



**City Of Maricopa
Express Transit (COMET)
Current Conditions and
New Sources of Demand**

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March 18, 2014



Background

- 2006 City General Plan set a goal to establish a multi-modal transportation system
- In April 2008, the Maricopa Express began shuttle service to Phoenix
- In Oct 2010, the shuttle ceased operations and the city began a local circulator (COMET)
- In the fall 2011, the local circulator changed to a demand response system (reservation based)



Current Services

- Demand Response (Dial-a-Ride) within Maricopa Monday, Wednesday & Friday
- Demand Response Regional Shuttle on Tuesday to Chandler Regional Hospital and five mile radius
- Demand Response Regional Shuttle on Thursday to Casa Grande Regional Medical Center and five mile radius
- No local service on Tuesday or Thursday



Ridership

- Ridership comprised of a small cadre of frequent riders
- 2,695 trips provided in FY 2012/13
- Mostly seniors and disabled
- 22 percent of trips are vital medical trips
 - 523 medical trips to Chandler or Casa Grande
 - 89 trips for dialysis treatment
- Currently at or near capacity



New Sources Of Transit Demand

- Multi-Generation Center (Multi-Gen)
- Travel Conditions to and from Multi-Gen
 - Incomplete sidewalk infrastructure
 - Difficult walk or bicycle trip from majority of neighborhoods north of the UPR tracks
 - Convenient at-grade crossings only at SR347 and Porter Road

New Sources of Transit Demand

- Central Arizona College – Maricopa Campus
 - 475 students currently enrolled
 - Capacity to expand to 900 students
 - College students have a high propensity to use public transportation

New Sources Of Transit Demand

- CAC (Continued)
 - Central Arizona Regional Transit (CART) has good experience with CAC student ridership
 - CART ridership last year was almost 25,000 trips.....45-50% CAC Students
- Pinal County Public Health – Maricopa Clinic
 - Had 2,147 clinic visits from Maricopa residents in 2013.
 - High Propensity to use public transportation

2013 Transit Survey

- Results:
 - 58 percent of respondents unaware of local service
 - 71 percent of respondents unaware of regional service to Chandler and Casa Grande
 - 25 percent of respondents said bus times not good
 - 57 percent of respondents would like to have shuttle service to Phoenix



Sustainability

- Demand Response is very convenient to riders, but is not cost-efficient
- Primary measure of transit efficiency is the number of trips per service hour
- Demand Response carries fewer people per hour of service, so has lower efficiency
- Fixed route service should be considered for the future
- Transit efficiency is one important criterion when ADOT awards grant funding



Regional Connectivity

- Regional Connectivity becoming more important as communities grow toward each other
- Central Arizona Regional Transit (CART) system currently cycles a bus every two hours between Florence and Casa Grande.
- Maricopa Association of Governments (MAG)
Southeast Valley Transit Study underway -
Maricopa included in this study
- Maricopa-to-Phoenix route currently served by Valley Metro Van Pools



Conclusions

- Transit (multi-modal transportation) is a stated goal in the Maricopa General Plan
- Several sources of new transit demand
- Sustainability requires improving transit efficiency
- Regional connectivity will become increasingly important in the future



Conclusions (continued)

- The increase in transit demand creates the need for funding additional vehicles and increasing personnel, operation, and maintenance costs
- The local share match to provide the desired level of service is \$116,032 which is a \$56,715 increase over the current budget year . \$32,647 will be reoccurring annual costs. \$24,068 will be attributed to capital outlay, for the purchase of additional smaller vans, which will continue the existing demand response service in a more cost-efficient fashion



Questions??



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