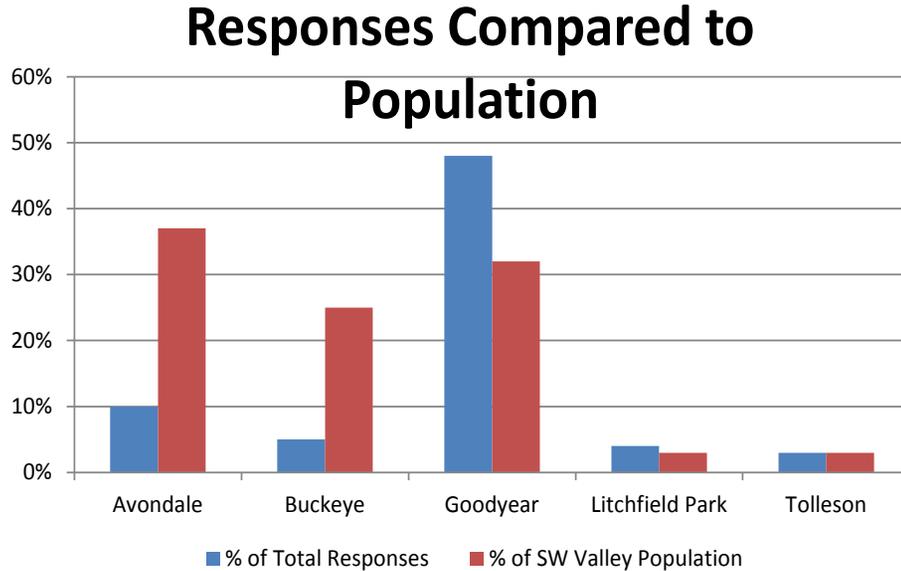
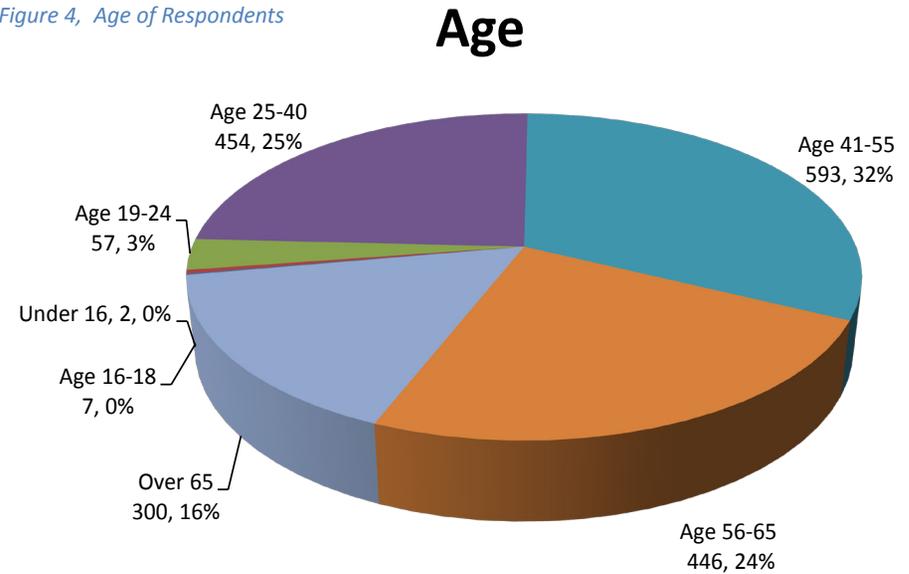


Figure 4, Age of Respondents



2.2 How old are you?

Sixty-six of the respondents were age 24 or younger. The majority of the respondents were older. The age of the respondents can be combined into 3 general age groups:

- Age 40 and under – 28%
- Ages 41-55 – 32%
- Age 56 and over – 40%

According to the 2012 census for Maricopa County, 57.5% of the population is age 40 or under. Ages 41 - 55 make up 20% of the population and seniors over the age of 56 account for 22.5% of the population.



GCI staff conducted in-person survey intercepts at community events



2.3 How long have you lived in the Southwest Valley?

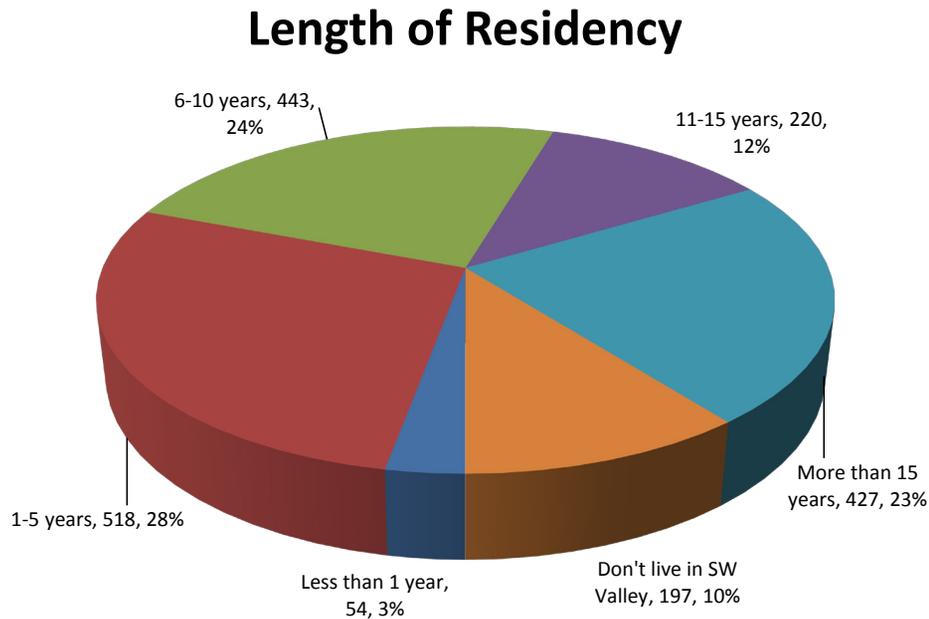
The largest number of respondents (28%) have lived in the Southwest Valley 1-5 years.

Ten percent of the respondents (10%) do not live in the Southwest Valley. This number is larger than expected and is due to the regional organizations such as MAG, Valley Metro and Friends of Transit who sent e-mail to their distribution list.

Of those respondents who live in the Southwest Valley:

- Less than 1 year - 3%
- 1-5 years - 31%
- 6-10 years – 27%
- 11-15 years – 13%
- 15 years or more – 26%

Figure 5, Length of Residency

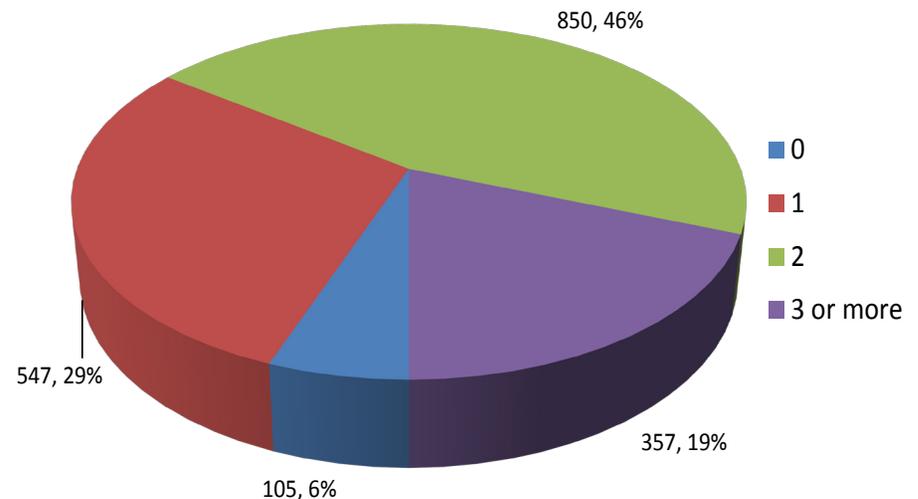


2.4 How many working, registered vehicles are available in your household?

Almost two-thirds of the respondents (65%) have two or more vehicles available for their use. Only six percent reported no access to a vehicle. Many commented they didn't use transit because they had a car and preferred the convenience of their own car over transit.

Figure 6, Number of Vehicles Available

Number of Vehicles Available





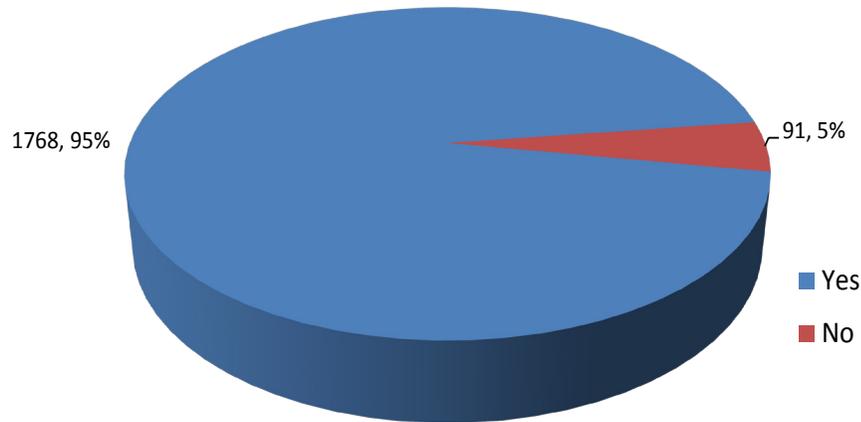
2.5 Do you have a driver's license?

As predicted, most survey respondents have a drivers license.

Based on these results, it can be assumed the majority of the survey respondents are NOT transit dependents.

Figure 7, Licensed Driver

Licensed Driver



2.6 What is your annual household income?

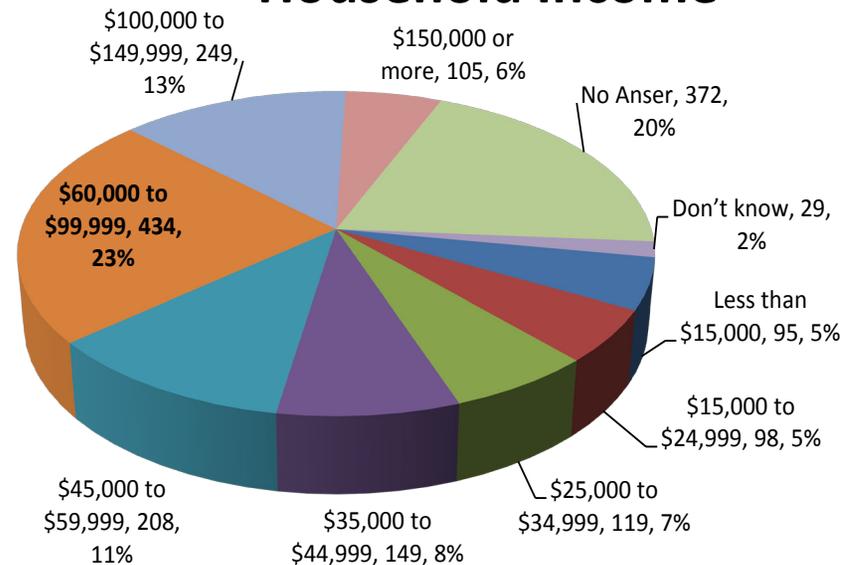
The largest group of respondents reported an annual household income of \$60,000 to \$99,999. The distribution of respondents by income is consistent with the Maricopa County Incomes reported in the 2010 census.

Below is the percent of Maricopa County households by income according to the 2010 Census.

- Less than \$15,000 12%
- \$15,000 to \$24,999 11%
- \$25,000 to \$34,999 11%
- \$35,000 to \$44,999 10%
- \$45,000 to \$59,999 13%
- \$60,000 to \$99,999 22%
- \$100,000 to \$149,999 13%
- \$150,000 or more 8%

Figure 8, Annual Household Income

Household Income

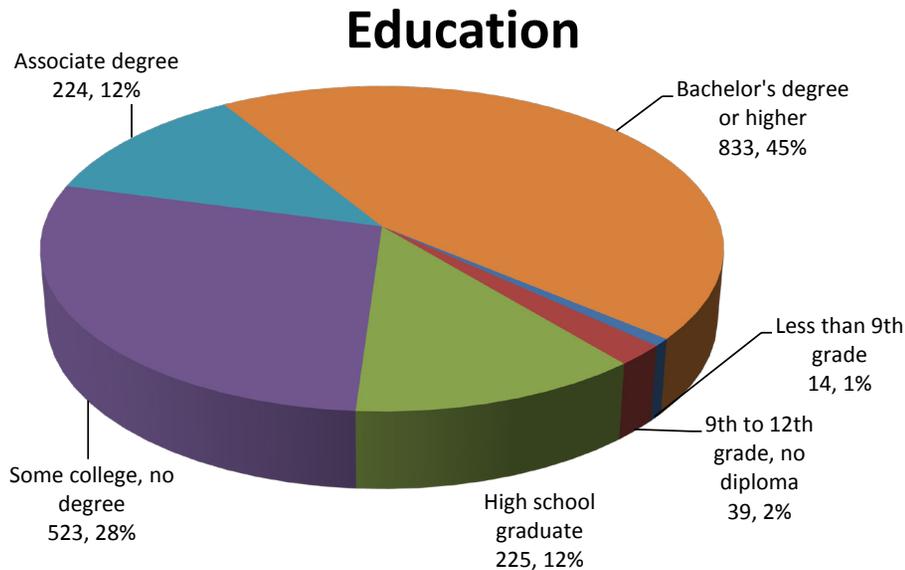




2.7 What is the highest level of education completed?

Eighty-five percent of the respondents (85%) have attended some college or received a college degree.

Figure 9, Highest Level of Education



3.0 Current Travel Behavior

Survey respondents were asked to identify the trips they make each week and to identify the destinations to which they typically travel.

3.1 In a typical week, how frequently do you go to the places below?

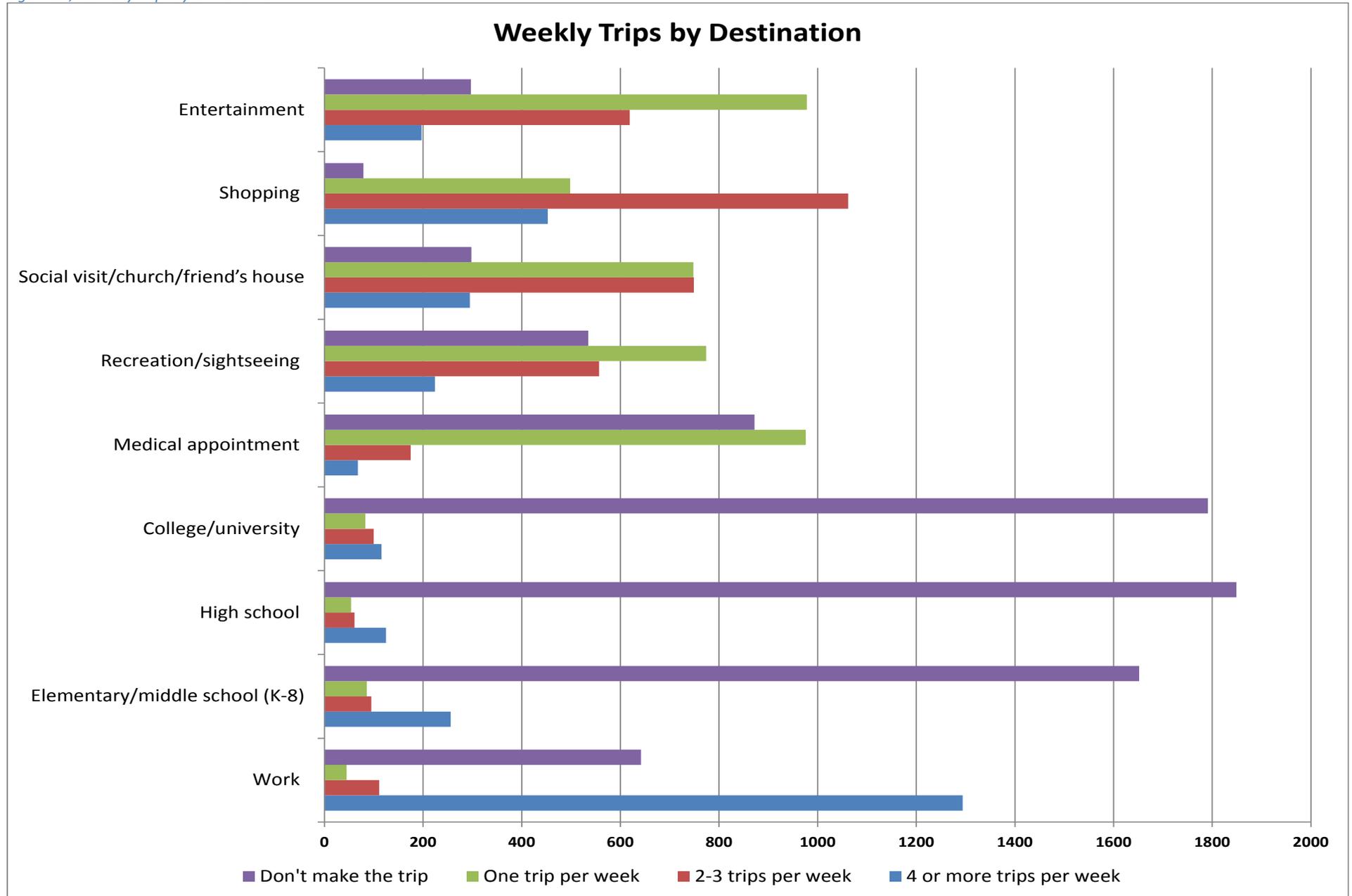
As reflected on the bar graph on the next page, the most frequent trips made (4 or more times a week) are work trips. People are going shopping and making social trips 2-3 times a week and most do not make trips to elementary, high school or college. Recreation, entertainment and medical trips are made approximately once a week.



GCI staff conducted in-person survey intercepts at community events



Figure 10, Weekly Trips by Destination





3.2 Work Trips

- 62% travel to work 4 or more times a week
31% do not go to work
- 69% drive alone to work
18% ride the bus (highest of all trip types)
10% carpool
- 53% travel 16 miles or more to work
17% travel 5 miles or less to work

Figure 11, Frequency of Work Trips

Frequency of Work Trips Trips per Week

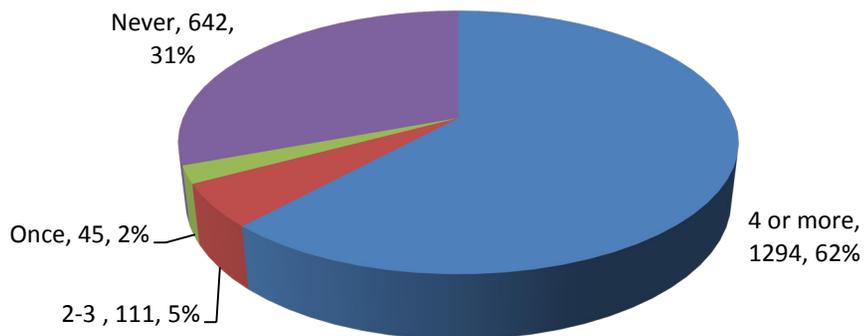


Figure 12, Work Trips by Mode

Work Trips by Mode

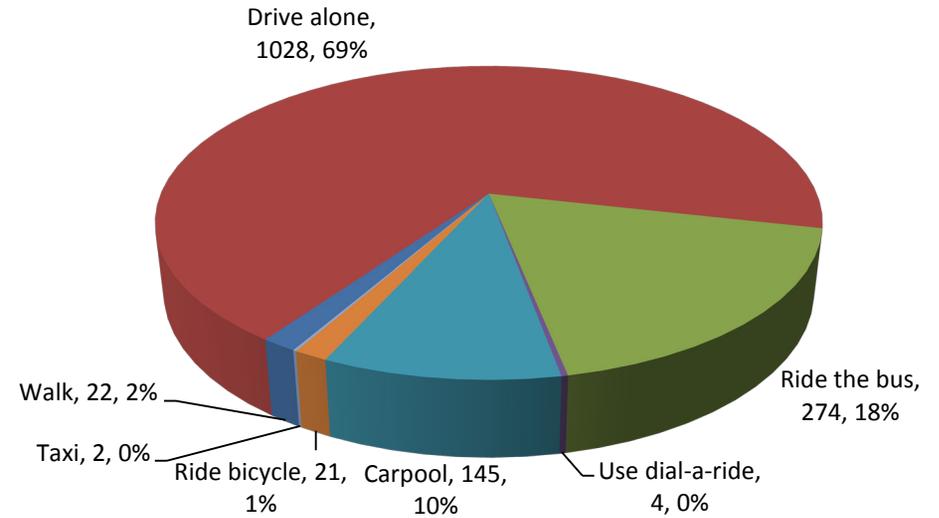
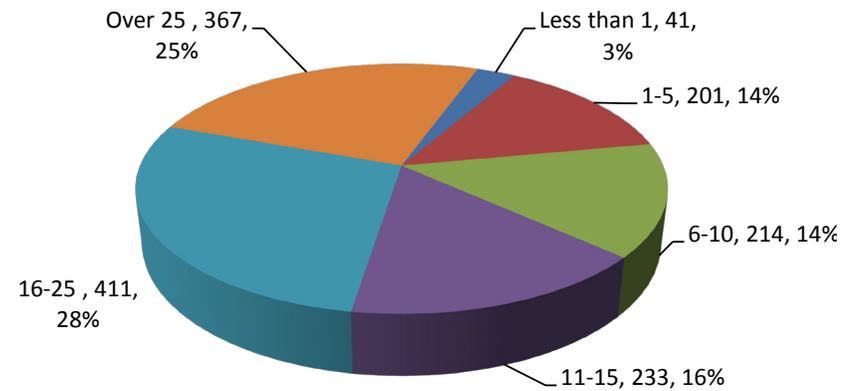


Figure 13, Work Trip Length

Work Trip Length Number of Miles





3.3 Medical Trips

- 47% make a medical trip at least once a week
42% do not make medical trips
- 83% drive alone to medical appointments (highest of all trip types)
7% ride the bus
7% carpool
- 29% drive 1-5 miles for medical appointments
27% travel 16-10 miles
25% travel over 16 miles

Figure 14, Frequency of Medical Trips

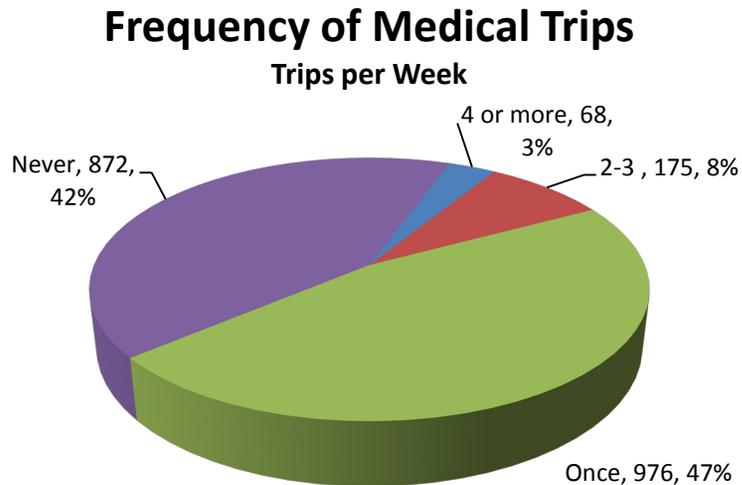


Figure 15, Medical Trips by Mode

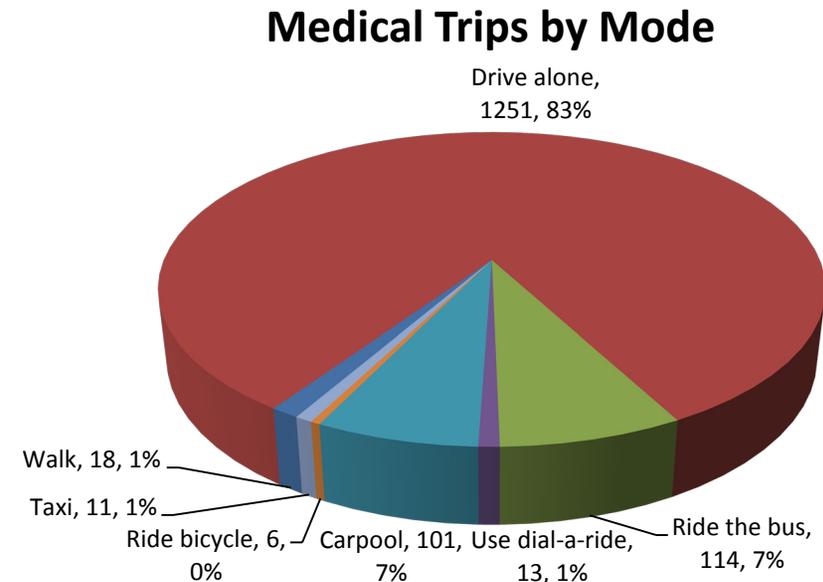
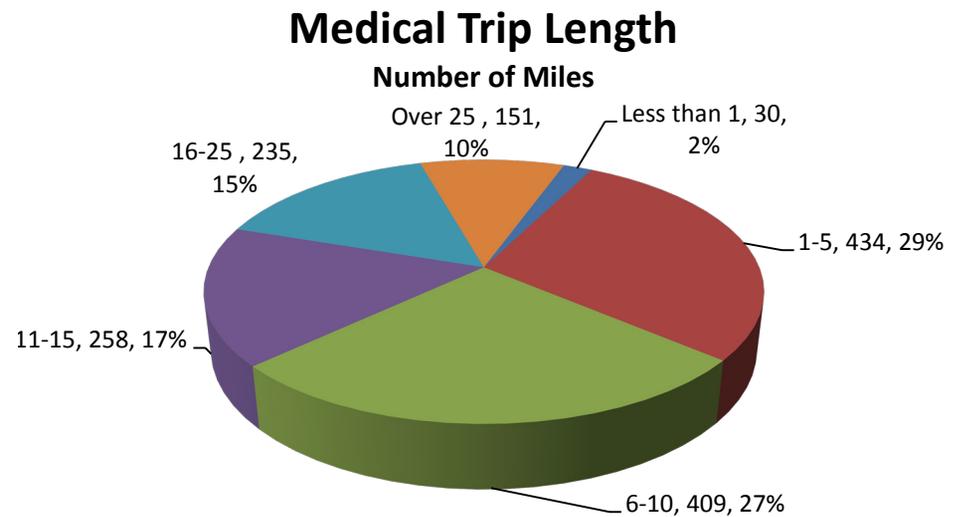


Figure 16, Medical Trip Length





3.4 Recreation Trips

- 37% make a recreation trip at least once a week
27% make a recreational trip 2-3 times a week
- 56% drive alone
12% ride the bus
28% carpool (2nd highest of all trip types)
- 24% travel 6-10 miles for recreation
23% travel over 25 miles

Figure 17, Frequency of Recreation Trips

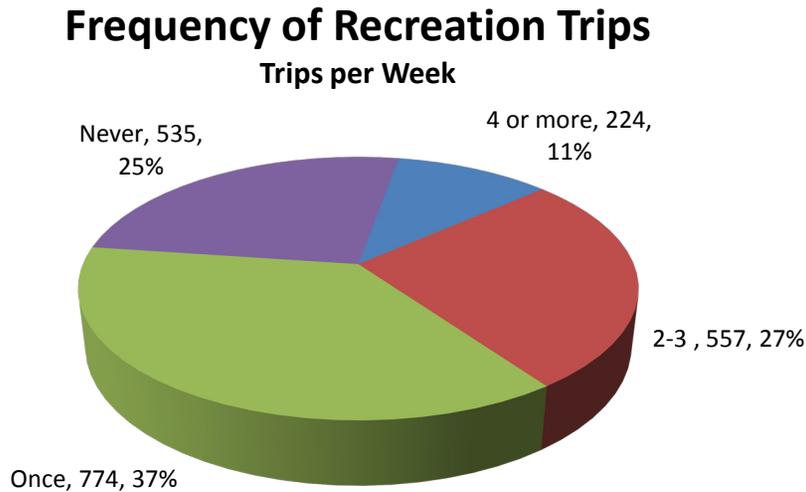


Figure 18, Recreation Trips by Mode

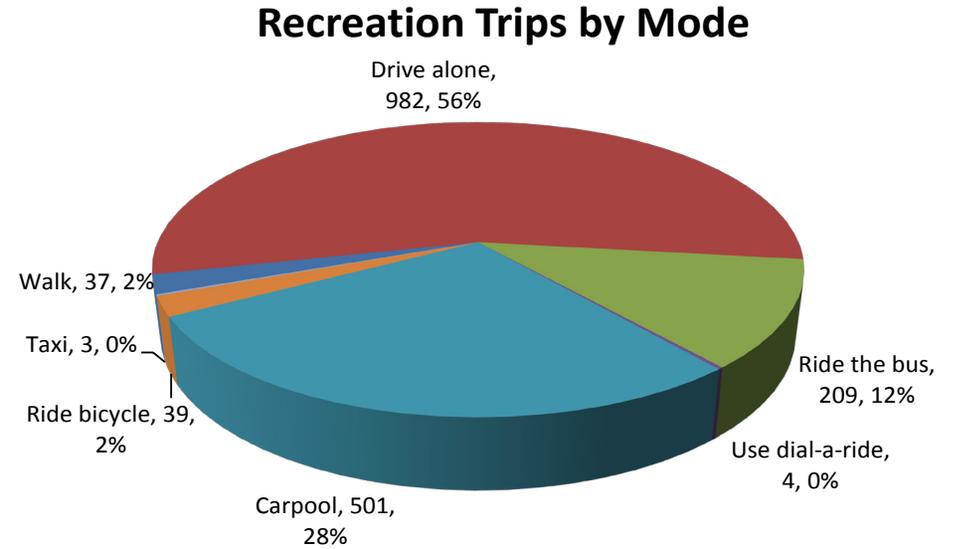
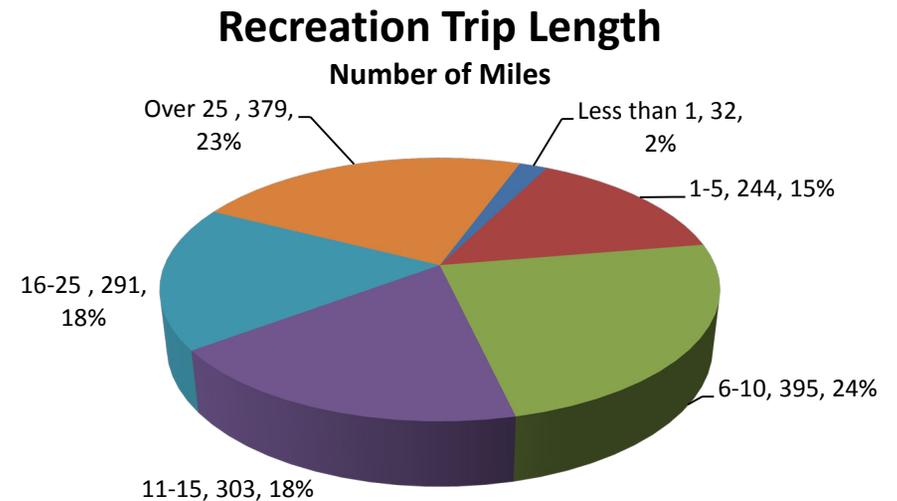


Figure 19, Recreation Trip Length





3.5 Social Trips

- 36% make a social trip at least once a week
36% make a social trip 2-3 times a week
- 63% drive alone
25% carpool
- 32% travel 1-5 miles for social trips
26% travel 6-10 miles

Figure 20, Frequency of Social Trips

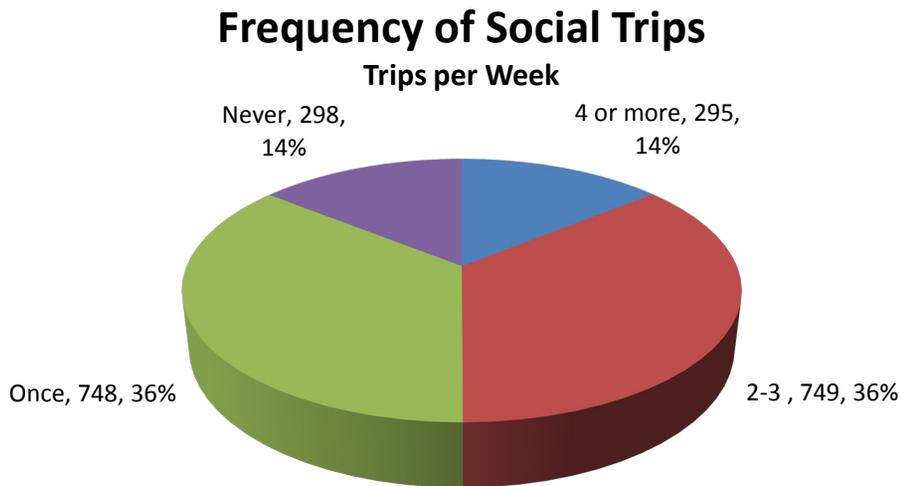


Figure 21, Social Trip by Mode

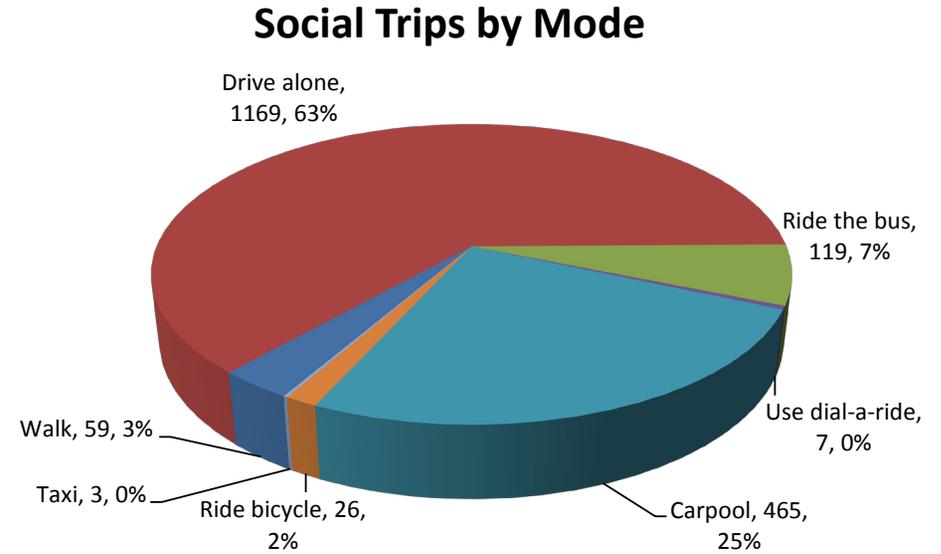
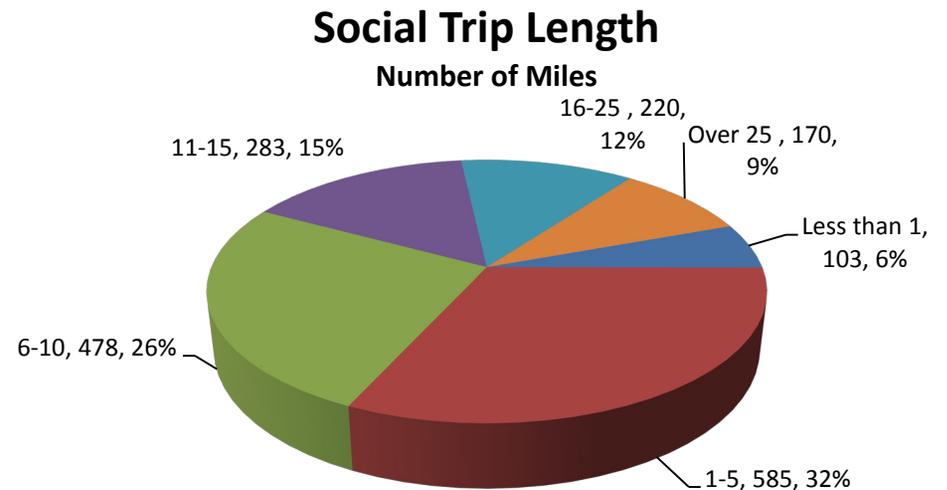


Figure 22, Social Trip Length





3.6 Entertainment Trips

- 47% make an entertainment trip at least once a week
30% make an entertainment trip 2-3 times a week
- 60% drive alone
31% carpool (highest of all trip types)
- 30% travel 6-10 miles for entertainment
26% travel over 1-5 miles

Figure 23, Frequency of Entertainment Trips

Frequency of Entertainment Trips

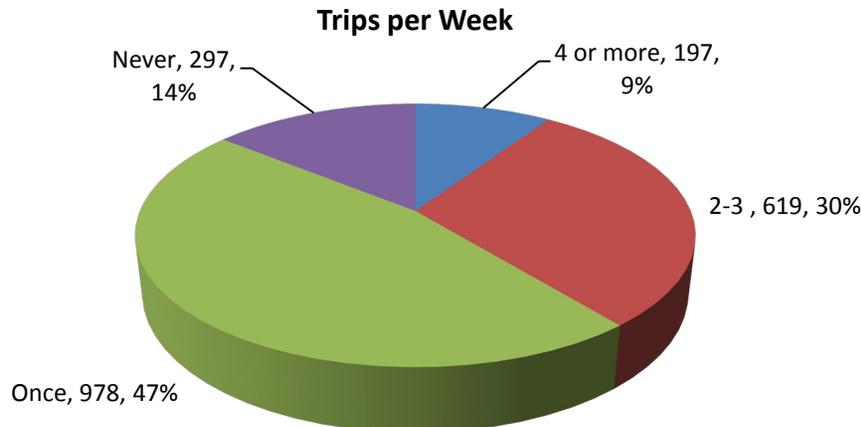


Figure 24, Entertainment Trips by Mode

Entertainment Trips by Mode

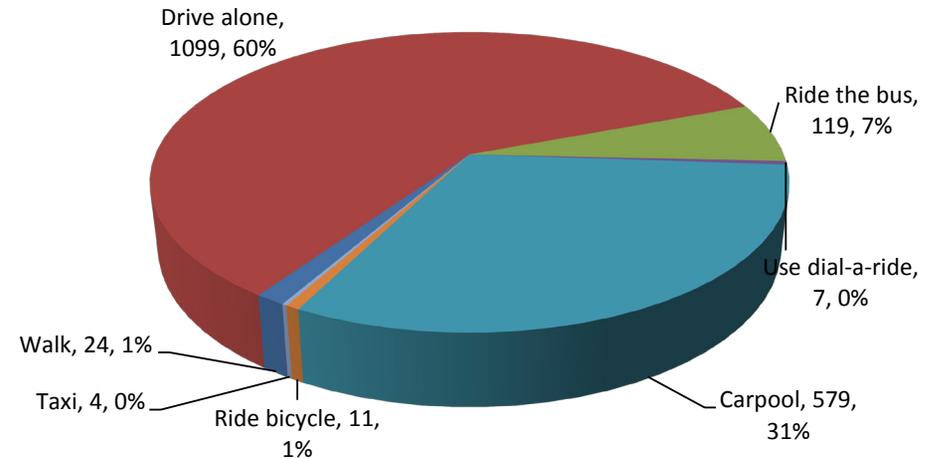
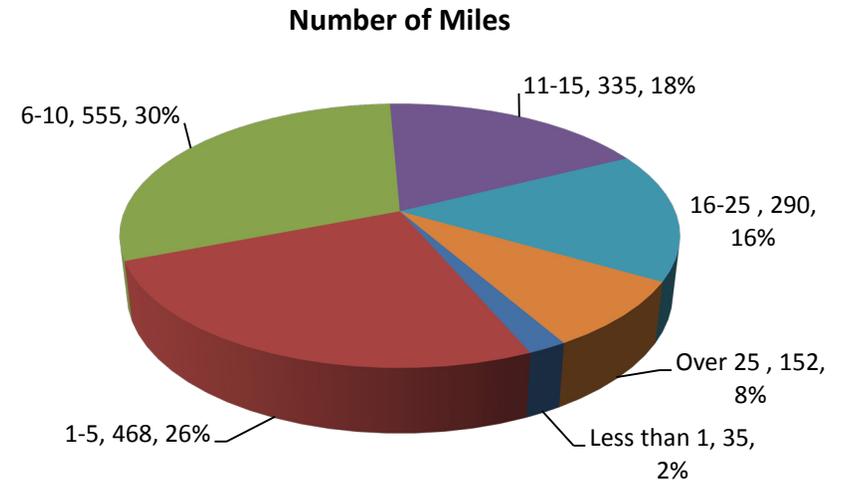


Figure 25, Entertainment Trip Length

Entertainment Trip Length





3.7 Shopping Trips

- 51% make 2-3 shopping trips per week
24% make a shopping trip at least once a week
21% make a shopping trip 4 or more times a week
- 71% drive alone (2nd highest of all trip types)
19% carpool
- 41% travel 1-5 miles for shopping
26% drive 6-10 miles

Figure 26, Frequency of Shopping Trips

Frequency of Shopping Trips Trips per Week

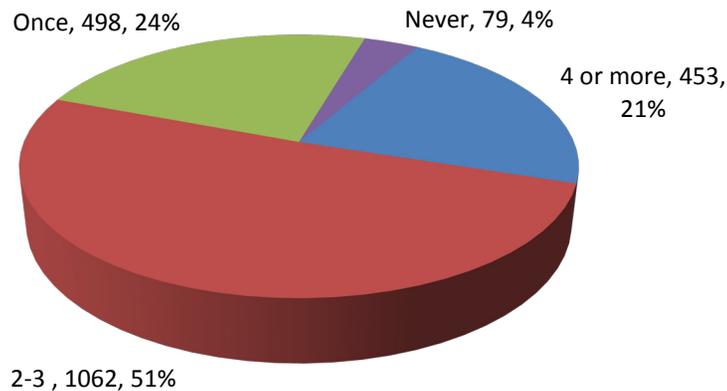


Figure 27, Shopping Trips by Mode

Shopping Trips by Mode

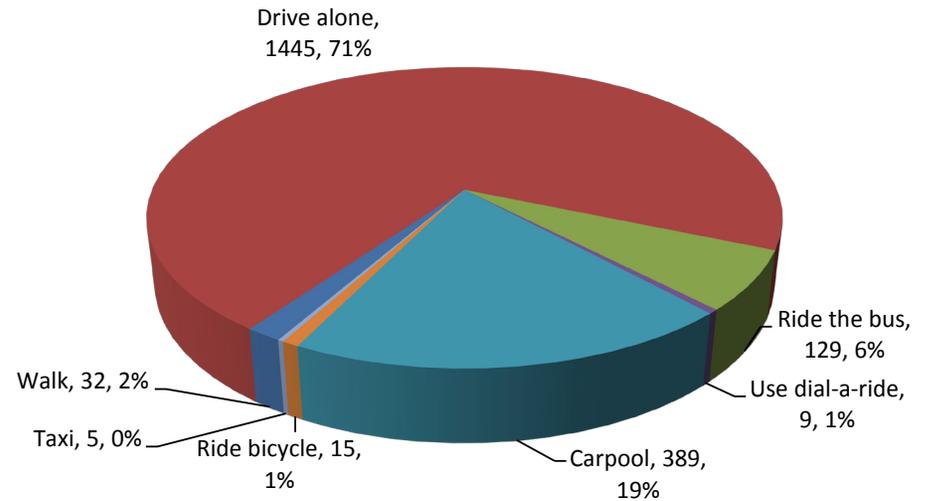
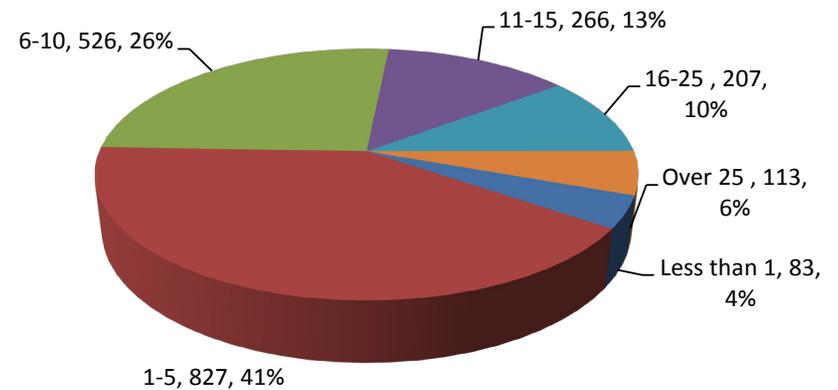


Figure 28, Shopping Trip Length

Shopping Trip Length Number of Miles





3.8 Elementary School Trips

- 79% do not make trips to elementary school
12% make a school trip 4 or more times a week
- 64% drive alone
21% carpool
- 41% travel 1-5 miles to elementary school
25% travel less than one mile

Figure 29, Frequency of Elementary School Trips

Frequency of Elementary School Trips

Trips per Week

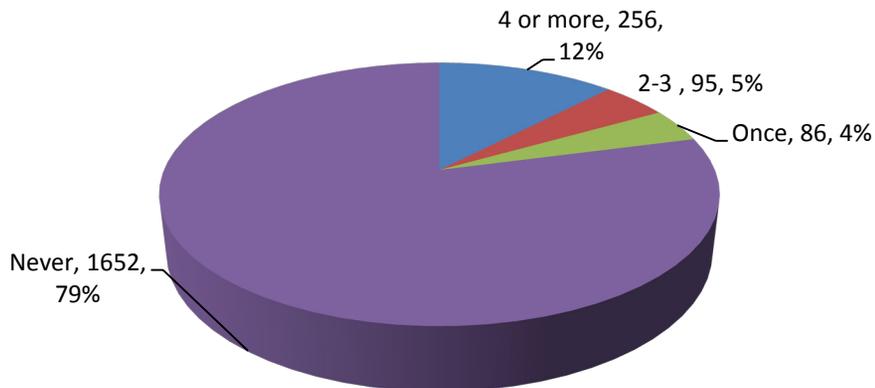


Figure 30, Elementary School Trips by Mode

Elementary School Trips by Mode

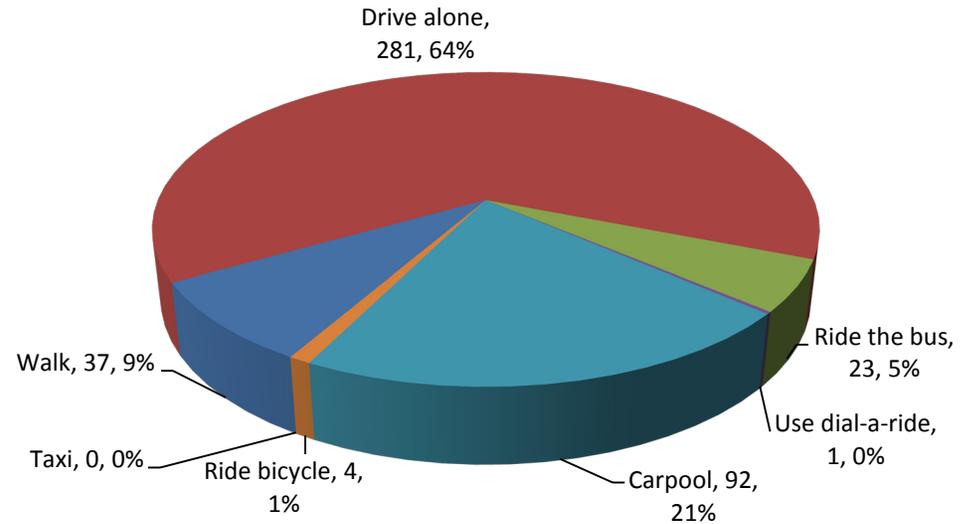
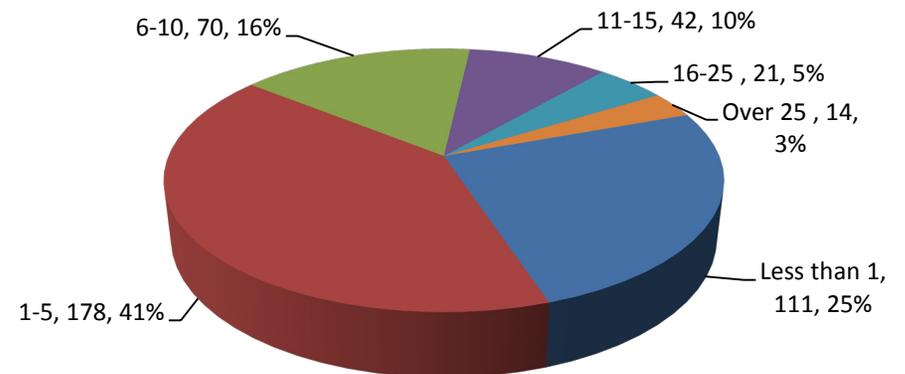


Figure 31, Elementary School Trip Length

Elementary School Trip Length

Number of Miles





3.9 High School Trips

- 88% do not make trips to high school
6% make a school trip 4 or more times a week
- 60% drive alone
22% carpool
11% ride the bus
(answers include school supplied transportation and fixed route transit)
- 49% travel 1-5 miles to high school
15% travel less than one mile
19% travel 6-10 miles

Figure 32, Frequency of High School Trips

Frequency of High School Trips

Trips per Week

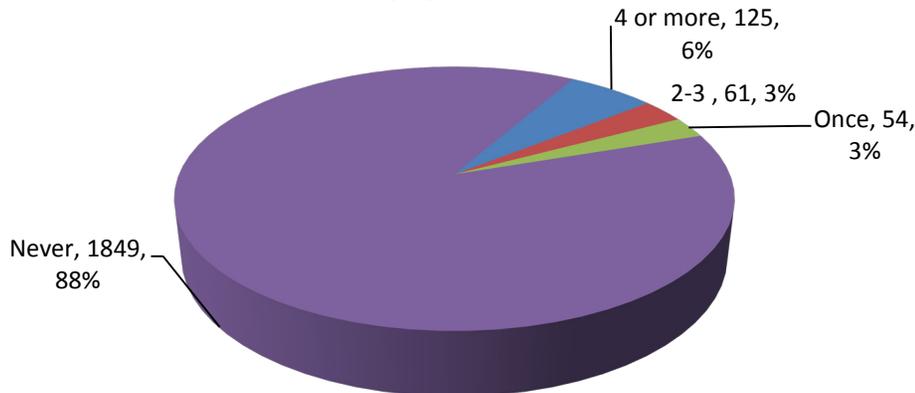


Figure 33, High School Trips by Mode

High School Trips by Mode

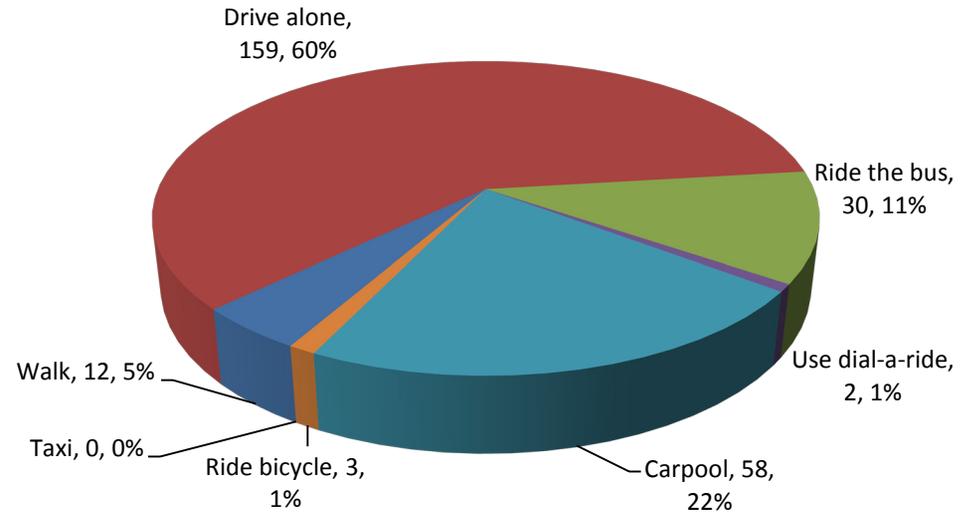
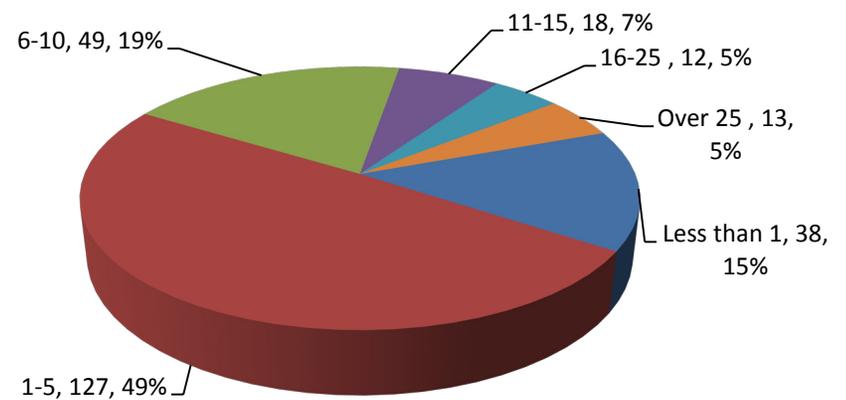


Figure 34, High School Trip Length

High School Trip Length

Number of Miles





3.9.1 College Trips

- 86% do not make trips to college
5% make a college trip 4 or more times a week
- 69% drive alone
17% ride the bus
8% carpool
- 26% travel 1-5 miles to college
21% travel 6-10 miles
16% travel 11-15 miles
18% travel over 25 miles

Figure 35, Frequency of College Trips

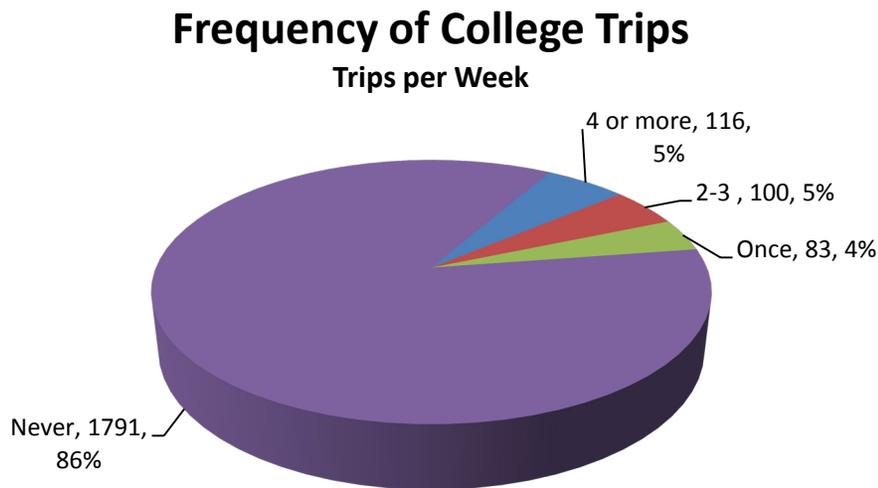


Figure 36, College Trips by Mode

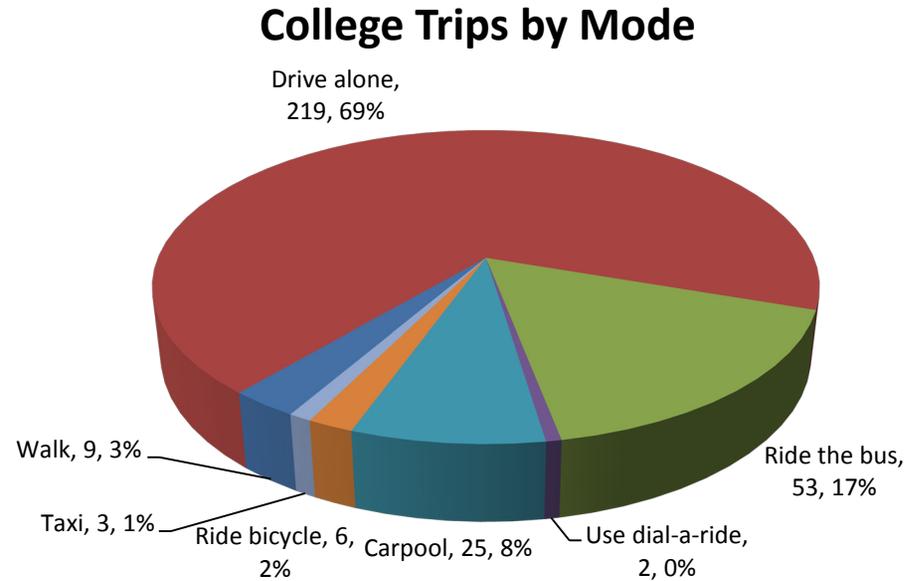
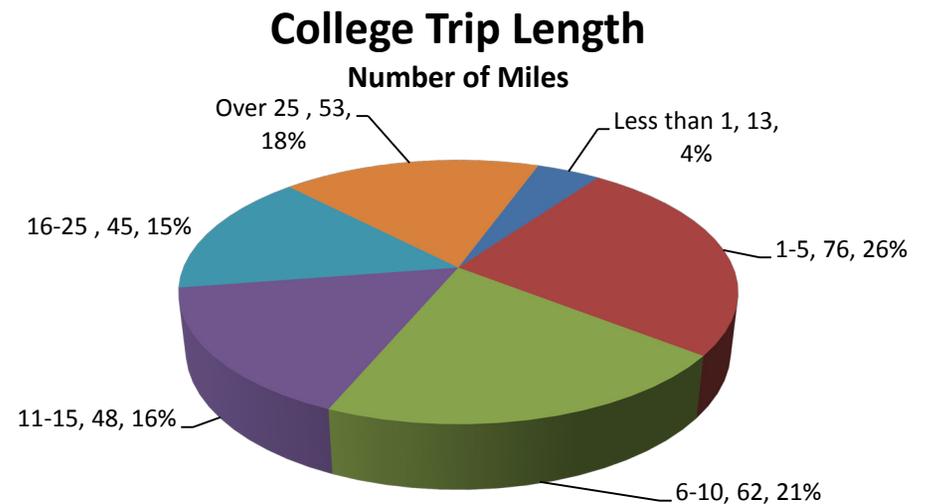


Figure 37, College Trip Length





4.0 Current Transit Usage

Most of the survey respondents (92%) do not currently use transit service in the Southwest Valley.

Questions about the existing local transit services were answered by 164 current users. Current transit users are more likely to live in the northeast portion of the study area and are ages 25-55. They only have one vehicle available in the household and have a household income of less than \$45,000. It does not appear length of residency affects transit usage.

The following is the demographic profile of the 164 respondents.

- 31% live in Phoenix
30% live in Avondale
- 35% are age 41-55
31% are 25-40 years old
- 29% have lived in SW Valley for more than 15 years
26% have only lived in the SW Valley 1-5 years
- 40% have one vehicle available in the household
27% have no vehicles available
- 27% do not have a driver's license
- 20% have a household income of less than \$15,000
43% have incomes between \$15,000 and \$45,000
- 65% have some college or a degree

4.1 Frequency of Transit Use

Most of the survey respondents who say they are transit users, only use the service a few times a month or year. Only one-quarter (27%) of the transit riders use the service daily.

Figure 38, Transit Use

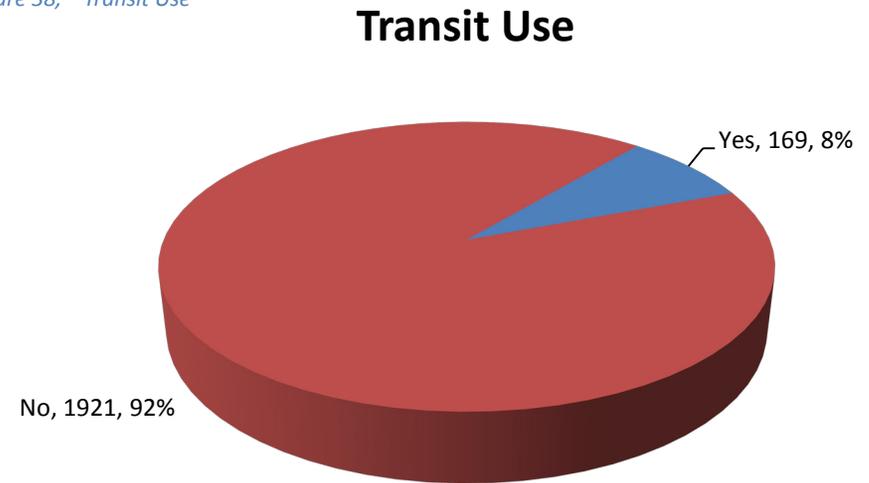
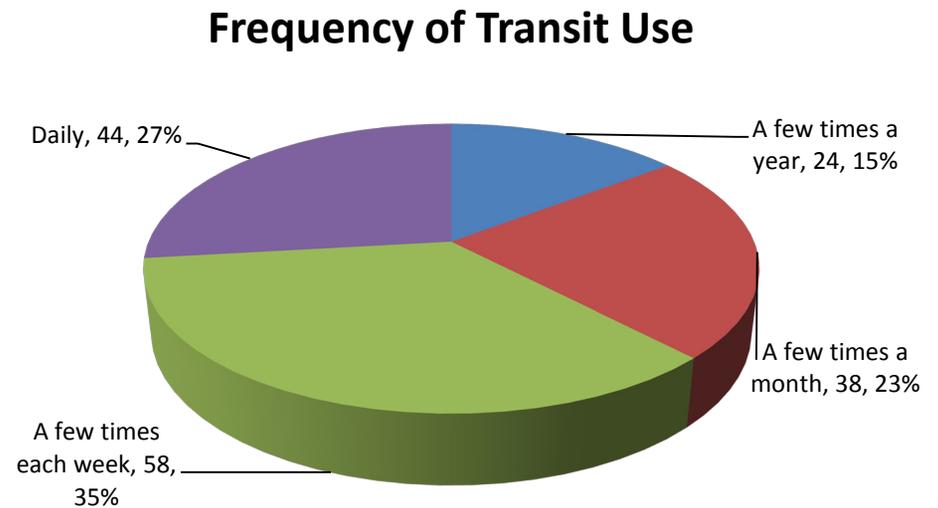


Figure 39, Frequency of Transit Use





4.2 Overall Impression

Survey respondents had mixed impressions of the existing transit services. Thirty-four percent (34%) felt the service was good but 27% rated the existing service as poor.

4.3 Most Important Transit Improvements

Respondents were asked to select the three most important transit improvements from a provided list. Service later at night, more frequent service and more bus routes were the three most important services selected by the respondents. Thirty-nine selected other and provided additional improvements listed on the next page.

Figure 40, Overall Impression of Transit

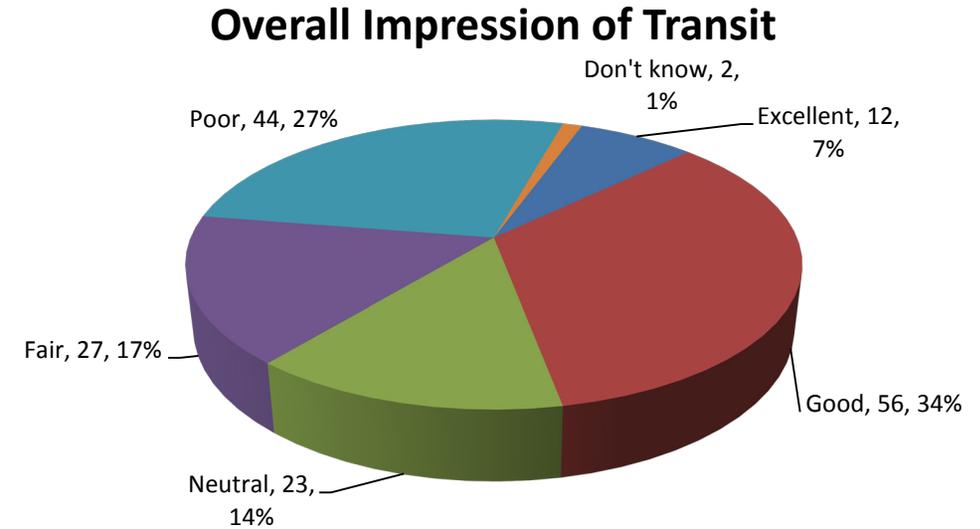
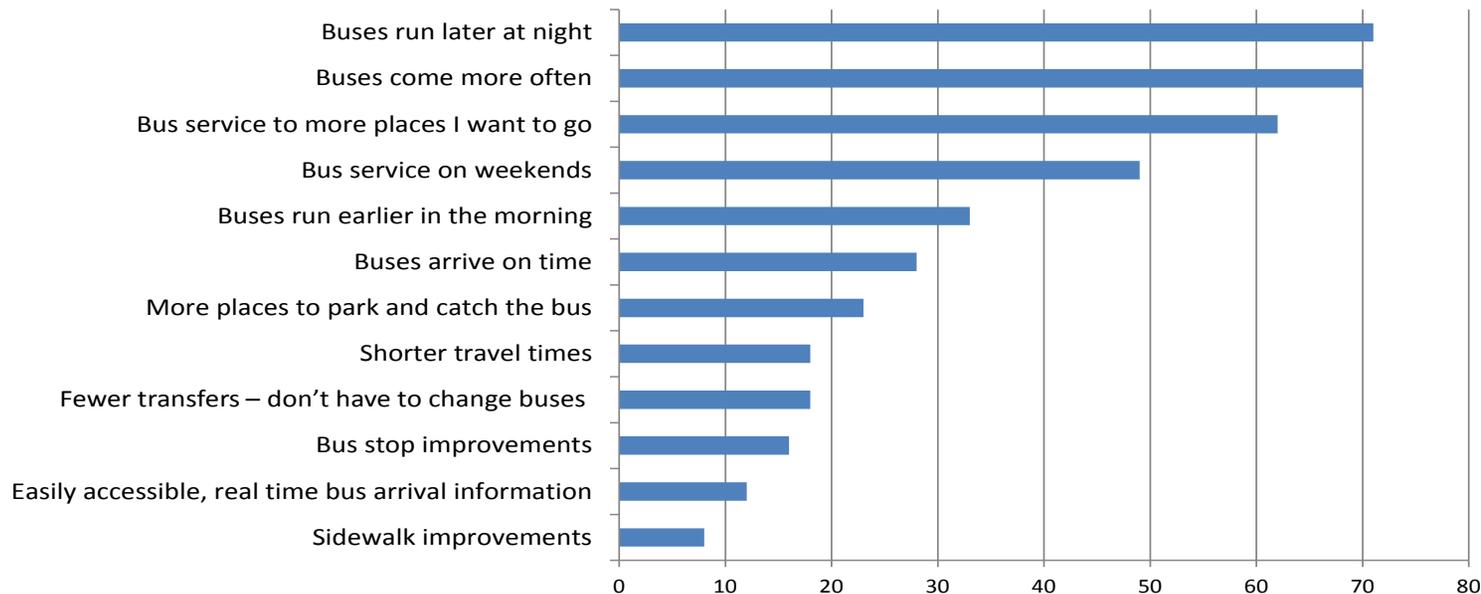


Figure 41, Most Important Transit Improvements

Most Important Transit Improvements





4.4 Other Important Transit Improvements

(write-in responses from participants)

Additional Bus Routes and Stops

- Additional services west of Central/Van Buren in Avondale/Goodyear.
- Basically, service at more times and to more places-up and down the avenues, out towards Tolleson, Goodyear, etc.
- Bus not in my area 99th Ave.
- Bus service near my home.
- Buses run on freeways more often as part of route.
- Extend the bus routes farther west.
- Having a bus to specifically go to downtown Phoenix from my area.

Increase bus stops and decrease bus stops (more stops between 96th Ave and 111th Ave; remove stops that are within 15 yards of a major intersections)

- More bus stops on Dysart.
- More local bus stops.
- More buses 562/563 is way too crowded in the morning.
- More rapid buses that go to the light rail.
- More transit centers! More north south buses!
- Please have the zoom or some other circulator run on Dysart north & south e.g. Glendale Ave down Dysart to Van Buren.
- Put a bus at 104th and Indian School Rd.
- Put bus stops in between Tolleson & Avondale please.
- Route 3 Van Buren needs extension to Cotton Lane.
- There are few or no buses that travel from north to south of the freeway.
- Think about re-instating and making changes to the Indian School route for Avondale.

Scheduling/Frequency

- Better scheduling for transfers.
- Faster routes.
- Runs every hour. (2)
- Why does the Indian School bus stop at Camelback baseball park, but won't let you off there?

More Weekend Service

- Buses to run on Sundays. (2)
- Weekends run early.

Other Types of Service

- Dollar vans are needed to supplant non-existing bus routes. What, only three choices for this part, that's not a fair gauge to measure anything.
- You need a train system to Phoenix like LA has metro trains.

Reliability/Customer Service

- Buses do not break down - more reliable.
- Friendly drivers.
- Higher bicycle rack capacity.
- Bus passes; daily monthly; weekly.
- Provide shading and seating while waiting for the bus, especially on the most used routes or stops.
- Punctuality.
- The buses are so dirty.



Attendees at summit give input on their transit needs



5.0 Potential Transit Usage

Survey respondents who stated they do not currently use transit were asked a series of questions to identify the reasons they don't use transit and determine whether or not they would be willing to use transit if additional transit improvements were implemented.

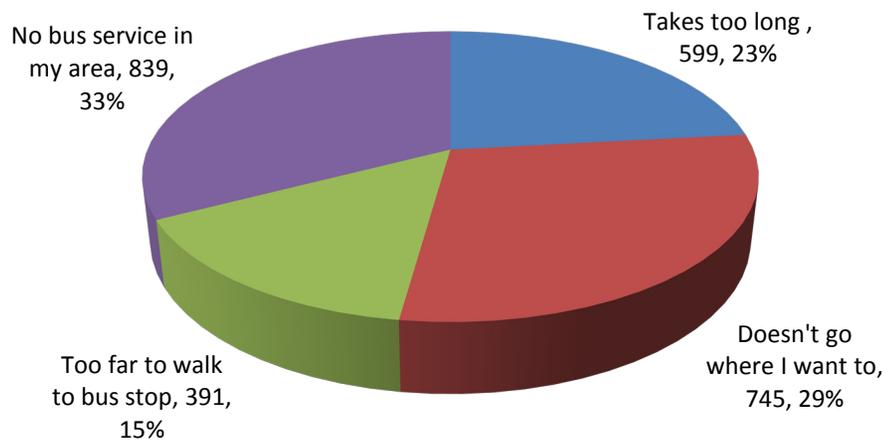
5.1 Reasons for Not Using Transit

(write-in responses from participants)

Most people reported they do not use transit because there is no service in their area (47%) or the bus doesn't go where they want to go (42%). An additional 448 other responses were provided by the respondents.

Figure 42, Reasons for Not Using Transit

Reasons for Not Using Transit



Takes Too Long/Frequency

- 1-2 hours to get directly to work from East Valley
- At least 1 transfer per trip
- Besides taking too long to get to destination the system has “banker” hours! In a 24 hour, large city environment, the public transit system should mirror the needs of the working population. Even if that means running service during overnight hours.
- Bus headways are not convenient for daily travel.
- Buses do not come by the bus stop often enough.
- Does come often enough on weekends
- Does not come frequently enough. Too long to sit in sun at a bus stop
- Don't like to wait
- Drive is only about 2 miles to work
- Generally Inconvenient
- I don't use for anything but work because it takes too long to get to where I am going with kids

Hours Don't Match Work Schedule

- Airline Job; requires early morning / late night service.
- Bike Racks are filled and bus doesn't travel hours I work
- Bus doesn't run late enough for when I finish work
- Bus scheduling.
- Bus service from Buckeye leaves Park and Ride too early for my schedule
- Bus service is not convenient; too dependent on automobile.
- Bus trips conflict
- Buses don't run long enough (past 8 pm, especially on the weekends)
- Buses don't run after 10 pm
- Buses don't run late enough
- Doesn't leave early enough
- Doesn't run at the times I need it to
- Doesn't run late enough for me to get back.
- Does not go to Happy Valley
- Doesn't connect to Park and Ride
- Don't know how to combine public transit between hm/wrk
- Goodyear park & ride buses too early west bound to come home
- Have to be at work too early, otherwise 1st choice
- Hours do not meet needs



Southwest Valley Local Transit System Study

Limited or No Service Available

- Bus service which recently started is limited to Laveen
- Closest Bus/Zoom stop over 1 mile away from residence
- Do not go to SW Valley
- Do not live at the home we own, (Rental Home)
- Does not go to Happy Valley
- Doesn't connect to Park and Ride
- Doesn't really go anywhere.
- Don't go that many places
- Express bus service has just recently been available to me (Verrado resident)
- Express service currently only runs one way for commuters
- Have to go to the desert sky mall to catch some of the buses
- Have to vanpool to a park and ride
- No Bus in Litchfield Park
- No bus in serviced in Goodyear
- No buses available to get me to work at 6AM
- No buses in area.
- I live in another part of town
- I live in Estrella-I wish there was bus service
- I live in Laveen and there isn't a service that goes where I need to go. I would use a bus to get to work but there isn't an easy way to get there from where I live.
- I live in Laveen and work downtown City Hall
- I live in Pebble Creek, Goodyear. There is no transportation here with the exception of your auto There needs to be an alternative this is an older community
- I live in the Northwest Valley
- I want to use the Zoom, but it doesn't go into the Garden Lakes subdivision in Avondale.
- I work at Banner Gateway Hospital off of the 60 & Higley Rd no bus Route goes into Gilbert directly to the Hospital
- I work in customers homes, not at an office.
- I work in multiple locations
- I work night shift and buses stop at 10pm
- I work nights in Scottsdale.
- I would have to drive, find parking to get to the bus stop.
- I used to, but schedule does match work schedule anymore.
- Is not offered in my home area (Buckeye, AZ)
- It doesn't come from Chandler; work in the area, doesn't live here.

- It is no my work force I come down here for work force connection, but live up north.
- Light rail doesn't come near SW Valley
- Live in Pebble Creek. Limited
- Limited service hours
- N Norterra Pkwy to N Valley Rd has no bus service
- Need rapid to go to Surprise
- Need transit to and from airport and sporting events
- No mass transit in the West Valley.
- No park and ride near my home
- No rapid or express buses in my area

Bus Too Crowded

- Bus is full; have to take early, early bus to get seating
- Bus is so full I must stand 3/4 of the way.
- Bus is too crowded, standing room only
- Buses are too crowded coming and going from south Phoenix
- Dislike riding with other people, too hot most of the time anyway
- Have to drive 5 or more miles to get to park & ride, buses are usually packed, standing room only and at times have been standing in line, but bus is full and have to wait for next bus. Not good when your there early enough to catch bus but so is everyone else. My work is on time stamp and need to get here on time to clock in!
- Jolty train, convenient, over-crowded (big issue), more time.

Vanpool/Carpool

- Access to Van Pool
- Carpool
- Current signed up for ride share but it does not operate in my area
- I currently carpool to work. I love the park and ride when I need it.

Prefer to Drive Personal Vehicle

- Already have vehicle so using what I paid for.
- Always drive personal vehicle
- As long as I can drive, that is my preferred way.
- Car (3)
- Car is more convenient
- Choose to use my car, on my own schedule
- Convenience of driving my car (4)



Southwest Valley Local Transit System Study

- Drive my own vehicle and prefer this
- Drive our own car
- Driving my car provides safety and security.
- Driving wife and me much more convenient.
- Easier to drive myself, especially with 2 small children
- Easier to drive, unaware of services
- Easier to just jump in my car
- Easier to travel in my car with kids.
- Got a car
- Have a car and a license
- Have kids, have a car.
- I have my own vehicle. (8)
- I always drive. (2)
- I can still use my car
- I don't want to plan my trips to their schedule; I want the freedom and flexibility of driving.
- I drive. (4)
- I GOT MY OWN RIDE
- I have a car and I don't really like using the transit system.
- I have a car and it's much more convenient.
- I have a car. (19)
- I have a hybrid
- I like being able to drive my car...come and go as I please, on my schedule.
- I like my car. (2)
- I love to drive
- I need my car for work
- I own my own vehicle.
- I prefer to drive. (3)
- I use my car.
- I would rather drive
- I would rather drive on my own schedule always
- I'd rather drive
- I'd rather drive my car. More convenient.
- Like convenience of driving my vehicle
- Like to drive
- Like using your car.

- Just like the convenience of (using) own vehicle.
- Just not interested in giving up my car
- More convenient and safer to drive my car.
- Most likely would not use, have many auto's, available for use
- My car is safer than transit and I my trips are more independent. I wouldn't use transit with my kids.
- My car-more convenient.
- Personal car is more convenient
- Prefer to drive

Special Needs

- Child at school who needs picked up due to medical needs
- Am retired and have developing arthritis problems....it would be difficult to use anything other than my own vehicle.
- Care provider for my brother must have car in case of emergency
- Bus stop too far in my wheelchair
- Disabled, need wheelchair/lift on car
- DISABILITY
- Fear of being mugged while I wait (like my son was) & very long waits
- Get sick riding trains and buses
- Handicapped.
- I have "BIGBUSFULLOFPEOPLEPHOBIA"... Very rare
- I have had bad experiences with other riders. One on light rail told me he was on his way to get a crack rock. When I was 13 I rode the bus for the 1st time, and a 35 year old man sexually harassed me. Due to my experiences, I perceive bus riders to be those who don't have a car for a reason.
- Need door to door services

Can't Afford

- Can't afford bus fares
- I would like my children to be free
- Make it less expensive to be a viable choice!
- Prices ridiculous; Transfer: Too many, no straight route, even on 1st St.

Didn't Know it was Available/Not Tried

- Did not know it existed
- Didn't know about it. (3)



Southwest Valley Local Transit System Study

- Didn't know about service close by
- Don't know info on it
- Don't know of any service in my area
- Don't know the area. (2)
- Don't know where busses are/where they go/I can't walk/drive
- Don't know where the bus service is in my area
- Have no information on where it is, or where it goes.
- Have not tried yet.
- Haven't tried it. Tried once, couldn't find a schedule.
- Don't know how it works
- I do not know where to catch it, nor do I know the routes available or the timetable
- I don't know how; have ridden the light rail.
- I don't know if there is transit service in my area or not, other than the park and ride at Dysart/I-10
- I don't know much about the transit service
- I don't know where the stops are or the schedule
- I don't know, don't think about it.
- I want to, I don't know where to get it or how.
- If there is bus service....I have no idea where it picks up close to the house
- I'm not aware of any that service places I want to go.
- Just discovered bus at Jackrabbit I 10 will start next week, please forgive
- Never checked to see where & when it goes.
- Never have
- No advertising so not even sure where it operates from and to, I have no information on this
- Not certain where and how to use it and how much it cost?
- Not enough info on routes.
- Not enough info.
- Not familiar with schedules to locations
- Not sure how it works
- Not sure where it is.
- Not familiar with the routes. (2)

Don't Want/Need to Use

- Detest mass transit
- Do not use mass transit
- DO NOT NEED TO

- Do not want to use transit service
- Don't like them.
- Don't need it (3)
- DON'T USE
- Don't want and don't need
- Don't want to
- EMR Resident, If I had to drive to PHX daily, I'd find a commute solution
- Have no desire to use public transit
- Have not needed to. (2)
- I am against it. Waste of taxpayer money
- I do not go to school and I do not work
- I do not travel that much other than work.
- I don't do enough traveling to be concerned
- I don't need it for short trips
- I don't need it.
- I don't need local transportation; need it to Phoenix.
- I don't prefer to use a bus transit system.
- I don't want to
- I go places with friends.
- I go too short of distances
- I often travel to different work sites within the day, and need to be efficient with time
- I only go short distances at various times.
- A car.
- No need at this time. (3)
- No need since I drive everywhere pretty much.
- I very conveniently live near shopping, work & recreation.
- No desire.
- No Specific Need
- Not interested, but if fuel prices keep increasing might consider
- Not interested.
- Not necessary for me.

Current Rider

- I already ride the bus. (2)
- I already take the bus and the light rail
- I always ride the bus; that is my only transportation.
- I do use bus service



Southwest Valley Local Transit System Study

- I do use it
- I do use it. Your questioning specifies 3 buses. Questioning is confusing. After number question 4.
- I do use the bus but it takes a long time.
- I DO use transit for all of my long, daily commutes.
- I do use transit service
- I do utilize the Rapid or Light Rail when I am not carpooling
- I do.
- I have to take in the past for jury duty downtown
- I ride a motorcycle but there are times when it breaks down. I use the bus/bicycle service as a backup to where I need to go, but also need 24 hour service to due to I run a 24 hour business. I have odd hours that I work at times.
- Live in east valley, and use transit service there.
- I ride the bus from the Northwest Valley
- I ride the bus, but is far from my house. I would like a closer park and ride. I live in Litchfield Park off the 303 and Northern. I would like to see a park and ride somewhere around 1-10 and the 303. The Goodyear Park and ride doesn't have enough service so the buses are always too crowded.
- I take the bus to work from a park n ride
- I take the O Central and it is not reliable.
- I take the Rapid East at Pecos; I drive there from Casa Grande
- I take the bus everywhere
- I use Alex too but I miss the last bus when I. Work late
- I USE I-10W AT 79TH P
- I ride the bus and park and ride
- I use public transportation frequently
- I use Rapid - not listed
- I use the bus a lot.
- I use the bus to get to work. Other places I drive.
- I use the buses in the SE Valley, not the SW Valley because that is where I live
- I use the light rail when going to Tempe but I don't use buses because it takes too long
- I use the transit services 5 days of the week.
- I use valley metro transit as much as I can.
- None of the answers really apply to me because I have pretty much always used public transit to get where I need to go.

Inconvenient

- Inconvenient

- Inconvenient - easier to drive
- Inconvenient to depend on someone else for transportation
- It's not convenient. (4)
- It's convenient for work commute, not for the short trips I take.
- It takes my son almost three hours to get from GCC to home
- Local buses start too late to connect with express buses to Phoenix.
- Many family stops along the way
- Mostly missed the connection from one bus to the other on rush hours
- Much of my work is time sensitive and I can't wait on a schedule. Also, much of my business would be off the route and I'd either have to take a taxi or walk to appointments.
- Not convenient with timing considering school hours for kids.
- Not convenient. (5)
- My day can be very unpredictable.
- My hrs @ work different & harder to deal with. Others just easier.
- Need car or ride to access public transportation
- Not available when I need to use it
- Not enough frequent stop times to go and return
- Not frequent enough
- Occasionally use I-10 Rapid to work, but travel on weekends bus not frequent enough and slow
- Only has 2 incoming routes and 2 outgoing trips daily

No Light Rail

- No light rail
- No Light Rail here in West Valley :-{

Other

- Causes more traffic problems by being in the way and constant stopping without bus pullouts
- Don't live out there.
- Don't really think about it
- I am elderly and I am responding to this survey so that the community at large can have adequate bus transportation.
- Don't plan very far in advance
- I do not live in the SW Valley
- I DON'T LIVE IN THAT AREA
- I don't live in the southwest valley. I live in the Northwest valley – Peoria



Southwest Valley Local Transit System Study

- I would like to work in Phoenix but don't want to do that commute. It is horrible and we need mass transit. More people would be employed. That's why this state is poverty stricken!
- It is not green, emissions from drive time caused by waiting for the train and bus
- Lazy
- Just moved here
- Make a list. Shopping. Hiking gear. Only 2 bikes?! Union thugs driving buses and oh yeah, for me the biggie is my constitutionally guaranteed civil right to self defense is denied on PUBLIC transportation!
- Need to get my bus card
- Not a resident of the SW Valley
- Not enough seats and no shelter from sun/heat!
- Not in good hours (night) (pub)
- Not shady at bus stops in summer. Uses light rail though.
- Nothing available
- Nothing in San Tan Valley going Downtown Phoenix
- Only 3 buses that do not match my schedule
- Only go with family. (4)
- Other people drive me.
- Patience, Not on time
- Pick up and drop off times don't fit my schedule (Buckeye or Goodyear Park and Ride)
- Prefer convenience of own vehicle
- Prefer driving own car
- Prefer not to take public transit service.
- Prefer own transportation
- Prefer to drive but is willing to use the transit system.
- Prefer to drive, because of convenience
- Professional Licensed Real Estate agent, need to drive to show properties. Going to my office at Arrowhead Mall 3 times a week would take too long on bus.
- Rather drive
- Rather drive and not have to wait.
- Retired and have time to use my own transportation
- Riding my bike is faster for short (1-5 mile) trips
- Runs to late in the morning or stops running too soon at night
- Safety
- SAFETY & TIME SCHEDULING
- Schedule choices is limited
- Security and convenience
- Security issues.....creeps & stalkers
- Self employed must use work truck
- Snow birds/Don't know about transit service/Have car
- Some bus drivers are rude.
- Someone takes me.
- Someone to take.
- Sometimes they aren't on time.
- Sometimes, it may be any of the answers above.
- Don't need it
- Surprise Park & Ride is too far east & not enough buses
- Takes 3 hours to get 30 miles from my home to work ridiculous!
- The bus at park and ride leaves too early for my work schedule
- The bus schedule does not fit my needs to and from work.
- The bus schedule doesn't fit my work schedule
- The bus times are ridiculous. 5:50 am??? How about one at 7:50 am or even 7:30 am.
- The current schedule doesn't meet my hours. I get off work at 4:30 and can't get downtown in time to catch the 562 even though I work at the corner of Central and Thomas and can catch the light rail.
- The current service is not convenient or adequate
- The nearest bus stop is 22 miles from my house that works with my work schedule.
- The return trip times from downtown to Buckeye in the evening are not good. Also, stopping in Goodyear adds too much time to the route.
- THE TAX PAYER COST IS TO GREAT, THERE ARE CHEAPER, BETTER WAYS TO PROVIDE THE SERVICES NEEDED
- The time schedule is off doesn't get me to work on time because the light rail stopped coming as often as it use to in the mornings
- The times I work do not fit the schedule
- There is no bus service early in the morning to get to work.
- There is no commuter train in my area
- They don't connect right in S. Phoenix. Buses don't take us to the malls, SMCC, libraries, or S. Of baseline 7th Ave.
- Time constraints, reliability, carrying bags on bus bulky.
- Time restraint
- Time schedule
- Time schedule doesn't work for my work schedule (8-5)
- Times do not meet my needs.
- Times don't start earlier enough nor do they run late enough



- Timing, when I need to go and I need to go ASAP.
- Too expensive, transit is not cheap construct and we will all pay for it, and the cost will be too high.
- Too complicated transfers.
- Too crowded coming from Goodyear. I drive to 79th Ave Park and ride.
- Too far from Estrella to catch a bus
- Too far to transit
- Too hot.
- Too many transfers
- Too many transfers. Wait too long between busses. Distance between bus stop and work place too far for handicapped person
- Transfer times are not convenient
- Transit infrequent
- Transit is not convenient for me.
- Travel times do not meet my schedule
- Unaware of service
- Unfamiliar with any of the transit services. (2)
- Union strikes/not dependable
- Unreliable, inconvenient, infrequent, does not ride after hours (should drive until 2 am at least), does not go to the places I need it to go to
- Unsafe
- Unsafe and restrictive
- Use car... Multiple stop destinations.
- Use own vehicle. (3)
- Use rapid in the morning and carpool in the afternoon
- Use services occasionally
- Use transit for work but not available on weekends near home
- Usually drive.
- Waste of money with the design of the West Valley Communities
- We need a train.
- We need more Light Rail?
- We need transit to at least the community college.
- Weird people ride public transportation
- What if I get called to pick up my kids from school early
- When I buy something, I don't want to carry it on a bus; few bus routes are cost effective.
- Would have more transfers

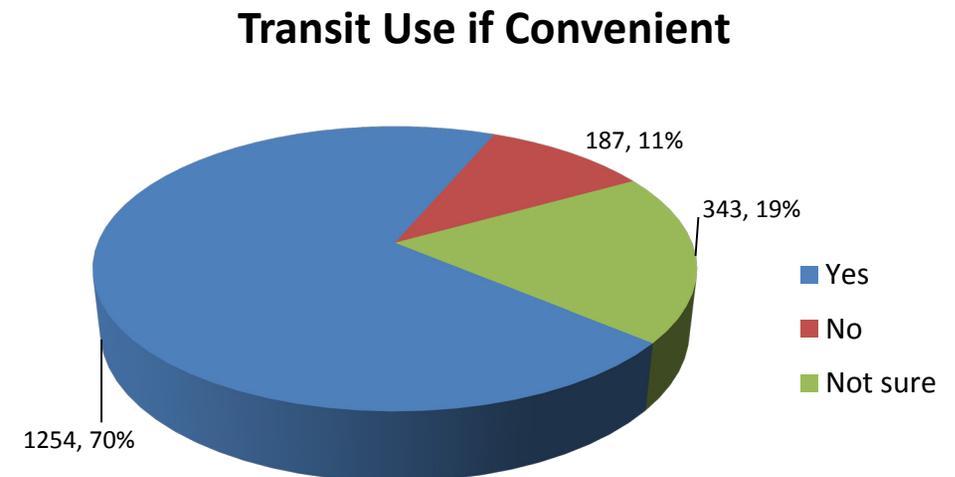
- Would love bus service but no service out in Goodyear
- Would love to see a rapid from 27 Ave/Baseline to downtown
- Would not use in hot weather.
- Would rather bike or walk instead.
- Would rather drive myself. (3)
- Would rather use automobile.
- Would use the park and ride if there were later departures to downtown Phoenix.
- You took it away from us.
- Zoom is too far from my house to walk to and nowhere to park.

5.2 Use if Convenient

Seventy percent (70%) reported they would use transit if it was as convenient as the car.

To determine how the potential users defined convenient, additional questions were asked about service frequency and walking distance.

Figure 43, *Transit Use if Convenient*





5.3 What is convenient?

Respondents indicated they were willing to:

- Wait 10 minutes for the bus (57%)
- Walk 1/4-1/2 mile to the bus stop (53%)
- Spend 30-60 minutes on the bus (51%)

44% only willing to spend less than 30 minutes

Because a high percentage of the respondents stated they had multiple vehicles available in the household and many of the reasons for not using the bus were related to convenience of driving their own car, it appears frequency of service is important to whether or not a person will use transit.

Figure 45, Convenient Walking Distance

Convenient Walking Distance

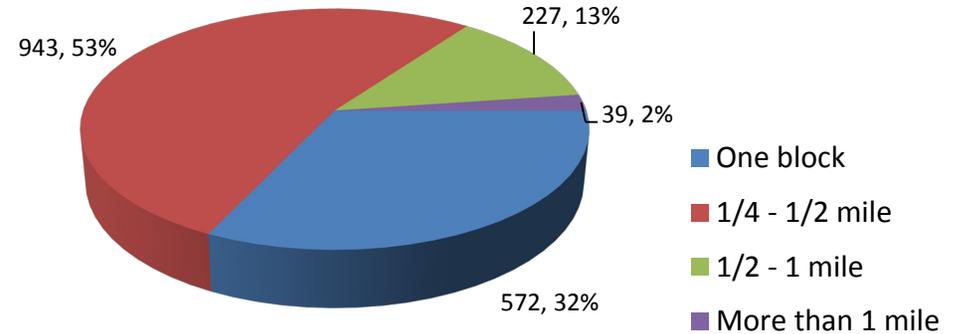


Figure 44, Willingness to Wait for Bus

Willingness to Wait for Bus Number of Minutes

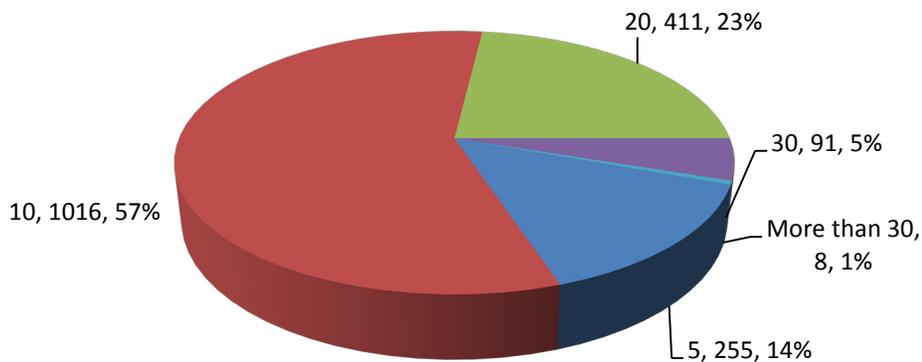
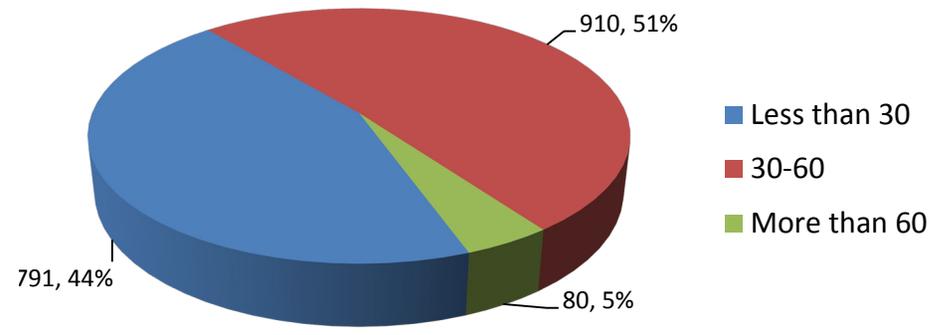


Figure 46, Time Willing to Spend on Bus

Time Willing to Spend on Bus Number of Minutes





5.4 Bicycle and Park-and-Ride Use

Thirty-one percent (31%) indicated they would ride a bicycle to the bus stop and 60% would use a park-and-ride.

5.5 Potential Transit Destinations

Respondents were asked if convenient transit service was available how likely would they use transit to travel to a list of destinations in the Southwest Valley. The bar graph on the following page shows local shopping centers, libraries and the Goodyear Spring Training Facility are likely destinations for transit users.

The Goodyear locations likely rated high due to the large number of respondents who live in Goodyear.

Over 800 other locations were also identified by the survey respondents and are listed on the pages following the bar graph.



GCI staff conducted in-person survey intercepts at community events

Figure 47, Ride Bicycle to Bus Stop

Ride Bicycle to Bus Stop

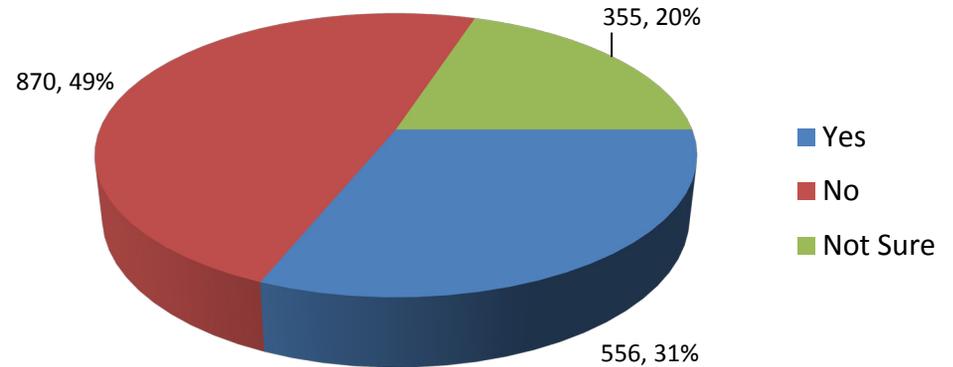
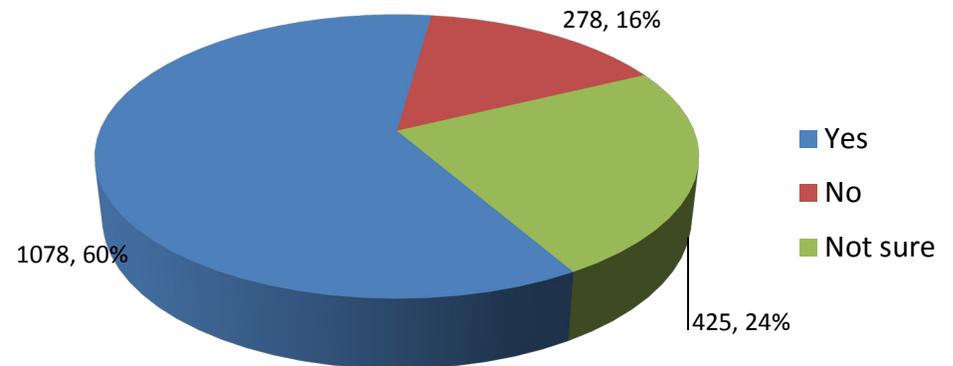


Figure 48, Potential Park-and-Ride Bus

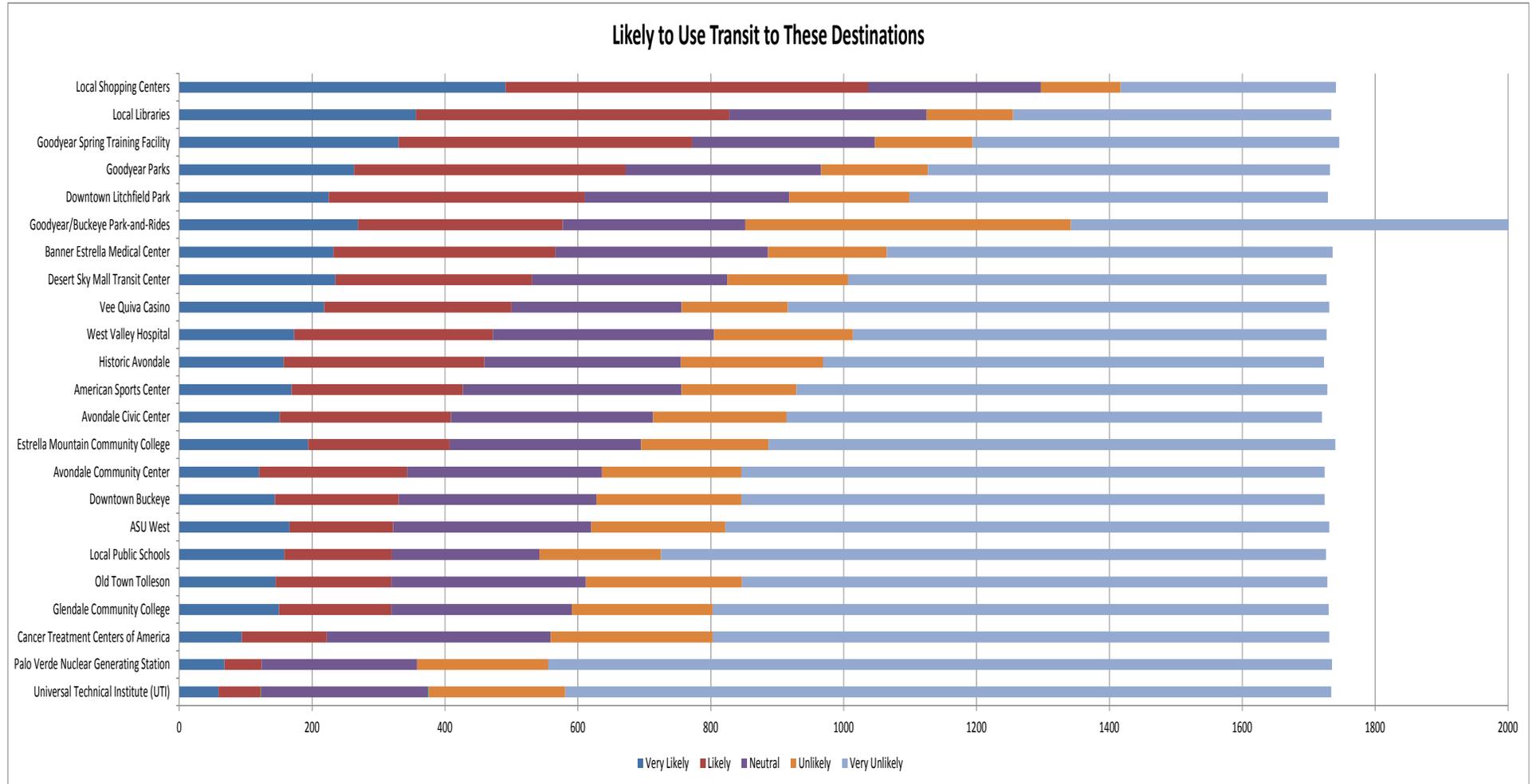
Potential Park-and-Ride Use





Southwest Valley Local Transit System Study

Figure 49, Likely to Use Transit to These Destinations





Southwest Valley Local Transit System Study

What other locations might you use transit to go to?

(write-in responses from participants)

Cities

- Downtown Phoenix (151)
- Goodyear (38)
- Central Phoenix (7)
- East Valley (14)
- Tempe (16)
- Scottsdale (58)
- Paradise Valley (4)
- Mesa (25)
- Glendale (19)
- Carefree/Cave Creek (2)
- Cave Creek
- East Mesa (3)
- Apache Junction (5)
- North Phoenix (5)
- Old Town Glendale
- Old Town Scottsdale (3)
- Peoria (11)
- Tolleson (6)
- Surprise (15)
- Chandler (2)
- Gilbert
- Sun City (5)
- Sun City West
- Queen Creek
- El Mirage
- Tonopah

Activities

- ASU Gammage (3)
- Cardinals games
- Coyotes games
- Credit union, west my job in Peoria.

- Diamondbacks games
- I might use public transportation for events that would be crowded to park.
- I use rapid to go to work.
- Mesa to visit friends...Scottsdale to shop.
- Movies or Skate Zone with kids
- Possibly to Downtown Phoenix for sports events or museums.
- Suns games
- Work (93)
- Work is the big one for me. But I'd use public transit for almost anything (especially the light rail) if it was convenient.

Places to Go

- Scottsdale Shopping Malls, once or twice a week, morning, afternoon and evening • Scottsdale Shopping Malls, once or twice a week, morning, afternoon and evening runs, Going in the a.m., going and returning in mid-day and returning in late afternoon - it would be wonderful!!! Also, to the ballparks, dropping you right at the door, picking up at Pebble Creek entrance.
- 301 W. Jefferson
- 35 Ave and the 101
- 4th Avenue Jail
- 59th Ave & Thunderbird, 99th Ave.
- 7th St district (Melrose)
- 7th St. & McDowell Rd.
- A nicer mall like Arrowhead Mall. Desert Sky is not as safe as it used to be.
- Ahwatukee
- Airport (56)
- Ak-Chin, Anthem, Sun City.
- Amazon.com fulfillment centers along Buckeye Road
- And all over, really
- Anthem Outlets (2)
- Any major intersection off of the 10 starting from Miller going eastbound to Tolleson.
- Any spring training facility
- Anywhere in Phoenix area like other people
- Anywhere on the bus line! (2)
- Anywhere there are shopping and dining opportunities.
- Anywhere with bus stop.
- Arizona Mills Mall (3)



Southwest Valley Local Transit System Study

- Arrowhead Mall (65)
- ASU Downtown campus
- ASU games
- ASU Tempe (15)
- Avondale Auto Mall
- Avondale Sports Complex.
- Bars
- Biltmore area in Phoenix (3)
- Biltmore Fashion Park
- Buckeye Rodeo and Circus
- Camelback Mountain
- Camelback Ranch
- Camelback Ranch Spring Training Center.
- Carefree Hwy & I-17; AMC/Target plaza 31st Ave & 101
- Casino Arizona
- Casino Arizona – McKellips
- Casinos
- Casinos in Chandler, AZ
- Center City Phoenix and other East cities
- Chase Field (12)
- Children's house.
- Christown Mall
- Church Phoenix
- Church, Glendale and 75th Ave.
- Churches
- Community Legal Aid
- Connecting to Chase Field, US Airways Center in Phoenix.
- Costco (2)
- Covered.
- Cracker Barrel.
- Cricket Pavilion (3)
- CVS Pharmacy to pick up prescriptions at 19th Ave & Baseline as well as shopping for groceries at Fresh & Easy at 19th Ave & Baseline.
- Daily to Downtown Phoenix and return from San Tan Valley.
- DES office on 23rd Ave./Royal Palm Lane,
- Desert Botanical Garden (8)
- Desert Ridge
- Desert Ridge
- Dining
- Dodge Theater
- Downtown grocery store
- Downtown Phoenix at night; Laveen and South Phoenix.
- Downtown Phoenix events
- Downtown Phoenix if it was convenient and had good connections. Also to connect to light rail.
- Downtown Phoenix, it would be great the extension of the metro rail all the way to Goodyear.
- Downtown Phoenix. If light rail was convenient.
- Downtown trips for museums
- Durango County complex for work
- Dysart, Litchfield and McDowell locations where most of food and shopping is available
- Estrella Mall area (Home goods/TJ Maxx) and World Market/Target in Goodyear. Sprouts on Dysart Road in Avondale. Maybe parts of Surprise where there is good shopping, like the Arrowhead Mall. More importantly, to my workplace if it were direct (East Camelback Rd). Right now the only bus service goes to Central and then you have to make multiple connections. All in all I think I calculated the total one-way trip to be 2 hours by bus. What we need are TRAINS, not buses, to downtown Phoenix. I would use a commuter rail to get into Phoenix way sooner than I'd step foot on a bus.
- Estrella Mountain
- Estrella Mountain Community College
- Estrella Mountain Community College (2)
- Estrella mountain ranch
- Estrella Mountain Regional Park (3)
- Estrella Regional Park. Downtown Phoenix to theater productions. Downtown Phoenix to ride light rail.
- Events in Tempe
- Everywhere.
- Family vacations
- Fashion Square, Chandler Mall, IKEA, Tucson, gym facilities located in Phoenix.
- Fireworks show, pools, church, Apache Junction trail & water ways, Sedona
- Flagstaff (3)
- Fort McDowell Casino
- Friend's houses (2)
- Friendship Park
- From West Valley I-10 to Scottsdale area.
- Galleries



Southwest Valley Local Transit System Study

- Gas company
- Gateway Community College
- Gateway Pavilions (4)
- Gateway Theaters
- Glendale Dodgers/White Sox Spring training facility (3)
- Glendale sporting / music events
- Glendale sports and entertainment district, Park West shopping
- Gman Plank Avondale
- Golf
- Goodwill
- Goodyear City building for class or seminars
- Goodyear City Hall
- Goodyear, shopping on Litchfield Rd. And Dysart Rd.
- Goodyear-Avondale Shopping Centers
- Grand Ave from Bell Rd to downtown
- Greyhound Bus Station
- Grocery store (3)
- Hairdresser
- Heard Museum
- Herberger Theater (2)
- Heritage Square, Margaret T. Hance Park; Places I have never been to.
- If light rail lines were available: Metro Center Mall, downtown Mesa, Desert Ridge Mall
- If they ever open the Casino on northern and 91st Ave.
- IKEA (2)
- In addition to the places listed above (Church, local shopping, parks, training center, etc) I would also want to travel to Palm Valley Theatre, Harkins Theatre, YMCA (Skate Park),
- Into Phoenix/Scottsdale if it was frequent and swift enough
- Investment property at Camelback and Central
- Irish Cultural Center
- JC Penney's Outlet (2)
- Jobing.com Arena (2)
- LA Fitness, Avondale
- Lake Pleasant (2)
- Laughlin (2)
- Laveen's 51st Avenue and baseline shopping centers.
- Lifetime Fitness
- Litchfield Rd. Restaurant row.
- Local mall
- Lone Butte Casino
- Los Niño's Clinic
- Luke Air Force Base (10)
- Maricopa County Regional parks
- Maryvale
- Masonic/Elks Lodge (near Aqua Fria High School)
- McDowell and Litchfield or Dysart. Home Depot, Safeway, Fry's
- Mesa Arts Center
- Mesa Gateway Airport (2)
- Metrocenter Mall (2)
- Movie complex on 83rd Ave. Peoria
- Movie Theatres
- Movie theatres (2)
- Movies at 99th Ave / McDowell
- Museums (9)
- Near grocery stores like Fry's, Safeway, Basha's and Albertsons
- Neighborhoods
- North Buckeye, Sundance area (I-10 & Watson)
- North Mountain
- North valley
- Orpheum Theatre
- Out to dinner
- Palm Valley Church, Litchfield Dr.
- Paradise Valley Mall
- Park West at Northern & Loop 101 (6)
- Parks, such as the Maricopa County Parks and the City of Phoenix Mountain Preserves.
- Parks, Tolleson, anything to ride around town.
- Payson (2)
- Peoria Public Library
- Peoria Sports Complex (2)
- Peoria, Downtown.
- Pharmacy (4), Dave & Buster's - Scottsdale & Tempe, Litchfield Road.
- Phoenix and Scottsdale shopping
- Phoenix Art Museum
- Phoenix Community College



Southwest Valley Local Transit System Study

- Phoenix Diocese
- Phoenix Zoo
- Phoenix, Glendale, Peoria, Surprise...there is not much offered in Goodyear, Buckeye, Avondale, Tolleson, etc.
- PIR (3)
- Post Office (2)
- Prescott
- Raul & Theresa's on 85
- Recreational places like hiking trails
- Regional parks
- Restaurants (15)
- Retail with movie theater
- Rio Vista Park
- Roosevelt District
- Ross
- Running local errands, i.e. Grocery.
- Saguaro Ranch Park and Regional Park on 83rd and Bethany Home.
- Salt River Fields
- Sam's Club
- San Tan Mall
- Scottsdale Fashion Square (7)
- Sedona (3)
- Shopping center on McDowell and Estrella parkway/pebble creek
- Shopping centers around Goodyear
- Shopping centers on 99th & McDowell, 91st & Northern and 99th & Northern
- Sister's house, 107th Ave and McDowell
- Sky Harbor Airport (32)
- Social calls if Scottsdale was readily accessible.
- Son's high school (31st Ave. & Camelback in Phoenix)
- South Mountain
- Sporting venues.
- Sports arenas
- St. Simon Jude Cathedral
- State Fair
- Super Target
- Surprise Sports Center
- Surprise, Bell and Litchfield
- Swift on 75th Avenue
- Symphony
- Tax office
- Tempe Marketplace
- Tempe Town Lake
- Tempe! So much is happening near ASU Tempe area, would love convenient bus service to go to concerts, restaurants and bars to hear bands playing and be able to ride the bus back to Goodyear.
- The Goodwill Career Center (Litchfield Rd & Van Buren)
- The Goodyear ball park!
- The IMS bldg.
- The movie theater in the area.
- The warehouse
- Theatre, stores, and restaurants along Northern at the 101 Fwy.
- To Indian School Road in Phoenix
- To my church as it is on a major street...Indian School Rd.
- To the movies, light grocery shopping
- To the shopping center on Estrella Blvd. And McDowell Road would be great since it is a very big shopping center.
- To work if the bus picked up and drop off close to my house/work.
- Train to anywhere.
- Transport to Phoenix International airport, Scottsdale, east side attractions.
- Tucson (2)
- U.S. Airways Center (4)
- University of Phoenix Stadium (11)
- Uptown Phoenix
- VA Cemetery on Happy Valley
- Various shopping centers in Goodyear - outside of Buckeye.
- Vistarica.
- Walgreens, Wal-Mart & other shopping center
- Wal-Mart
- Wal-Mart, Fast Food, Home Improvement, Travel, Shopping
- Westgate (52)
- White Tank Mountain Trails, Zoo, Tres Rios Wetlands, special city events & neighboring cities,
- White Tank Regional Park (2)
- White Tanks in Waddell



Southwest Valley Local Transit System Study

- Wigwam (for events, parades, etc) (2)
- Work on Bullard at Van Buren
- Work, Dr appointment, events downtown.
- World Wild Life Zoo
- YMCA (4)
- Gateway Center
- Sporting events
- Estrella Mall

Things to Do

- Any part of the West and East valley I have family located.
- Anything near transit might go to...
- Aloha fest
- Car dealerships when dropping off for service
- Downtown attractions
- Downtown Phoenix for meetings, other cities for dinner
- Downtown Phoenix to go to the ballgames and theater and concerts
- Downtown to Goodyear, D-Backs and Suns, plays etc. Cardinal and Coyote games.
- Encanto Park, Phoenix Zoo, places for families to visit. Bus stops need to be closer for those of us that are limited in walking.
- Football
- Goodyear Shopping, Dining and Entertainment... Also to work.
- Harkins Theatres (3)
- Homeschool conventions
- I like to drink at events and would certainly use public transit.
- I like using transit to attend sports events. If there was a convenient way to access light rail for downtown or ASU events, I would possibly use that.
- I would use it for concert and sporting events, especially teams like the Coyotes and the Arizona Cardinals. I would save on gas, let someone else do all the driving and I would not have to worry about parking and drunk drivers!
- If the services were available and would link to Phoenix transit services, I would use public transit to go to downtown Phoenix sporting events.
- Local events that would increase the amount of vehicular traffic: 4th of July fireworks show, ballgames.
- Musical events
- Neutral to a restaurant.
- Not sure, maybe the shopping area at 99th and McDowell.
- Phoenix Zoo (4)

- Places for the kids
- Places where there was no intent to purchase/carry items obtained during outing
- Scottsdale Fashion Center and other shopping in Scottsdale, Mesa, Tempe & Chandler Shopping areas since Goodyear has nothing!
- Scottsdale public school locations from my home.
- Special events
- World Wildlife Zoo (2)
- Zoos (21)
- Family vacations (2)
- Church
- Use for sporting events, shopping, dining, outdoor recreational areas.
- Concerts and other recreational events in Downtown Phoenix
- Would definitely use light rail to visit other parts of the Phoenix/valley area.

Government Offices

- Avondale Municipal Operations Service Center
- City of Avondale Public Works
- City of Goodyear buildings.
- City of Peoria City Hall
- Court House
- Downtown Phoenix jury duty
- Downtown Phoenix to courts.
- Durango Juvenile Court
- Goodyear Civic Center
- Maricopa County DOT Durango
- Maricopa County Durango complex
- Maricopa County Durango Complex
- Maricopa Workforce Connections
- Phoenix Civic Center
- State capitol (2)
- White Tanks Mountain Library
- Glendale Adult Center (workplace)
- Government offices.
- Goodyear Fire and Police Station
- Courts
- DMV



Southwest Valley Local Transit System Study

Hospitals and Medical Offices/Services

- Banner Boswell Hospital (2)
- Banner Gateway Medical Center. I live in Mesa off of Mesa Dr. And Southern Ave. That would be perfect if we could incorporate a Bus system in that area. I would certainly take the Bus or better yet a Transit.
- Banner Thunderbird Hospital
- Carl Hayden Medical Center
- Doctor's appointments in Peoria
- Doctor's appointments
- Dr at Banner Health on 12th and McDowell
- Dr at VA Hospital
- JC Lincoln Hospital
- Mayo Clinic
- Medical offices or clinics
- St Joseph's Medical Center (2)
- Thunderbird/Banner Boswell
- To my Doctor on Highland Ave (no bus service on Highland Ave)
- VA medical center
- Various doctors' offices
- Medical appointments (4).
- Work at Phoenix Children's Hospital

Park and Rides

- Downtown and to the 75th Ave. Park and ride.
- 79th Ave Park and Ride (4)
- Glendale Park and Ride (2)
- I am going to use the park and ride from Buckeye (Jackrabbit Trail) for my commute downtown to Central Station for work--five days a week.
- If there was a park and ride lot in Verrado--I would ALWAYS use it for getting to my work location in downtown Phoenix!
- Park and ride most important
- Would like to see more buses from Goodyear Park & Ride to Downtown Phoenix. Also at least a couple of trips from Park and Ride locations (Goodyear/79th Ave/Buckeye) to Downtown phoenix and from Downtown phoenix at other times other than morning and evening.

Public Transit Uses

- If we had light rail into downtown Phoenix, I might use it.
- In Chandler area, use bus; light rail to go downtown.
- Local transit to get to train that takes you to downtown Phoenix and Tempe where all the worthy cultural events take place, and then local transit to get back home late at night. But if it's not fast, practical and economical, don't waste the tax-payers money.
- Mainly for commuting to work. Because I live in a rural area bus service is not likely any time soon. A park and ride to down town Phoenix would be helpful. The current one is about 8 miles away and really isn't a big benefit to use. When I consider the extended wait time, and hassles to switch routes to get to work.
- Provide a Goodyear Bus to the Older Folks in Goodyear in Old Goodyear to Fry's Food store or Drug Store and to the doctors you have nothing for those poor old people to get to and from appointments around the local area. Old people with walkers and wheel chairs need a dial a ride service, not some bus at a cross street that they cannot walk to.
- Sky Harbor airport is a natural. Would love to have availability to go there on public transportation.
- Something that get to Phoenix metro light rail
- The above are basically my personal preference, but all are very good locations for transit stops, as well as all local elementary and high school locations. The major developments within Buckeye are also very good, such as Westpark, Sundance, Verrado, Tartesso, and Festival Ranch.
- To get from the east valley to the west valley
- To work from 40th St/Chandler Blvd, Phoenix to Lower Buckeye Rd, 35th Ave Phoenix
- Would like transit that would get me to work. Maybe transit to a light rail station so I could then take the light rail to my office.
- I would to be able to take a bus to a light rail stop and then take the light rail to my job in Tempe, with few transfers and be able to get there in less than an hour.
- If we a light rail to downtown Phoenix, I likely use it
- More transit from West Phoenix to Central Phoenix.
- Connector to Light-Rail system.

Current/Future Service Routes

- 24th St & Camelback to Alma School & Broadway
- 75th Avenue south to Lower Buckeye Rd, sometimes Baseline Rd
- Anywhere on the bus line!
- Arrowhead Mall. An express bus from Goodyear, to Arrowhead Mall.
- Buckeye/Jackrabbit (563) needs more frequent am and pm times. Right now there are only 2 choices for those of us who live that far to ride the Express.
- Buckeye/Jackrabbit to 27th Ave and Lower Buckeye Express or Rapid would be nice.
- Connect easier to Metro area - 25th Ave and Peoria



Southwest Valley Local Transit System Study

- Connect to downtown Phoenix or go to University of Phoenix stadium.
- El Mirage and 27th Ave camelback. It would be nice to have the express bus on weekends
- Express bus to Westgate coming from Goodyear. Express bus to Arrowhead Mall coming from Goodyear.
- Farther to the East Valley - downtown - or to Durango where I work
- Generally speaking, the East-west train route makes sense to me, then later, the north-south routes.....but the valley is so vast....it makes implementation difficult. The Coastal trains in California seem to have been a big success. Maybe we could hook up to the east valley train system, connecting Goodyear and Avondale to that line, expanding the East-West span. I love the European mass transit systems, especially in Paris. They work so well and are so conveniently located (everywhere).
- Good Samaritan Hospital. I would take transit everyday to work if I didn't have to walk so far to get to a bus stop.
- Goodyear to Westgate
- How about rail transit to downtown or east of Central Avenue? Regional transportation starts east of Central Avenue.
- I do wish the afternoon I-10w rapid started earlier in the afternoon pick up at 3rd Ave & Jefferson in downtown phoenix for my shorter work days or for when I don't feel good and needed to go home. If there were a bus route from McDowell rd in west Phoenix to Cholla in Glendale Az I'd be able to visit my sister's house more often. I'd go more often to the LDS mesa temple by bus from the park & ride if need be. I would also like to have a bus route going to the new LDS temple in the future[not yet finished building] that's over in the northwest section of Phx past Glendale.
- I frequently travel from Goodyear to Fountain Hills and would love to have a direct route!
- I live in the east valley. I would like to see the light rail expanded more in the east and central Phoenix area
- I work and go to school in Tempe. Most of my recreation time is spent in downtown Phoenix. What would be most useful is a link or rapid bus that goes straight from the southwest valley (Tolleson and Avondale especially) to the light rail.
- I work downtown. My family and friends live in North Phoenix, Scottsdale and Tucson.
- I would be interested in transit from Goodyear to downtown Phoenix, and not just to central station, but down Van Buren to at least the Arizona Center. The walk from the Arizona Center to central station in the summer is way too hot to bother with, and I am not interested in taking the bus if it is significantly less convenient than driving. I have issues with being able to walk long distances.
- I would definitely ride the bus to work and my daughter could take it to the school where she works. I live in Laveen and there is no bus service in my area. Most of the areas listed above are not places I would typically go to.
- I would like the Zoom to go to the Southwest Regional YMCA in Goodyear at Litchfield Park and Thomas. It is just one big street over from Estrella CC. I would use it every day from Avondale and Wymanin.
- I would like to be able to get all over the valley
- I would like to get on a bus that goes east on west on Van Buren from Cotton to Downtown Phoenix all day long, every day of the week.
- I would love to see transit later in the evening so that we could go out after work and still take the bus to the park and ride at a later time in the evening. Whenever we plan a happy hour or dinners, we all have to drive because the bus doesn't come that late.
- I would take the bus everywhere rather than driving if there was a bus that was close to our house. We are at 95th Ave & Camelback.
- I'd like to get to the museums and downtown Phoenix by bus or rail from Goodyear.
- It would be nice if we had transportation to connect us to the downtown metro.
- Light rail connection
- Light rail to Bell Rd, Scottsdale, Downtown Phoenix, and Sky Harbor.
- Link up with Phoenix Metro Rail
- More direct routes to 35th Ave and Lower Buckeye
- Most of my medical needs are out of the area or either Sun City +/- or east PHX (almost Scottsdale) so it is unlikely I am a good candidate for additional information on public transportation. However, there is a definite need for more than just "bus" transportation such as the use of cable or subway type transit that links downtown Phoenix, Glendale metro areas with the west valley cities. I know that I would go out more to museums/shopping in PHX as well as sports venues more if there was easier and accessible public transportation. Especially as we see gas prices rise and being on a fixed income (SSD) which is very limiting on budget.
- New 303/I-10 interchange
- On 27th Avenue traveling South and North.
- On Litchfield Rd - a jiney between the shopping centers and restaurants
- Survey said Phoenix. I need Ahwatukee to Mesa
- There is a new park and ride at 27th Ave and Baseline (in Phoenix). If there was an express bus from there to downtown Phoenix and back, I would use that on a regular basis.
- To Estrella community and Metro rail to get to ASU. Need bus transportation for college students who are too immature to drive. Need bus stop on Estrella parkway.
- Town of Maricopa Connect with light rail
- WE need transit north to Arrowhead and Deer Valley. Many people live in SW but work up north. Also, the Arrowhead and Deer Valley Malls would be great if we could get to them without driving.
- West side just doesn't have the routes.
- Work, schools close to home, stores, shopping, movies, Arizona mills, and somewhere in between, maybe cardinals stadium if there is a ride back after the game also (very important), and maybe to see a basketball or baseball game if there is a ride back too...!!! You need to extend the light rail to Ahwatukee ALSO PLEASE, PRETTY PLEASE...
- It would be nice for a bus to run on 101 to go to Arrowhead Mall.Plus in the future to



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have more depart and arrival times for te Park and Ride in Goodyear...This is really a great service that I have used in the past..

- Would like to see the light rail come out to the south west valley so we could enjoy town more often.

Comments

- All of the above!
- All over Mesa and Tempe. I live in mesa on McKellips rd near Mesa dr. I have to walk almost a mile to get to the closest bus stop. That is ridiculous considering how many residential areas there are near McKellips rd. There should be a local bus route on McKellips. Don't make the passengers walk so far.
- And if they had a bus in Apache Junction I will not be driving my car at all. Only to places that I needed to leave late at night.
- Anywhere that the bus doesn't go, cutting service and raising the price won't help in making the decision either.
- DBG
- Don't know.
- Don't use.
- Everything was covered.
- Forget expanding your "public" transportation services unless you can make your expansion cost effective..... I.e., it will pay for itself!
- Having travelled extensively throughout this country I have used and enjoyed public transportation wherever it was provided and found that I would go where the transit line took me. In other words provide the means and we will go there! Form a network and we will travel to all corridors. Public transportation enhances the feeling of COMMUNITY which is always a positive!
- Hmmmm... Are there any planned for Heaven or Hell? {hope'n both, as I'm not sure where I'm going}
- How about a bike
- I answered very unlikely to all of the above because I live in Laveen and you are not including us.
- I don't know I have never use the bus.
- I don't live in area.
- I have a car. I would only use the bus if my car broke down.
- I like driving my vehicle
- I live in Mesa. So most of these places do not apply to me.
- I ride a motorcycle but there are times when it breaks down. I use the bus/bicycle service as a backup to where I need to go, but also need 24 hour service to due to I run a 24 hour business. I have odd hours that I work at times. I am a stagehand and need access to resorts. Entertainment venues. Then I would use the bus for to go the Veterans Hospital for my doctor appointments. To go to 35 Ave and bell to a friend's

house. I live in east Mesa. There are those times that your service saved my butt so to say.

- I think you covered it :)
- I wouldn't use transit. It would take forever from Estrella.
- If it was convenient, and timing was right I would consider using it places I do go because gas prices so high...When having somewhere to go last thing I want to do is take hrs of getting where I need to go because of how buses run or the stops n routes.
- If it would go by my house and to the mall, I would use it.
- If public transit in the West Valley was available and more accessible I would use it much more often than driving as it would save us money on car maintenance and gas. If public transit in the Valley became more convenient all together, I would be willing to consider completely giving up my vehicle as it is very expensive to have a vehicle anymore, and bad for the environment.
- If the Estrella Falls Mall ever gets built
- Just to be able to use it for general life - to the grocery store, to work.
- Light rail is good.
- Local entertainment-from the NW valley.
- Maybe auto repair, return from taking in my car and return to pick it up.
- Moon
- NEVER
- No (4)
- None - Public Transit is a COMPLETE WASTE of time and money.
- None (50)
- None due to personal disability.
- None that I can think of. (2)
- None! Questions 9, 11, and 13 assume I would take public transit. I would not. However, the question forces me to give an answer. My honest answer, and perhaps other peoples answer, for question 9 is I would not walk any distance to a bus stop. For question 11, I would not be willing to wait any time at a stop. For question 13, I would not be willing to spend any time on a bus.
- None, I will not use transit
- None, it cost the tax payer too much to build and subsidies
- Not sure
- Not sure (6)
- Out of the area.
- Please get light rail out as far west as possible and then build bus connections to these light rail stops.
- Provide transit service that covers the southwest valley and links with the rest of the valley and I will use it extensively.
- Remove train and carpool lanes and stripe more regular lanes



- See what I mean. NOTHING for south phoenix, we have buses from the 70's still picking us up.
- Shopping Center in Goodyear if it ever happens.
- The bus routes I use the most is 10, 44 and sometimes the 39. But since they are all on strike I have to walk to and from work. This whole strike business is very inconvenient for me. The bus company should extend the monthly bus passes the total amount of days that the drivers are on strike or at least refund the amount of days the passes are not in use.
- The Goodyear/Buckeye Park and rides are overloaded; there are always 15 to 25 people not at all safe.
- Unknown at this time.
- Work if we had train system here
- Would love something to go to a good mall like Arrowhead since that is the closest one. The mall on 75th Ave does not have great shopping and is not near all of the restaurants like Arrowhead. It would also be good for trips to family centers in the East valley down the road. We have to drive clear across town to go to a place like Amazing Jakes, etc. Also, during the summer, some of the water parks would be nice on the route seasonally. Also a stop at Amazon and the Macys distribution center would be nice. Especially during the holidays when they both employ hundreds close to thousands of additional associates from October -December. Seasonally that would be great for those employees to get to and from work.
- N/a
- None at this time
- Wouldn't use it
- New at this area.
- No Where

6.0 Importance of Transit

The next section of the survey, asked all survey respondents a series of questions to determine how important they felt transit was to the Southwest Valley.

6.1 Most Important Transit Needs

Comments were provided by 1,070 respondents. All responses are listed below.

Additional Transit Options

- A bus and light rail service. I live in Goodyear work in Tempe and have to take a cab to get home from work
- A bus line or light rail that would enable southwest valley residents to commute to downtown Phoenix, the Phoenix VA hospital, and other points of interests in the central and east valley.
- A dependable and timely bus connection to light rail and downtown Phoenix.
- A faster and more convenient way to get into the Phoenix area.
- A light rail to central station would be fabulous.
- A means to connect to a useful light-rail system connecting the whole valley.
- A train from west valley in to center city - - - replace freeway travel.
- A viable network to diminish need for auto as only means of transportation. This would require providing the means to travel both east & west (i.e. To Phoenix museums/theatres) but also north & south (i.e. Bell Road corridor/Glendale events)
- Access to transit. Express transit that takes your somewhere not dependent upon socio economic needs only. More service other than normal business hours/days.
- Additional services to Goodyear Estrella Pkwy.
- Amtrak (3)
- Being able to get a bus from Buckeye and not stop at the park-n-ride on 75th Avenue -- an express ride from Buckeye to downtown Phoenix or from Buckeye to sporting venues.
- Better bus routes and the addition of light rail
- Bicycle lanes that don't stop in the middle of nowhere.
- Bring the light rail out to the southwest valley. Every time they talk about expanding the light rail or any other forms of transportation down to expanding freeways, it always seems to go to the east valley. The southwest valley is growing like the east valley did years ago, so why not get ahead in the transportation area instead of behind by 20 years.
- Bus (407).



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- Bus and taxi
- Bus or shuttle service to Estrella, Buckeye
- Bus service from Estrella to central Goodyear, Phoenix, and arrowhead.
- Bus service in Estrella
- Bus stops
- Bus to work whenever that is -- within w.v. On to Phoenix.
- Buses that go frequently (15-20 min)
- Buses to the airport or transportation to the airport.
- Collector buses that take people to park and rides, park and ride for Avondale that is next to the freeway.
- Commuter options, especially connecting to the east valley for work.
- Commuter rail (8).
- Commuter trains from west valley to Phoenix. I-10 is useless and unsafe during rush hour.
- Connect (transit) to the light rail.
- Connect the light rail to other areas of the valley.
- Connecting to the light rail to get to the downtown Phoenix area at all hours.
- Connecting to transit in the Phoenix metro area. Would be excellent to have a light rail extension for commuting to and from work in the southwest valley.
- Connecting us to downtown Phoenix, Scottsdale, and Sky Harbor
- Connection to other transportation methods
- Connection to the light rail (2).
- Convenience to location.
- Creating a link to the light rail system. Perhaps the light rail systems needs to finish their expansion plans first, but I'd use the light rail if it was available in Goodyear.
- Definitely need. We just have Ajo-Gila Bend that comes into Desert Sky.
- Develop a light rail (elevated) that get to Metro Light Rail -- improve bike lanes so it is safe to ride from Estrella Mountain Ranch to Litchfield Park and Buckeye; have bike / bus/rail transit options.
- Dial a ride
- Easier access to park and ride locations and light rail.
- Easy access to transfer buses if needed
- Either a bus route down Buckeye Road/ MC 85. Or the light rail would be really nice. I bought my home in Buckeye in '08 and plan to stay there for some time.
- Express Buses (3)
- Express or limited stop light rail into downtown Phoenix
- Express service to downtown Phoenix, and all outlying communities. There is far too little express service because it is not a county system; it is really a Phoenix operated system that could much more for much less if it was truly a county operated system, meaning no subcontracting of services.
- Extend the light rail, and a local free bus in Goodyear that would move people to shopping areas.
- Extend train service to the southwest valley. (including Amtrak to Phoenix)
- For me links to the light rail system would be good for going to downtown sports events.
- Get the train system hooked up. Buses are a band aid.
- Getting access to the smaller outlying communities where infrastructure is limited and need is great.
- Goodyear area has no rapid transit system. We definitely need one.
- Goodyear needs a bus system.
- How about a train the runs on the current Union Pacific tracks from say Buckeye to downtown or even to ASU in Tempe? Perhaps connect with the light rail near downtown Phoenix. This would be really great for my volunteer work, jury duty and the like.
- I believe light rail. Need something other than buses to run down the middle of i-10, i-17, loop 101, 303 and the 60 to commute across the valley.
- I like that the light rail is being extended. I find that that mode of transportation is much more efficient than the bus systems. I like the idea of the rapid and/or express busses, but none of them are near where I live or work.
- I really would like to see the light rail system being extended to go somewhere in Ahwatukee also. Maybe different bus routes.
- If there was light rail from somewhere in the west valley into Phoenix, I would do it every day
- Inter-service connections: bus/light rail, light rail/Amtrak, bus/connect to other Arizona cities (flagstaff, Prescott, etc)
- Larger buses, with more frequency
- Light rail (151).
- Light rail (Westside)
- Light rail and buses that go where needed to go and not waiting over 30 minutes for a bus or local bus.
- Light rail and more express buses going to north valley in the morning.
- Light rail as far west as Buckeye.
- Light rail connecting us to Metro Phoenix and beyond.
- Light rail connection to Phoenix. Commuter rail to Tucson, etc. Using Grand Ave??
- Light rail connection, reliable bus service. Connection to from Avondale, Litchfield Park, Goodyear to Peoria, Glendale.
- Light rail expansion through south Phoenix and into Laveen. The area has a number of people willing to commute via public transit but no access to it. Appreciate that the park n ride opened recently and I plan to use it for work - but with kids attending



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schools in Arcadia we won't use it for school.

- Light rail extensions.
- Light rail for speed to distant points of interest.
- Light rail into downtown connecting with existing light rail.
- Light rail more than a bus
- Light rail needs to come to this side of town more than buses.
- Light rail on I-10 Papago freeway (2).
- Light rail or buses to get to major shopping and sports complexes.
- Light rail svc connecting to Phoenix and Glendale, but that is a long way off
- Light rail to connect sport facilities, shopping, downtown and airport to the west valley
- Light rail to downtown attractions and airport.
- Light rail to downtown Phoenix (7).
- Light rail to help get rid of poor air quality.
- Light rail to local routes to shopping and parks, easy connectors to other bus services.
- Light rail to other parts of the Phoenix area.
- Light rail to the downtown area-bus service to local shops and medical facilities
- Light rail to the east side.
- Light rail to the Glendale area (2).
- Light rail would be huge!
- Light rail!!!! While MAG and Valley Metro has made the east valley more accessible to local pedestrians, the potential west valley pedestrians are forced to drive everywhere on congested roadways!!!
- Light rail, connecting lines to other towns.
- Light rail, connection to Tucson
- Local routes throughout the west valley and connecting routes to the remainder of the entire valley.
- Local transit service around the community.
- Local transit services and rapid service (2).
- Metro rail to Phoenix for activities in the central Phoenix core
- Monorail
- More bus routes and trains.
- More bus routes, express routes, and park & rides
- More bus service to downtown Phoenix. From Goodyear, we only have 3 options a day that do not match my needs.
- More bus service.
- More buses available maybe every 15 mins.
- More buses to get downtown
- More busses so the wait is not long between the one you missed and the next. Light rail needs to reach more locations.
- More complex route system.
- More downtown park and ride buses or at least the bigger double buses. With the price of gas climbing they are only going to become more crowded.
- More Express buses
- More Express buses to downtown Phoenix and the light rail further south and west.
- More express routes and park and ride locations
- More express routes to the Buckeye Park and ride.
- More local routes
- More mass transit
- More park and rides, express buses to downtown Phoenix to alleviate some of the traffic.
- More park n rides and come more often.
- More roads.
- More routes to & from the Jackrabbit Trail Park & ride to downtown Phoenix.
- More routes to local locations
- More service and affordable pricing.
- Need fast trains (light rail).
- Need shaded bus stops. Have rapid transit?
- Not a lot of options to get from the sw valley to the rest of the city. Light-rail would be a great option.
- Not enough buses to/from downtown from/to Goodyear Park and ride.
- Park and ride (43).
- Park and ride to downtown Phoenix. South of Interstate 10.
- Park n ride in Avondale or a direct express to 79th Ave park-n-ride to access the Rapid. Light rail to SWV would be ideal at least to the 79th Ave Park-n-ride!
- Pedestrian walkways/cycle paths for localized areas for starters, opening roads that dead-end or have canals through them, i.e. Jackrabbit Trail (going north)and Camelback rd. (between Jackrabbit Trail and Perryville), and then shuttles, trams and buses for further travelling.
- Probably bus lines, but a mass transit such as light rail would always be good.
- Public transportation into downtown Phoenix.
- Railway electric train along I-10.
- Rapid transit
- Rapid transit to Westgate.
- Rapids to downtown Phoenix (3).
- Run on Sunday in Avondale.



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- Service to downtown Phoenix, Sky Harbor and for me Tempe
- Since we have none out in Goodyear to speak of - we need a gamut of services. We have no bus, no Metro. It's like we are hundreds of miles out instead of less than 25 from the center of Phoenix.
- Some sort of daily express to connect the west valley to the rest of the valley. Maybe an hourly all day service to/from Central Station.
- Something similar to the Old Town Scottsdale trolley. Short trips to shopping center, restaurants, etc
- Takes too long to get anywhere outside of the west valley (especially when it's hot). We need light rail!
- The most important need is that we should utilize a train service such as the metro service in Los Angeles.
- There needs to be more buses.
- They need a park and ride in Goodyear where a bus stops is nearby.
- To downtown Phoenix, better service
- To have transportation!
- To schools, such as Estrella Mountain Community College, to downtown Phoenix for sporting events etc. Light rail would be the best solution.
- Train or light rail to downtown Phoenix that follows the train tracks already in place that first stops around Central and Jackson then turns and heads north to the Van Buren terminal and vice versa.
- Train, train, train, train. Let's get with the times and get a train. I would take it to work every day, and to west gate for my entertainment once a week. We need a fast train with no stops; light rail really doesn't cut it. As an owner of 2 homes in the west valley, I would support tax increases to pay for it in a heartbeat.
- Trains (48)
- Tram parallel to fly west valley to Chandler
- Transit (84).
- Transit service to airport and downtown Phoenix.
- We actually need more transit to downtown Phoenix then local access.
- We need a light rail system and more bus lines.
- We need a rail system to downtown Phoenix. A connected rail system to loop the valley would be excellent. I would rather wait at a commuter train depot then a bus stop.
- We need more bus or public transit options in the southwest valley
- We need the light rail out here to go downtown.
- We need to expand local service. The options are soooooo limited. The local circulators need to be expanded! It seems that all local services are concentrated south of the freeway. We need some focus on the roads north of the I-10 (up to Camelback).
- Well in Phoenix they have trolleys that go around the Arizona Center city hall different places....

- Widening I-10 east bound from 75th Ave to 35th Ave.
- Would like to see public transportation from Goodyear to Sky Harbor Airport and Mesa Gateway Airport.

Increased Accessibility of Service

- A bus system. At this time we have one actual local line to the regional system. There are few buses that go north-south going past 67th Ave.
- Ability to get around the valley from the Goodyear
- Access to all citizens
- Accessibility of buses (stops, park and rides, etc.), choices of where buses are going and how often
- Affordable fares, convenience
- Availability when needed and not a long wait. Also to get where need to go.
- Availability, frequency and number of destinations served.
- Being on time. No passing passengers when late. Accessing residential areas near schools and common shopping areas.
- Better variety of hours.
- Bus service for those with incomes too low to support a vehicle or for seniors and others no longer able to drive.
- Bus stop at PebbleCreek Pkwy and McDowell
- Buses need to go back into neighborhoods, especially for the elderly.
- Buses that go to where my family would need to go
- Convenience (3).
- Convenience and frequency
- Convenience and timeliness
- Dial-a-ride or another way for senior citizens who do not drive to get around; however does not come close to where I live
- Door to door share a ride or shuttle service
- Downtown to 99th Ave and McDowell rd.
- Dysart needs bus service north and south.
- Easy access.
- Elderly and teenagers.
- Farther out
- For low income people.
- For me specifically, the ability to get to downtown Phoenix or to a light rail connection in a neighborhood that is safe.
- For people in other communities like Verrado and Estrella Ranch to have access to transit options. No buses come this way.



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- For people that use the service it should be easy to get to a bus stop. People should not wait a long time for the bus and there should be frequent pick ups
- For students and elderly.
- Free or very low cost for people with limited needs. Cleanliness for more affluent riders.
- Frequency of bus service (6).
- Frequency of buses, and coverage area. For instance, in the middle of Chandler, it could be a 4-5 mile walk to the nearest bus, which only comes 5 times a day.
- Frequent accessible appropriately sized service.
- Getting the buses out there now!
- Has to be reliable and available earlier and later hours. For certain destinations the difference in drive time and bus time is too great to make it worth the while unless you have no car at all. Also, the bus only runs certain hours.
- Help for ill people to get to appointments. Transit for college students.
- Helping seniors who no longer drive be able to get around.
- Hours of operation that matches my schedule.
- I am sure the endless threat of strikes drives some people away. Maybe a park and ride spot close to Perryville prison. With the new loop 303 stack going in there. The amount of people driving down the 303 and traveling to downtown Phoenix will continue to increase. Not to mention I am sure a lot of employees at the prison could make use of it as well.
- I have family in Glendale and Phoenix that do not have cars. If they need a ride to my house I have to go get them because the buses do not come straight out here to the south west valley consistently.
- I manage an apartment community & there are several seniors here who need to go for doctor visits & other medical needs but they do not drive & the bus does not come down here. Some have chosen not to live here for that very reason.
- I use a wheelchair to get around. I need the local transit service.
- I would say servicing those individuals who, for whatever reason, do not have access to a car. They must depend on the bus to get them to work, the store, and anywhere else they need to go. Most of us are poor and can't afford much. If we don't have access to public transportation, we simply won't get to where we need to go.
- Intra-area service for SW valley.
- Local access for commuting in the community.
- Local routes that are about 12 miles long from beginning to end.
- Location
- Location, location, location and frequency of rail or bus stops.
- Medical, personal, and physical needs
- More access needed to the northwest valley too. North of Thomas.
- More bus routes/ bus stops
- More bus stops, more convenient, buses run more.
- More buses, more bus stops, shorter wait, help for the disabled.
- More comfortable seats
- More convenient bus stops and light rail.
- More frequency; expand routes and times.
- More frequent service to areas east of the SW valley.
- More hours
- More lines that run on a 15 minute schedule or cheaper fare for an increasingly low income population.
- More service and longer hours of operation.
- More times available to commute from Goodyear to downtown Phoenix
- More weekend service that benefits the handicapped and seniors.
- Need better access due to the fact that it's very spread out.
- Need to be available on main streets
- Offering a frequent service and providing bus stops that provide a sense of comfort. Most Goodyear and Avondale bus shelters provide good examples, but some bus stops along McDowell just west of loop 101 pose a safety concern.
- One of the most important needs is bus service on the weekends. The price of gas is outrageous and prevents me from doing things with my family on the weekends. If I could catch the bus to go to church instead of driving, or go to the movies or downtown on the bus, it would be gas saving and enjoyable. I can leave the driving to someone else for a change!
- Opportunities to meet the needs of all ages.
- People who don't have cars.
- Provisions for seniors, affordability, access, destinations
- Put back the city streets bus routes.
- Regular hours and evening. Weekends
- Service that runs for people who don't have cars to be able to function without asking for rides.
- Smaller vehicles with quicker delivery times
- Speed; affordability (for passengers and cities).
- Students - elderly on social security - workers commuting to jobs.
- There is not much here, it would help a lot who can't afford or who don't drive.
- There needs to be more major accessible routes that run farther west than 83rd avenue and farther south than Van Buren. Ideally, it'd be fantastic to have another rail system that connected to the light rail downtown, but seeing the costs involved in that more rapid bus/express bus options would be fantastic. Local routes that ran farther west on camelback, Indian School and Thomas frequently would also be a suggestion.
- Time and efficiency. Easy to use.



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- To be able to have the option to use it.
- To have buses meet closer together through cities like Avondale and Phoenix.
- To me the most important transit needs are to have frequent, accessible service in Buckeye.
- To service the elderly and disabled.
- To unemployment offices
- Transportation for those unable to get around otherwise.
- Transportation is very important for people without cars and can't ride bicycles and seniors I h
- Van services (3).
- We have a number of seniors in Pebble Creek who don't drive. I used to be one of them, access to public transportation would have been quite helpful to me at that time.
- We have nothing here in Buckeye. We need it all!
- We need more frequent bus routes running in all parts of the west valley. Having to wait an hour between some bus routes especially if you missed the last route is not feasible for most bus riders. I would suggest these routes every 15 minutes if possible that would allow more flexibility for bus riders to get from points a and b in a timely manner.
- When the temp is 110-plus, you can't walk or stand waiting for a bus very long!!
- Who decided on the silly hours for Buckeye and Goodyear? You have one bus pick up at 4:30pm and not another bus until 5:30pm from down town back to Goodyear and buckeye. What happened to 5pm heading west to Goodyear? You have a bunch of empty buses heading out before people even get off work. A lot of people get off work at 4 or 4 30 or 5. Not 3 30 and 4 15

The Uses of Transit

- A train to downtown Phoenix. A bus to n Phoenix where I work. A bus to the movie theatres. A bus to shopping centers.
- Ability for seniors to go to market, shopping , doctors
- Ability to get into Phoenix to work and return.
- Access from Buckeye to local west valley cities.
- Access to good quality shopping centers and access to southeast valley without going through Phoenix.
- Access to grocery stores and pharmacies
- Access to local shopping areas, business areas, and downtown Phoenix
- Airport destination
- Airport service
- Arrowhead Mall (9)
- Avondale/Goodyear/Litchfield park area for short trips to work; doctors; shopping;

schools; sporting venues and parks.

- Banner Estrella Hospital, West Valley Hospital, Goodyear City Hall
- Being able to connect the smaller communities in the southwest valley and there's not really any service.
- Being able to get to Scottsdale (i.e., open, car shows, shopping). Getting to history museum, or airport, downtown!
- Better service to Avondale and Goodyear and buckeye and west and north Glendale and Peoria
- Between cities and going downtown.
- Buckeye
- Buckeye to Phoenix, Mesa, Chandler, airport, hospitals.
- Bus service that takes people from where they live to where they work and return
- Bus to colleges/parks/libraries/grocery.
- Bus transportation is the most important for me to be able to go to work as well as to other places.
- Buses that go downtown.
- Buses that go places that people need to go, without transferring multiple times.
- Buses to go to the Cardinal games or other events going on at the stadium.
- Cards Stadium...downtown
- College
- Community colleges -- sports events -- casinos
- Commute to downtown, east valley, etc. For those who work or go to school or just want to visit.
- Commuter traffic in & out of Phoenix, sporting & entertainment events at Westgate & downtown Phoenix. Shopping in the west valley as it develops.
- Commuting
- Commuting from my house to work. Tempe to downtown Phoenix.
- Commuting options to/from capital complex. Work starting at 6 am
- Connection to shopping centers, light rail, park and rides and downtown Phoenix with reasonably good frequency.
- Connections to Phoenix throughout the day, evening service to and from Westgate
- Downtown Glendale
- Downtown Phoenix
- Downtown, Westgate area
- Economical dial-a-ride for seniors and low-income folks w/o vehicle
- Estrella Mountain Community College, city libraries, place of employment, shopping, medical related.
- Estrella Mountain Ranch, Goodyear area



Southwest Valley Local Transit System Study

- For residents to be able to and have access to bus service in rural areas to get to and from doctors appointments and work.
- For those people who don't/can't drive, they need a way to get to shopping areas, visit friends, go to appointments.
- Frequent to shopping areas and... Neighborhoods.
- From Goodyear metro parking area (Dysart) to Westgate on weekends
- From Goodyear to the above
- From main entrances of apartment complexes/each subdivisions to shopping centers/entertainment areas, schools and work places.
- From park and ride to work
- From the Peoria/Glendale area to downtown.
- Get around easily between shopping centers and food centers like, Wal-Mart, Fresh & Easy, TJ Maxx, Kohl's, etc.
- Get people into downtown Phoenix to their work locations.
- Get people to downtown Phoenix or even to the airport.
- Get to work on time... possibly later bus
- Getting downtown, going northwest.
- Getting from the southwest valley to downtown Phoenix and other employment/entertainment centers. For travel within the southwest valley, cars are the most efficient way to get around.
- Getting people to and from work/school so that they can save on gas.
- Getting people to work and home again.
- Getting those who cannot drive to medical appointments and facilities.
- Getting to & from the airport
- Getting to and from work and school. If you live in southwest valley, it is almost impossible to get around if you do not have a car; having bus service like Phoenix and Mesa would be great.
- Getting to and from work without having to spend too much time waiting for the bus. Rapid transit or express buses.
- Getting to central Phoenix & Sky Harbor
- Getting to downtown and the airport
- Getting to Westgate easily from all city centers.
- Getting to where are need to go quickly and on time.
- Getting to work within 1/2 hour.
- Getting to work. Some people don't have work transportation.
- Going downtown to sporting events and Glendale for sightseeing at Westgate.
- Going from neighborhoods to local shopping areas; more connections from SW Valley to central Phoenix.
- Home to work trips and return. Home to shop and return. Home to recreation. Sky Harbor Airport.
- Hospitals access, and supermarket centers and malls
- I could see a service that connected downtown Litchfield Park, the Goodyear Park on Avalon/Litchfield and the ballpark on Estrella providing some value in the spring and when/if the Goodyear civic center is built on Estrella.
- I would guess medical services for elderly; employment for people/teens - essential services
- I would like to see transit to events like spring training facilities and the Westgate area.
- Inexpensive airport runs
- Jury duty, errand
- Library.
- Local buses to get to grocery and drug stores. It would be really nice if the local buses can meet up with the Phoenix bus system so folks can get to the art museums downtown, as well as sporting events.
- Maricopa County Durango complex
- Maybe airport
- Medical appointments are important for transit.
- Medical appointments/facilities/transportation (39)
- Medical transport... no way to get to radiation or doctor appointments... Dial-a-Ride can take hours
- Medical transportation in Goodyear
- My important local transit needs would be able to get into central Phoenix for work within a reasonable time frame both getting to and coming home from work with connection points that are frequent.
- Need transit in Surprise that is available for work during the hours of 7:00 am to 7:30 pm.
- Park West, Arrowhead Mall.
- People train to downtown Phoenix, all sports, racing, and concert facilities.
- Phoenix, Mesa, Scottsdale, Avondale.
- Places that the elderly need to go.
- Primarily that this is service to get me where I need to be and then that they offer reasonable wait times even on Sundays when that is often also when I seek entertainment and shopping. One hour is too long for me to wait to get anything done for the day.
- Public facilities
- Public transportation, ready availability to taxis, train travel to get to east valley attractions
- Recreational access to downtown venues and access to airport
- School (38)



Southwest Valley Local Transit System Study

- Service to Sky Harbor Airport
- Shopping (45)
- Short trips
- So people can take local transit to work, doctor visits and to go shopping or sightseeing to anywhere in the valley.
- Sporting events. Light rail in the west valley.
- Sporting events/entertainment (23)
- Students to get to high school and/or college. Anyone getting to a job.
- Taking retail employees to their places of employment.
- The ability to get to and from work, school, medical appointments, necessary shopping. Possibly out of the area when required to attend court, jury duty, etc.
- The need for a bus to go to Banner Gateway Medical Center in Gilbert. I know there are many employees that would use the transit along with me because of the fact that the gas prices keep going up and we are not being compensated with any merit raises at our jobs at this time. Please do something to help the air quality!
- To airport
- To downtown Phoenix, Scottsdale shopping, Arrowhead mall,
- To events - such as symphony nights - with returns immediately following
- To get to Goodyear and Avondale city hall.
- To go from central Phoenix to the west valley; transport to EMCC.
- To go to Glendale area from Goodyear, to get to downtown Phoenix and Tempe, Chandler
- To malls, grocery stores, schools, medical plazas and work.
- To mayo clinic hospital 2 x a day with returns
- To Scottsdale 3 x a day
- To sports facilities downtown
- To the airport & returns every hour
- To the banner hospital 3 to 4 x a day
- Transport to local areas - shopping, entertainment, business (phone svc, etc.)
- Transportation from Goodyear to 101 freeway north to stops at Glendale Ave, Thunderbird Ave and bell road
- Transportation to downtown Phoenix
- Transportation to inner city and definitely within our communities
- Transportation to Phoenix for the airport, ASU, at still, etc.
- Transportation to the airport and major malls.
- Transportation to the community colleges and park and ride....Goodyear residents can't utilize the bus systems to get work or school....
- Transporting people other than for work to Phoenix, Az

- Travel to courthouse.
- Travel to the airport from Goodyear.
- We all need to get to work. Preferably on time.
- Westgate (11).
- With gas going up cheaper ways of getting to work and shopping are a must
- Work (79)
- Work for those who have jobs, schools, medical appointments, DES appointments, church, shopping (groceries and in general)
- Young teens utilizing the transit system to get to work, school, etc.
- Youth and senior citizens.

Improvement of Existing Service

- 24-hour service
- 67 & olive and 91 & buckeye
- 80 bus, o bus, 19 bus 35 bus
- A bus from Avondale headed to Phoenix on the weekends. After 8 and on Sundays this is unacceptable.
- A clean, efficient system with easy access to information and routes, easily interpreted, reasonably fast.
- A connection to downtown.
- A safe place to park my vehicle.
- Access to light rail and express routes to ASU Tempe, American sports center, church.
- Access to the park and rides or a park and ride in Tolleson to downtown. Local bus line down lower buckeye into Avondale and Goodyear and park n ride.
- Accessibility and safety of the passengers.
- All, it's hard to find bus routes in southwest valley.
- As of right now, the trek from the southwest valley to ASU's Tempe campus is tedious and inconvenient. A more streamlined way to get to downtown Phoenix or Tempe is greatly needed. Additionally, routes that go to larger shopping and dining areas would be great.
- Availability of public transportation options.
- Available and reasonably priced transit from the residential area to where the jobs are.
- Basic transportation. Shopping. Etc. More busses east to west and more stops all around. More shelters and benches! Tons of improvements needed!!!
- Better access and coverage
- Better coverage
- Better weekend service. Shorter arrival times. A debit transit card would be more efficient, like the ones they have in New York.
- Bike lanes



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- Bus service to more places such as Tolleson, Goodyear, Estrella parkway, and on the weekends and more often (earlier, later at night) to allow more people to be able to get to work and school. Also, running north and south would help.
- Bus service west of Estrella parkway and light rail
- Bus services to more places I want to go, and some bus stop improvements.
- Bus throughout the southwest valley
- Buses for kids and adults to get around west valley
- Buses need to go further out west.
- Buses that run on time would be nice. Out of 100 percent of the 10 runs early, 49 percent of the time, runs late 50 percent of the time and actually runs on time 1 percent of the time. And when they are running late the drivers have concern for the safety of the passengers when they spend and run lights to try to catch up on their schedule.
- Buses to meet together.
- Buses to out to where drive
- Buses... need buses and provide seating and shade at bus stops. Also, make sure good lighting is available; some places are too dark and unsafe.
- Circulator service should be fare-based.
- Cleaner buses and more frequent pickups.
- Closer to the work station and residents
- Commuter for work and school
- Connect existing lines! Make Estrella mountain community college into a transit center that connects with 3, 17a, zoom, and 70. Dysart already has bus stops that aren't being used. Why does the 67 not connect with desert sky mall? Why can't the 67 connect with 77? There needs to be a proper transit center connecting 1, 3, 10, 27, and 13? That's five routes that pass near buckeye and 27th Ave and yet manage to miss each other.
- Connect west valley with the rest of Phoenix and surrounding areas.
- Connections from Gila bend to buckeye, buckeye to Goodyear/Avondale to Tolleson, etc.
- Convenience compared to ca.
- Convenient access to transit that connects bedroom communities with commercial, health, and civic centers.
- Convenient schedules
- Convenient, fairly quick bus service to downtown Phoenix must have evening and late enough service to one can take in concerts and events. Also, Tempe, same reason as mentioned above.
- Cool accommodating bus stops. Shaded areas to stand so you do not overheat while waiting for the bus
- Cooler bus stops - shade areas
- Covered bus stops in case of rain
- Dedicated transportation lanes for buses/light rail from sw valley to downtown Phoenix
- Dependable bus service.
- Destinations, time table, cost for passengers, type of transit
- Different developments to shopping and housing.
- Direct lines to downtown phoenix.
- Ease west-east commute congestion
- Easier use, faster times for travel.
- Easy access, time to get to destination, wait time for next transit (especially at night)
- Easy commute to downtown phoenix and the east valley.
- Enough buses to accommodate the amount of people who use the buckeye and the Goodyear park n rides.
- Expand 303 freeway.
- First, buses in areas that people visit a lot. Bus service in AJ. And bigger buses for the park and ride express buses.(535)
- Fixed local route service on major arterial streets - north-south and east-west. Connectivity to phoenix.
- Freeways
- Frequency of buses.
- Get buses with working air conditioning! Clean the buses. The floors are sticky and they smell!
- Getting people where they want to go, safely
- Getting to downtown phoenix. Have been on new rte 563 three times, 25 people stand on the way in not safe.
- Getting to work downtown phoenix, do not have enough buses at the park and ride I do not like to stand at the bus I feel unsafe.
- Going home is standing room only and that is hard after a hard day of work.
- Good freeways
- Hours of any service.
- How about a jitney from major residential centers (i.e., PebbleCreek) to major shopping locations – JC Penney's, Mimi's, target, etc.
- I would imagine anything
- Improved non-freeway arterial routes - the major, multi-lane routes seem to be prone to "clog by stop-light", so they don't move traffic as smoothly or as rapidly as they could. There also aren't enough "express" routes through town. Route 303, for example, has everything from two lane stretches to stop signs, in addition to traffic lights and multi-lane stretches. It's over-travelled and dangerous. At this juncture, the "improvements" in the works seem like an overly elaborate and drawn-out solution to a fairly simple set of problems.



Southwest Valley Local Transit System Study

- It needs to allow those who do not drive or shouldn't drive the ability to go to and from their destinations.
- It's very limited...transit here ...I'm from pa...and buses are literally everywhere!
- Lack of routes
- Laveen needs bus service. I don't know what the needs are further south.
- Less time to wait at the bus stop.
- Less wait time.
- Lessening the freeway traffic and helping citizens lower their transportation expenses.
- Local and express buses to city downtowns and universities
- Local is ok -- we need more avenues to get into Scottsdale and phoenix
- Locations of park and rides and drop offs/pick ups
- Lower fares
- Make it more readily available.
- More 10 west rapid buses
- More available bus routes less wait time for the bus, & less transfers. More attention paid to trash on the buses.
- More available times
- More bicycle lanes.
- More bike lanes on two lane roads
- More bus more often
- More bus routes
- More bus service and stops (7).
- More bus service in needed. I would also like to see well planned bus stops that have seating and shelter from the sun, heat and or rain!
- More bus service, later hours too.
- More buses and cabs.
- More buses are needed or more routes for the growth in and around the southwest valley.
- More buses available so they are not so crowded
- More buses going more places
- More buses, faster/more stop times. Sometimes buses don't have a/c or heat.
- More buses, less wait time & longer route times.
- More buses, run every 45 minutes, more frequently
- More capacity/trip frequency, more destinations, quicker trips, longer daily schedule (more hours in the day), and better/more direct connectivity to other destinations.
- More comprehensive shuttle system up to Litchfield park; women should feel safe on the bus; (transit needs) more exposure; advertising to show who uses the buses; same fee for elderly, young people.
- More frequent buses
- More frequent buses and easier transfers.
- More frequent service, routes further southwest, night time routes and service.
- More frequent times & more destinations
- More highways to access the east valley
- More hubs, punctuality
- More improved bike lanes. If we had more bike lanes where I'd feel safe from texting morons, I'd bike more often.
- More lines available to decrease traffic on freeways
- More north and south bound transportation, further west transportation, and bus stops that are handicap friendly (i.e.: benches, shade)
- More public transit and safety
- More right turning lanes on surface streets & better flowing on and off ramps for freeways
- More routes out west. After all we have light rail going east. Why? I think we should start moving the light rail west. After all aren't we trying to cut down vehicular pollution?
- More routes.
- More service times at park and ride.
- More stops and pickups at the Dysart Park & ride. I would so love to use that park & ride, but not enough pickup times and drop off times. Also the train would be nice if it went out that way. I would so use that as well.
- More time intervals instead of infrequent time frames. Example 19 route going north every 15 minutes but southbound are every half hour and on weekends ever hour...
- More transit centers
- Need buses to seat more people. Route 50 west bound from 19th Ave west bound is always so full all customers entering the bus must stand and 1 out of 4 times I was told to take the next bus because no standing room left.
- Need easy, convenient access for those who work and go to college to loosen up traffic on the freeway and city streets. Schools and medical facilities would be paramount, I suppose.
- Need to have more bus stops to make it more convenient for people to use...timing is everything, I know I would want to use a bus and it take more than an hr to get where I need to go when driving myself would only take 10/15mins
- Nicer bus stops.
- Nicer buses
- Not enough buses
- On time (12)
- On time buses route closer to home



Southwest Valley Local Transit System Study

- Park and ride for those who have to travel to phoenix for their job - have you tried to use i-10 in the early morning?
- Park and ride in Laveen area
- Park and ride locations
- Personally I think better systems to get to the "rapid" transit stops. Driving more than 1/2 the total distance you will be going to get to park-n-ride can be discouraging.
- Plenty of stops for the express buses
- Public awareness
- Regular bus service servicing the greater phoenix metro area.
- Reliable service, friendly and helpful drivers, clean buses
- Reliable times, friendly drivers, buses that are in good condition.
- Reliable, frequent and more sun protected bus stops.
- Reliable. Cool transit going places I want to go.
- Relieving traffic on 101/i-10 for sporting events
- Safe bicycle paths
- Safety and convenience
- Seat up grade would be nice
- Security (3).
- Service from Avondale park and ride is extremely limited - need more routes an more frequent trips
- Small frequent buses
- Softer seats
- Softer seats packed buses hard to get on and off
- Something that connects to the rest of valley metro.
- Speed of movement and less traffic on i-10
- Start earlier & run later
- Stations and parking for the user, secure safety locations
- The bus needs to come by stops more frequently and go everywhere you want to go. People that live in Ahwatukee, that live 5 miles from the office, it would take them 2 hours on the bus to get to work vs. 10 minutes in a car.
- The Goodyear area has limited public transportation...the need would be access to Estrella community college and shopping centers.
- The more important transit needs are more bus routes that serve Tolleson, the west end of phoenix and the surrounding communities also more bus service that runs later in the night and earlier in the morning.
- There is no bus stop seating located on Glendale Ave from 99th Ave to Litchfield rd (Luke air force base). See people standing and waiting for bus all the time (Glendale Ave and Dysart). There needs to be seating and if possible covered. The area has been developed and no provisions for bus stop seating. Glendale Ave transit system is used

however; it is not user friendly with no benches/covered seating areas.

- There need to be regular bus routes (or train service) in between buckeye, Sundance, Verrado, Goodyear, Avondale, and opportunities to transfer into the city.
- Time allocation, convenience
- Timeliness, no one is going to use it if they have to wait 30 minutes for it to arrive.
- To build a stable transit system in the southwest valley.
- To get the stop lights coordinated. We were told they would be on pc/Estrella, but obviously are not.
- To have any bus service at all in Goodyear.
- To pick up in our area.
- Train link and infrastructure of transport to main tourist areas, shopping centers/malls/outlets, and downtown phoenix.
- Transportation for the elderly, the financially challenged, the handicapped. Much more service to many more locations.
- Transportation to sky harbor airport!
- Trips to downtown phoenix
- Van
- We need a neighborhood bus to get us to the local stores and restaurants and shopping!
- We need more bus routes out here.
- We need more lines and earlier and later hours of operation.
- We need to make sure we have reliable buses that do not break down & are not late due to changing buses that break down.

New/Improved Routes

- (563) needs more am and pm times for pick up and drop off.
- 103rd and lower buckeye.
- 19th south and north bound and Dunlap and northern Ave and the 15th Ave
- 24 hour on major routes....after 10pm on the Sunday schedule?
- 51st avenue bus should go to Baseline; 67th Ave. Bus should go to baseline and southern Ave., bus should go to 75th avenue.
- A bus that actually stops close to where you need it.
- A bus that gets you from buckeye and lower buckeye to routes that will get you into the surrounding cities. I live at 83rd Ave and buckeye.
- A local runabout with a reasonable schedule...I live at Estrella mountain ranch, and there is nothing out here. Its 15 minutes just to get to Van Buren and Estrella pkwy.
- A lot more traveling from the municipalities such as buckeye, Goodyear, Tolleson and Avondale.
- A rapid park and ride on the I-10 and the 303 with bus service going to downtown in



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the am up until 7:30 and going home at night from downtown up until 6:00.

- A regular bus or metro line that goes from the city of phoenix and transport out to the far west valley and back. Specialized routes could connect from drop-off areas to get to other areas in the west valley.
- A route that will bring people to downtown phoenix
- A stronger presence or route designation sign
- Access past 83rd avenue on a more frequent and reliable schedule.
- Access to downtown area
- Access to transit services by PebbleCreek
- Accurate/ real-time arrival information
- Add transit services to areas that travel northbound/southbound in the avenues, add additional service to existing routes in the sw valley.
- Additional buses and bus routes. Definitely need connection to light rail. What's up with east valley getting all the perks?
- Airport shuttle
- All buses should go to Litchfield road. Right now I have to take 4 buses to go to my job at wigwam hotel
- Another express bus to go from the new park and ride on 27th Ave and baseline to downtown phoenix.
- Basically a commuter/neighborhood route for north Avondale/Litchfield park/ Goodyear into phoenix. People will ride it if it suits their needs. The increase in gas prices will definitely have people searching for alternatives. Although, no one enjoys the long bus routes. We'd rather ride the rail. I suggest that you make tweaks to some bus routes, making a sort of express-hybrid bus service (like the Az Ave express route) that only stops at certain intersections and it extends out to the southwest valley for commuters, every hour, at the least.
- Because most buses do not go to Litchfield road. There are no buses that go past Litchfield road at present. That must be changed as soon as possible.
- Better schedules for the 563 bus! Maybe an extended bus for that route. There are no seats left and lots of people (I mean lots) are left standing by the time we reach Dysart. I also wish there were general transit options within the town of buckeye.
- Better service to phoenix and Scottsdale.
- Bike friendly trails/routes
- Buckeye and lower buckeye Ave
- Buckeye/Verrado = phoenix/Estrella = Glendale/Goodyear/Phoenix (or park-n-ride lots)
- Bus route that are close
- Bus routes in the Tolleson (lower buckeye road, 75th Ave to Avondale blvd) area or lack of and no bus routes on McDowell west of 91st avenue.
- Bus routes to the northwest valley, including surprise, el mirage, Sun City and Youngtown. Bike routes that are dedicated and safe.
- Bus service in surprise.
- Bus service to all of Peoria and Glendale (not just Gus the bus service), better shaded bus benches especially during the summer.
- Bus starting early in the morning going south.
- Bus stop in 99th and lower buckeye area.
- Bus stops by lower buckeye at least starting at 107th Ave the stops only start at 75th Ave and lower buckeye would like to see them start at least at 107th
- Bus to airport
- Bus to run from mc 85 through buckeye.
- Bus transportation from Litchfield Park, Avondale, Tolleson to Estrella comm. College and to Glendale comm. College. And from these locations to desert sky mall for employment/shopping.
- Buses need to be on major streets south of the i-10.
- Buses not running every hour to get into town nor back. Having more stops between 96th Ave and 111th Ave. Bus stop setting.
- Buses that commute on McDowell (from PebbleCreek) whereby we seniors could ride to the movies, lunch or the strip malls.
- Buses that run on Dysart between Glendale and Thomas via Litchfield Park.
- Camelback to buckeye on all north and south roads. 99th Ave, 107 Ave, Avondale blvd, etc.
- Circular bus run more often. More travel between north to south. Shuttle from one shopping center (within a mile of each).
- Connect with other routes, routes that are no more than 1.5 miles apart, work around barriers such as the Salt River, convenient stops.
- Connection to phoenix for museums, stadiums, etc.
- Connection with the rest of the valley transit system; service to "islands" in the sw valley which aren't currently connected to other built-up areas
- Connections from Estrella to Goodyear and phoenix
- Connections to transportation in the downtown phoenix area. (2)
- Connections, park and ride
- Connector between Estrella mountain ranch and Goodyear, Avondale.
- Consistent availability
- Cotton lane n/s from Goodyear to surprise, Az
- Direct transportation to malls and airport.
- Dobbins rd. - Laveen, Az
- Down major streets and avenues west past 107th, extending to Goodyear up and down all avenues, Dysart and Litchfield rd. (107, 103, 115, etc.)
- Dysart and McDowell.
- Elder care, youth transportation, shopping for necessities, dining, transportation to/



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from vehicle repair locations. Have future stops concentrate on certain areas to bring business in to vacant areas or to keep business strong, many places are too far, bring it home... no need to go far and wide, especially jobs, hotels need stops to get visitors out and about.

- Every buses have three+ bicycle capacity
- Expand Avondale zoom to sw valley.
- Expand the light rail to connect the entire valley.
- Express or rapid service to downtown, from the Estrella community south of mc85.
- Express routes to sky harbor.
- Express service to desert sky mall, Wickenburg.
- Express service, rapid, or light rail from Avondale. Currently, getting to a place where you can take express or rapid requires multiple transfers and extended travel time to get to downtown for employment. Bus 3 add extensive travel time getting to/from downtown.
- Express services and short head times between routes. The only way mass transit works is if people don't have to think about it. (i.e.) People don't worry about times, routes & service they come to expect that it will always be there when they need it.
- Extended coverage areas and waiting time (more frequent)
- Extended routes.
- Extended service on already existing routes, i.e. Green line. Northbound/southbound routes on major streets, i.e. 99th, Dysart, Litchfield, etc.
- Extending current routes 51 baseline for example. Earlier and better connections to reduce wait times. Potentially a express to downtown from Laveen area
- Extension of regular bus service west of 67th avenue!!!!
- Fewer transfers on local routes
- For it to go farther west
- From Estrella mountain ranch into Goodyear
- From the far west valley subdivisions to west valley cities (i.e. Peoria, phoenix, Glendale)
- From Watson and i-10 to downtown phoenix and other areas where you could transfer
- Get closer to the newer communities (canyon trails, past cotton lane (or pretty close), make park and ride convenient and safe (I have never used them, but would love to try it), for it to be safe for teens (pick up and drop before curfew).
- Getting from west valley into town and back. Light rail is needed from west valley to town.
- Getting to/from the airport, to/from a light rail station, to/from local shopping/ restaurants
- Going to the west side colleges, downtown phoenix and airport.
- Having a bus from Goodyear to connect to other cities
- I feel especially for people who do not drive that a local bus service in our area to bell rd. And banner Estrella hospital would be very helpful.
- I work in Sun City /Peoria area and the closest bus that I could take to work is about 3 miles from my work, too far to walk each day. You need more bus routes to the west valley.
- I would cut down on driving if there was local transit I could use that would take me to major locations such as restaurants etc. It would especially help so that people wouldn't drink & drive. In Goodyear, there are only 3 or 4 major streets, Litchfield, Van Buren, McDowell & Estrella parkway. If a local bus ran at least until 10 -11 p.m., that would be great.
- I would like to be able to get to downtown phoenix. And sky harbor int. Airport from Goodyear!!! Arriving in phoenix by 7:30am and leaving phoenix by 5:30pm to return to Goodyear. Goodyear has a lot of people who work in phoenix who would prob. Take advantage of this service with the proper advertising.
- I would love it if the 17 or 17a would just go straight down McDowell rd (at least every other bus). I think it is really annoying that I have to go to the desert sky park and ride just to wait a half hour to catch the I-10w rapid to go d/t. I should just be able to take the bus from 103rd and McDowell to the 79th park and ride. My other option is taking the #3 but I have no way of getting from 99th to McDowell to Van Buren.
- In Litchfield Park (unincorporated county island) the only bus service is on Glendale road. It would be helpful if there was a bus that went down both Litchfield road and Dysart road from Glendale to McDowell.
- Light rail service that extends further west into buckeye, far north into Peoria, northeast into Scottsdale and east to downtown phoenix.
- Light rail would be nice, but to be realistic, express bus and regular bus service. We need more routes; the ones that come through now are a rare sight with as much as the sw valley has grown.
- Local bus routes and regional rail services
- Local circulator routes
- Local commuter travel on weekends (15).
- Long overdue 75th avenue and 83rd avenue routes going north and south from at least Van Buren St. To union hills roads.... Two big malls/medical hard to reach are desert sky and arrowhead malls. You cut out the distance from 59th Ave to 67th Ave on 138 Thunderbird a big need for connecting from medical facilities and going to arrowhead.
- Longer route for the zoom and bus
- Mass transit for long range trips
- May be 251 no need if 51st Ave. Extend to casino
- Mc-85/buckeye road e/w from Goodyear to buckeye, Az
- McDowell e/w from Goodyear to phoenix
- More access to desert sky mall in Avondale on Thomas road. Don't understand why the route was discontinued.
- More bus routes and more frequent service, light rail would be wonderful



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- More bus times that get to downtown phoenix. The bus stops running at 8:20 am and doesn't run again until 3:30 from downtown to the park and ride at 79th Ave and the 10. If you go late into work or have a different schedule that is later at work, you have to drive.
- More buses and bus stops expanding the time the buses start and stop.
- More buses so duration isn't so long to wait. Have the routes go further west
- More direct express routes into phoenix and beyond that make less or no stops. A light rail system along the i10 would be great!
- More express routes need to be available for the residents that work near 27th Ave and lower buckeye area.
- More extension of bus routes, specifically the route 3 going west at least to Litchfield. Later service and weekend service would be wonderful.
- More frequent morning buses extending 17 to 17a route during peak morning hours
- More locations and more park and rides.
- More park and rides with variable times. Cost effective as well.
- More public routes for those that want to use them
- More routes (2)
- More routes going to and from downtown from farther west than Goodyear
- More routes that have greater frequency and less stops between main points of travel and reliability of service.
- More service for surprise, Az
- More stops in the southwest and west valley. No one services the Waddell area.
- My brother lives in the sw valley. He is blind and relies totally on public transport. He only lives a few miles from his job, yet still has to take a couple of busses to get home. So it sounds like bus routing is an issue.
- Need more bus routes on Dysart and Litchfield rd going north and south from I-10 Van Buren rd to Glendale Avenue.
- Need more bus routes with more frequent times
- Need more routes from phoenix to buckeye, Avondale, and Goodyear. Needs to be busses on weekends n Goodyear, buckeye, and Avondale.
- North - south routes on public transit.
- Northbound access. Seems transit is always focused on east/west rather than north/south.
- North-south route along Dysart from Goodyear to surprise @ grand
- Park and ride and connections to light rail if not a light rail stop itself.
- Park and ride at 35th avenue & southern or at 51st Ave & baseline or an express bus to downtown from this area.
- Park and ride with rapid or express bus routes from the 202 and any street east of Gilbert rd. To downtown phoenix.
- Phoenix local routes
- Please start transit service which runs down Dysart from Glendale Ave to Van Buren. A north/south transit on Dysart. Citizens need this!!!
- Possibly the ball park routes, in each location, it would be great to have your vehicle in one location and travel to different parks...
- Rapid transit. Better connections
- Regular valley metro and a circulator in Tolleson
- Rides to phoenix
- Route 19 extend to 27th Ave. Per every 15 minutes.
- Route 51st Ave, extend to casino.
- Route 77 please make available every 15 minutes.
- Routes going to down town phoenix and the east valley /south phoenix
- Routes within the west valley to employment centers, shopping and recreation. Eventually light rail connection to downtown would be phenomenal!
- Service to Estrella mountain ranch
- Service to Estrella mountain ranch community
- Several flexible rapid bus schedules into the downtown area.
- Some type of local transit on the south side of the city of Peoria. Most bus routes I see are on the north side of the city of Peoria.
- Something that takes you from Goodyear to downtown phoenix
- South mountain freeway, express transit, light rail,
- South phoenix, the buses should start earlier and run later from Tempe into phoenix during the week but especially on the weekends!!
- Surprise to connect to the rest of the valley such as arrowhead mall and anthem.
- The 43 should go further west.
- The 51 should reach baseline.
- The zoom is great. I think that there needs to be more transit available such as extending zoom to go into the neighborhoods.
- There needs to be a bus stop on 67th Ave & baseline (77w).
- There needs to be more bus routes to downtown phoenix from the Goodyear Park and ride during the work week. Or perhaps a larger bus. They added another bus route from buckeye to Goodyear, but then when the buckeye bus gets to Goodyear Park and ride it is 1/2 full already and on a typical day 20 plus people are standing in the aisle.
- They would be great to go to shopping, restaurants, local activities. I live in Goodyear and Yuma and cotton lane would be a great area for a bus route or a park n ride to phoenix.
- To connect to downtown phoenix.
- To connect with all shopping, ballparks, park & rides and healthcare areas and to the northwest valley. It's difficult to pinpoint where to begin because it would be wonderful to have it everywhere in the west valley. Maybe just major north/south corridors and a few east/west streets to begin with.



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- To get from the west side to the rest of phoenix
- To have routes from west of Litchfield rd. To take you to the IMS medical buildings on McDowell and to banner Estrella medical center and west valley hospital...
- To make the busses go farther west as far as it will go. Take the 3 route bus to 75th Ave and change it to go far west on Van Buren; make it come every 30 mins. Bigger buses during the busy times in the morning and evening.
- Transport to the airport
- Transportation to phoenix and eastern cities
- Up 75th, 83rd, 91st Aves, Litchfield park, Peoria
- Van Buren e/w from Goodyear to phoenix
- We need hightail that goes to Peoria
- We need light rail down the i-10, also need to restrict large trucks from outer lanes of the i-10, they would only use inside land during rush hour. There is rail line out past buckeye has anyone looked at the cost of upgrading this right of way would save a lot of tax money I am sure. This study should have started 10 years ago!!!
- We need more bus service out here.
- Weekends run early.
- Well, I would love to ride the bus from 79th Ave. And bell to Maricopa workforce connection, so now I would need to take my bicycle.
- West of Goodyear and north of i-10.
- West valley to central phoenix. 7th Ave to 16th St, Van Buren to camelback.
- Would love to see a Rapid stop in Avondale accessible to the housing areas between Dysart and Avondale Boulevard off Buckeye.
- Zoom should go to McDowell. Better service. Really like the zoom!
- Alex bus since the only bus route is 56. We desperately need the Alex bus to stay otherwise I cannot get to work or doctor or anywhere. As it is, when I miss the Alex bus I have to walk from 48th and Elliot Rd and that's 16 blocks from my house. After dark it's scary.
- Also I grew up in Buckeye & there were many times I would have rode a bus to Phoenix for shopping, doctors, etc if it was available.
- Alternatives to freeways
- Applying for jobs
- As the population ages, it will become more important to have easy transportation available so people will be able to quit driving when it is appropriate rather than when they are forced to quit because they are dangerous.
- Better alternatives to the I-10. Existing alternatives (Buckeye, Van Buren, etc) are less than ideal - not enough lanes, do not go all the way through, stop at river bottom, etc.
- Buses are not the answer. We need trolley like transportation with large available parking lots nearby like churches or unused grocery store parking. Drive to those locations and the trolley runs every few minutes and leaves you off at any number of shopping or points of interest in the 4 cities. This would encourage walking within a given area and prompt people to stop at more locations. Similar to sightseeing trolleys in San Diego and elsewhere. Problem is people drive because they don't want to carry their bundles.
- Buses, rails, dial a ride, taxis
- Can't think of any.
- Commuter train. Use the already existing train tracks that are laid out throughout the valley. Southern California has been very successful sharing the railways with Southern Pacific and other train companies. I would definitely use the train if it was available. I used the Metrolink train in southern California to commute into downtown Los Angeles for 6 months while on jury duty and I loved it.
- Connection between other park & rides to sw valley. For example: board rapid at Metrocenter park & ride, and find connection on westbound rapid to Avondale park & ride or McDowell/75th Ave park & ride. Today, there are no rapids going westbound in the am.
- Cut down on pollution and eliminate the possibility of more accidents.
- Density is too low to support mass transit resulting in excessive government subsidy.
- Do not see need for mass transit
- Don't know - don't use local transit.
- Don't know live in east valley
- Don't know, don't live there
- Don't know, don't live there
- Don't know. I drive where I want to go.
- Don't live in that area
- Don't live in the s/w valley so I can't answer.

Comments

- ? (7)
- 2 people to go to VA hospital
- A freeway to the east/southeast valley. Buses and light rail only further congest and slow down the already congested roadways. If you give people a reason to stay in the southwest valley, they may look for resources here rather than look elsewhere to other parts of the valley for their services.
- A loop from Dysart & Van Buren to Cotton Lane and back on Yuma because of all the new subdivision that is set up for bus stops all ready in place. Times could be every 2 to three hours but will begin early and run later with work and schools in the most consideration!
- A safe place to park cars and a reasonable hour to catch the ride to go downtown. A good marketing campaign for using mass transit could really boost this. After all marketing is used to sell everything.
- Alert drivers who aren't reading the newspaper off to the side of his chair.



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- Don't see any critical needs concerning intra-southwest valley. I think we should focus more on connecting the southwest valley with the rest of the valley (i.e. Light rail from sw valley to downtown).
- Don't use. (4)
- Downtown area needs transit.
- Elderly
- Eliminate the 90% subsidized system and improve the roads
- Fast alternative to driving my car
- Finding ways to prevent overcrowding on buses, more buses around schools.
- For anyone who does not own a car
- For me is for the 0 central to be more reliable. 2 years ago they just changed the service for the first bus to come in our area starting just after 6am, and now they changed the frequency to every 20 minutes. The most difficulty is because I live in the turn-around area south of Dobbins Rd and the buses come whenever they want in that area and do not seem to follow a schedule, only starting at Central & Dobbins. Also the bus stop sign fell down in December 2011 and I can't seem to get anyone to agree on what will happen - I get two stories from the phone number listed, the first is they are waiting for maintenance to put it up, and the other is that one will not be put up at all. Nobody seems to know what is going on for those of us south of Dobbins and it is thoroughly frustrating!!
- Gas prices need to come down
- Generally roads are in good condition and not very crowded, except for rush hour
- Getting to the Phoenix airport without paying a fortune
- Goodyear doesn't need any local transit
- Have not thought about it.
- Have the ability to get people to school and work at an affordable price that does not cost taxpayers money.
- Having it
- Healthy teen activities
- Hmmm? Making sure I get to my monthly Brazilian bikini wax sessions?
- I am a senior citizen. I do drive but is transportation was available, I would use it.
- I am not sure of this? I guess this depends on the survey.
- I am only in Phoenix 4 yrs. From NYC, so I am not familiar with the southwest valley area.
- I come to the Valley 3 times a year. I would love to skip the rental car but we don't know any way to get from the airport to Goodyear.
- I do not need it
- I don't live in sw valley, sorry
- I don't care
- I don't know - I don't travel to the southwest.
- I don't know (18)
- I don't know since I live in N. Scottsdale.
- I don't know. I live in the east valley
- I don't know. I live in the east valley and work in downtown Phoenix.
- I don't live in that area.
- I don't live in the southwest valley. I live in central or downtown Phoenix.
- I don't prefer to be tied to a transit system time schedule. I would not use a bus system at all. A light rail system to downtown may be an option, but I would still prefer my own vehicle.
- I don't think it's necessary
- I have no idea (8).
- I know many people who are unable to work because for one reason or another, they do not have a driver's license and without transportation, they are unable to get employment. I think the most helpful for those individuals would be by bus.
- I live in north central Phoenix & only travel to central Phoenix or downtown Phoenix.
- I live in south east valley.
- I live in Surprise so I would not commute to or from Avondale area at this time.
- I live in the east valley
- I live in the southeast valley.
- I really have no idea. I'm retired, have my own car, and almost everything I need is right in my community. I suspect that transportation for elderly people would be needed, for sure.
- I think getting to downtown Phoenix w/o spending all the gas would be great. There are a lot of things in the southwest valley that we lack that are out in east valley. I believe the youth needs more things to do and to get out more instead of constantly sitting at home, rotting in front of a TV or monitor. I believe this way could bring our children to spend more time outdoors and to be more socially active with the community.
- I understand that there have been a lot of negotiations with the transit system lately and I think that it is very unfair to the city. Thousands of people count on the buses to get to work and school. Last Friday when there was a threat of another bus strike I took the freeway home and I saw 3 car accidents on i10. I'm sure this could have been avoided had the threat of a strike not happen. Too many people were on the freeway... just something to think about.
- I would have to drive 8+miles to a park n ride right now, where the buses are full with standing room only.
- I'd like my children to be able to ride to school and to the malls and movies. We have nothing that takes our kids there or even close and that runs on better times than every hour in Ahwatukee.
- I-303 finished and in use.
- I'm from Chicago and buses there are everywhere. Average bus wait: 7-15min. I



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have walked a mile to get to the train (CTA) because some days I worked 3rd shift like hours & buses were not operational; other than that you didn't really need a car especially true downtown. What I don't understand here in AZ, why are there so many accidents on dry pavement!!! I have seen more accidents here in AZ than in IL during icy conditions. The expressways are beautiful but people don't grasp the concept of "slower traffic keep right", "more to the right for sirens & lights", when to use high beams or pulling over in a dust storm & turning off the lights. Blinkers should be on, if not, another person pulling off the road... crash into the one already there... new rules for blinkers

- I'm not at the age where I need it.
- It takes an hour to get to work now.
- Just having the presence. It is virtually zero now...
- Just improve our roads. I prefer to drive and be independent.
- Just to be there
- Lacking sufficient bus routes
- Less pollution
- Light rail would be best with police officers enforcing security!
- Local transit is almost non-existent in the southwest valley. For seniors and/or handicapped people there is no transit that is affordable or convenient. I hear numerous complaints almost daily from residents who ask for this service or where they can get help and as far as I know there is nothing that addresses their needs.
- Making more options available for those without vehicles to get to work and school. Our younger population are dependent on rides to parks and amenities, to get to different neighborhoods. As a parent of teenagers, I would like to see them have the ability to move around town to get to friend's houses etc.
- Maybe experiment online...have some FREE INTERNS do this for u...and research what other cities are doing right now...
- Maybe more information on what's available. When it's available. I needed to go to jury duty. Couldn't find how long it would take to get there, or even when it would go from Goodyear park n ride.
- More bus routes in the north valley.
- More freeway lanes and fewer buses, traffic has never been better than when the bus drivers strike. Favorite local news story was reporter that went to report on extra traffic from bus riders driving and he reported traffic has never flowed so well, they never did a second report from the corner.
- More people should use it.
- More people should use it.
- More!! We need extra buses or larger buses for the 562/563 routes and more pick up times outgoing and incoming. Ditch the 0 dark thirty times and add buses at 7:00, 7:30, and 7:50 am. Most people who ride the 562/63 work downtown in offices and need to be at work between 7:30-9:00 am. Add evening buses at 6:00 and 6:30. Start a local bus service that does get people around to shopping, but not if it is going to stop every

thirty seconds and take 1 1/2 hours to get anywhere. Start a strong campaign to get a light rail/commuter rail in the west valley going downtown, Tempe, even Tucson and flag. Who cares whether Phoenix wants this. It's not as if Phoenix/Scottsdale /Tempe cares one bit about the west valley. They just want our money.

- N/a
- Need to have a bus system that goes to the Wickenburg area. It seems that we pay our taxes but we don't get anything back for them. You took the bus away from us couple of months back.
- No idea (7)
- No taxpayer funds should be used in any manner
- No.
- None (15)
- None that I can see
- None that I know of
- None, too much money for very little use
- Northeast valley
- Not enough room on the bus for commuters
- Not known
- Not sure (21).
- Not sure of the needs
- Not sure since there is such limited selection.
- Not sure...have never used public transportation in Goodyear or anywhere else that we have lived in the USA.
- Not to build a system. There is more than bus riding involved. Zoning, taxing, traffic control and flows, government interference in everyone's lives. I come from Portland Oregon and I know that light rail costs 100 million a mile and the money comes from taxes. Local governments will have to give up authority to a transit authority. The tax payer will lose. It will be cheaper to buy a new car for most people who would use the transit system or buy them gas. The taxpayer will be ahead.
- Not to spend any money on them.
- Ok with the way it is
- On Van Buren, the stops are sometimes 2 miles apart. Some drivers will not let you off the bus, forcing riders to walk an extra mile. I side with the drivers on this. They're trying to follow the rules and it is their job they're protecting. Personally, I'm worried about my safety.
- People are completely unserved here. No west side traffic has been taken off the roads.
- People getting to and from work. Having transit options is important to everyone. People who can't afford a car can still get to work and therefore be self-sufficient; which is important for the person working, because they don't have to rely on others



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in order to get to work and to conservatives who think everyone is mooching off the system.

- Probably to and from work and/or school but we don't have those needs since I work from home and my child utilizes school transportation services.
- Protecting our environment and being a progressive city
- Provide alternative means of transportation to save gas
- Reduce my gas price
- Retired I don't need any at this time
- Right now, the drivers aren't really reliable - they don't show up on time, and often they're terribly rude... That should be changed. We also need increased access to transit services to more popular locations - like transit to mountain ranges for hiking, to the botanical garden (not a 15 minute walk to the garden), and other currently inaccessible areas.
- Roads. The sw valley has done a great job of building infrastructure to accommodate businesses, traffic and residents. The area is so spread out; I don't see a need to mass transit. If local transit is put into place, it needs to be run like a business and paid for without raising taxes or subsidizing.
- Save the money and the overhead by not implementing the service at this time.
- Sidewalks. There are too many breaks in sidewalks and I've been forced to take my kids in the street and it's not safe.
- Taxi cabs
- The area is beginning to pick back up again after the economic downturn of years past. Transit has to keep up.
- The current transit does not go out as far where I live.
- The most important is that you have a train service down the freeways and use the existing railroad lines to create train service to Phoenix from all areas!!! Get Union Station back on line - and let's use it. That's where we can all save money and maximize mass transit!
- The most important needs in the sw valley are to balance the respective city budgets!
- The most significant need is for working people. There are plenty of leisure routes and shopping lines. Working people that work shift work cannot ride busses. Park and ride with bus service needs to be extended out further west and south. Pollution in the valley and congestion on i-10 demand this. Rapid buses and parking lot at 79th park and ride are nearly full at all times. Extending hours would alleviate this; many people ride into work early or sit for an hour at the bus stop to ride home.
- The need to get around for those unable to drive due to age or disabilities very, very important I'm happy to hear you're looking into this. I was contemplating moving from west valley to an area where there is better transportation options.
- The stop lights turn lights are all different -- some turn first, some last -- make them all uniform. Calibrate the timing of the stop lights to be more efficient.
- The valley has no density, thus making it close to impossible to traverse the valley

without spending a day on the bus. I believe that the focus needs to be on two objectives: 1) promoting city density and build-out 2) creating a logical network of transit networks. By combining these two goals, you will see a decrease in pollution, community building, and improved economy, lower unemployment rates, etc.

- There are none
- There are none. Transit systems across the country, considering all of the federal, state and local governmental support (your taxes, my taxes) are essentially a black hole, a money pit, into which you're proposing to throw good tax money after wasted tax money. We have a great road and freeway system, built and maintained by fuel taxes on those that use it. What a great concept. The sw valley isn't Europe; we don't need a transit system beyond that which would help the elderly and young people, who cannot drive. Target educational and medical venues only.
- There is none. There is no bus to get back from Phoenix after, I believe, 7 pm. Why wasn't the light rail added along the I-10 en it was being widened? No it'll happen years from now when it will cost 10 times as much and be 10 times more disruptive. Nothing like planning ahead and that's nothing like planning ahead.
- There seems to be absolutely no inter-connectedness from city to city.
- Time
- Timing the lights on Estrella parkway so that we don't get stopped at every other light. If you want to save a ton of gas time the lights!!!
- To have them. It's horrible right now.
- To match transit with neighborhood needs.
- To not be subsidized by more taxes. It must be self sustaining.
- Too expensive for small population; except for express commute hour park & ride.
- Trains! It's amazing to me that in a city so modern and new relative to the rest of the country that the public transit is so severely lacking here. In Europe you have some of the world's best high speed trains going through cities that are centuries old. If they can build it there, they can build it here. We already have existing rail lines even. Trains, trains, trains are what we need. A commuter rail zipping all the way from buckeye to downtown would be so successful. Anyone who says it wouldn't be has never lived in a city with good public transportation. I would use it for commuting to work, and on weekends I would love to use it for shopping/dining in Scottsdale. I never ever go into Phoenix other than for work because the trip is too darn far and inconvenient. My one-way trip to work each day takes me 1 hour and 15 minutes in my car at rush hour. That is nuts, and I'm sure I'm not the only one doing it and I'm sure I'm not the only one crying out for more public transportation out here.
- Transit not the issue, lack of nice shopping, employment, restaurant and entertainment venues. Have to commute to east valley to get what you need.
- Transportation that serves the areas I frequent and with many options to use/catch a ride at many times throughout the day; must be reliable and affordable; must make financial sense to ride public transit vs. Car; must be as convenient as car (keep in mind, ladies need trunk space!)
- Transporting people all over the valley easily and conveniently



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- Unknown
- Unnecessary waste of money
- Unsure (3)
- Very impressed when you started providing bus service out to 75th Ave. And Baseline. When I would visit my friend I would see young and elderly persons walking all the way from 35th avenue.
- We need a transit system that does not hold the riders hostage to the unions. I did ride the bus for a very longtime I am thinking of buying a car and not ride the bus anymore. This cause a hardship on me and my son.
- We need bus service to get us from south of the fwy to north of the fwy and vice versa. Summer school is held at 107th Ave & Indian School (roughly) for the children who attend toll son's district and they do not offer bus service during that time. My child has had to walk 4 miles to catch the bus the remaining 2 miles home in the blistering heat because I am unable to travel from the east valley (where I work) to transport him home in the middle of the day.
- We need buses period! I live at 95th Ave (loop 101) & Camelback and there aren't buses that go out that far. I work in downtown Phoenix so it would be very helpful if there was a bus I could catch close to my home and take it to work. I'm sure I'm not the only one with this same issue as there are lots of newer communities out west.
- We need more buses leaving from the Goodyear Park and ride and heading to downtown Phoenix. The current morning departing times are inconvenient for me. There should be a bus that leaves after 7 am also. The buses leaving from Goodyear Park and ride are also too crowded. The buses are also uncomfortable; I like the rapid buses more. Therefore, I usually end up driving to 79th Ave Park and ride to catch the 8:20 am bus. I end up driving halfway to work, and the rest of the way is taken care of by the rapid.
- We need to be not only connected locally but also to the remainder of the city.
- What you really need is a survey that meets the needs of everyone. Wake up Maricopa Association. The southwest valley only receives negative news or comments; this is a great area to live. Example: Cancer Center of America is not in Phoenix, but Goodyear. Tax break from Phoenix or Goodyear?
- Where they end up. Too many go just downtown.
- With the price of gas, I would love to be able to take the bus to work and various other places. In order to do that, there would need to be additional routes added and a schedule of frequent trips. In 100 degree weather, it is very unreasonable to wait an hour for the next bus. The long wait times also make for unrealistic commute times.
- With the work done and being done on I10 and Loop 303 we are just fine. Save the money and don't tax any more.
- Without a car/truck there is no way to find work outside the house. I also can't get out to do anything recreational or educational. Social contact is limited because I can't get to where I need to go.
- Workers without a car
- Would need to be cheaper and not much slower, which I don't see likely with my hybrid vehicle
- You need to remember Avondale isn't southwest valley. From 48th St. To 99th Ave South of Buckeye to the mountain is south/south valley. We need big changes here. The changes you made recently have not helped up get to the AZ mall any faster for our children. Or to get to South Mountain Community College any faster.



6.2 Role of Transit in Community

Respondents were asked to rate how strongly they agreed or disagreed with three statements about the role of transit in the community. Fifty percent (50%) or more strongly agreed with each of the statements:

- 50% strongly agree local transit helps the economy
- 64% strongly agree local transit is needed for residents with no other options
- 57% strongly agree local transit is needed for people to commute to work

There was very little disagreement with the statements; although, sixteen percent (16%) were neutral on whether or not transit helps the economy.

Figure 50, Local Transit Helps the Economy

Local Transit Helps the Economy

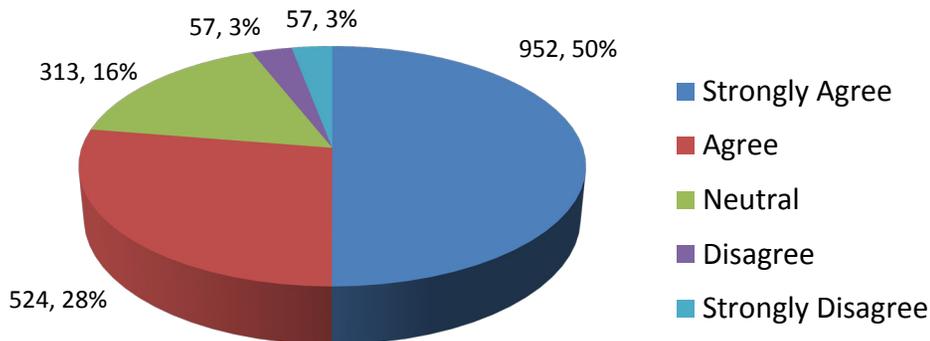


Figure 51, Local Transit Needed for Residents with No Other Options

Local Transit Needed for Residents with No Other Options

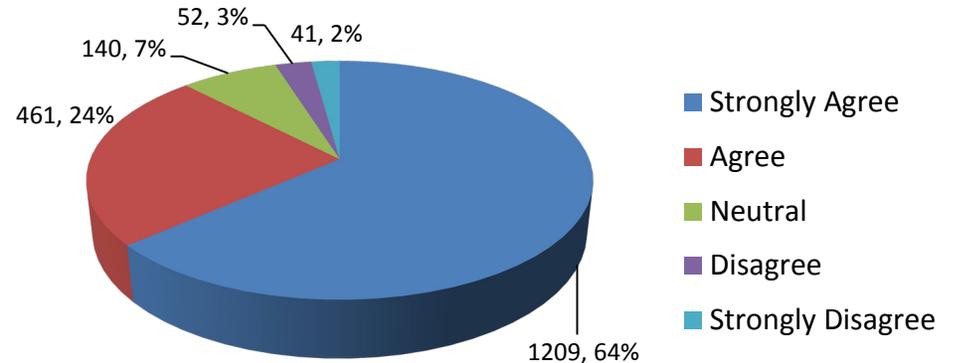
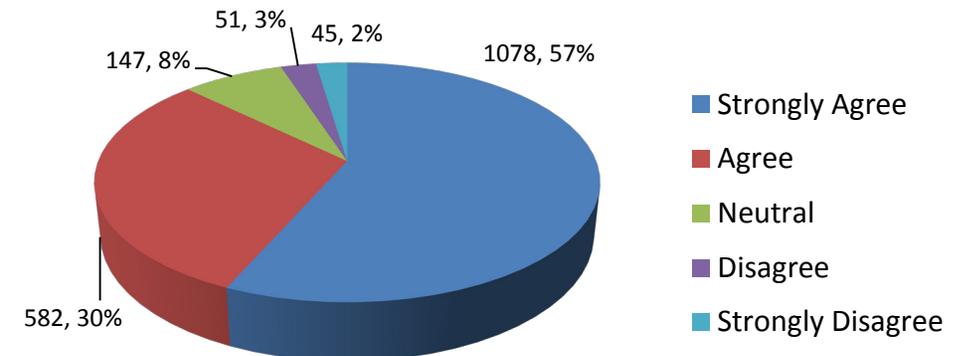


Figure 52, Local Transit Needed for Commuting to Work

Local Transit Needed for Commuting to Work





6.3 Support for Sales Tax Funding

The final question asked respondents if a sales or other tax were the only way to pay for local transit services in the Southwest Valley would they support the tax.

Forty-six percent (46%) stated they would support the tax, but with twenty eight percent 28% selecting “not sure,” it is difficult to gauge the support for additional taxes based on these results alone.

The respondents most likely to support the tax were:

- Age 25-55
- Lived in the Southwest Valley more than 15 years
- Correlation to income is unclear

Figure 54, Support for Transit Sales Tax

Support for Transit Sales Tax

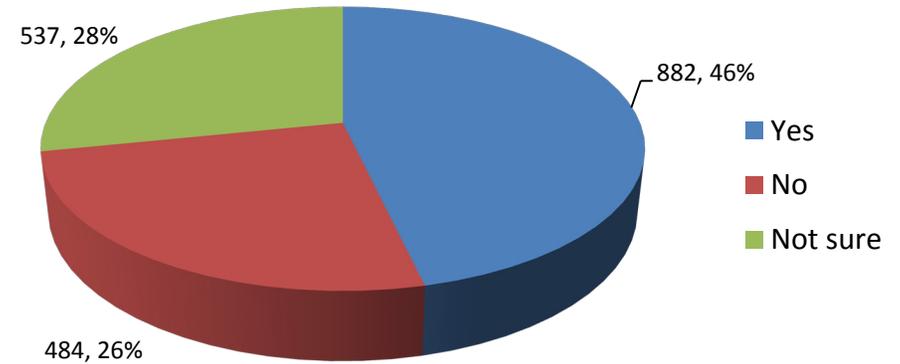


Figure 55, Tax Supporters - Age

Tax Supporters - Age

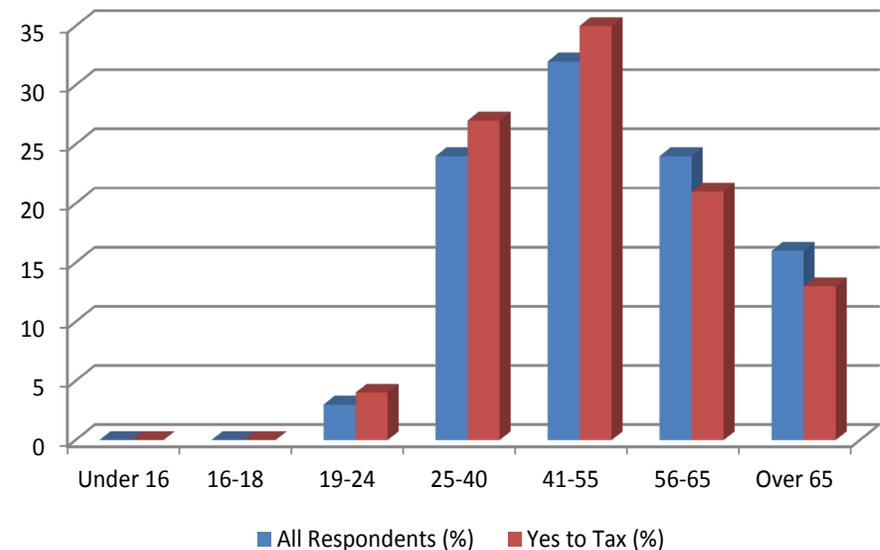


Figure 53, Tax Supporters - Length of Residency

Tax Supporters - Length of Residency

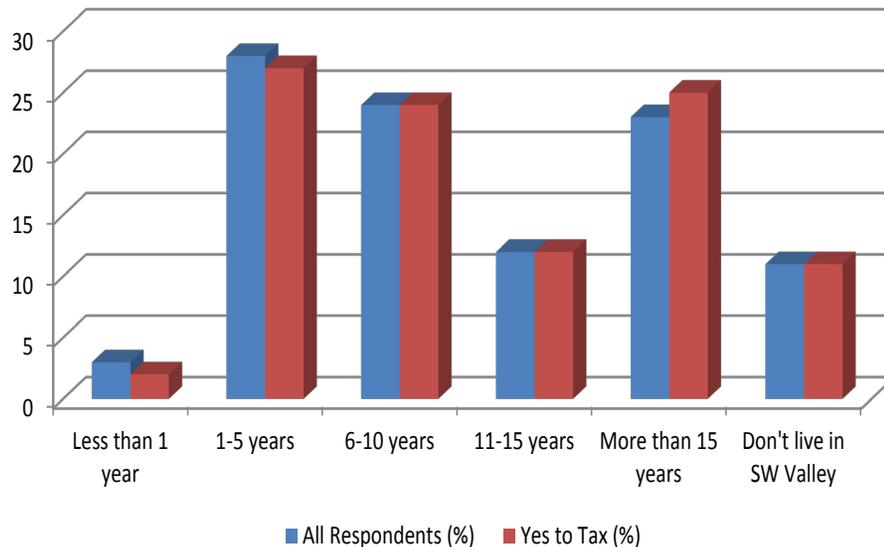
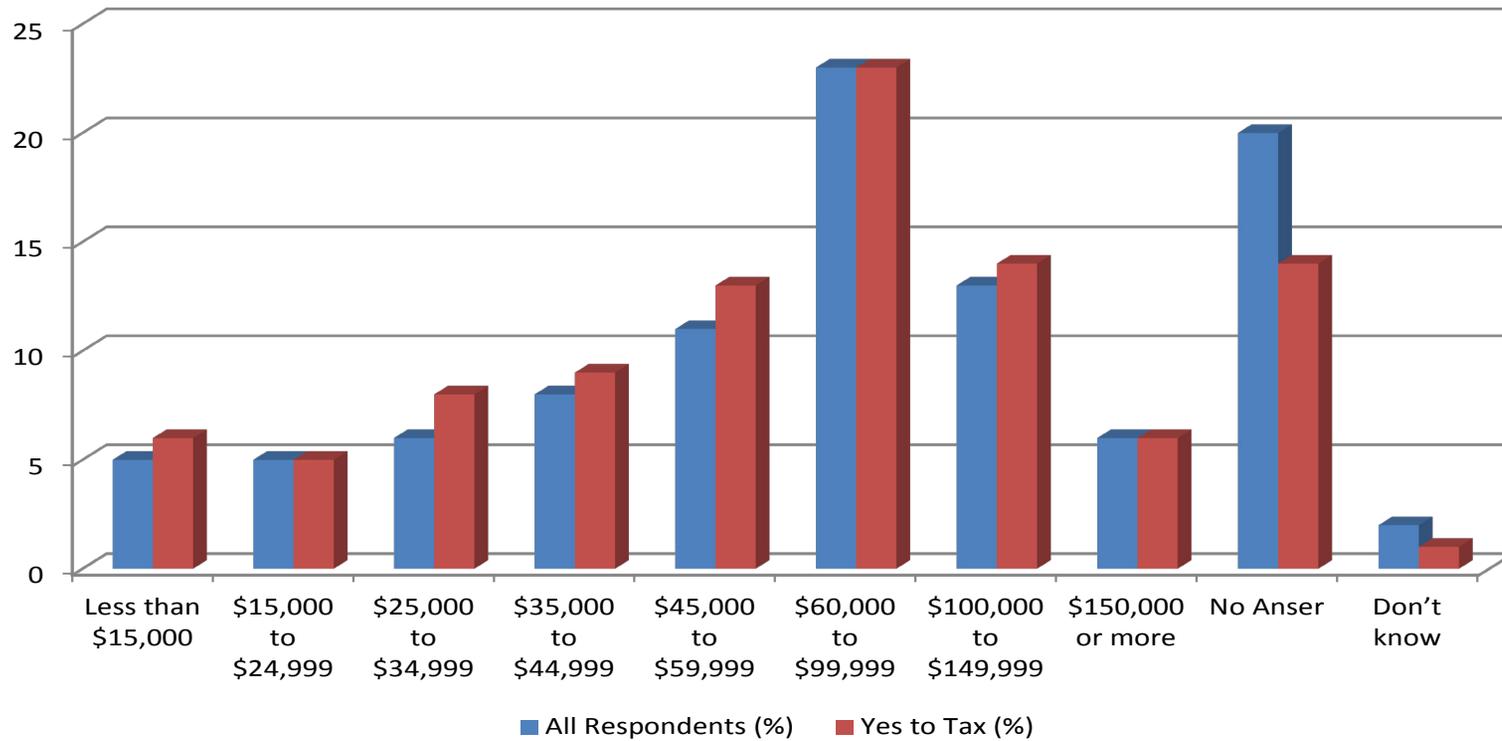




Figure 56, Tax Supporters - Household Income

Tax Supporters - Household Income





6.4 Other Comments

(write-in responses from participants)

- (Transit) not a useful service right now. If light rail came here he would use it to Tempe, but he's not taking the bus to light rail.
- A sales tax is a good start as long as it goes toward the west and southwest valley transit needs and not to the general phoenix area. A light rail would be more beneficial because you could transport twice as many commuters downtown than one bus and you would have more people willing to go to a park n ride.
- Again...fast public transit to Sky Harbor Airport and downtown
- Anything I can do as a resident to reduce VMT and encourage greater alternative mode use, I'm happy to. I'd much rather pay for enhanced/increased transit service both here at home and to all points throughout the Valley than even a single mile of additional freeway.
- As a resident of Goodyear, I would like to see some type of local bus implemented like the Avondale Zoom. Also, I would like to ride my bike to transit stops but lack of bicycle lanes and the fact that high-speed arterials abut existing bike lanes make me a little hesitant due to safety concerns.
- As well as local transport services, the west valley also needs more convenient service to the Phoenix metro area. The routes now are very poor and they are not very convenient or accessible to metro destinations
- Biking -- more bike lanes (it's too dangerous right now)
- Bring the buses out west!!!!
- Bus coverage to museums & social areas
- Bus routes should grow with Phoenix's growth to keep up with the demand.
- Buses are very much needed, as well as the frequency and on time of their use.
- Estrella Mountain Ranch could really use access to the main transit lines.
- Estrella Mountain Ranch. Don't forget us, I would like to see light rail service to Goodyear, Buckeye/Estrella Pkwy
- For communities like Estrella, Verrado, Buckeye, etc. I believe Park-N-Ride lots are the best answer. For those who have no transportation, surely a neighbor would be willing to shuttle these to the park-n-ride lot.
- Get train service!
- Get with the times and build a train. I live in Goodyear, and work in Phoenix. I'm fed up with traffic. If you can get me to Downtown Phoenix faster I would vote for and financially support in the use of taxes. The traffic situation in the west valley worries me, I would consider moving away because of it. I support any relief of it.
- Greater Phoenix is far behind in light rail service, and the longer we wait, the more expensive it gets. Should have happened decades ago.
- I am retired with good transportation. I have never used public service, and probably would not, unless it was just an activity to use up a day of doing nothing. For example, on a Saturday or Sunday morning take the bus to a marketplace to browse, not for apartments, shopping, entertainment etc.
- I believe we should create a train service and make use of Union Station downtown.
- I have a friend whose son goes to a Bourgade High School and there's no alternative to transportation for him. I would take a bus to work if it were convenient and did not make stops at other park-n-rides.
- I have to get the bus on Baseline Rd to the transit center get on the rail to Indian School Rd then catch the bus there to my work place.
- I have waited patiently for the park and ride to be completed at Baseline/27th Ave. I would like to see an Express Bus going to and from downtown for that park and ride. It would benefit me greatly and I would use it Mon thru Fri!!!
- I live in Laveen and was thrilled to see a new route with stops near my home (72nd Ave and baseline). I wanted to ride the bus, but I am unwilling to spend more than an hour to get to downtown Phoenix to ensure that I'm at work by 8 a.m.
- I love the rapid busses out of the 79th Ave Park and ride. The express routes out of the Buckeye park and ride times are too restrictive. I would take it in to downtown, but coming back the times are too 1) too early and 2) too late.
- I myself could do without transit, but my sons who do not drive need it a lot.
- I often go to Symphony Hall in Phx for the opera or a symphony ... sometimes to ASU Gammage. If we had a light rail out here, I'd use it.
- I would definitely ride the bus to and from work; I have had to quit my job at the Mayo Clinic Hospital on 56th St and the 101 because I couldn't afford to drive to and from work. I looked into the bus system and I know Buckeye has no services and neither does Goodyear, the park and ride doesn't go anywhere near where I needed to go. I have taken a lower paying job at a somewhat closer place in Peoria and still I am not able to use the bus services. We really need to have something in Buckeye, hey you guys..... We are out here!!!! Thank you for listening, Norma Gonzales a resident of buckeye.
- I would like to see Amtrak return to the Phoenix area. The most likely route would probably be the old route thru Goodyear that now terminates near Wellton. The line would have to be upgraded but the line could also support light rail.
- I would like to see Light Rail in Buckeye
- I would pay to use the Alex bus and extend its hours.
- If it could get me here in less than now. Would like bus service in Chandler to connect to the West Valley.
- If there were more direct routes to Glendale and Downtown Phoenix I would save a lot of double trips. My daughter's private school is in down town Glendale and she could ride the bus there and save me double trips. Her Biological mother is in Downtown Phoenix and she could ride the bus their instead of me having to drive all the way out there and back.
- If you eliminate the bus services, you'll only exacerbate the problem. Many people depend on the bus for their transportation. Some people use it because they can't afford any other method.



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- If you want more people to ride the Buses then our Valley planners need to provide bus schedules that allow for more frequent bus routes running every 15 minutes for example.
- Just provide everywhere so the people who truly need can access it.
- Light rail and commuter rail should absolutely be included in any future transit plans to the west valley.
- Light rail would be nice out here.
- Local transit has to be safe and convenient for me to use it . . . unless I can no longer drive.
- Local Transit service would benefit residents of the far west valley to assist in finding employment that can be more accessible. Right now my neighbor who lives in Buckeye commutes to almost Mesa to a job she has had for almost ten years. The cost to do this is about \$500/month for a single mom. Ouch! She already spends about 1.5 hours each way in her own car. 2XOUCH!
- More and more people are riding the busses, so please think about us who live in the far southwest valley. Have the bus supervisors ride the bus for 1 YEAR and see what's it like to have to walk and catch the bus, miss your next bus to have to wait and then be late for work
- More buses transport more people, therefore less cars & pollution.
- More eco-friendly transit.
- More service in more places is always better.
- Must consider elderly and youth who don't have ability to drive. Giving them transportation to local business' increases localized spending. Need more outlets for youth to get involved in, i.e., newer theatres, athletic areas that allow more general public use (jogging track/trail).
- Need a bus from the Daisy Mountain Park and ride to down town or to the Happy Valley Park and ride.
- Need a bus route on EAST Highland Ave.
- Need a bus to the airport
- Need a local express from Maricopa County Complex to Downtown Rail Station
- Need light rail into Phoenix or other commuter train
- Need more bicycle lanes/safe routes.
- Need to add more light rail cars and more time for residents to get in to the cars.
- Needs to go out to Buckeye. People to use it to go shopping.
- No (Expand light rail)
- Not just southwest areas, but up to Peoria/Glendale and towards Surprise.
- Park and Ride to Sky Harbor Airport would be wonderful!
- People that live in the Northwest valley have transportation issues if they work in downtown Phoenix.
- Phoenix needs to expand its light rail to include north Phoenix and the west valley to compete with other US cities.
- Please also consider extending the light rail into the SW and west valley!
- Please do all you can to improve services out there!!
- PLEASE improve local transit in the West Valley! As well as highway access other than I-10 and 101
- Please provide this desperately needed service. If we get jury summons and they give us a bus pass, how would we use it? I do not know where to get a bus around here.
- Please, connect the existing lines. Add a new line along Dysart connecting Luke Air Force Base and Estrella Mountain Community College.
- Rapid and express bus service and extended express routes to get to the Rapid locations if funding is low are critical for the west and south west valley areas. I live on McDowell Road. The park and ride is on McDowell road. There is no express routing people to the Rapid buses. This would alleviate parking costs if people could have a feeder area further south and west. Basically a collection point, this would not require the \$2.5 million to build a new Rapid park and ride out at Litchfield road.
- Rapid or Express service is needed in Avondale. Only nearby locations that offer is are Goodyear park and ride or 79th & McDowell park and ride. The Goodyear busses are usually packed with people standing. I would like rapid or express service available from Avondale City Hall or a very nearby area.
- Safety is huge.
- Start providing bus service where there is none.
- The only transit service I would consider supporting is a light rail connection from the southwest Valley to downtown. Otherwise, driving my car is the most efficient way to get around.
- The survey did not allow, but I drive to the park and ride at 79th Ave because the times for the Goodyear bus do not meet my work schedule.
- The valley has expanded, but the public transportation facilities have been very poor at keeping up with that.
- This is critical as we see the West Valley grow in population. In order to generate more spending, people need speedier public transportation. This goes both ways...to entice West Valley residents and those who live outside the W Valley to bring more people in to spend money locally. I am from the Washington, DC area (native) and we did not see an increase until METRO (subway) was built then expanded into the suburbs. This must happen here to generate more jobs and entice public transportation and spending. I would definitely support and use cable or subway type transportation that is accessible of course.
- Trains are positive.
- Transit in Goodyear and other west valley areas is a necessity; it will bring business revenue and jobs.
- Transit service is necessary for this area
- We are in an unincorporated part of Litchfield Park. The lack of transit was very



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apparent when we had European exchange students living with us. No matter what country they live in, they are so used to transit availability and we had (and still have) nothing in our area.

- We live in the Surprise area and there is no local public transportation here, and Bell Road is extremely ridiculous. Talk about air pollution!!!!
- We need a rapid from Surprise to downtown and from downtown to Surprise. The express bus that goes to Surprise takes wayyyyyyyyyy too long.
- We need buses period! I live at 95th Ave (Loop 101) & Camelback and there aren't buses that go out that far. I work in downtown Phoenix so it would be very helpful if there was a bus I could catch close to my home and take it to work. I'm sure I'm not the only one with this same issue as there are lots of newer communities out west.
- We need easy ways to meet up with light rail to further get to airport, downtown Phoenix and Tempe; We need safe and complete bike routes; We need public transportation to venues such as spring training, local colleges and "downtowns" of our small communities of Litchfield Park, Avondale, Tolleson, Buckeye (including Verrado) and Goodyear - including Estrella Mountain Ranch.
- We need more public transportation that is easily and frequently available.
- We need the Bus service here for the young kids and older people. Plus we need it more than the Gas prices are way high and it would help the environment.
- We need transit service extended from Litchfield to Cotton Lane and Van Buren to Downtown Phoenix.
- When I retire, I will be giving up my car...can't afford to have one. I will rely strongly on public transport to get where I need to go.
- Would like to see a light rail or Amtrak style commuter rail to connect Avondale, Goodyear, and Litchfield with the rest of the valley.
- Would love to eventually see a train or tram servicing Goodyear going to downtown Phoenix, Tempe, perhaps north along the 101 to Bell Ave. Arrowhead area.
- Would only use park and ride to Phoenix but my work hours are not compatible
- Would the transit service include a "light rail system"?

Improvement of the Transit System

- A long term, integrated plan for the entire valley is needed. It is a waste of time and money if what you propose is not compatible with the overall plan.
- Bus, no too hot, light rail maybe.
- Busses? Buses?... Come on, we're talking about the future right??? What we need is a giant Fleet of DeLorens', with the Super Duper Charged Flux Capacitors! Just like Doc Brown made in Back to the Future {Parts I, II & III}
- Camelback Rd needs to extend.
- Don't cut back on Express bus stops in the East Valley (The 533 bus) Too many of us can't get to the park & ride locations. It's been great!!! So far.
- Have school kids take public transportation and eliminate school buses.

- How do people find the best public transportation from home to work if transfers are required? This would be a better way to find what areas are needed the most. Example, how to travel from Maricopa to Lower Buckeye Rd or Queen Creek to Lower Buckeye Rd. & 35th Ave in Phoenix.
- However, transit is most successful if the origins of trips are dense enough to pay out of the fare box. Rising cost of gas could lead to making the need for transit to be subsidized through local taxes more palatable. Our low suburban densities make transit feasibility quite unlikely, even with a very strong need to many of the residents.
- I am a college student at ASU and depend on the Rapid Bus to get me downtown to the light rail so I can get to campus. The only downside is that the nearest park-n-ride is at 79th Ave and McDowell which is nearly 10 miles from my house. The other large "transit center" is Desert Sky and it is equally as far. I'd love for there to be more options so I could easily ride my bike to a bus that ran downtown in an hour's time or so. I really like using the Valley Metro, I think it's a wonderful way to support local people and cut down on carbon emissions while saving money on gas. I would also recommend that the website be changed. It's 100% discouraging for new riders to figure it out. I personally have had to explain to multiple people how to use it efficiently because it's confusing.
- I am disabled and would love the option and freedom that having local transit would offer. Being stuck in Buckeye sucks. I only moved here because a relative left me a fully paid for house here in Buckeye. So "free" has a cost and that is not having public transportation. I am from Seattle and used to being able to go anywhere I wanted on public transportation; shopping, museums, sporting events, medical appointments, for very little cost and big convenience.
- I am handicapped and cannot go far to reach a bus-stop. Park-and-ride is therefore important.
- I currently reside in Buckeye and was super excited about the Park-N-Ride made available. However, I can't participate because of the too infrequent service and the timing to get to two relatively close locations in Downtown Phoenix.
- I currently ride the Goodyear bus and park at the Park & Ride. I really only recently started noticing the Zoom bus. Maybe more advertising and info on where it goes and what the schedule is would make ridership increase. I would be able to ride it from Estrella Community College but it is a pretty far walk for me to get there from my house and I surely wouldn't want to walk it in the summertime.
- I currently use the 573 at the 99th Ave/Glendale Park & Ride to the Phoenix Central station and then take the light rail to work at ASU Tempe. I would like to see more regional buses to other Arizona cities like Flagstaff, Prescott, Sedona, Lake Havasu, Tucson, etc...
- I don't think people expect local transit service in a sprawling community. I would never use a service, or expect my family to use a service that I experience to be unsafe or unclear.
- I grew up riding buses so it's natural for me to think this is a viable option, but for others convenience and ease of use would have to be the main priority, obviously ridership would go down in the Summer. I think that should be taken into



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consideration. I think smaller buses should pick up at local parks once an hour most people live within walking or biking distance to parks. Then pick up and drop off at shopping centers on their way to the park and ride. I think there should be more express buses to downtown.

- I had to pay a tax for a baseball and football stadium and I have never been to either as I can't afford it. I need affordable transportation to get to work. I also work weekends and the fact that bus 39 does not have the usual early morning run that it has during the week causes real problems for me in getting to work. My employer has made accommodations but I worry they may find someone else who drives and will get to work the hour earlier than I can on weekends.
- I hope routes 533 and 532 will remain the same.
- I know several of my neighbors who work in Scottsdale area and live in the SW Valley- but the van pool/bus system seems to only take you to downtown Phoenix and you cannot get any further EAST! It is very frustrating. If there was some kind of transfer to take you from downtown to Scottsdale area this would be helpful. My neighbors and I do not have the same work schedule, so we are unable to car pool. I drive 50 miles, one way, EAST to work, and my husband drives 50 miles, one way, WEST to work. We have compromised with Goodyear area, but would like to have van pools/ light rail available.
- I recommend subsidized cab services, expanded dial a ride and shuttle services.
- I ride Central O Bus and it is supposed to arrive 10 or 15 mins but it is still not enough, usually the buses are full and those that are not full do not stop at all the bus stops, they usually just drive by.
- I ride the Rapid 5 days a week from the park n ride on 75th Ave and ride the bus to events. I would love to be able to get around more easily in the west valley using a bus instead of driving.
- I think public transportation needs to be operated all day and night. It would improve the economy throughout the entire valley. People would be more willing to take a job if public transportation ran all day and night.
- I think the Southwest Valley should consider funding a commuter rail system or work out a federal grant or tax system to fund an extension of the light rail or new rail system to further connect the valley. I think it is a shame living in a valley of over 6 million residents and our mass transit system stinks. My family would purchase a monthly pass if this was going to happen.
- I think there needs to be more Rapid and Express buses in the West Valley, not local transit.
- I try to use this service as much as possible. The only bad thing is that if I were to leave work before 3:30 pm, the rapid is still not working at that time and it takes me 2 hours to go from downtown Phoenix (city hall) to return to Ahwatukee (Chandler boulevard and 48th street) I use the light rail into Tempe and the 52 south bus... VERY LONG TIME for 25 miles...!!!
- I walk and take my bike whenever I can to go to local grocery stores, dentist in order to save gas money. However, I do not know how long I can continue walking. I presently

have not disabilities but when that happens I would literally be a shut-in if it were not doctor transportation arranged by PebbleCreek. I'm from Chicago and used the bus all the time. I am on my last car and will stop driving when it no longer works. Bus transportation would be so helpful to me, even w/a car if the gas rates continue to rise.

- I want to see major changes for connecting buses. Also, more buses that would loop South Phoenix to be able to go to SMCC more times inside the campus like before. The students are the ones in a hurry to get in and out of classes there. Buses should not go in and out of campus when they are going N. and S. Bound. My daughter always misses the 77 just by a hair cuz it doesn't always go all the way in or the 70.
- I would have to consider the changes to see if a sales or other tax would be justified. Of course the best way would be for it to be paid for itself. I would love to be able to commute on the bus instead of driving if the cost and commute time was reasonable. Not sure if possible but it would be great to take public transportation for nightly entertainment as well. Stops to concert venues, etc. I would like a train between Arizona, California and Nevada (Las Vegas).
- I would like to see some type of bus service from the west/southwest valley to downtown for sporting events. There are rapid services for work schedules, but there is no rapid/express bus service to the west side for sporting events that either begin in early afternoon or end later in the evening. I know I would attend more events if I had a ride home after the game. As it is now, I either have to drive both ways or not attend. Since it is so inconvenient to go, I choose not to spend ANY money on even going. If there was a service, I would gladly spend the bus fare to attend sporting events in the downtown area. Everyone would win. Please consider this suggestion. The west side DO attend sporting events and providing a mass transit service would reduce traffic congestion, air pollution and basic driver irritation. It would INCREASE game attendance, local economy and provide a safer alternative to driving. Thanks.
- I would support public transportation if it was via a means to move around the valley, not just the southwest and if it weren't too much. If you study Washington State transportation system, you can move from Seattle all the way around to outer cities including across the sound using public transportation system. That is what is needed here.
- Let's not forget the handicapped, like wheelchair users.
- Light rail
- Most bus service clogs up traffic by constantly stopping which increases fuel use. If buses are brought into an area it should be illegal or them to travel on roads that have less than three lanes.
- My husband is handicapped. That means that any transportation service we would use would have to be handicap accessible.
- Nearest buses we have to walk over a mile to get to from 83rd Ave and this is a heavily populated area.
- Need more convenient bus travel in east valley...specifically from Power Rd to Southeast courthouse...no bus even comes to courthouse till 9:00 am...and it takes 3 hours to get from Power Rd to SEF courthouse...a 20 minute drive!



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- Need more to go Dr at 59th Ave. And Thunderbird. Phoenix Metro Van Handicap Service.
- Now that's Rapid Transit!!! Busses, who ya kid'n huh? {But the survey sure was fun... Thanks}
- One more thing. In Mesa most buses quit running fairly early. This makes getting home from work for some of us rather difficult. Some of us don't get off from work until 8 or 9 pm. If the buses quit running at 6 or 8 pm, we are left stranded with no way to go home. Catching a cab is not an option since we don't make enough money for it to be worth it.
- Phoenix transit is so begin times...it like living in the country! I just move here from Utah and if you don't have a car...it no good here!
- Please add more routes to the Buckeye Park and Ride; all four of the Goodyear routes should go to Buckeye not just two as is now.
- Please look into expanding the service farther out west. Make the 13th bus go straight on lower buckeye from 19th Ave go out to at least 99th Ave. The 3 Van Buren go far west to at least Litchfield Road.
- Please provide more public transportation to those in the far west valley.
- Please start transit service which runs down Dysart from Glendale Ave to Van Buren. A North/South transit on Dysart. Citizens need this!!!
- PLEASE, PLEASE consider extending transportation times in the South Phoenix area, especially on the weekends!
- Public transportation may not be profitable, but is a must for the welfare of the citizens and health of regional economy.
- Question number 9 can't be left blank---but it doesn't have an answer for those of us who are unable to walk. Should have an option that someone using a wheelchair could choose.
- Quit putting all the "extra" runs on the east side of the valley, there are just as many people with needs on the west side but no one seems to care.
- Reasonable prices.
- The bus needs to go out farther and come more than 1 time an hour.
- The city can grant permits and licenses and partly subsidize privately own dollar vans that would cruise avenues east and west and south and north. Creating a linkage to other cities and Phoenix for people. I will be happy to tell you of how this has successfully worked in NYC. Personally I would love to take a dollar van to Phoenix for First Friday, museums and such. Would love to be able to catch a bus to adjoining cities and have residents of adjoining cities come and spend money here in Avondale. Essentially, creating a grid enveloping all of Phoenix and adjoining cities and divide its coordination and routes among the many municipalities. It's very much needed on this side of the valley. If it was very frequent in its service, people are going to use it.
- The current Goodyear Park & Ride location is too far away from the community.
- The Southwest or West Valley always gets 'short changed' or is always last on the list to get services/facilities/etc. When will this stop?
- There are at least two amazon.com fulfillment centers along the Buckeye Rd route, the 13. During the holiday shopping season, November and December, the first couple of eastbound buses along this route in the morning are filled to the point of there not even being standing room. It would be very helpful if the frequency of this route were increased just for the first couple hours of the day (and perhaps the evening, when the day shift gets off), or maybe one of those double buses were dispatched. Please, do SOMETHING. There is a need. I'm sure the numbers back me up on this.
- There are not enough buses (Route 562) leaving in the morning from the Goodyear Park and Ride. They are too crowded. There should be another bus added after 7 am. A 7:30 am bus leaving from Goodyear Park and Ride would be great!
- This is a good thing for the Southwest Valley. With gas prices on the rise and more students attending the local community colleges we should provide transportation that would keep our streets from being cluttered with vehicles like parts of Phoenix and Glendale.
- Time to bring southwest valley and entire valley into using local transportation to improve air quality and cut down on gas consumption. If a means is provided we will eagerly use public transit - please link the southwest valley with the rest of the valley
- To add to (Question) 18, my son is one of those individuals who do not have a car yet. I live at 103 & Camelback Rd.; take him to GCC in the mornings. However, he takes the bus home from GCC and as I mentioned earlier, take him almost 3 hours to get home. In a vehicle this is about a 20 minute drive and in a bus, I think it would be fair to say that about one hour is great, and 1 1/2 hour is reasonable. He has to transfer a couple of times, ends up at Desert Sky (??) I think of it as taking a flight to Los Angeles from Phoenix, but having to be routed to Texas (??)
- Valley Metro leadership do not operate regionally build a minimal system first then build from there regionally. It is clear the system is not built as a regional system.
- We are long overdue for a good transit system. If we expect to be a growing business and neighborhood attraction we need a good public transportation system.
- We need affordable, local door to door service and shuttles for longer trips.
- WE NEED MORE BUS ROUTES IN AVONDALE, GOODYEAR, LITCHFIELD PARK AND SUN CITY AREAS.
- We need more routes and more frequent pick up times to really be efficient.
- We need to encourage more carpooling. I do it as much as possible.
- Whatever options are considered, I am NOT in favor of anything including light rail. It is too expensive to be supported by average ridership and, once installed, light rail is not flexible enough to easily adapt to changing economic demographics. Given the opportunity, I would choose main line bus routes supported by smaller shuttles to increase bus stop density in residential neighborhoods. But ONLY if these bus and shuttle lines were kept clean and offered transportation safe from crime.
- When I go from Mesa to Phoenix, I use the light rail and I enjoy it and don't mind the time @ 1hr. But when I go to work 7 miles away from home I don't think it is reasonable to spend an hour getting there.
- When it comes to public transit the West is far behind the curve and people constantly



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try to fight improvements. Yet those same people despise people who need public assistance, because they're mooching. You have to offer some sort of assistance. If you want people to work you have to provide them with the tools to do so and if you don't want to give everyone their own vehicle, then you need viable public transit. The Phoenix Light Rail is an excellent example of great public transportation. It definitely needs expansion.

- With rising gas prices, I would expect transit riders to increase. If you have to be at work by 5 AM, it's kind of hard to do that when the buses first run isn't until after that. Likewise if you have to be at work till 12AM, it's hard to catch a bus when they stop running at 10:30 PM.
- Would be nice if there would be more than a 3 minutes window from a bus arriving at an intersection and to catch the other bus, especially when passenger has to wait on red light to turn green to cross intersection (twice) as the bus driver is not allowed to look at their right or left. So what is the difference if the bus has to wait for two or three more cars to drive by before he can depart or to wait less than 30 seconds on passenger who try to cross the intersection safely? The cars are not customer service related. People are.
- Would support and use light rail service to downtown Phoenix.

Funding of Services

- 10.5% sales tax is outrageous already.
- Absolutely Not support another tax
- Again, density in the southwest valley is too low to support transit services sufficient to make it worth the trouble. Diversion of the existing sales tax dedicated to other vital services diminishes those service levels. If this is the mandate, then it needs to be supported through a separate dedicated tax approved by the voters.
- As I said, no taxpayer funds should be used in any form. If it is not self sustaining drop all forms of public transportation!
- As most of us, I prefer to drive myself. And if I can't do that we all have friends that can assist us. I cannot afford any new taxes to support a ride for someone else.
- Asking for more taxes can be very difficult because most of us feel that the current Federal Administration is over taxing us now and is always looking for another tax to get out of us. Therefore, increased local taxes will be hard to get approved. If we can get rid of the current administration, local taxation will be easier.
- Avondale's sales tax is already highest amongst other cities and should not be increased. Another or alternative method for paying for transit services should be looked at and strongly considered.
- Be honest with the public about the total costs of building, usage, ridership vs. projections and above all the annual cost that has to be covered, paid by local government!
- Before I agree to tax increases, I need to know what I get for it.... will the increases provide for more service.

- Bus fare would still be cheaper than cub fare as there will be more people paying for the same trip so it should not be heavily subsidized by taxpayers. Businesses will benefit the most from having public transport from people's residences to business places, so if a tax needs to be generated to help subsidize the transportation project, then it should come from the business tax.
- Bus passes are too expensive.
- CA has had a Transit Tax for 25 years now. Why does AZ NOT HAVE a DEDICATED Transit Tax like CA does? That is what helped them finish their 500 miles of Light Rail which goes all 8 directions: Northeast, East, Southeast, South, Southwest, West, Northwest, North. If Phoenix buses even went more than HALF these directions I'd be happy. But we only go the HALF of those directions.
- Could part of the revenue from the lottery help pay for public travel? This is Maricopa County, could the property tax be used for public transit. We have some of the highest sales tax in the nation; there should be other options investigated. Sales tax is the easy and quick way out.
- Depends on how much the tax was and the likelihood it would get increased yearly.
- Don't make the taxes too high.
- Fares should fully fund mass transportation, no government subsidies
- Federal funding should be used to pay for mass transit due to the economic conditions. I would like to see them fund these areas instead of sending our tax dollars over to assist other countries.
- Federal government has made access to funding for transport improvements use it and stop raising sales tax when people work for less.
- Funding a level of service is the key.
- Further increasing taxes for any reason would drive me to do most of my shopping outside of this area. Taxes in Arizona have gotten ridiculously high as it is.
- Gas tax.
- Goodyear has too many sales taxes for OND issues that are not needed now or should be paid from usage revenues. We d not need more sales taxes to pay for items that do not support themselves.
- Government generates enough money to pay for this...just move money from one budget to another like government always does. None of us can stand any more burdens on a salary that has not been raised for 5 years!!!!!!!!!!!!
- I absolutely would NOT support my tax dollars going towards a local transit system. Goodyear's taxes are too high as it is.
- I already pay a sales tax on food, which is absolutely absurd. Also, you guys are trying to raise prices (for the second time in two years), and cut services (again). You're giving us crappy service for a larger portion of our incomes, and that's not really conducive to our (or the valley's) economic well-being. Also, with regard to the possible strike, the union should be taken out and beat, they are literally holding the valley as economic hostage because they want more money (even though they make more money than just about anybody else in the valley with the same level of education).



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- I believe my taxes are too high and government and politicians do not make decisions based on individuals needs.
- I can't afford to pay more taxes!
- I don't believe Taxes are a dirty word...they help to provide services that low and middle income people especially need to get to work and to school...it's part of being part of the larger community...and quality bus service saves the environment.
- I don't believe that a sales or other tax is the only way to pay for local transit services.
- I don't think the city and schools know much about bond issues and taxes when they want 20 year bonds to pay for items such as buses that won't last 20 years!
- I don't use it so I have no intention of paying for it.
- I hope this survey is not directed towards trying to float another bond issue or getting yet another tax.
- I might support it with a tax increase, but not if it were a lot.
- I realize it is difficult for cities to pay for transit service, but we are being taxed to death right now!
- I think a tax would be helpful for everyone to pay/ but the s/w community should pay for most of it because they would be using the resources./ taxing other parts of the community would be okay.
- I think local businesses should also contribute, I know colleges and universities are suffering, but a minimal "tax" could be included in tuition such as \$10.00 per semester. Local businesses should give a stipend to their riders for using buses and the transportation services should ensure adequate routes to Macy's warehouses and Amazon Warehouse sites for example. I would support a flat tax to each resident of something like \$100.00 a year, no increase in sales tax, we should always leave that for sporting facilities, that is sarcastic, but we are taxed too much in sales tax now, flat tax everyone. Have a renter's tax and a home owner's tax of \$100 a year for transit that is less than \$10.00 a month or it could be assessed with driver's licensing plates to each person getting a driver's license or plate. It could be a sliding rate, for 16 years old, they could pay \$25.00, 16- 21 year olds \$50.00 and anyone over 21 \$100.00. There are lots of ways to tax people, other than through raising the rate of sales tax. Put an additional tax on the sale of tickets at the ballparks of \$1.00 for transit services, then provide good service to all the ballparks, but the people from out of town are paying for it, or tax it on the hotel bills.
- I think our 10 percent sales tax is high enough already.
- I think the city should find an alternative than to constantly tax people to pay for a service.
- I work a retail position and already people are crabbing about another tax. the education tax is a joke.
- I would agree on an additional sales tax only if I would be benefited from a transportation services.
- I would be willing to support a tax for efficient, swift, and well connected travel.
- I would like it if there is money available but do not want new taxes to pay for it
- I would most assuredly be willing to pay a tax for the services, but I would prefer a tax that is less regressive than a sales tax.
- I would not support a sales or other tax increase because these west valley cities have already imposed ridiculous taxes to build their spring training and other sports venues for "rich-folk" to enjoy, while the rest of us in the middle class can't afford to visit these venues because we're too busy working to pay taxes! We've paid enough for others to have their venues; I think it's about time for them to pay for our needs.
- I would not support a sales tax increase, but I would support other forms of tax to pay for transit. Sales tax increases impact poor families the most, and they're the least likely to be able to afford them.
- I would pay as I use the service. The taxes especially additional on food and hotels are unbelievable. Even Scottsdale has fewer taxes than Goodyear.
- I would rather pay for mass transit than steal from the public through taxes to do it. In fact, I would boycott a transit system that was paid for by taxes just on principle.
- I would strongly support a small tax increase to provide better transit options for residents. I would take the bus to work if it was convenient for me.
- I would support a sales tax but it would depend on how much and on what i.e. food would not be supported.
- I would support a sales tax if it were used for the Southwest Valley / Southwest Valley as much as for East valley. It seems to me the Southwest Valley has gotten the short end of the stick when it comes to transportation compared to the rest of the valley even when long term this is where the growth will be.
- I would support removing the sales tax from basic foods. Don't have a problem with fast foods, restaurant's, alcohol, wines etc.
- I would support the tax increase only if it was used for intended purpose and to help the people whose only way to get around is a local transit system.
- I would think businesses would support an efficient transit system rather than forcing individual tax payers to give up the money (taxes) they might be spending at those businesses if they were better able to access them.
- I'd be willing to pay more for a bus pass if the buses were more useful. it's irritating when fares go up, but service goes down.
- I'd hope that the transit services could budget on their own without taking the taxpayer's money, although I do support the system for those in need of transportation.
- If it was implemented in a way that every year it will lower until it was zero...then by that time it will support itself.
- If it will help, but not much.
- If the sales tax would not be very much, I suppose it would be a good way get transit service in Buckeye
- If transit is paid for by taxes, implement a system that insures that only tax-paying citizens that are paying those taxes receive the benefit.
- if using the public bus, pay as needed.



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- I'm uncertain if increasing sales tax in the current economy would provide an incentive to using transit services. I believe that a transit service should be self supporting through fares and monthly ride passes. Also, an additional fare would/could be assessed for riders seeking to connect with Phoenix transit services... such as a transfer fee.
- In Goodyear we already have some of the highest sales tax in the state. This being said, there should already be public transit in place with the resources that the city has.
- In reference to a question. I would need to have more information on what would be taxed (maybe cigarettes and alcohol) and how much would actually go to the transit system. Overall, I truly believe transit services in the southwest valley are very much needed and would improve the quality of life here in the southwest and a great help in this economy.
- It has been proven time and again that local transit services are a waste of money and never winds up being profitable. That means that the taxpayer's money must be used to pay for the problems.
- It will take taxes to fund local transit. If local transit could be self supporting, there would already be local transit provided by the private sector. The community needs to have higher density housing and a central work place for transit services to be viable. Fares will only cover a small portion of the operating costs; most likely the fare box recovery ratio would be less than 5%.
- It would depend on how much the tax was. The bus costs too much and it takes too long and they are too crowded but I don't have a car so I have no choice. Don't you think it's time to re-think the light rail and start making everyone pay? I can't tell you how many times I see people getting on that do not pay. Constantly!!! Find a way to make everyone pay to ride the light rail.
- Light rail may be more costly to build but in the long run it's less costly to maintain especially because of fuel prices. Light rail aides in reducing smog and traffic and it will be a much faster mode of transit. Decision makers need to think ahead and about future benefits. This state is ever growing, cities need to come together and decide what's best for the state and not get hung up so much about what benefits their city alone may reap from this.
- Lower fares
- Many people are on fixed incomes. Think before taxing all.
- My answer to (the tax question) depends on the amount and where the tax would be applied to. need more info on this. but no doubt about it, additional services is needed.
- Need more info before I can answer prior question. If the tax were reasonable AND only applied to transit services. then YES.
- Need to know a plan before willing to pay tax.
- No additional sales taxes should be imposed until we can live within the means we have.
- No increase in taxes.
- No increase. (3)
- No more taxes
- No more taxes please.
- No more taxes, we'll just have to do without.
- No new taxes
- No tax increase.
- Of course cost is an important factor; taxes always go up and very rarely go down.
- On tax: it depends.
- Only because everything else is so expensive it's hard to keep up with all the rising prices on everything. It would depend on how much the increase would be and how much it would cost to use the bus/train.
- Price for riding transit should be subsidized by the people who use it and by those businesses and facilities that benefit most from it.
- Prices are too high.
- Public Transit is a COMPLETE waste of taxpayer money
- Q 10, I would probably not vote for a tax increase for any issue right now.
- Q: If a sales or other tax were the only way to pay for local transit services in the Southwest Valley, would you support it? Seems like it should be self sufficient. Maybe a temporary tax to kick start it but that's it.
- Raising taxes is a BAD idea in this economy. It would mean putting a burden on hard working people in support of the people who probably pay less or no taxes.
- Raising taxes. The West valley has one of the highest sales tax in the state. Why don't they look at cutting some of their overhead and pay for it? The people in the community have had to do this, why can't the govt. Their solution is to Tax, Tax, Tax. Sooner or later, you're going to tax us from not buying goods & services in the West Valley (Goodyear).
- Reference # 19 Sales tax is very high now. We do not need it any higher.
- Sale tax would be the last resort, cut other spending first like post office hours, library hours, get things done online etc
- Sales and City taxes in the Southwest Valley are already some of the highest for Arizona cities, even surpassing Phoenix. I think our cities need to find other ways to grow and support their citizens and communities without constantly raising taxes and utility rates.
- Sales or other tax is fine, but don't raise the rate to ride the buses. It may be too much for some residents.
- Sales tax has been abused enough already.
- Sales tax is the WRONG way to consider financial support. Let riders pay for the use of a local transit service. All too often we tax all for the benefit of a few. Taxes are already too high Goodyear.
- Sales tax that is dedicated and reasonable
- Save our tax dollars and wait until ridership figures raise to cover fare box costs



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- Service improvements are absolutely needed, but need to plan now for where the go and how to pay for them.
- Since we are owners who can only get out 3 times a year, I am already paying for things I do not get to use; I am not interested in more taxes.
- TAX, TAX, TAX, how about cut, cut, cut.
- Tax: within reasonable amt.
- Taxes are already HI enough.
- Taxes are high enough here already.
- Taxes are to high now in the valley
- Taxes aren't the way if you tried to make it more for the middle income that would get more riders. Transients riding are a real deterrent.
- Taxes collected don't seem to be used here in the West Valley for Transit Services. I do not expect to see that change in the present political climate. Unless the money collected is fairly used for all sections of Phoenix and the suburbs, I won't be voting for additional taxes.
- Taxes... money is always being collected but it seems like it never meets it cause. Or it is used for private industry gains and not betterment for the public.
- The people in SW valley especially in Laveen are paying taxes just like everybody else in Phoenix. They should be given equal privileges.
- The problem with public transportation is always the fact that it rarely pays for itself. What happens when the projections fall short...you still have all of the fixed costs? If they can adjust the rates to pay for the cost of it, otherwise it's just another black hole taxpayers are liable for. Ride a bike, take a cab or pay someone you know to get you around. Don't expect unreasonably cheap fares subsidized by the taxpayer.
- There are enough taxes, this should be self supporting.
- This country is overloaded with taxes as it is, making it barely able to afford the fare on buses.
- Too taxed on everything already, may hurt people more in their pockets.
- Transit operations should be paid for by the users. Subsidies just turn it into another inefficient bureaucracy that will tend to continue to spend money. Look at the enterprise accounts in any city for examples of how to do business efficiently within a government organization.
- Transit should be able to be paid for by riders.
- Transit should be self supporting by fare.
- We already pay the highest sales tax imaginable.
- We are already taxed too much.
- We are being over taxed as it is. Seems to me the answer to all local govt. is to tax its residents. I believe the government has gotten too big. Maybe we should start all over.
- We don't need ANOTHER tax.
- We must cut tax dollar spending, period. This is a great place not to start.
- We need this, no matter the cost.
- We pay taxes now and you took the bus away from us. Why should we support it?
- We pay too much now.
- We pay too much, Gas prices are high.
- We supported the tax dedicated to the expansion of the 202 and that tax has been collected for more than a generation without the project being completed. Not fair
- We're already paying too much in taxes and getting nothing for it.
- We're already paying transportation taxes.
- When we were persuaded to vote for the lottery, one of the selling points was "It will keep fares at the same level they are now, as lottery profits will be used to fund transit and highways." This was quickly proven untrue, as the bus fares have increased steadily since the first year the lottery was instituted. Like a "sundowner" tax that never goes away, the lottery is here to stay but it does nothing to ameliorate the costs of riding the buses.
- Where we are from in Cleveland, OH the transit system gets 1 cent for every dollar in sales tax to operate.
- Why do you ask about sales tax? Arizona doesn't have a sales tax. It has a Transaction Privilege tax.
- Why is sales tax offered as the solution? What is the projected trip cost? Riders should be willing to fund the bulk of the cost with support until it is functioning at some acceptable level for a limited period of time. We don't need more services we cannot afford.
- Why make public pay for services they do not use?
- Why would sales or tax be the only way? Isn't that the reason for the bus fee? We don't need sales or tax for taxis, right?
- With the influx of people in the Southwest Valley, it is essential to provide local transit service to residents; as well as the high price of gas. I don't drive so it is difficult for me to go to places even at work without the help of other members of the family or friends.
- Would not mind paying sales tax for the services if it was of benefit to me.
- Would support local income tax/surtax.
- Would use the bus to save gas probably twice a week.
- You would be better off reducing local taxes as a way of encouraging business growth in the SW valley..... quit trying to spend more \$\$\$!



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Comments

- A better transit system would also mean less teens on the road, behind the wheel which will result in less accidents.
- A start of the local transit might push to make the Metro Rail connection to here which would be awesome.
- A transit system will only work efficiently with a dense network. Transit to Sky Harbor Airport very important.
- Add services.
- Advertise trains days per accident. Advertise bus/train ridership cost per trip/mile.
- Again I would like to thank you for listening to my comments but this survey was asking questions regarding Goodyear and Avondale Area! Send a Survey out for other areas as well! Maybe this did not pertain to the Gilbert area but I would like one to be sent so I can maybe assist in getting a Transit put into place in the Gilbert Area at The Gateway Hospital. Thank You
- All the public transportation I see across the country, 99% of it has zero to 1 passenger. It is a huge waste of taxpayer money and rarely improves traffic flow.
- And resolve potential strikes w/out interfering or the treat of interference of bus service as only means of transportation.
- As I said this study should have been done 10 years ago it's a little late but it is needed, we need to stop widening the I-10.
- As long as the programs were voted on and approved by a majority of the public. Not by a small number of people!
- As much as I would like to support a local transit, I cannot justify it for my needs. Connecting to a rail system which runs to the airport (i.e. Chicago Midway) would be nice, but for only once a week is not justifiable.
- As we age, driving I-10 becomes more difficult & so many events are held in the city of Phoenix & also in Tempe.
- As you may have already guessed I am not a socialist. But a better public transit system is definitely needed throughout the entire valley. The system now isn't anywhere near acceptable. I've lived in a number of cities which have far better public transit and used them regularly. They were convenient and got me from where I was to where I needed to go in a timely fashion. Most often around here I see empty buses tooling around out of service. Further I would rather walk than pay some union thug to determine where and when I travel.
- Aside from the all the other issues I have mentioned. How do you think the students are supposed to get to school? If they wanted to strike, these inconsiderate drivers should have at least waited until school was out for the summer. We are paying them not the other way around. We rely on the bus system to get us to where we need to go and get there on time. I have a doctor's appointment out in Mesa on Wednesday, are they going to pick me up and take there? I think not. They need to grow up and get back to what they were hired to do, and that is to supply transportation to the public that has no other way of getting around!!!!
- Based on my past experience in other locales, transit systems are mostly used by uneducated minorities who work in unskilled positions.
- Being currently unemployed and my husband semi retired, driving to work is not an issue. However, should I gain employment; public transit is an option I am considering to get to work.
- Build more sidewalks and connect breaks in sidewalks
- Bus and Rail are OBSOLETE AND POOR solutions for our hot weather.
- But make sure it is better run than the Phoenix System.
- Come down south; we need love too!!!
- Cut out policies and regulations that restrict small businesses and support job creation so that jobs can return and not only be supplied by big corporations at low hours and pay! Quit taxing us so we can give hand outs to government programs and those who don't care to work for anything.
- Definitely not!
- Don't like this survey. What I want to say is not offered in the selections. For example, in the first question, I don't visit the doctor weekly, but the choice selection didn't offer "less than weekly" or "occasionally." Also, some of the questions relate to current usage, but if I could no longer drive, then the answers I gave would apply.
- Don't waste time on this. WAY to expensive while our schools and services are lacking. Let's support that.
- Due to high gas prices we need bus.
- East valley resident.
- Farther than 75th Avenue on Buckeye Road. Farther than 43rd Ave on Southern,
- First question for you would be: is the present transit system being utilized to its potential and capacity? Or is it being subsidized heavily? Any thought in getting light-rail to the west valley?
- Fuel will only skyrocket. What a great way to get to Phoenix or parts of SW Valley, or go to the movies.
- Get a local contractor that isn't union.
- Get some courteous bus drivers. When buses are waiting for the time to leave they will not let you on the bus until they are ready to leave. It's either real cold or real hot and they won't let you on the bus because they are at the back of the bus sleeping. Right now some bus drivers need an attitude adjustment.
- Glad that we have transit in the area.
- Good work.
- Goodyear is our second home location. I will not work, my husband will and our son will attend school, currently in 6th grade. We will be purchasing a vehicle, in order to not rent them for each visit to our home.
- Huge waste of money. Advertise the subsidized cost of each rider when asking these questions.
- I am a retired transit worker with over 30 yrs in the bus business both as a driver and



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dispatcher. I am sorry to see a strike. Unfortunately for me I was on strike myself in 1980 ALONG WIT local 100 TWU, and we were penalized 3 days wages for every day we were on strike. It was enacted in 1969 after the first strike in NYC involving the buses and subways. In order for a strike never to be ordered again. However the union in 1980 didn't believe it would be put into effect. It was and there hasn't been a transit strike in NYC since. Very effective deterrent as most workers in 1980 lost 21 days pay for average of 7 scheduled working days of the 11 day strike.

- I am an employee.
- I am pleased to hear of the possibility of a transit system in our southwest valley!!!
- I am seriously considering moving OUT of Arizona just because of the lack of public transportation here. All the driving here makes my life miserable. There are way too many people on the roads here. Phoenix is long overdue for good reliable public transit. Please extend the light rail out to Buckeye!!! :)
- I do not plan to use Mass transit, even if gas goes to \$10 a gallon.
- I don't use public transit and I probably never will, although I realize there are some people who prefer it. I understand it may be necessary for those individuals without transportation. However, I feel that it lessens the city's curb appeal and brings in riff-raff. I moved to the far west valley to get away from that and to enjoy the clean air and quietness of the area.
- I put not sure because, although I believe in the concept, it can't be cost prohibitive.
- I really appreciate the fact that public input is valuable. I sincerely hope these changes I have asked for be implemented.
- I take the Express daily from the Park & Ride and I absolutely love it. I would rather sit on a bus & read anytime rather than drive.
- I vacation when I come to Goodyear so the permanent residents would be the determining factor
- I work from home.
- I would love to be able to get a job and take the bus to work. My husband has to use our car to go to his work. I do not have a car. I would also love to be able to go shopping without asking my husband to take me!
- If there were more facilities available locally in the southwest valley, there would be less need to travel to other parts of the valley. We have no mall. No theaters. No dog parks. No hospitals. No aquatic/community center. No public meeting rooms. No hotels/motels. No resorts. Very few preschools, few elementary schools, few high schools. Most public schools are dangerous to enter, so my kids don't go here. Nothing's here in the southwest valley, so we must leave the area to go to other areas of the valley where facilities (good facilities) are located. If we are leaving the southwest valley to spend money elsewhere, how is that helping the local economy?
- If transportation is a problem for people because the distance is too far, then move closer to the places you frequent. I'm able to do everything I NEED to do and some of the entertainment within 5 miles of my house.
- If we have a guarantee that we will not have this type of problems again.
- If working, maybe yes.
- I'll pay a higher tax to get this off the ground but it should be maintained by the riders/users. Start this off on a small scale and see how it goes and how it's utilized. Many young inexperienced drivers on the road, texting & driving is an issue for both males and females, public transportation will leave the driving to the driver & the youth to text OR have laws pass to stop texting while driving... only fools oppose such a law, leaving the driving of other vehicles to catch the slack of texters.
- I'm not sure that public transportation in Phoenix targets the correct demographic. It does an excellent job at getting people downtown, but lawyers probably don't use the system very much. ASU students do not appear to use the system very frequently, either, in spite of the availability of free tickets. Teachers, a more dispersed population, and other middle income populations may use a good system far more frequently.
- In response to 18(c), I feel that transit vehicles are OK when it aids a person who is economically challenged or who is able to get to work only by this system, but for people who go shopping for groceries, clothing, etc., from local stores, carrying these items or waiting for a bus is all but impossible and would not help the economy. A site to site transit system would be OK, but probably cost-prohibited.
- Increase for bus drivers.
- Instead of taxing us more in the southwest, how about decreasing the racial bias in how the current funding is being spent mainly in white bedroom communities.
- Is there a program planned in the east valley as well?
- It is about time the valley realizes that public transport is a must!!
- It may cost more up front, but having a good public transportation system allows for a stronger, more stable community that is more attractive to residents and businesses.
- It needs to be self supporting.
- It would be nice to have security or police presence on the busses especially on some of the routes that are high crime areas.
- It would be nicer if the buses had more Bus Books to provide and updated so people are not late for work or school. And when a bus flashes another bus they should stop for passengers but I have seen buses just leave not even wait for passengers that need the other bus.
- It's a great service that the local transportation provides the local citizens. I am grateful because it gets me from point A to point B and back.
- It's getting better.
- It's rough with schedule at work. Bike/run more often.
- I've ridden buses into the downtown area (for a pretty hefty fee) that are packed with people standing in the aisles and then see buses that are empty driving around town. I don't think its smart scheduling or good business practices. I don't think bus service should be handled as a welfare subsidy.
- Let's quit talking about what a big city Phoenix is and start acting like one w/ appropriate amenities, especially transit that has always been political and catered to Phoenix/East Valley. What about connectivity to Tucson, Payson, Prescott, etc.
- Like it.



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- Living in the desert environment is hard in the summer months no matter what transportation you have. I personally would rather have the comforts of my own car during those outrageous temperatures and not be outside walking/waiting around.
- Local transit should be a Number 1 priority for this community.
- Looking at houses in Sun City just to be closer to medical treatments without driving. Have a lovely home here but.
- Most of the times I do not feel safe using the bus system. I feel that some routes and buses need to have a police and or security presence. Bus stop areas need to be safe, secure, and clean. They also need to have seating and protection from the sun, heat and rain.
- Most of us like to go where we want to go when we want to and enjoy providing our own transportation. Sometimes I take others to places they need to go when they are not able to provide their own transport. I enjoy doing this as well.
- Most trips we make we combine errands. On a bus this would be difficult if not impossible. Time spent waiting for transport is a factor, too.
- My mother in law is with us in the winter and doesn't like to drive, but likes to go shopping. She walks 1 mile to store and back now. Would go other shopping if transit were convenient. Short frequent routes.
- My tax dollars should be spent very wisely! There are plenty of ways to help with the cost of public transportation than taxes; taxes should only be a small part. Bus stops need to be built with steel poles all around them to prevent cars from driving over bus riders. I have seen on the news many times where cars crash into bus stops and have killed people. SAFETY on the bus and at the bus stop is a MUST!
- N/a (3)
- Need to mail out schedules to homes.
- Need train service to far away destinations, east valley, Chicago, L.A. Vegas, etc.
- No comment. (5)
- No comments. (2)
- No more transit strikes! It only hurts those people in society that can LEAST afford the disruption - STUDENTS, THE WORKING POOR, SENIORS, AND THE HANDICAPPED!!!
- No transit and no new taxes.
- No, I'd get off topic again.
- No. (3)
- None (9)
- Odd you are asking a non-resident. I can't vote here.
- or farther than 19th Ave on Broadway Ave.
- Our lack of much in the way of public transportation is pitiful. I can spend a month in Seattle and ride the bus to any place I want to go and it is inexpensive and frequent. Phoenix transportation is pathetic and mostly non-existent to the outlying areas, especially the West Valley.
- People need the bus.
- Phoenix as a major city severely lacks a widespread public transport service interconnecting with the surrounding cities (Goodyear, Avondale etc, etc). Compared to other major cities it is a letdown! Also local bus services do not operate within the suburbs to connect the main shopping areas and recreational facilities.
- Phoenix is a perfect area for light rail transit or above ground monorail transit
- Please start service that come downtown for residents. I would do some shopping on the weekend also use the buses to come to work. It would help the City with the air and put more revenue to the City.
- Public transportation will draw a lower level of income earners into the area. Lower income earners generally spend less, consume greater resources and lower the quality of living. They also will not likely be home owners but renters with little incentive to maintain properties. I don't think that is what this area really wants. Drive yourself or call a cab or perhaps let the above service centers (hospitals, schools etc) offer their own means of specific transportation for those incapable of driving; more like a hotel shuttle at NO COST to the cities and home owners.
- Put in a color-lined bus system, similar to ones in California.
- Salaries are down along with the economy still tanking. We are already being taxed to death. The funds should come from the people that use the service. It should be funded through the fares charged. As far as it helping the economy, it probably helps to a small degree by putting people to work. But when the company is based outside of the country, most of the economical benefit is going to the base of that company. Which is not in the southwest valley or the country for that matter.
- Some of your questions are not concise enough. For example #18-- are you asking philosophically or current reality? (I answered philosophically). Thank you for doing this. MUCH NEEDED!
- Some of your questions don't offer a good enough answer. When asked "How I get there", I had an option of drive alone or car pool. What is the correct one if my wife and I drive together to go out for a night or go shopping?
- Some people actually had to go to work and change work schedules to catch the new bus hours at Goodyear. The county employees now must punch time cards with only a 6 min late policy. Do you think a bus driver could possible look around and see what Express Buses and Rails are unloading people and wait for them. I hope on a Roosevelt Bus to Roosevelt after the Goodyear Bus. Not everyone in the world works in the center of down town. Why can't the I-17 Express, Avondale and the Goodyear or Buckeye bus pick up people on Roosevelt in front of the rail station, it goes down the street and waits for the light to turn and it has a Bus stop sign. The ones heading west.
- Something needs to be done about this and now is the time.
- Speaking as a student, I know my time could be much better utilized reading or doing assignments on the bus rather than sitting in traffic.
- Summer time, no way with 100 deg.
- SW Valley continues to get short end of the stick. Why is the East Valley catered to in regards to entertainment sites (Tempe Marketplace, Queen Creek new establishments), but SW Valley has nothing of the sort. And the Light Rail goes into



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East Valley but not to the West Valley. There is nothing in SW Valley to attract or keep businesses or residents alike.

- System planners need to move away from the mindset of the small “novelty” transportation systems and open their minds to the reality that Phoenix and all the valley cities make up a large working population. A realistic plan needs to be created to address all concerns! There has never been a better time to offer an alternate to high fuel costs and reduce pollution. Build it and they will come!
- Thank you for giving me the opportunity to take part in your survey. I hope my input helps.
- Thank you for this survey. Something good could come from positive responses.
- Thank you!!
- Thank you. You work very hard and not enough people let you know that what you do is really excellent and very important.
- The area is so spread out; I don't see a need to mass transit. Mass transit such as buses, are good for more condensed areas. If local transit is put into place, it needs to be run like a business and paid for without raising taxes or subsidizing.
- The Phoenix bus system SUCKS!!!!
- The price of gas is a main reason for the need for public transportation. There are more people who cannot afford to drive so transportation would help.
- The price of gas is making public transportation very viable. Also, I am applying for a grant for retraining and a bus pass is part of that. I would love to use a bicycle with the bus. Plus, I can study the grant classes on the bus also. I am just starting to use the bus and light rail as means of recreational transportation.
- The strike doesn't help my commute to work, I am cutting it close enough to my start time without the drivers deciding to strike.
- The SW Valley obviously of little concern to anybody from anywhere else in the Valley
- The transit would be a great way to also help our kids be dependent by learning to take the transit to get to work especially when they don't have vehicles.
- There are railroad tracks going thru several SW Valley cities, why can't these be used for commuter trains too? Why can't the rails that already run thru many SW Valley cities be used for commuter trains to downtown Phoenix?
- There are some poorly designed aspects to this survey. For instance, questions that aren't applicable based on my answers to earlier questions, such as 9, 11 and 12, must be answered in order to move to the next screen. That makes the data from those questions inaccurate.
- There is an old saying that it takes a town to raise a child. I wish that our community would pull together and stop being money hungry and just do their job. It is not the public's decision how much the public transportation employees are paid. The employee has the freedom to choose to work for the wages or look for employment elsewhere. We all have families and responsibilities that we have to take care of. Please stop this nonsense and wasting everyone's time and just do your job or quit so someone else who would be appreciative to have a job can have it!!

- This community is in need of additional transit services, soon.
- This is a great survey and the transit is greatly needed.
- This is not the time.
- This strike was a real inconvenience for me. I had a medical appointment and because there were no buses my fiancé walked me from 15th Ave and Peoria all the way to Bethany Home Rd and 19th Ave. We took the light rail to Central and East Indian School Rd and had to walk to the Carl Hayden Medical Center. and then we had to walk all the way back home from Bethany Home and I was able to make the same trip by bus and back to Bethany on Mar.14, but had to walk home again from Bethany Home Rd. I will be having leg surgery and I had to have the hospital make arrangements for other transportation for Mar. 19 because there are no buses as of today that will get me to the hospital by 6 am. I do not have the money for a cab ride there. the transportation also can only take one other passenger. I have two people I want there by my side and one will have to walk or wait until there is a bus available. posted mar14,2012
- This transit study is not designed to find the truth. It has a built-in assumption that the person filling it out has some level of desire for local transit service.
- Transit in Tokyo, Japan is affordable, convenient and through wise planning provides a quick and easy way to transit a very large city using local and express transportation to move many people throughout the city quickly and effectively. I can travel completely around the city in less than one hour.
- Transit service will be welcomed.
- Transit systems are dirty, dangerous, unreliable, and too costly to be effective.
- Transportation is vital to our society. You cannot seek employment if you have no way to get around to look. If you do get hired somewhere and you do not have a drivers license, then you have no way to get to work if you work somewhere that is out of reasonable walking or cycling distance (not to mention adverse weather conditions) It has been very difficult to not have public transportation nearby. My daughter does not have a driver's license and therefore depends on everyone else for a ride.
- Until public transit is easy to use and economic in terms of time spent getting to places, people will always resort to their cars.
- Uses light rail to get to entertainment.
- Valley Metro is not a valley system, but needs to be.
- Veolia is to be fined for being late they never are and as riders we pay for that.
- We do NOT go down SR 85, Dysart Road, Farther than 83rd Ave on McDowell,
- We miss a bus because Drivers don't wait or acknowledge the strobe lights. They always say I can't wait.
- We need better transportation plain and simple in the SW valley. This would help associates obtain jobs that do not have transportation and assist those that do have vehicles reduce emissions by utilizing these services.
- We need bus service or light rail or something; gas is going up to \$5 a gallon!!!



Southwest Valley Local Transit System Study

- We need more information re: what is available to go downtown Phoenix or Sky Harbor.
- We use the airport frequently and have to pay about \$75.00 one way to PebbleCreek.
- What are you waiting for?
- With all the illegal aliens residing in Southwest Valley I would be hesitant to take it as a means of transit. Not all illegals are law abiding people. And I'd hate to think that the illegals would benefit the most from a transit system they don't pay for, like the Estrella Hospital ER I visited recently. The entire place will filled with illegals, and they get their medical treatment for free. So my concern is who are we really providing yet another costly service for? Us legal residents or the illegals that send most all their money back to their own country and therefore are perpetually broke and riding off of us taxpayers? That is my concern. What do you picture the typical transit rider would look like? My only concern really.
- With the cost of gas SWV residents need more alternatives to utilize public transportation.
- With the price of higher oil and the amount of congestion of the roadways. I feel that it will have to keep up with times and needs to keep our economy to improve.
- With the push by the current administration to price gasoline out of the comfort zone for Americans I suppose that public transit will become more prevalent. Sadly, due to the distances driven by most suburban dwellers this will be a painful process. I believe that the price of gasoline can be positively impacted by government however, our current president sees himself as impotent in this regard.
- Would like it as soon as possible for students
- Would rather ride transit service than driving.
- You all need to look at eastern city with a very good transit service and revise a survey and study. Wake up people the southwest valley is here.
- Your survey should allow more options to get a more accurate picture. For instance Q #1 the lowest time is once per week for Recreation, Social, Shopping, and Entertainment, so I am forced to say never or once a week and an accurate answer would be once a month. Two asks about car pooling. I never car pool but often I'm not alone. I am with my wife which I do not consider car pooling.



Appendix

Survey Instrument

E-mail Blasts

Newsletter

Press Release

Advertisement

News Articles

Summit Invitation



SURVEY INSTRUMENT



3. How many miles do you travel one way to get to these places?

	Less than 1 mile	1-5 miles	6-10 miles	11-15 miles	16-25 miles	Over 25 miles	Don't go there
Work	<input type="radio"/>						
Elementary/middle school (K-8)	<input type="radio"/>						
High School	<input type="radio"/>						
College/university	<input type="radio"/>						
Medical appointment	<input type="radio"/>						
Recreation/sightseeing	<input type="radio"/>						
Social visit/church/friend's house	<input type="radio"/>						
Shopping	<input type="radio"/>						
Entertainment	<input type="radio"/>						

4. Do you currently use local transit service in the SW Valley (Route 3, 17A, Avondale Zoom)?

- Yes (**Go to Question 5**)
- No (**Skip to Question 8**)

5. How often do you use local bus service (Route 3, 17A, Avondale Zoom)?

- A few times a year
- A few times a month
- A few times each week
- Daily

6. What is your overall impression of existing transit service?

- Excellent
- Good
- Neutral
- Fair
- Poor
- Don't know

7. Please select the 3 most important improvements that could be made to existing local transit service. (Select at least 1 and no more than 3.)

- Buses come more often – don't have to wait so long for a bus
- Buses run later at night
- Buses run earlier in the morning
- Bus service to more places I want to go
- Fewer transfers – don't have to change buses to get to my destination
- Buses arrive on time
- Shorter travel times
- More places to park and catch the bus
- Bus service on weekends
- Bus stop improvements
- Sidewalk improvements
- Easily accessible, real time bus arrival information
- Other, please specify: _____

(Skip to Question 15)



8. Why have you not used transit service? Select all that apply.

- Takes too long to get where I want to go
- Doesn't go where I want it to
- Too far to walk to bus stop
- There is no bus service in my area
- Other (please specify) _____

9. If using transit was just about as convenient for you as driving (for example, service is close and/or frequent enough to meet your needs), do you think you would use it?

- Yes No Not sure

10. If convenient transit service was available, how likely would you use transit to travel to the locations below?

	Very Likely	Likely	Neutral	Unlikely	Very Unlikely
Goodyear Spring Training Facility	<input type="radio"/>				
Downtown Buckeye	<input type="radio"/>				
ASU West	<input type="radio"/>				
Historic Avondale	<input type="radio"/>				
Avondale Civic Center	<input type="radio"/>				
Goodyear Parks	<input type="radio"/>				
Glendale Community College	<input type="radio"/>				
Vee Quiva Casino	<input type="radio"/>				
West Valley Hospital	<input type="radio"/>				
Avondale Community Center	<input type="radio"/>				
Downtown Litchfield Park	<input type="radio"/>				
Estrella Mountain Community College	<input type="radio"/>				
Palo Verde Nuclear Generating Station	<input type="radio"/>				
Universal Technical Institute (UTI)	<input type="radio"/>				
Local Libraries	<input type="radio"/>				
Local Shopping Centers	<input type="radio"/>				
Goodyear/Buckeye Park-and-Rides	<input type="radio"/>				
Local Public Schools	<input type="radio"/>				
Old Town Tolleson	<input type="radio"/>				
American Sports Center	<input type="radio"/>				
Banner Estrella Medical Center	<input type="radio"/>				
Cancer Treatment Centers of America	<input type="radio"/>				
Desert Sky Mall Transit Center	<input type="radio"/>				

11. What other locations might you use transit to go to?



12. How far would you be willing to walk to get to a bus stop?

- One block
- ¼ mile – ½ mile
- ½ - 1 mile
- More than 1 mile

13. Would you use a bicycle to access the bus stop if you could take your bike on the bus?

- Yes
 - No
 - Not sure
- How long would you be willing to wait at a stop?**
- 5 minutes
 - 10 minutes
 - 20 minutes
 - 30 minutes
 - More than 30 minutes

14. Would you use a Park-and-Ride lot if one was available?

- Yes
- No
- Not sure

15. How much time would you be willing to spend on the bus to get to where you are going?

- Less than 30 minutes
- Between 30 and 60 minutes
- More than 60 minutes

16. What are the most important local transit needs in the Southwest Valley?

17. How strongly do you agree or disagree with the following statements.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Local transit service is needed to provide transportation to residents who do not have any other way to get around.	<input type="radio"/>				
Local transit service provides an alternative to driving for many residents commuting to work or school.	<input type="radio"/>				
Local transit service helps the economy in the Southwest Valley.	<input type="radio"/>				

18. If a sales or other tax were the only way to pay for local transit services in the Southwest Valley, would you support it?

- Yes
- No
- Not sure

19. Other Comments:



20. In which community do you live?

- Avondale
- Buckeye
- Gila River Indian Community
- Goodyear
- Litchfield Park
- Phoenix
- Tolleson
- Unincorporated Maricopa County
- Other (Please specify)

21. What are the major cross streets nearest to where you live?

East – West Street _____

North – South Street _____

22. How old are you?

- Under 16
- 16-18
- 19-24
- 25 - 40
- 41 - 55
- 56 - 65
- Over 65

23. How long have you lived in the Southwest Valley?

- Less than 1 year
- 1 - 5 years
- 6 - 10 years
- 11 - 15 years
- More than 15 years
- Don't live in the Southwest Valley

24. How many working, registered vehicles are available in your household?

- 0
- 1
- 2
- 3 or more

25. Do you have a valid driver's license?

- Yes
- No

26. What is your annual household income?

- Less than \$15,000
- \$15,000 to \$24,999
- \$25,000 to \$34,999
- \$35,000 to \$44,999
- \$45,000 to \$59,999
- \$60,000 to \$99,999
- \$100,000 to \$149,999
- \$150,000 or more
- Prefer not to answer
- Don't know

27. What is highest level of education completed?

- Less than 9th grade
- 9th to 12th grade, no diploma
- High school graduate
- Some college, no degree
- Associate degree
- Bachelor's degree or higher



Southwest Valley Local Transit System Study



OPTIONAL

To receive updates on the Southwest Valley Local Transit System Study, please provide your contact information below.

Name _____

Email Address _____

Thank You!

Thank you for participating in this local transit service in the Southwest Valley survey. Your answers are very important to the Maricopa Association of Governments, partner agencies, and the local cities and will help develop short- and long-term options for improving local transit service in this region.



E-MAIL BLASTS

E-mail Blast #1

Subject: How do you travel around the Southwest Valley?

We need to hear from you!

Tell us how you are currently traveling around the valley and what type of local transit services you feel are most needed in your community by participating in our online survey **TODAY** by clicking here [Take Survey](#).

Southwest Valley Residents Urged to Communicate Transit Needs

The Southwest Valley has experienced an extended period of rapid population and employment growth. However, the recent economic downturn has impacted the area's current and future transit service. The purpose of the Southwest Valley Local Transit System Study (Southwest Transit Study) is to identify opportunities and strategies for improving the existing transit service in the Southwest Valley and develop a short-, mid-, and long-range local transit plan that effectively provides circulation within the Southwest Valley and also connects to the regional transit system. The study area includes portions of the City of Phoenix, City of Avondale, City of Goodyear, City of Tolleson, City of Litchfield Park, Town of Buckeye and surrounding unincorporated portions of Maricopa County.

Help us develop a local transit system plan that responds to local mobility needs in the Southwest Valley and provides a roadmap for its implementation. Your participation is crucial to the success of this study. Please take a moment to participate in our online survey by clicking here [Take Survey](#).

Our goal is to reach as many residents in the Southwest Valley as possible by **March 16. Please forward this email to your friends and neighbors and encourage them to participate.**

If the above survey links to do not work, copy and paste the URL below into your web browser:

<http://gci.az.com/selectsurvey/TakeSurvey.aspx?SurveyID=m2K1m77>

If you have any questions or concerns regarding the survey, please contact Jorge Luna, Transit Planner, Maricopa Association of Governments at 602.254.6300 or e-mail jluna@azmag.gov.

Thank you for your time.

E-mail Blast #2

Subject: We still need your input on Southwest Valley travel needs

Last week, we wrote asking for your help in identifying the type of local transit services you feel are most important to your community. If you haven't yet, please take a few minutes **TODAY** to participate in our online survey by clicking here [Take Survey](#). Make your voice be heard!

Your participation is crucial to the success of this study to identify priorities that will allow for the development of short-, mid-, and long-range local transit plans in the Southwest Valley. **Our goal is to**

reach as many residents in the Southwest Valley as possible by **March 16. Please forward this email to your friends and neighbors and encourage them to participate.**

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Thank you for your time.

Last Chance E-mail

Subject: Last chance to participate in the Southwest Valley Transit Survey

How are you currently traveling around the Valley? Are you using public transportation? What transit needs do you feel would benefit you and your community? Do not let the opportunity to be heard pass you by! Your feedback for this study is invaluable. Please take advantage of this **final opportunity** to participate in our online survey **TODAY** by clicking here [Take Survey](#).

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Thank you for your time.



NEWSLETTER



Maricopa Association of Governments Southwest Valley Local Transit System Study

Collaborative Solutions for Growing Communities

Issue #1
March 2012

What is the Southwest Valley Local Transit System Study?

The Southwest Valley has experienced an extended period of rapid population and employment growth. However, the recent economic downturn has impacted the area's current and future transit service. The purpose of the Southwest Valley Local Transit System Study (Southwest Transit Study) is to identify opportunities and strategies for improving the existing transit service in the Southwest Valley and develop a short-, mid-, and long-range local transit plan that effectively provides circulation within the Southwest Valley and also connects to the regional transit system. The study area includes portions of the City of Phoenix, City of Avondale, City of Goodyear, City of Tolleson, City of Litchfield Park, Town of Buckeye and surrounding unincorporated portions of Maricopa County.

What is the Approach to the Southwest Valley Local Transit System Study?

The Southwest Transit Study will include an assessment of the area's transit needs based on data collected from previous studies, results of the community needs survey, and community goals. After identifying the priority of local needs, the study team will develop transit service options for both local travel and regional connectivity.

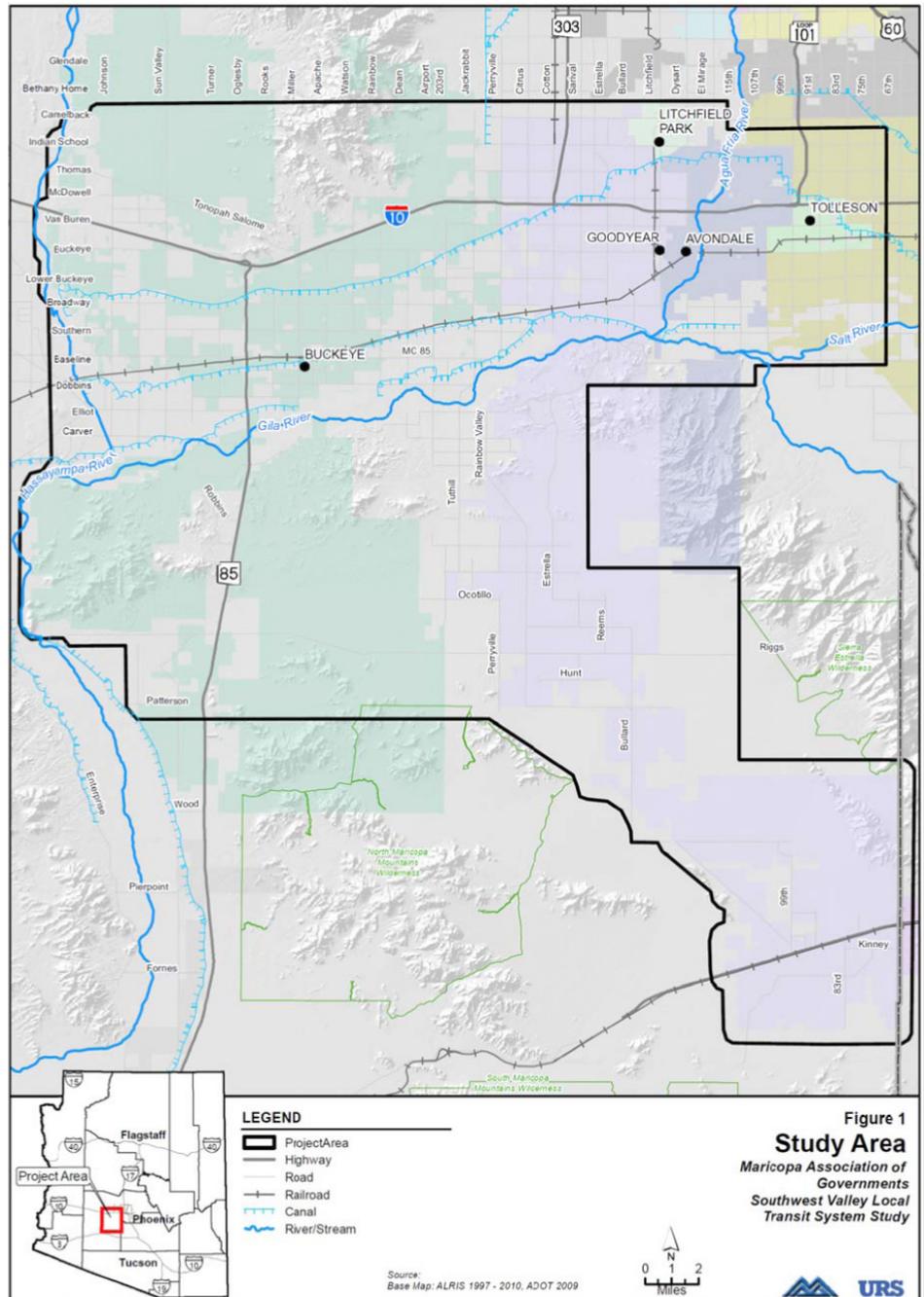


Figure 1
Study Area
Maricopa Association of Governments
Southwest Valley Local
Transit System Study

Figure 1 Study Area





Maricopa Association of Governments Southwest Valley Local Transit System Study

Collaborative Solutions for Growing Communities

What are the objectives of the study?

The goal of the project is to develop a transit service network that further complements and supports near- and longer-term transit improvements, including regional services.

- ✓ Enhance the attractiveness of transit by providing the quickest possible service with minimal need to transfer.
- ✓ Integrate regional and community circulation services that minimize transfer and overall travel times.
- ✓ Provide enhanced internal community circulation, connecting major activity centers with visible high-frequency service.
- ✓ Focus accessible transit services to higher density residential and employment locations.
- ✓ Identify transit facility and vehicle amenities needed to attract riders.

How can I get involved?

The success of the Southwest Transit Study depends on the participation of the residents of the Southwest Valley. Local input is needed to identify priorities that will allow for the development of short-, mid-, and long-range local transit plans that to effectively provide circulation within the Southwest Valley and connect to the regional transit system.

How can you help?

- ✓ **Participate in online survey** — Help us develop a local transit system plan that responds to local mobility needs in the Southwest Valley and provides a roadmap for its implementation. To take the survey, go to www.azmag.gov/Projects/Project.asp?CMSID=4173. Make your voice heard! Submit your response by March 16, 2012.
- ✓ **Spread the word** — Forward this project and survey information to your neighbors, friends and co-workers.
- ✓ **Attend the Summit on April 5th from 7:30 a.m. to 11:00 a.m. at the American Sports Centers, 755 N. 114th Avenue, Avondale** — Southwest Valley community leaders and residents will identify the highest priority local needs and the connections needed to help people get where they need to go. To RSVP for the summit, go to <http://southwestvalleytransitsummit.eventbrite.com>.

Stay Informed

For more information about the project, check out our website at www.azmag.gov/Projects/Project.asp?CMSID=4173. Questions or comments? Call **Jorge Luna**, Transit Planner, Maricopa Association of Governments at 602.254.6300 or e-mail jluna@azmag.gov.



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PRESS RELEASE

FOR IMMEDIATE RELEASE

CONTACT: Kelly Taft
Communications Manager
(602) 452-5020

Southwest Valley Residents Encouraged to Voice Transit Needs

SOUTHWEST VALLEY (March 21, 2012) —Southwest Valley residents are encouraged to attend a transit summit to suggest which local transit services best meet their needs. The summit is part of an overall study on local transit needs in the Southwest Valley that is being conducted by the Maricopa Association of Governments (MAG).

The Southwest Valley Local Transit Summit, hosted by Southwest Valley Rail Partnership and the Southwest Chamber of Commerce, will be held on **April 5th from 7:30 a.m. – 11:00 a.m. at the American Sports Center (Randall McDaniel Sports Complex), 755 N. 114th Avenue in Avondale.** A continental breakfast will be available at 7:00 a.m.

The Southwest Valley Local Transit Summit will provide an opportunity for residents, business owners and community leaders from throughout the Southwest Valley to come together to review and prioritize the local needs and suggest which local transit services might best meet the needs of the communities. Residents will also hear the results of an online survey that they were asked to provide input on the types of transit services they need now and in the future.

“The Southwest Valley has experienced an extended period of rapid population and employment growth. However, the recent economic downturn has impacted the area’s current and future transit service,” said Avondale Mayor Marie Lopez Rogers, who serves as vice chair of the MAG Regional Council. “This study will incorporate a comprehensive, market-based evaluation of current transit services in the Southwest Valley and determine the best strategic approach for expanding local transit service over time, in concert with development trends and available revenues,” she said.

Residents can register today for the Southwest Valley Local Transit Summit at <http://southwestvalleytransitsummit.eventbrite.com>. Residents still have an opportunity to provide input into the study by participating in the online survey that is available online through March 23, 2012, at www.azmag.gov/Projects/Project.asp?CMSID=4173

For more project information or questions regarding the survey or summit, please visit www.azmag.gov/Projects/Project.asp?CMSID=4173 or contact Jorge Luna, Transit Planner, Maricopa Association of Governments, (602) 254-6300 or e-mail jluna@azmag.gov.

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ADVERTISEMENT

West Valley Residents: Please tell us your transit needs!



Southwest Valley residents are encouraged to attend a transit summit to suggest which local transit services best meet their needs. The summit is part of an overall study on local transit needs in the Southwest Valley that is being conducted by the Maricopa Association of Governments.

April 5, 2012

7:30 a.m.—11:00 a.m.

Continental breakfast will be available at 7:00 a.m.

American Sports Centers

(Randall McDaniel Sports Complex)

755 N. 114th Avenue, Avondale, AZ

The Southwest Valley Local Transit Summit, hosted by Southwest Valley Rail Partnership and the Southwest Chamber of Commerce, will provide an opportunity for residents, business owners and community leaders from throughout the Southwest Valley to come together to review and prioritize the local transit needs and suggest which local transit services might best meet the needs of the communities. Learn about current and future growth in the region. Hear about input received to date. Discuss in small groups options for local transit service in the Southwest Valley.

Register at <http://southwestvalleytransitsummit.eventbrite.com>





NEWS ARTICLES

Survey measures Southwest Valley's public-transit needs

SW Valley has fallen back; MAG wants people's view

by **David Madrid** - Mar. 16, 2012 10:16 AM
The Republic | azcentral.com

The Southwest Valley has experienced population and employment growth, but rather than transit keeping up with the public's needs, it has fallen behind because of the bad economy and state budget cuts.

The economic downturn that began in 2007 has impacted the area's current and future transit service.

So the Maricopa Association of Governments is asking Southwest Valley residents to participate in a survey to let it know their transit needs in the region. Southwest Valley residents have until the end of the day March 23 to complete the survey.

Go to www.azmag.gov to complete the survey.

"The importance of this, since it is a local transit system, we need to know where people are coming from and where people are going to within the study area," said Jorge Luna, a transit planner with MAG. "Who better to tell us what the needs are than the residents that live in the area?"

The study area includes Avondale, Goodyear, Tolleson, Litchfield Park, Buckeye, portions of West Phoenix and surrounding unincorporated areas of Maricopa County.

The study will look at developing a short-, mid-, and long-range-local transit plan that would provide circulation within the Southwest Valley and connect to the regional transit system.

"We're looking at it holistically," Luna said. "We're looking at it as the Southwest Valley area, and maybe providing economies of scale in between the areas in providing service between the communities. A resident of Avondale may work in Buckeye or Litchfield Park and vice versa, so let's not limit ourselves into providing services within the boundaries, but let's look at providing fluidity among the different cities."

The first step of the study is to determine if there is a need for local transit services and what type of services are most needed.

Local transit service typically operates on local streets and serves local trips, or connects local residents to a regional or commuter-oriented transit system such as express bus or light rail.

Local transit service may include scheduled bus service, neighborhood-oriented circulator buses, vanpool service or other types of service with frequent stops.

Avondale's Zoom circulator is an option that MAG is looking at as well.

The Zoom has four small buses that run every 30 minutes. The circulator, which began July 25 and costs 50 cents to ride, has exceeded Avondale's expectations, going from 971 riders the first month to about 7,500 a month at the end of 2011.

Although the Zoom now connects to some Valley Metro routes, it was created because of declining bus service and waits between buses that were an hour or longer.

Avondale insisted that bus ridership suffered because of a lack of efficient service and long wait times. It believes that the popularity of the Zoom proves that riders will use more-efficient service.

Other Southwest Valley cities have expressed interest in joining Avondale's system, though they are limited by funding issues.

The MAG transit study will include a look at traditional bus service as well.

Among other things, the survey asks residents where they go. How they get there? How many miles do they travel to get there? Do they use transit? Is it convenient? Do they use it frequently?

Where would they go if they had better transit options? How far are they willing to walk to get to transit? How long would they wait at a stop for transit?

Would they use a park and ride? How much time would they be willing to spend on the bus? What are the most important local transit needs? Would they be willing to pay taxes for more transit?

West Valley VIEW

The community newspaper of Avondale, Buckeye, Goodyear, Litchfield Park & Tolleson, AZ ❖ Phone (623) 535-8439

3/16/2012

Planners seek public's transit ideas

Brent Whiting
staff writer

Transportation planners will meet early next month to gather comments from Southwest Valley residents about present and future transit needs.

The Southwest Valley Transit System Study Summit is set for 7:30 to 11 a.m. April 5 at the American Sports Center, 755 N. 114th Ave., in Avondale.

The public input is part of a study by the Maricopa County of Governments, or MAG, in partnership with a number of government and transportation agencies.

Avondale Mayor Marie Lopez Rogers, who serves as vice chair of the MAG Regional Council, said the economic downturn has impacted current and future transit service.

"This study will incorporate a comprehensive, market-based evaluation of current transit services in the Southwest Valley and determine the best strategic approach for expanding local transit service over time, in concert with development trends and available resources, Lopez Rogers said.

The government agencies in the MAG council include Avondale, Buckeye, Goodyear, Litchfield Park, Phoenix, Tolleson and Maricopa County, said Kelly Taft, a MAG spokeswoman.

The transportation agencies include the Regional Public Transportation Authority, also known as Valley Metro, and METRO Rail, Taft said.

The study not only will identify the needs for additional local transit services, but also outline a plan for implementation strategies for new services with the Southwest Valley, she said.

These services would connect to the broader transit system, Taft added.

Thus, the summit will provide an opportunity for residents, merchants and community leaders to come together, set a priority for local needs and suggest which local transit services best meet community needs, Taft said.

For more information, go online at www.azmag.gov/Projects, or contact Jorge Luna, a MAG transit planner, a 602-254-6300, or jluna@azmag.gov.

Brent Whiting can be reached by email at bwhiting@westvalleyview.com.

West Valley VIEW

The community newspaper of Avondale, Buckeye, Goodyear, Litchfield Park & Tolleson, AZ ❖ Phone (623) 535-8439

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Planners seek public's transit ideas

Brent Whiting
staff writer

Transportation planners will meet early next month to gather comments from Southwest Valley residents about present and future transit needs.

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SUMMIT INVITATION



SOUTHWEST VALLEY LOCAL TRANSIT SUMMIT

Collaborative Solutions for Growing Communities

Hosted by Southwest Valley Rail Partnership
& Southwest Chamber of Commerce



April 5, 2012

7:30 a.m. - 11:00 a.m.

Continental breakfast will be available at 7:00 a.m.

American Sports Centers | 755 N. 114th Avenue | Avondale, AZ
(Randall McDaniel Sports Complex)

[Click here for map and directions](#)

Join Southwest Valley community leaders and residents to identify local transit needs and connections to help people get where they want to go. Learn about the current and future growth in the region and where people are going today. Hear about local transit services and programs which could be implemented. Discuss in small groups options for local transit service in the Southwest Valley.

Register today at <http://southwestvalleytransitsummit.eventbrite.com>

For more information about the project, check out our website at www.azmag.gov/Projects/Project.asp?CMSID=4173.
Questions or comments? Call **Jorge Luna**, Transit Planner, Maricopa Association of Governments at 602.254.6300 or e-mail jluna@azmag.gov.