



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 1, 2015 at 4:00 p.m.*

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

<b>TOPICS</b>	<b>SUGGESTED TIME ALLOTTED</b>
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)*



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 MINUTES

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

Location 201 N. Stone, 6<sup>th</sup> 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 4<sup>th</sup> 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 | 2015 Questions and Answers

---

## 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 4<sup>th</sup> 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 4<sup>th</sup> 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



---

# 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):**

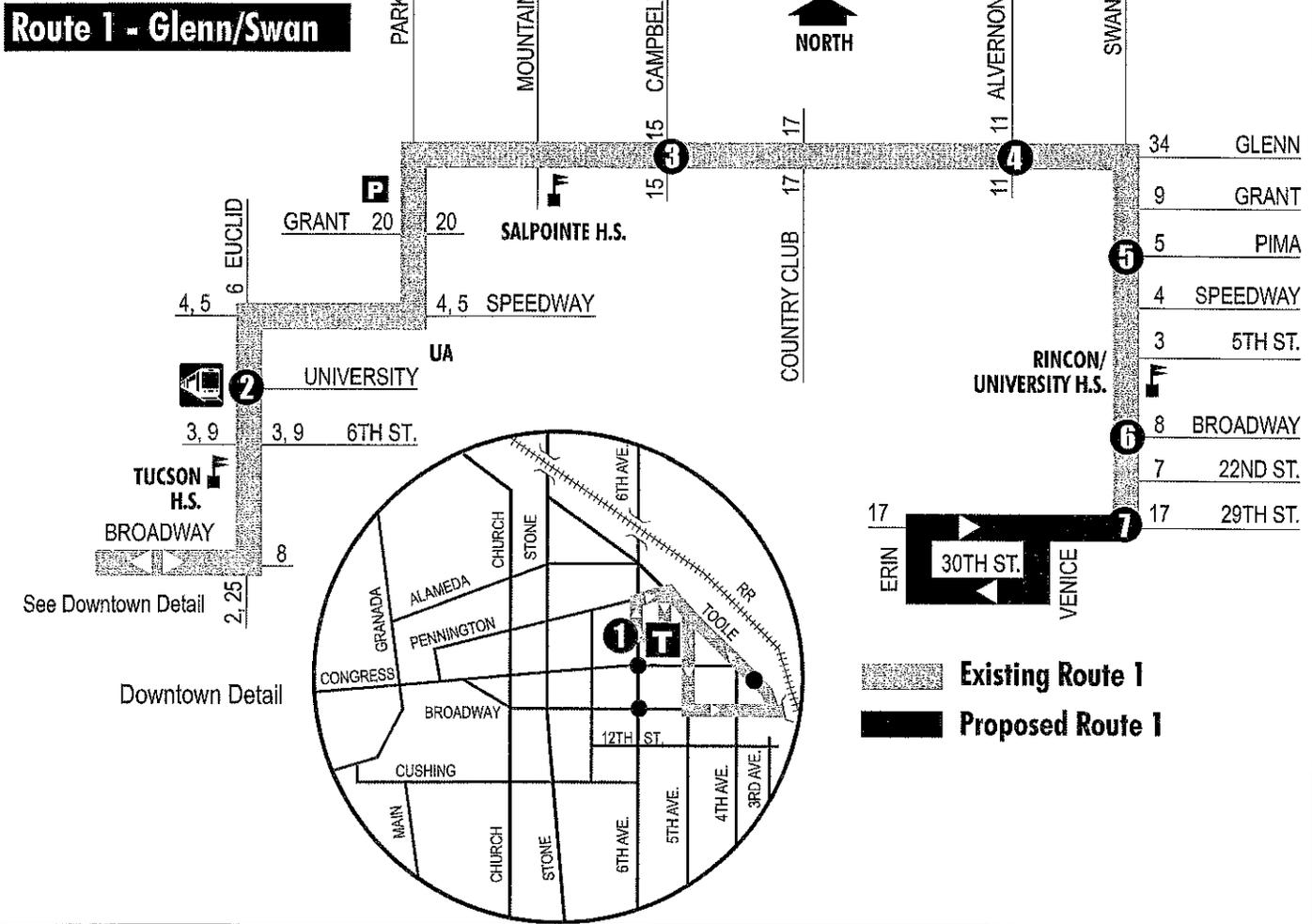
These efficiencies are possible after the Comprehensive Operational Analysis (COA) as that analysis provided the City of Tucson/Sun Tran with a process to continually evaluate routes for efficiencies and/or redundancies to improve overall financial sustainability and customer service on-time expectations. 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

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

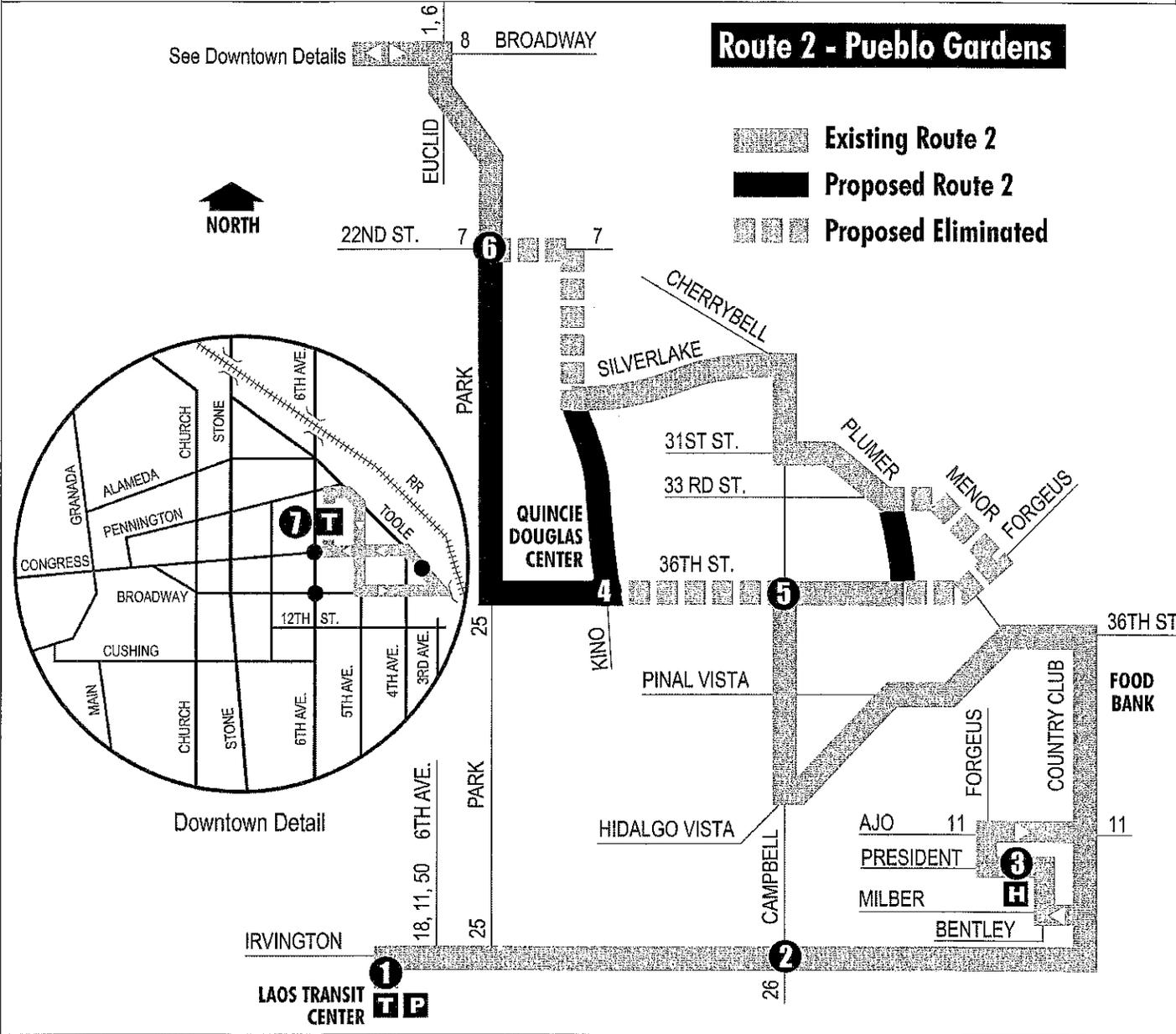
Proposed August 2015



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"> <li>• Improved turn around at Swan &amp; 29<sup>th</sup> Street for Route</li> <li>• Reduced daily miles and hours for route</li> </ul>	<ul style="list-style-type: none"> <li>• Unable to add service to the Border Patrol Tucson Headquarters</li> </ul>

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

Proposed August 2015



Rt.2 - Proposed Changes Aug 2015

Bus stops eliminated:           boardings

Menor Stv/Forgeus SW           3

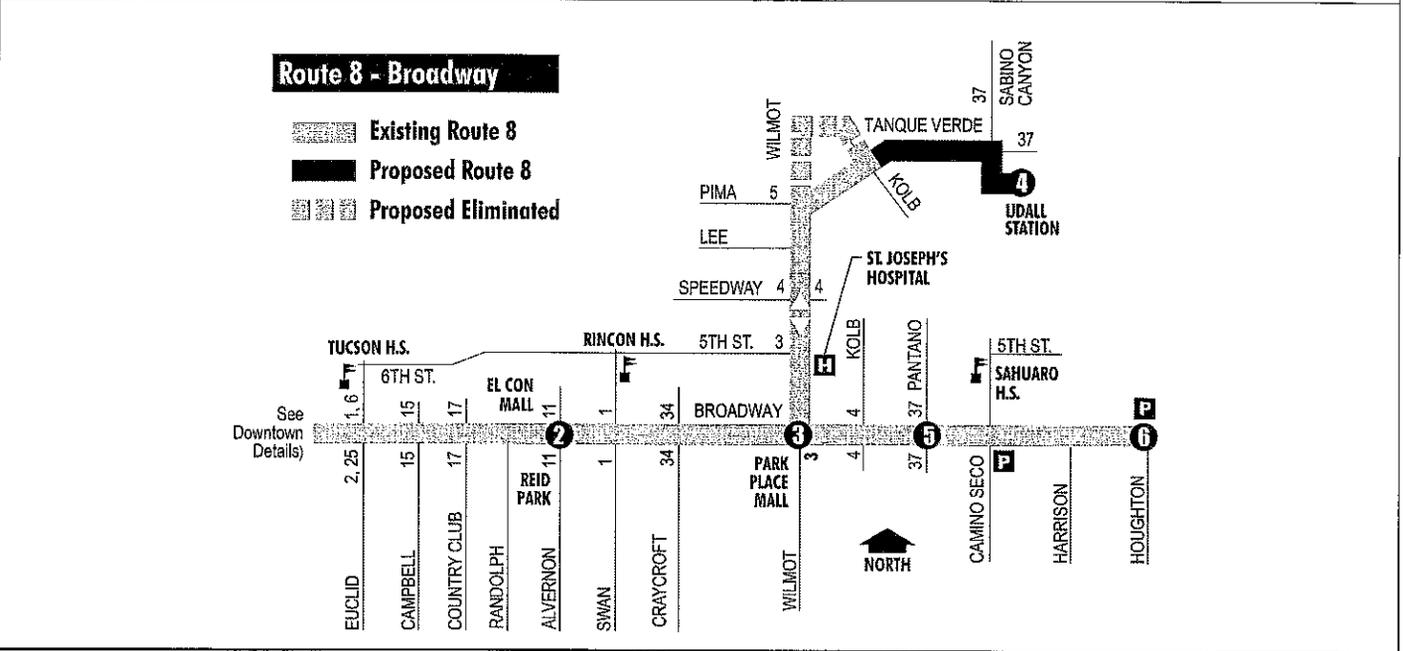
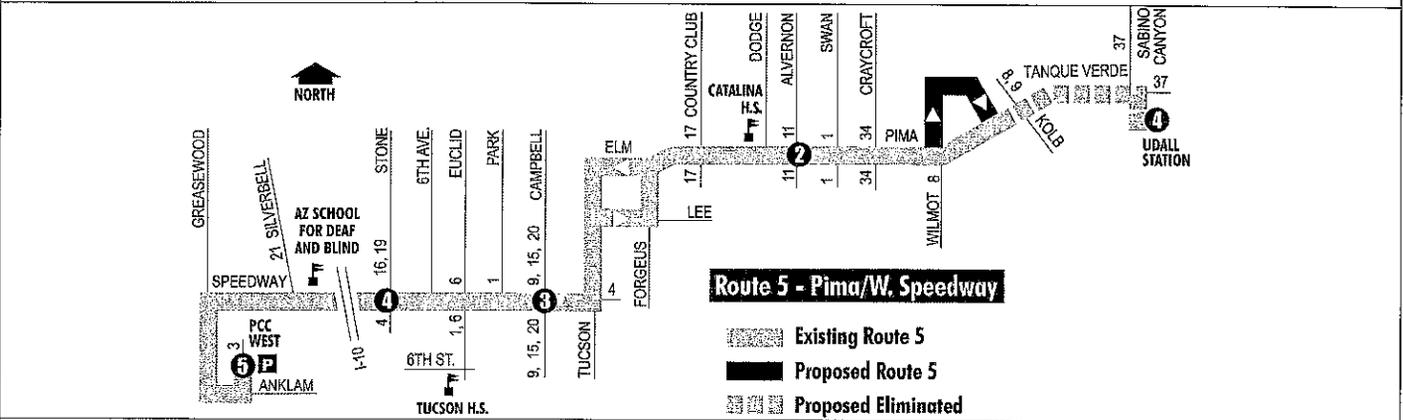
Total                                   3

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"> <li>• Improved times</li> <li>• Cost effective</li> <li>• Increase in cost offset by other savings</li> </ul>	<ul style="list-style-type: none"> <li>• An increase in costs</li> </ul>

Route	Proposed Change	Change Miles	Change Hours	Costs	Buses
5	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. (Approved by RTA 2012)	253,399	18,598	1,147,000	4
		-227,679	-16,798	-1,033,000	4
	Change between Current and Proposed:	25,720	1,800	113,000	-
8 (a)	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. (Approved by RTA 2012)	682,526	53,870	3,223,000	12
		-633,104	-49,688	-2,979,000	12
	Change between Current and Proposed:	49,422	4,182	244,000	-
<b>Total Combined Change Route 5 and Route 8:</b>		<b>75,143</b>	<b>5,982</b>	<b>\$ 357,000</b>	

Proposed August 2015

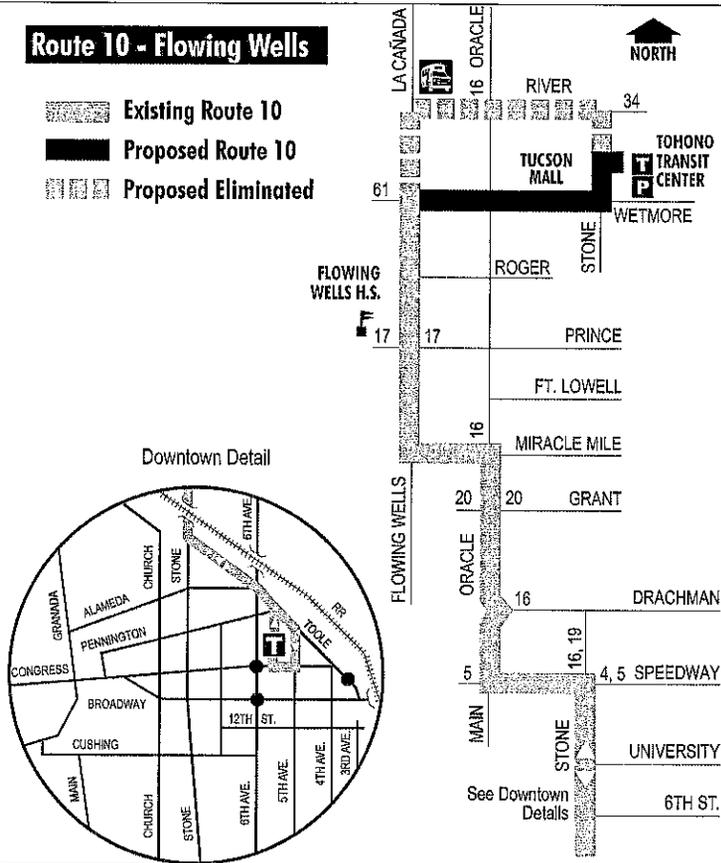


Route	Proposed Change	Change Miles	Change Hours	Costs	Buses	
	Reasoning	Positive	Negative			
	Route improvements while maintaining service to Wilmot & Pima area. Combined routing change would be an overall financial savings for the Route 5 and Route 8 without disruption of transit service to the affected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

Route	Proposed Change	Change Miles	Change Hours	Costs	Buses
10	Shorten routing to/from TTC to operate from Flowing Wells to Wetmore to Stone to TTC. Adjust evening frequency from 40 to 60 minutes.	183,647	14,666	873,258	3
		-162,824	-14,580	-830,258	3
	<b>Change between Current and Proposed:</b>	<b>20,823</b>	<b>86</b>	<b>\$ 43,000</b>	<b>-</b>
Proposed August 2015					

**Route 10 - Flowing Wells**

-  Existing Route 10
-  Proposed Route 10
-  Proposed Eliminated



Rt.10 - Proposed Changes Aug 2015

Bus stops eliminated:

Flowing Wells/Schafer	3
Flowing Wells/Wabash	8
LaCanada/Edgewater	2
LaCanada/Edgewater	7
Flowing Wells/Wabash	25

Stops that could be serviced by Sun Shuttle  
Route 412

boardings	Possible service mitigation by Rt 412
	River/LaCanada 28
	River/Hansen 5
	River/15th Av 4
	River/Oracle 8
	Stone/River 1
	Stone/River 1
	River/Stone 4
	River/Oracle 15
	River/15th Av 1
	River/Hansen 4
	LaCanada/River 39
<b>Total</b>	<b>Subtotal: 110</b>

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

Total boardings 45

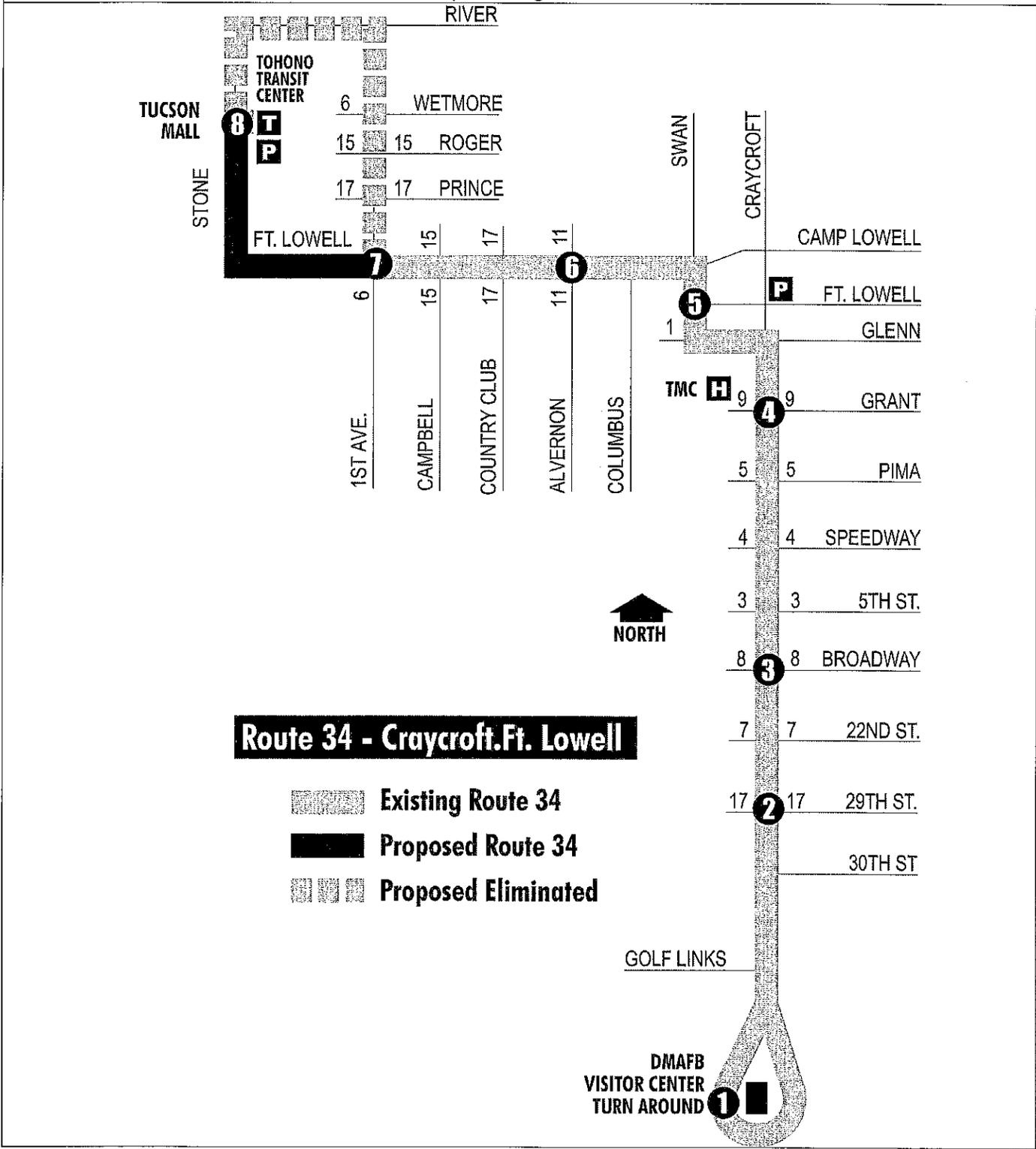
Less stops served by 412

Fiscal Year 2014 Ridership	Route Total	Average Weekdays	Average Saturday	Average Sunday	Average Holiday
ROUTE 10	414,147	1,321	766	516	443
<i>Possible affected boardings (if passengers use Sun Shuttle)</i>		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"> <li>• Cost effective</li> <li>• Quicker arrivals to TTC will help passengers needing to transfer to over routes.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> </ul>

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

Proposed August 2015



Rt.34 - Proposed Changes Aug 2015

<u>Bus stops eliminated:</u>	<u>boardings</u>	<u>Alternate Route(s)</u>
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	
<b>Total</b>	<b>17</b>	

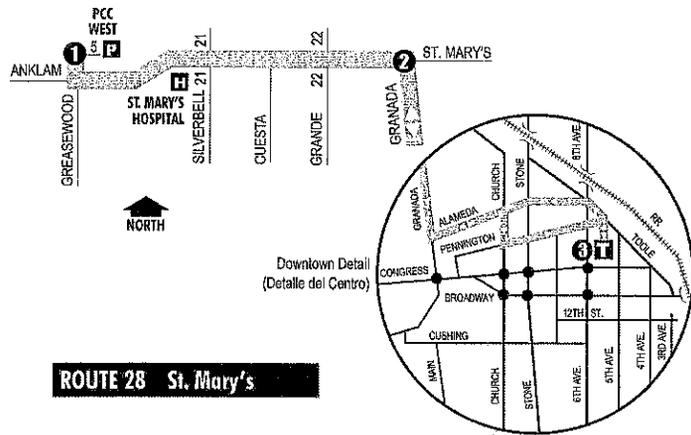
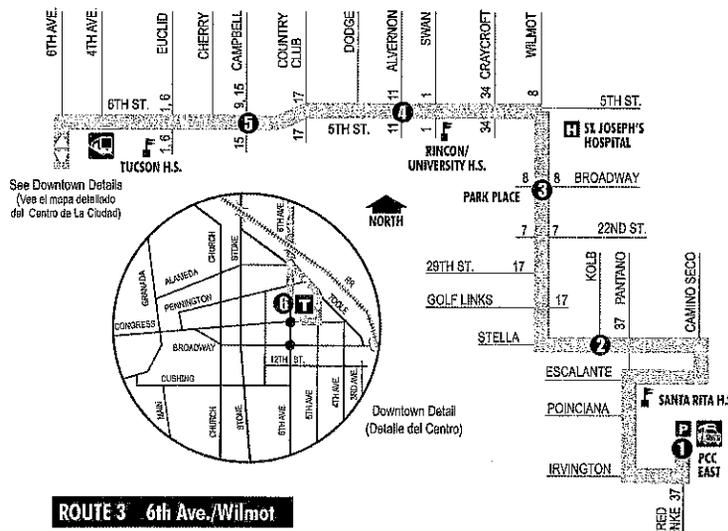
Fiscal Year 2014 Ridership	Route Total	Average Weekdays	Average Saturday	Average Sunday	Average Holiday
ROUTE 34	685,311	2,211	1,148	839	815
<i>Possible affected boardings</i>		0.77%			

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"> <li>• Cost effective.</li> <li>• Eliminates an unproductive segment of the route – service duplicated by Rt 6 in most of affected segment</li> <li>• New/Added service on Ft. Lowell between 1<sup>st</sup> Ave and Stone</li> </ul>	<ul style="list-style-type: none"> <li>• Passengers currently boarding on 1<sup>st</sup> Ave north of Wetmore and on River between Stone and 1<sup>st</sup> Ave will need to walk either to Stone/River or Wetmore/1<sup>st</sup> Ave to board</li> <li>• Riders would need to use Route 6 to access stops between Ft. Lowell and Wetmore on 1<sup>st</sup> Ave.</li> </ul>

➤ Split Route and frequency: 3

Route	Proposed Change	Change Miles	Change Hours	Costs	Buses
3/28	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).	558,741	39,496	2,475,000	13
		-537,737	-52,033	-2,880,000	10
	<b>Change between Current and Proposed:</b>	<b>21,004</b>	<b>(12,537)</b>	<b>(\$ 405,000)</b>	<b>3</b>

Proposed August 2015

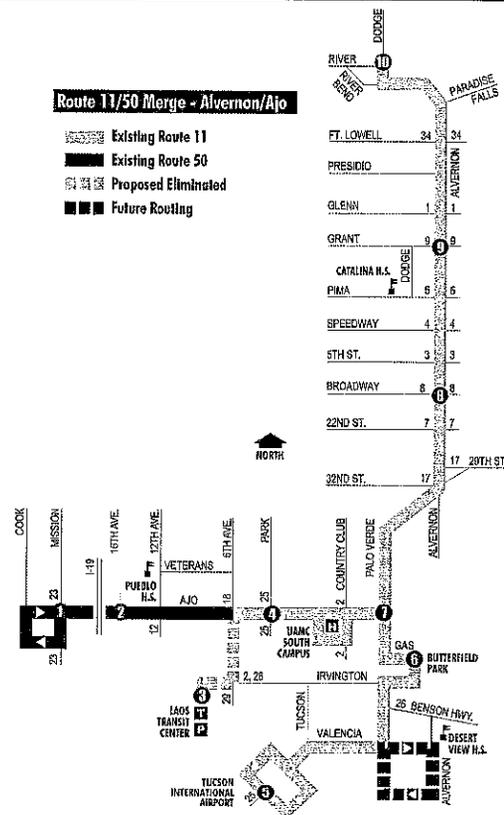


Reasoning	Positive	Negative
Route needs are different on these two segments of the current Route 3. Separating the route enables different service levels meeting the service needs in a more productive manner.	<ul style="list-style-type: none"> <li>• Treats each segment needs independently</li> <li>•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

➤ Merge Routes: 11 & 50

Route	Proposed Change	Change Miles	Change Hours	Costs	Buses
11/50	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.	539,085	43,790	2,589,581	11
		-542,342	-42,883	-2,563,644	13
<b>Change between Current and Proposed:</b>		<b>(3,257)</b>	<b>907</b>	<b>\$ 26,000</b>	<b>(2)</b>

Proposed August 2015



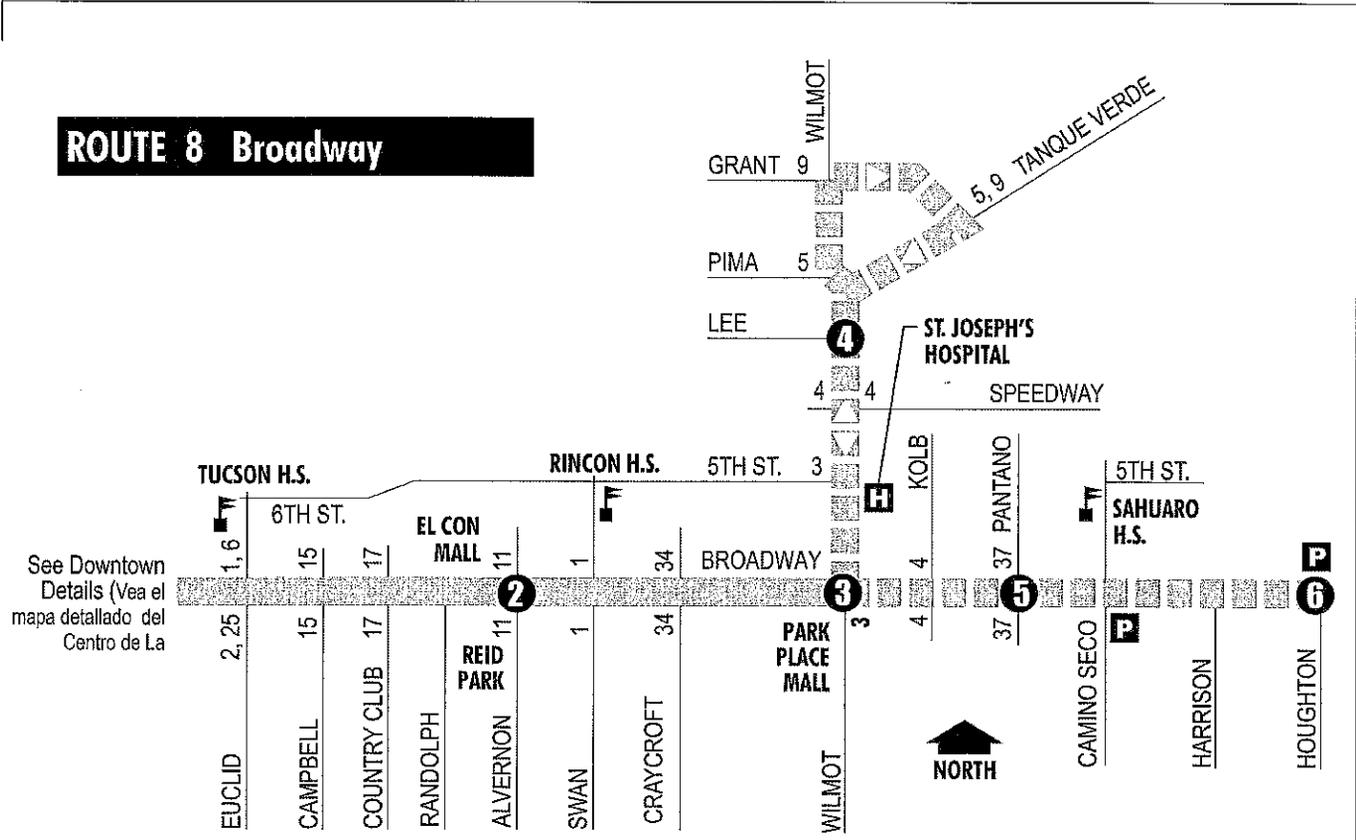
Reasoning	Positive	Negative
Based on ridership numbers for the Route 50 it is recommended that the route be merged with the Route 11 creating an Ajo Way crosstown route that does not go to the Roy Laos Transit Center. (Approved by TTF November 2014)	<ul style="list-style-type: none"> <li>Passengers needing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

	transfer to go to LTC can transfer to several connecting routes that cross Ajo and travel to LTC.	
--	---	--

➤ Change in weekday frequency: 8, 25

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

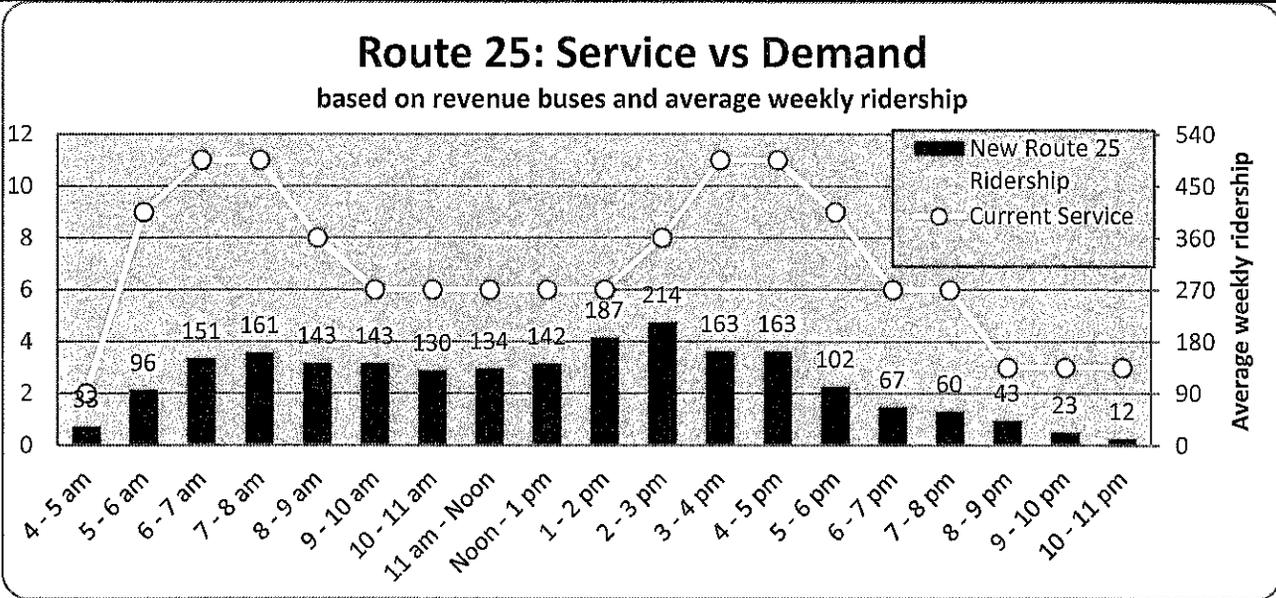
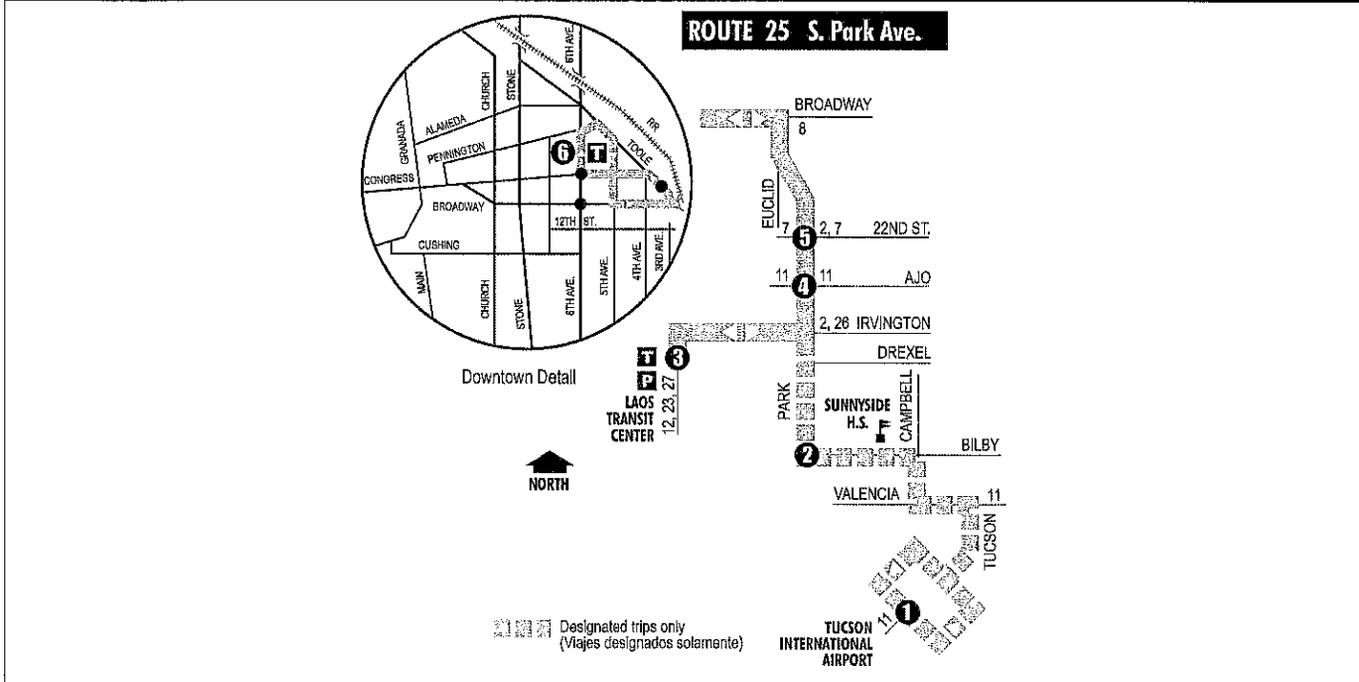
February 2015 Rideguide



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"> <li>• Cost Effective</li> <li>• Additional service on Wilmot until 8 pm (?)</li> </ul>	<ul style="list-style-type: none"> <li>• Reduces service during early morning hours when least needed</li> <li>• Some passengers may need to wait an extra 5 minutes to board on Route 8 bus</li> </ul>

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

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"> <li>Route frequency set at market demand</li> <li>All weekday trips travel to TIA</li> <li>Improved connections</li> </ul>	<ul style="list-style-type: none"> <li>Reduction of frequency will require some passengers to wait up to 15 minutes during rush hour to board Rt 25.</li> </ul>

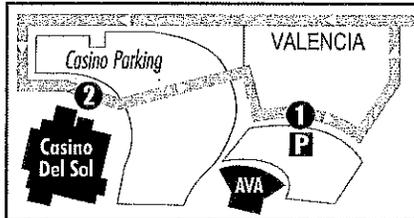
- Change in nighttime frequency standardizing all routes to a 30 minute and/or 60-minute frequency. Three routes would be affected 10, 27, and 29.

Route	Proposed Change	Change Miles	Change Hours	Costs	Buses
10	Shorten routing to/from TTC to operate from Flowing Wells to Wetmore to Stone to TTC. <b>Adjust evening frequency from 40 to 60 minutes.</b>	183,647	14,666	873,258	
		-181,933	-13,128	-58,459	
	<b>Change between Current and Proposed:</b>	<b>1,714</b>	<b>1,538</b>	<b>242,000</b>	
Reasoning		Positive		Negative	
Consistency in night time service		• Cost effective		• Passengers might need to wait 20 extra minutes for a Rt 10 bus.	

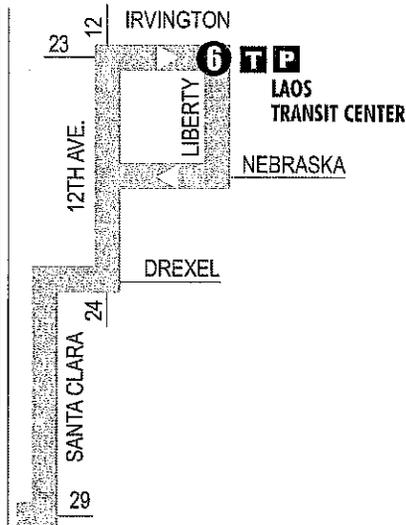
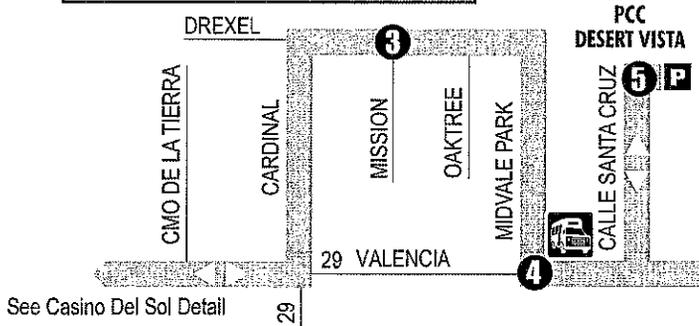
Route	Proposed Change	Change Miles	Change Hours	Costs	Buses
27	Adjust evening frequency from 40 to 60 minutes.	395,002	25,485	1,663,120	
		-344,131	-24,844	-1,542,694	
	<b>Change between Current and Proposed:</b>	<b>50,871</b>	<b>641</b>	<b>\$ 121,000</b>	<b>-</b>

**ROUTE 27 Midvale Park**

Casino Del Sol Detail/Detalle del Casino Del Sol —



I-19

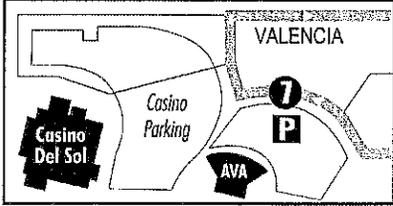


Reasoning	Positive	Negative
Consistency in night time service	<ul style="list-style-type: none"> <li>• Creates better transfer opportunities.</li> <li>• Cost Saving</li> </ul>	<ul style="list-style-type: none"> <li>• Passengers might need to wait 20 extra minutes for a Rt 27 bus.</li> </ul>

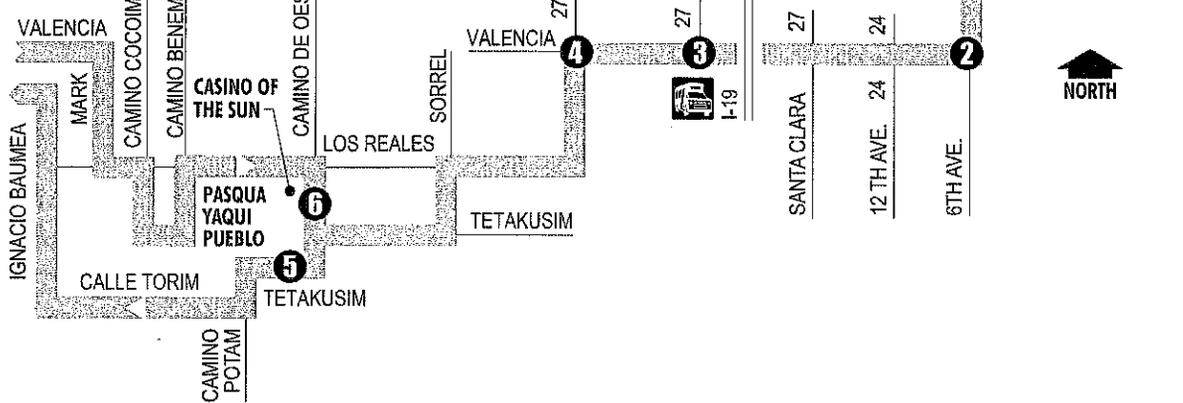
Route	Proposed Change	Change Miles	Change Hours	Costs	Buses
29	Adjust evening frequency from 40 to 60 minutes.	269,120	20,520	1,245,152	4
		-213,919	-16,327	-990,333	4
	<b>Change between Current and Proposed:</b>	<b>55,201</b>	<b>4,193</b>	<b>\$ 255,000</b>	<b>-</b>

**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"> <li>Creates better transfer opportunities.</li> <li>Cost Saving</li> </ul>	<ul style="list-style-type: none"> <li>Passengers might need to wait 20 extra minutes for a Rt 29 bus.</li> </ul>

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



---

# 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.