Agenda

- Introductions
- Study Background and Purpose
- Draft Feasibility Report Summary
- Review Recommendations
- Recommendations to Carry Forward to Implementation Plan
- Next Steps and Action Items
Study Purpose

- Assess the current transit environment in the region
- Identify the needs, travel alternatives, and unmet transit demand
- Identify duplication or service overlaps; develop strategies to improve coordination among existing services
- Conduct a Feasibility Study:
  - Verify the need for transit service and assess community support
  - Develop an Implementation Plan, if needed
  - Identify and improve efficiencies by using existing transit resources
Focus Area

- Gila County

Study Area

- Gila County
- Eastern Portion of Pinal County
Relevant Studies

- 2015 CAG Regional Transportation Plan (RTP)
- CAG and SCMPO Human Services Transportation Coordination Plan 2017 – 2019
- 2006 Gila County Small Area Transportation Study
- 2009 Gila County Rail Passenger Study
- 2013 Cobre Valley Comprehensive Transportation Study
- 2004 Payson Area Transit Feasibility Study
- 2011 Payson Transportation Study
- 2011 San Carlos Apache Tribe Transit Feasibility Study
- 2011 Pinal County Transit Feasibility Study
- 2010 Statewide Rail Framework Study
- 2011 Arizona State Rail Plan
- 2008 Arizona Rural Transit Needs Study
Demographics - Population

<table>
<thead>
<tr>
<th></th>
<th>Payson - Star Valley</th>
<th>Globe-Miami</th>
<th>San Carlos Apache Indian Reservation*</th>
<th>Focus Area</th>
<th>Pinal County Portion of Study Area</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Population</strong></td>
<td>17,338</td>
<td>9,482</td>
<td>10,512</td>
<td>53,165</td>
<td>37,821</td>
</tr>
<tr>
<td><strong>Total Housing Units</strong></td>
<td>10,563</td>
<td>4,344</td>
<td>2,811</td>
<td>32,952</td>
<td>17,048</td>
</tr>
<tr>
<td><strong>Occupied Housing Units</strong></td>
<td>7,707</td>
<td>3,633</td>
<td>2,330</td>
<td>20,909</td>
<td>13,515</td>
</tr>
</tbody>
</table>

Source: American Community Survey 5-Year Data (2011-2015)

*San Carlos Apache Indian Reservation population includes the entirety of the San Carlos Apache Indian Reservation
Demographics – Disadvantaged Population Groups

<table>
<thead>
<tr>
<th></th>
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<td>10,512</td>
<td>53,165</td>
<td>37,821</td>
</tr>
<tr>
<td>Percent Age 65 and Older</td>
<td>34.9%</td>
<td>19.4%</td>
<td>7.4%</td>
<td>25.6%</td>
<td>31.3%</td>
</tr>
<tr>
<td>Percent Minority</td>
<td>12.2%</td>
<td>51.6%</td>
<td>98.7%</td>
<td>36.3%</td>
<td>38.7%</td>
</tr>
<tr>
<td>Percent Female Head of Household with Children Under 18 and No Husband Present</td>
<td>8.9%</td>
<td>19.9%</td>
<td>27.9%</td>
<td>12.8%</td>
<td>3.3%</td>
</tr>
<tr>
<td>Percent Mobility Limited</td>
<td>23.1%</td>
<td>17.8%</td>
<td>15.0%</td>
<td>21.2%</td>
<td>14.4%</td>
</tr>
<tr>
<td>Percent Below Poverty</td>
<td>13.3%</td>
<td>20.1%</td>
<td>49.2%</td>
<td>22.7%</td>
<td>18.4%</td>
</tr>
</tbody>
</table>
Major Trip Generators

- Approximately 24,790 employees within the Study Area
## Current Commute and Travel Behavior

### Means of Transportation to Work

<table>
<thead>
<tr>
<th></th>
<th>Payson-Star Valley</th>
<th>Globe-Miami</th>
<th>San Carlos Apache Indian Reservation*</th>
<th>Focus Area</th>
<th>Pinal County Portion of Study Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drove Alone</td>
<td>83%</td>
<td>76%</td>
<td>66%</td>
<td>78%</td>
<td>78%</td>
</tr>
<tr>
<td>Carpoled</td>
<td>9%</td>
<td>14%</td>
<td>15%</td>
<td>11%</td>
<td>11%</td>
</tr>
<tr>
<td>Public Transportation</td>
<td>0%</td>
<td>0%</td>
<td>2%</td>
<td>0%</td>
<td>1%</td>
</tr>
<tr>
<td>Biked or Walked</td>
<td>0%</td>
<td>5%</td>
<td>8%</td>
<td>3%</td>
<td>2%</td>
</tr>
<tr>
<td>Worked at Home</td>
<td>7%</td>
<td>2%</td>
<td>4%</td>
<td>5%</td>
<td>1%</td>
</tr>
<tr>
<td>Other</td>
<td>1%</td>
<td>3%</td>
<td>6%</td>
<td>2%</td>
<td>7%</td>
</tr>
</tbody>
</table>

### Travel Time to Work

<table>
<thead>
<tr>
<th></th>
<th>Payson-Star Valley</th>
<th>Globe-Miami</th>
<th>San Carlos Apache Indian Reservation*</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Less than 10 Minutes</td>
<td>40%</td>
<td>24%</td>
<td>30%</td>
<td>28%</td>
<td>19%</td>
</tr>
<tr>
<td>10 to 19 Minutes</td>
<td>32%</td>
<td>48%</td>
<td>32%</td>
<td>39%</td>
<td>19%</td>
</tr>
<tr>
<td>20 to 29 Minutes</td>
<td>3%</td>
<td>15%</td>
<td>15%</td>
<td>12%</td>
<td>14%</td>
</tr>
<tr>
<td>30 to 59 Minutes</td>
<td>6%</td>
<td>9%</td>
<td>19%</td>
<td>11%</td>
<td>34%</td>
</tr>
<tr>
<td>60 to 89 Minutes</td>
<td>6%</td>
<td>3%</td>
<td>2%</td>
<td>4%</td>
<td>12%</td>
</tr>
<tr>
<td>90 or More Minutes</td>
<td>13%</td>
<td>0%</td>
<td>3%</td>
<td>5%</td>
<td>4%</td>
</tr>
</tbody>
</table>
Current Commute and Travel Behavior

Time Leaving Home for Work

Access to Vehicles

<table>
<thead>
<tr>
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<td>20,909</td>
<td>13,515</td>
</tr>
<tr>
<td>Households With No Access to a Vehicle</td>
<td>6.6%</td>
<td>7.0%</td>
<td>24.6%</td>
<td>7.2%</td>
<td>4.3%</td>
</tr>
</tbody>
</table>
Inflow – Outflow Commuting Patterns
Existing Transit Services

- Cobre Valley Community Transit
- White Mountain Apache Tribe - Fort Apache Connection
- Mountain Valley Shuttle
- San Carlos Apache Transit - Nnee Bich’o Nii
Existing Transit Services
Outreach

- Technical Working Group - Meetings
- Stakeholders – Transit Service Providers Survey
- Public - Online Survey
Transit Service Providers Survey

### Agency/Service Provide Type

- **Social Service Agency - Public**: 31.3%
- **Social Service Agency - Nonprofit**: 18.8%
- **For profit Agency**: 12.5%
- **Nonprofit Senior Center**: 6.3%
- **Medical Transport**: 6.3%
- **Faith Based Organization**: 6.3%

### Service Area and Major Providers

<table>
<thead>
<tr>
<th>Globe – Miami Area</th>
<th>Payson Area</th>
<th>San Carlos – Peridot</th>
<th>Cibecue – Whiteriver</th>
<th>Regional</th>
<th>Statewide</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cobre Valley</td>
<td>Community Presbyterian Church</td>
<td>San Carlos Apache Transit</td>
<td>Fort Apache Connection (White Mountain Apache Tribe)</td>
<td>Mountain Valley Shuttle</td>
<td>Horizon Health and Wellness</td>
</tr>
<tr>
<td>Community Transit</td>
<td>Payson Senior Center</td>
<td></td>
<td></td>
<td>Payson Airport Shuttle</td>
<td></td>
</tr>
<tr>
<td>San Carlos Apache</td>
<td></td>
<td></td>
<td></td>
<td>Phoenix Veterans Affair (VA) Transportation Department</td>
<td></td>
</tr>
<tr>
<td>Transit</td>
<td></td>
<td></td>
<td></td>
<td>Central Arizona Council on Developmental Disabilities</td>
<td></td>
</tr>
<tr>
<td>Globe Boys and</td>
<td>Lifestar Ambulance</td>
<td></td>
<td></td>
<td>Pinal – Gila Council for Senior Centers</td>
<td></td>
</tr>
<tr>
<td>Girls Club</td>
<td>Payson Care Center</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Globe Active Adult</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Center</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Miami Senior Center</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Note: The service areas and providers listed are examples and should be verified from the actual data source.*
Transit Service Providers Survey

Unmet Needs

- **Cobre Valley Community Transit:**
  - Shelters at key stops
  - More stops in Claypool and need stops at Taco Bell, AM/PM, close to hotels; serve high school
  - Restructure of fares and schedule, including weekend service
  - Need standardized fair break-points

- **Mountain Valley Shuttle:**
  - Need more business
  - Would like to better maintain vans

- **San Carlos Apache Nnee Bich’o Nii:**
  - Regional dispatch center
Transit Service Providers Survey

Unmet Needs

- Payson Senior Center:
  - Service to Pine, Strawberry, Mesa de Caballo, Young
  - Service to transport medical patients seeking treatment

- White Mountain Apache Tribe: transportation division headquarters at Whiteriver airport

- Pinal-Gila Council for Senior Citizens: connecting services to/from fixed route pick-up stops

- Globe Active Adult Center: need service to take persons to doctor appointments, shopping, etc.
Transit Service Providers Survey

Future Plans

- 56 percent of surveyed providers have plans for expansion
- Cobre Valley Community Transit - Construct a new transit center
- San Carlos Apache Nnee Bich’o Nii:
  - Provide service to Tucson
  - Implement "Copper Corridor" service (Globe - Winkleman - Superior - Miami - Globe)
- Payson Airport Shuttle: exploring airport shuttle service from the Globe-Miami area
- Phoenix VA Transportation Department: reviewing options for service to San Carlos and White Mountain Tribal areas
- White Mountain Apache Tribe:
  - Provide a seasonal connection with San Carlos Apache Transit
Transit Demand Analysis
Transit Needs and Demand

- Identify the need for public transit services and annual ridership (i.e. demand)
- Analysis includes:
  - Number of people likely to need passenger transportation
  - Number of person trips required by individuals without personal vehicles
Number of Persons Likely to Need Passenger Service

Persons residing in households with income below the poverty level + Persons residing in households owning no automobile = Total persons in need of passenger transportation service

<table>
<thead>
<tr>
<th>TCRP Report 161 Variable</th>
<th>Globe-Miami</th>
<th>Payson-Star Valley</th>
<th>San Carlos Apache Indian Reservation*</th>
<th>Focus Area</th>
<th>Pinal County Portion of Study Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Persons residing in households with income below the poverty level</td>
<td>1,828</td>
<td>2,270</td>
<td>5,125</td>
<td>11,839</td>
<td>3,833</td>
</tr>
<tr>
<td>Persons residing in households owning no automobile</td>
<td>462</td>
<td>928</td>
<td>1,466</td>
<td>2,994</td>
<td>629</td>
</tr>
<tr>
<td>Total persons in need of passenger transportation service</td>
<td>2,290</td>
<td>3,198</td>
<td>6,591</td>
<td>14,833</td>
<td>4,462</td>
</tr>
</tbody>
</table>

American Community Survey Tables B17001 and B08201, 2011-2012 5-Year Estimates
Transit Cooperative Research (TCR) Program Report 161 – Method for Forecasting Demand and Quantifying Need for Rural Passenger Transportation
Person Trips

Number of Households having No Car $\times$ Mobility Gap (0.80) $=$ Need (one-way trips per day)

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<th>TCRP Report 161 Variable</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Total households without access to vehicle</td>
<td>254</td>
<td>507</td>
<td>574</td>
<td>1,507</td>
<td>472</td>
</tr>
<tr>
<td>Arizona trips per capita On transit</td>
<td></td>
<td></td>
<td></td>
<td>0.80</td>
<td></td>
</tr>
<tr>
<td>Total Transit Need</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Daily one-way transit trips</td>
<td>203</td>
<td>406</td>
<td>459</td>
<td>1,206</td>
<td>378</td>
</tr>
<tr>
<td>Annual one-way transit trips</td>
<td>60,960</td>
<td>121,680</td>
<td>137,760</td>
<td>361,680</td>
<td>113,280</td>
</tr>
</tbody>
</table>

American Community Survey Tables B17001 and B08201, 2011-2012 5-Year Estimates
Transit Cooperative Research (TCR) Program Report 161 – Method for Forecasting Demand and Quantifying Need for Rural Passenger Transportation

Slide - 22
Transit Demand

- Population Age 60 and Older (2.20 Factor)
- Mobility Limited Population Age 18 to 64 (5.21 Factor)
- Residents of Households having No Vehicle (1.52 Factor)

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<th>San Carlos Apache Indian Reservation*</th>
<th>Focus Area</th>
<th>Final County Portion of Study Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population age 60 and older</td>
<td>2,362</td>
<td>7,671</td>
<td>1,042</td>
<td>17,627</td>
<td>16,883</td>
</tr>
<tr>
<td>Mobility limited population age 18 to 64</td>
<td>150</td>
<td>589</td>
<td>208</td>
<td>1,586</td>
<td>5,446</td>
</tr>
<tr>
<td>Residents of households having no vehicle</td>
<td>462</td>
<td>928</td>
<td>1,466</td>
<td>2,994</td>
<td>629</td>
</tr>
<tr>
<td>Non-program related passenger transportation demand</td>
<td>6,680</td>
<td>21,355</td>
<td>5,604</td>
<td>51,593</td>
<td>66,472</td>
</tr>
</tbody>
</table>

American Community Survey Tables B01001, B17001 and B08201, 2011-2012 5-Year Estimates
Transit Cooperative Research (TCR) Program Report 161 – Method for Forecasting Demand and Quantifying Need for Rural Passenger Transportation
Transit Demand Model
Points of Interest and Activity Center
Transit Demand Model

Where People Live
- Population
- Employment

Where People Work
- Government Bldgs.
  - Hospitals
  - Libraries
  - Parks
  - Religious Institutions

Where People Play
- Elementary Schools
  - Junior High Schools
  - High Schools
  - Colleges/Universities

Where People Learn
- Retail Employment
  - Service Industries

Where People Shop

Weighted Raster Summary

DENSITY RASTER

20%
20%
30%
20%
10%
Public Needs Assessment Survey
Public Needs Assessment Survey

- On-line and hardcopy survey
- 408 respondents
- Survey collected information on:
  - Where residents are traveling
  - Transit needs
  - Common usages of transportation
  - Access to vehicles
  - Thoughts on public transportation
Where Respondents Live

- Payson - Star Valley Area: 217
- Globe - Miami Area: 111
- San Carlos Apache Tribe: 32
- White Mountain Apache Tribe: 8
- Pine: 8
- Young: 6
- Hayden: 3
- Kearny: 3
- Winkelman: 3
- Phx - Chandler - San Tan - Apache Junction Area: 3
- Other: 14
Age of Respondents

- 75% of 65 and older reside in Payson-Star Valley area
- Globe- Miami respondents – 36% are under 18 years of age
- San Carlos Apache Tribe – 44% are age 18-34
Distance Traveled to Work or School

- <10 miles: 54%
- 10-20 miles: 10%
- 20-30 miles: 2%
- >30 miles: 3%
- Did Not Answer: 5%
- Not Applicable: 25%
Form of Transportation Most Commonly Used

- 62% of public transit riders reside in Globe-Miami
- 46% of “get a ride or carpool” reside in Globe-Miami
- 84% of Payson-Star Valley residents drive themselves

Respondents were able to select multiple answers
What Keeps You from Where You’re Going?

- I do not have a car: 23%
- Nobody is available to drive me: 20%
- No public transportation services available for my trips: 29%
- I don’t know the public transportation options: 9%
- I don’t feel comfortable using public transportation: 5%
- Available public transportation does not meet my needs: 13%

Respondents were able to select multiple answers.
If available public transportation does not meet your needs, why not?

- Takes too long: 30%
- Requires advance reservations: 26%
- Not available on days or times I need to travel: 59%
- Service costs too much: 29%
- Does not meet my needs due to my disability: 6%

Respondents were able to select multiple answers.
If public transportation were available, would you use it?

- Yes: 76%
- No: 24%
If yes, how often would you use transit?

Respondents were able to select multiple answers.
If no, reason for not using public transit?

Respondents were able to select multiple answers.
What would you most likely use public transportation for?

- Commute to work or school: 42%
- Shopping/errands: 56%
- Transportation to medical appointments: 40%
- Visit friends/family: 33%
- Other: 25%

Respondents were able to select multiple answers.
How much would you pay for a one-way ride?

**Within a Community**

- Less than $1.00: 7%
- $1.00 to $2.00: 34%
- $2.00 to $3.00: 16%
- $3.00 to $4.00: 9%
- $4.00 to $5.00: 1%
- $5.00 to $6.00: 16%
- $10.00: 4%
- Free: 3%
- Other: 10%

**Between Communities**

- Less than $1.00: 3%
- $1.00 to $2.00: 8%
- $2.00 to $3.00: 10%
- $3.00 to $5.00: 8%
- $4.00 to $5.00: 2%
- $5.00 to $6.00: 20%
- $6.00 to $10.00: 9%
- $10.00 to $25.00: 13%
- Free: 9%
- Other: 3%
Frequent Origins and Destinations
Challenges

- Population, activity centers, and employment density in Gila County is fairly low.
- Gila County is an automobile-oriented area, with long-distance commute times, limited pedestrian infrastructure, and long walking distances off main roads.
- Geography: long distances between the residential, employment, and service centers.
- Lack of education and marketing creates an information gap.
## Recommendations – Payson/Star Valley Area

<table>
<thead>
<tr>
<th>Transit User Type</th>
<th>Transit Supporting Factors</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Transit-Dependent Persons</strong> are those without access to automobiles. These include persons who due to age or physical limitations are unable to drive and persons who cannot afford to own and operate an automobile.</td>
<td><strong>Payson-Star Valley area population:</strong>&lt;br&gt;• 35 percent elderly population (highest in the County)&lt;br&gt;• 13 percent of population is below poverty&lt;br&gt;• 9 percent female head of household with children under 18 and no husband present</td>
</tr>
<tr>
<td><strong>Choice Riders</strong> are individuals who own or have access to automobile transportation but who, if provided with feasible options, would choose transit for some of their trips for reasons of economy or convenience.</td>
<td><strong>• 62 percent of survey respondents in Payson-Star Valley stated that they would use public transportation if it were available</strong></td>
</tr>
<tr>
<td><strong>Persons With Special Needs</strong> comprise, in effect, a subset of the transit dependent population. These are persons who are not only unable to drive, but who also must make periodic trips for medical reasons.</td>
<td><strong>• 27 percent of survey respondents in Payson-Star Valley area commented that they would utilize public transportation for medical appointments and picking-up prescriptions&lt;br&gt;• 23 percent of population in Payson-Star Valley is mobility limited</strong></td>
</tr>
</tbody>
</table>
Recommendations – Payson/Star Valley Area

Two deviated fixed-route service routes:

- **Route 1** is a loop route of approximately 9.4 miles. Provides access to key activity centers in the Payson area.
- **Route 2** serves as a connection between Payson and Star Valley.
- Deviations may be made to pick-up/drop-off persons meeting ADA and/or other criteria.
Recommendations – Payson/Star Valley Area

- Demand-response service with the following options:
  - Short-term: Current non-profit entities would continue to provide transportation services for the most vulnerable population groups
  - Long-term: Payson-Star Valley transit system would establish a dial-a-ride service
Recommendations – Globe/Miami Area

Changes to Existing Service:

- Expand the existing service route to include a larger portion of Miami
- Evaluate and remove low ridership bus stops
- Evaluate the current fare system
  - Current fare prices are low
  - Develop a new fare zone structure
  - Enforce reduced fare options
- Install shelters with benches and with ADA access at least at key stops
- Install proper signage at each stop
Recommendations – Globe/Miami Area

- Develop a marketing and advertising plan
  - Establish strong online identity:
    - Create and maintain a dedicated website
    - Expand outreach using social media sites
    - Publish transit routes and schedules on Google Transit
  - Develop partnerships with local college, schools, big box stores, grocery stores, major employers, post office, and hospitals
  - Conduct outreach using traditional local media (newspapers and radio) and at community events
- Collaborate with other transit providers
Recommendations – San Carlos Apache Transit

- Establish a regional dispatch center
- Publish transit routes and schedules on Google Transit
- Partner with and coordinate service schedules and transfer locations with other transit providers
- Evaluate the feasibility of a seasonal connection to White Mountain Apache Tribe communities
- Assess the need and feasibility of a deviated fixed-route connection from Oro Valley to the Apache Sky Casino
- Explore the need and feasibility of a deviated fixed-route connection to the Payson-Star Valley area
Recommendations – Countywide/Regional

Develop a regional system. Two options –

- **Option 1: Establish a CAG region-wide public transit agency**
  - CAG or a similar agency would manage and operate transit services as one entity

- **Option 2: Establish a central contact (agency or person) to coordinate all transit services (public and private) in Gila County**
  - Each individual provider/operator will operate independently but will closely coordinate services and operations with the central contact
Recommendations – Countywide/Regional

Transit agency responsibilities

- Create a Technical Working Group
- Develop a comprehensive list of providers in the region
- Develop an electronic database of service routes and schedules.
- Publish countywide services on Google Transit
- Identify and resolve any service overlaps and redundancies
- Identify areas where resources can be pooled
- Establish a countywide ride-sharing program
- Assist with obtaining funding
- Assist with marketing and administration services
- Create and manage a pool of volunteers
Recommendations to Carry Forward
Next Steps

- Finalize Feasibility Report
- Develop Implementation Plan
Thank you.

Payson Senior Center for your hospitality.