WINSLOW TRANSIT PLAN | 2017 APPENDICES

Prepared for the City of Winslow by the Northern Arizona Intergovernmental Public Transportation Authority

In partnership with the Arizona Department of Transportation and Federal Transit Administration

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APPENDICES

PREPARED ON BEHALF OF THE CITY OF WINSLOW BY THE
NORTHERN ARIZONA INTERGOVERNMENTAL
PUBLIC TRANSPORTATION AUTHORITY

IN PARTNERSHIP WITH THE ARIZONA DEPARTMENT OF TRANSPORTATION
AND FEDERAL TRANSIT ADMINISTRATION

Federal Transit
Administration

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APPENDIX A | MASTER DATA SHEET

Figure A.1 Peer Cities: Master

Peer Cities: Master

Data	Commuter				Local Fixed Route					Paratransit		
	Show Low White Mountain Connection	Cottonwood Verde Lynx	Coolidge CART	Average	Show Low Four Seasons Connection	Cottonwood Area Transit	Coolidge Cotton Express	Douglas Rides	Average	Cottonwood/ADA Paratransit	NAIPTA Mountain Lift	Average
Category												
Passenger Trips:	14,878	60,056	29,123	34,686	168,776	77,969	26,803	56,184	82,433	15,864	24,942	20,403
Total Miles:	102,216	174,447	138,725	138,463	172,192	149,884	85,259	112,272	129,902	91,825	113,651	102,738
Vehicle Service Hours:	3,132	6,478	4,902	4,837	7,452	10,065	10,062	9,816	9,349	10,065	8,663	9,364
Performance:												
Cost/Pass Trip:	$10.69	$6.45	$11.32	$9.49	$2.50	$7.70	$19.39	$8.53	$9.53	$28.82	$30.90	$29.86
Cost/Mile:	$1.73	$2.22	$2.39	$2.11	$2.51	$4.01	$6.09	$4.34	$4.24	$4.98	$6.78	$5.88
Cost/Hour:	$50.79	$59.78	$67.70	$59.42	$56.56	$59.66	$51.64	$48.85	$54.18	$45.42	$88.96	$67.19
Passengers/Mile:	0.16	0.33	0.21	0.23	1.01	0.56	0.31	0.51	0.60	0.17	0.22	0.20
Passengers/Hour:	4.75	9.85	5.98	6.86	22.65	7.92	2.66	5.72	9.74	2.59	2.88	2.73
Operations Costs (58-42%)												
Total Operations Costs:	$167,095	$357,312	$331,846	$285,418	$389,888	$554,100	$519,627	$590,596	$513,553	$421,841.25	$518,483	$470,162
Fares:	$15,101	$61,640	$38,992	$38,578	$35,236	$95,588	$17,110	$36,000	$45,984	$72,772	$61,716	$67,244
Net:	$151,993	$295,672	$292,854	$246,840	$354,652	$458,512	$502,517	$554,596	$467,569	$349,069	$456,767	$402,918
Local Share (42%):	$63,837	$124,182	$122,999	$103,673	$148,954	$192,575	$211,057	$232,930	$196,379	$146,609	$191,842	$169,226
Federal Share (58%):	$88,156	$171,489	$169,855	$143,167	$205,698	$265,937	$291,460	$321,666	$271,190	$202,459.93	$264,925	$233,692
Administration Costs (80-20%)												
Total Administration Costs:	$7,086	$91,573	$52,400	$50,353	$66,857	$142,007	$99,800	$215,660	$131,081	$108,111	$313,893	$211,002
Local Share: (20%)	$1,485	$18,344	$10,480	$10,103	$13,371	$28,447	$19,960	$43,132	$26,228	$21,657	$62,779	$42,218
Federal Share (80%)	$5,942	$73,307	$41,920	$40,390	$53,483	$113,605	$79,840	$172,528	$104,864	$86,489	$251,114	$168,801
Capital Costs (80-20%)												
Total Capital Costs:	$400	$55,208	$54,443	$36,684	$16,073	$85,614	$52,308	$208,867	$90,715	$65,178	$17,284	$41,231
Local Share (20%):	$400	$11,042	$10,889	$7,443	$1,207	$17,123	$10,462	$41,773	$17,641	$13,036	$17,284	$15,160
Federal Share (80%):	$0	$44,166	$43,554	$29,240	$14,466	$68,491	$41,846	$167,094	$72,974	$52,143	$0	$26,071
		Fed Share of Cost/ Hour		61.76%		Fed Share of Cost/ Hour			62.82%		Fed share cost/ hour	65.56%
		Local Share of Cost/ hour		38.24%		Local Share of Cost/ Hour			37.18%		Local share of cost/ Hour	34.44%

Notes:

Show Low Data 10/1/2015-9/30/2016

Cottonwood Data 6/1/2016-6/1/2017

Coolidge Data Performance Measures FY2016; Budget FY2018 projections

Douglas Data Performance Measure extrapolated from April 2017 and budget projections from FY2017

NAIPTA unaudited data FY17

Figure A.2 Expenses: Master

Expenses: Master

Operations & Administration	Cost/ hour	Year 1*		Year 2		Year 3		Year 4		Year 5		Total
		Service Hours	Estimated Cost	Service Hours	Estimated Cost	Service Hours	Estimated Cost	Service Hours	Estimated Cost	Service Hours	Estimated Cost	
Winslow-Flagstaff Commuter Bus	$59	1,100	$65,365	1,100	$66,672	1,100	$68,006	1,100	$69,366	1,100	$70,753	$340,163
Winslow-Holbrook Commuter Bus	$59	1,262	$74,992	1,262	$76,491	1,262	$78,021	1,262	$79,582	1,262	$81,173	$390,259
Winslow-Fixed Route Frequency	$54	1,722	$93,295	1,722	$95,161	1,722	$97,065	1,722	$99,006	1,722	$100,986	$485,513
Winslow-Fixed Route Coverage	$54	1,491	$80,775	1,491	$82,391	1,491	$84,039	1,491	$85,719	1,491	$87,434	$420,358
Winslow-Complementary Paratransit	$67	1,530	$102,803	1,530	$104,859	1,530	$106,956	1,530	$109,095	1,530	$111,277	$534,990
Winslow-Demand Response	$67	3,060	$205,606	3,060	$209,718	3,060	$213,912	3,060	$218,190	3,060	$222,554	$1,069,980
Vanpool (quantity in vans)**	$2,544	2	$5,088	4	$10,176	6	$15,264	6	$15,264	6	$15,264	$61,056

*Assumes 2% CPI

**Vanpool admin at 33% lease price + administration fee

Planning		Year 1	Year 2	Year 3	Year 4	Year 5	Total
		Estimated Cost	Estimated Cost	Estimated Cost	Estimated Cost	Estimated Cost	
All services		$50,000	$0	$0	$0	$100,000	$150,000

Capital		Year 1		Year 2		Year 3		Year 4		Year 5		
		Quantity	Estimated Cost	Quantity	Estimated Cost	Quantity	Estimated Cost	Quantity	Estimated Cost	Quantity	Estimated Cost	Total
Winslow-Flagstaff Commuter Bus												
Vehicles	$150,000	2	$300,000		$0		$0		$0		$0	$300,000
Stops	$3,000	3	$9,000		$0	1	$3,000		$0	1	$3,000	$15,000
Commuter Hub	$60,000	1	$60,000		$0	0	$6,000		$0	0	$6,000	$72,000
Other*			$0		$36,684		$36,684		$36,684		$36,684	$146,734
Total			**$369,000**		**$36,684**		**$45,684**		**$36,684**		**$45,684**	**$533,734**
Winslow-Holbrook Commuter Bus												
Vehicles	$150,000	2	$300,000		$0		$0		$0		$0	$300,000
Stops	$3,000	5	$15,000		$0	1	$3,000		$0	1	$3,000	$21,000
Commuter Hub	$60,000	1	$60,000		$0	0	$6,000		$0	0	$6,000	$72,000
Other			$0		$36,684		$36,684		$36,684		$36,684	$146,734
Total			**$375,000**		**$36,684**		**$45,684**		**$36,684**		**$45,684**	**$539,734**
Winslow-Fixed Route Frequency												
Vehicles	$85,000	2	$170,000		$0		$0		$0		$0	$170,000
Stops	$3,000	12	$36,000	1	$3,000	1	$3,000	1	$3,000	1	$12	$45,012
Storage and Office Space	$15,000	1	$15,000	1	$15,000	1	$15,000	1	$15,000	1	$15,000	$75,000
Other			$0		$90,715		$90,715		$90,715		$90,715	$362,861
Total			**$221,000**		**$108,715**		**$108,715**		**$108,715**		**$105,727**	**$652,873**
Winslow-Fixed Route Coverage												
Vehicles	$85,000	2	$170,000		$0		$0		$0		$0	$170,000
Stops	$3,000	15	$45,000	1	$3,000	1	$3,000	1	$3,000	1	$3,000	$57,000
Storage and Office Space	$15,000	1	$15,000	1	$15,000	1	$15,000	1	$15,000	1	$15,000	$75,000
Other			$0		$90,715		$90,715		$90,715		$90,715	$362,861
Total			**$230,000**		**$108,715**		**$108,715**		**$108,715**		**$108,715**	**$664,861**
Winslow-Complementary Paratransit												
Vehicles	$60,000	2	$120,000		$0		$0		$0		$0	$120,000
Stops	N/A											$0
Storage and Office Space	$15,000	1	$15,000	1	$15,000	1	$15,000	1	$15,000	1	$15,000	$75,000
Other			$0		$41,231		$41,231		$65,178		$41,231	$188,872
Total			**$135,000**		**$56,231**		**$56,231**		**$80,178**		**$56,231**	**$383,872**
Winslow-Demand Response												
Vehicles	$60,000	4	$240,000		$0		$0		$0		$0	$240,000
Stops	N/A											$0
Storage and Office Space	$15,000	1	$15,000	1	$15,000	1	$15,000	1	$15,000	1	$15,000	$75,000
Other			$0		$41,231		$41,231		$41,231		$41,231	$164,925
Total			**$255,000**		**$56,231**		**$56,231**		**$56,231**		**$56,231**	**$479,925**
Vanpool												
van lease**	**$3,168**	**2**	**$6,336**	**4**	**$12,672**	**6**	**$19,008**	**6**	**$19,008**	**6**	**$19,008**	**$76,032**

*Other is average capital costs of peer cities including capitalized preventative maintenance

**capital portion of lease =66%

Figure A.3 Revenues: Master

Revenues: Master

Revenue	Year 1				Year 2			Year 3			Year 4			Year 5				
	Operating/ Admin	Capital	Planning	Total	Operating/ Admin	Capital	Total	Operating/ Admin	Capital	Total	Operating/ Admin	Capital	Total	Operating/ Admin	Capital	Planning	Total	Total
Winslow-Flagstaff Commuter Bus																		
Federal 5311	$40,372	$295,200	$40,000	**$375,572**	$41,179	$29,347	**$70,526**	$42,003	$36,547	**$78,550**	$42,843	$29,347	**$72,190**	$43,700	$36,547	$80,000	**$160,246**	**$757,083**
Local	$24,993	$73,800	$10,000	**$108,793**	$25,493	$7,337	**$32,830**	$26,003	$9,137	**$35,140**	$26,523	$7,337	**$33,860**	$27,054	$9,137	$20,000	**$56,190**	**$266,813**
Total	**$65,365**	**$369,000**	**$50,000**	**$484,365**	**$66,672**	**$36,684**	**$103,356**	**$68,006**	**$45,684**	**$113,689**	**$69,366**	**$36,684**	**$106,049**	**$70,753**	**$45,684**	**$100,000**	**$216,437**	**$1,023,897**
Winslow-Holbrook Commuter Bus																		
Federal 5311	$46,317	$300,000	$40,000	**$386,317**	$47,244	$29,347	**$76,591**	$48,189	$36,547	**$84,735**	$49,152	$29,347	**$78,499**	$50,135	$36,547	$80,000	**$166,682**	**$792,825**
Local	$28,674	$75,000	$10,000	**$113,674**	$29,248	$7,337	**$36,584**	$29,833	$9,137	**$38,969**	$30,429	$7,337	**$37,766**	$31,038	$9,137	$20,000	**$60,175**	**$287,168**
Total	**$74,992**	**$375,000**	**$50,000**	**$499,992**	**$76,491**	**$36,684**	**$113,175**	**$78,021**	**$45,684**	**$123,705**	**$79,582**	**$36,684**	**$116,265**	**$81,173**	**$45,684**	**$100,000**	**$226,857**	**$1,079,993**
Winslow-Fixed Route Frequency																		
Federal 5311	$58,605	$176,800	$40,000	**$275,405**	$59,777	$86,972	**$146,750**	$60,973	$86,972	**$147,945**	$62,192	$86,972	**$149,165**	$63,436	$84,582	$80,000	**$228,018**	**$947,283**
Local	$34,690	$44,200	$10,000	**$88,890**	$35,384	$21,743	**$57,127**	$36,092	$21,743	**$57,835**	$36,813	$21,743	**$58,556**	$37,550	$21,145	$20,000	**$78,695**	**$341,103**
Total	**$93,295**	**$221,000**	**$50,000**	**$364,295**	**$95,161**	**$108,715**	**$203,877**	**$97,065**	**$108,715**	**$205,780**	**$99,006**	**$108,715**	**$207,721**	**$100,986**	**$105,727**	**$100,000**	**$306,713**	**$1,288,386**
Winslow-Fixed Route Coverage																		
Federal 5311	$50,741	$184,000	$40,000	**$274,741**	$51,755	$86,972	**$138,728**	$52,790	$86,972	**$139,763**	$53,846	$86,972	**$140,819**	$54,923	$86,972	$80,000	**$221,895**	**$915,945**
Local	$30,035	$46,000	$10,000	**$86,035**	$30,635	$21,743	**$52,378**	$31,248	$21,743	**$52,991**	$31,873	$21,743	**$53,616**	$32,510	$21,743	$20,000	**$74,254**	**$319,274**
Total	**$80,775**	**$230,000**	**$50,000**	**$360,775**	**$82,391**	**$108,715**	**$191,106**	**$84,039**	**$108,715**	**$192,754**	**$85,719**	**$108,715**	**$194,435**	**$87,434**	**$108,715**	**$100,000**	**$296,149**	**$1,235,219**
Winslow-Complementary Paratransit																		
Federal 5311	$67,399	$108,000	$40,000	**$215,399**	$68,747	$44,985	**$113,732**	$70,122	$44,985	**$115,107**	$71,524	$64,143	**$135,667**	$72,955	$44,985	$80,000	**$197,940**	**$777,844**
Local	$35,404	$27,000	$10,000	**$72,404**	$36,112	$11,246	**$47,358**	$36,834	$11,246	**$48,081**	$37,571	$16,036	**$53,607**	$38,322	$11,246	$20,000	**$69,569**	**$291,018**
Total	**$102,803**	**$135,000**	**$50,000**	**$287,803**	**$104,859**	**$56,231**	**$161,090**	**$106,956**	**$56,231**	**$163,187**	**$109,095**	**$80,178**	**$189,274**	**$111,277**	**$56,231**	**$100,000**	**$267,508**	**$1,068,862**
Winslow-Demand Response																		
Federal 5311	$134,798	$204,000	$40,000	**$378,798**	$137,494	$44,985	**$182,479**	$140,243	$44,985	**$185,228**	$143,048	$44,985	**$188,033**	$145,909	$44,985	$80,000	**$270,894**	**$1,205,432**
Local	$70,808	$51,000	$10,000	**$131,808**	$72,224	$11,246	**$83,470**	$73,669	$11,246	**$84,915**	$75,142	$11,246	**$86,388**	$76,645	$11,246	$20,000	**$107,891**	**$494,472**
Total	**$205,606**	**$255,000**	**$50,000**	**$510,606**	**$209,718**	**$56,231**	**$265,949**	**$213,912**	**$56,231**	**$270,143**	**$218,190**	**$56,231**	**$274,421**	**$222,554**	**$56,231**	**$100,000**	**$378,785**	**$1,699,904**
Vanpool																		
Federal 5311	$2,544	$5,069	$0	**$7,613**	$5,088	$10,138	**$15,226**	$7,632	$15,206	**$22,838**	$7,632	$15,206	**$22,838**	$7,632	$15,206	$0	**$22,838**	**$91,354**
Local	$2,544	$1,267	$0	**$3,811**	$5,088	$2,534	**$7,622**	$7,632	$3,802	**$11,434**	$7,632	$3,802	**$11,434**	$7,632	$3,802	$0	**$11,434**	**$45,734**
Total	**$5,088**	**$6,336**	**$0**	**$11,424**	**$10,176**	**$12,672**	**$22,848**	**$15,264**	**$19,008**	**$34,272**	**$15,264**	**$19,008**	**$34,272**	**$15,264**	**$19,008**	**$0**	**$34,272**	**$137,088**

*Fares not shown as already removed from Operating/ Admin costs

Figure A.4 Budget: Flagstaff Commuter

Budget: Flagstaff Commuter

Revenue	Year 1				Year 2			Year 3			Year 4			Year 5				
	Operating/ Admin	Capital	Planning	Total	Operating/ Admin	Capital	Total	Operating/ Admin	Capital	Total	Operating/ Admin	Capital	Total	Operating/ Admin	Capital	Planning	Total	Total
Winslow-Flagstaff Commuter Bus																		
Federal 5311	$40,372	$295,200	$40,000	**$375,572**	$41,179	$29,347	**$70,526**	$42,003	$36,547	**$78,550**	$42,843	$29,347	**$72,190**	$43,700	$36,547	$80,000	**$160,246**	**$757,083**
Local	$24,993	$73,800	$10,000	**$108,793**	$25,493	$7,337	**$32,830**	$26,003	$9,137	**$35,140**	$26,523	$7,337	**$33,860**	$27,054	$9,137	$20,000	**$56,190**	**$266,813**
Total	**$65,365**	**$369,000**	**$50,000**	**$484,365**	**$66,672**	**$36,684**	**$103,356**	**$68,006**	**$45,684**	**$113,689**	**$69,366**	**$36,684**	**$106,049**	**$70,753**	**$45,684**	**$100,000**	**$216,437**	**$1,023,897**
Expenses																		
Winslow-Flagstaff Commuter Bus																		
Cost/ Hour of Service	$65,365				$66,672			$68,006			$69,366			$70,753				$340,163
Vehicles		$300,000				$0			$0			$0			$0			$300,000
Stops		$9,000				$0			$3,000			$0			$3,000			$15,000
Commuter Hub		$60,000				$0			$6,000			$0			$6,000			$72,000
Other*		$0				$36,684			$36,684			$36,684			$36,684			$146,734
Planning			$50,000													100000		$150,000
Total	**$65,365**	**$369,000**	**$50,000**	**$484,365**	**$66,672**	**$36,684**	**$103,356**	**$68,006**	**$45,684**	**$113,689**	**$69,366**	**$36,684**	**$106,049**	**$70,753**	**$45,684**	**$100,000**	**$216,437**	**$1,023,897**

*Other is average capital costs of peer cities including capitalized preventative maintenance

Figure A.5 Budget: Holbrook Commuter

Budget: Holbrook Commuter

Revenue	Year 1				Year 2			Year 3			Year 4			Year 5				
	Operating/ Admin	Capital	Planning	Total	Operating/ Admin	Capital	Total	Operating/ Admin	Capital	Total	Operating/ Admin	Capital	Total	Operating/ Admin	Capital	Planning	Total	Total
Winslow-Holbrook Commuter Bus																		
Federal 5311	$46,317	$300,000	$40,000	**$386,317**	$47,244	$29,347	**$76,591**	$48,189	$36,547	**$84,735**	$49,152	$29,347	**$78,499**	$50,135	$36,547	$80,000	**$166,682**	**$792,825**
Local	$28,674	$75,000	$10,000	**$113,674**	$29,248	$7,337	**$36,584**	$29,833	$9,137	**$38,969**	$30,429	$7,337	**$37,766**	$31,038	$9,137	$20,000	**$60,175**	**$287,168**
Total	**$74,992**	**$375,000**	**$50,000**	**$499,992**	**$76,491**	**$36,684**	**$113,175**	**$78,021**	**$45,684**	**$123,705**	**$79,582**	**$36,684**	**$116,265**	**$81,173**	**$45,684**	**$100,000**	**$226,857**	**$1,079,993**
Expenses																		
Winslow-Holbrook Commuter Bus																		
Cost/ Hour of Service	$74,992				$76,491			$78,021			$79,582			$81,173				$390,259
Vehicles		$300,000				$0			$0			$0			$0			$300,000
Stops		$15,000				$0			$3,000			$0			$3,000			$21,000
Commuter Hub		$60,000				$0			$6,000			$0			$6,000			$72,000
Other*		$0				$36,684			$36,684			$36,684			$36,684			$146,734
Planning			$50,000													$100,000		$150,000
Total	**$74,992**	**$375,000**	**$50,000**	**$499,992**	**$76,491**	**$36,684**	**$113,175**	**$78,021**	**$45,684**	**$123,705**	**$79,582**	**$36,684**	**$116,265**	**$81,173**	**$45,684**	**$100,000**	**$226,857**	**$1,079,993**

*Other is average capital costs of peer cities including capitalized preventative maintenance

Figure A.6 Budget: Frequent + ADA

Budget: Frequent + ADA	Year 1				Year 2			Year 3			Year 4			Year 5				
Revenue	Operating/ Admin	Capital	Planning	Total	Operating/ Admin	Capital	Total	Operating/ Admin	Capital	Total	Operating/ Admin	Capital	Total	Operating/ Admin	Capital	Planning	Total	Total
Winslow Fixed Route Frequency + Paratransit																		
Federal 5311	$126,004	$276,640.00	$40,000	**$442,644**	$128,524	$87,908	**$216,432**	$131,095	$87,908	**$219,002**	$133,717	$100,552	**$234,269**	$136,391	$85,517	$80,000	**$301,908**	**$1,414,256**
Local	$70,094	$69,160.00	$10,000	**$149,254**	$71,496	$21,977	**$93,473**	$72,926	$21,977	**$94,903**	$74,384	$25,138	**$99,522**	$75,872	$21,379	$20,000	**$117,251**	**$554,403**
Total	**$196,098**	**$345,800**	**$50,000**	**$591,898**	**$200,020**	**$109,885**	**$309,905**	**$204,021**	**$109,885**	**$313,905**	**$208,101**	**$125,690**	**$333,791**	**$212,263**	**$106,897**	**$100,000**	**$419,160**	**$1,968,659**
Expenses																		
Winslow Fixed Route Frequency + Paratransit																		
Cost/ Hour of Service	$196,098				$200,020			$204,021			$208,101			$212,263				$1,020,503
Vehicles		$290,000				$0			$0			$0			$0			$290,000
Stops		$36,000				$3,000			$3,000			$3,000			$12			$45,012
Storage and Office Space		$19,800				$19,800			$19,800			$19,800			$19,800			$99,000
Other*		$0				$87,085			$87,085			$102,890			$87,085			$364,144
Planning			$50,000													$100,000		$150,000
Total	**$196,098**	**$345,800**	**$50,000**	**$591,898**	**$200,020**	**$109,885**	**$309,905**	**$204,021**	**$109,885**	**$313,905**	**$208,101**	**$125,690**	**$333,791**	**$212,263**	**$106,897**	**$100,000**	**$419,160**	**$1,968,659**

*Other is average capital costs of peer cities including capitalized preventative maintenance

**Storage and office space and other capital costs reduced to 2/3 combined total of each service

Figure A.7 Budget: Coverage + ADA

Budget: Coverage + ADA	Year 1				Year 2			Year 3			Year 4			Year 5				
Revenue	Operating/ Admin	Capital	Planning	Total	Operating/ Admin	Capital	Total	Operating/ Admin	Capital	Total	Operating/ Admin	Capital	Total	Operating/ Admin	Capital	Planning	Total	Total
Winslow Fixed Route Coverage + Paratransit																		
Federal 5311	$118,139	$283,840	$40,000	**$441,979**	$120,502	$87,908	**$208,410**	$122,912	$87,908	**$210,820**	$125,370	$100,552	**$225,922**	$127,878	$87,908	$80,000	**$295,786**	**$1,382,917**
Local	$65,439	$70,960	$10,000	**$146,399**	$66,747	$21,977	**$88,724**	$68,082	$21,977	**$90,059**	$69,444	$25,138	**$94,582**	$70,833	$21,977	$20,000	**$112,810**	**$532,574**
Total	**$183,578**	**$354,800**	**$50,000**	**$588,378**	**$187,250**	**$109,885**	**$297,134**	**$190,995**	**$109,885**	**$300,879**	**$194,814**	**$125,690**	**$320,504**	**$198,711**	**$109,885**	**$100,000**	**$408,595**	**$1,915,491**
Expenses																		
Winslow Fixed Route Coverage + Paratransit																		
Cost/ Hour of Service	$183,578				$187,250			$190,995			$194,814			$198,711				$955,347
Vehicles		$290,000				$0			$0			$0			$0			$290,000
Stops		$45,000				$3,000			$3,000			$3,000			$3,000			$57,000
Storage and Office Space		$19,800				$19,800			$19,800			$19,800			$19,800			$99,000
Other*		$0				$87,085			$87,085			$102,890			$87,085			$364,144
Planning			$50,000													100000		$150,000
Total	**$183,578**	**$354,800**	**$50,000**	**$588,378**	**$187,250**	**$109,885**	**$297,134**	**$190,995**	**$109,885**	**$300,879**	**$194,814**	**$125,690**	**$320,504**	**$198,711**	**$109,885**	**$100,000**	**$408,595**	**$1,915,491**

*Other is average capital costs of peer cities including capitalized preventative maintenance

**Storage and office space and other capital costs reduced to 2/3 combined total of each service

Figure A.8 Budget: Demand Response

Budget: Demand Response

Revenue	Year 1				Year 2			Year 3			Year 4			Year 5				Total
	Operating/ Admin	Capital	Planning	Total	Operating/ Admin	Capital	Total	Operating/ Admin	Capital	Total	Operating/ Admin	Capital	Total	Operating/ Admin	Capital	Planning	Total	
Winslow-Demand Response																		
Federal 5311	$134,798	$204,000	$40,000	**$378,798**	$137,494	$44,985	**$182,479**	$140,243	$44,985	**$185,228**	$143,048	$44,985	**$188,033**	$145,909	$44,985	$80,000	**$270,894**	**$1,205,432**
Local	$70,808	$51,000	$10,000	**$131,808**	$72,224	$11,246	**$83,470**	$73,669	$11,246	**$84,915**	$75,142	$11,246	**$86,388**	$76,645	$11,246	$20,000	**$107,891**	**$494,472**
Total	**$205,606**	**$255,000**	**$50,000**	**$510,606**	**$209,718**	**$56,231**	**$265,949**	**$213,912**	**$56,231**	**$270,143**	**$218,190**	**$56,231**	**$274,421**	**$222,554**	**$56,231**	**$100,000**	**$378,785**	**$1,699,904**

Expenses

Cost/ Hour of Service	$205,606				$209,718			$213,912			$218,190			$222,554				$1,069,980
Vehicles		$240,000				$0			$0			$0			$0			$240,000
Stops		$0				$0			$0			$0			$0			$0
Storage and Office Space		$15,000				$15,000			$15,000			$15,000			$15,000			$75,000
Other*		$0				$41,231			$41,231			$41,231			$41,231			$164,925
Planning			$50,000													$100,000		$150,000
Total	**$205,606**	**$255,000**	**$50,000**	**$510,606**	**$209,718**	**$56,231**	**$265,949**	**$213,912**	**$56,231**	**$270,143**	**$218,190**	**$56,231**	**$274,421**	**$222,554**	**$56,231**	**$100,000**	**$378,785**	**$1,699,904**

*Other is average capital costs of peer cities including capitalized preventative maintenance

Figure A.9 Budget: Vanpool

Budget: Vanpool

Revenue	Year 1			Year 2			Year 3			Year 4			Year 5			Total
	Operating/ Admin	Capital	Total	Operating/ Admin	Capital	Total	Operating/ Admin	Capital	Total	Operating/ Admin	Capital	Total	Operating/ Admin	Capital	Total	
Vanpool																
Federal 5311	$2,544	$5,069	**$7,613**	$5,088	$10,138	**$15,226**	$7,632	$15,206	**$22,838**	$7,632	$15,206	**$22,838**	$7,632	$15,206	**$22,838**	**$91,354**
Local	$2,544	$1,267	**$3,811**	$5,088	$2,534	**$7,622**	$7,632	$3,802	**$11,434**	$7,632	$3,802	**$11,434**	$7,632	$3,802	**$11,434**	**$45,734**
Total	**$5,088**	**$6,336**	**$11,424**	**$10,176**	**$12,672**	**$22,848**	**$15,264**	**$19,008**	**$34,272**	**$15,264**	**$19,008**	**$34,272**	**$15,264**	**$19,008**	**$34,272**	**$137,088**

Expenses

Administration	$5,088			$10,176			$15,264			$15,264			$15,264			$61,056
Capital Lease		$6,336			$12,672			$19,008			$19,008			$19,008		$76,032
Total	**$5,088**	**$6,336**	**$11,424**	**$10,176**	**$12,672**	**$22,848**	**$15,264**	**$19,008**	**$34,272**	**$15,264**	**$19,008**	**$34,272**	**$15,264**	**$19,008**	**$34,272**	**$137,088**

Figure A.10 Performance Measure Comparisons

Performance Measure Comparison for Commuter, Local Service, and Vanpool Options

Commuter							
	Show Low White Mountain Connection	Cottonwood Verde Lynx	Coolidge CART	Average	Winslow - Flagstaff	Winslow-Holbrook	Winslow Vanpool
Category							
Passenger Trips:	14,878	60,056	29,123	34,686	8,160	4,080	6,105
Total Miles:	102,216	174,447	138,725	138,463	56,003	61,513	137,700
Vehicle Service Hours:	3,132	6,478	4,902	4,837	1,100	1,262	142,800
Performance:							
Cost/Pass Trip:	$10.69	$6.45	$11.32	$9.49	$8.01	$18.38	$1.87
Cost/Mile:	$1.73	$2.22	$2.39	$2.11	$1.17	$1.22	$0.08
Cost/Hour:	$50.79	$59.78	$67.70	$59.42	$59.42	$59.42	$0.08
Passengers/Mile:	0.16	0.33	0.21	0.23	0.15	0.07	0.04
Passengers/Hour:	4.75	9.85	5.98	6.86	7.42	3.23	0.04

Local								
	Show Low Four Seasons Connection	Cottonwood Area Transit	Coolidge Cotton Express	Douglas Rides	Average	Winslow Frequency Route	Winslow Coverage Route	Winslow Demand Response
Category								
Passenger Trips:	168,776	77,969	26,803	56,184	82,433	23,460	26,520	32,640
Total Miles:	172,192	149,884	85,259	112,272	129,902	15,973	19,768	64,000
Vehicle Service Hours:	7,452	10,065	10,062	9,816	9,349	1,722	1,491	3,060
Performance:								
Cost/Pass Trip:	$2.50	$7.70	$19.39	$8.53	$9.53	$3.98	$3.05	$6.30
Cost/Mile:	$2.51	$4.01	$6.09	$4.34	$4.24	$5.84	$4.09	$3.21
Cost/Hour:	$56.56	$59.66	$51.64	$48.85	$54.18	$54.18	$54.18	$67.19
Passengers/Mile:	1.01	0.56	0.31	0.51	0.60	1.47	1.34	0.51
Passengers/Hour:	22.65	7.92	2.66	5.72	9.74	13.62	17.79	10.67

Paratransit				
	Cottonwood/ ADA Paratransit	NAIPTA Mountain Lift	Average	Winslow ADA Paratransit
Category				
Passenger Trips:	15,864	24,942	20,403	2,550
Total Miles:	91,825	113,651	102,738	64,000
Vehicle Service Hours:	10,065	8,663	9,364	1,530
Performance:				
Cost/Pass Trip:	$28.82	$30.90	$29.86	$40.31
Cost/Mile:	$4.98	$6.78	$5.88	$1.61
Cost/Hour:	$45.42	$88.96	$67.19	$67.19
Passengers/Mile:	0.17	0.22	0.20	0.04
Passengers/Hour:	2.59	2.88	2.73	1.67

APPENDIX B | CORE DESIGN MINUTES

WINSLOW TRANSIT PLAN CORE DESIGN NOTES

Wednesday, March 8
1:00 p.m. – 4:00 p.m.
Winslow Visitor's Center
523 W. 2nd Street
Winslow, AZ

Attendance:

- Mark Woodson, Woodosn Engineering
- Steve Paukin, City of Winslow
- Donavon Gomez, Hopi Senom Transit
- Shawn Silas, Hopi Senom Transit
- Lisa Robertson, City of Show Low
- Elias Joven, City of Winslow
- Dwight Keeto, Navajo Transit
- Paul Ferris, City of Winslow
- Grant Evans, Woodson Engineering
- Sara Allred, ADOT planning manager
- RJ Erickson, NACOG Mobility Manager
- Kate Morley, NAIPTA Mobility Planner
- Jim Dickey, NAIPTA Planning Manger

1. Welcome
    a. Plan for transit both within Winslow and to neighboring communities
    b. 5311 Grant – strictly planning at this stage

2. Project Purpose/Scope
    a. Outcomes
        i. Why, where, what kind of service
        ii. Looking at all things public transit
            1. Commuter
            2. Local
            3. Fixed-route
            4. Vanpool
            5. Paratransit options
    b. September adoption timeline

3. Presentation: What Makes Transit Work
    a. Overview of transit system
    b. Ridership scenario
        i. Density
        ii. Walkability
        iii. Linearity
        iv. Proximity
    c. Types of public transit
        i. Commuter
        ii. Fixed-route
        iii. Paratransit services
        iv. Taxi voucher
        v. Shared economy
        vi. Ridesharing (pooling)
        vii. Human services
        viii. Volunteer programs
        ix. Medical programs
        x. Brokerage system

4. Survey
    a. Statically valid utility mailer survey launched.
    b. Potential need for second survey to address people working in Winslow but not living there.
        i. Keep separate from statically valid survey
        ii. Different set of questions

5. Roundtable
    a. What does success look like?
        i. Connectivity to existing transit.
        ii. Economic development options. All for people to live in Winslow but work elsewhere.
        iii. Meeting dialysis needs—no current formal service to existing center.
        iv. Potential to partner with health care. What is future of NEMT right now?
        v. Identify key ridership needs first.
        vi. How we connect with other systems so not stand-alone.
        vii. Connecting into other public and or private programs.
            1. Railroad and prison. How to coordinated instead of duplicate?
        viii. Capturing missed opportunities.
        ix. Find out who, where to/from, and when.
        x. Sharing facilities and connection centers.
    b. Risks and Barriers
        i. Operations

        1. Ridership
    ii. Reputational
        1. Financial
        2. Funding issues…General Fund
    iii. Technical
    iv. Political
c. Existing transit providers
    i. Change Point
    ii. NazCare
    iii. Church groups
    iv. Alice's Place
    v. Senior Center, AAA
    vi. Senior Companions Program
    vii. Hopi Senom Transit
    viii. Greyhound
    ix. Amtrak
    x. NAIPTA Vanpools
d. Origins and destinations mapping exercise
    i. Popular O/D locations
        1. Dorms
        2. Wal-Mart
        3. High school
        4. Dialysis
        5. Twin Arrows
        6. Flagstaff
        7. Holbrook
        8. Dilkon
        9. Hopi housing
        10. Retail/ Safeway
        11. Northland Pioneer College
        12. DES
        13. Hospitals
            a. Winslow Indian Health Center
            b. Little Colorado Medical Clinic
        14. High-density housing just south of I-40, Section 8 housing
        15. Chamber of Commerce/ Visitor's Center
        16. North Country Health Care
        17. City/County Court
        18. DMV/DPS
    ii. Key stops
        1. Transit connections
        2. Walmart
        3. Safeway

            4. Medical
        iii. Ridership builders
            1. Section 8 and high-density housing
            2. Northland Pioneer College
    e. Types of services:
        i. Vanpools
        ii. Partnerships for Connection Center
        iii. Work with Tribes to provide additional service
    f. Marketing and branding
        i. No current marketing being done
        ii. Social media
        iii. Visible bus stops
        iv. Google Transit
        v. Link on City website
        vi. Other communications options
        vii. Special events
        viii. Apps
        ix. Continued use of the water bill process
            1. 90% of water billing goes to target audience
        x. Use on-line surveying to determine current users
    g. Governance
        i. MOU relationships
        ii. Maintenance relationships and facilities
6. Next Steps
    a. Discussion about in-kind and billing – refer to Heather
    b. FY 2018 budget: council in June; department submittal is March 20; decisions in April
    c. Next steps with ADOT
        i. Budget
        ii. Application
        iii. Interview
        iv. Process timeline
        v. Program capacity
            1. Is there a difference between a capital component support and operations support?
    d. Show Low costs per hour and per mile to Elias
    e. Timing with Greyhound/Amtrak/Navajo services
    f. Navajo Transit: What's their I-40 plan?
    g. Hopi Senom Transit: build map of their route, confirm with them accuracy. Discuss their desired growth and what increases in ridership could do for them. What could Winslow do to improve what they're already doing?
    h. Lisa/Elias: Questions about cost per/ trip and cost per mile.
    i. NACOG 5310 programs
        i. What is AAA's plan for getting operations funding?

ii. NAU Board of Regents (civic service – senior companion program – mileage reimbursement only)
iii. Change Point Integrated Health (behavioral health counseling program, job development, life skills training, etc. – satellite office, 50 vehicles in Navajo County, but very specific to client)
iv. Winslow Indian Heath Care Center – medically based service to/from reservations (both tribes)
v. Winslow Council on Aging (Older Americans Act) (previous 5310 provider) (doing some commuter to/from Flagstaff) (center across from La Posada)
vi. Alice's Place (Coordinated) domestic violence services (close to La Posada)

j. Other transit providers:
   i. Cabs
k. Woodson:
   i. Bus stop requirements?
   ii. Capital improvements? (Maybe this comes once we have some alternatives for them to consider?)
   iii. ADOT permitting
l. Property owners who may support a transit stop
   i. Walmart
   ii. ECoNA
   iii. La Posada
   iv. BNSF
   v. Hospital

Other notes:

- A wealth of public transportation services currently exists within the greater Winslow area.
- New destinations are being identified, including shopping and dialysis centers.
- Concerns exist about the future of Medicaid and other federal subsidy programs, affecting some existing services/destinations.
- Is there a potential partnership with the school district? BSNF Railway? The State Prison System?
- Develop a focus on daytime transportation needs, not dependent upon residents, because of the number of people coming to Winslow every day.
- Intercity services along I-40 and/or to/from Tribal location.
- Identification of economic development opportunities and new employers.
- An option for shared maintenance program management of fleet.
- Is there a need for shared infrastructure, including transit stops, park-n-rides or transfer stations at key destinations like La Posada, Walmart, Hospital, etc.?
- Risks were discussed in terms of operations, politics, technical and issues of reputation, including establishing robust ridership and program costs.
- Local match could include as much as 35 percent of total program costs when compared to other Section 5311 systems in Arizona.

- Financial partners might include Walmart and Safeway.
- Vanpools might be a good option, including a “sweeper” van.
- Advertising could be a challenge with no local daily newspaper, but social media options are plentiful including Google Transit and the City website and other City resources, and/or one-on-one marketing with key users.
- Development of budget strategies and placeholders.
- Additional next steps in the planning process, including identification of additional information needed and assignment.

APPENDIX C | ORIGINS AND DESTINATIONS CONSIDERED

LOCAL SERVICE

- Walmart
- City hall
- Clear Creek
- Community college
- Denny's
- Department of Economic Security
- DMV
- Downtown Winslow
- Medical offices/hospital
- Public or private school
- Change Point Integrated Care
- Churches
- Circle K
- Community garden
- Daycares
- Dollar stores
- DMV
- Flying J
- Fresenius Medical Center
- Hopi housing
- La Posada
- Laundromat
- Library
- Little Colorado Medical Center
- Maverik
- Memorial Park
- North County Health Care
- Northland Pioneer College
- Park/pool
- Post office
- Prison
- Restaurants
- Safeway
- Senior center
- Support groups in town and church
- Standing on the corner
- Welfare offices
- Winslow High School
- Winslow Indian Health Care Center
- Winslow Justice Court and Police Station
- Winslow Theatre
- Work

COMMUTER SERVICE

- Twin Arrows
- Flagstaff
- Holbrook
- Joseph City
- Cottonwood
- Dilkon
- Eagar
- Hopi
- Kykotsmovi
- Las Vegas
- Leuppe
- Mesa
- Meteor Crater
- Navajo
- Oraibi
- Payson
- Phoenix
- Polacca
- Prescott
- Saint Johns
- Sanders
- Seba Dalkai
- Show Low
- Snowflake
- State and Federal Parks
- Taylor
- Tucson
- Williams
- Window Rock

APPENDIX D | UTILITY BILL SURVEY

SECTION 1: EXECUTIVE SUMMARY

In Spring 2017, the Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA) enlisted the consulting firm Moore & Associates to conduct a survey of residents in Winslow, Arizona, regarding the potential for public transit service within Winslow and between Winslow and other areas such as Flagstaff and Holbrook.

Public transit service within Winslow is currently limited to one route operated as part of the Hopi Senom Transit System, which is available to the Hopi and Tewa communities as well as the general public. There is interest in identifying and quantifying demand for additional public transportation services within Winslow and the region. Major considerations include studying local service and regional public transportation services to Flagstaff, Holbrook, and other destinations. Survey data would assist in development of a Winslow Transit Plan, informing recommendations to strengthen public transportation as a mobility option.

Data collection was conducted in March 2017 via a utility bill insert to approximately 2,700 residential and business customers within the city of Winslow. Data collection resulted in 445 valid surveys, exceeding the sample target of 400 and ensuring statistical accuracy of not less than 95 percent and a ±5 percent margin of error.

The survey effort was the first activity in a multi-pronged community outreach effort. Additional community outreach, including focus groups and public meetings, are scheduled for May. Outreach will help develop a financially viable Winslow Transit Plan that is broadly supported by the community and effectively meets Winslow's mobility goals.

KEY FINDINGS

More than 91 percent of respondents received the survey instrument at their residence. Approximately 59 percent of respondents were female; nearly 60 percent were age 50 or older.

Slightly more than 87 percent of respondents reported access to one or more personal vehicles.

Key findings of the survey include:

- Forty-two percent of survey respondents indicated a willingness to utilize public transportation within the City of Winslow. An additional 25.2 percent indicated they "might."
- Sixty-six percent of respondents indicated an interest in regional travel via public transportation, with Flagstaff being the most popular destination (60.2 percent).

- Public transportation would be utilized most often on weekdays for both intra-city and regional trips.

Approximately 51 percent of respondents indicated support for using tax dollars to pay for public transportation. An additional 27.4 percent indicated they were "not sure" if they would support using tax dollars to fund transportation, suggesting an informational campaign could win broader support for a publicly funded transportation service.

Section Two of this report summarizes survey methodologies. Section Three provides in-depth analysis of survey data. Simple frequency data tables and survey instruments are included in Sections 4 and 5.

SECTION 2: OVERVIEW AND METHODOLOGY

This section discusses the methodologies by which the Winslow community survey was developed and administered.

PROJECT OVERVIEW

In Spring 2017, NAIPTA conducted a statistically valid survey of residents in Winslow, Arizona, regarding the potential for public transit service within Winslow and between Winslow and other areas such as Flagstaff and Holbrook. Survey data would assist in development of a Winslow Transit Plan to strengthen public transportation as a mobility option.

SURVEY ADMINISTRATION

Survey Development

A customized survey instrument was developed for the City of Winslow community survey. The survey instrument was submitted to NAIPTA and the City for review and approval.

Data Collection

By distributing the survey instrument to all utility customers who received their utility bill via mail (approximately 2,700 customers), the survey effort provided unbiased sampling throughout the area. By offering incentives, a postage-paid response mechanism, and an online response option, Moore & Associates strove to minimize barriers to taking the survey to ensure responses were as unbiased as possible. Statistical validity depended upon receipt of a sufficient number of completed responses.

The survey instrument was printed on one side of the utility bill insert and the postage-paid response information was printed on the back, enabling respondents to simply tri-fold and tape the completed instrument before mailing. The survey was distributed in early March 2017; the deadline to return surveys was identified as March 24, 2017, although completed surveys were accepted through April 11.

DATA PROCESSING

Data Entry and Cleaning

All survey data was entered by trained Moore & Associates personnel. Data cleaning was undertaken by trained personnel following completion of data entry. The cleaned data was then imported into a Statistical Package for the Social Sciences (SPSS) database for further analysis. Following data cleaning, simple frequencies were compiled and submitted for NAIPTA review.

Analytical Methods

The SPSS database allowed Moore & Associates' project team to compile simple frequencies as well as data cross-tabulations within each dataset. Such cross-tabulations allow comparisons between survey responses that can provide additional insight into travel patterns and mobility needs.

SECTION 3: ANALYSIS AND KEY FINDINGS

This section details findings of the survey of residents of the city of Winslow. Data collection resulted in 445 valid surveys, exceeding the sample target of 400. The majority of surveys were received via postage-paid return mail, with the remainder being turned in at Winslow city hall.

Based on commonalities in response data, certain conclusions were drawn regarding survey participant attitudes, travel behavior, and demographics.

"TYPICAL" SURVEY RESPONDENT

By analyzing the survey data, Moore & Associates compiled a profile of the "typical" community survey respondent:

- More than 91 percent of respondents received the survey at their residence,
- Nearly 59 percent were female, and
- Nearly 60 percent were age 50 or older.

TRAVEL PREFERENCES

- Forty-two percent indicated a willingness to utilize public transportation within the City of Winslow, while an additional 25.2 percent indicated an openness to doing so.
- The most popular potential destinations were Walmart (56.4 percent), medical offices (46.5 percent), and downtown Winslow (40.7 percent). Given that "medical offices" could be located throughout the community, we recommend the city focus on high-volume clusters such as the Little Colorado Medical Center, North Country HealthCare, Winslow Indian Health Care Center, and other destinations the City deems appropriate.
- Although preferred travel times were spread fairly evenly throughout the day, the most popular potential travel time window was between 9:00 a.m. and 11:00 a.m. (35.5 percent), followed by 1:00 p.m. to 3:00 p.m. (33.3 percent).

- Sixty-three percent of respondents indicated a preference for weekday travel via public transportation.
- Sixty-six percent of respondents indicated an interest in regional travel via public transportation, with Flagstaff being the most popular destination (60.2 percent).
- Slightly more than 49 percent indicated a weekday preference for regional travel.

Public Transportation Funding

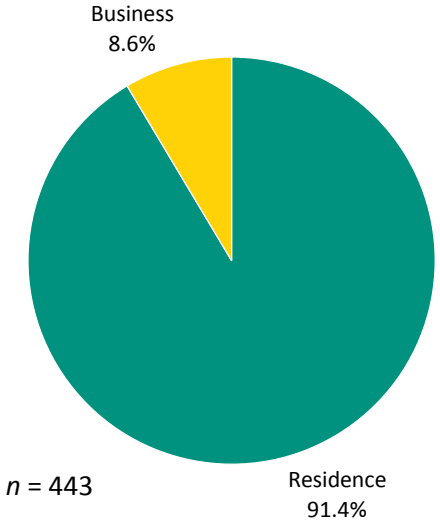
Approximately 51 percent of respondents indicated support for using tax dollars to pay for public transportation. An additional 27.4 percent who indicated they were "not sure" if they would support using tax dollars to fund transportation suggests an informational campaign could win broader support for a publicly funded transportation service.

The balance of this section focuses on analysis of data collected via the survey.

Question 1: Which answer best describes your location?

This question was intended to assess if respondents received the survey instrument at home or at a business location. The vast majority received the survey at their residence.

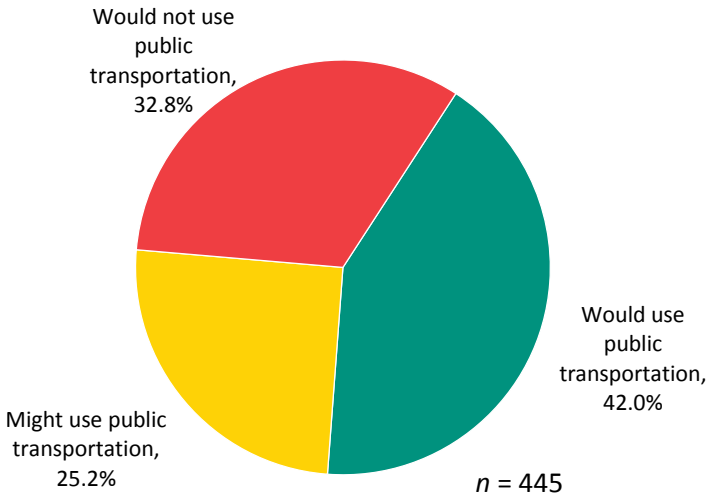
Figure D.1 Location



Question 2: Would you use public transportation if it were available within the Winslow city limits?

While 42 percent indicated they would use local public transportation if it were available in Winslow, when taken together with those who said they might, more than two-thirds indicated the potential for use of public transportation within Winslow.

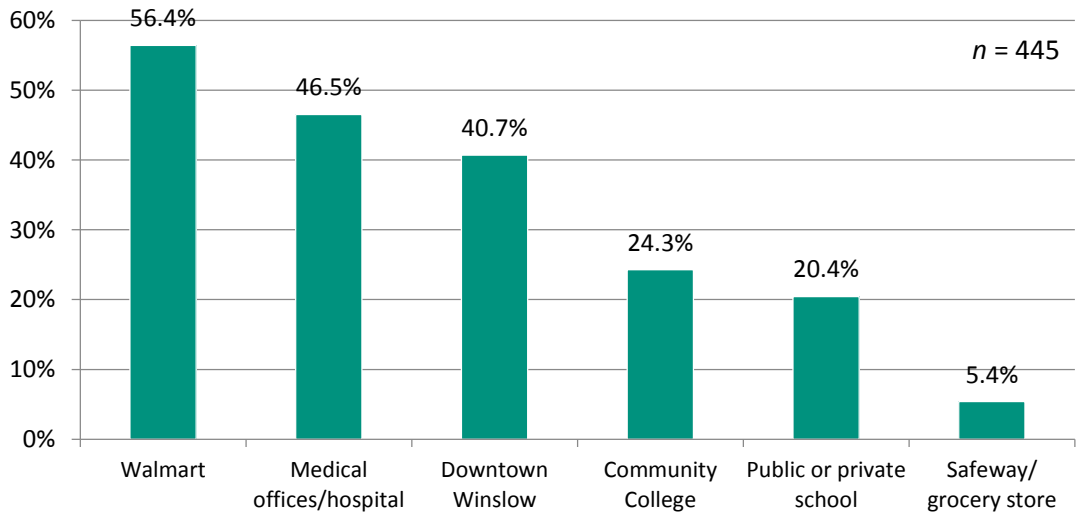
Figure D.2 Openness to public transportation



Question 3: Here is a list of possible destinations in Winslow. Please check those you are most interested in going to.

Walmart (56.4 percent) was the most frequently cited destination, followed by medical offices/hospital (46.5 percent) and downtown Winslow (40.7 percent). Less demand was identified for local educational facilities, which is not surprising given nearly 80 percent of respondents cited being age 35 or older.

Figure D.3 Preferred local destinations

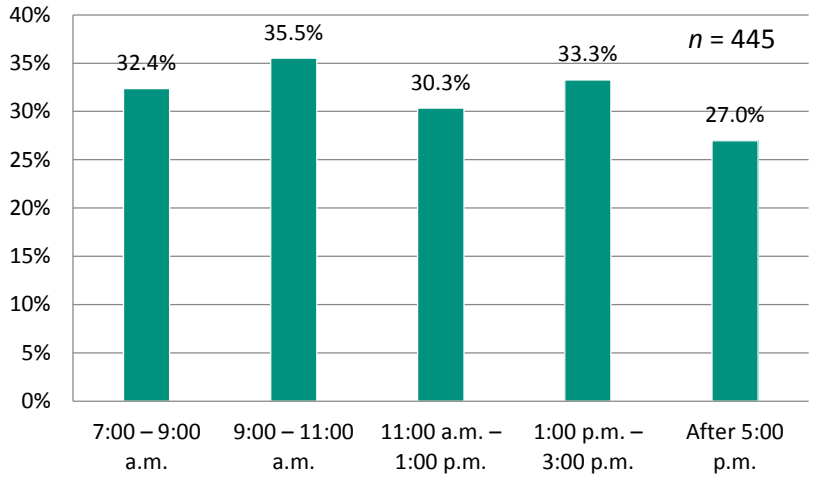


Note: percentages total more than 100 percent because respondents were invited to check all that apply.

Question 4: What time of day best describes when you would use public transportation services?

Travel times were distributed fairly evenly across the day, though the 9:00 a.m. to 11:00 a.m. segment was the single most frequently cited period.

Figure D.4 Preferred travel times

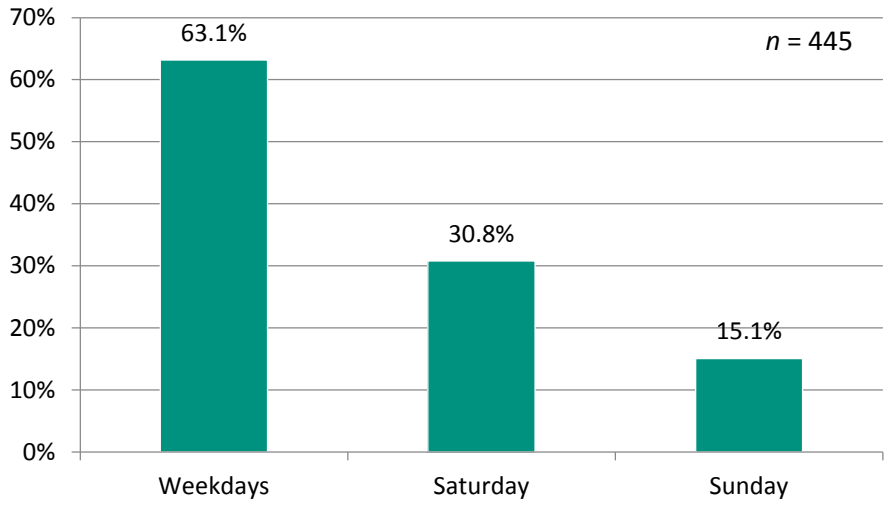


Note: percentages total more than 100 percent because respondents were invited to check all that apply.

Question 5: What days would you be most likely to use public transportation?

More than 63 percent of respondents indicated a likelihood of traveling during weekdays. Sunday was the least-preferred travel day, selected by just 15.1 percent of survey participants.

Figure D.5 Preferred travel days

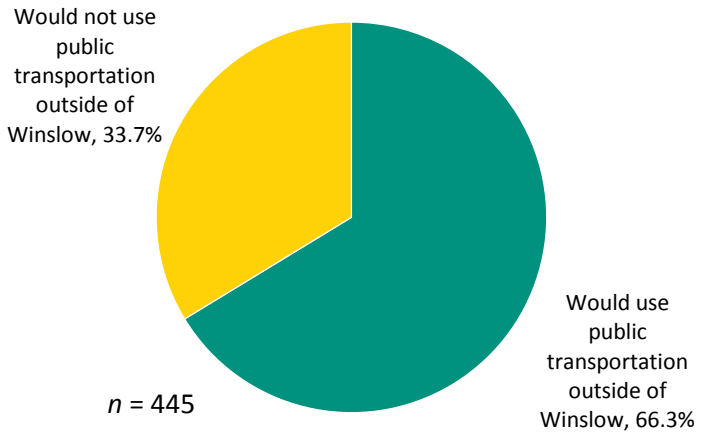


Note: percentages total more than 100 percent because respondents were invited to check all that apply.

Question 6: If available, would you use public transportation to travel to places outside of Winslow?

Approximately two-thirds of respondents indicated they would use public transportation to travel outside of Winslow, which is similar to the combined responses of Question 2 (regarding local travel).

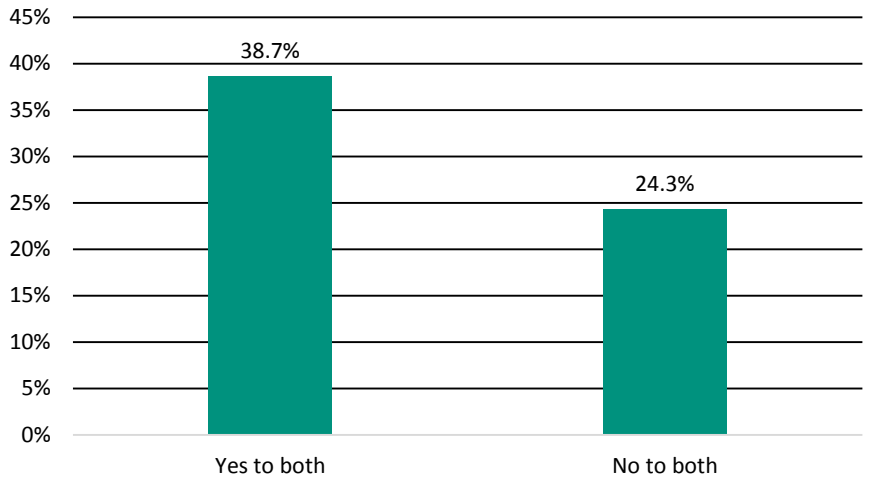
Figure D.6 Interest in regional travel



Data cross-tabulation: Potential use of local service vs. anticipated use of regional service

By comparing data sets for Questions 2 and 6, it is clear that there is a core group of respondents that would potentially use both local and regional services. Nearly 39 percent said they would use both a local service and regional service. Conversely, 24.3 percent said they would use neither service.

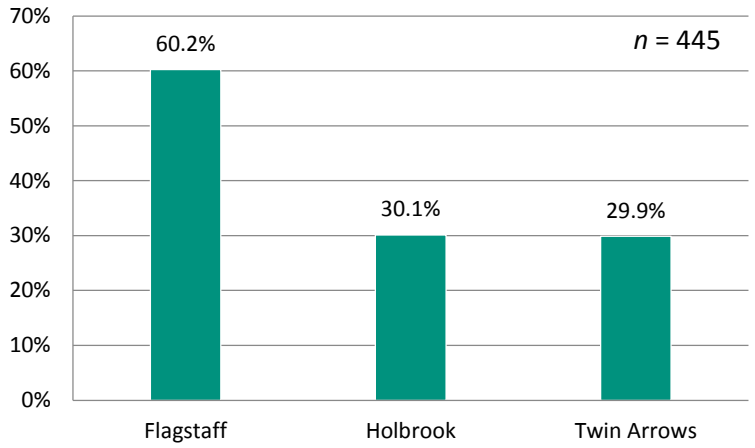
Figure D.7 Use of public transportation for local vs. regional travel



Question 7: Choose the general locations you would use public transportation to travel to.

Flagstaff was the most commonly cited travel location outside of Winslow (60.2 percent of respondents). No write-in response was cited more than eight times (Dilkon).

Figure D.8 Preferred regional travel locations

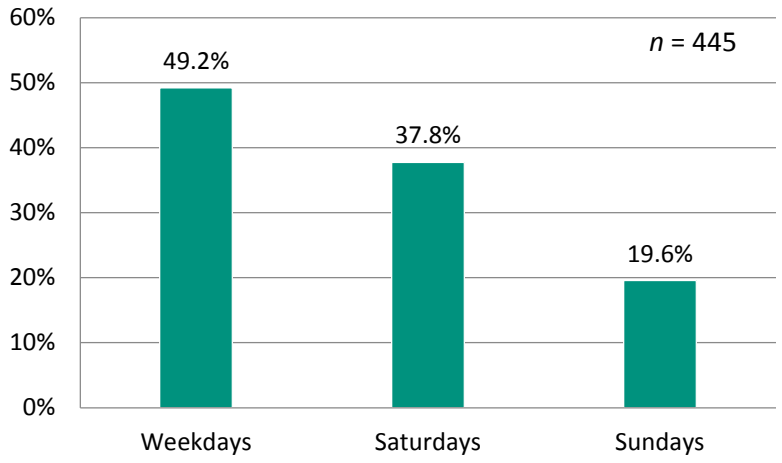


Note: percentages total more than 100 percent because respondents were invited to check all that apply.

Question 8: When would you most likely use public transportation to travel outside of Winslow?

As noted in Question 5 with respect to local service, weekdays are the most likely travel days, with Sunday being the least preferred.

Figure D.9 Preferred days for regional travel

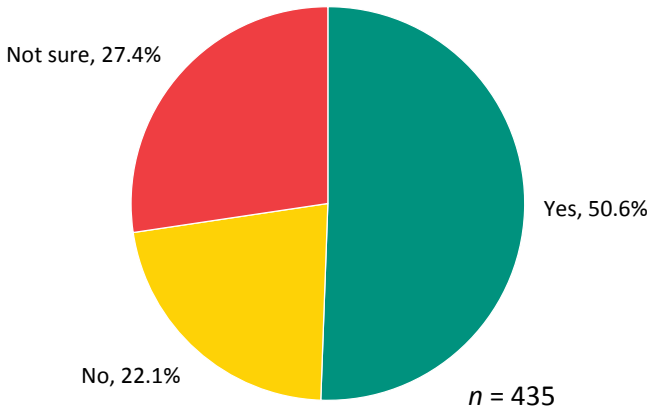


Note: percentages total more than 100 percent because respondents were invited to check all that apply.

Question 9: Would you support the use of tax dollars to pay for public transportation?

Although just 50.6 indicated support for using tax dollars to pay for public transportation, the 27.4 percent who indicated they were "not sure" suggests an informational campaign could win broader support for a publicly funded transportation service. Slightly more than 22 percent stated they did not support the use of tax dollars for public transportation.

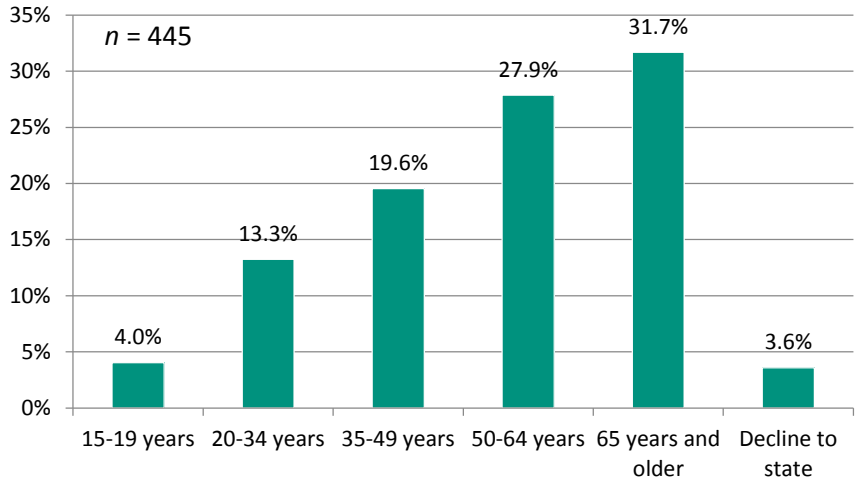
Figure D.10 Support for transportation public funding



Question 10: What is your age?

As noted earlier, approximately 80 percent of respondents were age 35 or older. Nearly 60 percent are age 50 or older. This age distribution should be kept in mind when key destinations are determined, as the surveyed group skews older and has less need for access to schools but more need for access to medical services and shopping.

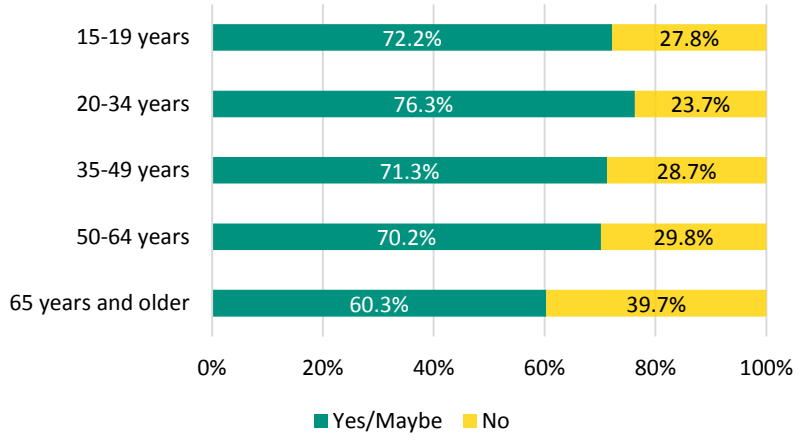
Figure D.11 Age



Data cross-tabulation: Age vs. Intra-city public transportation usage

A data cross-tabulation was run to help quantify the interest in utilizing public transportation within Winslow versus a respondent's age. Respondents over the age of 65 were less likely to use public transit than those under the age of 65.

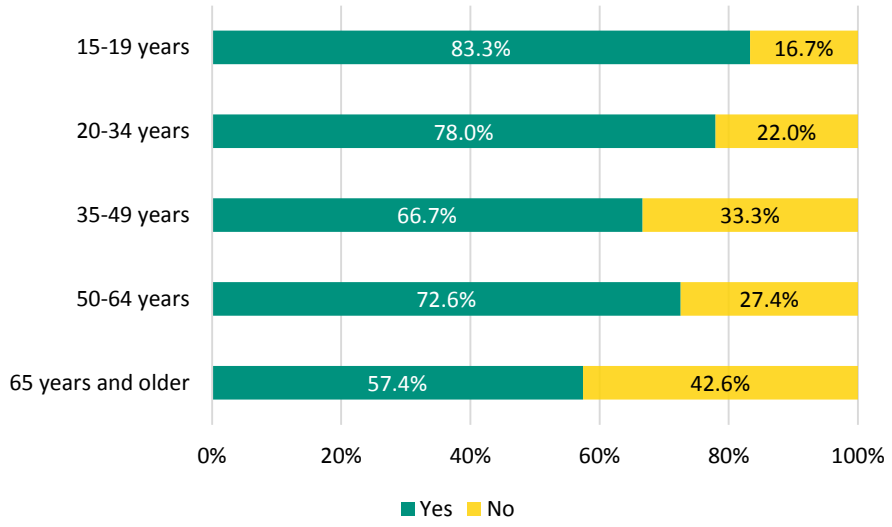
Figure D.12 Interest in local public transit vs age



Data cross-tabulation: Age vs. Regional public transportation usage

As Figure D.13 illustrates, interest in regional transportation also decreases with age.

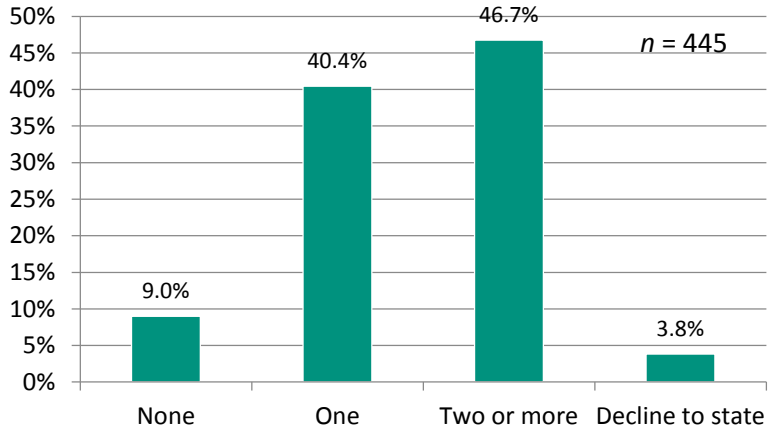
Figure D.13 Interest in local public transit vs respondents age



Question 11: How many personal vehicles are available in your household?

The majority of households surveyed (87.1 percent) have at least one vehicle available to the household. Households with one car or fewer (49.4 percent) are key markets for transit, as they either lack transportation altogether or are at risk of losing access to transportation if something happens to their car (such as an accident or necessary car repair).

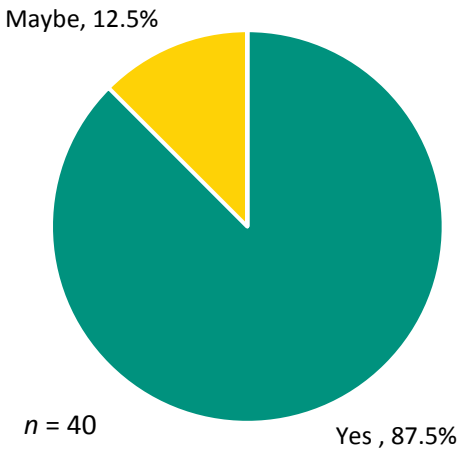
Figure D.14 Personal vehicle access



Data cross-tabulation: Personal vehicle access vs. Intra-city public transportation usage

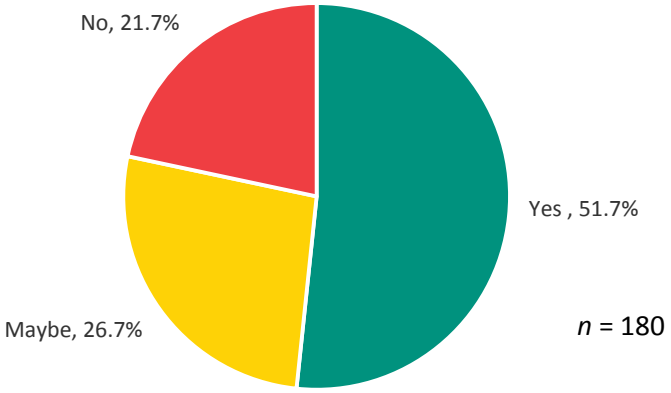
A data cross-tabulation was run to help quantify the interest in utilizing public transportation within Winslow among respondents with no or limited personal vehicle access. As expected, interest was high. Eighty-eight percent of respondents without a personal vehicle indicated they would utilize public transportation; no respondents said they would not.

Figure D.15 No personal vehicle access vs. interest in public transportation



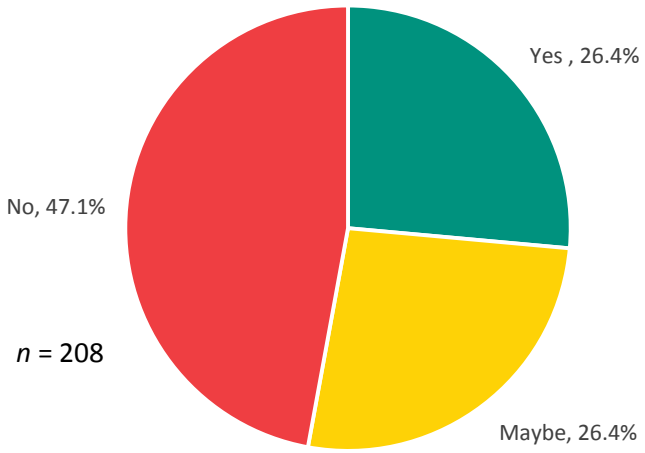
As expected, interest in public transportation decreased in proportion to personal vehicle access. Twenty-two percent of respondents with access to one vehicle ruled out use of public transportation.

Figure D.16 Access to one personal vehicle vs. interest in public transportation



Approximately 47 percent of respondents with access to two or more personal vehicles said they would not utilize public transportation within the City.

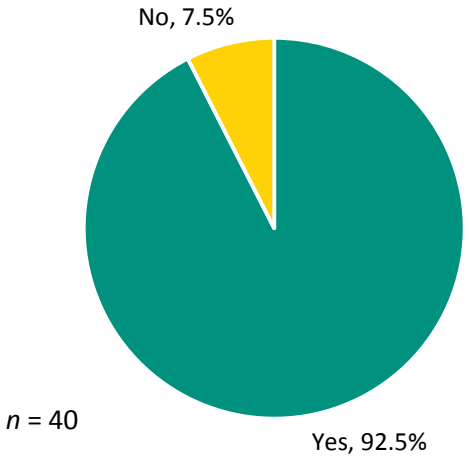
Figure D.17 Access to two or more personal vehicles vs. interest in public transportation



Data cross-tabulation: Personal vehicle access vs. Regional public transportation usage

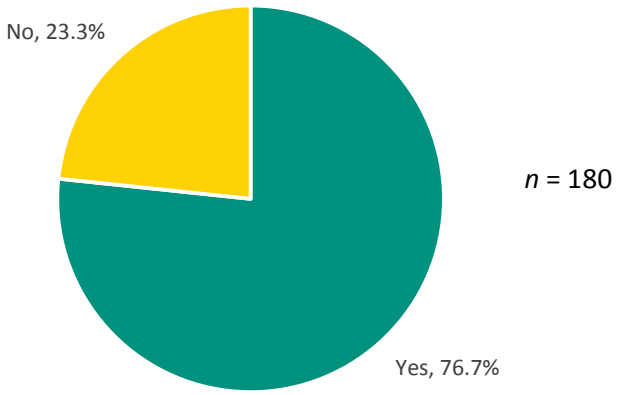
As Figure D.18 illustrates, nearly 93 percent of respondents who lack access to a personal vehicle would utilize public transportation to destinations outside of Winslow. Eighty-eight percent of these respondents indicated they would be interested in traveling to Flagstaff.

Figure D.18 No personal vehicle access vs. interest in public transportation



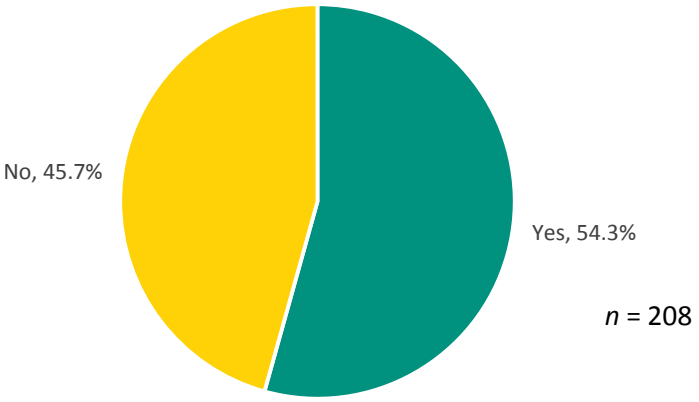
Seventy-seven percent of respondents with access to one personal vehicle indicated they would utilize regional transportation.

Figure D.19 Access to one personal vehicle vs. interest in public transportation



Fifty-four percent of respondents with access to two or more personal vehicles indicated they would utilize regional public transportation.

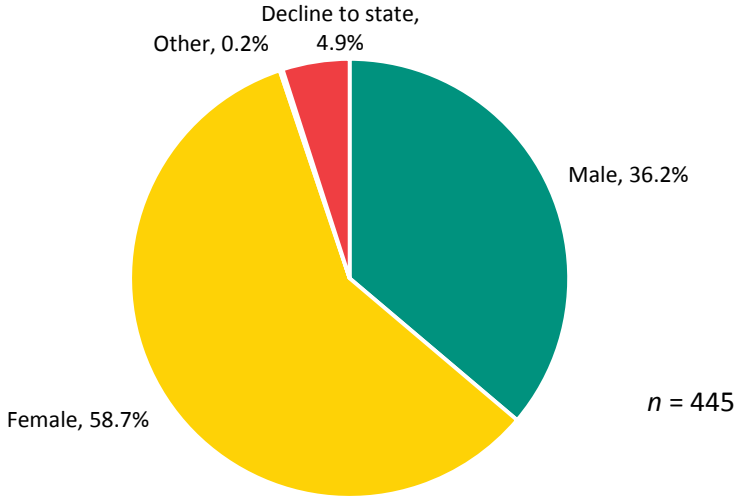
Figure D.20 Access to two or more personal vehicles vs. interest in public transportation



Question 12: Are you…

Respondent gender skewed toward female, with women making up nearly 60 percent of the sample.

Figure D.21 Gender



SECTION 4: SURVEY INSTRUMENT

Figure D.22 Utility bill insert

CITY OF WINSLOW COMMUNITY SURVEY

The City of Winslow is surveying residents of Winslow and surrounding areas on their interest in public transportation options to travel within Winslow or to surrounding communities. This survey will be used to help develop a plan for the City to consider in 2018 and beyond. Please take a few minutes to answer the following questions. All survey responses are anonymous. Please return your survey by tri-folding this paper and using the postage-paid backside by **March 24, 2017**. **Everyone who completes a survey will be entered into a random drawing for one of two $50 VISA gift cards.** Name and phone number provided will only be used to contact the winners of the random drawing.

1. **Which answer best describes your location:** ❑ Residence ❑ Business

2. **Would you use public transportation if it were available within the Winslow city limits? (*Check all that apply):***
   ❑ Yes → **Continue to Question 3** ❑ Maybe → **Continue to Question 3** ❑ No → **Skip to Question 6**

3. **Here is a list of possible destinations in Winslow. Please check those you are most interested in going to:**
   ❑ Wal-mart ❑ Medical offices/hospital
   ❑ Community College ❑ Public or private school
   ❑ Downtown Winslow ❑ Other (specify): _____

4. **What time of day best describes when you would use public transportation services? (*Check all that apply):***
   ❑ 7:00 – 9:00 am ❑ 11:00 am – 1:00 pm ❑ 3:00 pm – 5:00 pm
   ❑ 9:00 – 11:00 am ❑ 1:00 pm – 3:00 pm ❑ After 5:00 pm

5. **What days would you be most likely to use public transportation? (*Check all that apply):***
   ❑ Weekdays ❑ Saturdays ❑ Sundays

6. **If available, would you use public transportation to travel to places outside of Winslow?**
   ❑ Yes → **Continue to Question 7** ❑ No → **Skip to Question 9**

7. **Choose the general locations you would use public transportation to travel to: (*Check all that apply):***
   ❑ Twin Arrows ❑ Holbrook
   ❑ Flagstaff ❑ Other (specify): _____

8. **When would you most likely use public transportation to travel outside of Winslow? *(Check all that apply):***
   ❑ Weekdays ❑ Saturdays ❑ Sundays

9. **Would you support the use of tax dollars to pay for public transportation?**
   ❑ Yes ❑ No ❑ Not sure

10. **What is your age?**
    ❑ 15-19 years ❑ 35-49 years ❑ 65 years and older
    ❑ 20-34 years ❑ 50-64 years ❑ Decline to state

11. **How many personal vehicles are available in your household?**
    ❑ None ❑ One ❑ Two or more ❑ Decline to state

12. **Are you…**
    ❑ Male ❑ Female ❑ Other ❑ Decline to state

If you would like to be entered into a drawing for one of two $50 VISA gift cards, provide your name and phone number below.

Name: _____ Phone number: _____

PLACE TAPE HERE

TAPE SHOULD WRAP AROUND EDGE OF MAILER

FOLD

NO POSTAGE NECESSARY IF MAILED IN THE UNITED STATES

BUSINESS REPLY MAIL

FIRST-CLASS MAIL PERMIT NO. 162 SANTA CLARITA, CA

POSTAGE WILL BE PAID BY ADDRESSEE

MOORE & ASSOCIATES
PMB 187
25852 MCBEAN PKWY
VALENCIA CA 91355-9960

SECTION 5: SIMPLE FREQUENCIES

Q1. Which answer best describes your location:

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Residence	405	91.0	91.4	91.4
	Business	38	8.5	8.6	100.0
	Total	443	99.6	100.0	
Missing	System	2	0.4		
Total		445	100.0		

Q2. Would you use public transportation if it were available within the Winslow city limits?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	187	42.0	42.0	42.0
	Maybe	112	25.2	25.2	67.2
	No	146	32.8	32.8	100.0
	Total	445	100.0	100.0	

Q3. Here is a list of possible destinations in Winslow. Please check those you are most interested in going to: (Check all that apply):

		Frequency	Valid Percent
Valid	Walmart	251	56.4
	Community college	108	24.3
	Downtown Winslow	181	40.7
	Medical offices/hospital	207	46.5
	Public or private school	91	20.4
	Other	57	12.8
Total		445	

Q3. Here is a list of possible destinations in Winslow. Please check those you are most interested in going to - Other (specify)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		388	87.2	87.2	87.2
	Animal Shelter	1	0.2	0.2	87.4
	Bank	1	0.2	0.2	87.6
	Bar	2	0.4	0.4	88.1
	Casino	2	0.4	0.4	88.5
	Church	1	0.2	0.2	88.8
	Community garden	1	0.2	0.2	89.0
	Daycares	1	0.2	0.2	89.2
	DMV	1	0.2	0.2	89.4
	Laundromat	2	0.4	0.4	89.9
	Library	10	2.2	2.2	92.1
	Library, Restaurants	1	0.2	0.2	92.4
	Library, Safeway	2	0.4	0.4	92.8
	Park	2	0.4	0.4	93.3
	Restaurants	3	0.7	0.7	93.9
	Safeway	19	4.3	4.3	98.2
	Safeway, Church	1	0.2	0.2	98.4
	Safeway, Gym	1	0.2	0.2	98.7
	Safeway, Restaurant, Church	1	0.2	0.2	98.9
	Support groups in town and church	1	0.2	0.2	99.1
	Welfare offices	1	0.2	0.2	99.3
	Work	3	0.7	0.7	100.0
	Total	445	100.0	100.0	

Q4. What time of day best describes when you would use public transportation services? (Check all that apply):

		Frequency	Valid Percent
Valid	7:00 – 9:00 a.m.	144	32.3
	9:00 – 11:00 a.m.	158	35.5
	11:00 a.m. – 1:00 p.m.	135	30.3
	1:00 – 3:00 p.m.	148	33.3
	After 5:00 p.m.	120	27.0
Total		445	

Q5. What days would you be most likely to use public transportation? (Check all that apply):

		Frequency	Valid Percent
Valid	Weekdays	281	63.1
	Saturdays	137	30.8
	Sundays	67	15.1
Total		445	100.0

Q6. If available, would you use public transportation to travel to places outside of Winslow?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	295	66.3	66.3	66.3
	No	150	33.7	33.7	100.0
	Total	445	100.0	100.0	

Q7. Choose the general locations you would use public transportation to travel to: (Check all that apply):

		Frequency	Valid Percent
Valid	Twin Arrows	133	29.9
	Flagstaff	268	60.2
	Holbrook	134	30.1

Q7. Choose the general locations you would use public transportation to travel to: Other (specify)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		400	89.9	89.9	89.9
	Camp Verde	1	0.2	0.2	90.1
	Cottonwood, Phoenix	1	0.2	0.2	90.3
	Dilkon	8	1.8	1.8	92.1
	Eagar	1	0.2	0.2	92.4
	Hopi	2	0.4	0.4	92.8
	Las Vegas	1	0.2	0.2	93.0
	Leuppe	2	0.4	0.4	93.5
	Navajo	3	0.7	0.7	94.2
	Oraibi	1	0.2	0.2	94.4
	Payson	1	0.2	0.2	94.6
	Phoenix	6	1.3	1.3	96.0
	Prescott	3	0.7	0.7	96.6
	Rez	2	0.4	0.4	97.1

	Show Low	4	0.9	0.9	98.0
	Snowflake	7	1.6	1.6	99.6
	State and Federal Parks	1	0.2	0.2	99.8
	Williams	1	0.2	0.2	100.0
	Total	445	100.0	100.0	

Q8. When would you most likely use public transportation to travel outside of Winslow? (Check all that apply):

		Frequency	Valid Percent
Valid	Weekdays	219	49.2
	Saturdays	168	37.8
	Sundays	87	19.6
	Total	445	100.0

Q9. Would you support the use of tax dollars to pay for public transportation?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	220	49.4	50.6	50.6
	No	96	21.6	22.1	72.6
	Not sure	119	26.7	27.4	100.0
	Total	435	97.8	100.0	
Missing	System	10	2.2		
Total		445	100.0		

Q.10 What is your age?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	15-19 years	18	4.0	4.0	4.0
	20-34 years	59	13.3	13.3	17.3
	35-49 years	87	19.6	19.6	36.9
	50-64 years	124	27.9	27.9	64.7
	65 years and older	141	31.7	31.7	96.4
	Decline to state	16	3.6	3.6	100.0
	Total	445	100.0	100.0	

Q.11 How many personal vehicles are available in your household?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	None	40	9.0	9.0	9.0
	One	180	40.4	40.4	49.4
	Two or more	208	46.7	46.7	96.2
	Decline to state	17	3.8	3.8	100.0
	Total	445	100.0	100.0	

Q.12 Are you...

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Male	161	36.2	36.3	36.3
	Female	261	58.7	58.8	95.0
	Other	1	0.2	0.2	95.3
	Decline to state	22	4.9	4.9	100.0
	Total	445	100.0	100.0	

APPENDIX E | ONLINE SURVEY

SECTION 1: EXECUTIVE SUMMARY

In Spring 2017, the Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA) enlisted the consulting firm Moore & Associates to conduct a survey of residents in Winslow, Arizona, regarding the potential for public transit service within Winslow and between Winslow and other areas such as Flagstaff and Holbrook.

Public transit service within Winslow is currently limited to one route operated as part of the Hopi Senom Transit System, which is available to the Hopi and Tewa communities as well as the general public. There is interest in identifying and quantifying demand for additional public transportation services within Winslow and the region. Major considerations include studying local service and regional public transportation services to Flagstaff, Holbrook, and other destinations. Survey data would assist in development of a Winslow Transit Plan, informing recommendations to strengthen public transportation as a mobility option.

An initial survey (distributed as a utility bill insert) was undertaken in March 2017. Data collection for the online survey (titled the Winslow Public Transportation Survey) was conducted between May and July 2017 via a variety of promotional activities undertaken by NAIPTA. Data collection resulted in 481 valid surveys, ensuring statistical accuracy of not less than 95 percent and a ±5 percent margin of error.

The second survey effort was one of several activities in a multi-pronged community outreach effort. Additional community outreach, including focus groups and public meetings, took place in May. This outreach was intended to provide data for development of a financially viable Winslow Transit Plan that will be broadly supported by the community and effectively meets Winslow's mobility goals.

KEY FINDINGS

The "typical" Winslow resident respondent:

- Would consider riding the bus around Winslow (75.9 percent).
- Is interested in access to many local destinations, including shopping, employment, education, and healthcare.
- Would be willing to pay a one dollar one-way fare within Winslow (79.9 percent).
- Has limited awareness of the Hopi Senom Transit route (23.2 percent).
- Would ride the proposed local route at least once or twice a week (69.1 percent).
- Is interested in midday travel within Winslow.
- Would consider riding a bus outside of Winslow (78.6 percent).
- Would like midday options for travel outside Winslow (58.9 percent).
- Does not regularly commute to a location outside Winslow (62.2 percent).

- Would be willing to pay a five dollar one-way fare to locations outside Winslow (72 percent).
- Would support or might support a tax increase to pay for transit (75.6 percent).

The "typical" non-resident respondent:

- Would consider riding the bus to Winslow (80.8 percent).
- Is most likely to ride occasionally (several times a month or year).
- Is interested in midday travel to Winslow (55.7 percent) as well as service during peak commute times.
- Does not regularly commute to Winslow (78 percent).
- Would be willing to pay a three dollar one-way fare (49.5 percent).

Section 2 of this report summarizes survey methodologies. Section 3 provides in-depth analysis of survey data. Section 4 offers a comparison between the first and second survey efforts with respect to several key questions. Simple frequency data tables are included in Section 5. All survey questions are detailed in Section 3; as the survey was administered online, no formatted print version exists.

SECTION 2: OVERVIEW AND METHODOLOGY

This section discusses the methodologies by which the Winslow community survey was developed and administered.

PROJECT OVERVIEW

In Summer 2017, NAIPTA conducted a statistically valid survey of persons living and working in Winslow, Arizona, regarding the potential for public transit service within Winslow and between Winslow and other areas such as Flagstaff and Holbrook. Survey data would assist in development of a Winslow Transit Plan to strengthen public transportation as a mobility option.

An initial community survey was conducted in March 2017. Public outreach activities took place in May 2017, at which time the Winslow Public Transportation Survey was launched.

SURVEY ADMINISTRATION

Survey Development

A customized survey instrument was developed for the Winslow Public Transportation Survey. The survey instrument was submitted to NAIPTA for review and approval. It was then programmed into Survey Monkey using extensive skip logic for ease of completion.

Data Collection

The survey instrument was made available online beginning May 5, 2017. The target date for closing the survey was originally identified as June 30, 2017, but was subsequently extended. The online survey was closed at close of business on July 14, 2017.

Data Processing

Data Entry and Cleaning

All survey data was entered by trained Moore & Associates personnel. Data cleaning was undertaken by trained personnel following completion of data entry. The cleaned data was then imported into a Statistical Package for the Social Sciences (SPSS) database for further analysis. Following data cleaning, simple frequencies were compiled and submitted for NAIPTA review.

Analytical Methods

The SPSS database allowed our project team to compile simple frequencies as well as data cross-tabulations within each dataset. Such cross-tabulations allow comparisons between survey responses that can provide additional insight into travel patterns and mobility needs.

Section 3: Analysis and Key Findings

This section details findings of the survey of residents of the city of Winslow. Data collection resulted in 481 valid surveys.

Based on commonalities in response data, certain conclusions were drawn regarding survey participant attitudes and travel preferences.

"Typical" Survey Respondent

By analyzing the survey data we compiled a profile of the "typical" resident and non-resident survey respondent.

The "typical" Winslow resident respondent:

- Would consider riding the bus around Winslow (75.9 percent).
- Is interested in access to many local destinations, including shopping, employment, education, and healthcare.
- Would be willing to pay a one dollar one-way fare within Winslow (79.9 percent).
- Has limited awareness of the Hopi Senom Transit route (23.2 percent).
- Would ride the proposed local route at least once or twice a week (69.1 percent).
- Is interested in midday travel within Winslow.
- Would consider riding a bus outside of Winslow (78.6 percent).
- Would like midday options for travel outside Winslow (58.9 percent).
- Does not regularly commute to a location outside Winslow (62.2 percent).

- Would be willing to pay a five dollar one-way fare to locations outside Winslow (72 percent).
- Would support or might support a tax increase to pay for transit (75.6 percent).

The "typical" non-resident respondent:

- Would consider riding the bus to Winslow (80.8 percent).
- Is most likely to ride occasionally (several times a month or year).
- Is interested in midday travel to Winslow (55.7 percent) as well as service during peak commute times.
- Does not regularly commute to Winslow (78 percent).
- Would be willing to pay a three dollar one-way fare (49.5 percent).

Travel Preferences

Among residents, Joseph City saw the highest percentage of anticipated daily trips, while Flagstaff saw the highest percentage of more infrequent trips (several times a month or year). Among non-residents, Holbrook saw the highest percentage of daily, weekly, and monthly trips, while Flagstaff and Holbrook high the highest percentage for those traveling several times a year.

Question-by-Question Analysis

Question 1: Are you a Winslow resident?

The majority of respondents (74.9 percent) identified themselves as residents of Winslow.

This screener question determined which questions respondents would be asked. Residents were asked about existing and proposed service within Winslow as well as travel from Winslow to Flagstaff and from Winslow to Holbrook. Non-residents were asked about travel from Flagstaff/Twin Arrows to Winslow and from Holbrook/Joseph City to Winslow.

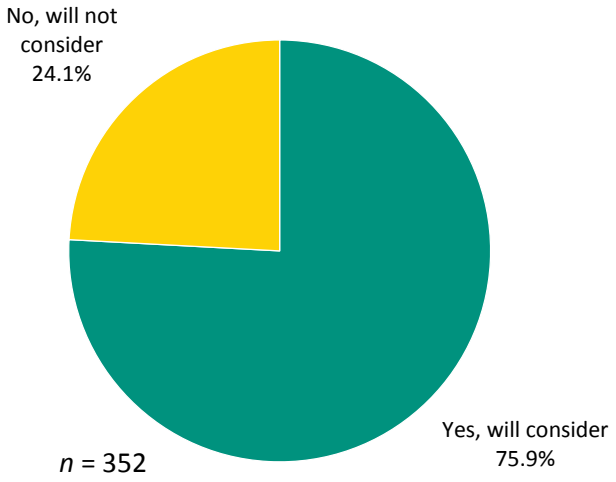
Several residents noted in the comments a desire to travel out of Winslow opposite the schedule presented, which generally serves peak commute hours. These are primarily individuals who work night shifts or have other non-traditional schedules. In addition, a number of non-residents noted a need to travel to Flagstaff from Holbrook or other destinations, but were presented only with options traveling out of Flagstaff in the morning. While some of these requests may lie outside of the scope of the service NAIPTA is considering, additional details regarding this demand are presented within the discussion of the relevant questions.

Resident Questions

Question 2: Would you consider riding a bus around town?

More than three-quarters of resident respondents indicated they would consider riding public transportation within Winslow.

Figure E.1 Residents – willingness to ride



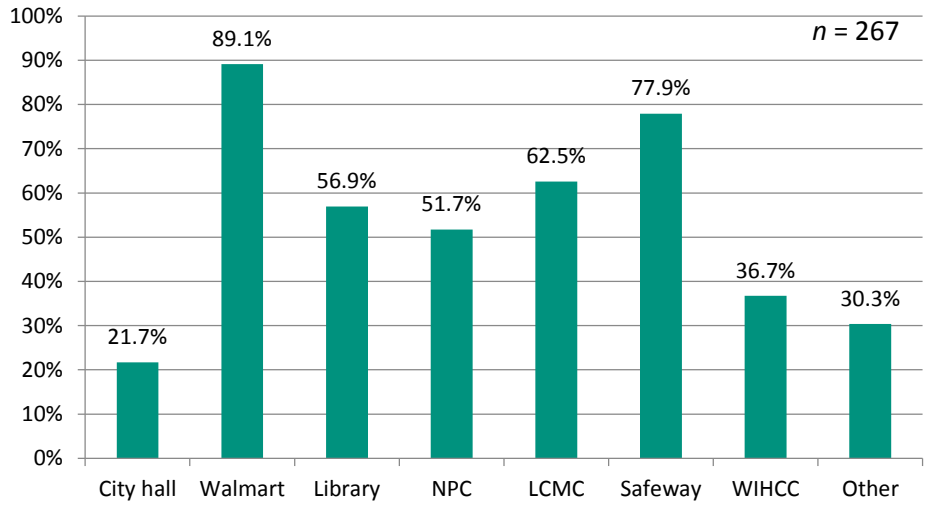
Residents who would not consider riding a bus in Winslow skipped Questions 3 through 13, and continued the survey with Question 14 regarding service traveling outside of Winslow. Those who would consider riding the bus in Winslow continued to Question 3.

Question 3: Where in Winslow would you like to travel?

Walmart was the most frequently cited destination (89.1 percent), followed by Safeway (77.9 percent). City hall (21.7 percent) and the Winslow Indian Health Care Center (WIHCC) (36.7 percent) were cited by the fewest respondents.

The most frequently cited "other" responses included Downtown Winslow (eight responses), City Park/pool (eight responses), movie theater (seven responses), DES (four responses), and the post office (four responses).

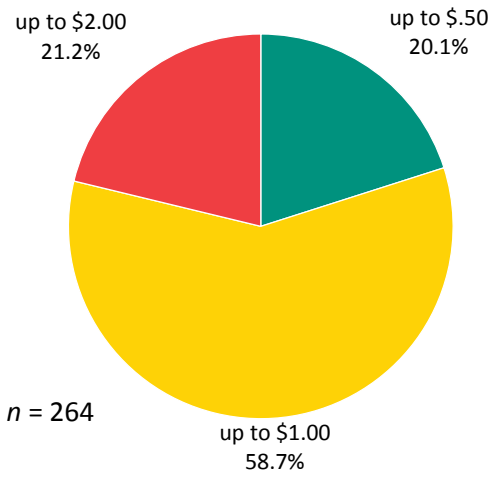
Figure E.2 Residents – desired destinations



Question 4: How much would you be willing to pay to ride a local bus in Winslow (one-way fare)?

The majority of respondents (79.9 percent) would be willing to pay up to one dollar each way (this figure includes those who would be willing to pay more). This appears to be the price with the most rider support.

Figure E.3 Residents - fare



Question 5: The Hopi Senom Route currently serves the city of Winslow. Before taking this survey, were you aware the Hopi Senom Route travels through Winslow twice a day?

Unaided awareness of the Hopi Senom Transit route through Winslow is quite low, as fewer than one-quarter of resident respondents knew of the service.

Figure E.4 Residents – awareness of Hopi Senom Transit route

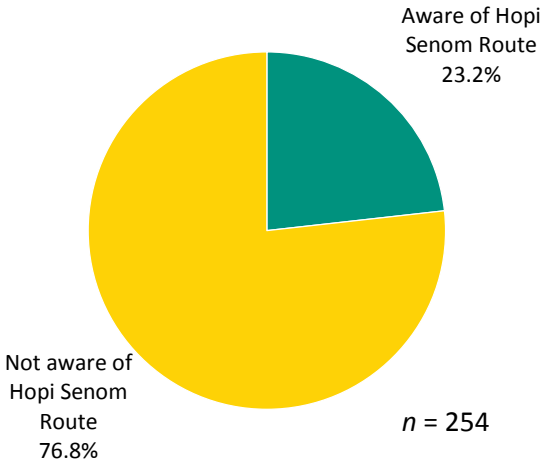
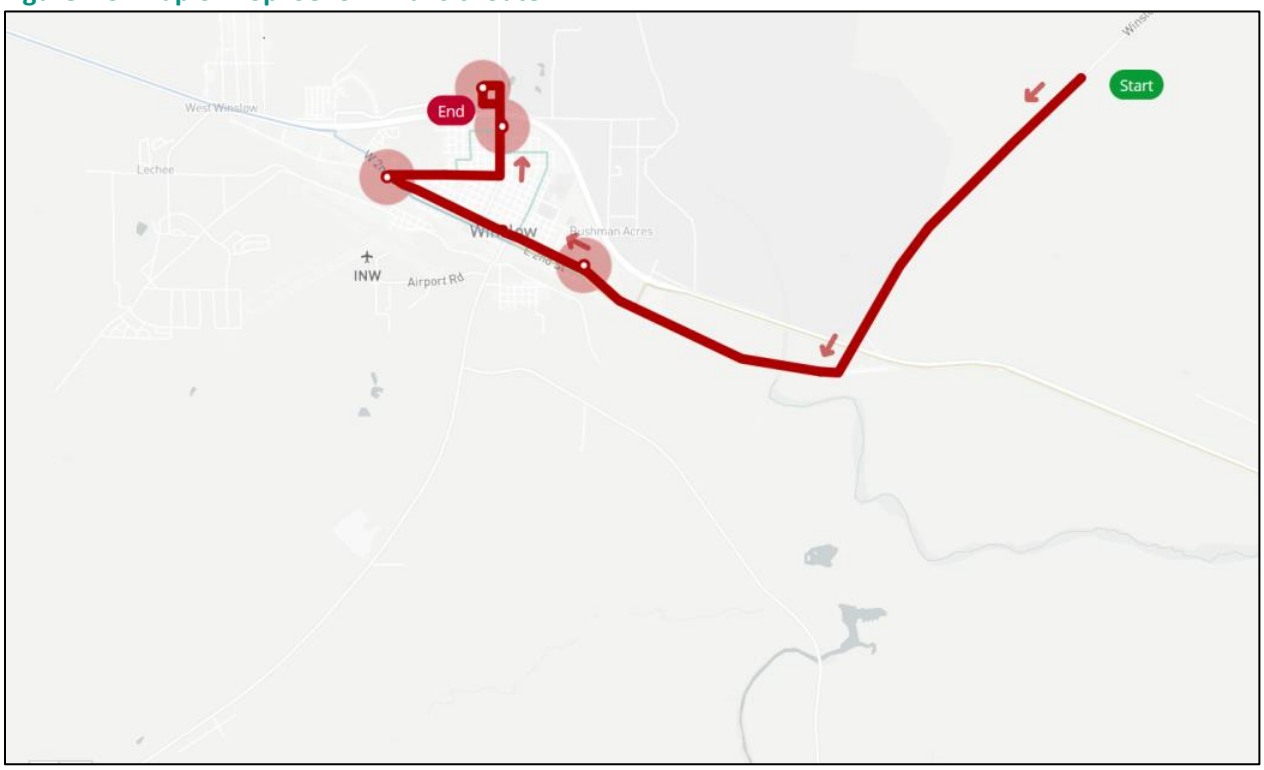


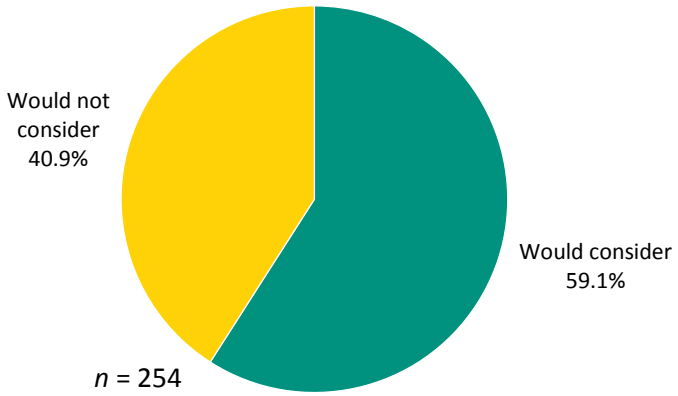
Figure E.5 Map of Hopi Senom Transit route



Question 6: Assuming the bus operated when you needed to travel, would you consider traveling within Winslow using the Hopi Senom route shown on the map?

Nearly 60 percent said they would be willing to consider using the Hopi Senom Transit route for travel within Winslow. However, of those willing to use it, only 42.9 percent said it met their needs with respect to available service.

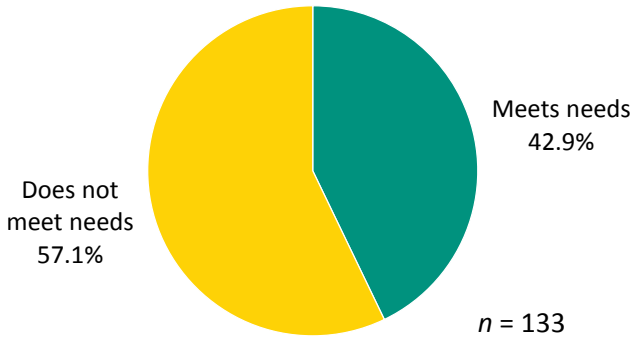
Figure E.6 Residents – Willingness to use Hopi Senom Transit route



Question 7: The Hopi Senom bus travels within Winslow between 7:45 a.m. and 8:50 a.m. and between 3:45 p.m. and 5:15 p.m. Are these trip times likely to meet your needs?

Those who indicated the trip times did not meet their needs were asked when they would prefer to travel. Many respondents expressed a desire for more service across different times of the day. Among the 76 respondents who said the current service did not meet their needs, midday service was the most cited service time (65.8 percent of respondents), followed by all day (35.5 percent). It is clear there is demand for local travel that is not being met by the current Hopi Senom Transit route schedule.

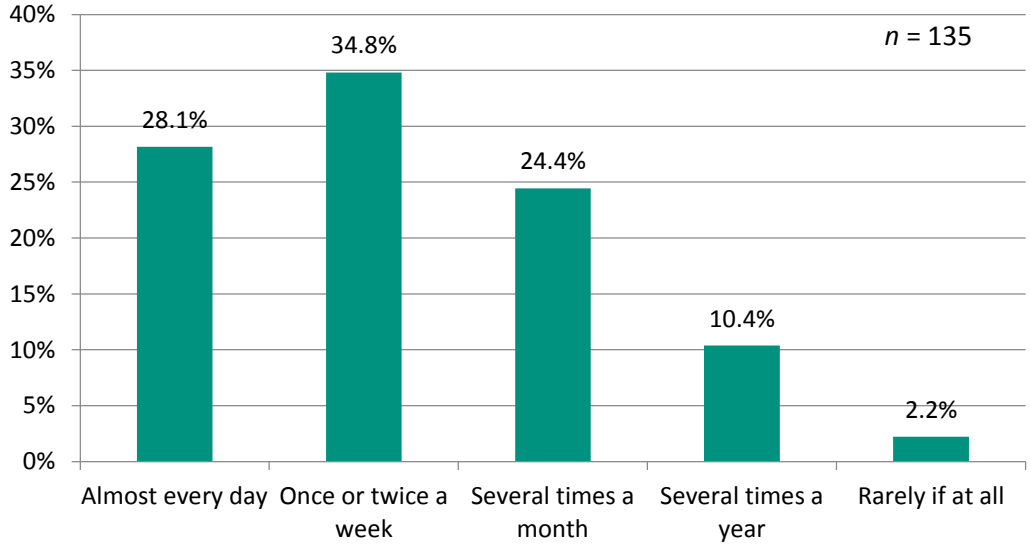
Figure E.7 Residents – suitability of Hopi Senom Transit route



Question 8: Assuming the bus operated when you needed to travel, how frequently would you ride?

Nearly 63 percent of respondents who said they would consider riding the Hopi Senom Transit route said they would do so at least once or twice per week, if it operated when they needed to travel.

Figure E.8 Residents – ridership frequency for Hopi Senom Transit route

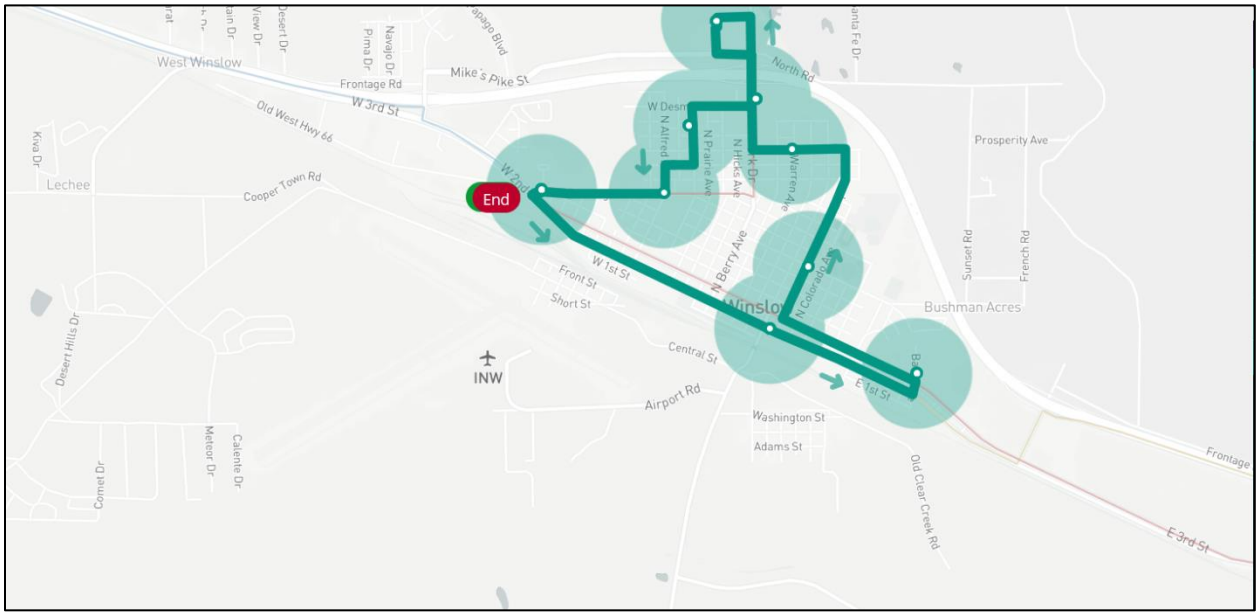


Question 9: What about the Hopi Senom Route could be changed to make the service more appealing or useful to you?

Seventy respondents offered suggestions regarding changes to the Hopi Senom Transit route that would encourage ridership. Prevalent themes included:

- Service to Holbrook;
- Service to Flagstaff and Twin Arrows casino;
- More routes;
- Service to Five Mountain Estates, Desert View, Gunther Heights, Hopi housing, the college, downtown, city hall, library, and Coopertown Rd;
- More stops;
- Service during the middle of the day;
- Travel training; and
- More public advertising of the service and stop locations.

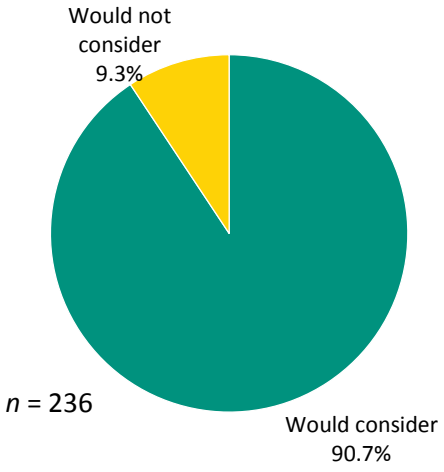
Figure E.9 Map of proposed Winslow route



Question 10: The following questions pertain to a proposed route that would serve the city of Winslow. Assuming the bus operated when you needed to travel, would you consider riding the bus to travel within Winslow using the route shown on the map?

Nearly 91 percent said they would be willing to consider using the proposed Winslow route for travel within Winslow. Of those willing to use it, 88.7 percent said it met their needs with respect to available service.

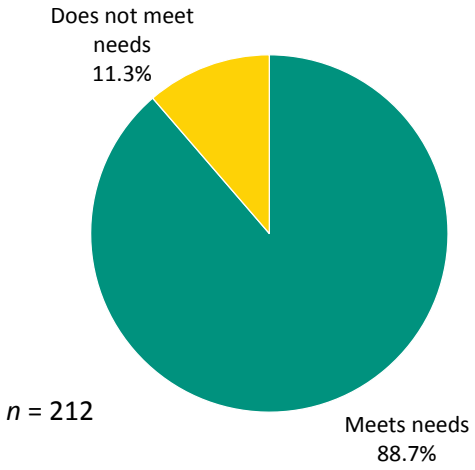
Figure E.10 Residents – willingness to use proposed Winslow route



Question 11: The proposed route would operate every 30 minutes between 6:30 a.m. and 8:30 a.m.; between 11:00 a.m. and 1:00 p.m.; and between 3:45 p.m. and 6:00 p.m. Is this schedule likely to meet your travel needs?

Those who indicated the trip times did not meet their needs were asked when they would prefer to travel. Among the 23 respondents who responded no, more than half indicated they would like service later in the evening. Thirty-nine percent said they would like to see service throughout the day, especially during midday.

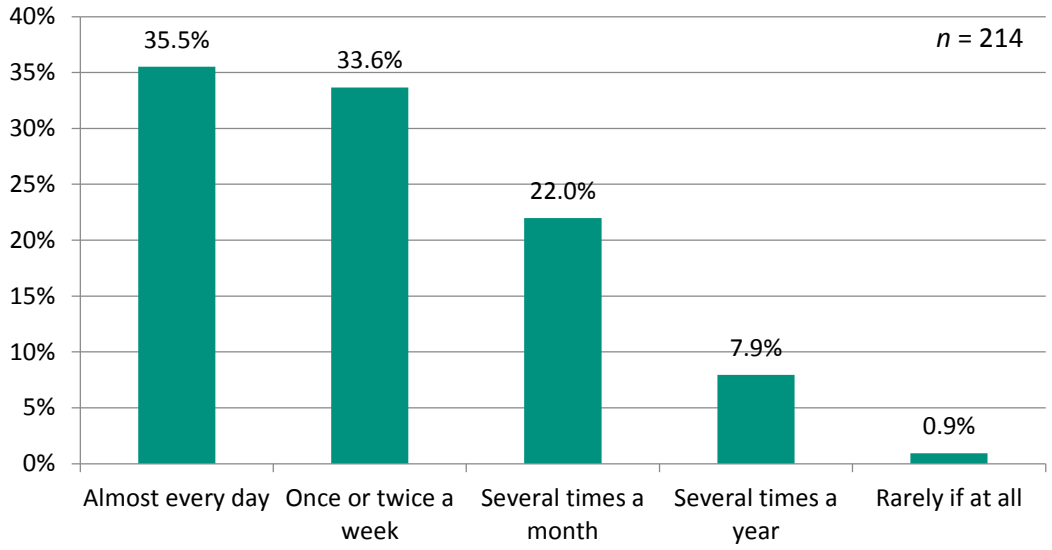
Figure E.11 Residents – suitability of proposed Winslow route



Question 12: Assuming the bus operated when you needed to travel, how frequently would you ride?

More than 69 percent of respondents who said they would consider riding the proposed Winslow route said they would do so at least once or twice per week, if it operated when they needed to travel.

Figure E.12 Residents – ridership frequency for proposed Winslow route



Question 13: What about the proposed route could be changed to make the service more appealing or useful to you?

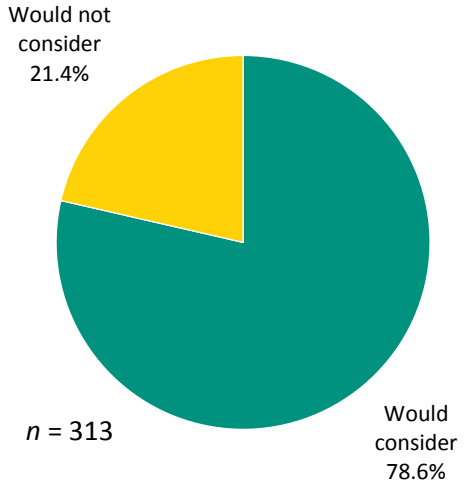
Eighty-five respondents offered suggestions regarding changes to the proposed Winslow route that would encourage ridership. Prevalent themes included:

- Stops outside of Winslow (prison, Head Start);
- Service to Five Mountain Estates, Coopertown, Kachina Garden, Bonnie Brennan School, Bushman Acres, communities south of town, Flying J, Change Point, Desert View, Walmart, downtown, Gunter Heights, and SouthSide;
- Service to Flagstaff and Twin Arrows casino;
- Service to Hipkoe;
- More stops;
- More routes;
- All-day service; and
- Later evening service to Northland Pioneer College (NPC).

Question 14: Would you consider riding a public bus to destinations outside of Winslow?

Nearly 79 percent of resident respondents said they would consider riding a bus outside of Winslow.

Figure E.13 Residents – willingness to ride outside Winslow

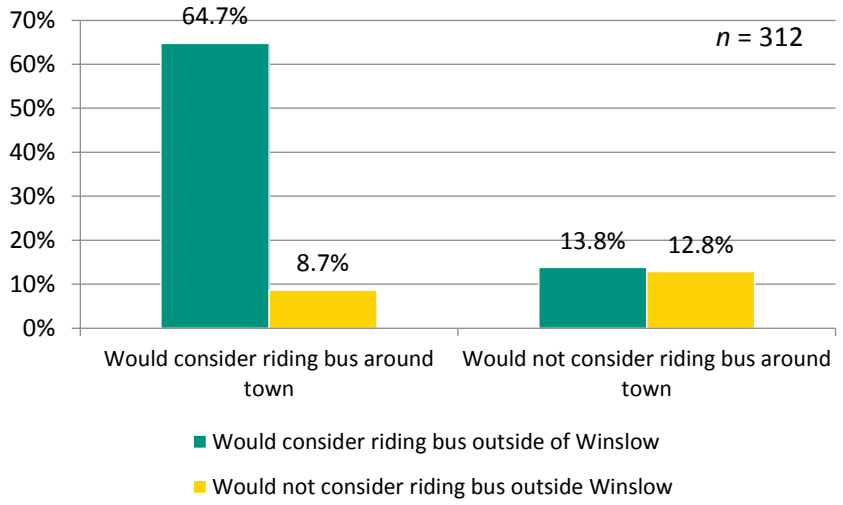


Residents who said they would not consider riding a bus to locations outside of Winslow skipped Questions 15 through 34 and continued to Question 35.

Crosstabulation: Question 1 vs. Question 14

We compared those who said they would consider riding a bus within Winslow with those who would consider riding a bus to destinations outside Winslow to determine how much overlap there was between the two groups. Nearly 65 percent said they would consider riding a bus both in Winslow and to outside locations. Nearly 13 percent said they would not consider riding either service. Approximately nine percent said they would ride a bus in town, but not out of town, and approximately 14 percent said they would ride a bus out of town, but not in town.

Figure E.14 Residents – willingness to ride (crosstabulation)



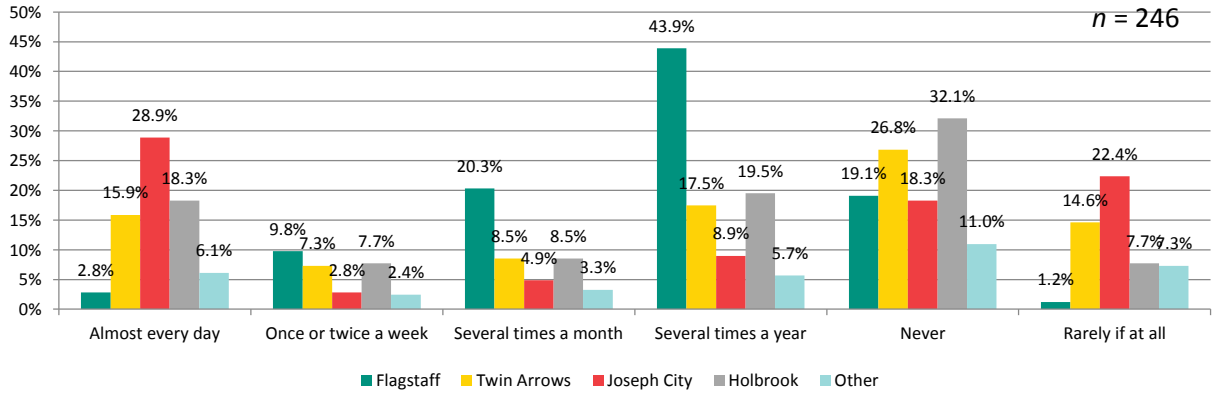
Question 15: How frequently do you travel from Winslow to the following locations?

Those who said they would consider riding the bus outside of Winslow were asked to identify the frequency of their travel to Flagstaff, Twin Arrows, Joseph City, and Holbrook. Respondents were also given the option to provide other responses.

For all destinations, "several times a year" was the most prevalent response. Joseph City saw the highest percentage of respondents who expected to travel "almost every day," while Flagstaff had the highest percentage of responses in all other categories.

Among the 42 respondents indicating "other," responses included Chandler, Dilkon, Leupp, Mesa, Phoenix, Pinetop-Lakeside, Polacca, Reservation Lake, Show Low, Sanders, Seba Dalkai, Snowflake, Taylor, and Tucson. The most frequently cited responses were Show Low (13 responses), Dilkon (seven responses), and Snowflake (six responses).

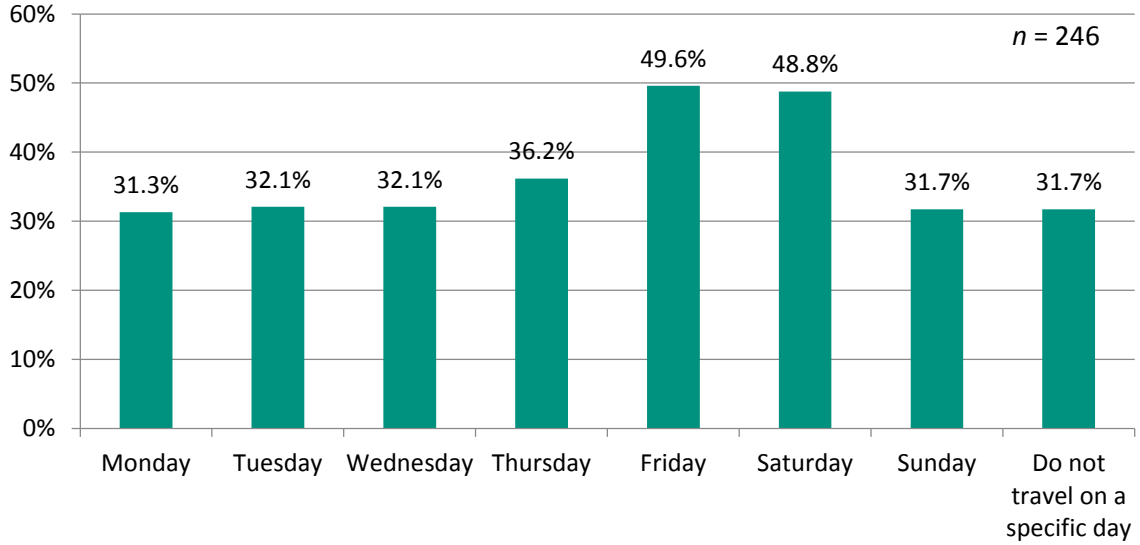
Figure E.15 Residents – frequency of travel outside Winslow



Question 16: What days of the week are you most likely to travel outside of Winslow? (check all that apply)

Responses were fairly evenly distributed across all weekdays. Friday and Saturday, however, were identified as the days respondents were most likely to travel outside Winslow. This is most consistent with personal travel rather than commuting for work.

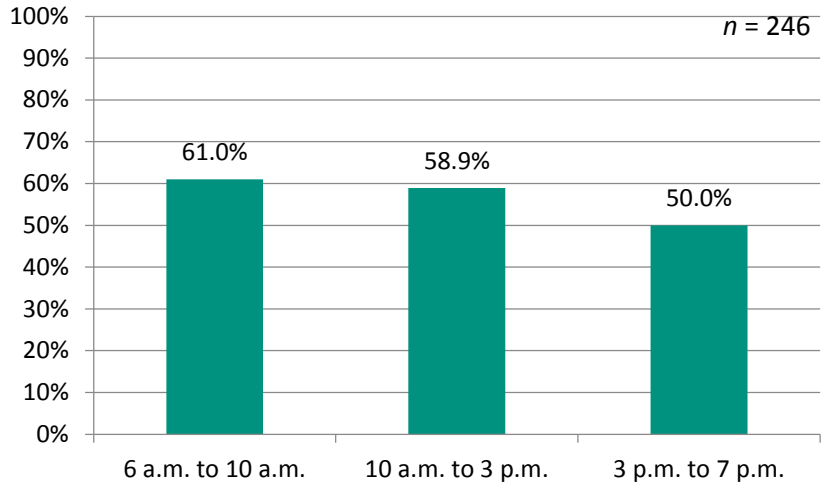
Figure E.16 Residents – preferred travel days outside Winslow



Question 17: What times of day are you most likely to travel to locations outside of Winslow? (check all that apply) Enter any comments in the space provided.

The morning peak commute period (6 a.m. to 10 a.m.) was the most frequently cited response for travel outside Winslow. It should be noted that the midday period (10 a.m. to 3 p.m.) received only slightly fewer responses, indicating a demand for midday/off-peak travel.

Figure E.17 Residents – preferred travel times outside Winslow



Seventeen respondents provided additional comments regarding travel times.

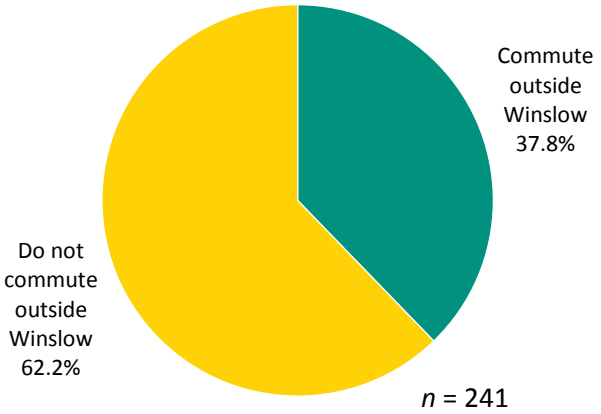
- 5 p.m. to 1 a.m. for work.
- 8 a.m. to 5 p.m. just to get to work and back home.
- All of them.
- At present time I rarely travel to out of town places. In the future it may be necessary.
- Evenings as well – 5 p.m. to 10 p.m.
- I have work at 6:30 in the morning, plus classes at NAU, and my boyfriend at CCC, and more than 2 friends going to College America, they would love this! It can help us live comfortable without having to constantly look for a ride or move to Flagstaff which is an arm and a leg for rent!
- I would return during the afternoon times listed.
- It just depends on what's going on and if I need transportation or somebody else does.
- Leave midday and stay until the evening.
- Mostly doctor appointments.
- Night time for nightlife.
- Ranges, but I would leave in the morning; there are so many things to do in Flagstaff while I wait for an appointment or whatever.
- Returning in the evening.

- Some travel could be as late as 9 p.m.
- Spouse works in Flagstaff Monday through Friday. The family goes to Flagstaff on the weekends.
- That would depend on doctor appointments, going to movies and a meal or just shopping.
- Twin Arrows employees would be riding at all the regular shift change times.

Question 18: Do you currently commute to a location outside of Winslow on a regular basis (at least 3 days per week)?

Residents who indicated a willingness to ride the bus for trips outside of Winslow were asked whether they have a regular commute to a destination outside of Winslow. For purposes of this survey, "regular" was defined as taking place at least three days each week. Fewer than 38 percent of respondents indicated having such a regular commute.

Figure E.18 Residents – regular commute outside Winslow



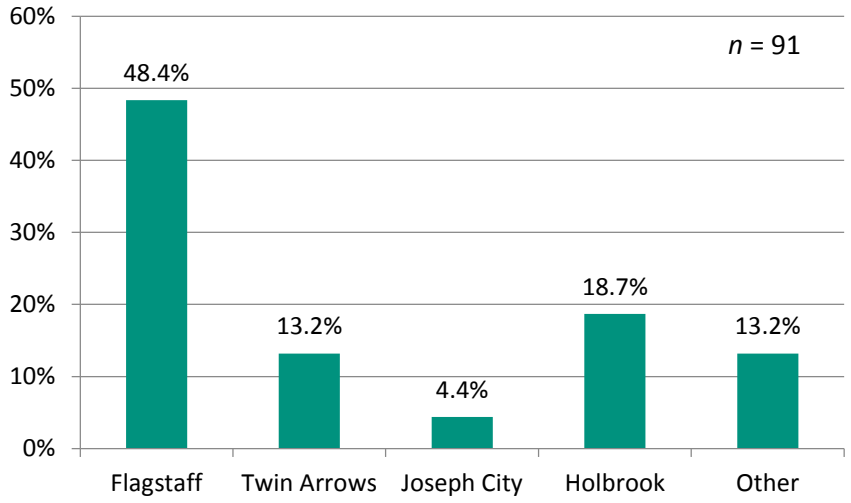
Those who said they did not commute outside of Winslow on a regular basis skipped Questions 19 through 25, continuing with Question 26.

Question 19: To which location do you regularly commute? (select the one option that most closely matches your destination)

Among those that said they had a regular commute, nearly half commute to Flagstaff.

Four respondents indicated specific locations under "other." These included Dilkon (five respondents), Flagstaff and Twin Arrows (both) (two respondents), and Leupp (one respondent).

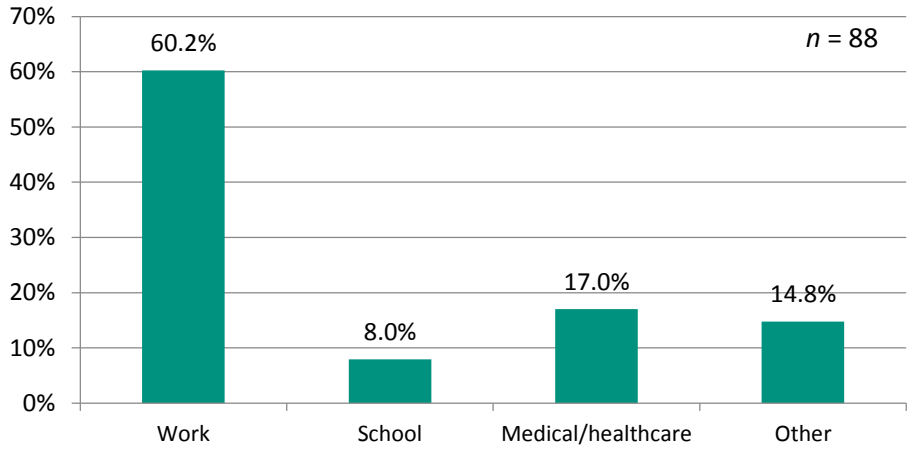
Figure E.19 Residents – commute location



Question 20: For what purpose do you commute to the location you selected in the prior question?

Nearly 70 percent of those with a regular commute are traveling to work or school. Of the twelve respondents indicating "other," six specified leisure or social activities, while two others indicated both work and school.

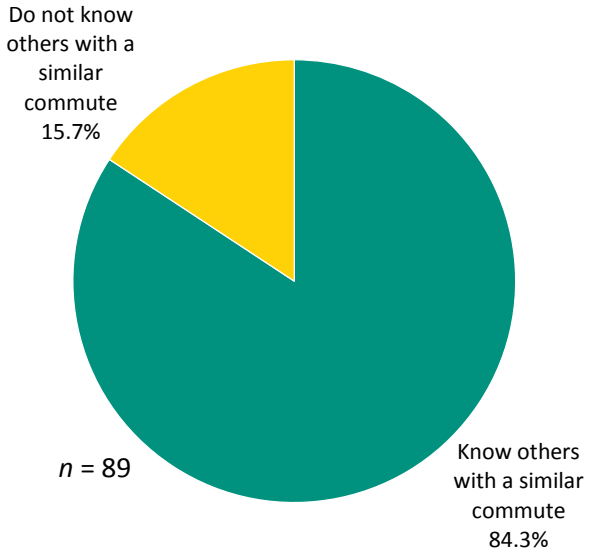
Figure E.20 Residents – commute purpose



Question 21: Do you know others with a similar commute?

Among the respondents who have a regular commute, more than 84 percent know someone else with a similar commute.

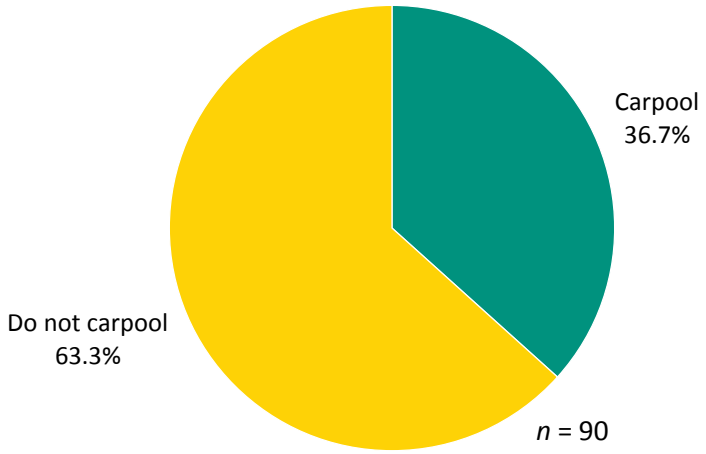
Figure E.21 Residents – know others with a similar commute



Question 22: Do you typically carpool with someone else for your commute?

Fewer than 37 percent of those who know someone with a similar commute typically carpool as part of their commute.

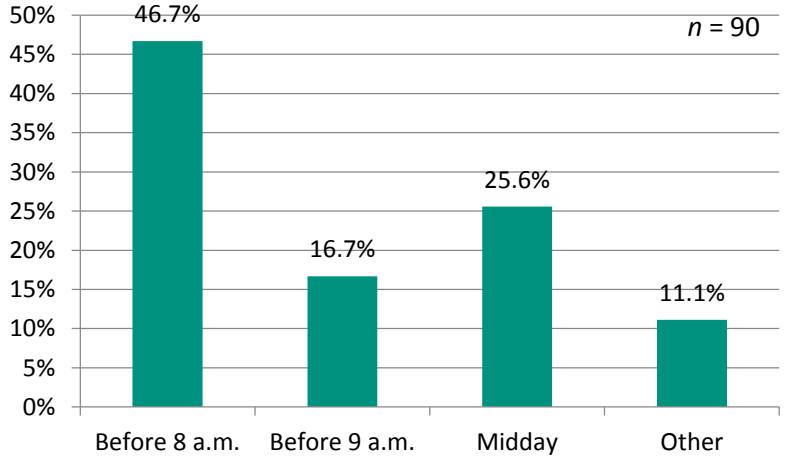
Figure E.22 Residents – typically carpool



Question 23: What time of day do you typically arrive at your destination? (choose only one)

Fewer than 47 percent of respondents said they arrive prior to 8 a.m. Another 16.7 percent arrive before 9 a.m. More than one-quarter arrive midday, indicating a demand for off-peak commute travel. Most respondents who selected "other" indicated afternoon or evening times (six respondents), or said their commute time varied (four respondents)

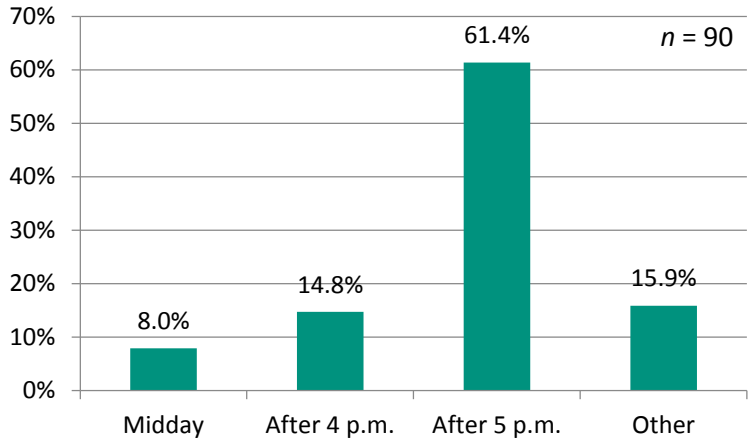
Figure E.23 Residents – commute arrival time at destination



Question 24: What time of day do you typically arrive back in Winslow? (choose only one)

More than 61 percent of respondents said they arrive back in Winslow after 5 p.m., while another 14.8 percent arrive after 4 p.m. There is considerably less demand for midday travel. Nine respondents who selected "other" indicated times after 5 p.m.; however, they ranged from 7 p.m. to 2 a.m. Two respondents traveled between 3 p.m. and 4 p.m., while two others indicated 8:30 a.m.

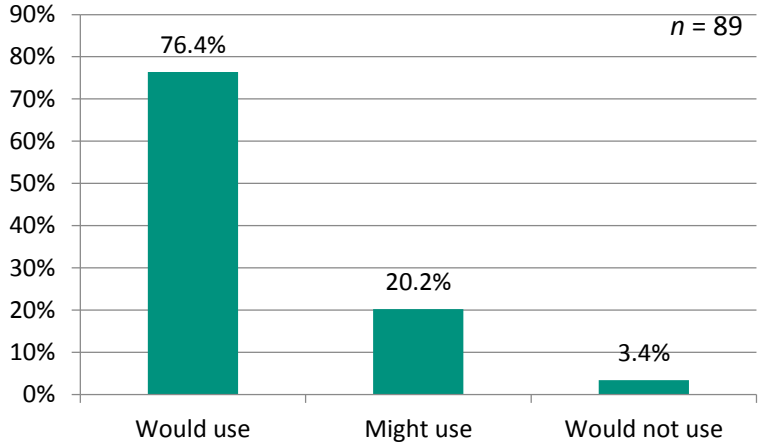
Figure E.24 Residents – commute departure time from destination



Question 25: If available, would you use a public bus to make this trip?

Regular commuters were asked if they would be likely to use a public bus for the commute trip they described in the survey. Nearly 97 percent said they would use or might use such a service. Given the interest, the challenge will be determining schedules and routes to serve the needs of the greatest number of willing commuters as possible.

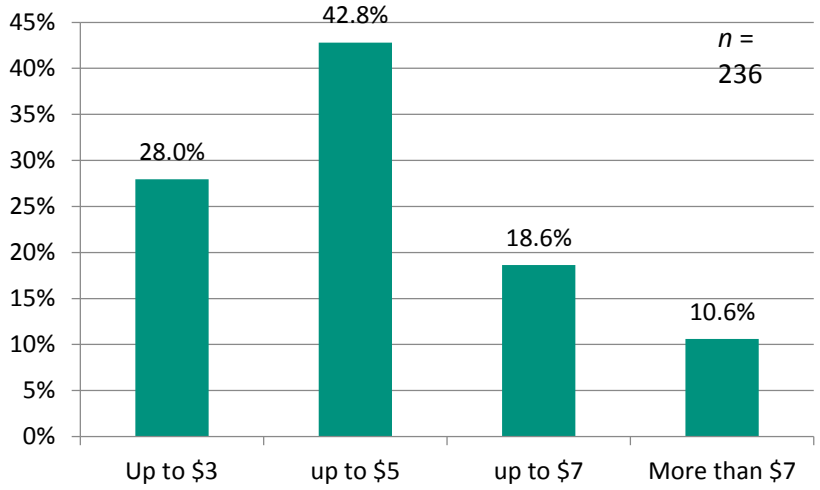
Figure E.25 Residents – use of public bus to make trip



Question 26: How much would you be willing to pay (fare) for a one-way commuter bus trip to locations outside of Winslow?

The majority of respondents (72 percent) would be willing to pay up to five dollars each way (this includes those who would pay more). This appears to be the price with the most potential rider support.

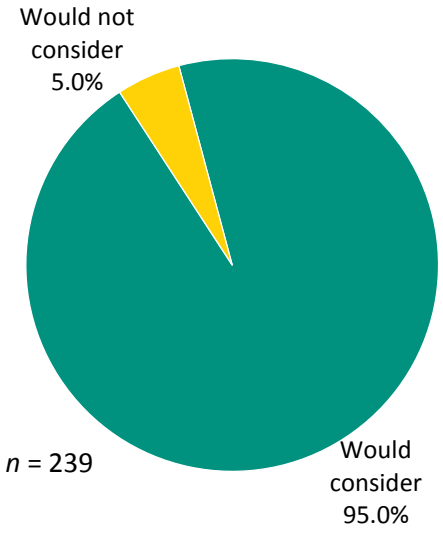
Figure E.26 Residents – fare for trips outside Winslow



Question 27: The following questions pertain to a proposed route that would travel between Winslow and Flagstaff via the Twin Arrows Casino. Assuming the bus operated when you needed to travel, would you consider riding for trips from Winslow to Twin Arrows and/or Flagstaff?

Among resident respondents who would consider riding a bus for trips outside of Winslow, 95 percent said they would consider riding the proposed route between Winslow and Flagstaff via the Twin Arrows casino.

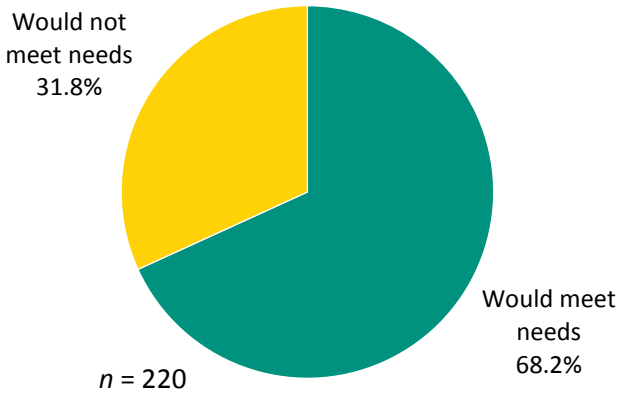
Figure E.27 Residents – ride proposed Winslow to Flagstaff route



Question 28: The proposed bus route would depart Winslow in the morning at 7:30 a.m. (arriving in Flagstaff at 8:30 a.m.) and depart Flagstaff in the afternoon at 5:00 p.m. (arriving in Winslow at 6:00 p.m.) with a stop at Twin Arrows each way. Is this schedule likely to meet your travel needs?

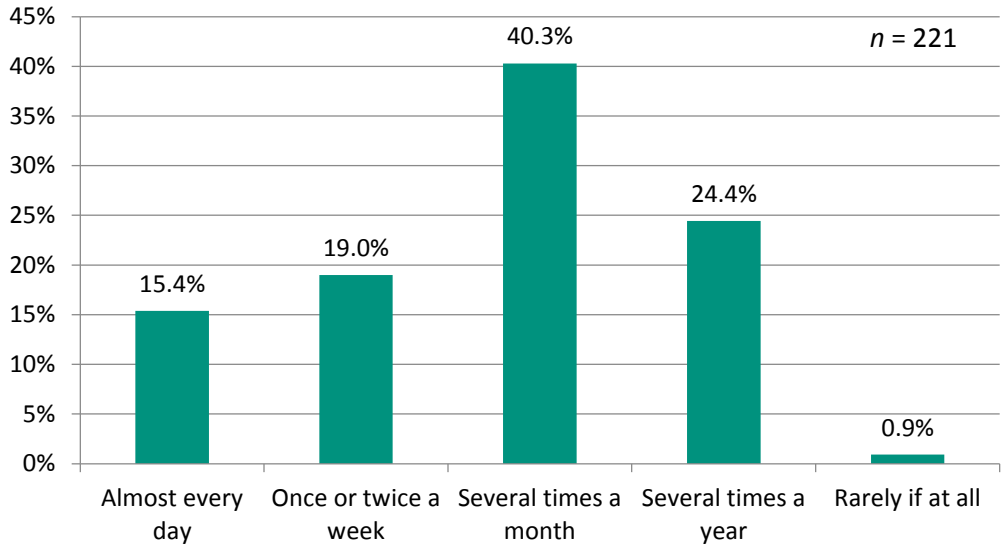
More than 68 percent of respondents said the proposed schedule would meet their needs. Of the 67 respondents who specified alternative times, 17 indicated a desire to travel to Flagstaff/Twin Arrows in the afternoon or evening (such as for later shifts at the casino or recreational activities). Fourteen respondents said they wanted to see more trips, as the one trip per day would make for too long of a day in Flagstaff, especially for shopping or a doctor's appointment. Nine respondents wanted an earlier departure from Winslow, while 13 said they would need a later return from Flagstaff.

Figure E.28 Residents – suitability of proposed Winslow to Flagstaff route



Question 29: Assuming this bus operated when you needed to travel, how frequently would you ride?
Approximately one-third of respondents (34.4 percent) said they would ride at least once or twice a week. The majority of respondents would ride less frequently.

Figure E.29 Residents – ridership frequency for proposed Winslow to Flagstaff route

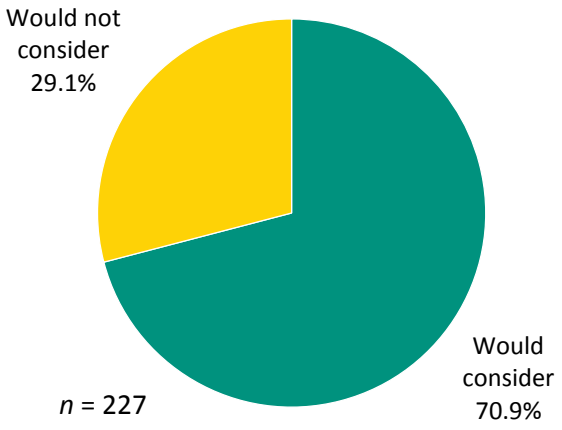


Question 30: What about the proposed route could be changed to make the service more appealing or useful to you?
Seventy-three respondents offered suggestions regarding changes to the proposed Winslow to Flagstaff route that would encourage ridership. Prevalent themes included:

- More service between Winslow and Flagstaff (multiple trips);
- Knowledge of where the service travels within Flagstaff and Winslow;
- Earlier departures from and later returns to Winslow;
- Late night service to the casino (timed for employee shifts);
- Connecting service to get to the route's departure point in Winslow; and
- Express service to Flagstaff (no Twin Arrows stop).

Question 31: The following questions pertain to a proposed route that would travel between Winslow and Holbrook via Joseph City. Assuming the bus operated when you needed to travel, would you consider riding for trips from Winslow to Joseph City and/or Holbrook?
Among resident respondents who would consider riding a bus for trips outside of Winslow, 70.9 percent said they would consider riding the proposed route between Winslow and Holbrook via Joseph City.

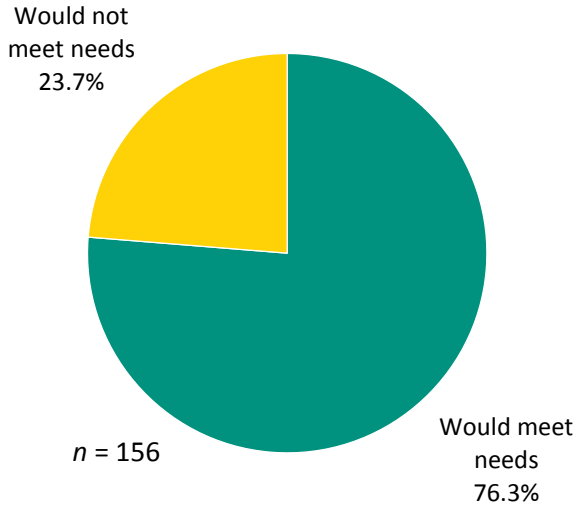
Figure E.30 Residents – ride proposed Winslow to Holbrook route



Question 32: The proposed bus route would depart Winslow in the morning at 7:00 a.m. (arriving in Holbrook at 7:30 a.m.) and depart Holbrook in the afternoon at 5:30 p.m. (arriving in Winslow at 6:00 p.m.), with a stop in Joseph City each way. Is this schedule likely to meet your travel needs?

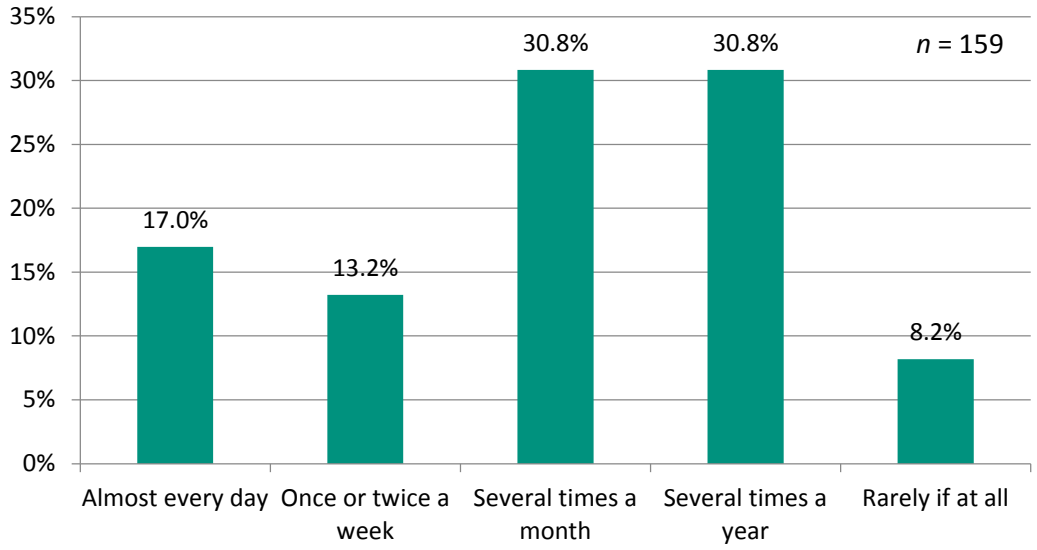
More than 76 percent of respondents said the proposed schedule would meet their needs. Among those who said the proposed service did not meet their needs, midday was the most frequently cited travel time, indicated by nearly half of the 35 respondents who provided a comment. The single trip provides too long a span in Holbrook or Joseph City for those traveling to an appointment or other non-work business. Nine respondents indicated a desire for more trips, while four said they would like an earlier departure from Winslow to access work and school.

Figure E.31 Residents – suitability of proposed Winslow to Holbrook route



Question 33: Assuming this bus operated when you needed to travel, how frequently would you ride?
Approximately 30 percent of respondents said they would ride at least once or twice a week. The majority of respondents would ride less frequently.

Figure E.32 Residents – ridership frequency for proposed Winslow to Flagstaff route



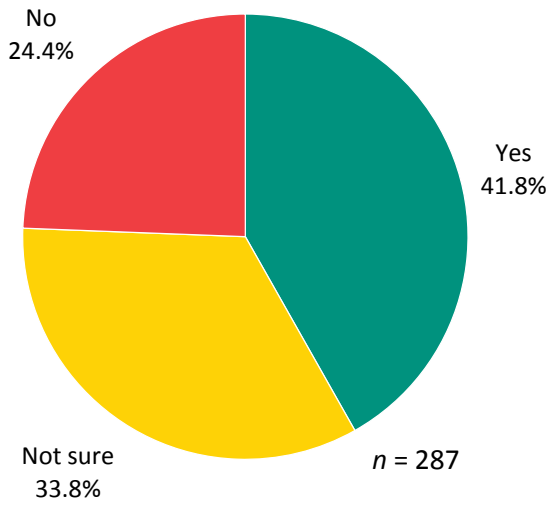
Question 34: What about the proposed route could be changed to make the service more appealing or useful to you?
Thirty-nine respondents offered suggestions regarding changes to the proposed Winslow to Holbrook route that would encourage ridership. Prevalent themes included:

- Stops at NPC and the court complex in Holbrook;
- Knowledge of where the service travels within Holbrook and Joseph City;
- More travel options (more trips); and
- Return service in the morning for those who work overnight.

Winslow residents were not given the option to provide feedback on service into Winslow. However, a reverse commute might be applicable to a number of commuters who work a night shift.

Question 35: Would you support a modest increase in taxes (such as a sales tax for 25 cents on every $100) to pay for bus service?
More than three-quarters of respondents said they either would support or might support a modest increase in taxes to pay for bus service. Only 24.4 percent said they would not support a tax.

Figure E.33 Residents – support for sales tax

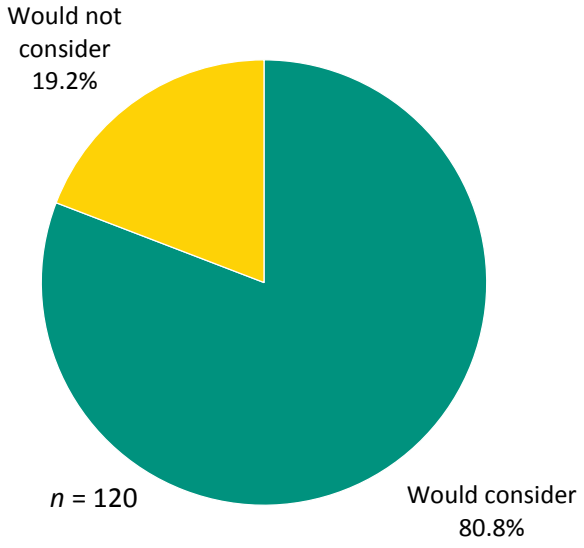


Non-Resident Questions

Question 36: Would you consider riding a bus to Winslow from locations outside of Winslow?

Nearly 81 percent of non-resident respondents indicated they would consider riding public transportation to Winslow.

Figure E.34 Non-residents – willingness to ride to Winslow



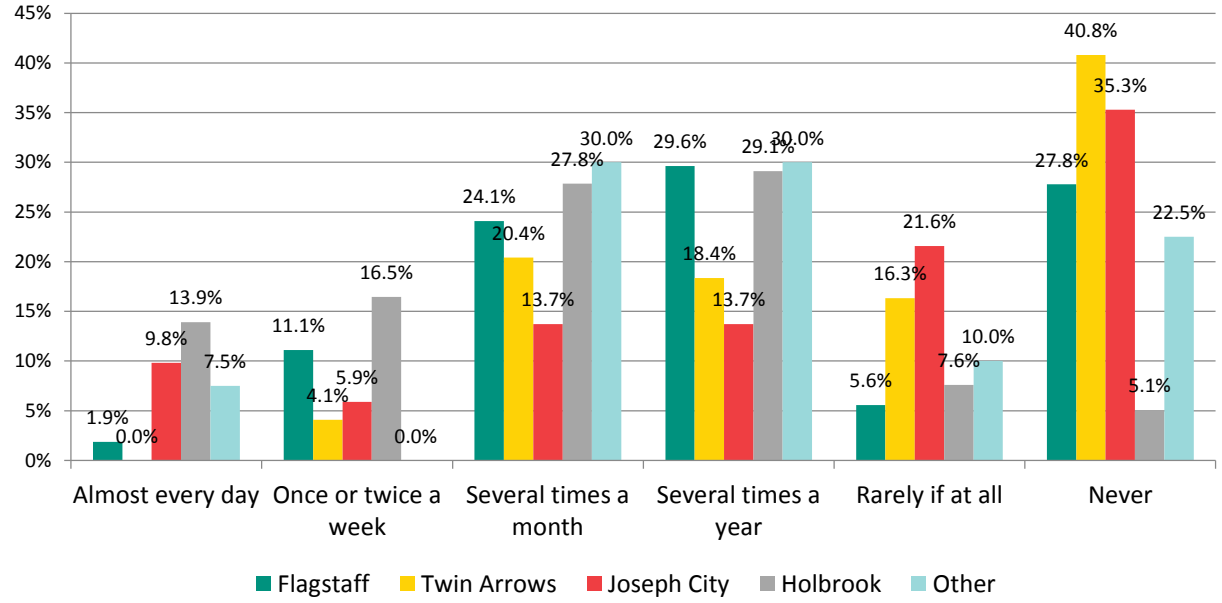
Question 37: How frequently do you travel to Winslow from the following locations?

Those who said they would consider riding the bus to Winslow were asked to identify the frequency of their travel from Flagstaff, Twin Arrows, Joseph City, and Holbrook. Respondents were also given the option to provide other responses.

For Flagstaff and Holbrook, "several times a year" was the most prevalent response, while for Twin Arrows it was "several times a month" and for Joseph City there were equal responses for both categories. Holbrook saw the highest percentage of respondents who expected to travel "almost every day" or "once or twice a week." Twin Arrows had the highest number of responses under "never," followed by Joseph City.

Other responses included Adamana, Cottonwood, Dilkon, Indian Wells, Pinetop, Mesa, Payson, Phoenix, Polacca, Saint Johns, Sanders, Show Low, Snowflake, Taylor, and Window Rock. Snowflake (nine respondents) and Show Low (eight respondents) were the most frequently cited locations.

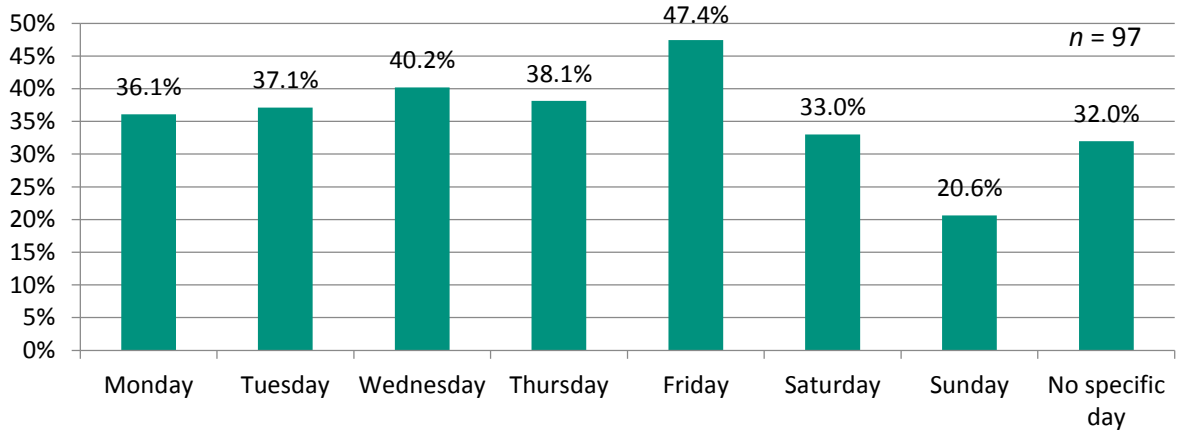
Figure E.35 Non-residents – frequency of travel



Question 38: What days of the week are you most likely to travel to Winslow? (check all that apply)

Responses were fairly evenly distributed across all weekdays. Friday was identified as the day respondents were most likely to travel to Winslow, with lower anticipated travel on Saturday and Sunday.

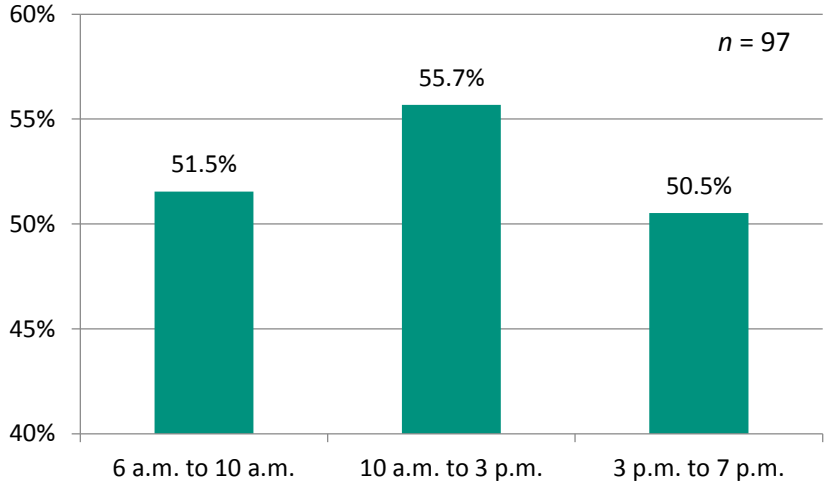
Figure E.36 Non-residents – preferred travel day



Question 39: What times of day are you most likely to travel to Winslow? (check all that apply) Enter any comments in the space provided.

The midday period (10 a.m. to 3 p.m.) was the most frequently cited response for travel into Winslow. Peak commute periods (morning and evening) also received significant responses.

Figure E.37 Non-residents – preferred travel time



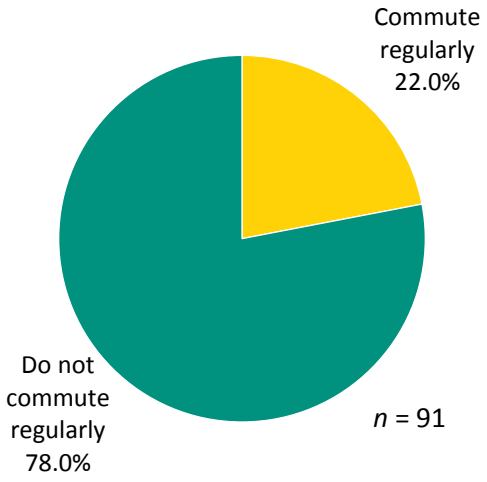
Ten respondents provided additional comments regarding travel times.

- Camp hosts at Homolovi State Park.
- Evenings to conduct workshops at Northland Pioneer College, Little Colorado Campus.
- I am a student at NPC and would love to have transportation to Winslow for some of the biology classes. Once finished at NPC I would like to attend NAU so having a transport system that eliminates driving would be greatly appreciated from Holbrook.
- I live in Joseph City and drive to Winslow for work (sometimes after first going to Holbrook.) If there was a bus I could use I would likely take it, especially if it articulated with the bus that presently runs from Holbrook to Show Low. I spend a lot of money on gas.
- I live in Pinetop and would love to be able to just take public transportation to the Winslow train station. I take the train to California every couple of months. The train leaves about 8 p.m. or 9 p.m. in the evening.
- I live in Show Low and would use the White Mountain Connection to get to Holbrook. From Holbrook I would like to go to the Indian Hospital in Winslow when I have a doctor's appointment. I would also like to go to Twin Arrows during the week. Probably only in the mornings to mid-afternoon because the White Mountain Connection leaves Holbrook around 4ish to go back to Show Low.
- If a NPC class runs until 9:44 p.m. then I would need to secure a ride home.
- Just varies, nothing specific.
- Special appointments for myself or kids, or maybe en route to Flagstaff. Having public transportation would have helped keep a job a few years ago.
- We have taken the train from Winslow a few times to California. A bus would keep us from having to get a ride to the station or leaving our car sitting for weeks on end.

Question 40: Do you currently commute to Winslow on a regular basis (at least 3 days per week)?

Residents who indicated a willingness to ride the bus for trips to Winslow were asked whether they have a regular commute from a destination outside of Winslow. For purposes of this survey, “regular” was defined as taking place at least three days each week. Twenty-two percent of respondents indicated having such a regular commute.

Figure E.38 Non-residents – regular commute to Winslow

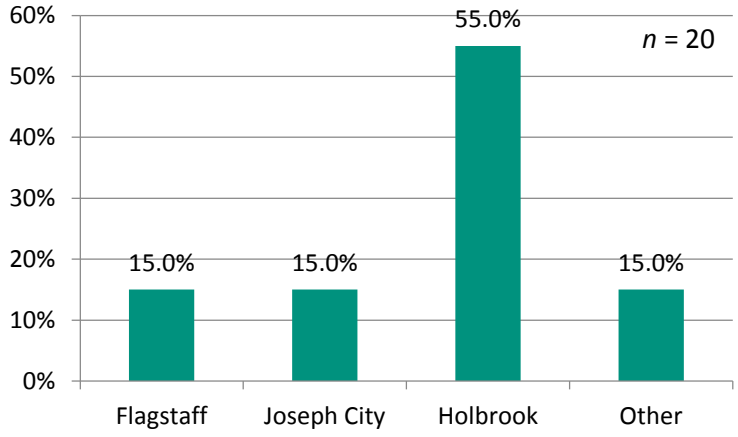


Question 41: Where do you regularly commute from? (select the one option that most closely matches your destination)

Among those that said they commute outside of Winslow on a regular basis, more than half commute from Holbrook.

The three responses provided under "other" were Dilkon, Kykotsmovi and Phoenix, and Snowflake.

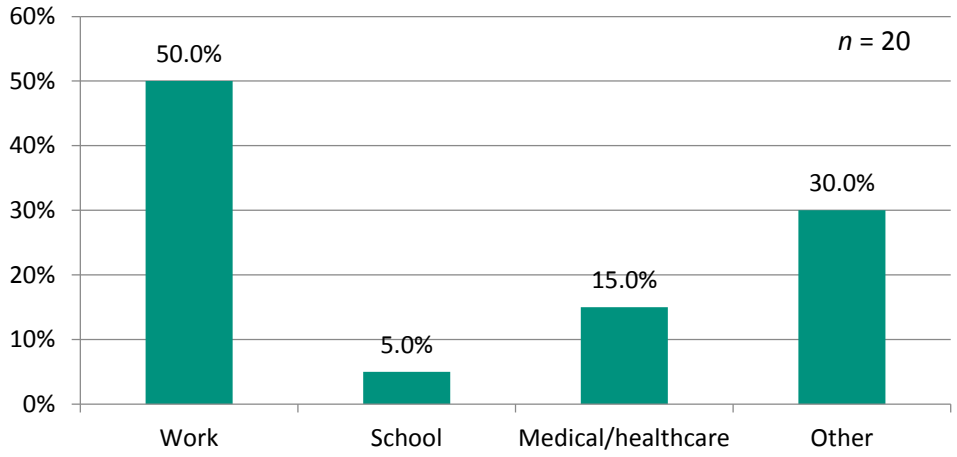
Figure E.39 Non-residents – origin of commute to Winslow



Question 42: For what purpose do you commute to Winslow?

More than half of those with a regular commute are traveling to work or school. Of the six "other" responses, two included multiple trip purposes such as medical, healthcare, school, and shopping. Others were primarily personal in nature (church or social activities).

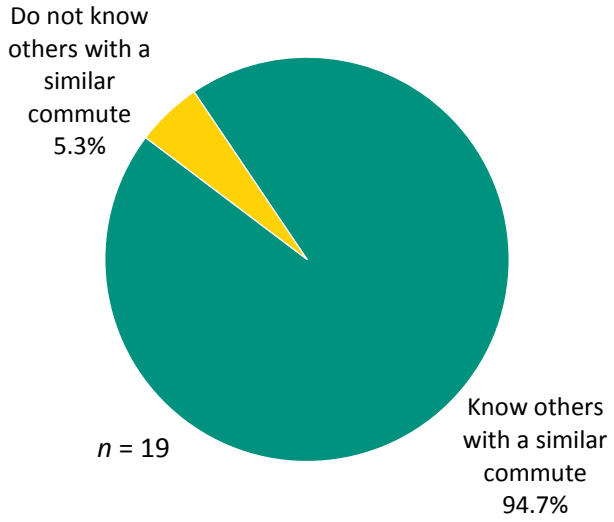
Figure E.40 Non-residents – purpose of commute to Winslow



Question 43: Do you know others with a similar commute?

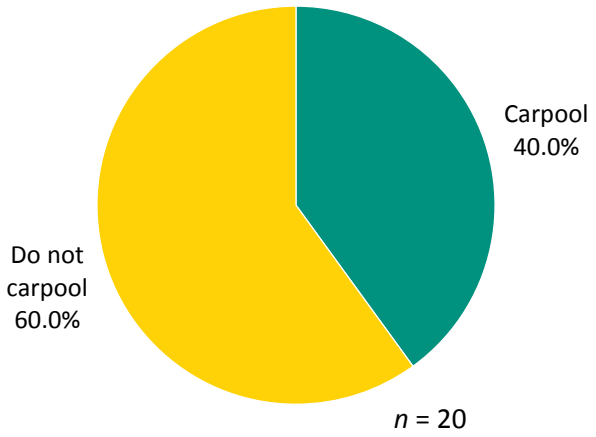
Nearly 95 percent of non-residents with a regular commute into Winslow know someone else with a similar commute.

Figure E.41 Non-residents – knowledge of others with similar commute



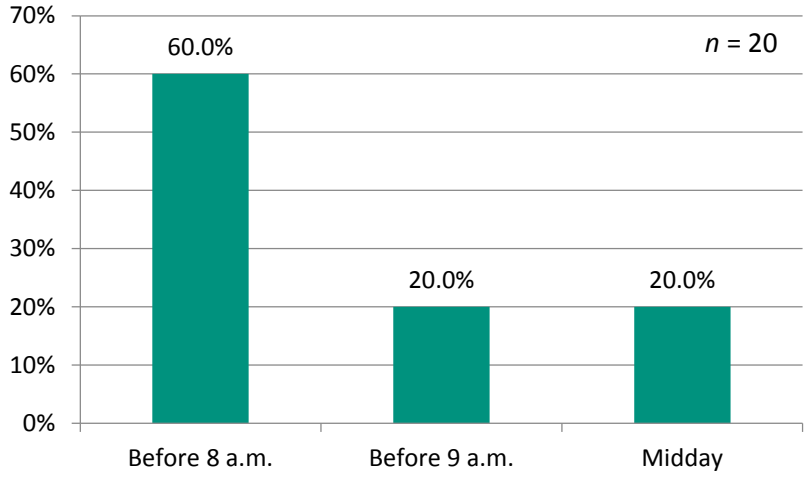
Question 44: Do you typically carpool with someone else for your commute?
Forty percent of those who know someone with a similar commute typically carpool.

Figure E.42 Non-residents – typically carpool



Question 45: What time of day do you typically arrive in Winslow? (choose only one)
Commuters into Winslow typically arrive in Winslow before 8 a.m.

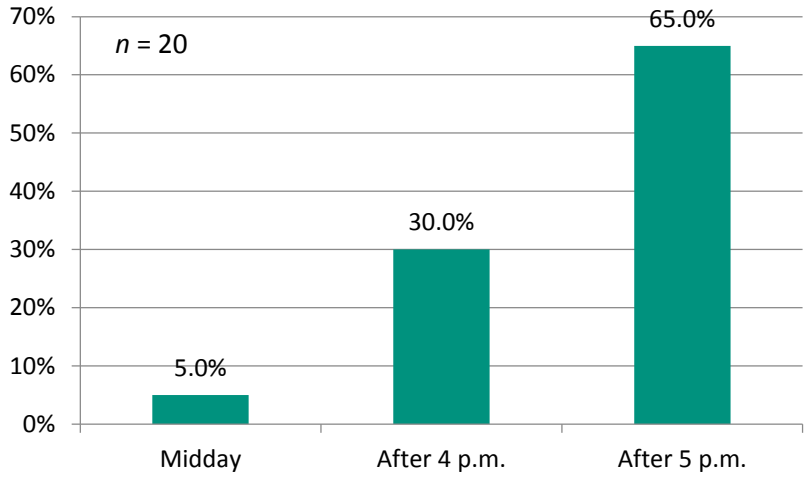
Figure E.43 Non-residents – arrival time in Winslow



Question 46: What time of day do you typically arrive back in your starting community? (choose only one)

Commuters into Winslow typically arrive back in their starting community after 5 p.m.

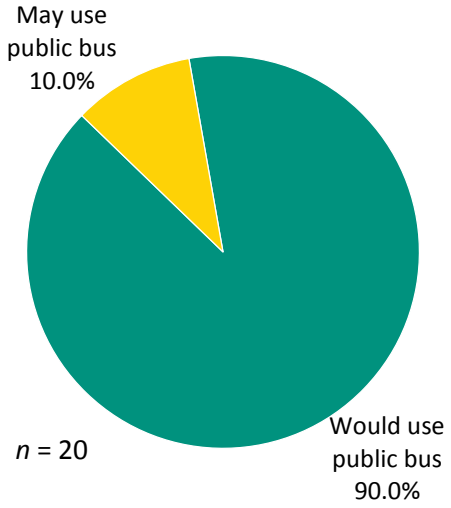
Figure E.44 Non-residents – arrival time in home community



Question 47: If available, would you use a public bus to make this trip?

Ninety percent of regular commuters said they would use a public bus to make their described trip.

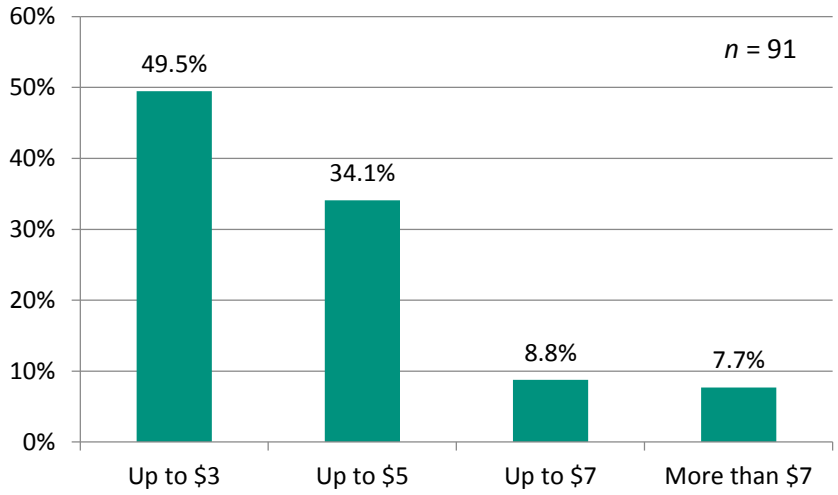
Figure E.45 Non-residents – use of public bus



Question 48: How much would you be willing to pay (fare) for a one-way commuter bus trip from the location(s) you identified above into Winslow?

Nearly half of those commuting into Winslow from outside destinations said they would be willing to pay up to three dollars. Another 34.1 percent indicated a willingness to pay up to five dollars.

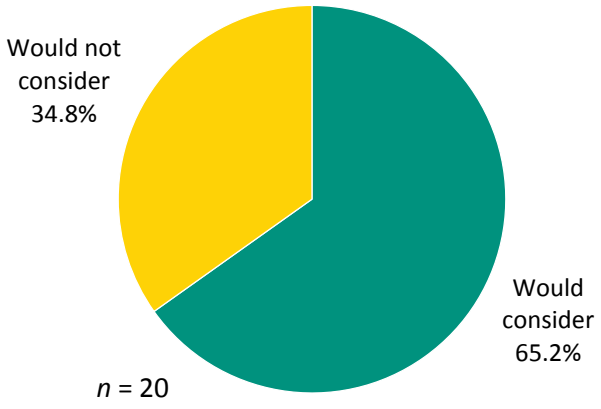
Figure E.46 Non-residents – fare for trips to Winslow



Question 49: The following questions pertain to a proposed route that would travel between Flagstaff and Winslow via the Twin Arrows Casino. Assuming the bus operated when you needed to travel, would you consider riding for trips from Flagstaff and/or Twin Arrows to Winslow?

More than 65 percent of non-residents said they would consider use of the proposed Flagstaff to Winslow route.

Figure E.47 Non-residents – ridership of proposed Flagstaff to Winslow route

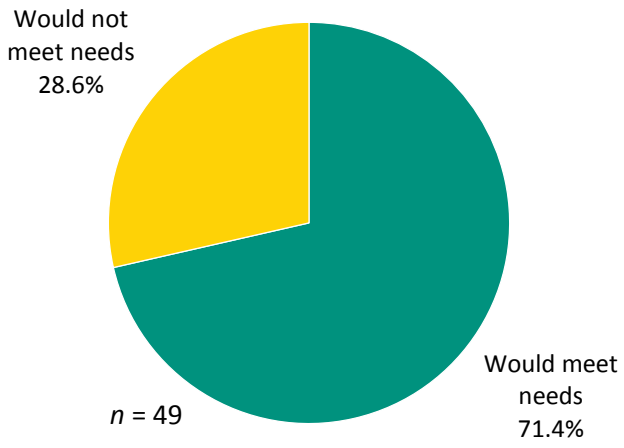


Question 50: The proposed bus route would depart Flagstaff in the morning at 6:30 a.m. (arriving in Winslow at 7:30 a.m.) and depart Winslow in the afternoon at 6:00 p.m. (arriving in Flagstaff at 7:00 p.m.), with a stop at Twin Arrows each way. Is this schedule likely to meet your travel needs?

More than 71 percent said the schedule would meet their travel needs. Six of the 14 respondents who said the proposed schedule would not meet their needs indicated a desire for the reverse trip, from Winslow to Flagstaff in the morning and return in the evening. Specific to the Flagstaff to Winslow route, one indicated an earlier departure from Flagstaff, two indicated an earlier return from Winslow, and two desired a later departure from Flagstaff.

Note: Several respondents indicated needing to travel to Flagstaff during commute hours (opposite this schedule). Since this question was asked of non-residents, it appears some residents of Holbrook, Joseph City, or elsewhere received this series of questions when information about travel from Winslow would have been more appropriate.

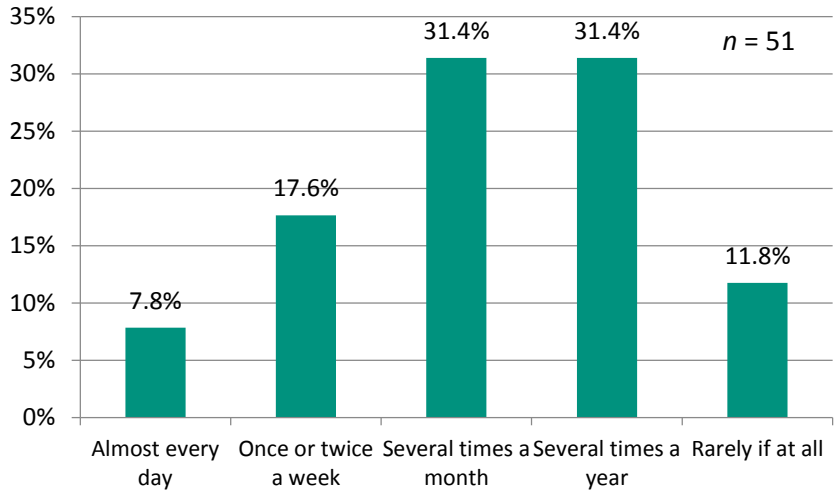
Figure E.48 Non-residents – suitability of proposed Flagstaff to Winslow route



Question 51: Assuming this bus operated when you needed to travel, how frequently would you ride?

The majority of non-resident respondents (62.8 percent) would ride no more than several times a month. Regular riders (those riding once or twice a week or more) make up just 25.4 percent of respondents.

Figure E.49 Non-residents – frequency of ridership of proposed Flagstaff to Winslow route



Question 52: What about the proposed route could be changed to make the service more appealing or useful to you?

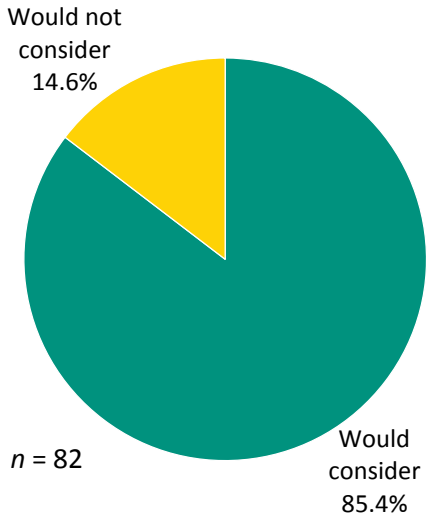
Twenty-six respondents offered suggestions regarding changes to the proposed Flagstaff to Winslow route that would encourage ridership. Prevalent themes included:

- Extend service to Holbrook, Joseph City, Dilkon, Gallup, Show Low, and/or Pinetop;
- Midday trips;
- More service; and
- Service to NAU.

Question 53: The following questions pertain to a proposed route that would travel between Holbrook and Winslow via Joseph City. Assuming the bus operated when you needed to travel, would you consider riding for trips from Holbrook and/or Joseph City to Winslow?

More than 85 percent of non-residents said they would consider use of the proposed Flagstaff to Winslow route.

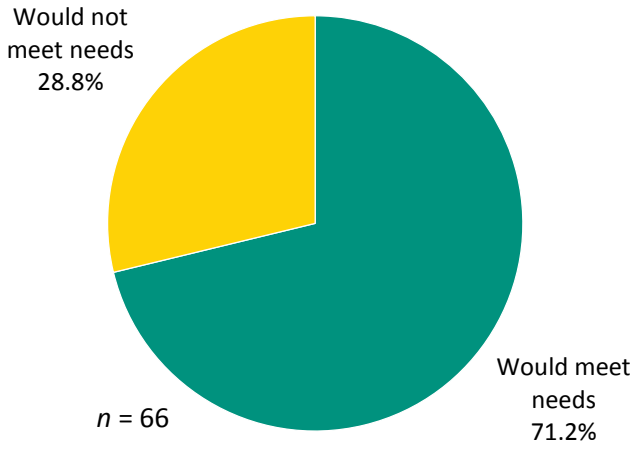
Figure E.50 Non-residents – ridership of proposed Holbrook to Winslow route



Question 54: The proposed bus route would depart Holbrook in the morning at 7:30 a.m. (arriving in Winslow at 8:00 a.m.) and depart Winslow in the afternoon at 5:00 p.m. (arriving in Holbrook at 5:30 p.m.), with a stop in Joseph City each way. Is this schedule likely to meet your travel needs?

More than 71 percent said the schedule would meet their travel needs. Three of the 19 respondents who said no indicated needing midday or afternoon stops. Two indicated a desire for more trips. Two respondents indicated needing a later departure from Winslow, as they get off work at 5 pm. Three were concerned about connections with the bus to Show Low or the White Mountain Connection, while two others preferred evening travel out of Holbrook.

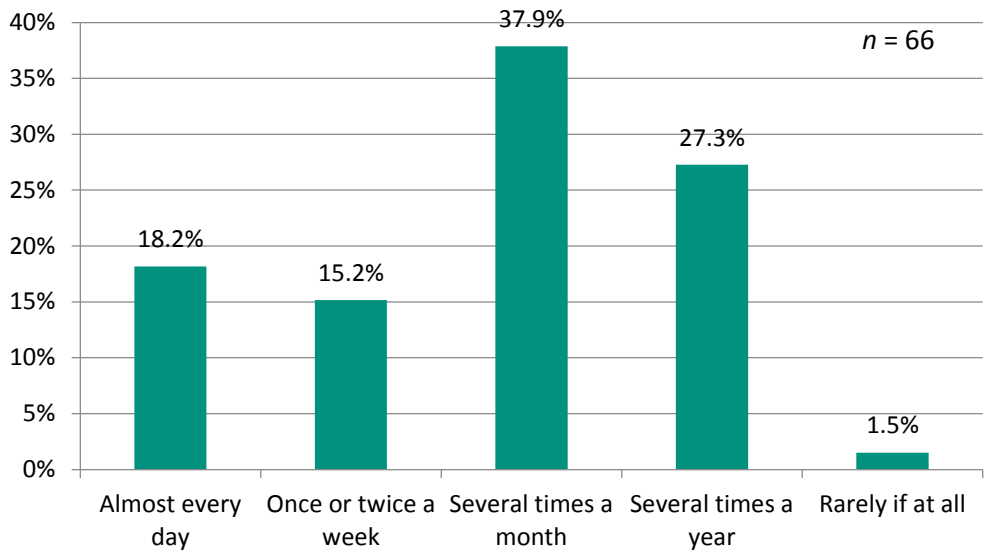
Figure E.51 Non-residents – suitability of proposed Holbrook to Winslow route



Question 55: Assuming this bus operated when you needed to travel, how frequently would you ride?

The majority of non-resident respondents (65.2 percent) would ride no more than several times a month. Regular riders (those riding once or twice a week or more) make up one-third of respondents.

Figure E52 Non-residents – frequency of ridership of proposed Holbrook to Winslow route



Question 56: What about the proposed route could be changed to make the service more appealing or useful to you?

Twenty-three respondents offered suggestions regarding changes to the proposed Winslow to Holbrook route that would encourage ridership.

- 15 minutes earlier and later.
- Adding a midday service.
- Bus leave earlier from Winslow to make additional stops within the city of Holbrook such as at businesses to accommodate more workers.
- Earlier departure time to connect with bus to Show Low.
- Flagstaff to Gallup.
- I attend NPC five days a week, so it would be plenty but if I were inclined to go out of town I would definitely use it on the weekend to go to Winslow or Flagstaff for a day or even to Twin Arrows.
- I think if there was a bus that left midday back to Winslow, more people might find it useful. Example: depart Holbrook 7:30 a.m., arrive in Winslow 8 a.m., depart Winslow 12 p.m., arrive Holbrook 1 p.m., depart Holbrook 2 p.m., arrive Winslow 2:30 p.m., depart Winslow 5 p.m., arrive Holbrook 5:30 p.m.
- I would add an additional departure and arrival time from Winslow to Holbrook on Saturdays only - departing from Winslow at 12 p.m. and arriving in Holbrook at 12:30 p.m.

- I would hope the bus would have a stop at NPC and Winslow IHS. I would mostly use the bus for transportation to IHS several times a month.
- It would be great if the timing could connect with the bus that goes from Pinetop up to Holbrook.
- Just accommodating those that work in Winslow on an 8 a.m. to 5 p.m. schedule.
- Multiple times each day.
- Service that goes back and forth twice a day.
- Snowflake to Winslow.
- Sometimes I work later than 5 p.m. It would be nice to have a later return trip as an option.
- The time when the last run is made.
- The times seem to be okay. As long as I can return to Holbrook to catch the bus back to Show Low. The White Mountain Connection only runs Monday to Friday, no Saturday runs.

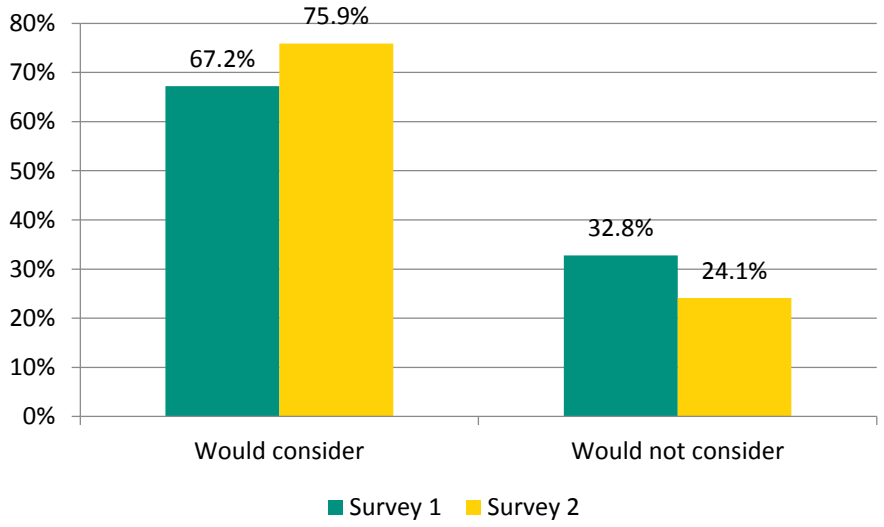
SECTION 4: COMPARISON OF SURVEY DATA

This section offers a comparison of data collected during the first Winslow transportation survey (conducted in March 2017) and the current survey. The initial survey included general questions about support for and potential use of public transportation in Winslow, as well as demographic data. As such, limited comparison between the data sets is possible. Those comparisons that can be made are provided below.

Each survey asked respondents whether they would ride a local bus service in Winslow. Survey 1 included three categories: Would use, might use, and would not use. Survey 2 asked if respondents would consider riding such a service. For this comparison, “would use” and “might use” from Survey 1 have been grouped together for comparison to “would consider” in Survey 2.

Results were similar in each survey. However, Survey 2 saw a higher instance of those who said they would consider riding, and lower instance of those who said they would not.

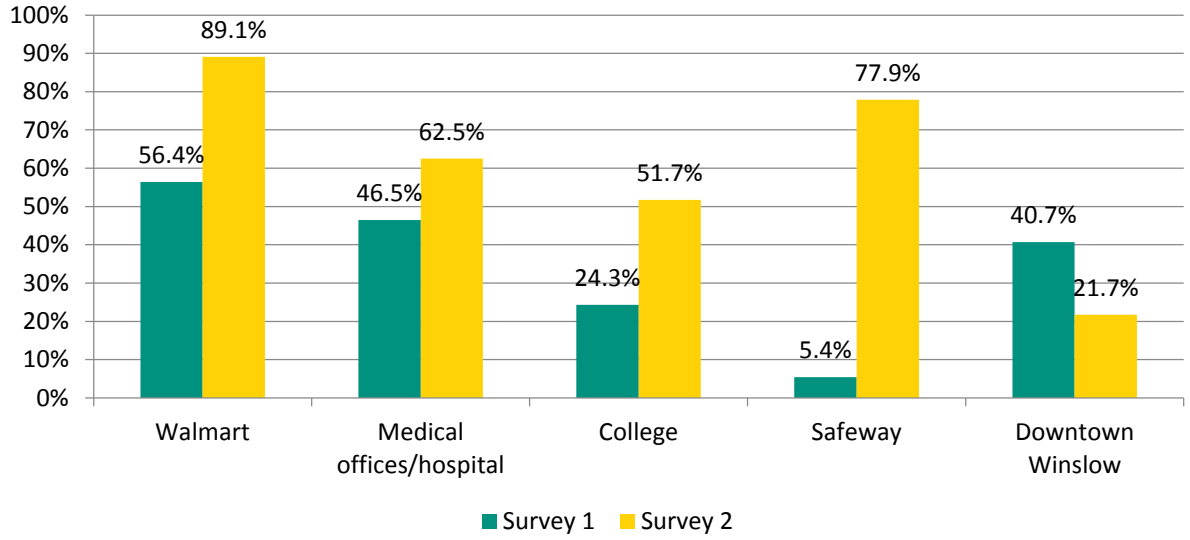
Figure E.53 Comparison – willingness to ride (local)



Each survey asked respondents about destinations within Winslow they would be likely to access using public transportation. Differences in the response options make comparison somewhat more difficult; it is important to keep these differences in mind when reviewing the data.

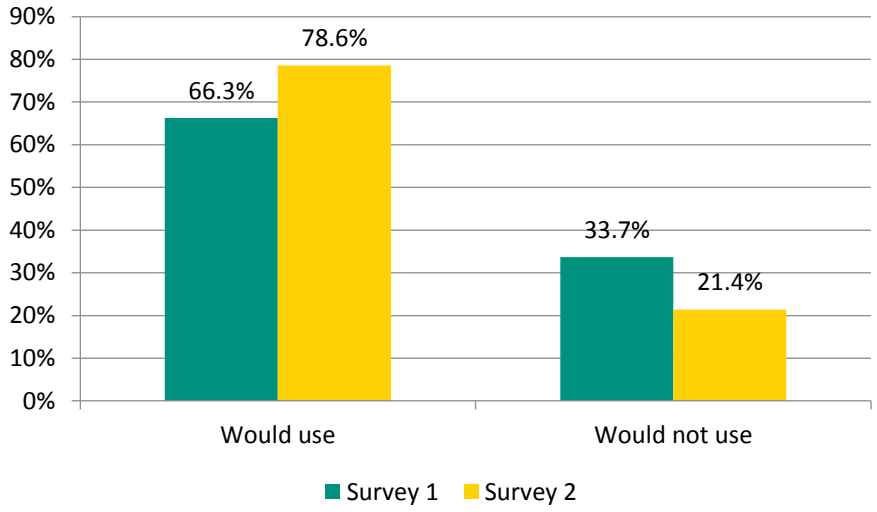
- "Medical offices/hospital" in Survey 1 is compared to "LCMC" in Survey 2.
- "Community college" in Survey 1 is compared to "NPC" in Survey 2.
- "Downtown Winslow" in Survey 1 is compared to "City hall" in Survey 2.

FigureE.54 Comparison – local destinations



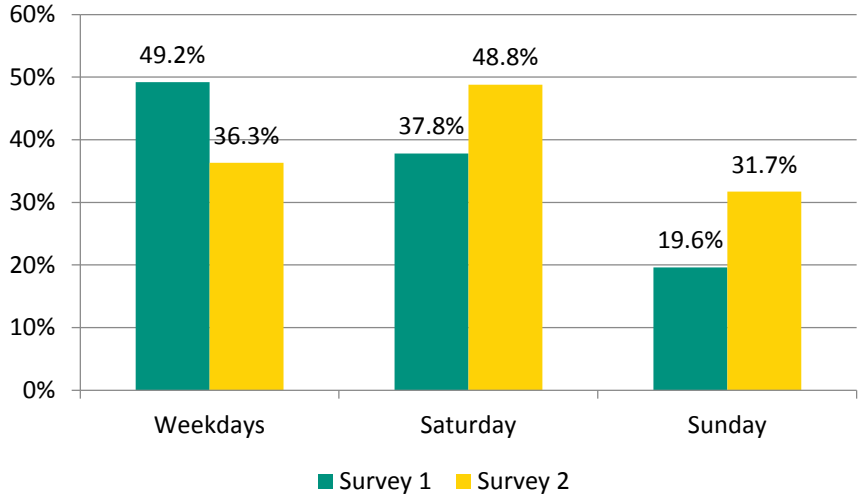
Both surveys also asked respondents whether they would ride a bus to locations outside of Winslow. Survey 1 asked if respondents "would use" such as service, while Survey 2 asked if respondents "would consider" riding such a service.

Figure E.55 Comparison – willingness to ride outside Winslow



Both surveys asked respondents which days they were most likely to travel outside Winslow. Survey 1 presented three response options (Weekdays, Saturday, and Sunday), while Survey 2 listed all days of the week as well as an option for "no specific day." To facilitate comparison, responses for weekdays in Survey 2 were averaged, and that average response is used in Exhibit E.56.

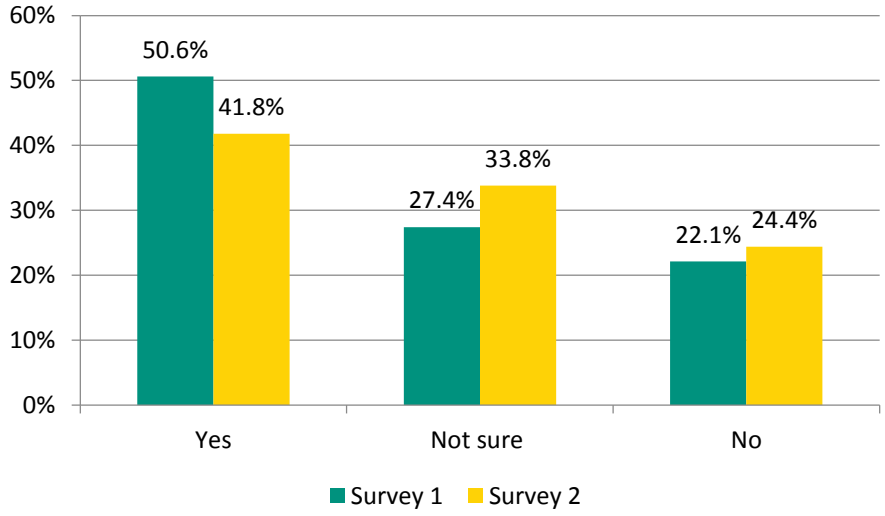
Figure E.56 Comparison – preferred days for service outside Winslow



Finally, both surveys asked respondents regarding support for a potential tax measure that would fund public transportation. Survey 1 simply asked, "Would you support the use of tax dollars to pay for public transportation?" while Survey 2 posed the question a little differently, asking "Would you support a modest increase in taxes (such as a sales tax for 25 cents on every $100) to pay for bus service?"

One reason for the decline in "yes" responses in Survey 2 may be that the question specified a tax increase rather than just the more generic "use of tax dollars." This may have swayed more people to respond "not sure" or "no" than in Survey 1.

Figure E.57 Comparison – support for tax



SECTION 5: SIMPLE FREQUENCIES

Q1. Are you a Winslow resident?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	359	74.6	74.9	74.9
	No	120	24.9	25.1	100.0
	Total	479	99.6	100.0	
Missing	System	2	0.4		
Total		481	100.0		

Q2. Would you consider riding a bus around town?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	267	55.5	75.9	75.9
	No	85	17.7	24.1	100.0
	Total	352	73.2	100.0	
Missing	System	129	26.8		
Total		481	100.0		

Q3. Where in Winslow would you like to travel? (check all that apply)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	City Hall	58	12.1	100.0	100.0
Missing	System	423	87.9		
Total		481	100.0		

Q3. Where in Winslow would you like to travel? (check all that apply)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Walmart	238	49.5	100.0	100.0
Missing	System	243	50.5		
Total		481	100.0		

Q3. Where in Winslow would you like to travel? (check all that apply)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Library	152	31.6	100.0	100.0
Missing	System	329	68.4		
Total		481	100.0		

Q3. Where in Winslow would you like to travel? (check all that apply)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Northland Pioneer College (NPC)	138	28.7	100.0	100.0
Missing	System	343	71.3		
Total		481	100.0		

Q3. Where in Winslow would you like to travel? (check all that apply)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Little Colorado Medical Center (LCMC)	167	34.7	100.0	100.0
Missing	System	314	65.3		
Total		481	100.0		

Q3. Where in Winslow would you like to travel? (check all that apply)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Safeway	208	43.2	100.0	100.0
Missing	System	273	56.8		
Total		481	100.0		

Q3. Where in Winslow would you like to travel? (check all that apply)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Winslow Indian Health Care Center (WIHCC)	98	20.4	100.0	100.0
Missing	System	383	79.6		
Total		481	100.0		

Q3. Where in Winslow would you like to travel? (check all that apply)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Other (please specify):	81	16.8	100.0	100.0
Missing	System	400	83.2		
Total		481	100.0		

Q3. Where in Winslow would you like to travel? (check all that apply) - Other (please specify)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		400	83.2	83.2	83.2
	All over Winslow	5	1.0	1.0	84.2
	Any transport from one end to the other end of town to businesses/case by case	1	0.2	0.2	84.4
	ASPC Winslow Prison	3	0.6	0.6	85.0
	Casino	2	0.4	0.4	85.4
	Change Point	1	0.2	0.2	85.7
	Church	1	0.2	0.2	85.9
	Circle K	2	0.4	0.4	86.3
	Circle K, Route 66	1	0.2	0.2	86.5
	City Park/Pool	1	0.2	0.2	86.7
	Clear Creek	1	0.2	0.2	86.9
	Denny's	1	0.2	0.2	87.1
	DES	4	0.8	0.8	87.9
	Desert View	1	0.2	0.2	88.1
	DMV	1	0.2	0.2	88.4
	DMV, Bushman Acres	1	0.2	0.2	88.6
	Doctor	2	0.4	0.4	89.0
	Dollar Store	1	0.2	0.2	89.2
	Dollar store, Flying J, schools, Denny's	1	0.2	0.2	89.4
	Downtown area	6	1.2	1.2	90.6
	Flagstaff	4	0.8	0.8	91.5
	Flying J	2	0.4	0.4	91.9
	Friends' houses, around town, movie theater, etc.	1	0.2	0.2	92.1
	Hopi housing	1	0.2	0.2	92.3
	Justice Court, Winslow PD	1	0.2	0.2	92.5
	Kids to places where they want to go	1	0.2	0.2	92.7
	La Posada	2	0.4	0.4	93.1
	La Posada, downtown art shows, chamber movie theatre	1	0.2	0.2	93.3
	Little League Park	1	0.2	0.2	93.6
	Maverik	1	0.2	0.2	93.8
	Memorial Park	1	0.2	0.2	94.0

	Movies, flagstaff (for school) (mall), Casino (I currently work).	1	0.2	0.2	94.2
	North Country HealthCare	3	0.6	0.6	94.8
	Park/pool	1	0.2	0.2	95.0
	Parks	2	0.4	0.4	95.4
	Points of interest around Navajo County	1	0.2	0.2	95.6
	Pool	2	0.4	0.4	96.0
	Post office	2	0.4	0.4	96.5
	Preschool head start	1	0.2	0.2	96.7
	Pts bar and grill	1	0.2	0.2	96.9
	Schools	1	0.2	0.2	97.1
	Senior Center	1	0.2	0.2	97.3
	Standing on the corner	2	0.4	0.4	97.7
	The gym, shopping, movies, the pool and post office.	1	0.2	0.2	97.9
	Theater/Downtown area	1	0.2	0.2	98.1
	Uptown, movies, Walmart, Safeway plaza	1	0.2	0.2	98.3
	Wherever I need to go that is closest to the bus.	1	0.2	0.2	98.5
	Winslow High School	1	0.2	0.2	98.8
	Winslow post office	1	0.2	0.2	99.0
	Winslow Theatre	1	0.2	0.2	99.2
	Work	4	0.8	0.8	100.0
	Total	481	100.0	100.0	

Q4. How much would you be willing to pay to ride a local bus in Winslow (one-way fare)?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Up to $0.50	53	11.0	20.1	20.1
	Up to $1.00	155	32.2	58.7	78.8
	Up to $2.00	56	11.6	21.2	100.0
	Total	264	54.9	100.0	
Missing	System	217	45.1		
Total		481	100.0		

Q5. Before taking this survey, were you aware the Hopi Senom Route travels through Winslow twice a day?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	59	12.3	23.2	23.2
	No	195	40.5	76.8	100.0
	Total	254	52.8	100.0	
Missing	System	227	47.2		
Total		481	100.0		

Q6. Assuming the bus operated when you needed to travel, would you consider traveling within Winslow using the Hopi Senom route shown on the map?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	150	31.2	59.1	59.1
	No	104	21.6	40.9	100.0
	Total	254	52.8	100.0	
Missing	System	227	47.2		
Total		481	100.0		

Q7. The Hopi Senom bus travels within Winslow between 7:45 AM and 8:50 AM and between 3:45 PM and 5:15 PM. Are these trip times likely to meet your needs?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	yes	57	11.9	42.9	42.9
	No-when would you prefer	76	15.8	57.1	100.0
	Total	133	27.7	100.0	
Missing	System	348	72.3		
Total		481	100.0		

Q7. If no - when would you prefer to travel?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		406	84.4	84.4	84.4
	10 a.m.	1	0.2	0.2	84.6
	10 a.m. to 2 p.m.	2	0.4	0.4	85.0
	10 a.m. , 3 p.m.	2	0.4	0.4	85.4
	10 a.m. to 12 p.m. and 1 p.m. to 3 p.m.	1	0.2	0.2	85.7
	10 a.m. to 12: p.m.	1	0.2	0.2	85.9
	10 a.m. to 2 p.m.	1	0.2	0.2	86.1

10 a.m., 11:30a.m., 2 p.m, 4 p.m.	1	0.2	0.2	86.3
11 a.m. - 5 p.m.	1	0.2	0.2	86.5
11 a.m. to 4 p.m.	2	0.4	0.4	86.9
12 p.m. , 10 a.m. , 2 p.m.	1	0.2	0.2	87.1
12 p.m. to 5 p.m.	1	0.2	0.2	87.3
5 a.m. 9 p.m.	1	0.2	0.2	87.5
6 a.m.	1	0.2	0.2	87.7
6 a.m. to 7 a.m., 4 p.m. to 5 p.m.	1	0.2	0.2	87.9
6:30 a.m. to 7 p.m.	1	0.2	0.2	88.1
6:45 p.m. to 7:15 p.m.	1	0.2	0.2	88.4
7 a.m. and 4 p.m.	1	0.2	0.2	88.6
7 a.m. to 7 p.m.	1	0.2	0.2	88.8
7:45 a.m. to 5:15 p.m. throughout the day.	1	0.2	0.2	89.0
7a.m. to 9 a.m. , 5 p.m. to 7 p.m.	1	0.2	0.2	89.2
8 p.m. to 10 p.m.	1	0.2	0.2	89.4
9 a.m. to 9 p.m.	1	0.2	0.2	89.6
9 a.m. , 4 p.m.	1	0.2	0.2	89.8
9 a.m. and 5 p.m.	1	0.2	0.2	90.0
9 a.m. to 10:30 a.m.	2	0.4	0.4	90.4
9 a.m. to 6 p.m.	2	0.4	0.4	90.9
9:00 a.m. ,11:00 a.m.	1	0.2	0.2	91.1
A later morning run	1	0.2	0.2	91.3
Add two more in between	1	0.2	0.2	91.5
After 5 p.m.	1	0.2	0.2	91.7
All day	4	0.8	0.8	92.5
Anytime	3	0.6	0.6	93.1
Before 6:30 a.m. to 7:30 a.m. and 5 p.m. to 7 p.m.	1	0.2	0.2	93.3
Class times at the College	1	0.2	0.2	93.6
Depends on what day it is and what's going on	1	0.2	0.2	93.8
Depends on what time I need to go.	1	0.2	0.2	94.0
Evening hours	1	0.2	0.2	94.2
Every 3 hours at least and up til 8 p.m.	1	0.2	0.2	94.4
Hours in between is too long.	1	0.2	0.2	94.6

	I think routes should run more through Winslow.	1	0.2	0.2	94.8
	It's very short and you have to wait a long time to get a ride back	1	0.2	0.2	95.0
	Maybe once every hour do to frequent changes in schedule.	1	0.2	0.2	95.2
	More than these times	1	0.2	0.2	95.4
	More than twice a day in the late morning early afternoon	1	0.2	0.2	95.6
	Morning	4	0.8	0.8	96.5
	Noon/Midday	12	2.5	2.5	99.0
	These are great times, just not for me! Maybe add in 2 more buses so that there is a verify of bus arrive times	1	0.2	0.2	99.2
	These times are limiting. I would like to see more extended hours and times between 9 a.m. to 3 p.m.	1	0.2	0.2	99.4
	Various times	3	0.6	0.6	100.0
	Total	481	100.0	100.0	

Q8. Assuming the bus operated when you needed to travel, how frequently would you ride?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Almost every day	38	7.9	28.1	28.1
	Once or twice a week	47	9.8	34.8	63.0
	Several times a month	33	6.9	24.4	87.4
	Several times a year	14	2.9	10.4	97.8
	Rarely if at all	3	0.6	2.2	100.0
	Total	135	28.1	100.0	
Missing	System	346	71.9		
Total		481	100.0		

Q9. What about the Hopi Senom Route could be changed to make the service more appealing or useful to you?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		411	85.4	85.4	85.4
	A connection to Holbrook	1	0.2	0.2	85.7
	A route to Flagstaff	1	0.2	0.2	85.9
	Adding one or two more routes	1	0.2	0.2	86.1
	County/gov. in Holbrook	1	0.2	0.2	86.3
	For one, make the map above a little more detailed, can't really see the routes.	1	0.2	0.2	86.5
	Go out to 5 Mountain Estates	1	0.2	0.2	86.7
	Go to Desert View area	1	0.2	0.2	86.9
	Go to library	1	0.2	0.2	87.1
	Going downtown	1	0.2	0.2	87.3
	Handicap accessible, more routes, not too expensive.	1	0.2	0.2	87.5
	Have the transit transport people from Winslow to Hopi, flagstaff and Holbrook areas.	1	0.2	0.2	87.7
	If there was closer stops to Walmart, Safeway plaza and even the casino.	1	0.2	0.2	87.9
	Increase regularity of route, add other stops	1	0.2	0.2	88.1
	It was during the day	1	0.2	0.2	88.4
	It would be good to be educated how to ride them. I haven't been on a bus since grade school and am not familiar with times and routes	1	0.2	0.2	88.6
	Longer hours	1	0.2	0.2	88.8
	More advertising with schedule and pick up location	3	0.6	0.6	89.4
	More frequent travel times and outside city limits	1	0.2	0.2	89.6
	More morning hours	1	0.2	0.2	89.8
	More options of stops, more pick up and/or drop off places	5	1.0	1.0	90.9

More stops	2	0.4	0.4	91.3
More times	19	4.0	4.0	95.2
More times and fares more public	1	0.2	0.2	95.4
More times, and drop off at city hall, and library in addition to where it goes now.	1	0.2	0.2	95.6
Not being trashy	1	0.2	0.2	95.8
Not sure	1	0.2	0.2	96.0
Not sure. Hard to read the map as to all the places it goes.	1	0.2	0.2	96.3
Offer a south and north bound route	1	0.2	0.2	96.5
Open for non-native riders	1	0.2	0.2	96.7
Pick up location coverage. It doesn't cover Gunther Heights, which may have people working in town that would take advantage of the bus system.	1	0.2	0.2	96.9
Place ads in the paper. Have signs at stop, named Winslow Transport or close too it so not to confuse people weather they can use it or have to be Native to use.	1	0.2	0.2	97.1
Safeway to IHS	1	0.2	0.2	97.3
Service in during the main part of the day. After 9 a.m. and before 5 p.m. and after 5 p.m. to 9 a.m. in the evening	1	0.2	0.2	97.5
Start at Hopi housing	1	0.2	0.2	97.7
Stop at the College Campus at class times	1	0.2	0.2	97.9
Stop at the different locations within Winslow more than once before heading back out of town. Not sitting at one location waiting. Add an extra hour or two in Winslow.	1	0.2	0.2	98.1

	Stops for workers	1	0.2	0.2	98.3
	That would be great	1	0.2	0.2	98.5
	That would be nice but not necessary	1	0.2	0.2	98.8
	To go to Flagstaff from Winslow	1	0.2	0.2	99.0
	Travel to Hopi Housing and down Coopertown Rd	1	0.2	0.2	99.2
	Traveling to flagstaff and casino! I currently work at the casino and go to school in flagstaff full time.	1	0.2	0.2	99.4
	Yes, I also commute to Dilkon just about every day since I'll be moving back	1	0.2	0.2	99.6
	Yes, I would consider using there transportation services several times a month or year.	1	0.2	0.2	99.8
	Yes, then I would use the transportation services they offer several times a year.	1	0.2	0.2	100.0
	Total	481	100.0	100.0	

Q10. Assuming the bus operated when you needed to travel, would you consider riding the bus to travel within Winslow using the route shown on the map?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	214	44.5	90.7	90.7
	No	22	4.6	9.3	100.0
	Total	236	49.1	100.0	
Missing	System	245	50.9		
Total		481	100.0		

Q11. The proposed route would operate every 30 minutes between 6:30 AM and 8:30 AM; between 11:00 AM and 1:00 PM; and between 3:45 PM and 6:00 PM. Is this schedule likely to meet your travel needs?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	yes	188	39.1	88.7	88.7
	No-when would you like to travel?	24	5.0	11.3	100.0

	Total	212	44.1	100.0	
Missing	System	269	55.9		
Total		481	100.0		

Q11. If no - when would you like to travel?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		458	95.2	95.2	95.2
	10 a.m.	1	0.2	0.2	95.4
	11 a.m. to 3 p.m. That's more shopping, errands time while kids are at school.	1	0.2	0.2	95.6
	3:45 p.m. to 10 p.m.	1	0.2	0.2	95.8
	3:45 p.m. to 8 p.m.	1	0.2	0.2	96.0
	6 a.m. to 10 p.m.	1	0.2	0.2	96.3
	6:30 a.m. to 9:30 p.m.	1	0.2	0.2	96.5
	6:30 a.m. to 6:30 p.m.	1	0.2	0.2	96.7
	6:30 to 8:30	1	0.2	0.2	96.9
	9 a.m. to 9 p.m.	1	0.2	0.2	97.1
	After 6 p.m. many days.	1	0.2	0.2	97.3
	All those but add 9 p.m. to 11 p.m.	1	0.2	0.2	97.5
	As early as 5:30 a.m. as late as 9:30 p.m.	1	0.2	0.2	97.7
	At any time of day.	2	0.4	0.4	98.1
	Can't read the map, but anything is an improvement.	1	0.2	0.2	98.3
	Depends on my work schedule.	1	0.2	0.2	98.5
	I think those times are fine but need to go a little bit later for those people who need to shop after work.	1	0.2	0.2	98.8
	Making it operate every hour from 6:30 a.m. to 6 p.m. is a bit more realistic.	1	0.2	0.2	99.0
	Should go until 8 p.m.	1	0.2	0.2	99.2
	Until 7:30 p.m.	1	0.2	0.2	99.4
	Until 9 p.m.	1	0.2	0.2	99.6
	When I needed to go	1	0.2	0.2	99.8

	Whenever, I feel like it 3 hours in between routes it too long.	1	0.2	0.2	100.0
	Total	481	100.0	100.0	

Q12. Assuming the bus operated when you needed to travel, how frequently would you ride?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Almost every day	76	15.8	35.5	35.5
	Once or twice a week	72	15.0	33.6	69.2
	Several times a month	47	9.8	22.0	91.1
	Several times a year	17	3.5	7.9	99.1
	Rarely if at all	2	0.4	0.9	100.0
	Total	214	44.5	100.0	
Missing	System	267	55.5		
Total		481	100.0		

Q13. What about the proposed route could be changed to make the service more appealing or useful to you?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		396	82.3	82.3	82.3
	1 stop outside city limits towards the prison or at head start on airport rd.	1	0.2	0.2	82.5
	5 mountain estates	1	0.2	0.2	82.7
	A bus going in the opposite direction as well.	1	0.2	0.2	83.0
	A route through Coopertown and Kachina Garden Area	1	0.2	0.2	83.2
	A stop near Bonnie Brennan School	1	0.2	0.2	83.4
	Add going out in outlying areas. Bushman Acres out along French Rd	1	0.2	0.2	83.6
	Additional stops and route changes to the proposed route to accommodate riders purpose (church, banks, and D.E.S.)	1	0.2	0.2	83.8

	Again, the map visuals need to sharpened up/blown up a bit for folks like me who can't see.	1	0.2	0.2	84.0
	Available 6:15 a.m. to 9 p.m.	1	0.2	0.2	84.2
	Better customer service	1	0.2	0.2	84.4
	Both	1	0.2	0.2	84.6
	Capture the communities south of town.	1	0.2	0.2	84.8
	Closer to Bushman Acres County	1	0.2	0.2	85.0
	Come all the way down Berry to 2nd Street. Run later into the evening. NPC has students and staff that need to catch the bus as late as 9:15 p.m.	1	0.2	0.2	85.2
	Designated bus stops with seating	1	0.2	0.2	85.4
	Different routes so you do not have to go from one end of town to the other before you get to where you want to go.	1	0.2	0.2	85.7
	Flagstaff	1	0.2	0.2	85.9
	Full-size metro city buses	1	0.2	0.2	86.1
	Full length of Berry/North Park from 2nd to Walmart.	1	0.2	0.2	86.3
	Go flying jay and change point.	1	0.2	0.2	86.5
	Go to Desert View. If not, 76.	1	0.2	0.2	86.7
	Good communication with smart phones.	1	0.2	0.2	86.9
	Have it go out to the state prison on South Highway 87, because you have people that can work but don't have ways to get there.	1	0.2	0.2	87.1
	I could not tell the route clearly as it was too small.	1	0.2	0.2	87.3
	I have no car at all and walk everywhere, so it would be nice to have a bus that is all day service.	1	0.2	0.2	87.5

	I will use it more as I get older.	1	0.2	0.2	87.7
	If I could get to and from work. I work at the casino, and I go to school in Flagstaff this could be a great game changer cause then I wouldn't have to worry about finding a ride to and from work or school! Or shopping or anything! I believe this will become very helpful and make our community great not only for locals but for tourists! This is a plan I have been waiting on since I was in 8th grade!	1	0.2	0.2	87.9
	If it generates enough income possibly adding a few more runs throughout the day, maybe even one more in the evening after 6 p.m.	1	0.2	0.2	88.1
	If the bus traveled all the way to Hipkoe that would be really helpful!	1	0.2	0.2	88.4
	Include 2nd St. 3rd St Aspinwall St. Hillview, NorthPark Drive, Williamson, and Winslow Heights.	1	0.2	0.2	88.6
	Include Kachina Gardens if it is not on route.	1	0.2	0.2	88.8
	Include pools and parks	1	0.2	0.2	89.0
	It looks good! But what about Coopertown and southside area and other outer areas?	1	0.2	0.2	89.2
	Less Navajos	1	0.2	0.2	89.4
	Make the airport a stop.	1	0.2	0.2	89.6
	Maybe add a few more stops.	1	0.2	0.2	89.8
	Maybe even to the schools Bonnie Brennan.	1	0.2	0.2	90.0
	More times	1	0.2	0.2	90.2

	More towards Wal-Mart and Winslow Ford	1	0.2	0.2	90.4
	Need a bus from Winslow to Flagstaff.	1	0.2	0.2	90.6
	Need a Stop in Southside, Coopertown, Kachina Garden	1	0.2	0.2	90.9
	None	23	4.8	4.8	95.6
	Not leaving several hours a day off the schedule.	1	0.2	0.2	95.8
	Not sure	3	0.6	0.6	96.5
	Not sure hard to read.	1	0.2	0.2	96.7
	Offering frequent bus times and reasonable fares	1	0.2	0.2	96.9
	Route on Berry Ave and 3rd Street.	1	0.2	0.2	97.1
	Route should include MVD and Winslow heights	1	0.2	0.2	97.3
	Route that goes around Coopertown Rd.	1	0.2	0.2	97.5
	Run Later	2	0.4	0.4	97.9
	South side and Coopertown, add two more times a day.	1	0.2	0.2	98.1
	Stops at NPC, Wal-Mart and downtown. Extra evening runs.	1	0.2	0.2	98.3
	Stops for workers, and let the public know there is a bus to use.	1	0.2	0.2	98.5
	Stops on: Williamson, post office, DES, and courts.	1	0.2	0.2	98.8
	The proposed route would be just fine.	1	0.2	0.2	99.0
	There is no real improvement except branching outside of Winslow.	1	0.2	0.2	99.2

	This is a chance to make almost everyone happy. Add stops in the outlying neighborhoods. 5 Mountain, Desert View, Gunter Heights, Ames and Bushman Acres, SouthSide, Coopertown.	1	0.2	0.2	99.4
	Appeal to the people who want to visit friends and family in other neighborhoods and don't focus so much on shopping/medical stops.	1	0.2	0.2	99.6
	To come and go from Kachina Gardens.	1	0.2	0.2	99.8
	Traveling to Flagstaff, for doctor appointments and visiting my daughter who goes to school.	1	0.2	0.2	100.0
	Yes, I would use if it was more beneficial to my needs.	481	100.0	100.0	
	Total				

Q14. Would you consider riding a public bus to destinations outside of Winslow?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	246	51.1	78.6	78.6
	No	67	13.9	21.4	100.0
	Total	313	65.1	100.0	
Missing	System	168	34.9		
Total		481	100.0		

Q15. How frequently do you travel from Winslow to the following locations? - Flagstaff

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Almost every day	7	1.5	2.9	2.9
	Once or twice a week	24	5.0	10.0	13.0
	Several times a month	50	10.4	20.9	33.9
	Several times a year	108	22.5	45.2	79.1
	Never	47	9.8	19.7	98.7
	Rarely if at all	3	0.6	1.3	100.0
	Total	239	49.7	100.0	
Missing	System	242	50.3		
Total		481	100.0		

Q15. How frequently do you travel from Winslow to the following locations? - Twin Arrows

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Almost every day	39	8.1	17.5	17.5
	Once or twice a week	18	3.7	8.1	25.6
	Several times a month	21	4.4	9.4	35.0
	Several times a year	43	8.9	19.3	54.3
	Never	66	13.7	29.6	83.9
	Rarely if at all	36	7.5	16.1	100.0
	Total	223	46.4	100.0	
Missing	System	258	53.6		
Total		481	100.0		

Q15. How frequently do you travel from Winslow to the following locations? - Joseph City

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Almost every day	71	14.8	33.5	33.5
	Once or twice a week	7	1.5	3.3	36.8
	Several times a month	12	2.5	5.7	42.5
	Several times a year	22	4.6	10.4	52.8
	Never	45	9.4	21.2	74.1
	Rarely if at all	55	11.4	25.9	100.0
	Total	212	44.1	100.0	
Missing	System	269	55.9		
Total		481	100.0		

Q15. How frequently do you travel from Winslow to the following locations? - Holbrook

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Almost every day	45	9.4	19.5	19.5
	Once or twice a week	19	4.0	8.2	27.7
	Several times a month	21	4.4	9.1	36.8
	Several times a year	48	10.0	20.8	57.6
	Never	79	16.4	34.2	91.8
	Rarely if at all	19	4.0	8.2	100.0
	Total	231	48.0	100.0	
Missing	System	250	52.0		
Total		481	100.0		

Q15. How frequently do you travel from Winslow to the following locations? - Other

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Almost every day	15	3.1	17.0	17.0
	Once or twice a week	6	1.2	6.8	23.9
	Several times a month	8	1.7	9.1	33.0
	Several times a year	14	2.9	15.9	48.9
	Never	27	5.6	30.7	79.5
	Rarely if at all	18	3.7	20.5	100.0
	Total	88	18.3	100.0	
Missing	System	393	81.7		
Total		481	100.0		

Q15. How frequently do you travel from Winslow to the following locations? - Other (specify)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		439	91.3	91.3	91.3
	Chandler	1	0.2	0.2	91.5
	Courts in Holbrook	1	0.2	0.2	91.7
	Dilkon	4	0.8	0.8	92.5
	Dilkon, Leupp, Seba Dalkai	1	0.2	0.2	92.7
	Dilkon/Leupp	2	0.4	0.4	93.1
	Flagstaff	1	0.2	0.2	93.3
	Hopi	1	0.2	0.2	93.6
	I-40	1	0.2	0.2	93.8
	Mesa	1	0.2	0.2	94.0
	Mesa and Tucson	1	0.2	0.2	94.2
	Meteor Crater	1	0.2	0.2	94.4
	Phoenix	2	0.4	0.4	94.8

	Phoenix airport	1	0.2	0.2	95.0
	Phoenix/Tucson	2	0.4	0.4	95.4
	Pinetop-Lakeside	1	0.2	0.2	95.6
	Pinetop-Lakeside/Show Low	1	0.2	0.2	95.8
	Polacca	1	0.2	0.2	96.0
	Reservation Lake	2	0.4	0.4	96.5
	Sanders	1	0.2	0.2	96.7
	Seba Dalkai	1	0.2	0.2	96.9
	Show Low	6	1.2	1.2	98.1
	Show Low/Snowflake	4	0.8	0.8	99.0
	Snowflake	3	0.6	0.6	99.6
	Snowflake, Taylor, Show Low	2	0.4	0.4	100.0
	Total	481	100.0	100.0	

Q16. What days of the week are you most likely to travel outside of Winslow? (check all that apply)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Monday	77	16.0	100.0	100.0
Missing	System	404	84.0		
Total		481	100.0		

Q16. What days of the week are you most likely to travel outside of Winslow? (check all that apply)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Tuesday	79	16.4	100.0	100.0
Missing	System	402	83.6		
Total		481	100.0		

Q16. What days of the week are you most likely to travel outside of Winslow? (check all that apply)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Wednesday	79	16.4	100.0	100.0
Missing	System	402	83.6		
Total		481	100.0		

Q16. What days of the week are you most likely to travel outside of Winslow? (check all that apply)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Thursday	89	18.5	100.0	100.0
Missing	System	392	81.5		
Total		481	100.0		

Q16. What days of the week are you most likely to travel outside of Winslow? (check all that apply)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Friday	122	25.4	100.0	100.0
Missing	System	359	74.6		
Total		481	100.0		

Q16. What days of the week are you most likely to travel outside of Winslow? (check all that apply)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Saturday	120	24.9	100.0	100.0
Missing	System	361	75.1		
Total		481	100.0		

Q16. What days of the week are you most likely to travel outside of Winslow? (check all that apply)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Sunday	78	16.2	100.0	100.0
Missing	System	403	83.8		
Total		481	100.0		

Q16. What days of the week are you most likely to travel outside of Winslow? (check all that apply)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	I do not typically travel on a specific day	78	16.2	100.0	100.0
Missing	System	403	83.8		
Total		481	100.0		

Q17. What times of day are you most likely to travel to locations outside of Winslow? (check all that apply) Enter any comments in the space provided.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Morning (6:00 AM - 10:00 AM)	150	31.2	100.0	100.0
Missing	System	331	68.8		
Total		481	100.0		

Q17. What times of day are you most likely to travel to locations outside of Winslow? (check all that apply) Enter any comments in the space provided.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Midday (10:00 AM - 3:00 PM)	145	30.1	100.0	100.0
Missing	System	336	69.9		
Total		481	100.0		

Q17. What times of day are you most likely to travel to locations outside of Winslow? (check all that apply) Enter any comments in the space provided.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Afternoon (3:00 PM - 7:00 PM)	123	25.6	100.0	100.0
Missing	System	358	74.4		
Total		481	100.0		

Q17. What times of day are you most likely to travel to locations outside of Winslow? (check all that apply) - Comments

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		464	96.5	96.5	96.5
	5 p.m. to 1 a.m. for work	1	0.2	0.2	96.7
	8 a.m. to 5 p.m. just to get to work and back home.	1	0.2	0.2	96.9
	All of them	1	0.2	0.2	97.1
	At present time I rarely travel to out of town places. In the future it may be necessary.	1	0.2	0.2	97.3
	Evenings as well - 5 p.m. to 10 p.m.	1	0.2	0.2	97.5

I have work at 6:30 in the morning, plus classes at NAU, and my boyfriend at CCC, and more than 2 friends going to College America, they would love this! It can help us live comfortable without having to constantly look for a ride or move to Flag which is an arm and a leg for rent!	1	0.2	0.2	97.7
I would return during the afternoon times listed	1	0.2	0.2	97.9
It just depends on what's going on and if I need Transportation or somebody else does	1	0.2	0.2	98.1
Leave midday and stay until the evening.	1	0.2	0.2	98.3
Mostly doctor appointments	1	0.2	0.2	98.5
Night time for nightlife	1	0.2	0.2	98.8
Ranges, but I would leave in the morning there are so many things to do in Flag while I wait for an appointment or whatever.	1	0.2	0.2	99.0
Returning in the evening	1	0.2	0.2	99.2
Some travel could be as late as 9 p.m.	1	0.2	0.2	99.4
Spouse works in Flagstaff Monday through Friday. The family goes to Flagstaff on the weekends	1	0.2	0.2	99.6
That would depend on doctor appointments, going to movies and a meal or just shopping.	1	0.2	0.2	99.8
Twin Arrows employees would be riding at all the regular shift change times.	1	0.2	0.2	100.0
Total	481	100.0	100.0	

Q18. Do you currently commute to a location outside of Winslow on a regular basis (at least 3 days per week)?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	91	18.9	37.8	37.8
	No	150	31.2	62.2	100.0
	Total	241	50.1	100.0	
Missing	System	240	49.9		
Total		481	100.0		

Q19. To which location do you regularly commute? (select the one option that most closely matches your destination)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Flagstaff	44	9.1	49.4	49.4
	Twin Arrows	12	2.5	13.5	62.9
	Joseph City	4	0.8	4.5	67.4
	Holbrook	17	3.5	19.1	86.5
	Other	12	2.5	13.5	100.0
	Total	89	18.5	100.0	
Missing	System	392	81.5		
Total		481	100.0		

Q19. To which location do you regularly commute? - Other (specify)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		469	97.5	97.5	97.5
	Dilkon	5	1.0	1.0	98.5
	Flagstaff and Twin Arrows	2	0.4	0.4	99.0
	Fresenius Medical	1	0.2	0.2	99.2
	Leupp	1	0.2	0.2	99.4
	Medical	1	0.2	0.2	99.6
	Meteor Crater	1	0.2	0.2	99.8
	Prison	1	0.2	0.2	100.0
	Total	481	100.0	100.0	

Q20. For what purpose do you commute to the location you selected in the prior question?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Work	53	11.0	60.2	60.2
	School	7	1.5	8.0	68.2
	Medical/healthcare	15	3.1	17.0	85.2
	Other	13	2.7	14.8	100.0
	Total	88	18.3	100.0	
Missing	System	393	81.7		
Total		481	100.0		

Q20. For what purpose do you commute to the location you selected in the prior question? - Other (specify)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		469	97.5	97.5	97.5
	Court	1	0.2	0.2	97.7
	Leisure, such as shopping and/or entertainment	5	1.0	1.0	98.8
	Prison	1	0.2	0.2	99.0
	Rent a car	1	0.2	0.2	99.2
	Social	1	0.2	0.2	99.4
	Supplies	1	0.2	0.2	99.6
	Work and school	2	0.4	0.4	100.0
	Total	481	100.0	100.0	

Q21. Do you know others with a similar commute?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	75	15.6	84.3	84.3
	No	14	2.9	15.7	100.0
	Total	89	18.5	100.0	
Missing	System	392	81.5		
Total		481	100.0		

Q22. Do you typically carpool with someone else for your commute?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	33	6.9	36.7	36.7
	No	57	11.9	63.3	100.0
	Total	90	18.7	100.0	
Missing	System	391	81.3		
Total		481	100.0		

Q23. What time of day do you typically arrive at your destination? (choose only one)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Before 8 a.m.	42	8.7	46.7	46.7
	Before 9 a.m.	15	3.1	16.7	63.4
	Midday	23	4.8	25.6	89.0
	Other	10	2.1	11.1	100.0
	Total	90	18.7	100.0	
Missing	System	391	81.3		
Total		481	100.0		

Q23. What time of day do you typically arrive at your destination? - Other (specify)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		471	97.9	97.9	97.9
	3 p.m. or 4 p.m.	1	0.2	0.2	98.1
	4:30 p.m.	1	0.2	0.2	98.3
	6 p.m.	1	0.2	0.2	98.5
	6:30 a.m. or 9:30 a.m.	1	0.2	0.2	98.7
	6:30 p.m.	2	0.4	0.4	99.1
	Depends, afternoon, evening, and night	1	0.2	0.2	99.3
	Evening	1	0.2	0.2	99.5
	Varies	1	0.2	0.2	99.7
	Weekend	1	0.2	0.2	99.9
	Total	481	100.0	100.0	

Q24. What time of day do you typically arrive back in Winslow? (choose only one)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Midday	7	1.5	8.0	8.0
	After 4 p.m.	13	2.7	14.8	22.7
	After 5 p.m.	54	11.2	61.4	84.1
	Other	14	2.9	15.9	100.0
	Total	88	18.3	100.0	
Missing	System	393	81.7		
Total		481	100.0		

Q24. What time of day do you typically arrive back in Winslow? - Other (specify)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		467	97.1	97.1	97.1
	12 a.m.	1	0.2	0.2	97.3
	2 a.m.	1	0.2	0.2	97.5
	3 p.m. to 4 p.m.	1	0.2	0.2	97.7
	5 p.m. or 8 p.m.	1	0.2	0.2	97.9
	7 p.m. or after	2	0.4	0.4	98.3
	8	1	0.2	0.2	98.5
	8:30 a.m.	2	0.4	0.4	99.0
	After 10 p.m.	1	0.2	0.2	99.2
	Midnight	1	0.2	0.2	99.4
	Shift change at 3 p.m. and home by 3:30 p.m.	1	0.2	0.2	99.6
	Sometimes as late as 9 p.m. Kids that go to Joseph City High and play sports there would benefit from the transit. Some sports practice until 8 p.m.	1	0.2	0.2	99.8
	Sometimes I come home on weekends from NAU	1	0.2	0.2	100.0
	Total	481	100.0	100.0	

Q25. If available, would you use a public bus to make this trip?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	68	14.1	76.4	76.4
	Maybe	18	3.7	20.2	96.6
	No	3	0.6	3.4	100.0
	Total	89	18.5	100.0	
Missing	System	392	81.5		
Total		481	100.0		

Q26. How much would you be willing to pay (fare) for a one-way commuter bus trip to locations outside of Winslow?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Up to $3.00	66	13.7	28.0	28.0
	Up to $5.00	101	21.0	42.8	70.8
	Up to $7.00	44	9.1	18.6	89.4
	More than $7.00	25	5.2	10.6	100.0
	Total	236	49.1	100.0	
Missing	System	245	50.9		
Total		481	100.0		

Q27. Assuming the bus operated when you need to travel, would you consider riding for trips from Winslow to Twin Arrows and/or Flagstaff?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	227	47.2	95.0	95.0
	No	12	2.5	5.0	100.0
	Total	239	49.7	100.0	
Missing	System	242	50.3		
Total		481	100.0		

Q28. The proposed bus route would depart Winslow in the morning at 7:30 AM (arriving in Flagstaff at 8:30 AM) and depart Flagstaff in the afternoon at 5:00 PM (arriving in Winslow at 6:00 PM) with a stop at Twin Arrows each way. Is this schedule likely to meet your travel needs?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	150	31.2	68.2	68.2
	No-when would you prefer to travel	70	14.6	31.8	100.0
	Total	220	45.7	100.0	
Missing	System	261	54.3		
Total		481	100.0		

Q28. If no - when would you prefer to travel?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		414	86.1	86.1	86.1
	10 a.m.	1	0.2	0.2	86.3
	10 a.m. and pickup 7 p.m.	1	0.2	0.2	86.5
	4 hour visit to Flag or Twin Arrows would be more than sufficient	1	0.2	0.2	86.7
	4 p.m. to 10 p.m.	1	0.2	0.2	86.9
	5 p.m., 11 p.m.	1	0.2	0.2	87.1
	6 a.m. - from Winslow to Flag. 6 p.m. from Flag to Winslow	1	0.2	0.2	87.3
	6 a.m. from Winslow	1	0.2	0.2	87.5
	6 p.m.	1	0.2	0.2	87.7
	6:30 a.m. (7:30 a.m. arrival) to 6 p.m. (7 p.m. arrival)	1	0.2	0.2	87.9
	6:30 a.m. and 5:40 p.m.	1	0.2	0.2	88.1
	6:30 and 3	1	0.2	0.2	88.4
	7 a.m. - 8 a.m.	1	0.2	0.2	88.6
	9 hours at a casino!!	1	0.2	0.2	88.8
	9.30 a.m. departure , return at 6 p.m.	1	0.2	0.2	89.0
	A night trip for casino - 6 p.m. and 1 a.m.	1	0.2	0.2	89.2
	A secondary departure around 2 p.m.	1	0.2	0.2	89.4
	After 12 a.m.	1	0.2	0.2	89.6

	Afternoon bus is needed. A lot of people travel from the Rez to go to work at Twin Arrows.	1	0.2	0.2	89.8
	Anytime	2	0.4	0.4	90.2
	Arriving in flagstaff between 6-6:30 pm	1	0.2	0.2	90.4
	Back from Flagstaff at 5:30 p.m.	1	0.2	0.2	90.6
	Be in Flagstaff by 5:30 a.m.	1	0.2	0.2	90.9
	Before 6 a.m. and depart 5:30 p.m.	1	0.2	0.2	91.1
	Departing 12 noon, arriving at 1 p.m.	1	0.2	0.2	91.3
	Depends maybe morning, afternoon or evening	1	0.2	0.2	91.5
	During the day	1	0.2	0.2	91.7
	Evening (Casino)	1	0.2	0.2	91.9
	Evening from Winslow	1	0.2	0.2	92.1
	Evenings	1	0.2	0.2	92.3
	I don't need to stop at Twin Arrows	1	0.2	0.2	92.5
	I travel between Winslow and Lakeside	1	0.2	0.2	92.7
	I usually go for appointments. I wouldn't want to sit there for more than half day for a 30 minute appointment.	1	0.2	0.2	92.9
	I would like to depart Winslow at 9 a.m. and depart Flagstaff 5 p.m.	1	0.2	0.2	93.1
	It would have to leave by 5:15	1	0.2	0.2	93.3
	Just the opposite. leave Winslow at 5 p.m. come back at 8:30 a.m.	1	0.2	0.2	93.6
	Late morning and early afternoon	1	0.2	0.2	93.8
	Later afternoon	1	0.2	0.2	94.0
	Later in the day.	1	0.2	0.2	94.2
	Leave at 7 a.m. to get back into Winslow by 6 p.m.	1	0.2	0.2	94.4
	Leave to Winslow later	1	0.2	0.2	94.6

Leaving Flagstaff before 4 p.m.	1	0.2	0.2	94.8
Midday	6	1.2	1.2	96.0
Midday and afternoon.	3	0.6	0.6	96.7
More departure times leaving Flagstaff.	1	0.2	0.2	96.9
Morning yes, but need later in the evening. Most jobs end at 5 p.m. or later.	1	0.2	0.2	97.1
Most people need to be at work in Flagstaff before 8 a.m.	1	0.2	0.2	97.3
Need outgoing/incoming trips to be closer together - like every hour or so	1	0.2	0.2	97.5
Needs to leave Flagstaff at 7 p.m. as well	1	0.2	0.2	97.7
Not sure, varies	1	0.2	0.2	97.9
That makes a very long day, waiting to go home.	1	0.2	0.2	98.1
The bus would speeding to keep that schedule	1	0.2	0.2	98.3
The hours specified, and more in between	1	0.2	0.2	98.5
The wait is too long.	2	0.4	0.4	99.0
Timing would depend on the reason for the trip to Flagstaff: doctor's appointments, going for a movie and a meal, doing a little shopping.	1	0.2	0.2	99.2
Too long in Flagstaff	1	0.2	0.2	99.4
Too long of a day	1	0.2	0.2	99.6
What about 12 to 3	1	0.2	0.2	99.8
Would need bus to travel both ways every two to three hours. Wouldn't want to stay the whole day there.	1	0.2	0.2	100.0
Total	481	100.0	100.0	

Q29. Assuming this bus operated when you need to travel, how frequently would you ride?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Almost every day	34	7.1	15.4	15.4
	Once or twice a week	42	8.7	19.0	34.4
	Several times a month	89	18.5	40.3	74.7
	Several times a year	54	11.2	24.4	99.1
	Rarely if at all	2	0.4	0.9	100.0
	Total	221	45.9	100.0	
Missing	System	260	54.1		
Total		481	100.0		

Q30. What about the proposed route could be changed to make the service more appealing or useful to you?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		408	84.8	84.8	84.8
	3 other routes to Flagstaff	1	0.2	0.2	85.0
	6 p.m. to 2 a.m.	1	0.2	0.2	85.2
	A midday transport	5	1.0	1.0	86.3
	An additional express bus to Twin Arrows for employees.	1	0.2	0.2	86.5
	Area to keep bags, food and shopping bags.	1	0.2	0.2	86.7
	Be in Flagstaff earlier and leave Flagstaff earlier	1	0.2	0.2	86.9
	Both	1	0.2	0.2	87.1
	Dilkon, Leupp	1	0.2	0.2	87.3
	Doctors' offices and shopping areas	1	0.2	0.2	87.5
	Don't know where it goes in Flagstaff, Holbrook, or even Winslow.	1	0.2	0.2	87.7
	Don't make too many stops.	1	0.2	0.2	87.9
	Don't stop at casino. I don't gamble.	1	0.2	0.2	88.1
	Earlier departures from Winslow and 2 departures from each place. Like leaving at 6 a.m. and another one 7:30 a.m. or 8:30 a.m. And from Flagstaff 5 pm or 8 pm.	1	0.2	0.2	88.4

	Earlier service I normally start work in Flagstaff at 6:00 a.m.	1	0.2	0.2	88.6
	Evening service to the casino would help.	1	0.2	0.2	88.8
	Greater ability to be flexible with schedule	1	0.2	0.2	89.0
	I live in desert view. The area where I live is not included in the route. There are a lot of people on this side of town also.	1	0.2	0.2	89.2
	I would ride to casino if there was a late night ride back to Winslow. At like 1 a.m. or midnight or something. Casinos are more fun at night.	1	0.2	0.2	89.4
	If I could go over for just the morning or just the afternoons.	1	0.2	0.2	89.6
	Information brochures	1	0.2	0.2	89.8
	Just to flag and back to Winslow	1	0.2	0.2	90.0
	Later evening times	1	0.2	0.2	90.2
	Later pm hours	6	1.2	1.2	91.5
	Leave Flagstaff a little earlier	1	0.2	0.2	91.7
	Maybe stop if needed at the bus, railway and or airport. Maybe NAU	1	0.2	0.2	91.9
	Maybe you can make deal with Twin Arrows to meet the bus with a van so as to lessen the delay to Flagstaff.	1	0.2	0.2	92.1
	Meteor crater stop	1	0.2	0.2	92.3
	More times	8	1.7	1.7	94.0
	No Twin Arrows stops	2	0.4	0.4	94.4
	No Twin Arrows stops. Have more than one option for departure times in both Winslow and Flagstaff.	1	0.2	0.2	94.6
	None	14	2.9	2.9	97.5
	Not sure hard to read.	1	0.2	0.2	97.7

Offer 2 separate times like, leave Winslow at 8:30 a.m. arrive in flag by 9:30 a.m. then have a second time leave Winslow at 11 a.m. arrive in Flag by 12 p.m. then also have 2 departure times as well maybe 2 p.m. and 5 p.m. from Flag. That way if someone doesn't want to spend all day in Flag they have an option to catch the earliest time bus. Or if someone doesn't want to leave Winslow so early they can choose to take the later bus to Flag. To be honest that would be a little more practical.	1	0.2	0.2	97.9
Several options for trip to Twin Arrows other than just morning and also a return ride	1	0.2	0.2	98.1
Skip Twin Arrows and have more frequent routes. Likely would not spend 8 hours in Flagstaff. Maybe a midday run as well.	1	0.2	0.2	98.3
Something from 3p.m. to 11 p.m.	1	0.2	0.2	98.5
State where in Flagstaff and where in Winslow the bus-stop is located.	1	0.2	0.2	98.8
Stop at Meteor Crater RV park. Lots of employees travel from Winslow to work every day, some have no car. I'd take it to be more economical.	1	0.2	0.2	99.0
Timed to accommodate the shifts at Twin Arrows.	1	0.2	0.2	99.2
Twice a day	1	0.2	0.2	99.4

	Winslow to Holbrook	1	0.2	0.2	99.6
	Work	1	0.2	0.2	99.8
	Yes, I need to go to doctors.	1	0.2	0.2	100.0
	Total	481	100.0	100.0	

Q31. Assuming the bus operated when you need to travel, would you consider riding for trips from Winslow to Joseph City and/or Holbrook?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	161	33.5	70.9	70.9
	No	66	13.7	29.1	100.0
	Total	227	47.2	100.0	
Missing	System	254	52.8		
Total		481	100.0		

Q32. The proposed bus route would depart Winslow in the morning at 7:00 AM (arriving in Holbrook at 7:30 AM) and depart Holbrook in the afternoon at 5:30 PM (arriving in Winslow at 6:00 PM), with a stop in Joseph City each way. Is this schedule likely to meet your travel needs?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	yes	119	24.7	76.3	76.3
	No-when would you prefer to travel	37	7.7	23.7	100.0
	Total	156	32.4	100.0	
Missing	System	325	67.6		
Total		481	100.0		

Q32. If no - when would you prefer to travel?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		446	92.7	92.7	92.7
	10 a.m. and 5 p.m.	1	0.2	0.2	92.9
	5 a.m. leave Winslow, 5 p.m. leave Holbrook	1	0.2	0.2	93.1
	6:30 a.m. and 4:30 p.m.	1	0.2	0.2	93.3
	6:30 a.m. (7 a.m. arrival) to 6 p.m. (6:30 p.m. arrival)	1	0.2	0.2	93.6
	A time around 11 and 3	1	0.2	0.2	93.8
	Depends on appointments and work schedule.	1	0.2	0.2	94.0
	Don't want to spend the whole day in Holbrook	1	0.2	0.2	94.2

	Earlier return	1	0.2	0.2	94.4
	In the morning I need to get home	1	0.2	0.2	94.6
	Leave at 10 a.m. and arrive at 4 p.m.	1	0.2	0.2	94.8
	Leave Holbrook and Joseph City sooner than 5 p.m.	1	0.2	0.2	95.0
	Long day	1	0.2	0.2	95.2
	Mid-morning and mid-afternoon	2	0.4	0.4	95.6
	Midday	7	1.4	1.4	97.1
	Midday and afternoon	1	0.2	0.2	97.3
	More times	6	1.2	1.2	98.5
	Need earlier times for classes in Holbrook. (They start at 7:30 a.m.)	1	0.2	0.2	98.8
	Needs to run later.	1	0.2	0.2	99.0
	Rarely if at all.	1	0.2	0.2	99.2
	That's too long of a day to wait to return to Winslow. Need a noon trip in there.	1	0.2	0.2	99.4
	Too long in Holbrook and arriving back to Winslow	1	0.2	0.2	99.6
	Too long of a wait between routes.	1	0.2	0.2	99.8
	Whenever something comes up.	1	0.2	0.2	100.0
	Total	481	100.0	100.0	

Q33. Assuming this bus operated when you need to travel, how frequently would you ride?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Almost every day	27	5.6	17.0	17.0
	Once or twice a week	21	4.4	13.2	30.2
	Several times a month	49	10.2	30.8	61.0
	Several times a year	49	10.2	30.8	91.8
	Rarely if at all	13	2.7	8.2	100.0
	Total	159	33.1	100.0	
Missing	System	322	66.9		
Total		481	100.0		

Q34. What about the proposed route could be changed to make the service more appealing or useful to you?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		442	91.9	91.9	91.9
	A stop in Holbrook at the court complex and NPC	1	0.2	0.2	92.1
	Appealing and useful	1	0.2	0.2	92.3
	Earlier and more runs throughout the day (NPC has classes in Holbrook that we carpool to, and have at various times throughout the day)	1	0.2	0.2	92.5
	Have the bus come back from Holbrook in the am some of us work overnight	1	0.2	0.2	92.7
	Having the bus travel to/from Holbrook several times a day rather than just twice.	1	0.2	0.2	92.9
	I would like to know where it goes in Joseph City, Holbrook, and even Winslow	1	0.2	0.2	93.1
	Maybe to the court house area.	1	0.2	0.2	93.3
	Midday trips	3	0.6	0.6	94.0
	More	1	0.2	0.2	94.2
	More bus services	1	0.2	0.2	94.4
	More departure times	1	0.2	0.2	94.6
	More service during events, such as the fair and parades	1	0.2	0.2	94.8
	More than one trip per day to and from Holbrook.	1	0.2	0.2	95.0
	More times	5	1.0	1.0	96.0
	More times a day	1	0.2	0.2	96.3
	None	11	2.3	2.3	98.5
	Not sure hard to read.	1	0.2	0.2	98.8
	Run later	1	0.2	0.2	99.0
	School	1	0.2	0.2	99.2
	State where the bus stops are in Holbrook.	1	0.2	0.2	99.4

	Stop at county government center	1	0.2	0.2	99.6
	The bus schedules seems to be for workers which is great but those going for anything other than that seem to have to do a lot of waiting	2	0.4	0.4	100.0
	Total	481	100.0	100.0	

Q35. Would you support a modest increase in taxes (such as a sales tax for 25 cents on every $100) to pay for bus service?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	120	24.9	41.8	41.8
	No	70	14.6	24.4	66.2
	Not sure	97	20.2	33.8	100.0
	Total	287	59.7	100.0	
Missing	System	194	40.3		
Total		481	100.0		

Q36. Would you consider riding a bus to Winslow from locations outside of Winslow?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	97	20.2	80.8	80.8
	No	23	4.8	19.2	100.0
	Total	120	24.9	100.0	
Missing	System	361	75.1		
Total		481	100.0		

Q37. How frequently do you travel to Winslow from the following locations? - Flagstaff

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Almost every day	1	0.2	1.9	1.9
	Once or twice a week	6	1.2	11.1	13.0
	Several times a month	13	2.7	24.1	37.0
	Several times a year	16	3.3	29.6	66.7
	Rarely if at all	3	0.6	5.6	72.2
	Never	15	3.1	27.8	100.0
	Total	54	11.2	100.0	
Missing	System	427	88.8		
Total		481	100.0		

Q37. How frequently do you travel to Winslow from the following locations? - Twin Arrows

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Once or twice a week	2	0.4	4.1	4.1
	Several times a month	10	2.1	20.4	24.5
	Several times a year	9	1.9	18.4	42.9
	Rarely if at all	8	1.7	16.3	59.2
	Never	20	4.2	40.8	100.0
	Total	49	10.2	100.0	
Missing	System	432	89.8		
Total		481	100.0		

Q37. How frequently do you travel to Winslow from the following locations? - Joseph City

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Almost every day	5	1.0	9.8	9.8
	Once or twice a week	3	0.6	5.9	15.7
	Several times a month	7	1.5	13.7	29.4
	Several times a year	7	1.5	13.7	43.1
	Rarely if at all	11	2.3	21.6	64.7
	Never	18	3.7	35.3	100.0
	Total	51	10.6	100.0	
Missing	System	430	89.4		
Total		481	100.0		

Q37. How frequently do you travel to Winslow from the following locations? - Holbrook

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Almost every day	11	2.3	13.9	13.9
	Once or twice a week	13	2.7	16.5	30.4
	Several times a month	22	4.6	27.8	58.2
	Several times a year	23	4.8	29.1	87.3
	Rarely if at all	6	1.2	7.6	94.9
	Never	4	0.8	5.1	100.0
	Total	79	16.4	100.0	
Missing	System	402	83.6		
Total		481	100.0		

Q37. How frequently do you travel to Winslow from the following locations? - Other

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Almost every day	3	0.6	7.5	7.5
	Several times a month	12	2.5	30.0	37.5
	Several times a year	12	2.5	30.0	67.5
	Rarely if at all	4	0.8	10.0	77.5
	Never	9	1.9	22.5	100.0
	Total	40	8.3	100.0	
Missing	System	441	91.7		
Total		481	100.0		

Q37. How frequently do you travel to Winslow from the following locations? - Other (specify)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		451	93.8	93.8	93.8
	Adamana	1	0.2	0.2	94.0
	Cottonwood	1	0.2	0.2	94.2
	Dilkon and Indian Wells	2	0.4	0.4	94.6
	Dilkon to Holbrook to Winslow	1	0.2	0.2	94.8
	Hopi tribe	1	0.2	0.2	95.0
	I live in Pinetop and would love to be able to just take public transportation to the Winslow train station. I take the train to California every couple of months.	1	0.2	0.2	95.2
	Mesa	1	0.2	0.2	95.4
	Payson	1	0.2	0.2	95.6
	Phoenix	2	0.4	0.4	96.0
	Polacca	1	0.2	0.2	96.3
	Saint Johns	2	0.4	0.4	96.7
	Sanders	1	0.2	0.2	96.9
	Show Low	4	0.8	0.8	97.7
	Snowflake	5	1.0	1.0	98.8
	Snowflake, Taylor, Show Low	2	0.4	0.4	99.2
	Snowflake/Show Low	2	0.4	0.4	99.6
	Window Rock	1	0.2	0.2	99.8
	Winslow	1	0.2	0.2	100.0
	Total	481	100.0	100.0	

Q38. What days of the week are you most likely to travel to Winslow? (check all that apply)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Monday	35	7.3	100.0	100.0
Missing	System	446	92.7		
Total		481	100.0		

Q38. What days of the week are you most likely to travel to Winslow? (check all that apply)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Tuesday	36	7.5	100.0	100.0
Missing	System	445	92.5		
Total		481	100.0		

Q38. What days of the week are you most likely to travel to Winslow? (check all that apply)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Wednesday	39	8.1	100.0	100.0
Missing	System	442	91.9		
Total		481	100.0		

Q38. What days of the week are you most likely to travel to Winslow? (check all that apply)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Thursday	37	7.7	100.0	100.0
Missing	System	444	92.3		
Total		481	100.0		

Q38. What days of the week are you most likely to travel to Winslow? (check all that apply)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Friday	46	9.6	100.0	100.0
Missing	System	435	90.4		
Total		481	100.0		

Q38. What days of the week are you most likely to travel to Winslow? (check all that apply)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Saturday	32	6.7	100.0	100.0
Missing	System	449	93.3		
Total		481	100.0		

Q38. What days of the week are you most likely to travel to Winslow? (check all that apply)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Sunday	20	4.2	100.0	100.0
Missing	System	461	95.8		
Total		481	100.0		

Q38. What days of the week are you most likely to travel to Winslow? (check all that apply)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	I do not typically travel on a specific day	31	6.4	100.0	100.0
Missing	System	450	93.6		
Total		481	100.0		

Q39. What times of day are you most likely to travel to Winslow? (check all that apply) Enter any comments in the space provided.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Morning (6:00 a.m. - 10:00 a.m.)	50	10.4	100.0	100.0
Missing	System	431	89.6		
Total		481	100.0		

Q39. What times of day are you most likely to travel to Winslow? (check all that apply) Enter any comments in the space provided.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Midday (10:00 a.m. - 3:00 p.m.)	54	11.2	100.0	100.0
Missing	System	427	88.8		
Total		481	100.0		

Q39. What times of day are you most likely to travel to Winslow? (check all that apply) Enter any comments in the space provided.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Afternoon (3:00 p.m. - 7:00 p.m.)	49	10.2	100.0	100.0
Missing	System	432	89.8		
Total		481	100.0		

Q39. What times of day are you most likely to travel to Winslow? - Comment

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		471	97.9	97.9	97.9
	Camp hosts at Homolovi State Park	1	0.2	0.2	98.1
	Evenings to conduct workshops at Northland Pioneer College, Little Colorado Campus.	1	0.2	0.2	98.3
	I am a student at NPC and would love to have transportation to Winslow for some of the biology classes. Once finished at NPC I would like to attend NAU so having a transport system that eliminates driving would be greatly appreciated from Holbrook.	1	0.2	0.2	98.5
	I live in Joseph City and drive to Winslow for work (sometimes after first going to Holbrook.) If there was a bus I could use I would likely take it, especially if it articulated with the bus that presently runs from Holbrook to Show Low. I spend a lot of money on gas.	1	0.2	0.2	98.8
	I live in Pinetop and would love to be able to just take public transportation to the Winslow train station. I take the train to California every couple of months. The train leaves about 8 p.m. or 9 p.m. in the evening.	1	0.2	0.2	99.0

	I live in Show Low and would use the White Mountain Connection to get to Holbrook. From Holbrook I would like to go to the Indian Hospital in Winslow when I have a doctor's appointment. I would also like to go to Twin Arrows during the week. Probably only in the mornings to mid-afternoon because the White Mountain Connection leaves Holbrook around 4ish to go back to Show Low.	1	0.2	0.2	99.2
	If a NPC class runs until 9:44 p.m. then I would need to secure a ride home.	1	0.2	0.2	99.4
	Just varies, nothing specific.	1	0.2	0.2	99.6
	Special appointments for myself or kids, or maybe en route to Flagstaff. Having public transportation would have helped keep a job a few years ago.	1	0.2	0.2	99.8
	We have taken the train from Winslow a few times to California. A bus would keep us from having to get a ride to the station or leaving our car sitting for weeks on end.	1	0.2	0.2	100.0
	Total	481	100.0	100.0	

Q40. Do you currently commute to Winslow on a regular basis (3 or more days per week)?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	20	4.2	22.0	22.0
	No	71	14.8	78.0	100.0
	Total	91	18.9	100.0	
Missing	System	390	81.1		
Total		481	100.0		

Q41. Where do you regularly commute from? (select the one option that most closely matches your destination)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Flagstaff	3	0.6	15.0	15.0
	Joseph City	3	0.6	15.0	30.0
	Holbrook	11	2.3	55.0	85.0
	other	3	0.6	15.0	100.0
	Total	20	4.2	100.0	
Missing	System	461	95.8		
Total		481	100.0		

Q41. Where do you regularly commute from? - Other (specify)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		478	99.4	99.4	99.4
	Dilkon	1	0.2	0.2	99.6
	Kykotsmovi and Phoenix, AZ	1	0.2	0.2	99.8
	Snowflake	1	0.2	0.2	100.0
	Total	481	100.0	100.0	

Q42. For what purpose do you commute to Winslow?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Work	10	2.1	50.0	50.0
	School	1	0.2	5.0	55.0
	Medical/healthcare	3	0.6	15.0	70.0
	Other (please specify):	6	1.2	30.0	100.0
	Total	20	4.2	100.0	
Missing	System	461	95.8		
Total		481	100.0		

Q42. For what purpose do you commute to Winslow? - Other (specify)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		475	98.8	98.8	98.8
	Checking on home on rez	1	0.2	0.2	99.0
	Church	1	0.2	0.2	99.2
	Medical, healthcare, school	1	0.2	0.2	99.4
	Shopping	1	0.2	0.2	99.6
	Shopping, healthcare, school	1	0.2	0.2	99.8
	Social	1	0.2	0.2	100.0
	Total	481	100.0	100.0	

Q43. Do you know others with a similar commute?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	18	3.7	94.7	94.7
	No	1	0.2	5.3	100.0
	Total	19	4.0	100.0	
Missing	System	462	96.0		
Total		481	100.0		

Q44. Do you typically carpool with someone else for your commute?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	8	1.7	40.0	40.0
	No	12	2.5	60.0	100.0
	Total	20	4.2	100.0	
Missing	System	461	95.8		
Total		481	100.0		

Q45. What time of day do you typically arrive in Winslow? (choose only one)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Before 8 a.m.	12	2.5	60.0	60.0
	Before 9 a.m.	4	0.8	20.0	80.0
	Midday	4	0.8	20.0	100.0
	Total	20	4.2	100.0	
Missing	System	461	95.8		
Total		481	100.0		

Q46. What time of day do you typically arrive back in your starting community? (choose only one)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Midday	1	0.2	5.0	5.0
	After 4 p.m.	6	1.2	30.0	35.0
	After 5 p.m.	13	2.7	65.0	100.0
	Total	20	4.2	100.0	
Missing	System	461	95.8		
Total		481	100.0		

Q47. If available, would you use a public bus to make this trip?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	18	3.7	90.0	90.0
	Maybe	2	0.4	10.0	100.0
	Total	20	4.2	100.0	
Missing	System	461	95.8		
Total		481	100.0		

Q48. How much would you be willing to pay (fare) for a one-way commuter bus trip from the location(s) you identified above into Winslow?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Up to $3.00	45	9.4	49.5	49.5
	Up to $5.00	31	6.4	34.1	83.5
	Up to $7.00	8	1.7	8.8	92.3
	More than $7.00	7	1.5	7.7	100.0
	Total	91	18.9	100.0	
Missing	System	390	81.1		
Total		481	100.0		

Q49. Assuming the bus operated when you need to travel, would you consider riding for trips from Flagstaff and/or Twin Arrows to Winslow?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	58	12.1	65.2	65.2
	No	31	6.4	34.8	100.0
	Total	89	18.5	100.0	
Missing	System	392	81.5		
Total		481	100.0		

Q50. The proposed bus route would depart Flagstaff in the morning at 6:30 AM (arriving in Winslow at 7:30 AM) and depart Winslow in the afternoon at 6:00 PM (arriving in Flagstaff at 7:00 PM), with a stop at Twin Arrows each way. Is this schedule likely to meet your travel needs?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	35	7.3	71.4	71.4
	No - when would you prefer to travel?	14	2.9	28.6	100.0
	Total	49	10.2	100.0	
Missing	System	432	89.8		
Total		481	100.0		

Q50. If no - when would you prefer to travel?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		467	97.1	97.1	97.1
	6 a.m. and 5:30 p.m.	1	0.2	0.2	97.3
	Arriving in Flagstaff in the morning.	1	0.2	0.2	97.5
	Beginning at 10 a.m.	1	0.2	0.2	97.7
	Depart Winslow to Flagstaff at 6:30 a.m. and depart Flagstaff to Winslow in the afternoon.	1	0.2	0.2	97.9
	Evening travel to Twin Arrows for dinner and shows	1	0.2	0.2	98.1
	I don't travel from Flagstaff	1	0.2	0.2	98.3
	I would like a bus that leaves in the morning from Holbrook or Winslow that travels to Flagstaff and departs around 6 p.m.	1	0.2	0.2	98.5
	I would prefer to travel from Winslow to Flagstaff at 7 a.m.	1	0.2	0.2	98.8
	If I go to Flagstaff from Winslow (such as for a Dr. appointment) then I go to Flagstaff in the morning and return from Flagstaff in the afternoon, the opposite of this bus schedule.	1	0.2	0.2	99.0

	If it extended to Holbrook to be there by 8 a.m., to return towards Winslow/Flagstaff that would work best for commuting to both areas.	1	0.2	0.2	99.2
	Leave later, return earlier	1	0.2	0.2	99.4
	My own time	1	0.2	0.2	99.6
	Needs midday stop also	1	0.2	0.2	99.8
	The proposed travel in reverse (to go to NAU for classes)	1	0.2	0.2	100.0
	Total	481	100.0	100.0	

Q51. Assuming this bus operated when you need to travel, how frequently would you ride?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Almost every day	4	0.8	7.8	7.8
	Once or twice a week	9	1.9	17.6	25.5
	Several times a month	16	3.3	31.4	56.9
	Several times a year	16	3.3	31.4	88.2
	Rarely if at all	6	1.2	11.8	100.0
	Total	51	10.6	100.0	
Missing	System	430	89.4		
Total		481	100.0		

Q52. What about the proposed route could be changed to make the service more appealing or useful to you?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		455	94.6	94.6	94.6
	Connect to Holbrook and the line to Show Low / Pinetop	1	0.2	0.2	94.8
	Dilkon to Holbrook to Winslow to Flagstaff	1	0.2	0.2	95.0
	Extend the route to Joseph City or Holbrook	1	0.2	0.2	95.2
	Extension to Holbrook	2	0.4	0.4	95.6
	Gallup to Flagstaff	1	0.2	0.2	95.8
	I could travel in the morning from Holbrook to Winslow and on to Flagstaff if needed.	1	0.2	0.2	96.0
	I don't live in Flagstaff, so I	1	0.2	0.2	96.3

wouldn't have much reason for making the trip.				
I think if there was a bus that left midday back to Flagstaff, more people might find it useful. Example: depart Flagstaff 6:30 a.m., arrive in Winslow 7:30 a.m., depart Winslow 12 p.m., arrive Flagstaff 1 p.m., depart Flagstaff 2 p.m., arrive Winslow 3 p.m., depart Winslow 6:30 p.m., arrive Flagstaff 7:30 p.m.	1	0.2	0.2	96.5
If there were other times available for transport. Adding a midday transport would reach a whole other group of riders from Flag to Winslow and vice versa.	1	0.2	0.2	96.7
Maybe a midday pick up!!	1	0.2	0.2	96.9
More buses/more times	1	0.2	0.2	97.1
None	6	1.2	1.2	98.3
Possible accommodation fee reductions for motel layover. Motel rates are high and suddenly increase when Winslow has an event. Really hate that I would rather stay elsewhere outside of Winslow.	1	0.2	0.2	98.5
Reverse it (to Flagstaff in the morning, to Winslow in the afternoon.)	1	0.2	0.2	98.8
Service to NAU.	2	0.4	0.4	99.2
Stops at bus stops or terminals	1	0.2	0.2	99.4
The route is fine. Maybe a shorter turnaround time and a later pick up time after 9 p.m.	1	0.2	0.2	99.6
Would the White Mountain	2	0.4	0.4	100.0

	Connection be extended to Winslow?				
	Total	481	100.0	100.0	

Q53. Assuming the bus operated when you need to travel, would you consider riding for trips from Holbrook and/or Joseph City to Winslow?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	70	14.6	85.4	85.4
	No	12	2.5	14.6	100.0
	Total	82	17.0	100.0	
Missing	System	399	83.0		
Total		481	100.0		

Q54. The proposed bus route would depart Holbrook in the morning at 7:30 AM (arriving in Winslow at 8:00 AM) and depart Winslow in the afternoon at 5:00 PM (arriving in Holbrook at 5:30 PM), with a stop in Joseph City each way. Is this schedule likely to meet your travel needs?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	47	9.8	71.2	71.2
	No - when would you prefer to travel?	19	4.0	28.8	100.0
	Total	66	13.7	100.0	
Missing	System	415	86.3		
Total		481	100.0		

Q54. If no - when would you prefer to travel?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		463	96.3	96.3	96.3
	2 p.m. departure to connect with bus to Show Low	1	0.2	0.2	96.5
	8 to 12	1	0.2	0.2	96.7
	Anytime around 6 a.m. and 4 p.m.	1	0.2	0.2	96.9
	From Holbrook to Winslow, I would prefer traveling in the afternoon as the train leaves about 8 p.m. or 9 p.m.	1	0.2	0.2	97.1
	I think there should be a 12 p.m. route also like the bus that commutes to show low	1	0.2	0.2	97.3

	I would need more time after getting off at 5 p.m. to get on the bus. Maybe a 5:15 p.m. departure from Winslow.	1	0.2	0.2	97.5
	In the evening	1	0.2	0.2	97.7
	Later departure - earlier return	1	0.2	0.2	97.9
	Leave Winslow at 5:30 p.m. Need time to get from work to bus.	1	0.2	0.2	98.1
	midday/early afternoon stops	3	0.6	0.6	98.8
	Might be nice to be able to arrive at a town at 10 p.m.	1	0.2	0.2	99.0
	More flexibility in arrival/departure times.	1	0.2	0.2	99.2
	More times	1	0.2	0.2	99.4
	The morning commute is fine, however I would like to reach Holbrook before 4 p.m. to catch the White Mountain Connection.	1	0.2	0.2	99.6
	Varies by situation.	1	0.2	0.2	99.8
	Yes, but the bus coming from Winslow stop in Joseph City before 7:30 am. to drop off in Holbrook by 7:30 a.m. I would ride the bus 5 days a week for school.	1	0.2	0.2	100.0
	Total	481	100.0	100.0	

Q55. Assuming this bus operated when you need to travel, how frequently would you ride?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Almost every day	12	2.5	18.2	18.2
	Once or twice a week	10	2.1	15.2	33.3
	Several times a month	25	5.2	37.9	71.2
	Several times a year	18	3.7	27.3	98.5
	Rarely if at all	1	0.2	1.5	100.0
	Total	66	13.7	100.0	
Missing	System	415	86.3		
Total		481	100.0		

Q56. What about the proposed route could be changed to make the service more appealing or useful to you?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		458	95.2	95.2	95.2
	15 min earlier and later	1	0.2	0.2	95.4
	Adding a midday service.	2	0.4	0.4	95.8
	Bus leave earlier from Winslow to make additional stops within the city of Holbrook such as at businesses to accommodate more workers	1	0.2	0.2	96.0
	Earlier departure time to connect with bus to Show Low	1	0.2	0.2	96.3
	Flagstaff to Gallup	1	0.2	0.2	96.5
	I attend NPC five days a week, so it would be plenty but if I were inclined to go out of town I would definitely use it on the weekend to go to Winslow or Flagstaff for a day or even to Twin Arrows.	1	0.2	0.2	96.7
	I think if there was a bus that left midday back to Winslow, more people might find it useful. Example: depart Holbrook 7:30 a.m., arrive in Winslow 8 a.m., depart Winslow 12 p.m., arrive Holbrook 1 p.m., depart Holbrook 2 p.m., arrive Winslow 2:30 p.m., depart Winslow 5 p.m., arrive Holbrook 5:30 p.m.	1	0.2	0.2	96.9
	I would add an additional depart and arrival time from Winslow to Holbrook on Saturdays only - departing from Winslow at 12 p.m. and arriving in Holbrook at 12:30	1	0.2	0.2	97.1

p.m.				
I would hope the bus would have a stop at NPC and Winslow IHS. I would mostly use the bus for transportation to IHS several times a month.	1	0.2	0.2	97.3
It would be great if the timing could connect with the bus that goes from Pinetop up to Holbrook.	1	0.2	0.2	97.5
Just accommodating those that work in Winslow on an 8 a.m. to 5 p.m. schedule.	1	0.2	0.2	97.7
Multiple times each day	2	0.4	0.4	98.1
None	3	0.6	0.6	98.8
Service that goes back and forth twice a day	2	0.4	0.4	99.2
Snowflake to Winslow	1	0.2	0.2	99.4
Sometimes I work later than 5 p.m. It would be nice to have a later return trip as an option.	1	0.2	0.2	99.6
The time when the last run is made	1	0.2	0.2	99.8
The times seem to be okay. As long as I can return to Holbrook to catch the bus back to Show Low. The White Mountain Connection only runs Monday to Friday, no Saturday runs.	1	0.2	0.2	100.0
Total	481	100.0	100.0	

APPENDIX F | COUNCIL STAFF REPORTS

Northern Arizona Intergovernmental Public Transportation Authority
3773 N. Kaspar Drive • Flagstaff, AZ 86004 • 928-679-8900 • FAX 928-779-6868 • www.mountainline.az.gov

DATE PREPARED: June 15, 2017

DATE: June 27, 2017

TO: Honorable Mayor and Council

FROM: Kate Morley, NAIPTA Mobility Planner
Jim Dickey, NAIPTA Planning Services Manager

SUBJECT: Winslow Transit Plan Update

RECOMMENDATION:

This item is for discussion and direction; the Council may take action, but no recommendation is being made.

BACKGROUND:

The Winslow Transit 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."

Specifically, the plan will:

- Cover a 5-year timeframe;
- Establish base performance measures to guide funding decisions;
- Forecast ridership;
- Study a variety of levels of service for "right size" including fixed route, paratransit and vanpools;
- Study sustainable funding opportunities including establishing a sales tax;
- Explore creative mechanisms so services pay a higher than typical portion of operating costs; and,
- Identify potential service provision options, both public and private.

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NAIPTA staff have made two previous presentations to Winslow City Council, one on April 26, 2016 and another on February 28, 2017. The Council expressed strong support for the plan and identified a need for transit service at each hearing.

PUBLIC OUTREACH:

One phase on public outreach has already been completed and a second is currently underway. Phase 1 was meant to identify high level needs and desires for service while phase 2is drilling further into specific needs in terms of timing and origin and destination information. Phase 2 has included a multi-faceted public outreach campaign is being undertaken, including radio spots, postcards, press releases and two in-person meetings drawing about 30 people. Staff have also met with a variety of experts and stakeholders including Twin Arrows, NACOG, ECoNA, ADOT, Hopi Senom, Navajo Transit, several human service agencies, educational institutions, medical centers and major shopping destinations amongst others.

Utility Mailer Survey

Phase 1 outreach included a public survey completed though a mailing to all Winslow Utility customers. in March 2017. The survey yielded 445 valid responses.

Getting you where you want to go

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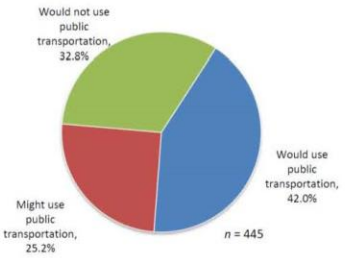

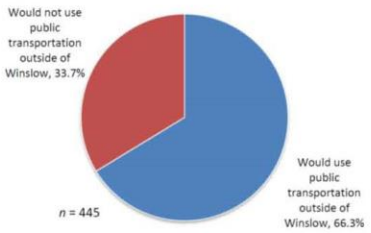

Left graph shows responses regarding use of local transit services while right graph shows responses indicating use of regional services.

SERVICE ALTERNATIVES

In response to public input, NAIPTA has develop several alternatives, each meeting a unique need for the community. They have broken down here into three categories: service to Flagstaff, service to Holbrook and local Winslow service.

Connections to Flagstaff

The largest need for service to/from Flagstaff comes from commuters. The U.S. Census estimates there are about 1,000 people commuting daily along I-40 from 25 or more miles away. Results from the utility mailer survey conducted in March of 2017 show 60% of respondents would be interested in regional service to Flagstaff and 30% would be interested in services to Twin Arrows. Weekday service was the most desired travel time confirming the desire for commuter service. Two main methods have been identified for providing this service: vanpools or commuter bus service.

2

Vanpool Program

Vanpool programs can provide cost effective, flexible schedule commuter services at a low cost to communities. Vanpools are groups of riders with similar commutes who choose to lease a vehicle and "pool" together. The work for best for commuters with regular schedules and do not accommodate occasion risers easily. Unlike a carpool, costs are not negotiated among participants, but rather the cost of a monthly vehicle lease and fuel are shared by the group. They can represent a low cost way the City can provide commuter services as capital investments are low and route timing is flexible to small groups of rides.

Commuter Bus

Alternatively, the City could provide commuter bus service between Flagstaff and Winslow. A likely schedule would be to provide one trip each direction in the morning and one trip each direction in the evening centered around standard work hours of 8am to 5pm. Such a route is estimated to costs about $65,700 per year to operate.

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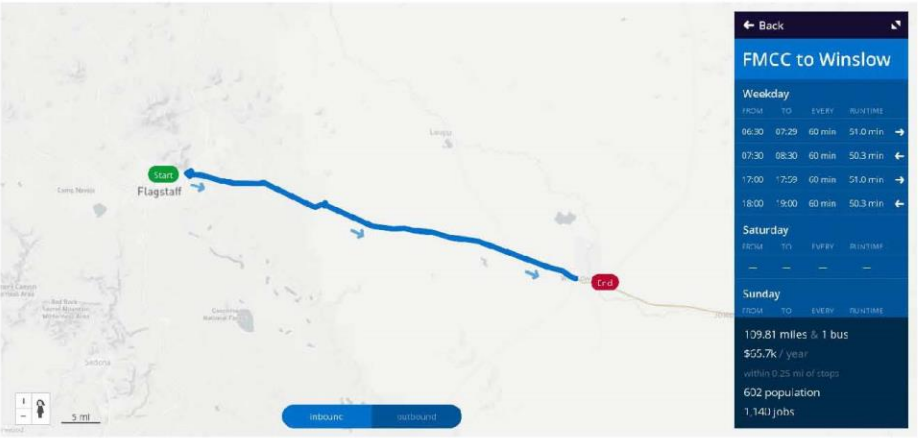
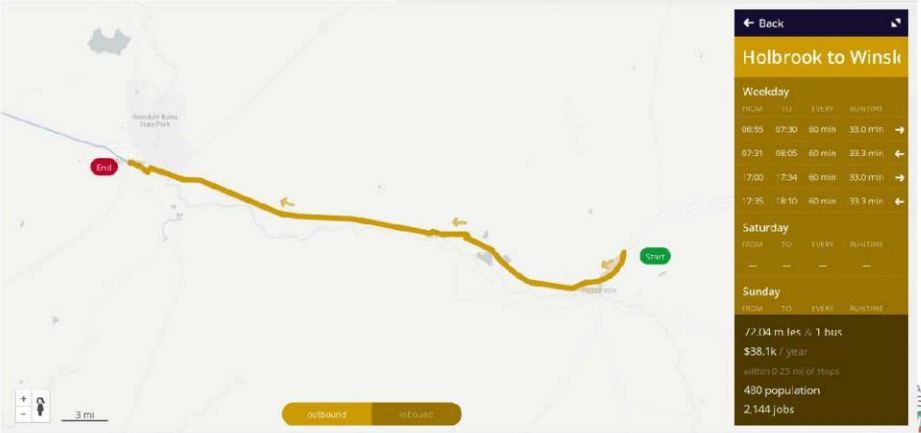


Connections to Holbrook

Regional service to Holbrook represents different needs than service to Flagstaff. While the U.S. Census estimates that there are about 150 people who commute from Holbrook to Winslow and an additional 350 Winslow residents who commute more than 25 miles to the east along I-40, its Holbrook's function as the Navajo County Seat and sister Northland Pioneer College campus that drive demand. As the Navajo County Seat, residents have expressed the need to be able to access important government services and the City provides its own host of employment, shopping, and transit connections. The White Mountain Connection provides service to Holbrook and connections to Pinetop-Lakeside, Show Low, Snowflake and Taylor. Holbrook is also a stop on the Greyhound bus system with destinations across Arizona and the U.S. The map below identifies a service alternative between Winslow and Holbrook. The alternative shown below only identifies one evening and one morning commute, however, do the nature of services residents are trying to access, it may be necessary to add a mid-day route to make the service more flexible. As shown, the service is estimated to cost $38,100 per year.



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Local Services

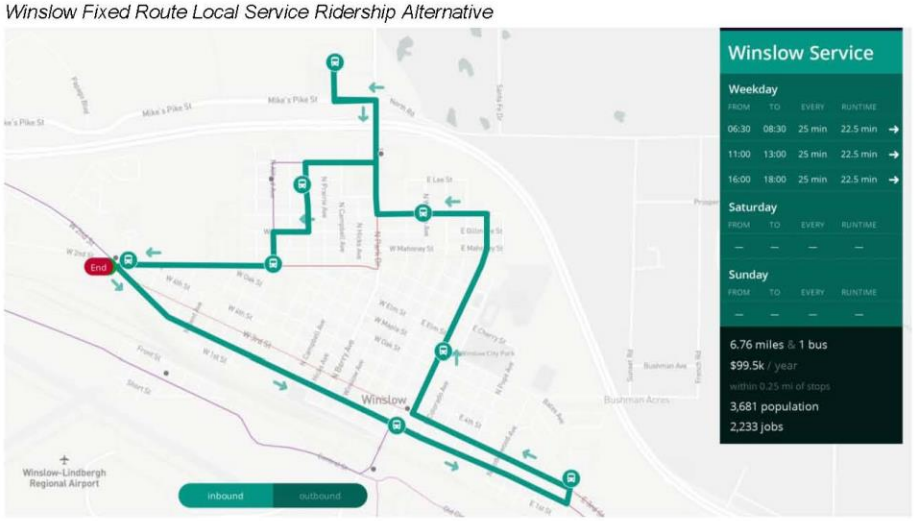
Fixed route

Based on survey responses regarding priority origins and destinations, Winslow Fixed Route Local Service Ridership Alternative was completed. However, at the May 2017 Stakeholders Workshop and Open House, the community indicated they would like to see service to outlying areas with high levels of human service need. Based on that feedback, a second Winslow Fixed Route Local Service Coverage Alternative. Both service alternatives hit major destinations but have slightly different goals. It's important to note, both services are not being recommended to operate together but rather a policy decision to be made about which service best meet community desires.

In the examples, the frequency alternatives prioritize service every half hour to fewer locations to shorten waits for the bus, making the time it takes to get to desired locations shorter overall. The coverage alternative would only run once an hour. It allows people to walk less distance to catch a bus though their waits are doubled.

It is important to note that when regularly scheduled fixed route services are provide, regardless of a ridership or coverage model, then complimentary Americans with Disabilities Act services must also be provided. Those ADA services are designed to provide transportation to those who may not be able to access the bus or the bus stop, or have some other qualifying condition. ADA services can be provided through a separate paratransit solution or by doing "deviated fixed route services" where the scheduled fixed route bus deviates from its route to pick up those who are ADA eligible. There is an associated cost to meet this requirement. Those costs include some administrative efforts for certification, registration, and reservation-taking. Commuter services do not have this additional federal requirement.

Winslow Fixed Route Local Service Ridership Alternative 4



The above map depicts the Ridership focused alternative which circulates a bus as quickly as possible between major origins and destinations people are trying to get to. It is scheduled to operate from

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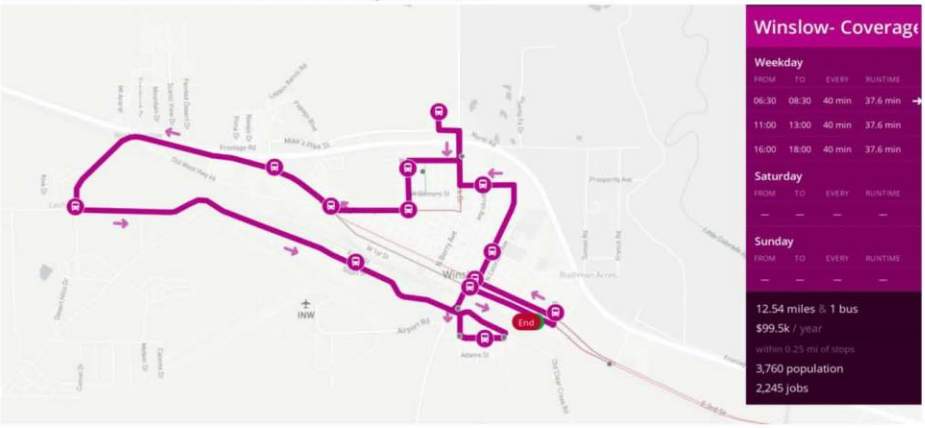
6:30am to 8:30am, 11:00am to 1:00om and 4:00pm to 6:00pm to hit the highest need time periods. This alterative is estimated to cost $99,500 dollars per year.

Winslow Fixed Route Local Service Coverage Alternative



The above map depicts the Coverage focused alternative which prioritizes getting buses closers to more places, enable those who have difficulty walking to more easily access the bus. It is proposed to operate the same time periods as the Frequency alternative and therefore also estimated to cost $99,500 dollars per year.

5

Paratransit

An alternative to providing a fixed routes system is simply providing a paratransit service. Paratransit, as defined, is a more personalized service that is managed through a call-in program, where customers call and reserve a ride (either on demand, or as a reservation) and a vehicle is dispatched to provide the service, origin to destination. This service can be specific to seniors, those with disabilities, or more broadly, to the general public. Until ridership estimation data is finalized, this program is more difficult to quantify, but it is the most expensive of transportation services on a per/hour basis when compared to local fixed route services. The estimated costs of $280,500 are for 7am-6pm weekday only service.

CONNECTIONS AND PARTNERSHIPS

Within the study area, there are five existing transit services already being offered. It is important to consider connections to these systems and the mobility they can provide on an even larger regional scale than simply what is being proposed under the scope of this plan. Second, they transit systems may provide opportunities for partnerships to provide service. This staff report simply provides a list of those transit systems and is not indicative of an agencies willingness or ability partner to provide any of the service alternatives described above.

1. White Mountain Connection/Four Seasons Connections Transit Services: Services provided through a partnership with several entities hosted by the City of Show Low, there could be a connection with this service in Holbrook. If commuter service to Holbrook were a Winslow solution, then working in tandem with Show Low staff could identify connections or partnerships.

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2. Greyhound: Already stopping in Holbrook and Flagstaff, the study team is working with Greyhound regional staff to identify a stop and schedule to serve Winslow, too.

3. Hopi-Senom Transit: Already serving Winslow with some local connections each weekday, the study team is working with staff at Hopi-Senom to determine what partnerships and/or connections can be made with their service.

4. Navajo Transit: In the past, and again part of future discussions, Navajo Transit services may provide I-40 service options to Flagstaff and/or Holbrook, or other solutions. The study team is working with Navajo Transit to identify relationships

5. NAIPTA Transit Services: And finally, being able to connect to the Mountain Line service in Flagstaff is a real option if commuter services from Winslow to Flagstaff is considered. As host of the study effort, NAIPTA staff continues to identify options that may include those connections and/or partnerships.

COSTS AND PERFORMANCE MEASURES

Costs

Although still in the preliminary stages, using comparative data from peer programs in Arizona, an estimated cost for each alternative is provided. The costs are determined using an average of costs from 2, 3, or 4 similar programs (depending upon the type of service example). In so doing, each example provides a snapshot of potential annual operating costs based upon the service parameters below.

ADOT hosts the Section 5311 program in a partnership with the Federal Transit Administration. As a result, there is a cost sharing approach, where approximately 58% of operating, 80% of administrative, and 90% of capital costs are borne by the FTA grant program. Assuming a successful grant application with ADOT for those FTA matching funds, the costs for the sample services herein are identified as total Operations Annual Estimated Costs and then approximate Annual Winslow costs. (This example DOES NOT include administrative costs or capital investments.)

6

Type of service:	Annual Est Costs	Annual Est. Winslow Costs
Winslow-Flagstaff Commuter Service	$65,700	$27,600
Winslow-Holbrook Commuter Service	$38,100	$16,050
Vanpool	$48,000	$9,600
Local Fixed Route Service	$99,500	$41,790
Complimentary ADA services	$153,000	$64,260
General Public Paratransit Service	$280,500	$117,810

Funding

Similar to the cost scenarios, a range of expected performance measures are being determined in order to rate the efficiency and effectiveness of any transit service offered. Using the same peer group identified herein, a range of performance indicators can begin to give a picture of what services may look like in Winslow:

Typical performance measures and an average peer standard are listed below (all costs expressed as total costs; these costs are associated with commuter/fixed route services only).

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Measure	Avg. Peer Standard
Cost/Passenger Trip	$12.01
Cost/Mile	$ 3.29
Cost/Service Hour	$55.42
Passenger/Mile	0.93
Passenger/Hour	$ 7.44

There are many other measures of service, including on-time performance, a variety of maintenance performance measures, and safety/security measures that can also be quantified.

COMMUNITY GOALS

Each of these scenarios represent different goals for a community. Its important that priority goals be identified to identify what service alternatives are most appropriate for meeting those goals for identify additional performance to track to ensure those goals are being met.

NEXT STEPS

As the study effort continues, major next steps include:

- Develop reliable ridership estimates (July)
- Refine paratransit estimations (July)
- Refine alternatives based upon ridership and public input (August)
- Identify capital infrastructure investments (August)
- Draft report for review and input (September)
- Final report and recommendations (November)
- ADOT Application period (Spring, 2018)

SUBMITTED BY:

Jim Dickey
Planning Services Manager

Kate Morley
NAIPTA Mobility Planner

ATTACHMENTS:

Full phase1 survey report available upon request.

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DATE PREPARED: August 11, 2017

DATE: September 12, 2017

TO: Honorable Mayor and Council

FROM: Kate Morley, NAIPTA Mobility Planner
Jim Dickey, NAIPTA Planning Services Manager

SUBJECT: Winslow Transit Plan Draft

RECOMMENDATION:

This item is for discussion and direction; the Council may take action, but no recommendation is being made.

BACKGROUND:

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 draft Plan has been completed and is currently available to the public for comment during the month of September. The contents of the draft Plan are:

- Chapter 1: Project Definition, Mission, Goals and Objectives
- Chapter 2: Existing Conditions and Market Analysis
- Chapter 3: Capital Investment Options
- Chapter 4: Service Alternatives
- Chapter 5: Financial Capacity and Commitment
- Chapter 6: Risks
- Chapter 7: Performance Measures
- Chapter 8: Peer Cities and Winslow Projections

The final Plan will contain two more chapters: Chapter 9, Recommendations and Chapter 10, Implementation.

NAIPTA staff have made three previous presentations to Winslow City Council, one on April 26, 2016, another on February 28, 2017 and most recently on June 27, 2017. At the most recent hearing, staff presented a range of service alternatives for commuter, local and paratransit services (see Draft Report Chapter 4 for more information).

Since that time, ridership forecasts and performance measure with comparatives to peer cities have been developed (See Draft Report Chapter 8). Expenses and revenues for each baseline alternative have also been drafted in Draft Report Chapter 5. Based on those findings, this Council report focuses on recommendations for commuter services and local services for baseline, medium and high service levels.

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Commuter Services:

The ridership estimate for the Flagstaff- Winslow Route is 8,160 annual trips. Ridership estimated for the Winslow-Holbrook Route is 4,080 trips. For commuter services, the average cost per passenger trip is $9.49. The average fare for commuter service in peer cities is $1.11. The average cost per hour for operating is $59.42.

Based on passenger trips, costs per passenger trip shows that Winslow-Flagstaff has a slightly lower cost per trip than average. Due to low ridership, the Winslow-Holbrook cost per passenger trip are the highest of any service compared. Vanpools provide a very low cost per trip with total 5 year expenses for vanpool at just over $60,000 versus approximately $350,000 for commuter bus service. However, vanpools only serve a select group of commuters rather than the general public.

All three service alternatives have low passengers per mile compared to peer communities. However, vanpool performs poorly because six vans are used to transport passengers meaning service miles are very high, creating the poor metric.

Analysis of performance measures for commuter service alternatives shows that vanpool is the most cost effective way to provide service initially. Vanpool only serves regular commuters, however, and may not meet important community goals. The Winslow-Flagstaff commuter bus performs well compared to peer communities in terms of costs though does not have high ridership. Along with performance measures, goals of the system should be considered. Even if low measures are expected, the service may still meet community goals.

Local Services:

Local services have an opportunity to generate much higher ridership, so average cost per trip from peer communities is $9.53. The average fare for local service in peer communities is $0.56. However, cost per service hour is slightly less than commuter services at $54.18 per hour.

Ridership estimates for local service show that the Frequency route would have 23,460 annual trips and the Coverage route would get 26,520 trips. This is because the Coverage route reaches riders who would have no access without the extended service option.

Complementary paratransit (ADA) services have the highest costs per hour because of the highly individualized services they provide, meeting customer needs in terms of time of trip and by providing door-to-door service. The average cost per trip is $29.86. The average fare for paratransit service is $3.30. Cost per hour in peer communities is $67.19. Annual ridership estimates show that Winslow Complementary Paratransit (ADA) trips would be low. This is one performance measure where systems generally want low ridership because the costs are in addition to providing a fixed-route service. Systems often work to make their fixed-route service as accessible as possible by people with a variety of disabilities.

Analysis of performance measures for providing local service is to provide a demand-response system. Ridership estimates for this total 32,640 annual trips, largely in part because the door-to-door service attracts additional riders through convenience.

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Cost per service hour was the basis for all analysis, so the Winslow Frequency and Coverage routes equal the average of peers. Of note here is that demand-response has a higher cost per hour than fixed-route services. The tradeoff for the higher cost per hour is the higher level of service with door-to-door stops and the ability to meet the needs of customers in terms of time of service.

PRELIMINANRY RECOMMENDATIONS:

	Baseline Investment	Medium Investment	High Investment
Commuter Service along I-40.	Vanpool program for Winslow-Holbrook and Winslow-Flagstaff as can be organized @ $15k annually	Vanpool plus Flagstaff Commuter Bus Service with 2 round trips per day @ $85K annually	Vanpool plus Flagstaff Commuter Bus Service with 4 round trips per day and 3 round trips to Holbrook @ $235K annually
Local Service	Paratransit service for limited population such as seniors and people with disabilities @ $105K annually	Demand Response service for general public @ $210K annually	Two fixed routes serving both coverage and ridership alternative locations with complementary ADA service @ $285 annually

NEXT STEPS

Next steps include:

- Draft report for public review and input (September)
- Develop recommendations and implementation chapters (October)
- Final report (November)
- ADOT Application period (Spring, 2018)

SUBMITTED BY:

Jim Dickey
Planning Services Manager

Kate Morley
NAIPTA Mobility Planner

ATTACHMENTS:

1. Draft Winslow Transit Plan and Appendices available at www.WinslowTransitPlan.com

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DATE PREPARED: October 26, 2017

DATE: November 14, 2017

TO: Honorable Mayor and Council

FROM: Kate Morley, NAIPTA Mobility Planner
Jim Dickey, NAIPTA Planning Services Manager

SUBJECT: Winslow Transit Plan

RECOMMENDATION:
Staff recommends the Council: Adopt the Winslow Transit Plan.

BACKGROUND:
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."

Over the past eleven months, a variety of alternatives have been explored though technical analysis and public input. Staff have made four previous presentations to Winslow City Council, one on April 26, 2016, February 28, 2017 June 27, 2017, and September 12, 2017. Attached to this report is the final plan including a 5-year phased recommendation and implementation timeline. The Executive Summary and Infographic highlight the plan recommendations and timeline for implementing transit services in the City of Winslow.

NEXT STEPS:
Next steps towards implementing a transit program include applying for the Section 5311 grant from ADOT. Applications run on a two-year cycle and the next application deadline is expected to be in April 2018. Prior to applying, several key decisions must be made including determining what service will be offered and identifying a funding amount and source for providing local match.

ALTERNATIVES:
1) **Adopt the Winslow Transit Plan (recommended):** Adoption of the Plan demonstrates support for a 5311 application. Adoption does not tie Council to only implementing as the Plan recommends but allows for the City to pick choose amongst the service alternatives if they so choose.
2) **Do not adopt the Winslow Transit Plan (not recommended):** This alternative shows limited support for transit under a 5311 application.

SUBMITTED BY:

Jim Dickey
Planning Services Manager

Kate Morley
NAIPTA Mobility Planner

ATTACHMENTS:
1. Winslow Transit Plan
2. Winslow Transit Plan Appendices
3. Winslow Transit Plan Infographic

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APPENDIX G | WINSLOW RIDERSHIP FORECAST METHODOLOGY

AECOM Imagine it. Delivered.

AECOM
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Phoenix, AZ 85020
aecom.com

Project name:
Winslow Ridership

Project ref:

To:
Kate Morley, NAIPTA Mobility Planner
Jim Dickey, NAIPTA Planning Services Manager

CC:

From:
Andrew Walker, Pat Coleman, Lori Labrum

Date:
August 19, 2017

Memo

Subject: Winslow Ridership Forecasting

This document describes the various methodologies used to forecast the potential ridership on transit service for local fixed route, commuter fixed route, demand response, and paratransit for the city of Winslow. For fixed route forecasts, forecasts were generated based on both commuter home to work trips using Longitudinal Employer – Household Dynamics (LEHD) data and supported by simplified Transit Cooperative Research Program (TCRP) tools. Demand response forecasts were estimated using two models developed by the National Center for Transit Research (NCTR). Paratransit ridership was estimated using an additional TCRP tool for estimating ADA complementary paratransit demand. Data used in these forecasts are based on 2010 Census data for population characteristics, American Community Survey data for additional demographic data, 2014 LEHD home to work flow data, service characteristics supplied by NAIPTA, Service Statistics from peer transit providers in Show Low and Cottonwood, and reasonable assumptions for additional service variables such as fares.

Methodology

Fixed Route Ridership – LEHD Driven Forecasts

The first approach to ridership forecasting revolved around using home to work flow data from the 2014 Longitudinal Employer – Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES) in order to identify the potential local and commuter markets within Winslow, between Winslow and Flagstaff, and between Winslow and Holbrook. For the Commuter market the home to work flows between the City of Winslow and the Cities of Flagstaff and Holbrook were identified and assumed that all home to work flows between the cities would be the travel market. For the Local market within Winslow, ¼ and ½ mile radii were placed around each route stop for potential local routes and the number of work flows between census blocks within ¼ mile and work flows between census blocks within ½ mile was identified. It is assumed that the mode share from work flows within ¼ mile of stops would be higher than that from within ½ mile. Work flows are then converted to work trips by multiplying by a factor of 1.4.

After the travel markets were identified, reasonable mode shares and non-work trip rates were developed in order to forecast potential ridership. As a key performance measure, service statistics based on passengers per revenue mile and passengers per service hour were to be compared with peer city data in order to validate asserted mode shares and transit trip flows. The primary peer city with which service statistics are compared is Show Low with its local Four Seasons Connections which has a similar local population and passengers per revenue mile of 1.01 and passengers per service hour of 22.65 for the year between October 2015 and September 2016. Show Low also operates a commuter service, the White Mountain Connection, with passengers per revenue mile of 0.16 and passengers per service hour of 4.75 over that same period. A second peer city, Cottonwood, AZ, was used which also operates local and commuter services with its local CAT having service statistics of 0.5 passengers per revenue mile and 8.59 passengers per service hour and the commuter Verde Lynx having 0.39 passengers per revenue mile and 12.08 passengers per service hour, though it also supplies some local service within the connection city

1/3

of Sedona. These service statistics were used in order to compare the service statistics forecasted Winslow ridership showed and was used in order to adjust transit mode shares.

In order to forecast non-work transit shares based on estimated home based work transit shares, the default parameters used by FTA's Simplified Trips on Project Software were modified to account for employment demographics specific to Winslow. STOPS has parameters to calculate home based other and non-home based transit trips based on the number of home based work trips. These parameters are segmented by the auto ownership of households. From ACS data, the percent of households with 0, 1, and 2+ cars available were calculated. A factor was then developed to adjust these parameters based on the percentage of the population of Winslow not in the labor force compared to the percentage of the entire US not in the labor force. This factor estimates that the Winslow population not in the labor force is approximately 1.5 times higher than the US, and is multiplied to the non-work parameters accordingly.

After the parameters to calculate non-work transit trips was established, a transit mode share of home based work trips is asserted to forecast average weekday transit trips and the service statistics were then compared to the peer cities. For the local service a 3% mode share for trips within ¼ mile of transit stops and 2% for trips within ½ mile of transit stops were estimated. This results in 90 average weekday transit trips on the Frequency service and 100 average weekday transit trips on the Coverage service. Service statistics from this have 1.5 passengers per revenue mile and 18.47 passengers per service hour on the Frequency service, and 1.38 passengers per revenue mile and 20.42 passengers per service hour on the Coverage service which are similar service statistics to those observed on the Four Seasons Connection in Show Low. For the Commuter service a 3% transit mode share was asserted on home based work trips between Winslow and Flagstaff or Holbrook. This results in 30 average weekday trips to and from Flagstaff, and 16 average weekday trips to and from Holbrook. Service statistics show 0.15 passengers per revenue mile and 6.88 passengers per service hour for the Flagstaff Commuter, and 0.11 passengers per revenue mile and 5.38 passengers per service hour for the Holbrook Commuter, both of which are comparable to the Show Low White Mountain Connection.

The number of vanpools required to fulfill the home based work transit trip demand was then calculated based on the observed June 2017 vanpool data for Flagstaff to Little Colorado Medical Centre. Based on an average of four passengers per vanpool, the local service would require 10 to 11 vans to fulfill home based work travel needs and the commuter service would require 4 vans for Flagstaff commutes and 2 vans for Holbrook commutes.

Fixed Route Ridership – TCRP Report 161 – Methods for Forecasting Demand and Quantifying Need for Rural Passenger Transportation – Forecasts

The Transit Cooperative Research Program developed several simplified models to estimate rural transit ridership in TCRP report 161, downloadable here http://www.trb.org/Publications/Blurbs/168758.aspx. For Local fixed route service, a computation for small city fixed-route service was developed that calculates annual unlinked passenger-trips based on the annual revenue-hours of service, the population, and college/university enrollment (if any). Based on annual service hours of 1,260 and 1,300 for the Frequency and Coverage routes respectively, and the 2010 Census population of 9,655, and no college enrollment, annual ridership are projected to be 17,600 and 17,800 for the Frequency and Coverage routes. Using an annualization factor of 255 this is approximately 70 riders per day with service statistics approximately the same for passengers/revenue miles as the Show Low Four Seasons Connection and passengers per service hour 60% of the FSC.

For commuter fixed route service, the report has a formula that projects commuter trips by transit per day based on the proportion using transit for commuter trips multiplied by the number of commuters multiplied by two. The proportion of commuters using transit is estimated based on the number of workers commuting, the distance in miles between the places, and if the commuting location is a state capital. Using 2014 LEHD commuter flow data between Winslow and Flagstaff of 314 home to work flows and Winslow and Holbrook of 158 home to work flows, 55 mile distance between Flagstaff and Winslow and 36 mile distance between Holbrook and Winslow and neither being a state capital, a transit mode share of 1.0% for Flagstaff commuters and 1.4% for Holbrook commuters was calculated. This results in a forecasted 6 daily commuter trips by transit between Winslow and Flagstaff and 5 daily commuter trips between Winslow and Holbrook. The service statistics are significantly lower compared to the Show Low White Mountain Connection with 0.3 passengers per revenue mile and 1.33 passengers per service hour.

Demand Response Ridership – NCTR – Estimating Ridership of Rural Demand-Response Transit Service for the General Public Forecasts

NCTR Report Estimating Ridership of Rural Demand-Response Transit Service for the General Public, downloadable here https://www.nctr.usf.edu/wp-content/uploads/2016/09/21177060-NCTR-NDSU08.pdf, developed two models to estimate demand-response ridership. The first is more demographically driven and based on the ridership information for transit services across the nation gathered in the Rural National Transit Database (Rural NTD). This model uses population, percentage of population 65 or older, percentage of population without access to a vehicle, whether the agency operates fixed route service, percentage of population that has access to other demand-response service, if the service operates strictly within a municipality, fare of the service, and whether the agency operates in FTA region 3, 4, or 5. Based on the 2010 Census population of 9,655, the 2010 Census percentage of population 65 or older of 10%, the American Community Survey 2008-2012 percentage of population without access to a vehicle of 8%, the assumption that the agency will also operate fixed route service, the assumption that 0% of the population has access to other demand response service, that the agency will operate strictly within the municipality of the City of Winslow, an assumed fare of $2.00, and that the service will be operated in FTA region 9, an estimated annual ridership of 25,900 trips are forecasted for an average weekday ridership of 102 (assuming a 255 annualization factor). If fixed route service is not assumed ridership would increase. If the agency allowed trips to travel outside of the municipality ridership forecasts would decrease. If the fare were assumed to be higher ridership forecasts would decrease.

The second model was developed using service characteristics of the transit service from 68 rural transit agencies. This model uses population, percentage of population with service 6 or 7 days per week and population with service 5 days per week, whether the agency allows same day reservations or requires reservations made one day in advance, if the agency operates fixed route service, and the fare per ride. Based on the 2010 Census population of 9,655, assumed 5 day per week availability for all population, reservations required to be made one day in advance, the operation of fixed route service, and an assumed fare of $2.00, an estimated annual ridership of 3,800 is forecast for an average weekday ridership of 15. If same day reservations are allowed instead of a one day advance requirement ridership would increase. If fixed route service is not assumed ridership would increase. If the fare is increased ridership would decrease.

Paratransit Ridership – TCRP Report 119 – Improving ADA Complementary Paratransit Demand Estimation Forecasts

TCRP Report 119, downloadable here http://www.trb.org/Publications/Blurbs/159293.aspx, has an estimation tool designed to estimate the annual demand for paratransit based on the population of the service area, the base fare of the paratransit, the percent of applicants for ADA paratransit eligibility found conditionally eligible, conditional trip determination, percent of households with income below the poverty line, and the effective on-time window for ADA paratransit. The tool uses a model to estimate the predicted annual ridership per capita and applies it to the population of the city for predicted annual ridership. Based on the 2010 Census population of 9,655, an assumed base fare of $2.00, an assumed percent of applicants found to be conditionally eligible of 0% (assume all those who apply are fully eligible), without condition trip determination, a percent of households with income below the poverty line of 15.8% based on the American Community Survey 2008-2012 data, and an assumed effective on-time window of 25 minutes within the scheduled time. Using these variables an estimated annual ridership of 6,192d trips is forecast, or 24 average weekday riders using an annualization factor of 255. If fares are assumed to be higher than $2.00, estimated ridership would decrease. If a certain percentage of the applicants for ADA paratransit eligibility were found conditionally eligible, estimated ridership would decrease. If the effective on-time window for ADA paratransit were to decrease the estimated ridership would increase.