



Pursuant to A.R.S. § 38-431.02, notice is hereby given to the members of the Mayor and Council Transit Task Force and to the general public that the Mayor and Council Transit Task Force will hold the following meeting which will be open to the public.

Mayor and Council Transit Task Force A G E N D A

Monday, June 8, 2015 at 4:00 p.m.

**Location: 201 N. Stone, Sixth Floor
Tucson, AZ 85701**

TOPICS	SUGGESTED TIME ALLOTTED
1. Call to Order	
2. Introductions / Roll Call	5 Minutes
3. Approval of May 4, 2015 Minutes	5 Minutes
4. Call to the Audience	10 Minutes
5. Update on Transit/Announcements	10 Minutes
6. Update: Mass Transit Tentatively Adopted Budget	20 Minutes
7. Proposed Minor Service Changes	40 Minutes
8. Bus Stop Signage Presentation	10 Minutes
9. Call to the Audience	10 Minutes
10. Next meeting date and time/Meeting schedule	5 Minutes
11. Agenda items upcoming meeting	5 Minutes
12. Adjourn	

Action may be taken on any item.

(Material, if available, can be provided by contacting Karen Rahn at 520-837-6584)



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Mayor and Council Transit Task Force MINUTES

Monday, May 4, 2015, 4:00 p.m.

Location 201 N. Stone, 6th Floor, Public Works Building
Tucson, AZ 85701

1. Call to Order

Meeting was called to order at 4:09 p.m. with six (6) of the eleven (11) members present which established a quorum.

2. Introductions / Roll Call

Members Present: Eugene Caywood, Chair (Ward 5)
Suzanne Schafer, Vice Chair (Ward 3)
Margot Garcia, (Ward 6)
Sami Hamed (CTAC)
Brian Flagg (Ward 2)
Michael Wall (Mayor)
David Heineking, U of A Advisory Member

Members Absent: Linda Dobbyn (CTAC)
Peggy Hutchison (Ward 1)
Vacant (Ward 4)
Vacant (CTAC)
Vacant (CTAC)

Staff Present: Jeremy Papuga, Transit Administrator
Kate Riley, General Manager of Sun Tran/Sun Van
Jared Forte, Assistant General Manager of Sun Tran
Davita Mueller, Sun Tran Planning Analyst
Bob McGee, Scheduling Manager

3. Approval of March 2, 2015 and April 6, 2015 Minutes

Motion: *A motion was made to approve the minutes as submitted.*

Seconded

Motion Passed: *Unanimously*

4. Call to the Audience

Richard Mayers – Mr. Mayers congratulated Gene Caywood on the award he received from the Tucson Historical Preservation Foundation. Mr. Mayers also asked staff why the value he puts on a SunGo card at Sky Bar does not show when he checks online. Mr. Mayers also stated that the street car is still trying to beat out bicycles on 4th Avenue, creating a safety hazard. The drivers are using their horn to warn bicycles to get out of the way. Mr. Mayers says he can hear the horns from his house and would encourage staff to train the street car drivers to yield to bicycles.

Jim Thomas – Mr. Thomas wanted to talk about some of the changes he has observed, especially the Routh 6 being cut down. Some things have happened to make him feel better about this change, especially the interconnect between the Route 6 and Route 25. The problem seems to be that the drivers do not know that people are getting off one bus and getting on the next one because they don't wait. Mr. Thomas also pointed out that Sunday riders are finding that the two-hour transfer is not enough time because of the reduced routes on Sunday.

Les Pierce – Expressed her concern about signage at the airport. She stated that there should be better signage directing people to the bus stop. Ms. Pierce also asked staff if anything had been done about the bicycle racks at the street car stops.

Camille Kershner – Stated that she waited a half hour for the Route 8 on Broadway and then there was standing room only all the way to Kolb and then to Pantano. Ms. Kershner stated that it would be nice to have information at the Park and Ride about what time the buses will be arriving.

5. Update on Transit/Announcements

Jeremy Papuga reported on transit updates. There will be an Elected Official Workshop in June. Other workshops will be May 13, 19 and 21. The complete schedule can be found on PAG's web site.

The new mobile payment app will roll out in June. Summer Youth Passes are already out there and being sold. There are five high schools selling them to students.

A discussion took place on the February service changes and how they have affected ridership. This item will be kept on the updates and all the routes will be re-examined in August.

Mr. Papuga stated that ADOT has conducted an Inter City rail study. Mr. Caywood said they have selected an alignment and are moving forward.

6. Pass Product discussion: Potential Changes to Transfer Policy

Jeremy Papuga reported that staff recommends eliminating paper transfers. Riders would load a transfer onto their SunGo cards. Discussion took place

Motion: *A motion was made to send this back to the staff for reconsideration.*

There was no Second

Motion Failed

Motion: *A motion was made to table this discussion until the next meeting.*

There was no Second

Motion Failed

More discussion took place.

Motion: *A motion was made to continue this discussion at the next meeting.*

Seconded

Passed: *Unanimously*

7. Transit Overview: City Manager's Recommended Budget

Staff updated the Task Force on the City Manager's recommended budget for Mass Transit. The Budget will be discussed at the Mayor and Council Meeting on May 5, 2015.

8. Broadway-Houghton Park and Ride

Kate Riley gave an update on the Broadway-Houghton Park and Ride. There may be some temporary signs and there will be port-a-potties, but the Park and Ride will be operational starting May 24. Operational costs will be picked up by the RTA.

9. Bus Stop Signage Presentation

Jared Forte gave a presentation on the bus stop signage and passed sample signs around. Gene Caywood asked who was paying for the signage and suggested that since the RTA changed the branding, they should pay for the new signs.

Motion: *A motion was made to request that the Mayor ask the RTA to pay for the signage.*

Seconded

Motion Passed: *Unanimously*

Staff will send the digital copies of the signs to Task Force members for comments. Comments should be sent to Karen Rahn and she will send them to Kate Riley.

10. Call to the Audience

Jim Thomas – Mr. Thomas has been asking staff to put the bus routes on the signs. He also expressed his concern about the 20% of people who do not have the SunGo cards or a Smartphone.

Camille Kershner – Ms. Kershner stated that she doesn't have a Smartphone so she is glad to see the bus routes on the sign. She also stated that she does use the SunGo card because she doesn't carry cash. Ms. Kershner also asked whether there is a way to keep track of bikes on the buses. She also mentioned the over-crowding at the Park and Ride because all the buses arrive at the same time.

Allen Benz – Mr. Benz noted that the shuttle schedule is not included in the Ride Guide and suggested that it could be added in.

11. Next meeting date and time/Meeting schedule

The next meeting is scheduled for Monday, June 1, 2015 at 4:00 p.m.

12. Agenda items upcoming meeting

Gene Caywood stated that he would work with staff on the agenda items before the next meeting.

13. Adjourn

The meeting adjourned at 6:03 p.m.



TRANSIT TASK FORCE MEMORANDUM

Item 5: Update on Transit/Announcements

Page: 1 of 1

June 1, 2015

Issue – This is a standing agenda item to inform committee members of relevant transit information within the City of Tucson and around the region.

Staff Recommendation – None. This is an information item.

Background – There are several city departments, interest groups and committees that are discussing various aspects of public transportation. Committee members as well as staff will have the opportunity to share information with the group and give updates on relevant projects.

Present Consideration – A list of projects, committees and stakeholders is provided below for a possible update to task force members.

Projects:

Ronstadt Transit Center Redevelopment
2045 RTP Process
Transit Visioning Process
ADOT Intercity Rail Study
Mobile Payment App
SummerGO Youth Pass

Committees:

RTA Transit Working Group

Stakeholder Groups:

Bus Riders Union
Bus Friends Forever
Friends of the Streetcar
Living Streets Alliance
Old Pueblo Trolley
Southern Arizona Transit Advocates

Financial Considerations – None

Attachments: Item 1 – Attachment A

Item 5 – Attachment A Call to the Audience Questions and Answers | 2015

May 4, 2015 Transit Task Force - Call to the Audience Questions/Responses

1. *Mr. Mayers asked staff why the value he puts on a SunGO card at Sky Bar does not show when he checks online.*

The value should be there instantaneously but the information does not show up online until the customer taps their card on the farebox or reader validator. After they tap their card on the farebox or reader validator then the balance will be updated in EPay, which then updates the online information. This is something staff is aware of and one of the issues Productive Solutions (Genfare subcontractor) is working to resolve.

2. *Mr. Mayers also stated that the streetcar is still trying to beat out bicycles on 4th Avenue, creating a safety hazard. The drivers are using their horn to warn bicycles to get out of the way. Mr. Mayers says he can hear the horns from his house and would encourage staff to train the streetcar drivers to yield to bicycles.*

Sun Link Operators are trained not to pass bicycles on 4th Avenue but to yield to them. Anywhere along the alignment, operators must keep no less than three feet between the streetcar and bicyclist before they can pass them. The operators are trained to use the bell to announce their presence and to use the horn only in an emergency situation.

3. *Jim Thomas –Route 6 changes. Some things have happened to make him feel better about this change, especially the interconnect between the Route 6 and Route 25. The problem seems to be that the drivers do not know that people are getting off one bus and getting on the next one because they don't wait.*

Route 25 has 37 departing trips from Ronstadt Transit Center, while Route 6 has 48 departing trips. Of these trips, only eight trips depart at the same time. For the other trips there is a 5 to 15 minute difference in departure times. The original Comprehensive Operational Analysis recommendation was for a 30 minute frequency on the route 25 and a 15/30 minute frequency on the route 6 which would have allowed all the Route 25 trips to align with the Route 6.

4. *Mr. Thomas - Sunday riders are finding that the two-hour transfer is not enough time because of the reduced routes on Sunday.*

Staff is looking into this. It would be very helpful if staff could be provided with specific occurrences that can be addressed.

5. *Les Pierce –Signage at the airport. There should be better signage directing people to the bus stop.*

Item 5 – Attachment A Call to the Audience | 2015 Questions and Answers

Sun Tran staff has had several conversations with the staff at the Tucson International Airport (TIA) to discuss how to get the signage improved so people arriving in Tucson know how to access the bus. Unfortunately, TIA's process to update signage is very slow and due to cost, has not occurred. Staff can reach out to airport personnel again to discuss the possibility of making improvements in this area.

6. *Ms. Pierce also asked staff if anything had been done about the bicycle racks at the street car stops.*

There are no plans at this time to install bicycle racks at the streetcar stops due to ADA accessibility concerns.

7. *Camille Kershner – Stated that she waited a half hour for the Route 8 on Broadway and then there was standing room only all the way to Kolb and then to Pantano.*

Staff is looking into this and has additional questions for Ms. Kershner.

8. *Ms. Kershner stated that it would be nice to have information at the Park and Ride about what time the buses will be arriving.*

With the upcoming launch of the Sun Tran mobile app that will allow passengers to plan their transit trip and get next bus information via their cell phone, this will provide an option for travelers at the park and ride lots to know when a bus will be arriving. There are no plans at this time to have electronic signage at the park & ride lots to inform passengers of when a bus will be arriving.

9. *Ms. Kershner also asked whether there is a way to keep track of bikes on the buses. She also mentioned the over-crowding at the Park and Ride because all the buses arrive at the same time.*

Sun Tran does track the bicycle usage; Sun Tran averages over 30,000 bicycles a month. The operators select a key on the farebox to track this information.

Regarding the over-crowding issue, Sun Tran anticipates this being fixed with the launch of the Broadway/Houghton Park & Ride lot, which has more space for buses to layover.

10. *Mr. Benz noted that the shuttle schedule is not included in the Ride Guide and suggested that it could be added in.*

Item 5 – Attachment A Call to the Audience | 2015
Questions and Answers

The Sun Shuttle schedules are not included in the Ride Guide because of the added expense to print a larger book than the 104-page guide already provided to passengers. It's more cost-effective to print separate Sun Shuttle brochures, allowing passengers to select which Sun Shuttle brochure(s) they need in place of having all transit maps and schedules in one large booklet.



TRANSIT TASK FORCE MEMORANDUM

Item 6: Update: Mass Transit Tentatively Adopted Budget

Page: 1 of 1

Issue – This is an agenda item to update Transit Task Force members on the City Manager’s Recommended FY 2016 Budget that was tentatively adopted by Mayor and Council on Tuesday May 19, 2015.

Staff Recommendation – None. This is an information item.

Background – Following the April 7 Department of Transportation presentation of the Five-Year Mass Transit Fund Financial Forecast to Mayor and Council, the City Manager’s Recommended Fiscal Year 2016 (FY 2016) Budget, including the Five-Year Capital Improvement Program, was presented to Mayor and Council on April 25, 2015.

Mayor and Council discussed the recommended budget at two additional study session meetings (May 5 and May 19). Mayor and Council tentatively adopted the City Manager’s recommended budget, placing a cap on the FY 2016 budget at the May 19 Mayor and Council meeting. A public hearing on the Tentatively Adopted FY 2016 Budget is scheduled for June 9. During this meeting Mayor and Council still have the opportunity to adjust the budget downward.

Present Consideration – Staff will provide an update on the FY 2016 budget timeline and process.

Financial Considerations – None

UPDATE: Mass Transit Tentatively Adopted Budget

June 8, 2015



1

Presentation Overview

Brief overview of the budget process to-date

1. Mass Transit Budget Forecast
2. City Manager's Recommended Budget
3. Mayor and Council Tentatively Adopted Budget
4. FY 2016 Adoption



2

Mass Transit Budget Forecast

1. Presented to Mayor and Council at the April 7, 2015 Study Session
2. Included recommendations from the 2014 IAPC review
3. Forecast included a projected GF expenditure increase of \$6.4 million
 - \$2.4 million increase in Sun Tran forecasted GF expenditures over FY 2015 budget



3

City Manager's Recommended Budget

1. Presented to Mayor and Council at the April 21, 2015 Study Session
2. Included a decrease in GF expenditures from the mass transit forecast of \$2.4 million



4

City Manager's Recommended Budget

Assumed Savings in Mass Transit Budget

1. Internal cost savings - \$485,000
2. Bus Service Changes
 - Phase 1 – Minor service changes \$1.1 million
 - Phase 2 – Major service changes \$500,000
3. Delay in Capital projects - \$400,000

* No increase in expenditures from FY15 budget when annualized



5

Tentatively Adopted Budget

No changes have been made to the City Manager's recommended budget. Subsequent mayor and Council meetings include:

1. Study Session May 5 - Discussion of Recommended FY 2016 Budget
2. Regular Meeting May 5 - Public hearing on City of Tucson Recommended Annual Budget for FY 2016



6

Tentatively Adopted Budget

Subsequent mayor and Council meetings (Cont.):

3. Study Session May 19 - Discussion of Recommended FY 2016 Budget and the Pima Animal Care and Jail Board Intergovernmental Agreements
4. Regular Meeting May 19 - Tentative Adoption of FY 2016 Budget

* Tentatively Adopted Budget sets the spending cap for the upcoming fiscal year



7

Tentatively Adopted Budget (Assumed Service Changes)

- Phase 1 – Minor service changes \$1.1 million FY16

Route	Description	Cost Change*	Buses
1	Route Change	-\$41,000	-
2	Route Change	\$46,000	-
5	Route Change	-\$113,000	-
8 (a)	Route Change	-\$244,000	-
5/8	Route Change	-\$357,000	-
10	Route Change	-\$43,000	-
34	Route Change	-\$56,000	-
3	Route Change/Frequency Change	\$405,000	-3
11/50	Route Change/Frequency Increase	-\$26,000	2
8 (b)	Decrease Frequency Morning (Maintain HFN)	-\$326,000	-
25	Decrease Frequency All Day	-\$405,000	-2
10	Decrease Evening Frequency	-\$59,000	-
27	Decrease Evening Frequency	-\$121,000	-
29	Decrease Evening Frequency	-\$255,000	-
TOTAL		-\$1,238,000	-3

*Annualized numbers, not reflective of FY16 savings



8

Tentatively Adopted Budget (Assumed Service Changes)

- Phase 2 – Major service changes \$500,000 in FY16

Route	Description	Cost Change*	Buses
9/20	Route Change (Merge Routes 9 & 20)	-\$752,000	4
27	Decrease Frequency All Day	-\$465,000	-2
TOTAL		-\$1,217,000	2

**Annualized numbers, not reflective of FY16 savings*



Tentatively Adopted Budget

Next Steps:

1. Regular Meeting, June 9 – Final Budget Adoption for FY 2016



Questions?





TRANSIT TASK FORCE MEMORANDUM

Item 7: Proposed Minor Service Changes

Page: 1 of 2

Issue – This is an agenda item to review with Transit Task Force members proposed service changes included in the tentatively adopted FY 2016 budget.

Staff Recommendation – None. This is an information item.

Background – Staff’s proposed strategy for meeting the City Manager’s Recommended Budget for FY 2016 with a General Fund goal of \$44,077,740 for operating:

Internal Cost Savings. Reduced health insurance costs estimated at \$485,000.

Service Efficiencies:

Implementation of minor route service changes, which do not require Title VI equity analysis or a public hearing. Staff has identified the following potential minor route changes for implementation in August 2015:

Route	Type of Change	New or COA
1	Routing	New
2	Routing	COA
3/28	Frequency/Routing	COA
5	Routing	New
8 (a)	Routing	New
8 (b)	Frequency	COA
10	Frequency/Routing	New
11/50	Frequency/Routing	COA
25	Frequency	COA
27	Frequency	New
29	Frequency	New
34	Routing	New

The proposed changes focus on improving service efficiencies. A public outreach process will be undertaken for these minor route service changes.

In May 2014, Mayor and Council elected to postpone adoption of the COA until further review and dialogue occurred with the Transit Task Force and Regional Transportation Authority (RTA). Based on recommendation from the Transit Task Force, Mayor and Council agreed to implement service changes in December 2014 with an annual savings of \$264,000.

Present Consideration – Staff would like feedback from Transit Task Force members on the minor service changes provided to the City Manager's Office to meet the FY 2016 tentatively adopted budget.

Financial Considerations – An initial estimated savings for minor service changes is \$1.1 million for FY 2016.

Attachments: Item 7 – Attachment A Staff Minor Service Efficiency Recommendations FY 2016

Minor Proposed Service Changes (effective August 2, 2015):

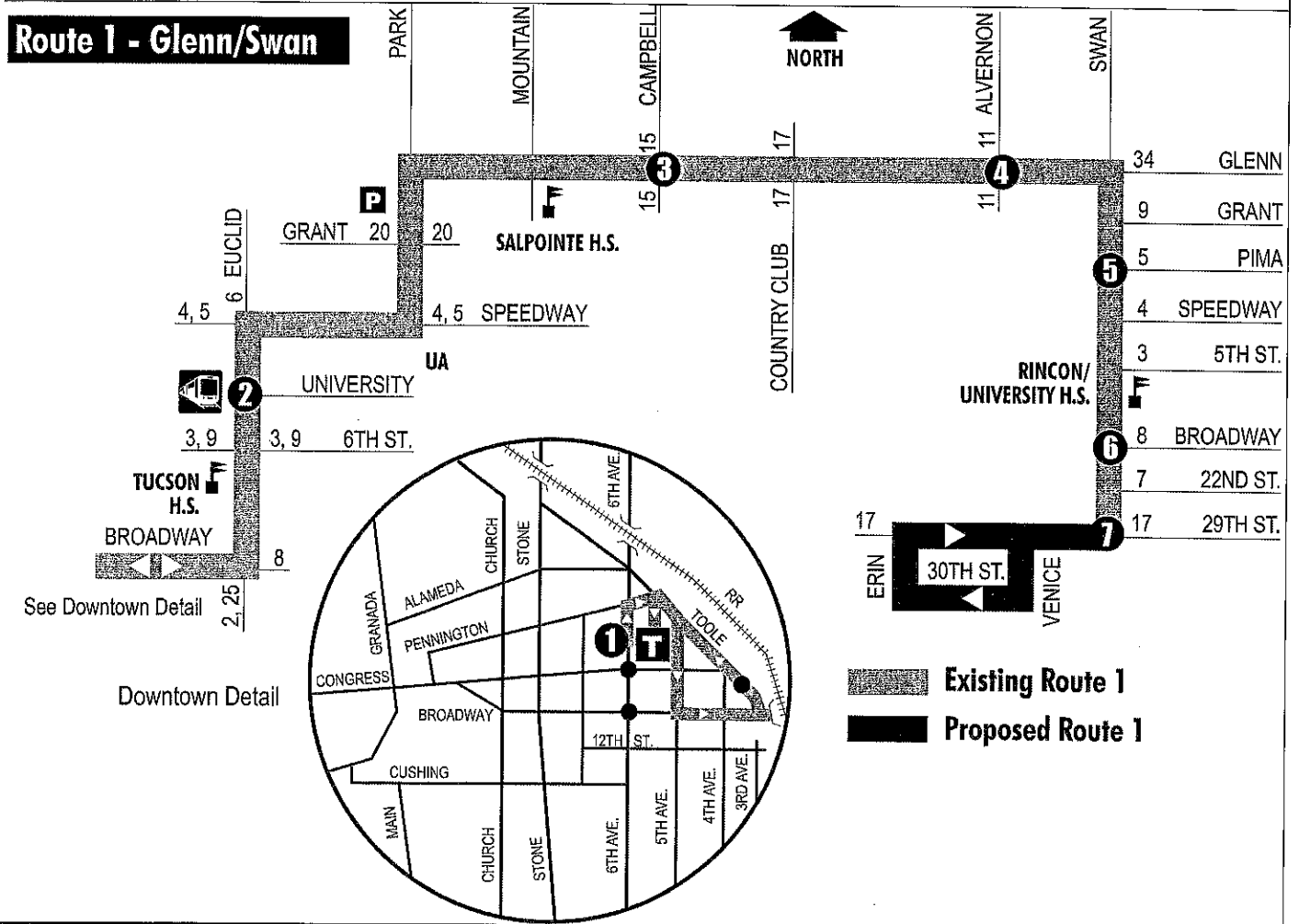
These efficiencies are possible after the Comprehensive Operational Analysis (COA) as that analysis provided the City of Tucson/Sun Tran with a process to continually evaluate routes for efficiencies and/or redundancies to improve overall financial sustainability and customer service on-time expectations. These recommendations do not require additional Title VI analysis or public hearings; however, public outreach is recommended for any changes in order to educate passengers and the public of any changes. The continued evaluation provided recommendations to the following routes:

- ❖ Efficiencies not requiring additional Title VI analysis or public hearing **(\$1,134,000)**; however, recommend public education for changes to the following routes in order to inform passengers and the public of the changes:
 - Route adjustments: 1, 2, 5 & 8, 10, and 34;
 - Split Route and frequency: 3;
 - Merge Routes: 11 & 50;
 - Change in weekday frequency: 8, 25; and
 - Change in nighttime frequency standardizing all routes to a 30 minute and/or 60-minute frequency. Three routes would be affected 10, 27, and 29.

➤ Route adjustments: 1, 2, 5 & 8, 10, and 34

Proposed Change – ROUTE 1		Miles	Hours	Costs	Buses
Turn buses around using Venice, 30 th St, Erin, and 29th St, to Swan	Current	241,638	19,404	\$1,153,000	4
	Proposed	229,910	18,882	\$1,112,000	4
Change between Current and Proposed:		Change	-11,728	-522	-\$41,000

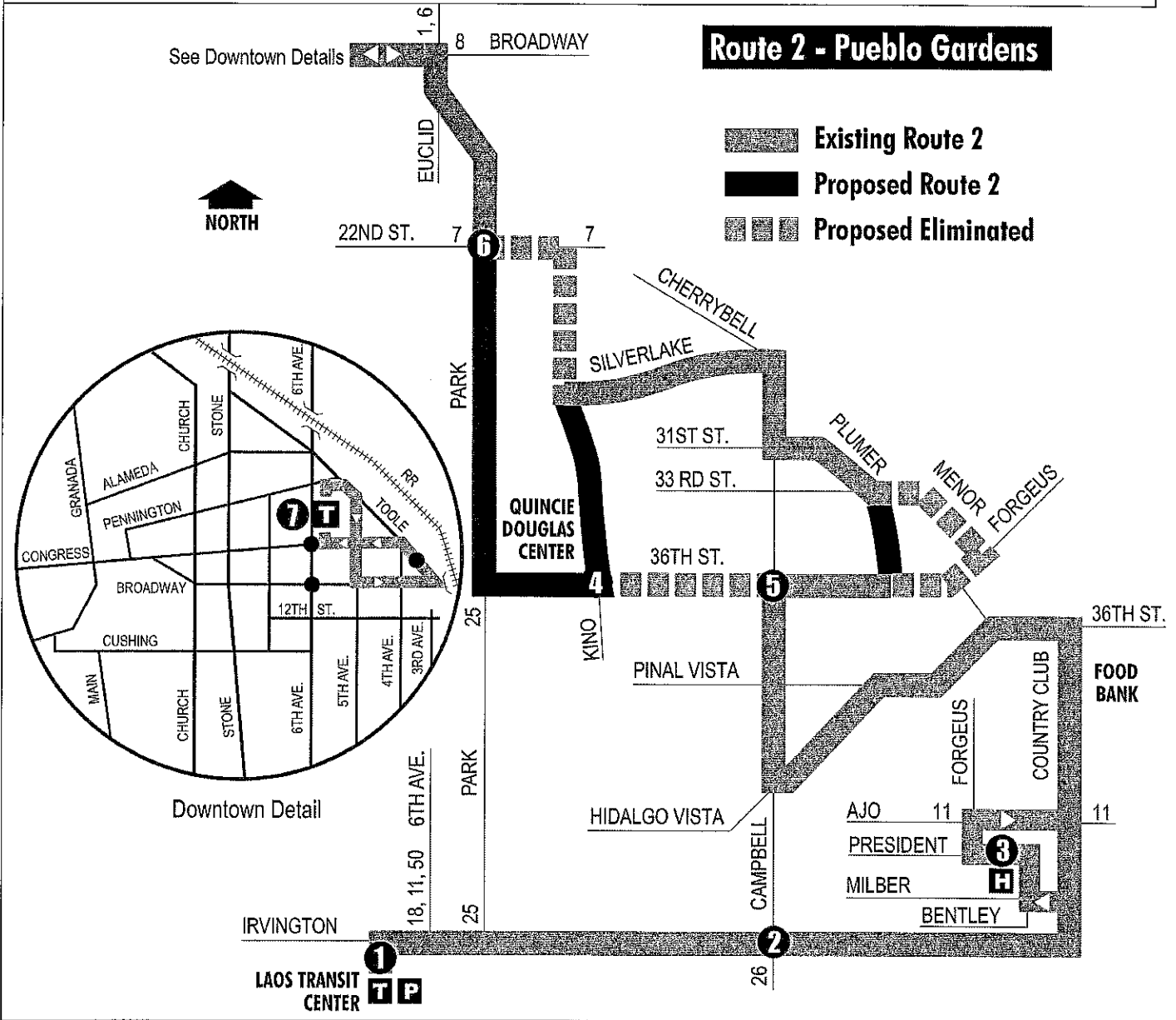
Proposed August 2015



Reasoning	Positive	Negative
Have had difficulty serving the Border Patrol locations due to heavy (semi) traffic at DM AFB – buses are unable to serve pull-out and have difficulty in turn around drive.	<ul style="list-style-type: none"> • Improved turn around at Swan & 29th Street for Route • Reduced daily miles and hours for route 	<ul style="list-style-type: none"> • Unable to add service to the Border Patrol Tucson Headquarters

Proposed Change – ROUTE 2		Miles	Hours	Costs	Buses
Simplified routing through Pueblo Gardens, traveling to Downtown via S. Park. The alternate routing speeds up travel time. (partially approved by TTF Nov 2014)	Current	245,946	18,241	\$1,120,000	4
	Proposed	259,498	18,792	\$1,166,000	4
Change between Current and Proposed:	Change	+13,552	+551	+\$46,000	-

Proposed August 2015



Rt.2 - Proposed Changes Aug 2015

Bus stops eliminated: boardings

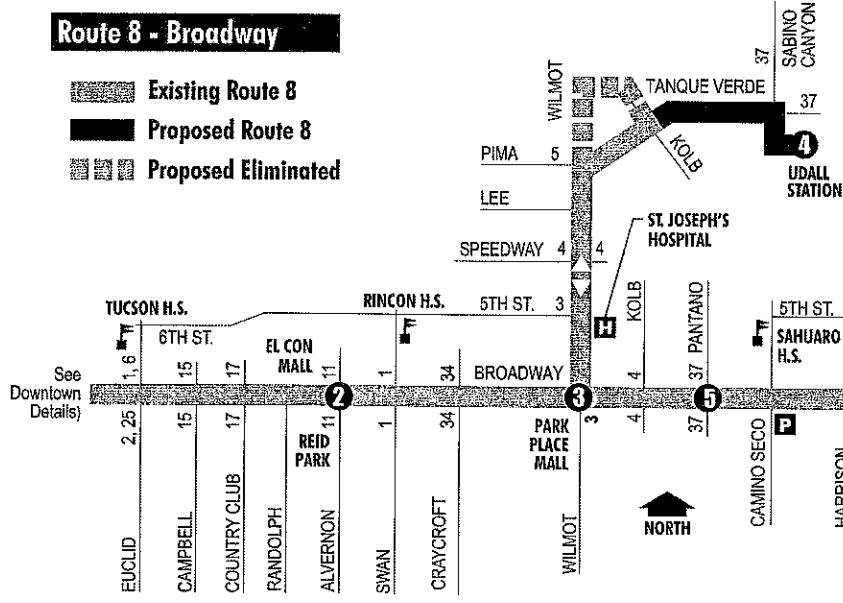
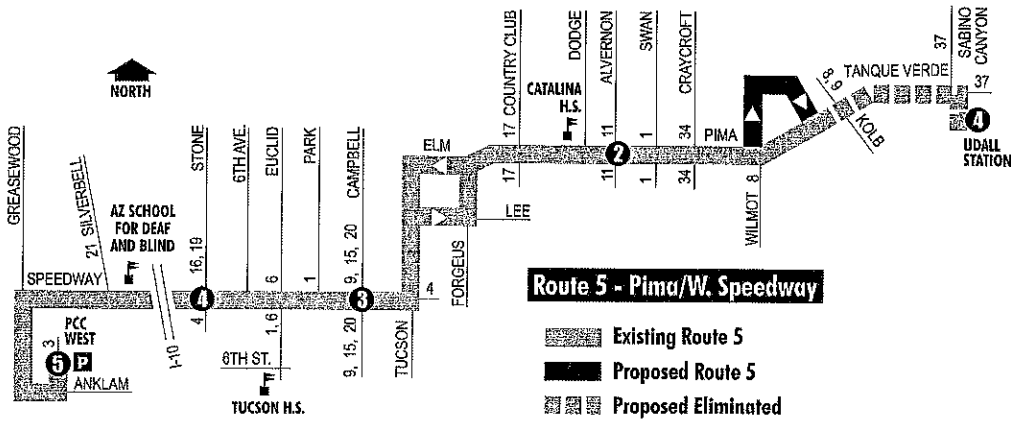
Menor Stv/Forgeus SW	3
Total	3

Fiscal Year 2013 Ridership	Route Total	Average Weekdays	Average Saturday	Average Sunday	Average Holiday
ROUTE 2	404,282	1,397	553	354	300
<i>Possible affected boardings</i>		0.21%			

Reasoning	Positive	Negative
The realignment will decrease the travel time for customers riding through the neighborhood, increase the overall route productivity, and decrease the per passenger subsidy. Recommended routing on Park Ave was adjusted due to TTF and public input.	<ul style="list-style-type: none"> • Improved times • Cost effective • Increase in cost offset by other savings 	<ul style="list-style-type: none"> • An increase in costs

Proposed Change – RUTES 5 & 8(a)		Miles	Hours	Costs	Buses
The route would no longer go to Tanque Verde/Sabino Canyon, but would operate along the Wilmot Loop in reverse of the current Rt. 8 routing, providing continued service on Wilmot between Pima and Grant roads.	Current	253,399	18,598	\$1,147,000	4
	Proposed	227,679	16,798	\$1,033,000	4
Change between Current and Proposed:	Change	-25,720	-1,800	-\$113,000	-
Reroute the Wilmot leg to travel to Sabino Canyon at Tanque Verde. Route 5 would be shortened and serve the Wilmot loop. Adjust running time to improve on time performance.	Current	682,526	53,870	3,223,000	12
	Proposed	633,104	49,688	2,979,000	12
Change between Current and Proposed:	Change	-49,422	-4,182	-\$244,000	-
Total Combined Change Route 5 and Route 8:	Total	-75,143	-5,982	-\$357,000	-

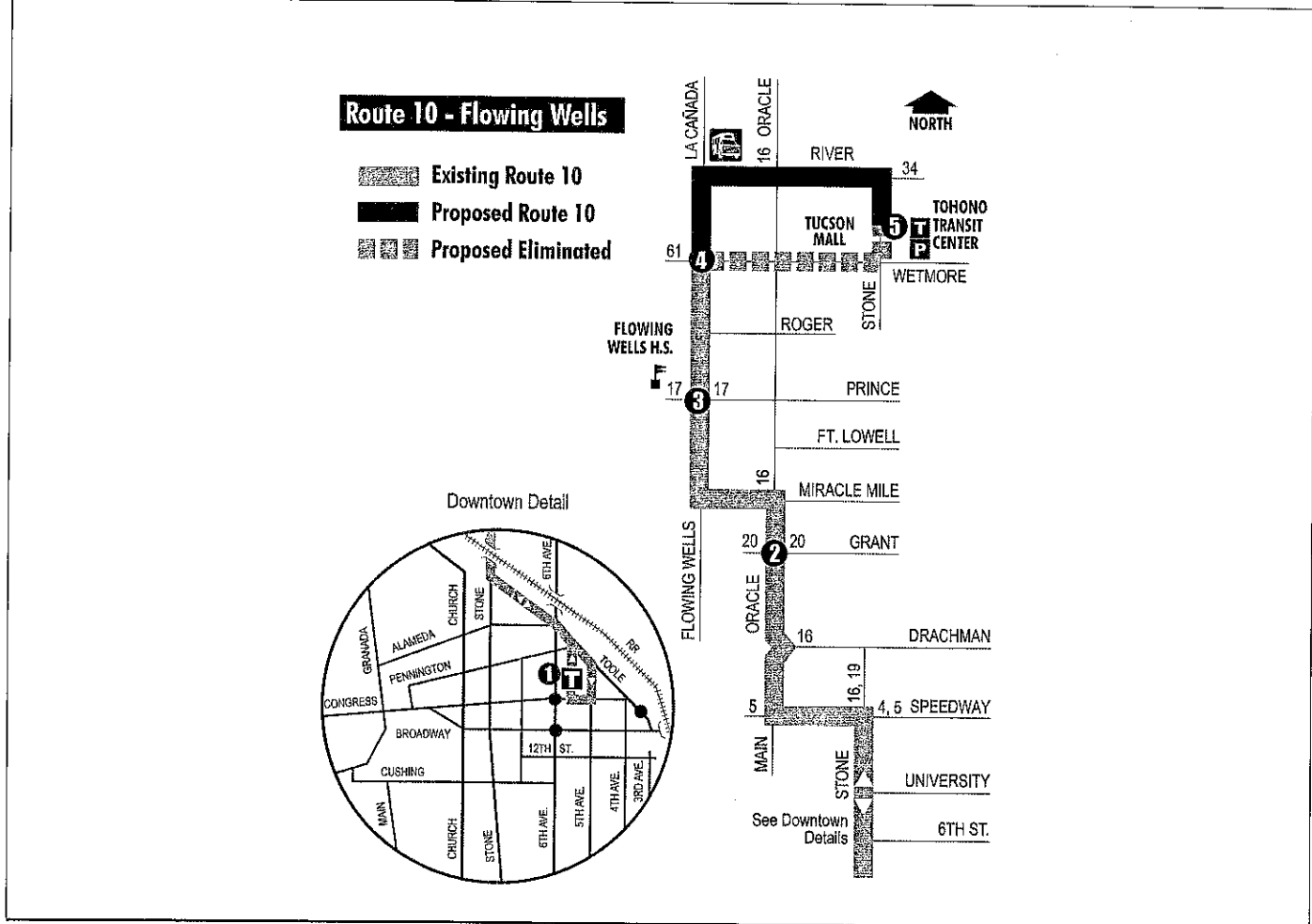
Proposed August 2015



Reasoning	Positive	Negative
Route improvements while maintaining service to Wilmot & Pima area. Combined routing change would be an overall financial savings for the Route 5 and Route 8 without disruption of transit service to the affected areas. Change was placed on hold during COA process.	<ul style="list-style-type: none"> • Additional connectivity to Route 37 at Udall Station for Route 8 providing connection to both eastside legs • Route would be better aligned for future RTA expansion • Eliminates duplication created by planned extension of Route 8 	<ul style="list-style-type: none"> • Service expansion to Tanque Verde/Catalina Hwy would be delayed at this time

Proposed Change – ROUTE 10		Miles	Hours	Costs	Buses
Shorten routing to/from TTC to operate from Flowing Wells to Wetmore to Stone to TTC.	Current	183,647	14,666	\$873,258	3
	Proposed	162,824	14,580	\$830,258	3
Change between Current and Proposed:	Change	-20,823	-86	-\$43,000	-

Proposed August 2015



Rt.10 - Proposed Changes Aug 2015

<u>Bus stops eliminated:</u>	<u>boardings</u>	<u>Possible service mitigation by Rt 412</u>	
Flowing Wells/Schafer	3	River/LaCanada	28
Flowing Wells/Wabash	8	River/Hansen	5
LaCanada/Edgewater	2	River/15th Av	4
LaCanada/Edgewater	7	River/Oracle	8
Flowing Wells/Wabash	25	Stone/River	1
		Stone/River	1
		River/Stone	4
Stops that could be serviced by Sun Shuttle Route 412	110	River/Oracle	15
		River/15th Av	1
		River/Hansen	4
		LaCanada/River	39
Total	155	Subtotal:	110

Fiscal Year 2014 Ridership	Route Total	Average Weekdays	Average Saturday	Average Sunday	Average Holiday
ROUTE 10	414,147	1,321	766	516	443
Possible affected boardings		11.73%			

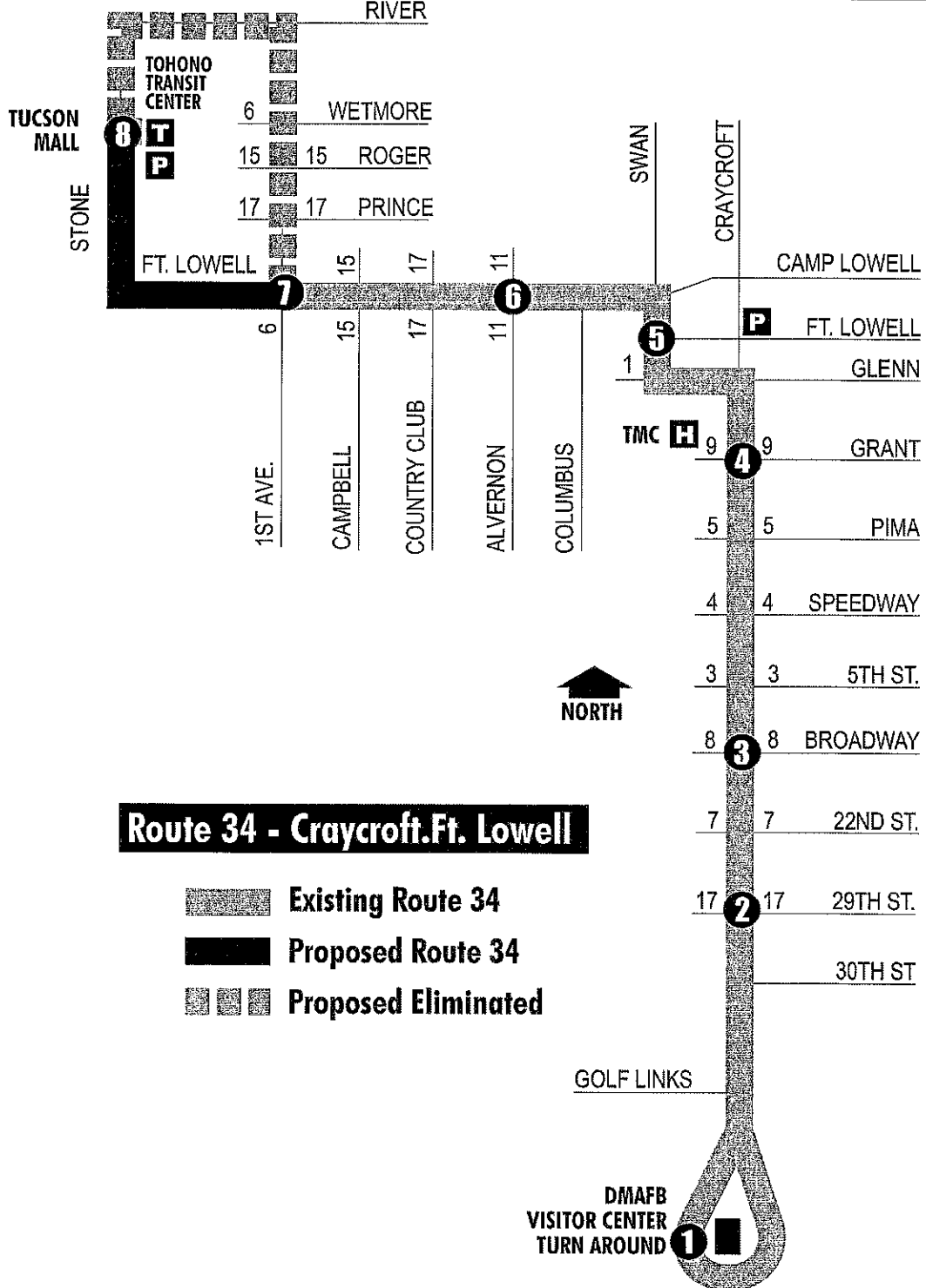
Total boardings 45
Less stops served by 412

Fiscal Year 2014 Ridership	Route Total	Average Weekdays	Average Saturday	Average Sunday	Average Holiday
ROUTE 10	414,147	1,321	766	516	443
Possible affected boardings (if passengers use Sun Shuttle)		3.41%			

Reasoning	Positive	Negative
Shortening the route allows passengers to arrive quicker at Tohono T'adai Transit Center while still providing alternatives to those who board where Rt 10 would no longer service.	<ul style="list-style-type: none"> • Cost effective • Quicker arrivals to TTC will help passengers needing to transfer to over routes. 	<ul style="list-style-type: none"> • Passengers boarding on La Canada would need to walk to either Wetmore or River for transit service. No passenger though, should have to walk more than approximately ¼ mile.

Proposed Change – ROUTE 34		Change Miles	Change Hours	Costs	Buses
Reroute to TTC from Ft Lowell via Ft Lowell to Stone to TTC.	Current	303,083	25,101	\$1,473,010	6
	Proposed	286,020	24,446	\$1,416,991	6
Change between Current and Proposed:	Change	-17,063	-655	-\$56,000	-

Proposed August 2015



Rt.34 - Proposed Changes Aug 2015

<u>Bus stops eliminated:</u>	<u>boardings</u>	Alternate Route(s)
1st Av/Rillito Park	2	
River/1st Av	2	express service only
River/Hillcrest	0	express service only
River/Stone	7	express service only
River/Hillcrest	1	express service only
1st Av/River	5	express service only
1st Av/Bromley	0	
Total	17	

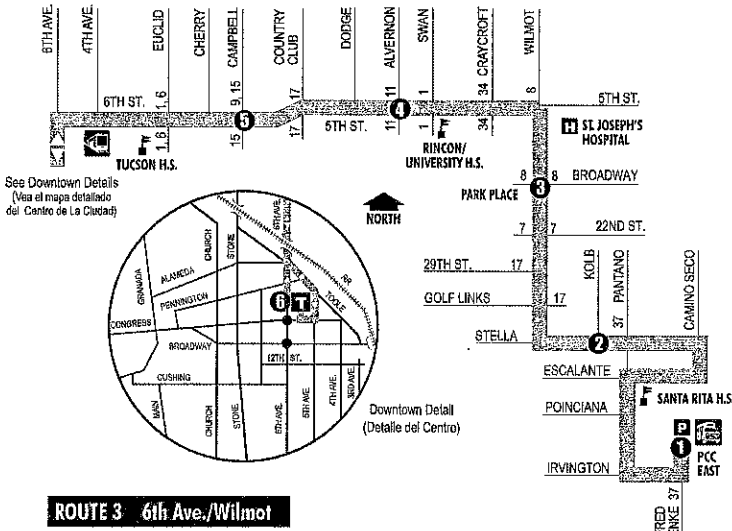
Fiscal Year 2014 Ridership	Route Total	Average Weekdays	Average Saturday	Average Sunday	Average Holiday
ROUTE 34	685,311	2,211	1,148	839	815
Possible affected boardings		0.77%			

Reasoning	Positive	Negative
Removing the unproductive segment allows passengers to get to Tohono T'adai Transit Center quicker and reduces cost while affecting less than 1% of the route riders.	<ul style="list-style-type: none"> • Cost effective. • Eliminates an unproductive segment of the route – service duplicated by Rt 6 in most of affected segment • New/Added service on Ft. Lowell between 1st Ave and Stone 	<ul style="list-style-type: none"> • Passengers currently boarding on 1st Ave north of Wetmore and on River between Stone and 1st Ave will need to walk either to Stone/River or Wetmore/1st Ave to board • Riders would need to use Route 6 to access stops between Ft. Lowell and Wetmore on 1st Ave.

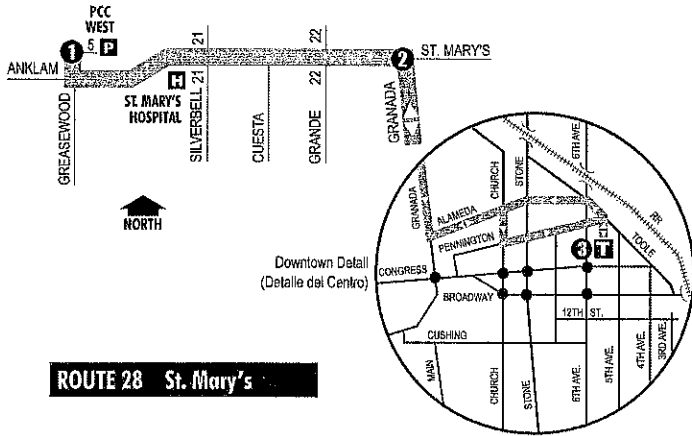
➤ Split Route and frequency: 3

Proposed Change – ROUTE 3		Miles	Hours	Costs	Buses
Implement approved split of the Route 3 and adjust frequency to meet demand of two separate routes with 30-minute service from RTC to PCC West Campus and 30-minute service during mid-day from RTC to PCC East Campus (partially approved by TTF Nov 2014).	Current	558,741	39,496	\$2,475,000	13
	Proposed	537,737	52,033	\$2,880,000	10
Change between Current and Proposed:	Change	-21,004	+12,537	+\$405,000	-3

Proposed August 2015



ROUTE 3 6th Ave./Wilmot



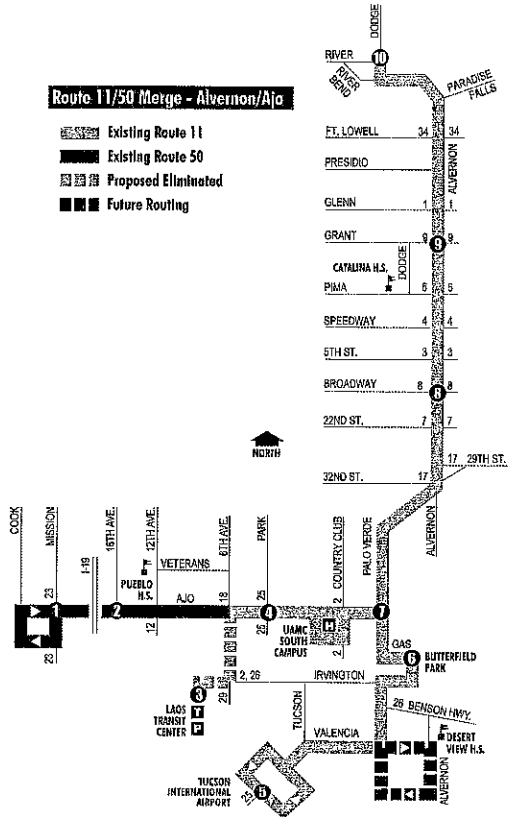
ROUTE 28 St. Mary's

Reasoning	Positive	Negative
Route needs are different on these two segments of the current Route 3. Separating the route enables different service levels meeting the service needs in a more productive manner.	<ul style="list-style-type: none"> • Treats each segment needs independently • Cost effective 	<ul style="list-style-type: none"> • Passengers currently traveling through Ronstadt Transit Center on Route 3 would need to transfer

➤ Merge Routes: 11 & 50

Proposed Change – ROUTES 11 and 50		Miles	Hours	Costs	Buses
The joining of the routes creates continuous east/west Ajo service without the need to transfer. Data shows that many passengers currently choose the stop at Ajo at 6th Ave to transfer between the routes instead of at LTC. The base route frequency along Alvernon would improve from 15 minutes to 10 minutes with the two legs operating at 20 minutes.	Current	539,085	43,790	\$2,589,581	11
	Proposed	542,342	42,883	\$2,563,644	13
Change between Current and Proposed:	Change	+3,257	-907	-\$26,000	+2

Proposed August 2015



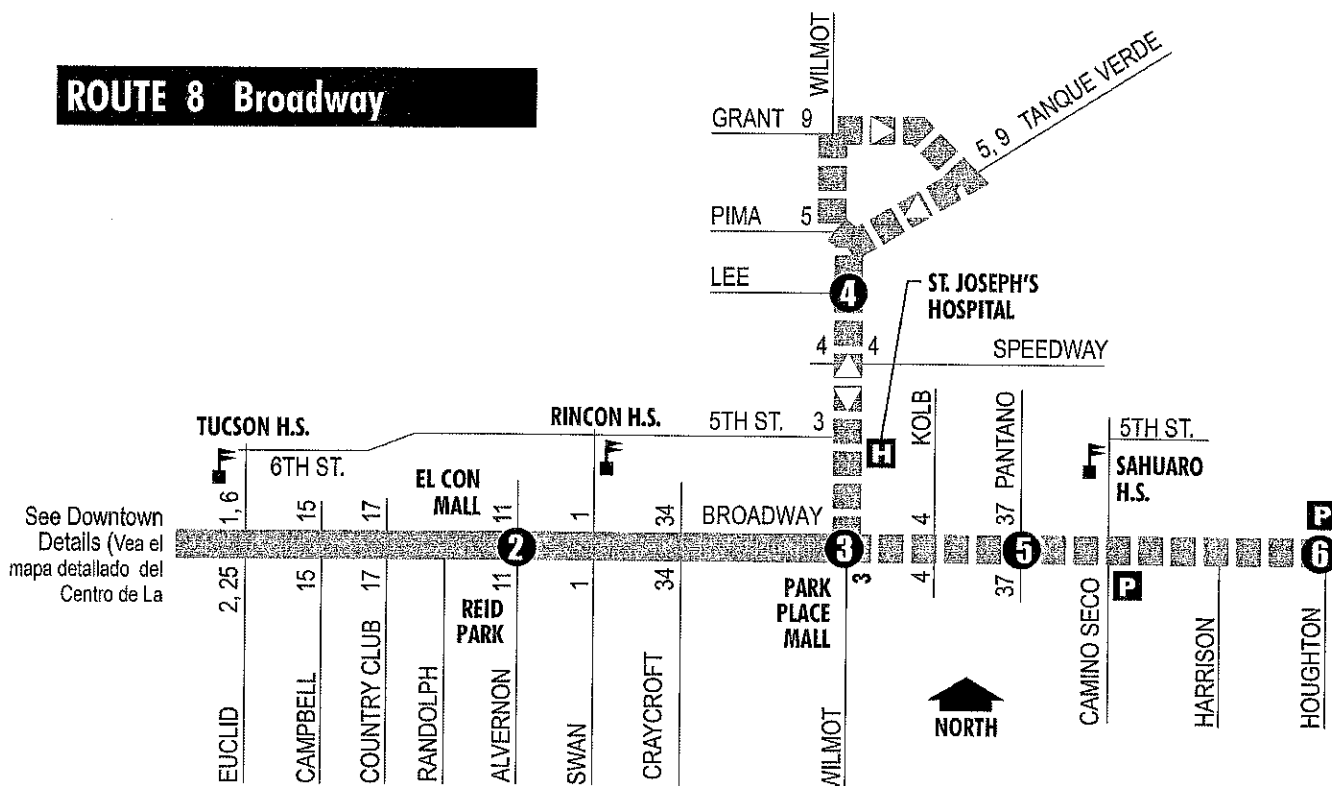
Reasoning	Positive	Negative
Based on ridership numbers for the Route 50 it is recommended that the route be merged with the Route 11 creating an Ajo Way crosstown route that does not go to the Roy Laos Transit Center. (Approved by TTF November 2014)	<ul style="list-style-type: none"> Passengers needing to travel past 6th Avenue on Ajo will no longer need to travel through LTC. This will shorten passenger trip time. Passengers needing 	<ul style="list-style-type: none"> Neither Route 11 or Route 50 go to Laos Transit Center

	to transfer to go to LTC can transfer to several connecting routes that cross Ajo and travel to LTC.	
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➤ Change in weekday frequency: 8, 25

Proposed Change- ROUTE 8 (b)		Miles	Hours	Costs	Buses
Adjust early morning frequency to match current demand and extend the service on the Wilmot segment (leg) until 8:00 pm.	Current	682,526	53,870	3,222,839	12
	Proposed	610,276	48,593	2,896,767	12
Change between Current and Proposed:	Change	-72,250	-5,278	-\$326,000	-

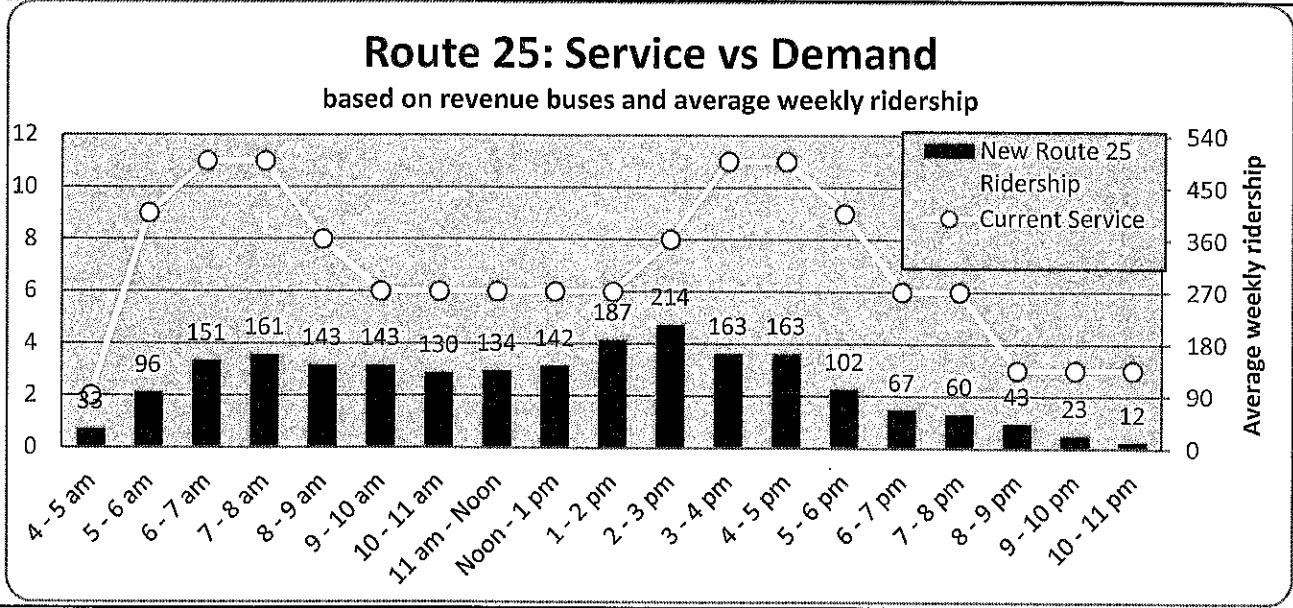
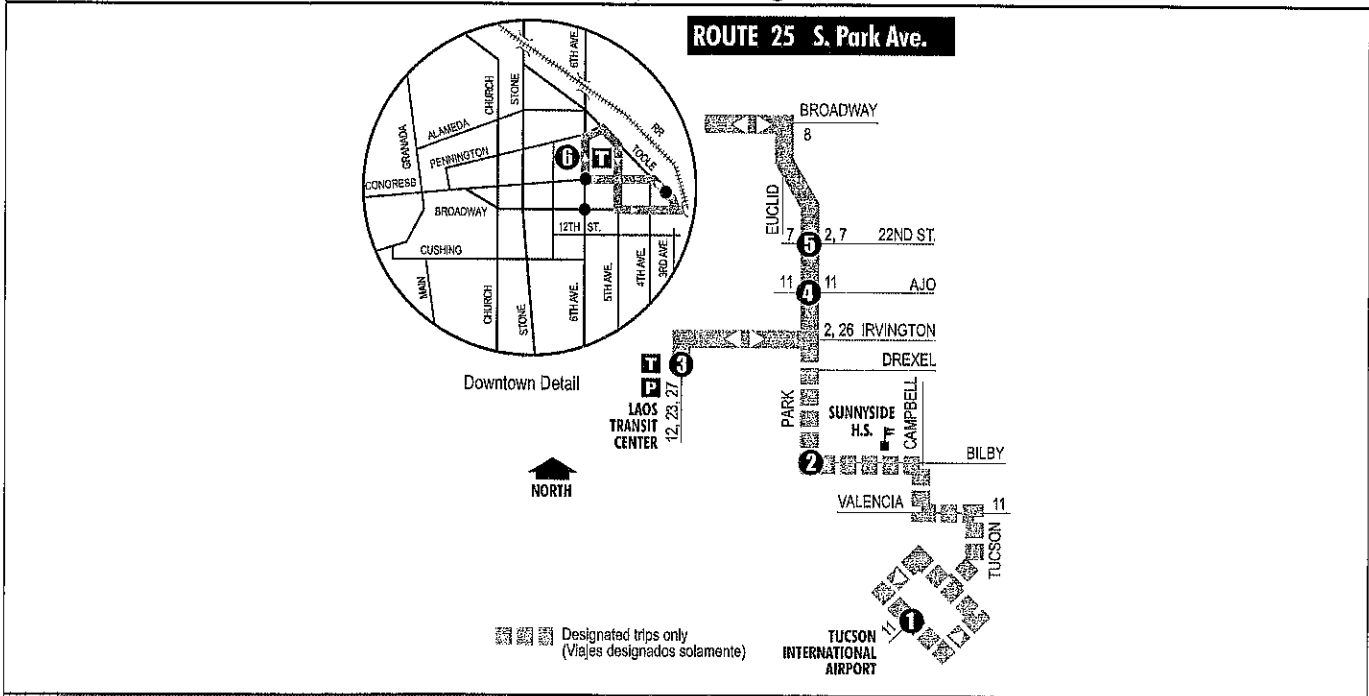
February 2015 Rideguide



Reasoning	Positive	Negative
Market demand on Broadway would be served at 15-minute frequency prior to 11:30 am.	<ul style="list-style-type: none"> • Cost Effective • Additional service on Wilmot until 8 pm (?) 	<ul style="list-style-type: none"> • Reduces service during early morning hours when least needed • Some passengers may need to wait an extra 5 minutes to board on Route 8 bus

Proposed Change – ROUTE 25		Miles	Hours	Costs	Buses
Adjust weekday frequency to 30 minute all day.	Current	307,426	24,207	1,449,597	7
	Proposed	214,883	17,807	-1,044,730	5
Change between Current and Proposed:	Change	-92,543	-6,400	-\$405,000	-2

February 2015 Rideguide



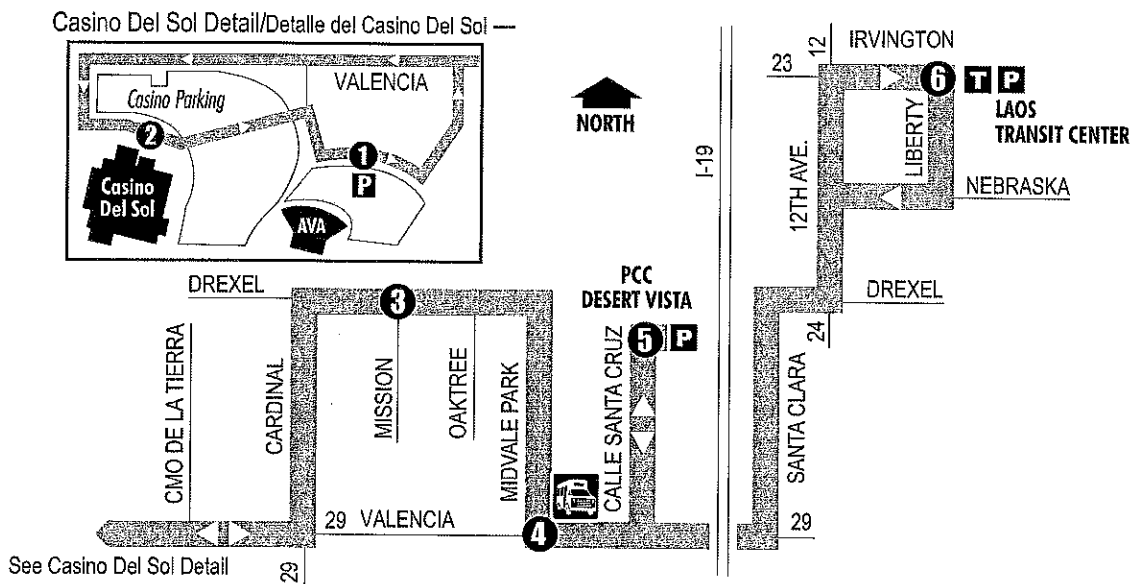
Reasoning	Positive	Negative
The recommendation will improve route productivity resulting in lower subsidy per passenger boarding	<ul style="list-style-type: none"> Route frequency set at market demand All weekday trips travel to TIA Improved connections 	<ul style="list-style-type: none"> Reduction of frequency will require some passengers to wait up to 15 minutes during rush hour to board Rt 25.

- Change in nighttime frequency standardizing all routes to a 30 minute and/or 60-minute frequency. Three routes would be affected 10, 27, and 29.

Proposed Change – ROUTE 10		Miles	Hours	Costs	Buses
Adjust evening frequency from 40 to 60 minutes.	Current	183,647	14,666	\$873,258	3
	Proposed	181,933	13,128	\$814,258	3
Change between Current and Proposed:		Change	-1,714	-1,538	-\$59,000
Reasoning	Positive		Negative		
Consistency in night time service	<ul style="list-style-type: none"> • Cost effective 		<ul style="list-style-type: none"> • Passengers might need to wait 20 extra minutes for a Rt 10 bus. 		

Proposed Change – ROUTE 27		Miles	Hours	Costs	Buses
Adjust evening frequency from 40 to 60 minutes.	Current	395,002	25,485	1,663,120	6
	Proposed	344,131	24,844	1,542,694	6
Change between Current and Proposed:		Change	-50,871	-641	-\$121,000

ROUTE 27 Midvale Park

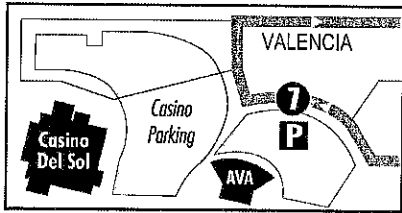


Reasoning	Positive	Negative
Consistency in night time service	<ul style="list-style-type: none"> • Creates better transfer opportunities. • Cost Saving 	<ul style="list-style-type: none"> • Passengers might need to wait 20 extra minutes for a Rt 27 bus.

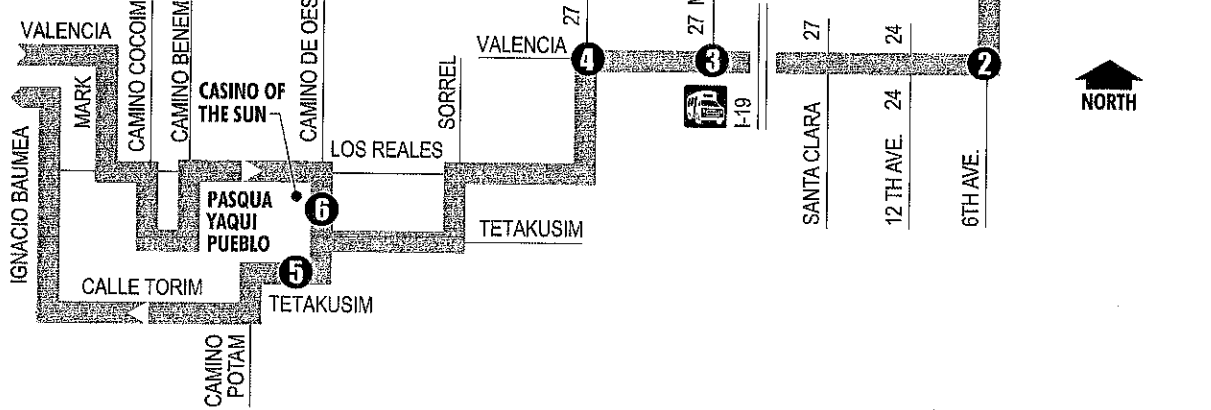
Proposed Change – ROUTE 29		Miles	Hours	Costs	Buses
Adjust evening frequency from 40 to 60 minutes.	Current	269,120	20,520	\$1,245,152	4
	Proposed	213,919	16,327	\$990,333	4
Change between Current and Proposed:	Change	-55,201	-4,193	-\$255,000	-

ROUTE 29 Valencia

Casino Del Sol Detail/Detalle del Casino Del Sol



See Casino Del Sol Detail



Reasoning	Positive	Negative
Consistency in night time service	<ul style="list-style-type: none"> • Creates better transfer opportunities. • Cost Saving 	<ul style="list-style-type: none"> • Passengers might need to wait 20 extra minutes for a Rt 29 bus.

Totals Minor Changes (Annualized):

Change Miles	Change Hours	Costs	Buses
401,531	13,144	\$1,238,000	3

Totals Minor Changes (Fiscal Year 2016 – 11 Months):

Change Miles	Change Hours	Costs	Buses
368,070	12,048	\$1,134,000	3



Item 7 – Service Efficiencies Minor Proposed Service Changes FY16



Transit Task Force
June 8, 2015



Presentation Overview

- Goals and Objectives
- Review Planned Service Changes
- Next Steps



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Goals and Objectives

- Meet the City Manager's Recommended Budget amounts
- Identify reoccurring cost savings
- Maintain system health, minimize negative impact and improve service where possible



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Route 1- Glenn/Swan

Opportunities:

- Improved turn around at Swan & 29th Street for route
- Reduced daily miles and hours for route

Challenges:

Unable to add service to the Border Patrol Tucson Headquarters

Reasoning:

Have had difficulty serving the Border Patrol locations due to heavy (semi) traffic at DMAFB – buses are unable to serve pull-out



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Route 2 – Pueblo Gardens

Opportunities:

- Improved times
- Cost effective
- Increase in cost offset by other savings

Challenges:

An increase in costs

Reasoning:

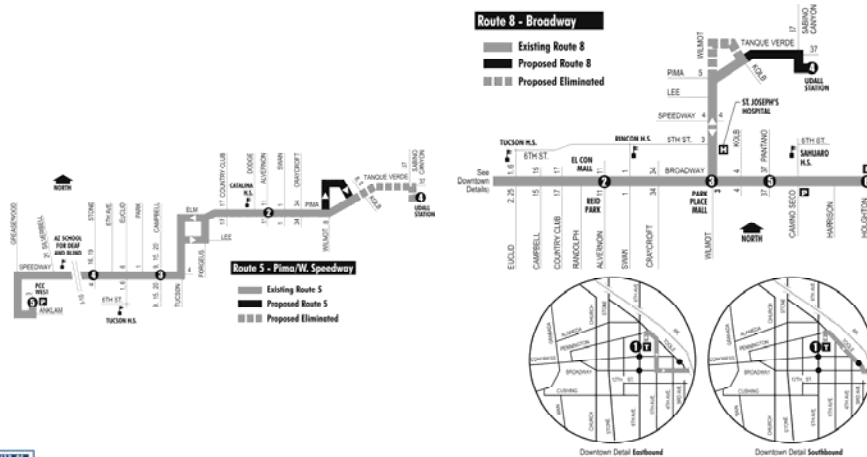
The realignment will decrease the travel time for customers riding through the neighborhood, increase the overall route productivity, and decrease the per passenger subsidy. Recommended routing on Park Ave was adjusted due to TTF and public input.



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Route 5 – Pima/W. Speedway Route 8 - Broadway



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Route 5 – Pima/W. Speedway Route 8 - Broadway

Opportunities:

- Allow the Route 8 to connect to the Route 5 on both legs .
- Route would be better aligned for future RTA expansion
- Eliminates duplication created by planned extension of Route 8

Challenges:

Service expansion to Tanque Verde/Catalina Hwy would be delayed at this time

Reasoning:

Changes allow for route improvements while maintaining service to Wilmot & Pima area. Combined routing change would be an overall financial savings for the Route 5 and Route 8 without disruption of transit service to the affected areas. Change was placed on hold during COA process.



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Route 10 – Flowing Wells

Opportunities:

- Cost effective
- Quicker arrivals to TTC will help passengers needing to transfer to other routes.

Challenges:

- Passengers boarding on La Canada would need to walk to either Wetmore or River for transit service. No passenger though, should have to walk more than approximately ¼ mile.
- River Rd service would not be offered on Sunday.

Reasoning:

Shortening the route allows passengers to arrive quicker at Tohono T'adai Transit Center while still providing alternatives to those who board where Route 10 will no longer provide service.



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sun tran Route 34 – Craycroft/Ft. Lowell

Opportunities:

- Cost effective.
- Eliminates an unproductive segment of the route – service duplicated by Route 6 in most of affected segment
- New/Added service on Ft. Lowell between 1st Ave and Stone

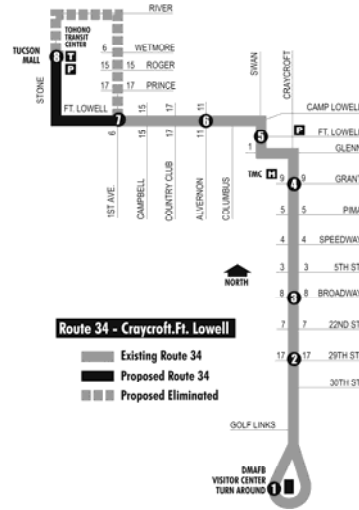
Challenges:

- Passengers currently boarding on 1st Ave north of Wetmore and on River between Stone and 1st Ave will need to walk either to Stone/River or Wetmore/1st Ave to board

Riders would need to use Route 6 to access stops between Ft. Lowell and Wetmore on 1st Ave.

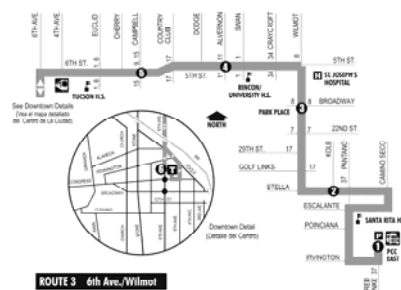
Reasoning:

Removing the unproductive segment allows passengers to get to Tohono T'ada'i Transit Center quicker and reduces cost while affecting less than 1% of the route riders.



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sun tran Route 3 – 6th Ave./Wilmot Route 28 – St. Mary's



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Route 3 – 6th Ave./Wilmot Route 28 – St. Mary’s

Reasoning:

Route needs are different on these two segments of the current Route 3. Separating the route enables different service levels to meet passenger needs in a more productive manner.

Opportunities:

- Treats each segment needs independently
- Cost effective

Challenges:

Passengers currently traveling through Ronstadt Transit Center on Route 3 would need to transfer



Transit Task Force
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Route 11/50 – Alvernon/Ajo

Opportunities:

- Passengers needing to travel past 6th Avenue on Ajo will no longer need to travel through LTC. This will shorten passenger trip time.
- Passengers needing to transfer to go to LTC can transfer to several connecting routes that cross Ajo and travel to LTC.

Challenges:

Neither Route 11 or Route 50 go to Laos Transit Center

Reasoning:

Based on ridership numbers for the Route 50 it is recommended that the route be merged with the Route 11 creating an Ajo Way crosstown route that does not go to the Roy Laos Transit Center. (Approved by TTF November 2014)



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sun tran Route 8 – Broadway

Opportunities:

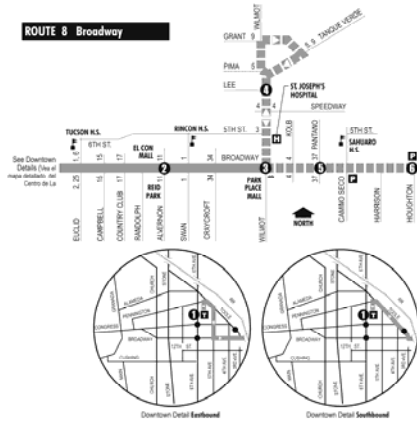
- Cost Effective
- Additional service on Wilmot until 8 pm
- Maintains frequent network


Challenges:

- Reduces service during early morning hours when least needed
- Some passengers may need to wait an extra 5 minutes to board a Route 8 bus

Reasoning:

Market demand on Broadway would be served at 15-minute frequency prior to 11:30 am.



 Transit Task Force
June 8, 2015

sun tran Route 25 – S. Park Ave.

Opportunities:

- Route frequency set at market demand
- All weekday trips travel to TIA
- Improved connections


Challenges:

- Reduction of frequency will require some passengers to wait up to 10 minutes during rush hour to board Route 25.

Reasoning:

The recommendation will improve route productivity resulting in lower subsidy per passenger boarding



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Route 10 – Flowing Wells

Opportunities:

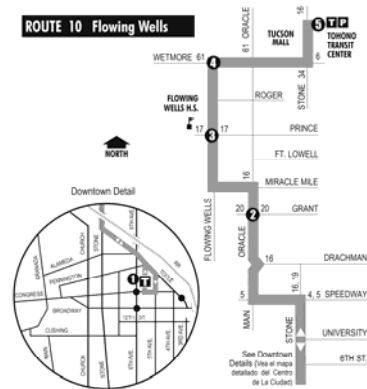
- Improved connections, creates better transfer opportunities
- Cost effective

Challenges:

- Passengers may need to wait 20 extra minutes for a Route 10 bus

Reasoning:

Consistency in night time service



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Route 27 – Midvale Park

Opportunities:

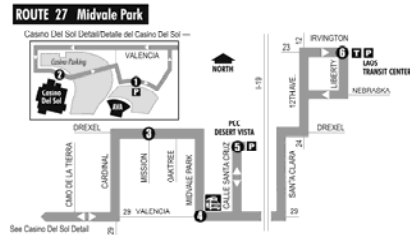
- Improved connections, creates better transfer opportunities
- Cost effective

Challenges:

- Passengers may need to wait 20 extra minutes for a Route 27 bus

Reasoning:

Consistency in night time service



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sun tran Route 29 - Valencia

Opportunities:

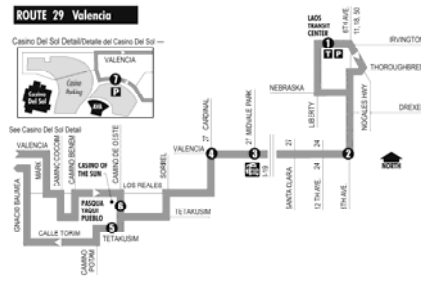
- Improved connections, creates better transfer opportunities
- Cost effective

Challenges:

Passengers may need to wait 20 extra minutes for a Route 29 bus

Reasoning:

Consistency in night time service



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sun tran Next Steps

1. Budget Adopted by Mayor and Council June 9, 2015
2. Public Outreach/Comment on Planned Changes
 - Posted online
 - Posted on vehicles and at centers
 - Comments collected via phone, email and written letter
3. J. Walker and Associates Review of Changes
4. Final implementation plan completed July 1
5. Changes implemented August 2, 2015



Transit Task Force
June 8, 2015

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THANK YOU!



Transit Task Force
June 8, 2015



TRANSIT TASK FORCE MEMORANDUM

Item 8: Bus Stop Signage Presentation

Page: 1 of 1

Issue – This is an agenda item to update Transit Task Force (TTF) on the status of bus stop signage. At today's meeting staff would like to inform the TTF of the changes that were made to the draft signage proposed since the May 4 Transit Task Force meeting (including other suggestions that have been forwarded since the last meeting).

Staff Recommendation – None. This is an information item.

Background – Sun Tran has approximately 2,300 stops and shelters. In 2009 Sun Tran, Sun Van, and Sun Shuttle began a re-branding project. Bus stop signs were to have been re-designed and replaced as part of the re-branding. Staff has been working on the re-design and have taken suggestions made by the Transit Task Force into consideration.

Present Consideration – Staff provided TTF members with electronic versions of the bus stop signs for their review and discussion at today's meeting.

Financial Considerations – The cost of designing, making and replacing the bus stop signs is approximately \$185,000. This project will be completed via an existing Federal Transit Administration (FTA) grant.