



BRT Corridor Outreach Phase I Summary

Phoenix Bus Rapid Transit (BRT) -
35th Avenue/Van Buren Street Corridor
Public Survey Period: October 3 – December 23, 2022

Prepared by:
HDR Engineering, Inc.
20 E. Thomas Road
Suite 2500
Phoenix, AZ 85012

In cooperation with:
The City of Phoenix

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1. Introduction

As a new transit option for Phoenix, Bus Rapid Transit (BRT) will transform and improve transit speed, reliability and overall rider experience. The BRT Program is currently in the Alternatives Analysis and Conceptual Design phase for the initial BRT corridor along 35th Avenue and Van Buren Street. In fall 2022, Community Outreach Phase I began and included a survey – called the BRT Corridor Survey – that sought public input on preferences for BRT along the corridor as well as business-specific information. The [MeetPhoenixBRT.com](https://www.meetphoenixbrt.com) website was updated for a relaunch of the site to coincide with the timing of the survey launch. Survey responses were accepted from October 3 through October 21, 2022.

Following the initial public survey, the team launched a supplemental business-only survey using the business questions from the initial survey and expanding upon them with a few additional questions. Survey responses were accepted from November 16 through December 23, 2022. This document provides a summary of the surveys and their results.

2. Survey and Outreach

Beginning October 3, 2022, the survey was opened to the public. The survey was available online at bit.ly/phxbtr-survey as well as on the Phoenix BRT websites [MeetPhoenixBRT.com](https://www.meetphoenixbrt.com) and [Phoenix.gov/brt](https://www.phoenix.gov/brt). The survey remained available to the public through October 21, 2022. A copy of this survey, in English and Spanish, can be found in *Appendix C, Surveys*.

2.1 Survey Notifications

Copies of all survey notifications can be found in *Appendix A, Survey Notifications*.

2.1.1 Bus Shelter Posters

Posters advertising the survey were printed in English and Spanish and secured at bus shelters along the corridor. In total, there were 136 posters displayed at 68 bus shelters along the corridor. The following intersections were among the bus shelters where posters were displayed to the public:

1. Central Station (bus stops/shelters around Central Station)
2. Van Buren St and 7th Ave
3. Van Buren St and 15th Ave
4. Van Buren St and 19th Ave
5. Van Buren St and 27th Ave
6. Van Buren St and 35th Ave
7. 35th Ave and I-10
8. 35th Ave and McDowell Rd
9. 35th Ave and Thomas Rd
10. 35th Ave and Indian School Rd
11. 35th Ave and Camelback Rd
12. 35th Ave and Bethany Home Rd
13. 35th Ave and Glendale Ave
14. 35th Ave and Northern Ave
15. 35th Ave and Dunlap Ave
16. Cheryl Dr and Metro Parkway/31st Ave
17. Metrocenter Transit Center (Old Transit Center)

2.1.2 On-Bus Posters

Posters advertising the BRT survey were printed in English and Spanish. In total, 1,036 posters were secured and displayed on 518 buses.

TABLE 1.

Location	Buses	Posters
South Facility	206	412
North Facility	142	284
West Facility	170	340

2.1.3 Light Rail Station Ad Kiosks and Transit Centers

English and/or Spanish posters were displayed on eight light rail station ad kiosks and four transit centers advertising the new website and the survey. Kiosk and transit center locations included the following:

- 19th Ave/Montebello Ave
- Thomas Rd/Central Ave
- Van Buren St/Central Ave
- Van Buren St/1st Ave
- Central Ave/Camelback Rd
- 3rd St/Washington St
- 12th St/Washington St
- 38th St/Washington St
- Central Station
- Ed Pastor Transit Center
- Metrocenter Transit Center
- Sunnyslope Transit Center

2.1.4 Websites

The [MeetPhoenixBRT.com](https://www.meetphoenixbort.com) website was updated and relaunched on October 1, 2022, to include the survey and information about Phoenix BRT. The [Phoenix.gov/BRT](https://www.phoenix.gov/BRT) site was also updated to include recent project information, a link to the new site, and a link to the survey.

In addition, a blog post was shared highlighting the survey opportunity with a direct link to the BRT survey. This blog had 523 pageviews and 451 unique pageviews while the survey was live.

2.1.5 Social Media

A social media campaign was developed – with content and graphics in both English and Spanish – and posted between October 3 through November 15 using the Valley Metro, City of Phoenix, and Phoenix Public Transit social media accounts on Facebook, Twitter, and Nextdoor. The social media posts promoted the survey and the website relaunch. The social media posts were uploaded on the following dates:

- Oct. 3, 2022
- Oct. 7, 2022
- Oct. 10, 2022
- Oct. 14, 2022
- Oct. 17, 2022
- Oct. 18, 2022
- Oct. 20, 2022

- Oct. 25, 2022
- Nov. 1, 2022
- Nov. 8, 2022
- Nov. 15, 2022

A paid Facebook Ad was scheduled from October 3 – 21, 2022. The following metrics were derived from the ad:

- Reach – 6,348
- Clicks – 226
- Reactions – 20
- Comments – 12
- Shares – 6
- Saves – 1

2.1.6 Email Correspondence

Emails with information on the survey were sent to key stakeholders. The stakeholders were asked to complete the survey and also to share the information with their community/business distribution lists. The following stakeholder groups (shown along with each group's number of members) received the email:

- Village Planning Committees (15)
- City Council Districts and the Mayor's Office (9)
- BRT Program Technical Advisory and Executive Leadership Committee members (50)
- Neighborhood and business organizations (55)
- Neighborhood Services Department specialists (9)

2.1.7 Press Release

A press release was developed and distributed, informing the public about the survey and the new Phoenix BRT website. The press release was then redistributed through the following channels:

- City of Phoenix news release
- Phoenix Public Library – October eNewsletter
- Valley Metro *Commute Solutions* newsletter – October update
- City Council District newsletters

3. Supplemental Business Survey and Outreach

Beginning November 16, 2022, a supplemental business survey was opened to solicit input from the business community. The survey was available online at bit.ly/phxbirt-biz as well as on the Phoenix BRT websites MeetPhoenixBRT.com and Phoenix.gov/birt. The survey remained available through December 23, 2022. A copy of this survey, in English and Spanish, can be found in *Appendix C, Surveys*.

3.1 Business Survey Notifications

Copies of all survey notifications can be found in *Appendix A, Survey Notifications*.

3.1.1 Website

A blog post was developed and shared on the MeetPhoenixBRT.com website highlighting the survey opportunity with a direct link to the BRT business survey. This blog had 15 pageviews and 13 unique pageviews while the business survey was live.

3.1.2 Direct Canvassing

To best reach the business community along the corridor, the team developed a business-specific flier in both English and Spanish that was hand-delivered to businesses within 500 feet of the corridor (those facing the corridor that will experience direct impacts during implementation). Through this effort, fliers were delivered to **1,135 businesses**.

3.1.3 Social Media

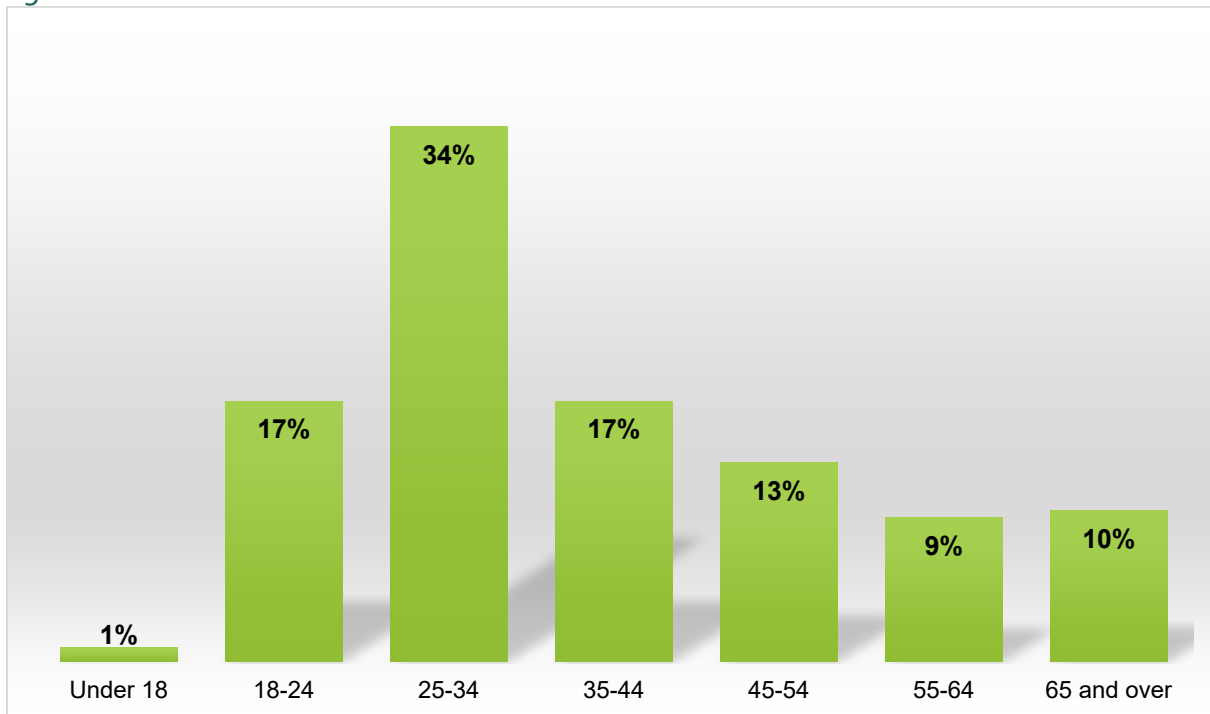
A social media post was developed to share the business survey blog post which included a link to the survey and additional details on the survey.

4. Corridor Survey Content and Results

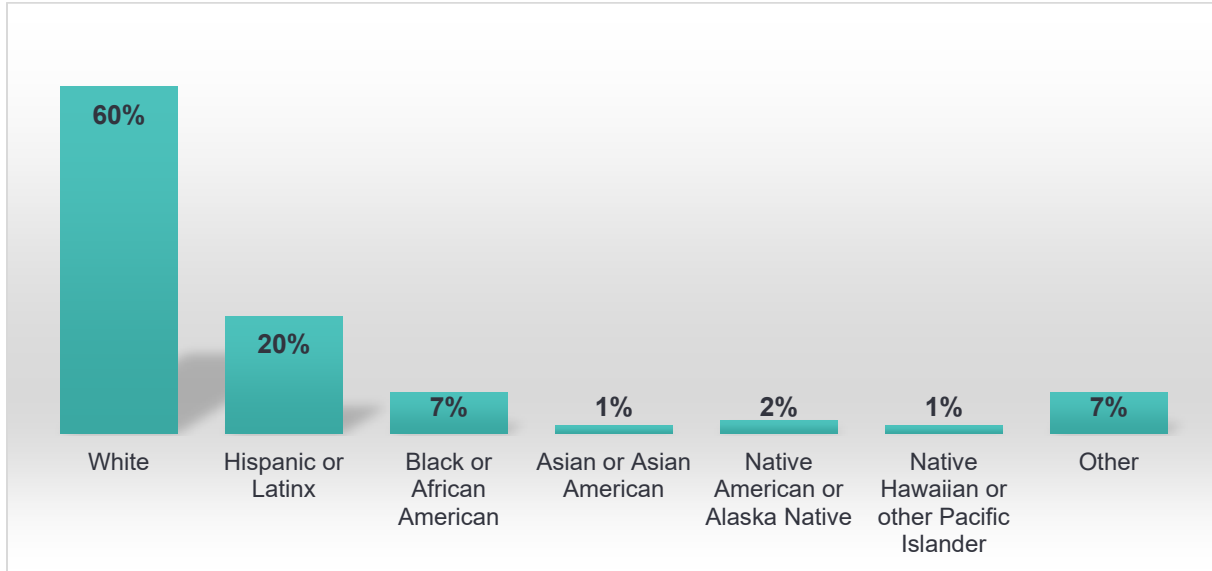
The survey consisted of 24 questions – 16 questions for transit riders and 8 additional questions for business owners – related to the conceptual design preferences, businesses, and demographics for the 35th Avenue/Van Buren Street Corridor. In total, there were 340 community responses with three of the responses being from businesses. Responses are summarized below, and full results can be found in *Appendix B, Survey Results*.

4.1 Who Participated?

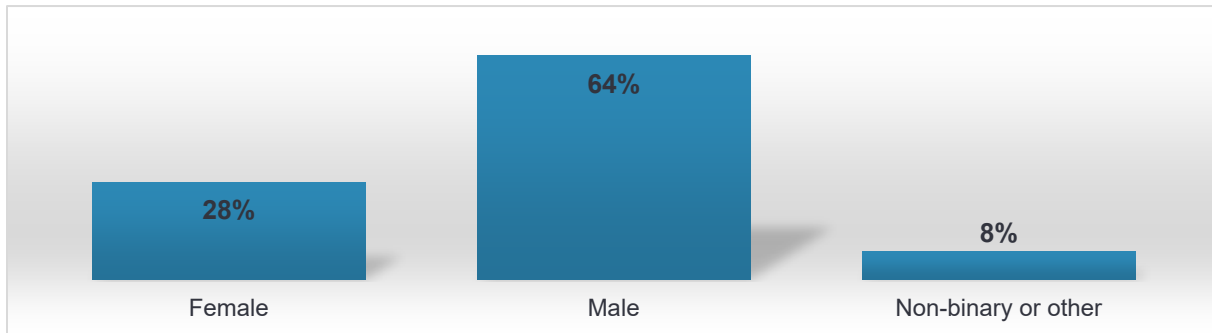
Age



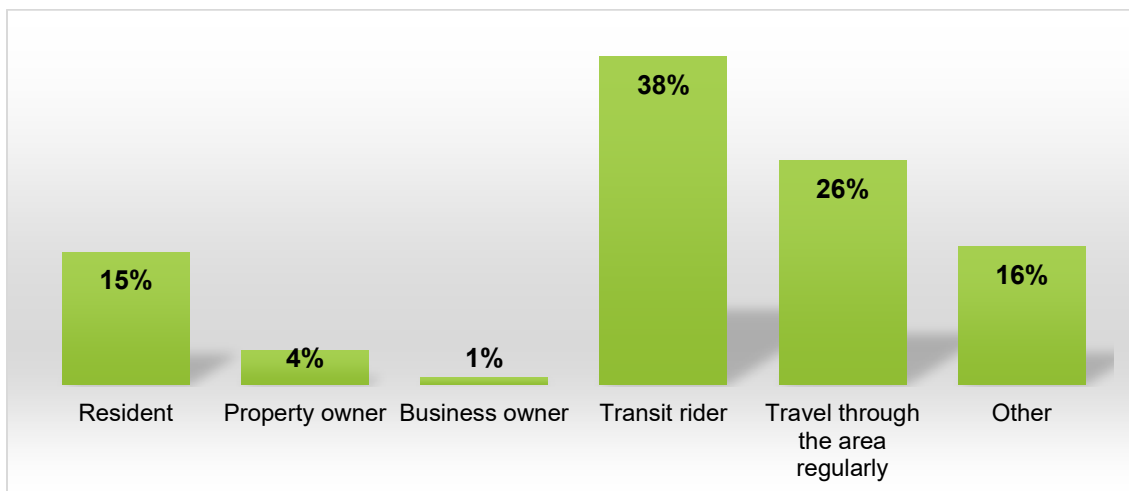
Ethnicity



Gender



Connection to the corridor

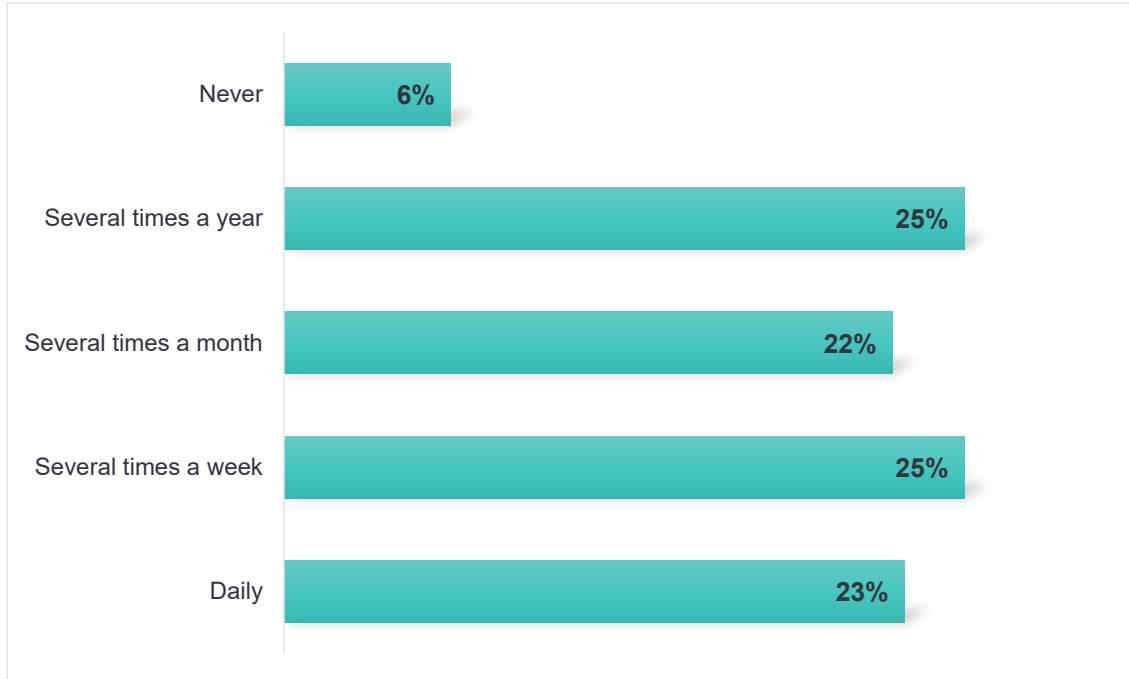


Where they live and work

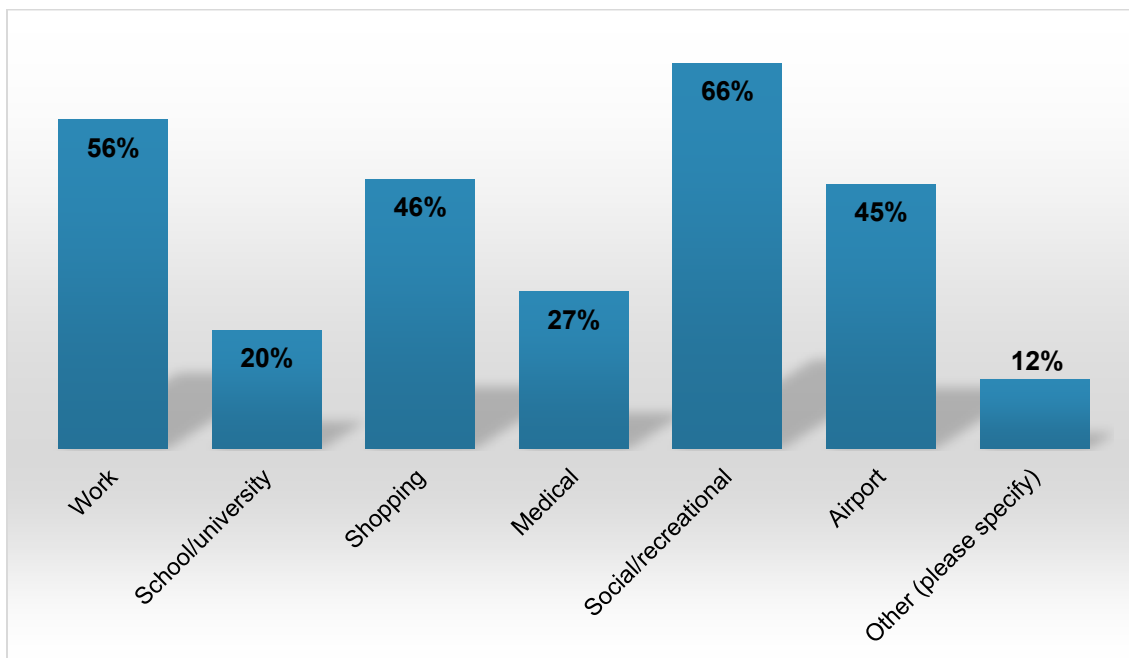
Respondents provided zip codes for their home and work locations.

4.2 How does the community use transit?

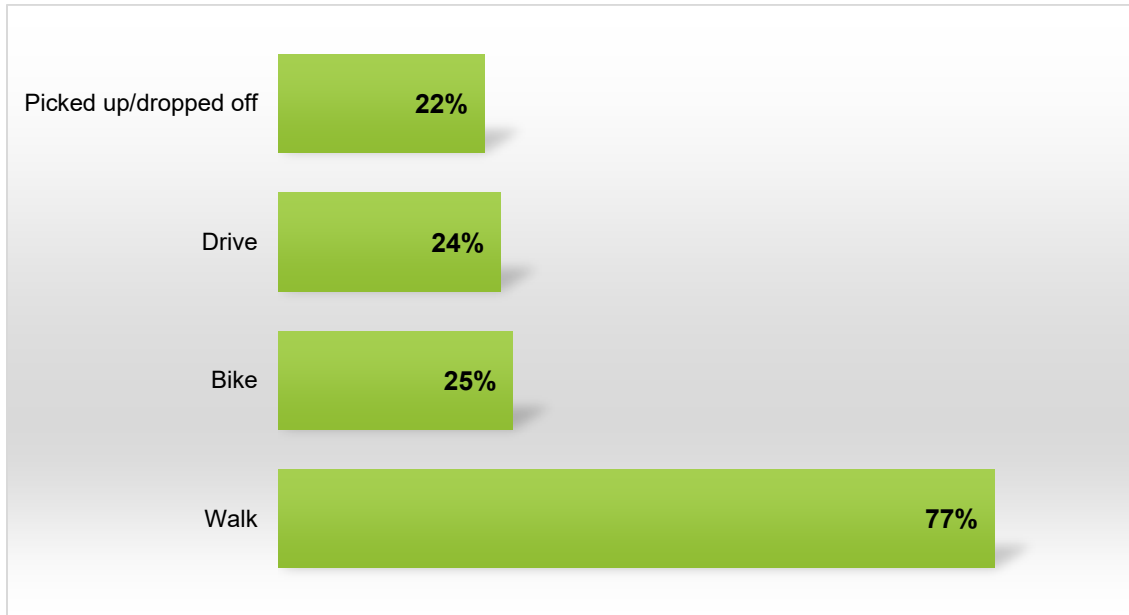
How often do you use public transit?



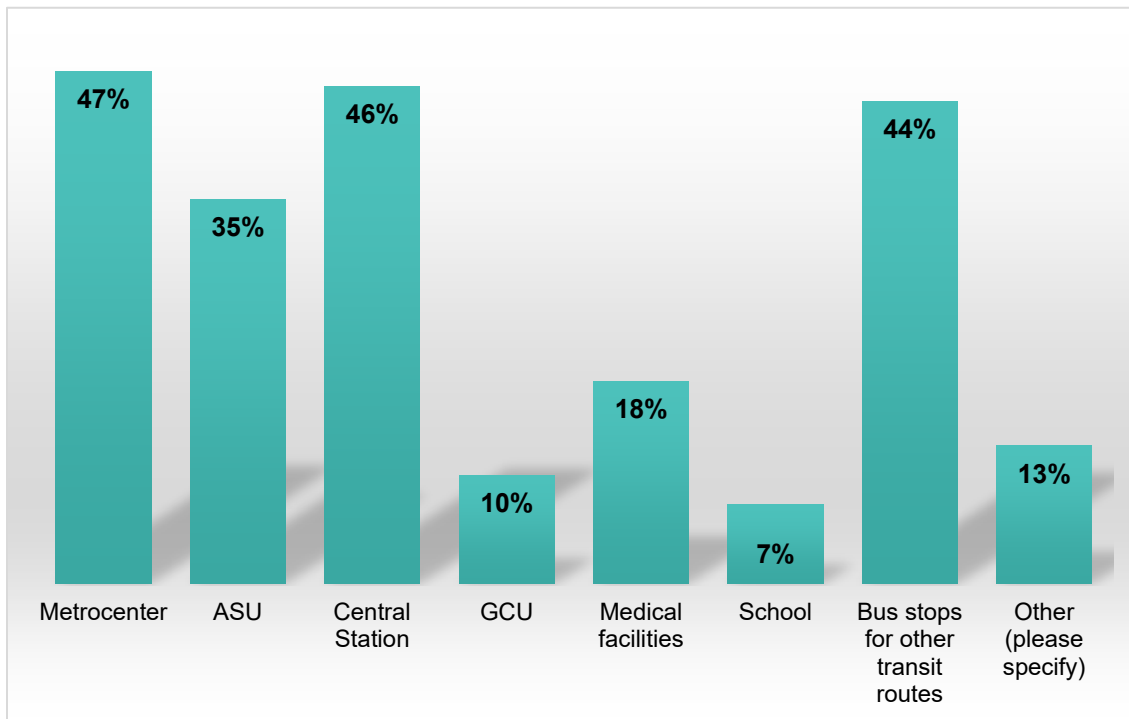
Where do you usually take transit? (check all that apply)



How do you typically get to/from a transit station/bus stop? (check all that apply)

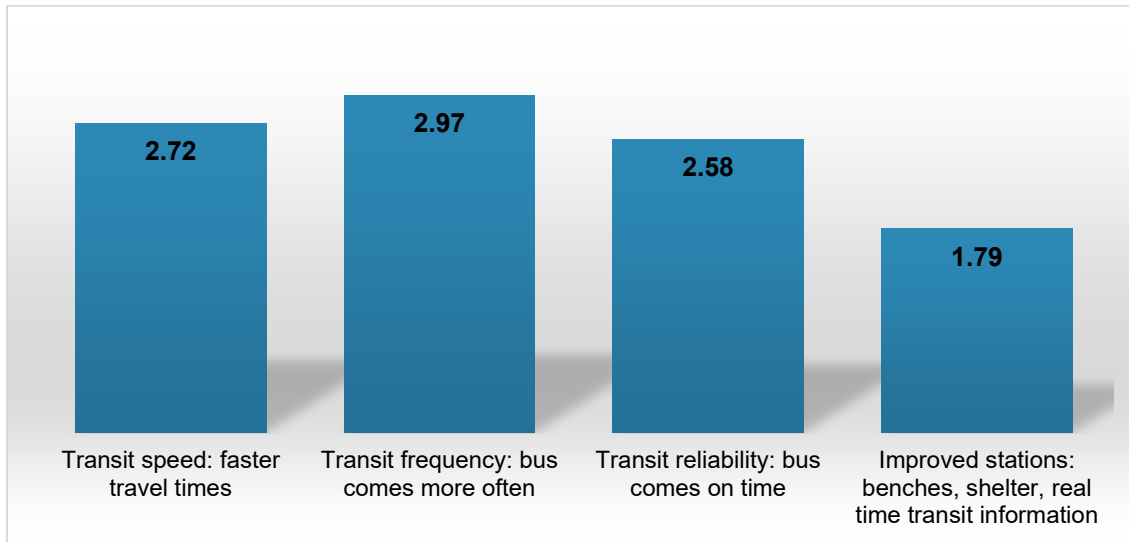


What specific destinations do you visit along the 35th Ave/Van Buren St BRT Corridor? (check all that apply)

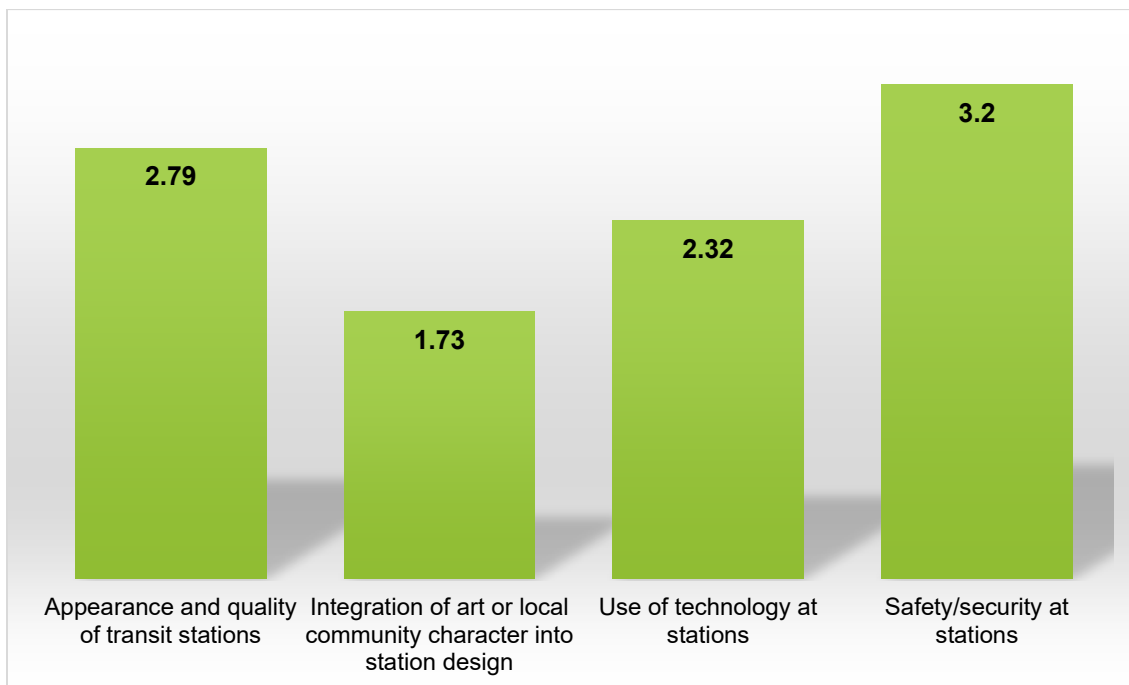


4.3 What's important to the community?

What is most important to you for improved transit service along the 35th Ave/Van Buren St BRT Corridor? (Rank the following from 1 to 4, with 1 being most important and 4 being least important)



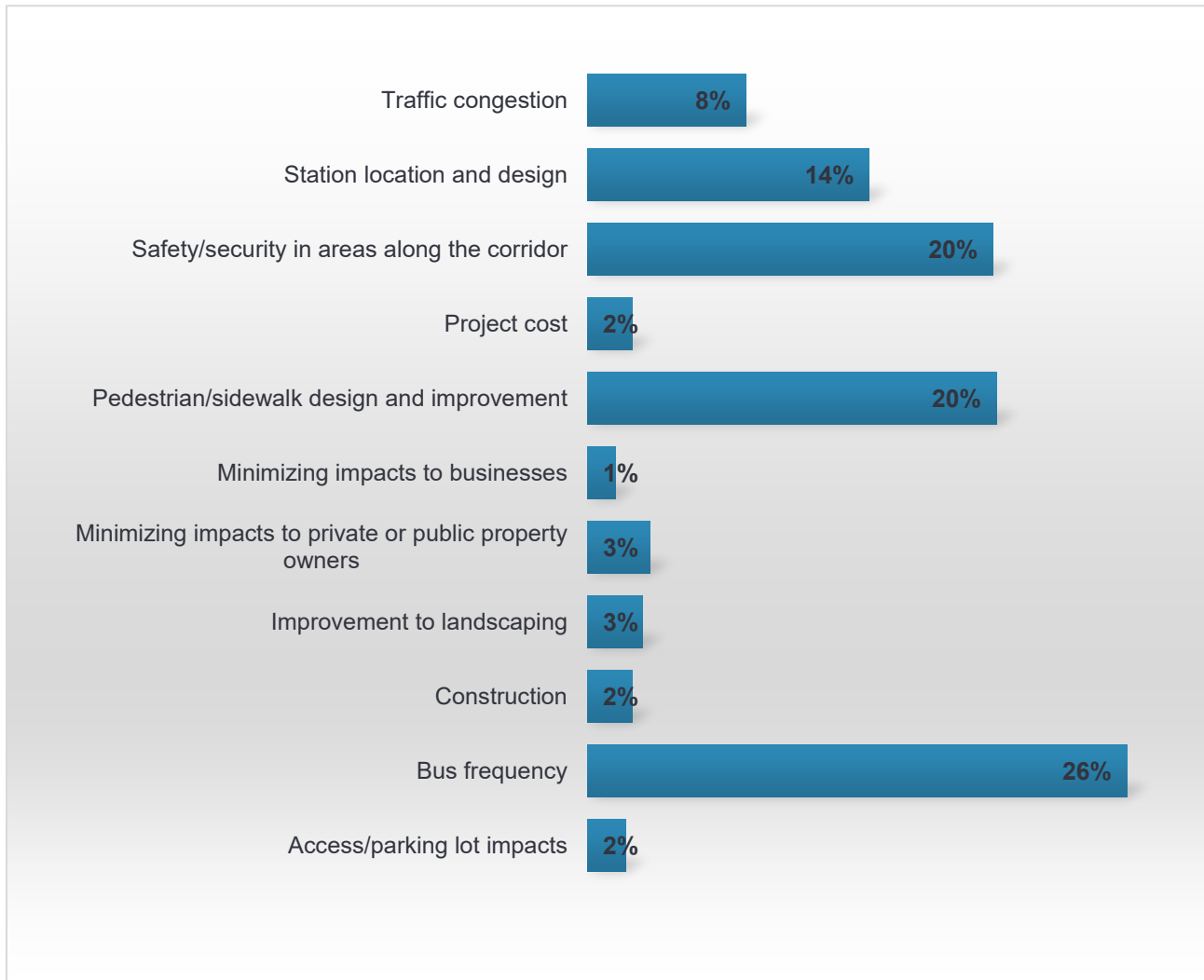
What is most important to you for transit stations? (Rank the following from 1 to 4, with 1 being most important and 4 being least important)



What is most important to you for using transit? (Rank the following from 1 to 6, with 1 being most important and 6 being least important)



As with any transportation improvement project, there may be considerations related to development of BRT on 35th Ave and Van Buren St. What are your three most important considerations related to the development of BRT?



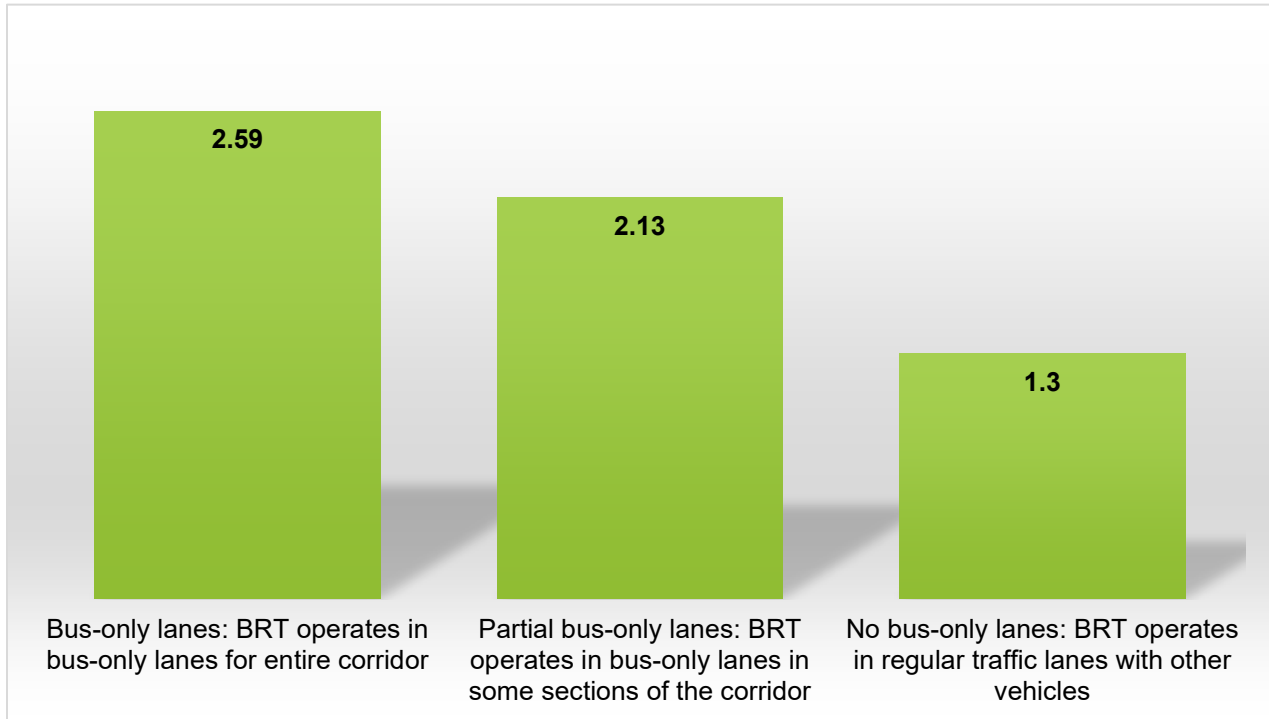
Why were these considerations most important?

Top themes from open-ended responses

- Improves frequency, reliability and efficiency
- Improves safety and security
- Prioritizes pedestrian/bicyclist access and benefits
- Improves station design and location

4.4 35th Avenue and Van Buren Street Corridor Lane Preferences

Bus-only lanes substantially improve transit speed and reliability but may reduce the current number of auto-travel lanes. Thinking about the potential use of bus-only lanes for BRT along the 35th Ave/Van Buren St BRT Corridor, please rank the following from 1 to 3, with 1 being most preferred and 3 being least preferred:



Why were these options preferred?

Top themes from open-ended responses

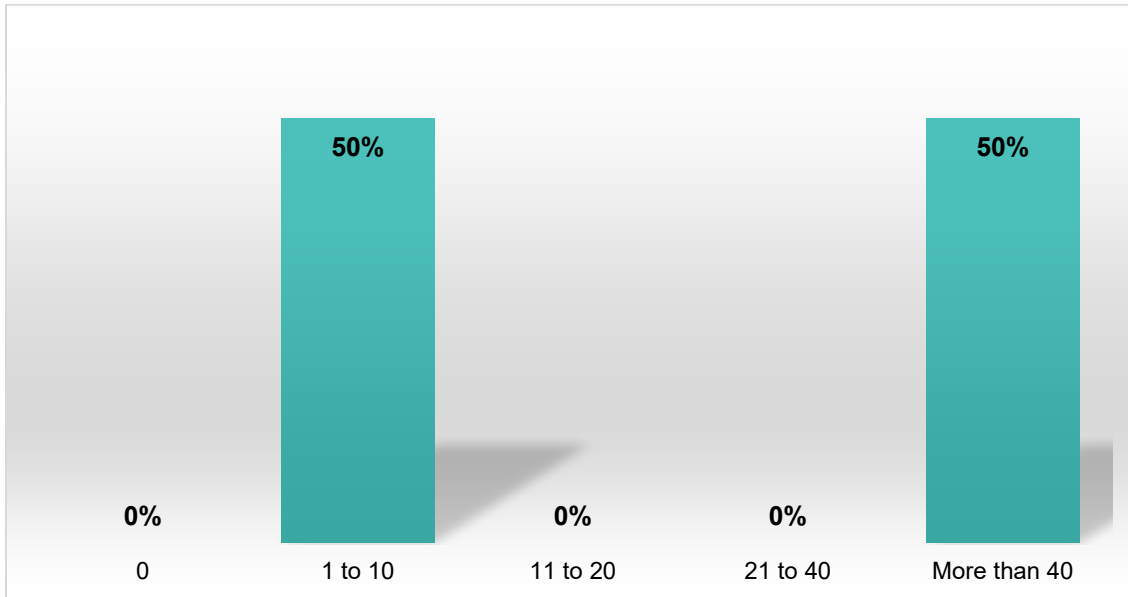
- BRT means dedicated lanes
- Frequency, speed and reliability
- Public transit should be prioritized
- Dedicated lanes = success

4.5 Final Key Comment Themes on the 35th Avenue and Van Buren Street Corridor

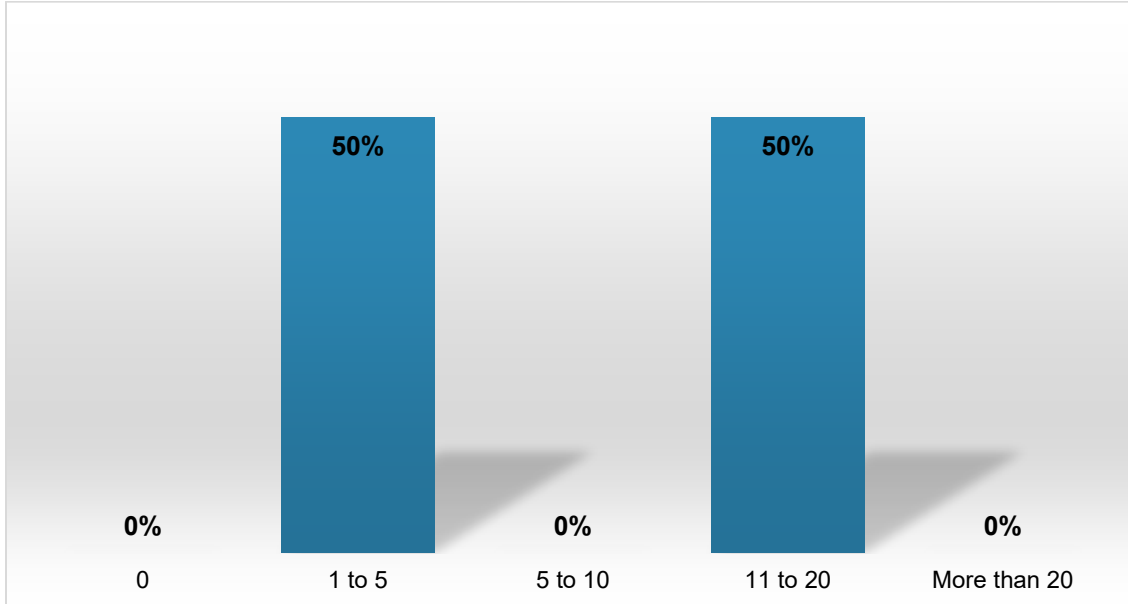
- Implement dedicated lanes
- Support for BRT
- Expand BRT throughout Phoenix
- Safety and security are essential
- Prioritize public transit

4.6 Business Questions

How many employees report to your business?



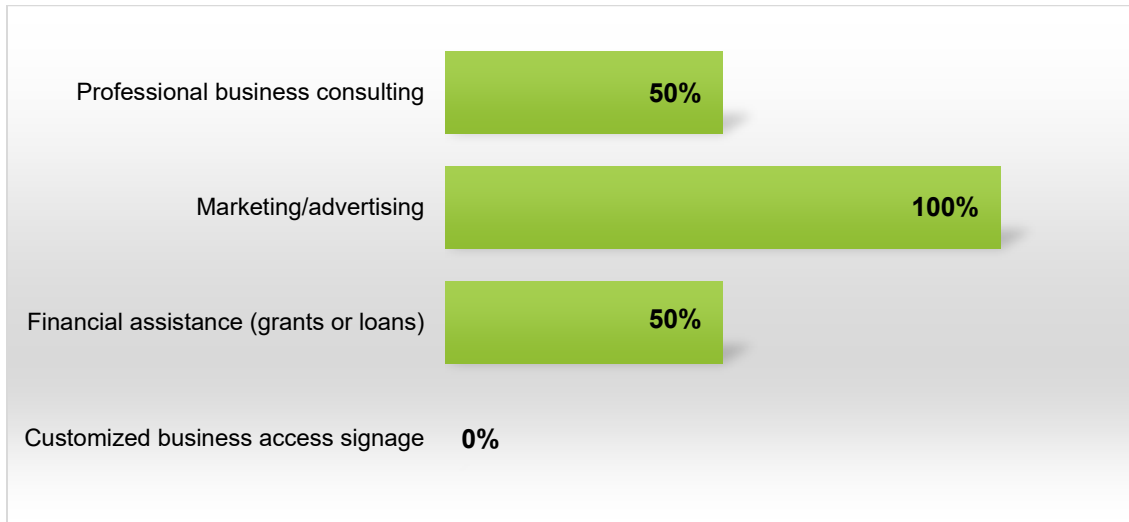
How many of your employees currently use transit to travel to/from work?



Do your customers and/or supply/delivery trucks access your business directly from 35th Ave or Van Buren St?

No responses were received for this question.

If a business assistance program is offered as part of this BRT project, what type of assistance would be helpful to your business? (Check all that apply)

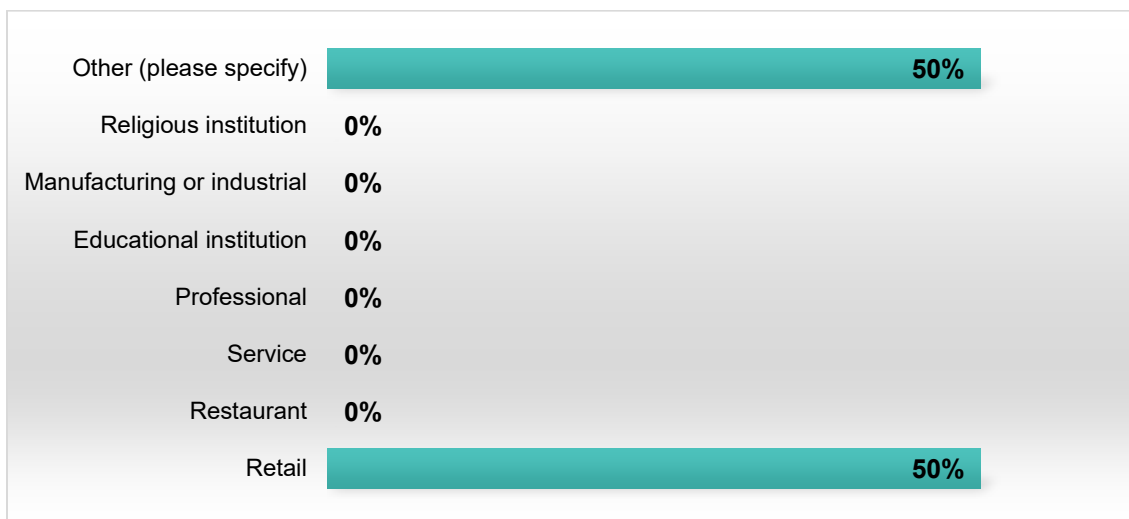


5. Business Survey Content and Results

The supplemental business survey consisted of 10 questions related to the businesses along the 35th Avenue/Van Buren Street Corridor. In total, there were two business responses. Responses are summarized below and can be found in *Appendix B, Survey Results*.

5.1 Business overview

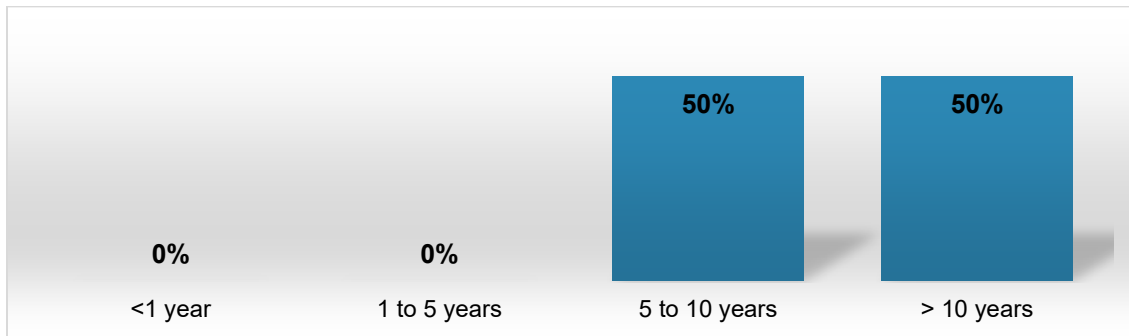
Type of business (check one)



Where is your business located (address or zip code)?

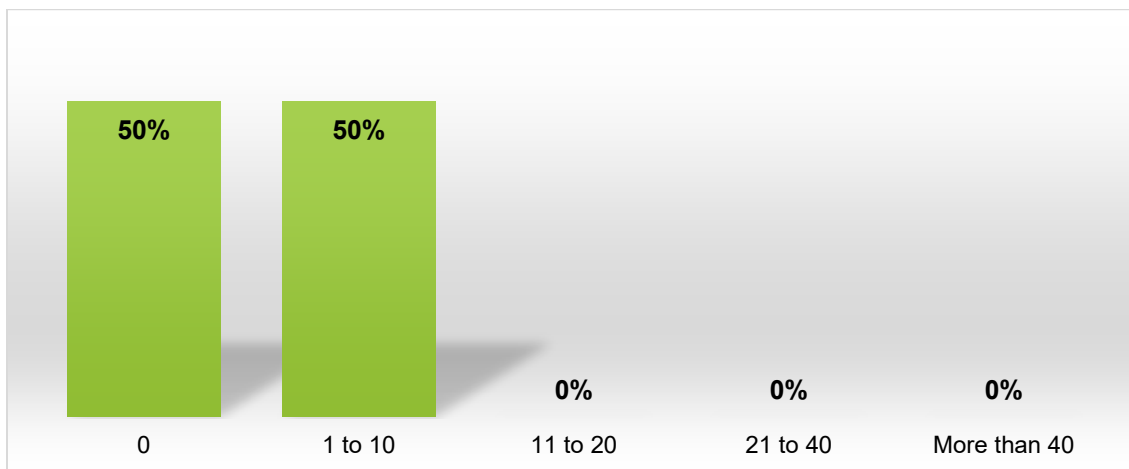
- 85017
- 85051

How long have you operated in this location?

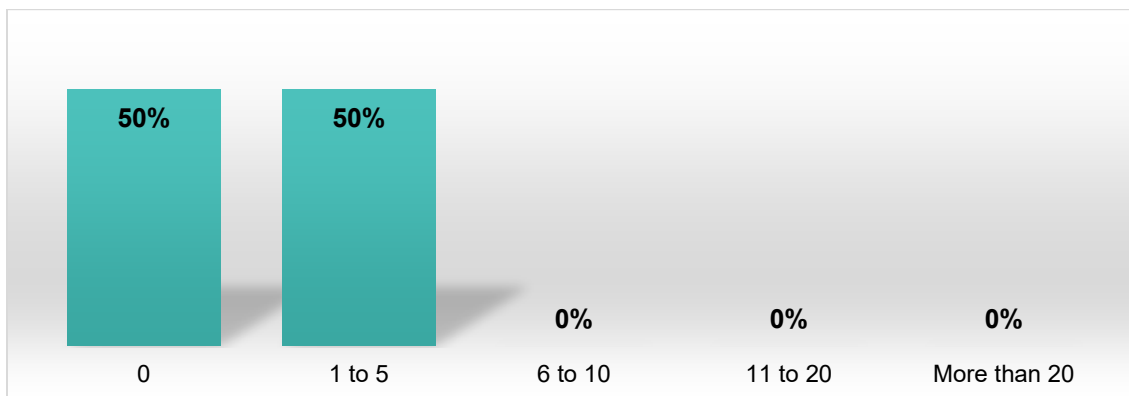


5.2 Employee Overview

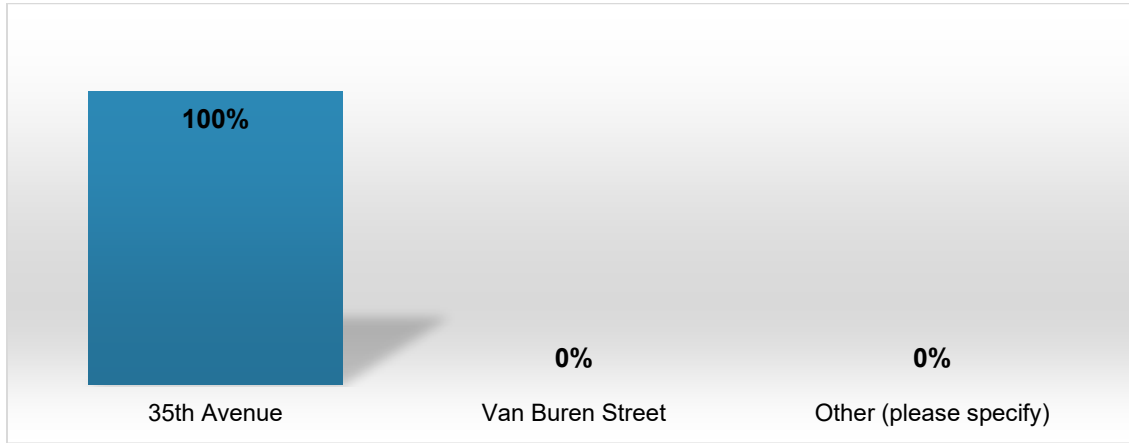
How many employees regularly work from this business address?



How many of your employees currently use transit to travel to/from work?

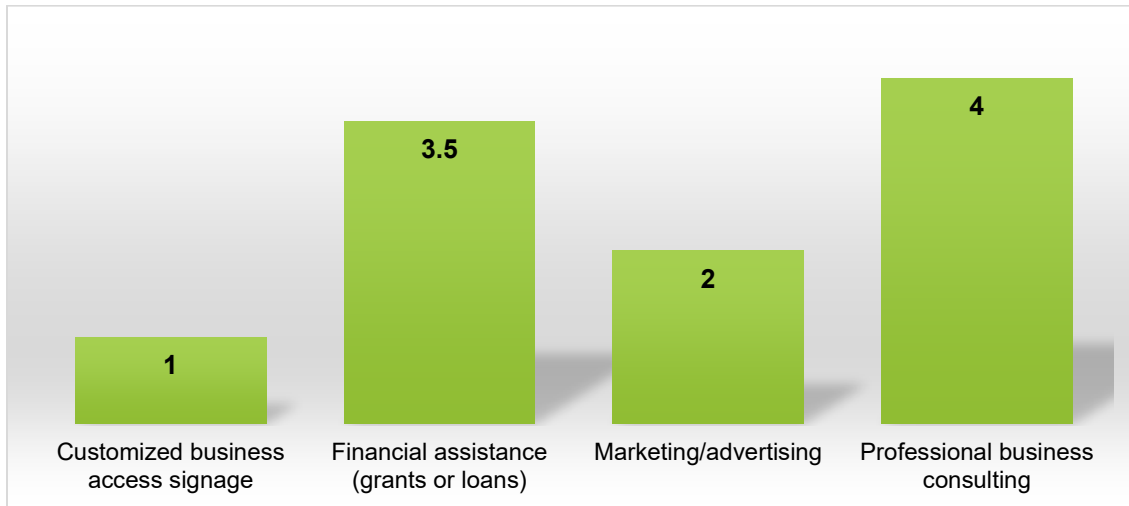


Do your customers, employees and/or supply/delivery trucks regularly access your business directly from 35th Ave or Van Buren St?



5.3 General

If a business assistance program is offered as part of this BRT project, what type of assistance would be most helpful to your business? (Rank from 1 to 4, with 1 being most helpful.)



Additional questions were asked and included personal and business information as well as a general final comment question with responses shown below:

- Phoenix BRT is making Awesome Plans.
- Worry about low business and traffic to shop I know for a friend who had to close the business for construction.

Appendix A: Survey Notifications



Community Notifications

35th Avenue and Van Buren Street Bus Rapid Transit Corridor

Website Updates



- [MeetPhoenixBRT.com](https://www.meetphoenixbrt.com)
- [Phoenix.gov/BRT](https://phoenix.gov/BRT)

Social Media



- Facebook
- Twitter
- Nextdoor

Community Newsletters



- [News Release](#)
- [Library Newsletter](#)
- Valley Metro Commute Solution – October Update
- Council District Newsletters

Email Notifications



- 15** Village Planning Committees
- 8** Council Districts and the Mayor's Office
- 50** Technical Advisory and Executive Leadership Committee Members
- 55** Neighborhood and Business Organizations
- 9** Neighborhood Services Specialists

Poster Distribution

Bus Shelter Posters



17 BRT Intersections

136 English and Spanish Posters

68 Bus Shelters

On Bus Posters



518 Buses

1,036 English and Spanish Posters

Light Rail Station Ad Kiosks



8 Stations with English and Spanish Posters

Transit Centers



4 Transit Centers with English and Spanish Posters: Ed Pastor, Central Station, Metrocenter, Sunnyslope



Your Feedback Matters

— Co-Create With Us —

The City of Phoenix has selected its first Bus Rapid Transit (BRT) corridor — 35th Avenue/Van Buren Street — and we want your feedback on what you think is important for BRT along this corridor.

Take the survey
anytime between October 3 – 21
to provide your input.



bit.ly/phxbirt-survey

Meet Phoenix BRT



— Be connected. Stay informed. Co-create. —

The City of Phoenix BRT Program has launched a new website called *Meet Phoenix BRT*. Check out the new site to find blogs, BRT fast facts, hear directly from key project team members and get on board with all things Phoenix BRT.



meetphoenixbrt.com

Co-create with us today!



Sus comentarios son importantes

— Crea con nosotros —

La ciudad de Phoenix seleccionó su primer corredor para autobuses de transporte rápido (Bus Rapid Transit, BRT) en 35th Avenue/Van Buren Street y queremos conocer sus comentarios sobre lo que usted considera importante para BRT a lo largo de este corredor.

Tome la encuesta
entre el 3 y el 21 de octubre
y de su opinión.



bit.ly/phxbirt-survey

Conozca Phoenix BRT



— Esté conectado. Manténgase informado. Crea con nosotros. —



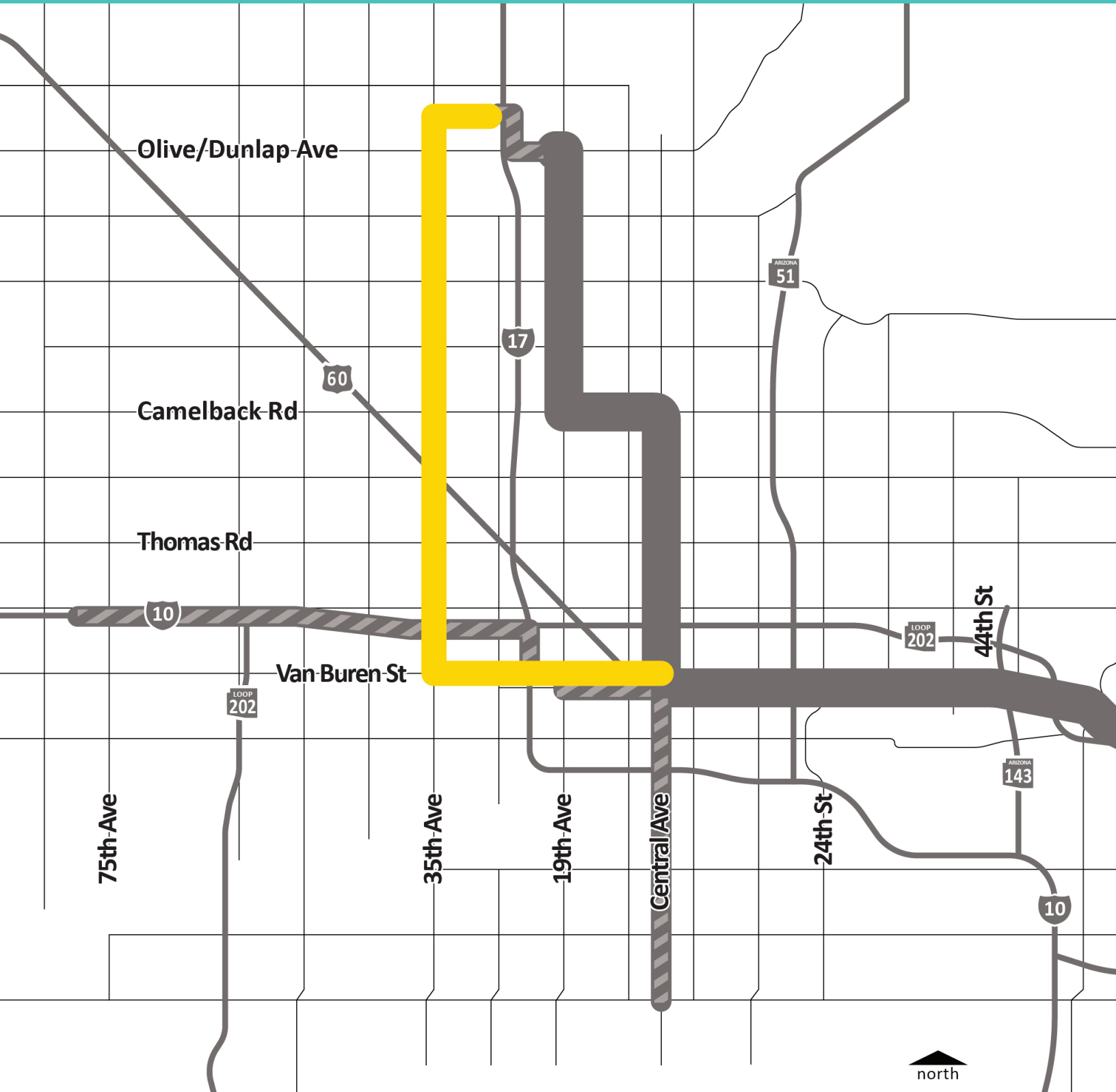
meetphoenixbrt.com

El programa BRT de la ciudad de Phoenix lanzó un nuevo sitio web llamado *Meet Phoenix BRT*. Visite el nuevo sitio para encontrar blogs, datos rápidos de BRT, escuchar directamente a los miembros clave del equipo del proyecto y todo lo relacionado con Phoenix BRT.

¡Crea con nosotros hoy mismo!

Approved BRT Corridor

35th Ave/Van Buren



Take Our Survey Today

The Phoenix Bus Rapid Transit team launches first corridor survey!



Phoenix BRT Program Team

October 4, 2022 - 3 min read

[Share on Facebook](#) [Share on Twitter](#)

Your Feedback Matters

This survey has officially closed. Thank you for your input!

[Back to top](#)

This blog post was revised on Nov. 15, 2022.

Provide your input anytime between October 3 - 21

The City of Phoenix has selected its first Bus Rapid Transit (BRT) corridor — 35th Avenue/Van Buren Street — and we want your feedback on what you think is important for BRT along this corridor.

- **Survey:** bit.ly/phxbirt-survey

Take the survey anytime between **October 3 – 21** to provide your input. Community input will help guide the development of BRT along this corridor.

As a new transit option for Phoenix, BRT will transform and improve transit speed, reliability, and overall rider experience. The next steps for the BRT Program are to:

- Refine the program schedule
- Identify funding options
- Develop 15 percent design plans for the 35th Avenue and Van Buren Street corridor

Together, we can create a successful BRT system that meets the needs of the Phoenix community.

What to Read Next



▲
Back to top



Pages

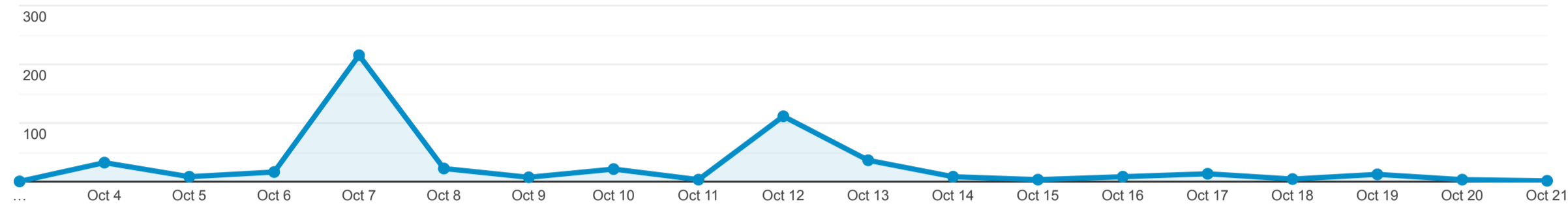
ALL » PAGE: /blog/your-feedback-matters

Oct 3, 2022 - Oct 21, 2022

All Users
26.07% Pageviews

Explorer

Pageviews



Page	Pageviews	Unique Pageviews	Avg. Time on Page	Entrances	Bounce Rate	% Exit	Page Value
	523 % of Total: 26.07% (2,006)	451 % of Total: 26.50% (1,702)	00:01:54 Avg for View: 00:01:47 (6.97%)	356 % of Total: 32.81% (1,085)	85.11% Avg for View: 67.37% (26.33%)	75.72% Avg for View: 54.09% (39.99%)	\$0.00 % of Total: 0.00% (\$0.00)
1. /blog/your-feedback-matters	523 (100.00%)	451 (100.00%)	00:01:54	356 (100.00%)	85.11%	75.72%	\$0.00 (0.00%)

Rows 1 - 1 of 1

Social Media Posts



Co-Create With Us!



TAKE OUR SURVEY TODAY!

October 3 – 21



Phoenix**BRT**
City of Phoenix Bus Rapid Transit Program



TAKE
OUR
SURVEY!

Phoenix **BRT**



NEW
PHOENIX BRT
WEBSITE!



Phoenix **BRT**
City of Phoenix Bus Rapid Transit Program

MEET PHOENIX BRT



PHX
T2050 **PhoenixBRT**
City of Phoenix Bus Rapid Transit Program

Phoenix**BRT**
City of Phoenix Bus Rapid Transit Program

Take Our Survey!



Oct. 3 - 21

PHX
T2050

Crea con nosotros.



Phoenix**BRT**
City of Phoenix Bus Rapid Transit Program

¡TOME LA ENCUESTA!

Del 3 al 21 de octubre.





¡TOME LA
ENCUESTA!

Phoenix **BRT**



¡NUEVO SITIO
WEB DE BRT DE
PHOENIX!



Phoenix **BRT**
City of Phoenix Bus Rapid Transit Program

**Conozca el BRT
de Phoenix.**



PHX
T2050 **PhoenixBRT**
City of Phoenix Bus Rapid Transit Program

PhoenixBRT
City of Phoenix Bus Rapid Transit Program

**¡Tome la
encuesta!**



**Del 3 al 21 de
octubre.**

PHX
T2050


Performance

\$50.00 spent over 15 days.



Link clicks 

226

Reach 

6,348

Cost per Link clicks  **\$0.22**

Activity

Post engagement



Link clicks



Post reactions



Post comments



Post shares



Post saves





Gene Holmerud

What happened to the BRT plan for Baseline Rd?

Like Reply 1w Edited



Gordon Whitford

like to see increased frequency on the 19th ave north / south buses and sometimes the northbound doesn't even come so that bumps up your wait to an hour. also many have shortened their routes and only go as far as 43rd ave, west what about people that ... [See more](#)

Like Reply 1w



Timothy Stacks

What they need to do is have routs run more on the weekends and Later in East Mesa East and west and on power road what doesn't make sense is the 30 bus dos not go into East Mesa on Sunday but the main street bus dos.

Like Reply 2w



Kathi Young

Have your public meetings in the evening when working people can attend. We are the ones riding the buses and need to get to our destination ON TIME

Like Reply 2w



Valley Metro

[Kathi Young](#) Thank you for your input. We do try to offer a variety of ways and times of day to give input on service.

Like Reply 2w



Marty Tortuga

Why are westbound buses always late/never show up?

Like Reply 2w



Valley Metro

[Marty Tortuga](#) Please share with Customer Service and give bus route, time of day and location.

Like Reply 2w



Jerry Deines

When might light rail be running past midnight more towards 2am?

Like Reply 2w



Valley Metro

There are no plans to expand the schedule at this time.

Like Reply 2w



Wayne Gentle

Run later so people don't get stranded. Will use more if confident can get back home.

Like Reply 2w



Isaac Ringstaff

Fix the 41 bus so all buses go full route tired of waiting 2 hours +

Like Reply 2w



Shirley Leitman

[Isaac Ringstaff](#) that is ridiculous no wait for a bus should be even an hour

Like Reply 2w



Jeffrey Cappadona

No joke you new to go farther out try queen creek,try a grid in four directions

Like Reply See Chat 3w



Steven Pesserillo

[Jeffrey Cappadona](#) BRT is a City of Phoenix Project, Queen Creek service would be provided by Queen Creek and/or RPTA/Valley Metro

Like Reply 3w



Jeffrey Cappadona

[Steven Pesserillo](#) so get on the ball and have a meeting

Like Reply 2w



Rene Moon

[Jeffrey Cappadona](#) you need bus service county wide because we are a state that should have bus service connect in every city county wide.Run every day 30 minutes a part and light rail across the county also with the superbowl in Glendale Arizona.

Like Reply 2w



Jeffrey Cappadona

Get together on it.....

Like Reply 2w





Mary McCool

On Sundays, many of the routes I utilize are no shows.

Like Reply 3w



Johnny Garcia

[Mary McCool](#) call offs

last sunday i had quite a few people ask what happened to the other 2 buses which meant 3 hour wait

Like Reply 3w



Mary McCool

This is ridiculous. Like most people who work and have weekends off, running errands by buses get to be harder and harder, when drivers are no shows. What's the point of making improvements if the drivers aren't running their routes?

Like Reply 3w



Joel Moreno

[Mary McCool](#) YouTube Teezy T Pandemic Struggling. Guys song is kinda hot. I subscribed

Like Reply 3w



Write a reply...



Blakie Soza

What is the point of having a schedule if they are going to be late

Like Reply 3w



Joel Moreno

[Blakie Soza](#) YouTube Teezy T Phoenix. Guy spits the truth



Derk Finstad

The 17 bus is constantly late. I'm concerned that adding routes will only exasperate current problems.

Like Reply 3w



From: [Sara Kotecki](#)
Subject: Phoenix Bus Rapid Transit Survey and Website Launch - Help Share the Information
Attachments: [image001.png](#)
[Survey Poster E&S FNL EN-SP.pdf](#)
[Website Map Approved Corridor.pdf](#)

Hello. The city of Phoenix Public Transit Department is beginning preliminary design on the city's first Bus Rapid Transit (BRT) corridor along 35th Avenue and Van Buren Street (see attached map). To continue to engage the community in the BRT Program, the city has launched a survey and the new [Meet Phoenix BRT](#) website.

The community can take the survey now through Friday, October 21 at bit.ly/phxbrt-survey. Community input will help guide the development of BRT along this corridor.

I am reaching out to ask that you help spread the word by sharing our survey and flier (attached) with your stakeholders. Together, we can co-create a successful BRT system that meets the needs of the Phoenix community.

Please feel free to let me know if you have any questions or I can be of further assistance. Thanks. -Sara

Sara Kotecki, P.E.
Bus Rapid Transit Administrator
Public Transit Department
602-256-3531

phoenix.gov/brt



From: [Sara Kotecki](#)
Subject: Phoenix Bus Rapid Transit Survey and Website Launch
Attachments: [image001.png](#)
[Survey Poster E&S FNL EN-SP.pdf](#)
[Website Map Approved Corridor.pdf](#)

Get involved today!

The city of Phoenix is beginning preliminary design on the city's first Bus Rapid Transit (BRT) corridor along 35th Avenue and Van Buren Street (see attached map). To continue to engage the community in the development of the BRT Program, we want your feedback on what you think is important for BRT along this corridor.

Take the BRT survey anytime between **October 3 and 21** and provide your input. Together, we can co-create a successful BRT system that meets the needs of the Phoenix community.

Take the survey today: bit.ly/phxbt-survey

If you are interested in learning more about the program, the BRT team or where we have been, check out our new website at MeetPhoenixBRT.com.

The attached flier and the contents of this email can be shared with others.

Please feel free to let me know if you have any questions or I can be of further assistance. Thanks. -Sara

Sara Kotecki, P.E.
Bus Rapid Transit Administrator
Public Transit Department
602-256-3531

phoenix.gov/brt



PUBLIC TRANSIT



Phoenix Launches Bus Rapid Transit Survey and Blog Site

OCTOBER 4, 2022 12:15 PM

Survey Open until Oct. 21

The Phoenix Public Transit Department is starting initial design on the City's first **Bus Rapid Transit (BRT) corridor** along 35th Avenue and Van Buren Street. To continue engaging the community in the BRT program, the city has launched a survey and the new Meet Phoenix BRT blog site [meetphoenixbrt.com](https://www.meetphoenixbrt.com).

The blog site hosts a series of blogs, infographics, maps, articles and the latest BRT program information.

Check out the site and then take the BRT survey today to provide your input.

Survey: <https://www.surveymonkey.com/r/PHX-BRT>

Websites: phoenix.gov/brt, meetphoenixbrt.com

Community input will help guide the development of BRT along this corridor.

Feedback will be accepted now through Friday, Oct. 21, 2022.

As a new transit option for Phoenix, BRT will transform and improve transit speed, reliability and overall rider experience. The next steps for the BRT Program are to

- refine the program schedule
- identify funding options and
- develop 15 percent design plans for the 35th Avenue and Van Buren Street corridor.

Together, we can create a successful BRT system that meets the needs of the Phoenix community.

[Lea el artículo en Español \(PDF\).](#)

About Transportation 2050: In Aug. 2015, Phoenix voters approved Transportation 2050 (T2050), a 35-year citywide transportation plan. T2050 is overseen by the Citizens Transportation Commission and includes improved frequency on local bus service, new light rail service and stations and major street improvement projects. Funding for T2050 comes from a 7/10ths of a cent city sales tax that started Jan. 1, 2016. Over the life of the plan, the funds are estimated to generate about \$16.7 billion, or more than half of the plan's overall cost. There will be an additional \$14.8 billion in federal and county funds, passenger fares and other sources. For more information, visit the **[T2050 page](#)** or follow **[Phoenix Public Transit](#)**, **[Phoenix Street Transportation](#)** and **[Valley Metro](#)** on Twitter.

Related Social Media Hashtags and Handles: **[#T2050](#)** **[#PHXBRT](#)**
[#PHXPublicTransit](#) **[#PhoenixBusRapidTransit](#)** **[#Transportation2050](#)**
[#MovingPhoenixForward](#)

Keywords: **[T2050](#)**, **[Transportation 2050](#)**, **[Moving Phoenix Forward](#)**, **[Phoenix Bus Rapid Transit](#)**, **[All About That Bus Life](#)**, **[Mobility](#)**

[Public Transit Home Page](#)

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[Media Contact Directory](#)

Calling All Businesses!

The Phoenix Bus Rapid Transit team is looking for insight from businesses along the corridor.



Phoenix BRT Program Team

December 6, 2022 - 2 min read

[Share on Facebook](#) [Share on Twitter](#)

This survey has officially closed. Thank you for your input!

This blog post was revised on Jan. 6, 2023.

Provide your input through December 23

The City of Phoenix has selected its first Bus Rapid Transit (BRT) corridor – 35th Avenue/Van Buren Street – and we want to connect with businesses along the 35th Avenue and Van Buren Street corridor! Not sure if your business falls along the corridor? Check out our [corridor map here](#).

- **Survey:** bit.ly/phxbirt-biz

Fill out our quick business survey anytime through December 23 and sign-up to stay connected.

As a new transit option for Phoenix, BRT will transform and improve transit speed, reliability, and overall rider experience. **Together, we can create a successful BRT system that meets the needs of the Phoenix community.**

What to Read Next



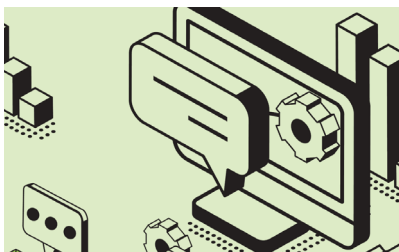
**Project Insights
Where We've
Been**



**Project Insights
Where We're
Going**



**Project Insights
How We'll Get
There**





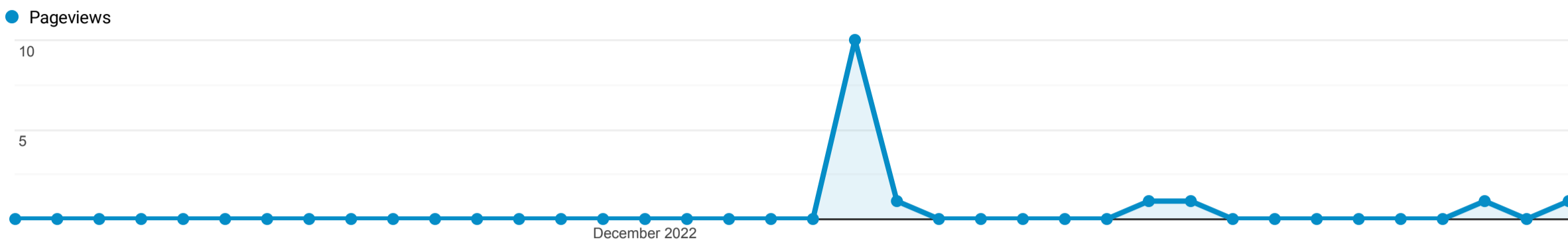
Pages

ALL » PAGE: /blog/calling-all-businesses

Nov 16, 2022 - Dec 23, 2022

All Users
3.46% Pageviews

Explorer



Page	Pageviews	Unique Pageviews	Avg. Time on Page	Entrances	Bounce Rate	% Exit	Page Value
	15 % of Total: 3.46% (434)	13 % of Total: 3.49% (372)	00:04:47 Avg for View: 00:02:04 (130.80%)	7 % of Total: 3.43% (204)	100.00% Avg for View: 55.88% (78.95%)	73.33% Avg for View: 47.00% (56.01%)	\$0.00 % of Total: 0.00% (\$0.00)
1. /blog/calling-all-businesses	15 (100.00%)	13 (100.00%)	00:04:47	7 (100.00%)	100.00%	73.33%	\$0.00 (0.00%)

Rows 1 - 1 of 1



Building Business Connections

— We want to hear from you —

The City of Phoenix has selected its first Bus Rapid Transit (BRT) corridor — 35th Avenue/Van Buren Street — and we want to connect with businesses along the corridor! **Fill out our quick business survey and sign-up to stay connected.**



bit.ly/phxbirt-biz

Take the survey now through December 23!

Meet Phoenix BRT



— Be connected. Stay informed. Co-create. —

The City of Phoenix BRT Program has launched a new website called **Meet Phoenix BRT**. Check out the new site to find blogs, BRT fast facts, hear directly from key project team members and get on board with all things Phoenix BRT.



meetphoenixbrt.com

Co-create with us today!



Construyendo Conexiones Comerciales

— Queremos saber su opinión —

La ciudad de Phoenix ha seleccionado su primer corredor de Bus Rapid Transit (BRT), 35th Avenue/Van Buren Street, ¡y queremos conectarnos con las empresas a lo largo del corredor! *Complete nuestra encuesta comercial rápida e inscríbese para mantenerse conectado.*



bit.ly/phxbrt-biz

¡Tome la encuesta ahora hasta el 23 de diciembre!

Meet Phoenix BRT



— Esté conectado. Manténgase informado. Crea con nosotros. —



meetphoenixbrt.com

El programa BRT de la ciudad de Phoenix lanzó un nuevo sitio web llamado *Meet Phoenix BRT*. Visite el nuevo sitio para encontrar blogs, datos rápidos de BRT, escuchar directamente a los miembros clave del equipo del proyecto y todo lo relacionado con Phoenix BRT.


¡Crea con nosotros hoy mismo!

← Tweet



PHX Public Transit
@PhoenixMetroBus



 **#NewBlogAlert:** Calling all businesses! Help us build better business connections and take our business survey today: bit.ly/phxbrt-biz.

 Read the full story at [#MeetPhoenixBRT: meetphoenixbrt.com/blog/calling-a...](https://meetphoenixbrt.com/blog/calling-a...) **#T2050**

**NEW
BLOG
ALERT!**

Phoenix **BRT**
0:00 12 views
City of Phoenix's new Rapid Transit Program

The graphic features a green background on the left with the text 'NEW BLOG ALERT!' in white. On the right, a circular frame contains a teal and black bus icon with 'BRT' written on its front. Below the graphic is a video player interface showing 'Phoenix BRT' and '0:00 12 views'.

10:37 AM · Dec 13, 2022

1 Like



Appendix B: Survey Results



Question 1 is not included in this summary as it includes personal emails from respondents.

Q2 Where do you live (zip code)?

Answered: 330 Skipped: 10

#	RESPONSES	DATE
1	85033	10/23/2022 11:59 AM
2	85017	10/21/2022 6:59 AM
3	85053	10/21/2022 12:41 AM
4	85033	10/20/2022 11:46 PM
5	85003	10/20/2022 9:08 PM
6	85021	10/20/2022 8:12 PM
7	85041	10/20/2022 6:36 PM
8	85035	10/20/2022 4:01 PM
9	85021	10/20/2022 3:32 PM
10	2145 W. Monroe	10/20/2022 1:13 PM
11	85302	10/20/2022 12:39 PM
12	85006	10/20/2022 11:27 AM
13	85051	10/20/2022 9:55 AM
14	85014	10/19/2022 7:58 PM
15	85251	10/19/2022 6:29 PM
16	85029	10/19/2022 5:40 PM
17	85040	10/19/2022 5:24 PM
18	85282	10/19/2022 4:49 PM
19	85281	10/19/2022 4:27 PM
20	85019	10/19/2022 4:20 PM
21	85719	10/19/2022 3:10 PM
22	85021	10/19/2022 3:09 PM

Phoenix Bus Rapid Transit (BRT) - 35th Avenue/Van Buren Street Corridor | Fall 2022

23	85014	10/19/2022 1:41 PM
24	85034	10/19/2022 9:32 AM
25	85003	10/18/2022 11:02 PM
26	85022	10/18/2022 8:09 PM
27	85308	10/18/2022 7:43 PM
28	85014	10/18/2022 6:29 PM
29	85022	10/18/2022 4:14 PM
30	85310	10/18/2022 9:58 AM
31	85339	10/18/2022 8:16 AM
32	85008	10/18/2022 7:22 AM
33	85345	10/17/2022 8:39 PM
34	85004	10/17/2022 8:04 PM
35	85009	10/17/2022 7:15 PM
36	85044	10/17/2022 4:54 PM
37	85017	10/17/2022 3:48 PM
38	85302	10/17/2022 1:27 PM
39	85029	10/17/2022 1:26 PM
40	85257	10/17/2022 9:52 AM
41	85304	10/17/2022 8:39 AM
42	85023	10/17/2022 8:08 AM
43	85007	10/17/2022 7:56 AM
44	85007	10/17/2022 2:03 AM
45	85021	10/16/2022 10:40 PM
46	85281	10/16/2022 9:59 PM
47	85308	10/16/2022 9:55 PM
48	85303	10/16/2022 5:06 PM
49	85041	10/16/2022 3:24 PM
50	85040	10/16/2022 2:04 PM

Phoenix Bus Rapid Transit (BRT) - 35th Avenue/Van Buren Street Corridor | Fall 2022

51	85009	10/16/2022 12:15 PM
52	85017	10/16/2022 10:06 AM
53	85033	10/16/2022 7:26 AM
54	85017	10/16/2022 1:33 AM
55	85017	10/15/2022 4:59 PM
56	85392	10/15/2022 2:14 PM
57	85335	10/15/2022 12:25 PM
58	85388	10/15/2022 12:12 PM
59	85017	10/15/2022 1:23 AM
60	85020	10/14/2022 10:32 PM
61	85008	10/14/2022 3:35 PM
62	85006	10/14/2022 3:33 PM
63	85015	10/14/2022 2:21 PM
64	85013	10/14/2022 12:56 PM
65	85041	10/14/2022 12:55 PM
66	85019	10/14/2022 12:50 PM
67	85051	10/14/2022 11:54 AM
68	85007	10/14/2022 11:15 AM
69	85013	10/14/2022 10:58 AM
70	85009	10/14/2022 9:23 AM
71	85205	10/14/2022 8:05 AM
72	85051	10/14/2022 7:58 AM
73	85254	10/14/2022 7:57 AM
74	85042	10/14/2022 7:15 AM
75	85304	10/14/2022 6:03 AM
76	85339	10/14/2022 12:24 AM
77	85004	10/13/2022 9:53 PM
78	85019	10/13/2022 9:24 PM

Phoenix Bus Rapid Transit (BRT) - 35th Avenue/Van Buren Street Corridor | Fall 2022

79	85006	10/13/2022 7:18 PM
80	85701	10/13/2022 3:54 PM
81	85017	10/13/2022 3:45 PM
82	85009	10/13/2022 2:01 PM
83	85308	10/13/2022 12:12 PM
84	85282	10/13/2022 11:57 AM
85	85051	10/13/2022 10:05 AM
86	85004	10/13/2022 9:56 AM
87	85006	10/13/2022 9:24 AM
88	85051	10/13/2022 8:18 AM
89	85301	10/13/2022 8:17 AM
90	85051	10/13/2022 7:56 AM
91	85301	10/13/2022 7:49 AM
92	85338	10/13/2022 7:16 AM
93	85339	10/13/2022 7:10 AM
94	85017	10/13/2022 6:58 AM
95	85029	10/13/2022 6:44 AM
96	85042	10/13/2022 6:00 AM
97	85017	10/12/2022 7:30 PM
98	85004	10/12/2022 6:05 PM
99	85006	10/12/2022 4:25 PM
100	85326	10/12/2022 3:27 PM
101	85006	10/12/2022 3:19 PM
102	85029	10/12/2022 3:17 PM
103	85022	10/12/2022 3:16 PM
104	85023	10/12/2022 2:50 PM
105	85009	10/12/2022 12:12 PM
106	85042	10/12/2022 10:14 AM

Phoenix Bus Rapid Transit (BRT) - 35th Avenue/Van Buren Street Corridor | Fall 2022

107	85051	10/12/2022 5:56 AM
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110	85281	10/11/2022 12:35 PM
111	85013	10/11/2022 8:35 AM
112	85019	10/11/2022 6:30 AM
113	85208	10/10/2022 9:39 PM
114	85034	10/10/2022 9:08 PM
115	85281	10/10/2022 4:25 PM
116	85019	10/10/2022 2:41 PM
117	85013	10/10/2022 2:35 PM
118	85015	10/10/2022 2:06 PM
119	85323	10/10/2022 9:33 AM
120	85013	10/10/2022 8:07 AM
121	85008	10/10/2022 7:45 AM
122	85014	10/10/2022 7:30 AM
123	85035	10/10/2022 5:48 AM
124	85008	10/10/2022 4:17 AM
125	85008	10/10/2022 4:06 AM
126	85029	10/9/2022 11:30 PM
127	85051	10/9/2022 8:59 PM
128	85031	10/9/2022 6:51 PM
129	85017	10/9/2022 5:50 PM
130	85339	10/9/2022 4:45 PM
131	85051	10/9/2022 4:03 PM
132	85039	10/9/2022 12:01 PM
133	85016	10/9/2022 11:23 AM
134	85014	10/9/2022 10:19 AM

Phoenix Bus Rapid Transit (BRT) - 35th Avenue/Van Buren Street Corridor | Fall 2022

135	85027	10/9/2022 12:40 AM
136	85015	10/8/2022 11:46 PM
137	85012	10/8/2022 8:13 PM
138	85395	10/8/2022 8:11 PM
139	85308	10/8/2022 7:45 PM
140	85207	10/8/2022 6:37 PM
141	85006	10/8/2022 5:48 PM
142	85003	10/8/2022 5:13 PM
143	85268	10/8/2022 4:35 PM
144	85051	10/8/2022 2:43 PM
145	85032	10/8/2022 1:43 PM
146	85015	10/8/2022 1:41 PM
147	85004	10/8/2022 1:25 PM
148	85031	10/8/2022 12:41 PM
149	85004	10/8/2022 12:11 PM
150	85004	10/8/2022 12:05 PM
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152	85003	10/8/2022 10:38 AM
153	72901	10/8/2022 10:30 AM
154	85014	10/8/2022 10:26 AM
155	85014	10/8/2022 10:01 AM
156	85382	10/8/2022 9:07 AM
157	85006	10/8/2022 8:34 AM
158	85339	10/7/2022 11:54 PM
159	85008	10/7/2022 9:04 PM
160	85021	10/7/2022 8:32 PM
161	85043	10/7/2022 8:15 PM
162	85234	10/7/2022 7:43 PM

Phoenix Bus Rapid Transit (BRT) - 35th Avenue/Van Buren Street Corridor | Fall 2022

163	85014	10/7/2022 7:41 PM
164	85202	10/7/2022 6:43 PM
165	85226	10/7/2022 6:35 PM
166	85020	10/7/2022 6:16 PM
167	85379	10/7/2022 6:10 PM
168	85021	10/7/2022 5:53 PM
169	85041	10/7/2022 5:41 PM
170	85281	10/7/2022 5:23 PM
171	85033	10/7/2022 5:21 PM
172	85051	10/7/2022 5:09 PM
173	85015	10/7/2022 4:58 PM
174	85015	10/7/2022 4:45 PM
175	85340	10/7/2022 4:31 PM
176	85012	10/7/2022 4:19 PM
177	85043	10/7/2022 4:14 PM
178	85043	10/7/2022 4:12 PM
179	85008	10/7/2022 4:06 PM
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181	85018	10/7/2022 4:00 PM
182	85012	10/7/2022 3:52 PM
183	85301	10/7/2022 3:50 PM
184	85381	10/7/2022 3:48 PM
185	85378	10/7/2022 3:45 PM
186	85027	10/7/2022 3:29 PM
187	85008	10/7/2022 3:29 PM
188	85226	10/7/2022 3:23 PM
189	85029	10/7/2022 3:22 PM
190	85206	10/7/2022 3:20 PM

Phoenix Bus Rapid Transit (BRT) - 35th Avenue/Van Buren Street Corridor | Fall 2022

191	85281	10/7/2022 3:19 PM
192	85210	10/7/2022 3:17 PM
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196	85013	10/7/2022 3:06 PM
197	85288	10/7/2022 2:56 PM
198	85282	10/7/2022 2:55 PM
199	85051	10/7/2022 2:54 PM
200	85029	10/7/2022 2:49 PM
201	85255	10/7/2022 2:48 PM
202	85143	10/7/2022 2:40 PM
203	85281	10/7/2022 2:39 PM
204	85004	10/7/2022 2:31 PM
205	85226	10/7/2022 2:29 PM
206	85301	10/7/2022 2:24 PM
207	85032	10/7/2022 2:23 PM
208	85053	10/7/2022 2:17 PM
209	85020	10/7/2022 2:12 PM
210	85308	10/7/2022 2:10 PM
211	85024	10/7/2022 2:10 PM
212	85016	10/7/2022 2:08 PM
213	85004	10/7/2022 2:01 PM
214	85009	10/7/2022 1:52 PM
215	85053	10/7/2022 1:51 PM
216	85282	10/7/2022 1:41 PM
217	85027	10/7/2022 1:33 PM
218	85339	10/7/2022 1:07 PM

Phoenix Bus Rapid Transit (BRT) - 35th Avenue/Van Buren Street Corridor | Fall 2022

219	85255	10/7/2022 12:53 PM
220	85301	10/7/2022 12:34 PM
221	85051	10/7/2022 12:28 PM
222	85051	10/7/2022 12:28 PM
223	85014	10/7/2022 12:24 PM
224	85013	10/7/2022 12:21 PM
225	85007	10/7/2022 12:13 PM
226	85326	10/7/2022 12:08 PM
227	85282	10/7/2022 12:07 PM
228	85014	10/7/2022 12:05 PM
229	85283	10/7/2022 11:59 AM
230	85022	10/7/2022 11:48 AM
231	85014	10/7/2022 11:42 AM
232	85282	10/7/2022 11:39 AM
233	85004	10/7/2022 11:33 AM
234	85041	10/7/2022 11:16 AM
235	85308	10/7/2022 11:14 AM
236	85012	10/7/2022 11:05 AM
237	85021	10/7/2022 11:01 AM
238	85012	10/7/2022 10:46 AM
239	85016	10/7/2022 10:26 AM
240	85015	10/7/2022 10:22 AM
241	85203	10/7/2022 10:22 AM
242	85087	10/7/2022 10:16 AM
243	85392	10/7/2022 10:12 AM
244	85004	10/7/2022 10:06 AM
245	85051	10/7/2022 9:51 AM
246	85051	10/7/2022 9:46 AM

Phoenix Bus Rapid Transit (BRT) - 35th Avenue/Van Buren Street Corridor | Fall 2022

247	85282	10/7/2022 9:44 AM
248	85007	10/7/2022 9:11 AM
249	85013	10/7/2022 8:57 AM
250	85014	10/7/2022 8:53 AM
251	85308	10/7/2022 8:52 AM
252	85253	10/7/2022 7:42 AM
253	85024	10/7/2022 5:39 AM
254	85008	10/7/2022 4:48 AM
255	85033	10/6/2022 11:12 PM
256	85034	10/6/2022 9:10 PM
257	85037	10/6/2022 7:27 PM
258	85021	10/6/2022 6:09 PM
259	85009	10/6/2022 4:14 PM
260	85015	10/6/2022 3:50 PM
261	85004	10/6/2022 3:46 PM
262	85004	10/6/2022 3:32 PM
263	85004	10/6/2022 2:45 PM
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265	85037	10/6/2022 12:59 PM
266	85007	10/6/2022 12:30 PM
267	85009	10/6/2022 10:24 AM
268	85209	10/6/2022 10:15 AM
269	85051	10/6/2022 10:04 AM
270	85750	10/6/2022 9:46 AM
271	85006	10/6/2022 9:45 AM
272	85305	10/6/2022 9:41 AM
273	85014	10/6/2022 9:10 AM
274	85017	10/6/2022 9:03 AM

Phoenix Bus Rapid Transit (BRT) - 35th Avenue/Van Buren Street Corridor | Fall 2022

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278	85331	10/5/2022 7:55 PM
279	85351	10/5/2022 6:28 PM
280	85143	10/5/2022 5:44 PM
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282	85023	10/5/2022 3:49 PM
283	85044	10/5/2022 2:08 PM
284	85281	10/5/2022 1:09 PM
285	85051	10/5/2022 12:57 PM
286	Phoenix	10/5/2022 10:49 AM
287	85051	10/5/2022 10:18 AM
288	85020	10/5/2022 9:18 AM
289	85301	10/5/2022 8:58 AM
290	85032	10/5/2022 8:27 AM
291	85302	10/5/2022 7:19 AM
292	85034	10/4/2022 9:50 PM
293	85308	10/4/2022 7:19 PM
294	85013	10/4/2022 5:50 PM
295	85086	10/4/2022 5:39 PM
296	85016	10/4/2022 5:17 PM
297	85051	10/4/2022 3:31 PM
298	85007	10/4/2022 2:45 PM
299	85027	10/4/2022 12:52 PM
300	85253	10/4/2022 12:38 PM
301	85041	10/4/2022 10:57 AM
302	85009	10/4/2022 10:50 AM

Phoenix Bus Rapid Transit (BRT) - 35th Avenue/Van Buren Street Corridor | Fall 2022

303	85051	10/4/2022 9:39 AM
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305	85331	10/4/2022 8:25 AM
306	85015	10/3/2022 11:37 PM
307	85308	10/3/2022 10:02 PM
308	85053	10/3/2022 8:45 PM
309	85043	10/3/2022 7:39 PM
310	85022	10/3/2022 7:06 PM
311	85003	10/3/2022 5:38 PM
312	85013	10/3/2022 5:28 PM
313	85044	10/3/2022 4:28 PM
314	85013	10/3/2022 4:17 PM
315	85017	10/3/2022 3:51 PM
316	85009	10/3/2022 3:46 PM
317	85014	10/3/2022 2:29 PM
318	85014	10/3/2022 8:48 AM
319	85003	10/3/2022 5:44 AM
320	85007	10/2/2022 10:36 PM
321	85035	10/2/2022 5:01 PM
322	85035	10/2/2022 4:50 PM
323	85015	10/2/2022 3:36 PM
324	85021	10/2/2022 12:29 PM
325	85015	10/1/2022 4:18 PM
326	85254	10/1/2022 10:56 AM
327	85009	9/30/2022 9:58 PM
328	85003	9/30/2022 9:03 PM
329	85009	9/30/2022 4:55 PM
330	85004	9/30/2022 4:46 PM

Q3 Where do you work (zip code)?

Answered: 320 Skipped: 20

#	RESPONSES	DATE
1	85033	10/23/2022 11:59 AM
2	85003	10/21/2022 6:59 AM
3	85043	10/21/2022 12:41 AM
4	85281	10/20/2022 11:46 PM
5	85034	10/20/2022 9:08 PM
6	85304	10/20/2022 8:12 PM
7	85051	10/20/2022 6:36 PM
8	85035	10/20/2022 4:01 PM
9	85021	10/20/2022 3:32 PM
10	85009	10/20/2022 1:13 PM
11	85003	10/20/2022 12:39 PM
12	85007	10/20/2022 11:27 AM
13	85007	10/20/2022 9:55 AM
14	85004	10/19/2022 7:58 PM
15	85004	10/19/2022 6:29 PM
16	85012	10/19/2022 5:40 PM
17	85034	10/19/2022 5:24 PM
18	85282	10/19/2022 4:49 PM
19	85204	10/19/2022 4:27 PM
20	85034	10/19/2022 4:20 PM
21	85719	10/19/2022 3:10 PM
22	85012	10/19/2022 3:09 PM

Phoenix Bus Rapid Transit (BRT) - 35th Avenue/Van Buren Street Corridor | Fall 2022

23	85014	10/19/2022 1:41 PM
24	85014	10/19/2022 9:32 AM
25	85003	10/18/2022 11:02 PM
26	85022	10/18/2022 8:09 PM
27	85014	10/18/2022 6:29 PM
28	85085	10/18/2022 4:14 PM
29	85050	10/18/2022 9:58 AM
30	85339	10/18/2022 8:16 AM
31	85007	10/18/2022 7:22 AM
32	85267	10/17/2022 8:39 PM
33	85004	10/17/2022 8:04 PM
34	85009	10/17/2022 7:15 PM
35	85281	10/17/2022 4:54 PM
36	85017	10/17/2022 3:48 PM
37	85345	10/17/2022 1:27 PM
38	85040	10/17/2022 1:26 PM
39	85002	10/17/2022 9:52 AM
40	85006	10/17/2022 8:39 AM
41	85023	10/17/2022 8:08 AM
42	85040	10/17/2022 7:56 AM
43	85007	10/17/2022 2:03 AM
44	85014	10/16/2022 10:40 PM
45	85281	10/16/2022 9:59 PM
46	DVUSD#97	10/16/2022 9:55 PM
47	85016	10/16/2022 5:06 PM
48	None	10/16/2022 3:24 PM
49	85003	10/16/2022 2:04 PM
50	85043	10/16/2022 12:15 PM

Phoenix Bus Rapid Transit (BRT) - 35th Avenue/Van Buren Street Corridor | Fall 2022

51	85003	10/16/2022 10:06 AM
52	85009	10/16/2022 7:26 AM
53	85017	10/16/2022 1:33 AM
54	85023	10/15/2022 2:14 PM
55	85014	10/15/2022 12:25 PM
56	85306	10/15/2022 12:12 PM
57	85017	10/15/2022 1:23 AM
58	Sky Harbor	10/14/2022 10:32 PM
59	85042	10/14/2022 3:35 PM
60	85006	10/14/2022 3:33 PM
61	85007	10/14/2022 2:21 PM
62	N/A	10/14/2022 12:55 PM
63	85019	10/14/2022 12:50 PM
64	85051	10/14/2022 11:54 AM
65	N/A	10/14/2022 11:15 AM
66	85004	10/14/2022 10:58 AM
67	85034	10/14/2022 9:23 AM
68	85205	10/14/2022 8:05 AM
69	85004	10/14/2022 7:58 AM
70	85254	10/14/2022 7:57 AM
71	85020	10/14/2022 7:15 AM
72	85003	10/14/2022 6:03 AM
73	85339	10/14/2022 12:24 AM
74	85031	10/13/2022 9:53 PM
75	85020	10/13/2022 9:24 PM
76	85257	10/13/2022 7:18 PM
77	85701	10/13/2022 3:54 PM
78	85003	10/13/2022 3:45 PM

Phoenix Bus Rapid Transit (BRT) - 35th Avenue/Van Buren Street Corridor | Fall 2022

79	85009	10/13/2022 2:01 PM
80	85034	10/13/2022 12:12 PM
81	85008	10/13/2022 11:57 AM
82	85004	10/13/2022 10:05 AM
83	85004	10/13/2022 9:56 AM
84	85006	10/13/2022 9:24 AM
85	85009	10/13/2022 8:18 AM
86	Home	10/13/2022 8:17 AM
87	85004	10/13/2022 7:56 AM
88	85301	10/13/2022 7:49 AM
89	85034	10/13/2022 7:16 AM
90	85003	10/13/2022 7:10 AM
91	85009	10/13/2022 6:58 AM
92	85029	10/13/2022 6:44 AM
93	85009	10/13/2022 6:00 AM
94	Hyatt Recency	10/12/2022 7:30 PM
95	Hyatt regency Phoenix	10/12/2022 6:05 PM
96	85226	10/12/2022 4:25 PM
97	85020	10/12/2022 3:27 PM
98	85006	10/12/2022 3:19 PM
99	85003	10/12/2022 3:17 PM
100	85003	10/12/2022 3:16 PM
101	85023	10/12/2022 2:50 PM
102	85305	10/12/2022 12:12 PM
103	85003	10/12/2022 10:14 AM
104	85012	10/12/2022 5:56 AM
105	85016	10/11/2022 7:35 PM
106	Self employed	10/11/2022 2:06 PM

Phoenix Bus Rapid Transit (BRT) - 35th Avenue/Van Buren Street Corridor | Fall 2022

107	85281	10/11/2022 12:35 PM
108	85004	10/11/2022 8:35 AM
109	85019	10/11/2022 6:30 AM
110	85204	10/10/2022 9:39 PM
111	85027	10/10/2022 9:08 PM
112	Whole region	10/10/2022 4:25 PM
113	85007	10/10/2022 2:41 PM
114	85012	10/10/2022 2:35 PM
115	85029	10/10/2022 2:06 PM
116	85029	10/10/2022 9:33 AM
117	85013	10/10/2022 8:07 AM
118	85008	10/10/2022 7:45 AM
119	85014	10/10/2022 7:30 AM
120	85043	10/10/2022 5:48 AM
121	85009	10/10/2022 4:17 AM
122	85008	10/10/2022 4:06 AM
123	85034	10/9/2022 11:30 PM
124	85051	10/9/2022 8:59 PM
125	85017	10/9/2022 5:50 PM
126	85339	10/9/2022 4:45 PM
127	85024	10/9/2022 4:03 PM
128	85007	10/9/2022 11:23 AM
129	85003	10/9/2022 10:19 AM
130	85029	10/9/2022 12:40 AM
131	85015	10/8/2022 11:46 PM
132	85012	10/8/2022 8:13 PM
133	85395	10/8/2022 8:11 PM
134	85001	10/8/2022 7:45 PM

Phoenix Bus Rapid Transit (BRT) - 35th Avenue/Van Buren Street Corridor | Fall 2022

135	85009	10/8/2022 6:37 PM
136	85007	10/8/2022 5:48 PM
137	85003	10/8/2022 5:13 PM
138	85004	10/8/2022 4:35 PM
139	85029	10/8/2022 2:43 PM
140	85004	10/8/2022 1:43 PM
141	85013	10/8/2022 1:41 PM
142	85004	10/8/2022 1:25 PM
143	85043	10/8/2022 12:41 PM
144	85004	10/8/2022 12:11 PM
145	85004	10/8/2022 12:05 PM
146	85083	10/8/2022 10:54 AM
147	85034	10/8/2022 10:38 AM
148	72901	10/8/2022 10:30 AM
149	Mobile office	10/8/2022 10:26 AM
150	85003	10/8/2022 10:01 AM
151	85034	10/8/2022 9:07 AM
152	85034	10/8/2022 8:34 AM
153	85003	10/7/2022 11:54 PM
154	85012	10/7/2022 9:04 PM
155	85020	10/7/2022 8:32 PM
156	85003	10/7/2022 8:15 PM
157	85004	10/7/2022 7:43 PM
158	85016	10/7/2022 7:41 PM
159	85202	10/7/2022 6:43 PM
160	85226	10/7/2022 6:35 PM
161	85017	10/7/2022 6:16 PM
162	N/A	10/7/2022 6:10 PM

Phoenix Bus Rapid Transit (BRT) - 35th Avenue/Van Buren Street Corridor | Fall 2022

163	85251	10/7/2022 5:53 PM
164	85009	10/7/2022 5:41 PM
165	85022	10/7/2022 5:23 PM
166	85033	10/7/2022 5:21 PM
167	85004	10/7/2022 4:58 PM
168	85308	10/7/2022 4:45 PM
169	85340	10/7/2022 4:31 PM
170	85007	10/7/2022 4:19 PM
171	85043	10/7/2022 4:14 PM
172	85282	10/7/2022 4:12 PM
173	85202	10/7/2022 4:06 PM
174	85012	10/7/2022 4:02 PM
175	85007	10/7/2022 4:00 PM
176	85013	10/7/2022 3:52 PM
177	85311	10/7/2022 3:50 PM
178	85282	10/7/2022 3:48 PM
179	85015	10/7/2022 3:45 PM
180	85027	10/7/2022 3:29 PM
181	85281	10/7/2022 3:29 PM
182	85040	10/7/2022 3:23 PM
183	85004	10/7/2022 3:20 PM
184	85201	10/7/2022 3:19 PM
185	85210	10/7/2022 3:17 PM
186	85014	10/7/2022 3:15 PM
187	85017	10/7/2022 3:14 PM
188	85012	10/7/2022 3:09 PM
189	85013	10/7/2022 3:06 PM
190	85007	10/7/2022 2:56 PM

Phoenix Bus Rapid Transit (BRT) - 35th Avenue/Van Buren Street Corridor | Fall 2022

191	85034	10/7/2022 2:55 PM
192	89014	10/7/2022 2:54 PM
193	85302	10/7/2022 2:49 PM
194	85004	10/7/2022 2:48 PM
195	85226	10/7/2022 2:40 PM
196	85004	10/7/2022 2:31 PM
197	85226	10/7/2022 2:29 PM
198	85301	10/7/2022 2:24 PM
199	85032	10/7/2022 2:23 PM
200	85051	10/7/2022 2:17 PM
201	85004	10/7/2022 2:12 PM
202	85308	10/7/2022 2:10 PM
203	85016	10/7/2022 2:10 PM
204	85281	10/7/2022 2:08 PM
205	85225	10/7/2022 2:01 PM
206	85009	10/7/2022 1:52 PM
207	85053	10/7/2022 1:51 PM
208	85281	10/7/2022 1:41 PM
209	85027	10/7/2022 1:33 PM
210	85339	10/7/2022 1:07 PM
211	85255	10/7/2022 12:53 PM
212	85044	10/7/2022 12:34 PM
213	85051	10/7/2022 12:28 PM
214	85006	10/7/2022 12:28 PM
215	85029	10/7/2022 12:24 PM
216	85013	10/7/2022 12:21 PM
217	85004	10/7/2022 12:13 PM
218	85338	10/7/2022 12:08 PM

Phoenix Bus Rapid Transit (BRT) - 35th Avenue/Van Buren Street Corridor | Fall 2022

219	85282	10/7/2022 12:07 PM
220	85003	10/7/2022 12:05 PM
221	85024	10/7/2022 11:59 AM
222	85207	10/7/2022 11:48 AM
223	85014	10/7/2022 11:42 AM
224	85282	10/7/2022 11:39 AM
225	85004	10/7/2022 11:33 AM
226	85282	10/7/2022 11:16 AM
227	85022	10/7/2022 11:14 AM
228	85012	10/7/2022 11:05 AM
229	85007	10/7/2022 11:01 AM
230	85012	10/7/2022 10:46 AM
231	85253	10/7/2022 10:26 AM
232	85015	10/7/2022 10:22 AM
233	85004	10/7/2022 10:22 AM
234	85017	10/7/2022 10:16 AM
235	85301	10/7/2022 10:12 AM
236	85004	10/7/2022 10:06 AM
237	85004	10/7/2022 9:51 AM
238	85226	10/7/2022 9:46 AM
239	85281	10/7/2022 9:44 AM
240	85007	10/7/2022 9:11 AM
241	85013	10/7/2022 8:57 AM
242	85003	10/7/2022 8:53 AM
243	85034	10/7/2022 8:52 AM
244	85053	10/7/2022 5:39 AM
245	85281	10/7/2022 4:48 AM
246	85054	10/6/2022 11:12 PM

Phoenix Bus Rapid Transit (BRT) - 35th Avenue/Van Buren Street Corridor | Fall 2022

247	85006	10/6/2022 9:10 PM
248	85301	10/6/2022 7:27 PM
249	85023	10/6/2022 6:09 PM
250	85006	10/6/2022 4:14 PM
251	85009	10/6/2022 3:50 PM
252	85281	10/6/2022 3:46 PM
253	85003	10/6/2022 3:32 PM
254	85004	10/6/2022 2:45 PM
255	85007	10/6/2022 1:58 PM
256	85007	10/6/2022 12:59 PM
257	85007	10/6/2022 12:30 PM
258	85004	10/6/2022 10:24 AM
259	85003	10/6/2022 10:15 AM
260	85301	10/6/2022 10:04 AM
261	85715	10/6/2022 9:46 AM
262	85281	10/6/2022 9:45 AM
263	85225	10/6/2022 9:41 AM
264	85029	10/6/2022 9:03 AM
265	85021	10/6/2022 8:53 AM
266	85001	10/6/2022 8:40 AM
267	85225	10/6/2022 8:29 AM
268	Retired	10/5/2022 7:55 PM
269	n/a	10/5/2022 6:28 PM
270	85009	10/5/2022 5:44 PM
271	Transdev	10/5/2022 5:44 PM
272	85005	10/5/2022 3:49 PM
273	85003	10/5/2022 2:08 PM
274	85281	10/5/2022 1:09 PM

Phoenix Bus Rapid Transit (BRT) - 35th Avenue/Van Buren Street Corridor | Fall 2022

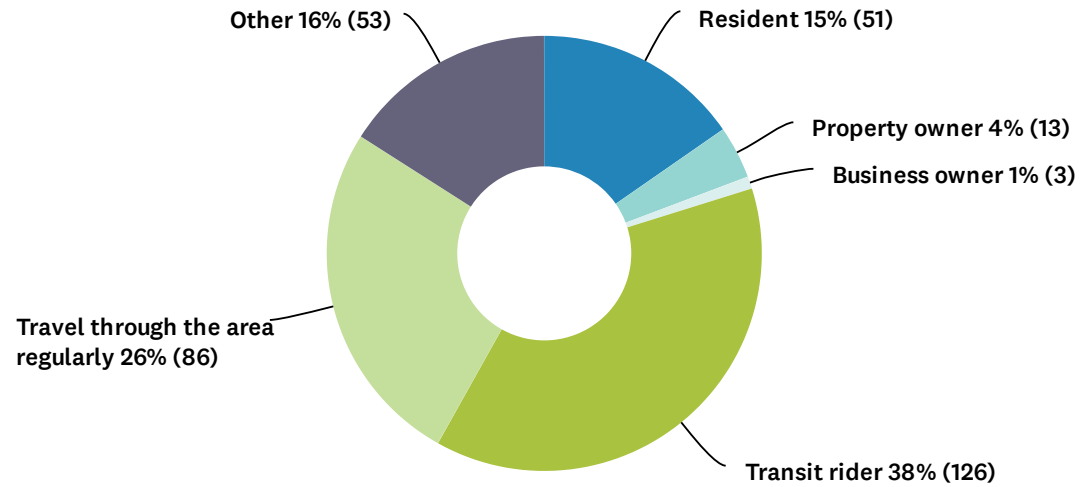
275	85051	10/5/2022 12:57 PM
276	85041	10/5/2022 10:49 AM
277	85003	10/5/2022 10:18 AM
278	85020	10/5/2022 9:18 AM
279	85302	10/5/2022 8:58 AM
280	85382	10/5/2022 8:27 AM
281	85009	10/5/2022 7:19 AM
282	85003	10/4/2022 9:50 PM
283	85004	10/4/2022 7:19 PM
284	85013	10/4/2022 5:50 PM
285	85260	10/4/2022 5:39 PM
286	None	10/4/2022 5:17 PM
287	85014	10/4/2022 3:31 PM
288	85004	10/4/2022 2:45 PM
289	N/A	10/4/2022 12:52 PM
290	85004	10/4/2022 12:38 PM
291	85007	10/4/2022 10:57 AM
292	85093	10/4/2022 10:50 AM
293	85051	10/4/2022 9:39 AM
294	85003	10/4/2022 9:38 AM
295	85003	10/4/2022 8:25 AM
296	85001	10/3/2022 11:37 PM
297	85034	10/3/2022 10:02 PM
298	85007	10/3/2022 8:45 PM
299	85034	10/3/2022 7:39 PM
300	85003	10/3/2022 7:06 PM
301	85003	10/3/2022 5:38 PM
302	85013	10/3/2022 5:28 PM

Phoenix Bus Rapid Transit (BRT) - 35th Avenue/Van Buren Street Corridor | Fall 2022

303	85003	10/3/2022 4:28 PM
304	85003	10/3/2022 4:17 PM
305	85014	10/3/2022 3:51 PM
306	85009	10/3/2022 3:46 PM
307	85004	10/3/2022 2:29 PM
308	85003	10/3/2022 8:48 AM
309	85286	10/2/2022 10:36 PM
310	85004	10/2/2022 9:52 PM
311	85029	10/2/2022 5:01 PM
312	85043	10/2/2022 4:50 PM
313	85015	10/2/2022 3:36 PM
314	85021	10/2/2022 12:29 PM
315	Retired	10/1/2022 4:18 PM
316	n/a	10/1/2022 10:56 AM
317	85009	9/30/2022 9:58 PM
318	85051	9/30/2022 9:03 PM
319	85009	9/30/2022 4:55 PM
320	85034	9/30/2022 4:46 PM

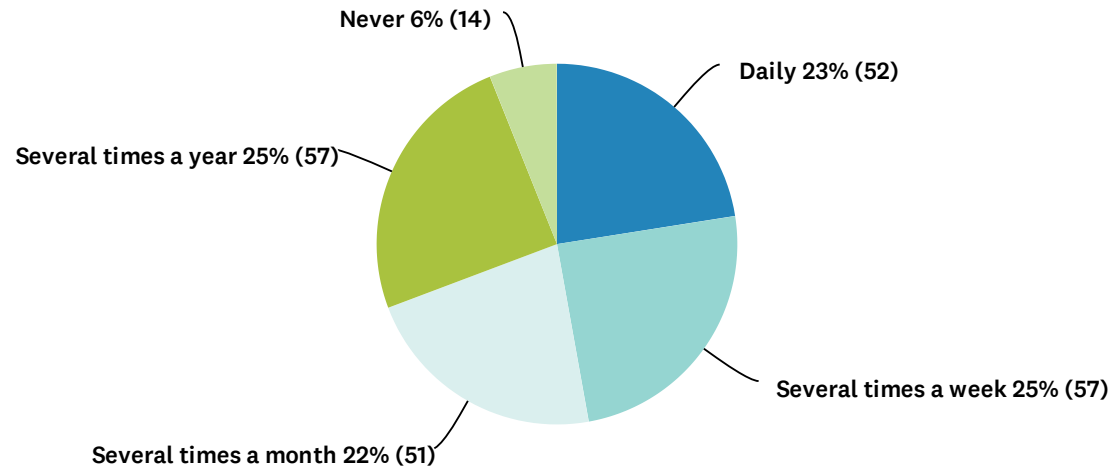
Q4 What is your connection to the BRT corridor area (35th Ave/Van Buren St)?

Answered: 332 Skipped: 8



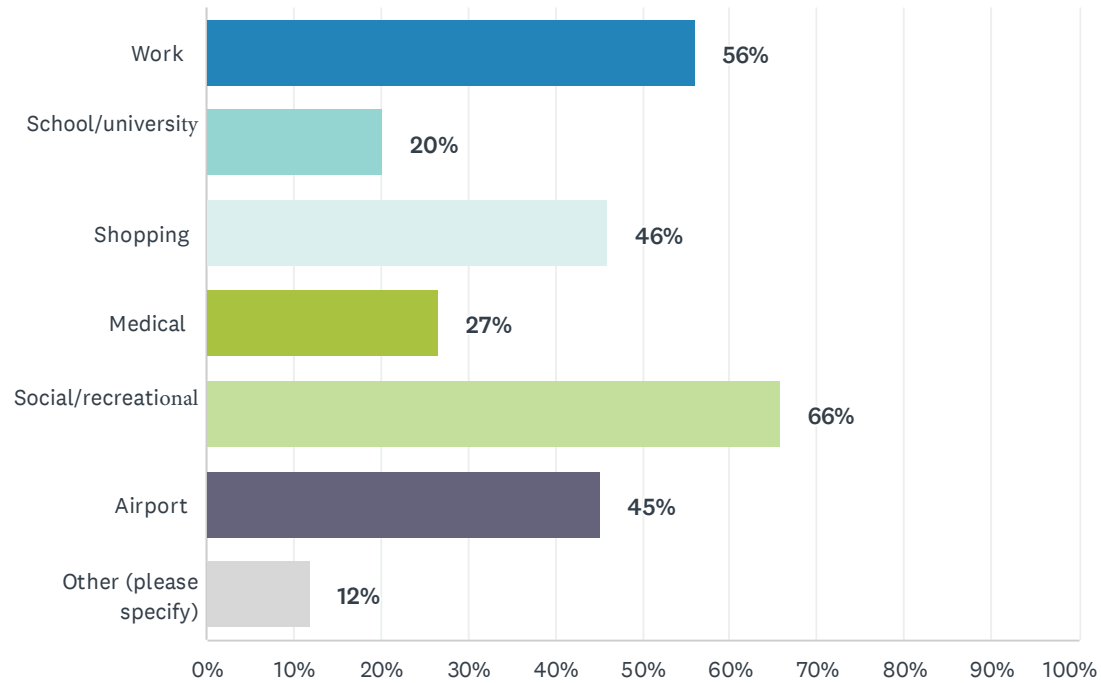
Q5 How often do you use public transit?

Answered: 231 Skipped: 109



Q6 Where do you usually take transit? (Check all that apply)

Answered: 228 Skipped: 112



Phoenix Bus Rapid Transit (BRT) - 35th Avenue/Van Buren Street Corridor | Fall 2022

ANSWER CHOICES	RESPONSES	
Work	56%	128
School/university	20%	46
Shopping	46%	105
Medical	27%	61
Social/recreational	66%	150
Airport	45%	103
Other (please specify)	12%	27
Total Respondents: 228		

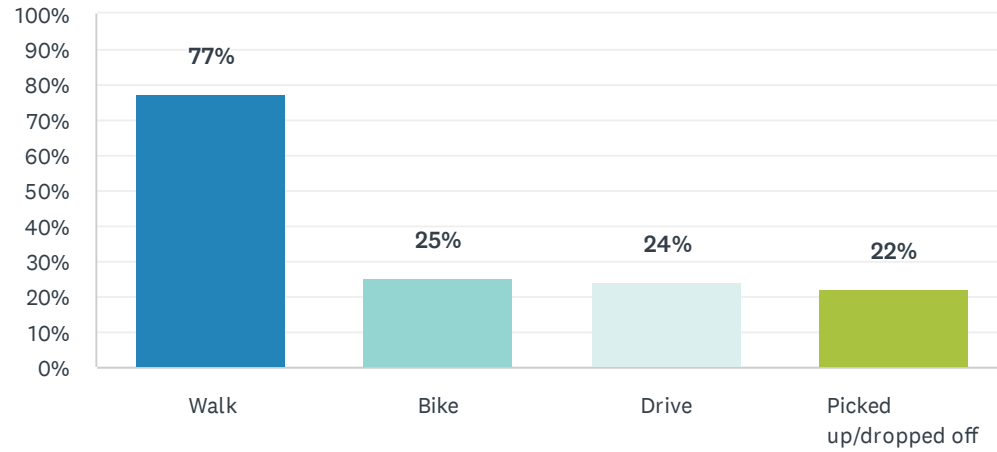
#	OTHER (PLEASE SPECIFY)	DATE
1	Downtown	10/20/2022 3:41 PM
2	I used to take it every day for work, and sometimes for EMT school in Mesa	10/19/2022 4:31 PM
3	Nightlife	10/19/2022 3:18 PM
4	Cassino	10/16/2022 3:28 PM
5	Other neighborhoods in the area (i.e. Alhambra to maryvale)	10/14/2022 1:00 PM
6	go home	10/14/2022 9:30 AM
7	Bicycle Trail Networks	10/14/2022 1:58 AM
8	Sport events	10/13/2022 2:05 PM
9	Bell Road Park N Ride	10/13/2022 12:17 PM
10	I don't own a car	10/13/2022 11:02 AM
11	Shopping	10/13/2022 8:39 AM
12	Traveling into downtown to avoid parking.	10/13/2022 7:20 AM
13	Chase field	10/10/2022 7:33 AM
14	I extend my bike rides by taking transit further from home	10/8/2022 11:52 PM
15	Gym	10/8/2022 1:52 PM
16	Glendale/PHX	10/8/2022 9:22 AM

Phoenix Bus Rapid Transit (BRT) - 35th Avenue/Van Buren Street Corridor | Fall 2022

17	Meetings downtown	10/7/2022 8:44 PM
18	Driving :(10/7/2022 4:20 PM
19	Clubs	10/7/2022 4:10 PM
20	Going out/raves	10/7/2022 10:15 AM
21	Gym	10/6/2022 9:46 AM
22	Sporting events	10/5/2022 5:47 PM
23	To see where the transportation starts and ends	10/5/2022 1:08 PM
24	Library	10/5/2022 9:02 AM
25	personal	10/4/2022 12:59 PM
26	No where. It isn't safe	10/3/2022 11:46 PM
27	Church	10/3/2022 5:54 AM

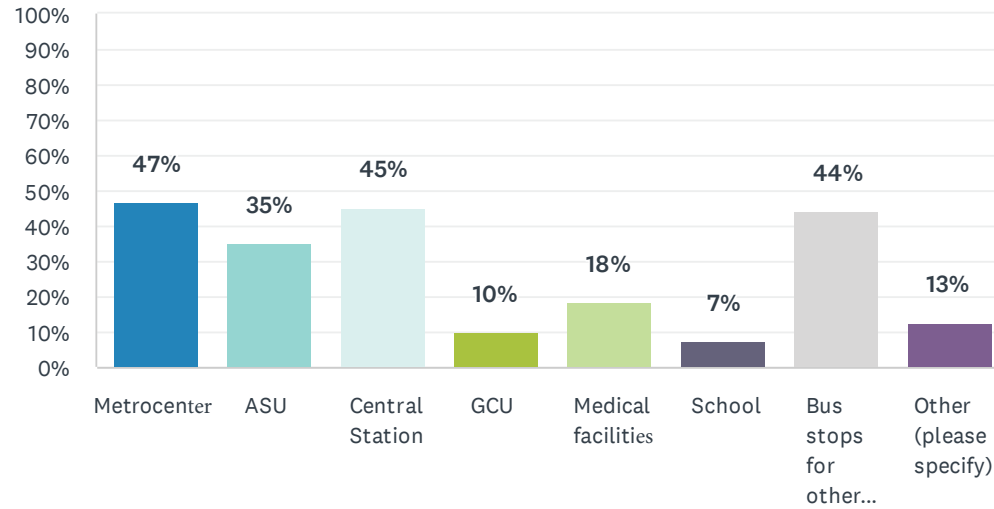
Q7 How do you typically get to/from a transit station/bus stop? (Check all that apply)

Answered: 225 Skipped: 115



Q8 What specific destinations do you visit along the 35th Ave/Van Buren St BRT Corridor? (Check all that apply)

Answered: 222 Skipped: 118



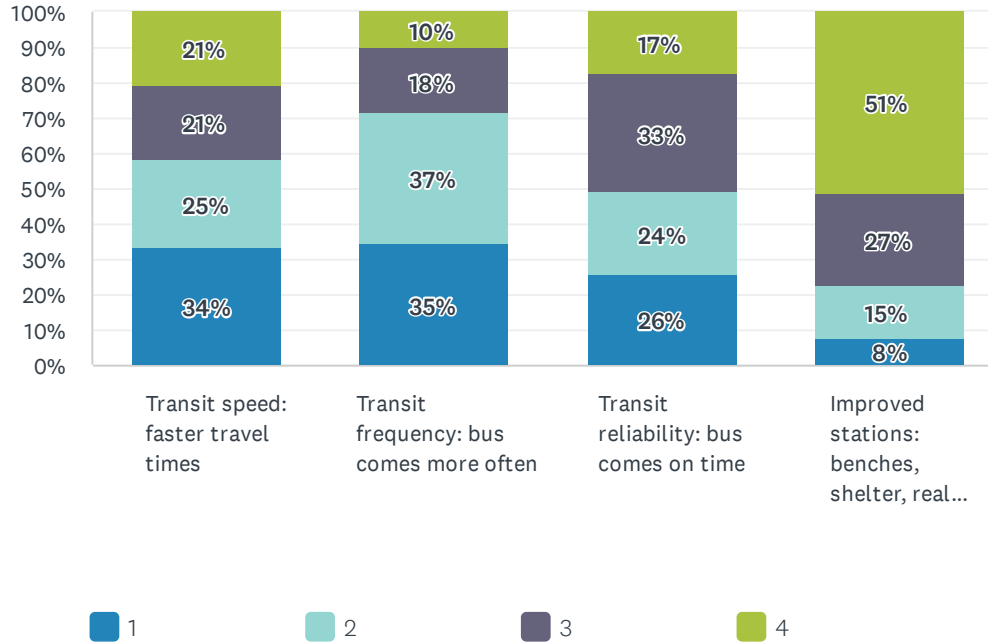
ANSWER CHOICES	RESPONSES	
Metrocenter	47%	104
ASU	35%	78
Central Station	45%	101
GCU	10%	22
Medical facilities	18%	41
School	7%	16
Bus stops for other transit routes	44%	98
Other (please specify)	13%	28
Total Respondents: 222		

Phoenix Bus Rapid Transit (BRT) - 35th Avenue/Van Buren Street Corridor | Fall 2022

#	OTHER (PLEASE SPECIFY)	DATE
1	I used to go downtown for work	10/19/2022 4:31 PM
2	Just go work and back	10/16/2022 2:10 PM
3	None	10/14/2022 3:39 PM
4	St Mary's Food Bank & Greenwood Memorial Lawn	10/14/2022 1:58 AM
5	Rapid, no stops	10/13/2022 12:17 PM
6	Arrowhead and phx downtown	10/13/2022 8:39 AM
7	Home, I am .5 mile from 35th Avenue corridor.	10/13/2022 7:20 AM
8	None	10/11/2022 7:37 PM
9	Work	10/10/2022 6:23 PM
10	Local businesses	10/10/2022 4:32 PM
11	walmart, boba	10/9/2022 6:04 PM
12	Bars/restaurants downtown	10/8/2022 8:20 PM
13	Sky Harbor Airport	10/8/2022 11:04 AM
14	Government departments area	10/8/2022 12:04 AM
15	Work	10/7/2022 6:20 PM
16	None	10/7/2022 2:59 PM
17	D-Backs	10/7/2022 2:43 PM
18	Downtown	10/7/2022 1:51 PM
19	Work on 35th and Osborn	10/7/2022 10:26 AM
20	Work	10/7/2022 9:54 AM
21	I don't anymore, I'm trying to figure out what this about	10/6/2022 6:16 PM
22	City Scape	10/6/2022 2:45 PM
23	Capital complex	10/6/2022 2:05 PM
24	friends, restaurants	10/5/2022 2:14 PM
25	City Hall	10/4/2022 8:31 AM
26	No where, it isn't safe	10/3/2022 11:46 PM
27	N/A	10/3/2022 7:50 PM

Q9 What is most important to you for improved transit service along the 35th Ave/Van Buren St BRT Corridor? (Rank the following from 1 to 4, with 1 being most important and 4 being least important):

Answered: 234 Skipped: 106

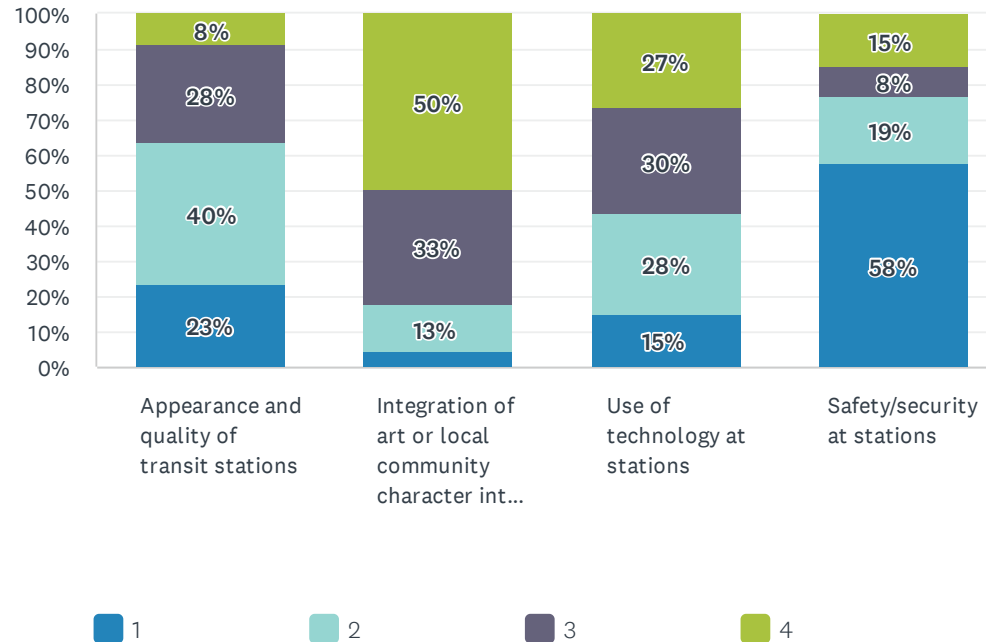


Phoenix Bus Rapid Transit (BRT) - 35th Avenue/Van Buren Street Corridor | Fall 2022

BASIC STATISTICS					
	MINIMUM	MAXIMUM	MEDIAN	MEAN	STANDARD DEVIATION
Transit frequency: bus comes more often	1.00	4.00	2.00	2.03	0.97
Transit speed: faster travel times	1.00	4.00	2.00	2.28	1.13
Transit reliability: bus comes on time	1.00	4.00	3.00	2.42	1.05
Improved stations: benches, shelter, real time transit information	1.00	4.00	4.00	3.21	0.96

Q10 What is most important to you for transit stations? (Rank the following from 1 to 4, with 1 being most important and 4 being least important):

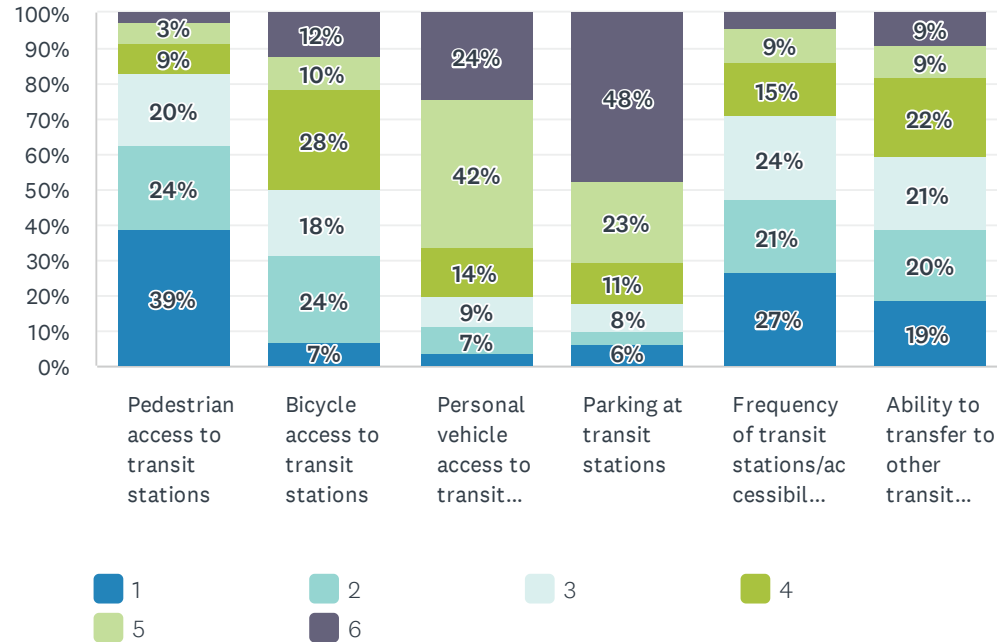
Answered: 235 Skipped: 105



BASIC STATISTICS						
	MINIMUM	MAXIMUM	MEDIAN	MEAN	STANDARD DEVIATION	
Safety/security at stations	1.00	4.00	1.00	1.80	1.10	
Appearance and quality of transit stations	1.00	4.00	2.00	2.21	0.90	
Use of technology at stations	1.00	4.00	3.00	2.68	1.03	
Integration of art or local community character into station design	1.00	4.00	3.00	3.27	0.86	

Q11 What is most important to you for using transit? (Rank the following from 1 to 6, with 1 being most important and 6 being least important):

Answered: 234 Skipped: 106

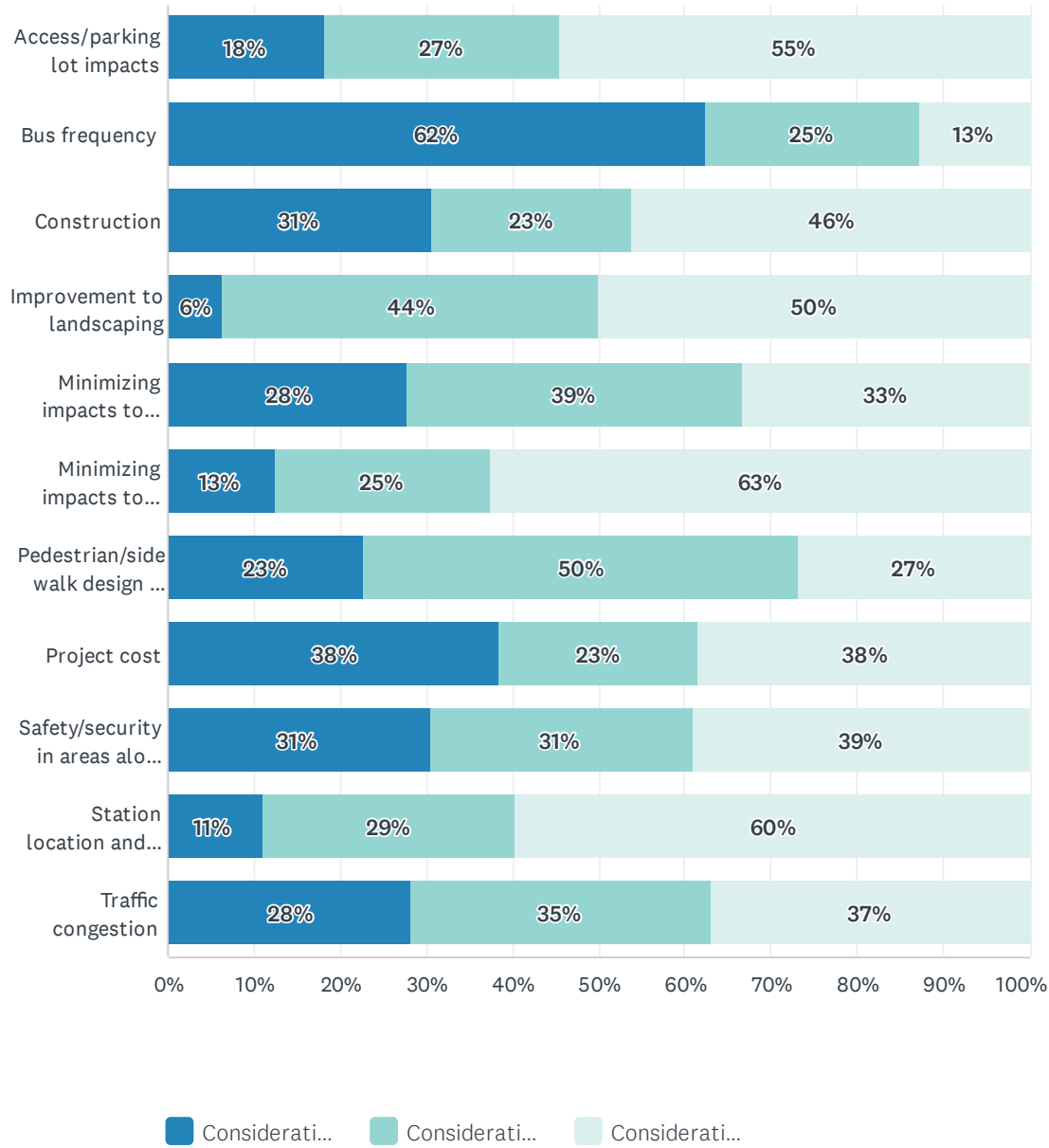


BASIC STATISTICS					
	MINIMUM	MAXIMUM	MEDIAN	MEAN	STANDARD DEVIATION
Pedestrian access to transit stations	1.00	6.00	2.00	2.26	1.34
Frequency of transit stations/accessibility to neighborhoods	1.00	6.00	3.00	2.73	1.46
Ability to transfer to other transit routes	1.00	6.00	3.00	3.10	1.53
Bicycle access to transit stations	1.00	6.00	4.00	3.46	1.44
Personal vehicle access to transit stations (pick up/drop off)	1.00	6.00	5.00	4.55	1.35
Parking at transit stations	1.00	6.00	5.00	4.84	1.49

Q12 What are your three most important considerations related to the development of BRT?

Answered: 201 Skipped: 139

Consideration Options



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Consideration Options				
	CONSIDERATION 1	CONSIDERATION 2	CONSIDERATION 3	TOTAL
Access/parking lot impacts	18% 2	27% 3	55% 6	11
Bus frequency	62% 98	25% 39	13% 20	157
Construction	31% 4	23% 3	46% 6	13
Improvement to landscaping	6% 1	44% 7	50% 8	16
Minimizing impacts to private or public property owners	28% 5	39% 7	33% 6	18
Minimizing impacts to businesses	13% 1	25% 2	63% 5	8
Pedestrian/sidewalk design and improvement	23% 27	50% 60	27% 32	119
Project cost	38% 5	23% 3	38% 5	13
Safety/security in areas along the corridor	31% 36	31% 36	39% 46	118
Station location and design	11% 9	29% 24	60% 49	82
Traffic congestion	28% 13	35% 16	37% 17	46

Q13 Please explain your ranking selection from the previous question:

Answered: 158 Skipped: 182

#	RESPONSES	DATE
1	Frequency is everything. More people will ride if they don't have to think about making transit work perfectly with their schedule	10/21/2022 7:03 AM
2	Seems self evident.	10/21/2022 12:47 AM
3	First, people care about bus frequency because it needs to be reliable and faster than it would be if people took a car. Pedestrian friendly design is second priority because the most likely people to use BRT are locals. Thirdly, people need to feel safe when using public transportation.	10/21/2022 12:16 AM
4	I think it's important for the cost to be minimal and the frequency and route to be heavily used.	10/20/2022 9:13 PM
5	BRT is a great idea but more can be done to provide an alternative to personal cars. For example, Rapid stops along interstates are little used outside commute times. Can't local routes feed regular service from those platforms throughout the day ?	10/20/2022 8:37 PM
6	Safety is top priority	10/20/2022 5:14 PM
7	The current stations seem to be magnets for criminals. With the addition of the light rail system in my area, criminal activity has greatly increased.	10/20/2022 3:41 PM
8	Security most important, design on clean design, and finally the cost	10/20/2022 1:24 PM
9	Make it good and people will use it.	10/20/2022 10:02 AM
10	Making the system reliable and safe will increase ridership and lead to reduced traffic.	10/19/2022 8:04 PM
11	If the pedestrians can not get to the bus than no one will ride, more frequent buses will make the routes more accessible, and the location of the station being prominent helps people know we're to wait	10/19/2022 4:59 PM
12	I hate long headways. In my ranking of all considerations I have 15 imaginary spots between #1:Bus Frequency and #16:Anything else	10/19/2022 4:31 PM
13	Most of the considerations on the list were negative talking points about transit, but they are not true.	10/19/2022 3:18 PM
14	I feel these would more positively impact our community and help those who would rather take public transit than drive	10/18/2022 8:21 AM
15	Improvements are great, but they must be done frugally, making the best use of the tax payer dollar.	10/18/2022 7:29 AM
16	If unsafe I won't utilize and I worry it will prevent many others as well. Can't become place for homeless to sleep	10/17/2022 8:45 PM
17	My concerns as a walker and a senior.	10/17/2022 8:11 PM

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18	Create an efficient world class BRT system that provides safety, beauty and shade to pedestrians.	10/17/2022 9:59 AM
19	I would like this to happen, but I am worried that it will focus too much on the impact on cars than the impact it will have for riders and pedestrians in the area..	10/17/2022 8:44 AM
20	As a young woman who has often taken public transportation (and often had to take public transportation alone, late at night to get home from work) safety is the most important consideration for me by far. I like transit stations/bus stops that are well-lit with white lights (not orange) and near businesses (having other people nearby is comforting). A canopy is also important to provide shade from the sun and cover from heavy monsoon rains.	10/16/2022 10:11 PM
21	Just to be on time	10/16/2022 5:09 PM
22	Make more bus sitting bench and on time	10/16/2022 3:28 PM
23	1) Though the frequency of buses is spelled out in the transit books, I often find that the buses miss their scheduled arrival/departure times. There's no effective way to communicate this and it's such a regular occurrence, that I'm driving myself into work more often because I cannot rely on the bus system here. 2) Safety. This speaks for itself. 3) If there are fewer cars on the road and more buses, this should help everyone who commutes.	10/16/2022 7:35 AM
24	Bus frequency is essential, because with low frequency or short hours any transit line is worthless for many commuters. For some people, who even occasionally have unpredictable work schedules-say maybe once every two weeks, you stay outside the bandwidth of frequent service- that can destroy plans to drive less. If you can't anticipate those days when you stay over time, you just end up driving to avoid risking a two hour wait at a bus stop in bad weather. As for integrating good walk path ways with station design, I don't think you can underestimate just how important that is to creating a good experience for riders, pedestrians and cyclists alike.	10/15/2022 2:54 PM
25	Not sure	10/15/2022 12:33 PM
26	That this project is a joke it doesn't increase ridership it's just a light rail on tires	10/14/2022 3:39 PM
27	Since the city continues to fail the residents and business owners along 19th avenue it's safe to assume you will maintain status quo and try to use 35th ave as a great example of success. Just as you ignore 19th ave and pour resources into 27th ave and south Phx. Shame on you.	10/14/2022 2:24 PM
28	Construction should be kept in mind when proposing the project as the impacts will be long lasting to the community. It's also important to consider congestion and alternative routes during said construction by increasing bus frequency.	10/14/2022 1:00 PM
29	Access, Reliability, safety	10/14/2022 9:30 AM
30	More buses so that when one is late I can still make my connections	10/14/2022 8:01 AM
31	#1 In order to get to the station, many people have to walk; in doing so, they endure extreme heat and virtually no shade cover, only to wait even more for a bus that may or may not come on time, or has already passed. More often than not, transit stops won't have a bus shelter to provide shade. #2 Many people also choose not to walk for the reasons mentioned above. Additionally, many more people must find a way to overcome barriers to first mile-last mile before they can even consider getting to a transit station. #3 Frequency, travel time and reliability would all be improved by converting a vehicular travel lane in each direction to a dedicated Bus/BRT lane, curb separated and restricted to BRT/Bus only	10/14/2022 1:58 AM
32	First of all safety should always be the top concern. Improved pedestrian walkways and high bus frequency will improve ridership and help low income members of the community.	10/13/2022 10:11 PM

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33	Bus frequency is integral to getting people to actually use transit. Want good pedestrian access. Want station locations that make sense.	10/13/2022 7:24 PM
34	Safety for lady walking alone - not a homeless shelter site Older lady, needs even surfaces to walk on from home to 35th Ave.	10/13/2022 3:54 PM
35	It will not be worth it to even spend the money on building BRT infrastructure if it isn't very frequent running. Also, it matters to have it be accessible to pedestrians, as they will often be the ones riding the bus and the location of each station and the spacing between them is important to ensuring a BRT system that beneficial.	10/13/2022 12:33 PM
36	Access, Frequency, Using HOV lane	10/13/2022 12:17 PM
37	Downs–Thomson paradox, if we do not invest in public transit traffic will only get worse. It also has to be attractive enough that anyone would want to use it. If there is no dedicated bus lanes you will make the bus slow and no one will take it.	10/13/2022 11:02 AM
38	With crime rates going up I feel having security at Major stops to be important and routine PD checks. I like the idea of having less cars on the road. I would like more open space with road/walkway open air restaurants and small family retail stores.	10/13/2022 8:39 AM
39	I wan more bus frequency and that it arrives on time. Some times the bus don't show up and if it is early in the morning there is not information on what happened and when the next bus will show up.	10/13/2022 7:31 AM
40	Frequency is important since most people won't look at public transit if it takes considerably longer to arrive at a destination compared to driving, in your own space and comfort. Safety and security is important as well. If I'm going to leave my car behind to use public transit, I don't want to feel like I'm going to be robbed or assaulted when all I'm trying to do is travel to work.	10/13/2022 7:20 AM
41	It is much more useful if the busses come more often and it is safe to be there. Anything to decrease traffic congestion is good.	10/13/2022 6:53 AM
42	I need a place be safely improvements to your	10/12/2022 7:38 PM
43	Security and accessibility are of highest interest to me.	10/12/2022 3:22 PM
44	1) Free from loitering/camping. 2) Protect users from sun/rain.	10/12/2022 3:12 PM
45	Safety for pedestrians is the most important design consideration. Design for pedestrian safety should be the top priority for any improvements along this corridor.	10/12/2022 10:30 AM
46	First and foremost, Phoenix needs more and better bus service. Buses only come every 20-30 minutes, and they stop ridiculously early. Busses need to be every 10-15 minutes, and should run throughout the night. Second, bus stops need to be safe and accessible for all pedestrians. They should have accessibility ramps and traffic calming measures. Third, stops need to be in a good location that people will actually use, as well as having proper shade and sitting areas. The summers here are too hot to expect people, especially the elderly and disabled, to stand in the hot sun for 30+ minutes waiting for the bus.	10/11/2022 12:50 PM
47	This corridor is a higher crime rate area than the rest. I would hope better security technology exists at the bus stops.	10/11/2022 8:41 AM
48	The reason for the way I ranked each question was a reflection on what needs to be improved like the frequency of busses so that it can help reduce the amount of vehicles on the road to improve air quality and also being able to change busses upon arrival at last Destination so riders can feel at ease that they will be able to reach their destination without a problem	10/10/2022 9:25 PM

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as for the rest making it easier for people to park cars or store their bikes in a secure locker or building would improve the quality of travel.

49	Honestly, for BRT the most important things are dedicated lane, and few but strategically located stops. It's an express route. The regular bus can have connections at BRT stops so people can get last mile. After that, safety for all: riders waiting, pedestrians walking in the area, and cyclists.	10/10/2022 4:32 PM
50	More public transit everywhere. It's worth whatever the cost.	10/10/2022 8:14 AM
51	it's important to me to feel safe when taking public transportation, and also for that transportation to be reliable in a timely way and accessible.	10/10/2022 7:49 AM
52	I use buses	10/10/2022 7:33 AM
53	Just missing the bus by seconds and then haveing to wait a half an hour for the next one	10/10/2022 4:12 AM
54	I no longer feel safe taking bus.	10/9/2022 11:40 PM
55	As a user of public transportation I am very concerned about safety essentials	10/9/2022 9:13 PM
56	if the buses come more often, missing the bus or a bus being late isn't world ending, I want to ditch my expensive car so I need a way to walk/bike there, and if the station is in an annoying spot its going to be hard to make it work	10/9/2022 6:04 PM
57	Buses need to be frequent and safe while pedestrians have access to the stations.	10/9/2022 4:51 PM
58	Reliability more than frequency really, as I go to and from work.	10/9/2022 4:08 PM
59	Getting home should not take hours.	10/9/2022 12:13 PM
60	Make a dedicated BRT lane.	10/9/2022 10:21 AM
61	Pretty much a crap shoot, they're about all equal	10/8/2022 11:52 PM
62	People won't take transit if the stations are overrun with the homeless threatening. The buses need to be separated from traffic so they can move faster and service needs to be extremely frequent for people to use it	10/8/2022 8:20 PM
63	I'm all for BRT if it can help traffic, and frequency will help that as well	10/8/2022 7:50 PM
64	Frequency is key, a BRT that comes every 30 minutes might as well not be a BRT.	10/8/2022 4:37 PM
65	As someone who rides the bus from 19th Ave to 7th Street (and back) at least once a week, it is FRUSTRATING to wait 15 to 20 minutes for a bus, and then take another 10 to 15 minutes to travel 2.5 miles	10/8/2022 1:47 PM
66	Car traffic is only getting worse, and the buses should have their own dedicated lanes to bypass traffic, increase frequency, and make travel safer.	10/8/2022 12:17 PM
67	being able to easily and safely access transit stations is important as well as having consistent and frequent transit options. Especially in the summer heat	10/8/2022 12:11 PM
68	This city, as with virtually every democrat controlled government in America is over spending! Stop the madness & start taking care of the infrastructure before spending more of the public monies.	10/8/2022 11:04 AM
69	We need a dedicated BRT lane. Always. Stop putting auto privileges above all else. Bus frequency and convenience is	10/8/2022 10:35 AM

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important to increase ridership.

70	It's too hot to wait for a bus in full sun. More frequency is need to appeal to people sensitive to heat. No one is going to drive to a stop and take the bus. And we need to stop adding bus stops and stations that aren't pedestrian prioritized. Just adding and ADA route is not good enough. The ADA route must be a Priority and follow the desired pathway.	10/8/2022 10:14 AM
71	Bus must be reliable and offer a competitive alternative to car. It should connect with additional routes, particularly feeder buses.	10/8/2022 9:22 AM
72	I'm a commuter so I value these things the most	10/8/2022 12:04 AM
73	We must make our buses and light rail safe. We should not add anymore rail or buses until we make it safe. Fair enforcement is. Must. Please make it safe	10/7/2022 8:44 PM
74	I think the people who use the system should be the foremost concern. It's been repeatedly shown that increases in public transportation improves business value and improves the region it's implemented in, so meantime considerations should be minimal and only done in situations where businesses or properties are rendered inaccessible from the construction. Otherwise the positive impacts outweigh the negative.	10/7/2022 6:50 PM
75	Frequency is so important! Failure of current bus system is that you could be going one direction and get off the bus and then wait another 25 minutes to go the other direction. Super inefficient and ineffective design.	10/7/2022 6:20 PM
76	Pedestrians and cyclists should be the number 1 priorities when considering public transit. They are the ones relying on it the most. Transit should be efficient - on time and not too hindered by traffic. This means dedicated bus lanes, protected bike lanes, etc. Phoenix relies too much on personal car ownership to move around, and it severely lowers the quality of this city.	10/7/2022 5:32 PM
77	Frequency matters most: if the system can't get people to their destinations quickly, it won't be used.	10/7/2022 5:27 PM
78	Phoenix needs to be far more walkable, and the most important factor is regular, frequent service.	10/7/2022 5:02 PM
79	I live by light rail. This has increased the transient population and crime. It is very uncomfortable to be around or ride the light rail.	10/7/2022 4:50 PM
80	having more bus frequency will help cut down traffic by proving its high reliability and slowly help cut down cars in traffic	10/7/2022 4:20 PM
81	Safety is a high priority but getting to an on the metro is awkward with an ever expanding city and plenty of cars	10/7/2022 4:10 PM
82	We need more shaded walking areas	10/7/2022 4:09 PM
83	Strongly in favor of modernizing phoenix's transit system. Would love for a reliable, fast, public transit system to access to downtown.	10/7/2022 3:54 PM
84	No, send more buses, pay the bus drivers more and don't charge passengers. We're the 5th biggest city in the US and we are still struggling with public transport. When busses are late we should have a way to report that, that works	10/7/2022 3:23 PM
85	With rising transient population it is important to make sure stations are safe for everyone (including them)	10/7/2022 3:22 PM
86	obviously, no matter the transit type (bike, bus, personal vehicle, walking) safety is the most important. but being the metro world (in)famous for poor public transit and walk and bikeability we need to continue to address the problem. The light rail expansion is good, but this is a issue that directly correlates to the viability of the valley lasting into the future. Fund public transit! (and protected bike lanes!)	10/7/2022 3:20 PM

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87	It makes the most sense in improving out city	10/7/2022 3:18 PM
88	A frequent and accessible transit system allows people to build their lives around the reliable transport that the system provides.	10/7/2022 3:14 PM
89	I would like to see this project happen, especially if it means quicker transit times and lessening traffic congestion.	10/7/2022 3:12 PM
90	The facilities at the stations matter most to me of all the listed considerations.	10/7/2022 3:04 PM
91	na	10/7/2022 2:59 PM
92	Safe and sturdy structure is probably the most important to me as a commuter	10/7/2022 2:59 PM
93	Effective transit is frequent and useful. Pedestrian access and bus frequency in a safe area would ensure high usage and effective return from investment in this public good.	10/7/2022 2:41 PM
94	Bus frequency will make the system more reliable. If a bus comes every hour I'm more likely to get an Uber or use another method of transportation	10/7/2022 2:23 PM
95	We still need reliable access to bus routes while this project is ongoing, so that is my first concern. Updated accessibility to sidewalks and pedestrian areas is another large concern of mine as well as the impact on the people that live in the affected areas.	10/7/2022 2:19 PM
96	Improvements and focus on security will attract more individuals willing to consider public transportation.	10/7/2022 2:17 PM
97	Need full bus only lanes and signal priority, not a half assed solution. Security important due to the area's inability/unwillingness to tackle homelessness and drug issues because they'd rather fund more racist murderous cops than healthcare and social services.	10/7/2022 2:16 PM
98	Just get it done by giving it a lot of money so you don't have to worry about long term effects	10/7/2022 2:07 PM
99	The frequency needs to be like the light rail where you don't need to check the schedule to make sure you don't wait for a long time.	10/7/2022 1:51 PM
100	People will only choose to use BRT if the service is frequent, accessible, safe, and reliable. Otherwise, we'll just get in a car and drive ourselves.	10/7/2022 1:15 PM
101	The most important reason people would take the bus is if the speed is comparable to a vehicle. The BRT should ideally have a frequency of a minimum of 1 every 10-15 minutes. If it doesn't come often enough, people won't consider it unless they have to. I ranked Pedestrian/sidewalk design as second because the people who can walk/bike to their station are much more likely to use BRT than someone who gets there by car. I ranked safety/security as my 3rd concern because I know a lot of people who have the impression that only homeless or dangerous people ride the bus. If stations are well-lit or had one of those "campus blue light" type buttons, I think more women and children would consider it an option. Also, this wasn't mentioned, but I do strongly believe that the city would be well served by upzoning areas with increased transit. This would have a great compounding effect on utilizing the new infrastructure.	10/7/2022 12:46 PM
102	Transit should make a neighborhood better and more enjoyable to be or people will not use it	10/7/2022 12:26 PM
103	Public transportation needs to be safe to use and accessible without ANY need for private vehicles, public transportation and walkable neighborhoods need to be given top priority.	10/7/2022 12:13 PM
104	I think it's really important that BRT is faster, more convenient, and more reliable than getting around via car. That may	10/7/2022 12:11 PM

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cause growing pains with congestion, traffic reroutes but it's necessary to increase transit ridership.

105	The bus isn't safe and the drivers are rude and don't take their job or our safety as seriously they also can't do much there should be security to help support them so they aren't alone	10/7/2022 12:06 PM
106	Phoenix is incredibly dangerous for pedestrians. Improving pedestrian infrastructure, station location, and traffic congestion will have significant impacts on pedestrian safety and the city's walkability.	10/7/2022 12:03 PM
107	Bus frequency is most important when taking the bus. The more convenient and efficient it is to take the bus, the more I would be willing to take it. Pedestrian and bike lane safety should be constructed where feasible to separate waiting passengers. Station design should include shade depending on which way they are facing.	10/7/2022 11:47 AM
108	This city needs better public transportation.	10/7/2022 11:17 AM
109	I think this project will be really great, and the construction should not be a rainstorm before the rainbow.	10/7/2022 11:12 AM
110	Currently bus stops litter the valley roads many without pull buss pull offs causing much traffic congestion. Busses also can drop people off in areas not conducive to pedestrians. And lastly busses come so infrequently people have to sacrifice much of their day if they use the busses for transportation. Taking an hour to move the same distance a car moves in 15 minutes defeats the purpose of using a bus. Dedicated bus lanes should be considered especially out to the suburbs.	10/7/2022 10:26 AM
111	I want Phoenix to be beautiful but Effective. Public transport friendly	10/7/2022 10:15 AM
112	I'd like to use public transport more but don't feel safe doing so	10/7/2022 10:09 AM
113	this is going to negatively impact people and businesses.	10/7/2022 9:50 AM
114	There just needs to be more bussing and more access to it from people that do not own vehicles. Even if you do own a vehicle, ridership will go up if you have the ability to reach a station safely as a pedestrian.	10/7/2022 9:47 AM
115	Transit needs to be frequent and accessible to work	10/7/2022 9:17 AM
116	N/a	10/7/2022 9:00 AM
117	BRT will help this neighborhood but it is well known that this is one of if not the roughest part of town. Security and safety must be top notch	10/7/2022 8:58 AM
118	Private property should be impacted as little as possible.	10/6/2022 11:22 PM
119	We need to keep making progress toward becoming a more transit friendly city. In order to do that we need reliable and frequent transit with easy and safe pedestrian access to transit stops.	10/6/2022 9:16 PM
120	I just got off work	10/6/2022 6:16 PM
121	BRT must be a dedicated lane. Its not BRT unless theres a dedicated lane.	10/6/2022 3:52 PM
122	In order for this to be a viable service, it must be fast, frequent and reliable. Dedicated lanes are a must. It must also be strategically placed where people will use it and have enhanced access and connectivity to the surrounding area. The amenities, while nice and will add to the high-quality feel of the service, are secondary to the actual function of the service.	10/6/2022 3:35 PM
123	Frequency is everything for getting somewhere in a timely matter	10/6/2022 2:45 PM
124	It's brt, you could build it in like a week, who gives a shit if it inconveniences drivers a tiny amount	10/6/2022 2:05 PM

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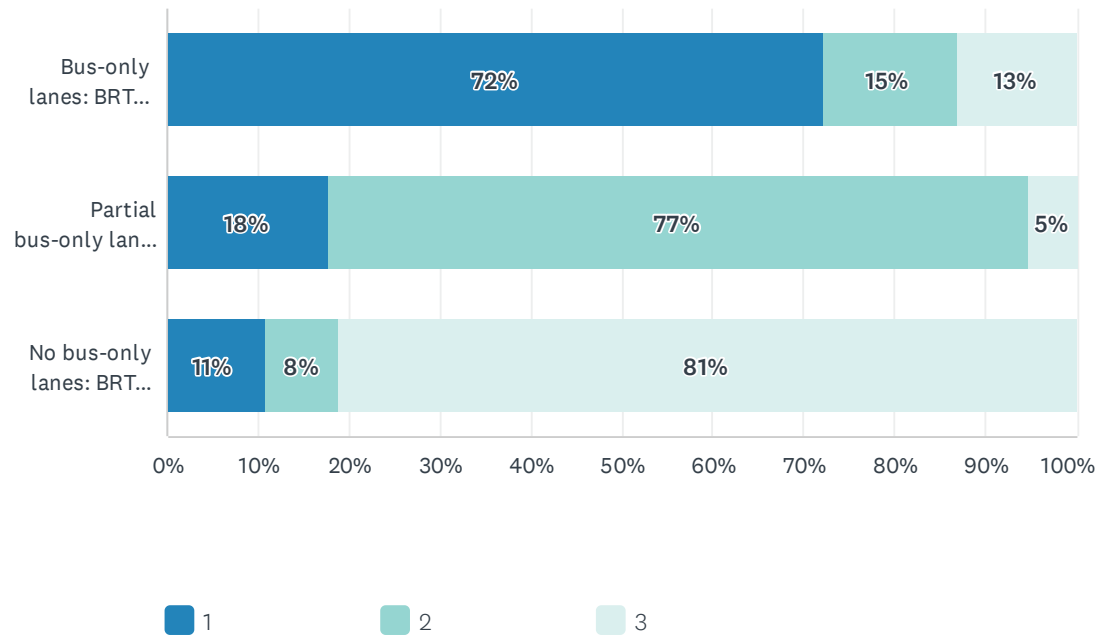
125	Accessibility needs to be safe for all.	10/6/2022 10:30 AM
126	Bus and transit locations that are placed for convenience of traffic or for the bus are not as accessible for disabled members of the public. Sidewalk design and improvement and station location and design are important to me for that reason. Bus frequency would be nice	10/6/2022 10:11 AM
127	Effective transit and pedestrian safety (along with safety in general) should take a higher priority than cars.	10/6/2022 9:52 AM
128	I Think it's important for the frequent bus service on BRT, as well as great accessibility and information at stations so it's easy for new riders.	10/6/2022 9:50 AM
129	I hope it improves my commute.	10/6/2022 9:46 AM
130	I believe that a functional transit system can be used to get from point A to B reliably and easily. Everything else matters less.	10/6/2022 9:19 AM
131	Just be on time and safe	10/6/2022 8:56 AM
132	Having frequent busses and dedicated lanes in addition to signal priority would be very beneficial for the BRT line to be useful even to infrequent transit riders.	10/6/2022 8:44 AM
133	Phoenix has such extreme heat that one can't have long wait times between buses	10/5/2022 6:35 PM
134	BRT should replace car dependence and traffic by being a faster alternative.	10/5/2022 1:12 PM
135	SAFETY for ACTUAL users vs homeless taking over stations/stops. Safety for users vehicles vs break ins by non users, Locating stations / stops where they blend with NORMAL surroundings not "dump" looking locations	10/5/2022 1:08 PM
136	Having a rapid system improves commute time. Also having safe and artistic bus stops will help improve the city image. That's how I based my rankings.	10/5/2022 10:25 AM
137	I do not have to wait so long in bad areas which helps #2 #3 closer to where I am going	10/5/2022 9:25 AM
138	Transit must be safe enough for even a little kid to use it alone. The stations must be located in high desire areas to be useful. Traffic congestion on other routes stemming from 35th Avenue could increase travel time on other routes.	10/5/2022 8:37 AM
139	This is my top concerns	10/5/2022 8:31 AM
140	Headways and frequency will ensure the route is as successful as possible.	10/4/2022 5:58 PM
141	BRT necessitates high frequency (<10 minute frequencies), the pedestrian experience at both the stations and the street need to be inviting. Often stations and stops in Arizona are hostile places with poor sidewalk amenities and high speed motor traffic. Busses need priority lanes and signals, with better stations than even the former LINK stations.	10/4/2022 5:50 PM
142	Quantity of locations (and their design) will attract users. Frequency will attract users. Improved landscape will attract users (akin to item 1)	10/4/2022 3:45 PM
143	1.design/improvement...needs to be appealing to the eye 2.safty,protection from moter vehicle accidents, and including violence, domestic violence (include reach out contacts, address!)	10/4/2022 12:59 PM
144	For BRT to be successful, it must deliver convenience that rivals vehicular modes. To achieve this convenience, it must have demonstrable benefits over other vehicular traffic (such as queue jumps, dedicated lanes, and comfort amenities such as good buses and beautiful stations). Of course, the system must also be safe.	10/4/2022 9:48 AM

Phoenix Bus Rapid Transit (BRT) - 35th Avenue/Van Buren Street Corridor | Fall 2022

145	Safety is the most important and the reason I don't do mass transit	10/3/2022 11:46 PM
146	The safety along the bus route is paramount as the light rail is not safe in many areas along its route	10/3/2022 8:52 PM
147	The flow of BRT is going to be significant to how successful it will be.	10/3/2022 7:50 PM
148	For transit to be successful, it needs to be fast, efficient and easily accessible.	10/3/2022 7:09 PM
149	BRT is most likely to succeed if the bus runs frequently, the stations are placed where they will be most used, and it is pleasant and safe to walk in the area.	10/3/2022 5:44 PM
150	Robust, accessible multi-modal transit infrastructure is my top priority. Minimizing/preventing negative impacts of redevelopment and construction are also important to facilitate a positive impression of public transit.	10/3/2022 2:34 PM
151	Ensuring the highest possible ridership will make BRT a success.	10/3/2022 5:54 AM
152	#1	10/2/2022 10:03 PM
153	The bus route should be convenient for community members to travel between, and offer shade during the dangerous summer months. They really should come frequently with availability for people with all kinds of work schedules, not just m-f 9-5 people.	10/2/2022 5:52 PM
154	Phoenix desperately needs a transit system with shorter wait times between buses/trains. As Valley Metro currently operates, many lines (especially the commuter lines) are so infrequent as to be nearly worthless.	10/2/2022 4:56 PM
155	Traffic congestion is why we need BRT, but it should not come at the expense of homes or businesses. Since most of the BRT locations are in/near low income areas, forcing folks to move does not really help/	10/2/2022 3:41 PM
156	I value long term look & feel of the streets it will impact. Let's also improve how quickly transit can get me to one spot to another.	10/2/2022 12:35 PM
157	Some Valley transit operations/routes are getting a bad reputation for being magnets for criminal behavior.	9/30/2022 9:18 PM
158	Safety is primary concern. 35th Ave runs through some sketchy neighborhoods.	9/30/2022 4:52 PM

Q14 Bus-only lanes substantially improve transit speed and reliability but may reduce the current number of auto lanes. Thinking about the use of bus-only lanes for BRT along the 35th Ave/Van Buren St corridor, rank the following from 1 to 3, with 1 being most preferred and 3 being least preferred:

Answered: 226 Skipped: 114



	1	2	3	TOTAL	SCORE
Bus-only lanes: BRT operates in bus-only lanes for entire corridor	72% 161	15% 33	13% 29	223	2.59
Partial bus-only lanes: BRT operates in bus-only lanes in some sections of the corridor	18% 40	77% 172	5% 12	224	2.13
No bus-only lanes: BRT operates in regular traffic lanes with other vehicles	11% 24	8% 18	81% 181	223	1.30

BASIC STATISTICS					
	MINIMUM	MAXIMUM	MEDIAN	MEAN	STANDARD DEVIATION
Bus-only lanes: BRT operates in bus-only lanes for entire corridor	1.00	3.00	1.00	1.41	0.71
Partial bus-only lanes: BRT operates in bus-only lanes in some sections of the corridor	1.00	3.00	2.00	1.88	0.47
No bus-only lanes: BRT operates in regular traffic lanes with other vehicles	1.00	3.00	3.00	2.70	0.65

Q15 Please explain your ranking selection from the previous question:

Answered: 174 Skipped: 166

#	RESPONSES	DATE
1	It's called Bus Rapid Transit for a reason. If it gets stuck in traffic, that's not very rapid is it? The downs-Thompson paradox states that people will choose the fastest mode of transport. If we make the bus FASTER than regular car traffic, people will choose the bus.	10/21/2022 7:03 AM
2	Seems self evident.	10/21/2022 12:47 AM
3	Bus only lanes would allow for fast commute times, and with people seeing how much faster BRT commutes are, they would more likely opt for BRT rather than their car, thus reducing traffic congestion.	10/21/2022 12:16 AM
4	I like bus only lanes, but think the public will support them more if they are not the entire route.	10/20/2022 9:13 PM
5	Why give personal vehicles priority over bicycle users and transit riders ? Bus is more efficient use of traffic lanes.	10/20/2022 8:37 PM
6	Will mess with the flow of traffic	10/20/2022 5:14 PM
7	All bus stops should have pull outs to facilitate smooth traffic flow.	10/20/2022 3:41 PM
8	it would encourage the public to use the BRT if on time, bus clean, safe traveling through dedicated lane. A dedicated lane would help the desire to ride public transit.	10/20/2022 1:24 PM
9	I really don't see how BRT works without dedicated bus lanes. Please make that happen.	10/20/2022 11:32 AM
10	Again, make it good and people will use it. Normal people. All people.	10/20/2022 10:02 AM
11	I think prioritizing bus traffic will incentivize its use.	10/19/2022 8:04 PM
12	I don't really believe that bus only lanes will be a help on this rout, more of a hinderence to the rest of traffic	10/19/2022 4:59 PM
13	Bus only lane is the best. Do not want to get stuck behind cars	10/19/2022 4:31 PM
14	No bus only lanes because it would reduce the number of lanes for traffic and could cause confusion and/or slow down traffic in the area.	10/19/2022 3:21 PM
15	If there are 50 people on the bus, they should be going way faster than 50 single-occupancy cars. Also why is the transit agency asking random people who probably drive every day to design their system? They will never understand that reducing lanes to give them to transit will actually fix congestion.	10/19/2022 3:18 PM
16	Bus only lanes allow for faster flow of buses.	10/18/2022 11:04 PM
17	I think the flow of traffic and the ability for the bus to have its own lane would prove to be more efficient for both POV and public transit.	10/18/2022 8:21 AM

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18	Bus only lane will have too much impact on regular through traffic through the city.	10/18/2022 7:29 AM
19	Must maximize travel time to help gain adoption	10/17/2022 8:45 PM
20	Bus only lanes where it is most reasonable	10/17/2022 8:11 PM
21	BRT systems HAVE bus lanes only, no point in the investment of money for a system that does not provide bus lanes only.	10/17/2022 9:59 AM
22	As a BRT, transit should be fast and reliable. This is one of the reliable ways to do it.	10/17/2022 8:44 AM
23	A major complaint while riding the bus is that they are often late. I think a bus-only lane would help decrease traffic in front of the bus and help them to be able to stay on schedule.	10/16/2022 10:11 PM
24	Just be on time	10/16/2022 5:09 PM
25	Because they need more bus	10/16/2022 3:28 PM
26	Without infrastructure improvements, bus-only lanes will hinder traffic and cause further delays in daily commutes. For now, a mixed use lane (right turn only and BRT lanes) make the most sense.	10/16/2022 7:35 AM
27	The big selling point of BRT is to avoid the traffic and the time delays. One reason bus service tends to be unpopular is the amount of waiting and time delays. BRT is supposed to be a "workaround" to these downsides of bus service at a lower cost than rail. We need full Gold Standard BRTs in my opinion. Bus only lanes are the way to go and partial should only be used where unavoidable. This also means all the other time saving features of BRT are necessary.	10/15/2022 2:54 PM
28	Not know for sure	10/15/2022 12:33 PM
29	Byd only lanes don't work at all	10/14/2022 3:39 PM
30	True BRT does not merge with traffic. It is meant to appeal to pedestrians and reduce the number of cars on the road. This is only done with not allowing cars in the BRT lanes	10/14/2022 1:00 PM
31	Safety	10/14/2022 9:30 AM
32	Traffic is already bad	10/14/2022 8:01 AM
33	#1 Bus-Only Lanes define BRT. Bus Rapid Transit implies getting from Point A to Point B faster, with increased frequency, minimal stops, and no traffic. Without a dedicated lane through the entire corridor, you have no BRT, only a bus route. #2 Partial Bus-Only lane? Is this really a question? ABSOLUTELY NO PARTIAL BUS LANES: Do airports have partial runways? No Half-Measures. Either Commit to the idea of BRT and Build it the right way, or dont even bother wasting everyone's time . #3 ALL OF THE ABOVE	10/14/2022 1:58 AM
34	Busses cannot be properly utilized when they are constantly stuck in traffic. Busses need dedicated lanes to ensure that it's riders can get to work, school, and appoints on time consistently.	10/13/2022 10:11 PM
35	I would not consider BRT to be "rapid" if it sits in the same traffic as personal vehicles. It should have a dedicated travel lane to make it more appealing and increase likelihood of usage.	10/13/2022 7:24 PM
36	Traffic from Grand Canyon University to congested on 35th Ave to reduce the number of available lanes.	10/13/2022 3:54 PM
37	Without bus only lanes, the BRT buses risk being caught behind traffic, reducing the speed significantly and making it less competitive with driving. Wherever feasible, place bus lanes (preferably through the whole corridor) so that the buses can run with minimal obstruction.	10/13/2022 12:33 PM

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38	Pedestrian and Bicycle routes impeded the smooth transit flow. Less Bicycle lanes. Pedestrians need to stop jaywalking.	10/13/2022 12:17 PM
39	If we do not have bus only lanes this whole thing is pointless. Also first responders will be allowed to use it and that can save lives during an emergency.	10/13/2022 11:02 AM
40	I would like to see maybe some bus only two lane roads in high traffic areas. Then partial in spots that traffic is not as heavy. Maybe have some areas closed to cars for rush hour so it's faster to take the bus	10/13/2022 8:39 AM
41	Getting to destination faster	10/13/2022 7:55 AM
42	People will always drive in the bus only lanes just like they do with the HOV lane.	10/13/2022 7:31 AM
43	I feel some sections of the corridor should have BRT lanes, probably areas where there are more lanes of travel and one can be "sacrificed" for BRT use only. Areas of the corridor that has less travel lanes should probably have the BRT operate in normal traffic.	10/13/2022 7:20 AM
44	People are not going to stop using their cars because you add more busses. So if you reduce traffic lanes you will only make things worse!	10/13/2022 6:53 AM
45	I will coming bus station placement betting	10/12/2022 7:38 PM
46	Some areas of the proposed route would be able to easily handle losing a lane to regular traffic. Higher populated areas will be quickly congested if a lane or business was impacted by a bus -only lane. Ultimately, some level of bus dedicated lane will be needed to provide a rapid form of transit.	10/12/2022 3:22 PM
47	Maximize public transportation efficiency.	10/12/2022 3:12 PM
48	Because of the length and diversity of context for this project a combination of sections with dedicated bus lanes and sections without is the most logical approach.	10/12/2022 10:30 AM
49	Bus only lanes will substantially increase the reliability of buses, and decrease accidents and travel times. Meanwhile, the number of car lanes should not have much of an effect on overall traffic due to induced demand. In this case, fewer car lanes and better bus access will encourage people to take the bus instead of driving, thus actually reducing the amount of overall traffic on the road.	10/11/2022 12:50 PM
50	By reducing the number of auto lanes, citizens might be more inclined to use public transit if the convenience of using a car is taken away. Also, based on the demographics in the area and is from anecdotal evidence, there appears to be more citizens in this area who walked than in any other areas.	10/11/2022 8:41 AM
51	Bus only lanes will improve the scheduling of people trying to get to work or shop etc by having the busses travel through that specific lane will minimize how early one needs to be like living home in advanced.	10/10/2022 9:25 PM
52	Our streets are so wide, we need to prioritize transit somewhere.	10/10/2022 6:23 PM
53	Dedicated BRT lanes are integral to the line being an actual BRT line. The only potential compromise would be for a shared left turn lane on smaller non major roads.	10/10/2022 4:32 PM
54	Transit needs to be prioritized.	10/10/2022 3:03 PM
55	in order for it to work you need to have brt only lanes	10/10/2022 2:44 PM
56	Bus only lanes should be throughout the entire city. Reduce the need for cars and the heat island.	10/10/2022 8:14 AM

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57	This would make travel using BRT smoother, faster, and more convenient than using a car.	10/10/2022 7:49 AM
58	My opinion	10/10/2022 7:33 AM
59	Yeah you got it	10/10/2022 4:12 AM
60	Where will city make more lanes for these new lanes	10/9/2022 11:40 PM
61	If BRT operates in bus-only lanes for entire corridor does not implying reliability or speed service always	10/9/2022 9:13 PM
62	I feel like it would be confusing to have a bus only lane one block, only to have it disappear and merge the next, and back again. Bus only always is preferable but sometimes bus-only is better than not. BRT needs some kind of queue skipping at least otherwise its not really rapid is it.	10/9/2022 6:04 PM
63	BRT needs to have its own lane to be effective.	10/9/2022 4:51 PM
64	Makes sense to me	10/9/2022 4:08 PM
65	Buses don't hold traffic up that much	10/9/2022 12:13 PM
66	Dedicated BRT lanes are the only way to get more people out of their cars.	10/9/2022 10:21 AM
67	BRT without dedicated lanes is just another lousy express bus. If you're going to do this, do it right. The POINT is to reduce traffic, and that means breaking a few eggs.	10/8/2022 11:52 PM
68	BRT isn't functional if it's not separated from traffic	10/8/2022 8:20 PM
69	Partial bus lanes seem too confusing for most people.	10/8/2022 7:50 PM
70	Only with bus-only lanes, public transport is truly an alternative to regular traffic.	10/8/2022 5:17 PM
71	Buses shouldn't get stuck in any traffic, and BRT should pretty much behave like a light rail.	10/8/2022 4:37 PM
72	Safety	10/8/2022 1:52 PM
73	In congested areas like downtown, having a bus/right turn lane may improve transit times	10/8/2022 1:47 PM
74	We needed dedicated buses lanes if we are ever to make public transit an option that more citizens would consider taking it, as it would reduce trip times	10/8/2022 12:45 PM
75	Public transit should be prioritized over people, usually only one, in personal cars. Phoenix is hugely spread out, and people shouldn't need cars. Dedicated bus lanes make this possible.	10/8/2022 12:17 PM
76	BRT is only useful if they are actually "rapid" with dedicated lanes and even timed lights.	10/8/2022 12:11 PM
77	Personal vehicles must have right of way over buses & trains, They primarily create a nuisance to navigating city streets...as is the case with too many traffic signals.	10/8/2022 11:04 AM
78	BRT is not BRT without dedicated lanes.	10/8/2022 10:43 AM
79	We need a dedicated BRT lane. Always. Stop putting auto privileges above all else. Bus frequency and convenience is important to increase ridership.	10/8/2022 10:35 AM
80	Bus Rapid Transit needs bus lanes to be true BRT.	10/8/2022 10:32 AM

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81	BRT is not BRT without dedicated lanes. We need to dedicate lanes to these busses so that taking the bus is easier and quicker than a personal vehicle. It's better for the environment and is the most economical way to move more people. Other cities have done it successfully.	10/8/2022 10:14 AM
82	You need to offer a reliable and offer a competitive alternative to car.	10/8/2022 9:22 AM
83	Dedicated bus lanes are essential to making BRT work well. Exclusive lanes allow buses not to get caught in traffic and it is what Phoenix voted for. Anything else is just a glorified express bus.	10/8/2022 8:39 AM
84	I'm a commuter so I would like to have a smoother bus ride. I hate drivers that have excuses for running late or never showing up so this will be	10/8/2022 12:04 AM
85	People will not take the bus until it is safe. Until then we need space for cars	10/7/2022 8:44 PM
86	Fully dedicated lanes could help protect all	10/7/2022 7:46 PM
87	Buses are superior to personal cars and always should have priority over them, in this case and in any other. The only exception should be made for emergency vehicles.	10/7/2022 6:50 PM
88	This whole plans falls apart if bus lanes aren't included. Public transit is only as effective as its accessibility and usefulness.	10/7/2022 6:20 PM
89	Bus only lanes IS A MUST. Do not settle for anything less. There are many phoenix residents that do not own or wish to own a car that should also not be subject to others selfish need for car ownership.	10/7/2022 5:32 PM
90	Bus only lanes are the only way to reach peak speeds and efficiency. Cars must be preempted, or the system will never be preferable to cars.	10/7/2022 5:27 PM
91	Cars already dominate Phoenix. The only way to really reduce traffic is to reduce the number of cars on the road, and public transit is the best way to do that. Ridership needs to be prioritized over existing automobile traffic.	10/7/2022 5:02 PM
92	Increased traffic congestion is dangerous for everyone. If you exit the bus for your stop, etc.	10/7/2022 4:50 PM
93	Having dedicated bus lanes will help transport pedestrians a lot easier than being stuck in traffic and the bus lane could be potentially integrated with bike lines similar to cities in Europe executing that idea.	10/7/2022 4:20 PM
94	I'd prefer bus only alongside auto. I'm fine with full but it would need enforcement because drivers aren't always looking.	10/7/2022 4:10 PM
95	Bus only lanes will be much faster	10/7/2022 4:09 PM
96	BRT isn't BRT without fully dedicated lanes. I'd be MUCH more likely to use the bus if it could compete with driving in a personal vehicle. Bus only lanes would greatly reduce travel times	10/7/2022 4:06 PM
97	A true bus rapid system would make public transportation an appealing option. Bus only lanes are very appealing to my ridership and should be integral to the project.	10/7/2022 3:54 PM
98	See 13.	10/7/2022 3:23 PM
99	Prioritizing public transit speed and efficiency may help reduce presence of cars overall on the roads	10/7/2022 3:22 PM
100	We need to become less reliant on personal vehicles and start building the city for people, not cars	10/7/2022 3:18 PM

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101	Without dedicated lanes, this project becomes a waste of money. For a transit system to be effective, it cannot be subject to traffic jams.	10/7/2022 3:14 PM
102	Partial lanes sound like they would confuse people	10/7/2022 3:12 PM
103	na	10/7/2022 2:59 PM
104	Speed and reliability will be the greatest benefit to the route, that cannot exist if it operates amongst regular traffic	10/7/2022 2:59 PM
105	More buses and less cars is better for our communities and our environment. Encouraging pedestrian activity by making driving a personal vehicle less attractive would make investments into good BRT systems much more rewarding for the region.	10/7/2022 2:41 PM
106	Drivers will only slow the system down and reduce reliability. This must be a separated thoroughfare from regular traffic.	10/7/2022 2:23 PM
107	We NEED bus only lanes. Partial lands are a consolation prize. No bus lanes is unacceptable at this point.	10/7/2022 2:19 PM
108	Bus only lanes will attract more individuals willing to consider public transportation.	10/7/2022 2:17 PM
109	Again, should be an actual rapid transit system with high priority. Don't half ass the system.	10/7/2022 2:16 PM
110	If it's rapid it needs its own lane otherwise it's just another bus and timing will be dictated by traffic so there's no point in this project if it's just going to be a bus	10/7/2022 2:07 PM
111	BRT needs to have its own lanes otherwise the buses just sit in traffic and will always be slower than driving. If there won't be any bus only lanes the project shouldn't be called BRT until it does.	10/7/2022 1:51 PM
112	Nobody chooses to ride a BRT if it's just going to get stuck in traffic. Otherwise, they'll just choose to drive themselves. Public roadway space should be prioritized for commuters contributing to the greater good.	10/7/2022 1:15 PM
113	Bus only lanes drastically improves speed and allows more people to move faster	10/7/2022 12:56 PM
114	If buses don't have their own lane in their entirety, they wouldn't be rapid transit in my opinion. This is a huge opportunity to convince people to leave their vehicles. If buses get stuck in traffic, it will not be utilized by nearly as many people. I consider having its lane in its entirety a must.	10/7/2022 12:46 PM
115	Traffic in the Valley is a huge problem. Reducing the number of lanes would make driving more challenging!	10/7/2022 12:39 PM
116	If it does not have its own lane I would not consider it brt	10/7/2022 12:26 PM
117	We need to de-prioritize private vehicles and given top priority to making public transportation faster, safer, and more accessible.	10/7/2022 12:13 PM
118	It's not bus-rapid-transit if it doesn't have dedicated lanes. If it moves at the same speed as traffic, there's no incentive to take it - people will feel they might as well drive.	10/7/2022 12:11 PM
119	Transit only works when its used. Its only used when it works. If the city is half hearted with its attempts to create a BRT system, it won't get used and its a waste of taxpayer funding. Cities with good transit are hard to drive in. Thats a feature, not a bug.	10/7/2022 12:03 PM
120	Bus lanes prioritize transit users and help keep buses on schedule.	10/7/2022 11:47 AM
121	Better public transit leads to less congested roadways	10/7/2022 11:17 AM

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122	Bus only lanes REDUCE congestion by reducing the number of drivers. Removing an auto lane is actually beneficial because the bus lane will move more people per hour in comparison.	10/7/2022 11:12 AM
123	Having anything other than bus only lanes would defeat the purpose of BRT and remove the advantage a BRT system would have over traditional bus systems.	10/7/2022 10:51 AM
124	Bus-only lanes will undoubtedly cause anger to private drivers. However if the service is fast and efficient you can encourage more riders to stop taking their cars for shorter distances.	10/7/2022 10:26 AM
125	Would make it actually work faster	10/7/2022 10:15 AM
126	We need more bus only lanes	10/7/2022 10:09 AM
127	this is a car centric city. car needs must come first.	10/7/2022 9:50 AM
128	Traffic congestion will adjust if buses have the ability to move uninhibited and efficiently - more people will take the bus, less cars on the road.	10/7/2022 9:47 AM
129	If the BRT operates in traffic, then how is any different than a regular bus...	10/7/2022 9:17 AM
130	Not all areas of 35th Ave are congested	10/6/2022 11:22 PM
131	True BRT needs to have dedicated travel lanes.	10/6/2022 9:16 PM
132	It seems like you would be able to get from point a to b quickly	10/6/2022 6:16 PM
133	BRT MUST be a dedicated lane. Its not BRT unless theres a dedicated lane.	10/6/2022 3:52 PM
134	But can't exist without separate lanes	10/6/2022 3:51 PM
135	The only way this can be an effective, viable option is by giving the buses priority via dedicated bus lanes. Otherwise, there is no incentive for the many people who drive to take the bus instead. Yes, there are going to be drivers who are unhappy with this decision, but for this service to actually have an impact this needs to be the way.	10/6/2022 3:35 PM
136	Prioritizing access without the removing lanes for commuter seems logical.	10/6/2022 2:45 PM
137	I know your going to make it just a bus in mixed traffic, but why are you bothering with any of this pomp and circumstance than?	10/6/2022 2:05 PM
138	Bus only lanes are important to make the bus go fast and be reliable	10/6/2022 1:13 PM
139	We need bus only lanes for safety and speed.	10/6/2022 10:30 AM
140	I think people driving would be more annoyed with being behind a bus vs the bus having its own lane.	10/6/2022 10:11 AM
141	Having Bus-only lanes allows for an almost light rail experience with the car traffic being almost irrelevant. Reliable transit arrivals with faster than car travel times will make the BRT valuable.	10/6/2022 9:52 AM
142	Bus-Only Lanes make travelling faster and perhaps having BRT-oriented signals so when a bus comes, the light will automatically turn green.	10/6/2022 9:50 AM
143	I am up for anything that will improve travel time.	10/6/2022 9:46 AM

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144	Transit shouldn't be an afterthought behind cars. Therefore, dedicated lanes are ideal.	10/6/2022 9:19 AM
145	Nothing to say	10/6/2022 8:56 AM
146	These Busways should have dedicated lanes to operate in, and only share the lane with turning vehicles.	10/6/2022 8:44 AM
147	point is for brt to move quickly so this makes the most sense	10/5/2022 6:35 PM
148	Allow buses to get in and out safely	10/5/2022 5:47 PM
149	Bus only lanes that are accessible when bus is not running will be ideal	10/5/2022 2:14 PM
150	BRT is only effective when it has its own lane the whole way to avoid the slow downs of traffic.	10/5/2022 1:12 PM
151	35th Ave becomes heavily used by vehicles when I17 has a problem.	10/5/2022 1:08 PM
152	It is pointless to have a rapid bus system without the bus having its own lane. In order for this to work, busses need their own lane.	10/5/2022 10:25 AM
153	lanes needed ion congested areas but not entire route	10/5/2022 9:25 AM
154	Other corridors can pickup the vehicle traffic that would be taken by the bus-only lane. Locals will learn to alter their route in vehicles so high volume transit can use the new high volume corridor.	10/5/2022 8:37 AM
155	1.seems more feasible. 2. might be faster but require a lot of modifications. 3 would be great but would jam up local traffic when removing a lane during rush hours.	10/5/2022 8:31 AM
156	BRT is not true BRT if it is in mixed traffic. Please no BRT-lite systems!	10/4/2022 5:58 PM
157	We all know that BRT that operates in mixed traffic is a heavily compromised system. If this is the decision, regular buses with increased frequency would be preferable. Bus only lanes ensure reliability, high frequency, and improved overall performance and capacity.	10/4/2022 5:50 PM
158	Bus-only lanes are ideal, only if paired with: frequency/speed/quantity of buses per route. If an entire lane is to be devoted to bus-only, it needs to be justified with the above.	10/4/2022 3:45 PM
159	need to be flexible	10/4/2022 12:59 PM
160	For BRT to be successful, it must deliver convenience that rivals vehicular modes. To achieve this convenience, it must have demonstrable benefits over other vehicular traffic (such as queue jumps, dedicated lanes, and comfort amenities such as good buses and beautiful stations). Of course, the system must also be safe.	10/4/2022 9:48 AM
161	Reducing the number of auto lanes will significantly increase the traffic in the area.	10/3/2022 7:50 PM
162	BRT without bus only lanes isnt BRT	10/3/2022 7:09 PM
163	For BRT to be "rapid" and reliable, it must have dedicated lanes. It should also have signal priority at intersections.	10/3/2022 5:44 PM
164	We need dedicated Bus Lanes to help reduce travel time	10/3/2022 3:54 PM
165	It's not BRT if there aren't designated lanes. Auto lanes must go. Don't half-ass this.	10/3/2022 2:34 PM
166	Bus only lanes make BRT's in Guadalajara, Mexico very successful with a high ridership.	10/3/2022 5:54 AM

Phoenix Bus Rapid Transit (BRT) - 35th Avenue/Van Buren Street Corridor | Fall 2022

167	Speed is important or people won't use	10/2/2022 10:41 PM
168	Safety	10/2/2022 10:03 PM
169	the more convenient we make public transit, the fewer people are on the road, the better life is for everybody. buses deserve priority.	10/2/2022 5:52 PM
170	Phoenix should have transit-only lanes all throughout the city. It is unacceptable that our buses and trains(!) get stuck in traffic so often.	10/2/2022 4:56 PM
171	Don't want to make congestion too much worse than it already is.	10/2/2022 3:41 PM
172	Priorize the bus. Make sidewalks larger. Automobiles shouldn't always be the priority.	10/2/2022 12:35 PM
173	All or nothing. No partial bud only lanes.	9/30/2022 9:18 PM
174	Full bus lanes seems to defeat the purpose of moving people from one place to another besides cars.	9/30/2022 4:52 PM

Q16 Please share any other thoughts or feedback:

Answered: 99 Skipped: 241

#	RESPONSES	DATE
1	We need to build a pro-public-transportation system. We can only do that by building the infrastructure needed to make that vision happen. A pedestrian friendly design, with efficiency and safety in mind is key.	10/21/2022 12:16 AM
2	current BRT route on 35th Ave has start/end points redundant w light rail. I understand it would be good for transit users near 35th Ave. Consider also adding a "limited stop" service following the current 35 route between Metrocenter and the Happy Valley PNR. Use a painted dedicated bus/bike/turn lane along the curb for NB and also SB. Startup would be cheaper than BRT and serve to draw riders from the northern reaches of Phoenix. Hope to remove cars from I-17. This can serve as a pilot. ValleyMetro has taken chances before, I'm thinking about the temporary Blue, Yellow, Green, and Red lines. The Red became the basis of the light rail route.	10/20/2022 8:37 PM
3	More security is needed at current light rail stations. People are afraid to ride the light rail trains.	10/20/2022 3:41 PM
4	doing good,	10/20/2022 1:24 PM
5	Please hurry	10/20/2022 10:02 AM
6	There should be reliable a way to pay with card. Most people don't carry cash, the fact that the card reader doesn't work on any of the buses is crazy.	10/19/2022 4:59 PM
7	Please come to Tempe	10/19/2022 4:31 PM
8	Please make the availability of the BRT on van buren go all the way to the PHX ZOO.	10/18/2022 7:29 AM
9	Great to see this coming to life soon!	10/17/2022 8:45 PM
10	Add more of these routes!	10/17/2022 8:11 PM
11	provide stations that incorporate design features blocking and allowing pedestrian crossing to improve safety and minimize pedestrian crashes.	10/17/2022 9:59 AM
12	I'd like to follow up on my earlier comment about lighting. Some bus stops are just a sign on a pole on a dark street. I think providing a light at all bus stops would make all riders feel safer.	10/16/2022 10:11 PM
13	Just be on time	10/16/2022 5:09 PM
14	None	10/16/2022 3:28 PM
15	Please provide a clear, and viable method of submitting complaints about buses missing their stops, not showing up, or leaving stations early. It's a huge complication that pushes away people like me who would use the system more often if it worked correctly.	10/16/2022 7:35 AM
16	I think we should build more BRT lanes and faster. I wonder if a "Warp Speed" approach would be an option. In the WARP	10/15/2022 2:54 PM

Phoenix Bus Rapid Transit (BRT) - 35th Avenue/Van Buren Street Corridor | Fall 2022

speed for a covid vaccine no steps were skipped but they were overlapped-rather than finishing one and waiting several months -or years- to start another. In addition to expanded BRT, I'm wondering if we could have Freeway BRT in addition to the arterial variety, aerial gondolas over some odd geographic features dividing some lines, and/or turn several Phoenix bus lines that are not candidates for full BRT into a "BRT Light" similar to the 112 route in Mesa or the Seattle Rapid Ride.

17	N/A	10/15/2022 12:33 PM
18	This project is a joke money would be better suited for new buses or more construction	10/14/2022 3:39 PM
19	Since the city continues to fail the residents and business owners along 19th avenue it's safe to assume you will maintain status quo and try to use 35th ave as a great example of success. Just as you ignore 19th ave and pour resources into 27th ave and south Phx. Shame on you.	10/14/2022 2:24 PM
20	It's important to look at 35th Avenue and Indian school when doing this study and potential construction zone. This is a heavily congested area that will be affected completely during and after construction.	10/14/2022 1:00 PM
21	Bus stops are unsafe right now. They are a MESS! Dirty, poor lighting and used by homeless.	10/14/2022 9:30 AM
22	Continuation of the 35th Avenue BRT Route to Baseline Road would increase access to Public Transportation in in Laveen and South Phoenix. Connection to the planned future BRT route along Baseline Road between 59th Ave in Laveen and the Eastern City Limit would provide connectivity to the South Central Light Rail, the Western Canalscape, South Mountain Community College, South Mountain Park, Rio Salado, Sky Harbor, Downtown and many more possibilities. This would enhance the quality of life and remove barriers to public transportation in South Phoenix and Laveen. Additionally, LA Metro launched it's Metro Micro pilot program as an alternative to Uber/Lyft, in an effort to reach underserved communities. Metro Micro is essentially a ride sharing service offered by LA Metro for \$1, with subtle differences like making multiple stops, but still arriving in less time than Uber/Lyft and the Bus. A service like Metro Micro in Phoenix would be a monumental and historic achievement to making public transportation equitable and accessible in across Phoenix. "Can LA Transit operate an Uber-like service that makes transit better, unlike Uber, which undermines transit?" Resources on this topic: https://youtu.be/JbnyEA1k_al https://dot.la/metro-micro-expands-2655891997.html	10/14/2022 1:58 AM
23	BRT is a very good idea for Phoenix, I hope bus-only travel lanes are a serious consideration for this project.	10/13/2022 7:24 PM
24	Don't prioritize fancy bells and whistles, just get a bus that runs fast and frequently in exclusive lanes and that will get more people on public transit.	10/13/2022 12:33 PM
25	The bus only lane must be added. This whole thing will be pointless if there is not one. You need to make the bus the fastest mode if you want to reduce traffic and save lives. Not to mention this would boost economic vitality as more people would have spending money by reducing reliance on a car. AGAIN ADD BUS LANES ALL THE WAY!	10/13/2022 11:02 AM
26	I repeat my idea from question 15 but also add that Dial-A-Ride should be allowed to use them as well.	10/13/2022 8:39 AM
27	I like the BRT idea and I hope it's successful. The whole rapid/express concept of bringing workers into downtown Phoenix from the suburban areas seems to work great. I'm hoping someday that more routes will operate from the different parking rides to some of the other busy corridors where there is a large worker presence that isn't downtown, but with this new BRT idea it sounds like it's on the way to becoming reality.	10/13/2022 7:20 AM
28	This is a much more efficient use of money than Light Rail!	10/13/2022 6:53 AM
29	N/A	10/12/2022 7:38 PM
30	Lose the route bidding system. Pay drivers a decent, predictable wage.	10/12/2022 3:12 PM

Phoenix Bus Rapid Transit (BRT) - 35th Avenue/Van Buren Street Corridor | Fall 2022

31	Thank you for your consideration.	10/12/2022 10:30 AM
32	Please consider protected bike lanes in addition to 100% dedicated bus lanes. More access to different modes of transportation will always be better.	10/11/2022 12:50 PM
33	I would just hope that these type of projects in this area don't take away from other project considerations like the light rail been extended to this area. It would be unfair to have this area Not have the same level of access to public transportation compared to a more affluent area	10/11/2022 8:41 AM
34	Interesting thought would be having the mobile app where I can purchase a digital bus pass which with the tap of my phone to a reader I can board the bus without the need to carry a pass with me or risk losing it. A digital pass will also minimize the issue of having unwanted personal. Another idea will be adding a secure door that separates riders with a whole month and any other pass, those with a whole month can bypass this secure door and sit on upgraded seats etc. That's my final thoughts.	10/10/2022 9:25 PM
35	My priorities: BRT lanes and high frequency at no more than 10 min waits so that the stakes of missing a bus are low, there's always another coming.	10/10/2022 6:23 PM
36	You have a good bus system. Train system is a good start.	10/10/2022 7:33 AM
37	Please help	10/10/2022 4:12 AM
38	Tired of RUDE bus drivers	10/9/2022 11:40 PM
39	sub-15 minute frequencies please, preferably 5-7 minutes. A late or early bus would mean a lot less if the next bus was 2 or three tik-tok videos from now. As it stands missing the bus for whatever reason means waiting half a movie's worth of time and/or being unacceptably late.	10/9/2022 6:04 PM
40	Please do this right.	10/8/2022 11:52 PM
41	It's not an effective form of transit if it's not grade separates	10/8/2022 8:20 PM
42	Ya'll need some commercials showcasing BRT... if you have any, I haven't seen them!	10/8/2022 7:50 PM
43	Need longer travel times at night.	10/8/2022 1:52 PM
44	Nothing else	10/8/2022 1:47 PM
45	Stop freaking out about "inconveniencing" auto drivers and start being proactive about elevating affordable commuting as priority. We need to get to our jobs and schools without feeling forced to commute via a POV which drains our paychecks.	10/8/2022 10:35 AM
46	We should be prioritizing public transit over personal vehicles. In all ways. It even ends up being better for the drivers when more people ride transit, walk, bike, etc.	10/8/2022 10:14 AM
47	Really, PHX and metro area public transportation is beyond abysmal! You might find it beneficial to look at, and inquire with, the City of Calgary/Calgary Transit who have recently implemented a BRT strategy.	10/8/2022 9:22 AM
48	Safe and comfortable access for people walking is incredibly important! If people can't get to the bus, ridership will be low. Parking lots near bus stations makes the area less walkable and it takes up space that could be used for housing, retail, and jobs which would increase ridership more than a parking lot.	10/8/2022 8:39 AM
49	Would love something like this on Baseline since it has more lanes	10/8/2022 12:04 AM

Phoenix Bus Rapid Transit (BRT) - 35th Avenue/Van Buren Street Corridor | Fall 2022

50	The city needs to do everything in its power to make out transit system safe. If we accomplish this one goal our transit system will be used by all	10/7/2022 8:44 PM
51	Pedestrian and cycling infrastructure is also desperately needed and will significantly improve the quality of our city if implemented more.	10/7/2022 5:32 PM
52	No other comments	10/7/2022 4:20 PM
53	Do it better than California	10/7/2022 4:10 PM
54	The safety of bus stops is my number one as a young woman traveling with small children and getting harassed by the homeless that camp at bus stops there should be cameras in place or hourly checks to make sure they are not just taking up the bus stop and making the transit riders uncomfortable.	10/7/2022 3:55 PM
55	Please enact bus only lanes broadly. They are an evidence based way to improve ridership and commute times.	10/7/2022 3:54 PM
56	Thank you	10/7/2022 3:23 PM
57	It's a bit disappointing that this corridor isn't being developed with light rail, but dedicated lane BRT is a huge step in the right direction.	10/7/2022 3:14 PM
58	Including design requirements to allow for replacement of BRT lines with light rail or higher capacity street cars, if ridership and development along the corridor allows so in the future, could potentially be very useful and cost effective for the long term growth of Phoenix as a pedestrian friendly city.	10/7/2022 2:41 PM
59	Stations should not be hidden or an afterthought. Make them part of the community not hidden.	10/7/2022 2:23 PM
60	Full lane for the rapid bus!	10/7/2022 2:07 PM
61	Doing ticketing on the platforms, like on the light rail, instead of on the buses would greatly improve the experience for transit riders.	10/7/2022 1:51 PM
62	It's time to stop prioritizing individual motor vehicles over public transport, bikes, and pedestrians. Induced demand works.	10/7/2022 1:15 PM
63	Frequency and having a separated lane are the 2 biggest factors in making people take transit. If this project gets both of those right, this will be hugely successful in my opinion, even if it takes time for ridership to catch up.	10/7/2022 12:46 PM
64	Street repair and upkeep should be a bigger priority in every town and city in the Valley.	10/7/2022 12:39 PM
65	Prefer light rail or subway but brt is okay if that's all that's inn the budget. Please make one going down Indian school rd next. It could feed the light rail from both sides of central as well as connect to 35th ave brt	10/7/2022 12:26 PM
66	N/A	10/7/2022 12:13 PM
67	The bus is dirty and the bus stops not maintained drivers are rude and pass people waiting on purpose of only one or two to not miss deadlines We need more drivers and buses the bus needs fund allocated to improve the whole experience	10/7/2022 12:06 PM
68	I look forward to bus frequency increasing across the valley. Thank you!	10/7/2022 11:47 AM
69	N/a	10/7/2022 11:17 AM
70	Please don't prioritize grumpy drivers' *opinions* over the actual science. Public transportation is proven to be beneficial.	10/7/2022 11:12 AM

Phoenix Bus Rapid Transit (BRT) - 35th Avenue/Van Buren Street Corridor | Fall 2022

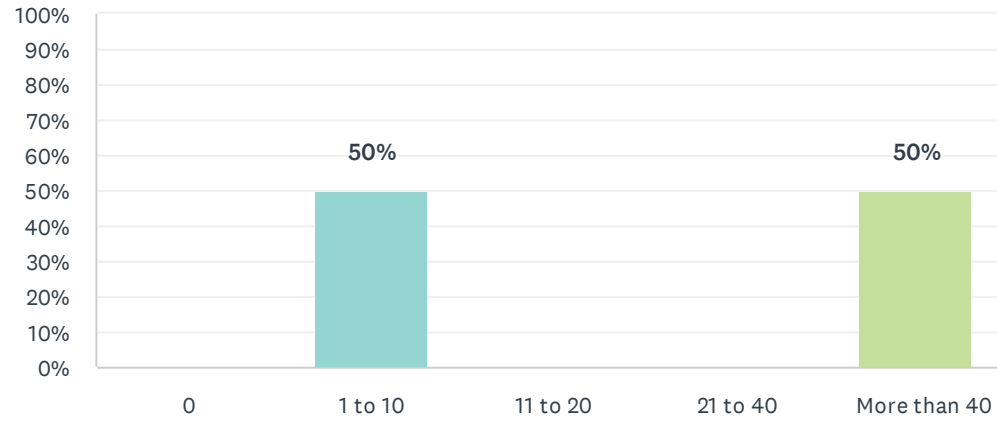
71	I love that the city is moving toward BRT! I think it has been successfully implemented in other cities and could work well here too. A thorough and reliable BRT system would provide the benefits of light rail at a much lower cost, and I think would help expand the public transit system in the area.	10/7/2022 10:51 AM
72	Bud only lanes are essential in getting around the valley in reasonable time and reduce the congestion of buss and car interactions. For this to be implemented effectively the city should look into bud only entry and exit lanes for the freeway especially during high traffic hours and times of the year like the snow bird influx	10/7/2022 10:26 AM
73	I'd like to see this for the central cooridor	10/7/2022 10:09 AM
74	This route selection was not ideal as the connection to Indian School, which is highly used, is still impacted by Grand Ave.	10/6/2022 11:22 PM
75	Can't think of anything right now	10/6/2022 6:16 PM
76	Please do not consider going with any option that does not provide a dedicated bus lane. Cars will adapt and the transit benefits will be incredible.	10/6/2022 3:52 PM
77	Phoenix is a car centric city, but BRT is one of the best chances we have to actually offer decent transit service to residents. This is an opportunity to get it right and change people's minds about the value of transit. We need better transit service in the Valley.	10/6/2022 3:35 PM
78	It needs lanes the entire way that is literally the only important part of "brt", level boarding would also be cool	10/6/2022 2:05 PM
79	While I am not a resident of this area, I feel that the design choices made here will affect later BRT development in the city. I am especially hopeful about the Thomas Rd line and look forward to the city starting soon there.	10/6/2022 9:52 AM
80	Great Idea!	10/6/2022 9:50 AM
81	Please use this opportunity to create something good, not something to benefit car-owners only.	10/6/2022 9:19 AM
82	N/A	10/6/2022 8:44 AM
83	need route to move north more--connecting on peoria or thunderbird since those are the only routes coming in from the west valley	10/5/2022 6:35 PM
84	There are numerous "street walkers who DO NOT USE corner cross walks on 35th Ave and if you have "special" bus lanes this MAY increase the pedestrian accidents .	10/5/2022 1:08 PM
85	none	10/5/2022 9:25 AM
86	Please build BRT faster!	10/5/2022 8:37 AM
87	I like express busses. Years ago I rode the 7th Street Express for almost two years	10/5/2022 8:31 AM
88	BRT has the opportunity to provide serious alternatives to driving and reducing congestion/helping the climate. BRT thought MUST be implemented properly. Please do not let this be compromised.	10/4/2022 5:50 PM
89	;-)	10/4/2022 12:59 PM
90	As the first appearance of BRT in the valley, it needs to make a splash. Consider partnering with developers and institutions such as GCU to tout the benefits of the new BRT line. Without a focused a positive media campaign, BRT can come across to potential choice riders as "just another bus."	10/4/2022 9:48 AM

Phoenix Bus Rapid Transit (BRT) - 35th Avenue/Van Buren Street Corridor | Fall 2022

91	Until security at the stops and on all transit is important to you it can't be a success. The bus stops are an abomination with criminal transients drug addicts passed out, dead or openly doing drugs. I will not use it till you change that	10/3/2022 11:46 PM
92	Make sure that the corridor is almost all dedicated exclusive guideway. BRT isn't BRT without dedicated lanes.	10/3/2022 7:09 PM
93	Having Clean Restrooms on BRT Platforms would be a great amenity.	10/3/2022 5:54 AM
94	Sounds like a great improvement in the service	10/2/2022 10:03 PM
95	this city needs major public transit overhaul, but this would be a step in the right direction.	10/2/2022 5:52 PM
96	This project represents a badly needed start to what I can only hope is a much larger overhaul of Valley Metro. The system as it stands is too slow, outdated, and sparse to serve a city the size of Phoenix. Projects such as this are a must if we are to build a better city and claw our communities back from car-dependent sprawl.	10/2/2022 4:56 PM
97	Would rather see more rail. I also don't want the city to redo a corridor and then comeback later to ADD BRT/LRT - please consider how to best utilise tax dollars and grants to make long term changes to corridor.	10/2/2022 12:35 PM
98	Good luck.	9/30/2022 9:18 PM
99	Safety and cleanliness. Some busses I have rode on have blood and feces on the seats (Route 10)	9/30/2022 4:52 PM

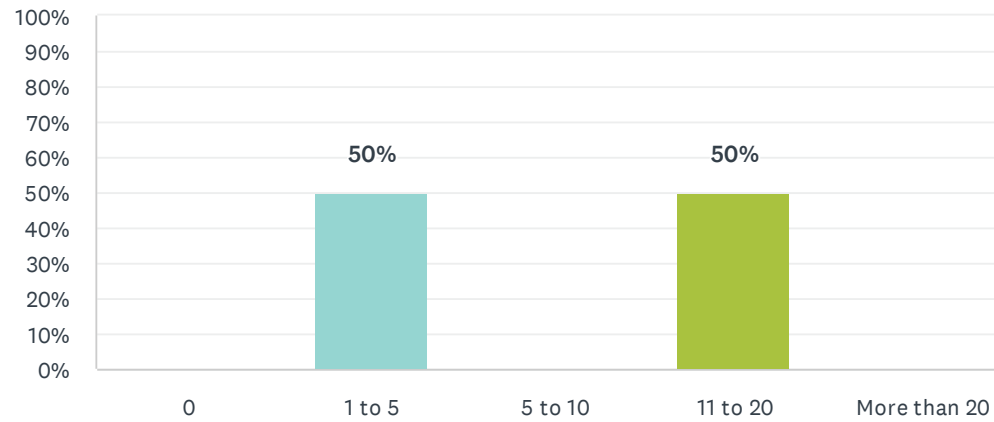
Q17 How many employees report to your business?

Answered: 2 Skipped: 338



Q18 How many of your employees currently use transit to travel to/from work?

Answered: 2 Skipped: 338



Q19 Do your customers and/or supply/delivery trucks access your business directly from 35th Ave or Van Buren St?

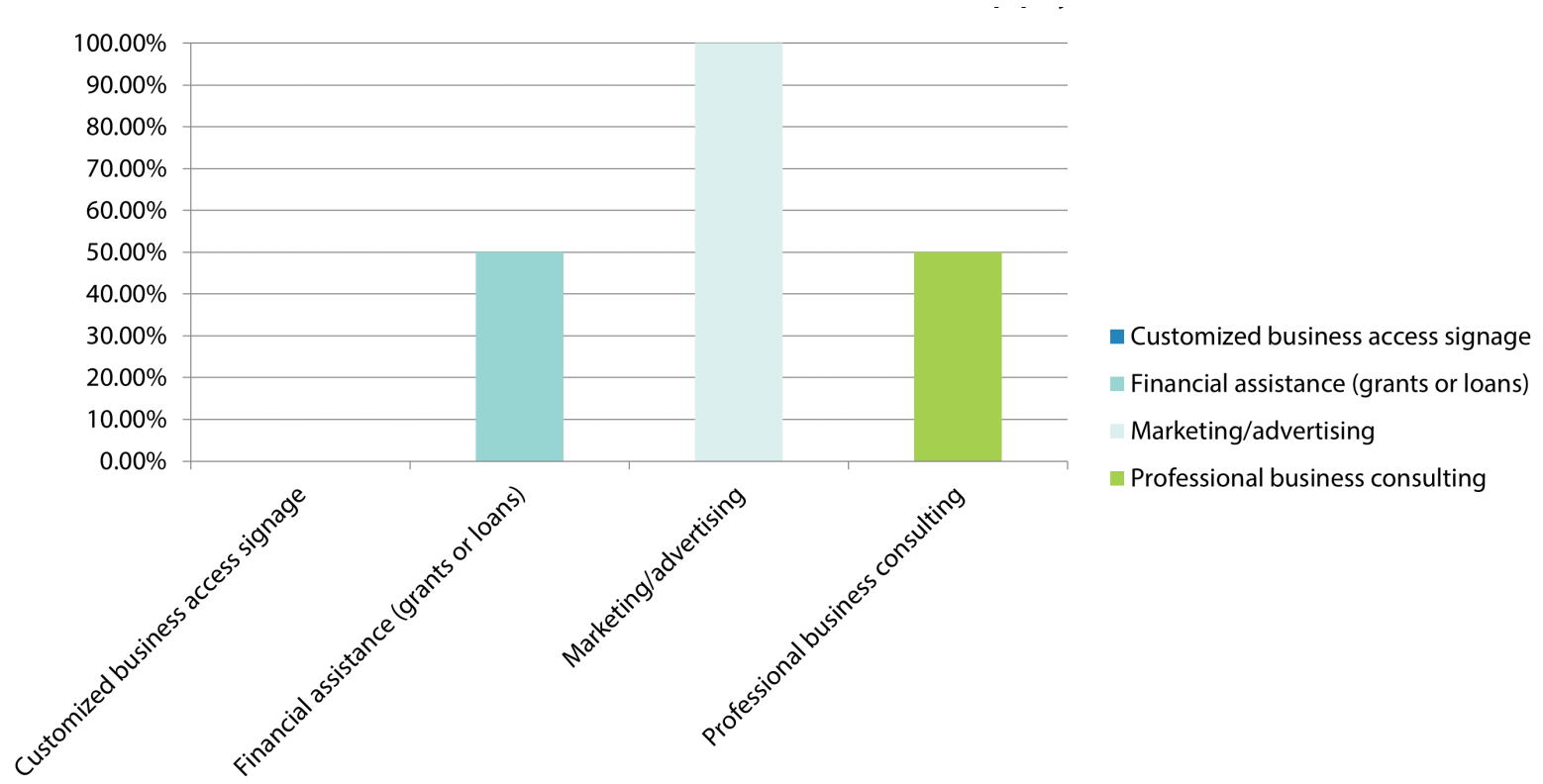
Answered: 0 Skipped: 340

 No matching responses.

#	OTHER (PLEASE SPECIFY)	DATE
1	No	10/7/2022 8:36 PM

Q20 If a business assistance program is offered as part of this BRT project, what type of assistance would be helpful to your business? (Check all that apply)

Answered: 2 Skipped: 338



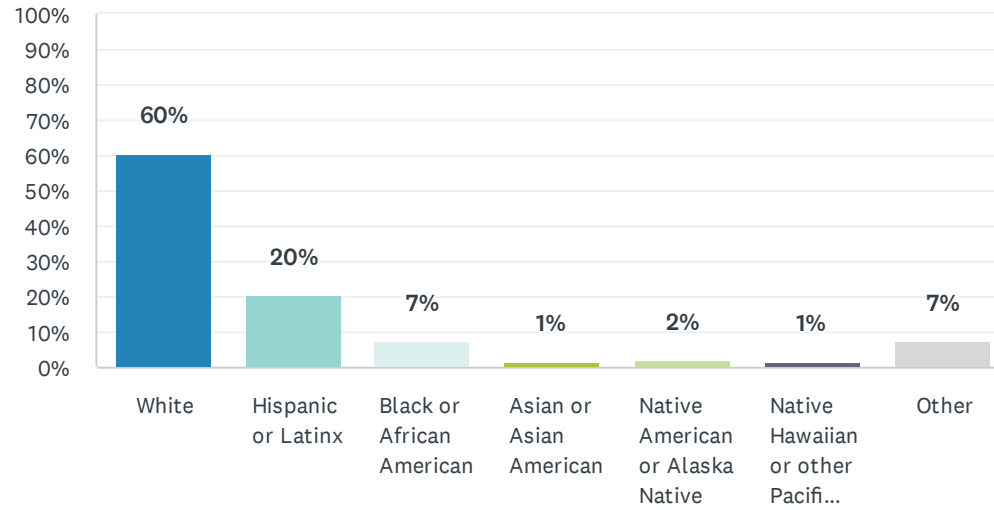
Q21 Please share any other thoughts or feedback:

Answered: 2 Skipped: 338

#	RESPONSES	DATE
1	Look forward to improvements and revitalizing Van Buren!	10/20/2022 9:57 AM
2	We need to make buses safe. 20 years ago many people took the bus but today employees are concerned for their safety. Drugs, assaults and criminal behavior is rampant and our employees do not feel safe on public transit	10/7/2022 8:36 PM

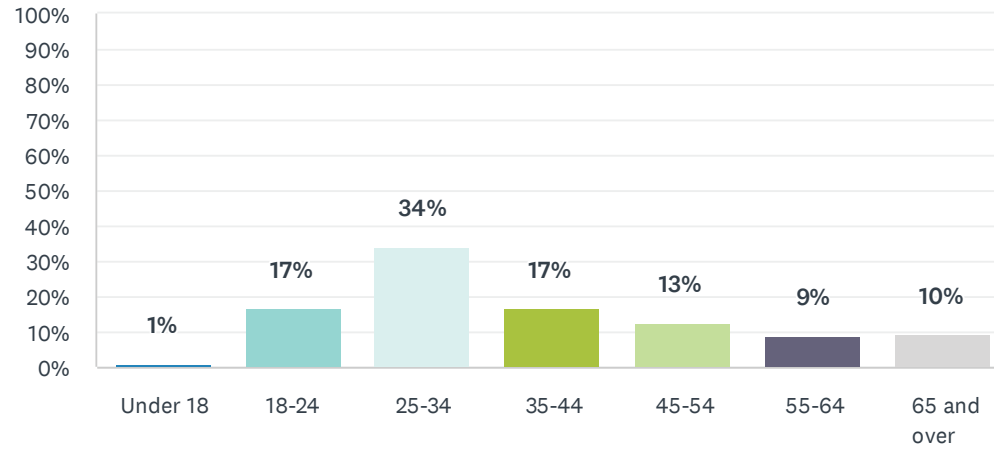
Q22 What is your ethnicity?

Answered: 225 Skipped: 115



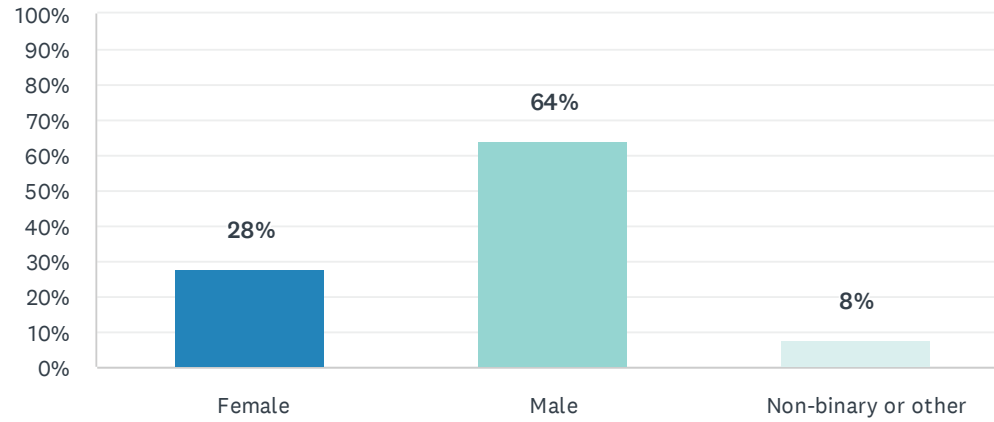
Q23 What is your age?

Answered: 228 Skipped: 112



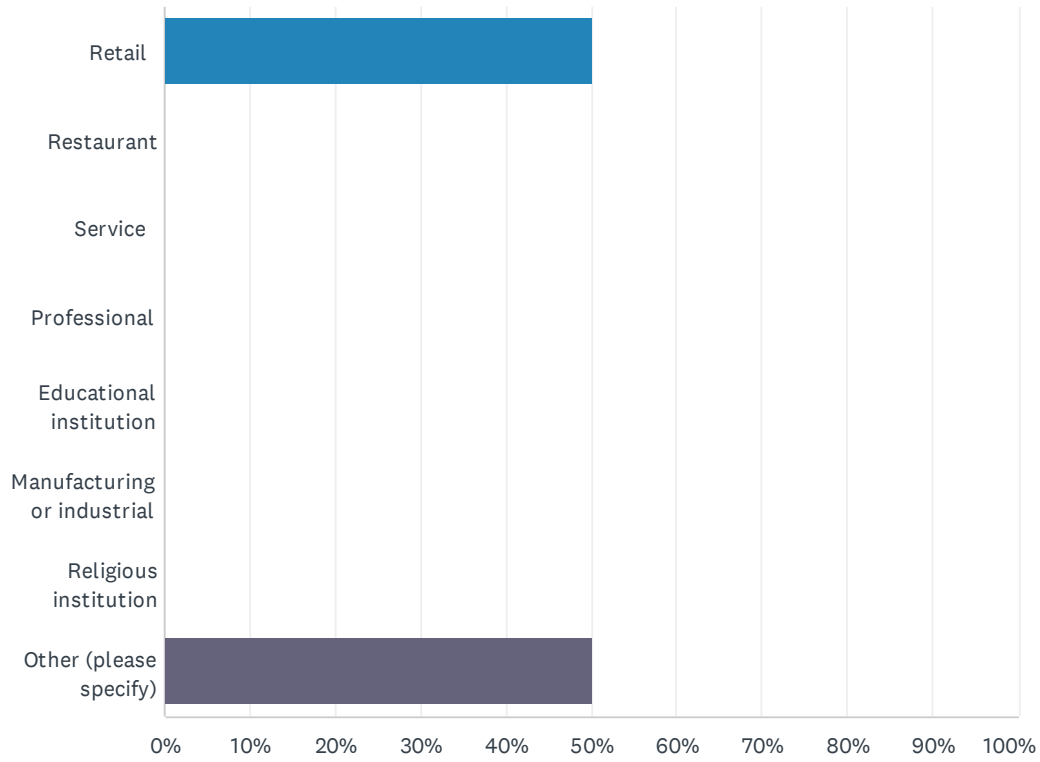
Q24 What is your gender?

Answered: 226 Skipped: 114



Q1 Type of business (check one)

Answered: 2 Skipped: 0



#	OTHER (PLEASE SPECIFY)	DATE
1	Driving School	11/16/2022 11:51 AM

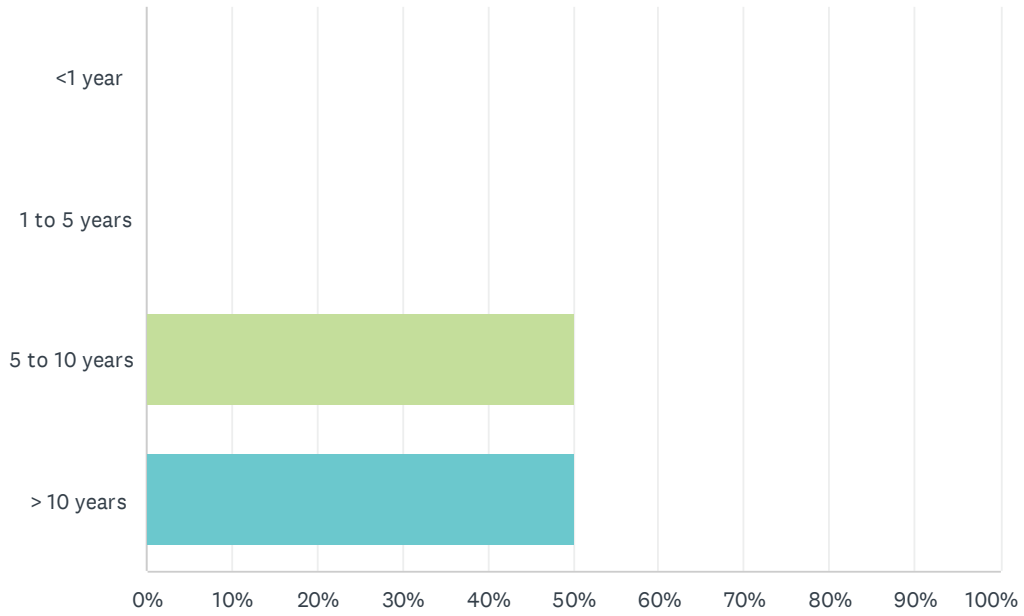
Q2 Where is your business located (address or zip code)?

Answered: 2 Skipped: 0

#	RESPONSES	DATE
1	8650 N 35TH Ave, Phoenix, AZ 85051	11/16/2022 11:51 AM
2	85017	11/16/2022 9:41 AM

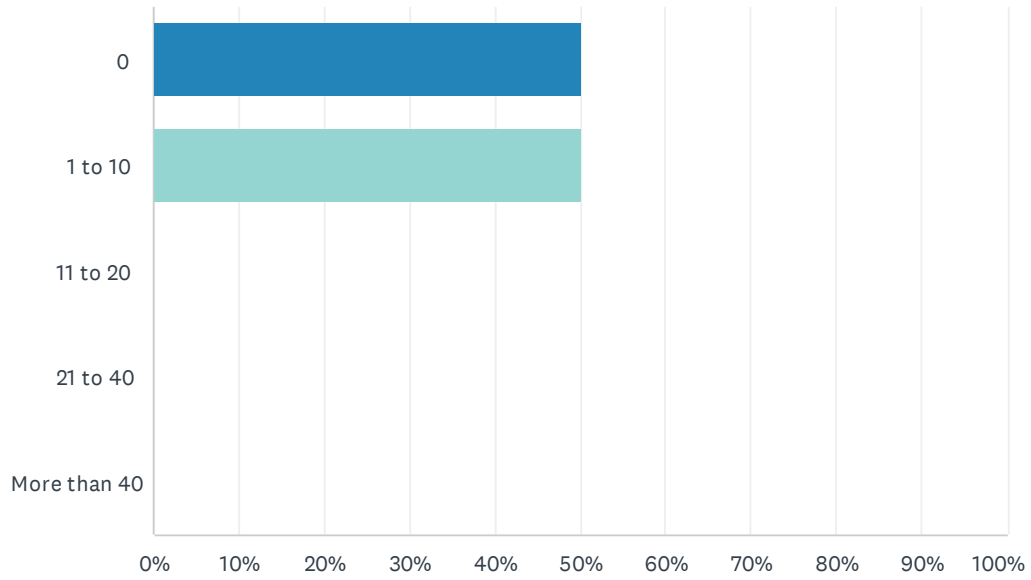
Q3 How long have you operated in this location?

Answered: 2 Skipped: 0



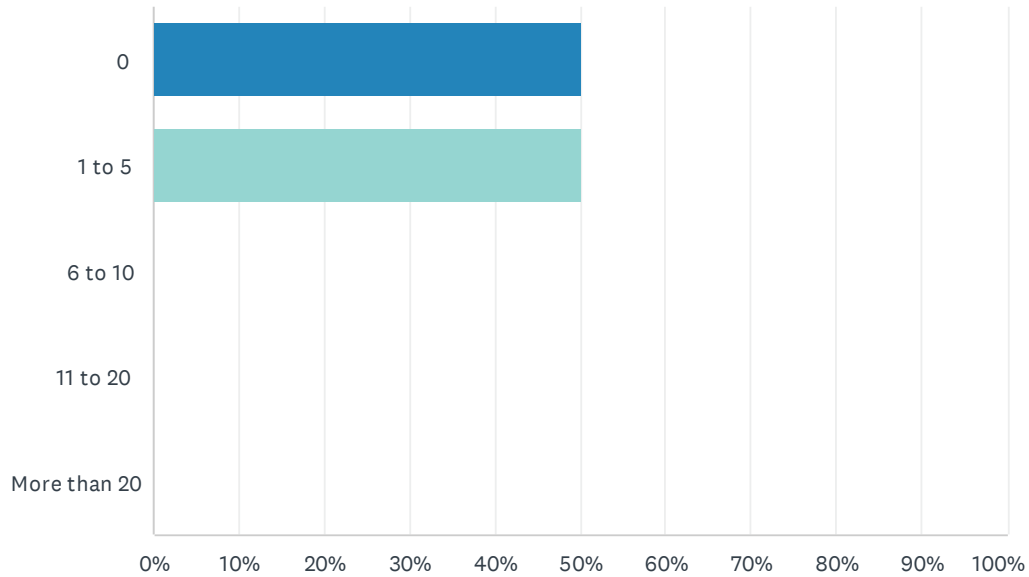
Q4 How many employees regularly work from this business address?

Answered: 2 Skipped: 0



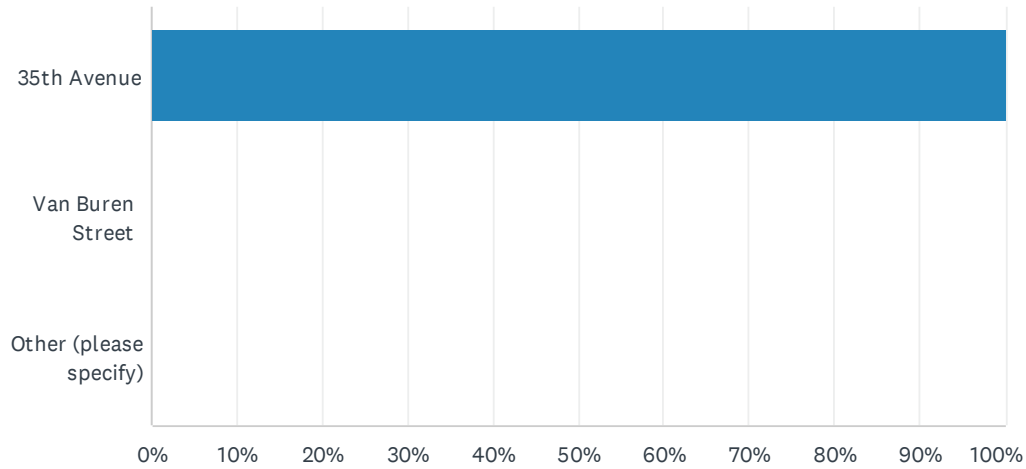
Q5 How many of your employees currently use transit to travel to/from work?

Answered: 2 Skipped: 0



Q6 Do your customers, employees and/or supply/delivery trucks regularly access your business directly from 35th Ave or Van Buren St?

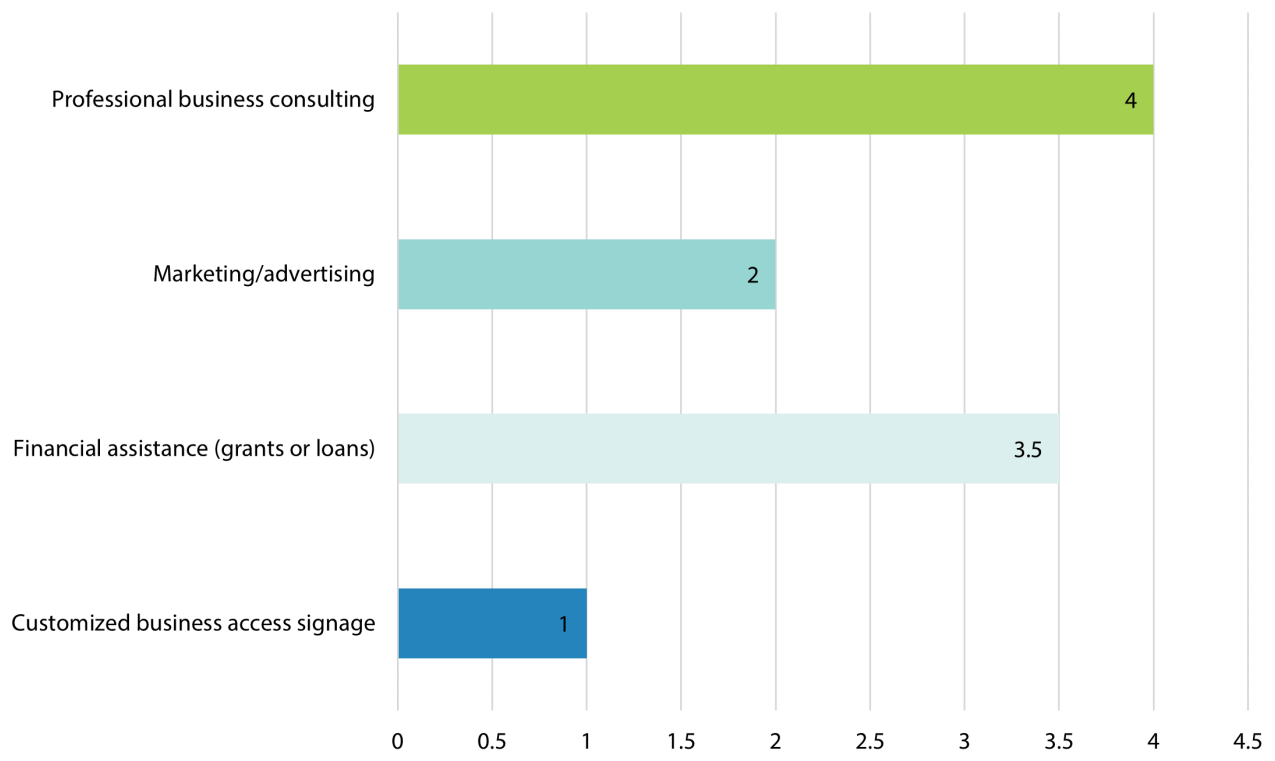
Answered: 2 Skipped: 0



#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

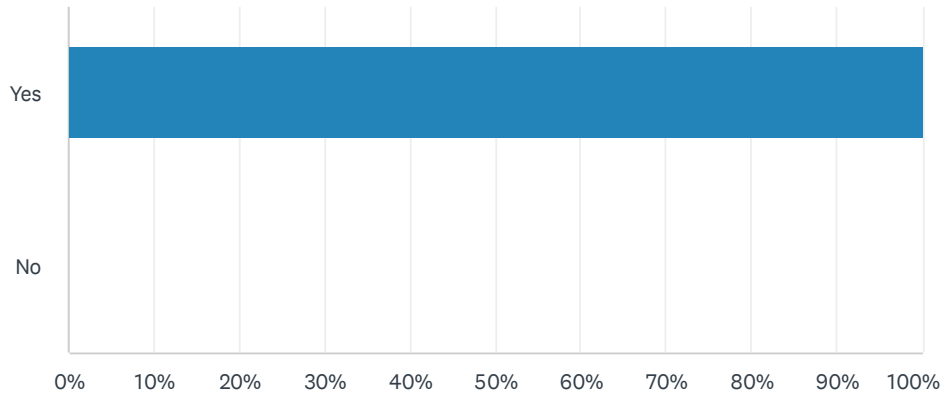
Q7 If a business assistance program is offered as part of this BRT project, what type of assistance would be most helpful to your business? (Rank from 1 to 4, with 1 being most helpful.)

Answered: 2 Skipped: 0



Q8 Would you like to be added to our project distribution list?

Answered: 2 Skipped: 0



Q9 Contact Information:

Answered: 2 Skipped: 0

ANSWER CHOICES	RESPONSES	
Business contact's name:	100.00%	2
Business name:	100.00%	2
Email:	100.00%	2

Q10 Please share any other thoughts or feedback:

Answered: 2 Skipped: 0

#	RESPONSES	DATE
1	Phoenix BRT is making Awesome Plans.	11/16/2022 11:51 AM
2	Worry about low business and traffic to shop I know for a friend who had to close the business for construction	11/16/2022 9:41 AM

Appendix C: Surveys



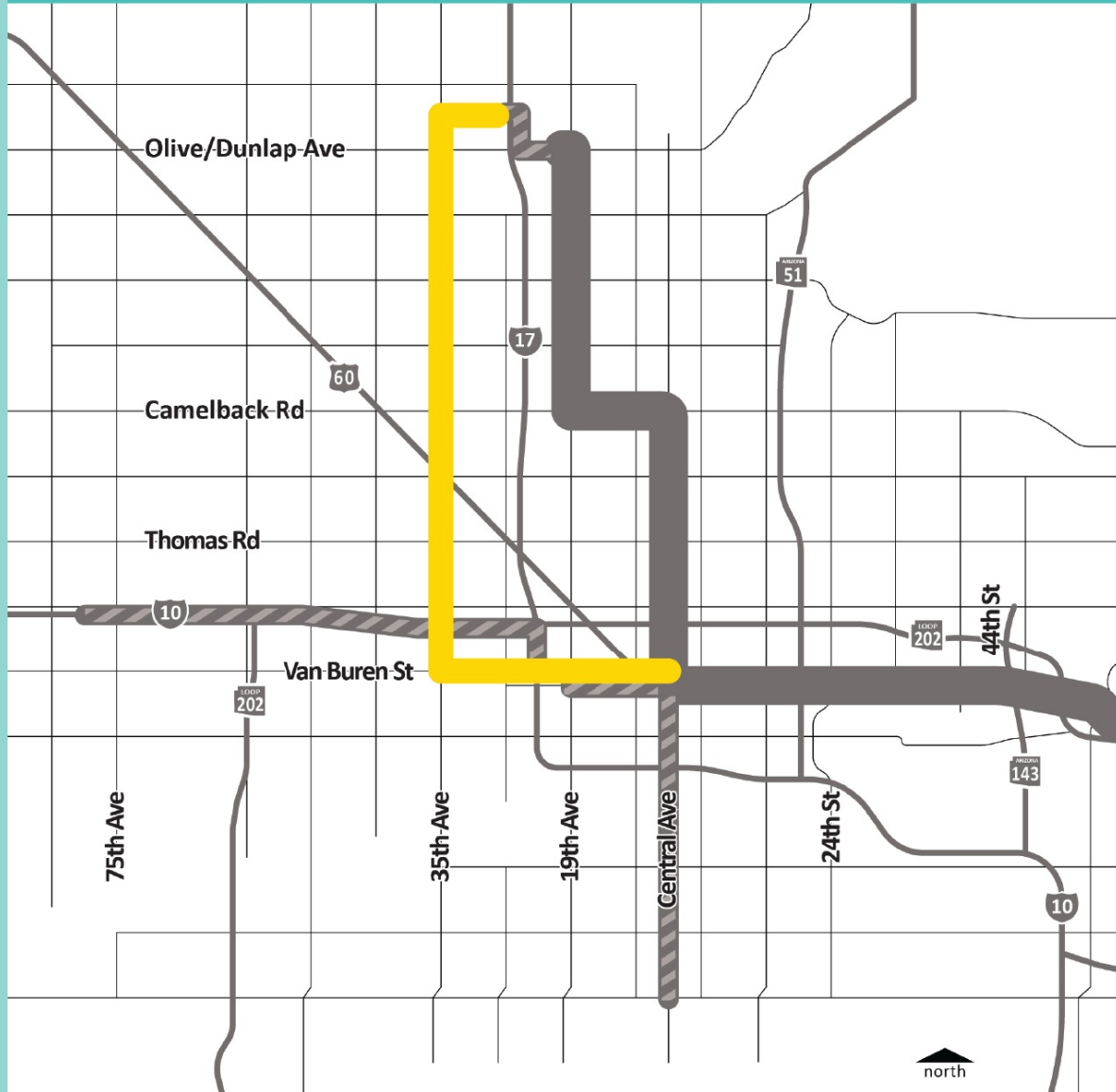
Phoenix Bus Rapid Transit (BRT) - 35th Avenue/Van Buren Street Corridor | Fall 2022

Introduction

Take the survey anytime between October 3 - 21 to provide your input.
Tome la encuesta entre el 3 y el 21 de octubre y de su opinión.

Approved BRT Corridor

35th Ave/Van Buren



1. Email

2. Where do you live (zip code)?

3. Where do you work (zip code)?

4. What is your connection to the BRT corridor area (35th Ave/Van Buren St)?

- Resident
- Property owner
- Business owner
- Transit rider
- Travel through the area regularly
- Other



Phoenix Bus Rapid Transit (BRT) - 35th Avenue/Van Buren Street Corridor | Fall 2022 BRT Corridor Questions

5. How often do you use public transit?

- Daily
- Several times a week
- Several times a month
- Several times a year
- Never

6. Where do you usually take transit? (Check all that apply)

- Work
- School/university
- Shopping
- Medical
- Social/recreational
- Airport
- Other (please specify)

7. How do you typically get to/from a transit station/bus stop? (Check all that apply)

- Walk
- Bike
- Drive
- Picked up/dropped off

8. What specific destinations do you visit along the 35th Ave/Van Buren St BRT Corridor? (Check all that apply)

- Metrocenter
- ASU
- Central Station
- GCU
- Medical facilities
- School
- Bus stops for other transit routes
- Other (please specify)

9. What is most important to you for improved transit service along the 35th Ave/Van Buren St BRT Corridor? (Rank the following from 1 to 4, with 1 being most important and 4 being least important):

- Transit speed: faster travel times
- Transit frequency: bus comes more often
- Transit reliability: bus comes on time
- Improved stations: benches, shelter, real time transit information

10. What is most important to you for transit stations? (Rank the following from 1 to 4, with 1 being most important and 4 being least important):

- Appearance and quality of transit stations
- Integration of art or local community character into station design
- Use of technology at stations
- Safety/security at stations

11. What is most important to you for using transit? (Rank the following from 1 to 6, with 1 being most important and 6 being least important):

☰

Pedestrian access to transit stations

☰

Bicycle access to transit stations

☰

Personal vehicle access to transit stations (pick up/drop off)

☰

Parking at transit stations

☰

Frequency of transit stations/accessibility to neighborhoods

☰

Ability to transfer to other transit routes

12. What are your three most important considerations related to the development of BRT?

Consideration Options

Consideration 1

Consideration 2

Consideration 3

13. Please explain your ranking selection from the previous question:

14. Bus-only lanes substantially improve transit speed and reliability but may reduce the current number of auto lanes. Thinking about the use of bus-only lanes for BRT along the 35th Ave/Van Buren St corridor, rank the following from 1 to 3, with 1 being most preferred and 3 being least preferred:



Bus-only lanes: BRT operates in bus-only lanes for entire corridor



Partial bus-only lanes: BRT operates in bus-only lanes in some sections of the corridor



No bus-only lanes: BRT operates in regular traffic lanes with other vehicles

15. Please explain your ranking selection from the previous question:

16. Please share any other thoughts or feedback:



Phoenix Bus Rapid Transit (BRT) - 35th Avenue/Van Buren Street Corridor | Fall 2022 Business Owner Questions

17. How many employees report to your business?

- 0
- 1 to 10
- 11 to 20
- 21 to 40
- More than 40

18. How many of your employees currently use transit to travel to/from work?

- 0
- 1 to 5
- 5 to 10
- 11 to 20
- More than 20

19. Do your customers and/or supply/delivery trucks access your business directly from 35th Ave or Van Buren St?

- 35th Ave
- Van Buren St

Other (please specify)

20. If a business assistance program is offered as part of this BRT project, what type of assistance would be helpful to your business? (Check all that apply)

- Customized business access signage
- Financial assistance (grants or loans)
- Marketing/advertising
- Professional business consulting

21. Please share any other thoughts or feedback:



Phoenix Bus Rapid Transit (BRT) - 35th Avenue/Van Buren Street Corridor | Fall 2022

Demographics

22. What is your ethnicity?

- White
- Hispanic or Latinx
- Black or African American
- Asian or Asian American
- Native American or Alaska Native
- Native Hawaiian or other Pacific Islander
- Other

23. What is your age?

- Under 18
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65 and over

24. What is your gender?

- Female
- Male
- Non-binary or other

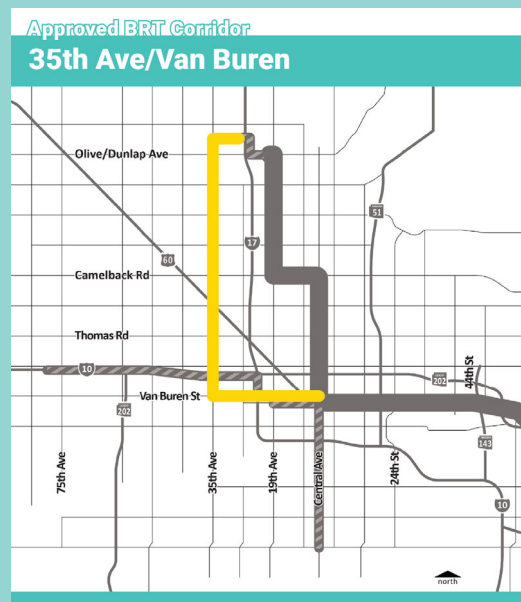
Phoenix **BRT**

City of Phoenix Bus Rapid Transit Program

Autobus de Transporte Rapido en Phoenix (BRT) - 35th Avenue/Van Buren Street Corredor | Otoño de 2022

Introducción

Take the survey anytime between October 3 – 21 to provide your input. *Tome la encuesta entre el 3 y el 21 de octubre y de su opinión.*



1. Correo electrónico

2. ¿Dónde vive (código postal)?

3. ¿Dónde trabaja (código postal)?

4. ¿Cuál es su conexión con el área del corredor de BRT (35th Ave/Van Buren St)?

- Residente
- Propietario del propiedad
- Propietario de negocio
- Pasajero de transporte publico
- Viajar por el área con regularidad
- Otro (especifique)

25%



Siguiente

Autobus de Transporte Rapido en Phoenix (BRT) - 35th Avenue/Van Buren Street Corredor | Otoño de 2022

Preguntas del propietario de la empresa

5. ¿Cuántos empleados
dependen de su empresa?

- 0
- Más de 40
- 1 a 10
- 11 a 20
- 21 a 40



6. ¿Cuántos de sus empleados utilizan actualmente el transporte público para ir o venir del trabajo?

- 0
- Más de 20
- 1 a 5
- 5 a 10
- 11 a 20

7. ¿Sus clientes y/o camiones de suministro/entrega acceden a su negocio directamente desde 35th Ave o Van Buren St?

- 35th Ave
- Van Buren St

Otro (especifique)

8. Si se ofrece un programa de asistencia comercial como parte de este proyecto de BRT, ¿qué tipo de asistencia sería útil para su negocio? (Marque todas las opciones que correspondan)

- Letreros de acceso comercial personalizada
- Asistencia financiera (subsídios o préstamos)
- Marketing/publicidad
- Consultoría comercial profesional

9. Comparta cualquier otro pensamiento o comentario:

75%

Previo

Siguiente

Autobus de Transporte Rapido en Phoenix (BRT) - 35th Avenue/Van Buren Street Corredor | Otoño de 2022

Preguntas sobre el corredor de BRT

10. ¿Con qué frecuencia utiliza el transporte público?

- Diariamente
- Varias veces por semana
- Varias veces al mes
- Varias veces al año
- Nunca

11. ¿A dónde suele tomar el transporte público? (Marque todas las opciones que correspondan)

- Trabajo
- Aeropuerto
- Escuela/universidad
- Social/recreativo
- Compras
- Atención médica
- Otro (especifique)

12. ¿Cómo llega normalmente hacia/desde una estación de transporte público/parada de autobús? (Marque todas las opciones que correspondan)

- Caminar
- Andar en bicicleta
- Conducir
- Recogido/dejado

13. ¿Qué destinos específicos visita a lo largo del corredor 35th Ave/Van Buren St BRT? (Marque todas las opciones que correspondan)

Metrocenter

ASU

Estación central

GCU

Centros médicos

Escuela

Paradas de autobús para otras rutas de transporte público

Otro (especifique)

14. ¿Qué es lo más importante para usted para mejorar el servicio de transporte público a lo largo del corredor de 35th Ave/Van Buren St BRT? (Clasifique lo siguiente del 1 al 4, siendo que el 1 es el más importante y el 4 es el menos importante):



Velocidad de transporte público: tiempos de viaje más rápidos



Frecuencia de transporte público: el autobús viene con más frecuencia



Confiabilidad de transporte público: el autobús llega a tiempo



Estaciones mejoradas: bancos, refugio, información de transporte público en tiempo real

15. ¿Qué es lo más importante para usted para las estaciones de transporte público? (Clasifique lo siguiente del 1 al 4, siendo que el 1 es el más importante y el 4 es el menos importante):



Aspecto y calidad de las estaciones de transporte público



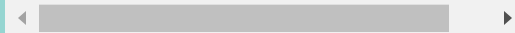
Integración del arte o el carácter de la comunidad local en el diseño de la estación



Uso de tecnología en estaciones



Seguridad/protección en las estaciones



16. ¿Qué es lo más importante para usted para usar el transporte público? (Clasifique lo siguiente del 1 al 6, siendo que el 1 es el más importante y el 6 es el menos importante):



Acceso de vehículos personales a estaciones de transporte público (recogida/devolución)



Estacionamiento en estaciones de transporte público



Frecuencia de las estaciones de transporte público / accesibilidad a los vecindarios



Capacidad de transferir a otras rutas de transporte público



Acceso peatonal a estaciones de transporte público



Acceso en bicicleta a las estaciones de transporte público

17. ¿Cuales son las cosas mas importantes para usted relacionadas con el desarrollo de BRT en 35th Ave y Van Buren St?
(Seleccione las tres opciones principales)

Opciones de consideración

Consideración 1

Consideración 2

Consideración 3

18. Explique su selección de clasificación de la pregunta anterior:

19. Los carriles exclusivos para autobuses mejoran sustancialmente la velocidad y confiabilidad del transporte público, pero pueden reducir la cantidad actual de carriles de desplazamiento para automóviles. Si considera el posible uso de carriles solo para autobuses para BRT a lo largo del corredor de 35th Ave/Van Buren St BRT, clasifique lo siguiente del 1 al 3, siendo 1 el más preferido y 3, el menos preferido:



Carriles solo para autobuses: BRT opera en carriles solo para autobuses para todo el corredor



Carriles parciales solo para autobuses: BRT opera en carriles solo para autobuses en algunas secciones del corredor



Sin carriles solo para autobuses: BRT opera en carriles de transporte público regulares con otros vehículos

20. Explique su selección de clasificación de la pregunta anterior:

21. Comparta cualquier otro pensamiento o comentario:



Previo

Siguiente

Phoenix **BRT**

City of Phoenix Bus Rapid Transit Program

Autobus de Transporte Rapido en Phoenix (BRT) - 35th Avenue/Van Buren Street Corredor | Otoño de 2022

Características demográficas

22. ¿Cuál es su origen
étnico?

- Blanco
- Hispano o latino
- Negro o afroamericano
- Asiático o asiático
americano
- Nativo americano o
nativo de Alaska
- Nativo de Hawái u otra
isla del Pacífico

Otra opción

23. ¿Cuál es su edad?

Menos de 18 años

18-24

25-34

35-44

45-54

55-64

65 años o más

24. ¿Cuál es su sexo?

Femenino

Masculino

No binario u otro

100%

Previo

Hecho

Phoenix **BRT**

City of Phoenix Bus Rapid Transit Program

Phoenix Bus Rapid Transit - 35th Avenue/Van Buren Street Corridor | Business Survey

Take the survey now through
December 23.

1. Type of business (check
one)

- Retail
- Restaurant
- Service
- Professional
- Educational institution
- Manufacturing or
industrial
- Religious institution
- Other (please specify)

2. Where is your business located (address or zip code)?

3. How long have you operated in this location?

- <1 year
- 1 to 5 years
- 5 to 10 years
- > 10 years

4. How many employees regularly work from this business address?

- 0
- 1 to 10
- 11 to 20
- 21 to 40
- More than 40



5. How many of your employees currently use transit to travel to/from work?

- 0
- 1 to 5
- 6 to 10
- 11 to 20
- More than 20

6. Do your customers, employees and/or supply/delivery trucks regularly access your business directly from 35th Ave or Van Buren St?

- 35th Avenue
- Van Buren Street
- Other (please specify)

7. If a business assistance program is offered as part of this BRT project, what type of assistance would be most helpful to your business? (Rank from 1 to 4, with 1 being most helpful.)



Customized
business
access signage



Financial
assistance
(grants or
loans)



Marketing/advertis



Professional
business
consulting

8. Would you like to be added to our project distribution list?

Yes

No

9. Contact Information:

Business contact's name:

Business name:

Email:

10. Please share any other thoughts or feedback:



Done

Phoenix **BRT**

City of Phoenix Bus Rapid Transit Program

Autobus de Transporte Rapido en Phoenix (BRT) - 35th Avenue/Van Buren Street Corredor | Encuesta Comercial

Tome la encuesta
ahorahasta el 23 de
diciembre.

1. Tipo de negocio (escoja
uno)

- Retail
- Restaurante
- Servicio
- Profesional
- Institución Educativa
- Manufactura o industrial

Insitución Religiosa

Otro (especifique)

2. ¿Dónde está ubicado su negocio (dirección o código postal)?

3. ¿Cuánto tiempo ha operado en este lugar?

<1 año

1 a 5 años

5 a 10 años

>10 años

4. ¿Cuántos empleados trabajan regularmente desde esta dirección comercial?


0

1 a 10

11 a 20

21 a 40

Más de 40



5. ¿Cuántos de sus empleados utilizan actualmente el transporte público para ir o venir del trabajo?

- 0
- 1 to 5
- 6 to 10
- 11 to 20
- Más de 20

6. ¿Sus clientes, empleados y/o camiones de suministro/reparto acceden regularmente a su negocio directamente desde 35th Ave o Van Buren St?

- 35th Ave
- Van Buren St
- Otro (especifique)

7. Si se ofrece un programa de asistencia empresarial como parte de este proyecto BRT, ¿qué tipo de asistencia sería más útil para su

empresa? (Clasifique del 1 al 4, siendo 1 el más útil)



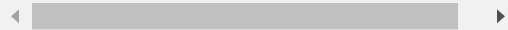
Señalización de acceso comercial personalizada



Asistencia financiera (subvenciones o préstamos)



Mercadeo/Anuncio



Consultoría profesional de negocios

8. ¿Le gustaría ser agregado a nuestra lista de distribución de proyectos?

Sí

No

9. Información del contacto:

Nombre del contacto comercial:

Nomb
re del
Negocio:

Correo
electr
ónico:

10. Comparta cualquier otro
pensamiento o comentario:



Hecho