Transit Propensity

Transit propensity is the cumulative measure of several sociodemographic factors known to contribute to transit usage, such as zero-auto households, persons with disabilities, youth, older adult populations, etc. Looking at these factors helps identify locations where existing transit needs are the greatest.

Source: American Community Survey, 2016
Existing Activity Centers

After work and home, activity centers are the next most common origins and destinations for transit trips. It is important to identify activity centers such as parks and shopping centers to create transit networks that serve both work and recreational destinations.

Activity centers
- Major employer (>180)
- School
- Golf Course
- Entertainment
- Public facility
- Community facility

Study area boundary
Highway
Street
River/Canal

Source: Maricopa Association of Governments, 2012
Transportation and land use are directly related. The greater the presence and proximity of compatible land uses, the greater the inclination of using alternate modes of transportation such as transit, walking, and biking. Understanding existing and future land uses is an important consideration when evaluating future transit routes and modes.
Future Land Use

Transportation and land use are directly related. The greater the presence and proximity of compatible land uses, the greater the inclination of using alternate modes of transportation such as transit, walking, and biking. Understanding existing and future land uses is an important consideration when evaluating future transit routes and modes.

Future land use, 2035

- Multifamily
- Single family
- Planned development
- Commercial
- Industrial
- Office
- Airport compatible
- Public and other
- Multiple use
- Open space
- Study area boundary
- Highway
- Street

Source: Maricopa Association of Governments, 2015
Worker Travel Flow

Evaluating how people travel within and between cities allows planners to identify common trip patterns and trends and develop transit services that effectively meet the needs of a community.

Number of workers living outside Surprise but working in Surprise:

12,400

Number of residents living in Surprise but working in another city:

41,000

Number of workers living and working in Surprise:

4,600

Surprise worker inflow/outflow

Study area boundary
Highway
Street
River/Canal

Source: U.S. Census Bureau, Center for Economic Studies, 2018

Source: Longitudinal Employer-Household Dynamics (LEHD) program of the U.S. Census Bureau.
Non-Work Trips Within Surprise

Existing traffic data can be used to determine non-work trip patterns and volumes in a community. Understanding local circulation allows planners to tailor transit recommendations to the unique needs of each community.

Person trips

- <8,500
- 8,501-13,400
- 13,401-17,500
- >17,501

Transportation analysis district
- Highway
- Street
- River/Canal

Source: Maricopa Association of Governments, 2018