



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

Tuesday, June 23, 2015 at 3:00 p.m.

Location: 149 N. Stone, Second Floor
Tucson, AZ 85701

TOPICS	SUGGESTED TIME ALLOTTED
1. Call to Order	
2. Introductions / Roll Call	5 Minutes
3. Approval of June 8, 2015 Minutes	5 Minutes
4. Call to the Audience	10 Minutes
5. Discussion of FY16 Minor Service Changes	55 Minutes
6. Call to the Audience	10 Minutes
7. Next meeting date and time/Meeting schedule	5 Minutes
8. 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, June 8, 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 4:01 p.m. with seven (7) 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)
Linda Dobbyn (CTAC)
Sami Hamed (CTAC)
Brian Flagg (Ward 2)
Michael Wall (Mayor)
David Heineking, U of A Advisory Member*

*Members Absent: 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/Sun Van
Rhonda Lugo, Sun Tran Finance Director
Davita Mueller, Sun Tran Planning Analyst
Bob McGee, Scheduling Manager*

3. Approval of May 4, 2015 Minutes

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

Seconded

Motion Passed: *Unanimously*

4. Call to the Audience

Camille Kershner – Ms. Kershner wanted to address some of the proposed changes to bus service. Reducing costs by attrition is not efficiency and neither is 12 hours to work an 8^{1/2} hour day. Ms. Kirshner also addressed the proposal to extend the 3 split to Udall but noted that there is still not a Park and Ride. There is nowhere to park. She also commented on adjusting early morning frequencies and how that affects her ride to work. If she has to wait longer, she will miss the connection. She expressed her frustration with getting to work on time and noted that at night, she can stop on the way home, but in the morning, she needs to get to work on time. No one should wait longer for the bus than actually traveling in it.

Richard Mayers – Mr. Mayers noted that the Task Force consists of four CTAC positions; two of which are not filled. He suggested that this was the reason it is so difficult to have a quorum.

Maria Cadaxa – Ms. Cadaxa had a comment to people who run the buses. Her comment was regarding in-facing seats. There has been a recent trend to have forward facing seats in place of these seats, and on a recent ride there were two wheel chairs, two strollers, and a folding cart, making it very difficult with the new configuration. Ms. Cadaxa requested that the in-ward seats not be replaced with forward facing seats. She noted that they are also good for conversation and therefore good for community.

5. Update on Transit/Announcements

Kate Riley gave the following updates:

If you ride the bus, you've probably noticed the "Safe Place" stickers. These are primarily for teenagers who need to find a safe place. Over the last few years it's been slow going. Recently, Our Family Services has taken over and partnered with Quick Trip for funding. If a teenager gets on the bus and indicates that they need a safe place, the operator will contact dispatch and get them connected with the right people.

Wednesday, June 18 is National Dump the Pump Day so you will be seeing a news release and some additional information coming out on the website.

On May 30, 2015, the Marketing Group had a Go Team Service Dog training session on service dogs and how to get them on and off buses and where to sit.

Jeremy Papuga announced that Jarrett Walker is doing his elected official workshop at PAG on June 19, 2015.

Mr. Papuga stated that Sun Tran has put together a "Why Commute by Transit?" Campaign which is an example of how they are working with the "PAG Get Onboard" Program.

Mr. Papuga also mentioned that at the last meeting, during the Call to the Audience, there was a question concerning bicycle parking at Sun Link stops. Mr. Papuga passed

out a memo written by Carlos de Leon, Deputy Director of Transportation, to Council Member Kozachik concerning this problem and what steps are being taken to resolve it.

Margot Garcia shared the equivalent of the SunGo card from Istanbul, Turkey. She explained that it worked very well on the trolley, buses, subway, and ferries. She also said that if you were traveling with another person, you just tapped the card twice.

The Annual Pass and Day Passes will be available on August 2, 2015. The 30 day pass being changed to 31 days will take a little longer because it changes the value of the pass and needs to go through the Title VI process.

Kate Riley announced that a soft launch of the Mobile Ticket App will occur on Sunday.

The Bus Riders Union urged everyone to attend the Mayor and Council meeting on Tuesday, June 9, 2015.

6. Update: Mass Transit Tentatively Adopted Budget

Jeremy Papuga gave a presentation on the Mass Transit Tentatively Adopted Budget. He gave an overview of the Mass Transit forecast which included the IAPC recommendations and a \$2.4M increase in Sun Tran General Fund expenditures over the FY 2015 budget. The City Manager recommended the same General Fund expenditure limit for 2016 as 2015. Mr. Papuga continued to explain that the assumptions in the Tentatively Adopted Budget to reduce the expenditures by \$24 million includes internal cost savings, minor service changes, major service changes and a delay in Capital Projects.

Discussion took place.

7. Proposed Minor Service Changes

Jeremy Papuga gave a presentation on the proposed minor service changes. The three primary goals were to meet the City Manager's recommended budget amounts, identify reoccurring cost savings and to maintain system health, minimize negative impact and improve service where possible.

Motion: *A motion was made to tell the Mayor and Council that the Transit Task Force does not think that bus service is the place to make this budget cut and they should leave the Operating Budget as it is, and we should continue to look at these changes as potential ways that we can reallocate our resources to make our service better.*

Seconded

Passed: *Unanimously*

Each of the service changes was presented and discussed.

Jeremy Papuga stated that there will be a public comment period during June in order for constituents to voice their opinion on the planned changes. Jarrett Walker will also be looking at both the minor and major service changes and will provide input of how those change relate to the information collected during the visioning exercise.

8. Bus Stop Signage Presentation

Kate Riley stated that at the last meeting the Task Force discussed words that could be eliminated from the new bud stop sign design such as Rider Tools. People were asked to send in their suggestions. The consensus of the Task Force was that the route number and connecting routes were the most important information and all other text should be kept to a minimum.

9. Call to the Audience

Allen Benz - Mr. Benz commented on the Route 4 and 8 extensions out to Houghton Road. He stated that the signs on the bus all say Houghton but in the verbal announcement they say Harrison.

Jim Thomas – Mr. Thomas suggested putting communications in more places inside the buses. He also stated that on a recent visit to the Transit Services Center there were no schedules or other communications displayed whatsoever.

Camille Kershner – Ms. Kershner stated that on the streetcar they have information about how to ride the streetcar but there is no information about the bus. She recently saw an ad on how to use the SunGo card and it was presented as a system, mentioning Sun Tran, Sun Van and Sun Link.

Barbie Urias – Ms. Urias commented on Route 27, 29 and 10 and stated that she disagreed with extending the wait time because those areas are out where there is nothing else around and it is uncomfortable to wait in the sun with no shade. If you are waiting at the Transit Center, there are water and facilities available.

10. Next meeting date and time/Meeting schedule

The next meeting is scheduled for July 13, 2015 at 4:00 p.m.

11. Agenda items upcoming meeting

Some items suggested for future Agendas were an update on the SunGo Summer Pass and an update on the Sun Link Streetcar.

12. Adjourn

The meeting adjourned at 5:54 p.m.



TRANSIT TASK FORCE MEMORANDUM

Item 7: Transit Overview: City Manager's Recommended FY16 Budget Page: 1 of 1

Issue – This item is intended to be a follow-up review of the planned minor service changes included in the tentatively adopted FY 2016 budget

Staff Recommendation – None. This is an information item.

Background – Staff's planned strategy for reducing the FY2016 Sun Tran operating expenses by \$2.4 million to equal the amount allocated in FY2015 includes four subcomponents:

- Internal Cost Savings
- Minor Service Changes (August 2)
- Major Service Changes (February 2016)
- Deferred Capital

This information was presented to the Transit Task Force at their meeting on June 8. This agenda item is intended to be a follow-up on the planned minor service change discussion at the previous meeting, but will be supplemented by the public comment information that has been collected to date and a review of the information conducted by Jarrett Walker and Associates.

Present Consideration – Staff would like feedback from the Transit Task Force on the minor service changes.

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

Attachments:

Attachment A – Service change Information

Attachment B - Public Comment Summary

Attachment C – Jarrett Walker and Associates Review of Minor Service Changes

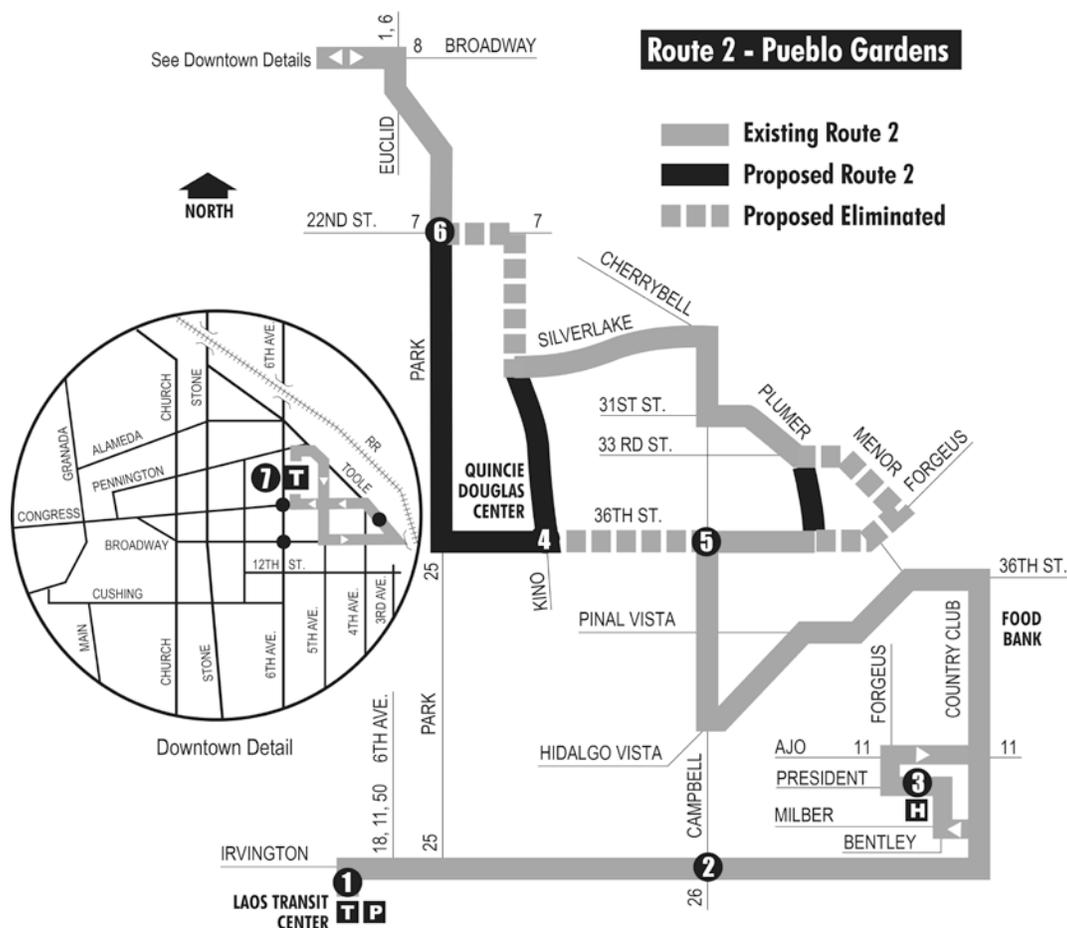
Planned Service Changes, August 2015 – Sun Tran

Route 2 - Pueblo Gardens

Planned Change:

Simplified routing through Pueblo Gardens, traveling to Downtown via S. Park Avenue. The alternate routing speeds up travel time by reducing redundant routing and shorting service through low speed neighborhoods.

Route 2 Map - Pueblo Gardens



Planned Service Changes, August 2015 – Sun Tran

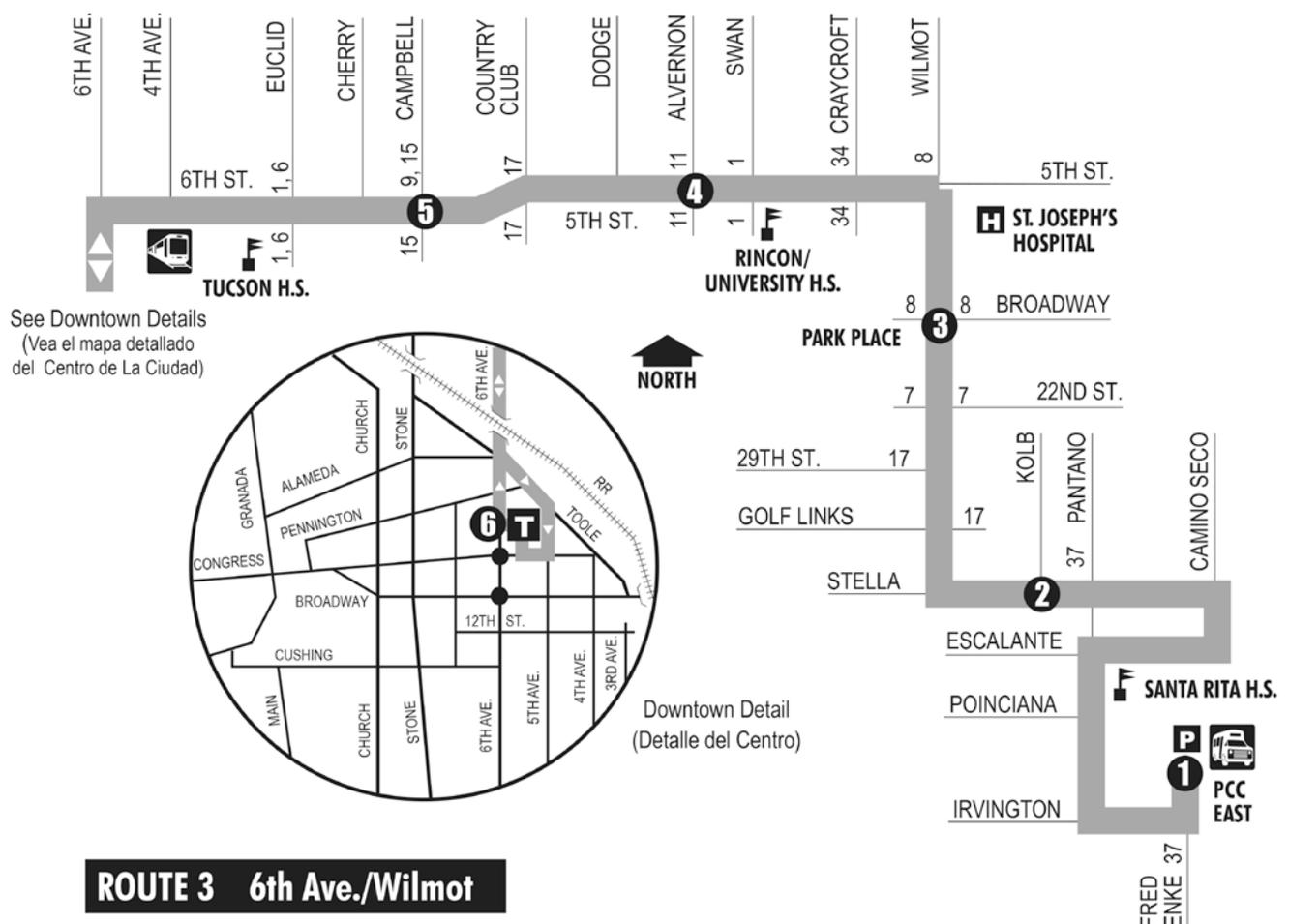
Route 3 - 6th Street/Wilmot Road

Planned Change:

Implement planned split of the Route 3 and adjust frequency to meet demand of two separate routes. The Route 3 from Ronstadt Transit Center to Pima Community College East Campus has no planned changes.

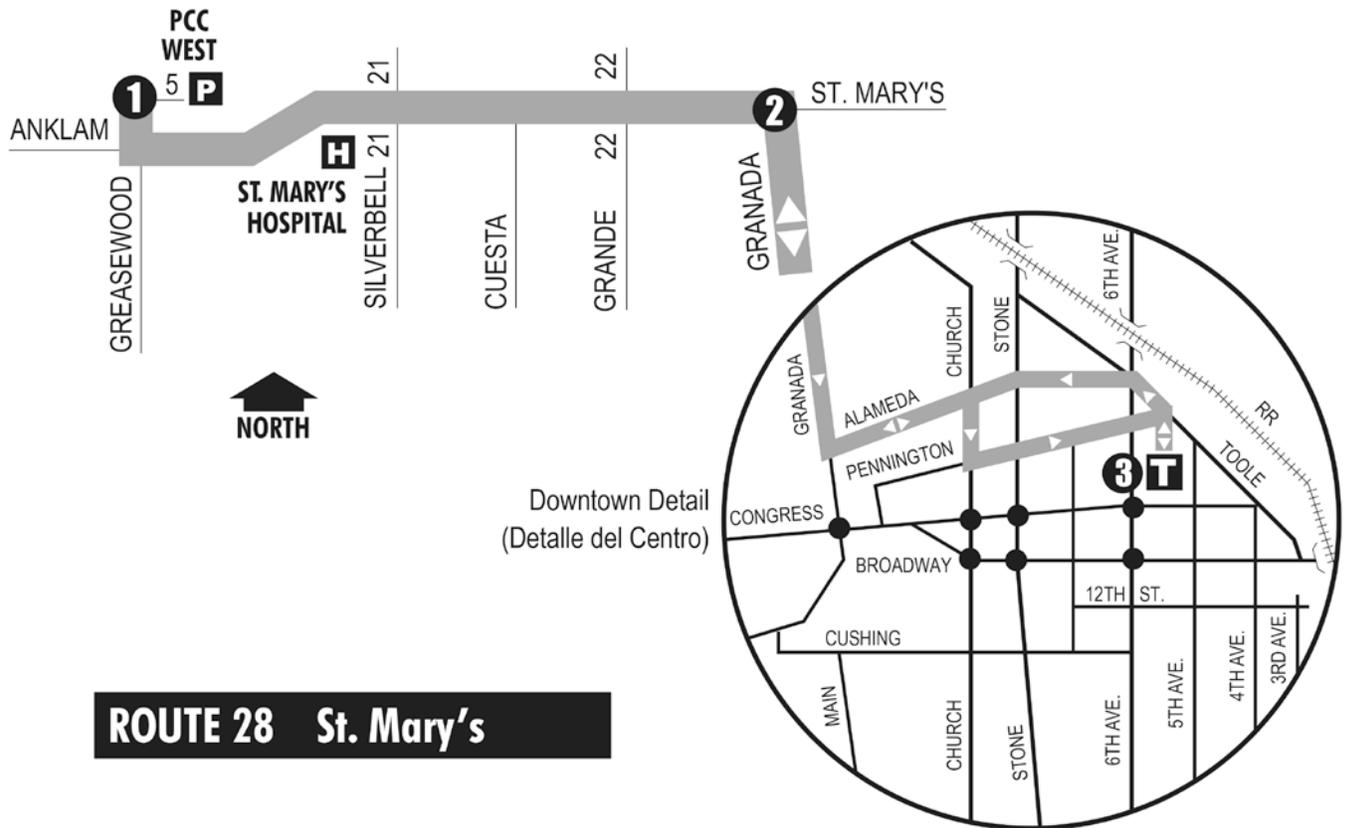
The new route on St. Mary's (Route 28) will operate every 30-minutes from 5:00 a.m. to 7:00 p.m. which will result in a change from 20-minutes to 30-minute frequency from 6:30 a.m. to 8 a.m. and 3 p.m. to 4:30 p.m.

Route 3 Map – 6th St/Wilmot, New Route 3



Planned Service Changes, August 2015 – Sun Tran

Route 3 Map – St. Mary's, New Route 28



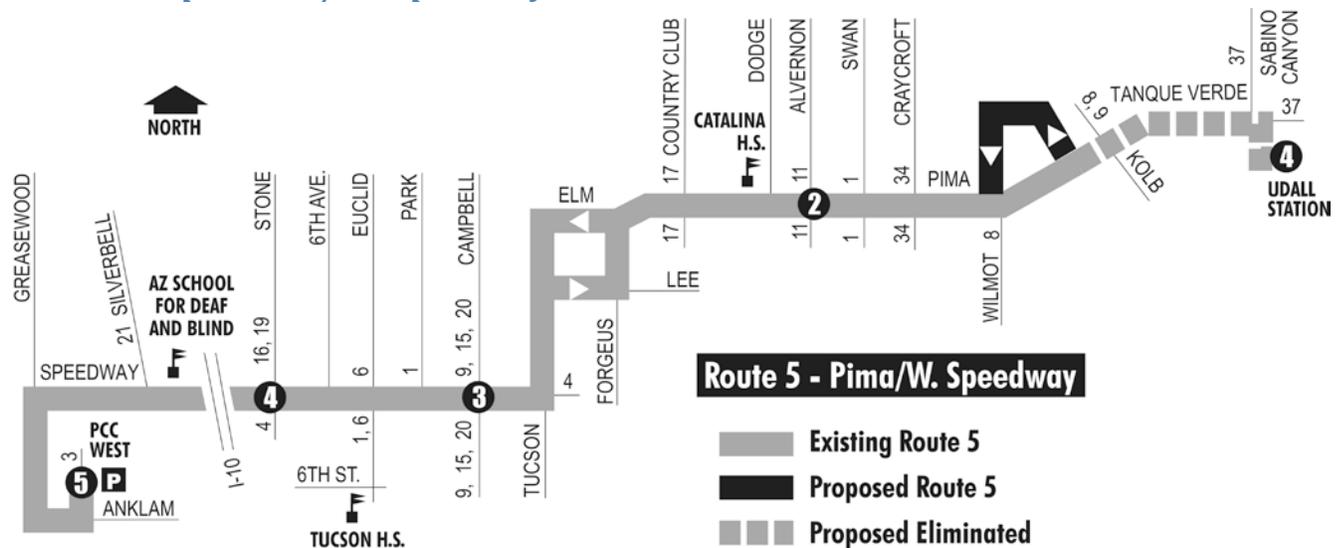
Planned Service Changes, August 2015 – Sun Tran

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

Planned change:

- The Route 5 would no longer go to Tanque Verde/Sabino Canyon, but would operate along the Wilmot Loop as the current Route 8, providing continued service on Wilmot between Pima and Grant roads.
- The Route 8 would no longer travel the Wilmot Loop and will go to Sabino Canyon at Tanque Verde. Running time will be adjusted to improve on-time performance.

Route 5 Map – Pima / W. Speedway



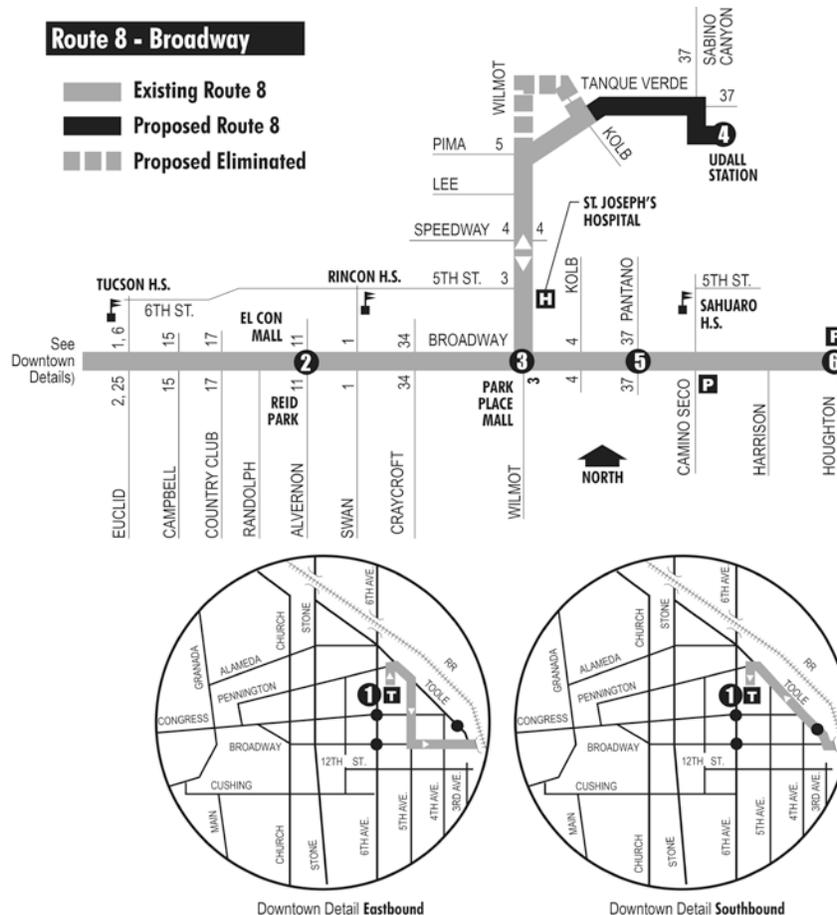
Planned Service Changes, August 2015 – Sun Tran

Route 8 - Broadway

Planned change:

Adjust frequency between the hours of 7:15 a.m. to 11:30 a.m. from 10- to 15-minute frequency, matching current demand and extend the service on the Wilmot to Tanque Verde segment (leg) until 8:00 pm, currently the Route 5 serves this area until 7:30 p.m.

Route 8 Map - Broadway



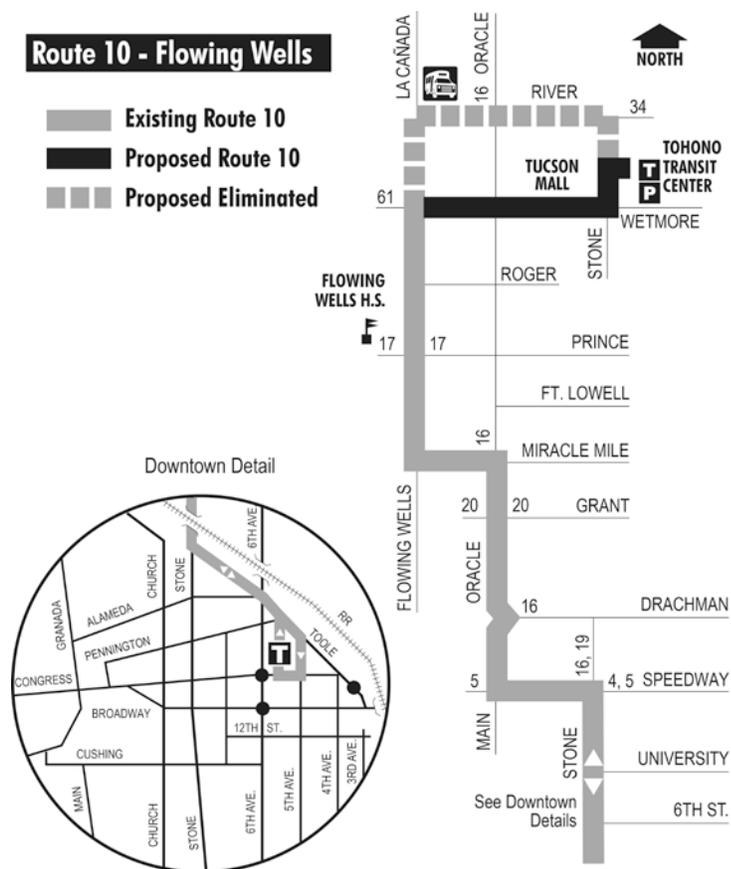
Planned Service Changes, August 2015 – Sun Tran

Route 10 – Flowing Wells

Planned Change:

- Shorten routing to/from Tohono Tadaí Transit Center to operate from Flowing Wells to Wetmore to Stone to TTC.
- Adjust evening frequency from 40 to 60 minutes between the hours of 7:00 p.m and 11:00 p.m.

Route 10 Map – Flowing Wells



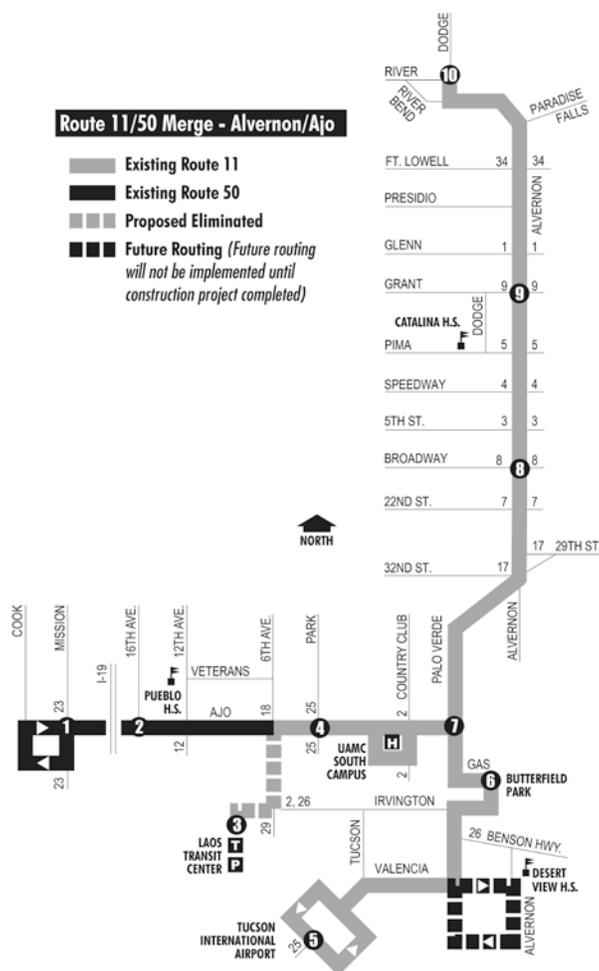
Planned Service Changes, August 2015 – Sun Tran

Route 11 - Alvernon Way and Route 50 – Ajo Way

Planned Change:

The joining of the routes creates continuous east/west Ajo service between Palo Verde and Mission Road. Data showed that many passengers currently choose the stop at Ajo at 6th Ave to transfer between the two routes instead of at Laos Transit Center. The base route frequency along Alvernon would improve from 15 minutes to 10 minutes between the hours of 1:00 p.m. and 4:00 p.m. with the two legs operating at 20 minutes.

Route 11 Map - Alvernon Way/ Ajo Way

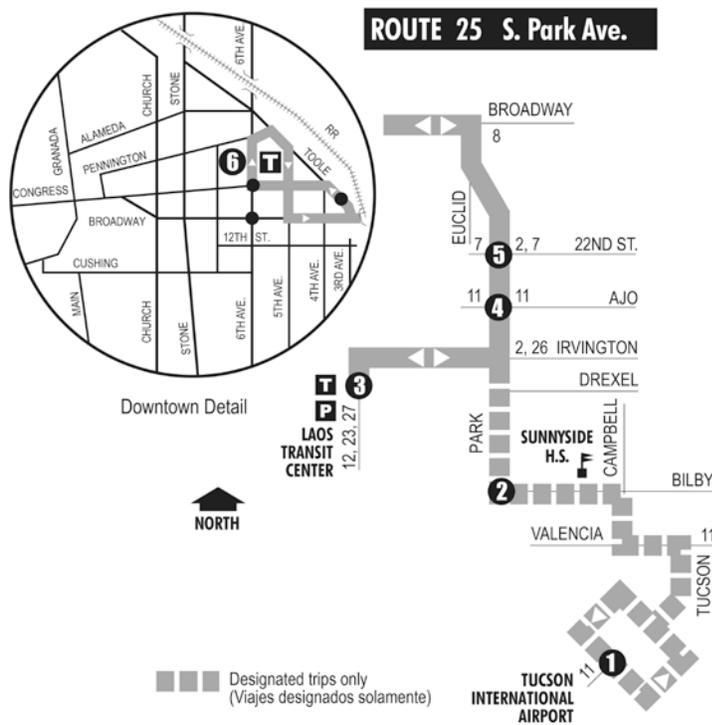


Planned Service Changes, August 2015 – Sun Tran

Route 25 - S Park Avenue/N 1st Avenue

Planned Change:

Adjust weekday frequency from 20 to 30 minutes between the hours of 4:00 a.m. to 8:00 p.m.

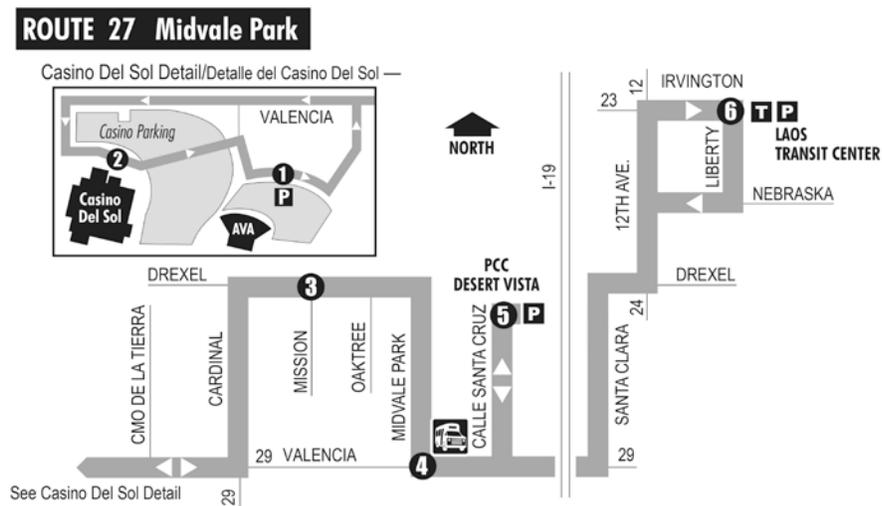


Planned Service Changes, August 2015 – Sun Tran

Route 27 - Midvale Park

Planned Change:

Adjust evening frequency from 40 to 60 minutes between the hours of 7:00 p.m. until 11:00 p.m.



Planned Service Changes, August 2015 – Sun Tran

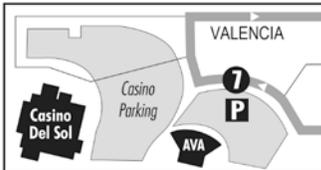
Route 29 - Valencia

Planned Change:

Adjust evening frequency from 40 to 60 minutes between the hours of 7:00 p.m until 11:00 p.m.

ROUTE 29 Valencia

Casino Del Sol Detail/Detalle del Casino Del Sol



See Casino Del Sol Detail



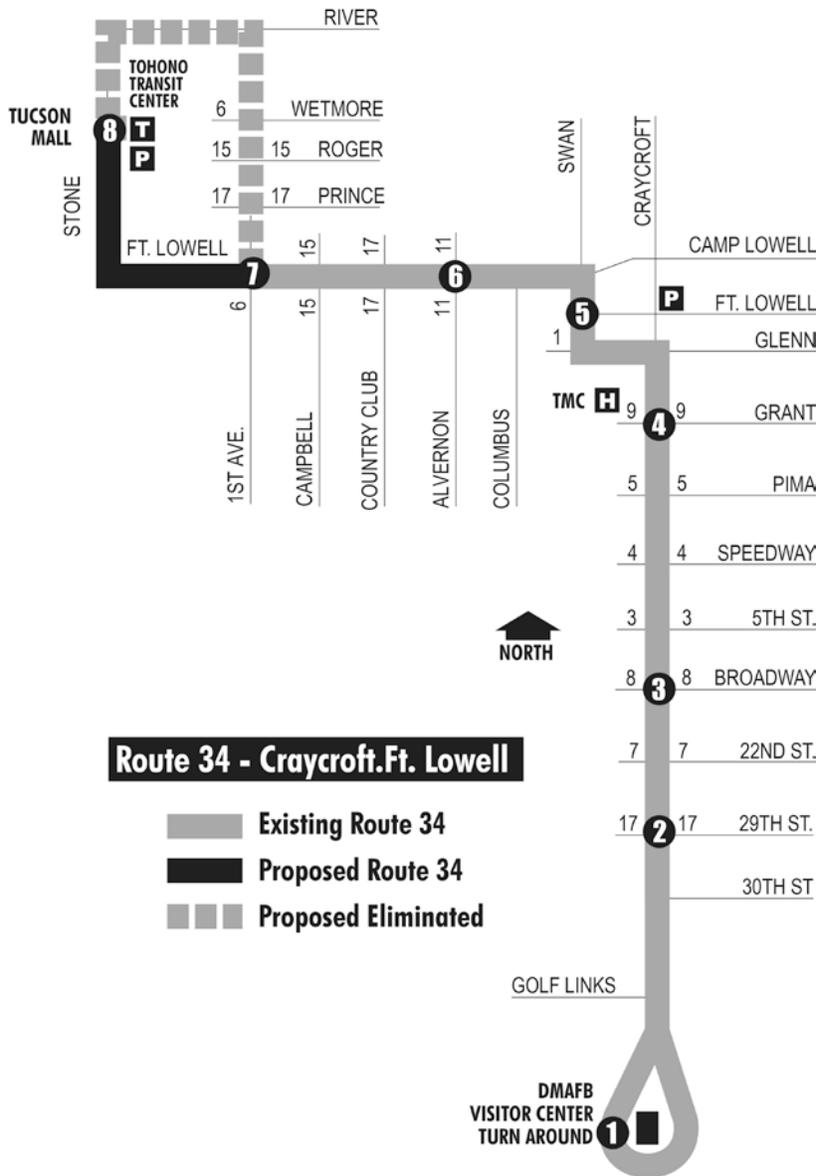
Route 34 - Craycroft Road/ Fort Lowell Road



Planned Service Changes, August 2015 – Sun Tran

Restructure routing by removing route from N. 1st Avenue and River Road and reroute to service Ft. Lowell to Stone Ave to Tohono Transit Center.

Route 34 Map - Craycroft Road/ Fort Lowell Road



Public Input on Planned Service Changes for 8/2/15

COMMENT	ROUTE	SUMMARY	IN FAVOR YES/NO?
Sun Tran Route 2 - Pueblo Gardens ...The caller is requesting no service change. Thank you.	2	No changes to Route 2	No
The caller is requesting to please have service into Quincie Douglas Center (RT 2 both N/B and S/B) on the weekends as well. The caller’s family has the SummerGo pass and would be great benefit to everyone!	2	Keep service into Quincie Douglas lot.	No
Please do not remove the existing at the Quincey Douglas Community Center!!! The existing Sun Tran Route 2 now stops on the East Side of the Quincey Douglas Community Center. This Sun Tran Route 2 serves various local communities including the elderly and infirm residents of the Blanche Johnson Court Yard Apartments. Changing this Sun Tran Route 2 stop to the North East and North West corners of Kino Boulevard and 36th Street, imposes an unnecessary burden upon the elderly and infirm residents of the Blanche Johnson Court Yard Apartments. Many residents of the Blanche Johnson Court Yard Apartments require mobility assistance such as walkers, canes, and wheel chairs. These residents of the Blanche Johnson Court Yard Apartments would find crossing a busy intersection (specifically the intersection of Kino Boulevard and 36th Street), even with controlled lights, difficult and hazardous. For this and other reasons, we strongly oppose the initiative to change the current Sun Tran Route 2 stop on the East Side of the Quincey Douglas Community Center.	2	Do not change Route 2 routing near Quincy Douglas Community Center.	No

Public Input on Planned Service Changes for 8/2/15

<p>I live near Suntran Route 2. I am in favor of the proposed changes, however I would like to make a suggestion: I think that Route 2 should go down Kino Pkwy. to Tucson Marketplace Blvd. and go through the shopping center (past the Costco, Walmart and forthcoming Cinemark Theatre) to Park Avenue. People who live on Route 2 currently have to change buses to Route 6, and then still walk a considerable distance from Park Ave. to get to the stores. Alternately, the bus could turn west on 36th St. at Quincie Douglas Library and then turn south on Nobel Way to get to Tucson Marketplace Blvd. (to avoid slowing traffic on Kino and allowing for pick-ups on 36th for Quincie Douglas and Blanche Johnson Courtyard). Question: If Route 2 changes are approved and the bus begins using Kino Pkwy. between 36th St. and Silverlake, will any bus stops be added on Kino - for instance at Quincie Douglas Park entrance and Saint Isidore St. in the center of the block? Thank you for the opportunity to comment.</p>	2	In favor of Route 2 changes, but has recommendation on routing to serve Tucson Marketplace.	Yes, with additional comments
<p>Leave it the way it is. Wants it to enter Quince Douglas every day. Do not increase fare.</p>	2	Prefers no changes to Route 2	No
<p>Routes 8 & 25 : The frequencies should NOT BE LESS, as these are busy routes used by people to access jobs and children in care during work hours. Limiting the eastside portion just to midday leaves the E.6th/E.5th corridor without service at other times. To save money, it would Campus to the busiest times, whilst retaining the make sense to limit the full route to the East PCC portion of E.6th St, which services the UA, and E.5th St. to WILMOT, retaining access to medical centers/labs, and businesses. Otherwise, this entire swath is left without bus service at peak times and during business hours. Route 3 on East 6th/5th Street goes by the Sam Hughes area and other It is short-sighted to think that only PCC students benefit from this route.residential neighborhoods, and is used by students and faculty alike. It is short-sighted to think only PCC students benefit from this Route.</p>	3		No

Public Input on Planned Service Changes for 8/2/15

<p>I am dismayed to learn that the #3 bus is again faced with a "service change," as a result of which it will be split into two routes. I use the #3 frequently (at least twice/week), and I board at Pima Community College West. Often I ride to points beyond Ronstadt -- either to the U of A or doctor's appointments on Alvernon. Being forced to change buses at Ronstadt is burdensome to riders, and I oppose this change. Forcing women with children in strollers, disabled people in wheelchairs, and the elderly to get off one bus and board another creates unnecessary hardship. And in really hot weather the hardship is even greater, as we must leave the relative comfort of an air-conditioned bus to (possibly) wait until the continuing bus arrives. Please don't divide the #3 route into two routes.</p>	3	Dislikes Route 3 being split, as she travels through RTC on this route.	No
<p>This is a comment on the planned service change to Route 3 that will be discussed at tomorrow's transit task force meeting. I am opposed to splitting up the Route 3 bus at Ronstadt. I am a park and ride rider who parks at PCC West and at least 3 times a week rides the bus through to 4th Ave. or the U of A, and transferring buses would be a big enough hassle so I'd think twice about using the Park and Ride when I'm going past downtown.</p>	3	Opposed to splitting Route 3.	No

Public Input on Planned Service Changes for 8/2/15

<p>Here at The Ranch at Star Pass we house 1000 + Students that are both from PIMA and The University of Arizona. We also have neighboring complexes that house more than 1,000 students and workers from around Tucson. This request is long overdue, for the nearest bust stop is at PCC-WEST and though it is a 15 min walk, it really is far in 100 degree weather. I know that you would get plenty of business from the stop to help students get to school, work, or other places around Tucson. Please let me know if there is anything you need for us to get this stop up and running. Thank you for your time and hope to hear from you soon!</p>	3	Wants a new bus stop near The Ranch at Star Pass.	No
<p>Please don't split routes 3 & 28 - hurts riders & increases costs. Also please no bus-rail interface. Thanks for listening!</p>	3 & 28	Do not split the routes	No
<p>As for these proposed service changes most of them seem like really bad ideas especially the splitting the route 3 into two different routes because it is officially the only way to get from east to west now without transferring . About the only one I can really agree with would be the combining of the 11 and 50 but they also need to extend this completed route to go around the AFB to at least golf links and Kolb park and ride so it can meet with routes 4 and 17 making our travels easier from this side of town. Quit with the Splitting.</p>	3, 11, 50, 4, 17	Not in favor of most of the recommendations, especially splitting of Route 3. Supports combining Route 11 and 50.	No, but does support combining Routes 11 and 50.
<p>1. How will the travel time from 6th Street and Campbell to PCC West be effected after the split of Route 3 into east and west segments? 2. I like half the route 8 going to Udall. The bus seems always full before noon even in the summer. 3. Are you planning route 11 not going to the airport? Need better connections to the airport. 4. Route 25 airport ? Running fewer buses and increasing travel time for passengers just has fewer people riding.</p>	3, 8, 11, 25	Has several questions, but expresses concerns about needing more connections to the airport and likes Route 8 to travel to Udall.	No

Public Input on Planned Service Changes for 8/2/15

<p>I'm sure International Student Association (ISA) at The University of Arizona won't be happy on the change of route 5. When our club organize a hiking trip at Sabino Canyon Recreation Area, we ride route 5 to Údall Park, and have one car to ferry people up to Sabino. Wilmot loop is further away.</p>	5	<p>Change makes travel to Sabino Canyon difficult.</p>	No
<p>I have been riding for 25 years and the number 8 has always been my reliable go-to bus for getting anywhere in the city. If you make the wait time more than 30 min., it will no longer serve its purpose for me in getting to work and I will have to use a taxi to get to work on time. Please keep it at 20 minutes as it is a bus that is used a lot and is sometimes so full that there is no room for boarding passengers and they are made to wait by the driver. It is not used so much from Harrison to Pantano, yes, but with new addition of the Houghton route, it may see more traffic/passengers. Please give it another year at least. I am 60 years old and partially blind and forced to use alternate modes of travel. My next best option is walking to the Route 17 and riding after a mile plus walk. This is ok except when it is over 100 degrees outside.</p>	8	<p>Frequencies should be improved, not make passengers wait longer.</p>	No
<p>Changes the Route 8 from every 10 minutes to every 15 minutes in the morning - particularly early morning - makes no sense at all if you are really trying to encourage ridership and provide service. The problem with the Route 8 now is that they often overlap early in the morning so that a 10 minute frequency becomes a twenty minute one. With a planned 15 minute frequency, I can easily see that stretching to 25 or 30 minutes. People who work downtown or along the bus route can't plan to use it with such infrequent trips.</p>	8	<p>Don't increase the wait time for Route 8.</p>	No

Public Input on Planned Service Changes for 8/2/15

<p>I have a concern about route 10. To eliminate the route travelling to River Rd and La Canada is saying that all those who live north of Wetmore does not count. There is already bus 61 that services Wetmore and it makes no sense to add another bus. River road and La Canada is a growing area and since there is no bus route that connects River road and LaCholla, Route 10 is the closest route. Again it shoes that people who are making these decisions are people who do not ride the bus. My mother's house is on La Canada and River and I depend on the bus travelling to River road. There is more family homes and apartments between Oracle road and LaCholla on River and route 10 is currently the only route that comes close.</p>	10		
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Public Input on Planned Service Changes for 8/2/15

<p>Regarding changes to Route 10: Adjusting the evening frequency from 40 to 60 minutes would have little impact on me, as I seldom ride in evenings. However, changing the route from River Road to Wetmore would have a significant impact on me and a lot of other riders. I am a retired person with only Social Security, living near Flowing Wells Rd, and I ride the bus, exclusively, on a daily basis. Six years of riding on Route 10 (north and south) has given me a practical knowledge of ridership - who rides, when they ride, where they get on and where they get off. I take #10 a couple of times a week to grocery shop at 'Albertsons' (La Canada at River Rd). (Riding the bus means being unable to carry all the groceries in one trip) I also get my prescriptions at the pharmacy there. I see by the number of shopping carts at the bus stop, that shows there are other shoppers who must use the bus. I have talked with other people at that bus stop. Some are employed at other businesses around the 'Albertsons' shopping plaza, 'Whataburger', just to name one. Their only way to get to and from work is #10 bus. At that bus stop, I have also talked with students from ITT Technical Institute (1455 W River Rd), who's only transportation to and from school is #10 bus. Also at that stop, some students are going to and coming from Flowing Wells High School. There is also the Chinese Cultural Center, which, while it doesn't have daily events, at times does have people coming, some by #10 bus. Then, there is the bus stop at 4625 N Flowing Wells (about halfway between Wetmore and River Rd). A number of elderly retirees who live along route 10 regularly go to a barbershop there; and, should the route change, wouldn't be able to walk from Wetmore. At that bus stop, I have seen disabled patrons in motor chairs, also families with baby carts, and many other individuals getting on and off. I have often ridden the #61 bus and know its ridership too [it having the least number of riders in the whole system]. And while there is hardly anyone ever boarding or leaving the #10 bus between La Canada and Oracle Rd, or Oracle and TTC; on the route 61 bus, there are even fewer riders getting on or off between Flowing Wells and Oracle and TTC. Route 61 serves Wetmore Rd to TTC with minimal ridership. Moving the #10 route from River Rd to Wetmore eliminates two important bus stops and makes the (almost riderless) Wetmore Rd from Flowing Wells to TTC a redundant waste. What will it save? Only about 5 minutes, and the #10, #61 drivers already have a layover at TTC. And fuel savings on the 1½ miles with NO traffic lights are minimal. Sun Shuttle #412, while it serves the River Road at La Canada area, it runs only once every 1½ hours !! Now, with Route 10, I can go directly from home to River Rd on one bus in about ten minutes and come back home on one bus in about ten minutes. If I have to go via (proposed #10 change) to Tohono Center, wait there for Shuttle #412, take it BACK to La Canada, wait for returning #412, take it BACK to Tohono Center, wait for #10, and finally take it home - how long will that be in hours?!. And then there are all of the other people who have to use that part of Route 10. Many of the buses have not had displayed the pink cards of Notice of Planned Service Changes. Most of the passengers have not even been aware of the pink cards, and so, not read them. Even reading them, they cannot get the details about the service changes. Many riders are without computers and, I suspect, even internet ignorant. Only because I could access Suntran.com and navigate to the proposed changes, am I able to make the case against changing Route 10. I do, however, write in behalf of all those silent and unaware Suntran patrons who would be adversely affected by the proposed changes to Route 10</p>			
<p>Do not change Route 11. Keep it as is.</p>	<p>11</p>	<p>Do not change Route 11.</p>	<p>No</p>
<p>Longer hours on Bus Route 11 north and south bound. I think this route has many riders that need the ride and it's not enough to have longer hours service (currently service hour is too short that ends about 7 pm.)</p>	<p>11</p>	<p>Prefers later hours of service.</p>	<p>No</p>
<p>I am opposed to Sun Tran Route 34 proposed changes. The contemplated planned route changes would greatly affect my ability to retain my job at my current employer.</p>	<p>34</p>	<p>Impacts this passenger's ability to get to work on time.</p>	<p>No</p>

Public Input on Planned Service Changes for 8/2/15

What a bummer: it will stop me from my classes. I don not like the change.	34	Impacts ability to get to class.	No
Don't eliminate River Road stops on Route 10.	10	Don't eliminate River Road stops on Route 10.	No
Why are there no services on River Road for Route.34 and Route 10 on the route changes for Aug. 2015?	10, 34	Why is Route 10 and 34 not changing to serve River Road?	No
I would like to keep the Route 3 as is and combine Routes 11 and 50. Thanks	3, 11, 50	Don't change Route 3, approved of Routes 11 and 50 planned changes.	Yes - Routes 11 & 50; No - Route 3
I would certainly appreciate service on route 29 to expand to 11:00pm; however I would also suggest service frequency to run every 15-20 minutes from approximately 4:00-6:00 pm during weekdays. Over-crowding during that period of time could lead to or compound injuries if the bus is involved in an accident. It is also is very uncomfortable for passengers.I know route 16 is not included in this discussion, but I would suggest service on Saturdays to Ina/Thornydale, increase to every 30 minutes because of overcrowding and many people find it difficult to get to and from work.	16, 29	Decrease wait-times, not increase them.	No

Public Input on Planned Service Changes for 8/2/15

As a regular Suntran customer for twenty years, and also someone for whom public transportation is their ONLY transportation, I would like to suggest greater frequency for every single North/South route, as well as later schedules. One might be able to get a Speedway bus every fifteen minutes, but when the connecting bus only runs every forty minutes AND stops running at 7:30pm it makes a maze of getting home for someone who works past eight at night, particularly on weekends. Also, it would be great if Sun Tran understood that not all of your passengers live off of Speedway, Broadway and Fifth Street, and therefore would appreciate it if the other East/West routes ran more frequently. I, for example, live near 22nd and Swan, and in order to get home from work on the weekends I can either sit for an hour at Ronstadt or sit for forty minutes at Swan and Broadway. During monsoon season or when it's 110 degrees outside, these options are unbearable at best, and also somewhat dangerous. Thank you for your time and consideration.

Misc./General	Overall, wants to decrease wait-times	No

Public Input on Planned Service Changes for 8/2/15

<p>Why are we bringing up stuff from the past?! I would Say No on the changes.The Main Changes are To Fix the Problems that you have already.One of the Problems is 8 Houghton,4 Houghton. Remove the 8 Ho & 4 Ho.I think that 8 Ho and 4 Ho Should be Renamed to Either 8H (Houghton)4H (Houghton).8W Wilmot). 4G (Golf Links) or 8-H (Houghton) 8-W (Wilmot) 4-H (Houghton) 4-G (Golf Links)Here is the problem Suntran Dosen't even want to Listen to Us Passengers. People get on For Free Machine Steals Money.The Route 3 Few Ideas Rename Route 3 from RTC To PCC West To Route 5. Route 5 Would Go From RTC To Udaul Station. Route 3A Could be RTC To PCC West. Route 3B Could be RTC To PCC East. Route 3A Could be RTC To PCC East. Route 3B Could be RTC To PCC West. Route 3 Could be RTC To PCC East. Route 14 Could be RTC To PCC West. Route 3 Could be RTC To PCC West. Route 14 Could be RTC To PCC East or Route 3 Could be RTC To PCC East, Route 28 Could be RTC To PCC West, Route 3 Could be RTC To PCC West. Route 28 Could be RTC To PCC East Or Route 3 Could be RTC To PCC East. Route 30's or 43 or 53 Could be RTC To PCC West. Route 3 Could be RTC To PCC West. Route 30's or 43 or 53 Could be RTC To PCC East. Kolb Rd Needs a Route thats all I have to say You don't want to add onto the Route 9. Then Route Unknown Can Go From Udaul To Golf Links. Route 4 Would only Go From RTC To Broadway/Houghton. The Only # I would Not Choose is 13 as a Route # As to the Route 50 and Route 11 What could be interesting is Route 50 Could Go Down Ajo To Alvernon To Golf Links To Kolb and Golf Links or something like that. That Would be a Nice Connection from Southside to Eastside Or Route 50 From Ajo/Mission To Ajo/Palo Verde.There wouldn't be any Need for two 11's. Or Route 11 Goes to Laos then Goes Down 6th Ave To Ajo To Ajo/Mission. Its Ilke 2 Routes Together without any Changes other than Just a Route #. The Problem is The City dosen't know how to Manage The Money. There is Advertisements on the Buses and We The passengers Have to Put up with "We Don't have money" Where is the Money Going? As Passengers We Have the Right to know. Then if it gets any Better We as Passengers are Getting Told That Sun Tran May Go on Strike.The Quility of Suntran is Really bad Thats all I have to say.Riding a Bus and the Back Door Dosen't work. People Take The Bus To get to where they Need to get to. We Don't need the Rude Drivers that are just after money. You don't like your Job, Then go somewhere else. I would Fix the problems you have. The Talking Bus is Simple.Route 16 To Laos Transit Center I didn't know Route 16 Still Goes To Laos, Interesting It should be Route 16 To DowntownSo I am going to leave it to that for now. You have a nice day.</p>	Misc./General	Numerous comments on various routes.	No
<p>At the very least WEEKEND SERVICE IN RITA RANCH by the Sun Shuttle!!! People need to get up town on the weekends too!! Houghton Road to line would be great as well.</p>	Misc./General	Wants weekend service in Rita Ranch.	No
<p>Food for thought, it sure would be nice to have extended hours for buses leaving downtown area on Friday and Saturday nights or just for 2nd Saturday Nights for responsible adults who would like to enjoy adult beverages.</p>	Misc./General	Wants extended hours.	No
<p>Please keep routes as they are.</p>	Misc./General	Do not change any routes	No
<p>If your goal is to save monies, then why don't you reconsider the changes to the express routes also? I remember that saving to be 1 million?</p>	Misc./General	Recommends evaluating express routes to save money.	No

Public Input on Planned Service Changes for 8/2/15

<p>Because of your policies regarding charges and transfers, I have great concerns about splitting routes. For many years I have been unemployed, and homeless. Places I have been able to stay at, and people I have been able to stay with, have been beyond the city's limits...and the routes and shuttle stops in those areas. At times I catch a shuttle, that takes me to a bus...which counts against my allowed transfer. Because I need to get to the other side of town, I also must pay an additional fare. The situation is the same for the return trip. Before February, I was able to take a shuttle and a #16 bus to Laos Transit Center...so I may use the services at the El Pueblo Regional Center (City of Tucson Community Services Department, D.E.S., El Pueblo Clinic Medical Services, library, etcetera). Because of changes to route #16, it now costs more for me to do that. It also costs more for me to get to use routes 4, 8, and 7. I had been going to the Pima County One-Stop location, and the Pima Community College Community Campus, on North Commerce Park Loop. Because of the extra cost, I haven't been able to continue using their services.</p>	Misc./General		No
<p>In planning routes it would be good if the #34 ran more than every half hour. Weekends need more full service. Not once an hour. The bus stop on 25th and Craycroft going north is full of weeds. I would appreciate it if it was cared for. An idea for your employees. : "Use only the bus service for all travel including weekends" This includes shopping, appointments, social functions, work, etc. That way a bus schedule would be more effective. Honolulu buses run about every 15 minutes 24 hours 7 days a week. It's great! I have been a bus rider for over 40 years so I know what I am talking about. PS. The new trolley is not really "new". Years ago in Milwaukee they took out the trolley tracks to modernize and use buses with fuel.</p>	34	Improve frequency of Route 34.	No
<p>Instead of changing the routes, why don't you fix the one thing that causes the frustration and time delays. Coordination of the various buses.</p>	Misc./General	Coordinate buses better.	No

Minor Service Changes - August 2, 2015				
Route	Description	Type	Vision Impact	Comments
1	New southeast turnaround just west of 29th and Swan	Route Adjustment	No Impact	OK. No additional comments.
2	Simplify routing through Pueblo Gardens area west of Park between 36th and 22nd.	Route Adjustment	Positive	Excellent. Increases service frequency on Park to every 15 minutes between 36th St and RTC.
5	Delete east of Wilmot; new turnaround via Wilmot / Pima / Grant (similar to existing 8(a))	Route Adjustment	No Impact	OK. No additional comments.
8(a)	Extend out Tanque Verde past Wilmot turnaround at Udall Station; basically takes this segment from the Route 5	Route Adjustment	No Impact	OK. No additional comments.
10	Delete River Rd. segment between Wetmore and TTC; new shorter, more direct routing via Wetmore from Flowing Wells to Stone.	Route Adjustment	No Impact	OK. No additional comments.
34	Reroute from TTC to 1st and Ft Lowell via Stone, Ft Lowell. Deletes existing River/1st path, which is longer.	Route Adjustment	No Impact	OK. No additional comments.
8(b)	Reduces AM frequency (From 7:15 a.m. to 11:30 a.m.) on Route 8 to 15 minutes for the current frequency of currently every 10 minutes	Frequency Adjustment	No Impact	Expect some ridership loss. Route 8 branch frequency move from 20 to 30 minutes during this time.
11(a)	Increase frequency to 10 min, 20 on branches (Should be part of the 11/50 improvement)	Frequency Adjustment	Eventual	Not at this time. This frequency increase looks hard to justify while frequency cuts are underway elsewhere. If route does not go to Laos TC it must have another frequent North/south connection.
25	Decrease frequency from 20 minutes to 30 minute frequency all day (4 a.m. to 8 p.m.)	Frequency Adjustment	No Impact	This is an improvement. The offset with Route 2 between RTC and 36th/Park, to yield 15-min frequency. Potential ridership payoff of new frequent .
10	Adjust evening frequency from 40 to 60 minutes in the evening (7 p.m. to 11 p.m.)	Frequency Adjustment	No Impact	OK. This is an improvement.
27	Adjust evening frequency from 40 to 60 minutes in the evening (7 p.m. to 11 p.m.)	Frequency Adjustment	No Impact	OK. This is an improvement.
29	Adjust evening frequency from 40 to 60 minutes in the evening (7 p.m. to 11 p.m.)	Frequency Adjustment	No Impact	OK. This is an improvement.
3	Splits route 3 in downtown; new route 28 would provide service between PCC West and Downtown; at this time, both would operate at 30-minute frequency	Split Route / Frequency	Mixed	OK if the separability is needed. Future Route 28 is part of Visioning's Frequent Network. Adds a transfer to many trips from the east, but probably only for riders originating along 3.
11(b)	Combine with 11-Alvernon Ajo branch, extending the route west from 6th to Mission	Merge Routes	Eventual	Not at this time. The proposed frequency needs to be 15 minutes to function as a grid route. This change eliminates many potential one-time transfer connections for routes duth of LTC.
50	Combine with 11-Alvernon Ajo branch, extending the route west from 6th to Mission	Merge Routes	Eventual	Not at this time. See Route 11 Above.