



TRANSIT STUDY PUBLIC INVOLVEMENT JULY 18, 2006

Approximately 80 local residents attended the initial round of public meetings held in Chino Valley, Prescott Valley and Prescott on July 11-13, 2006. CYMPO staff and project consultants were on hand to listen to ideas and opinions from area residents concerning the need for a public transit system, preferred fare and service levels, and possible funding mechanisms. Following are highlights of comments made by those in attendance:

- Most residents felt that better transportation was needed particularly for people who are unable to drive, including those with disabilities, older adults, youth, visitors and others. Some people thought that a bus system should run primarily on Highway 69 between Prescott and Prescott Valley, while others felt that it should also serve the neighborhoods and extend to Chino Valley and Dewey-Humboldt.
- Most of those with an opinion about the type of bus system that should be available felt that a combination of *fixed route* and *demand responsive* service should be provided.

Fixed route service means that buses stay on defined streets and adhere to published timetables requiring that riders wait at posted bus stops for the bus to arrive.

Demand responsive or *paratransit* service means that riders call in advance to reserve a date and time for the bus to come to pick them up at their home or other location.

- When asked to prioritize the times during which a bus system should operate, most felt that weekday service between approximately 6:00 am and 6:00 pm for workers, students, and medical appointments should be the first priority, followed by Saturday service for shoppers, weeknight service for recreational purposes, and Sunday service for church.
- Most people who favored a bus system felt that \$1.00 to \$2.00 would be a reasonable fare for one-way travel within Prescott or Prescott Valley, and that \$2.00 to \$4.00 would be reasonable for one-way travel between Central Yavapai cities and towns.
- Some residents felt strongly that local government should not be involved in paying for the cost of running a local transit system, and that transportation should be the responsibility of the private sector and human service agencies. Others felt that some level of local governmental funding was appropriate, but were uncertain as to the best way to pay for it. Funding ideas mentioned include employer and retail business contributions, developer impact fees, reducing other public services, a sales tax increase, and other new taxes.