



# WINSLOW TRANSIT PLAN

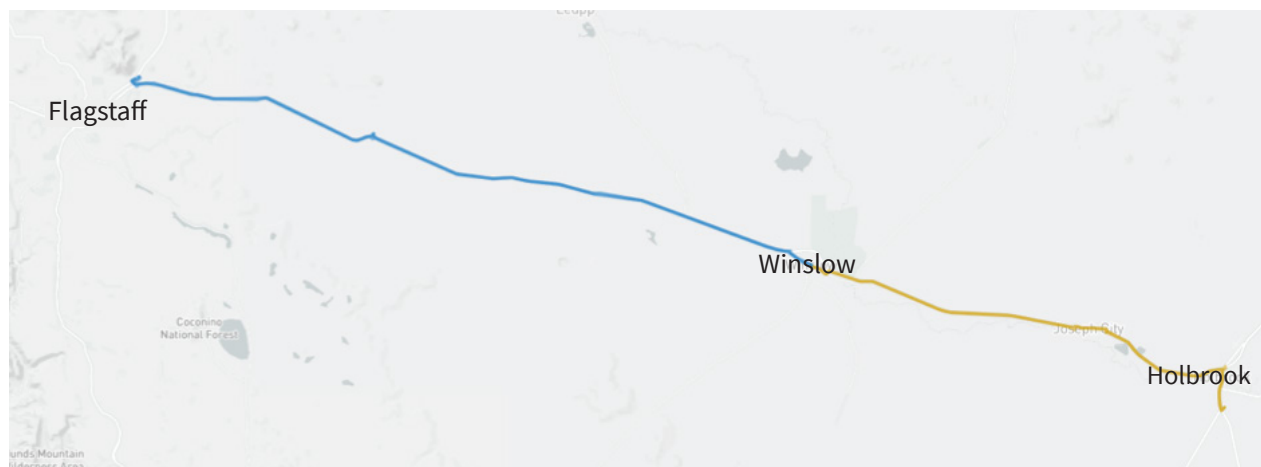
## LET YOUR VOICE BE HEARD!

### Alternatives Studied

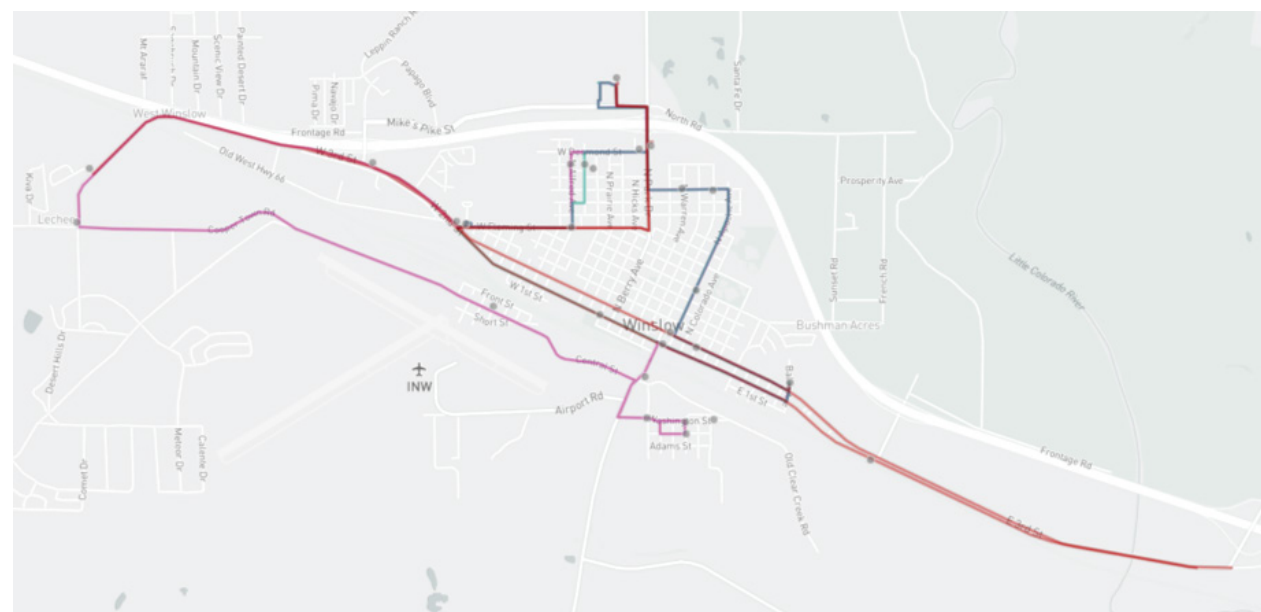
The Winslow Transit Plan explored a variety of alternatives for both commuter services and local services. It analyzed routes and schedules as well as created a five-year revenue and cost analysis for each alternative.

Commuter transportation services explored were both commuter routes to Flagstaff and Holbrook and a vanpool program.

Local transit services explored include Winslow Frequency and Winslow Coverage fixed-route services, complementary ADA/paratransit service, and general public demand-response service.



Winslow Commuter Alternatives



Winslow Local Alternatives

### Council Meeting Dates



# WINSLOW TRANSIT PLAN

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November 2017

### Winslow Transit Plan Project Summary

The Winslow Transit Plan (Plan) officially kicked off on January 19, 2017 and established the project mission, "To present a Winslow Transit Plan to the Winslow City Council that is financially viable, operationally specific, supported broadly by the community and effectively meets Winslow's mobility goals."

The Winslow Transit Plan achieved the following goals set forth in the charter:

- Identified service alternatives that are "right size" solutions for transit connections along I-40 to Flagstaff and Holbrook, and local transit service in Winslow.
- Recommends actionable items that are achievable in a five-year timeframe.
- Developed performance-based measures to guide funding decisions.
- Recommended governance and service provision structure.
- Explored sustainable funding opportunities such as establishing a sales tax, finding creative mechanisms to have services that pay higher than typical portions of operating costs, and the potential for partnership.

In Partnership with



Federal Transit Administration

### The Outreach Process



**2 surveys** with 926 responses

**1 open house**

**1 key stakeholder meeting**

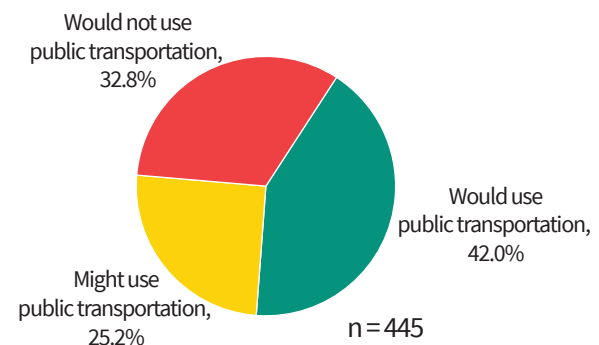
**5 City Council presentations**

**1 website**

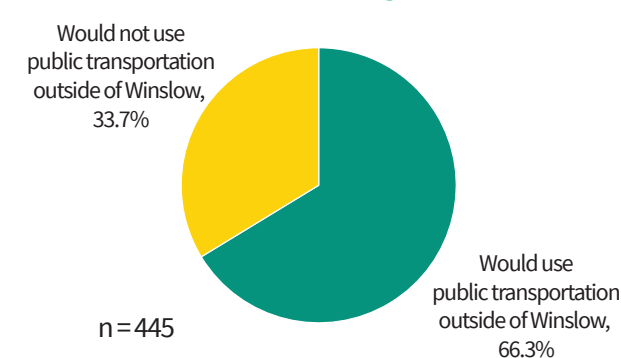
**1,200 postcards**

plus Social media Email Radio Posters

### Anticipated use of local services



### Anticipated use of regional services



# Demographics Affecting Need for Transit

**1** 30% of Winslow's population falls below the poverty level













**4** 14.4% of residents under the age of 65 have a disability

**2** Median age in Winslow: 31.9; 9.7% are over the age of 65

**3** Median age Winslow West CDP: 18.5

**5** Households with no or one car: Winslow - 46.2% Winslow West CDP - 54.8%

## Potential Service Vehicles

Sedans and SUVs			5-7 passengers
Vans			5-7 passengers
Cutaway bus			11-14 passengers
Small bus			Up to 23 passengers
Medium bus			Up to 35 passengers
Commuter bus			Up to 55 passengers

# Five-Year Phased Recommendation

Revenues	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	Total
5311	\$89,113	\$755,096	\$647,660	\$396,707	\$352,004	\$433,811	\$2,674,391
Local	\$25,311	\$245,723	\$238,908	\$177,573	\$145,797	\$167,269	\$1,000,581
Total	\$114,424	\$1,000,819	\$886,568	\$574,280	\$497,801	\$601,080	\$3,674,972
Expenses							
Transit Manager	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$240,000
Vanpool	\$11,424	\$22,848	\$34,272	\$34,272	\$34,272	\$34,272	\$171,360
Commuter Transit Hub	\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000
Ridematching program	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$18,000
Winslow-Flagstaff Commuter Bus**		\$424,365	\$103,356	\$113,689	\$106,049	\$116,437	\$863,897
Local General Public Demand-Response**		\$510,606	\$265,949	\$270,143			\$1,046,698
Winslow-Holbrook Commuter Bus			\$439,992	\$113,175	\$123,705	\$116,265	\$793,137
Local Deviated Fixed-Route*					\$190,775	\$191,106	\$381,881
5-Year Plan Update						\$100,000	\$100,000
Total	\$114,424	\$1,000,819	\$886,568	\$574,280	\$497,801	\$601,080	\$3,674,972

\* Transition from general public demand response to deviated fixed route should occur at annual ridership of \$20,000 to maximize performance measure cost/ passenger trip  
 \*\* Capital costs associated with rolling stock and bus facilities in first year of operations are significant. For this reason, year one expenses for new services are higher than in year two and beyond.

- Developing a start-up transit system requires decisions on many levels. Phased recommendation includes partnering with established transit providers where possible beginning with:
  - Identifying, recruiting, and retaining a Transit Manager;
  - Teaming with NACOG's Mobility Management Program to help establish partnerships with existing transit providers;
  - Starting a vanpool program to build commuter ridership;
  - Partnering with Hopi Senom Transit to build bus stops and market existing route;
  - Establish ridesharing matching program; and
  - Establishing transit hub for park-and-ride, vanpool, and Hopi Senom Transit to all connect and that allows for Greyhound to stop in Winslow.
- Once that is complete, consider:
  - Establishing a commuter service to Flagstaff, and
  - Establishing a general public demand-response system.
- And finally:
  - Partner to establish commuter route to Holbrook, and
  - When the annual ridership for demand response service reaches 20,000, implement deviated fixed-route local service based on the Coverage alternative.