PURPOSE OF THE STUDY
To develop a comprehensive understanding of the city’s current transit needs and the desires and expectations of citizens for short- and long-term transit investments.

STUDY PROCESS

EXISTING CONDITIONS ANALYSIS
Understand existing travel conditions, transit services, and perform a peer comparison

SHORT- AND LONG-RANGE TRANSIT PLAN DEVELOPMENT
Identify short- and long-range transit needs and services

FINANCIAL ANALYSIS
Develop transit service options, recommendations, and financial plan

TRANSIT PLAN RECOMMENDATIONS
Develop a final implementation plan

ONGOING PUBLIC OUTREACH

To develop a comprehensive understanding of the city’s current transit needs and the desires and expectations of citizens for short- and long-term transit investments.

Understanding existing travel conditions, transit services, and perform a peer comparison.

Identifying short- and long-range transit needs and services.

Developing transit service options, recommendations, and financial plan.

Developing a final implementation plan.

Ongoing public outreach.
The study team has received over 2,500 comments/public feedback to date using the following outreach methods:

- online wikimaps
- ongoing study comments
- additional in person events
  - maps, infographics, static boards, and videos
  - roll plots and small maps

**OUTREACH METHODS RESULTED IN:**

- 1,743 surveys
- 393 wikimaps
- 67 additional comments from surveys
- 20 people at the public meeting
- 38 people at a City staff presentation at the Original Town Site senior center
- 17 people at an Original Town Site presentation
- 300+ people at District 2 presentations

**PUBLIC FEEDBACK:**

- Major Grid Routes service improvements
- Neighborhood Routes—connect neighborhoods to destinations within Surprise
- Express Route service enhancements through additional midday trips
Input received from public feedback led the team to fine tune the draft network into a “preliminary” transit network.
RECOMMENDATIONS
Implement neighborhood routes, major grid routes, and express route transit options to meet the city's diverse trip needs.

1. **BELL RD MAJOR GRID ROUTE EXTENSION**
   - 7 days/week

2. **THUNDERBIRD RD MAJOR GRID ROUTE EXTENSION**
   - 7 days/week

3. **GREENWAY NEIGHBORHOOD ROUTE**
   - Weekdays

4. **BULLARD NEIGHBORHOOD ROUTE**
   - Weekdays

5. **571 EXPRESS ROUTE**
   - Additional midday trips

6. **LITCHFIELD ROAD MAJOR GRID ROUTE**
   - 7 days/week

**NOTE:** Each phase will provide, as applicable, complementary Americans with Disabilities Act paratransit service for individuals who have disabilities that prevent them from riding scheduled fixed route bus service.
**Route 170 – Bell Road Extension - Major Grid Route**
- **13.5 miles** in length
- **30 minute** frequency
- **6 fleet (vehicles)**
- **MON-SUN** operating days
- **$3.6 million** capital cost
- **$2.37 million** operating cost/year
- **500-900** estimated weekday passengers
- **2021** recommended implementation year

**Route 138 – Thunderbird Rd Extension - Major Grid Route**
- **8.7 miles** in length
- **30 minute** frequency
- **5 fleet (vehicles)**
- **MON-SUN** operating days
- **$3.0 million** capital cost
- **$1.53 million** operating cost/year
- **350-600** estimated weekday passengers
- **2021** recommended implementation year

**Greenway – Original Townsite - Neighborhood Route**
- **11.0 miles** in length
- **30 minute** frequency
- **5 fleet (vehicles)**
- **MON-FRI** operating days
- **$5.80 million** capital cost
- **$5.77 million** operating cost/year
- **100-300** estimated weekday passengers
- **2024** recommended implementation year

**Short range network**
- **New route**
- **Existing express route**
- **Existing local route**
- **Park-and-Ride**
- **Study area boundary**
- **Highway**
- **Street**
- **River/Canal**

Source: Valley Metro, HDR, 2018
LONG-RANGE TRANSIT SERVICE RECOMMENDATIONS

Bullard Avenue – Neighborhood Route

- 9.1 miles in length
- 30 minute frequency
- 4 fleet (vehicles)
- MON-FRI operating days
- 100-300 estimated weekday passengers
- $1.64 million capital cost
- $1.63 million operating cost/year
- 2026 recommended implementation year

Route 571 – Surprise Express Route

- 27.2 miles in length
- 2/2 additional am/pm peak trips
- 3 fleet (vehicles)
- MON-FRI operating days
- 120-200 estimated weekday passengers
- $1.79 million capital cost
- $1.77 million operating cost/year
- 2028 recommended implementation year

Litchfield Road – Major Grid Route

- 17.8 miles in length
- 30 minute frequency
- 9 fleet (vehicles)
- MON-SUN operating days
- 400-600 estimated weekday passengers
- $5.4 million capital cost
- $5.27 million operating cost/year
- 2033 recommended implementation year

Greenway - Original Townsite Neighborhood Route

- Additional Weekend Service

Bullard Avenue Neighborhood Route

- Additional Weekend Service

Litchfield Road

- Continued service to Lower Buckeye Road in Goodyear

Route 170

- Continued service to Raintree Drive and Northsight Boulevard in Scottsdale

Route 138

- Continued service to 32nd Street and Thunderbird Road in Scottsdale

Source: Valley Metro, HDR, 2018