



# Comprehensive Operational Analysis (COA) – Outreach Phase II Summary

*July 25, 2023 – September 8, 2023*

**Prepared by:**

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***In cooperation with:***

Sun Tran  
The City of Tucson  
Pima Association of Governments  
Regional Transportation Authority

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## Introduction

The City of Tucson, in partnership with the Pima Association of Governments (PAG) and the Regional Transportation Authority (RTA), is conducting a Comprehensive Operational Analysis (COA) study for Sun Tran, Sun Link, Sun Express, and Sun Shuttle services. The COA will review existing services, access, and equity throughout Tucson and the greater Tucson region to develop cost-neutral recommendations for service improvements.

## Outreach

On July 25, 2023, the City of Tucson launched the second online meeting website and survey for the COA study at [www.tucsoncoa.com](http://www.tucsoncoa.com). The survey and online meeting link were available through September 8, 2023.

Throughout the outreach period, comments were accepted in the following ways:

- **Public meeting:** Verbal and/or written comments
- **Project website:** Online through our survey, comment map, and comment form at [www.tucsoncoa.com](http://www.tucsoncoa.com)
- **Email:** [SunTranInfo@tucsonaz.gov](mailto:SunTranInfo@tucsonaz.gov)
- **Phone:** (520) 792-9222 | (520) 628-1565 (TDD)
- **Mail:** 3920 N. Sun Tran Blvd. | Tucson, AZ 85705

## Notifications

Notifications were developed and distributed beginning July 25, 2023. Notifications included an overview of the project, public meeting and pop-up event details, and instructions on how to provide comments. These were distributed in English and Spanish. Copies of all notifications can be found in Appendix A, *Notifications*.

## Community-Wide Notifications

- **Email Blasts:** The email blasts were sent to Sun Tran’s full public email list in July and August of 2023. The email blast language was also provided to local agencies to share with their stakeholder lists. Below are analytics from the email blasts:
  - Sent on July 26, 2023:
    - 52,004 Sent
    - 15,178 (30%) Opened
    - 977 (2%) Clicks
    - 1,820 (3%) Bounces
  - Sent on August 25, 2023:
    - 51,588 Sent
    - 14,530 (29%) Opened
    - 968 (2%) Clicks
    - 1,877 (4%) Bounces

The City also sent out internal Newsnet email blasts on August 28 and September 6, 2023.

- **News Releases:** Two news releases were distributed by the City of Tucson on July 25 and August 25, 2023.
- **Social Media:** A social media calendar was created with content and graphics and posted between July 25 and September 7, 2023, using the Sun Tran Facebook, Twitter, and Instagram accounts. The social media posts were published on the following dates:
  - July 25
  - July 27
  - July 31
  - August 2
  - August 3
  - August 7
  - August 15
  - August 21
  - August 29
  - September 4
  - September 7

Below are analytics gathered from the social media posts:

Sun Tran Social Media	Number of Posts	Impressions
Facebook	12	5,176 (combined)
Twitter	12	3,329 (combined)
Instagram	12	5,539 (combined)

- **Posters, Postcards, and Strip Cards.** 480 posters were developed and distributed on Sun Tran buses and Sun Van vehicles. In addition, 1,200 postcards and 20,000 strip cards were developed and distributed on Sun Shuttle and Sun Link vehicles. Sun Tran also created posters with the meeting schedules and QR code linking to the COA website. These posters were placed at bus stops on Routes 1, 3, 4, 10, 21, 22, and Express Routes, at the Tohono T’adai Transit Center, Ronstadt Transit Center, and Roy Laos Transit Center, and several other bus stops throughout the region.

### Agency-Stakeholder Email

An email was created and sent to local agencies and key stakeholders on July 11, 2023, notifying them of the agency and stakeholder virtual meeting held on July 18, 2023. An additional email was sent out on July 21, 2023, with a link to the meeting recording and a copy of the poster, asking agencies and stakeholders to share it with their listservs.

### Neighborhoods and Associations

The team reached out to 134 neighborhoods and associations to share meeting schedules and survey information. A complete list of the neighborhoods and associations can be found in Appendix A, *Notifications*.

## Public Outreach Events

### Pop-Up Events

Pop-up events were held on August 8 and 9, 2023 at three locations and at various times throughout the day. Staff from the project team were present at each location to pass out information about the project and collect comments and survey responses from members of the community. Locations and dates for the pop-up events are provided below:

Pop-up	Date	Time	Location
<b>Tohono T'adai Transit Center</b>	August 8	4 p.m.	4540 N Stone Ave, Tucson, AZ 85705
<b>Ronstadt Transit Center</b>	August 9	10 a.m.	215 E Congress St, Tucson, AZ 85701
<b>Roy Laos Transit Center</b>	August 9	4 p.m.	205 W Irvington Rd, Tucson, AZ 85706

### Public Meetings

The team held 13 town halls, two virtual meetings, and one internal meeting for Sun Tran, Sun Link and Sun Van employees, and attended Ward 1's listening session to provide information about the project and to gather public input. The team also attended seven elected official briefings to discuss the project and public outreach efforts. The dates, times, locations, and attendance are listed below:

#### Virtual Meetings:

Meeting Name	Date	Time	Location	Attendance
<b>Agency-Stakeholder Meeting</b>	July 18	11 a.m.	Virtual (Zoom)	65
<b>Virtual Public Meeting #1</b>	August 16	5:30 p.m.	Virtual (Zoom)	22
<b>Virtual Public Meeting #2</b>	August 30	5:30 p.m.	Virtual (Zoom)	74

#### Town Halls and Additional Community Events:

Meeting Name	Date	Time	Location	Attendance
<b>Town Hall #1</b>	August 8	12 p.m.	Pima Community College Northwest	3
<b>Town Hall #2</b>	August 9	12 p.m.	Joel D. Valdez Main Library	35
<b>Town Hall #3</b>	August 10	12 p.m.	Woods Memorial Library	7
<b>Town Hall #4</b>	August 10	5 p.m.	Miller-Golf Links Library	4
<b>Town Hall #5</b>	August 11	10 a.m.	Quincie Douglas Recreation Center	4
<b>Town Hall #6</b>	August 11	12 p.m.	Valencia Library	0
<b>Town Hall #7</b>	August 21	5:30 p.m.	Pima Community College West	11
<b>Town Hall #8</b>	August 22	12 p.m.	Pascua Yaqui Tribal Chambers	3
<b>Town Hall #9</b>	August 22	5 p.m.	Tucson City Council Ward 2 Office	13
<b>Town Hall #10</b>	August 23	12 p.m.	Sahuarita Town Hall	11
<b>Town Hall #11</b>	August 23	5:30 p.m.	University of Arizona	38
<b>Town Hall #12</b>	August 24	12 p.m.	Randolph Recreation Center	25
<b>Town Hall #13</b>	August 29	5 p.m.	Holiday Inn Express & Suites, Oro Valley	10
<b>Employee Meeting</b>	August 26	1 p.m.	North Yard	12
<b>Ward 1 Listening Session</b>	September 12	3:30 p.m.	Ward 1	7

### Elected Official Briefings:

Meeting Name	Date	Time	Elected Official/Office
Meeting #1	June 9	9:15 a.m.	Mayor Romero and Staff
Meeting #2	June 12	11 a.m.	Ward 3 Staff
Meeting #3	June 13	11 a.m.	Ward 6 Staff
Meeting #4	June 14	3 p.m.	Ward 2 Staff
Meeting #5	June 26	3 p.m.	Ward 4 Staff
Meeting #6	June 27	10 a.m.	Ward 1 Staff
Meeting #7	June 29	12 p.m.	Ward 5 Staff

### Public Meeting Materials

All public meeting materials were made available online at [www.tucsoncoa.com](http://www.tucsoncoa.com) and were produced in both English and Spanish. Copies of the public meeting materials are included in Appendix B, *Public Meeting Materials*.

### Survey

A survey was available on [www.tucsoncoa.com](http://www.tucsoncoa.com), as well as in paper form, during the town halls. The survey consisted of 12 questions in total – nine questions related to transit and proposed changes and three questions related to demographics and contact information.

### Online Public Meeting Tool

The online public meeting tool was launched on July 25, 2023, at [www.tucsoncoa.com](http://www.tucsoncoa.com) and included the following topics:

- Take Our Survey
- Onboarding Page
- Attend an Event!
- Video Presentation
- The Process
- Goals of the Comprehensive Operational Analysis (COA)
- What We Heard
- Draft Plan Highlights
- Explore the Draft Plan
- Individual Route Changes
- Share Your Thoughts
- Next Steps
- Thank you!

A translation widget was included on the site to allow for text to be viewed in multiple languages.

### Display Boards

Display boards were used at every in-person town hall and included the following:

- Welcome
- What is a COA?
- We Heard You, Here Is What We Found
- Key Findings from Existing Conditions Analysis
- Key Improvements
- Draft Plan Overview – Weekday Frequency Comparison
- Draft Plan Overview – Saturday Frequency Comparison
- Weekday Frequency and Span Improvements
- Saturday Frequency and Span Improvements
- Sunday Frequency and Span Improvements
- Change in 60-Min Access – Downtown
- Individual Route Profiles
- Share Your Thoughts!

## Presentation

A presentation was shared with attendees at the town halls and virtual public meetings. The presentation was also available on [www.tucsoncoa.com](http://www.tucsoncoa.com). The presentation included the following slides:

- Comprehensive Operation Analysis Draft Service Plan
- The Project
- Engaging the Community
- What We Heard: What Service Improvement is Most Important to You?
- What We Heard: Key Findings from Survey
- Target Improvements
- Design Strategies
- Draft Plan – Weekday Frequency Comparison
- Draft Plan – Saturday Frequency Comparison
- Draft Plan – Key Route Change Highlights (8)
- Weekday Frequency and Span Improvements
- Saturday Frequency and Span Improvements
- Sunday Frequency and Span Improvements
- Change in 60-Min Access – Tucson Spectrum
- Change in 60-Min Access – Park Place Mall
- Change in 60-Min Access - Downtown
- Rider Impacts and Route Discontinuations
- Planned Outreach Activities and Next Steps
- Planned Outreach Activities and Next Steps
- Thank you!

## Comment Results

During this outreach process, a total of 2,980 comments were received by October 4, 2023<sup>1</sup>, through the following methods:

- 2,534 survey responses from online survey. See *Survey Results* for more details.
- 66 comments were submitted through the interactive public comment map on the study website.
- 14 comments were received through the Sun Tran online comment form.
- 239 comments were received at the town halls, pop-ups, virtual public meetings and listening session.
- 82 comments were received at the agency/stakeholder meetings.
- 45 comments were received via phone, mail, newsletter, flier or email.

### Below is a high-level summary of major comments:

- Concern over making changes to routes 1, 3, 5, 19, and 21.
- Half-mile walking distances are too much.
- General concern over impacts to accessibility and mobility.
- General concerns about express route discontinuations.
- Interest in source data for the plan and ridership.
- Interest in bus stop improvements and enhanced amenities.
- Support for transit centers.
- Concern over proposed changes and how they impact students and access to schools.

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<sup>1</sup> Some comments were received after the close of the comment period but were still accepted and included in our final summary.

- Access to the airport is important.
- Concern over a cost-neutral plan.
- Support for neighborhood circulators.
- Request for increased frequencies.

A comment matrix highlighting all comments can be found in Appendix C, *Public Comments*.

## Survey Results

The survey consisted of 12 questions in total – nine questions related to transit and proposed changes and three questions related to demographics and contact information. In total, there were 2,534 responses. The full survey results can be found in Appendix C. A summary of key points can be found below:

- A majority of respondents ride routes 1, 3, and 5 most frequently.
- Survey respondents chose *adding frequency on weekends so transit is more convenient for shopping and recreation* and *realigning routes to provide more direct rides to key destinations (fewer transfers, shorter travel times)* as the important changes in the plan.
- 48% of respondents *strongly agree* with *extending service hours to 11 p.m. on some weekday routes and 10 p.m. on some weekend routes*.
- 51% of respondents *strongly disagree* with *discontinuing service on neighborhood and/or collector streets to provide more frequent service on major streets*.
- About half of respondents mentioned they disagreed with the discontinuation of a route or routes in their response to the question asking for additional comments. 27% of respondents specifically mentioned the discontinuation of Routes 1, 3, and 5.
- When asked if this plan were to be implemented, how would it affect individuals' use of Sun Tran, Sun Shuttle, Sun Express and/or Sun Link services, 35% of respondents said they would ride services the same amount, and 23% of respondents said they would ride more often.

## Next Steps

The project team will update the Draft Service Plan incorporating public and stakeholder feedback, then conduct a Title VI analysis to ensure there are no adverse impacts on disadvantaged communities. The team will tentatively present the Final Service Plan to the City of Tucson Mayor and Council in early 2024.



## **Appendices**

**Appendix A – Notifications**

**Appendix B – Meeting Materials**

**Appendix C – Comments**

## **Appendix A - Notifications**

**Email Blasts**

**News Releases**

**Tucson NewsNet**

**Neighborhoods and Associations**

**Social Media**

**Posters**

**Postcard**

**Strip Cards**

**Agency-Stakeholder Emails**

## Your feedback matters.

Provide comments on proposed transit service changes today!

The City of Tucson, in partnership with the Pima Association of Governments (PAG) and the Regional Transportation Authority (RTA), is proposing transit service changes throughout the greater Tucson region. Changes may be coming to your route. Help us drive the change and provide your thoughts on the proposed improvements, which include:

- Realigning and extending routes
- Investing in high-frequency service
- Improving access and quality of service
- Extending service hours
- Adding weekend frequency

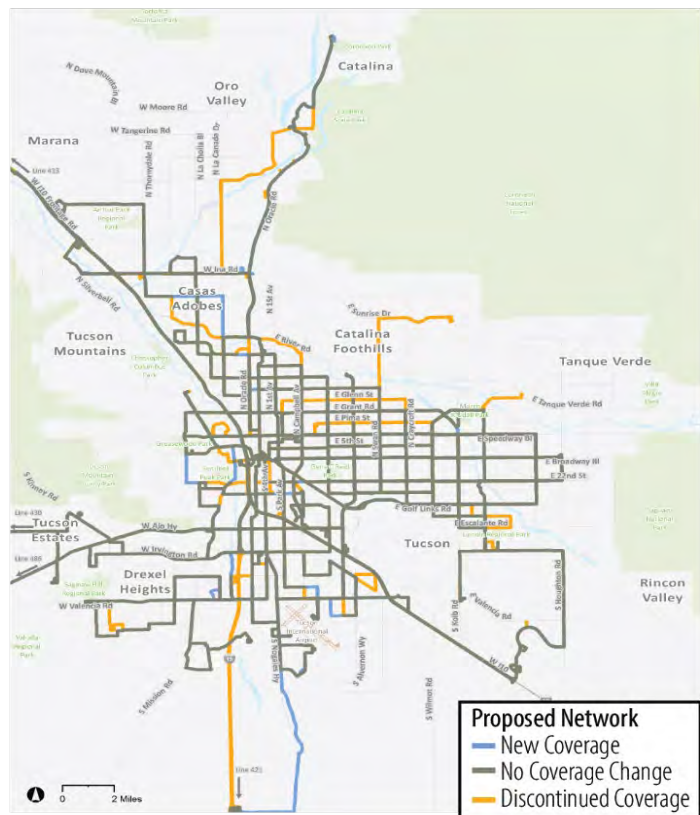
## Get Involved!

Your feedback ***is important*** to us. You can provide your comments anytime through **September 8, 2023**, using any of the options below!

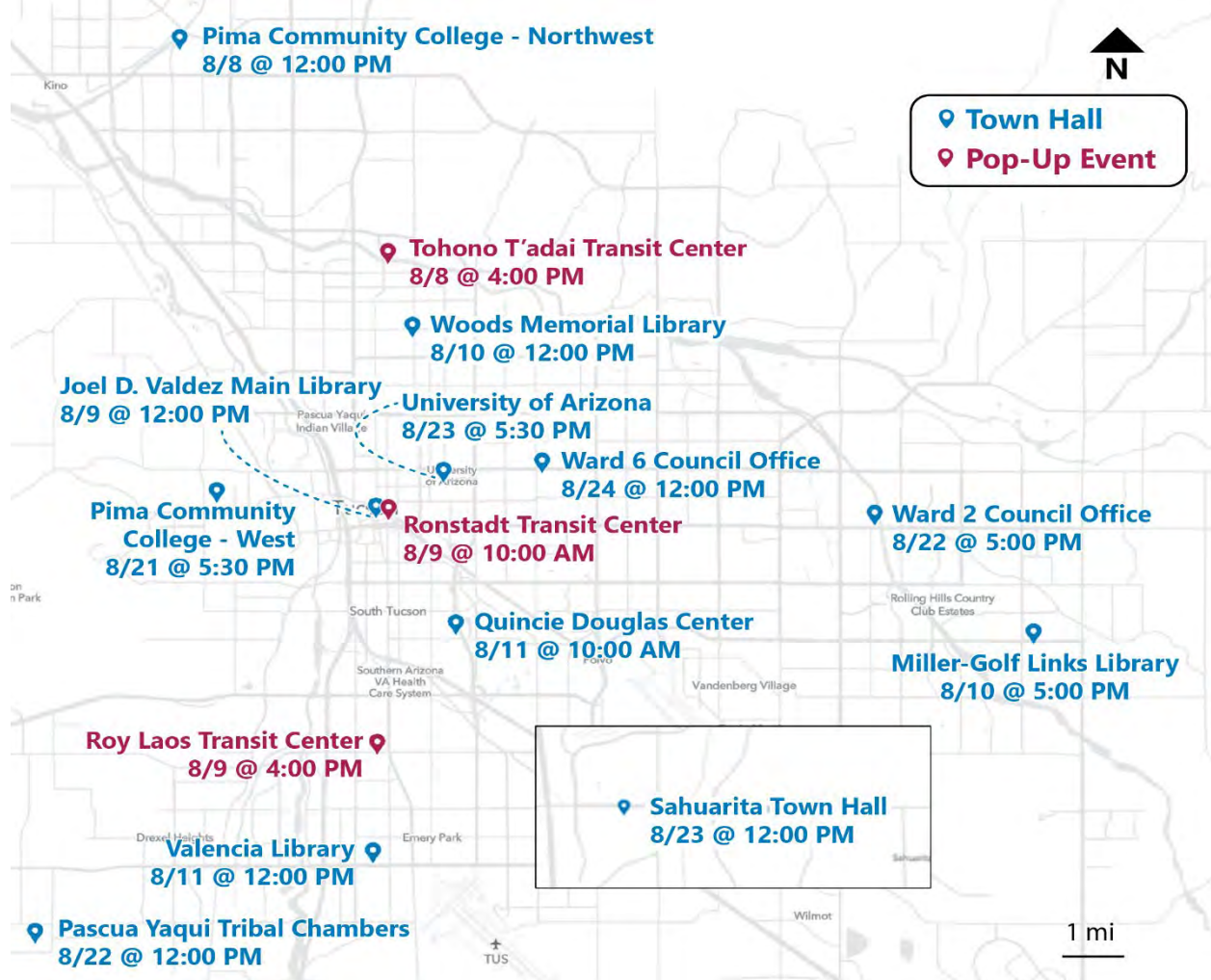
Here's how you can connect with us and make a difference:

- **Take our survey:** <https://bit.ly/coa-survey-2>
- **Attend an event:** Join our virtual meetings, pop-ups, or town halls. Please see details below.
- **Visit our project website:** View a prerecorded presentation and provide comments at [www.tucsoncoa.com](http://www.tucsoncoa.com)

## Proposed Service Changes Map



## Town Halls and Pop-Up Events



### Town Halls

- Tuesday, Aug. 8 | 12:00 p.m.**  
 Pima Community College – Northwest Campus  
 7600 N. Shannon Rd.  
 Room G102
- Wednesday, Aug. 9 | 12:00 p.m.**  
 Joel D. Valdez Main Library  
 101 N. Stone Ave.
- Thursday, Aug. 10 | 12:00 p.m.**  
 Woods Memorial Library  
 3455 N. 1<sup>st</sup> Ave.
- Thursday, Aug. 10 | 5:00 p.m.**  
 Miller-Golf Links Library  
 9640 E. Golf Links Rd.
- Friday, Aug. 11 | 10:00 a.m.**  
 Quincie Douglas Center  
 1575 E. 36<sup>th</sup> St.
- Friday, Aug. 11 | 12:00 p.m.**  
 Valencia Library  
 202 W. Valencia Rd.

- **Monday, Aug. 21 | 5:30 p.m.**  
Pima Community College – West Campus  
2202 W. Anklam Rd.  
Room CG06
- **Tuesday, Aug. 22 | 12:00 p.m.**  
Pascua Yaqui Tribal Chambers  
7474 S. Camino de Oeste
- **Tuesday, Aug. 22 | 5:00 p.m.**  
Ward 2 Council Office  
7820 E. Broadway Blvd.
- **Wednesday, Aug. 23 | 12:00 p.m.**  
Sahuarita Town Hall – Council Chambers  
375 W. Sahuarita Center Way
- **Wednesday, Aug. 23 | 5:30 p.m.**  
University of Arizona  
1303 E. University Blvd.  
Sabino Room
- **Thursday, Aug. 24 | 12:00 p.m.**  
Ward 6 Council Office  
3202 E. 1<sup>st</sup> St

## Pop-Up Locations

- **Tuesday, Aug. 8 | 4:00 p.m.**  
Tohono T'adai Transit Center  
4540 N. Stone Ave.
- **Wednesday, Aug. 9 | 10:00 a.m.**  
Ronstadt Transit Center  
215 E. Congress St.
- **Wednesday, Aug. 9 | 4:00 p.m.**  
Roy Laos Transit Center  
205 W. Irvington Rd.

## Virtual Meetings

- **Wednesday, Aug. 16 | 5:30 p.m.**  
**Link:** <https://bit.ly/tcoa-1>  
**Phone:** 1-408-638-0968  
**Webinar number:** 993 1466 1320
- **Wednesday, Aug. 30 | 5:30 p.m.**  
**Link:** <https://bit.ly/tcoa-2>  
**Phone:** 1-408-638-0968  
**Webinar number:** 955 4616 9254

Spanish and ASL interpreters will be provided at both virtual meetings.

*To request a reasonable accommodation, language interpretation, or translated materials, please contact (520) 792-9222 ext. 03, 72 business hours before a meeting.*

*Public transit services are provided without regard to race, color or national origin. If you would like additional information on Sun Tran, Sun Van, Sun Shuttle and/or Sun Link's nondiscrimination obligations or would like to file a complaint, please call (520) 792-9222 (or TDD: (520) 628-1565) or visit [suntran.com/titlevi-ada/](http://suntran.com/titlevi-ada/).*

**Call:** (520) 792-9222 **TDD:** (520) 628-1565 | **Email:** SunTranInfo@tucsonaz.gov | **Visit:** [www.tucsoncoa.com](http://www.tucsoncoa.com)

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## Proposed transit service improvements are coming, public input requested

*The public is encouraged to attend the town halls, pop-up meetings, or virtual public meetings and take the survey through September 8, 2023.*

The City of Tucson, in partnership with the Pima Association of Governments (PAG) and the Regional Transportation Authority (RTA), is evaluating all aspects of Sun Tran, Sun Link, Sun Express, and Sun Shuttle services throughout the greater Tucson region to determine potential improvements to create a more equitable, effective, and efficient transit network. The goal is to ensure the future transit network better responds to community needs. In Phase I of this project, the study team collected input from riders and members of the community about their priorities for the transit system in Tucson. In Phase II, proposed changes will be presented in a series of town halls, pop-up events, and virtual public meetings.

### How to Get Involved

Whether you are a rider or not, the study team wants your input. Join us at one of our in-person town halls, pop-up events, and virtual public meetings listed below.

#### Town Halls

- **Tuesday, Aug. 8 | 12:00 p.m.**  
Pima Community College – Northwest Campus  
7600 N. Shannon Rd.  
Room G102
- **Wednesday, Aug. 9 | 12:00 p.m.**  
Joel D. Valdez Main Library  
101 N. Stone Ave.
- **Thursday, Aug. 10 | 12:00 p.m.**  
Woods Memorial Library  
3455 N. 1<sup>st</sup> Ave.
- **Thursday, Aug. 10 | 5:00 p.m.**  
Miller-Golf Links Library  
9640 E. Golf Links Rd.
- **Friday, Aug. 11 | 10:00 a.m.**  
Quincie Douglas Center  
1575 E. 36<sup>th</sup> St.
- **Friday, Aug. 11 | 12:00 p.m.**  
Valencia Library  
202 W. Valencia Rd.
- **Monday, Aug. 21 | 5:30 p.m.**  
Pima Community College – West Campus  
2202 W. Anklam Rd.  
Room CG06
- **Tuesday, Aug. 22 | 12:00 p.m.**  
Pascua Yaqui Tribal Chambers  
7474 S. Camino de Oeste
- **Tuesday, Aug. 22 | 5:00 p.m.**

Ward 2 Council Office  
7820 E. Broadway Blvd.

- **Wednesday, Aug. 23 | 12:00 p.m.**  
Sahuarita Town Hall – Council Chambers  
375 W. Sahuarita Center Way
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University of Arizona  
1303 E. University Blvd.  
Sabino Room
- **Thursday, Aug. 24 | 12:00 p.m.**  
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3202 E. 1<sup>st</sup> St.

#### Pop-Up Locations

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- **Wednesday, Aug. 9 | 10:00 a.m.**  
Ronstadt Transit Center  
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Roy Laos Transit Center  
205 W. Irvington Rd.

#### Virtual Meetings

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Spanish and ASL interpreters will be provided at both virtual meetings.

You can also provide your comments anytime through **September 8, 2023**, using any of the options below:

- **Visit our project website:** view a prerecorded presentation and provide comments at [www.tucsoncoa.com](http://www.tucsoncoa.com)
- **Take our survey:** <https://bit.ly/coa-survey-2>

**Call:** (520) 792-9222 | **TDD:** (520) 628-1565 | **Email:** SunTranInfo@tucsonaz.gov | **Visit:**  
www.tucsoncoa.com

*To request a reasonable accommodation, language interpretation, or translated materials, please contact (520) 792-9222 ext. 03, 72 business hours before a meeting.*

*Public transit services are provided without regard to race, color or national origin. If you would like additional information on Sun Tran, Sun Van, Sun Shuttle and/or Sun Link's nondiscrimination obligations or would like to file a complaint, please call (520) 792-9222 (or TDD: (520) 628-1565) or visit [suntran.com/titlevi-ada/](https://www.suntran.com/titlevi-ada/).*

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## **Solicitamos la opinión del público en relación a las mejoras propuestas al servicio de transporte público.**

*Instamos al público a asistir a las reuniones en persona, eventos temporales, o reuniones públicas virtuales y a completar la encuesta hasta el 8 de septiembre de 2023.*

La Ciudad de Tucson, en asociación con la Asociación de Gobiernos Pima (PAG) y la Autoridad Regional de Transporte (RTA), está evaluando todos los aspectos de los servicios de Sun Tran, Sun Link, Sun Express y Sun Shuttle en el área metropolitana de Tucson para determinar posibles mejoras que resulten en una red de tránsito más equitativa, efectiva y eficiente. El objetivo es garantizar que la futura red de transporte público responda mejor a las necesidades de la comunidad. Durante la Fase I de este proyecto, el equipo de estudio recopiló información de los pasajeros y miembros de la comunidad sobre sus prioridades para el sistema de transporte público en Tucson. En la Fase II, los cambios propuestos se presentarán en una serie de asambleas públicas, eventos temporales y reuniones públicas virtuales.

### **¿Cómo participar?**

Ya sea usted usuario de transporte público o no, el equipo de estudio quiere escuchar su opinión. Únase a nosotros en uno de nuestras reuniones presenciales, eventos temporales y reuniones públicas virtuales que se detallan a continuación.

#### **Reuniones en persona**

- **martes, 8 de agosto | 12:00 p.m.**  
Pima Community College – Northwest Campus  
7600 N. Shannon Rd.  
Room G102
- **miércoles, 9 de agosto | 12:00 p.m.**  
Joel D. Valdez Main Library  
101 N. Stone Ave.
- **jueves, 10 de agosto | 12:00 p.m.**  
Woods Memorial Library  
3455 N. 1<sup>st</sup> Ave.
- **jueves, 10 de agosto | 5:00 p.m.**  
Miller-Golf Links Library  
9640 E. Golf Links Rd.
- **viernes, 11 de agosto | 10:00 a.m.**  
Quincie Douglas Center  
1575 E. 36<sup>th</sup> St.
- **viernes, 11 de agosto | 12:00 p.m.**  
Valencia Library  
202 W. Valencia Rd.
- **lunes, 21 de agosto | 5:30 p.m.**  
Pima Community College – West Campus  
2202 W. Anklam Rd.  
Room CG06
- **martes, 22 de agosto | 12:00 p.m.**

Pascua Yaqui Tribal Chambers  
7474 S. Camino de Oeste

- **martes, 22 de agosto | 5:00 p.m.**  
Ward 2 Council Office  
7820 E. Broadway Blvd.
- **miércoles, 23 de agosto | 12:00 p.m.**  
Sahuarita Town Hall – Council Chambers  
375 W. Sahuarita Center Way
- **miércoles, 23 de agosto | 5:30 p.m.**  
University of Arizona  
1303 E. University Blvd.  
Sabino Room
- **jueves, 24 de agosto | 12:00 p.m.**  
Ward 6 Council Office  
3202 E. 1<sup>st</sup> St

#### Eventos temporales

- **martes, 8 de agosto | 4:00 p.m.**  
Tohono T'adai Transit Center  
4540 N. Stone Ave.
- **miércoles, 9 de agosto | 10:00 a.m.**  
Ronstadt Transit Center  
215 E. Congress St.
- **miércoles, 9 de agosto | 4:00 p.m.**  
Roy Laos Transit Center  
205 W. Irvington Rd.

#### Reuniones virtuales

- **miércoles, 16 de agosto | 5:30 p.m.**  
**Enlace:** <https://bit.ly/tcoa-1>  
**Teléfono:** 1-408-638-0968  
**Seminario web #:** 993 1466 1320
- **miércoles, 30 de agosto | 5:30 p.m.**  
**Enlace:** <https://bit.ly/tcoa-2>  
**Teléfono:** 1-408-638-0968  
**Seminario web #:** 955 4616 9254

Se proporcionarán intérpretes de español y ASL en ambas reuniones virtuales.

También puede proporcionar sus comentarios en cualquier momento hasta el **8 de septiembre de 2023**, utilizando cualquiera de las siguientes opciones:

- **Visite el sitio web de nuestro proyecto:** Vea una presentación pregrabada y proporcione comentarios en [www.tucsoncoa.com](http://www.tucsoncoa.com)

- **Responda a nuestra encuesta:** <https://bit.ly/coa-survey-2>

**Llamar:** (520) 792-9222 **TDD:** (520) 628-1565 | **Correo electrónico:** SunTranInfo@tucsonaz.gov | **Visitar:** [www.tucsoncoa.com](http://www.tucsoncoa.com)

Para solicitar una adaptación razonable, interpretación lingüística o materiales traducidos, comuníquese al (520) 792-9222 ext. 03, 72 horas antes de la reunión.

Los servicios de transporte público se proporcionan independientemente de la raza, el color o el país de origen. Si desea obtener información adicional sobre las obligaciones de no discriminación de Sun Tran, Sun Van, Sun Shuttle o Sun Link, o desea presentar una queja, llame al (520) 792-9222 (o TDD: (520) 628-1565) o visite [suntran.com/titlevi-ada/](http://suntran.com/titlevi-ada/).

###



**FOR IMMEDIATE RELEASE**

**PARA PUBLICACIÓN INMEDIATA**

The City of Tucson, in partnership with the Pima Association of Governments (PAG) and the Regional Transportation Authority (RTA), is **proposing** transit service changes to Sun Tran, Sun Express and Sun Shuttle.

Changes may be coming to your route. Provide your thoughts on the proposed improvements, which include:

- Realigning and extending routes
- Investing in high-frequency service
- Improving access and quality of service
- Extending service hours
- Adding weekend frequency

### **Get Involved!**

Your feedback **is important** to us. You can provide your comments anytime through **Friday September 8, 2023**, using any of the options below!

- [Take the survey](#)
- [Event details and see more information](#)

**Join us for an upcoming meeting:**

#### **In person meeting:**

- **Tuesday, August 29, 5 PM** Holiday Inn Express & Suites Oro Valley-Tucson North, an IHG Hotel | 11075 North Oracle Road, Oro Valley, AZ 85737

**Virtual meeting: Wednesday, Aug. 30** meeting starts at 5:30PM

- Link: <https://bit.ly/tcoa-2>

- Phone: 1-408-638-0968
- Webinar #: 955 4616 9254

Full information is available about the study and the proposed route changes at [www.tucsoncoa.com](http://www.tucsoncoa.com)

Media contact: Cindy Glysson Director of Marketing and Communications  
Cindy.Glysson@tucsonaz.gov

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La Ciudad de Tucson, en asociación con la Asociación de Gobiernos Pima (PAG) y la Autoridad Regional de Transporte (RTA), está **proponiendo** cambios en el servicio de tránsito a Sun Tran, Sun Express y Sun Shuttle. Es posible que su ruta cambie. Ofrezca sus opiniones sobre las mejores propuestas, que incluyen:

- Realineación y extendimiento de rutas
- Invertir en servicio de alta frecuencia
- Mejorar el acceso y la calidad del servicio
- Extender las horas de servicio
- Agregar frecuencia de fin de semana

### **¡Participa!**

Sus comentarios **son muy importantes** para nosotros. ¡Puede ofrecer sus comentarios en cualquier momento hasta el **viernes 8 de septiembre de 2023**, utilizando cualquiera de las opciones debajo!

- Responde a nuestra encuesta: <https://bit.ly/coa-survey-2>
- [Detalles del evento y vea más información](#)

Únase a nosotros para la próxima reunión

### **Reunión en persona:**

**Martes 29 de agosto, 5 PM** Holiday Inn Express & Suites Oro Valley-Tucson North, un hotel IHG | 11075 North Oracle Road, Oro Valley, AZ 85737

### **Reunión virtual:**

**Miércoles 30 de agosto** la reunión comienza a las 5:30 p.m.

- Enlace: <https://bit.ly/tcoa-2>
- Teléfono: 1-408-638-0968
- Seminario web #: 955 4616 9254

*La información completa está disponible sobre el estudio y los cambios de ruta  
propuestos en [www.tucsoncoa.com](http://www.tucsoncoa.com)*

Contacto de media: Cindy Glysson Directora de Marketing y Comunicaciones  
Cindy.Glysson@tucsonaz.gov



# NewsNet

## DAILY DIGEST

Date: Aug. 28, 2023

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### NewsNet Daily Digest - A Communication for City Employees

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**PROVIDE YOUR FEEDBACK ON PROPOSED TRANSIT SERVICE CHANGES** - The City of Tucson, in partnership with the Pima Association of Governments and the Regional Transportation Authority, is proposing transit service changes to Sun Tran, Sun Express, and Sun Shuttle. Changes may be coming to your route. Provide your thoughts on the proposed improvements, which include realigning and extending routes, investing in high-frequency service, improving access and quality of service, extending service hours, and adding weekend frequency. You can join an in-person meeting tomorrow, Aug. 29, at 5 p.m., at the Holiday Inn Express & Suites Oro Valley-Tucson North, 11075 N. Oracle Road. There will also be a virtual meeting Wednesday, Aug. 30, at 5:30 p.m. Use the link below or call 1 (408) 638-0968 (webinar #: 955 4616 9254). You can provide comments through Friday, Sept. 8.

[Join Wednesday's Zoom meeting](#)

[Read the news release](#)

[Attend an event and take the survey](#)

**SUN TRAN/SUN LINK LAUNCH 'RIDE WITH RESPECT' CAMPAIGN** - Public transit's new "Ride with Respect" campaign is aimed at providing a respectful, safe, and clean transportation system for everyone. The campaign, involving Sun Tran, Sun Link, and Sun Van passengers, features a comprehensive set of rules for riding, detailing what is and isn't allowed on vehicles, and what to know before you go. Riders can see a complete list of rules by following the link below. Passengers will notice a new decal on board each transit vehicle and at transit centers. Both English and Spanish decals will feature the Top 10 rules for riding and a QR code directing passengers to the complete set of rules. Videos highlight some of the new rules and are available on Sun Tran's website and YouTube channel (links below). You can also direct questions to Customer Service, (520) 792-9222.

[Rules for riding](#)

["Ride with Respect" YouTube videos](#)

**TUCSON COMIC-CON RETURNS THIS WEEKEND** - The 2023 Tucson Comic-Con will take place Labor Day weekend, Sept. 1-3, at the Tucson Convention Center, 260 S. Church

Ave. Tucson Comic-Con is dedicated to bringing a community-based pop culture experience for all that reflects today's fandom and the unique nature of Tucson and the American Southwest. To see what it's all about, watch the video linked below for highlights of last year's event.

[Watch the video](#)

[Tucson Comic-Con](#)

[Tucson Convention Center](#)

**TONIGHT: INDEPENDENT OVERSIGHT AND ACCOUNTABILITY COMMISSION**

**MEETING** - The next Independent Oversight and Accountability (IOAC) meeting will be held tonight, Aug. 28, at 5:30 p.m., in-person at the Parks and Recreation Administration Office, Mesquite Room, 900 S. Randolph Way. The IOAC is a citizens' oversight group appointed by Tucson's Mayor and Council to select and prioritize the phasing of Prop 411 Tucson Delivers Better Streets projects. In June 2023, the IOAC approved the Phase 1 neighborhood roadway improvement projects, which include the preservation and resurfacing of streets. All meetings are open to the public, and there is a Call to the Audience for anyone who wishes to address the commission.

[Tucson Delivers website](#)

[Email request for Call to the Audience](#)

**PUBLIC INVITED TO PARKS AND RECREATION COMMISSION MEETING** - The monthly Tucson Parks and Recreation Commission (TPRC) meeting will be held Wednesday, Aug. 30, from 3:30-5 p.m., at Tucson Parks and Recreation (Mesquite Room), 900 S. Randolph Way, and online at the link below. This City of Tucson commission of citizens serves as an advisory panel to Tucson's Mayor and Council. Its role is to make recommendations to the body regarding recreational activities and parks facilities within the city, operations policy and procedures, user fees, park development, and park name changes. You can view the meeting agenda by following the link below.

[TPRC meeting information](#)

[Join the Teams meeting](#)

Stay Connected with the City of Tucson







# NewsNet

## DAILY DIGEST

Date: Sept. 6, 2023

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### NewsNet Daily Digest - A Communication for City Employees

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**REMINDER: ON-SITE DENTAL CLEANING EVENT NEXT WEEK** - Jet Dental is offering some dental services Tuesday, Sept. 12, 9 a.m.-5 p.m., at the Thomas O. Price Service Center Building 2 Amphitheater, 4004 S. Park Ave. Services available include:  
Dental exam (Free with insurance, or \$150 with no insurance)  
Teeth whitening (not covered by insurance, \$249)  
Free clear aligner consultation (free with or without insurance)  
[Make your appointment online](#), or call 801-430-9262.

**BLUE LIGHT INSTALLATION TOMORROW AT TUCSON INTERSECTION** - The Tucson Department of Transportation and Mobility, in collaboration with the Tucson Police Department, will install the first blue lights tomorrow, Sept. 7, at the intersection of Grant Road and Craycroft Road for all left turn movements. Blue lights are mounted to the traffic signal and illuminate when the signal turns red. These lights will allow law enforcement officers to view the intersection from a safe location to monitor red light runners. Additionally, studies in other cities show that blue lights can have a positive impact on encouraging safer driver behavior, resulting in the lights being a cost-effective traffic safety tool. This program prioritizes safety at intersections for all modes of transportation and law enforcement officers. The blue lights are not cameras and do not take pictures or video. This intersection was selected based on the historically high frequency of left-turn collisions and higher traffic volumes in the area. Traffic signals will be in operation during the blue light installation, but restrictions will be in place for all directions of travel.  
[Read the news release](#)

**DEADLINE APPROACHING TO COMMENT ON PROPOSED TRANSIT SERVICE CHANGES** - The City of Tucson, in partnership with the Pima Association of Governments and the Regional Transportation Authority, is proposing transit service changes to Sun Tran, Sun Express, and Sun Shuttle. Changes may be coming to your route. Provide your thoughts on the proposed improvements, which include realigning and extending routes, investing in high-frequency service, improving access and quality of service, extending service hours, and adding weekend frequency. You can provide comments through Friday,

Sept. 8.

[Take the survey](#)

**TAKE A SURVEY TO HELP PLAN THE FUTURE OF PARKS AND RECREATION -**

Tucson Parks and Recreation is conducting a survey to get a better understanding of the community's needs regarding recreation and leisure activities. The information gathered will help develop a long-term strategy to support and develop social, recreation, and cultural opportunities accessible to all. Leisure activities, facilities, and parks are essential to our quality of life, to the environment, and to our economic sustainability. All participants will be entered to win four passes to Reid Park Zoo. The survey will close Saturday, Sept. 30, at 11:59 p.m.

[Take the survey](#)

**MEMBERSHIP OPTIONS AT TUCSON PARKS AND RECREATION CENTERS (VIDEO) -**

The Tucson Parks and Recreation Department operates 11 recreation centers throughout our community. Offering a wide variety of programs and services, the centers develop a close and active community for citizens of all ages and interests. From walking tracks, weight rooms, to game rooms and sport courts, Tucson Parks and Recreation offers a variety of membership pass options. Watch the video linked below to learn more.

[Watch the video](#)

**NOMINATIONS OPEN FOR TUCSON PARKS AND RECREATION COMMISSION**

**AWARDS** - The Tucson Parks and Recreation Commission is accepting nominations for the Tucson Parks and Recreation Awards. People can submit nominations for the categories of individual, business partner(s), nonprofit, or team for their creative approaches in supporting and enhancing our parks system to provide high-quality facilities, programs, and services for Tucsonans of all ages and abilities. To read more about the criteria or submit a nomination, follow the link below. Award recipients will receive a Tucson Parks and Recreation Commission award and formal recognition. The deadline for nominations is Sunday, Sept. 17, at 11:45 p.m.

[Submit a nomination](#)

Stay Connected with the City of Tucson



## Neighborhoods and Associations

Neighborhood/Association	Location
Westside	Ward 1
Tucson Park West #1	Ward 1
Sunset Villa	Ward 1
Sunnyside	Ward 1
Sombras Del Cerro	Ward 1
Silver Spur	Ward 1
Santiago Hills	Ward 1
Santa Rita Park – West Ochoa	Ward 1
Santa Cruz Southwest	Ward 1
Saguaro Miraflores	Ward 1
Rose	Ward 1
Panorama Estates	Ward 1
Midvale Park	Ward 1
Menlo Park	Ward 1
Ironwood Ridge	Ward 1
Hiawatha Hills and Teresa Terr	Ward 1
Enchanted Hills	Ward 1
Elvira	Ward 1
El Rio Acres	Ward 1
El Presidio	Ward 1
Dunbar Spring	Ward 1
Downtown Neighborhood Association	Ward 1
Desert Voice Coalition	Ward 1
Brichta	Ward 1
Barrio Viejo	Ward 1
Barrio Santa Cruz	Ward 1
Barrio Nopal Association	Ward 1
Barrio Kroeger Lane	Ward 1
Barrio Hollywood	Ward 1
Barrio Anita	Ward 1
A Mountain Community	Ward 1
Bear Canyon	Ward 2
Bonanza	Ward 2
Carriage Park	Ward 2
Desert Palms park	Ward 2
Eastside	Ward 2
El Gheko	Ward 2
Glenn Heights	Ward 2
Houghton East	Ward 2
Old Fort Lowell	Ward 2
Palo Verde Park	Ward 2
Pio Decimo	Ward 2
Rancho Perdido Estates	Ward 2
Tierra Del Sol	Ward 2
Amphi	Ward 2
Balboa Heights	Ward 2
Barrio Blue Moon	Ward 2

<b>Neighborhood/Association</b>	<b>Location</b>
Bronx Park	Ward 3
Cabrini	Ward 3
Campbell/Grant Northeast	Ward 3
Campus Farm	Ward 3
Coronado Heights	Ward 3
Country-Glenn	Ward 3
Dodge-Flower	Ward 3
Doolen-Fruitvale	Ward 3
El Cortez Neighborhood	Ward 3
Flowing Wells	Ward 3
Hedrick Acres	Ward 3
Jefferson Park	Ward 3
Keeling	Ward 3
Limberlost	Ward 3
Miracle Manor	Ward 3
Mountain-First Avenue	Ward 3
North Dodge	Ward 3
Richland Heights East	Ward 3
Richland Heights West	Ward 3
RillitoBend	Ward 3
Samos	Ward 3
Sugar Hill	Ward 3
Vista Del Monte	Ward 3
Dietz	Ward 4
Groves Lincoln Park	Ward 4
Houghton South	Ward 4
Mesquite Ranch	Ward 4
Myers	Ward 4
Rita Ranch	Ward 4
South Harrison	Ward 4
Stella Mann	Ward 4
Arroyo Chico	Ward 5
Barrio San Antonio	Ward 5
Barrio Santa Rosa	Ward 5
Bravo Park Lane	Ward 5
Cherry Avenue	Ward 5
Copper Vista	Ward 5
Fairgrounds	Ward 5
Julia Keen	Ward 5
Las Vistas	Ward 5
Miles	Ward 5
Millville	Ward 5
Mortimore	Ward 5
Pueblo Gardens	Ward 5
South Park	Ward 5
Western Hills II	Ward 5
Aldea Linda	Ward 5
Alvernon Heights	Ward 5
Arcadia Rose	Ward 5

Neighborhood/Association	Location
Armory Park	Ward 5
Avondale	Ward 5
Blenman-Elm	Ward 5
Broadmoor-Broadway	Ward 5
Catalina Vista	Ward 5
Colonia Del Valle	Ward 5
Corbett	Ward 5
Desert Aire/Loma Linda	Ward 5
Duffy	Ward 5
El Conquistador	Ward 5
El Encanto Estates	Ward 5
El Montevideo	Ward 5
Feldman's	Ward 5
Garden District	Ward 5
Highland Vista Cinco Via	Ward 5
Iron Horse	Ward 5
Loma Verde	Ward 5
Midway Village	Ward 5
Miramonte	Ward 5
Mitman	Ward 5
Naylor	Ward 5
Oak Flower	Ward 5
Palo Verde	Ward 5
Peter Howell	Ward 5
Pie Allen	Ward 5
Poets Square	Ward 5
Rincon Heights	Ward 5
Roberts	Ward 5
Rosemont West	Ward 5
Sam Hughes	Ward 5
San Carlos	Ward 5
Sam Celemente	Ward 5
San Gabriel	Ward 5
Sewell	Ward 5
Sierra Estates	Ward 5
Thunderbird Heights/Wilmot Des	Ward 5
Western University	Ward 5
Wilshire Height	Ward 5



Sun Tran

July 26 · 🌐



You Drive the Change! The City of Tucson is proposing transit service changes throughout the greater Tucson region. Take our survey now through Sept. 8 and provide your thoughts on the proposed improvements. Survey: <https://ow.ly/Eo4W50PI8yy>



**YOU DRIVE THE CHANGE!**  
**Take our Survey through Sept. 8**



Sun Tran

July 31 · 🌐



**YOUR FEEDBACK MATTERS.** The City of Tucson is proposing transit service changes throughout the greater Tucson region. Attend one of our upcoming in-person events below to learn more and share your thoughts. Visit [www.tucsoncoa.com](http://www.tucsoncoa.com) for more detailed information.



Sun Tran  
August 3 · 🌐



Can't make it to our upcoming events or virtual meetings? Don't worry! You can view our online meeting at [tucsoncoa.com](http://tucsoncoa.com) any time to read about the proposed changes, take our survey, and learn more.

Check out our online meeting website  
[www.tucsoncoa.com](http://www.tucsoncoa.com)





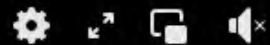
Sun Tran  
August 8 · 🌐



So many chances to share your thoughts on our draft plan! Visit [TucsonCOA.com](https://TucsonCOA.com) for all meeting information and to take the survey!



▶ 0:09 / 0:24







Sun Tran

August 10 · 🌐



Come out to provide your feedback on our Draft Plan! In person meetings being held today at; 12 PM - Woods Library and 5 PM Golf-Links Library. Take the survey and find more information at: [TucsonCOA.com](http://TucsonCOA.com)

Hey, everybody.  
Come find us at these  
places.

12 PM @  
Woods Library

5 PM @ Golf  
Links Library

0:03 / 0:04

Settings, Share, Copy, Mute icons



Sun Tran

August 15 · 🌐



Catch us live tomorrow! The City of Tucson is holding a virtual public meeting to review the Comprehensive Operational Analysis – draft plan, which includes various transit service changes throughout the greater Tucson region. Join us using the info below!

Wed., Aug. 16 | 5:30 p.m.

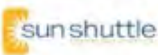
<https://bit.ly/tcoa-1>

📞: 1-408-638-0968

🗨️... See more



**Join Us Live!**  
Wed., Aug 16  
5:30 p.m.





Mayor Regina Romero

August 17 · 🌐

Sun Tran, in partnership with the City of Tucson and PAG/RTA, is undertaking a Comprehensive Operational Analysis (COA) of our entire transit system and how community members can be better served by our buses, shuttles, and the streetcar. Based on community input asking for more frequent service that serves more people, the COA team has issued a Draft Proposal that includes changes to some routes. Between now and September 8, please visit [TucsonCOA.com](https://TucsonCOA.com) to take a survey and/or attend one of the public events held between now and August 30. You can see how these potential route and schedule changes might affect you, and advocate for what changes you would like/what you hope stays the same. Scroll through these slides for more info, and visit [TucsonCOA.com](https://TucsonCOA.com) as soon as you can!

[Sun Tran](#)

[City of Tucson - Government](#)

[Tucson Department of Transportation & Mobility](#)

[Pima Association of Governments](#)

[Regional Transportation Authority - RTA](#)



Sun Tran

August 20 · 🌐



**YOUR FEEDBACK MATTERS!** The City of Tucson is proposing transit service changes throughout the greater Tucson region. Attend one of our in-person town halls this week to learn more and share your thoughts. Visit [www.tucsoncoa.com](http://www.tucsoncoa.com) for more detailed information.

Town Halls

- Aug. 21 | 5:30 p.m.

Pima Community College - West Campus ... See more

## Upcoming Events Aug. 21-24

### Town Halls:

**Mon., Aug. 21 | 5:30 p.m. | Pima Community College - West Campus**

**Tues., Aug. 22 | 12:00 p.m. | Pasqua Yaqui Tribal Chambers**

**Tues., Aug. 22 | 5:00 p.m. | Ward 2 Council Office**

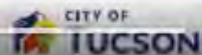
**Wed., Aug. 23 | 12:00 p.m. | Sahuarita Town Hall**

**Wed., Aug. 23 | 5:30 p.m. | University of Arizona**

**Thurs., Aug. 24 | 12:00 p.m. | Ward 6 Council Office**



LINK





Sun Tran  
August 22 · 🌐



Find all the meeting details at [TucsonCOA.com](https://TucsonCOA.com), as well as a recording of the presentation and take the survey!

We have a number of in person events still for the rest of this w

- Tuesday, August 22, 12 PM  
Pascua Yaqui Tribal Chambers
- Tuesday, August 22, 5 PM  
Tucson City Council Ward 2 Office
- Wednesday, August 23, 12 PM  
Sahuarita Town Hall - Council Chambers
- Wednesday, August 23, 5:30 PM  
University of Arizona
- Thursday, August 24, 12 PM  
Randolph Recreation Center - Auditorium
- Tuesday, August 29, 5 p.m  
Holiday Inn Express & Suites

0:03 / 0:21



Sun Tran

August 29 · 🌐



Catch us live tomorrow! The City of Tucson is holding a virtual public meeting to review the Comprehensive Operational Analysis – draft plan, which includes various transit service changes throughout the greater Tucson region. Join us using the info below!

Wed., Aug. 30 | 5:30 p.m.

<https://bit.ly/tcoa-2>

1-408-638-0968

... See more





Sun Tran  
August 29 · 🌐



# YOUR FEEDBACK MATTERS! TOWN HALL MEETING

TUESDAY, AUGUST 29, 5 P.M.  
HOLIDAY INN EXPRESS & SUITES | 11075 N. ORACLE RD.,  
ORO VALLEY, AZ 85737

PROPOSING NEW TRANSIT SERVICE CHANGES  
THROUGHOUT THE GREATER TUCSON REGION



MORE INFO AT [TUCSONCOA.COM](http://TUCSONCOA.COM)



Town of Oro Valley - Government

August 24 · 🌐

Would you like to provide feedback on regional public transportation? We have opportunities for you! The [City of Tucson - Government](#) with the [RTA/ Pima Associat...](#) See more



Sun Tran

September 4 at 9:00 AM · 🌐



SURVEY ALERT! Don't forget to share your thoughts on the City of Tucson's proposed transit service changes. The survey closes on Sept. 8. Visit [www.tucsoncoa.com](http://www.tucsoncoa.com) to learn more and take the survey.

👉 Survey: <https://bit.ly/coa-survey-2>

👉 Learn more: [tucsoncoa.com](http://tucsoncoa.com)







Sun Tran

September 7 at 9:00 AM · 🌐



LAST CHANCE: Tomorrow is the last day to provide your feedback on the proposed transit service changes. Don't forget, YOU drive the change!

👉 Survey: <https://bit.ly/coa-survey-2>

👉 Learn more: [tucsoncoa.com](http://tucsoncoa.com)





**Sun Tran** @SunTran\_Tucson · Jul 26



You Drive the Change! The City of Tucson is proposing transit service changes throughout the greater Tucson region. Take our survey now through Sept. 8 and provide your thoughts on the proposed improvements. Survey: [ow.ly/a2a750PI8yz](https://www.tucsoncoa.com)





**Sun Tran** @SunTran\_Tucson · Jul 31



YOUR FEEDBACK MATTERS! The City of Tucson is proposing transit service changes throughout the greater Tucson region. Attend one of our 15 in-person events to learn more and share your thoughts. Visit [tucsoncoa.com](http://tucsoncoa.com) for more detailed information.

The graphic is split into two main sections. On the left is a map of Tucson with 15 event locations marked, each with a date and time. On the right is a photograph of a blue Sun Tran bus with people boarding. A vertical banner on the left side of the graphic reads 'YOUR FEEDBACK MATTERS! ONE OF OUR EVENTS'. The website 'WWW.TUCSONCOA.COM' is printed at the bottom of the graphic. Logos for Sun Express, Sun Shuttle, and the City of Tucson are at the very bottom.

Location	Date & Time
Town Hall	Pop-Up Event
Tohono T'ada'i Transit Center	8/8 @ 4:00 PM
Woods Memorial Library	8/10 @ 12:00 PM
University of Arizona	8/23 @ 5:00 PM
Ward 5 Council Office	8/24 @ 12:00 PM
Romstadt Transit Center	8/9 @ 10:00 AM
Ward 2 Council Office	8/22 @ 5:00 PM
Quince Douglas Center	8/11 @ 10:00 AM
Miller-Golf Links Library	8/10 @ 5:00 PM
Sahuarita Town Hall	8/23 @ 12:00 PM





**Sun Tran** @SunTran\_Tucson · Aug 2



YOUR FEEDBACK MATTERS! The City of Tucson is proposing transit service changes throughout the greater Tucson region. Attend one of our virtual public meetings below to learn more and share your thoughts. Visit [tucsoncoa.com](http://tucsoncoa.com) for more information.



Virtual Public Meetings		Reuniones Públicas Virtuales	
Aug. 16   5:30 p.m.	Wed., Aug. 30	el agosto   5:30 p.m.	miércoles 30 de agosto
Link: <a href="https://bit.ly/tcoa-1">https://bit.ly/tcoa-1</a>	Link: <a href="https://bit.ly/tcoa-1">https://bit.ly/tcoa-1</a>	Link: <a href="https://bit.ly/tcoa-1">https://bit.ly/tcoa-1</a>	Link: <a href="https://bit.ly/tcoa-1">https://bit.ly/tcoa-1</a>
Phone: 1-408-638-0968	Phone: 1-408-638-0968	Phone: 1-408-638-0968	Phone: 1-408-638-0968
Webinar #: 91466 1320	Webinar #: 91466 1320	Webinar #: 91466 1320	Webinar #: 91466 1320
<a href="http://WWW.TUCSONCOA.COM">WWW.TUCSONCOA.COM</a>		<a href="http://WWW.TUCSONCOA.COM">WWW.TUCSONCOA.COM</a>	



140



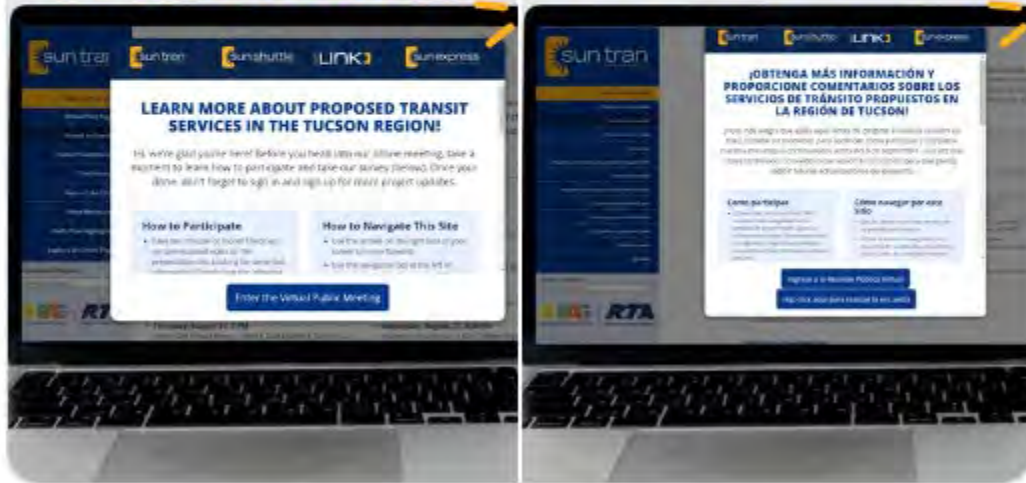


**Sun Tran** @SunTran\_Tucson · Aug 3



Can't make it to our upcoming events or virtual meetings? Don't worry! You can view our online meeting at [tucsoncoa.com](http://tucsoncoa.com) any time to read about the proposed changes, take our survey, and learn more.

out our online meeting **www.tucsoncoa.com** **en línea en nuestro sitio web pa** **www.tucsoncoa.com**



130





**Sun Tran** @SunTran\_Tucson · Aug 7



YOUR FEEDBACK MATTERS! The City of Tucson is proposing transit service changes throughout the greater Tucson region. Attend one of our in-person events next week to learn more and share your thoughts. Visit [tucsoncoa.com](https://tucsoncoa.com) for more detailed location information.

**Upcoming Events Week Aug. 8 - 11**

**Town Halls:**

- Tues., Aug. 8 | 12:00 p.m. | Pima Community College - Northwest Campus
- Wed., Aug. 9 | 12:00 p.m. | Joel D. Valdez Main Library
- Thurs., Aug. 10 | 12:00 p.m. | Woods Memorial Library
- Thurs., Aug. 10 | 5:00 p.m. | Miller-Golf Links Library
- Friday, Aug. 11 | 10:00 a.m. | Quincie Douglas Library
- Fri., Aug. 11 | 12:00 p.m. | Valencia Library

**Pop-Up Locations:**

- Tues., Aug. 8 | 4:00 p.m. | Tohono T'adai Transit Center
- Wed., Aug. 9 | 10:00 a.m. | Ronstadt Transit Center
- Wed., Aug. 9 | 4:00 p.m. | Roy Laos Transit Center

0:03 / 0:05

LINK sun express TUCSON RTA





**Sun Tran** @SunTran\_Tucson · Aug 8



So many chances to share your thoughts on our draft plan! Visit [TucsonCOA.com](https://TucsonCOA.com) for all meeting information and to take the survey!





**Sun Tran** @SunTran\_Tucson · Aug 10



Come out to provide your feedback on our Draft Plan! In person meetings being held today at; 12 PM - Woods Library and 5 PM Golf-Links Library. Take the survey and find more information at: [TucsonCOA.com](https://www.tucsoncoa.com)



1



1



4



245







**Sun Tran** @SunTran\_Tucson · Aug 15



Tomorrow! The City of Tucson holds a virtual public meeting to review the Comprehensive Operational Analysis – draft plan.

Join us using the info below!

Wed., Aug. 16 | 5:30 p.m.

[bit.ly/tcoa-1](https://bit.ly/tcoa-1)

1-408-638-0968

993 1466 1320



142





**Sun Tran** @SunTran\_Tucson · Aug 20



YOUR FEEDBACK MATTERS! The City of Tucson is proposing transit service changes throughout the greater Tucson region. Attend one of our in-person town halls this week to learn more and share your thoughts. Visit [tucsoncoa.com](http://tucsoncoa.com) for more detailed information.

**Upcoming Events Aug. 21-24**

**Town Halls:**

- Mon., Aug. 21 | 5:30 p.m. | Pima Community College - West Campus
- Tues., Aug. 22 | 12:00 p.m. | Pasqua Yaqui Tribal Chambers
- Tues., Aug. 22 | 5:00 p.m. | Ward 2 Council Office
- Wed., Aug. 23 | 12:00 p.m. | Sahuarita Town Hall
- Wed., Aug. 23 | 5:30 p.m. | University of Arizona
- Thurs., Aug. 24 | 12:00 p.m. | Ward 6 Council Office

0:03 / 0:05

LINK sunexpress

TUCSON

RTA

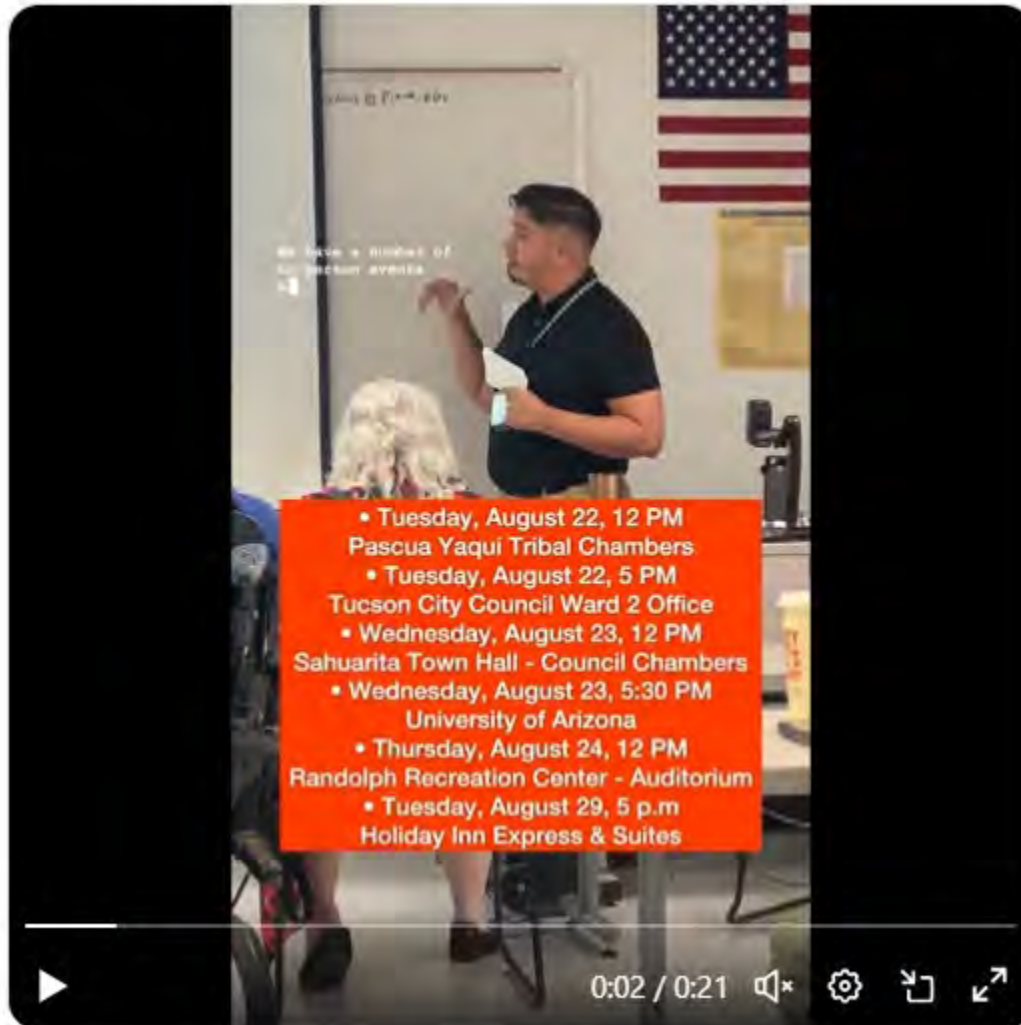




**Sun Tran** @SunTran\_Tucson · Aug 22



Find all the meeting details at [TucsonCOA.com](https://www.tucsoncoa.com), as well as a recording of the presentation and take the survey!



🗨️ 1 ❤️ 4 📊 235 📤



**Sun Tran** @SunTran\_Tucson · Aug 29



Tomorrow! The City of Tucson holds a virtual public meeting to review the Comprehensive Operational Analysis – draft plan. Join us using the info below!

Wed., Aug. 30 | 5:30 p.m.

: [bit.ly/tcoa-2](https://bit.ly/tcoa-2)

: 1-408-638-0968

: 955 4616 9254



2

2

663





**Sun Tran** @SunTran\_Tucson · Sep 4



SURVEY ALERT! Don't forget to share your thoughts on the City of Tucson's proposed transit service changes. The survey closes on Sept. 8. Visit [tucsoncoa.com](http://tucsoncoa.com) to learn more and take the survey.

👉 Survey: [bit.ly/coa-survey-2](http://bit.ly/coa-survey-2)

👉 Learn more: [tucsoncoa.com](http://tucsoncoa.com)





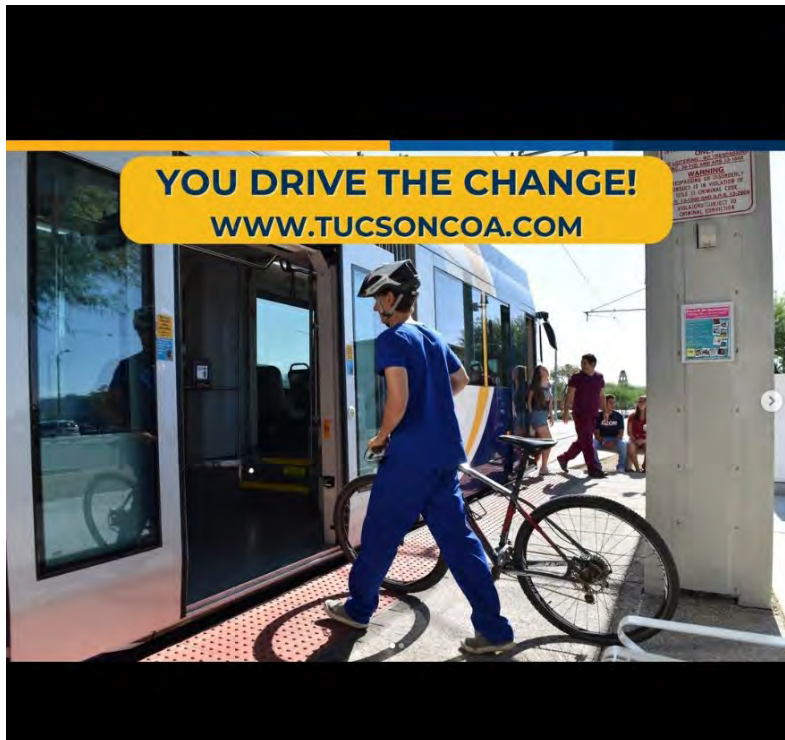
**Sun Tran** @SunTran\_Tucson · Sep 7



LAST CHANCE: Tomorrow is the last day to provide your feedback on the proposed transit service changes. Don't forget, YOU drive the change!

👉 Survey: [bit.ly/coa-survey-2](https://bit.ly/coa-survey-2)

👉 Learn more: [tucsoncoa.com](https://tucsoncoa.com)



suntran\_tucson · Follow



You Drive the Change! The City of Tucson is proposing transit service changes throughout the greater Tucson region. Take our survey now through Sept. 8 and provide your thoughts on the proposed improvements. Survey: <https://ow.ly/Fa5RS0P0yA>

9w



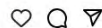
\_priya.kaushik\_ Fix your app!

9w 1 like Reply



brandyn.enfield Very disappointed by this plan. 😞

9w Reply



35 likes  
JULY 26



**YOUR FEEDBACK MATTERS! ATTEND ONE OF OUR EVENTS.**

suntran\_tucson • Follow

suntran\_tucson YOUR FEEDBACK MATTERS. The City of Tucson is proposing transit service changes throughout the greater Tucson region. Attend one of our upcoming in-person events below to learn more and share your thoughts. Visit [www.tucsoncoa.com](http://www.tucsoncoa.com) for more detailed information.

Town Halls

- Aug. 8 | 12:00 p.m.  
Pima Community College (PCC) - Northwest Campus
- Aug. 9 | 12:00 p.m.  
Joel D. Valdez Main Library
- Aug. 10 | 12:00 p.m.  
Woods Memorial Library
- Aug. 10 | 5:00 p.m.  
Miller-Golf Links Library
- Aug. 11 | 10:00 a.m.  
Quincie Douglas Center
- Aug. 11 | 12:00 p.m.  
Valencia Library
- Aug. 21 | 5:30 p.m.  
PCC - West Campus
- Aug. 22 | 12:00 p.m.  
Pascua Yaqui Tribal Chambers
- Aug. 22 | 5:00 p.m.  
Ward 2 Council Office
- Aug. 23 | 12:00 p.m.  
Sahuarita Town Hall

20 likes  
JULY 31

**Virtual Public Meetings**

<p><b>Wed., Aug. 16   5:30 p.m.</b></p> <p>·Link: <a href="https://bit.ly/tcoa-1">https://bit.ly/tcoa-1</a></p> <p>·Phone: 1-408-638-0968</p> <p>·Webinar #: 993 1466 1320</p>	<p><b>Wed., Aug. 30   5:30 p.m.</b></p> <p>·Link: <a href="https://bit.ly/tcoa-2">https://bit.ly/tcoa-2</a></p> <p>·Phone: 1-408-638-0968</p> <p>·Webinar #: 955 4616 9254</p>
--	--

**WWW.TUCSONCOA.COM**

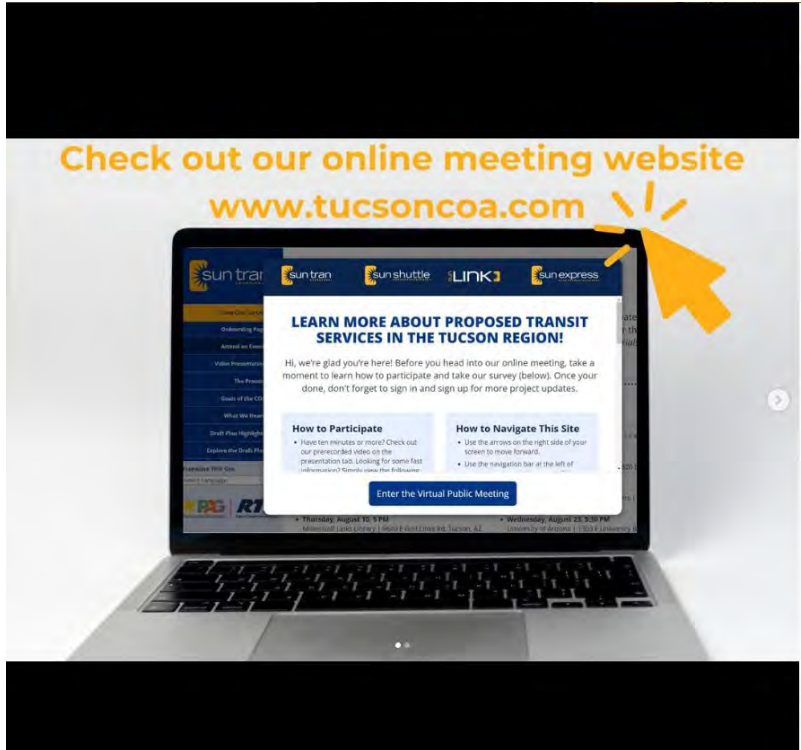
suntran\_tucson • Follow

suntran\_tucson YOUR FEEDBACK MATTERS! The City of Tucson is proposing transit service changes throughout the greater Tucson region. Attend one of our virtual public meetings below to learn more and share your thoughts. Visit [www.tucsoncoa.com](http://www.tucsoncoa.com) for more information.

- Wed., Aug. 16 | 5:30 p.m.  
<https://bit.ly/tcoa-1>  
 1-408-638-0968  
 993 1466 1320
- Wed., Aug. 30 | 5:30 p.m.  
<https://bit.ly/tcoa-2>  
 1-408-638-0968  
 955 4616 9254

6w

7 likes  
AUGUST 2



suntran\_tucson • Follow

suntran\_tucson Can't make it to our upcoming events or virtual meetings? Don't worry! You can view our online meeting at [tucsoncoa.com](http://tucsoncoa.com) any time to read about the proposed changes, take our survey, and learn more.

8w

9 likes  
AUGUST 3



suntran\_tucson • Follow

suntran\_tucson YOUR FEEDBACK MATTERS! The City of Tucson is proposing transit service changes throughout the greater Tucson region. Attend one of our in-person events next week to learn more and share your thoughts. Visit [www.tucsoncoa.com](http://www.tucsoncoa.com) for more detailed location information.

8w

2 likes  
AUGUST 7





suntran\_tucson • Follow

Kasseo • The Sun is Out



suntran\_tucson So many chances to share your thoughts on our draft plan! Visit [TucsonCOA.com](http://TucsonCOA.com) for all meeting information and to take the survey!

Edited · 8w



30 likes

AUGUST 8



suntran\_tucson • Follow

bbno\$ • edamame (feat. Rich Brian)



suntran\_tucson Come out to provide your feedback on our Draft Plan! In person meetings being held today at: 12 PM - Woods Library and 5 PM Golf-Links Library. Take the survey and find more information at: TucsonCOA.com

7w



virat12608 Promote it on @arizona\_life\_

7w Reply



prom2136 Promote it on @Arizona\_fams

7w Reply



wrswfhaw223 Promote it on @arizona\_life\_

7w Reply

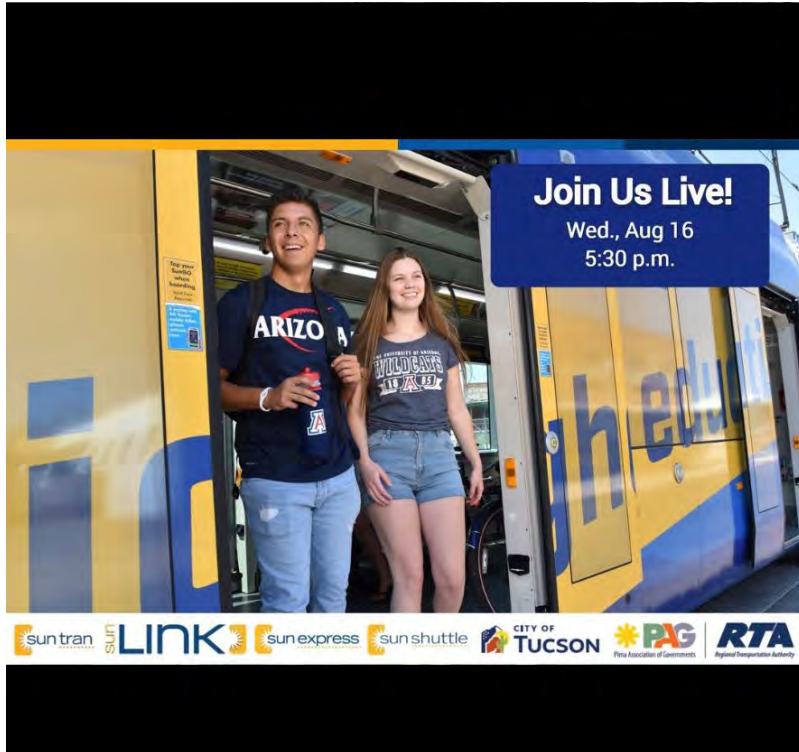


parv\_333333 Promote it on @arizona\_diaries\_

7w Reply



26 likes  
AUGUST 10



suntran\_tucson • Follow

suntran\_tucson Catch us live tomorrow! The City of Tucson is holding a virtual public meeting to review the Comprehensive Operational Analysis – draft plan, which includes various transit service changes throughout the greater Tucson region. Join us using the info below!

Wed., Aug. 16 | 5:30 p.m.  
<https://bit.ly/tcoa-1>  
 1-408-638-0968  
 993 1466 1320

16 likes  
AUGUST 15



suntran\_tucson • Follow

suntran\_tucson YOUR FEEDBACK MATTERS! The City of Tucson is proposing transit service changes throughout the greater Tucson region. Attend one of our in-person town halls this week to learn more and share your thoughts. Visit [www.tucsoncoa.com](http://www.tucsoncoa.com) for more detailed information.

Town Halls  
 - Aug. 21 | 5:30 p.m.  
 Pima Community College - West Campus  
 - Aug. 22 | 12:00 p.m.  
 Pascua Yaqui Tribal Chambers  
 - Aug. 22 | 5:00 p.m.  
 Ward 2 Council Office  
 - Aug. 23 | 12:00 p.m.  
 Sahuarita Town Hall  
 - Aug. 23 | 5:30 p.m.  
 University of Arizona  
 - Aug. 24 | 12:00 p.m.  
 PLEASE NOTE THE CHANGE IN LOCATION: Randolph Recreation Center - Auditorium  
 Edited · 6w

19 likes  
AUGUST 20



We have a number of in-person events still for the res

- Tuesday, August 22, 12 PM  
Pascua Yaqui Tribal Chambers
- Tuesday, August 22, 5 PM  
Tucson City Council Ward 2 Office
- Wednesday, August 23, 12 PM  
Sahuarita Town Hall - Council Chambers
- Wednesday, August 23, 5:30 PM  
University of Arizona
- Thursday, August 24, 12 PM  
Randolph Recreation Center - Auditorium
- Tuesday, August 29, 5 p.m  
Holiday Inn Express & Suites



suntran\_tucson • Follow  
KC & The Sunshine Band • Boogie Shoes (45 Version)



suntran\_tucson Find all the meeting details at TucsonCOA.com, as well as a recording of the presentation and take the survey!  
6w



31 likes  
AUGUST 22





suntran\_tucson • Follow

suntran\_tucson Catch us live tomorrow! The City of Tucson is holding a virtual public meeting to review the Comprehensive Operational Analysis – draft plan, which includes various transit service changes throughout the greater Tucson region. Join us using the info below!

Wed., Aug. 30 | 5:30 p.m.  
<https://bit.ly/tcoa-2>  
 1-408-638-0968  
 955 4616 9254

swizzlefishness Don't discontinue Route 3. As a college student, I rely on the flexibility the routine provides and to get to classes on time. It would be a disservice to PCC and UA students!  
 4w Reply

15 likes  
 AUGUST 29



suntran\_tucson • Follow

suntran\_tucson SURVEY ALERT! Don't forget to share your thoughts on the City of Tucson's proposed transit service changes. The survey closes on Sept. 8. Visit [www.tucsoncoa.com](http://www.tucsoncoa.com) to learn more and take the survey.  
 Survey: <https://bit.ly/coa-survey-2>  
 Learn more: [tucsoncoa.com](http://tucsoncoa.com)

4w

12 likes  
 SEPTEMBER 4



suntran\_tucson · Follow



suntran\_tucson LAST CHANCE: Tomorrow is the last day to provide your feedback on the proposed transit service changes. Don't forget. YOU drive the change!  
👉 Survey: <https://bit.ly/coa-survey-2>  
👉 Learn more: [tucsoncoa.com](http://tucsoncoa.com)

3w



12 likes  
SEPTEMBER 7

# YOUR FEEDBACK MATTERS. | SUS COMENTARIOS SON IMPORTANTES.

Provide recommendations for proposed transit service changes today! | ¡Proporcione recomendaciones para los cambios propuestos en el servicio de transporte público!

## You Drive the Change!

The City of Tucson is proposing new transit service changes throughout the greater Tucson region. Help us drive the change and provide your thoughts on the proposed improvements which include:

- Realigning and extending routes
- Investing in high frequency service
- Improving access and quality of service
- Extending service hours
- Adding weekend frequency

**Learn more and attend one of our upcoming events to share your thoughts.**  
**Obtenga más información y asista a uno de nuestros próximos eventos para compartir sus pensamientos.**

## ¡Tú impulsas el cambio!

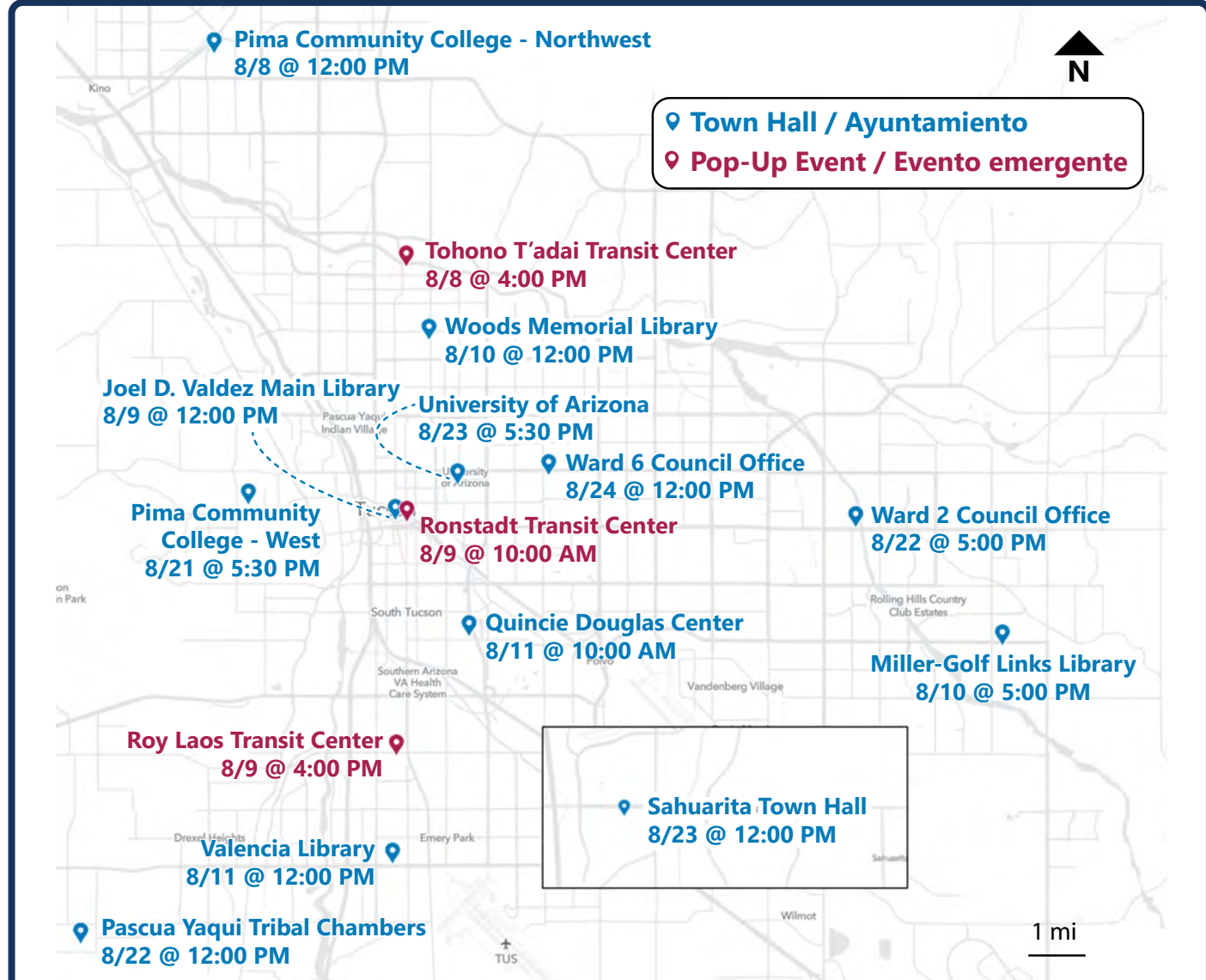
La Ciudad de Tucson está proponiendo nuevos cambios en el servicio de transporte público en toda la región metropolitana de Tucson. Ayúdenos a impulsar el cambio y proporcione sus pensamientos sobre las mejoras propuestas que incluyen:

- Realineación y ampliación de rutas
- Invertir en servicio de alta frecuencia
- Mejorar el acceso y la calidad del servicio
- Ampliación del horario de servicio
- Añadir frecuencia de fin de semana

Scan the QR code to learn more about the changes and provide your feedback **through Sept. 8** at [www.tucsoncoa.com](http://www.tucsoncoa.com)



Escanee el código QR para obtener más información sobre los cambios y proporcione sus comentarios **hasta el 8 de septiembre** en [www.tucsoncoa.com](http://www.tucsoncoa.com)



## Virtual Meetings | Reuniones virtuales | 5:30 p.m.

<p><b>Wed., Aug. 16</b>  <b>Link/Enlace:</b> <a href="https://bit.ly/tcoa-1">https://bit.ly/tcoa-1</a>  <b>Phone/Teléfono:</b> 1-408-638-0968  <b>Webinar/Seminario web #:</b> 993 1466 1320</p>	<p><b>Wed., Aug. 30</b>  <b>Link/Enlace:</b> <a href="https://bit.ly/tcoa-2">https://bit.ly/tcoa-2</a>  <b>Phone/Teléfono:</b> 1-408-638-0968  <b>Webinar/Seminario web #:</b> 955 4616 9254</p>
--	--

**Spanish and ASL interpreters will be provided at both virtual meetings.**  
**Se proporcionarán intérpretes de español y ASL en ambas reuniones virtuales.**

*To request a reasonable accommodation, language interpretation, or translated materials, please contact (520) 792-9222 ext. 03, 72 hours before a meeting.*

*Para solicitar una adaptación razonable, interpretación lingüística o materiales traducidos, comuníquese con (520) 792-9222 ext. 03, 72 horas antes de una reunión.*

# YOUR FEEDBACK MATTERS. | SUS COMENTARIOS SON IMPORTANTES.

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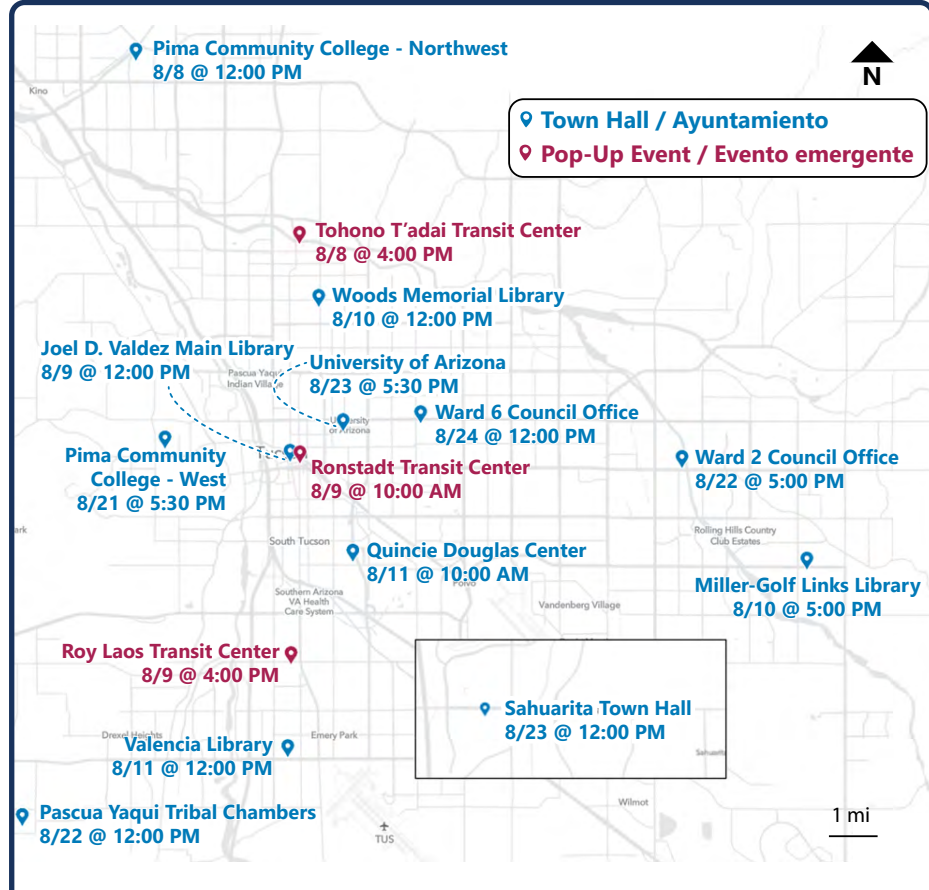
La Ciudad de Tucson está proponiendo nuevos cambios en el servicio de transporte público en toda la región metropolitana de Tucson. Ayúdenos a impulsar el cambio y proporcione sus pensamientos sobre las mejoras propuestas que incluyen:

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- Invertir en servicio de alta frecuencia
- Mejorar el acceso y la calidad del servicio
- Ampliación del horario de servicio
- Añadir frecuencia de fin de semana

Scan the QR code to learn more about the changes and provide your feedback **through Sept. 8** at [www.tucsoncoa.com](http://www.tucsoncoa.com)



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Virtual Meetings | Reuniones virtuales | 5:30 p.m.

**Wed., Aug. 16**

**Link/Enlace:**

<https://bit.ly/tcoa-1>

**Phone/Teléfono:**

1-408-638-0968

**Webinar/Seminario web #:**

993 1466 1320

**Wed., Aug. 30**

**Link/Enlace:**

<https://bit.ly/tcoa-2>

**Phone/Teléfono:**

1-408-638-0968

**Webinar/Seminario web #:**

955 4616 9254

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To request a reasonable accommodation, language interpretation, or translated materials, please contact (520) 792-9222 ext. 03, 72 business hours before a meeting.

Para solicitar una adaptación razonable, interpretación lingüística o materiales traducidos, comuníquese con (520) 792-9222 ext. 03, 72 horas antes de una reunión.





# YOU DRIVE THE CHANGE. | TÚ IMPULSAS EL CAMBIO.

Provide comments on proposed transit service changes today!

¡Proporcione comentarios sobre los cambios propuestos en el servicio de transporte público!



**SCAN ME!**  
**¡ESCANÉAME!**

<https://bit.ly/coa-survey-2>

The City of Tucson is proposing transit service changes throughout the greater Tucson region. Learn more at [www.tucsoncoa.com](http://www.tucsoncoa.com) and tell us what you think!

La Ciudad de Tucson está proponiendo cambios en el servicio de transporte público en el área metropolitana de Tucson. ¡Obten más información en [www.tucsoncoa.com](http://www.tucsoncoa.com) y dinos lo que piensas!



# YOUR FEEDBACK MATTERS.

Provide recommendations for proposed transit service changes today!

The City of Tucson is proposing new transit service changes throughout the greater Tucson region. Attend one of our upcoming events below to learn more and share your thoughts.

## Town Halls

- **Aug. 8 | 12:00 p.m.**  
Pima Community College (PCC) - Northwest Campus
- **Aug. 9 | 12:00 p.m.**  
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- **Aug. 10 | 12:00 p.m.**  
Woods Memorial Library
- **Aug. 10 | 5:00 p.m.**  
Miller-Golf Links Library
- **Aug. 11 | 10:00 a.m.**  
Quincie Douglas Center
- **Aug. 11 | 12:00 p.m.**  
Valencia Library
- **Aug. 21 | 5:30 p.m.**  
PCC - West Campus
- **Aug. 22 | 12:00 p.m.**  
Pascua Yaqui Tribal Chambers
- **Aug. 22 | 5:00 p.m.**  
Ward 2 Council Office
- **Aug. 23 | 12:00 p.m.**  
Sahuarita Town Hall
- **Aug. 23 | 5:30 p.m.**  
University of Arizona
- **Aug. 24 | 12:00 p.m.**  
Ward 6 Council Office

## Pop-Up Events

- **Aug. 8 | 4:00 p.m.**  
Tohono T'adai Transit Center
- **Aug. 9 | 10:00 a.m.**  
Ronstadt Transit Center
- **Aug. 9 | 4:00 p.m.**  
Roy Laos Transit Center

## Virtual Meetings | Aug. 16 & 30 | 5:30 p.m.

- Learn more: [www.tucsoncoa.com](http://www.tucsoncoa.com)

Spanish and ASL interpreters will be provided at both virtual meetings.

Scan the QR code to learn more about the changes and provide your feedback through Sept. 8.



## SUS COMENTARIOS SON IMPORTANTES.

¡Proporcione recomendaciones para los cambios propuestos en el servicio de transporte público!

La Ciudad de Tucson está proponiendo nuevos cambios en el servicio de transporte público en toda la región metropolitana de Tucson. Asista a uno de nuestros próximos eventos a continuación para obtener más información y compartir sus pensamientos.

### Ayuntamientos

- **8 de agosto | 12:00 p.m.**  
Pima Community College (PCC) - Northwest Campus
- **9 de agosto | 12:00 p.m.**  
Joel D. Valdez Main Library
- **10 de agosto | 12:00 p.m.**  
Woods Memorial Library
- **10 de agosto | 5:00 p.m.**  
Miller-Golf Links Library
- **11 de agosto | 10:00 a.m.**  
Quincie Douglas Center
- **11 de agosto | 12:00 p.m.**  
Valencia Library
- **21 de agosto | 5:30 p.m.**  
PCC - West Campus
- **22 de agosto | 12:00 p.m.**  
Pascua Yaqui Tribal Chambers
- **22 de agosto | 5:00 p.m.**  
Ward 2 Council Office
- **23 de agosto | 12:00 p.m.**  
Sahuarita Town Hall
- **23 de agosto | 5:30 p.m.**  
University of Arizona
- **24 de agosto | 12:00 p.m.**  
Ward 6 Council Office

### Eventos emergentes

- **8 de agosto | 4:00 p.m.**  
Tohono T'adai Transit Center
- **9 de agosto | 10:00 a.m.**  
Ronstadt Transit Center
- **9 de agosto | 4:00 p.m.**  
Roy Laos Transit Center

### Reuniones virtuales | 16 & 30 de agosto | 5:30 p.m.

- Aprende más: [www.tucsoncoa.com](http://www.tucsoncoa.com)

Se proporcionarán intérpretes de español y ASL en ambas reuniones virtuales.

Escanee el código QR para obtener más información sobre los cambios y proporcione sus comentarios hasta el 8 de septiembre.



# YOUR ROUTE MAY BE CHANGING!

Review proposed route and service updates today!

Check out the proposed route updates at [www.tucsoncoa.com](http://www.tucsoncoa.com) and provide your feedback today by scanning the QR code!

**Share your thoughts!** →

<https://bit.ly/coa-survey-2>



# ¡TU RUTA PUEDE ESTAR CAMBIANDO!

¡Revisa las actualizaciones de ruta y servicio propuestas!

¡Echa un vistazo a las actualizaciones de ruta propuestas en [www.tucsoncoa.com](http://www.tucsoncoa.com) y proporciona tus comentarios escaneando el código QR!

**¡Dinos lo que piensas!**

<https://bit.ly/coa-survey-2>





James Castañeda  
Transit Services Manager  
Transit Division  
(520) 373-4063  
James.Castaneda@tucsonaz.gov

July 7, 2023

## Join us to learn about proposed transit improvements!

*Agency and Stakeholder Briefing - July 18, 2023 | 11 a.m. - 12 p.m.*

The City of Tucson (City), in partnership with the Pima Association of Governments (PAG), is evaluating all aspects of the **Sun Tran**, **Sun Link**, **Sun Express**, and **Sun Shuttle** services to determine potential improvements.

The City invites you to participate online or over the phone in the virtual stakeholder meeting to learn about proposed transit service changes throughout the greater Tucson region (please see map). This meeting is a chance to provide your input on the proposed improvements, which include:

- Realigning and extending routes
- Investing in high-frequency service
- Improving access and quality of service
- Extending service hours
- Adding weekend frequency

**The meeting will take place virtually on July 18, 2023, from 11 a.m. - 12 p.m. Please plan to register in advance (using the link at the top right) to access the Zoom link and call-in information on the day of the meeting.**

### Thank You

Thank you for your partnership and willingness to be involved in this important process. We value your feedback and look forward to collaborating with you.

Cordially,

James Castañeda  
Transit Services Manager

- Register for the Zoom meeting: <https://bit.ly/COA2>
- After registering, you will receive a confirmation email containing information about joining the webinar.



Greetings,

Thank you for your interest and participation in the Agency/Stakeholder Meeting for the transit Comprehensive Operational Analysis!

As promised, please find the link/passcode to the recorded meeting below:

- Link: <https://hdrinc.zoom.us/rec/share/eAPLv2zzk3AVa-EKbsTCH6k29BuXkxfl1o3ua2wOy12JBFrAdXexB-mAdHdkg9tL.wKhmdZpclhnVlq2C>
- Passcode: 2^gNF^6=

Additionally, please find the meeting questions and answers (Q&A) attached, along with a copy of the presentation.

Finally, the project team would also like to pass along a digital version of the COA poster to share with the community and listservs that may help spread the word about our upcoming public engagement period **beginning July 25** and continuing through **September 8, 2023**.

Please feel free to connect with us at any number of our in-person or virtual events happening in August, on our website ([www.tucsoncoa.com](http://www.tucsoncoa.com)) which will be going live on July 25, or by reaching out to Sun Tran via email ([SunTranInfo@tucsonaz.com](mailto:SunTranInfo@tucsonaz.com)) or phone (520-792-9222).

Thank you,

**James Castañeda**

*Transit Services Manager*

**Department of Transportation & Mobility | City of Tucson**

[James.castaneda@tucsonaz.gov](mailto:James.castaneda@tucsonaz.gov)



## Appendix B – Meeting Materials

Presentation

Display Boards

Survey

Online Public Meeting Tool (See below)

**LEARN MORE AND PROVIDE FEEDBACK ON PROPOSED TRANSIT SERVICES IN THE TUCSON REGION!**

Hi, we're glad you're here! Before you head into our online meeting, take a moment to learn how to participate and take our survey (below) by September 8. Once you're done, don't forget to sign in to the meeting so you can receive future project updates!

**How to Participate**

- Have ten minutes or more? Check out our prerecorded video on the presentation tab.

**How to Navigate This Site**

- Use the arrows on the right side of your screen to move forward.
- Use the navigation bar at the left of

[Enter the Virtual Public Meeting](#) [Click here to take the survey](#)





Hello! Thank you for taking the time to watch this presentation on the Draft Service Plan for the Comprehensive Operational Analysis, or COA, a joint effort conducted by the City of Tucson and the Pima Association of Governments to improve transit service throughout greater Tucson. This presentation will walk through the draft recommendations and share some of the key highlights of the proposed plan.

# The Project

The aim of this COA is to enhance the transit system to better support the needs of the community and improve the efficiency, effectiveness, and equity of current transit options.

Working within the existing operating budget, the goal is to make service improvements that address community priorities through optimizing the system and increasing efficiency.



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Working within the existing operating budget, the goal is to make service improvements that address community priorities through optimizing the system and increasing efficiency.

We started this project with a robust data collection and community engagement effort to understand what's working well within the current system and what needs improvement. Using our findings, we developed a set of guiding principles which outlined how the proposed service plan would be designed. We are here today to share that draft plan with you and collect your feedback. We will be collecting input through September 8 and will use that input to make any necessary changes to the draft plan to present a final plan to City of Tucson Mayor and Council in November.

# Engaging the Community



## Summary of Outreach Activities

- Website and survey available Jan. 23 to April 19, 2023
  - Over 500 survey responses and website comments were received
- Pop-up events held Feb. 7 and Feb. 8
  - Roy Laos Transit Center
  - Tohono T'adai Transit Center
  - Ronstadt Transit Center
  - University of Arizona Mall
  - San Xavier del Bac Mission
  - Pima Community College East
- Virtual Public Meetings held on Feb. 9 and Feb. 15
- Virtual Stakeholder Meeting held on Feb. 2

In early 2023, we conducted an extensive community engagement effort to collect input on transit improvement priorities. We had an online website and survey available between the end of January and mid-April and collected over 500 responses from the community. We held pop-up events at the three major transit centers, University of Arizona, San Xavier del Bac Mission, and Pima Community College East Campus. We also held virtual public and stakeholder meetings in February.

# What We Heard

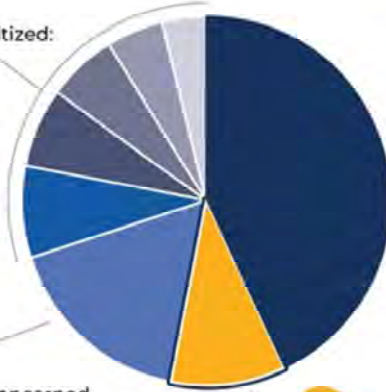
## What Service Improvement is Most Important to You?

The remaining **30%** of riders prioritized:

- 8% - shorter travel times
- 7% - reliable/on-time service
- 6% - longer operating hours
- 5% - shorter walks to bus stops
- 4% - fewer transfers



**17%** of riders are concerned about the cost of fares



**53%** of riders ranked additional service as most important.



**43%** of riders want more frequent service



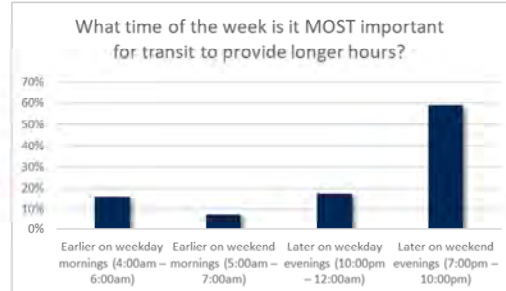
**10%** of riders requested more weekend service

From the outreach effort, we learned a lot of valuable information that informed the draft service plan. The chart on the slide shows how current riders answered the question asking about the service improvement that was most important to them. 53% of current riders referenced additional service and of these respondents, 43% requested more frequency, and 10% specifically requested more weekend service. For people who do not currently ride, 37% requested more frequent service, followed by 23% requesting shorter overall travel times.

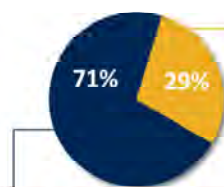
# What We Heard

## Key Findings from Survey

*60% of respondents think later weekend evening service is the most important span for improvement.*



Which Would You Prefer?



An on-demand service, similar to Uber/Lyft, that can be requested on your phone with up to 30-minute wait times.

A route that comes every 30 minutes with a fixed schedule and designated stops.



*Fixed-route service is still overwhelmingly preferred over on-demand alternatives.*

In previous surveys, riders requested longer operating hours, specifically on weekends. In this survey, we wanted to understand which time periods were most important to have longer hours. 60% of respondents said that later weekend evening service (between 7 and 10 p.m.) is the most important time of the week for longer hours.

Sun Tran currently operates two Sun On Demand zones that act like an Uber or a Lyft where riders can request pick ups and drop offs within a specified area. When asked if they preferred traditional fixed-route service with set schedules and bus stops or on-demand service like Sun On Demand or Uber/Lyft, 71% said they preferred traditional fixed-route service. This split is consistent with feedback we've heard working in other communities as well.

## Target Improvements



Realign routes to provide more direct rides to key destinations



Invest in high-frequency 15+ minute service on key corridors



Improve access and quality of service for traditionally underserved communities



Extend service hours to 11 pm on weekdays and 10 pm on weekends



Add frequency on weekends so transit is more convenient for shopping and recreation

Based on the findings from the community outreach as well as our analysis of the performance of existing services, we developed key strategies for the draft service plan. The target improvements for the bus network include: realigning or extending routes to provide more direct rides to key destinations with fewer transfers; increasing the number of routes that operate at high frequencies (at least every 15 minutes throughout the day); improving access and quality of service for traditionally underserved communities; extending service hours to 11 p.m. on weekdays and 10 p.m. on weekends for many routes, and adding frequency on weekends so transit is more convenient for trips such as shopping and recreation.

# Design Strategies

**Design strategies for streamlining and optimizing service in order to free up resources for the Target Improvements:**



Focus on the one-mile grid, discontinuing routes through local neighborhoods



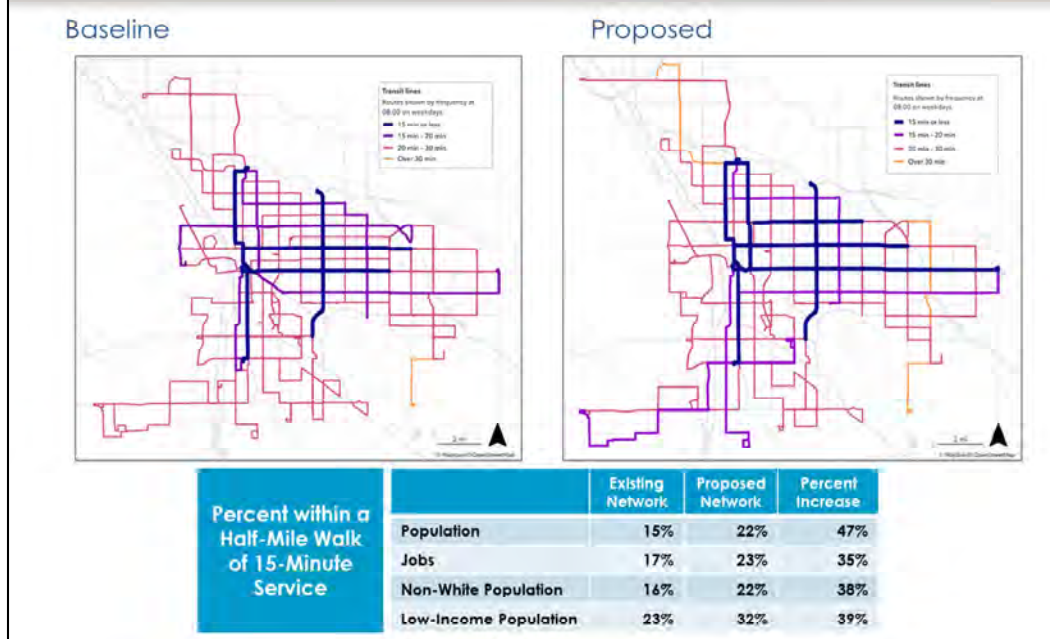
Reduce reliance on transit centers to minimize duplication and shorten running times



Reconfigure route alignments and frequencies to improve efficiency

Like any organization, Sun Tran and the City of Tucson work with a limited budget. In order to have the resources available for the target improvements, we used a few design strategies to make the most efficient use of available resources. The first is focusing service on the one-mile grid, discontinuing routes through local neighborhoods, which generally carry fewer riders than the surrounding routes on major streets. This allowed us to increase frequency on major streets and speed up service by not traveling on slower neighborhood streets. Second, we reduced reliance on transit centers, which in many cases shortened route running times. Bus routes had to go out of direction to serve the transit center, adding time to the trips. Buses would also overlap one another going in and out of transit centers which is not very efficient. Finally, we restructured a number of routes and frequencies to make service more efficient – matching up different streets on different routes. Using all of these strategies, we were able to develop the service plan we will show you on the next few slides by using Sun Tran’s current bus resources.

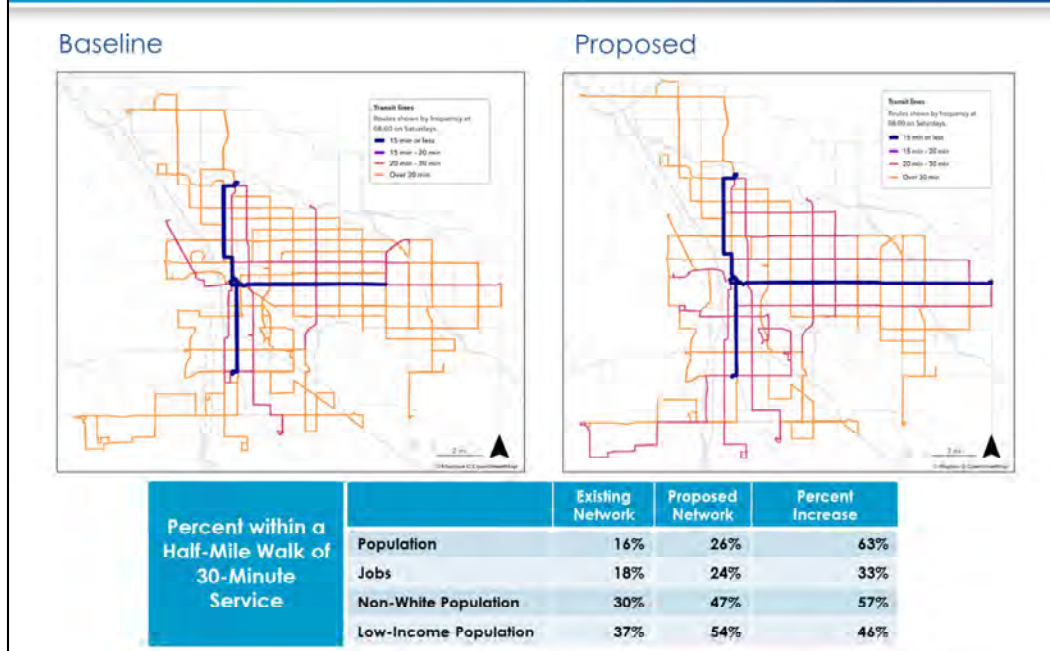
## Draft Plan – Weekday Frequency Comparison



These maps compare the current and proposed Sun Tran bus networks. The lines are color-coded by frequency. Dark purple represents 15 minute or better service, light purple 20-minute service, pink 30-minute service, and orange less than 30-minute service. And as you can see from the two maps, there's a great increase in frequency in the proposed network, with more routes operating every 15 and 20 minutes throughout the day. If you look at the chart at the bottom, this shows the percent of the population that is within a half-mile walk of 15-minute service. So, for example, under the existing network, 15% of the population is within a half-mile walk of 15-minute service, and this increases to 22% under the proposed network. So overall there is a great increase in access to frequent service throughout the day.

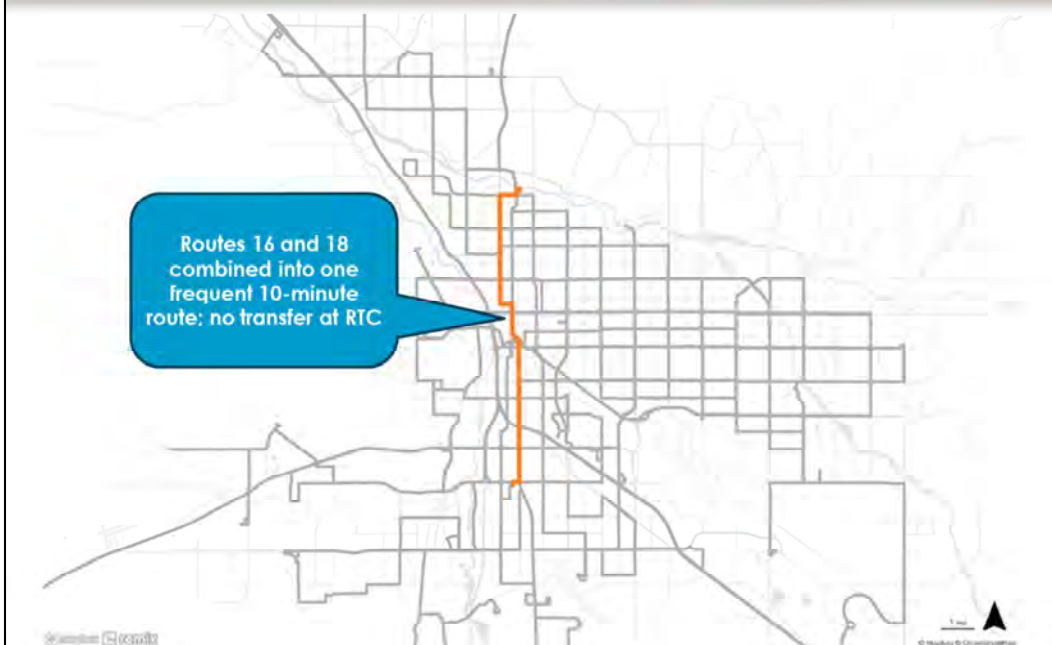


## Draft Plan – Saturday Frequency Comparison



This slide shows the frequency comparison for Saturday service, and you can see that there's been a significant increase in the number of routes operating every 30 minutes on weekends. This was one of the main things that we heard during the public outreach process, with people wanting more service on weekends that more closely matches with the service that's being provided on weekdays. Similar to weekdays, the chart at the bottom shows the percent of the population within a half-mile walk of 30-minute service. Under the existing network, 16% of the population is within a half-mile walk of 30-minute service, and this increases to 26% under the proposed network.

## Draft Plan – Key Route Change Highlights



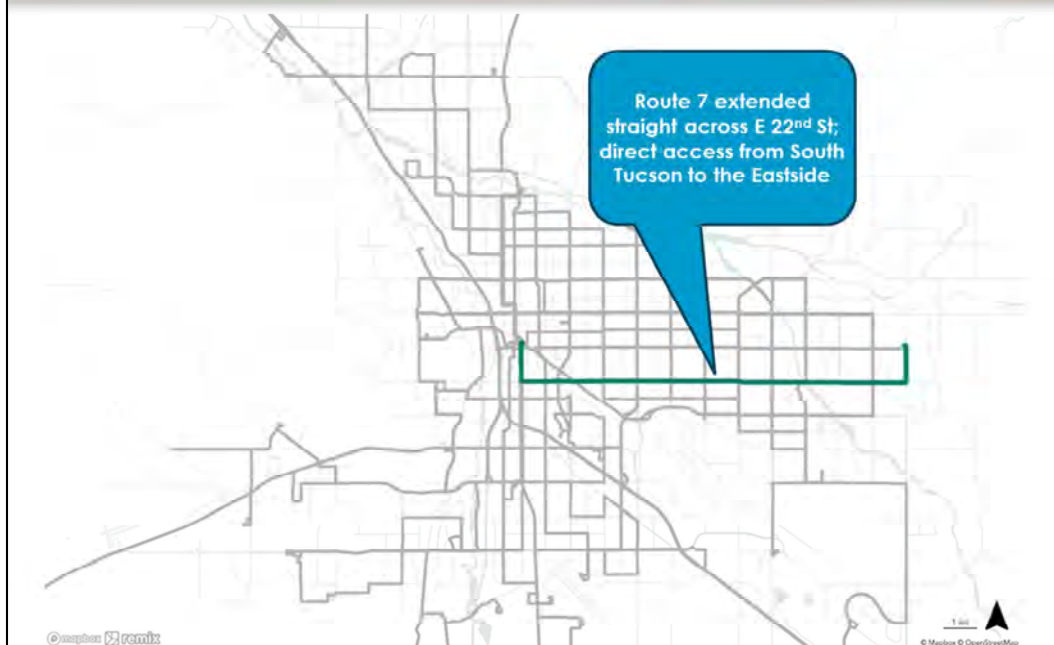
We now want to walk through just a few of the key route changes. You can view details for all of the routes in the Individual Route Recommendations tab of the [tucsoncoa.com](http://tucsoncoa.com) website. First, Route 16 (Oracle Rd.) and Route 18 (S 6th Ave) will be combined to create one continuous north-south corridor between Tohono T'adai and Roy Laos Transit Centers. This route would operate every 10 minutes on weekdays between 6 a.m. and 6 p.m., becoming the most frequent bus route in the entire system. These routes currently have the highest number of daily transfers between them, and riders would no longer need to transfer downtown at the Ronstadt Transit Center.

## Draft Plan – Key Route Change Highlights



Similarly, Routes 12 and 24 would be combined into one continuous north-south corridor along S 10th Ave and S 12th Ave without forcing riders to transfer at Roy Laos Transit Center, greatly shortening travel times for riders traveling along this corridor. This route would operate every 20 minutes.

## Draft Plan – Key Route Change Highlights



- Route 7 will be extended straight across E 22nd St, providing direct access from South Tucson to the eastside without forcing riders to transfer in Downtown.

## Draft Plan – Key Route Change Highlights



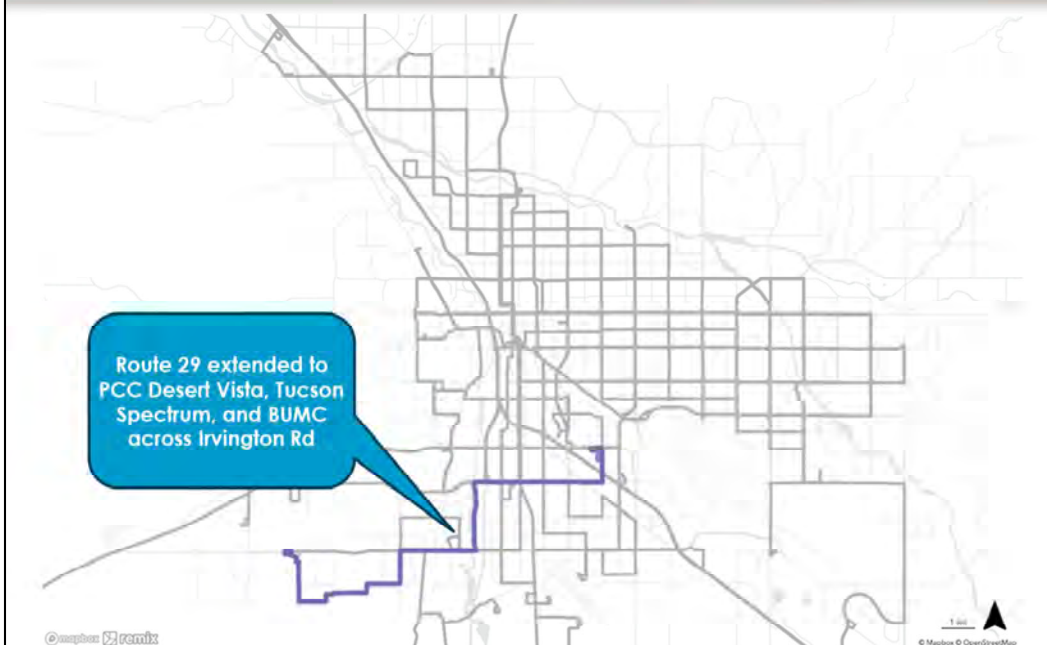
- Route 8 will be extended west past Downtown Tucson to Pima Community College West, providing continuous service east and west of Downtown without requiring a transfer. There is also a proposal to increase frequency on the eastern portion of the route, and service is proposed to operate every 15 minutes on weekdays the entire way between the Ronstadt Transit Center Downtown and the Houghton Park & Ride

## Draft Plan – Key Route Change Highlights



- Route 11 will extend the Ajo Way branch further west to S Cook St, providing continuous east/west service along Ajo Way. With this change, Route 50 would be discontinued, but riders can benefit from continuous service along Ajo Way without required transfers.

## Draft Plan – Key Route Change Highlights



- Route 29 will extend east past Roy Laos Transit Center along Irvington Rd to Banner University Medical Center (BUMC). This will provide continuous east/west service along Irvington Rd and new direct connections for residents to Tucson Spectrum, BUMC, and additional shopping centers.

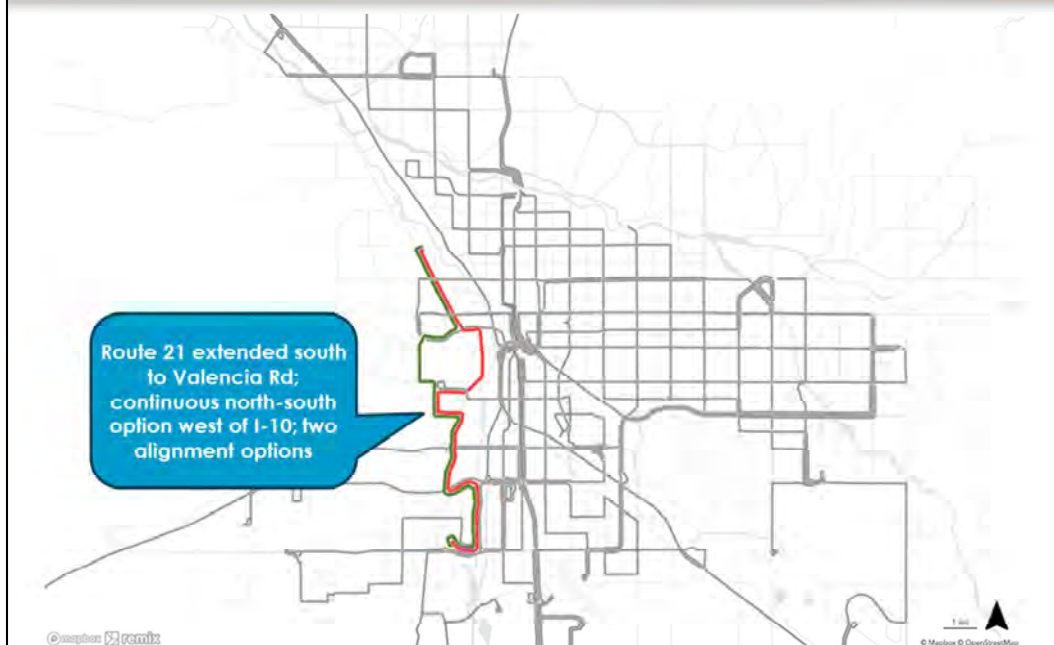
## Draft Plan – Key Route Change Highlights



- The new Route 33 provides continuous service on Wilmot Rd between Udall Station and Pima Community College East Campus. Service on Wilmot Rd is currently split between Route 3 and Route 8, and now riders can travel along the entire corridor without having to transfer.



## Draft Plan – Key Route Change Highlights



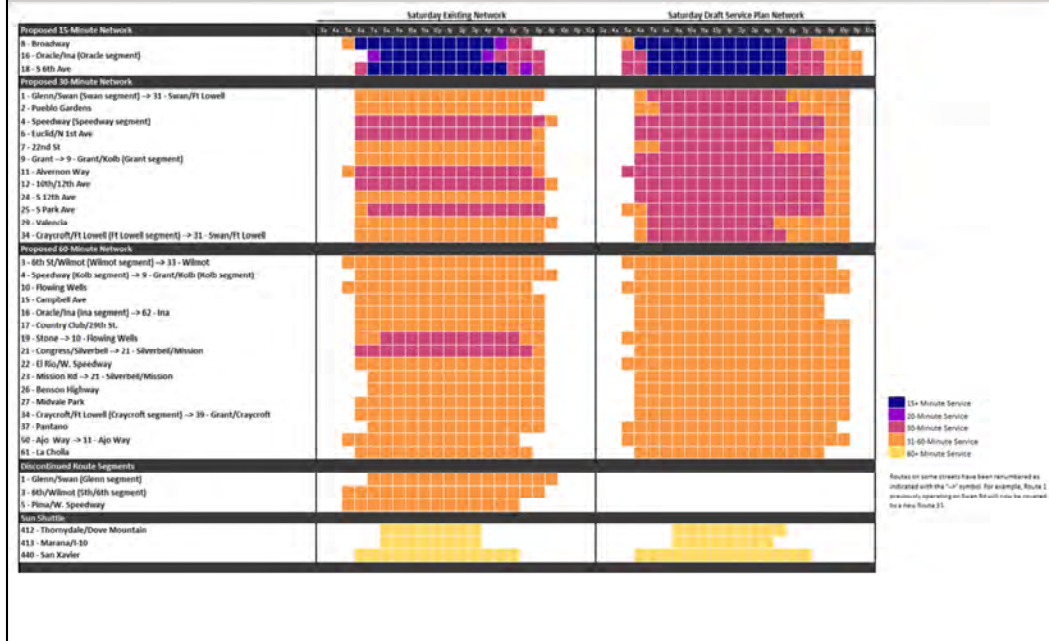
- Route 21 will extend south to Valencia Rd, providing a continuous north-south route along the west side of I-10, allowing for direct connections without having to transfer in Downtown. This will connect Route 21 with major shopping destinations (Tucson Spectrum, Walmart) and education centers (PCC West, PCC Desert Vista, Cholla High School). There are currently two options being proposed for this route, one shown in green that would serve PCC West and Greasewood Rd, and one shown in red that would serve residential neighborhoods along Grande Ave. If this is a route you would ride, please fill out our survey and provide feedback on which alignment you prefer.

# Weekday Frequency and Span Improvements



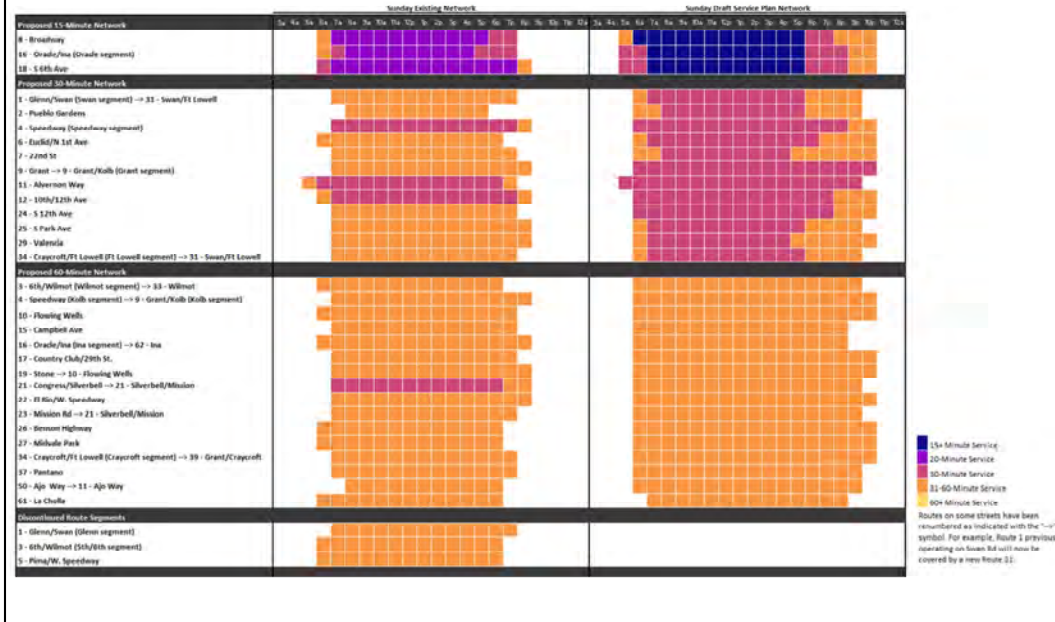
The charts on the next three slides show the proposed frequency for each route by hour of the day. The chart on this slide shows proposed weekday service. Each hour of the day is color-coded by the proposed frequency of service, with darker colors representing higher frequencies and lighter colors representing lower frequencies. The dark blue represents 15 minute or better service, purple 20-minute service, pink 30-minute service, orange 31-60-minute service, and light yellow less than 60-minute service. You can see from the chart that there is more service later in the evenings – 18 routes will have extended service hours. There is also an increase in the number of routes operating every 15 minutes (Euclid Ave and portions of Grant Rd) and every 20 minutes (Swan Rd, S 12th Ave, and Valencia Rd).

# Saturday Frequency and Span Improvements



On Saturdays, 27 routes will have extended service hours, starting both earlier in the morning and ending later at night. There are also twice as many routes operating every 30 minutes on Saturdays compared to current service.

# Sunday Frequency and Span Improvements



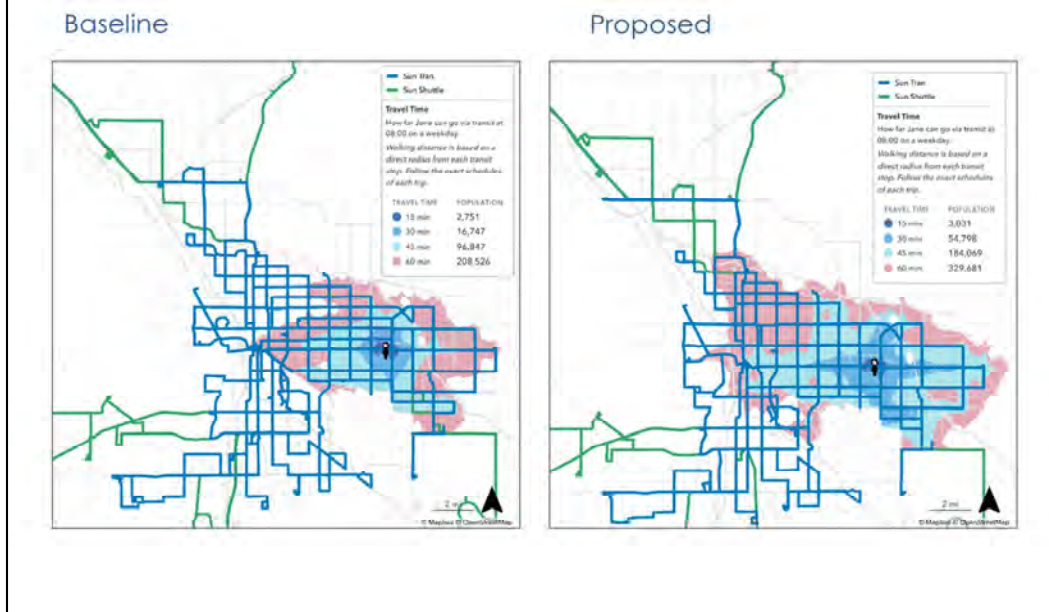
On Sundays, 29 routes will have extended service hours. The number of routes operating every 30 minutes more than triples, and the key corridors – Broadway, Oracle, and S 6th Ave will have 15-minute instead of 20-minute service.

## Change in 60-Min Access - Tucson Spectrum



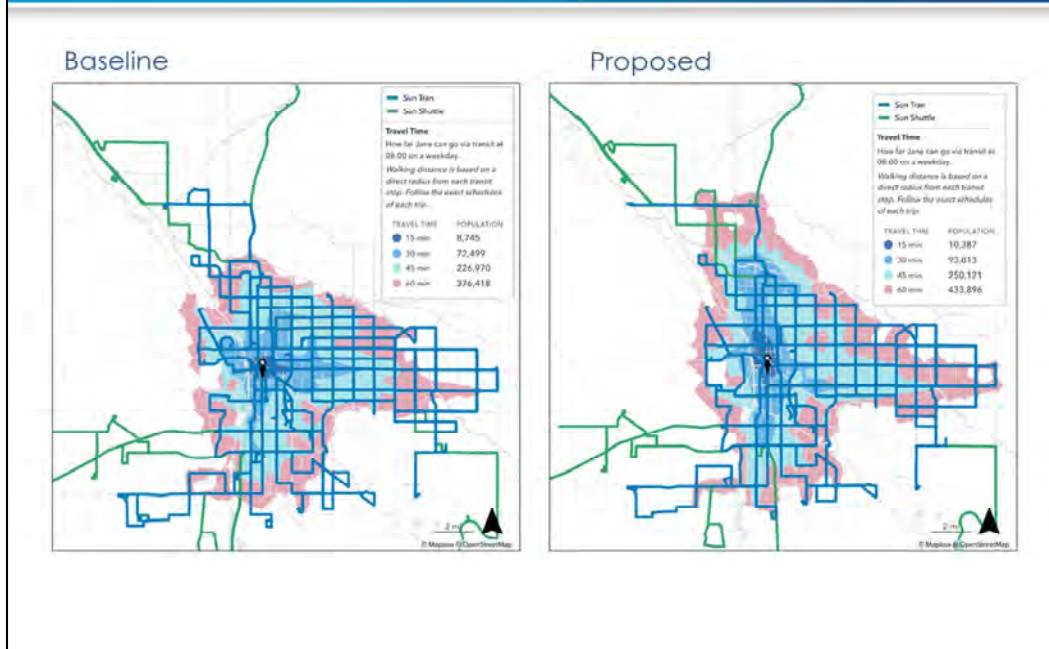
The next few slides show how general access on the bus system is proposed to change with the draft recommendations. The colors show how far you can travel in a certain amount of time from a set starting point. Dark blue shows how far you can travel in 15 minutes, medium blue in 30 minutes, light blue in 45 minutes, and pink in 60 minutes. On this map, there are 132,000 people within a 60-minute trip on transit from the Tucson Spectrum. Under the proposed plan, the number of people increases by 20% to 221,000. Specifically, you can see that Oracle Rd on Route 16 shows up on the proposed map. Riders can now travel farther in an hour because service operates more frequently (every 10 minutes), and they do not need to transfer at Ronstadt Transit Center.

## Change in 60-Min Access – Park Place Mall



In this map, there is a 24% increase in the number of people who can access Park Place Mall within a 60-minute trip on transit

## Change in 60-Min Access – Downtown



Finally, this example shows the increase in access from Downtown Tucson, specifically the Ronstadt Transit Center. Due to the investment in 15-minute service on major corridors, there is a 101% increase in the number of people accessible within a 15-minute trip.

## Rider Impacts and Route Discontinuations

- Route 1 – Glenn/Swan
- Route 3 – 6<sup>th</sup> St/Wilmot
- Route 5 – Pima/W. Speedway
- Route 19 – Stone
- Route 23 – Mission
- Route 34 – Craycroft/Fort Lowell
- Discontinued Sun Express routes due to low ridership and performance – 102X, 103X, 104X, 105X, 107X, 108X, and 203X



With all of the proposed improvements, there are also some major route changes that may affect your trip. The following route numbers are proposed to be discontinued. While the route number may no longer exist, in most cases, there is a route with a different number operating on the same street, so there is no loss of coverage. In the map to the right, the orange segments are those that would be completely discontinued while the blue segments show brand new service coverage.

For Route 1 – service on Swan would be served by the new Route 31. Service on Glenn is discontinued due to the focus on the one-mile grid.

For Route 3 - Wilmot will be served by new Route 33; 6th St will be served only by select trips on 109X timed with school bell schedules.

Route 5 will no longer operate on Pima St due to the focus on the one-mile grid.

Route 19 will no longer operate, but the entire alignment is covered by other routes, primarily Routes 10 and 31.

Route 23 will be discontinued, but the alignment is predominantly covered by other routes, primarily Routes 2 and the new extended 21.

Route 34 – Service on Fort Lowell will be covered by the new Route 31 while service on Craycroft will be covered by a modified Route 9.

The following **Sun Express** routes are proposed to be discontinued due to low

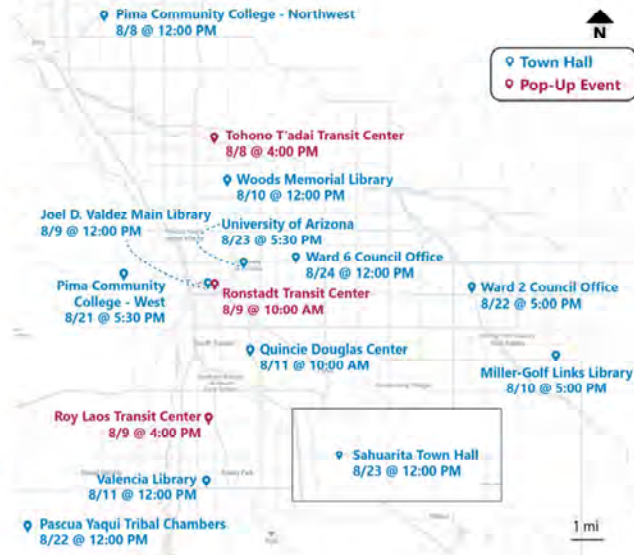


ridership and performance – 102X, 103X, 104X, 105X, 107X, 108X, and 203X

# Planned Outreach Activities and Next Steps

## Town Hall Events Aug. 8 to 24

- Pima Community College - Northwest Campus
- Joel D. Valdez Main Library
- Woods Memorial Library
- Miller-Golf Links Library
- Quincie Douglas Recreation Center
- Valencia Library
- Pima Community College - West Campus
- Pascua Yaqui Tribal Chambers
- Tucson City Council Ward 2 Office
- Sahuarita Town Hall - Council Chambers
- University of Arizona
- Tucson City Council Ward 6 Office



So how can you provide feedback? Over the next few months until September 8, we will be collecting comments through a number of different forums. First, we will be out at 12 different town hall meetings between August 8 and August 24. Please see more information on the map.

## Planned Outreach Activities and Next Steps

- **Website and survey available July 25 – Sept. 8**
- **Pop-up events Aug. 8 and 9**
  - Roy Laos Transit Center
  - Tohono T'adai Transit Center
  - Ronstadt Transit Center
- **Virtual Public Meetings Aug. 16 and 30**
- **September/October** – update the Draft Service Plan incorporating public and stakeholder feedback; conduct a Title VI analysis to ensure there are no adverse impacts to disadvantaged communities
- **November** – present the Final Service Plan to City Council

**Visit [www.tucsoncoa.com](http://www.tucsoncoa.com) to learn more and take the survey through Sept. 8!**

In addition to the in-person meetings, we also have information online at [tucsoncoa.com](http://tucsoncoa.com) where you can take a survey and leave your feedback on the plan. We will also be hosting a pop-up event at each of the three major transit centers on August 8th and 9th. Finally, we will be hosting virtual public meetings at 5:30 PM on August 16 and 30. Please go to [tucsoncoa.com](http://tucsoncoa.com) to learn more and get the link to the webinar.

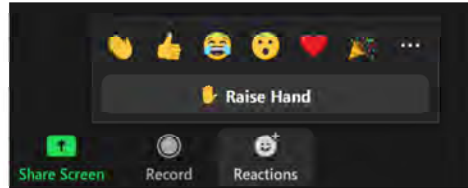
After September 8, we will be reviewing all comments we receive and using them to make any necessary changes to the draft service plan. We will conduct a Title VI analysis to ensure there are no adverse impacts to disadvantaged communities resulting from the plan. Finally, we will be presenting a final service plan to Tucson City Council in November.

# Zoom instructions

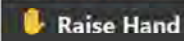
Please use the **chat feature** to share any questions you have during this presentation.



Today's virtual meeting will include a discussion.



To participate, select the **"reactions"** button and then select **Raise Hand**





Thank you so much for taking the time to watch this presentation and learn about the draft service plan. Please visit the website [www.tucsoncoa.com](http://www.tucsoncoa.com) and take our survey to leave your comments. Have a great day!



¡Hola! Gracias por tomarse el tiempo para ver esta presentación sobre el Proyecto del Plan de Servicio para el Análisis Operativo Integral, o COA, un esfuerzo conjunto realizado por la Ciudad de Tucson y la Asociación de Gobiernos de Pima para mejorar el servicio de transporte público en todo el Gran Tucson. Esta presentación explicará los borradores de las recomendaciones y compartirá algunos de los aspectos más destacados del plan propuesto.

# El Proyecto

El objetivo de este COA es mejorar el sistema de transporte público para apoyar mejor las necesidades de la comunidad y mejorar la eficiencia, efectividad y equidad de las opciones de transporte público actuales.

Este proyecto trabaja dentro del presupuesto operativo existente con el objetivo de hacer mejoras en el servicio que aborden las prioridades de la comunidad por medio de la optimización del sistema y el aumento de la eficiencia.



El objetivo de este COA es mejorar el sistema de transporte público para apoyar mejor las necesidades de la comunidad y mejorar la eficiencia, efectividad y equidad de las opciones de transporte público actuales.

Al trabajar dentro del presupuesto operativo existente, el objetivo es realizar mejoras en el servicio que aborden las prioridades de la comunidad a través de la optimización del sistema y el aumento de la eficiencia.

Comenzamos este proyecto con una sólida recopilación de datos y un esfuerzo de participación comunitaria para comprender qué está funcionando bien dentro del sistema actual y qué necesita mejorar. Usando nuestros hallazgos, desarrollamos un conjunto de principios rectores que describían cómo se diseñaría el plan de servicio propuesto. Hoy compartimos ese proyecto del plan con usted para recopilar sus comentarios. Recopilaremos información hasta el 8 de septiembre y utilizaremos esa información para realizar los cambios necesarios en el proyecto del plan para presentar un plan final al Alcalde y al Consejo de la Ciudad de Tucson en noviembre.

# Involucrando a la Comunidad



## Resumen de las Actividades de Participación Pública

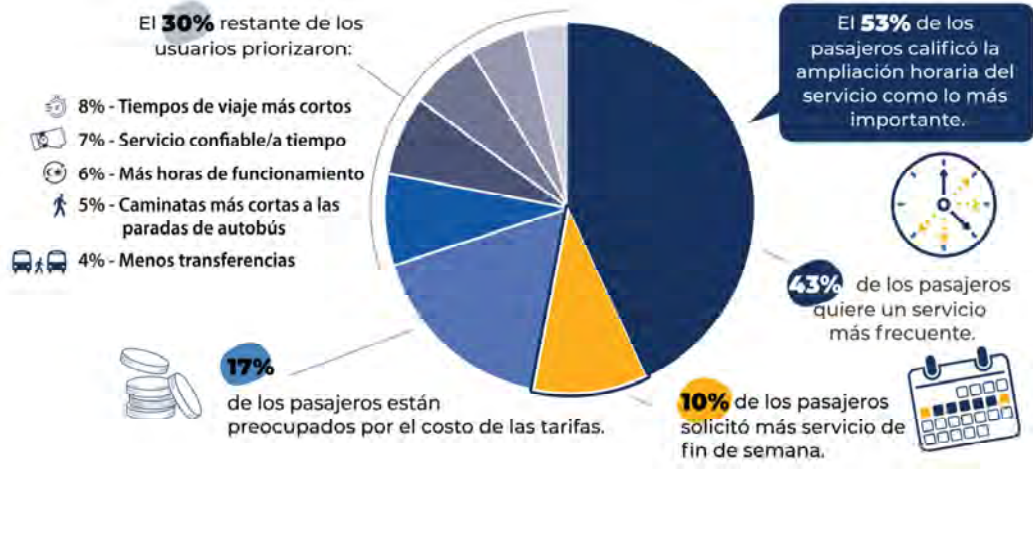
- Sitio web y encuesta disponibles del 23 de enero al 19 de abril de 2023.
  - Se recibieron más de 500 respuestas como encuestas y comentarios en el sitio web.
- Eventos temporales llevados a cabo el 7 y 8 de febrero.
  - Roy Laos Transit Center.
  - Tohono T'adai Transit Center.
  - Ronstadt Transit Center.
  - University of Arizona Mall.
  - San Xavier del Bac Mission.
  - Pima Community College East.
- Reuniones públicas virtuales llevadas a cabo el 9 y el 15 de febrero.
- Reunión virtual de partes interesadas llevada a cabo el 2 de febrero.

A principios de 2023, realizamos un amplio esfuerzo de participación comunitaria para recopilar información sobre las prioridades de mejora del transporte público. Preparamos un sitio web y una encuesta en línea disponibles entre finales de enero y mediados de abril y recopilamos más de 500 respuestas de la comunidad. Realizamos eventos emergentes en los tres principales centros de transporte público, la University of Arizona, la San Xavier del Bac Mission y el Pima Community College East Campus. También realizamos reuniones públicas virtuales y de las partes interesadas en febrero.



# Lo que Escuchamos

¿Qué mejora del servicio de transporte público es más importante para usted?



De este esfuerzo de divulgación, aprendimos mucha información valiosa que sirvió de base para el proyecto del plan de servicio. El gráfico de la diapositiva muestra cómo respondieron los usuarios actuales a la pregunta sobre la mejora del servicio que era más importante para ellos. El 53% de los usuarios actuales mencionaron un servicio adicional y de estos encuestados, el 43% solicitó más frecuencia y el 10% solicitó específicamente más servicio de fin de semana. Para las personas que actualmente no viajan, el 37% solicitó un servicio más frecuente, seguido del 23% que solicitó tiempos de viaje más cortos.

# Lo que Escuchamos

## Principales Conclusiones de la Encuesta

*El 60% de los encuestados piensa que ampliar el servicio nocturno de fin de semana es la mejora más importante.*



¿Cuál preferiría?



Una ruta que viene cada 30 minutos con un horario fijo y paradas designadas.

Un servicio bajo demanda, similar a Uber/Lyft, que se puede solicitar en su teléfono con tiempos de espera de hasta 30 minutos.

*El servicio de ruta fija sigue siendo abrumadoramente preferido sobre las alternativas bajo demanda.*

En encuestas anteriores, los usuarios solicitaron más horas de funcionamiento, específicamente los fines de semana. En esta encuesta, queríamos entender qué períodos de tiempo eran más importantes para tener más horas. El 60% de los encuestados dijo que el servicio nocturno de fin de semana posterior (entre las 7:00 PM y las 10:00 PM) es el momento más importante de la semana para las horas más largas.

Actualmente, Sun Tran opera dos zonas Sun On Demand que funcionan como Uber o Lyft, donde los usuarios pueden solicitar recogidas y entregas dentro de un área específica. Cuando se les preguntó si preferían el servicio tradicional de ruta fija con horarios establecidos y paradas de autobús o el servicio a pedido como Sun On Demand o Uber/Lyft, el 71% dijo que prefería el servicio tradicional de ruta fija. Esta división es consistente con los comentarios que hemos escuchado trabajando en otras comunidades también.

## Mejoras Claves



Reajustar las rutas para ofrecer más viajes directos a destinos clave.



Invertir en servicio de alta frecuencia de más de 15 minutos en corredores principales.



Mejorar el acceso y la calidad del servicio de transporte público para las comunidades tradicionalmente desatendidas.



Ampliar las horas de servicio hasta las 11:00 PM entre semana y hasta las 10:00 PM los fines de semana.



Incrementar la frecuencia del transporte público los fines de semana para que el transporte público sea más conveniente al ir de compras y al hacer actividades recreativas.

Basándonos en los hallazgos del alcance comunitario, así como en nuestro análisis del desempeño de los servicios existentes, desarrollamos estrategias clave para el proyecto del plan de servicios. Las mejoras objetivo para la red de autobuses incluyen: realinear o ampliar las rutas para proporcionar viajes más directos a destinos clave con menos transferencias; aumentar el número de rutas que operan a altas frecuencias (al menos cada 15 minutos durante todo el día); mejorar el acceso y la calidad del servicio para las comunidades tradicionalmente desatendidas; extender el horario de servicio a las 11:00 PM los días laborables y a las 10:00 PM los fines de semana para muchas rutas, y agregar frecuencia los fines de semana para que el transporte público sea más conveniente para viajes como compras y recreación.

## Estrategias de Diseño

**Diseñar estrategias para agilizar y optimizar el servicio con el fin de liberar recursos para las Mejoras Claves:**



Enfocarse en la red de una milla, descontinuando las rutas a través de las calles locales.



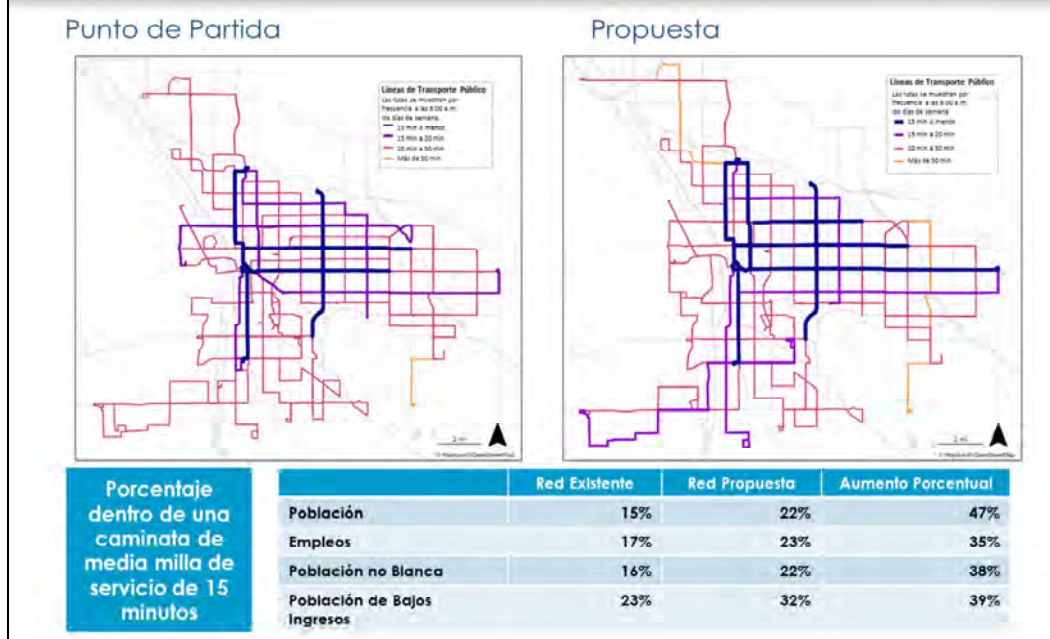
Reducir la dependencia de los centros de transporte público (transit centers) para minimizar duplicar el servicio y acortar los tiempos de viaje.



Reconfigurar las alineaciones de rutas y frecuencias para mejorar la eficiencia.

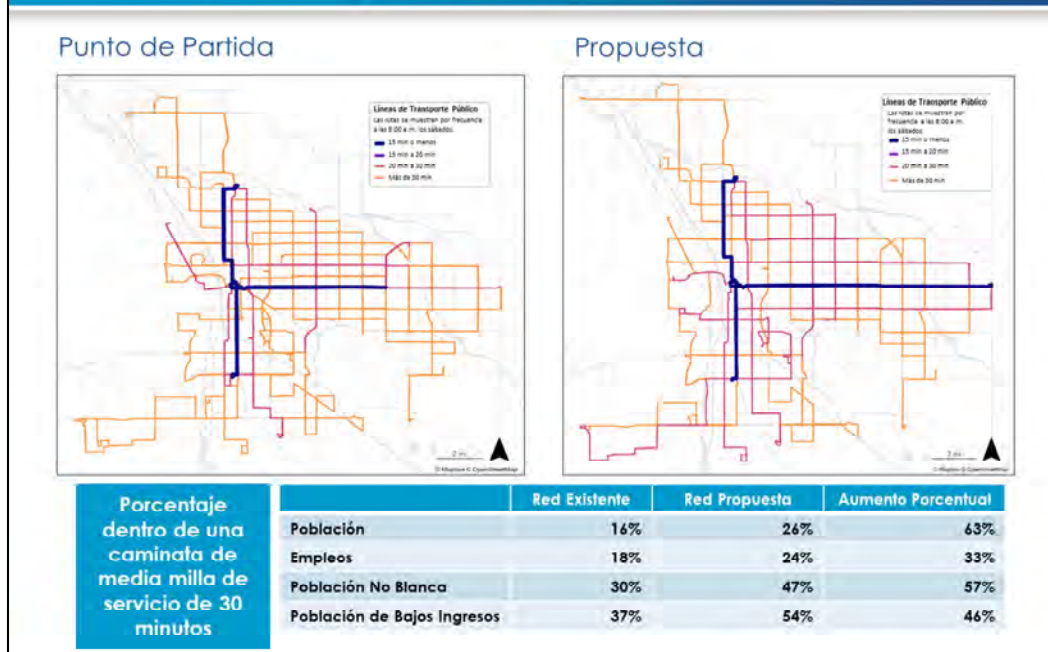
Como cualquier organización, Sun Tran y la Ciudad de Tucson trabajan con un presupuesto limitado. Para tener los recursos disponibles para las mejoras objetivo, utilizamos algunas estrategias de diseño para hacer el uso más eficiente de los recursos disponibles. El primero es enfocar el servicio en la red de una milla, descontinuando las rutas a través de los vecindarios locales, que generalmente transportan menos pasajeros que las rutas circundantes en las calles principales. Esto nos permitió aumentar la frecuencia en las calles principales y acelerar el servicio al no viajar en las calles más lentas del vecindario. En segundo lugar, redujimos la dependencia de los centros de transporte público, lo que en muchos casos acortó los tiempos de funcionamiento de las rutas. Las rutas de los autobuses tenían que desviarse para dar servicio al centro de transporte público, lo que sumaba tiempo a los viajes. Los autobuses también se superpondrían entre sí al entrar y salir de los centros de transporte público, lo que no es muy eficiente. Finalmente, reestructuramos una serie de rutas y frecuencias para hacer que el servicio sea más eficiente, combinando diferentes calles en diferentes rutas. Utilizando todas estas estrategias, pudimos desarrollar el plan de servicio que le mostraremos en las próximas diapositivas utilizando los recursos actuales de autobuses de Sun Tran.

## Proyecto del Plan – Comparación de frecuencia entre semana



Estos mapas comparan las redes de autobuses Sun Tran actuales y propuestas. Las líneas están codificadas por colores por frecuencia. El morado oscuro representa un servicio de 15 minutos o más, el morado claro un servicio de 20 minutos, el rosa un servicio de 30 minutos y el naranja un servicio de menos de 30 minutos. Y como se puede ver en los dos mapas, hay un gran aumento de frecuencia en la red propuesta, con más rutas operando cada 15 y 20 minutos a lo largo del día. Si usted observa el gráfico en la parte inferior, esto muestra el porcentaje de la población que se encuentra a menos de media milla a pie del servicio de 15 minutos. Entonces, por ejemplo, bajo la red existente, el 15% de la población se encuentra a menos de media milla a pie del servicio de 15 minutos, y esto aumenta al 22% bajo la red propuesta. Entonces, en general, hay un gran aumento en el acceso al servicio frecuente durante todo el día.

## Proyecto del Plan – Comparación de frecuencia para los sábados



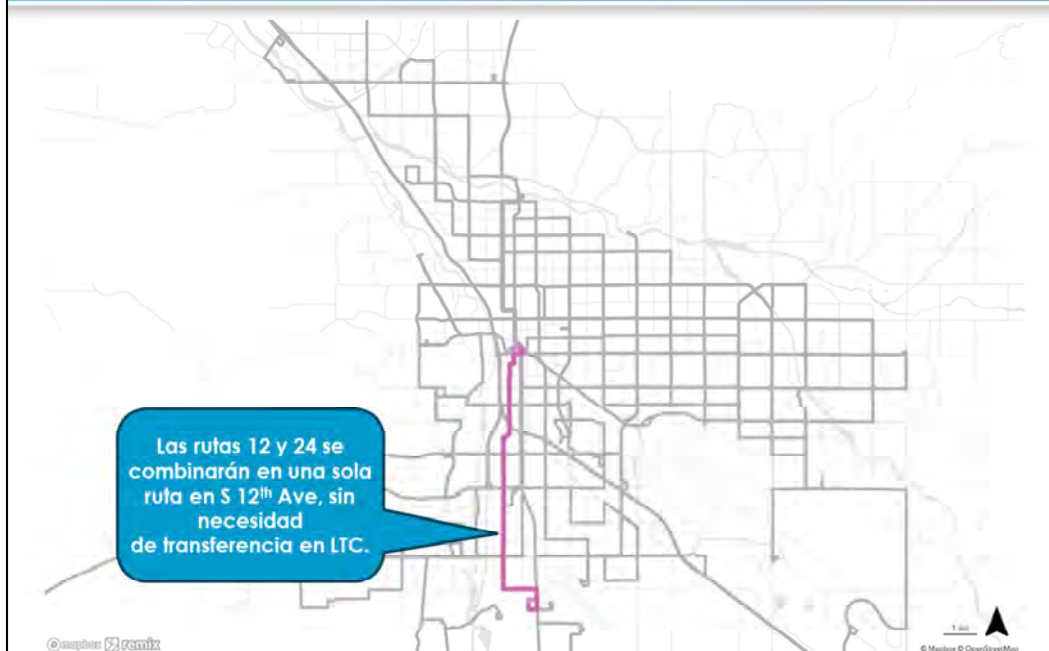
Esta diapositiva muestra la comparación de frecuencia para el servicio de los sábados, y puede ver que ha habido un aumento significativo en el número de rutas que operan cada 30 minutos los fines de semana. Esta fue una de las principales cosas que escuchamos durante el proceso de divulgación pública, ya que las personas desean más servicio los fines de semana que coincida más estrechamente con el servicio que se brinda entre semana. Al igual que los días laborables, el gráfico de la parte inferior muestra el porcentaje de la población a media milla a pie del servicio de 30 minutos. Bajo la red existente, el 16% de la población se encuentra a menos de media milla a pie del servicio de 30 minutos, y esto aumenta al 26% bajo la red propuesta.

## Proyecto del plan – Aspectos clave del cambio de ruta



Ahora queremos repasar solo algunos de los cambios clave en la ruta. Usted puede ver los detalles de todas las rutas en la pestaña Individual Route Recommendations del sitio web [tucsoncoa.com](http://tucsoncoa.com). Primero, la Ruta 16 (Oracle Rd.) y la Ruta 18 (S 6th Ave) se combinarán para crear un corredor continuo norte-sur entre los Tohono T'adai y Roy Laos Transit Centers. Esta ruta operaría cada 10 minutos entre semana entre las 6:00 AM y las 6:00 PM, convirtiéndose en la ruta de autobús más frecuente de todo el sistema. Actualmente, estas rutas tienen el mayor número de traslados diarios entre ellas, y los pasajeros ya no tendrían que trasladarse al centro de la ciudad en el Ronstadt Transit Center.

## Proyecto del plan – Aspectos clave del cambio de ruta



Del mismo modo, las rutas 12 y 24 se combinarían en un corredor continuo norte-sur a lo largo de S 10th Ave y S 12th Ave sin obligar a los pasajeros a transferirse en Roy Laos Transit Center, acortando en gran medida los tiempos de viaje para los pasajeros que viajan a lo largo de este corredor. Esta ruta operaría cada 20 minutos.



## Proyecto del plan – Aspectos clave del cambio de ruta



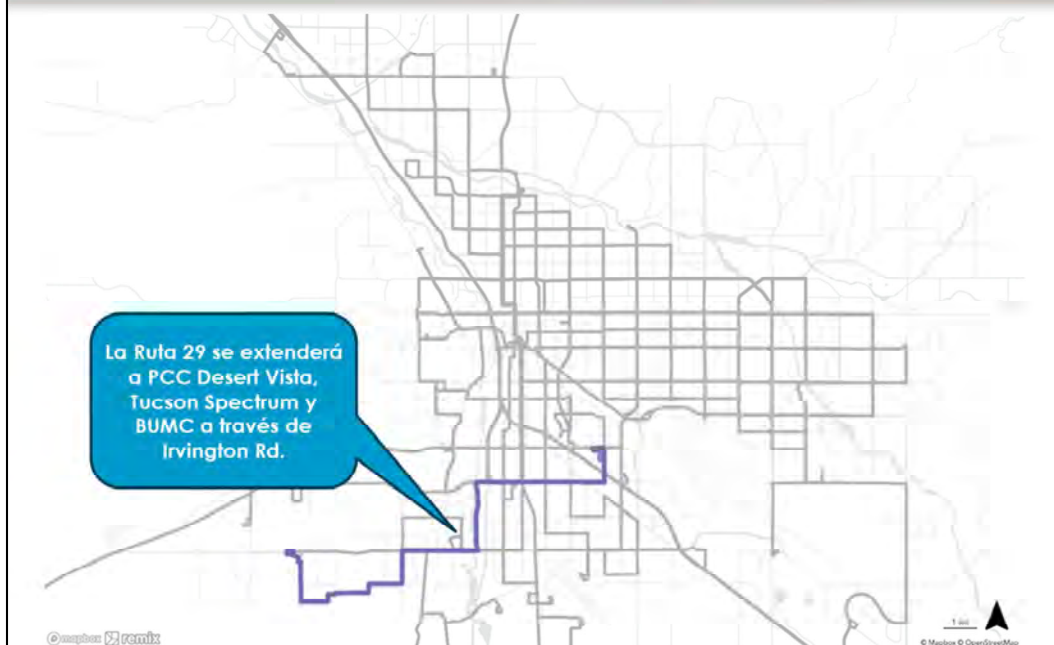
- La Ruta 7 se extenderá recta a través de E 22nd St, proporcionando acceso directo desde South Tucson al lado este sin obligar a los pasajeros a hacer transferencia al Downtown.

## Proyecto del plan – Aspectos clave del cambio de ruta



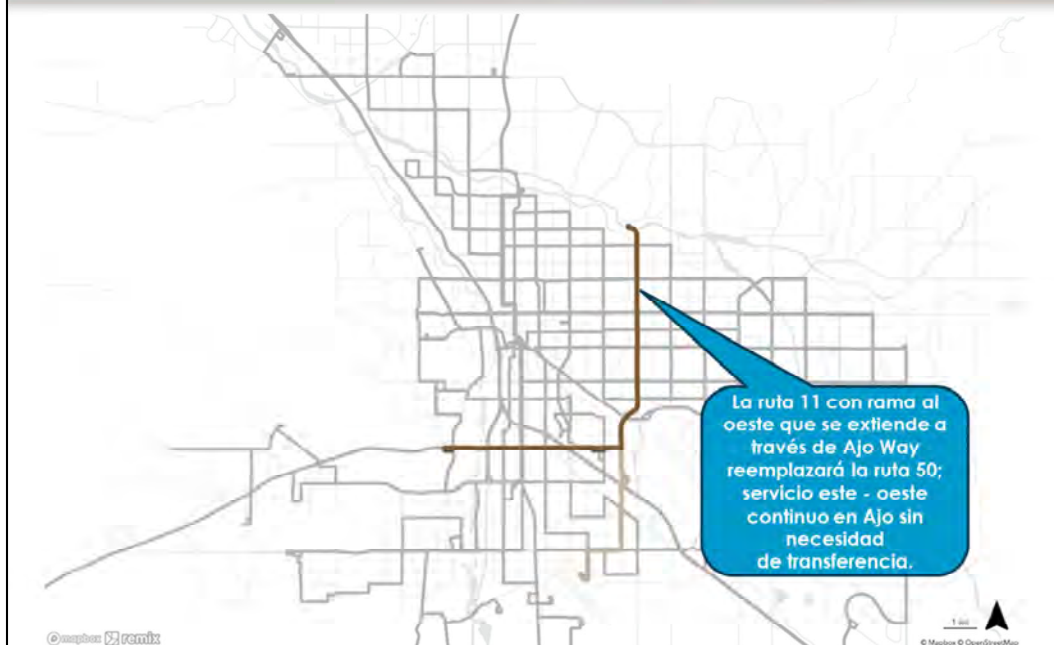
- La Ruta 8 se extenderá hacia el oeste más allá del centro de Tucson hasta Pima Community College West, proporcionando un servicio continuo al este y al oeste del centro sin necesidad de un traslado. También hay una propuesta para aumentar la frecuencia en la parte este de la ruta, y se propone que el servicio opere cada 15 minutos entre semana entre el Ronstadt Transit Center Downtown y el Houghton Park & Ride.

## Proyecto del plan – Aspectos clave del cambio de ruta



- La Ruta 29 se extenderá hacia el este pasando por Roy Laos Transit Center a lo largo de la Irvington Rd hasta Banner University Medical Center (BUMC). Esto proporcionará un servicio continuo este/oeste a lo largo de Irvington Rd y nuevas conexiones directas para los residentes con Tucson Spectrum, BUMC y centros comerciales adicionales.

## Proyecto del plan – Aspectos clave del cambio de ruta



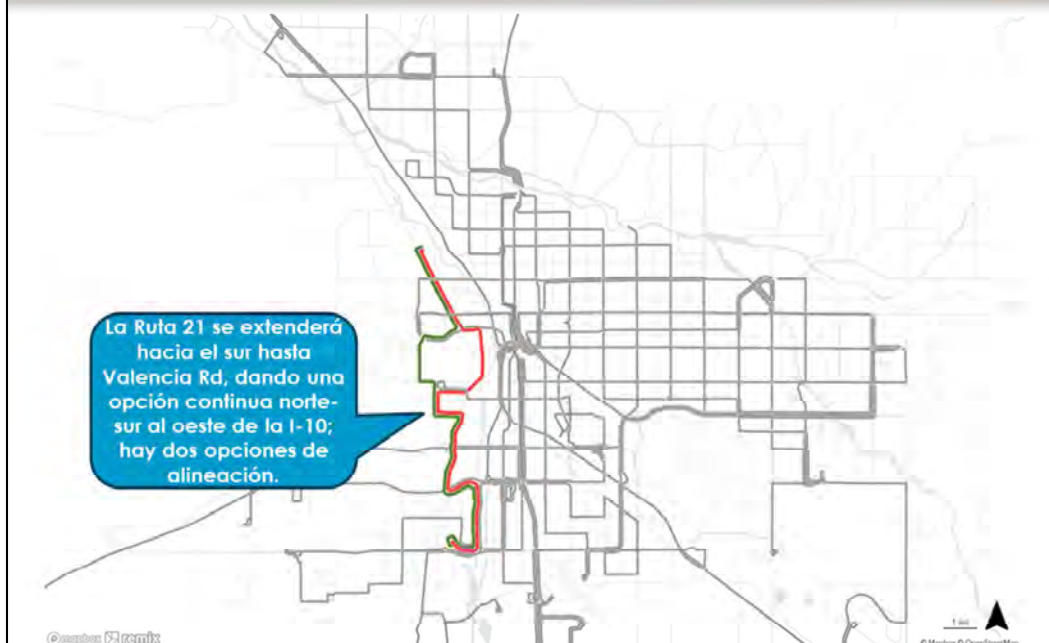
- La Ruta 11 extenderá la rama de Ajo Way más al oeste hasta S Cook St, proporcionando un servicio continuo este/oeste a lo largo de Ajo Way. Con este cambio, se descontinuaría la Ruta 50, pero los usuarios pueden beneficiarse del servicio continuo a lo largo de Ajo Way sin transferencias.

## Proyecto del plan – Aspectos clave del cambio de ruta

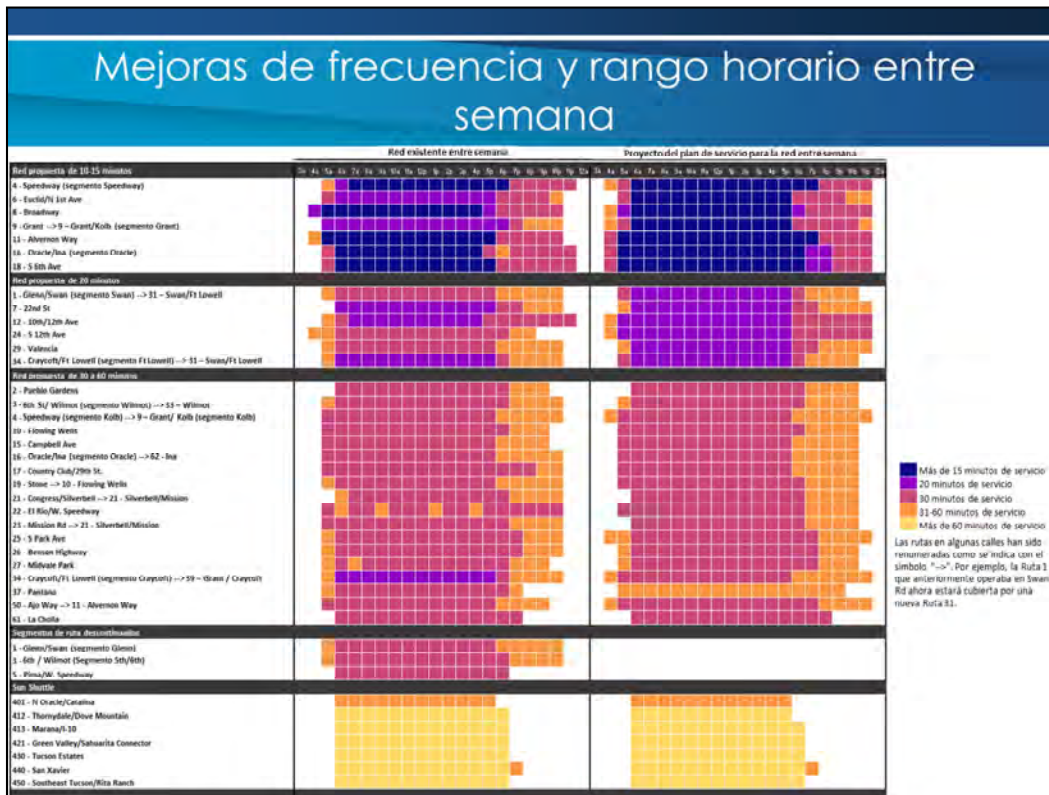


- La nueva Ruta 33 proporciona servicio continuo en Wilmot Rd entre la estación de Udall y el campus de Pima Community College East. El servicio en Wilmot Rd se divide actualmente entre la Ruta 3 y la Ruta 8, y ahora los pasajeros pueden viajar a lo largo de todo el corredor sin tener que hacer transbordo.

## Proyecto del plan – Aspectos clave del cambio de ruta

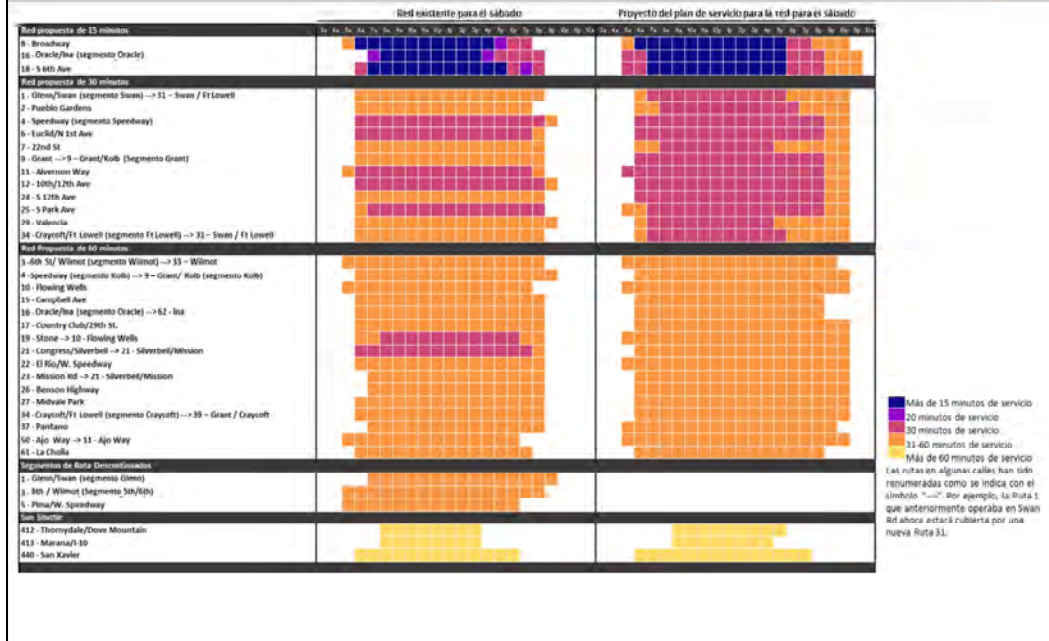


- La Ruta 21 se extenderá hacia el sur hasta Valencia Rd, proporcionando una ruta continua de norte a sur a lo largo del lado oeste de la I-10, lo que permite conexiones directas sin tener que trasladarse al centro de la ciudad. Esto conectará la Ruta 21 con los principales destinos comerciales (Tucson Spectrum, Walmart) y centros educativos (PCC West, PCC Desert Vista, Cholla High School). Actualmente se proponen dos opciones para esta ruta, una mostrada en verde que serviría a PCC West y Greasewood Rd, y otra mostrada en rojo que serviría a los vecindarios residenciales a lo largo de Grande Ave. Si esta es una ruta en la que usted viajaría, por favor complete nuestra encuesta y proporcione comentarios sobre la alineación que prefiera.



Los gráficos de las siguientes tres diapositivas muestran la frecuencia propuesta para cada ruta por hora del día. El gráfico de esta diapositiva muestra el servicio propuesto entre semana. Cada hora del día está codificada por colores según la frecuencia de servicio propuesta, con colores más oscuros que representan frecuencias más altas y colores más claros que representan frecuencias más bajas. El azul oscuro representa un servicio de 15 minutos o mejor, el púrpura un servicio de 20 minutos, el rosa un servicio de 30 minutos, el naranja un servicio de 31-60 minutos y el amarillo claro un servicio de menos de 60 minutos. Usted puede ver en la tabla que hay más servicio más tarde en las noches - 18 rutas tendrán horas de servicio extendidas. También hay un aumento en el número de rutas que operan cada 15 minutos (Euclid Ave y partes de Grant Rd) y cada 20 minutos (Swan Rd, S 12th Ave y Valencia Rd).

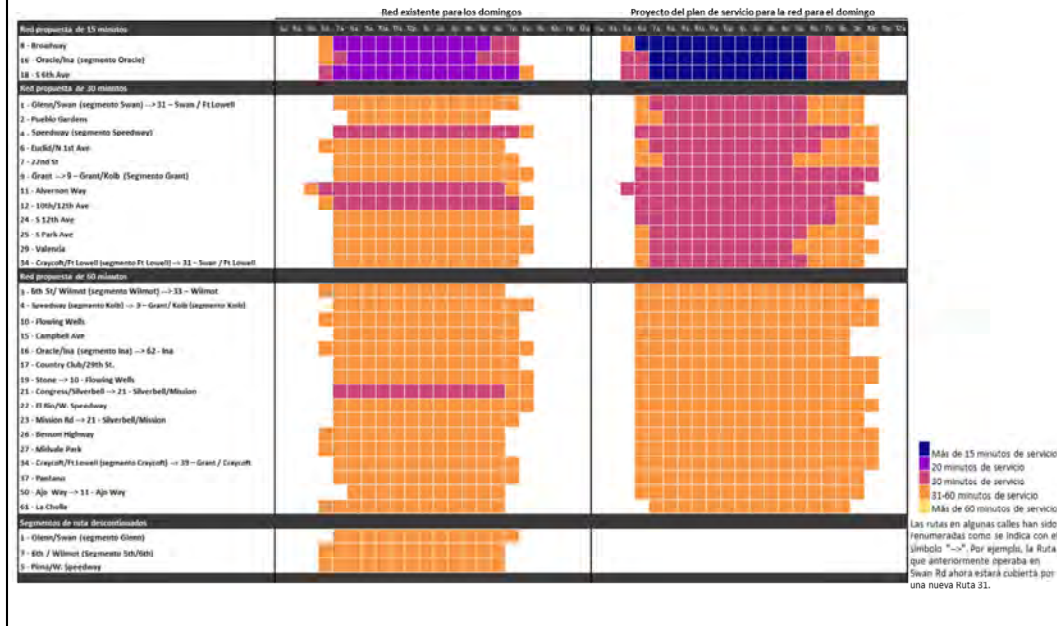
# Mejoras en la frecuencia y rango horario para los sábados



Los sábados, 27 rutas tendrán un horario de servicio extendido, comenzando tanto más temprano en la mañana como terminando más tarde en la noche. También hay el doble de rutas que operan cada 30 minutos los sábados en comparación al servicio actual.

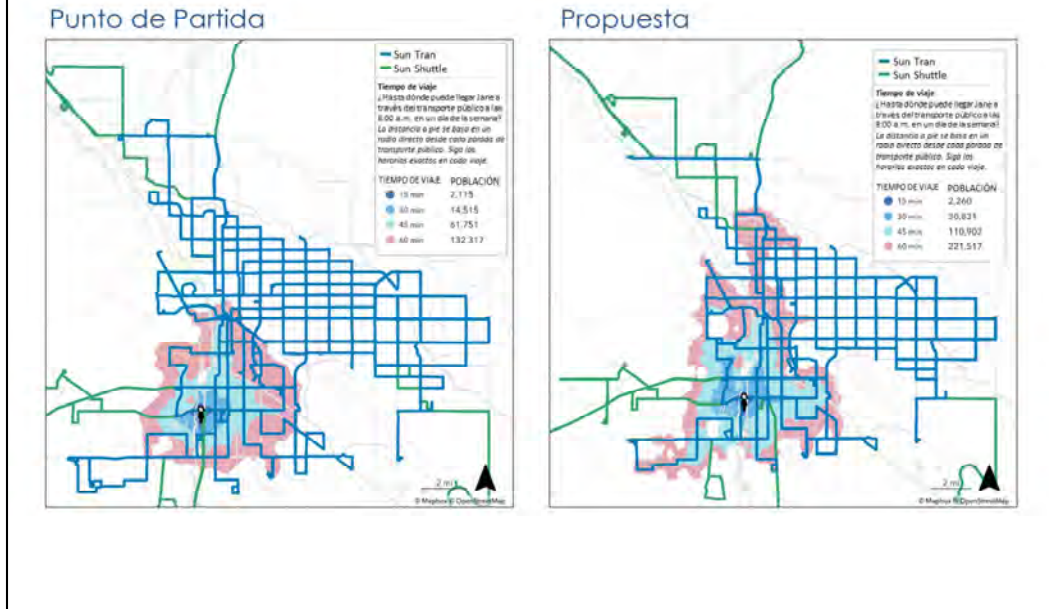


# Mejoras en la frecuencia y rango horario para los domingos



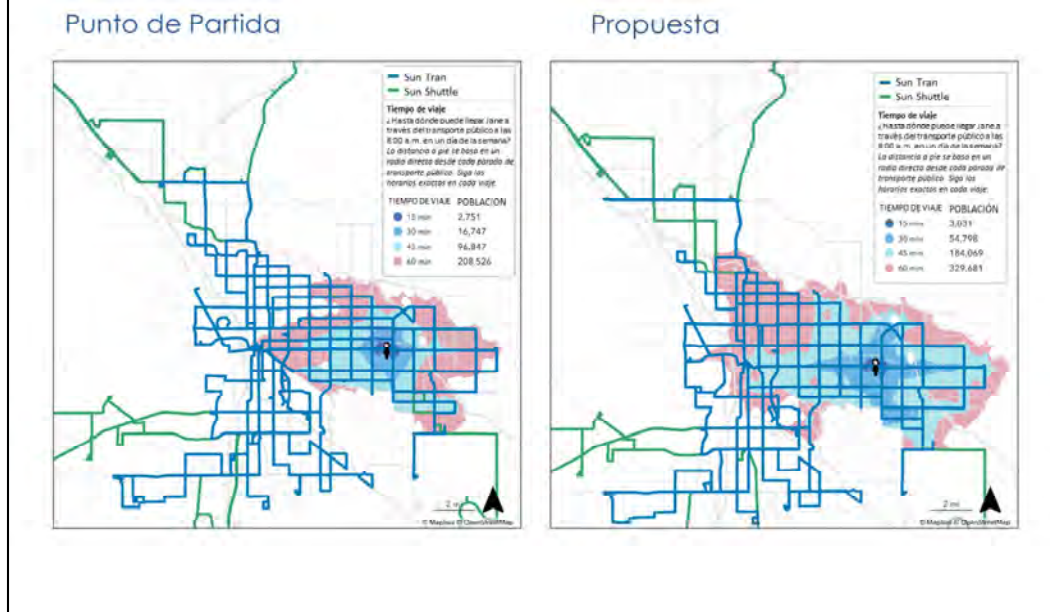
Los domingos, 29 rutas tendrán horario de servicio extendido. El número de rutas que operan cada 30 minutos es más del triple, y los corredores clave: Broadway, Oracle y S 6th Ave tendrán un servicio de 15 minutos en lugar de 20 minutos.

# Cambio en accesibilidad de 60 minutos - Tucson Spectrum



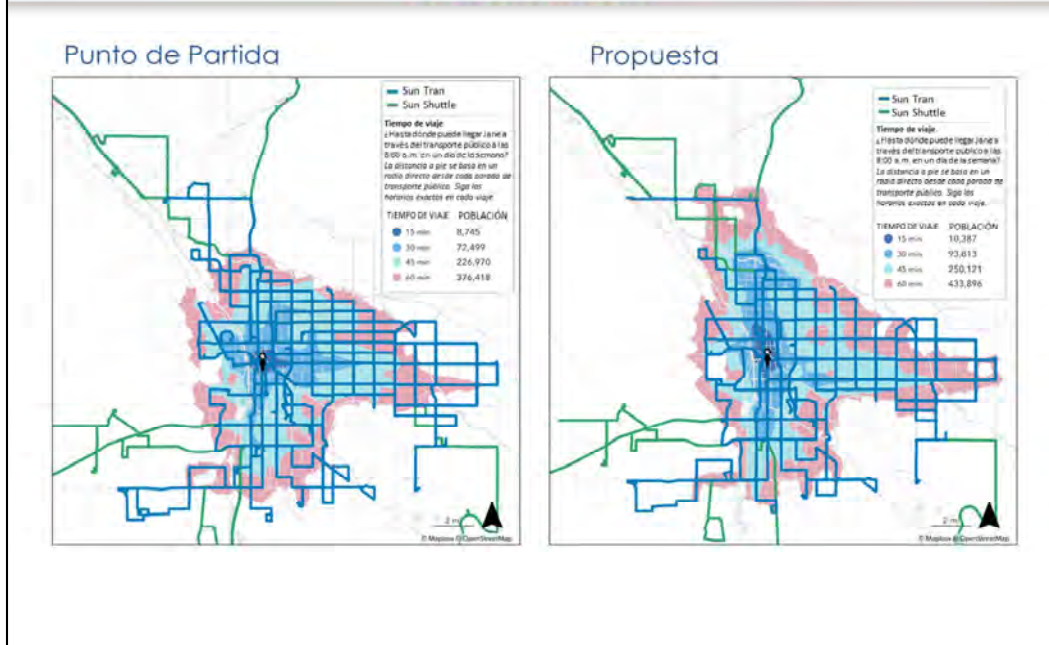
Las siguientes diapositivas muestran cómo se propone cambiar el acceso general en el sistema de autobuses con los proyectos de recomendaciones. Los colores muestran qué tan lejos puede viajar en una cierta cantidad de tiempo desde un punto de partida establecido. El azul oscuro muestra qué tan lejos puedes viajar en 15 minutos, el azul medio en 30 minutos, el azul claro en 45 minutos y el rosa en 60 minutos. En este mapa, hay 132,000 personas en un viaje de 60 minutos en tránsito desde el Tucson Spectrum. Bajo el plan propuesto, el número de personas aumenta en un 20% a 221,000. Específicamente, puede ver que Oracle Rd en la Ruta 16 aparece en el mapa propuesto. Los usuarios ahora pueden viajar más lejos en una hora porque el servicio funciona con más frecuencia (cada 10 minutos) y no necesitan hacer transbordo en Ronstadt Transit Center.

# Cambio en accesibilidad de 60 minutos – Park Place Mall



En este mapa, hay un aumento del 24% en el número de personas que pueden acceder al Park Place Mall en un viaje de 60 minutos en transporte público.

# Cambio en accesibilidad de 60 minutos – Downtown



Finalmente, este ejemplo muestra el aumento en el acceso desde el centro de Tucson, específicamente el Ronstadt Transit Center. Por la inversión en el servicio de 15 minutos en los principales corredores, hay un aumento del 101% en el número de personas accesibles en un viaje de 15 minutos.

## Impactos al usuario y discontinuaciones de ruta

- Ruta 1 – Glenn/Swan.
- Ruta 3 – 6<sup>th</sup> St/Wilmot.
- Ruta 5 – Pima/W. Speedway.
- Ruta 19 – Stone.
- Ruta 23 – Mission.
- Ruta 34 – Craycroft/Fort Lowell.
- Rutas Sun Express discontinuadas debido a la baja cantidad de pasajeros y el bajo rendimiento: 102X, 103X, 104X, 105X, 107X, 108X y 203X.



Con todas las mejoras propuestas, también hay algunos cambios importantes en la ruta que pueden afectar su viaje. Se propone discontinuar los siguientes números de ruta. Aunque es posible que el número de ruta ya no exista, en la mayoría de los casos, hay una ruta con un número diferente que opera en la misma calle, por lo que no hay pérdida de cobertura. En el mapa de la derecha, los segmentos naranjas son los que se discontinuarían por completo, mientras que los segmentos azules muestran una cobertura de servicio completamente nueva.

Para la Ruta 1 - El servicio en Swan sería servido por la nueva Ruta 31. El servicio en Glenn se suspende debido al enfoque en la cuadrícula de una milla.

Para la Ruta 3 - Wilmot será servido por la nueva Ruta 33; 6th St será servido solo por viajes seleccionados en 109X cronometrados con horarios de campanas escolares.

La Ruta 5 ya no operará en Pima St por el enfoque en la red de una milla.

La Ruta 19 ya no funcionará, pero toda la alineación está cubierta por otras rutas, principalmente las rutas 10 y 31.

La Ruta 23 se suspenderá, pero la alineación está cubierta predominantemente por otras rutas, principalmente las Rutas 2 y la nueva 21 extendida.

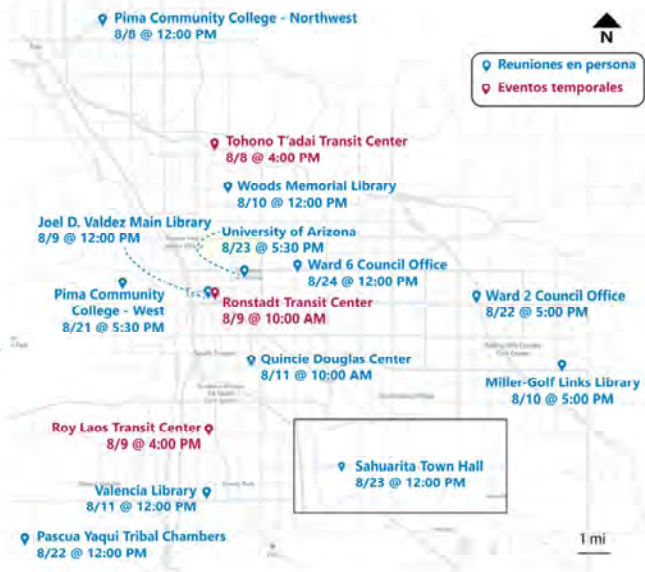
Ruta 34 – El servicio en Fort Lowell estará cubierto por la nueva Ruta 31, mientras que el servicio en Craycroft estará cubierto por una Ruta 9 modificada.

Se propone suspender las siguientes rutas de **Sun Express** por la baja cantidad de pasajeros y el bajo rendimiento - 102X, 103X, 104X, 105X, 107X, 108X y 203X.

# Actividades de participación planificadas y próximos pasos

## Reunión en persona del 8 al 24 de agosto.

- Pima Community College - Northwest Campus.
- Joel D. Valdez Main Library.
- Woods Memorial Library.
- Miller-Golf Links Library.
- Quincie Douglas Recreation Center.
- Valencia Library.
- Pima Community College - West Campus.
- Pascua Yaqui Tribal Chambers.
- Tucson City Council Ward 2 Office.
- Sahuarita Town Hall - Council Chambers.
- University of Arizona.
- Tucson City Council Ward 6 Office.



Entonces, ¿cómo puede proporcionar comentarios? Durante los próximos meses, hasta el 8 de septiembre, recopilaremos comentarios a través de varios foros diferentes. Primero, estaremos en 12 reuniones diferentes en persona entre el 8 y el 24 de agosto. Por favor, consulte más información en el mapa.

## Actividades de participación pública planificadas y próximos pasos

- **Sitio web y encuesta disponibles del 25 de julio al 8 de septiembre.**
- **Eventos temporales los días 8 y 9 de agosto.**
  - Roy Laos Transit Center.
  - Tohono T'adai Transit Center.
  - Ronstadt Transit Center.
- **Reuniones públicas virtuales los días 16 y 30 de agosto.**
- **Septiembre/Octubre:** Se actualizará el proyecto del plan de servicio incorporando comentarios del público y de las partes interesadas; realizar un análisis del Título VI para garantizar que no haya impactos adversos para las comunidades desfavorecidas.
- **Noviembre** – presentar el Plan de Servicio Final al Consejo de la Ciudad.

**¡Visite [www.tucsoncoa.com](http://www.tucsoncoa.com) para obtener más información y realice la encuesta hasta el 8 de septiembre!**

Además de las reuniones en persona, también tenemos información en línea en [tucsoncoa.com](http://tucsoncoa.com), donde puede realizar una encuesta y dejar sus comentarios sobre el plan. También organizaremos un evento temporales en cada uno de los tres principales centros de transporte público los días 8 y 9 de agosto. Finalmente, organizaremos reuniones públicas virtuales a las 5:30 PM los días 16 y 30 de agosto. Por favor, visite [tucsoncoa.com](http://tucsoncoa.com) para obtener más información y obtener el enlace al seminario web.

Después del 8 de septiembre, revisaremos todos los comentarios que recibamos y los para realizar los cambios necesarios en el proyecto del plan de servicio. Realizaremos un análisis del Título VI para garantizar que no haya impactos adversos en las comunidades desfavorecidas como resultado del plan. Finalmente, presentaremos un plan de servicio final al Consejo de la Ciudad de Tucson en noviembre.





Muchas gracias por tomarse el tiempo para ver esta presentación y conocer el proyecto del plan de servicio. Por favor, visite el sitio web [www.tucsoncoa.com](http://www.tucsoncoa.com) y complete nuestra encuesta para dejar sus comentarios. ¡Que tenga un excelente día!

# WELCOME

## Comprehensive Operational Analysis Draft Service Plan

Please sign in at the welcome table.

Please see a staff member if you need Spanish interpretation assistance.

Por favor consulte a un miembro del personal si necesita asistencia de interpretación en Español.



**Call:** (520) 792-9222 | **TDD:** (520) 628-1565

**Email:** [SunTranInfo@tucsonaz.gov](mailto:SunTranInfo@tucsonaz.gov) | **Visit:** [www.tucsoncoa.com](http://www.tucsoncoa.com)

# What is a Comprehensive Operational Analysis (COA)?

The aim of this COA is to enhance the transit system to better support the needs of the community and improve the efficiency, effectiveness, and equity of current transit options.

Working within the existing operating budget, the goal is to make service improvements that address community priorities through optimizing the system and increasing efficiency.








 : Public Outreach Opportunities



# We Heard You, Here Is What We Found

## What Service Improvement is Most Important to You?

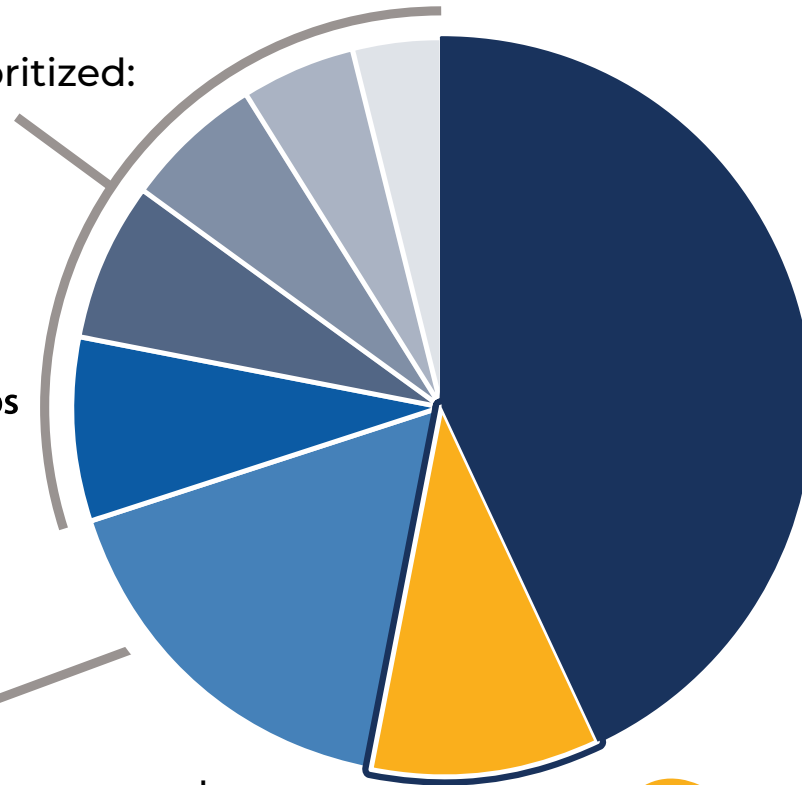
The remaining **30%** of riders prioritized:

-  **8%** - shorter travel times
-  **7%** - reliable/on-time service
-  **6%** - longer operating hours
-  **5%** - shorter walks to bus stops
-  **4%** - fewer transfers



**17%**

of riders are concerned about the cost of fares



**53%** of riders ranked additional service as most important.



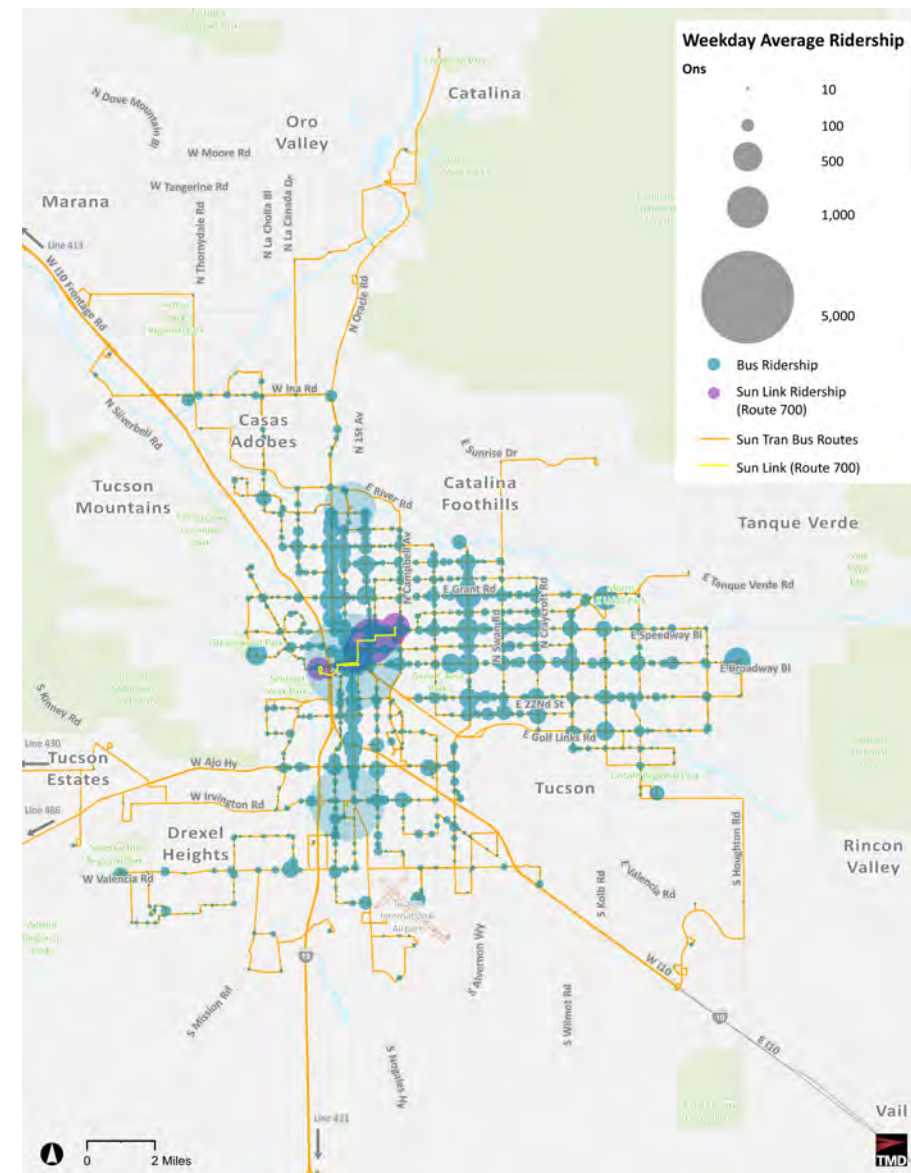
**43%** of riders want more frequent service

**10%** of riders requested more weekend service



# Key Findings from Existing Conditions Analysis

- ✓ The top five Sun Tran routes (16, 8, 4, 11, and 18) account for 33% of daily system ridership.
- ✓ Boarding activity is stronger on major roads that follow a one-mile grid.
- ✓ 20% of all boardings take place at the three major transit centers – heavy reliance on transferring.
- ✓ 45% of riders transfer at least once as part of their trip.
- ✓ Transit service levels drop sharply after 6 p.m., but there is still a considerable need for transit options after that time.
- ✓ Transit service decreases by half on weekends.



# Key Improvements



Realign routes to provide more one-seat rides to key destinations.



Invest in high-frequency 15+ minute service on key corridors.



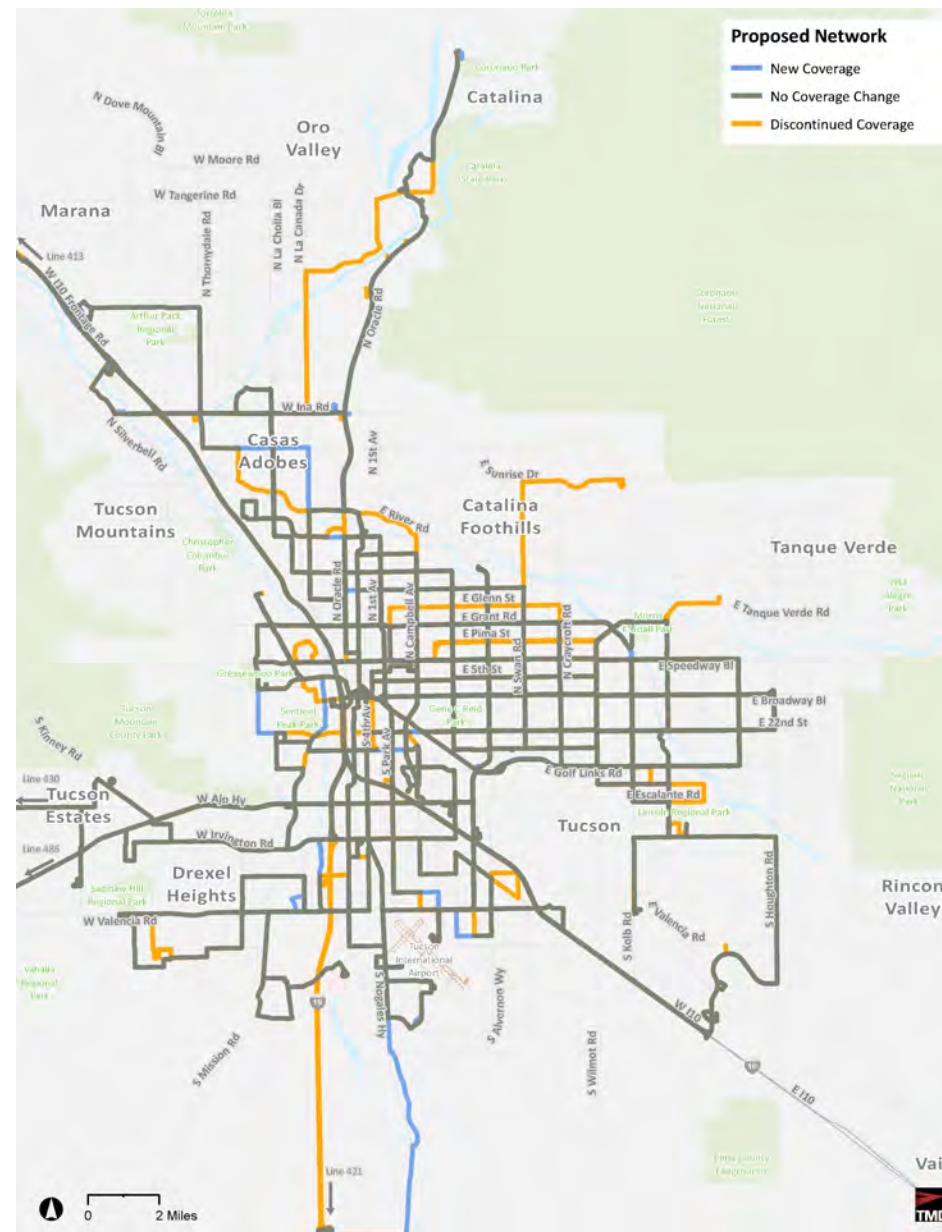
Improve access and quality of service for historically underserved communities.



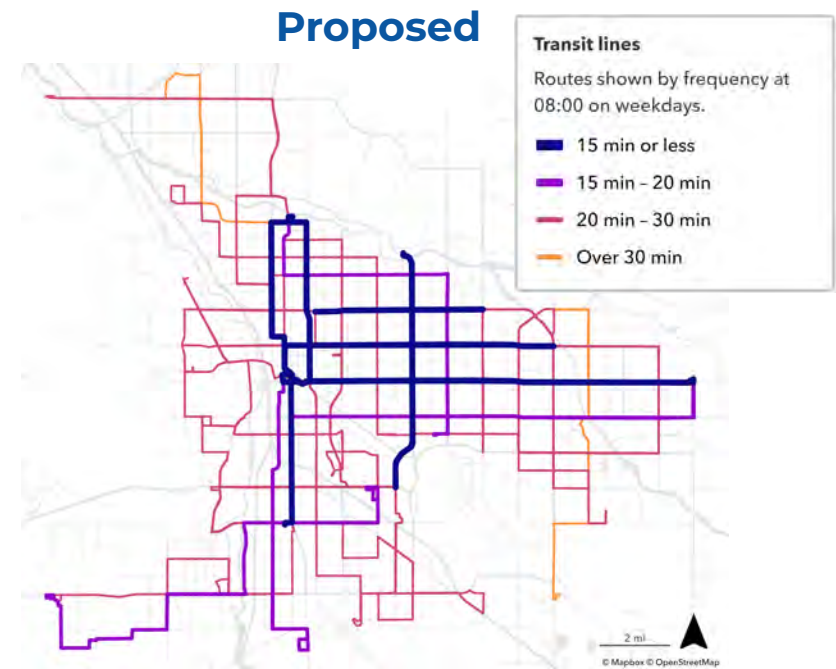
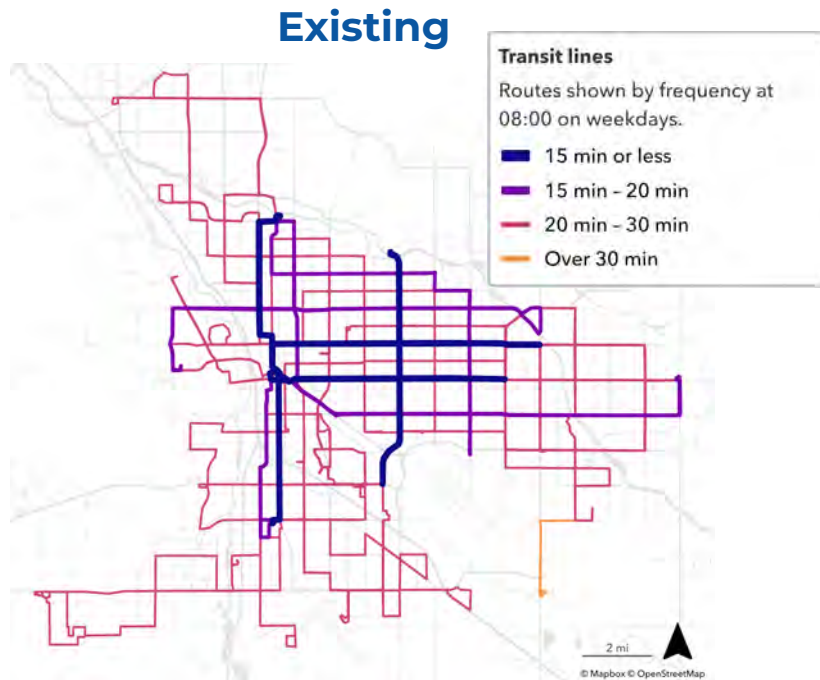
Extend service hours to 11 p.m. on weekdays and 10 p.m. on weekends.



Add frequency on weekends so transit is more convenient for shopping and recreation.



# Draft Plan Overview - Weekday Frequency Comparison



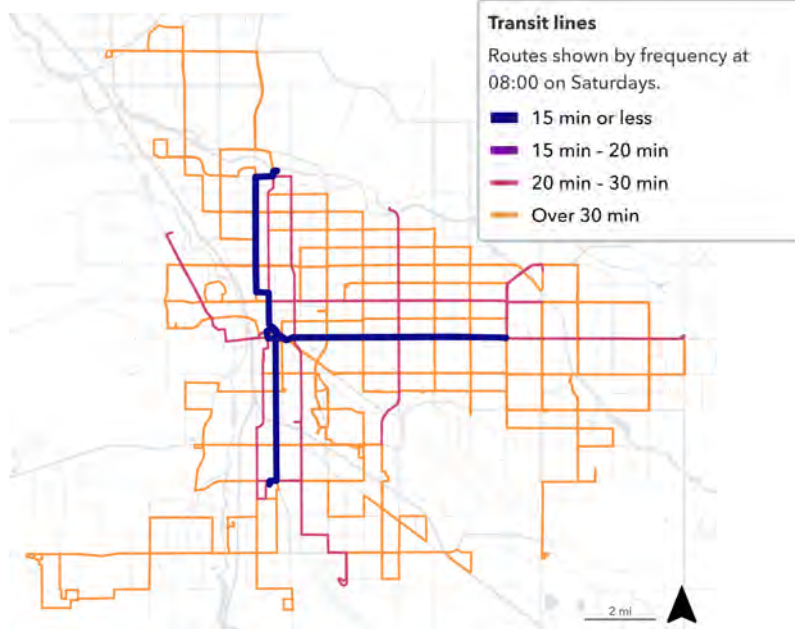
**Percent within a Half-Mile Walk of 15-Minute Service**

	Existing Network	Proposed Network	Percent Increase
<b>Population</b>	15%	22%	47%
<b>Jobs</b>	17%	23%	35%
<b>Non-White Population</b>	16%	22%	38%
<b>Low-Income Population</b>	23%	32%	39%

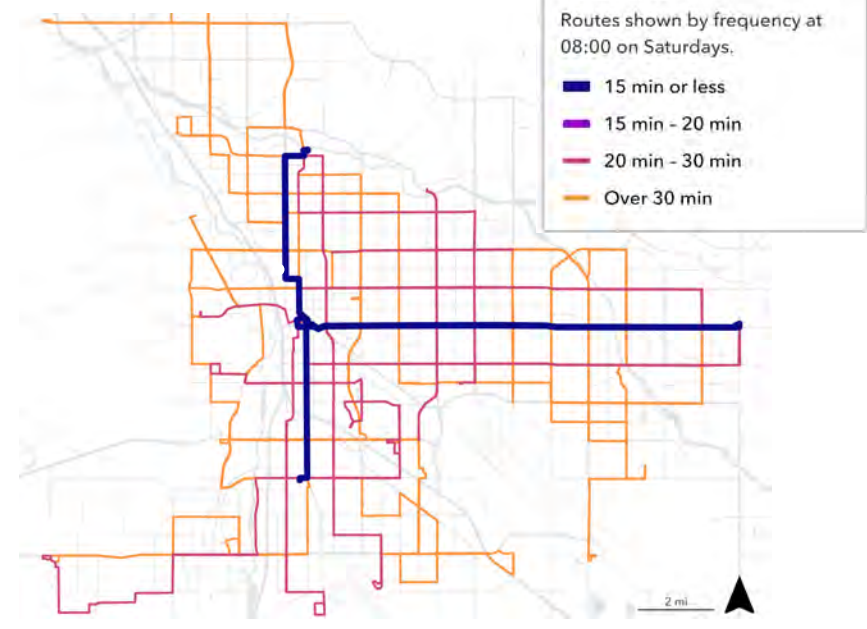


# Draft Plan Overview - Saturday Frequency Comparison

## Existing



## Proposed



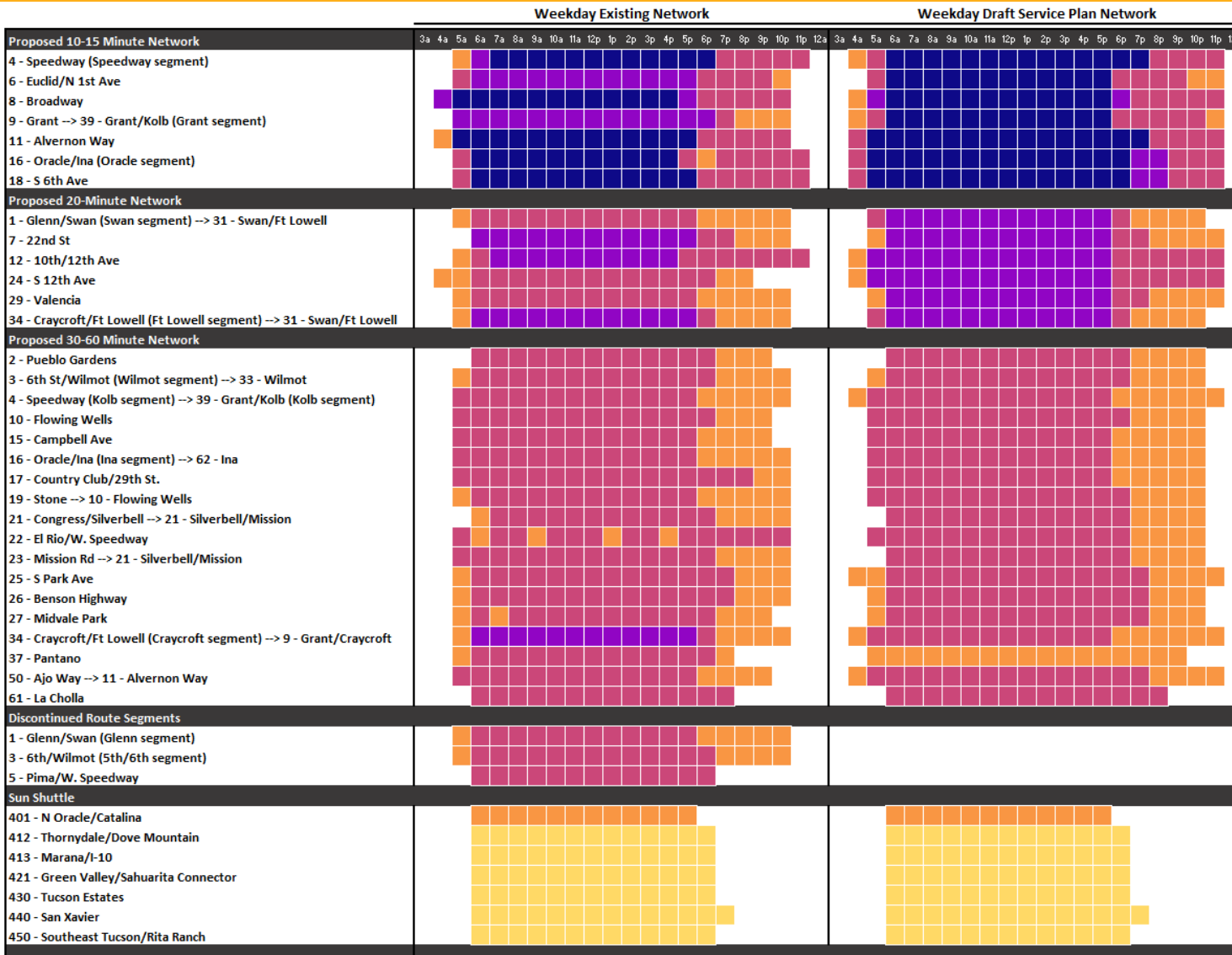
**Percent within a  
Half-Mile Walk of  
30-Minute Service**

	Existing Network	Proposed Network	Percent Increase
<b>Population</b>	16%	26%	63%
<b>Jobs</b>	18%	24%	33%
<b>Non-White Population</b>	30%	47%	57%
<b>Low-Income Population</b>	37%	54%	46%





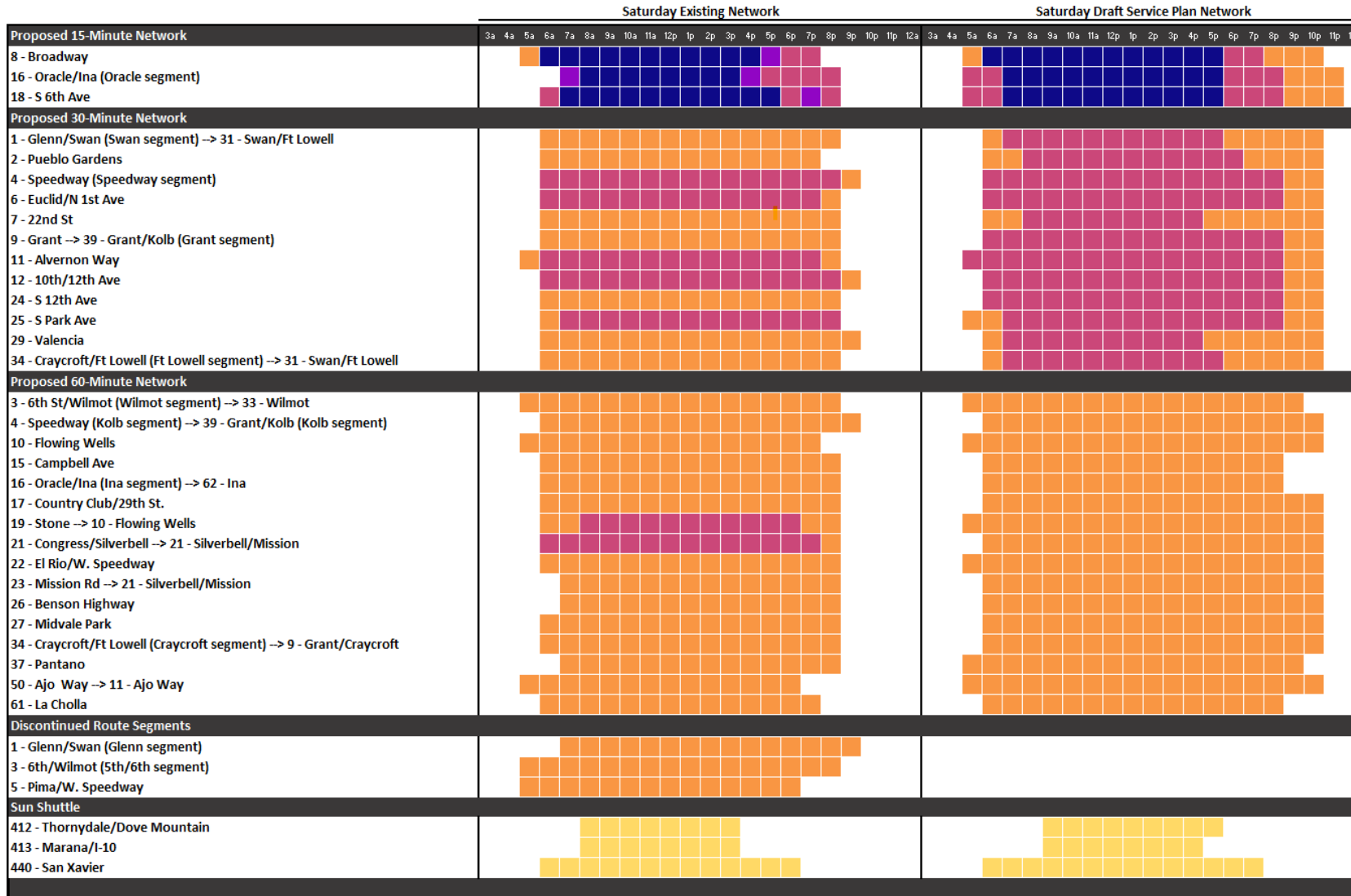
# Weekday Frequency and Span Improvements



Routes on some streets have been renumbered as indicated with the "-->" symbol. For example, Route 1 previously operating on Swan Rd will now be covered by a new Route 31.



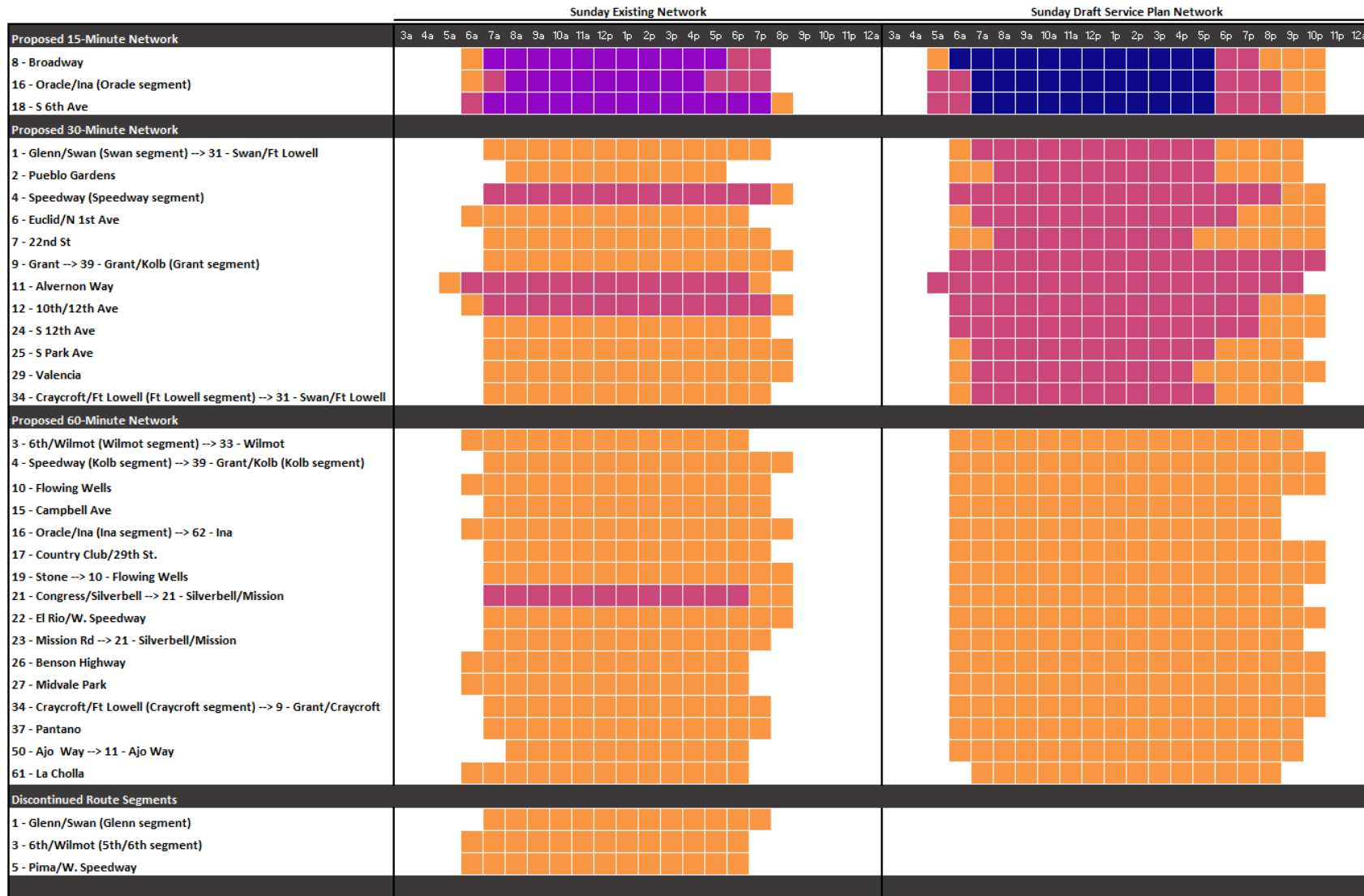
# Saturday Frequency and Span Improvements



Routes on some streets have been renumbered as indicated with the "-->" symbol. For example, Route 1 previously operating on Swan Rd will now be covered by a new Route 31.



# Sunday Frequency and Span Improvements

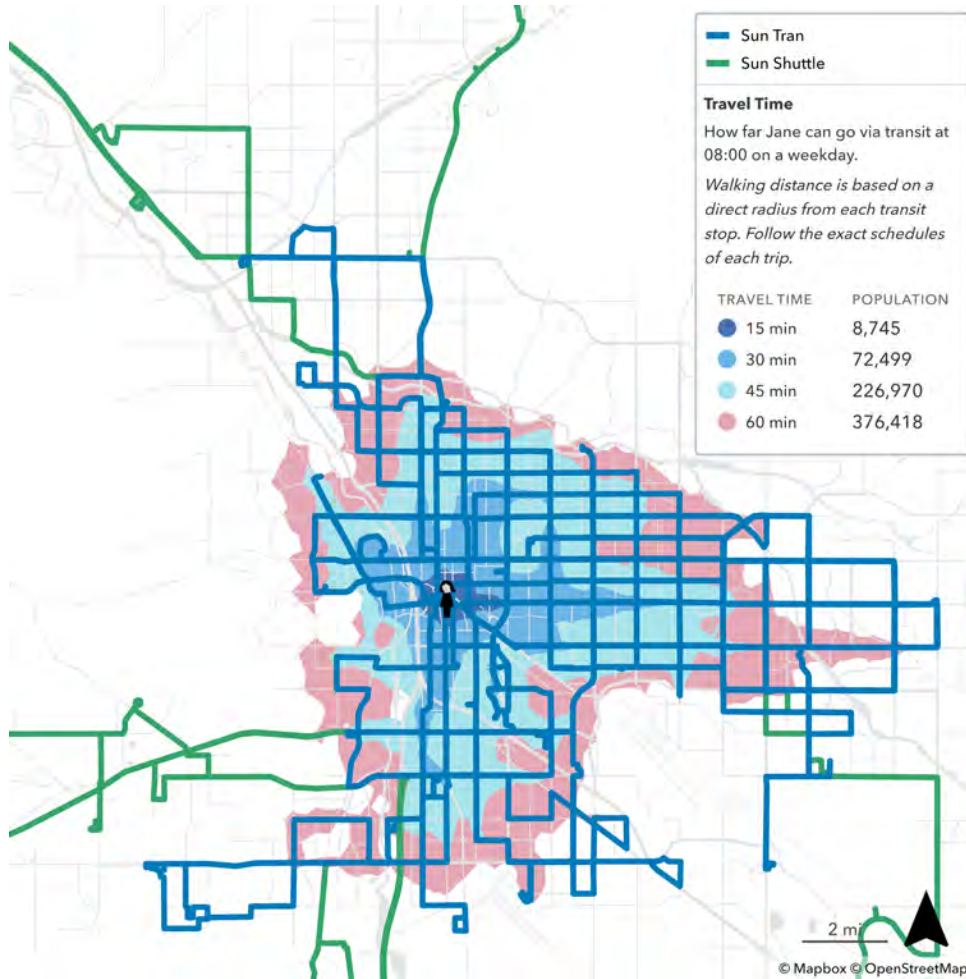


Routes on some streets have been renumbered as indicated with the "-->" symbol. For example, Route 1 previously operating on Swan Rd will now be covered by a new Route 31.

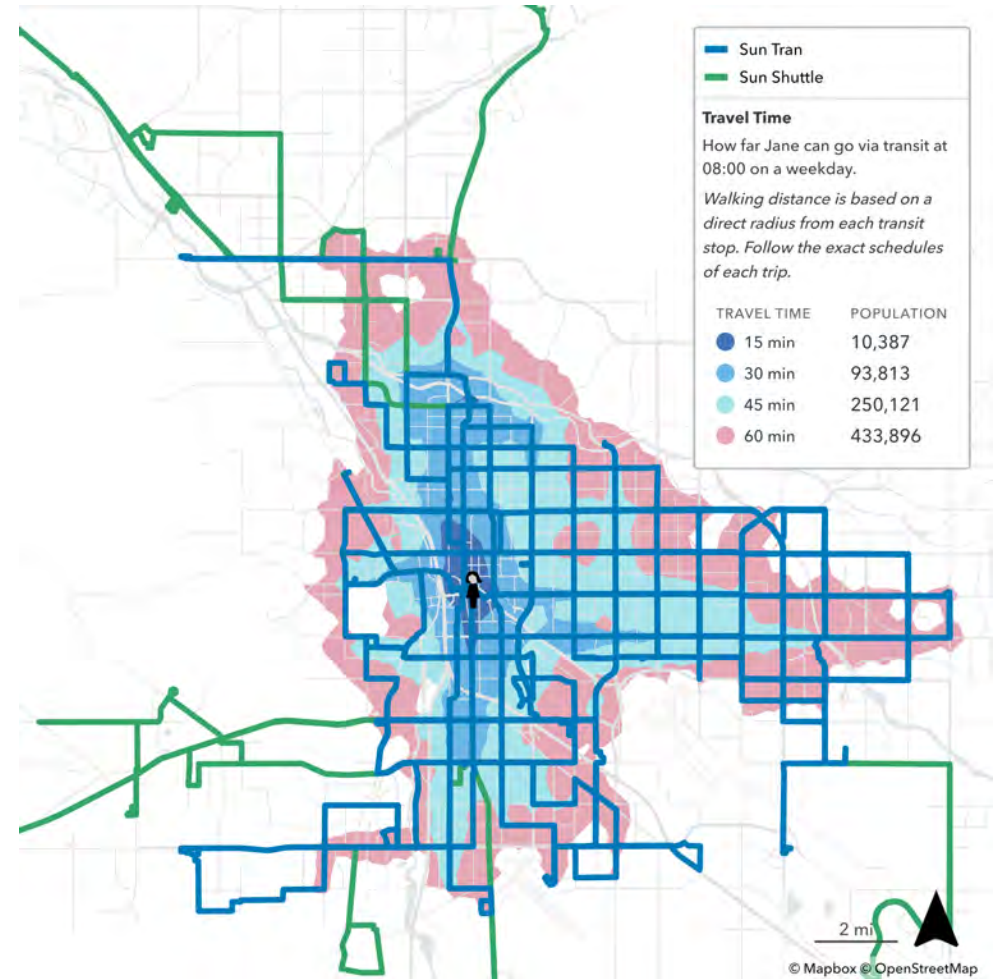


# Change in 60-Min Access - Downtown

## Existing



## Proposed



# Individual Route Profiles

For more information about proposed changes to your individual route, scan the QR Code:



## Sun Tran Draft Route Recommendations

A Draft Service Plan was developed based on feedback from community outreach in early 2023 as well as findings from evaluating current services. Use the QR code to the left to see an in-depth look at the proposed schedule and alignment changes for each route.


**Route 4**  
Speedway

**DRAFT**

**PROPOSED CHANGES**

Route 4 will operate between Downtown Ronsdahl Transit Center (RTC) and Houghton Park and Ride. 15-minute service will be provided on weekdays between RTC and Kolb Rd. East of Kolb Rd, every other trip will serve Udall Transit Station and Houghton Park and Ride, serving each destination once every 30 minutes.

Service Days	Daily Boardings	CURRENT		PROPOSED	
		Frequency (minutes)	Service Hours	Frequency (minutes)	Service Hours
Weekday	3,830	15	5:00am - 11:00pm	15	4:00am - 11:00pm
Saturday	2,205	30	6:00am - 9:00pm	30	6:00am - 10:00pm
Sunday	1,563	30	7:00am - 8:00pm	30	6:00am - 10:00pm



Catalina Foothills Tanque Verde

Legend: Proposed Route (Green), Proposed Network (Orange), Discontinued Route (Navy Blue)

TMD

### Route Info

Key information on the route's recommended alignment changes. These changes are the results of a deep-dive analysis into current service performance, local mobility patterns and unmet needs, and public input from our in-person and online community conversations.

### Schedule Recommendations

Current (April 2023) and proposed route frequencies and span by day type. The proposed frequency numbers represent the service levels between 6 am and 6 pm.

### Route Map

Each route's proposed alignment is shown in green. The existing alignment is shown in navy blue. If the existing route is not visible, the proposed route will operate on the same alignment. The orange routes are the rest of the proposed network.



# Share Your Thoughts!

Scan the QR code below to take our survey or leave a comment on our website through Sept. 8 at [www.tucsoncoa.com](http://www.tucsoncoa.com)



**We want to know:**

**What do you like most about the draft plan?**

**What changes or additions should be made to the draft plan?**

<https://bit.ly/coa-survey-2>



# BIENVENIDOS

## Análisis Operacional Integral Proyecto del Plan de Servicio

Por favor regístrese en la mesa de bienvenida.

Por favor consulte a un miembro del personal si necesita asistencia de interpretación en Español.



**Llamar:** (520) 792-9222 | **TDD:** (520) 628-1565

**Correo electrónico:** [SunTranInfo@tucsonaz.gov](mailto:SunTranInfo@tucsonaz.gov) | **Visitar:** [www.tucsoncoa.com](http://www.tucsoncoa.com)

# ¡Comparta sus pensamientos!

Escanee el código QR a continuación para completar nuestra encuesta o deje un comentario en nuestro sitio web hasta el 8 de septiembre a [www.tucsoncoa.com](http://www.tucsoncoa.com)



<https://bit.ly/coa-survey-2>

Queremos saber:

¿Qué es lo que más le gusta del borrador del plan?

¿Qué cambios o añadiduras se deberían realizar al borrador del plan?

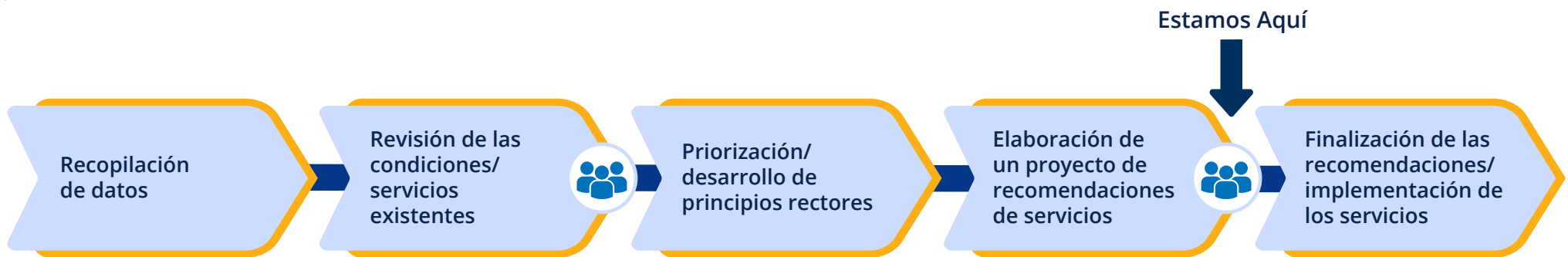




# Que es un Comprehensive Operational Analysis (COA)?

El objetivo de este COA es mejorar el sistema de transporte público para apoyar mejor las necesidades de la comunidad y mejorar la eficiencia, efectividad y equidad de las opciones actuales de transporte público.

Al trabajar dentro del presupuesto operativo existente, el objetivo es hacer mejoras en el servicio que aborden las prioridades de la comunidad por medio de la optimización del sistema y el aumento de la eficiencia.

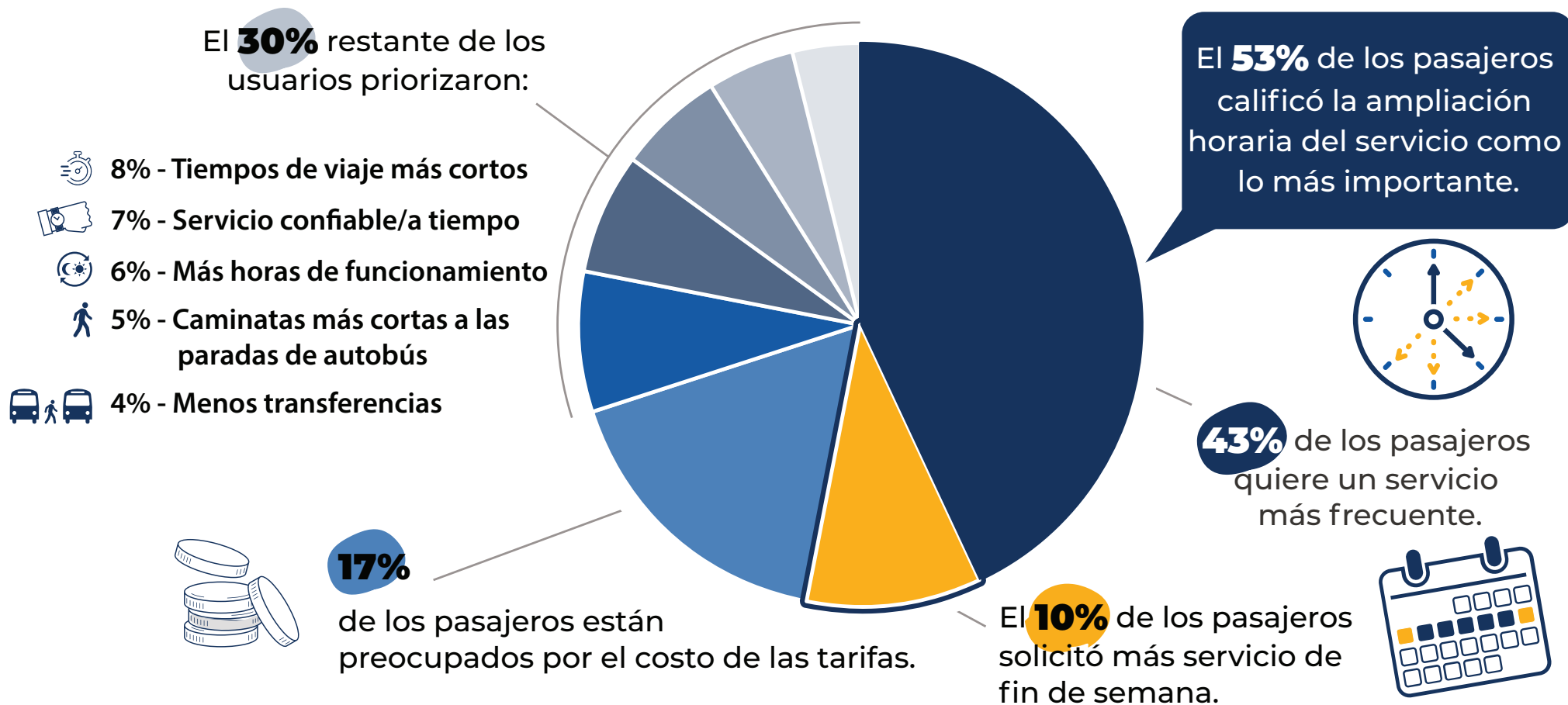


 : Oportunidades de alcance público



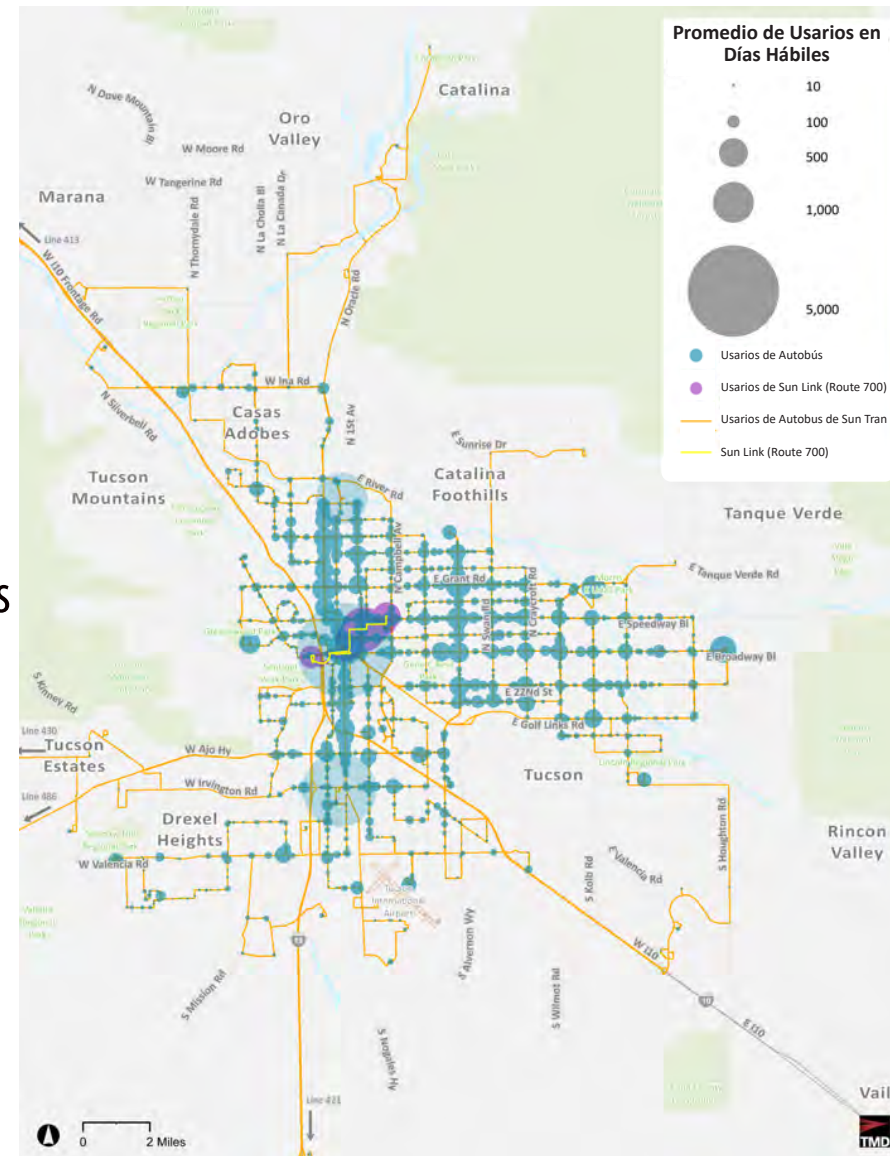
# Hemos escuchado tus opiniones, esto es lo que hemos descubierto

## ¿Qué mejora del servicio de transporte público es más importante para usted?



# Hallazgos clave de las condiciones existentes

- ✓ Las cinco rutas principales de Sun Tran (16, 8, 4, 11 y 18) representan el 33% del número total de pasajeros diarios.
- ✓ La actividad de embarque es más fuerte en las calles principales que siguen una red de una milla.
- ✓ El 20% de todos los embarques se realizan en los tres principales centros de transporte público gran dependencia de los transbordos.
- ✓ El 45% de los pasajeros realiza al menos un transbordo en el transcurso de su viaje.
- ✓ Los niveles de servicio de transporte público disminuyen bruscamente después de las 6 p. m., pero aún existe una considerable necesidad de opciones de transporte público después de ese horario.
- ✓ El servicio de transporte público se reduce a la mitad los fines de semana.



# Mejoras Claves



Reajustar las rutas para ofrecer más viajes directos a destinos clave.



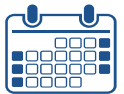
Invertir en servicio de alta frecuencia de más de 15 minutos en corredores principales.



Mejorar el acceso y la calidad del servicio de transporte público para las comunidades tradicionalmente desatendidas.



Ampliar las horas de servicio hasta las 11:00 PM entre semana y hasta las 10:00 PM los fines de semana.

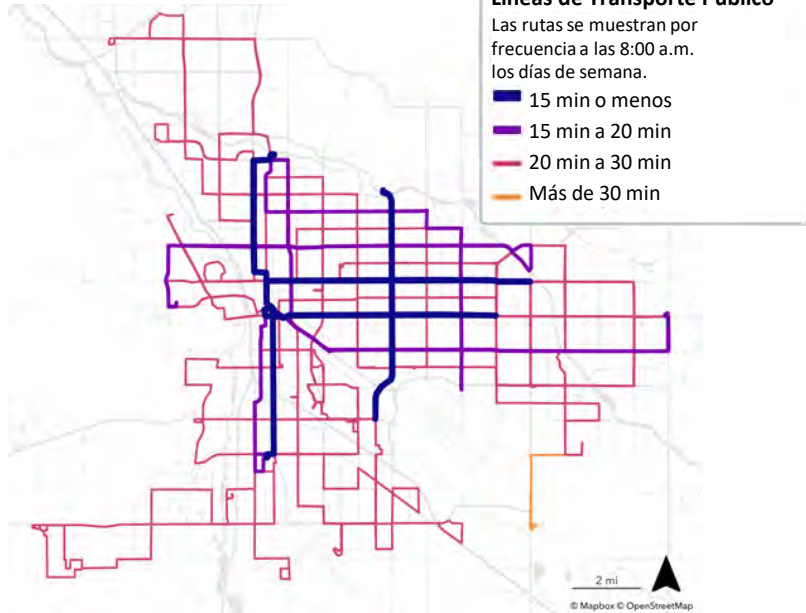


Incrementar la frecuencia del transporte público los fines de semana para que el transporte público sea más conveniente al ir de compras y al hacer actividades recreativas.

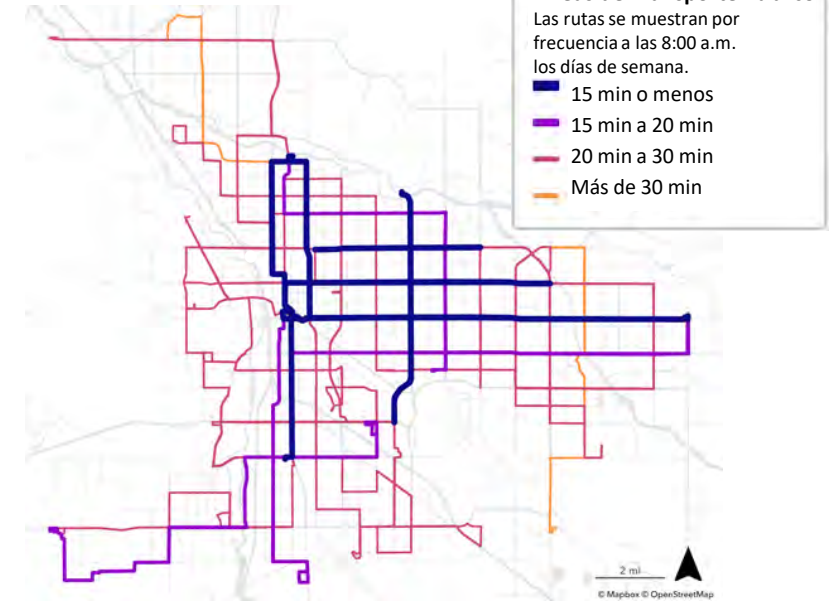


# Proyecto del Plan - Comparación de frecuencia entre semana

## Punto de Partida



## Propuesta



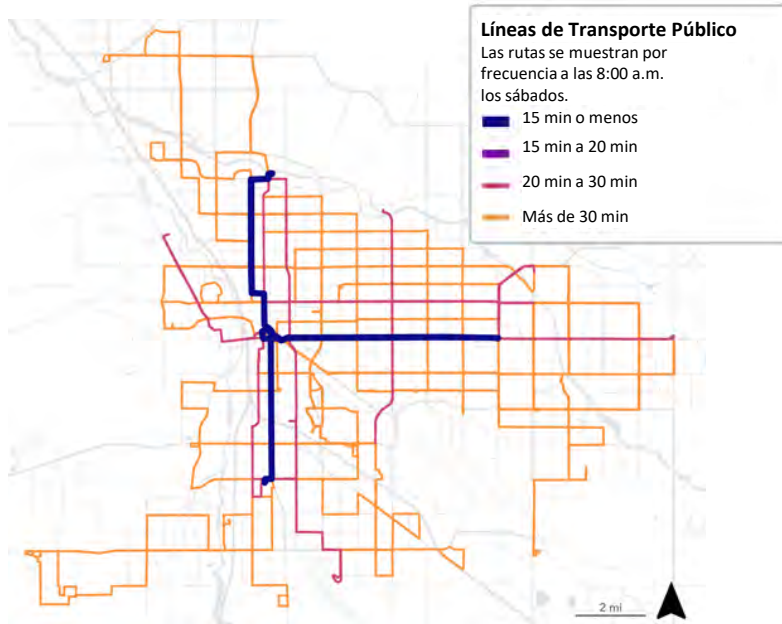
**Porcentaje dentro de una caminata de media milla de servicio de 15 minutos**

	Red Existente	Red Propuesta	Aumento Porcentual
<b>Población</b>	15%	22%	47%
<b>Empleos</b>	17%	23%	35%
<b>Población no Blanca</b>	16%	22%	38%
<b>Población de Bajos Ingresos</b>	23%	32%	39%

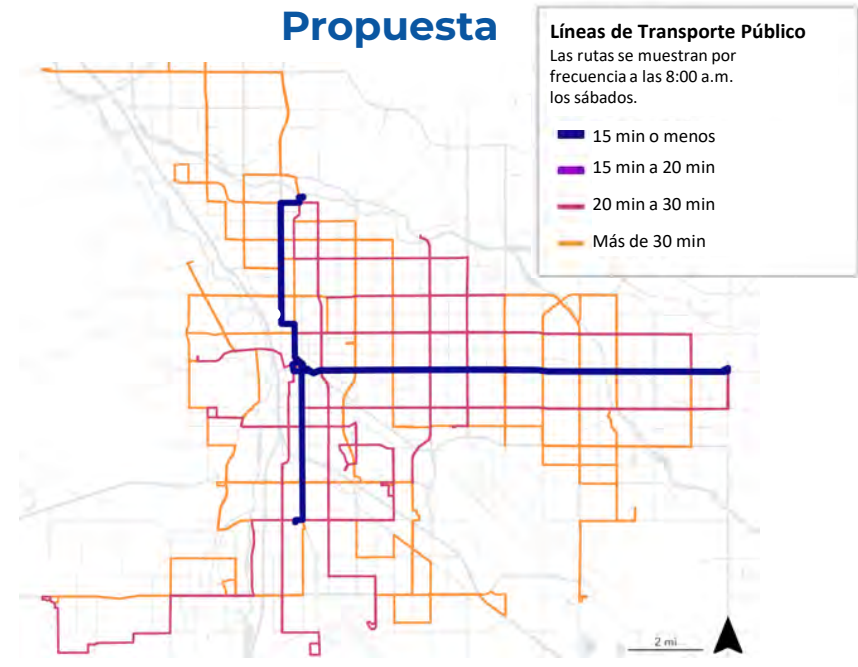


# Proyecto del Plan - Comparación de frecuencia para los sábados

## Punto de Partida



## Propuesta

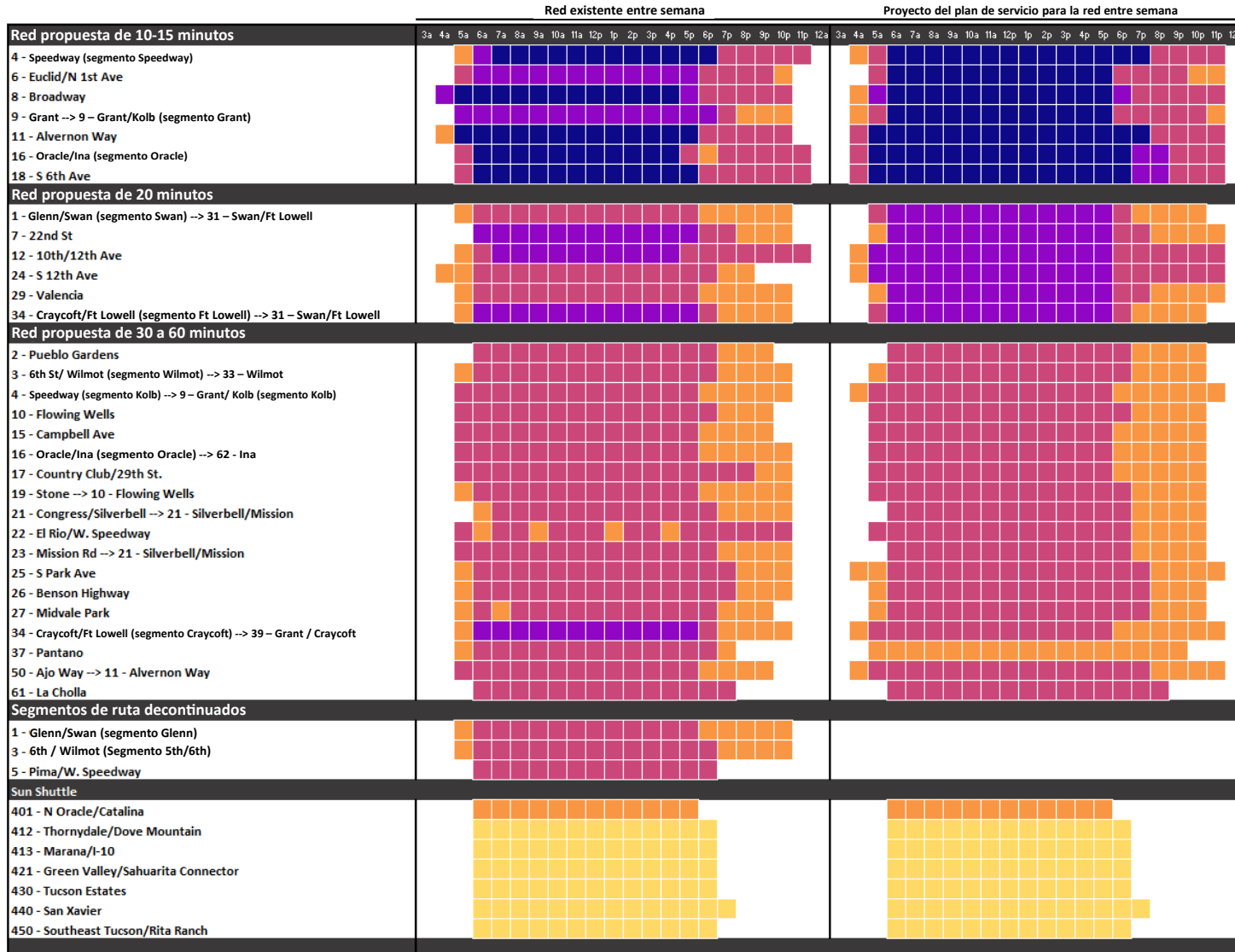


**Porcentaje dentro de una caminata de media milla de servicio de 30 minutos**

	Red Existente	Red Propuesta	Aumento Porcentual
<b>Población</b>	16%	26%	63%
<b>Empleos</b>	18%	24%	33%
<b>Población No Blanca</b>	30%	47%	57%
<b>Población de Bajos Ingresos</b>	37%	54%	46%



# Mejoras de frecuencia y rango horario entre semana



- Más de 15 minutos de servicio
- 20 minutos de servicio
- 30 minutos de servicio
- 31-60 minutos de servicio
- Más de 60 minutos de servicio

Las rutas en algunas calles han sido reenumeradas como se indica con el símbolo "-->". Por ejemplo, la Ruta 1 que anteriormente operaba en Swan Rd ahora estará cubierta por una nueva Ruta 31.



# Mejoras en la frecuencia y rango horario para los sábados

	Red existente para el sábado												Proyecto del plan de servicio para la red para el sábado																																
	3a	4a	5a	6a	7a	8a	9a	10a	11a	12p	1p	2p	3p	4p	5p	6p	7p	8p	9p	10p	11p	12a	3a	4a	5a	6a	7a	8a	9a	10a	11a	12p	1p	2p	3p	4p	5p	6p	7p	8p	9p	10p	11p	12a	
<b>Red propuesta de 15 minutos</b>																																													
8 - Broadway																																													
16 - Oracle/Ina (segmento Oracle)																																													
18 - S 6th Ave																																													
<b>Red propuesta de 30 minutos</b>																																													
1 - Glenn/Swan (segmento Swan) --> 31 - Swan / Ft Lowe																																													
2 - Pueblo Gardens																																													
4 - Speedway (segmento Speedway)																																													
6 - Euclid/N 1st Ave																																													
7 - 22nd St																																													
9 - Grant --> 9 - Grant/Kolb (Segmento Grant)																																													
11 - Alvernon Way																																													
12 - 10th/12th Ave																																													
24 - S 12th Ave																																													
25 - S Park Ave																																													
29 - Valencia																																													
34 - Craycoft/Ft Lowell (segmento Ft Lowell) --> 31 - Swan / Ft Lowell																																													
<b>Red Propuesta de 60 minutos</b>																																													
3 - 6th St/ Wilmot (segmento Wilmot) --> 33 - Wilmot																																													
4 - Speedway (segmento Kolb) --> 9 - Grant/ Kolb (segmento Kolb)																																													
10 - Flowing Wells																																													
15 - Campbell Ave																																													
16 - Oracle/Ina (segmento Oracle) --> 62 - Ina																																													
17 - Country Club/29th St.																																													
19 - Stone --> 10 - Flowing Wells																																													
21 - Congress/Silverbell --> 21 - Silverbell/Mission																																													
22 - El Rio/W. Speedway																																													
23 - Mission Rd --> 21 - Silverbell/Mission																																													
26 - Benson Highway																																													
27 - Midvale Park																																													
34 - Craycoft/Ft Lowell (segmento Craycoft) --> 39 - Grant / Craycoft																																													
37 - Pantano																																													
50 - Ajo Way --> 11 - Ajo Way																																													
61 - La Cholla																																													
<b>Segmentos de Ruta Descontinuados</b>																																													
1 - Glenn/Swan (segmento Glenn)																																													
3 - 6th / Wilmot (Segmento 5th/6th)																																													
5 - Pima/W. Speedway																																													
<b>Sun Shuttle</b>																																													
412 - Thornydale/Dove Mountain																																													
413 - Marana/I-10																																													
440 - San Xavier																																													

- Más de 15 minutos de servicio
- 20 minutos de servicio
- 30 minutos de servicio
- 31-60 minutos de servicio
- Más de 60 minutos de servicio

Las rutas en algunas calles han sido renumeradas como se indica con el símbolo "-->". Por ejemplo, la Ruta 1 que anteriormente operaba en Swan Rd ahora estará cubierta por una nueva Ruta 31.

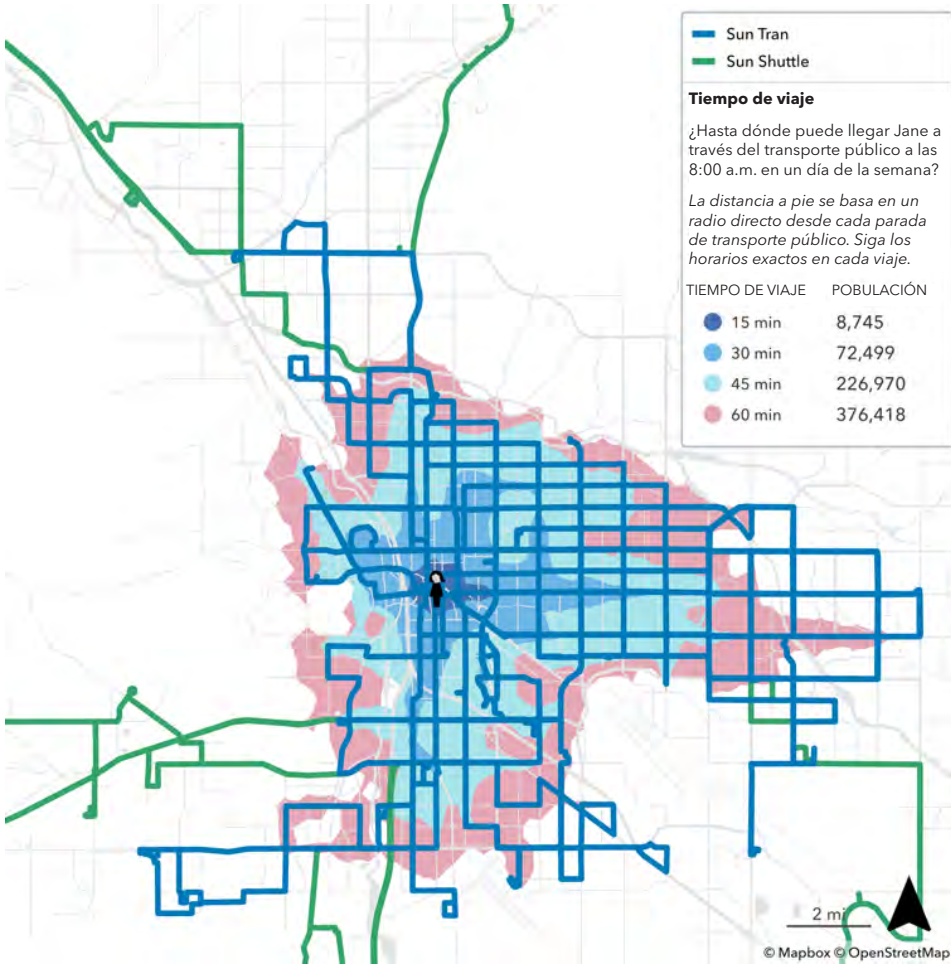




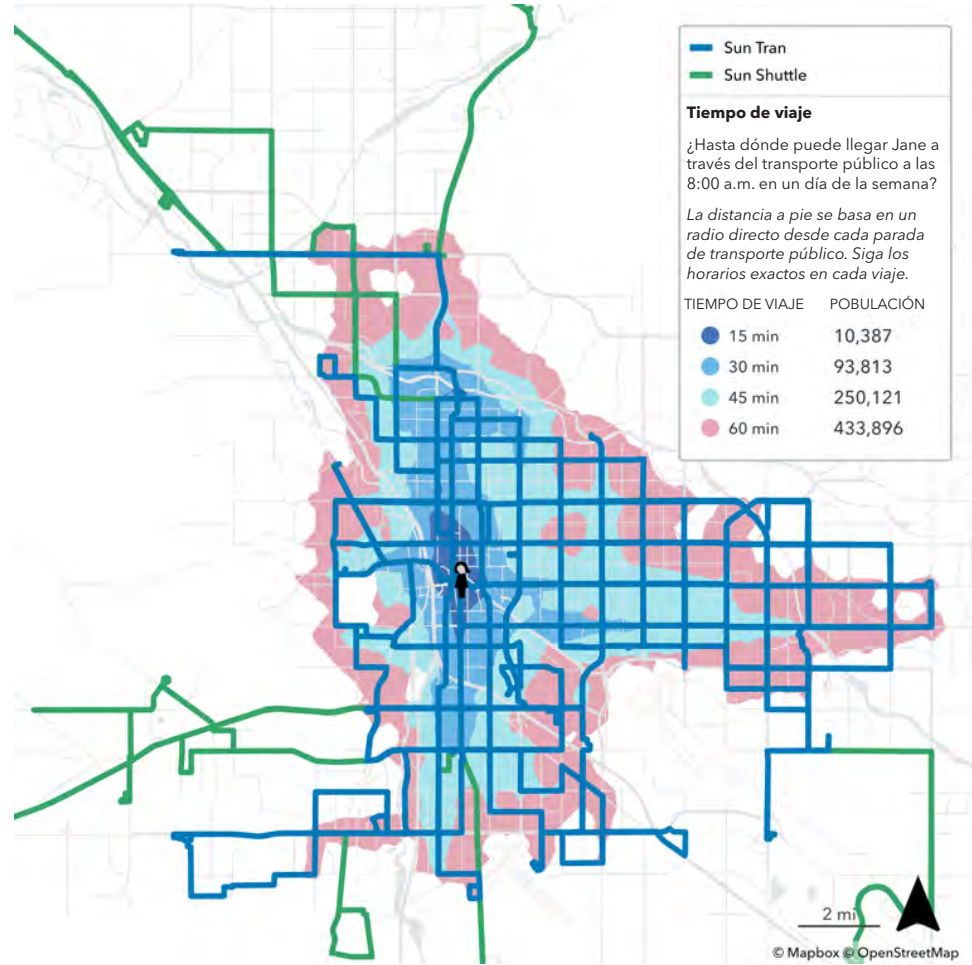


# Cambio en el accesibilidad de 60 minutos – Downtown

## Punto de Partida



## Propuesta



# Perfiles de rutas individuales

Para obtener más información sobre los cambios propuestos en su ruta individual, escanee el código QR:



## Borrador de Recomendaciones para Rutas de Transporte Público de Sun Tran

El Borrador del Plan de Servicio se desarrolló basado en los comentarios del proceso de participación pública que se llevó a cabo a principios de 2023, así como de los resultados de la evaluación del servicio actual de transporte público. Utilice el código QR a la izquierda para ver en profundidad los cambios de horario y alineación propuestos para cada ruta.


**Route 4**  
Speedway

DRAFT

**CAMBIOS PROPUESTOS**

La Ruta 4 recorrerá la distancia entre Downtown Ronda: Transit Center (RTC) y Houghton Park-and-Ride. Se proporcionará una frecuencia de 15 minutos de Lunes a viernes entre RTC y Kolb Rd. Al este de Kolb Rd, cada otro autobús (uno si y uno no) pasará por Udall Transit Station y Houghton Park and Ride, llegando a cada destino una vez cada 30 minutos.

Días de servicio	Promedio diario de viajes	ACTUAL		PROPUESTO	
		Frecuencia (minutos)	Horas de servicio	Frecuencia (minutos)	Horas de servicio
Entre semana		15	5:00am - 11:00pm	15	4:00am - 11:00pm
Sábado		30	6:00am - 9:00pm	30	6:00am - 10:00pm
Domingo		30	7:00am - 8:00pm	30	6:00am - 10:00pm



### Información de Ruta

Esta sección contiene la información principal sobre los cambios de alineación recomendados para la ruta de transporte público. Los cambios propuestos son el resultado de un análisis exhaustivo sobre el desempeño actual del servicio, los patrones locales de movilidad y las áreas de oportunidad, así como la comunicación obtenida en persona y en línea durante el proceso de participación pública.

### Recomendaciones de Horario

Esta sección describe la frecuencia del servicio de transporte público en las rutas actuales (con fecha de abril 2023) y en las rutas propuestas, así como el rango horario por día del servicio. Las frecuencias propuestas en las recomendaciones de ruta abarcan un rango horario de 6 am a 6 pm.

### Mapa de Ruta

La alineación propuesta para una ruta se muestra en color verde. La alineación existente de una ruta se representa con color azul marino. Si una ruta existente no se observa en el mapa significa que la ruta propuesta tiene la misma alineación que la ruta existente. Por último, las rutas naranjas representan el resto de las rutas de la red de transporte público.



# Comprehensive Operations Analysis (COA) - Survey on Draft Service Plan Changes

We need your input on draft service changes! Based on feedback collected in early 2023, we have developed a Draft Service Plan that seeks to improve public transit options in the Tucson region. Please complete this survey to let us know what you think about the proposed changes.

1. Have you reviewed the draft service plan? If not, please go to [www.tucsoncoa.com](http://www.tucsoncoa.com) for more information.
  - Yes
  - No
2. On average, how often do you ride Sun Tran, Sun Shuttle, Sun Express and/or Sun Link services?
  - 5+ days a week
  - 3+ days a week
  - A few times a month
  - A few times a year
  - I do not use any of these services
3. What route(s)/service(s) do you ride most frequently?  
\_\_\_\_\_
4. If this plan were implemented, how would it affect your use of Sun Tran, Sun Shuttle, Sun Express and/or Sun Link services?
  - I would ride more often
  - I would ride the same amount
  - I would ride less often
  - I wouldn't use these services
5. The following list includes some of the major changes in the draft service plan. Please select the **one** that is most important to you.
  - Realigning routes to provide more direct rides to key destinations (fewer transfers, shorter travel times).
  - Investing in high-frequency 15+ minute service on key corridors.
  - Improving access and quality of service for historically underserved communities.
  - Extending service hours on many routes to 11 p.m. on weekdays and 10 p.m. on weekends.
  - Adding frequency on weekends so transit is more convenient for shopping and recreation.
6. Please let us know whether you agree with the following proposed changes in the draft service plan.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
	1	2	3	4	5
a. Combining Routes 16 and 18 into one route with 10-minute weekday service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. Combining or extending routes to reduce transferring and provide direct rides to major destinations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. Extending service hours to 11 p.m. on some weekday routes and 10 p.m. on some weekend routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. Improving frequencies on major corridors	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
e. Doubling the number of weekend routes operating every 30 minutes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
f. Discontinuing service on neighborhood and/or collector streets to provide more frequent service on major streets	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
g. Reducing transfers at transit centers and increasing on-street transfers; shortens travel times and allows for more frequent service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
h. Reconfiguring route alignments to provide continuous service on major corridors (e.g. Kolb, Wilmot, Irvington, Ajo)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Continued on reverse side.



7. Do you have any additional comments on why you agree or disagree with the changes listed on the previous page? If so, for which lettered item(s)?

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8. Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.

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9. The plan proposes extending Route 21 on Silverbell Rd south to the Walmart on Valencia Rd. Which alignment do you prefer? (Please only respond if you would ride this route).

- A) Serves Grande Ave and Barrio Hollywood and Menlo Park neighborhoods.
- B) Serves Pima Community College West and Greasewood Rd.

10. What is your age?

- Under 18 years
- 18-24 years
- 25-34 years
- 35-44 years
- 45-54 years
- 55-64 years
- 65+ years

11. Which of the following categories best describes the ethnic or racial group(s) with which you identify yourself? (select all that apply).

- Hispanic or Latino
- African American or Black
- Caucasian or White
- Asian
- American Indian/Alaskan Native
- Native Hawaiian/Pacific Islander
- Other
- Prefer not to Answer

12. Would you say your total annual household income is:

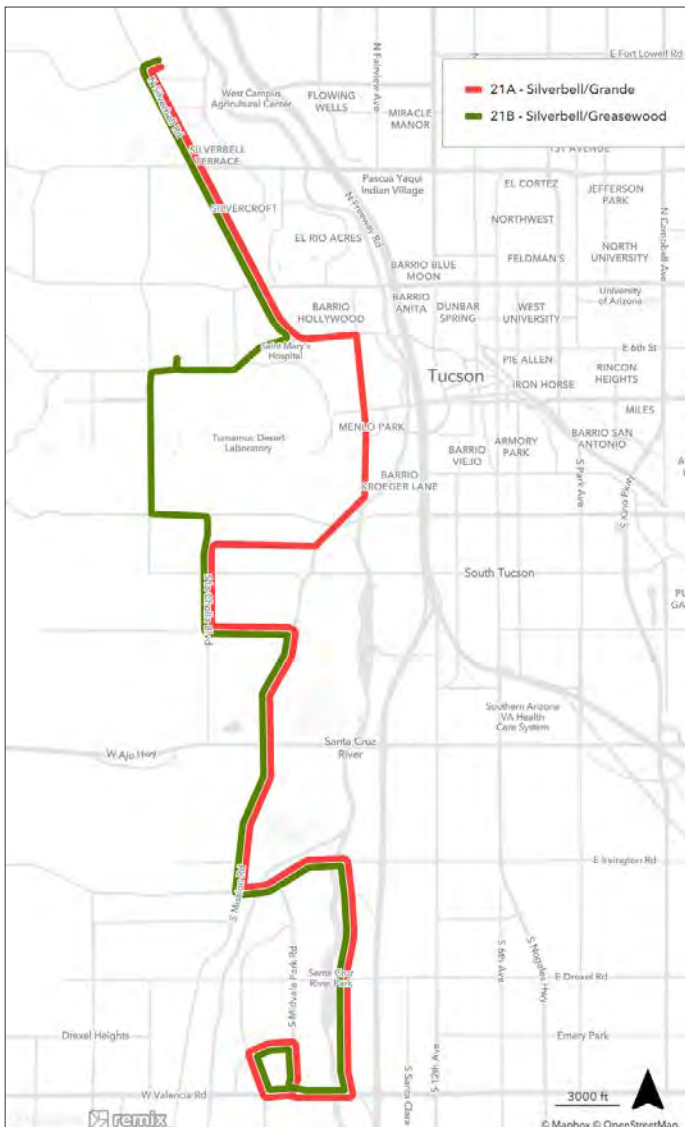
- Under \$10,000
- \$10,000-\$14,999
- \$15,000-\$24,999
- \$25,000-\$34,999
- \$35,000-\$49,999
- \$50,000-\$74,999
- \$75,000-\$99,999
- \$100,000 or more

13. Please provide the following information:

Email address

Zipcode

Major cross streets near your home



# Análisis Integral de Operaciones (COA) – Encuesta sobre los Cambios en el Proyecto del Plan de Servicio

¡Necesitamos su opinión sobre el proyecto de los cambios de servicio del transporte público Basándonos en los comentarios recopilados a principios de 2023, hemos desarrollado un Proyecto de Plan de Servicio que busca mejorar las opciones de transporte público en la región de Tucson. Por favor, complete esta encuesta para comentarnos lo que piensa acerca de los cambios propuestos.

- ¿Ha revisado el proyecto del plan de servicio del transporte público? Si no, por favor visite [www.tucsoncoa.com](http://www.tucsoncoa.com) para obtener más información.
  - Sí  No
- En promedio, ¿con qué frecuencia utiliza los servicios Sun Tran, Sun Shuttle, Sun Express y/o Sun Link?
  - Más de 5 días por semana  Unas pocas veces al año
  - Más de 3 días por semana  No uso ninguno de estos servicios
  - Unas pocas veces al mes
- ¿En qué ruta(s)/servicio(s) viaja con más frecuencia?  
\_\_\_\_\_
- Si se implementara este plan, ¿cómo afectaría su uso de los servicios Sun Tran, Sun Shuttle, Sun Express y/o Sun Link?
  - Viajaría más a menudo  Viajaría con menos frecuencia
  - Viajaría la misma cantidad  No usaría estos servicios
- Por favor, comente si está de acuerdo con los siguientes cambios propuestos en el proyecto del plan de servicio.

	Muy de acuerdo	De acuerdo	Neutral	En desacuerdo	Muy en desacuerdo
	1	2	3	4	5
a. Combinar las rutas 16 y 18 en una sola ruta con frecuencia de 10 minutos entre semana	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. Combinar o ampliar las rutas para reducir las transferencias y proporcionar viajes directos a los principales destinos	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. Ampliar el horario de servicio hasta las 11:00 p.m. en algunas rutas entre semana y hasta las 10:00 p.m. en algunas rutas de fin de semana	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. Mejorar las frecuencias en los corredores principales	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
e. Duplicar el número de rutas de fin de semana que operan cada 30 minutos	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
f. Descontinuar el servicio en las calles locales y/o colectoras para proporcionar un servicio más frecuente en las calles principales	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
g. Reducir los traslados en los centros de tránsito y aumentar los traslados en la calle; acortar los tiempos de viaje y permitir un servicio más frecuente	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
h. Reconfigurar las alineaciones de rutas para proporcionar un servicio continuo en los corredores principales (por ejemplo, Kolb, Wilmot, Irvington, Ajo)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Continúa en el reverso.



7. ¿Tiene algún comentario adicional sobre por qué está de acuerdo o en desacuerdo con los cambios enumerados en la página anterior? En caso afirmativo, ¿Para qué letra(s) entre la a. y la h.?

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8. ¿Tiene algún comentario adicional sobre los cambios propuestos? Si es así, por favor proporcione la(s) ruta(s) y cambio(s) sugerido(s).

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9. El plan propone extender la Ruta 21 en Silverbell Rd hacia el sur hasta Walmart, en Valencia Rd. ¿Qué alineación prefiere? (Por favor, solo responda si tomaría esta ruta).

- A) Pasa por los vecindarios de Grande Ave, Barrio Hollywood y Menlo Park.
- B) Pasa por Pima Community College West y Greasewood Rd.

10. ¿Cuántos años tiene?

- Menos de 18 años
- De 18 a 24 años
- De 25 a 34 años
- De 35 a 44 años
- De 45 a 54 años
- De 55 a 64 años
- Más de 65 años

11. ¿Cuál de las siguientes categorías describe mejor el grupo étnico o racial con el que se identifica? (marque todas las opciones que correspondan).

- Hispano o latino
- Afroamericano o negr.
- Caucásico o blanc.
- Asiático
- Indígena de los Estados Unidos/nativo de Alaska
- Nativo de Hawái/de las Islas del Pacífico
- Otro
- Prefiero no responder

12. Usted considera que su ingreso familiar anual total es:

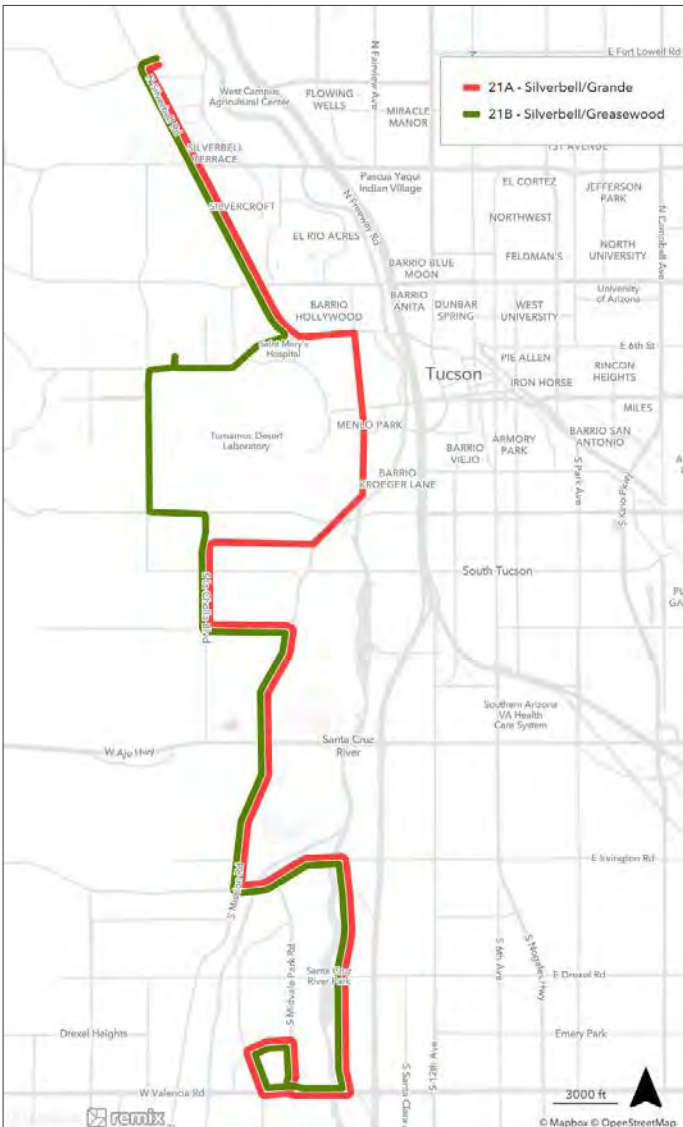
- Menos de \$10,000
- De \$10,000 a \$14,999
- De \$15,000 -a \$24,999
- De \$25,000 a \$34,999
- De \$35,000 a \$49,999
- De \$50,000 a \$74,999
- De \$75,000 a \$99,999
- \$100,000 o más

13. Por favor, proporcione la siguiente información:

Correo electrónico

Código postal

Cruces de calles principales cerca de su casa



## **Appendix C – Comments**

### **Comment Matrix**

### **Survey Results**



**Comment Matrix**

Date	Comment Source	Comment	Response
13-Jun	Email	<p>Mayor Romero, Hello. I am writing as a concerned citizen of Pima County. Sun Tran is conducting yet another survey about proposed route changes for people like myself. I am a brain injury survivor, and since my accident I've suffered seizures and rely on the need for public transportation. However, having that need has not been fulfilled and has been rather challenging since SunTran has cut off the route that went by my house. Since they cut off the route they have tried to implement what they call dial-a-ride. It is what it sounds like, you dial a ride, however this system has failed miserably time and time and time again. In fact the failure of such implementation has proven itself a failure once again today. Due to the fact that a driver did not show up for their shift, the ride I had scheduled was canceled. And this is not the first time I've dealt with their canceling issues. I can recall another time in which my ride was pushed back four times. Yes, you read that right, four times. And this time it wasn't an issue with a driver being absent, nobody did ever say what the issue was. SunTran has made it increasingly harder to travel far north and far west, where they used to have route servicing areas such as these. I remember when my car broke down and I needed to get my son to school. That was a challenge. He was an open enrollment student, which means you're responsible for getting your student to the school they're attending when you were an open enrollment student. The route that used to be in place are no longer, the annexing of Route 413 has made it harder to get to work, doctor's appointments, school. Sun Tran just can't force people to accept their living conditions and go well you you have a doctor there you can use that one there, well the Marana Health Center does not have anything close to the treatment I need for my brain injury so I have to go further out, and sometimes I can't make it to a new appointment because routes don't go North of Cortaro, unless you live in a higher tax bracket neighborhood. I would really like to stop seeing in my town of Tucson having separation of class issues in regards to what services citizens have available to them.</p> <p>Sun Tran is currently running a survey, included in the survey is the proposed new route changes to route 413. Now 413 is a route that you used to go by my house, it used to service rural Marana up to 10 + miles west of the marana Health Center,located near the Marana exit and I-10.The proposed route changes continue to take the route away from the rural community and into the rich community of Gladden Farms. The road that this route wants to go down,in all my years driving and living near this area,I have yet to see one person walking down the street as a means to get home, I feel that this route wouldn't be servicing anybody in a neighborhood that is perceived to have one,if not, two cars in most driveways. I wouldn't be honest if I didn't say that this perturbs me. I feel that the lack of Sun Tran services affects the rural communities and will service the downfalls of these communities to fail. If they're not able to get out there and be conductive citizens, making them feel that they are a part of the process, that affects a person's psyche and if we're all touting mental health then we should consider all the areas of that makes somebody feel complete. Being a contributing citizen to society makes people feel they have a place at the table. But when you're poor, you feel ashamed,you feel like you don't belong.People of rural Marana need to start feeling like they belong. And that starts with giving them back their piece of mind.</p> <p>How can we work together as you,our mayor, the rural community, and the transportation department? To be fair this is not the first time I've written to you personally about this issue. I wrote to you earlier in the year if not later last year, and never received a reply. Is there a possibility in looking at other companies to take over the transportation for Pima County? The fact that 413 has not been up for a re-evaluation, meaning they have not proposed putting the old route back in all of these surveys knowing that their dial-a-ride- system is an utter and complete failure. In my survey reply I suggested that they go back and see how many people are asking to use dial a ride and if it has increased more than usual, that should be indicative of the route needing to still be present. The next meeting about this is this Thursday at 5:00 p.m. at the Wheeler Taft library, feel free to stop in and chime in as our Mayor and see how we can work together.</p> <p>Thank you for your time. Sincerely, Shannon Howell</p>	<p>Thank you for reaching out to our office, and for doing so more than once – sorry you did not receive a reply previously. I will share your concerns with our transit services team, who are in charge of the Sun Tran survey and comprehensive operations analysis. While I do not have an immediate solution to offer, I very much appreciate you reaching out to share your experience and the impact that service changes have had on you.</p>
17-Jul	Email	<p>Am I reading the map correctly in that there is a proposal to remove the #1 Glenn Street bus line? That's my commuter line, and it's already standing room only during regular commuter hours ¾ of the year.</p>	<p>Thank you for reaching out regarding the proposed recommendations for the transit Comprehensive Operational Analysis (COA). Regarding your question about Sun Tran service along Glenn St (Route 1): within this cost neutral plan, some resources are proposed to be re-allocated based on the input the team received from the first round of public input. The COA Team has proposed service on Glenn St to be discontinued, as well as the portion of Park Av from Glenn St to Grant Rd. All other segments of the route will be covered by other Sun Tran routes. We would like to stress that this is a draft plan, and the team will be incorporating all public input we receive into the final recommendations. With the discontinuation of services along Glenn St, we hope the routes to either the north (Route 31 – Fort Lowell Rd) or south (Route 9/39 – Grant Rd) will be useful in your commute downtown. The public comment period will begin on Tuesday, July 25, continuing through September 8, we would appreciate your participation in the process. Additionally, we will be including your question and any follow-up comments in the final analysis.</p>

## Comment Matrix

Date	Comment Source	Comment	Response
17-Jul	Email	Can you please send me a copy of the map with the proposed route changes? I can't seem to find it.	Thank you for reaching out regarding the proposed recommendations for the transit Comprehensive Operational Analysis (COA). The final materials are still being drafted and we will be happy to share a pdf document with all of the route recommendations once those materials have been finalized. We look forward to seeing you tomorrow at the Stakeholder Meeting and please let us know if you have any more questions or concerns.
17-Jul	Email	<a href="#">This page</a> says that there will be a map in the attached invite. I am not seeing a map included. I only found out about this meeting today in the Tucson Daily email, and it would be nice to review the proposed changes prior to giving feedback.	
17-Jul	Email	It has come to my attention that the 2023 COA for Sun Tran service is nearing its public comment phase, and some information appears to be available online (although the link to download the pdf for individual route changes only redirects back to the main page at <a href="http://www.tucsoncoa.com">www.tucsoncoa.com</a> ). It would be very helpful to me as a graduate student with sustainable transportation systems for my thesis topic if there was a way to access a printable format of the actual COA report, as I would like to compare with the 2003 version that I do already have a full hard copy of. Is there any option for me to obtain this information? I would be happy to come downtown anytime to pick it up as well as meet in person for further discussion on future directions facing Tucson's multifaceted transit issues. Thank you very much for your assistance.	You are correct, the Sun Tran Comprehensive Operational Analysis (COA) will be entering the next phase of public engagement, with kick-off set to begin on July 25th. At that time, the website will be updated, and a printable version of the individual route profiles will be available, will that work for your needs? Please note, the proposed changes to the transit system are still in draft form and can shift based on the input we receive from the public during the upcoming outreach period. We anticipate the final report will be completed in November 2023 and will be shared publicly at that time. I would be happy to discuss further if needed, please let me know.
17-Jul	Email	Am I reading this map correctly in that the #1 is being considered to be discontinued? That's my commuting bus route. It already runs too infrequently to handle the number of users during the school year. It's often standing room only between 7-8:30am. Even in the summer it's always got passengers when I'm on it.	I appreciate your comments about the Route #1 changes shown in the draft COA recommendations currently being reviewed by the public. As I understand it, the service changes reflect a shift in service from collector streets to major arterials to allow for increased frequency. That being said, your feedback below is important as we are considering these changes. This feedback gives us more information on which recommendations we will move forward to Mayor and Council this fall.
28-Jul	Sun Tran Website	I am a route 5 bus rider. I use the bus to get to work. please don't discontinue. my brother also takes this bus often to get to and from my house for food	
28-Jul	Sun Tran Website	I am a Route 5 bus rider and I have used and continue to use that route almost everyday to get to school, work, and home for the past 3+ years. I've been informed of the Route 5 proposed discontinuation and earnestly suggest that you don't discontinue Route 5. As a citizen of Tucson my wellness and career as well as many other Route 5 regulars I know would definitely be negatively impacted by the decision. Please don't cancel Route 5. I appreciate any time taken to read my suggestion and hope that it is taken into serious consideration.	
28-Jul	Email	It took me a long time and several tries to be able to download the Individual Route Recommendations document. I don't have the world's fastest Internet; but this is the piece that many will want to go to for the details they're looking for once they've seen the overall map or summary. (If it can be accessed without downloading that wasn't apparent to me.) I think it would be far preferable if there were a page on the site that had separate links to an individual PDF for each route. Even having downloaded the document and having access to Adobe Acrobat it is pretty unwieldy to navigate around something that big, especially if you want to quickly look up a given route. Single-route files would significantly improve the accessibility of the information.	

## Comment Matrix

Date	Comment Source	Comment	Response
1-Aug	Email	Gene Caywood and I are reviewing the draft plan and trying to understand what the rt 11 is proposed to do with respect to the airport. The main interactive map shows only the 25 serving TIA but the description of the 11 has it making alternate runs to TIA. Also, when we discussed the 5, 3, and 1 at the briefing meeting, you acknowledged that Pima, Glenn, and 5th/6th are not neighborhood streets but collectors, and we think it's misleading to include in the survey question whether people want to reduce buses on "neighborhood streets" when the most significant such changes actually involve collectors.	Please see below for an update/clarification to your questions/concerns: 1. Regarding Route 11 – this will serve TIA in an alternating pattern which diverges at Ajo Way. To view this on the interactive map, please click Route 11 from the Transit lines list on the left of the map. Once Route 11 is active, you will see a button to the right of the list and to the left of the "Inbound/Outbound" button. Please click the "A" button and switch the pattern to "B" – this will show the alternating trips to TIA. I have asked the project team to add an explanation to toggling the route patterns to the "Embedded Remix Map How-to" directions. 2. Regarding the survey, I have asked the team to revisit the noted survey question based on the concerns. I will provide an update to this item. 3. Regarding the pdf file size, the team is working to add a scrollable window on the Individual Route Change tab so that the files do not have to be downloaded to view. The files will still be available for individuals to download if they wish. I will update once that has been completed.
18-Jul	Stakeholder Meeting	How does this proposed network account for the condition of sidewalks/streetscapes? ADA accessibility?	The proposed network did not specifically look at the sidewalks/streetscapes; however, the major streets are the most ADA accessible at this time and have planned improvements throughout the region. The plan is also being shared with those departments that have more responsibilities for sidewalks/streetscapes and ADA accessibility.
18-Jul	Stakeholder Meeting	How does the decreased service on weekends address equity for people whose work-week includes Saturday and Sunday?	There is increased service by frequency and span of day on the weekends. This will help those who have work on Saturday and Sunday to have more similar service to weekdays. Currently, most routes on Saturday and Sunday have shorter service days and hourly service.
18-Jul	Stakeholder Meeting	Will Sunday service times be the same as Saturday?	There is increased service by frequency and span of day on the weekends. This will help those who have work on Saturday and Sunday to have more similar service to weekdays. Currently, most routes on Saturday and Sunday have shorter service days and hourly service.
18-Jul	Stakeholder Meeting	I like the red option for route 21. We need service on Grande Ave again.	Thank you for your feedback, the COA Team will add your comment to the notes.
18-Jul	Stakeholder Meeting	Grant might be ADA compliant but people have to walk on minor streets, often without sidewalks, poor surface condition, no marked crossings. If somebody off Glenn now has to walk an additional half-mile with mobility issues that seems like a significant barrier to utilizing transit.	Thank you for your comment regarding ADA compliance. We will forward your comments to the Complete Streets Coordinating Council. They are working with the Department of Transportation and Mobility staff on improving ADA accessibility in addition to making our streets available for all users throughout the city.
18-Jul	Stakeholder Meeting	Hello, I just joined the webinar. What did I miss?	The meeting has been recorded and will be shared with all invitees and registrants, along with the slide deck.
18-Jul	Stakeholder Meeting	Are these slides available post meeting? Very hard to follow, (fast and small)	The slides and recording will be available after the meeting for those present and additional invitees.
18-Jul	Stakeholder Meeting	But not till July 25?	The slides for this meeting will be distributed to those in attendance and any invitees prior to July 25 <sup>th</sup> . All additional information related to proposed service recommendations will go live on the COA website on July 25 <sup>th</sup> , please visit <a href="http://www.tucsoncoa.com">www.tucsoncoa.com</a> for more information.
18-Jul	Stakeholder Meeting	What slides did I miss?	The meeting has been recorded and will be shared with all invitees and registrants, along with the slide deck.

## Comment Matrix

Date	Comment Source	Comment	Response
18-Jul	Stakeholder Meeting	Agree that walking 1/2 mile (or more, depending on where in a neighborhood a person lives) with the discontinuation of routes like #1 on Glenn is going to create a significant hardship for folks, including families with small children in tow.	The services that are proposed to be discontinued will be used in other areas of the system to increase frequency and time of day span. Most areas of the discontinued service are covered by another route; however, we understand that service on Glenn St is proposed to be eliminated without a replacement service. The COA Team will make sure your comments are included in the final reviews and plan.
18-Jul	Stakeholder Meeting	Why are we discussing eliminating any service? PAG received a large grant for carbon reduction last year and still hasn't indicated where it will be putting this money. Bus routes seems a perfect place.	This plan is currently proposed as a cost neutral plan. This means that existing costs for the service, hours of service, and miles operated are similar to what is currently available on the street for Sun Tran, Sun Link, and Sun Shuttle. Abigail, the COA Team will forward your question regarding the carbon reduction grant to PAG/RTA.
18-Jul	Stakeholder Meeting	Okay, How will we see the slides and recording after the meeting?	The meeting has been recorded and will be shared with all invitees and registrants, along with the slide deck.
18-Jul	Stakeholder Meeting	Will we be able to review statistics on the ridership of these discontinued routes? Anecdotally, the #1 is standing room only during morning rush hour during the school year.	Thank you for the comment, additional information will be made available on the project website ( <a href="http://www.tucsoncoa.com">www.tucsoncoa.com</a> ) beginning July 25, 2023.
18-Jul	Stakeholder Meeting	Will the proposed route eliminations be advertised on those routes with the pop-up event times? Might be great to make more effort engaging them.	Yes, we plan to have a marketing campaign to direct community members to additional information about the proposed changes on all revenue vehicles as well as at the transit centers.
18-Jul	Stakeholder Meeting	Questions/comments go here, or in Q/A?	You can place your questions/comments both here and in the Q/A, the COA Team is reviewing both.
18-Jul	Stakeholder Meeting	Has the proposed realignment of the 412 been committed to which will no longer service Shannon Rd. between Orange Grove and River? If so that might preclude me from being able to access and utilize the transit network anymore for regular home-to-work transport	Route 412 was recently approved to be realigned effective August 21, 2023 by the PAG/RTA Transit Working Group. The realigned route will no longer travel along River Rd/Shannon Rd between La Cañada Dr and Orange Grove Rd due to low ridership along River Rd. The new routing will travel north on La Cañada Dr to Orange Grove Rd. The proposed change will alter Saturday service hours and the new alignment will provide access to new destinations, primarily the Northwest Medical Center.
18-Jul	Stakeholder Meeting	How can we access ridership data about the express routes that are proposed to be eliminated?	Additional data will be available on the COA website ( <a href="http://www.tucsoncoa.com">www.tucsoncoa.com</a> ) beginning July 25, 2023.
18-Jul	Stakeholder Meeting	Are there plans for routes with 15 min or better frequency to get dedicated bus lanes?	City of Tucson will be exploring high-capacity transit options outside the scope of the COA, not to exclude the possibility of dedicated bus lanes.
18-Jul	Stakeholder Meeting	Will there be an opportunity to expand weekend sun shuttle dial-a-ride service for seniors and general public for the Town of Oro Valley, but this expansion would be to the Town of Oro Valley boundaries?	An analysis of the Town of Oro Valley general public dial-a-ride service was included within the scope of the COA, there are no proposed changes recommended changes at this time; however, that does not preclude the Town of Oro Valley from expanding weekend service.
18-Jul	Stakeholder Meeting	If we have questions about specific routes, would it be better to address those here or in a public comment/email?	All comments/questions from this meeting will be included within the analysis. More opportunities to review/comment on individual route changes will be available via in-person events, online public meeting/ survey, and through Sun Tran customer service (online/email/phone).
18-Jul	Stakeholder Meeting	Have the environmental hazards of walking an extra half-mile to access transit been considered? Many riders are elderly or otherwise more vulnerable to heat injury.	The COA Team is cognizant of the challenges facing vulnerable individuals within the community. Every effort was made to balance the many competing priorities to try and improve the rider experience for community members given the constraints of a budget/resource neutral analysis.

## Comment Matrix

Date	Comment Source	Comment	Response
18-Jul	Stakeholder Meeting	I second that designated bus lane question that Benjamin asked, but I'm also curious to know what the plans are for bus stop covering and seating. I notice there are multiple stops that have none of these amenities.	The COA includes an asset inventory of bus stop facilities within the region to include amenities such as ADA accessibility, shade, shelters, and seating. We are continuously reviewing bus stops to add requested amenities within the available resources.
18-Jul	Stakeholder Meeting	Great job with this proposed plan. It's not easy to do something this comprehensive while trying to make improvements and minimize negative impact on the budget.	Thank you for the comment.
18-Jul	Stakeholder Meeting	Were there any improvements to airport service? It seems like with these changes, it will still take over an hour to get there from most parts of the city during peak times.	The proposed changes to Routes 11 and 25 will enhance service to Tucson International Airport (TIA).
18-Jul	Stakeholder Meeting	Since you are requesting our feedback with this advance presentation, I would ask that you provide materials for review.	The slides and recording will be available after the meeting for those present and additional invitees.
18-Jul	Stakeholder Meeting	Can we get an estimate on what it would cost to expand services as suggested, without eliminating any services? The RTA CAC is suggesting allocations for the RTA Next Plan, and we'd love to know exactly how much money we need to not slash services.	COA efforts are reflective of a cost neutral plan outside the scope of the RTA Next Plan. CAC members should reach out to PAG/RTA for additional information.
18-Jul	Stakeholder Meeting	Will there be an opportunity to increase headway on the 401 to 30 minutes?	Yes, the COA Team and PAG/RTA will review this possibility.
18-Jul	Stakeholder Meeting	yes, to the dedicated bus lanes and bus stop seating/shade- what about allowing sun van to operate in dedicated transit lanes to improve their services too?	City of Tucson will be exploring high-capacity transit options outside the scope of the COA, not to exclude the possibility of dedicated bus lanes and potential transit mode use.
18-Jul	Stakeholder Meeting	Will there be a data portal available with all the collected data for the public to view?	Additional information will be made available on the COA website at <a href="http://www.tucsoncoa.com">www.tucsoncoa.com</a> .
18-Jul	Stakeholder Meeting	Are 6th St, Pima, and Glenn being referred to as "neighborhood streets" and thus slower for buses?	In terms of roadway designation, based on the City of Tucson Major Streets and Routes (MSR) Plan, these routes would be considered collector streets. The proposed changes discontinue most service that is not on the one-mile arterial street network.
18-Jul	Stakeholder Meeting	Will sun on demand hours be extended?	There were no recommended changes to the Sun On Demand hours. However, we will continue to evaluate the service for future expansion.
18-Jul	Stakeholder Meeting	Is there any service to Catalina Foothills/Sabino Canyon area included, at least a shuttle route?	There is a planned Catalina Foothills/Sabino Canyon area route planned in the PAG transit programs. This future route was not evaluated as part of the COA.
18-Jul	Stakeholder Meeting	speaking further to the PAG carbon reduction grant and asset inventory, how do the electric buses factor into being able to improve services?	The electric buses are a component of the overall sustainable fleet plan and not related to service improvements.
18-Jul	Stakeholder Meeting	and a shuttle route to serve bear canyon- the discontinued express service is difficult to utilize effectively in a non-9-5 work environment...	No shuttle route to serve Bear Canyon area is recommended in the draft plan; however, this comment will be included in the analysis.
18-Jul	Stakeholder Meeting	How will the recording of this meeting be made available to the public?	The meeting has been recorded and will be shared with all invitees and registrants, along with the slide deck. A similar presentation will be recorded and made available to the public beginning July 25 at <a href="http://www.tucsoncoa.com">www.tucsoncoa.com</a>
18-Jul	Stakeholder Meeting	well that sucks	We acknowledge this comment and will include this feedback within the analysis.
18-Jul	Stakeholder Meeting	isn't there a pilot service to picture rocks, how is that impacted by these changes?	Regarding the Picture Rocks Pilot, the initial route review will take place at the one year mark, in October of this year. This will determine if the route will be expanded, reduced, or eliminated.

## Comment Matrix

Date	Comment Source	Comment	Response
18-Jul	Stakeholder Meeting	Good question, I was wondering about the Picture Rocks shuttle route.	Regarding the Picture Rocks Pilot, the initial route review will take place at the one year mark, in October of this year. This will determine if the route will be expanded, reduced, or eliminated.
18-Jul	Stakeholder Meeting	This seems like an incredibly tight timeline for getting to a final proposal for M&C to weigh in on. Especially with all the public outreach basically being in the month of August.	The COA team will continue to keep the City of Tucson Mayor and Council informed about the COA process.
18-Jul	Stakeholder Meeting	Does the 16/18 route get a new number, and does it travel via RTC?	The noted routes are proposed to be merged and will be numbered as Route 18 and will travel through Downtown with a stop at Ronstadt Transit Center (RTC).
18-Jul	Stakeholder Meeting	is there a site where we can see all the concurring projects related to sun tran expansions? Y'all have mentioned other concurrent efforts that I want to learn more about and also the state of all these efforts	Unfortunately, there is not a single hub for transit-related projects happening throughout the region; however, given the high-profile nature of many of these projects, community members can seek updates from City of Tucson press releases and Mayor and Council discussions as well as conversations happening at PAG/RTA through various boards/committees related to RTA Next efforts.
18-Jul	Stakeholder Meeting	On Route 8 (Broadway), and the new Oracle/6th Ave bus corridor, are there new bus technologies being proposed to enhance the route rider experience?	City of Tucson will be exploring high-capacity transit options outside the scope of the COA, these options could include new transit technologies to enhance rider experience.
18-Jul	Stakeholder Meeting	this discussion is cost/resource-neutral, where do we see the funding differences between the ideal goal vs. these proposed changes, i.e. where we are trying to go and how this is a step to get us there?	The COA is a cost and resource neutral plan. Separate and concurrent conversions surrounding RTA Next will address regional expansion of transit service provision.
18-Jul	Stakeholder Meeting	Is it possible to show the express routes that are being eliminated again?	The meeting has been recorded and will be shared with all invitees and registrants, along with the slide deck. A similar presentation will be recorded and made available to the public beginning July 25 at <a href="http://www.tucsoncoa.com">www.tucsoncoa.com</a> .
18-Jul	Stakeholder Meeting	Given the November M&C action in the plan, when would implementation take place?	We anticipate that implementation will take place as a gradual rollout of the final recommendations in the months/years following approval from City of Tucson Mayor and Council. A Title VI analysis will be required prior to any major service changes.
18-Jul	Stakeholder Meeting	Also, What would be the possibility of a microtransit service/on-demand to cover eliminated service on Glenn, 5th/6th and Pima?	The COA Team will consider using the suggested service delivery methods for the noted routes.
18-Jul	Stakeholder Meeting	there already are bus pullouts along the now-expanded houghton, why no route to serve the se park-n-ride??	There are plans to realign Route 450 to serve the Houghton Rd Park and Ride once the roadway construction work is completed along the Houghton Rd corridor.
18-Jul	Stakeholder Meeting	Referring to the 1, 3, and 5 as slower routes is inaccurate since the speed limit is not what governs how fast the buses travel. Is it realistic to think we can depend on the Broadway, Grant, and Speedway routes to replace this service, given the proliferation of bus pullouts and the lack of signal prioritization or bus-only lanes? Generally the principle is that people will walk farther to get to a faster bus, but currently the 1, 3, and 5 are faster than the alternatives.	The proposed recommendations to discontinue transit service along segments of these routes was largely based on route segment productivity and the routes' roles within the overall network, not the travel speeds along the routes.
18-Jul	Stakeholder Meeting	Was ridership a consideration when deciding to eliminate routes 1, 3 and 5, or was it just about identifying them as neighborhood routes or slower routes?	Ridership and performance were primary drivers in the decision to discontinue service on segments of these routes in addition to their roles within the overall network. While the route numbers as a whole are proposed to be discontinued, many segments are still served by other routes. When looking at the ridership and performance, this was analyzed not just at the route-level but also at the segment level to determine which parts of the routes had the strongest and lowest performance.

## Comment Matrix

Date	Comment Source	Comment	Response
18-Jul	Stakeholder Meeting	Is the route 50 eliminated in this plan? Does the Ajo bus NOT go into Laos in the plan?	The proposed plan eliminates Route 50 by name; however, the Ajo Way portion will be covered by an extension of Route 11 with connections to Laos Transit Center via frequent service on Route 18.
18-Jul	Stakeholder Meeting	Will there be improved and enhanced bus stops along the high frequency routes? It would be great to have shelter on the key routes as well as improved signage and other amenities.	The COA includes an asset inventory of bus stop facilities within the region to include amenities such as ADA accessibility, shade, shelters, and seating. We are continuously reviewing bus stops to add requested amenities within the available resources.
18-Jul	Stakeholder Meeting	Also, Will there be improved amenities onboard to enhance the rider experience?	The COA is a cost and resource neutral analysis, additional onboard enhancements can be considered outside the scope of the COA given the availability of additional resources. The Sun Tran Team is continually reviewing ways to provide an enhanced rider experience, independent of the COA.
18-Jul	Stakeholder Meeting	What specific metrics are used to determine if a route is "Lower performing?"	The primary metric used to determine route performance is "passenger boardings per revenue hour," namely how many people board the bus per hour of service being delivered. Routes and route segments falling below 75% of the system average were considered "lower performing".
18-Jul	Stakeholder Meeting	broadway has already has several miles dedicated transit lanes, can't sun van be operated as transit service there for a more express-type routing option?	Thank you for the comment, this will be sent to Sun Van operations for consideration.
18-Jul	Stakeholder Meeting	(also, what about transit signal priority as an alternative to "requiring" dedicated lanes to define high-capacity services? the streetcar has accomplished high-capacity service and connectivity within existing roadway...)	The COA is a cost and resource neutral analysis, new transit infrastructure enhancements can be considered outside the scope of the COA given the availability of additional resources.
18-Jul	Stakeholder Meeting	James, I'm on the CAC's transit subcommittee and don't recall seeing those numbers about the budget shortfall. I look forward to getting them again. I think that the collective desire of bus users in the region - and those who would use the bus if it were more accessible - is to fund expansions, not juggle cuts. Hopefully as we move forward in public comments we can focus on the transit system we want, not on who we are sacrificing. I appreciate this presentation, and I have to go now. Thank you.	COA efforts are reflective of a cost neutral plan outside the scope of the RTA Next Plan. CAC members should reach out to PAG/RTA for additional information.
18-Jul	Stakeholder Meeting	yay, my question got answered!	Thank you for the comment.
18-Jul	Stakeholder Meeting	Yes to what Abigail just said	Thank you for the comment.
18-Jul	Stakeholder Meeting	So the proposal for a third Sun On Demand zone to replace rt 8 branch going to Udall is moot? Is the plan for "rapid" service on the 8 that included that change still in the cards?	Route 8 and a third Sun On Demand zone is still in progress as a separate project.
18-Jul	Stakeholder Meeting	Suzanne, I was thinking that as well	Thank you for the comment.
18-Jul	Stakeholder Meeting	The 1-hour maps showed the area you can reach from a bus stop, what does that before/after map look like for bus stops on routes with proposed cuts?	A tool will be available on the COA website ( <a href="http://www.tucsoncoa.com">www.tucsoncoa.com</a> ), beginning July 25, which will allow users to visualize distances accessible within the proposed network from a location of their specification.
18-Jul	Stakeholder Meeting	According to the most recent monthly operating report (Dec 2022), the 102X has the highest ridership of all express buses. So why would that route be proposed for elimination?	Ridership data from Spring 2023 shows 19 daily boardings on Route 102X, ranking 8 <sup>th</sup> out of the express routes. It has a route productivity (boardings/hour of service) at about half the system average, so the route is considered to be low-performing. The plan also considered the route's overall role within the bus network. Many of the Sun Express routes overlap with one another. Rather than splitting resources across multiple different alignments with few trip options, the plan recommends consolidating trips into a single alignment (modified 204X) and providing improved 30-minute service throughout the peak periods.

## Comment Matrix

Date	Comment Source	Comment	Response
18-Jul	Stakeholder Meeting	why not replace the lower-performing express routes with localized on-demand options (like neighborhood circulators) to provide service to the nearest major routes? especially the northeast side where there are limited options past udall... (and double-yes to service to sabino canyon!!)	Thank you for the comment, additional on-demand service delivery areas may be considered as a part of this analysis.
18-Jul	Stakeholder Meeting	If you do follow up by email, please include the answers to all questions, not just the ones we each asked	The COA team will include all responses to all questions asked in this meeting.
18-Jul	Stakeholder Meeting	Thank You for showing the express routes being eliminated.	Thank you for the comment.
18-Jul	Stakeholder Meeting	Is the 401 expansion further to the south part of this plan concurrent to the elimination of the 203X/107X? Also, all the more reason to increase the headway on the 401 to 30 minutes.	Yes, any route alignment changes where service coverage moves from one route to another would occur simultaneously to minimize coverage gaps for riders.
18-Jul	Stakeholder Meeting	Please strongly consider providing a data portal so I don't have to try and do all my GIS analysis from Milestone document tables and hunt down outdated route/stop shapefiles	Thank you for the comment, additional information will be made available on the project website ( <a href="http://www.tucsoncoa.com">www.tucsoncoa.com</a> ) beginning July 25, 2023.
18-Jul	Stakeholder Meeting	Are there plans to take advantage of the current zero-fare policy to build ridership in the short term via marketing/communication? We could be growing the community that has a stake in these matters, but currently Sun Tran is not advertising on destination signs, DTM is not providing information to all Tucson residents, TVMs are extant not covered, et cetera. This is an opportunity being missed to make future changes more relevant to future riders.	Thank you for the comment, marketing and communications related to fare-free transit services is based on a policy decision outside of the scope of this analysis.
18-Jul	Stakeholder Meeting	Similar to having routes that are farther apart, reducing use of the transit centers relies upon better facilities on the streets. Yes there is an advantage to reducing running time, but people need access to a safe place to switch buses on a grid, shade, restrooms etc. The centers give access to multiple routes and if all this is being done out on the grid, we have to concurrently improve the situation for pedestrians! I have doubts about this happening	The plan is being shared with those departments that have more responsibilities for sidewalks/streetscapes and ADA accessibility for analysis of future on-street transit facility/infrastructure improvements.
18-Jul	Stakeholder Meeting	(excellent point- shade/seating at a minimum. and continuous sidewalks...)	Thank you for the comment.
18-Jul	Stakeholder Meeting	If possible, it would be useful to see the data that was used to evaluate the recommended changes, such as ridership, etc.	Thank you for the comment, additional information will be made available on the project website ( <a href="http://www.tucsoncoa.com">www.tucsoncoa.com</a> ) beginning July 25, 2023.
18-Jul	Stakeholder Meeting	without access to the slides (at least) it will be difficult to give useful feedback. I realize they'll be available in a week but if this group is being asked for feedback that info would help a lot.	Hi Suzanne, this is a preview of the information that will be available at all of the pop-up, town hall, and virtual meetings.
18-Jul	Stakeholder Meeting	Do these times take into account the lack of Operators to drive the busses?	The proposed COA plan is both cost and resource neutral, based on the resources available at the start of the project to include current staffing.
18-Jul	Stakeholder Meeting	Why were the Teamsters who represent workers at SunTran and SunVan not included in this planning?	A specific survey and outreach effort was directed to the Operators at Sun Tran, Sun Link, and Sun Shuttle. The Operators responses were taken into consideration during the creation of the draft plan. In addition, another survey will be provided to Operators, and I personally am encouraging Sun Tran Operators to participate in the process throughout August.
18-Jul	Stakeholder Meeting	Why were the Teamsters who represent workers at SunTran and SunVan not included in this planning?	The Operators for Sun Tran, Sun Link, and Sun Shuttle were included in the process though an operator specific survey and outreach meetings.
18-Jul	Stakeholder Meeting	Sun Tran has been facing a driver shortage for years. How will this affect forced overtime for the Operators?	I cannot answer that question at this time. Sun Tran has been proactively recruiting new operators to alleviate the driver shortage.
18-Jul	Stakeholder Meeting	Davita Mueller, does this mean the city or company was in the process of direct dealing with the operators?	Both our COA Consultant and Sun Tran had direct dealing with our operators, myself included.
18-Jul	Stakeholder Meeting	Is the Union being included in the process?	Yes.
18-Jul	Stakeholder Meeting	Thank you!!	Thank you for the comment.



## Comment Matrix

Date	Comment Source	Comment	Response
18-Jul	Stakeholder Meeting	Where would I get copies of the Operators' surveys?	Kevin - I will ask the COA consultant if they still have the hard copies. We forwarded the surveys at the time of the survey was completed for their use in creating the plan. Answer: The Operators' surveys were aggregated and used to inform the work plan. The individual surveys are no longer available.
18-Jul	Stakeholder Meeting	Do these improvements include laying-off 10 mechanics that lead to longer down times or is that included in your cost neutrality?	Thank you for the question, this is outside the scope of the COA.
18-Jul	Stakeholder Meeting	Then when are you going to reach to the Union representatives? I have received no communications about this.	All community members are welcome to engage and provide feedback in the COA process.
3-Aug	Sun Tran Website	We complain and complain, but now I hear you're planning to remove a key access point for many people, the stop at the Arizona Pavillions Walmart, with little to no notice. This will effect people's jobs, including my own, and will make it impossible or prohibitively costly for many to even get groceries. And many who can't do those things also cannot fill out your survey or attend your meetings. We aren't heard or are completely ignored constantly and I'm exhausted.	
4-Aug	Sun Tran Website	I take the no. 5 route to and from work everyday. It is my only transportation I have. If you cancel this route, it will infact cost me my transportation to work and probably my job as well. Please reconsider this decision.	
4-Aug	Sun Tran Website	In regards to the COA results, please reconsider eliminating the 105X bus route. Since the 105X bus route is the only one that travels from downtown, along U of A campus on Speedway and turns on Swan and travels all the way up to Sunrise, then turns and travels all the way over to Kolb. This area is completely underserved with exception of the 105X. I work for City of Tucson and have been riding the 105X to and from work since 2015, with the exception of the time I worked from home during the pandemic. How would I get to work? Do you think that I have a car? If you believe the 105X bus route is inefficient due to the limited number of stops or the limited number of runs, once in the morning and once in the afternoon, what is your alternative? Did you consider changing it to a regular bus instead of an Express? Please remember that the area would be 100% underserved if you eliminated 105X - that is inefficient. I've spoken with many neighbors and others who live or shop in the area who say they would ride it if there were more runs...when you stopped it from running 3x in the morning and 3x in the afternoon, you kicked a few people off - also most people don't even know about the bus at all- I've been living at the same address for 18 years and didn't know there was a 105X bus route until I started working for the City of Tucson Transportation Dept in 2015. Please reconsider the elimination altogether as my livelihood depends on 105X bus route! (PS) there are 8-10 riders who ride it every day to and from work for City of Tucson and Pima County and 4-6 students who ride it to U of A several times per week, and another dozen who regularly ride it a few times per week. Thank you for your consideration!	
6-Aug	Email	I have 2 high school children who depend on the Wilmot/6th St. route to get to and from Tucson High School. In the description of the proposed discontinuation of this route, it is written that it will be served by limited trips on Route 109X. When I look at the "Comprehensive Operational Analysis Data Plan" it appears that the bus would travel east from downtown at 6 and 7 AM and travel west, beginning the route at 3 and 4 PM. Am I reading this correctly? So students going west to school would not be able to use this route in the morning and students traveling east from school would not be able to use this bus in the afternoons? Thank you for helping me understand this route so I'm able to make an informed comment.	Thank you for reaching out with regard to the proposed transit service changes – As it relates specifically to Route 109X, the proposed plan is to operate trips bi-directionally in both the AM and PM peaks, timed with school bell schedules. This would look like a round-trip beginning at Udall Transit Station headed to Downtown and then returning to Udall at 6A, 7A, 3P and 4P. Additionally, there would be a second round-trip beginning Downtown headed to Udall Transit Station and then returning Downtown at the same times (6A, 7A, 3P and 4P). I would like to stress that these changes are only proposed, and any final recommendations will be based on the feedback we receive between now and September 8. Please feel free to share your thoughts and complete the survey at: <a href="http://www.tucsoncoa.com">www.tucsoncoa.com</a> .
6-Aug	Email	I'm a high school student who, along with my brother, we take Route 3 from Downtown to our schools (University High School and Roskruge Middle School). Route 3 is perfect for us, so we can take it on a daily basis. There are many other children who take Route 3 as well. Please do NOT cancel this route. It's essential for us and many children like us.	
7-Aug	Website Feedback	Hello, I am a Route 5 bus rider and I have used and continue to use that route almost everyday to get to school, work, and home for the past 3+ years. I've been informed of the Route 5 proposed discontinuation and earnestly suggest that you don't discontinue Route 5. As a citizen of Tucson my wellness and career as well as many other Route 5 regulars I know would definitely be negatively impacted by the decision. Please don't cancel Route 5. I appreciate any time taken to read my suggestion and hope that it is taken into serious consideration.	
7-Aug	Website Feedback	I am a route 5 bus rider. I use the bus to get to work. please don't discontinue. my brother also takes this bus often to get to and from my house for food	

## Comment Matrix

Date	Comment Source	Comment	Response
7-Aug	Neighborhood Association Newsletter	The City's new transit plan proposes the elimination of Route 5 so that they can increase frequency of services on Grant and Speedway. They believe it reasonable to eliminate Route 5 since residents are within a half mile walk of a bus stop on Alvernon, Swan, Speedway or Grant. A half mile, 15- 20 minute walk on streets without sidewalks in 110° heat is a lot to ask of our residents, especially for our senior citizens, those with young children, and those who are visually impaired, in wheelchairs, etc. So many residents in our area rely on the bus for getting to work, to school, to health care, to the store, to recreation. What about all the students at Catalina High School who depend on the bus for transportation to school? It is a huge disservice to our community to eliminate a bus route that is so well used by residents the length of Pima.	
7-Aug	Email	Do you remember the uproar around the very advanced plan to bulldoze Barnum Hill as part of the Zoo expansion? Users of the Hill and others came out of the woodwork and raised one hell of a stink. Maybe we're heading to another of these events with the very advanced plan to revise Suntran routes, including deletion of several routes through the heart of Ward 6. The project website does not make it easy to discover the planned deletion of these routes and the rationale for doing so: <a href="https://www.suntran.com/comprehensive-operational-analysis-2/">https://www.suntran.com/comprehensive-operational-analysis-2/</a> Meg Johnson in Garden District NA raised the issue by alerting her readership this past Sunday, including me, of the proposed route changes. I wonder how many of the NAs and residents along 5th/6th St and along Pima St know of the plan and its consequences for bus users a block or two off these streets. I don't know if there was a COT-wide post mortem after the Zoo expansion planning process, and the need for highlighting potential problematic areas loudly, widely and well in advance. Fine points in how to beat the bushes (the woodwork) for as many stakeholders as possible should have been shared city wide.	
8-Aug	PCC NW Town Hall	Express route concerns, specifically the 102X (Feel that the Thornydale to Oracle are will be underserved/not serviced at all, interest in subsidized van pull	
8-Aug	PCC NW Town Hall	107X rider desires for 401 to be extended to Ronstadt	
8-Aug	PCC NW Town Hall	Potential interest for rideshare by company	
8-Aug	PCC NW Town Hall	R21: Young woman does not want to transfer at a transit center due to safety concerns (concerns for the many people who use buses to reach the Zion Church and St. Mary's hospital. Also very concerned about the discontinuation of neighborhood connections being a hardship for elderly and mobility, concern for navigating website and understanding the changes)	
9-Aug	Website Feedback	Hello - I received updates on proposed bus line changes. I think you are considering ending the #1 and #5 lines? I live near Grant & Dodge and am disabled. The #1 is the only way that I can get downtown using only ONE bus. The #5 is important to me because it gets me fairly close to downtown, without transferring. I take the #9 Grant and #11 Alvernon a lot, but neither of them gets me downtown without transferring. I beg you to either keep the #1 bus OR create a new line that goes from within half a mile of where I live to downtown. If not, I would be wasting a lot of time and energy transferring buses.	
9-Aug	Ronstadt Pop up	"Route 12 – As long as the route stops near Laos – we don't need it to go into Laos directly, would speed up my trip to work"	
9-Aug	Joel Valdez Town Hall	"Difficult to navigate the website, maps and information can be smaller and harder to examine depending on screen size/what device is being used"	
9-Aug	Joel Valdez Town Hall	"Where is the methodology behind the presentation? Would like to see the background data and how it was used. More raw data"	
9-Aug	Joel Valdez Town Hall	An individual relies on Route 21 to get to work and has been taking the bus for years. Is concerned about the proposed changes and how it would affect her and others who use the bus.	
9-Aug	Joel Valdez Town Hall	A large group of express riders at the Main Library meeting expressing their concerns over the proposed elimination of the 105X and other express routes. Said they would be willing to pay to keep their bus and would also like to add in the removed trips (going back to 3-4 a day instead of 1). Explained that they would not have any alternatives and would have to either drive or use uber/lyft. Also had questions about what low ridership meant.	
9-Aug	Joel Valdez Town Hall	Route 1 and other neighborhood routes should be relooked at for the importance they provide to the areas they serve and how much impact removing/realigning this service could impact individuals.	
9-Aug	Joel Valdez Town Hall	Couple of suggestions about a late-night service/shuttle to pick up individuals working late nights into the early am hours (1-3am). Could be a combination of bus routes or you must sign up to be on the list for pick up.	

## Comment Matrix

Date	Comment Source	Comment	Response
9-Aug	Joel Valdez Town Hall	"Ridership is low because the service is inconsistent and inconvenient (for both express and normal fixed route service)"	
9-Aug	Joel Valdez Town Hall	Suggestions about how to get into contact with more riders and better public participation – leaving papers on the seats, strip cards, asking the drivers to hand out information, bus signage etc. People were commenting on the fact they haven't seen any information along the routes that may be getting discontinued and that there should be more done.	
9-Aug	Joel Valdez Town Hall	Data source concerns... who responded to phase 1 surveys, etc.	
9-Aug	Joel Valdez Town Hall	R21 realignment concerns, specially access to downtown and the El Rio health center	
9-Aug	Joel Valdez Town Hall	Express Routes (Quite upset about the 105X's discontinuation. Particularly, those who live north of Glenn. They want to pay to get their bus routes back. Their parking alternative is too expensive.)	
9-Aug	Joel Valdez Town Hall	RT1: smaller neighborhoods want direct access to bus stops without a walk, specifically for downtown workers and kids going to school (Same woman wants to know about a different survey question that wasn't offered: Who wants frequency change instead of cut services all together? Again, Glenn is mentioned, they feel underserved. Another man called it "an assault against mobility")	
9-Aug	Joel Valdez Town Hall	Proposal: Night shuttles for night shift workers (Other people mentioned limited 24 hr. services for night workers)	
9-Aug	Joel Valdez Town Hall	Desire for more outreach (Not seeing signs for COA on buses. Want better communication to driver's to advertise the COA. Want people handing out paper surveys on buses. Suggestion of audio messages over buses/transit centers. Suggested attending employee town halls in big companies)	
9-Aug	Joel Valdez Town Hall	Proposal that low ridership reflect inconvenience of existing bus routes, not lack of need/want	
9-Aug	Joel Valdez Town Hall	Transit center reliance should be increased due to danger/hassle of on street transfers	
9-Aug	Laos Pop Up	Suzanne had some concern about reducing our reliance on the transit centers and that we should be engaging more with residents at and around those centers.	
10-Aug	Woods Library Town Hall	Not happy about walking to main corridors due to discontinuation of collector streets	
10-Aug	Woods Library Town Hall	R16 and R18 combination = "YES" (Mostly) (Concerned that this will lessen the number of buses they see- but luckily this cost neutral plan doesn't change the total number of buses. They liked that route 62 will be covering some of 16)	
10-Aug	Woods Library Town Hall	They liked the R11 change to continue on mission	
10-Aug	Woods Library Town Hall	Struggle to understand that the plan is cost and resource neutral – may want to push this more in the advertising of the COA	
10-Aug	Woods Library Town Hall	"Rider Impacts + Route Discontinuation" slide description written out would be helpful	
10-Aug	Woods Library Town Hall	Concerns about alleviating buses being caught in school traffic	
10-Aug	Woods Library Town Hall	Upset about service discontinuation on 5 <sup>th</sup> street as well as on Tucson Blvd	
10-Aug	Woods Library Town Hall	Ft. Lowell Park connection: Can take route 9 to the park instead but they dislike the walk from Grant/Craycroft to Glenn/Craycroft	
10-Aug	Woods Library Town Hall	Upset about consultants being used... not sure how this could be remedied for him... hindsight: more phase 1 advertising may have helped him?	
10-Aug	Woods Library Town Hall	Definitions of collector streets versus main corridors concerns (Suggested frequency cut instead of full service cut)	
10-Aug	Woods Library Town Hall	Complaint about current connections/transfers being poor	

## Comment Matrix

Date	Comment Source	Comment	Response
10-Aug	Miller Golf Links Town Hall	SunVan impacts were a concern	
10-Aug	Miller Golf Links Town Hall	Would like to get to destinations on one bus (changes in proposal mess this up for them in regards to Rt3 and Rt8 going to PCC)	
10-Aug	Miller Golf Links Town Hall	Dislike of bus routes that have different legs (8a vs 8b, etc.)	
10-Aug	Miller Golf Links Town Hall	Rt5: concerned about Pima coverage	
10-Aug	Miller Golf Links Town Hall	Want longer hours for those who don't use SunLink (very upset, "not fair")	
10-Aug	Miller Golf Links Town Hall	Want late night services for SunTran like SunLink	
10-Aug	Miller Golf Links Town Hall	Want higher frequency of buses	
10-Aug	Miller Golf Links Town Hall	Concerned about the discontinuation of Stella/Camino Seco service	
10-Aug	Miller Golf Links Town Hall	Concern that people aren't aware enough to be able to complain about it (Want signs at bus stops)	
10-Aug	Miller Golf Links Town Hall	Concern about lack of shelters at stops	
10-Aug	Miller Golf Links Town Hall	Disappointment about Camino Seco Prop. 101 project	
10-Aug	Miller Golf Links Town Hall	Expected larger scale improvements to bus stops	
10-Aug	Miller Golf Links Town Hall	Want 37 to pick up parts of Stella/Camino Seco	
10-Aug	Miller Golf Links Town Hall	Want 30-min service all the time, on all routes	
11-Aug	Quincie Douglas Town Hall	On Demand Service: they want changes too (SunVan) (Want operator feedback channel – apparently the drivers are disgruntled and don't know how to tell us about it (according to a rider). Routes are becoming more difficult to traverse to get to certain destinations (public gardens to mall example). Want bike rack on SunVan to ease that difficulty)	
11-Aug	Quincie Douglas Town Hall	RT5 concerns	
11-Aug	Quincie Douglas Town Hall	Concern raised of mobility challenges upsetting many people	
11-Aug	Quincie Douglas Town Hall	Elimination of the 1, 3, and 5 = "worst part of the plan"... "gutting key parts of the system"... People aren't going to walk... they won't use the buses then	
11-Aug	Quincie Douglas Town Hall	Half-mile grid practicality concerns	
11-Aug	Quincie Douglas Town Hall	More concern for lack of awareness about the COA	
11-Aug	Quincie Douglas Town Hall	Want to change the Title 6 rules (Jan 2025)	

## Comment Matrix

Date	Comment Source	Comment	Response
11-Aug	Quincie Douglas Town Hall	Transit Center Reliance – don't reduce it!	
11-Aug	Quincie Douglas Town Hall	Waste of money renumbering Rt33	
11-Aug	Email	Here's another reason to not delete Routes 3 & 5, and maybe other routes. Direct bus routes to the UofA with easy, nearby access make attracting co-housing renters easier (see below). Example: walking from my house to the bus stop at Speedway/Columbus - 0.7 miles, 14 minutes vs. 0.2 miles, 2 minutes at 5th/Columbus. This difference, endured twice a day, may be a deal breaker for whole classes of possible renters. A similar barrier may be in place for potential household help/care givers riding the bus. Rethinking single family living: "Single family homes don't need to be for single families." "What would it be like if we could house more people in our existing housing stock?" "Young people can't afford homes," says Serido. "So it's a way to get yourself into the housing market with additional income coming in." Living with others is much more common in other parts of the world, such as Western Europe, where there is less of a cultural emphasis on privacy, says Serido. Still, American culture is adapting. "The realities of our labor market and our economy are such that people have got to be open to alternative solutions." "The trajectory tends to be, get married, have your kids, go isolate yourself more and more, because somehow that is the path to happiness, which I adamantly disagree with," says Rice. "We have found so much happiness in broadening our sense of family and community and home.""	
14-Aug	Phone Call	The caller said she would like to see Route 3 kept as it is. She said this is an important route that helps people travel between PCC East and West campuses and the U of A area. She said the elderly passengers from her complex use Route 3 to get to the library at the PCC West campus. It gives easy access for people who need to get to the behavioral health office outside St. Mary's hospital. The caller said she is an active member of Ward 1 and will also voice her concerns with them. She said it would be a terrible mistake to remove this bus route.	
14-Aug	Email	I am a concerned citizen of Tucson living in Pima County area. I recently watched a news report about the possible changes to the bus routes that stop in front of the deaf and blind school located on speedway and I-10. I believe that it is important to have safe routes for those who utilize the public transportation to this school and other locations around town for those individuals who are blind and who have other disabilities. Routes 22 and 5 go right in front of the school. I understand that updates are always happening yet not always do those changes reflect the potential impact to those who have disabilities. I hope that whatever changes are made take into account the additional potential impacts and training that will occur whenever updates are made to the citizens and public transportation riders who do have disabilities. Thank you for your time and consideration.	
15-Aug	Phone Call	I got a call from Rene Cohen, who is very concerned about the possible elimination of routes 3 and 5. She has filled out the online survey, but wanted to make sure we knew how she felt.	With the COA being a cost and resource neutral draft plan, the team readjusted some service to help deliver the improvements the community outlined from the first round of public engagement. The proposed changes to Routes 3 and 5 are largely the result of trying to shift service from some of our lower-performing collector street routes to more frequent service on arterial roadways, as well as to expand weekend and evening service. In the draft plan, productive segments of these routes are shifted to new or other realigned routes in the network based on origin-destination data. We want to stress the draft plan only includes proposed changes, and nothing has been solidified. All final recommendations will incorporate the input we are currently receiving.

## Comment Matrix

Date	Comment Source	Comment	Response
15-Aug	Email	I'm a resident of Ward 6 and am reaching out to express my concerns about Suntran's potential cancellation of Route 1, which runs down Glenn Street to the U of A and beyond. I rely on this route for my commute to the U of A, while my daughter uses it to reach Paul Freier Freedom School on University Blvd. This morning, August 16th, I boarded the bus at Palo Verde/Glenn at 7:30 a.m. and observed that by the time we reached Speedway/Park (a U of A stop), there were over 30 passengers, many of whom were standing. Notably, about 16 seemed to be middle or high school students, and five alighted at the U of A stop. Suntran's proposed change website indicates a daily weekday ridership of 1,493 for this route, but I believe this might be an underestimation. The website says the following about the demise of Route 1. "Route 1 is proposed for discontinuation. Service on Swan Rd will be replaced by New Route 31 – Swan / Ft. Lowell. It will operate every 20 minutes on weekdays, an improvement on the current 30-minute service. The service on Park Ave from Grant Rd to Downtown will be covered by a modified Route 9. Service will be fully discontinued on Glenn St, as the route is on the half-mile grid and has lower performance compared to the surrounding routes." Well, Route 1 might have lower performance, but, as noted above, it serves a significant number of Tucson. The state's failure to provide school buses for non-TUSD schools has made Suntran an essential service for many families. Arizona's persistent and seemingly increasing heat during the school year, presents a genuine hazard. It's a hardship for children to walk extended distances to access stops like Grant (Route 9), or to waste time change busses by getting on the new Route 31 at Fort Lowell, only to then transfer to Route 9 at Grant/Euclid. The glaring sun, scarcity of shaded bus stops, and the added inconvenience of changing buses — which means more time under the sun and an earlier start to their day — all compound the issue. To address funding concerns, perhaps the city could explore reinstating fare charges or even collaborate with the State of Arizona to subsidize student transportation via Suntran. The reduction of service routes, of which this is likely only the first of many, will accelerate the decline in Tucson's public transportation into a doom loop. If fares are reintroduced, ensuring user-friendly payment methods, including credit card facilities and a method to get change for large bills, would really lessen the hassle of riding the bus. It's puzzling how children are expected to access buses conveniently when routes on "halfmile" streets are eliminated. Suntran does not allow electric scooters, and many children, as well as women and elderly individuals, are not strong enough to easily lift a bicycle high enough to place it on the rack in front of the bus. Additionally, it's dangerous to have children standing in front of a bus while adjusting a bike. Allowing electric scooters on buses would significantly enhance the convenience and efficiency of Tucson's public transportation system. Electric scooters are a preferred solution for many when bridging the "last mile" gap between public transit stops and their final destinations. By accommodating scooters on buses, the city acknowledges and supports a modern, eco-friendly mode of transportation that's rapidly gaining popularity among residents. Moreover, scooters are compact, easy to fold, and can be stowed without causing disruption or inconvenience to other passengers. Their inclusion encourages a more integrated transportation network, potentially increasing Suntran ridership by appealing to a demographic that values flexibility and sustainability in their commute. I appreciate your attention to this matter and hope for a resolution that serves our community's best interests.	
15-Aug	Phone Call	Sheila McGinsky, called to express the following concerns: 1: does not want route 3 eliminated. 2: has concerns that the public outreach component to the COA is not enough due to lack of attendance at the open houses. 3: thinks the open h houses should be a little later to allow time for people to get there. 4: Thinks the city should be providing private transit home for members of the public who don't drive and attend the open houses.	
16-Aug	Virtual Town Hall	want "draft" to be emphasized more in the public	
16-Aug	Virtual Town Hall	Many in the meeting have not yet reviewed the plan... They have yet to see any obvious issues in transporting city employees	
16-Aug	Virtual Town Hall	Natalie Shepp: Plan is short sighted because of it being cost neutral. Worries that PAG funding that is dedicated to reducing emissions aren't being used to do that... transportation in particular is lacking in the reduction of emissions. People do want improvements, but maybe not in exchange for their regular routes. RT3 concerns: standing room only – school routes. Should be adding routes, not removing them	
16-Aug	Virtual Town Hall	Amber Mathewson: 14 out of 27 libraries are being affected. SW and Valencia service discontinuation concerns. Library will be looking at bus users overlap with library users	Davita: RT109 will cover school trips and will be looking at library list from Amber
16-Aug	Virtual Town Hall	Will 109 still have 1 mile between stops and will it be more frequent now?	We will be sticking to the mile grid plan and the routes schedules will be based on bell schedules to serve the schools.
16-Aug	Virtual Town Hall	Rt 27 past Valencia Library = good	

## Comment Matrix

Date	Comment Source	Comment	Response
16-Aug	Virtual Town Hall	Johnathan Crowe: Elimination of so many express routes could cause overcrowding on the remaining ones. Scheduling concerns- less buses doing the same area = harder to catch your bus when you want it. Transit Centers: they want to stop there! Especially Ronstadt downtown. Concerned about who is losing access on NW area and Rt16 (Ina, Oracle). Confused by low ridership at loop (not sure which loop he is referring to...) because the county had just paid to install a shelter there because of high ridership. Mark Rd- need for county employees. RT27/RT29: he wants to see people's opinions on rider impacts. 105X: why is 105 being eliminated instead of 101. 33Rt- trade for an existing one? Is that fair/equitable? People will be cut off	Davita: That is to be expected for any change made unfortunately
16-Aug	Virtual Town Hall	4404 daily riders will be displaced by the elimination of 1, 3, 5	
16-Aug	Virtual Town Hall	Chris Poinier: Free model issues. Demographics are important- some routes are scary to ride. Not leveraging park and rides is a mistake. Many don't allow you to get on a bus without a transfer. Really doesn't like transfers – "dooms" route	
16-Aug	Virtual Town Hall	Nicole Fyffe: Why don't you consider a cost increase when there is clear need? Asked about personal donations	
17-Aug	Phone Call	Mrs. Frederica Martin called and stated that she is very concerned with the possibility of the number 3 route being taken away. She stated that a bus driver gave her a card to attend a meeting about this situation, but the location has changed and she cannot attend. She stated she is concerned about the people that use this route for the university and St. Marys Hospital as well as other businesses that this may affect. She stated to please do not get rid of route 3.	
10-Aug	Pima/Palo Verde Bus Stop	Sign: SAVE #5 PIMA Service changes for Sun Tran routes include the discontinuation of Pima route 5. Help keep YOUR bus running! Take the survey and be heard!	
22-Aug	Wilmot/6th St Bus Stop	Sign: BUS ROUTE 5: Pima/W Speedway may be discontinued. Give the City of Tucson your opinion by Sept. 8 about proposed transit service changes. The plan the City is proposing will eliminate Routes 5, 1, 3, 19, 23, AND 34! GIVE YOUR OPINION AT tucsoncoa.com. SAVE ROUTE 5!	
21-Aug	PCC West Town Hall	Want Rt21 to go downtown. VERY important to them. Menlo Park Seniors and those without cars in particular. Possible solution: connect Menlo park to the streetcar. Luz suggested On Demand	
21-Aug	PCC West Town Hall	Rt3 Discontinuation concerns (Need it for schools and PCC west). They want it left as it is... add more service if anything	
21-Aug	PCC West Town Hall	More service on bigger routes = good	
21-Aug	PCC West Town Hall	Transit to airport is too difficult currently. They want shorter and more direct routes to airport with luggage racks. Perhaps airport specific bus. Rt 11 bus is too cramped	
21-Aug	PCC West Town Hall	Silver bell neighborhood also wants access to street car	
21-Aug	PCC West Town Hall	Would prefer alternating routes for more access – every other trip?	
21-Aug	PCC West Town Hall	They don't feel safe crossing large intersections	
21-Aug	PCC West Town Hall	Want Grande service – can't turn at congress, so other solutions?	
21-Aug	PCC West Town Hall	Concerns about old shelters/stops that aren't being serviced anymore – people wait at them still and waste their time	
21-Aug	PCC West Town Hall	Quantum securement w/ button = AMAZING. The manual securement makes mobility challenged passengers feel like a burden and inconvenience, holding up the bus.	
21-Aug	PCC West Town Hall	Request for trip planner for proposals	Schedule hasn't been made yet... waiting for final draft
21-Aug	PCC West Town Hall	Complaints about lack of COA awareness (News, Instagram, email = good)	
21-Aug	PCC West Town Hall	RT16 bus left early from Tohono = not good	
21-Aug	PCC West Town Hall	Complaint about excessive driver breaks/absence	call customer service if issue occurs
21-Aug	PCC West Town Hall	Park and Ride connections would be helpful for riders	

## Comment Matrix

Date	Comment Source	Comment	Response
21-Aug	PCC West Town Hall	Time extension = great, but they want a midnight/2am bar bus. Not enough improvement. Want service on major roads (infrequent is fine). Speedway in particular on weekends – lots of drunk drivers	
22-Aug	Pascua Yaqui Town Hall	Not bothered by Rt21 and Rt29 changes, her ride will not be negatively impacted	
22-Aug	Ward 2 Town Hall	An older couple liked the plan, particularly rt1	
22-Aug	Ward 2 Town Hall	Man talking about metal doors messing with medical devices?	
22-Aug	Ward 2 Town Hall	Dislike added transfers (Pima East to Pima West...solution = rt39)	
22-Aug	Ward 2 Town Hall	Escalante/Wilmot neighborhood = disabled + senior citizens. ADA issues...too long of a walk (>mile). Currently not service due to difficulties with bus on that curve.	
23-Aug	Email	Is route 5 going to be cancelled! Please don't let it be cancelled. Not only is it close to campus and many students use the route. So do many community members.	
23-Aug	Email	I read recently that one of the upcoming proposed route changes is to combine route 9 with route 34. When I called your customer service number the person answering said he didn't know what this proposed combination would entail. Please tell me what this combination route would look like. I personally would prefer that route #34 remain as it presently is. Since I am older and a frequent user of Route #34, I am very interested in finding the above out. I live just 1 block south of Pima and regularly take the #34 to Speedway, Broadway, and 22nd St. to do grocery and other shopping. There are a number of other elderly residents in my neighborhood who like me do not have cars. Some of them are using non-motorized wheelchairs and walkers to get around. It would be very difficult for them to reach Speedway or Grant in order to get to other destinations. Thank you in advance for any information you can provide plus considering my request that route #34 not be changed.	
27-Aug	Email	I am writing as a concerned citizen to express my apprehension regarding the proposed changes to SunTran routes, specifically the discontinuation of routes 23 and 5. I have meticulously reviewed the plan for these route changes and feel compelled to address the potential ramifications that such discontinuations may have on our community, particularly on individuals categorized as the "working poor." It is disheartening to observe that numerous routes, which serve as lifelines for many neighborhoods, are slated for discontinuation. These neighborhoods are often inhabited by those who find themselves within the realm of the "working poor," a demographic to which I belong. As a person who is both part of the working poor and disabled, I find myself heavily reliant on the Sun Van and the bus transit system for my daily mobility needs. While the Sun Van is an invaluable service, there are instances when I am unable to secure timely accommodations. During such times, I heavily rely on the bus transit system, with routes 5 and 23 being my primary conduits for commuting to appointments and fulfilling my responsibilities as an outreach worker for the homeless. Given the nature of my profession, my interactions with the disabled, working poor, and homeless are a daily occurrence. Upon learning about the proposed changes in the bus schedule, I decided to delve into the matter further. I meticulously examined the information provided in the proposal, aiming to understand the reasoning behind these changes. I acknowledge that the introduction of free fares necessitates prudent funding arrangements and the streamlining of routes. However, I must underscore the concern that simply discontinuing routes might adversely affect a substantial segment of our population already grappling with poverty. I understand the critical importance of funding for the bus system. However, if people lose their jobs, it's essential to consider the implications in terms of numbers. People are unable to afford purchases, leading to reduced sales tax revenue. Additionally, individuals earn less, resulting in decreased income tax contributions. Those who become unemployed are forced to rely on social service programs. In simpler terms, when people lose their jobs, regardless of their annual income, it adversely affects the government's revenue stream. I implore you, members of the City Council, to carefully reconsider the decision to discontinue routes 23 and 5 any route for that matter. These routes not only serve as vital transportation links for those in need but also foster community connectivity and contribute to the overall vibrancy of our city. As stewards of our community's well-being, I have faith that you will explore alternative solutions that strike a balance between streamlining services and upholding the accessibility of essential transit options. Thank you for your dedicated service to our city, and I sincerely appreciate your attention to this pressing matter. Your thoughtful consideration could make a profound difference in the lives of many who rely on these routes for their daily existence.	



## Comment Matrix

Date	Comment Source	Comment	Response
26-Aug	Email	I filled out the survey and went to the Pima College town hall meeting. In yesterday's mail was a newsletter from the Menlo Park Neighborhood Association. Just learned there will be on W. Congress 2 new business with restaurants, coffee shops and bakeries. As well as a 253 unit apartment complex being built and Westmoreland Affordable Housing is being built. If the 21 bus route on Congress is eliminated the residents in the Menlo Park neighborhood that depend on public transit will not be able to patronize new businesses. Also, if the new proposed 21 route goes along Greasewood bus travelers in the new housing won't be able to get to Safeway and the Menlo Park residents won't be able to get to the new businesses. Thank you so much for your consideration.	
23-Aug	UA Town Hall	Concerns about the 1-mile grid being too much of a walk	
23-Aug	UA Town Hall	Asked about reasons for budget neutral	
23-Aug	UA Town Hall	Feel that more is being taken away than is being given. Not seeing clear substitutions for discontinued routes. Want frequency but not the congestion.	
23-Aug	UA Town Hall	The people affected are the ones who can't go to meetings. Don't think we should be using ridership because those few people still need a ride.	
23-Aug	UA Town Hall	RT3: high schoolers + their parents. Not all students leave based on the generic bell schedules (extracurricular and students with shorter class schedules) so there needs to be more frequency and leeway on when the bus comes.	
23-Aug	UA Town Hall	Rt1/RT3: no sidewalks from neighborhoods (ADA issues). Don't think the proposals are realistic – wants us to test ADA routes	
23-Aug	UA Town Hall	Rt5 : PCC access through the day, want to keep for direct access to UofA (schools use these routes for field trips)	
23-Aug	UA Town Hall	Happy about extended hours on Rts 5,3,9.	
23-Aug	UA Town Hall	Concerns about the timing of statistics being gathered due to spring/summer breaks	
23-Aug	UA Town Hall	Dodge and Catalina school concerns	
23-Aug	UA Town Hall	Want frequency increases on RT25 because kids are forced to Uber to the airport	
23-Aug	UA Town Hall	Questions about demographics of ridership	
23-Aug	UA Town Hall	Want to pay fares to keep routes	
23-Aug	UA Town Hall	They think increased services is admirable	
23-Aug	UA Town Hall	Want a way for smaller people to put their bikes on the bus	
23-Aug	UA Town Hall	Disagree with ban on electric scooters	
23-Aug	UA Town Hall	Bought their house to be near RT3. Don't understand how ridership could lead to this – packed buses	
23-Aug	UA Town Hall	On street transfer timing can be rough	
23-Aug	UA Town Hall	RT15 is a minor street? Ridership has moved west. Does good at 30min but awful at 15 min frequency	
23-Aug	UA Town Hall	Would be more likely to ride with increased frequency	
23-Aug	UA Town Hall	Want to have input on final draft too	
23-Aug	UA Town Hall	Please don't reduce coverage on RT19.	
23-Aug	UA Town Hall	Want to be able to text bus program to see timing of next bus – like in OC, MD!	
23-Aug	UA Town Hall	App gps issues, stops real-time tracking of bus occasionally	
23-Aug	UA Town Hall	Appreciate that the 109X was left, but it's not enough... crowded and no masks	

## Comment Matrix

Date	Comment Source	Comment	Response
23-Aug	UA Town Hall	Rt3 night buses? – change hours	
23-Aug	UA Town Hall	Concerns over car question on survey	
23-Aug	UA Town Hall	Concerns about how Jane locations were chosen for power point	
23-Aug	Sahuarita Town Hall	Concerns about rural area connections	Rio spoke about Ajo and Summit Routes
23-Aug	Sahuarita Town Hall	Don't want to transfer from VA to Laos. Fear wahed out Nogales Highway will leave them without options	Rio suggested On street transfers nearby
23-Aug	Sahuarita Town Hall	Will 421X hours be extended?	Currently not in the plan
23-Aug	Sahuarita Town Hall	Want a circulator for the Green Valley/Sahuarita area. Dial-a-ride struggles: late or doesn't show up and doesn't allow group trips. Lack of awareness in community about available services.	
23-Aug	Sahuarita Town Hall	Want an express route from Green Valley/Sahuarita to airport	
24-Aug	Randolph Town Hall	Wants to go to Costco/Sam's on RT9 and Rt17	
24-Aug	Randolph Town Hall	Transfers are tough on elderly/disabled (Says the bus drivers are not kneeling the bus for her)	
24-Aug	Randolph Town Hall	"anxiety-inducing rumors" about cutting routes = panic	
24-Aug	Randolph Town Hall	Rt8-Rt3 now, likes direct 8 all the way west	
24-Aug	Randolph Town Hall	Requests for reference street names to understand maps	
24-Aug	Randolph Town Hall	Rt1: can't get to downtown	
24-Aug	Randolph Town Hall	"Why don't you care about neighborhoods getting to schools?"	
24-Aug	Randolph Town Hall	Rt1: only bus she uses for shopping/work	
24-Aug	Randolph Town Hall	Questions about fares affecting the COA	It doesn't
24-Aug	Randolph Town Hall	Dial-a-ride: why do Oro Valley and Marana get it but not here	
24-Aug	Randolph Town Hall	"Tucson has a horrible transit system and you're trying to make it worse"	
24-Aug	Randolph Town Hall	Want more frequency in RT1 on weekends	
24-Aug	Randolph Town Hall	"North 4 <sup>th</sup> Road is essential"	
24-Aug	Randolph Town Hall	Worried about traffic when bridge is closed (Grant rd.)	
24-Aug	Randolph Town Hall	She saw a woman with 3 kids using Rt5 –how dare you take it away	
24-Aug	Randolph Town Hall	Questions about Raytheon rt.	
24-Aug	Randolph Town Hall	Coverage concerns for 9, 16, and 61	
24-Aug	Randolph Town Hall	Rt1: helps people avoid criminal activity/dangerous areas	
24-Aug	Randolph Town Hall	Less frequency is ok but keep the routes	
26-Aug	North Yard	Comments from bus driver Sandy: Does not like the 16 and 18 combination, does like the 12 and 24 combination and loves new Rt 39. Says her busy time varies a lot.	
26-Aug	North Yard	Comment from bus driver Joe: Wants higher frequencies kept until 7:30 or 8 p.m.	
26-Aug	North Yard	Drivers want RT 10 schedule to be adjusted...very hard not to be late	

## Comment Matrix

Date	Comment Source	Comment	Response
26-Aug	North Yard	Drivers don't like sitting at Ronstadt	
26-Aug	North Yard	Comment from bus driver Kirk: 5th St. or Pima - walking 1/2 mile is too much. His riders don't like the changes to Route 3	
26-Aug	North Yard	Comment from bus driver Claudia: Wants a shuttle for 1,3, and 5 if discontinued	
26-Aug	North Yard	Not so helpful SunVan drivers are an issue	
26-Aug	North Yard	Upset about past bid schedules taking out minutes	
30-Aug	Email	We really appreciated your assistance last night. It was good news to hear that our concerns about the loss of Route 5 are being heard. We will push hard this week to get more people to submit surveys. The loss of Route 5 would be a huge blow to all the neighborhoods along Pima. So many people (including me in 1975) moved here due to the easy access to medical services, shopping, entertainment and schools, the U of A, PCC Downtown, PCC West, and ASDB. A large portion of our population is reliant on the 5.	
30-Aug	Email	Route 3 and Route 8 please leave as is. Do not change!	
30-Aug	Email	Please do not remove the bus stop off 5th & Dodge. We have many folks in our community that are visually impaired and use the bus stop.	
30-Aug	Virtual Town Hall	I have a good suggestion. Keep the Route 33 plan, (PCC East to Udall), and hear me out on this alternate route 3. Years ago, Route 3 served Carondelet Medical Plaza, and Jessica Avenue. You can use this route Monday-Friday to go from Wilmot and Broadway to Downtown via 5th/6th Streets, every 30 minutes. I want to hear your thoughts on this.	Thank you for your suggestion. We will review with the Planning Team to evaluate.
30-Aug	Virtual Town Hall	For these percentages, what was the total number of respondents? Can you share how many riders, and how many non-riders, completed that survey in the Spring?	74% of survey respondents were riders, 19% former riders, 7% non-riders. 384 respondents answered the question
30-Aug	Virtual Town Hall	Are some BRT routes being considered for this plan (especially with recent and planned major street projects, like Broadway and Grant) or is that outside of the current plan?	This plan does not include BRT as part of the COA. However, BRT routes are being considered under a different process. Thank you for your question.
30-Aug	Virtual Town Hall	How much longer before I can make comments online?	you can make your comments online anytime now thru September 8th.
30-Aug	Virtual Town Hall	Why cut route 3 down to morning and afternoon express? You have college students that use the route into the night due to night classes.	Thank you for this comment, it will be included as part of the COA draft plan process and any final recommendations.
30-Aug	Virtual Town Hall	in a town that is notorious for pedestrian accidents, no sidewalks and limited lighting, how can you propose that increased walking to route as being a beneficial change?	Thank you for this comment, pedestrian safety has been raised as a part of the COA draft plan, we will be re-evaluating the draft based on these comments to form final recommendations.
30-Aug	Virtual Town Hall	Why did you delete route 22.?	The COA draft plan maintains Route 22 but removes service on El Rio Dr/Riverview Bl. Transit service in this area will maintain coverage via Sun On Demand zone 1. Route 22 would still operate on W Speedway Bl.
30-Aug	Virtual Town Hall	#7 will still go to Ronstadt Center, to connect with buses there.	Yes, you will still go to Ronstadt and connect to other buses.
30-Aug	Virtual Town Hall	How many buses will service the Udall transit center?	There will be four routes that will service the Udall Transit Center with this plan.
30-Aug	Virtual Town Hall	Hello, I am an East Side constituent concerned specifically about Route 3 and the reduced service south of Golf Links, between Pantano and Camino Seco neighborhood. The Bella Tierra development east of Camino Seco is in the process of going in and another development is in the works in the area adding 300+ new homes. How is SunTran going to serve this growing neighborhood and the request for expanded services on the southeast side? Route 33 proposal leaves everything east of Pantano unserved. Thank you for taking the time to collect feedback and share these plans before changes are set in stone.	Thank you for your question and comments. We have heard from riders in the Camino Seco and are looking at ways to provide service in this area using the Pantano Route 37; however, we have not finished our review and will look at this more closely following the close of the survey.

## Comment Matrix

Date	Comment Source	Comment	Response
30-Aug	Virtual Town Hall	I cam on this zoom meeting to talk That's what it's for, right? Or is this just for us to leave chat messages? Please answer	Hi Daniel, we will have a Q&A following the presentation. Thanks! Daniel A ... we will have a chance for question and answer following the presentation where you will be able to ask questions. I am trying to answer some questions as they come through the chat as well, so all questions may be covered during the time.
30-Aug	Virtual Town Hall	do we know if busses will have USB charging ports as well	This plan does not address adding USB charging ports. We will add your comment to the record and investigate opportunities to include USB charging ports in the future.
30-Aug	Virtual Town Hall	Why wasn't 109x, the proposed "replacement" for route 3 represented on the frequency slides?	The Express routes were not shown on the frequency slides; however, the Explore the Draft Plan tab on the website <a href="http://www.tucsoncoa.com">www.tucsoncoa.com</a> shows proposed service frequency by clicking on the 109X Route in the Transit Lines pane to the left of the map. Additionally, the Individual Route Profiles note the proposed frequency for 109X as operating four bi-directional trips each weekday, and trip times will be scheduled to align with school bell schedules to accommodate students traveling along E 5th / 6th St.
30-Aug	Virtual Town Hall	With the elimination of #19 on Stone what bus will serve that route. I use 19 to get to Stone and Rilitto to get to where I need to be a few times a month.	Stone Ave would be serviced by the new Route 31 (Swan/Ft Lowell) north of Ft. Lowell and the Route 10 south of Ft. Lowell.
30-Aug	Virtual Town Hall	Which routes will serve the Udall transit center?	based on the draft plan the following routes will serve the Udall Transit Station are: Routes 4, 33, 37, and 109X. Please note that we are reviewing returning Route 5 back to Udall.
30-Aug	Virtual Town Hall	When UA's parking passes are nearly \$1000, you are cutting service down 6th?	Thank you for this comment, concerns about the proposed elimination of the 5 <sup>th</sup> /6 <sup>th</sup> St portions of Route 3 (6 <sup>th</sup> St/Wilmot) have been raised as a part of the COA draft plan, we will be re-evaluating the draft based on these comments to form final recommendations.
30-Aug	Virtual Town Hall	So would there still be a route on Swan and Sunrise? If not, can you please keep 105X?	Thank you for this comment, concerns about the proposed elimination Express Route 105X have been raised as a part of the COA draft plan, we will be re-evaluating the draft based on these comments to form final recommendations.
30-Aug	Virtual Town Hall	Considering the proposed discontinuation of Route 5, has SunTran considered the negative effects of asking those who currently ride that route to walk a mile (sometimes more than a mile) to the next nearest bus stop in extreme heat or cold (which we have more than 6 months of the year), or in the dark through poorly lit neighborhoods?	Thank you for this comment, pedestrian safety has been raised as a part of the COA draft plan, we will be re-evaluating the draft based on these comments to form final recommendations.
30-Aug	Virtual Town Hall	School bell schedules exclude all faculty and students who use the number 3 line to get to UofA.	Thank you for this comment, concerns about the proposed elimination of the 5 <sup>th</sup> /6 <sup>th</sup> St portions of Route 3 (6 <sup>th</sup> St/Wilmot) have been raised as a part of the COA draft plan, we will be re-evaluating the draft based on these comments to form final recommendations.
30-Aug	Virtual Town Hall	I use route 34 and that takes me to work and drops me right in front of work	Thank you for this comment.
30-Aug	Virtual Town Hall	If bus 25 doesn't go to the Roy Laos Transit anymore, my sister will have to take 3 buses to work.	Thank you for your comment. We will add this to comments. Please complete the survey, if you have not already, including where your sister needs to go and from where. Thank you, again.

## Comment Matrix

Date	Comment Source	Comment	Response
30-Aug	Virtual Town Hall	We need bus service near Swan and Sunrise, most especially since the next nearest bus stop is approximately 3 miles away. Steep hills is also an obstacle and can cause problems. Bus service on Swan and Sunrise would be very helpful and beneficial to others.	Thank you for this comment, concerns about the proposed elimination Express Route 105X have been raised as a part of the COA draft plan, we will be re-evaluating the draft based on these comments to form final recommendations.
30-Aug	Virtual Town Hall	Hello, I am a student at Pima Community College who uses Route 5 to travel between Pima West and Downtown Pima Campus. I find it deeply concerning that Sun Tran would terminate such a vital service for Pima students and for anyone who uses this extremely useful and efficient route. What alternatives is Sun Tran proposing?	Thank you for your comment and expressing your concern. We have heard and received comments from Route 5 riders and will review this route in the final recommendations.
30-Aug	Virtual Town Hall	Was population density considered in the proposal to shift from a 1/2 mile grid to a 1 mile grid? I ask because the population density in the center of the city is probably higher than on the edges of the city so a smaller grid in Central Tucson makes sense. I'm a Route 3 daily rider concerned about discontinuation of service along 5th/6th.	Population density was considered in review of the network as a whole. Changes from the 1/2 mile to 1 mile grid were based on ridership levels and interest from the community to increase route frequency. Based on concerns about the proposed elimination of the 5th/6th St portions of Route 3 (6th St/Wilmot) that have been raised as a part of the COA draft plan, we will be re-evaluating the draft based on these comments to form final recommendations.
30-Aug	Virtual Town Hall	I have already sent an email requesting my urgency for route 105X to continue operating. However, I ask if you could please remain operating it, because it would help me financially. I am enrolled full- time at the University of Arizona, and do not have a vehicle to transport from Catalina Foothills to campus. Thank you for your support throughout all of this.	Thank you for this comment, concerns about the proposed elimination Express Route 105X have been raised as a part of the COA draft plan, we will be re-evaluating the draft based on these comments to form final recommendations.
30-Aug	Virtual Town Hall	Suntran is my only form of transportation. Please, keep in mind that it is SUPER HOT out there, so you need to make sure that people have shade (and shelter) at their bus stops and not have to walk too far in the sun. (30 minutes is too far in the summer sun.) So I don't suggest having more transfers in the street (in stead of at the shaded transit centers). Also, you shouldn't have to walk 30 minutes to the major routes. Also, there should be more timed stops on major routes - so bus drivers don't come early and then you have to stand in the sun for 20 minutes on the weekdays and 35 minutes on weekends.	Thank you for this comment, pedestrian safety and accessibility has been raised as a part of the COA draft plan, we will be re-evaluating the draft based on these comments to form final recommendations. Thank you for the additional comment about timed stops, Sun Tran will be evaluating these as a part of this process.
30-Aug	Virtual Town Hall	What is of concern to many is the consideration of not discontinuing the express routes.	Thank you for this comment, concerns about the proposed elimination of many of the Express Routes have been raised as a part of the COA draft plan, we will be re-evaluating the draft based on these comments to form final recommendations.
30-Aug	Virtual Town Hall	How about the street car?? It would certainly enhance the system if it was expanded,,,	As this is a cost and resource neutral analysis, expansion of the Sun Link Streetcar is not included within the scope of this evaluation. However, the City is exploring other ways to help fund high-capacity transit improvements.
30-Aug	Virtual Town Hall	What is your company's / project staff's direct phone number?	Our customer service line is 520-792-9222
30-Aug	Virtual Town Hall	Related to the Route 5 proposed elimination, I'd also like to know if SunTran has taken into consideration the high volume of college students going to UofA and PCC, high school students who go to Catalina High School, and parents taking their kids to elementary and preschools along Pima/Elm. I have also included my comments and thoughts in the survey and on the interactive map that is being shown right now.	Thank you for this comment, concerns about the proposed elimination of the Pima St portions of Route 5 (Pima/W. Speedway) have been raised as a part of the COA draft plan, we will be re-evaluating the draft based on these comments to form final recommendations.
30-Aug	Virtual Town Hall	Please confirm that there is no plan to remove existing bus stops that are already established along routes that will still exist.	Sun Tran and City Staff continuously review bus stops during redevelopments, road projects, and many other situations outside of our control. I can not promise we would not remove existing bus stops; however, we carefully review the stops whenever it is necessary to make a change along already established routes.

## Comment Matrix

Date	Comment Source	Comment	Response
30-Aug	Virtual Town Hall	Thank you to the presenters this has all been very helpful info so far	Thank you for this comment.
30-Aug	Virtual Town Hall	Can someone elaborate on route 109x? It seems to be a waste to only have it run during school bells considering how the route makes the university , 4th ave, and downtown easily accessible.	The draft plan includes the 109X operating four bi-directional trips each weekday, and trip times will be scheduled to align with school bell schedules to accommodate students traveling along E 5th / 6th St. The proposed Route endpoints are Ronstadt Transit Center and Udall Transit Station.
30-Aug	Virtual Town Hall	I support the current comment's position. The half-mile is more like 100 miles during summer.	Thank you for this comment, pedestrian safety and accessibility has been raised as a part of the COA draft plan, we will be re-evaluating the draft based on these comments to form final recommendations.
30-Aug	Virtual Town Hall	An additional comment: I am heavily reliant on route 3 because of how it connects the barrio Hollywood/Menlo park to the university.	Thank you for this comment, concerns about the proposed elimination of the 5 <sup>th</sup> /6 <sup>th</sup> St portions and the connection to PCC West for Route 3 (6 <sup>th</sup> St/Wilmot) have been raised as a part of the COA draft plan, we will be re-evaluating the draft based on these comments to form final recommendations.
30-Aug	Virtual Town Hall	I'm a country employee who lives on the NW side and have used the Express routes daily since 2014. is there any consideration in keeping some express routes and not discontinuing them? There are many of us who are city, county and UA employees who live on the NW side that relay on NW express routes	Thank you for your comments. We are reviewing all of the Express Routes and make sure your comments are considered. Please give us more information about where you ride from/to and which NW Express you use when you complete the survey.
30-Aug	Virtual Town Hall	Even if the 109X runs extra trips how could it be Express if it has to stop at all those schools and drop off students reasonably close to home?	Thank you for the comment, based on the feedback we are receiving, the project team is re-evaluating the draft plan to utilize Route 109X is an alternate to Route 3.
30-Aug	Virtual Town Hall	I am an east side route 3 user, and I'm glad to hear you're reconsidering the whole route 3 elimination. As you've noted the pima east campus is a hub for commuters from other parts of town, and I'm concerned about disconnecting West and East campuses (Route 3 connects the two campuses). It seems like route 33 and 37 are east side north/south routes primarily. Route 39 is a connection I see between the campuses, but it runs along Grant road which is a huge traffic route. How long will it take if a student needs to go from east campus to west campus? What considerations are being made for PCC students who take classes on multiple campuses and others who regularly crisscross town? The move from a half mile service to a 1 mile service makes sense on paper, but I think the team who makes the final decisions on these routes would be more wise if they were to walk from Pima to Grant or Pima to Speedway themselves before changes are made.	Thank you for this comment, concerns about the proposed elimination of the 5 <sup>th</sup> /6 <sup>th</sup> St portions and the connections between PCC East and PCC West for Route 3 (6 <sup>th</sup> St/Wilmot) have been raised as a part of the COA draft plan, we will be re-evaluating the draft based on these comments to form final recommendations.
30-Aug	Virtual Town Hall	I am a University of Arizona student and have full-time and part-time jobs near or on the University. It is concerning that service down 5th and 6th seems to be eliminated in the draft. I do not wish to pay exorbitant prices in order to park so that I can attend my classes when I already have multiple jobs in order to pay tuition. The current Route 3 is good for students on the East side that need ways to get to campus.	Thank you for this comment, concerns about the proposed elimination of the 5 <sup>th</sup> /6 <sup>th</sup> St portions of Route 3 (6 <sup>th</sup> St/Wilmot) have been raised as a part of the COA draft plan, we will be re-evaluating the draft based on these comments to form final recommendations.
30-Aug	Virtual Town Hall	I concur with the prior comments. I also want to point out that a number of the places I can access on #5 are on Pima [3 of my doctors are on or just off Pima, the yoga place, and ACE are on Pima]. Without	Thank you for this comment, concerns about the proposed elimination of the Pima St portions of Route 5 (Pima/W. Speedway) have been raised as a part of the COA draft plan, we will be re-evaluating the draft based on these comments to form final recommendations.

## Comment Matrix

Date	Comment Source	Comment	Response
30-Aug	Virtual Town Hall	I am wondering how it provides more services and frequencies to discontinue routes and to also stop transfers at transit centers; it doesn't seem like it's very conducive towards the overall goal when many are disadvantaged as a result. I would say that discontinuing any of the routes that you're planning to discontinue would be a pretty bad idea for a lot of riders involved for several reasons, and i would also like to know how not being able to transfer at the transit centers would actually allow for more travel efficiency for folks who would need to stop at the transit centers for the end of their trips? And while you are reconsidering plans on discontinuing certain routes that have been spoken up for the most, are you also reconsidering the plans to discontinue any routes at all — even the ones that haven't been spoken up for as much as the others? Because i believe discontinuing any of those routes, as well as the way you are planning to consolidate the other ones, is going to disadvantage riders a lot.	Thank you for the comments, all facets of the draft plan will be re-evaluated based on the comments we are receiving, including any routes or portions of routes that are proposed to be eliminated.
30-Aug	Virtual Town Hall	This is a comment, not a question, so no need to respond. My coworker couldn't be here (due to being on the bus haha) and I promised I would mention that he and many other County employees rely on the 102X, 107X and other express routes proposed for discontinuation and wouldn't be able to take transit to work anymore if they were canceled. (I already took the survey and didn't want to submit another one)	Thank you for the comment.
30-Aug	Virtual Town Hall	St. Mary's Hospital can be accessed by route 21 and route 3. Removing those two would also mean that people who do not have a car or money, cannot get to the hospital if necessary.	In the draft plan, Route 21 would still serve St. Mary's Hospital in either option (corner of Silverbell Rd/St. Mary's Rd) as well as a realigned Route 8.
30-Aug	Virtual Town Hall	The COA Draft Plan is well crafted and well presented. I know it represents long hours and dedicated individuals. I agree with the majority of the plan. I appreciate the lengthy feedback window and the multiple venues for providing input.	Thank you for this comment.
30-Aug	Virtual Town Hall	Has there been consideration about adding more busses and drivers instead of discontinuing routes in order to provide more frequency and extended bus times?	As this is both a cost and resource neutral plan, adding additional buses/bus operators is unfortunately outside the scope of this analysis.
30-Aug	Virtual Town Hall	When can we expect an updated route plan?	The final recommendations will be completed during the fall and is anticipated to be completed for the Mayor and Council meeting November/December.
30-Aug	Virtual Town Hall	If the proposed route changes are adjusted; will the public see them before they are present to the city?	The final recommendations will be available for review when it is posted for the Mayor and Council meeting that it is being presented as part of their agenda.
30-Aug	Virtual Town Hall	Will I be able to connect to route 31 from the Ronstadt Center.	no. Route 31, would go to Tohono Transit Center. Route 10, which connects with the Route 31 at the Stone and Fort Lowell intersection will continue to travel to Ronstadt.
30-Aug	Virtual Town Hall	Can you also post this: Although Sun Van is a wonderful service, it is under employed already. So how will Sun Van be able to pick up the riders who will no longer have access to their bus routes?	Thank you for the comment, this analysis is limited in scope to Sun Tran, Sun Express, Sun Link and Sun Shuttle operations. The City has a goal of pursuing a separate analysis to look specifically at Sun Van paratransit operations following the conclusion of this analysis.
30-Aug	Virtual Town Hall	Would the feedback you're getting regarding the proposed route changes assist in supporting the argument for increasing funding for more efficient services without cutting other services?	The attention and feedback from this Comprehensive Operational Analysis will undoubtedly demonstrate to the community the criticality of transit operations and the desire for increased funding through regional initiatives such as RTA Next.
30-Aug	Virtual Town Hall	I have another suggestion regarding scheduling of numerous routes. I often see buses I and others would like to transfer to arriving at connecting point intersections at the same time. Examples: The Northbound 11 arrives at Broadway within 1-2 minutes of the Eastbound 8, if not the same time. There's usually not enough time to disembark one bus, get to the crosswalk, cross the intersection, and get to the stop to make your connection. I've seen riders, including seniors running across traffic trying to catch their connecting bus because of that scenario. Lastly, I catch the 5 on weekends to take my kids and neighborhood kids to Catalina HS to use the outdoor skating rinks and tennis courts. Without the route, those trips for the kids stop.	Thank you for the comment regarding scheduling, Sun Tran staff will continue to take these types of concerns into account when drafting bus schedules. Thank you for the additional comment regarding Route 5, concerns about the proposed elimination of the Pima St portions of Route 5 (Pima/W. Speedway) have been raised as a part of the COA draft plan, we will be re-evaluating the draft based on these comments to form final recommendations.

## Comment Matrix

Date	Comment Source	Comment	Response
30-Aug	Virtual Town Hall	I'm a retiree (75yo) who lives very near a Bus 1 stop. The next closest route is Bus 6 on 1st Ave, a little less than 1/4 mile away. Crossing 1st Ave is very dangerous and getting there with bad knees and this hot and humid heat could be deadly. If Bus route 1 has to be eliminated, can a smaller shuttle be used?	Thank you for the comment regarding Route 1, concerns about the proposed elimination of the Glenn St portions of Route 1 (Glenn/Swan) have been raised as a part of the COA draft plan, we will be re-evaluating the draft based on these comments to form final recommendations.
30-Aug	Virtual Town Hall	Related to the previous comment, the #3 arrives downtown at 8:01 am if it's on schedule. More people might ride it to work if it got there a little bit earlier. Thank you all for this opportunity and for your work to improve Tucson transit!	Thank you for this comment.
30-Aug	Virtual Town Hall	Increasing the frequency on bus routes like 4, 8, etc seems stupid. I've traveled those routes during very busy times and it's very rarely been packed elbow to elbow.	Thank you for this comment.
30-Aug	Virtual Town Hall	How will an already overburdened Sun Van system accommodate the riders displaced by Z canceled the route?	Thank you for the comment, this analysis is limited in scope to Sun Tran, Sun Express, Sun Link and Sun Shuttle operations. The City has a goal of pursuing a separate analysis to look specifically at Sun Van paratransit operations following the conclusion of this analysis.
30-Aug	Virtual Town Hall	After Council review and approval, when would the final decision be implemented?	We anticipate any potential changes to Sun Tran, Sun Express, and Sun Shuttle services to happen well into Spring/Summer of 2024.
30-Aug	Virtual Town Hall	Keep the existing routes and their lower frequencies is preferable. The monthly charge cards is also preferable.	Thank you for this comment.
5-Sep	Sun Tran Website	This about the proposed deletion of Route 5 that runs along Pima and Speedway. I am an outpatient counseling agency specializing in DUI and Domestic Violence treatment. Many of my clients, and one of my staff members use Rout 5 to come to their court ordered treatment and my staff member is an elderly woman who has no other transportation to and from work. She comes in at 830am and leaves at 2-mor later. If you cut that line, a lot of people will be impacted, as will my business. By state law that regulates my practice, I MUST be located near a bus stop within short walking distance. The clients and my staff will be unable to attend as required. And to meet state regulations, O must have a bus stop nearby. I am bound by a lease to the office space for 2 more years. I implore you to NOT end route 5. It will negatively affect far too many people.	
5-Sep	Sun Tran Website	Why the routes are being removed I travel on 16s-16n 19 6 and 34 15 I agreed with the meetings about the routes being removed for the city community I travel for therapy appointments for myself and my doctors appointment also oracle limberlost and wetmore and 1st ave	
5-Sep	Sun Tran Website	Hello, hope all is well. My name, is Colleen. I'm employed at an non-profit called We Care Tucson located on Stone Ave. route 19. I'm also an IT student a Pima Community College East Campus bus/route 5. First I want to thank ALL of the people that work at Suntran especially the WONDERFUL drivers. They have a tough job, I'm very grateful for what they do. I'm reaching out to Suntran, because I myself take the bus on a daily bases so I truly depend on the bus system. The route 5 and route 19 are so important in my daily routine. I saw on the news and heard threw some friends that tend the Thrive in the 05 meetings. That these two routes, could be eliminated from the route system that is now in place. That would be devastating to myself and have a very negative impact on my whole life. If you could pretty please don't change what works for me and so many others in our community. Changing these routes and so many others would not be helping. If any thing Suntran, needs more routes, longer running times on all days. I don't know if my feedback helps but I hope so. Thank you, for your time and have a wonderful and blessed day.	
5-Sep	Sun Tran Website	I work for a counseling agency that is located on Pima and Swan, if this route is change or modified the change will severally impact my clients and a co worker who depends on this route to get to and from work pleas look into this.....	
5-Sep	Sun Tran Website	I am concerned that SunTran is not thinking about the impact of terminating Route 3 in terms of access to transportation for people with disabilities and mobility impairments. #3 is often carrying these folks and someone in COA is thinking they should walk further and in the heat? Plus, the on-line survey is supposed to be available through Sept 8 and now on Sept 6 it is not available. I'm only getting: "We're having trouble finding that site. We can't connect to the server at www.tucsoncoa.com." And, I want to know what specific steps the COA has taken to insure that folks who are visually impaired/blind have had to filling out the survey as well as those with intellectual impairments.	



**Comment Matrix**

Date	Comment Source	Comment	Response
6-Sep	City Employee Newsletter	DEADLINE APPROACHING TO COMMENT ON PROPOSED TRANSIT SERVICE CHANGES - The City of Tucson, in partnership with the Pima Association of Governments and the Regional Transportation Authority, is proposing transit service changes to Sun Tran, Sun Express, and Sun Shuttle. Changes may be coming to your route. Provide your thoughts on the proposed improvements, which include realigning and extending routes, investing in high-frequency service, improving access and quality of service, extending service hours, and adding weekend frequency. You can provide comments through Friday, Sept. 8.	
6-Sep	Email	1 Current & No on New, 2 Current & No on New, 3 Current & No on New, 4 Current & No on New, 5 Modification (Connect to RTC Throw Stone Ave So there would be a 5W and 5E Bay) No Other Changes at this time, 6 Yes on New Plans, 7 Current & No on New, 8 Current & No on New, 9 Current & No on New, 10 Current & No on New, 11 Current & No on New, 12 Current & No on New, 15 Current & No on New, 16 Current & No on New, 17 Yes on New Plans, 18 Current & No on New, 19 Current & No on New, 21 Current & No on New, 22 Current & No on New, 23 Current & No on New, 24 Current & No on New, 25 Current & No on New, 26 Current & No on New, 27 Current & No on New, 29 Current & No on New, 34 Current & No on New, 37 Current & No on New, 50 Current & No on New, 61 Current & No on New, 101-110 Current & No on New, 201-204 Current & No on New, 401-450 Current & No on New, 700 Current & No on New	
6-Sep	Flyer on Route 21	THE CITY IS PLANNING TO ELIMINATE OUR #21 BUS!! DON'T LET THEM TAKE OUR BUS AWAY! The City government and Pima Association of Governments is proposing changes to Suntran buses that would eliminate #21 bus service from downtown across Congress Street all the way to Silverbell Road. This route connects downtown to our low-income/ACCCHS El Rio Health Center (which has a 21 bus stop right in front of it on Congress St. ) and from there to our shopping center at the intersection of Silverbell and St. Mary's Road, which contains the Safeway supermarket (#21 stops right in front of it) and the Walgreens drug store, both of which many of us, particularly Elders, depend on for our food and medical needs. Plus we will no longer have a bus to get downtown! Right across Congress St. from El Rio are two low-income / Elderly housing apartment buildings, many of whom depend on that bus for their essential needs! The #21 is literally our lifeline! Don't let the city take away our bus!! Fight back!! Make your voice heard before it's too late! See: plan proposal @ tucsoncoa.com Email: james.castaneda@tucsonaz.gov (Bus changes proposal Project Director) Call: Pima Association of Governments @ 520-495-1485 Ward One Councilwoman Lane Santa Cruz: (520) 791-4040; email: ward1@tucsonaz.gov	
8-Sep	Email	As a long-term midtown Tucson resident (since 1999), daily Sun Tran user and Pima County employee, I strongly oppose the proposed neighborhood bus route cuts included in the proposed changes to the transit system. The neighborhood bus routes are critical lifelines for many Tucson residents and particularly for residents with disabilities, elderly residents, low income residents, youth and students, and folks who otherwise are unable to utilize modes of private transportation. Many bus riders cannot walk 20-30 minutes to a farther route nor do they have other modes of transportation available to them beyond their neighborhood routes. As a single mother and person living with a chronic health condition myself, I cannot walk farther in 100+ degree heat to take a different route because my neighborhood route is closed. I would rather have access to my neighborhood route (the #1) on Glenn Blvd once every half hour than have access to a bus every 15 minutes on Grant Rd which I cannot get to because I can't walk that far. The #1 bus is full during the rush hour times I take it which is usually 7:30AM heading west and 5:00pm heading east. It holds many youth attending local high schools, U of A students, downtown workers, and many other midtown and central Tucson residents who will be left without a critical mode of transportation if the #1 route is cut. If the #1 bus route is cut it will make my 35 minute trip to work in the morning on one bus into a close to 50+ minute trip on 2 routes, which may impact my ability to continue working at my current job. Your survey of transit users did not include a question of whether riders would rather continue to have access to their accessible neighborhood route, or more frequent access to routes they may never use. Most riders will not benefit from busses every 15 minutes on Speedway if they don't need to ride a bus on Speedway. I am not writing only out of concern for my own convenience, but also as a public library employee and someone who works daily with some of the most vulnerable members of our community and people from all walks of life. Neighborhood bus lines are critical for these residents, and especially the well-utilized #1 route. In the past weeks every day I have taken Sun Tran's Route #1 it has been packed with standing room only and almost all seats occupied due to the high number of citizens who use and need this route. Please do not cut this highly utilized and necessary neighborhood bus route.	

## Comment Matrix

Date	Comment Source	Comment	Response
8-Sep	Phone Call	I noticed today (8/17/23) that Glenn St. has signs on all the stops notifying passengers of potential changes. I won't be able to attend any meeting in person or virtual but I have to say, please don't cancel this route. It's the main way I get anywhere here. I have severe plantar fasciitis and heel spurs and am unable to walk to the 9 on Grant or the 15 on Campbell without this bus. It helps me grocery shop, get to work, and donate plasma downtown. I will lose my livelihood if this bus stop gets removed or the times change any more. Thank you for your time and thank you this bus route.	
8-Sep	Phone Call	The caller is a route 3 rider the caller said she is a teacher at Santa Rita High school and takes this route 3 from 5 th st. at Country Club to get to work at Santa Rita, the caller said she does not own a vehicle and depends on Sun Tran to get her around in the city. The caller was not able to attend any of the meetings, would like for route 3 to remain in service as it is now.	
11-Sep	Letter	Sun Tran - Please do not discontinue Route #5. I am a senior who rides the 5 almost every day. Can you do a recount of passengers again? The Catalina High School students and Pima Community College riders are back and it is full in the mornings. There is no room on the #4 in the mornings. It is full to capacity with U of A students. The closest #4 stop is over a mile from my house. Please reconsider discontinuing Route #5 as it is a vital lifeline for people like me. Thank you for your time.	
11-Sep	Letter	Dear Sun Tran, I am writing this as I feel it's important. I have been riding the bus from Green Valley for the last couple years and I want to recognize one of your drivers. His name is Ramon Silva and he drives the bus number 421. He knows all about my family and asks about them remembering their names. I watch as he helps people when they get on the bus and his professionalism and his heart is unbelievable. I ran a company and if I had an employee like this I certainly would have been a success. He is I think quite educated but more than that he cares about people and we need more of this in these times. I look forward to riding the bus and I even looked up the company to buy stock as if this company hires people like this the stock can only increase as you are doing the correct thing. Thank you.	
5-Sep	Email	My name is Nicole Granados, I am a community health advisor with El Rio Health Center. I am contacting you because there have been concerns brought to us about the changes being made to the bus routes. Patients, especially elderly patients, are concerned that they will not have access to our clinic on Congress, and that they won't have access to the Safeway Grocery store or Walgreens Pharmacy that are near Silverbell and St. Mary's, as well as not having access to downtown with the bus route. From what I saw on the website, the bus route 21A and 21B should still be making stops near these locations on Grande, St. Mary's, and Silverbell. However, I wanted to confirm that this information is correct before I update our patients and staff with the new bus route information. I also wanted to confirm that with this route, the discontinued section is only the route that goes downtown. Is this correct? Also, when would these changes be finalized so we can make sure we inform staff and patients ahead of time. Please let me know, thank you. Any other information is also appreciated so we can make sure our patients still have access to the healthcare they need.	The draft plan includes a proposed realignment of Sun Tran Route 21 as shown in the map below: Under both options, the corner of Silverbell Rd and St. Mary's Rd would be served; however, only Proposed Route A would serve Grande Av. In this draft, Route 21 would no longer connect to Ronstadt Transit Center (downtown); rather, it would provide north-south access west of both I-10 and I-19. In the community outreach, we have received a great deal of comments regarding this proposed change. Specifically, there have been many concerns about the realignment of the route out of downtown and the Congress St corridor. As a result, the Project Team is revising this draft plan to account for the comments we are hearing. Please let community members know that we are revising this proposal and any final recommendations will reflect the input we are receiving. Likely, the final recommendations for Route 21 will look similar to its current alignment and not the proposal in the draft plan. In terms of timeline, the project team will be revising the plan and will have final recommendations in late 2023. We anticipate that any changes that result from the final recommendations would not be implemented until well into 2024.
6-Sep	South Tucson Mayor/Council	The Sun Tran bus system is highly used and valued and an absolute necessity to many here in the 1.2 square mile City of South Tucson. Currently 3 bus routes serve our South Tucson community. We are asking that you not eliminate route #23. Also, our population would be negatively affected by numerous southside routes no longer using the Laos Transit Center. Thank you for your attention to this matter.	

**Comment Matrix**

Date	Comment Source	Comment	Response
8-Sep	Email	<p>The following are concerns regarding the proposed changes with respect to the Express Routes. Please note when reading through these concerns that I made to Pima County, they were written back on August 3, 2023. Since then the ridership on the 102X has increased both in the am and pm runs over the month of August and into September. This supports the fact that college students do rely on the 102x to get to and from school. Good morning, I am a SunTran Express Rider, I use the 102x and 107x routes on a daily basis to get to and from work. It is concerning to me that there is even any consideration as to eliminate these routes or any of the other Express Routes that Professional workers use to get to and from their work. I know that there are several people that ride both of these routes, in addition to professional workers there are a number of students from the University of Arizona that use the 102x when school is in session. I am uncertain as to how SunTran is determining a low ridership when they are bringing these proposed changes up during the summer when both college students and some winter visitors are not here to weigh in on this proposal. I am aware that these proposed changes were brought up back at the beginning of the year, but for those considering these changes, addressing with these two groups being absent is not equitable. I do acknowledge that the express routes may not serve as many riders as they did prior to the pandemic but I believe that is because the pandemic caused SunTran to reduce the routes to one in each direction daily. Although this works for me, it probably decreased the ridership due to the route schedules not fitting other's work schedules. I do not believe the proposed changes are taking the interest of professionals, students, and others that rely on the express routes into account. The thought of combining routes may increase ridership for some of the buses being used but in the end will decrease because the increased number of stops will make riding difficult in scheduling for people needing to get to their destinations in a timely manner. Additionally, the combined routes will cause riders to have to commute to the stops designated, again causing difficulty in timing and may not be reasonable if the stops are further away from where riders reside. Thank you for your time and attention in this matter as it is very important that the organization that is proposing these changes need to think this through before proceeding with eliminating any of the Express Routes. Additionally, Pima County has publicly made it clear that they are interested in reducing traffic and improving air quality with respect to commuting to work, the express routes do a good job at getting professional workers to their work destinations in a timely manner while reducing traffic on our roads. The proposed changes may address additional services to some that are underserved, but by cutting out existing ridership creates new groups of underserved that have come to rely on the service that currently exists. The Express Routes should be retained to continue to service existing riders.</p>	
12-Sep	Ward 1 Listening Session	Route 21 to food at Silverbell/St. Mary's, medical and to downtown	
12-Sep	Ward 1 Listening Session	Elderly and disabled riders use current route 21	
12-Sep	Ward 1 Listening Session	Family uses transit to travel East/West to downtown library, school trips, work at Alvernon	
12-Sep	Ward 1 Listening Session	West side connections seems harder with chagne to Route 3, 5	
12-Sep	Ward 1 Listening Session	Route 3 is urban density, walkable, schools, 4th Ave	
12-Sep	Ward 1 Listening Session	Being able to take 1 bus without transfers is more important than frequency	
12-Sep	Ward 1 Listening Session	ASDB trains the students who are blind to take the 5 to the U of A	
12-Sep	Ward 1 Listening Session	Would decrease their options at the school	
12-Sep	Ward 1 Listening Session	Sun on Demand can be 30 mins late	
12-Sep	Ward 1 Listening Session	Transfers add time and also the danger of crossing a street	
12-Sep	Ward 1 Listening Session	Business and schools serving disabilities should be prioritized	

## Comment Matrix

Date	Comment Source	Comment	Response
12-Sep	Ward 1 Listening Session	Likes later service in the week and Saturdays	
12-Sep	Ward 1 Listening Session	Add more service when there are events in town - it's either not available or service stops too early	
12-Sep	Ward 1 Listening Session	Route 21 is low income and seniors who need to get to Safeway	
12-Sep	Ward 1 Listening Session	Limited mobility	
12-Sep	Ward 1 Listening Session	Likes North/South but concerned loss of Congress connections	
12-Sep	Ward 1 Listening Session	Good idea to have 8 go for the west	
12-Sep	Ward 1 Listening Session	Happy to see free fares	
12-Sep	Ward 1 Listening Session	No North-South route west of the freeway	
12-Sep	Ward 1 Listening Session	Why doesn't it go to PACC just past Goret?	
12-Sep	Ward 1 Listening Session	Route 21 for services and does not drive	
12-Sep	Ward 1 Listening Session	"Cancel" a route doesn't tell us what is covered by another route or not	
12-Sep	Ward 1 Listening Session	Takes bus for safety. Cars are dangerous. Won't feel safer in a smaller vehicle	
12-Sep	Ward 1 Listening Session	Are there recommendations IF more funding becomes available?	
12-Sep	Ward 1 Listening Session	What is the motivation for the city to suspend Route 21?	
12-Sep	Ward 1 Listening Session	What are the other changes?	
12-Sep	Ward 1 Listening Session	How do you give feedback for drivers?	
12-Sep	Ward 1 Listening Session	Are the other parts of 21 covered on Congress?	
12-Sep	Ward 1 Listening Session	Is there a cost breakdown for each route?	
12-Sep	Ward 1 Listening Session	How do you count how many riders?	
12-Sep	Ward 1 Listening Session	Why is boarding in the front enforced on Sun Tran but all doors used on Sun Link?	
12-Sep	Ward 1 Listening Session	Do proposed changes have anything to do with the fares being free?	
12-Sep	Ward 1 Listening Session	Can a smaller bus like On Demand size run a regular route?	

## Comment Matrix

Date	Comment Source	Comment	Response
10-Sep	Email	Please don't delete the 21 route on Congress. Many elders use this route.	
10-Sep	Email	With 3 senior complexes on this route, El Rio full of poor & seniors, this seems like a bad idea. While I understand cost cutting, how about an hourly #21 line. Oft topic: I'd like to suggest #21 to PACC, IF a person has animal in medical need.	
11-Sep	Email	In general: Proposals to remove service on the ½ mile streets limits access and will adversely impact people with disabilities or senior citizens heavily. This is exacerbated by the climate crisis where we expect hotter summers. People who are older or have physical impairments will be required to travel further to transit service. This is unacceptable for a public utility. There is no accompanying infrastructure plan with the COA. By removing services you are forcing people to travel longer and cross streets without sufficient protection. For example, removing the route 3 would require a walk to either Broadway or Speedway. In both cases, these roadways are 8 or 6 lane roadways. Unless one is able to cross at a signal, the transit user needs to cross at an unsignalized location resulting in a higher chance of being struck by a vehicle. The removal of most of the express routes is a penny-wise but pound-foolish endeavor. The reason why most of the services are not utilized is due to the infrequent nature of these routes. With only 1 service a day and the routes coming in at either very early downtown, they are not of much use. These routes should have at least one additional run timed for 8-5 workers. I have put my comments for each route below. Please note that all of these comments are not negative. Route 1 – This route continues to use Park Ave even though Euclid Ave is 2 blocks away. This conflicts with the City's preferred goal of removing routes from streets closer to arterials. Route 3 – Do not eliminate this route. This is a key connection to schools and other services such as hospitals and medical facilities. Further, the proposed express service along 5th/6th Street does not adequately meet the needs of the corridor. Route 4 – The turnaround at the Udall Transit Station is a great addition to the network and allows for turnbacks to enhance service on the main core of Speedway. Thank you. Route 5 – This route should not be eliminated. See comments about route 22. Route 8 – This plan does not consider the proposed Rapid 8 scheme. Was this plan abandoned? The plan allowed for on-demand service to provide transit access on the Tanque Verde/Wilmot leg. Please bring this plan back as it was revenue neutral. Route 9 – The proposed route does not make sense. Further, the route was changed to not have downtown access some time ago. There is also no established constituency for access to DMAFB along this route. Route 11 – Great idea to continue service along Ajo and remove the route 50. There is no access to lower Palo Verde which is problematic since there is a large number of transit dependent riders in this area. Can a route be modified to provide services near here? Specifically, this is near Benson Hwy to Ajo Way. Route 12 – Great combination of routes! Route 18 – Great combination of routes! Route 21 – My personal preference would be for the route to continue along Grande Ave. However, please note that for riders along Silverbell, there is no way to connect to transit services downtown. Can this route be modified to connect to the streetcar terminus? Route 22- This route should be eliminated. The on-demand service recently initiated plus frequent service on a number of routes on Stone Ave north of downtown renders this route redundant. With the preservation of the route 5, there is still access to PCC West and the neighborhoods west of Stone Ave. Route 61 – Suggestion to make this route more understandable would be to run the route from La Cholla and Ina to Magee Rd and then to PCC NW. The bus would then use the PCC parking lot to turn around. Route 204X – This is a great combination of an existing route to provide service to both Raytheon and downtown. It can also reduce the need for the 104X. Thank you for your consideration on this project!	
18-Jul	Map	I'm dismayed that Route 3 is being discontinued. It serves so many schools along the route - from elementary to the Uof A, and everything in between. Think of all the students and employees who will be affected. That doesn't even touch on access to the medical centers and small businesses along the route. Maybe smaller busses on a more frequent schedule could better serve the needs of community, while keeping the budget in mind.	
25-Jul	Map	I think it would be a great idea to serve the Catalina Highway and Tanque Verde Area. My proposal is, have route 37 be extended to the Catalina Highway area, and turn around and continue the route, in both directions.	
26-Jul	Map	I don't think route 22 would be necessary, if route 4 can continue to PCC West. My proposal is to have route 4 go downtown every 30 minutes from Stone, and to PCC West from Stone every 30 minutes, whilst eliminating route 22.	
26-Jul	Map	Where is the line 16 route that you want to connect to line 18?	
26-Jul	Map	As someone who lives in Oro Valley and requires the express to get to downtown in a timely manner, how is this going to effect my ability to commute while being on time, and reducing my carbon footprint.	

## Comment Matrix

Date	Comment Source	Comment	Response
26-Jul	Map	Getting rid of the 34 AND the 1? Why not just say you aren't servicing this neighborhood anymore? Lots of people do not have cars in this area, including myself. The comment is put near my home. I take the 34 every weekday to work and use the 1 on the weekends. I work near 22nd and Craycroft so the 34 is perfect. Taking the 1, then the 7 is time consuming and they do not always meet within a decent time frame. The 1 takes me downtown or to Campbell where I can shop, or to Fry's on Swan, where I also shop. Two major shopping locations surround this area that I'm sure service more than just me and my family. That 34 is packed in the mornings. My daughter also goes to UHS and they don't have school bus service because she's "on the SunTan route". Now she has to walk all the way to Ft Lowell in the dark in the mornings or at night after volleyball practice? It may not be dark now, but in the winter it will be.	
26-Jul	Map	Route 33 should follow the old 3 route to include the neighborhoods west of Pantano Rd, going down Stella to Camino Seco. There are many new neighborhoods on Camino Seco that should not be disconnected.	
26-Jul	Map	The old route 3 used to go to Camino Seco, but this area is no longer served by the proposed Route 33. The neighborhoods on Camino Seco are expanding and should be connected to the system.	
28-Jul	Map	Removing route 5 will be a detriment to the people who live in the Palo Verde neighborhood, the Bleinheim Elm neighborhood, and the Garden District. Most of those people use route 5 to either get to the Banner University Medical Center for treatments, or to the university for work. Students and people with various medical disabilities who don't have cars and who may not be able to walk far who live on this route will now need to find a bus stop further away. In very hot or very cold weather, which we have a lot of, this will make using the bus nearly impossible. Please do not take this route away.	
29-Jul	Map	I am very sad to see that route 3 is being eliminated. This is a direct route from my home to my office. Changing this route will require me to take another route that will require a transfer and significantly more travel time.	
31-Jul	Map	I would be able to take the 9 to work from my house instead of walking to Glenn to take the bus! This especially makes getting home on late nights much easier and safer	
1-Aug	Map	I am concerned about the proposal to eliminate Route 5! I live near the Pima and Columbus street intersection so it would be a ½ mile walk north, south, east, or west to catch a bus if there was no Route 5. What's worse is four of my doctors (primary care, dentist, optometrist, etc.) are along Pima St. I can access them on the #5 bus in less than 10 minutes. There are no other bus routes that would get me to my doctors. With one transfer from Route 5 I can get to three major grocery stores. Without Route 5 it is a ½ mile walk to any of those stores. A half mile is a long way to walk in the heat, with groceries, or if physically impaired. Currently I'm able to drive, but as I age I expect to lose that option. I'm comforted by the fact that from my home I can easily bus to grocery stores and to my doctors. That option will go away if bus service on Pima is discontinued. The Comprehensive Operational Analysis Draft Plan is well crafted and well presented. I know it represents long hours and dedicated individuals. I agree with the majority of the plan but I STRONGLY request that the city continue service on Pima Street. Consider this: Critical areas for bus service on Pima are the "dark holes" where there are no other bus options less than ½ mile away: the intersections at Sahuara Ave, Rosemont Blvd, Columbus Blvd, Palo Verde Blvd, and Tucson Blvd. There are businesses near most of these intersections, including medical and health care facilities. Those businesses and their patients/customers would be well served by continued bus service on Pima. Even infrequent service during regular business hours would be of great service. Please consider continuing bus service on Pima Street. Different topic: Grant Rd is scheduled for construction between Alvernon and Swan through 2025! Are you really going to run busses along that road every 15 min while it is under construction?	
2-Aug	Map	Please keep Sun Tran fare free.	
3-Aug	Map	I am senior citizen who lives near Columbus and Pima. I use the bus to access both the U of A and Udall. The elimination of Route 5 will mean I will not be able to use the bus for transportation. A 20 minute walk up to Speedway or down to Grant in 110 degree heat is not reasonable. I click on the box below that says "nearby Route" and it says NONE. Exactly. That is what will happen to my highly pedestrian, bus-using, low income neighborhood. There will not be any nearby bus routes. What burden on our residents.	
3-Aug	Map	Sabino Canyon, Arizona Sonora Desert Museum, Saguaro National Park. Not now, but in the future I would like a Tucson in which I could go from my house to these outdoor destinations w/out driving. Take the bus to go hiking. Increase access to these natural areas for all. Reduce crowding in the parking lots.	
4-Aug	Map	There is a visually impaired couple who lives a block from this intersection. They take Route 5 daily to and from work and shopping. Elimination of Route 5 would require them to walk SEVEN blocks on Palo Verde. Palo Verde has NO sidewalks.	

## Comment Matrix

Date	Comment Source	Comment	Response
5-Aug	Map	WHERE IS ROUTE #5??? Our midtown neighborhoods depend on it! There are students, elderly, low income, vision-impaired, mentally disabled and otherwise handicapped who cannot be expected to make the walk all the way south to the #4 -- especially in inclement and extreme weather.	
6-Aug	Map	This map would be a lot more useful if overlaid onto the current system. In other words why not have a way to toggle between this map and a current system map. So that if I am looking at a particular area and evaluating the proposed service lines, I could compare it to what is currently provided in that area. It's way too much to keep in one's head at a time.	
6-Aug	Map	This comment box floats around and disappears from the screen. I have no ide what happened to my previous comment . I can't believe how annoying this whole interface is, right now i can't find the submit button so you may never see this comment	
6-Aug	Map	Please do not retire the 11 route to Tucson International Airport. As a frequent air traveler who lives in central Tucson, this route has been indispensable as an affordable means to accessing the airport. Moreover, the 201 Express connector to the airport only runs during business hours, which makes safe returns from the airport to central Tucson impossible via public transportation.	
6-Aug	Map	Please do not remove the Route 5 bus. For 20 years, I have depended on #5 to for commuting to work (U. Arizona) and for connecting to SunLink to get downtown. My use profile is for heavy use during the summer monsoon season, when bicycle travel can be unsafe, and from December through mid-March, when morning temperatures favor attaching my bike to the bus during the morning run.	
6-Aug	Map	ROUTE 5 TB DISCONTINUED. FAR TOO MANY ELDERLY, VISUALLY IMPAIRED/ANDICAPPED, WORKING FOLKS, HIGH SCHOOL & COLLEGE STUDENTS USE THIS ROUTE. CRIMINAL TO THINK THAT MAKING SENIORS/VISUALLY IMPAIRED & HANDICAPPED FOLKS TRAVERSE WALKING IN THE STREET - AS THERE ARE NO SIDEWALKS IN PALO VERDE NEIGHBORHOOD.	
6-Aug	Map	The removal of route 5 seems likley to have a negative impact on the educational oportunities of Catalina High School students	
8-Aug	Map	I noticed that there was no stop in Summit.When viewing the proposed route it shows that it passes through Summit and Would it be possible to have a stop in Summit?	
9-Aug	Map	Are there any options being developed for weekend shuttle service to public lands by way of public transit?	
9-Aug	Map	Where is the express service to the Airport? If Jane is a student at the UofA, there is no option to get to the airport in a reasonable time. It would take Jane over an hour just to get to TIA.	
9-Aug	Map	Why does it take at least an hour to get from Downtown/Ronstadt to the airport? It's a 15-20 min drive. It's even a 45 minute bike ride. Why is there not a reasonable public transit option for Jane to get to the airport?	
10-Aug	Map	Please do not remove Route 5 from service. It is how I access the university.	
13-Aug	Map	109X express does not include enough stops or frequency to accomodate all the middle school, high school and university students who use route 3. We don't want kids to overheat walking to and from these stops or overheat if they miss their bus and have to walk to school. Let's support our youth riders--many of whom are carrying heavy backpacks!!	
13-Aug	Map	DO NOT eliminate Route 5 (Pima/speedway). The City's new transit plan proposes the elimination of Route 5 so that they can increase frequency of services on Grant and Speedway. They believe it reasonable to eliminate Route 5 since residents are within a half mile walk of a bus stop on Alvernon, Swan, Speedway or Grant. A half mile, 15- 20 minute walk on streets without sidewalks in 110Â° heat is a lot to ask of our residents, especially for our senior citizens, those with young children, and those who are visually impaired, in wheelchairs, etc. So many residents in our area rely on the bus for getting to work, to school, to health care, to the store, to recreation. What about all the students at Catalina High School who depend on the bus for transportation to school? It is a huge disservice to our community to eliminate a bus route that is so well used by residents the length of Pima.	
14-Aug	Map	I don't want to lose the Pima route. My family uses the stop at Pima/Desmond to get to the University of Arizona. Losing this neighborhood route would cause distress and worry for all of us. Thank you	

## Comment Matrix

Date	Comment Source	Comment	Response
16-Aug	Map	My 13 year old, just started attending Mansfeld and Route 3 connects to both my house in Menlo Park, west of I-10, and to her dad's house at 6th and Craycroft. I just recently discovered that, and was pleasantly surprised that it also goes passed the mall and all the way to Lakeside. She just started school there and I haven't pushed her to ride the bus yet as I have to drive my other kid across town and back and pass Mansfeld anyway. But there are kids in Menlo Park and Barrio Hollywood that use that bus to go to Mansfeld and it would be difficult to ask middle schoolers to change busses at the transit station if you eliminate the route west of I-10. And her friend who lives at Dodge and 6th uses it to get to Mansfeld.	
21-Aug	Map	The route that goes the farthest on Grant Rd should be called route 9, not a new number. We have had both east and west Grant service on route 9 for ages. Too confusing.	
21-Aug	Map	Reduced frequency on Grant road west of Park ave is BAD. We used to have 15-min service on west Grant and now it's 20 which is bad enough. It's good to increase the weekend service from one hour to half an hour, BUT it is not OK to have only 30-minute service at such busy intersections and transfer points as Grant/1st, Grant/Stone, and Grant/Oracle on weekdays!	
21-Aug	Map	This loop is preferable to 21B since it provides better access to St. Mary's shopping area for low income residents along previous route 23.	
22-Aug	Map	I line route 21 A. It includes Grande Ave residential and housing areas which are neglected Ted by Kack if transit in the area.	
22-Aug	Map	I like 21 A. It incorporates Grande Avenue into the route and the residential areas and business areas along in Grande Avenue in Menlo, Park and body Hollywood will benefit greatly	
23-Aug	Map	Glenn St needs service	
23-Aug	Map	I live on the East side of Fred Enke Golf Course. I would benefit from a route that travels along Camino Seco from PCC East. Otherwise route 450 offers infrequent service and the walk is 25 minutes through the desert.	
24-Aug	Map	PLEASE save my bus stop! I use the 23 to get home from the Ronstadt with my climb cart holding 20 lbs or more of groceries several times a week. The 23 is my connection from Downtown to my stop at S Fourth Ave and 15th St. From there I can pull the load home to 15th and Herbert without crossing any busy streets. The only other southbound stop is at S Sixth Ave and 14th St (#18) which entails crossing a major thoroughfare AND pulling the load up and down multiple curbs (often flooded). I am 84 and depend on this service!	
26-Aug	Map	I like the changes to Rte 9. I live near Grant and Craycroft. This route is much more helpful than the old one I don't see the Grant & Craycroft listed as a stop below. Aren't you planning to keep that? It's right by TMC	
26-Aug	Map	Will the Udal Transit Center still exist? If it does what routes will be there?Not having the #8 and #9 go to the Udal Transit center makes it more difficult and time consuming for people starting and going to Pantano and Speedway. Right now I can take the #37 bus to the Udal transit center, I then can take the #8 or #9 bus if I am going down either Broadway or Grant.I can now take a #8 bus from Broadway straight to the Udal transit to catch the #37 bus. With the new routes I would have to change buses at Broadway and Wilmont to get to the Udal Transit center. That takes more time. That makes it difficult for handicapped people. Also the wait time for #37 will be longer. There is no improvement for wait time for the #4 bus on the far east side.	
27-Aug	Map	This map and it's features are very well designed. Very impressive.	
29-Aug	Map	Route 5 should be kept to serve these students!	
29-Aug	Map	It takes far too long to get to any stop from this neighborhood. In the old routes it took 15-20 minutes less of walking to get to a bus stop to go to Broadway/Wilmot. Now the nearest bus stop to go towards a more central location is MORE THAN 30 MINUTES walking. It makes this neighborhood now completely car dependent and creates a transit desert.	
30-Aug	Map	I do not think route 5 on Pima street should be removed. This will make people walk further to ride the bus, including children that ride the bus to schools located on Pima. I run in neighborhoods around Pima daily and see people at almost every bus stop. To take away from others because there is more people using other lines doesn't make sense. You add, not subtract.	



## Comment Matrix

Date	Comment Source	Comment	Response
31-Aug	Map	As a frequent Route 8 rider, the proposed changes to this route are absolutely awesome, and increasing the weekend service times and frequency is something I have hoped Sun Tran would do for some time now. Implementing these changes will make commuting much more efficient! It will also make it so that riders, such as myself, do not end up stranded on the weekends out in the elements on the streets.	
31-Aug	Map	Giving Wilmot it's very own route is yet another change I had been hoping for for some time now! Currently it's served by two other routes, the 3 and the 8 UTS, which requires more transfers and confusion for some infrequent riders. Giving it a route of it's own will be great. I hope though that SunTran takes into account that the 8 UTS also a frequent route that is popular, as it allows for riders to reach destinations such as the shopping centers at Sabino Canyon and Tanque Verde and Kolb/Grant so frequency of service and service times are too also very important as a rider of this particular section of town. Thank you SunTran for finally making the changes that MAKE SENSE and have the riders needs in mind!	
31-Aug	Map	While I do not ride this route often, I do still occasionally use this route, and the proposed changes are outstanding, as well as the service interval increases and service time increases. I would like to see frequency like this also maintain connection to other routes in the system, and that drivers actually allow for riders to transfer from other buses at all major intersections and stops. I'm tired of having to run and chase my buses only to have drivers leave after seeing a bus come thru the intersection and let people off. They frequently pull away before any of us have a chance to get across the intersection to make it to our "scheduled connection" to the intersecting route.	
31-Aug	Map	Stone north/Southbound connectivity is important and I am sad to see it split between these two routes.	
1-Sep	Map	Why get rid of one of the most used routes in the entire city, Route 3. Connects entire low-income residential areas with major work hubs (DOWNTOWN, U OF A, PCC), as well as colleges, high schools, etc.	
2-Sep	Map	There seems to be no way to locate an address or intersection (such as Irvington & I19) on the map. It would be very useful to show street names on the map.	
3-Sep	Map	Route 15 needs to run more frequently, either in 15min or 20min intervals, at the very least during peak commute hours: 7 to 9 AM and 4 to 6 PM on weekdays.	
3-Sep	Map	If you cancel eliminate bus three or five with there's no other buses that go out to Pima West from downtown or by grande before the freeway and I live past Pima West I already have to walk from my house over a mile just to get to Pima West that's the nearest bus and then from there I have to catch it to downtown so I'm already doing too much walking as it is it's too far so you can't cancel that bus thank you	
4-Sep	Map	Currently it takes 30 minutes or less to get from Oracle/Magee (107X) or La Canada/Magee (102X) to downtown (Church/Pennington or Church/Broadway). The proposed changes mean that the same commute will take at least three times longer! According to the Jane tool getting from Oracle/Magee (401) to Tohono transit center could take one hour! So to do half the distance to downtown it will now take twice as long! Then commuters to downtown would need to take the 6 to finish the commute, which adds another 30 minutes to the commute "so the current 30 commute will now take 90 minutes IF all the connections work!!!	
4-Sep	Map	There was a suggestion at the last face to face meeting in OV that the 401 route might be modified to accommodate work commuters to downtown by having morning and evening runs of the 401 that ran the entire route of the 107X that is being discontinued. That would be very helpful. Thank you.	
4-Sep	Map	Include bus stops for this bus line to serve Summit. Currently and in the proposed changes there are no stops serving Summit.	
5-Sep	Map	Getting rid of Route 1 is a bad idea, because it is packed in the morning and afternoon with students who ride the bus down Glenn and then go down Park to their high schools and jr. highs. My daughter is one of them. It is too hot for students to walk down to Grant. And, there are few sidewalks on the intersecting streets between Campbell and Swan for disabled people, so they will have to walk on the street, which are crumbling on Pale Verde at least.	
6-Sep	Map	I am disabled; I live in this area and rely on Route 3 to get to and from school at UA. 109X does not have a stop within walking distance. Please consider keeping Route 3 in service.	

## Comment Matrix

Date	Comment Source	Comment	Response
6-Sep	Map	The only route I occasionally use is Route 1, to get to UA or downtown. The discontinuation of Route 1 would force me to walk at least a half-mile to the nearest route, and take my commute from about 20 minutes to 45-60 minutes. Only one of the nearby routes will even go directly to downtown. Spacing routes further apart, even if the remaining routes run more frequently, will disproportionately impact disabled people and make riding the bus less attractive even for able-bodied people like me who live away from the major roads.	
6-Sep	Map	These changes with the 9, 39, and 1 are not a good tradeoff at all. I don't see the big advantage of increasing frequency from 20 mins to 15 when it's only from Park to Craycroft and frequency gets worse on Craycroft and on Grant west of Park. Taking Grant and Glenn together, there are now 5 buses per hour on this segment (6 before the pandemic reductions) and in the new setup it would be 4. If I'm in that 15-min segment of Grant and want to go anywhere past its endpoints, or go downtown, I'm still looking at getting that service only every 30 minutes. It's very misleading to call this a frequency improvement overall. Leave the route 9 as it is, except do extend it south on Kolb to PCC-E with the proposed change to route 4. And keep the 34 on Ft Lowell and Craycroft! The goal should be to get the 9 and 34 back to 15 min headways ASAP not to have less coverage.	
8-Sep	Map	The 37 Pantano bus route will be going from every 30 minutes to every 45 minutes. This bus goes to the Udal Transit center. This is not efficient for people using the #37 route to make transfers at the Udal Center. No longer having routes 8 and 9 going to the Udal center makes going to the Udal center less efficient. Now I can take either the 8 or 9 bus to Udal center transfer to route 37 to go where I am planning to go and to get home. Without the 8 and 9 routes I would have to make two transfers to get home. Example, If I was at Park Place I would have to take the 8 bus route to Wilmont, transfer to the new 33 route to get to the Udal center and then transfer to the 37 route to get home. Also yesterday I got to the Udal center on the #8 bus. It was running a little late and got there about a minute before the #37 bus was due to leave. The #37 bus was right in front of the #8 bus and I was able to make the transfer. I remember when riders had to make transfers downtown by going from one street to another. This is why transit centers are more efficient to make transfers than street transfers. This is especially true for people with disabilities.	
8-Sep	Map	Eliminating #5 and other routes will require many people to walk 1/2 mile to a stop. This will be an insurmountable burden on them, come hot weather, especially the elderly and handicapped and low income. Please solve this by creative funding, not eliminating routes.	
8-Sep	Map	Please keep service on South Fourth Avenue! this will be even more important with Norte Sur making this whole area more transit focused	
8-Sep	Map	This will probably be good to combine routes but it should still go in to the transit center.	
8-Sep	Map	won't this route go into Laos anymore? It's a lot easier to change buses in there and get picked up or dropped off by your ride to get the bus.	
14-Sep	Email	I'm writing regarding eliminating the #21 bus service. I'm concerned for my elderly friends who regularly utilize this particular bus line, and others in the area that will be left without safe transportation to basic services. This bus line should be treated as a utility, as people's livelihoods depend on it. Those without adequate means to maintain their own vehicles or those beyond their years of driving, are going to be put at more risk of harm - either through not being able to access services, or by being injured en route. Tucson is a dangerous place for pedestrians. It's not honorable to leverage more costs and danger on the people who are already vulnerable. Especially in regards to the elderly folk, they have done their time working and deserve support that doesn't eat up a significant portion of their already small income. We, the able-bodied workers and taxpayers, can support this line and should continue to. Would you point me to more information regarding the decision making on this?	Thank you for reaching out regarding the draft plan for the transit Comprehensive Operational Analysis (COA), I will be forwarding your comments to the project team to be included in the analysis. Your comments regarding any potential changes to Route 21, in particular, any realignment of current routing, have been echoed by the community throughout the outreach process. The project team would like to emphasize that this plan is a draft, and we are working to revise it based on the feedback we have received. For more information on the draft, please feel free to visit <a href="http://www.tucsoncoa.com">www.tucsoncoa.com</a> – please note, this website is still based on the draft and the project team is just now starting to review community input to make the needed adjustments before any final recommendations are made.

## Comment Matrix

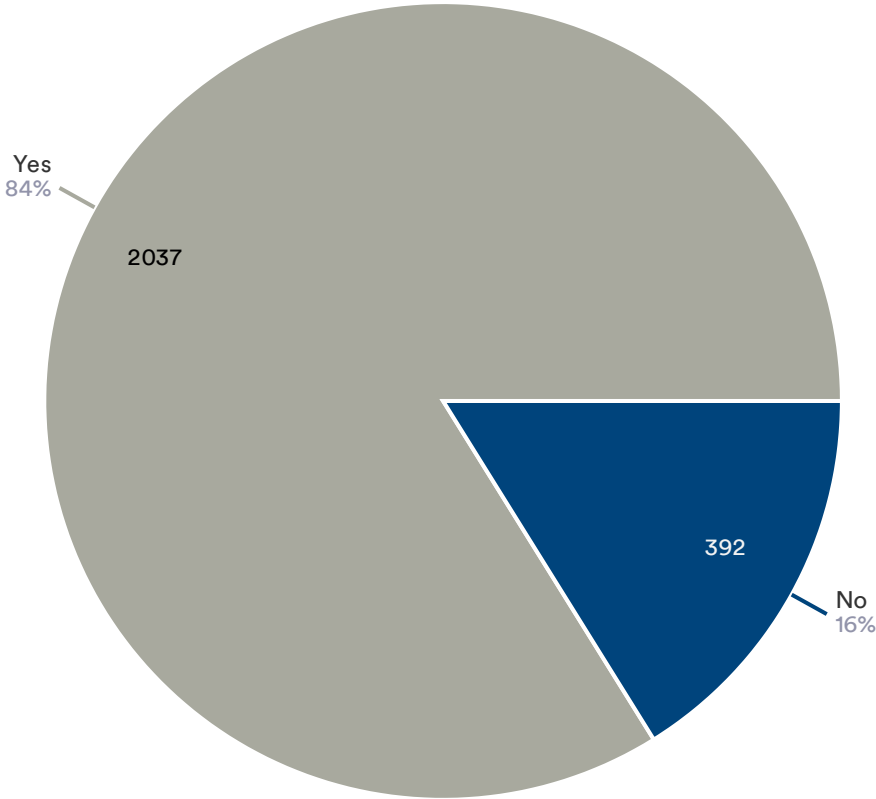
Date	Comment Source	Comment	Response
1-Sep	Email	<p>Five years ago I contacted your office to request help with illegally parked vehicles blocking the southbound bus stop at the NW corner of 4th Ave. and 15th St. This problem was addressed successfully as a result of your intervention, for which I am extremely grateful. Five years later, Sun Tran is now proposing changes which include eliminating service completely along South Fourth Avenue. I am almost 85 and this service is essential for my food shopping. I use a climb cart holding 20 plus pounds to get on and off the buses. Route 23 is my connection from Downtown to my stop at S. Fourth Ave. and 15th St. From there I can pull the load home to 15th and Herbert without crossing any busy streets. The only other southbound stop is at S. Sixth Ave. and 14th St. (#18), which entails crossing a major thoroughfare AND pulling the load up and down multiple curbs (often flooded) for four times the distance. I moved to Tucson 15 years ago from Salem, Oregon, where bus service had been severely curtailed. I chose Armory Park because it has continuous sidewalks, and I bought my current residence because it is located between two bus lines. This is especially important because Armory Park, like many Tucson neighborhoods, is effectively a food desert. (Also, in our climate there are really no redundant bus lines.) Please DO NOT APPROVE the proposed elimination of Route 23!</p>	<p>Thanks for sharing your concerns about suggested service changes. While staff is in the process of evaluating transit service there have been no decisions made regarding the changes. We are still gathering public feedback to help us understand the impact of proposed changes. I have shared your e mail with the team managing this process so they are aware of your concerns.</p>
14-Sep	Sun Tran Website	<p>A couple weeks ago, I saw that input on route 12 was requested as Sun Tran was considering a change. I work at Drachman Elementary School and have used the bus 2-3 times a week: I take the bus to Ajo and then get another bus home; I take the bus to 44th street, walk to Fry's and meet my husband to go shopping, and I take the bus to 29th Street and walk home from there or take the next bus to the Santa Cruz and walk home from there. I love being able to take the bus to the Santa Cruz because I enjoy a mile an a half walk along the Santa Cruz on my way home. It is peaceful, soothes my spirit and is great exercise. I hope you can keep Route 12 from Drachman (at 22nd) to Ajo.</p>	
26-Sep	Phone Call	<p>Sheila Maginsky Said the whole system is broken with Sun Tran, and would like to know what will happen with fares. She is nervous that her bus # 3 will be eliminated. She hopes 1 &amp; 5 are preserved too. She said she wants to be treated fairly and thinks students get preferential treatment with Sun link running all night. Said shrinking bus service is not a good idea. Asked for extended hours at night for the Park mall and movies and to continue to stops that exist.</p>	
2-Oct	Email	<p>I am user of the Suntran bus system and would like to voice my concern for keeping the express routes to and from the Airport Site. 1. The routes for all 201X, 203X and 204X should remain the same please. Modification and/or elimination will drastically and negatively affect transportation needs and work schedules. 2. The bus schedule (pick-up as well as depart) need to remain the same as changing it would affect work schedules. 3. Adding more buses to 204X route is not practical since the midday buses will not have riders. I have missed the proposals of these additional schedules, all I can share is my opinions and desires as a customer. I prefer earlier routes when possible, and especially prefer routes that arrive at airport site (ie Raytheon center) WELL before 7:00am. Thank you for your attention and my apologies for the lateness of my response</p>	
4-Oct	Email	<p>Good morning. I am Elizabeth. I have a concern about bus # 21, we live in Sentinel Plaza Apartments on Soutlinda Ave, Congress Street, so, a lot of my neighbors use THE 21 BUS, too often, could you please, don't remove the bus that goes to Congress Street to Saint Mary HOSPITAL, Grant. to the ALBERTSON store AND SAFEWAY store, too. what's more, could you please, improve the service for fewer minutes between each busis, on SUNDAY. thank you for your attention, thank you so much. God bless America,</p>	

# **Comprehensive Operations Analysis (COA) - Survey on Draft Service Plan**

# Comprehensive Operations Analysis (COA) - Survey on Draft Service Plan

Have you reviewed the draft service plan? If not, please go to [www.tucsoncoa.com](http://www.tucsoncoa.com) for more information.

2429 Responses- 105 Empty

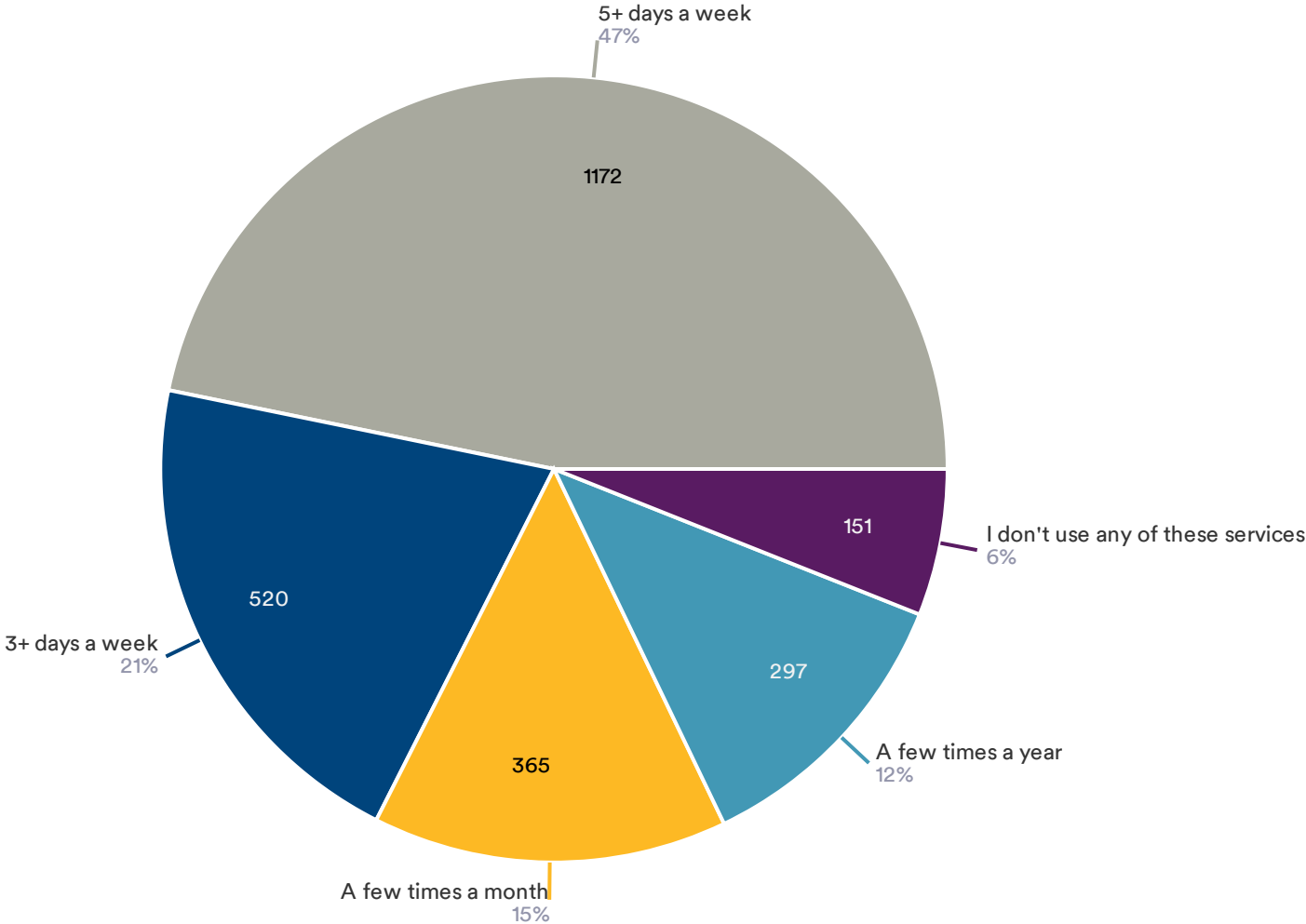


● Yes ● No

# Comprehensive Operations Analysis (COA) - Survey on Draft Service Plan

On average, how often do you ride Sun Tran, Sun Shuttle, Sun Express and/or Sun Link services?

2505 Responses- 29 Empty



● 5+ days a week ● 3+ days a week ● A few times a month ● A few times a year ● I don't use any of these services

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
Route 5	39
Route 3	29
5	28
Sun Link	19
3	19
105x	19
Route 1	17
1	15
8	12
16	11
104X	10
Sun Tran	9
N/A	9
21	8
#1	8
102x	8
SunLink	6
7	6
34	6
203X	6
15	6
17	6
107X	6
101X	6
Street car	5
Streetcar	5
109X	5
#5	5
Route 11 Airport	4
Bus 5	4
4	4
4, 8	4
4, 18	4
29	4
421	4
25	4
19	4
#3	4
110X	4
route 8	3
route 4	3

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
Route 7	3
Bus Route 5	3
Line 1	3
5, 8	3
5 and 4	3
Broadway	3
3, 8, 15	3
204X	3
18	3
11 and 5	3
11	3
103X	3
1, 3, 4, 5, 8, 34	3
105X, 34, 4, 1	3
Routes 34,7,8	2
SunTran	2
Sunvan	2
Oro Valley X107	2
Routes 1 and 5	2
number 4	2
none	2
Route 3.	2
Number 3	2
Pima route 5	2
Route 15	2
route 18	2
Bus 3	2
I ride bus 15 and bus 17.	2
Bus route 3	2
Green valley	2
My kids use route 3 (5th street) to get home from school at UHS. TUSD doesn't provide school buses for high school students! Please keep this route!!!	2
Downtown	2
NA	2
8 and 21	2
Bus #5	2
8, 4, 11	2
5, 4	2
Bus 15	2
5 and 1	2
8 and 3	2



What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
6	2
8,37,4	2
61	2
7 and 34	2
4 and 8	2
4, 5	2
3, 4 and 5	2
4 & 6	2
3, 4, 8	2
3,26,18	2
27 25 8 16 1	2
3,4,8	2
37 and 8	2
5 & 8	2
37	2
34, 5, 4, 8	2
16, 34,19,6,7, 15. 16 Thornydale ,sometimes the bus 5	2
201X	2
19,9,16,34,11	2
16 thornydale and 412 shuttle	2
203	2
16, 17, 19, 34,	2
22nd street	2
#1 bus	2
102x, 107x	2
#4	2
11, 34	2
10, 19, 7, 8, 9, 4, 34 and 37	2
11 3 5 8 6 9 17 34 1	2
102 Express	2
102x and 104x	2
1, 5	2
Sun Tran routes: #1, #3, #6, #8	
Sunlink: both east and west bound	1
the link	1
Suntran route 23 & 8	1
Routes 26 & 11	1
Use to use #8 bus line, but not anymore it's dangerous	1
Routes 27, 29. Sun Van.	1
Sunlink	
Routes 5,4,6,15,11,34,1 (most to least)	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
Routes 29, 6, 12, 8, the Sun Van, 16,	1
The 5 and the 1, for school	1
Routes 3 & 4	1
The Sun Link Street Car	1
Routes 3, 4, and 8	1
Sun Tran route 4, sometimes 5.	
Sun Link	1
Routes 3, 7, and 37	1
Sunflower community	1
Routes 3, 8, Sunlink	1
routes 2, 3, 4, 8, 16, 25	1
Routes 34, 5, 37, 3, 9	1
The 3,11,16,	1
Routes 2 and 4	1
Swan	1
Routes 37, 8 Broadway, 8 Udall, 4 Golf Links, 4 Speedway.	1
The route 23 bus route	1
Routes 4 (both lines) and Route 5	1
They used to be 3 and 7.	1
Routes 4 and 5	1
Wilmot/5th St. to UA Campus and back. #3	1
Routes 4 and 5. Sun Tran bus for school transportation for my sons.	1
Sun Tran route 6 and Sun Link	1
Routes 4 and 5; streetcar	1
Sun Tran. Only Sun Tran.	1
Routes 4 and 8, my father would ride proposed route from Broadway/Houghton to Rita Ranch	1
Sunlink ,4 ,3	1
Routes 4, 17	1
Routes 17, 61, 16, 4	1
Routes 4, 8,, 9, 17, 34.	1
SunTran bus route 11 NB and SB to get to work on the north end and to the airport when traveling	
SunTran bus route 3 along 5th/6th street	
Streetcar line occasionally	1
SunTran routes 5 & 8, SunLink	1
Routes 2, 7, and 8	
On Demand door-to-door, mostly Zone 2	1
The 1	1
Routes 4, and 8.	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
The 10 the 61 the 17 the 16 the ,8 the 9	1
routes 4,8,34,37	1
the 4 and 8 and 17	1
Routes 5 & 11 (Pima/Wilmot to TIA), Routes 8 & 11 (Tanque Verde to TIA)	1
The 6, 18, 12, 29	1
routes 5, 11 and 8	1
The downtown trolley	1
Routes 5, 4, and 9	1
The number 8 route, going to Downtown. I go to Pima West so I use the number 3 route to get home.	1
Routes 5, 4, and SunLink	1
The routes I use the most are Lines 3,421,25,8,29.	1
Routes 6, 1, 34, 17, & 12	1
The working class citizens of Tucson don't ride the bus, homeless people, drug users and the mentally ill are the ones who use the bus to ride around town and commit crimes. The Tucson city council has destroyed the outlying neighborhoods with free bus service and it needs to STOP!!	1
Routes 6, 17, 16, 61, 7, 15, 5 and 4	1
Trolley from MSA to downtown Broadway and 4th Ave	1
Routes 6, 8, & 16	1
We would take the bus from Patano/Speedway to Wilmot/Speedway, but we do not think it safe for our daughters to ride the bus. Always bad looking people at the stops	1
Routes 6, 9, 11, 19, 15, express, and light rail/tram	1
Would like more express bus and frequency bus routes from midtown to downtown preferably to Pima county Justice Court	1
Routes 6, routes 16 and routes 19 are my main bus routes . Also take route 17 .	1
Blessed to have 16 & 17 right by work so I can take either bus ☐	1
Sun Tran Route 5	1
Sun Link	1
Routes 6,4,5,15,17,16,19 and 3	1
Sun Tran routes 3 and 5	1
Routes 7 and 8	1
Sun Tran 4 Speedway 11 Alvernon Way 5	1
Routes 8, 15, sun link, 4	1
Sun Van	1
Routes 8, 24, 29, 6, and 7	1
SunLink - Mercado to Church and vice versa	1
Routes 8, 3, and 4	1
Sunlink route	1
Routes 8,7,4,34	1
SunLink, 15, and 8.	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
Routes around the UAZ campus and downtown. I use the SunLink most frequently.	1
SunLink; Route 5	1
Routes that pass through and/or are destined for the University of Arizona, University Blvd., Main Gate Square, Mercado District, Tucson Convention Center, Mercado San Agustin, and Downtown.	1
SunTran #4 , 5 , 37 , 8 & 7 routes	1
Routes, 17, 8, 7, 2, 22, 25	1
SunTran Route 1 East and West	1
Routes, 3, 8, 5, 9, 21, and 25	1
Suntran routes 3, 17, 34, 16, 37, 7, 4, 11	1
Routes: 2, 8, 25, 26, Sun Link streetcar downtown.	1
SunTran, SunLink	1
Routes: 5, 3, 4, 8, 9, and 34	1
Swan/Glenn	1
Routes: 9 34, 3, 15 and 4 (in order of routes I ride most frequently).	1
no point in me riding the bus. So therefore I'd be paying an Uber or Lyft to take me and my kids to school. Only subsequently hurting RTA pockets. Cutting routes isn't the solution to repairing RTA pockets.	1
rt 17 and rt 16	1
The 17 and the 7	1
Rt 3 because it goes directly to my appointments and I am 72 yrs old	1
The 4	1
Rt 428 to Green Valley and Sahuarita and routes 1 and 4	1
The 4, 34, 1	1
Rt 5	1
The 5!! It's near my house and I use it to go to many places.	1
Rt#17/I live right on rt 15 but they cancelled it 2 y. ago/I have to walk half mile to get to17. I am 71yo/has beenExtremelyDifficultsince. Please don't cut Services!!! Please!!!! Makes life-changing Diff to walkAMile!!!! vickiatabi@gmail.com	1
The 8 and the 7 sometimes the 37	1
Rt. 3	1
The 9 because it helps me get to school and back	1
Rt. 4 & 8	1
The five and the three! I ride from silver bell to the u of a most frequently but sometime farther.	1
Rt. 5, Pima St.	1
The number 3, 17, 5 and the streetcar.	1
Rte 3 & 9	1
The ones surrounding the airport, Pima Community College (all campuses), Hedrick Acres, and Old Ft. Lowell neighborhood.	1
Rte 3 along 5th/6th ST to Downtown	1
The route from cherry to the laos center.	1
Rte 4, 34, 17, 8, 7, 12, 10, 9, 1	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
The street car	1
Rte. #21 to go to Downtown/ Sun Link, Mercado and El Rio Pharmacy.	1
The Tram, #3	1
Rte.4,8,17,9	1
services.	1
Rte8, Sunlink	1
To work routes 2 and 15 home 1 12	1
Rts 2, 50, 26, 17, 61, 24	1
UA to Downtown and back on Street Car.	1
Ruthrauff	1
Usually ones on the Northwest Side of town or downtown	1
Silverbell Rd. And Broadway	1
When I do ride, I use Route 3.	1
special events	1
Work	1
Speedway	
Broadway	
Pantano	
Tanque Verde	
Wilmot	1
Xpress , 4,5,15,16,17	1
Speedway / Stone	1
Sun Tran route 5	1
Speedway 4, Golf Links 101X	1
Sun Tran route 6	1
Speedway and Pima	1
Sun Tran routes 16 North and South, route 6, and route 61.	1
Speedway route	
Sun link	1
Sun Tran routes	
11	
7	
17	
4	
2	
8	1
Speedway to downtown	1
Sun Tran to downtown	1
speedway, grant, swan, pima	1
Sun Tran	
Routes 1, 4, 5, 8, 17, 34	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
Speedway/Camino Seco - Speedway/Grande	1
sun trann bus rtes 1,17,34,8,11	1
St. Mary's and TMC	1
Sun van. sun tran,routes 8, 15	1
Steetcar	1
Routes 17, 6, 16 and 15.	1
Stony Avenue and first Avenue buses	1
Sunlink - UA to downtown	
Number 3 route	1
Routes 17, 34, 6, 15, 4, 6, 1,	1
SunLink from campus to El Mercado.	1
Street Car- at Avenida Convento.	1
Sunlink Streetcar when we are eating downtown and UA games and restaurants. We don't have suntran service near our home	1
Street car	
5	
25	1
Sunlink, #21, #8, #4, in that order.	1
sunlink, 9,4,15,1	1
SunLink, 8 Broadway, 3 PCC West	1
SunLink, Route 8	1
SunLink... All of it. You should link said Comprehensive Operations Analysis (COA) in this survey or its challenging to answer some of these question...	1
SunLink. Usually going downtown or 4th Ave from our house near the Convento area.	1
Streetcar along its entire route	1
SunLink: Route 5	1
Streetcar and route 21	1
Suntan from between Mercardo and 4th Ave.	1
Streetcar University to 4th Ave	1
Suntran	
4 downtown	
11 loas center	
4 Broadway & Houghton	
11 dodge/river	1
Streetcar, Bus 8	1
home	1
Routes 16 and 2 my son takes to school daily	1
Suntran Route 1 and sunlink once downtown	1
Sun Link - all stops	1
SunTran Route 1 Route 6 Route 8 Route 16 Route 34 and others I use occasionally	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
Sun Link - Throughout campus and the downtown area	1
Suntran route 3 daily.	1
Sun Link 700 and Sun Tran Route 2	1
SunTran Routes 15 6 12 18 27 16 34 19 17	1
Sun Link 700	
Sun Express to U of A	1
Suntran routes 5 and 37	1
Sun Link and Sun Tran	1
SunTran: Route 1 Route 3 Route 5	1
Sun Link and Sun Tran route 23	1
Swan and Glenn	1
Sun Link and Sun Tran routes 4, 5, 8, 3, 16	1
The #8 bus coming from Harrison	1
Sun Link around U of A, downtown and Agustin Plaza.	1
The 1, 17,	1
Sun Link Downtown	1
Don't not get ride if the 1 or the 3 because it's the University of Arizona bus the 5 I recommend to get ride of.	1
Sun link east/ west	1
The 102X and the Sunlink 700.	1
Sun Link from 2nd street to downtown.	1
The 3 from going either to Campbell or to Wilmot. I work at St Joe's hospital and really need this route to continue. It's near my house and I can't walk far during the heat. Please don't discontinue the 3!	1
Sun Link from El Mercado to 2nd + Cherry for softball games.	1
the 3,4,8	1
sun link from mercado to 4th ave	1
The 4 and 37	1
Sun Link from Mercado to 4th or to Main Gate Square	1
The 4 and the 8. Sometimes the 5	1
Sun link from poetry center stop to down town	1
The 5	1
Sun Link or routes to Pima West.	1
The 5 from Pima/Rosemot to the University at Speedway/HoghInd underpass	1
Sun link shopping and restaurants	1
The 5, 8 & 16	1
Sun Link Streetcar	1
The 8 and 15. Mostly the 8. Would/will ride more if 8 is every 15 mins.	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
Sun Link streetcar, Sun Tran routes 4 and 8	1
The 8 is the most used, probably followed by the 3, 421, or 700.	1
Sun link to u of a	1
The 8,7 and 17	1
Sun Link to univerty	1
The downtown circuit.	1
Sun Link to/from campus	1
<p>There used to be three buses for this route in the morning and evening and it's been cut down to only one. There's not even a weekend route either.</p> <p>Now it's planning to be discontinued.</p> <p>I strongly disagree with this idea. Now those who take this bus won't have another option except driving. Isn't the point of public transport to help those that don't drive/want to drive/be more environmentally friendly?</p> <p>Perhaps if the route was at a different time (earlier) getting passengers to the ua campus and downtown earlier, more would actually take it. I know I would take it more often in the morning! The current bus time barely gets me to work (grant and Campbell) before 8. Which is when many students and people need to be at campus or downtown by.</p>	1
Sun Link, 8, 3	1
The handicapped in my area can only take Dial-a-ride. Very unreliable. We need Sun Shuttle or Sun Van to come to my area.	1
Sun Link, almost exclusively.	1
The number 3 bus from Stella and prudence all the way to highland and 6th. I need this bus route to go to work and university.	1
Sun Link, bus route 3	1
The number 5 and 11 and 1 all week for work	1
Sun Link, North South Connections via Stone	1
The number 8 up to houghton	1
Sun Link, Route 700.	1
<p>the orackle route 16 takes me from airport to hotel and back again i live in kihei maui hawaii and i am flying from kahului maui hawaii october 6th at 11 00am</p>	1
Sun link, Suntran Barrio Hollywood to east campus.	1
Sun Link.	1
The Route me and my family use and rely on is the current route 23.	1
Sun Link. From parking lot to Federal court and for shopping on 4th avenue	1
The seventeen,the eight,	1
Sun Link. El Mercado to UA Softball Stadium and back, El Mercado to downtown restaurants and back.	1
The street car. Used to take the 8 to downtown when I lived near south Tucson.	1
Sun Shuttle	1
The sun Tran bus.	1
Sun Shuttle 401 and #16	1



What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
the tram.	1
Sun Shuttle 421	1
There are currently no routes that I can use in an efficient manner.	1
Sun Shuttle Dial A Ride As Well As Sun Van when needed, From Home To Work And Back it's a great necessity that helps individuals with disabilities like myself to get to and from we're we need to go.	1
These days I ride occasionally down Alvernon to the Airport. I also use the Speedway bid a couple times a month for shopping.	1
Sun shuttles	1
To and from downtown from 6th Ave and 22nd at	1
tram	1
Routes 17, 1, and 9	1
Transport to University on #3	1
Trolley	1
Sun Tran #23, #4, #1, #16, #18, #8, #7	
Sun Link	1
U of A	1
Sun Tran & Route 5	1
Until July 2023, I most frequently rode route 18. Now I ride route 7.	1
Sun tran & sun link	1
Used to ride the Express 107X until the route was reduced to one route in the morning and one in the evening. I loved riding the Express bus! But, Sun Tran made it impossible to continue with riding the Express bus to and from work Downtown. Why are you discontinuing all routes on the Northwest side? Do you not value the reduction in air pollution?	1
Sun Tran 25 18 12	1
We manage an office building at Wetmore & First Ave. and the homeless are now in front of the building at the bus stop with their baskets and animals. When it starts to rain the run to our building to seek shelter and they sleep there at night. We have a no trespass with the City but the lets face it the Police just don't have time to respond to ALL the calls they must get on this problem.	
It is to bad these folks don't care how much they cost the owners of these buildings!!	1
Sun Tran and sun link	1
West speedway/greasewood	1
Sun Tran Bus 3, 4, 5, 21	1
retiring, it has become too cumbersome to use Sun Tran services since I live between Tucson city and Marana borders.	1
Sun Tran Bus Route 3.	1
With my brother we take the Route 3, from Downtown Tucson to our schools (both middle school and high school, Roskrige and University High School.	1
Sun Tran every day - most routes as far west as the Mercado and as far east as U of A	1
Would be nice if route 27 would have a express bus to downtown.	1
Sun Tran On demand shuttle, & routes, 8,4,7,15,19,17,34,11.	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
<p>x109 - I currently ride 1 day per week.</p> <p>I will ride 2 or more days per week starting in Jan 2024, because Tucson Electric Power has made a policy change that will result in all employees being on-site at either TEP headquarters @ 88 E Broadway Blvd downtown or at our Irvington Rd Facilities (4300 block of Irvington). We do not have enough parking at Headquarters for all employees to drive. Many others will need to ride the bus too.</p>	1
Sun Tran Route 3	1
routes 12, 18, 7, 10, 8, and 109X	1
Sun Tran- Route 4 (GOLF LINKS)	1
Route 3 and 8	1
Route 5 on Pima St.	1
<p>Route 34</p> <p>Route 3</p> <p>Route 8</p> <p>Route 7</p> <p>Route 4</p>	1
Number 10 bus	1
Route 8, route 10	1
<p>driving and not having access to public transportation. It occurs to me that I may have to sell my home and move to access a service. I'm not physically compromised at this point, just looking toward the future.</p>	1
Route 3	
Route 16/10	1
number 3 number 19 number 6	1
Route 4, 8, 7, 9 and 37	1
<p>None. It's not safe to be on those busses. Why don't you people bring back the fares. Clean up the system. And maybe normal people will come back and ride</p>	1
Route 5, Pima	1
Number 4 and 5	1
ROUTES 1, 8, 11, 34	1
Number 5 and Number 1	1
Route 3 from 5th/Alvernon to UA campus	1
family	1
<p>would be really traumatic for me if you got rid of this bus route and I catch the bus right across the street from work.</p>	1
Number 7, or 18 or 11 or anything that can get me home to the eastside.	
I miss the #14 that you discontinued years ago.	
But I like the FREE rides now.	1
Route 4 and 16	1
<p>Number 8 going to south 6th and also the Valencia bus going to Fry's food and Broadway's bus and airport bus all suntran buses!!!!</p>	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
Route 5	
Route 4	
Route 18	
Route 34	
Route 8	
Route 19	
Route 16	1
Numbers 6, 9 and 4	1
Route 5 which you are planning to eliminate.	1
Numbers four and eight.	1
Route 6 and Route 15	
I was a daily user of the 102X and 103X until they stopped the early routes. I now have to drive 20 minutes to Tohono Tadi to pick up a bus. Quite unfortunate.	1
NW side Picture Rocks to Twin Peaks.	1
Routes #3, #17, #4, #5, #8	1
On Speedway and Broadway.	1
Route 3 & 5	1
take the #9 and #1 to run errands and do shopping. These routes are crucial for me to get around town with no car.	1
Route 3 and Route 8.	1
One	1
route 3 only	1
Oracle and also craycroft-Also speedway and also Pima street bus - Grant road bus	1
Route 3, 34, 9, 8, 4, 7.	1
Oracle Rd	
1st Ave	
Orange Grove Rd	
River Rd	
Ina Rd	1
ROUTE 3. I LIVE NEAR STELLA AND CAMINO SECO.	
I TAKE ROUTE 3 BOTH EAST AND WEST, OFTEN GO TO DOWNTOWN TO CONNECT WITH OTHER BUSES.	
OR CONNECT WITH BUSES ON SWAN/5, CRAYCROFT/5TH STREET.	
I OFTEN CONNECT TO 8 TO GO WEST ON BROADWAY.	
I CAN CONNECT WITH MOST ANY BUS ON THE 3 BECAUSE IT RUNS FROM EAST TO WEST. IF I NEED	
ADDITIONAL TRANSFERS, I USE RONSTADT CENTER OR UDALL CONNECTION.	
THE CURRENT 3 ALLOWS ME ACCESS TO MOST OF THE CITY.	
IN ALL THE YEARS I HAVE TAKEN THE SUN TRAN, IF I HAVE TO TRANSFER, ONE ADDITIONAL TRANSFER	
ADDS ABOUT 1 AND 1/2 HOURS TO A BUS RIDE.	1
Orange Grove to la cholla or ina	1
Route 37	1
Oro Valley Sun Shuttle Dial-a-Ride	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
route 4 to houghton	1
Oro Valley to Raytheon	1
Route 4/Sun Tran Bus	1
None. Sun Tran is wholly unsafe and the conditions are deplorable.	1
Route 5 and Route 4	1
Pantano/Tanque Verde	
Pantano/Speedway	
Pantano/Broadway	1
Route 5 Pima/Alvernon	1
Pima 5 bus	1
Route 5, 3	1
Pima #5	1
Route 5.	1
Pima #5 Bus line	1
-route 6, -route 3 -route 4 -route 19 -sun link	1
Pima 5 route every weekday.	1
Route#17	1
Pima and craycroft route 5	1
Routes 1, 15, 8, 11, 29, 17,	1
Pima Road bus. Route 5	1
Routes 11, 8 suntran	1
none: Because my 30 minute trip in the car takes three different busses and about an hour and a half on the busses.	1
Route 3 and 16	1
Pima St 5 bus	1
Route 3 and Route 5	1
Pima street services	1
Route 3 Bus/6th Street	1
Pima to Catalina high school because the district won't provide us transportation!!!	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
return route in the afternoons, and less often the very last return trip at around 11 pm. I live at Escalante / Calle De Polar and the walk is about 2/3 of a mile and the walk is not an issue considering the route is one bus with no layovers or having to stop elsewhere, possibly out of the way or adding extra time to an already 1.5 hour one way journey. The route 3 east and west is an important route for those living far across town near pantano, escalante, Houghton, etc and often gets very full for people going to work and for school students between 2:30pm - 3:30 pm. When it gets very full and those students probably have no idea and I can just imagine the reaction when 85 students all call home saying the bus didn't arrive and now you have dozens of parents relying on that route (some of those students are still on the bus when I get off, riding it further out to elsewhere) that have to scramble to leave their work early that day to have no preparation time to work out alternative logistics just to pick their kids up. I can only imagine how many parents are going to call en masse.	1
pima to craycroft and return to swan via pima...some times i take the swan bus at pima to broadway and connect to craycroft..then return the same way..don't know the numbers as i just started to ride the bus...its a pleasurable experience and gets me where i need to go in total comfort.	1
route 3 route 17 route 4	1
Pima Alver Grant	1
Route 3 Route 8 Route 34	1
Pima/Swan	1
Route 3, daily from my apartment community to work at downtown.	1
Please don't discontinue the Route 5. Myself and many other students I know use the 5 to get from Pima and Wilmot to the U of A.	1
Route 3,7 and8	1
Primarily I look to services available when I will no longer be able to drive myself. For now, I am most concerned that people who cannot afford cars can get to work, school, shopping, family, parks, etc	1
Route 34 and 8	1
Primarily 203X	1
Route 34, route 19, route 16,	1
prince & romero	1
Route 4 (Golf Links) to downtown and back	1
Quite a few	1
Route 4 and Route 8	1
Rouge #2 , Rouge# 25	1
Route 4, 11, and 17	1
Route # 12 and Route # 4	1
Route 4, Speedway	1
Route # 21 and # 8	1
Nbr 421 to and from Green Valley to Ronstadt Center.	1
Route # 3 - Pima College West to downtown	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
Route 5 :-{	1
Route #23	1
Route 5 from Pima St.	1
Route #23, SunTran	1
Route 5 on Pima/Speedway.	1
Route #3, #4, #7 and #37.	1
Route 5 the Udall Transit Center to the University of Arizona	1
Route #3.	1
Route 5	
Route 21	
Streetcar	1
Route #5	1
Route 5, 8,4, 1, 16, 19, 23, 10, 22 and 23.	1
Route #8 Broadway between El Con Mall & Rondstadt Center; Sun Link Streetcar	1
Route 5, Sun Tran	1
Route #8 in and out of downtown & Streetcar	1
Route 5; Pima	1
<p>Route #'s (often starting from Rodstadt Station) #'s 4 Golf Links +/-or Houghton; 16N; 8 Golf Links +/-or Houghton; 7 / of these I take both Out &amp; Back; as I am a Volunteer visiting elderly who suffer from Isolation &amp; appreciate visitors.</p> <p>As a Senior Myself, I often visit the Tucson Senior Centers/ Plus I use the busses to attend church &amp; doing shopping &amp; for making medical/dental appointments.</p> <p>I myself (&amp; other volunteers like myself) could/would ride on new routes as routes are expanded to historically undeserved areas here in Tucson AZ !!</p>	1
Route 6 South & North	1
North to south.	1
Number 1 most days, 8, 4 and 7 some days. Even 3, 9, 12, 34 here and there.	1
Route 1 and 5	1
Route one	1
ROUTE 1 AND ROUTE 15	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
<p>Now who own / run the shuttle # 401 --- oro valley or Tucson?? If it's belongs to Tucson, then bring back to Ina rd / Oracle rd</p> <p>I will not walk to Magee rd / Oracle rd</p> <p>Because I'm disabled, using walker and I'm deaf .</p> <p>SO BRING BACK TO INA RD / ORACLE RD !!!</p> <p>you have not informed to anyone about changing the routes/ routines , don't see any changes in phone app , bus book , don't see any advertising. It's your fault because everyone is angry at you !!!</p> <p>I'm requesting for all drivers to be On probation be abuse of their attitudes, behavior , psychological problems, assaulting, verbal abuses --- never attack to deaf/ hard of hearing people because can't hear or don't understand.</p> <p>If it happened 4 times by drivers , if it happen again ..I WILL SUE FOR DISCRIMINATION AND ASSAULTING!!!!</p>	1
Route 1 and Route 34	1
Number 1 bus line	1
Route 1 and route 5	1
Routes 1, 3, 8 and streetcar.	1
Route 1 every day, route 25 5 days/week	1
routes 10, 16, 21, 6, 9, 12, 18, 24, 25, 4, & 8	1
Route 1 from glenn down swan	1
Nine and thirty-four	1
Route 1 glen/swan	1
<p>workers to get to and from the U of A, PCC, downtown, as well as high schools and office parks along the way.</p> <p>There is no reason to get rid of this route.</p>	1
Route 1 Glenn	1
Route 3 and 34	1
Route 1 Glenn/Swan	1
Route 3 and Route 17	1
Route 1- Gwen/Swan	1
Route 34- Cray croft/ft. Lowell	1
Route 3 and route 8	1
Route 1 I take my kids to school	1
Route 3 both ways	1
Route 1 is how I go to and from work every day, I also use route 9 and 8 almost every weekend.	1
Route 3 East and West Suntran bus	1
Route 1 on Glenn to get to Tucson High School.	1
Route 3 from columbus to the university, and back.	1
Route 1 route 5 to get back and forth from work kids use it for school	1
Route 3 on 6th Street	1
Route 1 to get to work	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
Route 3 Route 17	1
Route 1 West, Route 11A & 11L	1
<p>Route 3</p> <p>I live near Starr Pass and I work downtown. I park at Pima Community College West and take the bus to and from work everyday. The cost and availability of parking downtown is prohibitive. Eliminating or making cuts to Route 3 would create a financial hardship and major inconvenience for me and many others like me. I work for a living, and really depend on the cost-savings of taking the bus since my pay is on the low end. I wouldn't mind paying a reasonable fare to keep the buses safe and clean, which has been an issue since the free fares started. Unfortunately, the buses have become a magnet / mobile cooling center for the homeless, drug users and other undesirables.</p>	1
<p>Route 1</p> <p>Route 34</p> <p>Route 9</p>	1
<p>Route 3</p> <p>Route 4</p> <p>Route 7</p> <p>Route 8</p> <p>Sun Link (Route 700)</p>	1
<p>Route 1</p> <p>Route 5</p>	1
<p>route 3, 15, and route 1</p>	1
<p>Route 1</p> <p>Route 6</p> <p>Route 19</p> <p>Route 61</p>	1
<p>Route 3, 4, 11, and 12</p>	1
<p>Route 1</p> <p>Route 9</p> <p>Route 11</p>	1
<p>Route 3, Route 8</p>	1
<p>Route 1, 15, and 6</p>	1
<p>Route 3,37,8,4,16,7</p>	1
<p>Route 1, 3, 15, 103x, 108x. Sun link, sun tran, sun express.</p>	1
<p>number 1 east and west</p>	1
<p>Route 1, followed by Route 6</p>	1
<p>Route 3. My child takes this bus to get to and from school.</p>	1
<p>Route 1, Route 17</p>	1
<p>Route 34- Craycroft/Ft. Lowell</p>	
<p>Route 1-Glenn/Swan</p>	1
<p>Route 1, route 5, route 11, route 34, route 105x</p>	1
<p>Route 34, 3, and 8.</p>	1
<p>Route 1, route 6, and the sunlink street car</p>	1



What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
Route 34, transferring to Route 7 to where I work at Camino Seco	1
Route 1, sun link	1
Number 1 Glenn Swan	1
Route 1. I rely and am dependent on this route for at least three rides seven days a week. I do not have any other transportation whatsoever and take care of my elderly, disabled and homebound father everyday. This route takes me everywhere I need to go during the week.	1
Route 4 along speedway	1
Route 10 and route 61	1
Route 4 and 5	
Sun Link	
Express Route 109X	1
Route 10, Route 5, Route 6, Route 61.	1
Route 4 daily.	
Route 34 daily.	
Route 8 3x week.	1
route 101	1
Route 4	
Route 700 - Sunlink	1
Route 101 Express	1
Route 4, 7, 8, 17	1
Northwest to central Tucson	1
Route 4, Route 5, Sun Link	1
Route 11 also use route 7 and route 25	1
Route 4,37 and 7	1
Route 11, Route 9, Route 4	1
Route 421, route 3	1
Not me butt my daughter uses route 1 to get downtown to her job. She is disabled and so am (I her dad.) She also uses that route for basic necessities, school groceries, since we cannot drive for health reasons. route #1 also takes TONS of students to schools such as Salpointe, Tucson High & University of Arizona, and it also transports lots of workers downtown.	1
Route 5	
Route 3	1
Route 15 (Campbell Ave.)	
Route 34 (Craycroft/Ft. Lowell)	1
Route 5 & Suntran Streetcar	1
Route 15, 34, 16 on suntran, and also I book rides on sunvan	1
Route 5 and 37	1
route 15, route 9, route 8,	1
route 5 down pima and speedway	1
Route 16 and 17	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
Route 5 on Pima	1
Route 16 and Route 10	1
had additional comments. I wish I could submit comments via email, but there does not be a way to do that.	1
route 16 thornsdale	1
Route 5- Pima West*****	
Route 37- Pantano North	1
Route 16, 10, and 9	1
Route 5 Pima/W Speedway	1
Route 16, 15, 6, and 203.	1
Route 5 Udall Station	1
Route 17 9 and 5	1
Route 5	
Route 17	1
Route 17 and Route 8	1
Route 5) I take 5 days a week from pima and alvernon west bound this stop is detrimental to my livelihood please don't exclude route	1
Route 17 n 15 I use the most	1
Route 5, 3, 22, 16 and 8	1
Route 17	
Route 11 airport	
Route 11 laos	1
Route 5, and 22	1
Route 17, 7 and 8.	1
Route 5, Route 1, and Route 700	1
Route 7 and 34	1
Route 5, SunLink	1
Route 7,17,9,19	1
Route 5/Sunlink	1
number 1 and 3	1
Route 5--I take it to go to work	1
Route 8 & 6.	1
Route 6 and the SunLink	1
Route 8 and 37	1
Route 6, First Ave	
Route 15, Campbell Ave	
Route 19, Stone Ave	
Route 16, Oracle Rd	1
Route 8 and Route 4	1
Route 61, route 16 and route 25 at least 6 days a week. I work two jobs. I wish the bus ran all night. I usually have to walk home at night.	1
Route 8 and the sunlink streetcar.	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
Number 1, 8, 25	
SunLink	1
Route 8 Udall and route 8 Houghton	1
Route 7,17,and 11	1
Route 18, 23	1
Route 8 - Broadway	
Route 4 - Speedway	
Route 37 - Pantano	
the non-existant Sabino Canyon Route	1
Route 18, Route 61 and Route 19	1
Route 8 6 3 18	1
Route 2 and route 19	1
Route 8 and route 2	1
route 2 or 12 and the streetcar	1
Route 8 and streetcar	1
route 21	1
Route 8 on Broadway between Cherry Avenue and the Ronstadt Transit Center downtown	1
route 21 - please discontinue service that runs down East Westmoreland. It appears that you will be doing so and extend it to either Grande north/south or out to Pima Community College west.	1
Route 8, 5, and 34.	1
Route 21 and route 18	1
route 9, 15, 1, 3, and 25	1
Route 21 and the street car.	1
Route#16	1
Route 21, Route 10, Route 6, Route 16, and Sun Tran	1
Route3	1
Route 21, route 8, route 3, route 1, route 19.	1
<p>Sun Tran public bus depending on weather, for doctor visits, pick up essentials and work, etc. I appreciate it that its still free rides. Please do not cancel the buses most useful. Most frequently used buses are listed above. I already walk 1-3 miles on weekends to get to nearest bus stop. In our household are a disabled and elderly.</p> <p>Although Sun Van and Dial A Ride are options, they don't provide trips to many places and are restricted to certain hours, like 8 pm is closing time and don't run weekends and are the most difficult to deal with; are unreachable many times in order to get updates on scheduled rides; and they forbid people from attaining the name of the supervisors who manage the rides.</p> <p>We also use the SunLink. I wonder when SunTran companies will add on additional lines. If it runs through from start of town to the end, would be nice. We don't own a car because of some maniac drivers out there. I've stopped driving several years ago because of an incident.</p> <p>Please also charge a *reasonable and *affordable fare whenever you start up your fares again.</p> <p>I haven't seen your Draft Plan. I plan to listen in by Zoom, mid August meeting. If your new plan isn't all that different I probably ride the same way.</p>	1
Route 21, where the route will be eliminated. (down Fresno to Congress)	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
Routes 1 and 17, with transfers to 4 or 7 depending on where I'm going. I live by 29th/Swan, those are my closest major road cross streets.	1
Route 23 and Sunlinks trolley.	1
Routes 1, 11, 4, 8.	1
Route 23 on South Fourth Avenue	1
Routes 1, 3 and 23	1
Route 25	1
Routes 1, 3, and 34	1
Route 25 (SunTran)	
SunLink	1
Routes 1,12,9 and 6	1
Route 26	1
Routes 11, 12, 15, 26, 34	1
Route 26 east/west	
Route 2 east/west	1
Routes 11, 8, 16N, 34, 1	1
N-A	1
Route 3 & 25	1
My name is joey an i ride the bus 5 alot to work an back because its near my house an its near my work as well about a mile a way. So thats why i like for you guys to keep the bus 5 as it is an also kids take the 5 as well to schools to.	1
Please do not change the arrival time later for the 101X a.m. than currently scheduled because since the last change making the pick-up times later, those of us who must clock in at 7:30 a.m. to our downtown offices barely have enough time to arrive to our destination to clock in after the drop off, especially if the 101X is running late. Since we lost the 3rd 101 X due to Covid-19 our work schedules had to change to 7:30 a.m. - 4:30 p.m. If the route begins later some of us will have to drive in to downtown in order to arrive to work on time. That will create more congestion and not help with pollution issues. I appreciate Sun Tran and your bus drivers are excellent. I would miss my Sun Tran rides if I have to drive in to work. Once school starts, we have a good crowd in the a.m. between 18 and 21 riders.	1
I take route 19 to work and back. Please don't take it away. We don't mind paying for route.	1
Bus 50 east, 12 south 25 north and south.	1
light rail	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
Bus 6: 1st/Euclid (Ronstadt-Tohono Transit) Bus 1: Ronstadt-Campbell/Swan Bus 4: Speedway Ronstadt-Alvernon Bus 5: PCC West-Udall Station Bus 3: PCC West-Swan Bus 8: Broadway Bus 9: Grant Bus 15: Campbell (Tohono Transit to Craycroft) Bus 16: Bus 61:  May take four or more different buses in one day	1
I ride the link near the university and when I need to go to my doc appointment I will use those that take me outward	1
Bus 7, bus 34, bus 8 and bus 6	1
I use 421, 23 and Green Valley/Sahuarita Dial A Ride.	1
Bus 8	1
I would use mass transit daily if the schedules were constructed for the maximum benefit of us passengers and not to satisfy bureaucratic needs.  The Smart City: Learning from Curitiba: <a href="https://www.youtube.com/watch?v=B9YJ4xDRIiA">https://www.youtube.com/watch?v=B9YJ4xDRIiA</a> <a href="https://www.youtube.com/watch?v=i2nOHTc4qDM">https://www.youtube.com/watch?v=i2nOHTc4qDM</a>	1
Bus 8 , bus 12, bus 18 , bus 4 , bus 37	1
midtown to downtown	1
Bus 8 and Bus 16	1
I ride the 102 express and have been a rider for over 20 years to my job downtown.	1
Bus number 5	1
I ride them all thank you. 17 North and South the most .	1
Bus route #5 drop off at PIMA to Catalina High School.	1
my doctor appointment ( I'm pregnant ) , and My church. I don't have a vehicle at the moment . The bus route that I take It helps me where I need to go on time . If you change the bus route it make things difficult on what I'm used to . It's extremely hot out for pregnant women and women with children . Please don't change the bus route so people with vehicles can be on time on what they are used to . Thank you for taking the time read this .	1
Bus route #8 and #18.	1
I use route 5 everyday for work as well as every day for outside of work activities. If route 5 was discontinued, I would be walking a mile or more to the next route. Please don't discontinue route 5.	1
bus route 11	
bus route 5	1
I used to ride all the time when I was a kid but I no longer ride because Sun Tran busses are full of violence and drug users. It's not safe and we all know it. For years we've known it. They even went on a major protest some years ago but nothing changed for the better.	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
bus route 2 and the sun tran	1
Ina thornydale	1
Bus 3 bus 16 bus 25	1
Mainly the street car.	1
Bus route 4 bus route 1 bus route 8	1
My child rides the 3 home from school everyday. Concerned that the 109 x will not be able to meet needs of Mansfeld, Tucson high,Roskruge and other school riders on 5th for dismissal. If it doesn't line up this means a half mile walk and crossing Euclid and Broadway for many kids.	1
Bus 3 from Irving to highland. Service to UA and TUSD for work and school	1
I ride routes 1,34& 17	1
and BOTH Pima College campuses Downtown and West. When taking classes at PCC West, I would ride the bus 3 times weekly. When volunteering at Arizona Public Media on the U of A campus, I took it every day.	1
I ride the 5 that goes down Pima.	1
Bus route 5 from Pima Community College West Campus.	1
I ride the services of bus number one 4 on Speedway/Warren Underpass 2 times a week and bus number one Euclid/University 2 times a week.	1
Bus routes 1, 6, and 4. Streetcar to/from Euclid and University to Stone and Congress	1
I stopped using the bus because of disruptive and unruly passengers. I used to use it to commute to the university but he panhandling and drug addiction was too much. I've been a public transit user all my life — in NYC and here — but had to stop.	1
Bus Routes 23, 8 & 4	1
I take the 1 Glenn/Swan to go to the University of Arizona	1
Bus routes 5 & 11	1
I travel along the Route 10 flowing wells. I get downtown and usually have to wait 15 more minutes to transfer buses because they dont meet up on time to transfer immediately or they are just leaving as we are arriving so you have to wait for the next bus. It would be great if the transfer times were better. It would decrease the number of people waiting with no benches to sit on because they are full.	1
Bus routes 8, 3, and 6, and Sun Link streetcar both east and west bound.	1
I use only the 3 route.	1
Bus that goes from laos center to park ave and then down park and to airport	1
I use routes 5 and 37	1
Bus, all the time	1
I use the SunLink to go from Campus to the Mercado...and back.	1
Bus/ Line 3	
From university to the CVS on Alvernon	1
I usually only use it to go to the airport (the 11) because bussing in my neighborhood is so poor and routes stop running so early. A seven minute drive to my job would take 90 minutes by bus. A 6 minute drive to campus would take 50 minutes by bus. I can literally run to those places faster, and I have.	1
Buses numbers 6 (fore/aft the UA campus), and 4 (fore/aft the mechanic). Street car (fore/aft Downtown Tucson for Arizona Opera or TSO). On occasion, numbers 17, 10 and 8.	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
If the buses started 30 minutes earlier, I would take bus 34 from Craycroft/Glenn, transfer to bus 3 at Craycroft/5th St, Exit at the UofA.	1
Buses, 15, 61, 17, 10, 6, 34, 8	1
I've only used the route 5 bus.	1
Busses 8, 12, 4, 9, and 1	1
Bus 5 and Bus 3	1
Busses 9,11,5,17	1
Menaul	1
Byway to Wilmot to Grant	1
mostly all of them 1,3,5,6,7,8,9,10,11,12,15,17,18,19,21,25,24,27, i do take the route 8 the route 21 i mostly take them all	1
Campbell, Country Club and Broadway	1
My daughter uses 3,7,and 11	1
Campbell, Ft. Lowell, Alvernon, Broadway, Glenn	1
Bus 5 I hope you guys really don't shut this quest down cause I really needed to take my sisters and brothers to school Ms to work and this is the only bus that will get us there	1
Casino del Sol	1
handicapped residents. If this is removed, then they will be further punished for being low income. Residents who travel to the store will have to walk further to get to their home, carrying the groceries, which are usually multiple bags. Anything they have that is supposed to be cold will not be by the time they get home. How is it equitable to remove routes that predominately serve low income? TUSD staff and students ride this route. Catalina High School is on this route and hundreds of riders would have to walk further and make transfers to get home. Pima St between Swan and Columbus has no sidewalks and you are wanting people to further put their lives into the hands of drivers to get to a stop on Swan Rd. This is unconscionable. #5 riders include handicapped residents using canes and wheelchairs, elderly who can't walk far at all, and even blind residents, since we are close to SAAVI. Eliminating the #5 will cause a hardship for all of these riders. A better solution would be to run a smaller bus in lower ridership areas as other cities are doing. Cottonwood, AZ runs a smaller bus to Sedona. This needs to be an option, not just eliminating the route.	1
Center City. We issue bus passes for our students and monthly passes. Our students travel across town and some have multiple transfers.	1
I ride the 29 and 25 to work four days a week. Plus additional trips to the grocery store and other shopping trips. The 11, 23 and Sun Link are used roughly three times a month for doctor's appointments and to pick up medications.	1
Clean up the stops! Make it safe to ride the bus again!	1
I ride the 8, 4, 7, 16, and the sunlink route frequently throughout the week in order to shop, meet members of my research lab, buy groceries with my friends, attend job interviews, clock in to my current job, and generally to feel more connected to the Tucson community.	1
Coming from Valencia and cardinal I frequent 27 and 29. Usually ride it to amazon before the last update would be 36??? Craycroft and ride it to TTT to pick up a lyft to amazon. I bought a car right before amazon route was made however due to circumstances. I've ridden the 6 bus route. For door to door service from home to amazon. In the past 2 months, a few times. Also before the car I would go to the spectrum and even rode with the family to park place and doctor appointments in the past.	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
I ride the number 5 route and the number 3 route	1
Current route 5 connecting Barrio Hollywood with the UofA	1
I ride the sun link to/from campus twice a day	1
Currently, i ride Routes 1 and 25 most frequently, but in all honesty, i've been a Sun Tran rider for over 20 years, so i've ridden just about all the most known routes that go through this city many times, given where i was living and where i needed to go for whatever reasons (specifically routes 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 15, 16, 18, 19, 25, 34, 37(?), that i can recall).	1
I rode the number 4 to work 2-3 times a week. I recently stopped over concerns for my safety.	1
down town	1
I take bus 3 to work and to get down town more then 5 times a week	1
Down town from Mercado	1
I take Sun Van to the store and to the court house. My son uses Sun Tran to go all around Tucson.	1
Down Town route	1
I take the 11 the 18 and the 34 daily	1
Bus 34 and 6	1
I tend to take Sun Link every now and again around the downtown and nearby areas. I don't utilize the bus services as I take my car around town and rarely head out to the farthest portions of town.	1
Downtown and swan/29th St	1
I try to ride the 108X. Many of the regular riders have complained about the times as they are not convenient for the business people trying to get to work on time. Not as many people ride this bus because of this issue. No one has cared about our concerns in the past. We know this bus will be discontinued which will cause the business people to have to take the regular bus (8) which will take an hour to get to work each way. People are talking about driving rather than taking the free bus. Such a disappointment and a disservice to the working people.	1
Downtown busses	1
I use both the busses and the sunlink streetcar. The bus routes I use most often are: 1, 7, 8, 3, 109X, 11, 15, 4 & 5	1
downtown lol idk just for school tbh	1
I use route 1 to get to my job at the Pima County Public Defenders office Monday thru Friday. County employees are encouraged to help Tucson's air quality by taking public transportation. It also saves me money on parking. Without this route, it will cost me quite a bit, of what little money I have left after bills, to pay for parking and gas to get to work.	1
Downtown Routes / Laos Routes	1
I use route three everyday to get to school.	1
Downtown routes on Sun Link.	1
I use the #1 bus. I would oppose any cuts to service there. I'd use it more often if it had better frequency on weekends.	1
downtown to U of A	1
I use the 9 and 11 and 8 the most.	1
Downtown tram	1
I use to ride bus 2	1
Downtown, 4th ave	1



What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
I uses 23 to 3 to go from Midvale Park to PCC West Campus.	1
During the work week I take Routes #16 and #19	1
I work for the county and use soley the express routes for 9 years. I live on the NW side, and pre covid I took the 102x south in the morning and the 102x again back north after work. however due to the 102x arriving so late after l'm off work, I often fluxuate between the 104x and the 107x since they arrive 30-35 mins earlier in the afternoon than the 102x.	1
East side to downtown.	1
idk ones downtown	1
En la ruta 5	1
In order: 1) 5 PCC West/Speedway (I use this route every day of the week and have heavily depended on it for years for schook and work! The draft plan makes it so that I have to take different routes and have wait times in between) 2) Sun Link 3) 21 Congress/Silverbell 4) 8 Broadway 5) 9 Grant Road 6) 3 6th st/Wilmot	1
Escalante/Camino Seco #3	1
It differs from day to day as to where I have to go.	1
Everyday #1, #6, #8, #9, #19, On the weekends #3, #5, #11, and #34	1
Keep the route 3 both ways and are you going to pay me for wearing at my shoes if you can cut Route 3	1
Express	1
Light rail from west side (MSA Annex) to downtown and university. Need better access to transportation from star pass/ I 10	1
Express route	1
Link on UA campus	1
Express Route 102	1
Marana outlet/Ina	1
Five	1
Midtown	1
From Downtown to Wilmot/speedway #8-Udall A.M Speedway/Wilmot to Downtown #4 P.M	1
Most 11, 7,8,3,5,37,34,16,25,1	1
From El Rio-Mercado area to downtown and U A areas.	1
Mostly the shuttle in Rita ranch and number 4 but we need either busses in Rita ranch with often trips on Saturday and Sunday or shuttles that run more frequent and runs on Saturday and Sunday for people that work in town with no other transportation	1
From Merccado to U o A and stops along the way.	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
My daughter rides from the Udall Park area to PCC West/Downtown. She also rides 37 and 5 to church on Sundays at U of A.  I will answer questions from my daughter's use and point of view.	1
From the Mercado to the U of A with stops in between.	1
My husband and I take bus 8, 34 and 1 about 3 to 5 times a month for Doctors appointments and shopping. We are 71 years old, and my husband is a disabled veteran and is handicapped. He uses a cane but tires easily. I have to accompany him to his appointments. Please take into consideration our age and accessibilities to theses bus routes. We cannot afford taxis or Lyfts or UBERS every time we need to see our Doctors or do some shopping.	1
Glenn route	1
My wife doesn't want me riding any Sun Tran vehicle because there are too many criminals, homeless and just plain weirdos riding your FREE buses. I guess I am not considered any of the above?	1
Glenn/swan and now broadway/swan	1
n/a but I work with a population that uses the bus system every day	1
going from home to work or shop -- several different routes	1
I ride the #1 bus to get to school every week day. It is my only option.	1
Golf Links Express	1
I ride the #5 Pima which is scheduled to be discontinued. It is a very convenient bus for me to take to work and back. I see many people use the bus and would hate to see this service removed.	1
Golf Links Speedway Kolb 22nd	1
i ride the 17, 16, 4, 8, 10, and the 6 the most	1
Grant Ave, Alvernon, Pima, Glenn, Speedway.	1
I ride the 5 and 22 because I use them as a practice for orientation and mobility from the Arizona School for the Deaf and Blind.	1
Grant, Pima and 22nd	1
I ride the 8, 3, 5, 37 12 29 19 18 17 6 15 7 4	1
Bus 4	1
I ride the bus four speedway bus	1
Green valley dial a ride	1
I ride the number 1 route to downtown Monday thru friday	1
Green Valley to Laos and Laos to airport and to Congress bus loop	1
I ride the route 5 bus every single weekday and many weekends.	1
Green Valley/Sahuarita Dial A Ride and Route 421	1
I ride the sun link on weekends and sometimes during weekday evenings	1
Houghton to GolfLinks or Houghton Broadway Park and Ride to points downtown.	1
I ride the wonderful 5 bus from the Garden District to the UA. Please, please, please don't kill my bus route. It's the best group of hard-working riders in Tucson. Killing the 5 would be a terrible mistake.	1
I absolutely need the number 34 bus to stay open, my livelihood depends on it please keep number 34 open and running.	1
I rode route 3 for many years when I worked downtown. I am retired now. My brother has to use the van sometimes to medical appts. He is in midtown. If I can't drive to my appts. I may have to use it too.	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
groceries.	1
I sometimes ride routes 9 & 15. As well as the sunlink street car	1
I am a rider all the time. I do not drive...I use busses #15..#3...#16..#6..#8 and #19....I use these busses all week and weekends...I work on the weekends...so I will love to have later night option and the times of the busses....	1
i stopped using the service entirely since it became free. pre covid i used it several times a year.	1
I am a transition specialist/special education teacher in the Vail school district. We really need services in this area, specifically out to Andrada High School. Thank you for your consideration of this issue- Sheri Aken 520-879-3335	1
5:00pm ish from Olive Street to Mercado. I use the free parking at Mercado. Thank you for this! I also love that you are not charging for the streetcar...this makes commuting affordable. Please keep this free of charge.	1
I am concerned with the elimination of Pima/Speedway route 5 service.	1
I take routes 2/27/29/15/19/16/3/1/17/ I take the bus for school and for work. I love the new plan for weekends for extended until 10 that cool I hope it goes threw thank you	1
regularly.	1
I take the #5 route to "Buena Vista" detox/residential rehab/counseling I do the intense outpatient program (IOP) I was going five days a week and now I'm going three days a week. Other people take the bus to "Buena Vista" as well. There was 14 people in my evening group. There's an AM and a PM Monday thru Friday. That's just for IOP. I need this route #5 so that I can attend my therapy session's. I have no transportation from Pantano rd and 22nd st it's too far.p	1
I catch the first 15 bus of the day on Monday and Thursday in order to catch the 412 shuttle to Ina and Thornydale. I donate plasma on these days, however the 412 shuttle now leaves 4 minutes before the 15 bus arrives at the Tahono Tadie stop. When the 412 shuttle use to leave at 6:10am it now leaves at 5:58am and the 15 bus arrives at 6:02am which forces me to catch the 16 bus which makes me late.	1
I take the 1 to work (from Glenn/CC to Ronstadt) and back home daily, and to weekly therapy (from Ronstadt or Glenn/CC to Swan/Pima). Next most frequently I take the 8 or the 17 to various places around more often. The third most frequent route I take is	1
I consistently rely on Route 6 for most trips but I also frequently utilize Route 1 going north and south bound from Glenn to Speedway.	1
I take the 203X bus to Raytheon and I am on a 9/80 work schedule. I have been a Sun Tran rider for 44 years and have not seen such a mess. To eliminate this schedule would be a great impact. Where is the parking if combined with the 204. There is plenty of parking at Ina/Thornydale. There has not been a Raytheon bus going thru downtown since the 1984	1
I currently don't use any routes. We recently moved to I-10/Valencia at Valencia Crossing. We noticed that a new bus stop popped up momentarily right around the corner. We hope that will come back after construction in that area is completed. I have requested in the past that you bypass going up 1-19 and come up Nogales Hwy to catch everyone at Summit where we used to live. I am very pleased to see that you are proposing that route.	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
I tend to ride bus 1 every single day when I get off work, from needing to get to the grocery store very very important route for the u of a	1
I currently ride Route 16 in the morning and Route 107X in the afternoon.	1
I the bus for work and going home. I use Routes: 3, 34, and the 17 bus. Route 3 bus is the last bus I use I stop at Stella and Wilmot and have to walk the rest of the way. I live on Calle Polar across from the base. How am I to get home if these are eliminated. Now that the seasons are changing it will be dark, I can not afford to walk to long in the dark. I still have a bus pass from school, I never used it and worth \$50.00 dollar. Bought it fry's so I can travel to Pima College in 2020. I've lost \$50.00. I have to work and can not make these meetings. NOW WHAT!?!?!	1
I do not personally ride very often but I am a teacher at Catalina High School and large numbers of my students ride route 5 to and from school each day.	1
I travel everyday on route 5	1
I don't ride the free drug buses due to lack of public safety.	1
I typically take the 1 Downtown for work in the morning and return on either the 1, or 16/19/6 with a transfer to the 9.	1
right outside my office that is the only access many of my disabled clients have to visit our office in person.	1
I use all routes possible to get me thru my day to day routine.	1
i dont	1
WITH OTHER BUSES OR OTHER AREAS TO CONNECT. I ALSO CONNECT TO BUS #8 TO GO WEST ON BROADWAY.	
I CAN CONNECT WITH MOST ANY BUS ON ROUTE #3 BECAUSE IT RUNS FROM EAST TO WEST. ROUTE #3 ALLOWS ME ACCESS TO MOST OF THE CITY.	1
I don't	1
I use route 1 to and from work 5 days a week.	1
I don't and know many people who do, either as a choice (saving green house emissions) or from need.	1
I use route 5 and route 17	1
I don't because nothing is within 4 miles of where I need to go.	1
I use Route 8 and the street car most often	1
I don't but many do and I am wondering where the drug dogs are. Also the addicted should be required to tell who their dealers are. Put them where they belong.	1
I use routes 5 and 1 to get to school everyday	1
i dont know	1
I use several different routes	1
I don't ride the bus.	1
I use the #5 bus on Pima every day. This included going to work at the University five days a week and on the weekends. I also use the 34 to get to Speedway and the 11 to get to the VA Hospital on Ajo.	1
i dont take any services i driven by own car	1
I use the 17 and the 16. However, my son uses the 3 and 17 the most during the week for school.	1
I don't use these services mostly because I can't find the schedule or routes the bus takes. I tried to find it on line and couldn't find it. Very disappointing as I was needing to take a bus.	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
I use the sun tran most often.	1
I drive my own vehicle, but I sometimes use the Sun Link. I know this is a very important resource, though, especially for low-income students (and students in general) who need to get around Tucson on their daily commute. I did this as a college student, and I have siblings who frequently use this service while attending college.	1
I use to frequent the bus a million times before I purchased my own car, so I think it's a great idea to push forward in improving our route system	1
I enjoy the services ememsly!!!! substantially.	1
I feel it is not safe to use the bus as a woman these days so I do not.	1
I used to ride multiple times per week before getting a new job that was outside of any reasonably timed transit network.	
I previously used the tram to ride for my commute from downtown to UA for work.	1
<p>I filled out the survey previously and wanted to add one more comment:</p> <p>To Whom It May Concern: I filled out the survey and went to the Pima College town hall meeting. In yesterday's mail was a newsletter from the Menlo Park Neighborhood Association. Just learned there will be on W. Congress 2 new business with restaurants, coffee shops and bakeries. As well as a 253 unit apartment complex being built and Westmoreland Affordable Housing is being built. If the 21 bus route on Congress is eliminated the residents in the Menlo Park neighborhood that depend on public transit will not be able to patronize new businesses.</p> <p>Also, if the new proposed 21 route goes along Greasewood bus travelers in the new housing won't be able to get to Safeway and the Menlo Park residents won't be able to get to the new businesses.</p> <p>Thank you so much for your consideration.</p>	1
I usually go from north east Tucson to North or south Tucson	1
I frequent the routs 1,3,5,8,7,11,18, and several other routes depending on where I need to go	1
I will be needing the one towards escalante. This is the route that I take to get to work!	1
I frequent the following routes: Routes 1, 3, 8, 15, 17, & 34	1
I would not use the bus services in their current state. I do not feel that stops nor busses are safe places for me or my children. I frequently rode the bus as a teenager and young adult. I would never allow my teen and young adult children to ride the bus today. i frequently see bus stops (including the one in front of my child's school) full of garbage and individuals either inebriated or becoming inebriated with either alcohol, drugs, or both.	1
I frequently ride bus route #12.	1
idk bro	1
I had used route 15 but, it was changed. I now have a very long walk to a bus stop, making it difficult for me. Since it has become so difficult for me I don't use the bus anymore.	1
if I had a more direct route with more times available, I would ride Speedway to Stone south to Franklin. With no transfers. AND if the bus was on time.	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
I have 3 kids in the Geronimo fortlowell area and it looks like you are going to be taking the only two routes i use! without the 34 and the 1 I don't know how I will get to work or my kids will get to school. It says that the 34 will be replaced by the 31, but is it going to be the same route? If not I'm afraid I will have to fight this decision vehemently! I would rather pay for the service than lose ease of access.	1
I'm a Substitute Teacher with Tucson Unified School District (TUSD) and Amphitheater Public Schools and take all the buses to get to and from all my substitute teaching jobs. I live on the corner of Pima Rd and N. Wilmot Rd area and catch #8 Udall, #5 Pima Rd, #37 Pantano, #4 Speedway, #3 6th St, #9 Grant Rd, #34 Craycroft and many more too.	1
I have kids that ride all different routes	1
Ina route 16 needs to be more frequent at least have a bus run every 15 mins not everyone has a working phone and it's way to hot & too cold in the winter to wait 45 mins to an hour before the next bus. Something has to give!	1
Valley on a daily basis. I had thought about using the buses for taking a trip downtown for shopping and walking around.	1
It 5	1
I know them all	1
bus station by tucson mall is all drug attacks shooting up catching buses to other sides of town to pan handle	
FREE was a terrible plan , it should be FREE with proof of employment or school . FREE with a purpose I live at St. Mary's and Silverbell. I use both the #3 and the #21 to access downtown.	1
I am really disappointed to see the changes in these 2 routes. I frequently use the #3 to ride to the UA and points east on 5th street. If the #3 route is discontinued it will mean a half mile walk from either Speedway or Broadway to access my sites on 5th Street. I am 72 years old, so this means a significant decrease in my mobility.	
As for the #21 I don't see much use in going south under the new proposed route.	1
Keep the route 3 both ways	1
I live in Corona de Tucson and there is no bus service. The nearest bus stop is 12 miles away.	1
Campus	1
I live on the north end of the #21 and take this bus daily, most often to downtown where I work. I have been doing this for many years. Housing developments north of Goret are popping up like wildfire, so I imagine a growing need of transit service north of Goret. This route is ideal for me and many other regular passengers whom I have gotten to know over the years. We have easy access to shopping, St. Mary's Hospital, El Rio Clinic on Congress, and downtown. It is usually easy to transfer at Ronstadt to another route, although at times I transfer at Grant & Silverbell if I'm heading east along Grant. Greater frequency of the #9 along Grant on weekends would be greatly appreciated!!	1
light rail from U of A through downtown	1
I mostly stopped when the 15 was rerouted in 2019. I have to take two buses to get to the UA from Reid Park now.	1
Line # 5	1
I mostly use routes 5 and 4, as well as 17 and 11	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
Line 5 and 6 ( wilmington to pima and Pima to university)	1
I mostly use the downtown routes- from the Mercado to the University area.	1
Mabel to downtown.	1
I moved to my current location so I could use the bus service if I needed it. With the current plan and drug use rampant on the bus, near the bus and the. many homeless using the bus, I no longer feel safe considering this as an option.	1
Many	1
I need a better route to PACC, please put a stop by the shelter	1
Marcado St. Augustine to University of Arizona	1
schedule will not allow me to have access to work since I commute from the east side. Please don't eliminate or change this route which can harm students along the route, harm faculty and staff of the university	1
Mercado District of Menlo Park/ (western destination of Modern Street Car... ) A but I To my office at 216 Congress :Tierra Antigua Realty Downtown	1
I only ride routes 37 and 5	1
Mid-town primarily.	1
then ride #23 towards Richard Elias-Mission Library, my workplace, getting off at Mission and Ajo Way.  After work, I take the same route but going northbound. Routes #1, #23, and #6 are the ones I utilize the most to get to work 5 days a week. On weekends I utilize route #1 from Lee St/Park Ave northbound to do shopping and for leisure events. The discontinuation of these routes would greatly affect my commute, which already is 1 hour long each way (sometimes up to 75 minutes just on the bus depending on traffic). I cannot afford a car, I am barely able to pay rent with A LIBRARIAN SALARY (yes, I have a Master's degree and came to Tucson from out of state, but the cost of living AND stagnant wages is making it difficult for me to live without feeling on the edge regarding food insecurity and now perhaps lack of transportation to and from work).	1
more of the downtown and u of a area trams.	1
I ride 16,19,34,17 all mainly to work and daycare	1
Most to least: 16, 15, 34, 4, Sunlink	1
I ride 26 to Laos, getting 18, and then riding the sunlink around the downtown area. My main routes would be the 26 and 18.	1
Mostly Sun Link, but sometimes Sun Tran Route #4.	1
I ride 37,17,4,3,8,5,1,34	1
Mostly use Euclid to 6th to get on the Flix bus. Also the light rail on the weekends to have fun downtown and around A mountain.	1
Bus 3 between the University and the CVS on Alvernon and 5th	1
My child uses the route 3 bus to get to and from school. You have absolutely no routes that go near the school. I find it incredible that you would take a bus off of a route that goes by the university, community college and several schools for elementary, middle and high school students.	1
I ride bus 3	1
My daughter rides route 1 every weekday	1
I ride bus 3 and I ride from east to west to get to work !!!!	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
there aren't buses on the SE side of Tucson, which factually is an underserved community based on data. But that doesn't fit well with your mantra so instead you are recommending putting more investment on the westside. I grew up on the westside and my parents still live there. They have transit, we don't.	1
N/A I don't feel safe. Crime has increased, since the fare cost has been removed, and security is not frequent enough. Moreover, fentanyl users take up the stops.  Until that changes, I will not ride/use it.	1
Bus 5 everyday to get to school there is no other bus a lot of kids need this bus	1
Bus 5 Bus 9 Bus 11 Bus 17 Bus 34	1
take the bus from TV to the U of A, but TV has been completely excluded from the draft plan. There used to be morning and evening express buses from the TV/Bear Canyon intersection. What happened?	1
I Ride on the 16, 6, 12, 2, and I'm still trying to find my way around Tucson Arizona.	1
N/	1
I ride Route 1 and Route 4.	1
N/a I don't believe we need later bus times. It just allows more crime. We need to charge fees for bus services. The homeless are doing drugs, violent, and getting free rides around town. It's horrible. It is not safe for daily bus riders.	1
I ride route 1 to take my grandkids to school every morning...I ride route 5 to go to one job .. I ride route 34 to go to my second job...	1
Bus 5 Bus 8	1
I ride route 5. I get on the bus on Pima St. every day to go to school.	1
I ride line 5	1
I ride my bike, but many of my neighbors depend on the bus, particularly the Speedway Pima bus route 5, and I am very concerned on their behalf. I don't see any questions specific to that proposed discontinuation, which affects students at Catalina High School and disabled neighbors for whom it is essential transportation. We know some neighbors bought their house in order to use this bus route for work, and that they will be devastated if it is discontinued.	1
700 (Streetcar) and 5 (Pima/Tucson)	1
9 16 19 4	1
8, 18, 6, 23, 25	1
5 only	1
5 and 8	1
5 PCC West and 5 Udall Station 22 Downtown and 22 El Rio	1
8 and 37	1



What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
5 Pima	
4 Speedway	1
8, 4, 7	1
5- Pima/speedway	1
9,11,5	1
5- to and from the UA daily 3- to go to Flora's Market weekly 9- to go to Costco weekly	
And the Streetcar on weekends due to their extended hours	1
Bus 204 from Marana to Raytheon	1
5 to get to school, I can't afford to go any other way	1
8 3 4 5 7	1
5 21 9 4 8 3 25 37	1
8 west	1
5 3 4	1
8, 4	1
5 37 9 11	1
8,4, 3	1
5 Streetcar	1
9, 11, 3, 5, 8, 16	1
5 Wilmot/5th	1
5 is the only route I can easily use	1
5!!	1
Bus 16 bus 9 bus 18 and bus 8	1
5, 1, 4	1
7,17,8,15	1
5, 1, 4, 8, 6, 9, 16 - almost daily for all	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
5 and 16 and 19 bus	1
5, 1, 9, 4, 8, 12	1
8 and 1	1
5, 11	1
8 or 108x	1
5, 11, 7	1
8	
3	
4	1
5, 11, 8, 1, and 9	1
8, 3, 5, 1	1
5, 15, 17, 2	1
8, 4, 17,	1
5, 15, 34, 16,	1
8,18,16,19,25,3,29 and sunlink	1
5, 16, 17, 19, 22, 34, 61	1
8,6, and 2	1
5, 17, 4, 9, 15	1
9 and 21	1
5, 17, 9, 19, 34,	1
9, 6, 16	1
5, 22, 8, streetcar	1
A service that takes me downtown.	1
5, 3, 6, 8	1
Broadway/Houghton to UA	1
5, 34	1
5 and 9	1
5, 34, 4, and 1	1
Bus 17 and Bus 37	1
5, 37	1
5 4 and 18	1
5 and 34	1
7,8 630	1
5, 4, 1, and 19	1
700 Sun Link	1
5, 4, 11	1
8 & 4	1
5, 4, 17, 15	1
8 4	1
5, 4, 17, 8.	1
5 and Sunlink	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
5, 4, 34, 1	1
8 Broadway	1
5 and 34.	1
8 Udall to and from work each day.	1
5, 8, 9, 34	1
8	
11	
9	
7	1
5, 8, 9, and 37	1
8, 15, 4, 1	1
5, Modern Streetcar, 15.	1
8, 3, 4, 15, 16	1
5, occasional 4 and 11	1
8, 34, 3, 1, 4	1
5, on Pima St	1
5 and the streetcar	1
5,1 and 3, 25, 11, 17, 4, 8 at different times of the week	1
8, 4, 5, 3	1
5,1,18,4,	1
8, 9, 23	1
5,16,4	1
8,3,4,15,11, 17 and street car	1
5,17, 34	1
8,4,3,7,17,	1
5,17,34	1
8-15-12	1
5,17,8,4,23	1
9 and 11	1
5,3	1
9, 1	1
5,3,8,9,11	1
9, 3, 5, 6, 16	1
5,34,1,9,11,6,17,19	1
9,11,16,10	1
5,34,4,8	1
9,7,14	1
5,34,9,	1
All	1
5,37,9	1
Broadway, 5th ave, wilmot and speedway	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
5,4	1
Bus #1	1
5,4,8,15	1
Bus 12 and bus 27 bus 18	1
5,4,8,16,1	1
Bus 16	
Bus 4	
Bus 8	1
5,6, 16, and 17 mostly	1
Bus 16 mostly Ina/Thornnydale	
Bus 6 , Bus 17 and sometimes 61	
Bus 19	1
5,6,34,sunlink	1
bus 18 and bus 23 going south	1
5,7,17,34,21,2,	1
bus 24, 29, 12, 23	
Use to ride 27 but that was eliminated.	1
5/37/1	1
7,17,11,34	1
5/6th Street Bus route	
Sun Trans	1
7,4	1
5? The one that goes down pima and crosses the U of A	1
7,8,34,3,4.	1
50 and 24	1
700 (Sun Link)	1
5and 22also the7	1
700, 21, 9, 5, 15	1
5 9 11	1
8 & 3	1
6 & 1	1
8 15 16 17	1
6 & 17	1
8 37 and route 2	1
6 & 5	1
8 4 7 34 3	1
6 & 8	1
8 and 11	1
6 17 16 34 4 8	1
5 and SunLink (the 4 if I miss the 5 but that involves a half mile walk x2)	1
6 3 5 1 18 8 23 19 16	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
8 and 7 11	1
6 and 19	1
8 Broadway 7 22nd Street 4 Speedway 11 Ajo 18 6th Ave. 3 1 6	1
6 and 5, and the electric tram	1
8 or 6	1
6 bus	1
8 Udall, 34 Craycroft, 8 Westbound	1
6, 1	1
8 1 3	1
6, 1, 34, 17	1
8 2	1
6, 15, 4	1
8, 15	1
6, 19, and 16.	1
8, 16 and sometimes 4 on Suntran	1
6, 25, 2, 7, and 8	1
8, 27, 29, 24, 11, 4, 3, 1. 18	1
6, 34	1
8, 3, 4, 9,	1
6, 34, 12, 2, 1	1
8, 34	1
6, 4	1
8, 37, 5	1
6, 4, 700, 19, 8	1
8, 4 and 15	1
6, 4, 9	1
8, 4, 11, 7, 34, 15	1
6, 5	1
8, 4, 17, 34, 10, 19, 9, 18	1
6,11,8,1,16	1
8, 4, 6, 11	1
6,18,8 ect	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
8, 7, 4	1
6,5,1	1
8,11,25,21	1
6,9,34	1
8,28,3	1
6/4/8/18/16	1
5 bus line	1
5 and 700	1
8,4,3,5	1
61 8 16	1
8,4,7	1
61	
17	
4	1
8. 16	1
61, 15, 6, 412	1
8-6-11-16-19-2-9 and any other that may come up.	1
61, 16, 6, 19, 10	1
9 and 1, to start	1
61, 17, 8, 4, 34	1
9 and 11.	1
61, 5, 17, 8, 6, 4	1
9 East	
5 East	
37 south	1
6th St/Wilmot Bus Stop #13697, 4th Ave/University Blvd Sun Link	1
9, 11	1
6th/5th st, Broadway, Campbell, Country Club	1
9, 11, 34, 15, and sometimes 5	1
5 and 11 are the two I ride all the time; also 4, 8 and 9. I'm VERY UPSET you are discontinuing #5. Other discontinued routes still have service on that street, yet Pima St. doesn't - WHY NOT? You said you are lessening the amount of transfers. Discontinuing service on Pima St. will now require me to transfer to various places and I will no longer have access to the Ace Hardware on Pima right before Craycroft. Will I now have to take a taxi to Ace? I don't know what your 'One Mile Grid' is, but it won't help anyone that uses #5 on a regular basis. This is garbage.	1
9, 4, 201X, 8	1
7 11 8. 17	1
9, l, 34	1
All of them	1
9,11,17,15	1
All route to Pima college, Speedway, and too Airforce Base.	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
9,3,5,16,25	1
All routes.	1
9/8/34	1
all, but mostly 11, 18, and 23	1
Agustin to downtown and main gate to 4th Ave	1
Although I am not currently using the service, I have used it five days a week in the past. My concern is that I will likely need this service again in the next few years.	1
All bus	1
Alvernon Way 22nd St Grant Rd	1
Broadway west and east	1
All routes	1
7 and 8	1
All the routes	1
7 and street car	1
Almost every bus	1
any and all routes near the university	1
Alvernon and Pima to the airport	1
Broadway and Campbell	1
5 and 3	1
Broadway east to downtown	1
7 east and west. 16 to Thorny-dale. 8.	1
Broadway and Speedway Blvd	1
7 or 11	1
Broadway or 22nd Street	1
7, 11, 15	1
Broadway, 22nd, Wilmot, Craycroft, Grant	1
7, 17 and 1	1
Broadway, between Jessica and downtown.	1
7, 17, 8	1
Bus # 18, 8, 12, 16, 23, 22, and Ajo shuttle.	1
7, 18, 29, 23	1
Bus #3	1
7, 19, 34	1
Bus 1, bus 5, Sun Link.	1
7, 3, 21, 5, 23, 8, 4, 34, 11	1
Bus 12 North and South	1
7, 34	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
Bus 15 and bus 5	1
7, 4, 8, 11, 17, 34	1
Bus 16 and bus 18.	1
7, 8, 11	1
Bus 16 bus bus 18 and bus 23.	1
7, 8, 15	1
bus 16, 8, and 19	1
7, 8, 17	1
Bus 17, 4, 29	1
7, 8, 17, 4	1
Bus 18 and bus 27 back and forth to work on a daily basis.	1
7, 8, 31	1
Bus 22	1
7, 8, 4, 11, 25, 32	1
Bus 29	
Bus 18	
Bus 16	
Shuttle bus 401	1
7, 8, 6, 1, 25, 105x	1
7,11,23,25	1
34,8,1	1
29	
12	1
4 & 3	1
29, 27, 18, 6, and 8	1
4,8, and 9	1
29, 27, 24, 18, 16	1
37, 5, 8	1
29,11	1
4 n 5	1
29,27	1
4, 8, 11, 34	1
29,3,5,25,18,2	1
421 from Green Valley	1
29,3,7,8	1
37 to Udall and 8 to downtown, and 8 Udall to 3 pcc west	1



What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
Thursday and Friday 25 on Saturday 1 on Sunday 15 Monday . I work nights and getting to a point where you all just care about passengers and not caring much about the coach operators the abuse they go through the assaults we have the drug abuse the smoking fentanyl fentanyl alone is dangerous for other people that come in contact with this let alone when they smoke in the bus and we're only allowed to stop the bus air out the bus what about everything else that's lingering on the seats on the post kids get on our bus little kids they touch everything. County of our making routes longer bad enough we have to miss family kids birthdays Christmas Thanksgiving any holidays you guys all don't miss it I enjoyed driving but nobody signs up to get abused, for the national weather service affected by this fentanyl smoke driving while they're smoking in the back affects us drivers in a way you guys don't understand, adding the 16 and the 18 together are you guys ridiculous those are the two most worst routes to have two most worst	1
37/5 the 1 and the 7	1
2x per day ~ #1 Several times per week ~ #17 Several times per month ~ #7, #8, #19	1
4 and 1	1
26,11,27,29	1
4, 11, 8, 34, 1, 37, 9	1
3 4 5 7 8 9 11 16 17 34 61	1
4, 5, 8, 9, 11	1
3	
4	
17	1
4,3,7,8	1
3 & 11	1
401,16 y 12.	1
3 & 11 & 17	1
5 - Pima West	1
3 & 21	1
appointments	1
3 (my husband I both ride 5-10 times per week), 8 (occasional)	1
37, 3, 8, 7	1
3 , 17, 4 and 5	1
37, 8, 4, 5, 7, 9, 17	1
3 2 23 8	1
4 - Houghton	1
3- 5th Street to and from Downtown 5- Pima from UofA Area to East side Downtown Light rail	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
4 5 7 8 11 17 19 34 37 61	
Mostly 4 8 and 11	1
3 8 16 23	1
4 and 7	1
3 and 1	1
4	
10	
3	
9	1
3 and 17	1
4, 3, 5, 8, 22, 21	1
3 and 21	1
4, 5, 15, 16, 8	1
3 and 5	1
4, 700, 8, and 21 most commonly; 1 and 11 with less frequency.	1
3 and 8	1
4, 8, 7	1
3 and 8, sunlink	1
4,5,11,17 and 34	1
3 and sun link	1
4. 7. 37. 9. 1. 11	1
3 and sun link to UA	1
412,16,15	1
3 East	1
4-5-8-3	1
3 East and West.	
4	1
34,5,1	1
3 East Pima , everyday	1
34,9,19'6	1
3 east,	1
27, and 29	1
3 line from Columbus to the university of arizona.	1
37, 3, 8	1
3 or 4	1
37, 4, 8 7 and 17	1
3 the 8 the 11 and the 34	1
37, 5, 9, 8	1
3 west and 12 and 6	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
37, 8,4,7,11,34, 16	1
3	
12	
18	
sunlink	1
27,29,18,11	1
3	
8	
7	
17	
4	1
4 - Speedway	
3 - 6th	
1 - Swan	1
3	
8	
7	
37	
4	
17	1
27,29,18,50	1
3, 109	1
4 8	1
3, 11, 15, 1 and sometimes 4, 7, 8	1
4 and 34	1
3, 15, 8	1
4 and 8 are my most frequently used routes	1
3, 17	1
4 speedway, 8 broadway, trolley, 15 up and down campbel	1
3, 17, 31	1
4, 10, 16, 17, & 61	1
3, 17, 37	1
4, 17, 11, and occasionally the 1 and 5	1
3, 17, 6, 11, 7, 4, 8, 12, 34	1
4, 37, 17	1
3, 17, 8	1
4, 5, 11	1
3, 21, 4	1
4, 5, 8	1
3, 37, and 17	1
4, 7, 34,8, 17, 11	1
3, 4 & 5	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
4, 8, 10, 16, 17, 61	1
26,22,18	1
4, 8, 3	1
3, 4, 11, 15, 5	1
4,11,43,5	1
3, 4, 5	1
4,5,1,6	1
3, 4, 5, 8, 11, 16, 201X	1
4,6,16,19,21,61,9 and 700 Link	1
3, 4, 7, 8, 16, 17, 19, 34, 37, and Sun Van.	1
4,8,15,9,3,7	1
3, 4, 7, 8, 17, 34,	1
4/25/SunLink/15/8/3	1
3, 4, 7, 8, 9, 16, 17, 34, and 37	1
412 Thornydale	1
26.18.16.25.12 2 y El ondemand	1
414p	
413	1
3, 4, 8, 15, 16	1
450, 3, 4, 7, 8, 17	1
3, 4, 8, 17, 37	1
4th Ave stops and university	1
3, 4, 8, 37	1
29, 24	1
3, 4, 8, 37, 17	1
34,7,9	1
3, 4, 9, 16, 17	1
34,9,11,8	1
3, 5	1
34/5	1
3, 5, 21 and 9	1
34and 16	1
3, 5, and 9 between the West side and the University of Arizona campus	1
27,29,16,18,8,7	1
3, 700	1
37, 08, 08x,	1
3, 8	1
37, 3, 8, 4, 250, 9, 15, Sun Shuttle and Sun Tran. I currently don't use the bus but my son does and we have used it in the past.	1
3, 8 and 16	1
37, 4 - to and from Houghton, 7, 8,9,5	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
26, 2 , 11	1
37, 4, 8, 7.	1
3, 8, 17	1
37, 5, 8, 4, 34,	1
3, and occasionally #11	1
37, 7, 4 & 8	1
3, rarely 109x	1
37, 8, 7, 5, 34	1
3,11 and 12	1
37,3,4,17	1
27 and 29	1
39, 9, N Tucson blvd, ft lowell	1
3,4	1
4 5 11 34	1
3,4, 8, 11, 15, 17, streetcar	1
4 - Speedway 16 - Oracle/Ina 107X Oro Valley - Downtown Express 37 - Pantano	1
3,4,5	1
4 & 17	1
3,4,5,6,7,8,9,11,15,18,21,34,37	1
4 & 5	1
3,4,5,8,16,17,18 plus SunLink	
I also occasionally take the SunShuttle in Oro Valley to very important medical appointments.	1
4 16 19 21 18	1
3,4,7,8	1
4 5 8 11 17 34 22	1
3,4,7,8,11,17,37	1
4 8 34 9 7	1
27 suntran	1
4 and 3, sometimes streetcar	1
3,4,8,18	1
4 and 5	1
3,5,1	1
26, 29	1
3,5,11,12,37	1
4 and streetcar	1
3,6,15	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
4 Speedway	
3 6th St	
8 Broadway	1
3,7,8,11,15,1	1
4 west, 34 north and 9 west	
It would be great if bus four W. went all the way down to grant road	1
3,8,4,16,19	1
4, 1, 15, 3, 6	1
27, 12, 18, 29, 3, 6, 1, 5. Sun link as well.	1
4, 103x, 201x	1
34 & 3	1
4, 16	1
34 11 4 8 7 9 1	1
29	
12	
27	
23	
18	1
34 5 8 1 4	1
4, 3, Sun Link	1
34 61 7 days per week	1
4, 401x, 3	1
34 and 1 I literally do not know what I would do without these routes. As a parent with two teenagers and a baby at home.	1
4, 5 and 3	1
34 and 4 the most	1
4, 5, 15	1
34 and 9 and 5	1
4, 5, 17, 11	
I'm actually one of the few people that ride the five, I have a horrible brain injury so I can't drive and my children ride the bus as well. Because of all of the homeless and things I have incidents every day, it's overcrowded my PTSD gets really really bad people doing drugs screaming on the bus when it's already overcrowded on the 4.	
Without the five I worry about my children's safety on the number four bus. I really do the bus drivers do their best. But I've already had to file reports and it scares me.	1
34 south 34 north	1
4, 5, 8, 17	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
34	
17	
1	
3	
11	1
4, 5, and 8	1
34	
4	1
4, 7, 8, 36/5, and 421( work )	1
34&9	1
29	
8	
27	
25	
50	
11	
3	1
34, 11, 1, 5, 9, 8, 4	1
4, 8, 11, 1	1
34, 11, 17	1
4, 8, 18, 23	1
34, 15, 17, 10	1
4, 8, 6 and sometimes 7 and 1	1
34, 15, 9, 4	1
4,11,34	1
34, 19, 16, 6, 8	1
4,17,450,3,37,9	1
34, 19, 16, 8, 4, 17, and 10	1
4,34,16,61	1
34, 4, 11, 8, 12	1
4,5,10,16	1
34, 4, 5, 8, 22	1
4,5,6	1
34, 4, 5, and 7	1
4,6,8,15,19,34,37	1
34, 5	1
4,8,11,17,34	1
34, 5, 11	1
4,9,8,7,11,34,23,	1
34, 5, 15	1
4. 8, 34, 37	1
5 & 10	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
401, 16,6,107x	1
27, 29, 24, 12, 8	1
410	1
5 (PCC West)	1
412, 61, 19, 16, 6, 102X	1
26, 18 and 12	1
413	1
34, 9, 1	1
29, 16,	1
34, 9, 1, 5, 4, 17	1
450, 17, 37	1
34, 9, 16, 9,	1
450, 7 and wilmot north bus	1
34, 9, 7, and 5 for doctors appointments. Discontinuing 34 and 5 is very very DISTRESSING!!!	1
4-8-34	1
34,17,8	1
29, 16, Sun Van, 8, 12,	1
34,4,8,15,2,61,16,8,10	1
5 - Pima/West Speedway theres	1
34,4,8,9,11,1	1
34,5	1
5 (particularly in July-August and in December-March - when I use it 3 or more times a week), 11 (to the airport - once every other month), 4 (only when route 5 is not running)	1
34, 7, 4	1
5 11 and 9	1
34, 7, 5, 9, 8, 17.	1
34, 8, 11, 23	1
18, 2, and 22	1
21 route	1
3 route	1
2 Pueblo Garden/ 26 Benson Highway/29 Valencia	1
15 and 8	1
24 and 27	1
15 Campbell Avenue	1
19	1
9	1
6	1
15 Roger&Mountain to UA	1
201x,203x,103x	1
15 South or 6 South	1
23 to Rondstadt center, street car to University	1



What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
15	
1	1
25, 11	1
15, 1	1
12 4 16 18 7	1
15, 1, 3, 6, 9	1
110X Rita Ranch	1
15, 16	1
2/15/25/3/21/5	1
15, 16, 34	1
203X	
204X	1
15, 16, 6, 1, 61, 17, 3	1
21, streetcar	1
15, 17, 34	1
23, 6, 8, 7, 50, 12, 18	1
15, 4, 5	1
24/12/10	1
15, 6, 4, 8	1
12, 23, 18, 29, 24, 26, 2, 11, 25, 7	1
15, 61, 412	1
18, sunlink, 26	1
15, 61, 6, 412	1
19 34 16	1
15, 8, 1, 4, 6, 5, sun link	1
19, 34, 17, 61, 11, 16, 18	1
15, 8, 1, 5, 4, 6	1
2 3 4 6 7 9 12 18 21 24 27 29 shuttle	1
15, 9, streetcar	1
2, 4, 6, 7, 10, 11, 12, 16, 18, 19, 24, 26, 34, 61	1
15,16,17,34,5	1
201x	
17	1
11A & 11 laos, 9, 3, 4, 34,	1
203X - Oro Valley Express	1
16 , 10, 8	1
21 and 11	1
16 1 8	1
21, 3, 700	1
16 10 8	1
21s, 16n and s, 15s, 6n, n 17n and s.	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
16 10 and 9	1
23	
6	
8	
18	
1	
9	1
16 18	1
23_10 22	1
16 and 12 I wish their back as one. It's big Hassel jumping on one bus to the other. When at one point it was so much simpler. Stay on one bis and get their faster	1
24, 26, 27,29	1
16 and 17	1
25 16 203 express	1
16 and 3	1
25,26,2,1,2415,16	1
16 and 61, as well as the SunShuttle route to Oro Valley/Catalina. I can't think of the number offhand.	1
18, 16, 11, 19, 5, 1	1
16 and 8	1
18, 7, 37, 4, 16, 10, 19, 9, 6	1
16 Ina Thorndale	1
18,4,23,10,9	1
16 Oracle/Ina South > 25 Park to the airport	1
19 23 34 8 16 18 12	1
12, 24	1
19 the 34	1
16 thornydale/downtown	
15 downtown	
19 downtown	1
19, 25, 34,6, 23	1
16	
61	1
19,17,16,34,23	1
16, 107X y 401.	1
2 - 4 - 11 -25	1
16, 11, 7	1
2 and 25	1
16, 12	1
2, 12, 18 and 1, 16, 7	1
16, 12, 29, 27	1
2,23,27	1
16, 15, 61	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
15 & 9	1
16, 17 and 34	1
201X, route 3, route 4, route 5, route 8, route 16	1
12, 4 , 27, 24, 6	1
203 express	1
16, 17, 23, 18, 26	1
203X Oro Valley-Aero Park Express	1
16, 18	1
12 las center and 4 golf links	1
16, 18,61	1
21 and 3.	1
16, 19, 34 6 11,9	1
21, 25, Sun Tran	1
12,24,29,27,2,25,26,11,18,16,23,10,7	1
21, 8, 2, 12, 3, 6, 16, 10	1
16, 4, 8	1
21. 3. Sunlink	1
16, 401, 107X	1
23 and 19	1
16, 61	1
23	
02	
12	
16	
09	1
16, 61, and 10	1
23, 26, 11	1
16, 64, 10	1
23,18,12,50,27	1
16, 8, 5, 9	1
24	1
16, 8, 61, 4,	1
24 which is always running late I have to catch the first bus scheduled at 4:43 am at 12th Ave and Valencia Rd. to insure I can make it to work at 7:00 am. this bus, usually does not arrive until after 5:00 am	1
16, 9, 10, 6, 1	1
24, 27, 29	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
16, 9, 5	1
12, 2, 3, 1	1
16,10,22,3,5	1
25 and 11	1
16,15, 6,9	1
25, 26, 29	1
16,18,61,1	1
25,8,6,11,2	1
16,19	1
18, 11, 8, 15	1
16,25,11,10	1
18, 2, 22	1
16,6	1
18, 24, 26	1
16,8,11,17,34,6,3,5	1
18, 8	1
16,8,4,19,23	1
18,23,4,10,9	1
16/17/10	1
18/21/23/7/8	1
16N at Lowe's Ina to Tohono'Odham Transit Center, transfer to 31 Swan/Ft Lowell to 11 Alvernon Way at Ft Lowell & Alvernon, transfer to 11 Alvernon Way to end at Dodge & Alvernon.	1
19 - Stone	1
16n, oracle and oro valley shuttle to oracle and first ave	1
19 34	1
16N. 16S. 61N. 61S.	1
19 6 16n 16s 61 15 34	1
16n+s, 15n+s, n 21s suntran	1
19	1
16	1
11A, 8, 10, 2	1
19, 23, 18, 6, 1 ,50 ,27	1
17 & 3	1
19, 34, 16, 6, 5, 3	1
17 & 31	1
19,16,34	1
17 & 7	1
19,34,1	1
17- 1 — 11 — 8 - 7 - 18 -	
I would also like to see the sun Link extended along I-10 north and South	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
1st Ave	1
17 11	1
2 26 25	1
17 4 8 7 6 16 19	1
2 3 4 8 12 21 24 18 25	
Link	1
17- 8 - 1-4-7-8-11	1
2 north 2 south	1
17 and 11a	1
2, 12,	1
17 and 16.	1
2, 4	1
17 and 34	1
2,12,1,3,8	1
17 and 7	1
2,8,15,suntran,ondemand	1
17 and the 61	1
201	1
17 Prince/Stone to Wilmot/Golf Links	
17 Wilmot/Golf Links to Prince/Stone	1
201x / Sun Tran	
5 / Sun Tran	
4 / Sun Tran	1
17 to 8 downtown	1
201X, 11A, 11, 34	1
17, 11	1
201x,11	1
17, 11, 8, 4, 9, 22, 1	1
15 9	1
17, 11, 8, 7	1
12 and 2	1
17, 16 ,19, 7, 1.	1
203X Oro Valley - Aero Park Express	1
17, 3, 11, 4, Express UA Tech Center/Kolb	1
203X to & from Oro Valley	1
17, 34	1
204 express	1
17, 34, 19, 7	1
12, 18, 3, 21	1
17, 4	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
21 and 3 pcc west and 3pcc east	1
17, 4, 7, 8, 34,	1
21 B - Silverbell/Greasewood	1
17, 4, 8, 11	1
21, 22, and sunlink	1
17, 5, 15, 34	1
21, 3	1
17, 5, 31, 3, 9	1
21, 3, and the streetcar	1
17, 6, 9, 4, 8	1
21, 9, 61, 16, 19	1
22 and 8 and 3	1
21,26,11	1
22nd street/Harrison to downtown	1
21A	1
23	1
15 and 16	1
23 & SunLink	1
17, 7, 11, 8, 29, 3, 34,	1
22nd, Broadway, & Campbell.	1
17, 7, 3	1
23	
16	1
17, 7, 4, 21, 8	1
23 , mainly from home to work , as my schedule changes, I take route 23 to my home from the Ronstadt center on some afternoon/ evenings.	1
17, 7, 8	1
23 for work, food, laundry, appointments, my kids ride to school too	1
17, 7, 8, 18	1
23 to work and back	1
17, 7, 8, 3, 11, 29, 27, 12, 15, 18	1
23	
6	
8	
1	
18	
9	1
17, 8, 24, 27, 7	1
23, 18, Sunlink, 48	1
17, 8, 7	1
23, 4, 7, 17, 8, 9	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
17,10	1
23, 8	1
17,11,8,4,9,34,1,413,412,16,401.	1
23; 16; 19; 6; 17; 3	1
17,15	1
23e everyday	1
17,16	1
24 & 12	1
17,16,19,34	1
24 and 29	1
17,16,9,6,2,61,1,18	1
24, 8. 18. 12. 29. 25	1
17,19,34	1
24, 27, 16, 18, 19	1
17,19,34, 16	1
24,27,18,23,16,8,	1
17,34,7,16	1
24-27-29-25-	1
17,6,1516,1,34,19	1
25 11 2	1
17,7,4,8,3	1
25 airport and downtown, 27 and 29	1
17,8,4	1
25, 101x, 17, 8, 7, 3	1
26 18	1
25, 2, and 3	1
26 and 12	1
25, 3	1
26, 11 , 34, 16, 61, 8, 4	1
25,7, and 8	1
110X	
450	1
26 - Laos Routes	1
18 north	
8 west	1
18, 10, 5	1
26, 11	1
18 (n & s); 12 (n&s)	1
26, 11, 4, 8, 18, 12	1
18 4 8 16 61 34	1
18 4 and 3	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
1,3,4,5,8,11	1
104 express from Maran Crossroads park to downtown where I work.	1
10, 61, and 4.	1
#24	
#12	
#6	1
#19	1
#27,#24,#12,#50	1
1,8,5and 9	1
# 5	1
102x and 107x	1
#3 #4 #17	1
#1 Glenn St	1
#3 #11	1
1, 6, 9 and Sun Link	1
#3 and #18	1
1,5,7,8,9,34	1
#3 and 109x	1
10, 16	1
#3 bus to Pima community college eastside campus	1
101X west and east bound	1
#3#21	1
102x, 107x, and 103x	1
#3, #4, #8, #11	1
105X morning and evening. To and from work.	1
#3, 4, 5, 8, 11, 18 & 37	1
downtown and I live between Camino seco and Harrison . It takes about 30 minutes for the ride. I would like to keep the express 108X , at least one bus (whatever schedule) to minimize the daily commuting time (around 35 minutes one way including walking). If 108X were eliminated , I would have to drive and add congestion and pollution to the city as I can't spend 2 hours on the road commuting for work everyday.	1
#3,#4,#8	1
11, 9, 4, 8	1
#34 and #5	1
1,15,3,5,11	1
#34, #1, #15, #17,#18,#11,#7,#9	1
1,4,6,8,34	1
#37 #8 #9 #4 #7	1
1,7,8,34	1
#1, #5	1
10 & 17	1



What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
#4 speedway	1
10, 17 and 16.	1
#4 #5 #6 #15 #11 Sun-Link (streetcar)	1
10/15//16/5/4	1
#4 and #7	1
102, 104, 107	1
#4 speedway 8 Broadway	1
102X U of A Express Sun Shuttle in Oro Valley	1
#4, #5	1
103X, 16	1
#4, #5, #7, #8, #9, #11, #15, #17	1
104x 102x	1
#4, #8, #12, #2, #18, #16	1
105X, 4, 34, 1	1
#4, #8, #3	1
107x, 102x	1
#4, #9, #11, #1	1
#17, #34, #15, #9, #401 ---why remove from Ina rd/ Oracle rd to Magee rd ??? I need a ride from Ina rd to Rancho DE Soto / Innovation Dr. I'm disabled, deaf, senior age with walker. You better bring it back to Ina rd !!!! Who runs the SanTran bus- #401 ?? Tucson or Oro Valley ????	1
# 3 or #109	1
#21 --see my comments below	1
#5 #3	1
1, 6, 8, 4, 34, & 9	1
#5 #34 #4	1
1, 8, 9, 11, 17	1
#5 #4 #8#34	1
1,17,18,34	1
#5 from pima and dodge to pima and craycroft, #34 from pima and craycroft to speedway and craycroft #4 and #11 I take occasionally when and if it comes sooner at the end of the day	1
1,3,5	1
#5 it's the perfect route, for the past 4 years it would take me from home to pima downtown campus or Pima West and back to home. Starting this fall I'll still be riding the same bus but to UofA now.	1
1,5,4,8,3,9	1
#5 mainly!	1
1,5,9 and 34	1
#5 on Pima Street	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
1,8,16,19,7,17,34,12,18	1
#5 Pima	1
1/3/4 /5/6/15	1
#5 Pima/Speedway to Pima West campus	1
10	
17	1
#5 Use it to get a haircut, to go to worship on Sundays, to go to Doctors appt.	1
10, 16, 17, 412, 16, 8	1
#5	
#11	1
#1,#15,#9,#16,#8	1
#5, #9, #4	1
10,16,61,9	1
#5, SunLink	1
#1 (Glenn/Swan), #8 (Broadway), #11 (Alvernon)	1
#5,#9,#10, #16,#61	1
102 and 103	1
#6, #15, Streetcar	1
102x and 103x	1
#6, #5, #34, #19, #16, #4	1
102X from Riverfront Park to Speedway & Olive.	1
#7	1
102x	
104x	1
#7 22nd street.	1
#12 bus and sun link streetcar. I currently use these more often than I used to bc they are free and I hope they continue to be under the new plan.	1
#8	1
104	1
#8 - Broadway	
#4 - Speedway	
#3 - 5th Street	1
104X Express Bus	1
#8 Broadway	1
105 express to and from work downtown	1
#8 Broadway/Wilmot	
#3 5th street	1
#16 from Ina Rd and Thornydale.	
I now live in Marana off N Silverbell Rd and Sanders past the Airport.	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
#8 east to walmart, & natural grocer's & acupuncture clinic. #21 n. to safeway grocery & to walgreen's pharmacy both on silverbell & st mary's. & medical appts at st mary's hospital clinics. i get bus at granada & congress. which is more convenient than getting st car to rondstant. which is a dangerous area even in day time.	1
105X, 5	1
#8, #4, #21, #1, #18	1
107X 103X 16	1
park.#37 alvernon,the ones that go to the SDA office on first.My spouse is getting approved of van tran. I will be to with CoDAC. I haven't seen the plan. But my ridership may or may not be affected depending on the plan.	1
108 - Broadway	1
#9 Grant	
#15 Campbell	1
#1 Glenn st	
#3	1
#9, #15, #4, #17, #8, #2,	1
11 & 7	1
#'s 8, 4, 21, 11, 15	1
11 8 2	1
(6) S, N (18) N, S (23) N, S (17) E, W (3) E, E (27) N, S (29) N, S (15) N, S (18) E, W (4) E, W (16) N, S	1
11	
8	
17	
34	1
#1 & #9	1
11,25	1
1 - Every single day. My daughter takes the earliest bus it to school m-f. I take it on the weekends to run errands. 34 - Every week day for work 8 - Every school day when my daughter is at her dad's. Every day my son works.	1
1, 6, 9	1
1 - Glenn/Swan	1
1, 8 ,9, 16, and 21	1
1 - Glenn/Swan	
15 - Campbell	1
1,11,34,17 and 16	1
1 & 11	1
1,15,34,16	1
1 & 34	1
1,2,3,4,6,8,9,16,18,21,23,25	1
1 19 34	1
1,3,4,7,37 ,8 and the 16	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
1 3 4 6 7 8 9 16 18 24 26 27 29	1
1,3,5&15	1
1 3 4 8 9 11	1
1,4,7,16,17,19	1
1 4 5	1
1,5,6,8,9,19,17,	1
1 and 11 (the southern route)	1
1,5,9	1
1 and 15	1
1,6,9,3,21	1
1 and 5	1
1,8, 9 and 17	1
1 and 5 my son use them to get to Rincon highschool	1
1,8,4,11,5,34,37,9,	1
1 and 8	1
1. 7. 8. 11. 17. 34.	1
1 Glenn/Swan	1
10	1
1 glenn/swan	
25 airport	1
10 and 4	1
1 or 2 busses	1
10, 1, 16, 17, 9, & 12.	1
1 route	1
10, 16 and 25	1
1 y 7	1
10, 16, 19, 4, 5, 3, 1, 6	1
1	
34	1
10, 17, 16, 61, 6, 8	1
1, 11	1
10, 61, 16,8, &3	1
1, 11, 34	1
10,16,61	1
1, 11, 34, 16, 8	1
10/ sunlink /	1
1, 11A, 110X	1
101, 8, street car	1
1, 15, 34	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
101X #2 Please do not change pickup time later - Going to Downtown from Harrison barely makes it to our destination to be able to clock in on at 7:30 a.m. Each time there is a new schedule, the pickup time is later. This will force riders to drive downtown to be on time for their schedules.	1
1, 17	1
101x, 4, 450, 700	1
1, 2, 19	1
#11 to work. VA hospital	1
1, 2, 25, 26, 15, 21, 700	1
#1 Along Glenn and Park and #11 north and south on Alvernon	1
1, 2, 8, 15, 16, 34	1
#11, #23, #5, #3	1
1, 24, 11, 3	1
102x for over 20 years.	1
1, 29	1
102x only	1
1, 3 and 4	1
102x	
103x	
107x	1
1, 3, 4, 5 and 9	1
#12 #700	1
1, 3, 4, 5, 8, 11, 19, 25, 34, 450, and Sun Link	1
102X, but would love to resume the 104X, but last pick up downtown is 430ish. Why would the last stop be 430ish when a majority of the riders get off work at 5 or shortly after?	1
#1, #6, #11, #4	1
103X exclusively	1
1, 3, 4, 5, 8, 9, 11, 34	1
103X, 16 to thornsdale	1
1, 3, 4, 5, 9	1
104 EXPRESS - MARANA	1
1, 3, 4, 6, 8, 19	1
#16 and Sun Shuttle #401	1
1, 3, 5, 6, 8, 9, 10, 15, 23, 34, 37, 105x, 107x, 401	1
104X Marana to downtown	1
1, 3, 5, 6, 8, 9, 10, 16, 19, suntram	1
105 express	1
1, 3, 6, 19, 18, 4, 700, 34, 16	1
#1 downtown & #1 Glenn/swan	1
1, 3, 8, 16, 19, 15, 25	1
105X to and from work.	1

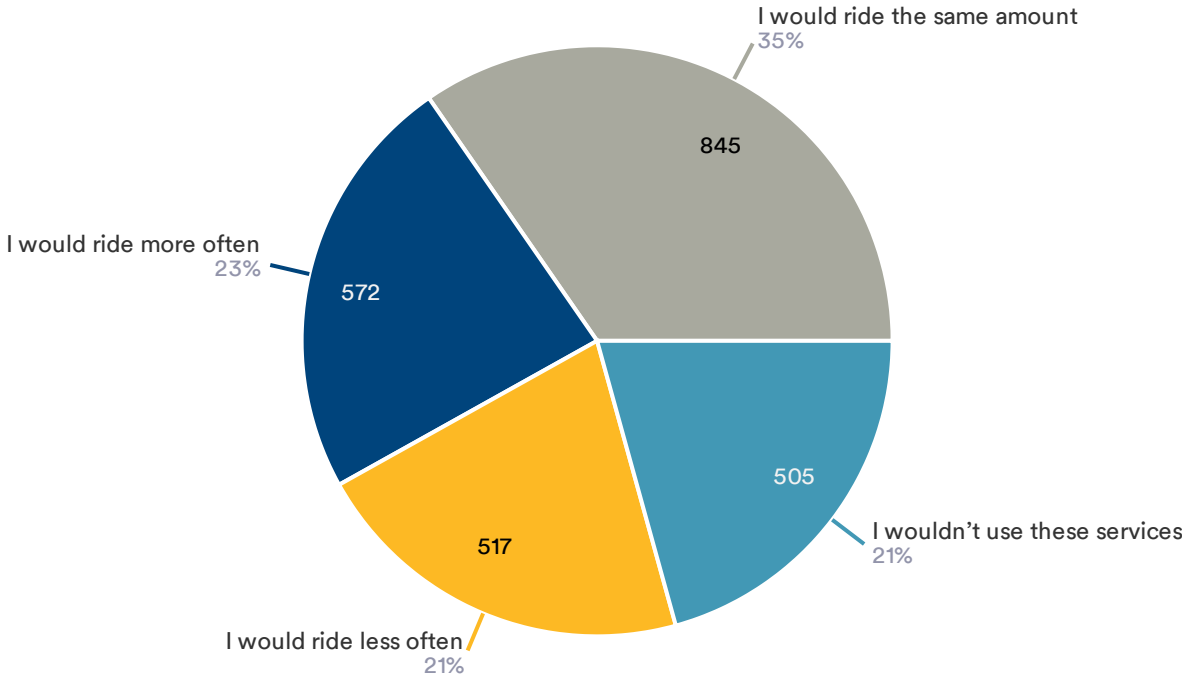
What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
1, 3, and 6	1
105X, 4	1
1, 3,,5	1
105X, 4, SunLink	1
1, 34, 105x	1
107&2	1
1, 34, 11, 15, 16, 10	1
107X (almost daily to commute IN to downtown), 102X (almost daily to commut OUT of downtown), 16 (when needed to get to downtown or return to the NW side of town), 103X (on occasion if I need to leave downtown later than my usual commute OUT of downtown), 19 (about once a month)	1
1, 4, 6, 8, 9, 16, 21	1
107X	
102X	1
1, 4, 6, 9, 11, 15, 21	1
107X. I would use it every day, but it leaves downtown before 5pm, so I cannot.	1
1, 4, 7, 8 and 17	1
108 Express	1
1, 4, 8, 11, 18, 15, 16 25, 29,	1
108x	
108x	1
11	
8	
34	
3	1
109X; 4- HOU	1
11, 1, 34, 4, 15	1
11 5 ,4 8	1
11, 12, 16, 18, Sun Link	1
11 17 3	1
11, 25, 26 with the current changes I can no longer make it to work on time.	
Thanks, a lot you people just screwed me right out of a job.	1
11 34	1
#1, #9, #34	1
11 8 34 routes are the bus lines I use frequently	1
11, 4, 3	1
11 or 6	1
11, 7 and 16	1
#23,11,3,and 2	1
11, 8, 4, 9	1
11, 105x	1
1, 5, 11, 34.	1
11, 25, 16, 4, 5	1

What route(s)/service(s) do you ride most frequently?	Count of What route(s)/service(s) do you ride most frequently?
1, 5, 34	1
11, 3, 4	1
1, 5, 7, 8,	1
11, 34, 1, 9,	1
11,4,18	1
11, 4, 8, 9, 7, 34, 16	1
# 1 Glenn / Swan	1
11, 7, 8	1
1, 6, 11, 15, 17 and the sun tran	1
11, 9, 34, 24	1
1, 6, 18, 4	1
11,17,25,	1
1, 6, 18, 8, 4	1
#1, #4, #7, #8, #17	1
1, 6, 34 and 16	1
1, 5, 9, 11, 4	1
1, 6 and 34	1
<b>Grand Total</b>	<b>2345</b>

# Comprehensive Operations Analysis (COA) - Survey on Draft Service Plan

If this plan were implemented, how would it affect your use of Sun Tran, Sun Shuttle, Sun Express and/or Sun Link services?

2439 Responses- 95 Empty



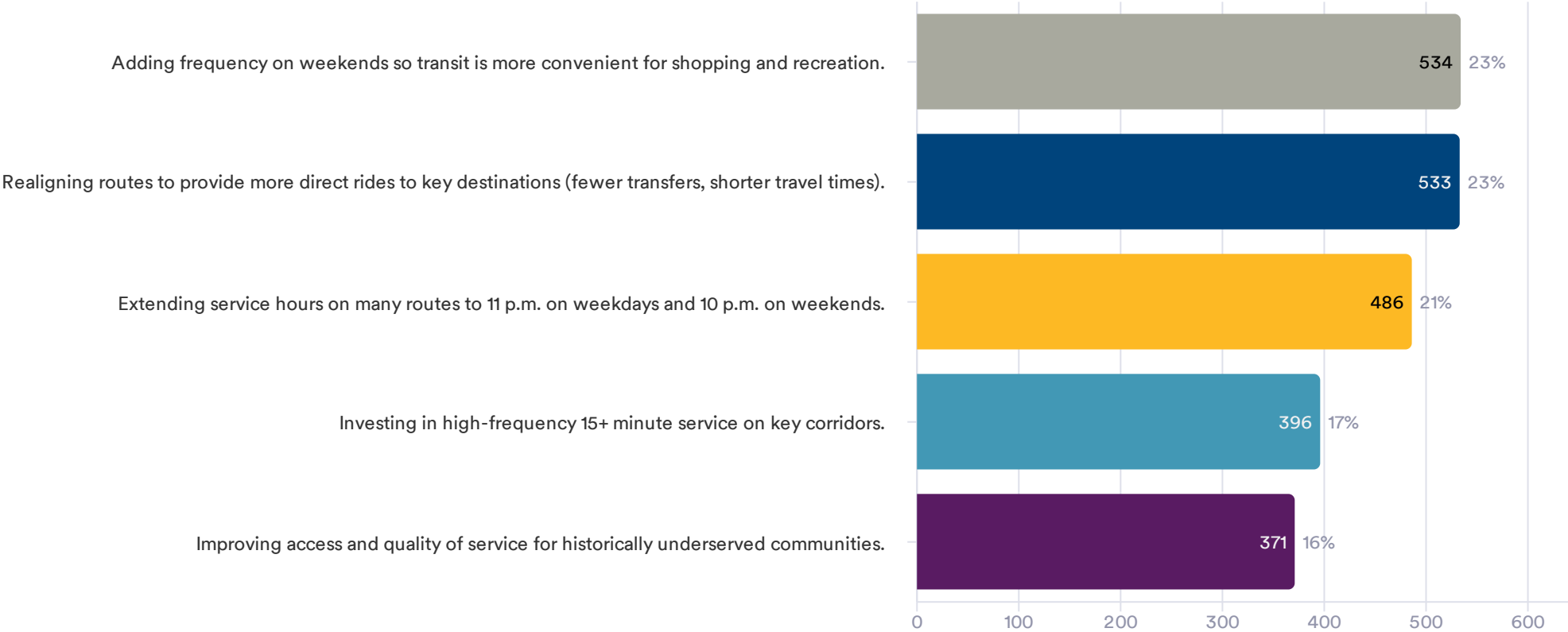
Data	Response	%
I would ride the same amount	845	35%
I would ride more often	572	23%
I would ride less often	517	21%
I wouldn't use these services	505	21%



# Comprehensive Operations Analysis (COA) - Survey on Draft Service Plan

The following list includes some of the major changes in the draft service plan. Please select the one that is most important to you.

2320 Responses- 214 Empty

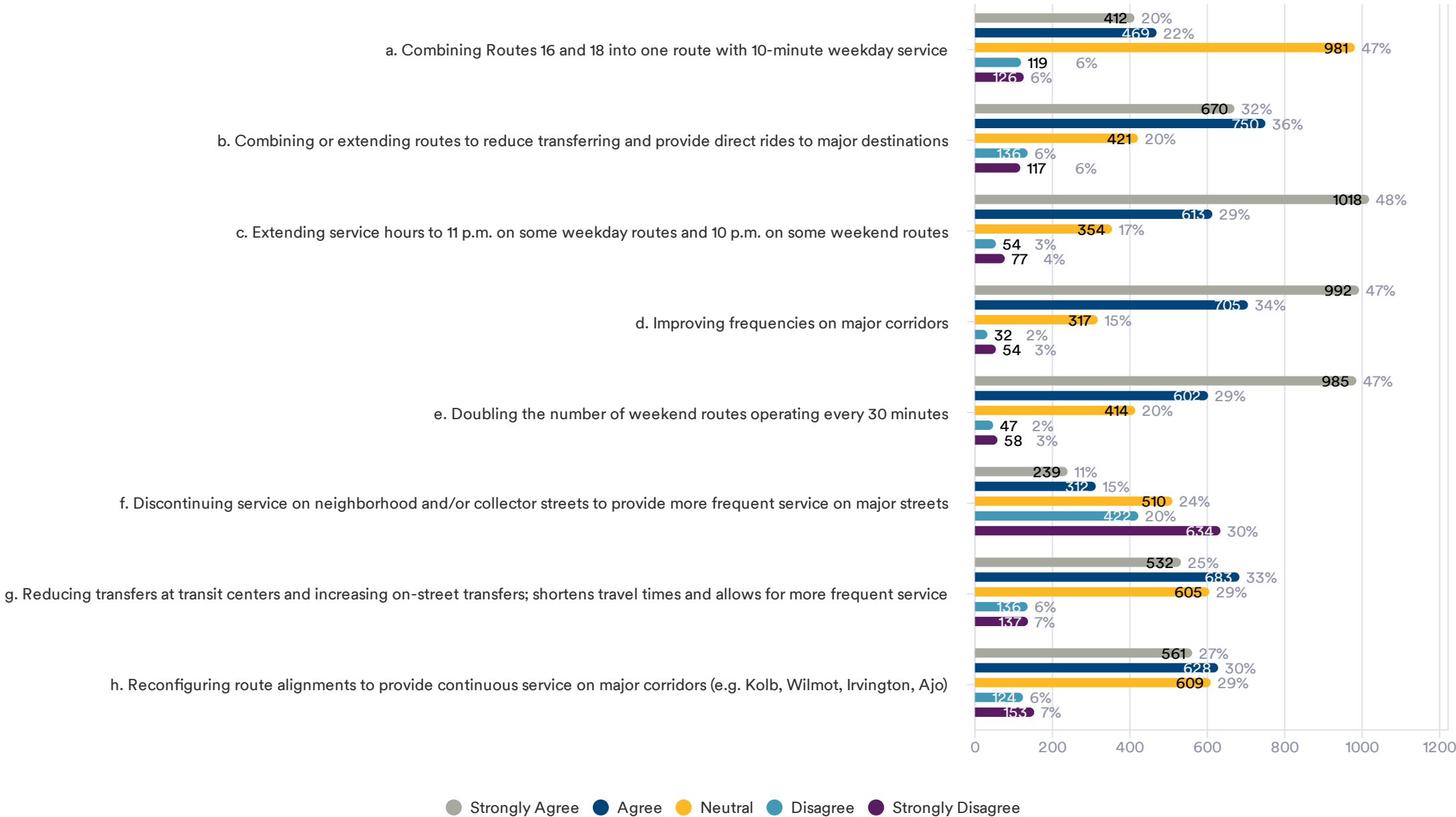


Data	Response	%
Adding frequency on weekends so transit is more convenient for shop...	534	23%
Realigning routes to provide more direct rides to key destinations (fewe...	533	23%
Extending service hours on many routes to 11 p.m. on weekdays and 10...	486	21%
Investing in high-frequency 15+ minute service on key corridors.	396	17%
Improving access and quality of service for historically underserved co...	371	16%

# Comprehensive Operations Analysis (COA) - Survey on Draft Service Plan

Please let us know whether you agree with the following proposed changes in the draft service plan.

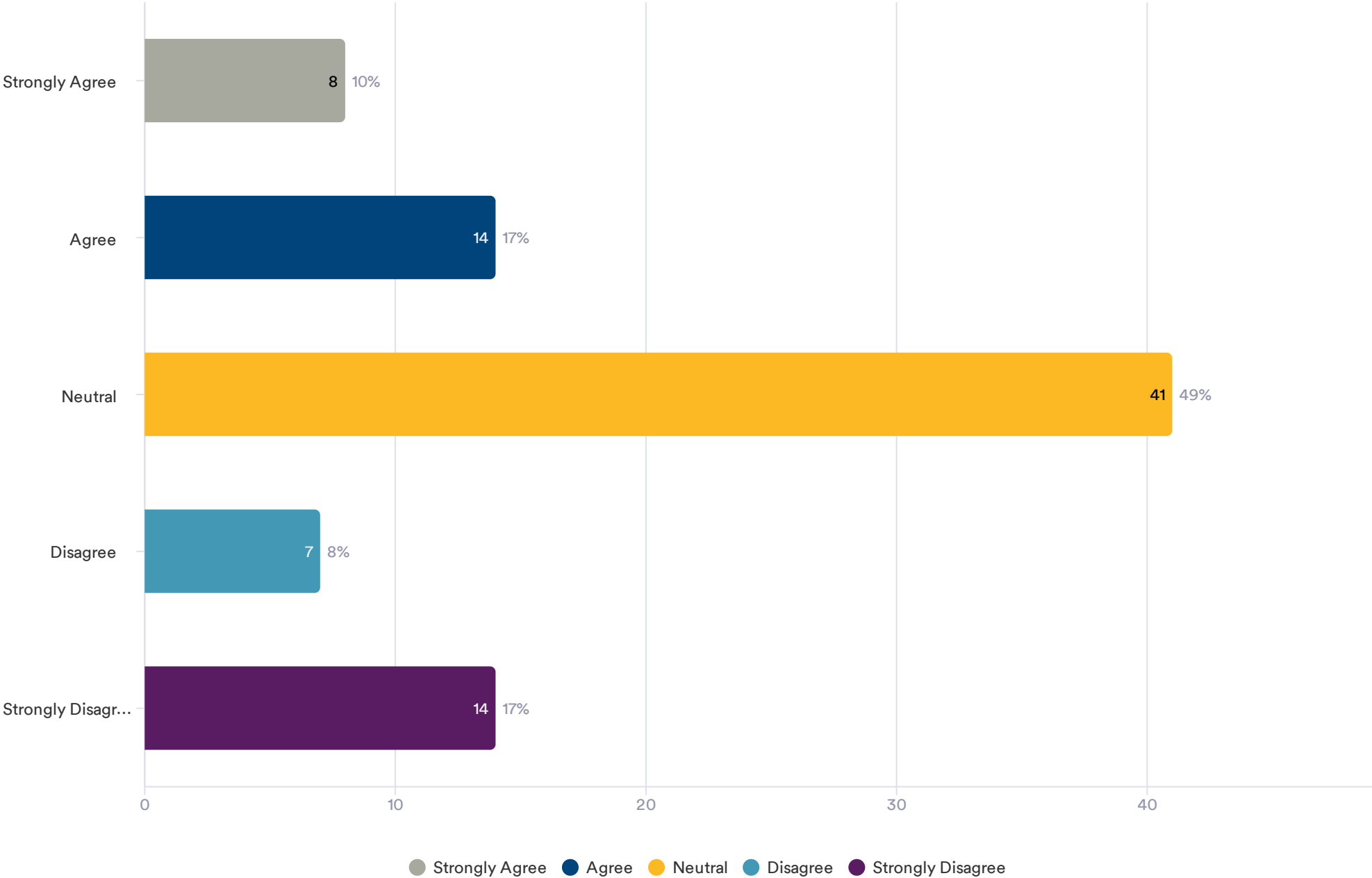
2207 Responses- 327 Empty



# Comprehensive Operations Analysis (COA) - Survey on Draft Service Plan

## a. Combining Routes 16 and 18 into one route with 10-minute weekday service

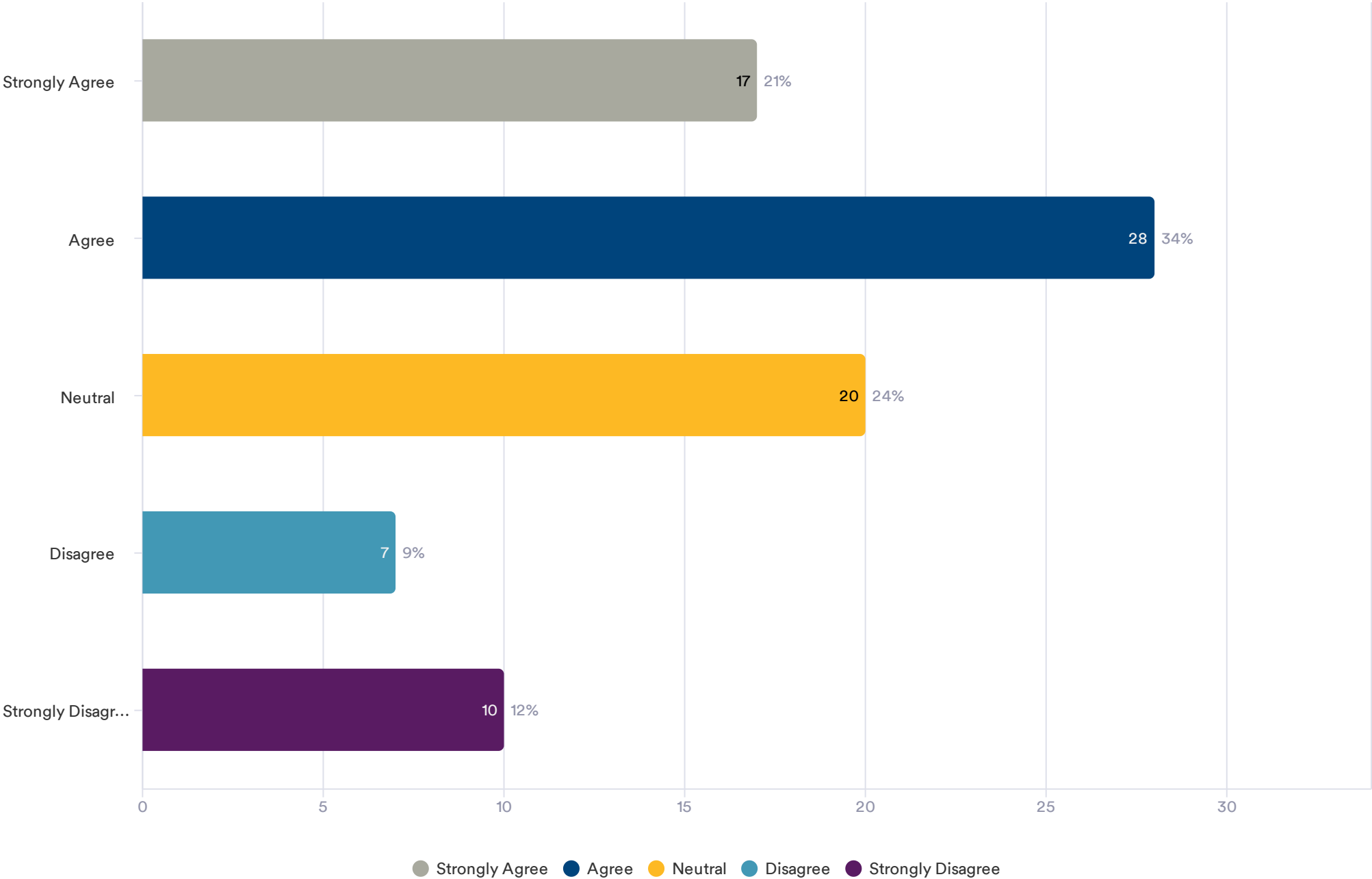
84 Responses- 2450 Empty



# Comprehensive Operations Analysis (COA) - Survey on Draft Service Plan

## b. Combining or extending routes to reduce transferring and provide direct rides to major destinations

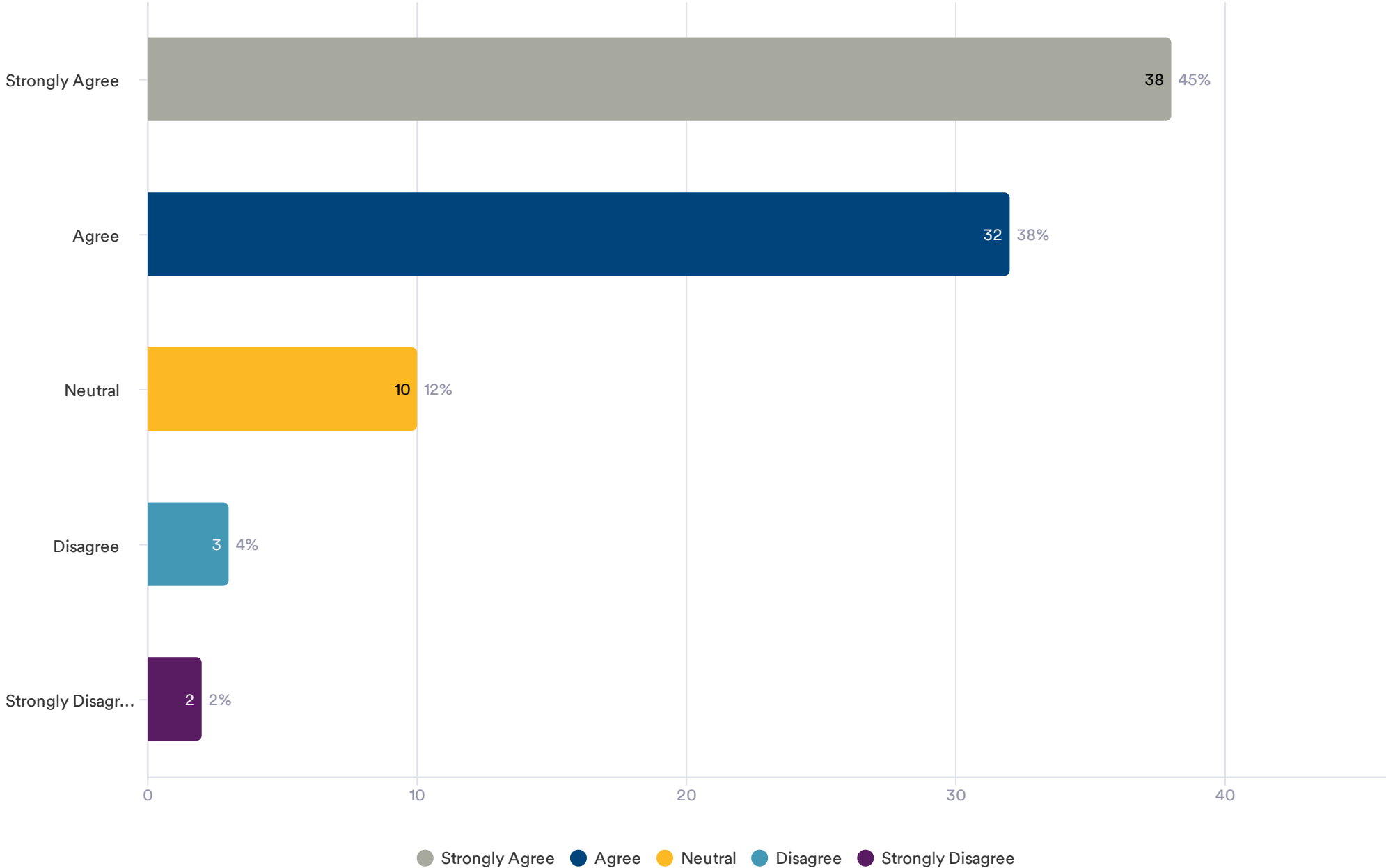
82 Responses- 2452 Empty



# Comprehensive Operations Analysis (COA) - Survey on Draft Service Plan

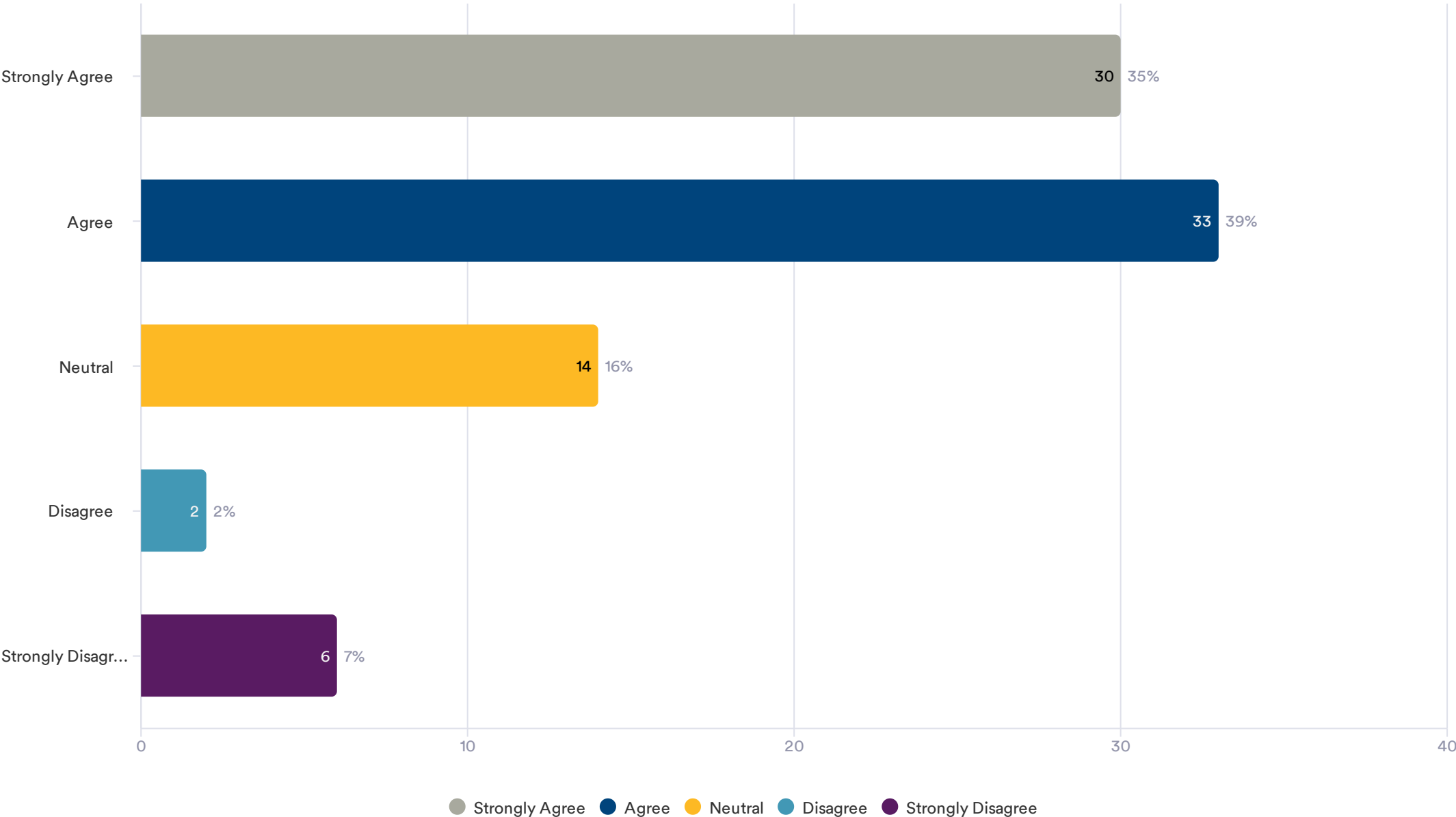
c. Extending service hours to 11 p.m. on some weekday routes and 10 p.m. on some weekend routes

85 Responses- 2449 Empty



## d. Improving frequencies on major corridors

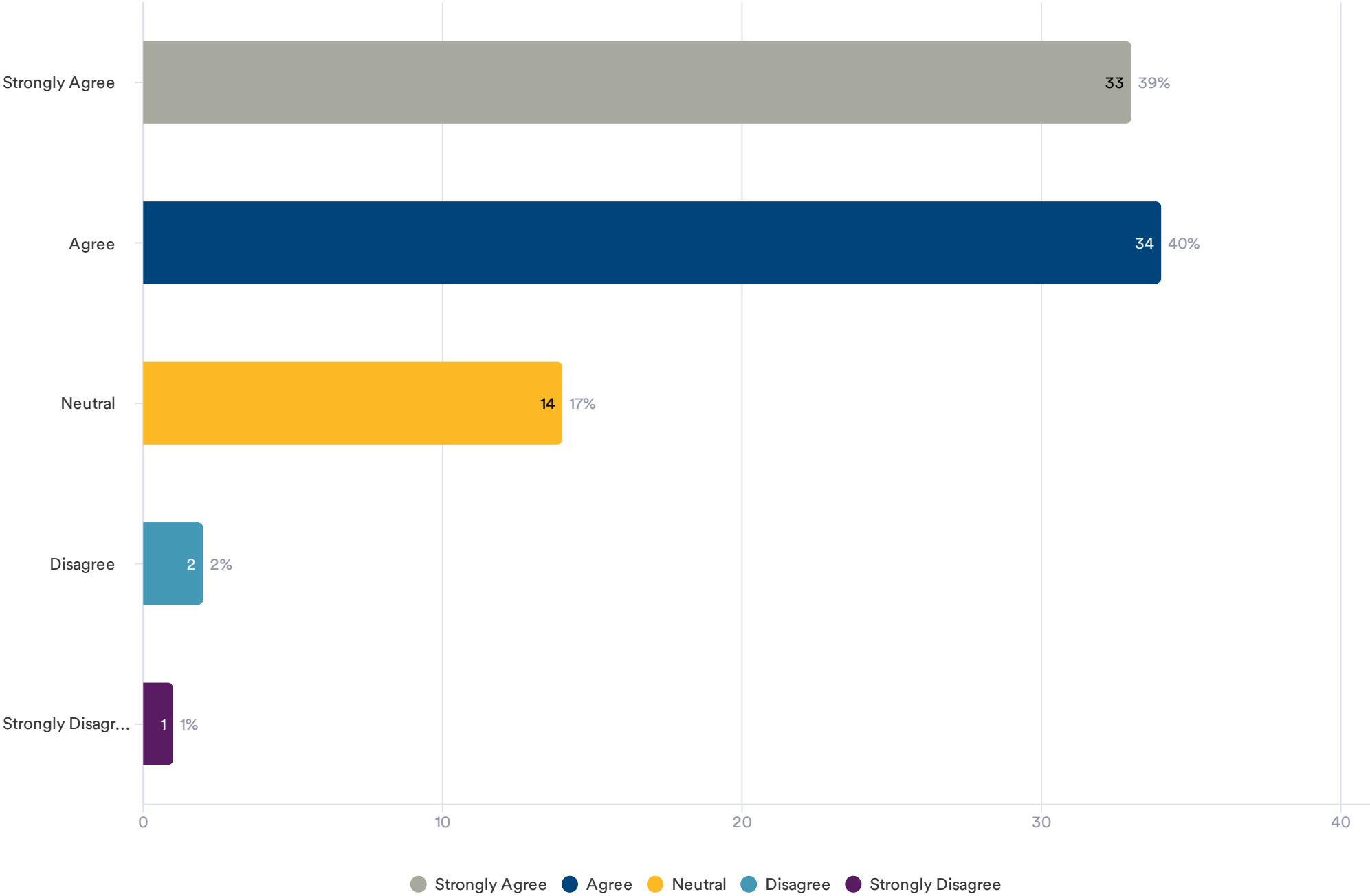
85 Responses- 2449 Empty



# Comprehensive Operations Analysis (COA) - Survey on Draft Service Plan

## e. Doubling the number of weekend routes operating every 30 minutes

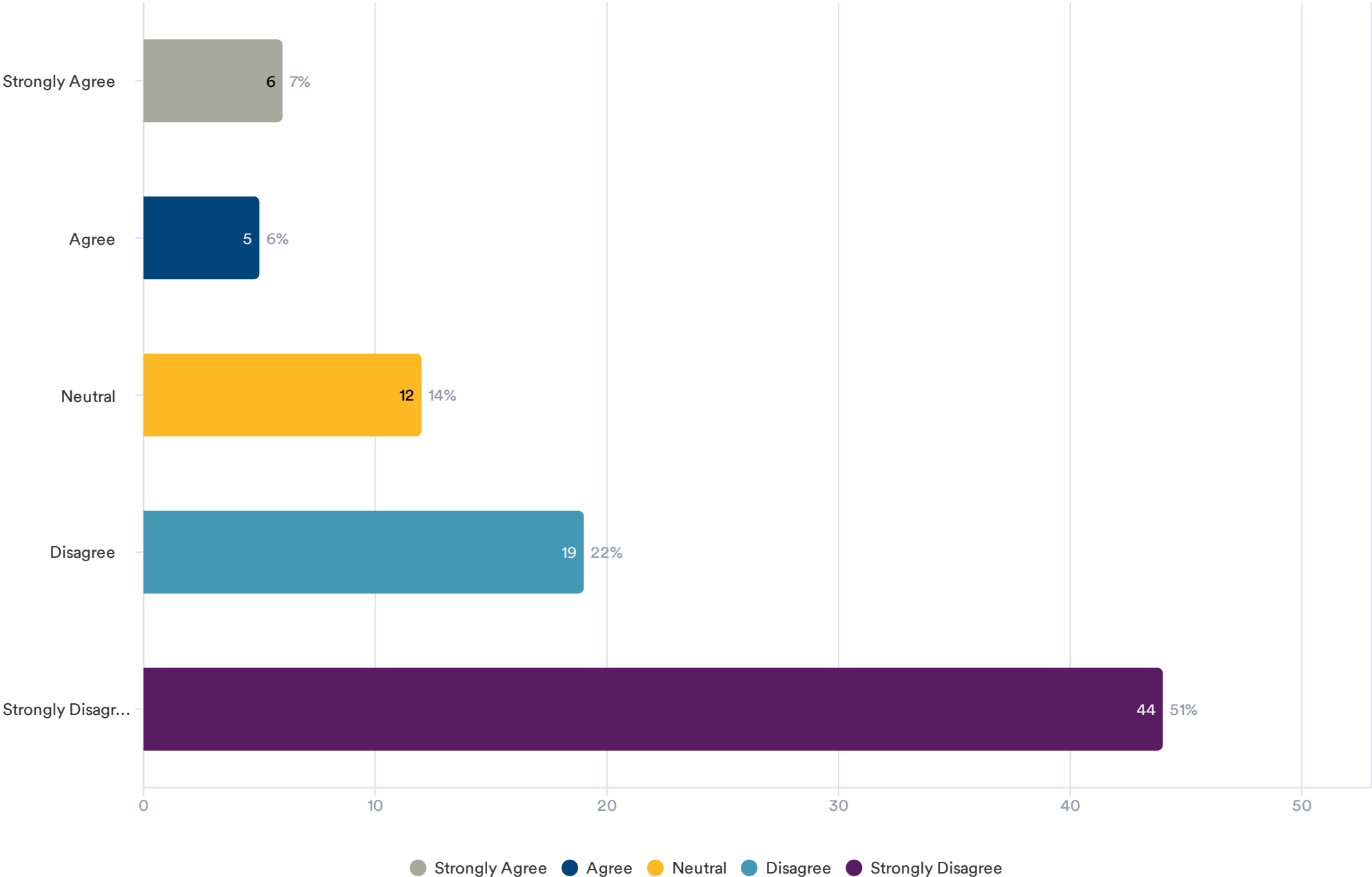
84 Responses- 2450 Empty



# Comprehensive Operations Analysis (COA) - Survey on Draft Service Plan

## f. Discontinuing service on neighborhood and/or collector streets to provide more frequent service on major streets

86 Responses- 2448 Empty

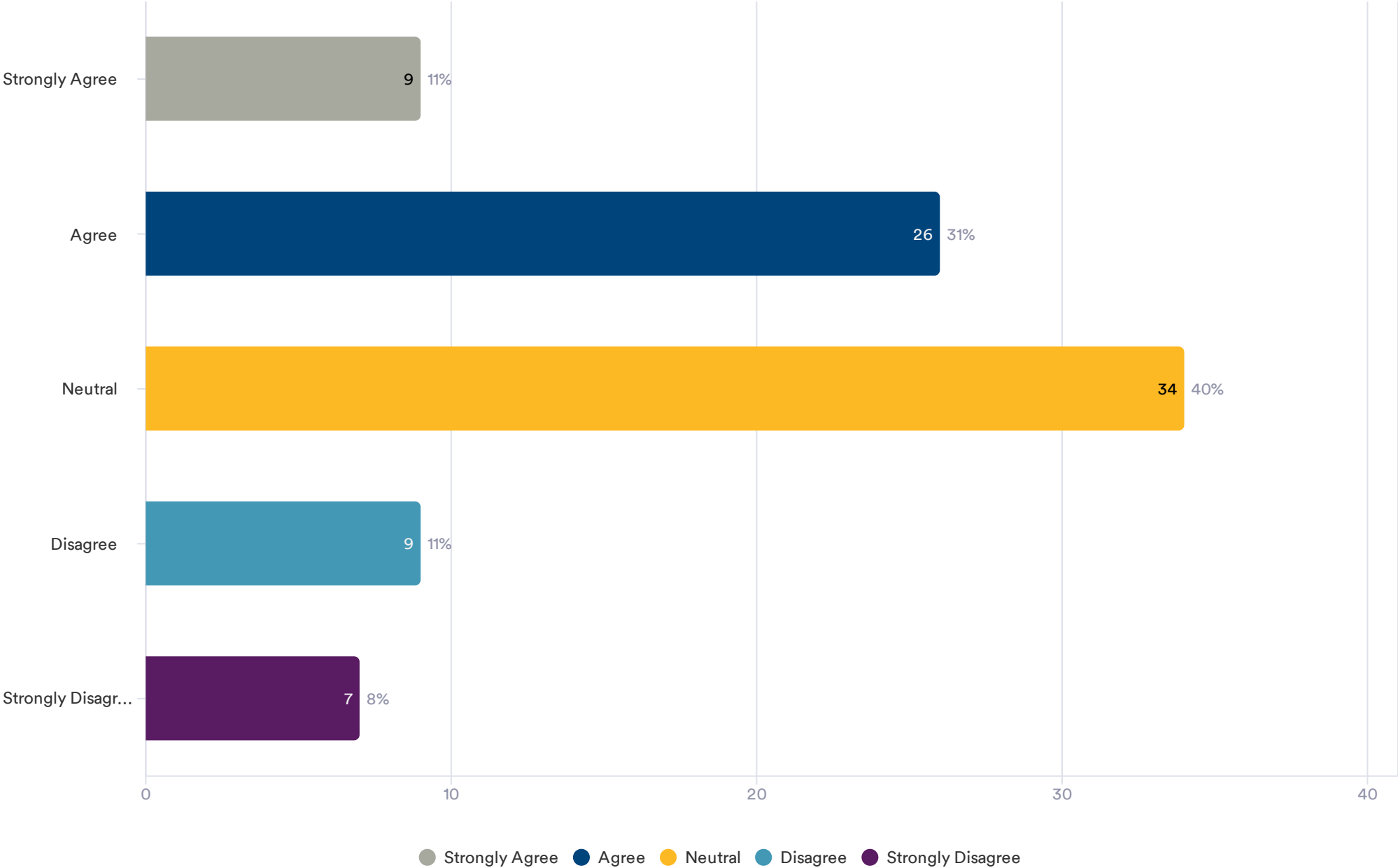




# Comprehensive Operations Analysis (COA) - Survey on Draft Service Plan

g. Reducing transfers at transit centers and increasing on-street transfers; shortens travel times and allows for more frequent service

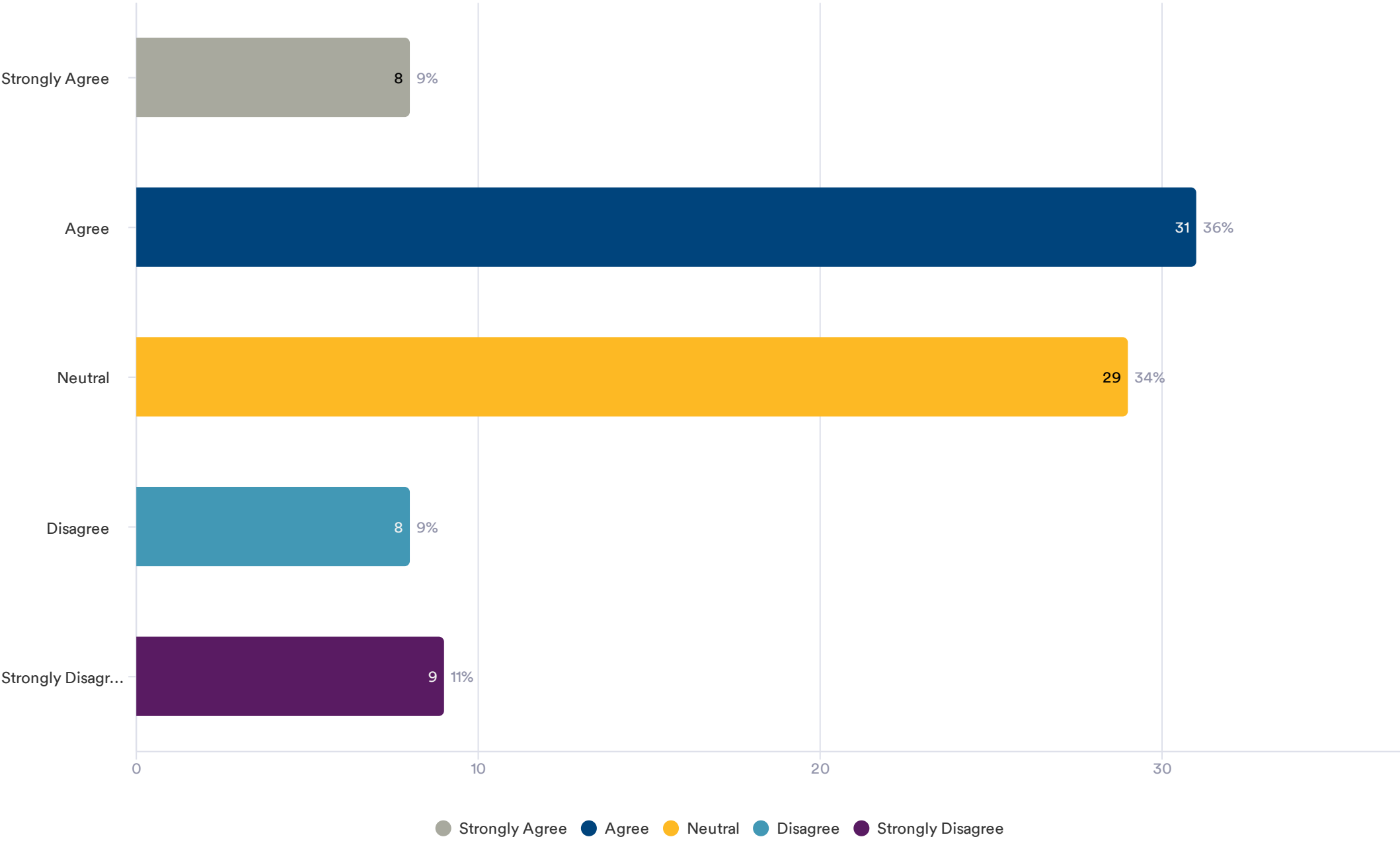
85 Responses- 2449 Empty



# Comprehensive Operations Analysis (COA) - Survey on Draft Service Plan

## h. Reconfiguring route alignments to provide continuous service on major corridors (e.g. Kolb, Wilmot, Irvington, Ajo)

85 Responses- 2449 Empty



**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

I miss the 1 on university.

Sun Tran ideally should have NEVER ceased collecting transit fares.

Route 5 discontinued affects Dr. Appts, please keep increasing service hours, on Sunday and Saturday would be great for family shopping needs, route 16 and 18 leave alone, like it way it is

F and G both concern me because of safety and access for people using buses who would have to walk to and spend more time on and crossing major arterials. Transit centers shelter riders from cars and give them options for travel.

It would be a lot easier to be the same for lot cust

Anything that will increase a better riding experience is good

Changing Route 23 would severely, negatively impact, the people along the route

Regret seeing some routes be discontinued in the new proposal; however, the trade-off for getting expanded service in the evenings and weekends, coupled with fewer transfers and more frequent service intervals makes it acceptable.

Please consider the human effect on our bus drivers. Who are in the seat of traffic, with delays and people that have road rage, while also in the seat of operator, with people on board with different mentalities and cultural norms. It takes a lot to manage that work, and they need frequent downtime.

F. As I age, I anticipate being increasingly dependent upon the bus, and Route 5 plays a critical role, providing access to many services I use on a regular basis. It's also an important route within my neighborhood; while I appreciate what you are trying to accomplish by eliminating it, the effect would be devastating for friends and neighbors who have limited mobility. Walking a half mile in the Tucson summer with a walker can be impossible, and using the Sun Van takes advance planning, which is hard for some people to do.

Second, since Grant Road is about to be torn up for years, it seems like a bad time to eliminate the Pima route!

A. I don't see why this should be every 10 minutes. 15 or 20 should be fine.

F. People will take the bus if it's convenient. If you remove the buses on neighborhood/collector streets and force people to walk up to half a mile they will not want to ride the bus. I used to regularly take the 3 to get to U of A, and I was grateful to take the most direct route possible: If you start on a street like 6th or Glenn and the destination is off of the same street, it becomes wildly inconvenient to walk north or south to catch the bus and then again in the other direction to get to your location. Then repeat that in reverse for the return trip.

It's usually very hot here. No one wants to walk a mile every day to catch the bus, and the increased risk of sunburn, dehydration, and heatstroke would not be appreciated by absolutely anyone in the community.

Megusta que se aiuda ala pupolazion

Keep the route 3

c. Extending service hours on weekdays and weekends would help me be able to get to shopping and entertainment venues a little easier. Right now I have to make sure I get everything done by 6:00 pm so I can get home on weekdays.

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

Yes - for questions A, B, and F.

I am writing as a representative of The Drawing Studio, a community arts center located at the corner of Tucson and Glenn Streets. We serve thousands of local community members on site every year. These are the comments of our staff and equity support team. One of these people is a former Sun Tran driver; another serves on the RTA/PAG Citizen's Advisory Committee:

•ACCESS – MOST IMPORTANT TO THE DRAWING STUDIO (#F)

oTDS is opposed to eliminating the neighborhood routes (including Glenn)

oThe “Current” versus “Proposed” map shows the enormity of neighborhood streets with eliminated service

oMany of the roads from main arteries (where frequencies would be increased) and out into the neighborhood destinations lack sidewalks

oThus eliminating the bus lines along these neighborhood routes without sidewalks will leave folks with mobility challenges (wheelchairs for example) going into the street

oThis would be the case with Glenn & Tucson where TDS is located – no sidewalks at all along Glenn from Country Club bus route

oInstead of eliminating neighborhood routes, invest in/use Sun Shuttle on regular schedules

oThese smaller-sized vehicles are better for noise and environmental impacts in neighborhoods anyway

•OUTREACH (#F)

oWhen Sun Tran gave the Citizens Advisory Committee for PAG/RTA a presentation about the proposed changes, they couldn't answer questions about how many blind people or people with Limited English Proficiency had given feedback.

oThese are important attributes of the populations who are having their routes cut.

•FUNDING TRADEOFFS (#F)

oFunding tradeoffs can be mitigated by federal funding intended to reduce transportation emissions (there are several sources for these funds)

oThis can and should be used to expand service while retaining neighborhood routes; emission reductions and climate mitigation are within reach while improving services for ALL riders.

•ROUTE EXTENSIONS (#s A and B)

oProposed route extensions may cause challenges for bus drivers who can fall behind (no chance to make up for lost time on a cross-city route) and won't have chances for bathroom breaks

oThis is an equity issue and will impact riders too as they will not have the same level of service if drivers' needs are not being taken into account

Not picking up on collector streets would hurt people who may not be able to travel very far to a bus stop, whether it is because they have mobility issues or cannot be out in the heat for an extended period of time, or some other reason.

Route 3 should not be discontinued. This is an important route that serves many elementary schools and high schools. I think its a terrible mistake to stop serving these schools, as well as the UA. Of all routes, this is the one that should be kept. I would be very uncomfortable with young children having to walk to Speedway or Broadway. It would place them in danger.

these transit proposal changes would not, " improve access &

quality of service". bus routes need to remain at all senior apt bldgs. that are already presently located across the street , or curb site of all senior apt buildings!! #21n. presently i can board at granada & congress. this route would change the need &convenience of going to st mary's hopital clinics, safeway, walgreens for seniors living downtown. there's 3 senior apts downtown. stone at w. broadway; n.church ave at w. broadway & on granada at alemeda. this needed to be already known.

#21 route cannot be changed to not service downtown granada, congress st.

Estoy de acuerdo en la mayoría de las propuestas.

Keep the 1 and the3 discontinue route five

D Increasing frequency would benefit ALL riders

I ride 5 every day from dodge middle school to university of Arizona and back. I cannot afford to buy a car and I appreciate the low environmental impact of public transportation. I see children on this bus every morning taking it to school. Al least 10 children, groups of sibling, sometimes with tired parents, obviously not wealthy or getting through life very easily. Children and teenagers daily use this bus to go to and from Catalina high and perhaps the more reputable than what is in their neighborhood school , Blenman school. This bus is full of working class commuters, university students carrying heavy bags, exhausted young parents with strollers and children. We are all coming from the eastern outskirts and are low income but trying to make it work. Taking away 5 would make so many people lives, so many people that are getting by but just barely, so much more difficult or even impossible. I think this low income working class is too busy and doesn't have any advocacy groups or support to speak up for them. I'm sure the majority of the people on this bus have no idea what is in store for the thing they rely on daily. Number 5 is important for so many peoples well being and survival.

F. If route 5 is discontinued, I will not have easy access to get across town due to my inability to drive.

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

I am very concerned about discussions regarding loss of 105X. There is a good sized group of folks that use this every day. It is just one trip in and one trip back. Please keep 105X!!

C) Extending hours will allow us to do more things and still get home. Especially on weekends we could come in on Greyhound or into the airport and not have to take expensive taxi home.

D) E) Improving frequencies weekdays and weekends means less standing out in the heat or rain.

F) If by neighborhood streets you mean Glenn, Pima or 6th/5th St, this is a serious mistake! I can take #1 or #3 from downtown and just take one bus. Taking them out means 2 or more buses, more time, more inconvenience, walking one half mile in the heat or rain or cold or whatever. They take me more directly where I want to go. #5 is also more convenient for many trips.

I feel like the potential of getting rid of the five and three disconnects west Tucson from other areas of the city. I ride those buses regularly they are well used. I'm hoping you can make other improvements but keep those routes

My need and frequency will not be affected but the distance I will need to walk to access transit services is now greater.

While the suggested changes listed above are intended to improve services with regard to more frequency and extended times at night and on the weekends, the plan that's currently drafted unfortunately makes it harder for many who do frequently ride the bus. For one thing, no routes should be discontinued at all, as people have come to rely on them for various different reasons. I, myself, utilize quite a few of the proposed discontinued routes to get around Tucson for running errands, attending appointments, showing up to social events, and visiting friends; in the past, i have used both the 3 and the 5 specifically to get to school, and used the 19 and 16 very frequently when i lived in that area, and the same with the 18 when i used to live downtown, heading south. And i use the 1 to get into downtown every week, plus the 25 to attend a weekly appointment on the south side. I also like that both the 11 and the 25 provide a way to get to the airport. So i know how much of a detrimental impact it will be to discontinue or consolidate any of these routes that are proposed to be discontinued or consolidated. Not only will it severely disadvantage any riders in terms of accessibility (not everyone has the means or the time to be able to walk a few blocks to the next main street with a route — especially in this heat) and independence (especially for the youth, low-income, and those with accessibility needs), but it may end up also overburdening the routes that then become more frequent and extended in their times. And without an adequate substitute for the neighborhood routes that are being proposed to be discontinued, many will not only feel stripped of what consistent transportation resource they had to rely on, but may also find themselves struggling to find alternative means of transportation, themselves (either because they don't have a car or the ability to drive, or because they can't afford it).

I'm torn on removing routes 1, 3, and (to a lesser extent) 5. The rationale to remove them is having low ridership, but it would make those areas underserved. If there was a way to mitigate that, that would be cool. But I'm not directly affected by those routes.

N/A

Sun shuttle needs help

I strongly disagree "Discontinuing service on neighborhood and/or collector streets to provide more frequent service on major streets." I strongly disagree with removing service from underserved communities such 105x. I am completely reliant on this service in order to get to school and if it is removed, there will be no way for me to get to school. Please, do not take it away.

c. A lack of good public transportation options later into the evening increases the likelihood of drunk driving; I'd prefer even infrequent routes that continued until after bars closed.

e. The usefulness of SunTran all but disappears on the weekend. Increasing the routes operating at 30 minutes on the weekends will significantly improve that.

f. The heat in Tucson is only going to become more deadly as climate change continues. It is frankly shocking to hear that SunTran would consider increasing the heat exposure it is asking riders to endure by making them travel on foot farther in often hostile environments, along major and dangerous roads.

F. Without Route 3 the closest stop is a half a mile away. In the heat this would be a hardship.

I disagree on discontinuing route 5

G. I dislike on-street transfers because of the dangers of crossing major intersections to make the next bus. I much prefer the safer transit centers. I avoid routes requiring on-street transfers when possible, even when they take longer.

The current transit system and route maps work wonderfully. Do not change something that is not broken. Especially for us who are disabled and low income and rely so heavily on bus services. And! Cut the X routes! They are ridiculous. People whom have higher incomes and cars shouldn't be catered to!

The current transit system and route maps work wonderfully. Do not change something that is not broken. Especially for us who are disabled and low income and rely so heavily on bus services. And! Cut the X routes! They are ridiculous. People whom have higher incomes and cars shouldn't be catered to!

The current transit system and route maps work wonderfully. Do not change something that is not broken. Especially for us who are disabled and low income and rely so heavily on bus services. And! Cut the X routes! They are ridiculous. People whom have higher incomes and cars shouldn't be catered to!

H because my route may be discontinued both bison stone which would be a big inconvenience

Strange that you didn't list down the abolished routes and specifically ask about those in thie above questions. Some of the routes listed for being discontinued are very important ones.

c) Extended weekend hours is something that's been needed for a long time.

f) While I understand that this plan needs to be revenue neutral, there are a few routes that I think are essential and need to be retained as they provide neighborhood connectivity that isn't well served by the major connectors: the 3 and the 5. I was also initially upset about the 1 bus being discontinued, but the new 31 is a great route and the 1 was largely redundant - so I'm OK with that, now that I see the details.

g) I understand the desire to reduce trips to the transit centers, since they're often a detour from the main route. If routes are not going to transit centers, a lot of work needs to be done on bus stops. Many of them lack sufficient shade structures, seating, and trash receptacles.

Time arrivals so riders can transfer from one route to another.

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

5-How are the Catalina High School Students supposed to get to school?

A lot of them are economically challenged or refugees.

3-The proposed special bus for the Tucson High School Students doesn't take into account that students do after school activities.

And the #3 gets crowded with students now-with normal bus running schedule.

9-Not happy that the 9 won't go to Costco anymore.

I ride the 3 the most to go to work at Pima CC's east, west campuses and sometimes to UA. If you change or discontinue this route, I will have to drive and discontinue riding the bus like I have for 18 years. I think you have only asked homeless people their opinion in your surveys. I was never asked about any surveys in the 18 years of riding the bus. And I do not like these changes at all!

I disagree with eliminating the route on Glenn that goes down Swan.

The best ideas are those that provide more direct transportation across town with fewer stops. The idea of re-routing to avoid transit centers creates more safety in our community.

yes I really think its dumb to change routes I have kids to take to school and its Liberal Shit

no

I wouldn't have a ride to school

The new trash cans are stupid... He does not want to touch the handles and they block his view of the bus as it approaches.

Safety is a big concern. Taking the bus through dangerous areas can attract dangerous people, which limits my willingness to ride. I definitely don't want to be stopping downtown when it can be avoided. It also lowers my anxiety immensely when I have a one-seat ride.

no

no

NO CUTS! More routes, more service. FIND THE MONEY we're in a global climate crisis

Less accessibility and longer walks in neighborhood stops ante decreased. The bus stop I use for work is on Tucson Blvd and Lee is located in what I would describe as a neighborhood and would make my commute to work stressful and nearly impossible in the heat. Please do not remove this stop or route

Oppose stopping Route 5

My neighbors and I frequently use route one to get to the university and downtown. My immediate neighbor uses a walker and would not be able to walk as far as the next nearest bust stop if route one is discontinued. Please do not cancel this much-needed route which also serves many apartment complexes. The city of Tucson wants to reduce overall car emissions, why would you want to discontinue vital neighborhood routes?

Would like the #5 Pima to remain. Grant & Speedway as the alternative does not work. The distance is too far.

On the proposed route 39, you could have it go north on Kolb to Tanque Verde, then to Udall Station to stop, and head back on Tanque Verde to Grant.

I strongly believe that the bus route 5 is needed for our students.

I walk my neighborhood each morning and frequently pass grown ups dressed for work and students waiting for their #5 route bus for pick up.

Rutas podrías fijarse tomando en cuenta los horarios escolares

I ride the bus if they were 24/7

I advocate for bus services to be accessible to folks in areas where there is high need for public transportation, but ensuring that routes aren't removed as a consequence. I worry that shifts or combining routes would make it difficult for some of my neighbors to access the buses.

If Route #3 is discontinued, there will be no services to anyone east of Pantano. This area also does not have many sidewalks or streetlights which makes it difficult for the elderly and the handicapped to who do rely on the bus. Doing so in the heat or rain or darkness is also difficult, especially if you make the bus stops further apart.

The east side is also growing with new businesses and medical facilities.

While I don't use Sun Tran very often, there are many people in Tucson who rely on the services to travel throughout the City. I am absolutely in favor of offering more accessible transit. Having a stronger system will give more opportunities to riders that may not have used it before, or can now use it more often. Also, it's no secret that more and more people are struggling with poverty in our City, and public transit is a massive benefit for them. I'm so so glad there are cooling centers in town, and more frequent buses will also effectively offer people respite during record breaking heat.

Disagree with discontinuing Express routes on Northwest side of town that I have depended on for over 20 years.

Disagree with discontinueing routes at neighbor streets.

And keep the route 3 both ways

NA

I work at a social agency in town. I understand that Sun Tran is a business and needs to make money but continued investment in public infrastructure generates such huge benefits to our community. There are great points to this plan and I can see how it will benefit underserved communities but eliminating routes in any areas always negatively impacts those with limited mobility and the elderly. Please reconsider some of these route eliminations as it will definitely decrease access to services for our most vulnerable populations.

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

I work Fri, Sat & Sun night shifts. The 16 north is often late or never comes. I'm either early or late for work. I often have to take Lyft. I have to walk 30 min. On LaCanada to get to work after getting off at Ina & LaCanada.

I don't think routes should be removed, I hardly ever get on the 3 and don't see it not packed. It's been such a helpful route for me I would hate to see it go!

Letter F: Please do NOT discontinue Route 5! That would really impact so many students who take the bus to the schools along that route, as well as myself as a staff rider.

The survey question " Please let us know whether you agree with the following proposed changes in the draft service plan." is not mobile friendly and shows up as a blank grid.

The frequency maps are difficult to tell what routes are affected/proposed.

I used number 1 to get to work right now I have a sprain foot so I can't walk to another bus route. I work downtown with the city of Tucson water and this bus gives me a option to get to work on time and keep my job. I DON'T think it's fair that small routes like number 1 will be cut off because other routes have more used. Alot of people in this low income community around alveron and glenn don't have a reliable transportation other than the bus for there job. Plus gas and car are expensive to maintain.

Please don't abandon route 3. It's the best way to campus and the stadium.

I'm in a wheelchair and can't get to Speedway or Grant on my own.

Tucson transit is already awful, and to remove some routes when there are already so few is ineffective. Focusing on major corridors is great but assumes that people have access to those corridors by other means. Why would I drive my car to a major corridor, park, and then ride the bus when I could simply ride to my destination? If I don't have a car, how am I supposed to get to those stops? If I am disabled or elderly, how do I access those stops? When I exclusively used public transport, I know I determined where I moved specifically based on whether or not I had easy access to public transit. How many people in Tucson do that?

If Tucson is actually prioritizing public transit, we need more lines, not to continue shuffling around the existing ones to support very small pockets of the community.

I'm originally from Portland, OR. Transit there isn't perfect, but it was good enough that I didn't have to have a driver's license for the first 30 years of my life because I could ride the MAX or the bus between my job and school or work or play.

When I moved to Tucson, that lifestyle became impossible. Tucson public transit needs to be a Yes AND if you want to provide meaningful transportation options for the people who live here.

f Cutting service to neighborhood and/or collector streets is a bad idea and adds hardship to the people who depend on Suntran for daily rides.

g I prefer transit center. This weekend I take the #34 bus to #25 to get to the airport. #34 was running late. Me and several other people were running as fast as we could to catch our next bus. Thankfull the driver on 25 was paying attention and waited for us. if not we have to wait another hour for the next one.

The change of the 3 and 8 and 16 are a problem...the 3 is so important to the schools and the easy to go other places...now with not having #8 and #16 not going to the Ronstand will be a problem for me to use on the weekends to get to work....

Keep the route 3 both ways

a. and b. You need to do more outreach before you cut or combine services. Elderly, low income, and disabled people rely on these routes and may not have the resources to respond to your plans.

Get out and talk to the people riding these routes. Tell them their service is going to be cut. See what they have to say. Ask them what they will do when you cut their service. Will you be picking them up in your SUV?

Bring translators for people that do not speak English.

My main concern is about cost. I hope the streetcar can remain free but I would be willing to pay for a bus pass if there were increased frequency and more routes serviced. Funding must be used to increase routes and not cut them.

Mostly the buses are filled with addicts that are sick going from one location to another to find their daily fix,shoplifting from the stores and run to the next bus and they are gone! Bus stops are filled with them and people are afraid to get on the bus. Trash out the bus stops,start fire in the trash cans that are over flowing,smoke their drugs there,some of them live there behind it!!

As an international transportation executive, I was impressed with the plan. Good luck.

Removing bus routes will cause my riding times to double going from 1 bus to multiple Buses.

I know that route 1 is disappearing and being replaced with route 31, but I can find no information on what route 31 is. I'm confused as to whether she will still be able to ride the bus

f.

I am all for more frequent service. However, given the rather hostile and unwalkable environment of our arterial roads, I am not entirely sure that discontinuing service on collectors is a good idea, even if it means more frequency. BRT or more tram service along arterials would probably be best as a long term solution, with traditional buses still serving collectors and neighborhoods.

None

f. People in neighborhoods need public transportation! Wait time is less important than walking distance when it's this hot out. At least the bus stops have shade.

c. I would love the bus to go at night because it's not safe for me to be walking around at night, so the only other option is to pay for an Uber. There is no cost effective and safe alternative.

I disagree with the new changes that are happening at this very moment with getting rid of the buses route.

b. not everyone lives on major streets (most people don't). More park & rides are needed to reduce walking in the heat and allow people to get a car to their destination.

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

Busses need better security to monitor seriously mentally ill and impaired passengers so that business commuters and shoppers have a clean and safe method to travel to work/appointments/retail centers.

f. Routes 5 and 34 are needed by people for Tucson Medical Center hospital.

I disagree with the proposal to discontinue route 5, as it is a valuable resource for those working and going to school off of Pima, namely Catalina High School.

F. Route 5 (Pima St) is an essential route from East to West side. I do not wish to lose this route.

People need to stop doing drugs on the bus

N/A

none

none

Keep local routes

N/A

None

(Item F) It is essential to the refugee community in Tucson that Route 1 not be discontinued. I teach at Pima Community College's Adult Basic Education for College and Career, at 29th St Coalition Center. This program is where all refugees are referred for English classes when they arrive in Tucson.

If Route 1 must be discontinued, it would benefit the Tucson refugee community, to consider keeping a bus stop at Pima's 29th St Coalition Center. Being able to have access to transportation that allows these students to get to their educational classes and attend the full class is essential to their learning and progress. There are bus stops nearby for Route 17, but this additional stop for Route 1 - right in front of our 29th St Coalition Center - allows students who need Route 1 to stay in class as long as possible and not have to walk all the way to Swan.

They would be missing as much as a half hour of class in order to make that walk to Swan. We have many classes that meet until 8:30pm in the evening and students need to be able to stay in class to progress (rather than leaving early or not coming to class due to transportation issues).

I would agree with extending the route times entirely. I can't tell you how many times I have had to refuse closing at my job because I can't ensure that I have a way home, the same way that I arrived to work. It would widen the possibilities.

PLEASE DO NOT TAKE AWAY ROUTE 5!!! It will affect many students (including refugee and migrant student) ability to attend Catalina High School and Pima College West. This route is ESSENTIAL to many people who live, work, and attend school in this area.

I use routes 3 and 5 for work. If you discontinued these I would not be able to get to work. Especially since I am disabled.

Personally it would impact me because I am currently in walking distance of the stop I take almost everyday to work. This may no longer be a feasible option for me.

Strongly disagree

We need to keep the route #5 and more time from drivers when we're switching from one bus to another

Thank you

I do not ride the bus, fortunately I have a vehicle, but for people who depend on transportation to commute back and forth to work, this could severely impact them getting to and from work, everyone can not afford a vehicle.

for route 3, (5th/6th St) accessing PCC West by bypassing RTC means that there are very limited entry points for me to get to that route via my usual makeshift park-n-ride at the Speedway/Kolb Lowe's- luckily Udall remains an option although a "transit station" without a designated park-n-ride seems counter-productive, especially for such a major City Parks and Rec destination.

as for route 4, it should NOT be a split route, EACH trip should fully serve the length of the eastside to the Broadway/Houghton park-n-ride.

The proposed 109x change SHOULD be to run full service to Bear Canyon and Catalina Highway, over to Houghton (with shuttle circulators available to serve Aqua Caliente Park and the multiple K-12 schools of both TUSD and TVES-13) to help alleviate the morning-rush/school bottleneck so prevalent in that area thanks to open enrollment and extremely limited transit options to basically anywhere northeast of Udall. (Having a Systemwide Map accessible via the Sun Tran homepage would allow you to visualize those areas of needed improvement, and make navigation without paper schedules easier)

The Golf Links Express (101x) should also be changed to full service, but rather than traveling downtown (the Houghton/22nd/Broadway routes can easily meet that need) there should be a direct service to the airport, simply circulating through the major park-n-rides and providing needed connectivity between the outer edges of the system- particularly as there is a distinct lack of strong core service (formerly the Frequent Network of 10-minute headways) to give those north/south and east/west connection points any hope of reasonable transfer times. Extending the Streetcar along Broadway to the existing underutilized parking sites of Reid/Randolph/Hi Corbett/ El Con Mall complexes and north along Campbell to the existing (still vacant, now that Banner construction is over) parking garage at Grant would certainly allow the above goals to be reached while helping better serve both existing and future ridership of the entire transit system- WITHOUT having to add a single (and increasingly unnecessary) parking space, such as the expensive new garages at 5th/Campbell, 4th ave/9th st, and 3rd/Country Club. Don't continue to undermine our Paris Climate commitments with these types of short-sighted acquiescence to car culture- fund quality transit instead.

I use this bus for work

f- I work with students in Tucson public schools and many students and families depend on the Route 3 and 5. I understand the the half mile streets are less utilized, but these routes service very vulnerable populations. Keeping a M-F school schedule was proposed for Route 3, but not Route 5. Please consider the students and families in the Pima corridor.



Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?

I moved to my house so that I would be close to the #5 bus stop on Pima/Columbus, which takes me close to my ArtWorks program near Speedway/Cherry. I am disabled and can't walk great distances. If this route is discontinued, I will have to walk a greater distance and may have to use Sun Van instead.

- Stella Mann
- Terra del Sol
- Corbett
- Colonia del Valle
- Palo Verde Park
- Thunderbird Heights
- Mitman
- Duffy
- Highland Vista
- Swanway Park
- Poets Square
- Peter Howell
- Miramonte
- El Conquistador
- El Encanto
- Sam Hughes
- Rincon Heights
- Pie Allen
- West University
- El Presidio
- Barrio Hollywood
- Menlo Park
- Santiago Hills

All the people in these 23 neighborhoods living a couple of blocks on either side of Wilmot/5th/6th/St Marys have just a short walk to the bus stop for trips to multiple schools, doctors, shopping, UA, Downtown, PCC East and PCC West, all with no time-consuming transfers. A one half mile walk will prevent many of these trips, inconvenience many and reduce the attractiveness of projects to increase residential density (e.g., accessory dwelling units, new duplex/triplex housing, small villages).

I strongly believe F, discontinuing collectors streets will NOT be conducive to helping the community. The people who live in those areas need the service. If the rest of the ideas need to be cut, or some not used, I think that is a better plan. Public transit is meant to help the public. Getting rid of service, absolutely horrible idea.

I don't understand why SunTran was given the task of coming up with a cost-neutral way to improve bus service. This is a terrible exercise. SunTran needs more funding-- THAT is the solution to making transit better.

I seriously disagree with route 5 being removed if it was I would have no way to get to work or school at the UofA

One thing missing is that you do not provide rest areas with air conditioning at main transfer centers (Ronstatt, Laos,Tohonno, Udall, and Houghton).%

Getting rid of Routes 5 and 1 would basically isolate me. These two routes are my major transportation to Doctor appointments and shopping. Being Disabled and unable to drive would limit my ability to get around. I'm on a fixed income and surely can't afford cab fares everywhere I need to go.

I'm looking for a job. Most employers are interested in applicants who can work evenings, and with current bus schedules night work is not possible. Longer hours of operation will help.

The proposed changes to route 1 would make me ride the bus less. I take it downtown from Swan. If the proposed changes take place, I won't be able to do that anymore.

There are no changes listed above so you may not have pilot-tested survey format for use on a cell phone. That said, the elimination of Route 3 is a very bad idea. #3 gives students and the elderly a way to move from home/school without the danger of crossing high traffic areas such as Speedway and Broadway. You are not thinking about neighborhoods or an aging population when you plan to eliminate #3.

Much of the population that uses route 24 are underserved and probably would not engage with these types of meetings/surveys. However the frequency of route 24 directly affects accessibility to major destinations like the Spectrum and Desert Vista Community College. South of Drexel on 12th Ave is highly populated but significantly underserved by public transit.

No I don't

Keep the route 3 both ways

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

PleaseDontReduceServices/TooFarToWalk/toMajorCorridors. Makesadiffreance-tojustwalkacrossthestreetORamileforeachTrip!!!! please vickiatabi@gmail.com

Regarding item f:

As an instructor at Pima Community College's Refugee Education Program at 29th St Coalition Center, I can attest that it is imperative to the refugee community in Tucson that Route 1 not be discontinued. What has been especially important for students is that Route 1 has a stop at 29th St near the school. If Route 1 must be discontinued, I ask you to please, please consider keeping a bus stop at Pima's 29th St Coalition Center.

There are bus stops nearby for Route 17, but this additional stop for Route 1 - right in front of our 29th St Coalition Center - allows students who need Route 1 to stay in class as long as possible and not have to walk all the way to Swan. They will miss as much as a half hour of class to make that walk. Students living along Swan and headed to class at 29th St Coalition Center should be able to get off the bus at the bus stop that's already located within the parking lot of the school, except the sign would read Route "31" instead of "1." We have many classes that meet until 8:30 in the evening and students and full attendance is necessary for students' progress.

Thank you so much.

I need the #5 bus to get to and from Catalina High School, 5 days a week. TUSD does not offer bus services.

I strongly disagree with discontinuing neighborhood routes. This is incredibly short-sighted in that people on those neighborhoods rely on short walks to the bus stops to take the bus. Not to mention that several school children rely on routes 1, 3, and 5. Your main street bus stops are dangerous, filthy and will become overcrowded. Almost every stop on Alvernon is crowded with people who are either unhoused on drugs or both. Check you stop at Alvernon and Fort Lowell and Alvernon and Grant. Sun Tran needs RTA officers to clean up these routes rather than discontinuing safe neighborhood routes.

Time from Pickup to center is way to long for regular use (more than 30 minutes on the 26)

D.---consider making River Road a major corridor, extending a route from La Cholla or even Silverbell to Alvernon

The above question isn't working in mobile view so I can't answer it.

Personally speaking, (the letters (B and F)) I think it's unfair for people inbetween places, like neighborhoods:[i think] it's helpful and convenient for "the unable",the students,workers, and elderly to have the transit stops "more frequent"; having "close-to-each-other bus stops, is good access to actually getting the bus, and i think it helps for every type of person to have more frequent stops and transfers]. I personally think by "reduce transferring and provide direct rides"(B) ,it may cause some difficulty for most people [if not all] that are affected by the redacted transit stops and transfers. My personal opinion with (G), i think "increasing on-street transfers" is a great idea and should be a thing, but I also think it's not a good idea to decrease transfers at transit centers; they can be helpful in desperate times, i think they should be increased instead.

The changes are good but they could be better.

Bus service along Twin Peaks road from interstate to Tangerine would be nice. Serious lack of bus service in Oro Valley to connect to Tucson.

I disagree on discontinuing any route. The stops on some.routes are too close when nobody really uses them and the Ines people do use at times are too far apart. All routes are utilized

For letter f, some of the proposed removal routes is the 5, 3, and 1 my little brother uses the 5 to go to his doctor's appointments and the 3 and 1 go straight to his school, rincon high school, how is he supposed to go to school without those routes? And the 3 takes me home after I visit him, if it's not for the 3 I have to walk 6 to 7 hours to at night to get home.

Keep routes as they are.

nope

Please don't take access away from people. I lived along Route 5 for decades, and rode it every single day. That route is important for folks who live near it. For many who live along that route, a half a mile walk to get to the 9 or the 4 is too far. You will lose riders.

No

Please do not stop routes 3, 17, 5 and 4 there is no other bus that goes through stella and me and my 6 kids have a difficult time in the heat as is.

Grace-St. Paul's Episcopal Church provides a food bank, breakfast and lunch service as well as social services to an underserved and vulnerable population of unhoused individuals who lack transportation. Elimination of Route 5 services further disadvantages this population who will have to walk further to participated in what our Church provides.

G) I disagree due to missing connections usually made at Laos transit centers will make it harder. Some on street connections do not have covered seating for the elderly, and disabled.

Tener más camiones seguidas y de camiones rápidas como las ciudades grandes. Y carriles sola para camiones.

The number 3 is very important for multiple schools and university students, faculty, and staff. Access to Pima east and west on one line is important. Having to transfer off of 8 to get to udall is of concern. Removing pima street line will cut off a number of people who rely on bus

I live north of route 5 and have been taking this route since my second year at the university. I prefer it because it's closer but also on the occasion I have to take the 4 I've encountered experiences with riders seriously under the influence of something who are belligerent. The drivers usually don't do anything and it makes the trip uncomfortable and stressful. I've never dealt with that on the 5.

Do not discontinue Route 5. Saavi Services for the Blind students use this route almost exclusively, and this will be directly negatively impacting the blind community. This is a form of discrimination against people with disabilities to remove their ability to access this blind campus.

Take into consideration that some of these routes are used by students that are in high school and some elderly. Removing a line could devastate them.

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

f. Pima county is waiving adequate parking for high density apartments near Speedway and Dodge. The rational is that they are withing 3 block of the bus stop at Dodge and Speedway. Eliminating route 5 on Speedway may be in conflict with the rational being used to limit vehicle parking in this high density housing area.

Please do not remove existing bus routes, I need the Udall 8 to get to work.

YES LEAVE ALL THE ROUTES ALONE DO NOT CHANGE ANYTHING WITH THESE ROUTES A LOT OF PEOPLE DEPEND ON THE ROUTE 3 THE ROUTE 5 BUT WE ALL DEPEND ON EVERY SINGLE ROUTE TO GET TO AND FROM THEIR DESTINATION SO I MEAN IT LEAVE EVERYTHING ALONE

Seems fine as is and the proposed changes removes my stop.

Please keep the number 3 bus. How will my daughter's get to high school without it??

Do Not drop the 1 route or the 5 route.

eliminate route 5 would be a great cost savings

No.

Add more routes but not destroy existing routes like the 16 at Thornydale.

Yes with the changes to the 4 bus. I would be screwed as in u will stop the pick ups at the stop I use and the next stop for me to use is over a mile away and I'm disabled and can't walk that far

F. I live at 3411 S. Camino Seco. If this plan is approved, the nearest bus stop would be at least a mile and half away. At age 83 this is not within my ability. I don't believe I would qualify for Sun Van, however, I have made my application. I would be compelled to use taxis, which I cannot afford.

The 34 is one of the buses I depend on most and losing it would be a major problem for me.

I'm good

To me route 1 is the heart of the bus schedule for most people, it goes thru the U of A and to Downtown, it also connects with almost all of the east to west routes, it is a very convenient route for most people who live in central Tucson. Eliminating it would be a terrible mistake.

williamrmcdonald6@gmail.com

My walk to Route 9 and Route 11 is a quarter mile. I'm 85 and use a cane. Don't change your great bus service.

f. DISCONTINUING SERVICE ON ROUTE 5 WOULD BE A REAL HARDSHIP. I AM LEGALLY BLIND AND TAKE ROUTE 5 FREQUENTLY TO SEE MY EYE DOCTOR. I TAKE ROUTE 5 FROM SPEEDWAY/GRANDE ALL THE WAY TO PIMA/SWAN WITHOUT HAVING TO TRANSFER. I WOULD PROBABLY HAVE TO TAKE AN UBER TO MY APPOINTMENTS IF YOU ELIMINATE ROUTE 5. THE SAME WOULD APPLY TO ROUTE 3, WHICH I CAN TAKE FROM GRNADE/ST. MARY'S ALL THE WAY TO WILMOT WITHOUT HAVING TO TRNASER. I TAKE ROUTE 3 TO THREE DIFFERENT DOCTORS THAT I SEE QUITE OFTEN. AGAIN, I WOULD PROBABLY HAVE TO UBER IF YOU ELIMINATE THIS ROUTE, WHICH WOULD BE QUITE COSTLY FOR ME.

Bring back the fares, clean up the system. Leave the routes the way they are. Make the buses more safe to ride. START CHARGING. NOTHING IS FOR FREE ANYMORE. YOU PEOPLE ARE catering to homeless, the druggie and thr troublemakers. What about the rest of us that don't want to ride that pay for a Uber or a lift to get a ride. Because suntran just is not safe anymore.

I live on Glenn Street and Sun Tran is my only means of transportation. I'm not able to walk for a long distance.

Do not touch route 5

I think if u discontinue routes 2 61 21 22 but keep all the routes that go by schools u can also discontinue the number 4 both of them golflinks and the Harrison

Don't get rid of 1,3,5,9,34.but please increase frequency in the weekend to every half hour on routes 7,9,34 and 1.

for Route 2 that route needs to stay the way it is because lots of people live in that neighborhood the route serves, taking that away would hinder people to go on the bus to shop or to work or appointments and some may not have the cash to take a cab or some may not have a car.

leave route 18 the same dont change it.

leave the routes where they all are just add longer service on the weekend and 30 minute operation instead of 60. however i would suggest to change the times of route 17 and 7 at Country Club and 22nd Street on the weekends, both come at the same time and you have to wait a whole hour if you miss either bus. thats something that needs to be changed, also make Route 7 and 17 30 mintutes on the weekends .

Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?

Concerning point f, by discontinuing service on neighborhood streets access to transportation services is being removed from the places where taxpayers primarily live. This adversely affects students and professionals using the transportation services to transport to school and work. I ride Route 5 frequently to commute to the University of Arizona campus. The riders that I interact with on a daily basis are often commuting for the same purpose or are Catalina Magnet High School students, often travelling to PCC.

On occasion, I have had to use Route 4, and my experience has been very different. Many of the occupants are homeless, and I believe this is because the route primarily travels along speedway rather than within the neighborhoods. Some homeless will ride Route 5, but they will exit the bus as soon as the route diverges from speedway. I have never felt unsafe riding route 5, but nearly every time I ride route 4 there is some reason for discomfort or feeling unsafe. My point of sharing this is that by discontinuing these neighborhood routes, instead of making transportation services available to functioning members of the community we are removing that service and keeping it available for homeless members of our community. This will lead to the actual taxpayers not using these services, and the quality of the resulting transportation infrastructure deteriorating due to a lack of usage by upstanding citizens of the community.

Please keep my regular routes above. I have no other transportation.

Regarding item f, it's so important for the refugee community in Tucson that Route 1 to not be discontinued. I use this as a teacher at Pima Community College's Adult Basic Education for College and Career, at 29th St Coalition Center. I teach in the program where all refugees are referred for English classes when they arrive in Tucson. I have ridden that bus with countless students.

What has been especially important for students is that Route 1 has a stop at 29th St. If Route 1 must be discontinued, I ask you to please, please consider keeping a bus stop at Pima's 29th St Coalition Center. There are bus stops nearby for Route 17, but this additional stop for Route 1 - right in front of our 29th St Coalition Center - allows students who need Route 1 to stay in class as long as possible and not have to walk all the way to Swan. They will miss as much as a half hour of class to make that walk. Students living along Swan and headed to class at 29th St Coalition Center should be able to get off the bus at the bus stop that's already located within the parking lot of the school, except the sign would read Route "31" instead of "1." We have many classes that meet until 8:30 in the evening and students and full attendance is necessary for students' progress.

Ideally, a bus route would end at our school so that the bus driver takes their break there and students are least likely to miss the bus after class because we can use the app to see that the bus has arrived and give the students time to get outside.

I take the bus when my car isn't running properly so it's a big no for route 5 to be eliminated

Not showing anything in the above chart

I need bus #5 #3 to get to school I

No

a. the 16 would now avoid downtown, it is currently a good way to get downtown

Please make safety and access a core component of changes.

no

Keep Route 5 open

No

More people ride Express 104 now that the traffic is heavier on the freeway from Marana to downtown Tucson. Removing that route will cause more traffic congestion along I-10 and throughout downtown.

It's important to still allow access to underserved communities or routes that serve a high population.

I specifically use route 1 and somewhat depend on it as it is structured now. Eliminating this route will essentially give me little to no use from our public transit.

Disconnecting Route 5 would cause me not to use the bus at all. I can not walk the 1/2 mile to Grant or Speedway. Now there is a stop right across from where I live.

I really disagree with eliminating Route 1 down Glenn. This is my main route, and even though I don't use the bus much, I know a lot of professionals in my neighborhood use this route to get to work at the UA and downtown.

Please keep the 5 Pima buses

a. the increased frequency is much appreciated

c. the increased frequency on weekends on bus #4 is much appreciated to be able to attend evening events downtown

d. the increased frequency on bus #4 in the mornings between 6-8 AM is much appreciated for medical appointments and grocery shopping. The increased frequency on bus #4 in the evenings from 6-8 PM is much appreciated for grocery shopping and running other errands and for attending late afternoon meetings and doctor appointments

e. This goal is much appreciated and should be implemented on additional routes

f. I very much liked bus #5 to attend some medical appointments without having to transfer buses and to travel between destinations on West Speedway without having to transfer buses.

g. I personally prefer transferring at transit centers because I can use the restroom at the transit centers. I have had and continue to have a chronic frequent urination medical problem.

h. This seems like a useful strategy.

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

I don't agree with the changes being proposed. Here's why: I don't drive. I ride public transit to get around town and your new plan cuts 3 routes that I ride frequently. Route 5. I take the 5 to get home from work. I work at Dodge Middle School. Sometimes I take the bus to work as well. Cutting this route would mean I have to get a ride everyday to and from work. I am also a PCC student, at East Campus. I depend on the 5 and 37 and 3 to get me to and from campus. The 5 and 37 get me out there, and the 3 gets me home. In order to reach the new route 33, I would have to walk to Wilmot. I may miss the bus and be late to my evening class. Plus the weather makes it not safe to walk long distances.

Why is this service still free? I don't want my grandchildren paying in 20yrs for my bus rides today

f. Service on neighborhood streets is important.

g. The transit centers are very important for (1) shelter during bad weather such as rain (infrequent) and heat from the sun (always around here), and (2) easy transfer location between many lines.

f. You are changing both routes that myself, friends, and family use frequently. 21 and 8. This will be a major change, and inconvenience. The neighborhood and collector streets enable elderly, disabled, and less able folks to get around. A lot of people have picked their homes or rentals based off these routes. I think this is a huge mistake.

please don't get rid of the glenn route. i rent from a house along glenn due to the proximity to the bus line.

№1 bus Downtown/Glenn, Swan

Please do not cut neighborhood services. Neighborhoods are where people live and we need the busses. Not everyone lives on/near a major corridor.

The purpose of Sun tran is to provide service to neighborhoods. Cutting service to neighborhoods and only service to only main corridors is doing a disservice to those people who rely on Sun tran for their transportation needs.

Having more frequent service at main routes should NOT come at the cost of removing crucial small routes that reach into residential corridors.

i.e., removing Route 3. This route connects pima community college, downtown, university of arizona, tucson high school, university high school, rincon high school, plus many more, to an a high number of low income residential houses and apartment communities. These is NO REASON to remove this route.

Tucson does better than many other Cities.

(Item is broken above so nothing shows up.)

I take the same buses (5-34) to and from home, but occasionally i take the number #4 back home if it comes sooner at the end of my work day. Having a bad knee makes it hard to walk any long distances, i pick up and drop off my two yr old granddaughter that i babysit from the above routes. Routes 5 and 34 have made it so much easier on my knee. And with the heat the short walking distances were better for me and the baby.

Letter f is my main issue. You are proposing that people who live along 5th and Pima streets walk to other routes. While you are covering the students' travel along 5th street with the 109X, what are people who cannot walk to Swan, Broadway, or Speedway for those major routes supposed to do to travel during the day? Same issue with Pima in regards to walking to either Grant or Speedway, though that does not affect me personally.

Sun shuttle needs new buses

Cutting Express routes to increase service to other areas is wrong. First you removed all but 1 trip a day (E to W). Now instead of increasing the service and charging fares, you are keeping the 1 route a day and keeping fares free. You have hurt riders of routes that are eliminated. Please keep the Express routes! And add an early bus to the 110x. Express riders can PAY FARES, so charge us!

More frequent times is needed. 25 minutes is too much for Rt 17.

DO NOT DISCONTINUE ROUTE 19

105X is my only means of transportation to the downtown area. There are no other options for public transportation north of River Road on Swan.

Would gladly pay bus fare for the express bus.

I strongly disagree with the exclusion of customers who are willing to pay full fare for public transportation. You have provided options in the past for those who are unable to pay full fare.

F. MY CHILDREN AND I RIDE THE BUS ON ROUTE ONE EVERY WEEK DAY AS THIS IS THE ONLY WAY TO GET THEM FROM SCHOOL. I LIVE ON GLENN AT TREAT AVE. IF ROUTE ONE IS DISCONTINUED WE WOULD HAVE TO WALK FROM EITHER CAMPBELL OR FT LOWELL. DO YOU REALIZE HOW HOT IT GETS IN TUCSON???????????? YOU ARE GOING TO MAKE IT SO THAT MY CHILDREN (AGES 6, 8 AND 10) HAVE TO WALK AT LEAST HALF A MILE IN 100+ DEGREE HEAT?????

I have depended on the 102 Express to get to my job downtown for over 20 years. There are more riders now than before and the Northwest side of town is growing rapidly. Don't understand why you want to eliminate this route???

no

I get to work using the 3 bus, I also know a LOT of high school students use it to get to school. It seems to be an important route around midtown and downtown

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

c. Not at the expense of neighborhood roads (f.) not sun nites

f. please compromise with (c.)

YEA! to fixed routes. And please keep printed schedule books always in the future and enterprises are best protected with a paper back-up :)

Please not (6c) at the expense of (6f) Or maybe don't extend Sun night service; use this money plus some money saved by the discontinuation of express routes to retain hourly service on #s 1,3, and 5. #1 is the only bus that can take me from western midtown (Ft. Lowell/Campbell area) to downtown directly without transfer.

I'm happy most "X" buses are going away. They weren't even available in practice to most of us.

For number 5, the fifth option would be my second choice. The first and second choices would tie for 3rd - just in case your doing ranked choice rating :)

I would ride the same amount because I still need to go where I'm going. Except for the increased walking to neighborhood streets now served by #1,3,and,5. I would be much less tired.

I like very much not having to transfer at hubs not so much, BUT please do not aim in the future to eliminate those hubs!

You seem to have deliberately structured the questions to avoid discussion of routes that would be discontinued, such as 5.

Disagree with letter F. We need more routes through neighborhood streets. That is very difficult for the distance that I have to walk due to my disability. Therefore keeps me from being able to use sun Tran for my personal options.

This route affects students ad much as common people workers and those who cannot afford transportation, and so I plead to not let it be changed.

I would rather wait a little while longer than have a route streamlined to miss a portion it used to run.

I feel changing all the routes would mess with the buses more. I feel comfortable with how they are now .

F. Changing Route 3 is a terrible idea for those of us who rely on daily bus travel to get to work, the University of Arizona, Tucson High School, and many more.

Cutting these routes leaves lots of parents without a way of taking their children to school. School transportation has decreased due to lack of drivers. This leaves several of us dependant on the city busses.

All! Please really consider where the resources are being spent and how and if it really helps the public you serve and not corporate interests. Thanks.

Seems like south side routes are being impacted more by decreasing frequency of buses and northern/central routes are getting more frequency. Reducing or keeping south route frequencies at 30 minutes impact greatly specially in heat that can cause heat strokes or in cold weather. Riders can get hypothermia and hyperthermia in tucson weather if routes are not made same frequency across the board.

Leave Route 5 alone. It's the route that Catalina High Magnet students take to and from school !

I disagree with all of it. Do not try to make Tucson a 15 minute city, that is part of the world economic forum/one world government. People are aware and are sick of it.

Item f - In addition to low income riders in zip code 85712, a large number of students use Route 5. It provides direct access to Catalina Magnet High School, the U of A and Pima College West Campus (many students attend classes at both U of A and Pima College West). If Route 5 is discontinued, riders who live near Grant Rd will need to walk a mile to Speedway for direct access to the U of A.

people need route 5 and other neighborhood routes to live

B. and G. Eliminating route #34 causes more need to transfer and very complicated connections to get to doctor appointments.

It would be more difficult

I very much do not want the Pima 5 route to be discontinued. I take that route every weekday and my drug treatment clinic is right off that route. I really need that route so I can get my treatment there everyday.

5 route is important to me because I'm able to get to PCC west campus which allows me to follow my dreams in pursuing my career. Bus 5 route is not just a ride for me , It is apart of my future.

F. Personally, I'm very concerned about discontinuing service on 5th/6th St, as my brother lives at an apartment on that street, and it would be difficult for him to walk so far to Broadway or Speedway. In general, removing routes on the half mile - 5th/6th, Glenn, Pima - would be quite disruptive to businesses on those streets, and those who frequent them, leading to lower property values/income.

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

Increasing frequency/extending hours on some routes helps SOME people. Eliminating routes harms MANY people.

A half mile to access a bus effectively means NO bus access.

Public transit will no longer be public if the public can't access it.

Don't eliminate route #5. Please

(maybe consider other options, like smaller buses, re-configuring, etc.)

Also, please consider getting bus texting software. When people can text their bus stop number to find when the next bus comes they won't need to call. Most people have phones and can text; many do not have data, or know how to use apps.

It would save on your customer service time if people could do this themselves and not call in.

For example:

TXT2RIDE

Find when the next regularly-scheduled buses are due at your stop.

<https://www.cabq.gov/transit/rider-resources/mobile-tools/text-2-ride>

Please don't get rid of 5 unless you double 4.

On item D I admit I'm a bit greedy, because I assume Menaul is considered a major corridor.

I have some issue with point, "f. Discontinuing service on neighborhood and/or collector streets to provide more frequent service on major streets." because it minimizes the benefit, especially in the summer, of shortening that last or sometimes first leg of the trip. I understand some routes have such low ridership it does not make sense to maintain them for that few people but I would discourage discounting neighborhood routes all together especially in population dense neighborhoods.

I also understand the data supporting point "g. Reducing transfers at transit centers and increasing on-street transfers; shortens travel times and allows for more frequent service." but would like to acknowledge the importance of those transit center transfers for long haul riders as well as their importance for those less familiar with transit services and routes including but not limited to, non-English speakers, riders with disabilities, unfamiliar riders, young riders, old riders, and visitors. In a perfect world everyone and everything runs smoothly but as someone who has been riding since a young age and is still getting the hang of it, transit center transfers allowed for more comprehensive use and understanding so I disagree with the change but understand the vision and trust a considerate course of action can be sought out.

No

I agree strongly that the routes should be aligned to actually connect at major intersections. When I arrive at a stop such as Broadway and Craycroft, and I am transferring from the 8, what makes me extremely upset with SunTran is that the 34 will be sitting at the stop, and by the time I cross the street to get to the bus, it will begin to pull away or I have to run and sometimes scale traffic, risking getting hit by cars, just to catch my "scheduled connection". Drivers need to wait to see if there are people transferring from another bus when it arrives.

The change in the 21 route eliminates bus stops along all of west Congress, including a stop in front of El Rio Health Center on Congress. I guess someone could take the street car, the last few times I have tried to take it, it has been very delayed.

N/A

Getting rid of 3&5 will be a huge challenge for those who depend on it for transportation.

Route 16 is always full.

For letter E, I strongly agree on the times because it seems I always would see the same amount of ridership no matter on the side of town i happen to be at.

For letter C, I really like the extended hours, I feel like it will definitely increase ridership for every route.

For letter B, Adding stops for a major amount of routes, i agree that mostly because it will show an increase of ridership and decrease the amount of transfers.

If Route #23 is discontinued we will not ride suntran anymore because any other alternative routes are just too far for a senior to walk exposed to the elements for travel.

Keep route 3 I use it daily as a UA student

I strongly disagree with discontinuing Route #23. This route is what me and my elderly mother rely on for appointments and groceries. We are frequent users as this route is most efficient for my community to travel and get around La Cholla High School during busy hours/school in and out times.

My major concern is discontinuing Route #23. This is a route that is accessible to my living area/community. Removing this route will give us no accessible way to reach our destinations for travel, appointments, groceries etc.

The proposed plan doesn't improve what is already in place. Removing route 21 from passing through Congress and Silverbell is a major disservice to the community in the area. There are many elderly apartments in this area, and many of them use route 21 to get to St. Mary's hospital or get to Safeway for food.

Instead of removing routes, we should extend the existing ones to cover more places in Tucson, and add more routes for the general public to access areas such as Marana and Oro Valley.

For F, I am only referring to Route 5

Item (g): Transit centers are much safer for women, particularly after dark, than waiting for a bus on a back street somewhere. I speak from experience.

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

I've taken the Glenn bus for years. It takes me straight downtown for work. It connects Sal Point, THS, Rincolin and the UA along with go by several shopping destinations. While walking to Ft. Lowell or Grant is feasible, it would discourage me for riding because those routes feel less safe and do not connect to Downtown in the same way

Pretty disappointed that the route near me will be eliminated, I will have to walk through a bad part of the neighborhood to get the bus downtown.

The "Please let us know whether you agree with the following proposed changes in the draft service plan" chart is empty, so I'm not aware of what options I'd be picking.

All of the West Pima Bus Routes are very essential and get you anywhere you need to be through a main road thats integral to Tucson's development and infrastructure with a low need for transfers. If the draft plan can still be reviewed and keep these routes as similar as to what they are now they'd be very beneficial and they would stay convenient for all the consistent riders. The new routes in the draft plan would require transfers that never had to be taken before to stay on the same main roads.

I strongly disagree with Item F (discontinuing service on neighborhood and/or collector streets). Route 5 is regularly used by high school students, parents taking their kids to elementary school and preschool, students at UofA and PCC, people who go to appointments at Banner North, staff and students at the Arizona School for the Blind and Deaf, and faculty and staff at UofA and PCC. Completely getting rid of this route would mean that all of these people would need to walk a much longer way to get to another bus stop. In the Palo Verde neighborhood, those stops are on Speedway; asking people to walk that distance during the incredibly hot summer months, in monsoon storms, and in the cold weather of the winter is preposterous. I regularly see my fellow riders who have physical disabilities, guide dogs, white canes, wheelchairs, and walkers, and they have repeatedly said that they cannot walk as far as the stops on Speedway. The streets that we would all have to walk to even to get to the stop are often unsafe, and in the dark it would be a major safety hazard. There isn't good lighting along those areas either, which is another contributor to the lack of safety.

Telling people to hike up to Speedway and ride route 4 is also not a solution. The route 4 bus is already overcrowded every single day. This route is known for having buses that are dirty and smell bad, and with riders who are dealing with homelessness and psychiatric issues. I have ridden route 4 before, and I have not felt safe doing so. I've heard some of my fellow riders say that if route 5 were to be eliminated and they could only ride route 4, they would likely stop using the bus.

Getting rid of route 5 means alienating whole neighborhoods of people who depend on public transportation. Many of us have no other option when it comes to going to work, or going to doctor's appointments. If one of the issues is a lack of funding, I welcome bringing back bus fares to add funding back into the pot. Please reconsider the elimination of this route.

I am worried that the proposed construction on Grant will mean that the Glenn route would be very imporant, and hard to re-do.

I know many people who ride the Rounte 1 bus in this area to the 29th St Coalition and to transfers to El Rio Learning Center (Neighborhood Center). Walking to Ft Lowell and Grant will be more difficult and may involve more transfers (from Ft. Lowell)

I really like the more frequent and longer weekend hours. This is not just for recreation. Many people use the bus to get to work on the weekends and short hours mean they have had to walk home or not accept work shifts.

I like the greater frequency. This will encourage more people to take the bus as they won't have to watch the schedules as closely.

I'm worried about losing RT 34. But I am just going to have to wait and see how things turn out.

Why are the Continental Reserve, Ironwood Reserve, Continental Ranch etc. areas left out of any Sun Van routes. We must use the Dial-a-ride system and it is very unreliable. Please consider adding us to your plans. We need reliable transportation too.

It just seems better to provide service later on weekends and weekdays; especially if you want to control vehicular accidents.

I can not stress enough over the fact that weekend frequency and extended hours would benefit so many people! Weekend workers have to get home to. And most places are open later during the weekend. It makes no sense to shut the bus down early because how do I get home? Oh that's right, I have to walk 3.6 miles on the weekends just to get home. B

Do not discontinue route 3

Routes should run later into the evening for safety reasons. Many who ride the bus work jobs that involve later shift times. There are several times where I have been stranded on a Sunday because I have forgotten that the bus stops running much earlier, the most recent being last December. My partner and I had to walk about 4 miles to get back home. I think reducing the possibility of situations like that should be a priority.

I disagree with discontinuing route 3. The route gives easy access for students living on the westside to the university of arizona. It is also frequently boarded by people who work in downtown tucson.

Please don't change this routes, especially the ones I listed. My children and me use these routes often to get to places we need to for food or get to doctor appointments.

The proposed changes would completely change my most accessible route from my home to work (route 5). Because I work at the university of arizona and would have to pay to park on campus this change would cause an immense financial hardship for me. I believe I know several other current riders who would be impacted by this

Removing some of the routes like bus 5 will interfere negatively with people getting to work as well as the colleges.



**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

By cutting off "collector" streets you reduce our options.

Currently live @ Pima/Wilmot and the 5 bus is the one i take for fast service downtown (even with transfers) than going on a major clogged route (8).

You don't account for traffic jams which would be severe under new plan.

there is more walking which some of us can't do and you wanted to serve "unserved" populations - seniors, disabled and walking in summer is HOT.

Please do not remove the route 3

Great suggestions

While extending routes later may be good for some, I think importance should be emphasized on quicker transportation and more frequent stops at stations. If employees are overworked to work longer hours late at night, there will be less Sun Tran employees that will work frequently during the day to improve wait and transit times.

Emphasis should be placed on work and school travel during the day over late night recreational travel.

I currently use suntran to transport back and forth to work and I'm a caregiver in home so I also travel all over the city using soundtrack so the free fares and the more frequency would really help in the heat.

There should be later bus times after 10 pm and more frequently on the weekends

No

The 3 is a very popular and used bus... I think it is foolish to do away with it.

I'm a bit skeptical about point (G) specifically, as on street transfers may lead to more incidents of missed buses. I'm not exactly sure.

I don't like how they changed the route for 413 i work on cortaro

Just the comment on the prior question.

On street transfers are great, but please provide sheltered stops to avoid sun / monsoon rains.

Items above were blank, didn't know how to answer. Route 5 is my main transit!! I do not agree with discontinuing the route.

The above question was blank & could not fill in bubbles.

I need My buses

I need My buses

Some of these changes negatively affects many school-aged children to get to/from school. Also, for those who commute to/from work with varying shifts could propose challenges and extended travel times (up to 2 hours to get to destination).

I'm very dependent on Route 1. The proposal looks like it will be eliminated. If true I'll be using the very expensive Uber and Lyft.

Please add electric buses to your fleet. Thank you.

We need the 5 bus!!!! Don't get rid of it! I'm a single mom and live on Pima. I use this bus almost every day.

Current route 3 allows a direct and complete no transfer to downtown. route cancellation and new route 33 will require at least one tranfer. This creates at least one hazardous street crossing on foot to reache the transfer stop.

Disagree with C because of Funding

Unable to walk long distance.

E. Adding more routes on weekends with benefit those that work weekends and/or do not have time for appointment durring weekday.

No

I live half a block from route 5. I'm 67 years old. As I age in place it would become a burden for me to walk to Speedway or Grant to catch a bus. If money is a concern I think you should consider going to some kind of pay system.

I use bus 5 mostly to take my daughters to school,blenman at E Pima and country club, by discontinue it I'm not sure which bus I would take from park/speedway to reach there?

please do something about the drug use on the bus. it is not safe or healthy for the riders and someone is going to get hurt.

I have a very strong opposition to the changes you are proposing to the Bus 3 route. Both of our children use this route to go to school everyday.

Additional park-and-ride lots should be added along Ina for Route 16.

Disagree with the elimination of express route 203; I would take it from time to time when the route terminated downtown. Route 203 should terminate at UofA and downtown; my biggest complaint was that service was reduced over time to a point I could not use anymore (there used to be at least 3 runs in the AM and PM - today there is only one).

Route 1 is Historic and serves a high density area - please consider keeping. Or Route 1 should remain in place, but terminate it at Glenn/Craycroft (remove the portion running down Swan).

Please do not ruin Route 15 - if anything more service should be added (longer hours, frequency). Route 15 should consider a special weekend only detour service to Downtown.

I use route 1 to take my kids to and from school Monday -friday and discontinued route will not make it possible for them to get to school everyday

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

peachyvibes764@gmail.com

What I want the most is for bus 37 to run longer into the evenings because I am disabled and can't walk the 15 minutes from either Speedway Blvd or Broadway Blvd to my apartment.

Also, I was almost stranded once because a bus that connects me to the 37 also ends early in the evening and I didn't realize that until after I got on the bus.

On letter f, I strongly disagree with discontinuing service on neighborhood streets. I just began attending the U of A and take route 3 from Camino Seco and Escalante. The proposed plan would cut out my stop and make it so I have to walk for 30 minutes instead of 10. Cycling to a new stop is not much of an option either considering the nearby roads are very dangerous for bikes. I understand trying to make routes more efficient by cutting out little pieces, but there are plenty of others who take the route with me past Pantano. When I have taken other routes, such as 34 or 6, there were similar numbers of passengers.

route 26 should run late as possible after 10pm you want get home from downtown

3 needs to stay as is for all the schools on the route

Please keep 203X

I work weekends so it would be easier to get there and get home if C was to happen.

I work downtown with the county, and I've ridden the 102x since 2014. Due to the 102x being late in the evening I ride the 104x or 107x to go home. If any of those 3 NW side rides go away I will no longer have a ride downtown where I have ridden the bus for 9 years which would seriously inconvenience me given I only have 1 car.

Remove the bus system. Stop wasting money

I need the #8 Udall & #3 6th St & #5 Pima Rd routes to get to and from my sub teaching jobs with both school districts (TUSD & Amphitheater).

Bus 1 and 34 are ALWAYS busy in the mornings, changing them is going to mess up a lot of people's schedules. How did you even do this research when people haven't been paying since covid? You can't tell which people would be paying for this service and NEED THIS SERVICE or who's just on it for free air conditioning. It's not fair to take away residential buses like the 1.

My family lives on Pima and uses the bus. There are a lot of bus stops along Pima. Getting rid of the 5 would make things hard for us. Also, it seems like there are many other people who get on and off the bus along Pima. Walking to Grant or Speedway in the summer would be very difficult because of how hot it can get. There are many homes along Pima and many people seem to use route 5.

Worried about the route on Pima St.

Need way more late night rides, and weekend frequency increase please.

Get rid of the 18 route its not needed but keep buses that go to the schools here in Tucson AZ and get rid of routes that are not necessary like the express routes

ROUTE 3. I LIVE NEAR STELLA AND CAMINO SECO.

WITH THE NEW CHANGES, THERE WILL BE NO SERVICES FOR ANYONE LIVING EAST OF PANTANO.

THE BUS ROUTES SHOULD NOT BE SOLELY BASED ON SCHOOL SERVICES, BUT ALSO FOR COMMUNITY SERVICES.

THIS AREA THAT WOULD BE OMITTED DOES NOT HAVE SIDEWALKS OR STREET LIGHTS TO EVEN ACCESS. ALSO THIS IS A WELL ESTABLISHED AREA WITH MANY OLDER PERSONS AND HANDICAP WHO DO TAKE THE BUS.

MANY TAKE THE BUS TO THE GROCERY STORE, GO TO WORK AND EVEN SCHOOL OTHER THAN PCC EAST.

WHY CANT YOU KEEP THE EAST SIDE 3 ROUTE THE SAME FROM PCC EAST TO PANTANO AND THEN GO ON TO THE NEW ROUTE CHANGE TO THE UDALL AREA.

WITHOUT THE ROUTE 3 THERE IS NO OTHER PUBLIC BUS TO ACCESS IN THIS AREA. KEEPING THE ROUTE 3 EAST SIDE AND CONTINUE TO START FROM PCC EAST WOULD ONLY ADD 10 OR SO MINUTES. I DONT DRIVE AND AM LEGALLY BLIND.

PUBLIC TRANSPORTATION IS ALL I HAVE TO GET AROUND TOWN.

I UNDERSTAND YOU WISH TO EXPAND SERVICES ON MAJOR CORRIDORS; HOWEVER, AGAIN ITS NOT ALL ABOUT SCHOOL DESTINATIONS.

YOU MENTION THAT CHANGES WOULD ALLOW LESS TIME ON BUS AND LESS TRANSFERS. THIS IS INACCURATE. IF YOU EVER TAKE THE BUS, THE SCHEDULE HAS BUSES CROSS PATHS AT SAME TIMES, THE BUS RIDER MISSES CONNECTIONS MOST OF THE TIME BECAUSE THE BUSES CROSS PATHS BUT CAN'T WAIT FOR THE BUS RIDER TO CROSS A STREET SAFELY BECAUSE OF WAITING FOR THE LIGHTS TO CHANGE.

ALSO, PEOPLE DON'T LIVE JUST ON MAJOR CORRIDORS, THOSE MAJOR LINES ARE BUSINESSES AND NOT RESIDENTIAL; NO TIME WILL BE SAVED FOR THE RIDER IF THEY HAVE TO WALK THE 'ONE MILE' ACCESS TO GET TO A BUS STOP.

TRY WALKING IN THE HEAT, DARKNESS, OR RAIN WITH NO SIDEWALKS OR STREETLIGHTS USING THE 'ONE MILE' ACCESS. OLDER PERSONS, AND HANDICAPPED AND EVEN THE VERY YOUNG KIDS THAT TAKE THE CURRENT ROUTE 3 BUS ROUTE ALSO SHOULD BE CALCULATED INTO THESE CHANGES.

I MOVED TO THE CAMINO SECO AND STELLA AREA BECAUSE I HAD ACCESS TO A GOOD BUS ROUTE DUE TO MY LEGAL BLINDNESS. I STAYED WITHIN THE INNER CITY AREA BECAUSE OF THIS AND THE NEED FOR THE BUS SYSTEM TO GET AROUND. WITHOUT ACCESS TO A BUS ON THE EAST SIDE OF PANTANO, I HAVE NO OTHER TRANSPORTATION OPTIONS.

The number 4 going west from pantano currently runs once every hour after 6 o'clock pm it would be more efficient for most of us that work on that side of town to have it run every 30 minutes and have it run out later than 8 o'clock on the weekends

No

f. Discontinuing service on neighborhood and, or, collector streets will impact negatively those who work on the weekends and evenings.

Yes. Regarding F and H.

f. It will make my commute more than 15 minutes longer because it makes the bus stop that I would need to get to 15+ minutes further away. This will make it a burden to use transit. In the old plan the nearest bus stop to go to a more central location was less than 15 minutes away. Now the nearest bus stop will be 30 minutes away. It will create a transit desert for the neighborhood.

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

The preexisting routes worked fine for well over a decade. If routes are being removed because Suntran can't get any revenue post Covid, then perhaps they should reinstitute fares.

The proposed changes will only make my life more difficult. Why are you screwing up something that works? Why are you changing it after school has started? This is a terrible plan and a disappointment.

All good changes to 8

I'm not sure combining 16 and 18 is a good idea with the number of people that ride during the week

Please do not make changes to Route 3. Reducing availability will not only greatly impact students, but those of us who work downtown.

F. Taking away from 5th st I'm not happy with. It is a major corridor for the 3 high schools on the route that my children will need to now take 2 busses to get to now.

Stopping in neighborhoods- essential for those of us without cars.

If this thing happens, I can kiss my schooling and job goodbye. I need these routes to survive. I don't want walk in 100+ heat during the summer everyday. I don't want to walk from the east campus to work on Campbell and Glenn.

I think continuing service on neighborhood streets is convenient for parents with small kids who take the bus and a lot of people who live in neighborhoods depend on those stops especially in the summer. It was be very inaccessible to have to walk to a major street to catch the bus.

I am a student at the U of A, and this change would make my journey much harder. I see many students use route 3 and route 5, so a reroute would not be at all useful.

Displacing the 800 people who ride Route 5 and the others on 5th street will disproportionately affect students. Why are there more routes going to PCC, when the University of Arizona has a higher number of students overall? The walk from Pima to Speedway is almost 15 minutes in 100 degree weather, which is unacceptable. The new Grant route would also only reach one side of the University of Arizona, even though it takes almost 30 minutes to walk across campus. Not to mention the students at Catalina who would not be able to take Route 5 home anymore.

Discontinuing the neighborhood route 5 would be extremely bad for students living in that area, which mainly use the route to commute to and from the university.

College students most of the time are inadequately financed to afford gasoline and student expenses and as such this route should be continued to better service the community in the immediate area.

Sun Tran needs to start charging Fares again so it will make a little safer to ride.

How could you ALL think of cutting route 3....how dare you put all those students and riders including me in life jeopardy IT WOULD IMMORAL UNETHICAL OF YOU ALL IF YOU CUT ROUTE 3 My God, what are you doing to lives and parents caretakers that life need route 3 for children? Immoral

If the number 5 is discontinued on Pima St. I don't know how I'll get to class on time every day. I really hope this doesn't happen. So many students and families every day get on the number 5 on Pima, and it's proposed to get discontinued in comparison to some routes that see a quarter of the amount of riders. I take the number 5 to and from the university everyday, and get off on Pima after Swan. Especially in this heat, it would be really hard for me and many other riders to adjust which bus stops we use.

I wouldn't mind having more frequent bus routes for the 3. It's my main source of transportation and gets pretty full during the school season.

Riders should have to pay for the service provided by Sun Tran. I hate taking the bus now that it's free and walk almost everywhere.

The buses in neighborhood are important not everyone is able to walk to the next major road.

None.

#3....As it is I have to walk a long way(stroke victim) to get to my FIRST BUS #3 ON STELLA/KOLB. THEN AN HOUR TO GET TO DOWNTOWN WHERE I WORK. NOW your Change would have me get off at 22nd or Broadway????to go Downtown???  
!!!Once Downtown I must take a #21 to get to work.... How about a direct route to downtown???? It will take me forever to get to WORK 😞😞😞 Plus I need a way to go shopping Golf Links /Kolb HELP

I strongly disagree on (f) discontinuing services on Neighborhood and/or collector streets because Already a place that I have to go for work or for my children On or close to Neighborhood streets route 3 is the closest route for me and my children to be able get home without having to walk for 30min or more

For item F: I disagree with discontinuing service on neighborhood streets because it means riders will have to go farther on foot to reach a bus stop from their homes This makes the bus system less accessible for the elderly and for people with disabilities that limit their mobility. And in neighborhoods without sidewalks, it increases people's safety risks by making them spend more time walking in the roads.

No

Route 5 is the entire reason I started using SunTran. Losing it would make me far less likely to ride. It would also have a huge effect on the schools along the route.

I thing eliminating Glenn would cause a problem. Instead I would extend this down to oracle. This is a frequent direction for passengers. Since ftlowell does not go to oracle it causes alot of foot traffic on these streets.

Can't see it correctly

Strongly disagree with letter F. Do not get rid of entire routes to increase frequency on major streets. I volunteer with a program that helps homeless Tucsonans and other marginalized people. Our facility is on the #5 route. Participation in our program would be limited by the proposed changes.

If route 5 was discontinued it would be a big disadvantage because I goes by the University of Arizona, PCC downtown and PCC West.

I would like to see 21B adopted

I am a transition specialist/special education teacher in the Vail school district. We really need services in this area, specifically out to Andrada High School. Thank you for your consideration of this issue-

Sheri Aken

520-879-3335

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

I would much rather that route 5 isn't changed because I take that route to work and school literally almost everyday and if it were changed or discontinued I would have no way to get to work or school.

f. It will be very difficult and very time-consuming for me and many others I know who do not have cars to get to places they go often. We really are not able to travel a half mile on our own to get to places we need to go.

Keep Bus / Line 3 route please

would love direct routes from the southwest side of Tucson to university/central Tucson without the need to transfer at Rondstadt center

Why? You all don't listen

One concern I have is if the focus is on the one mile grid, that can effect the distance some people have to travel to get to and from the bus. I am very concerned about the impact on people with mobility issues. Many of these people have limited resources (personal, cognitive and financial) and they rely on the bus system for all their travel for basic needs such as food shopping and medical appointments. I am interested to know what the city can do to support these riders.

I ride 8 to different routes each day plz consider all routes as very important and needed

We really need the route 5 to stay it will be devastated if you take it away

I don't know what wrong with the survey or device I am on, but I can't see the chart above.

I like the changes that extend service hours and having less wait times in between routes, but I don't agree with completely removing certain bus routes, these routes are so important and useful for me and so many other community members.

Discontinuing route 5 will basically increase my commute time to 45 minutes from 10 minutes

Thanks to your drivers

Stop free ride services, start charging again and then our transit system would have the funds to not only improve but also not eliminate routes.

Routes 102 and 103 used to have 2 trips and during covid reduced to 1. I used these routes to travel directly from I10/Ina to UA without any bus changes or transfer. These routes run only 1 time per day combined to 2 southbound daily and 2 northbound daily. I'm not interested in free transit, im interested in getting to the UA without the need to transfer. We have several regulars every day on the southbound route and many more in the northbound route. Please don't make any changes to these two routes.

Extended time is important for bus riders that work late.

I don't want this stuff to change because there is no point in making peoples lives more difficult than they already are. Leave shit alone

In addition to running later on the I like the idea they will run earlier. I work weekends and currently the busses don't run early enough to get me there on time.

I disagree because bus 16 going north has always been on the same schedule since I've started my job. I wouldn't get in till 8:00 and that would be perfect but now I don't get into work at my original time so I've been late for almost 2 weeks.

No changes are listed in the table above. All the row and column headers are blank.

Discontinuing Route 5 will cost me, personally, several hundred dollars in parking and transport fees.

I am not capable of walking the half mile in 110 degree wether that I would be required to walk to catch another bus that would bring me work.

No

The proposed changes, in particular the discontinuance of express routes to the UofA, will likely make my daily commute longer and more difficult.

I think longer hours more frequent is a very good idea

I work at Santa Rosa Care Center bus 5 is very convenient for me and my other coworkers

Cannot read any items above. I am most concerned about the discontinuation of both service routes to the west speedway/grant/greasewood area

Leave rt 1 on Glenn!! I know many who need it and use it!!!

i believe by disconnecting certain routes on neighborhood streets will impact how others get around especially elderly and disabled people shouldn't have to travel farther just to use the bus

This proposal is going to affect students going to Pima Community College and University of Arizona in a terrible way.

Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?

Overall, not alot needs to changed but it is understandable how efficiency needs to improve. Most of the time anbus coming every 30 minutes is acceptable and extending that to every 40 minutes is not a bad idea. However, sometimes the bus doesn't come, delays happen, and even 30 minutes turns into 1 hour. It would be nice to cut down on transfers at transit systems but then again it is better to transfer at a transit system than to bus jump all the time. With the roads being widened and worked on most passengers are safer to transfer at transit systems then street.

The current trend of transfers however as is tucson is always going to be bus jumping and not a patient way to get to a transfer station. That may change with time. We as a city are growing but we need to consider how the bus helps everyday people and not just the college, ratheon workers, and other major riders despite they use the bus more than average people going to and from work and those who just need a lift around tucson. The problem is the routes not so much the time. The routes however have been and many much like myself hopefully will always be.

On a different note it is nice to see more people riding the bus and yes the unemployed (homeless) problem also needs to be addressed as tucson doesn't need to turn into the desert version of Portland. The problem is getting better as riders are showing more care about their bus system but there is work to be done still. Most support even the driver having autonomy to not even allow hygienic problems on or too many bags. In some cases there should be argued no baby in the stroller or child present, no pass. Strollers should be strollers. Also luggage is acceptable, leaking or smelling luggage should not.

It is a welcome breath that despite covid and the dark times we have gone thru that a free transport system was inacted. It is just a good idea even if it is not perfect. Tucson will work on that more but we started to do something right that didn't finish as an art brideg project to nowhere or renovation downtown that gutted some of what made tucson the desert destination for a bohemian way of style and very anti indignation of creativeness. Keep it free, work on it, help it grow.

Thanks for anytime. Resident of over a decade now. Still glad to be here despite we are not perfect but we are trying.

I think things should remain the same and not be tampered with because it creates confusion for a lot of people especially for the elderly who are used to riding the routes as they are to get to their appointments and designations without any confusions.

Street transfers are very hit or miss. Depending on when busses get to stops, you could miss your connection because the traffic lights won't turn green so you can cross. That can increase the transit time by half an hour or more just from traffic lights.

C.- need later service at night on Saturday & Sundays,

E.-in weekends routes every 30 will be great,

H.- Not so sure what this means but keeping those routes on wilmot, kolb, and Ajo are needed for riders to get to their destination point.

Expansion of services is what is needed. Realignment can help, but when you discontinue Routes altogether, I don't believe you are necessarily improving your service but more your on-time records.

As long as route 10 stays the same 16 can change

Time the bus to arrive on Time so I don't spend hours waiting for buses

Having greater service on the weekends would be a valuable asset to me and many people in my community. Also changing the #10 to go down fl.lowell between oracle and stone is one of the best ideas I've seen in a while

Include later transit stop times late at night, not just on certain days of he week. Do not cut anything.

(f) The elimination of route 5 (and route 3 + other similar routes) would be a major blow to neighborhoods along those routes. Route 5 in particular is crucial for students at Catalina HS. Since transit fares have been suspended, I've also noticed increased ridership among UA and Pima students, staff, and faculty. In the proposed plan, the frequency of route 4 doesn't increase in a meaningful way, which means we more or less just lose out all around. I know you're balancing many tough needs! More frequent buses on major routes would be amazing, but reducing the wait times from 12-10 minutes isn't terribly meaningful, so it's not worth losing the neighborhood routes. Additionally, riding route 4 is a way less pleasant experience than riding route 5--it's loud and somewhat scary to wait along a major road like Speedway, and the stops are very often overflowing with trash. If you are going to get ride of route 5, please consider improving bus stops on Speedway and elsewhere (repaint shelters, increase frequency of trash pickup, etc). Thank you!

There is no way we need MORE buses and more routes, the only people riding the bus this frequently are homeless drug addicts who use the bus to travel around town to panhandle and commit crime. Other than that, the buses are mostly empty, 30 minute stops are fine and even they were ALWAYS less than half full outside of grade and high school years in the afternoon.

there is no way more people are going to use the bus who actually work and pay taxes here in Tucson, this is for illegals and bums who give nothing back while we pay for them. It's disgusting.

I disagree with getting rid of the number 16 bus . I ride the 16 about 3 times a week. How am I going to get to my appointments. The 16 bus is always full from downtown to my destination.

I disagree with getting rid of the number 16 bus . I ride the 16 about 3 times a week. How am I going to get to my appointments. The 16 bus is always full from downtown to my destination.

Route 3 has many passengers throughout the Fall and into the Spring due to students going to schools along the route.

Homeless are causing problems with drug use, safety, and spread of disease at bus stops and transfer stations

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

As I said, I agree that more frequent runs would help. But the reality is there are packed front to back including standing every bus on the floor already and they already come what every 20 minutes or 15. It's hard because with the buses free right now everyone gets a chance to ride which is amazing. I think you need to worry more about the safety of the riders though. Grown men trying to ask my children if they want to do drugs, hitting on them and when they loudly say sir I'm 14 they get aggressive towards them. I would pay 25 cents a ride if it meant that my children didn't come home and ask to call their therapist because they're PTSD is triggered...

I feel like as a disabled rider, I try to abide by the rules of the bus no drinks no anything. But we just let the homeless community do it anyway. That's not acceptable. There shouldn't be three people in the vicinity of my child either playing with their drugs in tin foil, screaming at the top of their lungs they're going to kill people and the driver does nothing no one does anything. we are not helping our mentally ill and are people that struggle with substance use disorder by allowing the behavior on the bus and just excusing it because oh they're the crazy homeless. I have 13 years sober. The bus terrifies me. I shouldn't have to make longer routes for my children so I feel safe sending them to school.

Need more busses, should run on river rd -- east / west .

You have more than several busses with the second car ...why haven't you allow the busses with extra car for 22nd street, Broadway, speedway, 5th street, Grant rd , Oracle rd???

You have several busses with extra car down to south of Tucson--- that not fair !!!! Shame on you

none

I use on weekends and some Fridays Route 3 or 5 to go from PCC West campus, since is a 10 minute walk, to UoA Campus by Speedway/olive underpass or reaching Ronstadt Center and taking the Sunlink

Tired of people riding the bus just because it's free that normally wouldn't use it and don't need it, stop the Free Ride for those who don't for the most part pay taxes or vote in our community. They need to be deterred rather than promoted. It's too easy to not work in this liberal state :-{

Discontinuing 6th/5th St route severely affects many who depend upon it to get to the U of A.

Stop free access immediately. Money could be used so many better ways in the community for safety, those who need to ride the bus can get discounts to come up with the dollar 50 nominal fee. Quit embracing and attracting less than desirable elements and promoting illegal activity when you can discourage and minimize it for those of us who actually vote & pay taxes

The biggest issue I have is with the 37 changes being switched to 40 minutes in between.

I may be confused by that bus will be the only one servicing Pantano. Pantano is the major transition point for the east side including everything south of 22nd.

It provide a direct linked routes for many students to get to school including highschool middle school and elementary schools during the year.

None of the options help anyone on the far eastside of Tucson. A larger minority demographic does not equate to underserved. My minority family is underserved on the east side because we do not have a bus line anywhere near our home or a sidewalk to walk the 30 plus minutes to the nearest stop on Houghton road. There are several housing developments further east then mine that are also in the City of Tucson. We'd have to drive to get the the nearest bus stop. But you continue to take my tax dollars and invest them on the westside because they only want to wait 10-15 min between available buses at their numerous bus routes and stops. Clearly equity isn't based on fact.

I disagree with the route change to the #1, there are so many people to who take route including my family and it's so close to my home. By removing this route, I would have to walk really far on bad legs and take 2 buses every day instead of just one but. This is a horrible change and extremely sad to hear that our route will be discontinued all together. we don't mind the 30 min wait but getting rid of our stop completely is a utter nightmare. it's easy to plan changes on a map and change routes but for people who actually use this every single day for many years you are make changes that are worse for the people who actually use this route. This is not a king service but feels more like a punishment.

Have any of you actually been out walking in the middle of the summer? If you had, you would never propose taking routes away, particularly in mid-town areas where poverty rates are high. What idiot thinks it was a brilliant idea to force people to walk further and risk heat stroke in the process?

No changes are listed! However, I would LOVE to use public transit to commute to work. As it currently exists (and, if I am reading it correctly, planned), the system allows me to get to work in the morning, but DOES NOT ALLOW MR TO GET HOME as the outbound route ends at 17:00-ish! I work until 18:00 (6pm) with a 20-30 minute commute from work site to the Ronstadt Centre. Why does the outbound end so early? Thighs makes it impossible for commuters to use public transit! It seems to me it is not unreasonable to extend the outbound final run to at least 19:00 (7pm). If that would happen, I could leave my car and use transit! With nearly 50,000 citizens in the greater Sahuarita/Green Valley area - and growing! - it would behoove SunTran to operate schedules that allow folks down here to use transit to access Tucson. Currently, SunTran schedules actually discourage transit use - I mean, why would I use a service that can get me somewhere, but not get me home?

Please have the buses cleaned more often and have the bus driving stop from missing my stops on the 23 and 18 buses.

it makes a big inconvenience for me to get to school

Keep fare -Free as long as we can

While reducing the transfer time(s) for some riders, increasing on-street transfers will necessarily lengthen ride times for all riders on busy routes.

I love making Rt 15 one continuous route. The families and students that live in The Vistas really struggle to come to school if they rely on the bus. Happy that it eliminates the need to go ride downtown and transfer, just to come back in town.

I have long thought that some routes had too few riders for a full size bus and should be a shuttle; and there was redundancy of routes through some areas.

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

Not at the moment. All I care about is the weekend scheduling of buses

Number 6 f: I strongly disagree with removal of service on neighborhood roads. Areas served should be broadened, not consolidated, to facilitate food shopping for elderly riders.

Discontinuing the transit centers is a terrible idea. These transfer stations allow the passengers to get anywhere in the city. A rider can take any bus to the transit center and go in any direction - for example: North to Banner Hospital or Tucson Mall, South to dentist or church, east to Park Mall, shopping, West to Pima College and many other locations. It has worked very efficiently for many years. The transit centers are also rest stops for the drivers. One can follow the schedules and make their transfers quickly and efficiency. I see hundreds of students every day transferring to their school bus from every direction. Please do not eliminate the transit centers.

I'm not opposed to any of the proposed goals listed in the previous question. I think those are appropriate. However, the specific proposed changes will likely make my daily commute longer and more complicated. I have been riding routes 102x and 103x for the last 8 years. Discontinuing those routes means that I will likely end up having to ride two separate routes that stop more frequently.

f. I use the Rte 3 bus frequently to get to UA and some shopping. In the past, as a student, I loved that the Rte 3 bus connected PCC West and PCC East without transfers; like many, I had classes at both campuses. this is an extremely useful, central bus route in Tucson.

Combining routes 16&18 would mean crowded bus everyday I think.

I realize this process has to do with money, but if the goal is to service more people, it would be a disservice to people who need to get to neighborhood streets by discontinuing them.

Adding more bus covers to the bus stop

It seems that neighborhood and/or collector streets would increase the ability of people to use the system.

I live on Catalina Highway and my address is considered optional but I need to get to work so i need it to be certain

It is important that Tucson encourage mass transit in every possible way to get more cars off the streets. Many people need the transportation to survive and our planet needs us to improve immediately.

b. Route 203 and 204 as they are now provide a mix of a quite direct route while also providing some service at a transit station (on Irvington). Eliminating 203 and integrating a new stop at the downtown transit station has three big negatives:

1. Oro Valley through Ina to I-10 will not be served.

2. Adding a transit center will make for a longer com.mute time.

3. Starting the route 35 earlier than 203/204 now start means an extra hour of my day will consist of commuting and taking away sleep/home/family time. The price I pay of \$9/day in gas and 56 miles/day on my truck and added pollution and street congestion start to look worth it.

which ever ones relate to changing route on Pima street.

c: I've had jobs that worked late on the weekends.

If you eliminate route 1 I won't be able. To get around hardly at all. I would have to walk at minimum, 1/2mile to get a bus, then I would have to transfer to another bus to get where I'm going! I'm 66 yrs old!

I think it's best to listen to the voices of the riders on those routes that are going to be changed.

But offering let's wait times and longer evening hours is beneficial to many workers.

There's nothing in the chart above except circles

Route 5 is important to schools and neighborhood. Pima is a highly travelled street. It is not easy to get to Speedway from Pima, old neighborhoods, no sidewalks, lots of dead end streets.

Continuously Servicing Routes 5, 8, 4, 17, and 23 is Crucial for My Employment

I hope this message finds you well. I'm writing to emphasize the importance of maintaining uninterrupted service on routes 5, 8, 4, 17, and 23. These routes are an integral part of my daily commute, and any disruptions to their service would have a significant impact on my employment.

I rely on these routes to travel to work consistently, and any interruptions could potentially lead to delays or missed shifts. Considering the frequency and reliability of these routes is crucial not only for my job but also for the overall efficiency of the transportation system.

I kindly request that the service on these routes be continually provided without major interruptions. Your understanding and support in this matter are greatly appreciated.

Thank you for your attention to this concern.

Sincerely,  
sean daughtery

Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?

The items above did not show up. Just the lines and circles. The bus line 5 will put us out here as we will then need to walk a half mile for next closest bus stop with different transfer options. It will mess with people getting to work big time.

The current stop in north Oracle/Catalina is too far for those of us that live in Saddlebrooke. Please consider extending services to the Saddlebrooke area.

It's the only route close to my house and it would effect how I get to school

For F, and as a Route 3 user, I would worry about how this would affect University of Arizona students and employees, University/Rincon High School students, and Tucson High School students. I'm young enough to walk to Speedway to get to work downtown, but Broadway and Speedway aren't great alternatives for high school students, especially.

Any changes that remove existing route 5 will impact me negatively, therefore I strongly disagree with any actions that remove existing route 5 from service.

I am half way between routes 9 and 1. I don't walk very well anymore, so even walking to either of those bus lines is difficult.

F. I am sad to see the s belvedere ave/benson hwy stop discontinued from the 26 route. I live at that crosssteet and that bus stop served my area well, all be it not as many riders. There isn't a sidewalk to safely walk to the stop at valencia/benson hwy from that s belvedere ave spot. Nor is there a safe crosswalk at that center point.

Please disband route 5 and realign resources to main arteries such as Speedway and Grant. I have been observing the Pima route for 6+ months. Ridership is almost nonexistent. I have yet to see more than 3 people on a #5 bus at any given time, 2 of the 3 are homeless individuals seeking shelter from the heat - the bus should not be a 'escape the heat' solution. For the isolated minority that rely on route #5, perhaps a smaller shuttle option could be overlaid and available during specific periods to aide those in need - certainly, the savings from disbanding route #5, while providing some mitigation for the few in need would still result in a surplus of capacity / resources available for realignment.

I would like route 5 preserved. It connects my neighborhood to several schools, including the UofA

Stop making the bus slow on the weekends especially on Sundays it is way to hot at the bus stops to be wait hours to wait for a bus to get on then transfer too another one for an hr

Just want better service, for my community!!!

Shorter times and best on time transfer on weekends. G

Adding the weekend frequency for 08 and 37 is the best and most welcome change

None

(f) Discontinuing service on neighborhood and/or collector streets will make it more difficult for people without cars and/or limited mobility to travel to needed destinations for shopping, especially for groceries, medical and other appointments, etc.

Rt 3 SHOULD NOT!! be changed!

Stupid to have only peak hours covered.

the entire route ALL DAY needs to runs as is!

It's better for everyone, just don't raise fares.

F

(F) If neighborhood or collector streets include Glenn, Pima and 6th/5th St, it doesn't matter how often other streets run if you have to walk half a mile to get there in the heat, rain, wind or cold!

The #8 should go only up and down Broadway

The #9 should go up Grant and turn on kolb to Golf links

Buses should not run too late as it would create more crime and put the drivers at risk of being assaulted

I'd like to see a direct transit to the VA from many areas of Tucson. Veterans without cars have been waiting hours just trying to make an appointment. And tardiness is not tolerated. The servicemember is held responsible for being late, even though they began their day at the bus stop.

Keep the routes, the same every 15 minutes

Some of the routes in the change effect my daily commute

No, I don't.

Will miss #3.

No

Reducing transfers at transit centers and increasing on street transfers lengthens travel times and lengthen times to get transfer points. Being able to transfer at transit centers and having a number of buses available to do so within a very short distances between buses makes things a lot easier and faster then street transfers. I can now take #8 bus from Park Place straight to the Udal Transit Center and catch the # 37 bus. One bus can be right behind the bus I need to get on. With the change to the #8 route I would have to take the #8 bus from Park place to Wilmot and cross the street to catch the new route on Wilmot to get the Udal transit Center. This makes things hard for handicapped people.

routes in neighborhoods are there to cut walk times to stops. Making stops only on major routes actually hurts travel for older and younger people as well the disabled.

Disagree on changing or removing route some place have high school or doctors office



**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

I depend on public transit to get to my doctor's appointments. The only concern is how is 5th and Alvernon being serviced and which route would it be in the proposed routes.

no

I do not agree with cutting these 13 routes which will make it more difficult for folks without a car to get around like they use to.

I disagree with cancelling any express routes. You need these routes for those who don't have a vehicle or families with only one vehicle. Gas prices are too expensive for those to drive.

When will we be implementing collecting fares?

Current routes don't support using bus for work, school, or recreation. Only people with no other choice can ride it.

Discontinuing routes on neighborhood streets creates too far of a distance between major corridors.

F.

Rouge #2 shows be Extended yo crack Wall Mart at Markel place

Can't see text in table above

KEEP routes 1 and 5. #1 is the ONLY way I can get downtown on just one bus. Waiting for transfers is VERY time-consuming, involves too much walking, and sometimes a bus just does NOT SHOW UP.

I appreciate that you're trying to make slight efficiencies and improvements despite limited resources but this newly proposed system is still fundamentally inadequate. I would suggest outlining a long term plan to provide transit that can practically replace cars. It's literally the only way that the guy will ever see a reduction in traffic congestion, when folks have alternative means to get to all the destinations in their just lives.

You say these things now, but it seems like no matter how I feel you do exactly what you want to anyways. I feel like a fool taking any surveys for "SunTran"!

My opinion is that the frequency of bus routes should be dictated on how many people travel during the week a study should be done as the volume of passengers. in order to prevent waste of resources.

fire whoever said to end service on collector streets

Looks as though you are making service worse for some to add minor improvements in other areas. Not a good trade for the community as a whole.

I like transferring at the transfer stations, as I feel it is safer, and also eliminates having to cross major intersections on foot. Many intersections are extremely dangerous (Speedway & Wilmot, Broadway & Craycroft, Tanque Verde & Grant, Broadway & Euclid)) and I will go to great lengths (including going all the way to a transfer station) to avoid crossing at some intersections. It may add time to my trip, but at least I'll live to get home again.

No, you do a GREAT job as it is and I am thankful.

keep services free, tax alcohol sales downtown to pay

The survey does not really address the negative impact that discontinuing the express routes will have for professional career personnel that use the bus. Discontinuing these routes is a disservice to them, their employers, and in cases of the 102x and 103x, students and faculty of the University of Arizona.

To note the 102x has been showing an increased ridership in both the mornings and evenings as we are getting into the new school year.

I want more stops in Sahuarita on Route 421 so I don't have to use Dial A Ride which I am terrified to use since I was verbally assaulted by a male driver last year. It was so bad that the UPS driver stayed with me because he was afraid for my safety. The driver left with my groceries, but the UPS driver helped me retrieve my groceries. Talk to Wendell re: the incident. We need better service in Green Valley/Sahuarita, please.

Currently, the bus system in Tucson does not appear safe. Every bus stop is filled with junkies who are actively and blatantly using drugs...at the stop. This filters on to the busses making for an unsafe, unpredictable ride. The drivers are not protected. You never know when a fight will break out. People should not have to see drug dealing and IV drug use in the seat next to them. These junkies get on the bus because it is free, and ride around town in an air-conditioned environment all while contributing nothing to society and pay no taxes to support the very system that they are exploiting and committing crimes within. Do something.

I live in a community that is more than 1/2 mile away from the nearest route. I cannot walk there and I do not own or drive a vehicle. I cannot afford Uber/Lyft, and cannot rely on Sun Tran (if I could get to a stop) to get me to my doctor appointments on time. This applies to the van service as well. I rely on family and friends to get me where I want to go. Don't care about shopping since I order everything on line. Wish there was a simple solution for me and others in the same situation. Good luck.

I live on the east side by Lakeside Park. All members of my household are disabled. Route 3 is vital to us with limited mobility whom can easily access Lakeside Park from the neighborhood but cannot so easily access the intersection of Stella and Pantano

Some "neighborhood" routes like #5 have a high percentage of elderly & handicapped passengers who ride to grocery stores, Udall Park, & the UofA. Rather than trying to get to buses on Grant or Speedway, they might opt for the much more expensive Sun Van. Two buses with groceries & transfers are nearly impossible. There are also many students who ride #5 on weekdays during the school year. Extended #5 hours on spring & fall Saturdays to enable Arizona Symphonic Winds concert attendance at Udall would be appreciated. Even the latest Grant & Broadway buses from Udall leave too early.

Your service is a lifeline for seniors like I am and for the poor who are unable to purchase a vehicle. I am very grateful.

I just wish I could get the bus from my house to the airport. I technically can....it takes two hours to get to TIA for a one hour flight to LA...I have also used the bus to get to events with serious parking issues (Tucson Festival of Books) and tried to use the bus for medical appointments where I am unable to drive home. It is pretty difficult to get back to Houghton and Irvington.

Reducing transfers and reliance on transit centers are good strategies. Folks that deal with ADHD, Anxiety, and other challenges will benefit from these changes.

If I don't have to go downtown to catch a bus the day is great. Also the centers suntran has at the end of some loops are a great connecting point for example houghton and broadway

I like to see of route 19 stay and do not get rid of pima st and 5/6th st and glen st routes. there should be 21a and 21b.

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

I often take the #3 as it is close to my house. The next nearest route is 1/2 a mile away. I am getting too old to walk a 1/2 mile each way when it's hot. This means extra car trips to go to the U of A or Downtown.

Providing major pickup stations for riders that stop at areas with no transportation

The neighborhood routes should stay, they'll be safer and more convenient for those in the neighborhoods.

I watched your presentation and am so disappointed to hear of line 3 being discontinued. My son takes route 3 and 34 to come home (Fort Lowell Park area) from school at Rincon/UHS. In your proposed plan, both of these are effected. My son shares that bus 3 is packed at school release. I heard in your presentation that Express route 109X will have added trips to line up with school bell schedule to make up for route 3 loss, let's hope!!!

Because of bus driver shortage in TUSD, High School don't have bus service to provide families. What are we to do?!

Your survey is faulty. The above spreadsheet is blank.

#F - Those neighborhoods served are older communities with older riders who cannot walk several blocks to get to a bus stop, so discontinuing the bus service would be a huge disadvantage for them.

I would like to see the possibility of service routes to include along Houghton Road.

I catch the 203x up at Rancho Vistoso Park and ride, on account I live in Catalina. Removing this route would impose a hardship on me. I work at Raytheon, so moving the time back would also not work for me. If keeping the 203x bus meant paying a fare again I would be fine with that.

Unless more buses are going to be used for the merge of route 16 and route 18. Tends to be busy areas around grant and oracle.

I wish the city and Sun Tran be safe drivers, the routes are ok. Not the hours and weekends. I'm on a fix income.

No comment here

I would love a stop at Sunrise and Swan.

#5 Pima St bus is a critical route to get my 5 yr old bank and forth to school if of Pima and Columbus Blvd. There's no bus that goes down Columbus and I connect with #1 to at swan and Pima to go all the way home to 29th & swan Rd . The #17 doesn't work because it goes way out of the way back track back to Pima and Columbus.. eliminating #5 & #1 would honest my son getting to school in time. Along with it if the way connections just trying to make it to and from home& school. The # 5 and #1 are the only buses that have a good connection time!.

FIX route 24 and more frequency for 11, 25, 26

Thank you for asking for my feedback

I would like to see that it stays free it really helps me to save money on getting groceries

If I had to pay I would only ride the bus rarely since it's free I am able to socialize with people more get around to go to different parks

I think this is wonderful! Thank you so much for allowing me to give input.

N/A

Allowing all laos center routes to be extended. I've noticed most routes leading to south Tucson tend to stop earlier other than route 18 which ends around 12am

Clean up the transit stations and implement a skum removal plan to reduce the amount of derelicts in and around the system.

The challenge is being able to go from one route to another the distance you have to sometimes run to catch it. otherwise wait another 20-40 minutes which sets your personal routine back. I have to be extra careful because careless people let rocks get on the sidewalk and a person could slip and fall. Especially having to wait in the heat of this summer heatwave. Sometimes no shelter at stop. So far I've been lucky. I don't run to a moving bus but one sitting.

I like the idea of reconfiguring routes to avoid 2-3 transfers in certain areas. However, I most certainly do not want fewer options in Traveling... the opposite of helpful transportation.

The Pima bus, #5, is so useful for those without vehicles who work, and extended hours would make it more useful, more rides. The Pima Association should be aware that it is limited hours, not limited riders on #5, that keep it from being used by more.

Me, my friends, family, and colleagues depend on the consistent and frequent bus routes as they exist today. A change to their availability will affect the livelihood of countless Tucsonans who rely on public transit. Residential travel is just as important as the service to major streets because the people who live here still deserve access to public transit.

Don't change them

We need more routes and higher frequency on each route. This city is not foot traffic friendly and transit is a necessity

Cutting service to focus on high volume routes works against expanding SunTran's reach to new riders. The proposed changes will do nothing to reduce congestion on Tucson's streets. The money would be better spent achieving timely service and modern buses.

N/A

Rather than combining, omitting, or "streamlining" any routes, we need to greatly expand the number of routes we currently have. I understand the desire to make the experience of being on the bus worthwhile for everyone who relies on it, but reducing the number of bus routes will severely impact ppl who need them. Myself, my friends, and my coworkers all heavily rely on the bus to get to work and to commute all over town. So many people don't have cars in this city and unfortunately the city is built for car commuting-- something we need to rapidly shift away from.

Additionally, I'm skeptical of the measure to reduce transfers at the stations. The Tohono and Ronstadt centers are crucial locations for bus routes and for people to meet, it just makes sense to keep those centers open for transferring. Increasing transfers on streets would just cause traffic build up, I imagine.

Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?

No

Robust public transit is the heart of a thriving city. Cut costs elsewhere.

Please don't take out Route 19.

I didn't listen to the meeting, so maybe that is my issue, but I'd still want pick ups at non-major bus stops. I wasn't clear with some of the language used in the slides so I don't know if my pick up would be changed (the Bellevue and Broadway Stop. If so, I'd likely not ride as much. I'm reading this though that the changes apply mostly to RTC transfers. That would be ok as long as most people are not transferring there and I'm not sure how this affects marginalized populations in Tucson. If that would disproportionately negatively affect low income, houseless, and marginalized folks from getting on the bus downtown, then I am not in support of those changes.

The 19 is the only straight shot down Stone to and from downtown. You also have a high school on that route and Pima college downtown campus. It is a crucial route

No

None

We should rely on these routes. People need suntran to get around.

It allows us that don't have any cars to be able to rely on public transportation very much affordable very much needed and appreciated

No

No

The proposed changes would let me get home from work later with less worry of missing "the last bus", especially on the weekend.

Also it would make weekend grocery shopping easier with twice an hour routes instead of once.

No comment

I love at oracle and rudasil which means if you combine the 16 and 18 I will no longer have access to a bus route that can take me from downtown to my home without multiple transfers. Additionally some streets are neighborhood only bus routes meaning that if you take them out to benefit only major streets more people would have less access to the transit system.

It's a bad idea to eliminate express routes because SunTran, ran the routes so rarely for years that it was useless for many riders in the regions served. So of course ridership was low. One bus or maybe two in each direction per day is not compatible with work, school, recreation etc use. And now having absolutely no service to those neighborhoods makes it impossible for anyone without a personal vehicle, or enough money for taxi or ride service, to travel in our region.

No

No

I would not like to see the Glenn/Swan route stop as I use it very frequently and it would be a large inconvenience if it were no longer around.

All lettered items: I would like more frequently buses so I would not have to leave an event I would like to attend just to catch a bus and it would provide me less time on a buss.

The proposed changes to the 5th/6th street corridor (eliminating route 3, etc) will leave me a half mile from any bus route. From Oct-March this is doable for me at 77 but I wouldn't attempt it in the heat and this is not going to improve as I get older. I used this route to get to work when I was working and to get to the U and downtown occasionally now. I bought this house in part because the nearness of the bus route would get me to work and when the time came help me to maintain my independence. Instead of reducing routes and providing free transit it would make a lot more sense to have needs based fares so that those like me who can pay to ride can still use the bus system.

I do not understand the changes on Grant Road. Is service on Grant Road being discontinued?

Item e. I live, grocery shop, and work in an area bordered by Campbell, Speedway, Alvernon, Grant (grocery shopping), and Ft. Lowell (job). These routes already have great service. Most of the improvements mentioned won't impact me, so I can't really comment. But starting the buses earlier on Grant on Saturday and Sunday and having them run more frequently would be great for grocery shopping reasons!

I don't necessarily disagree with the changes, but it would have been helpful to provide a tentative timetable (including how long you think the route will take to get from beginning to end). I don't mind the combination of multiple routes onto the 204X, but I do need to know the proposed schedule. The bus runs more frequently, but if that results in getting to work later, then the proposed changes are not very helpful. I realize you can only guess on a tentative timetable, but your best guess would at least allow me to weigh the potential impacts of your changes.

The transit center at Stone/Tucson Mall is a magnet for homeless and drug users. Lots of trash. Sad. Can the city provide resources to help them and improve the area? I won't leave my car there for a park and ride.

Please put up ramadas or some type of shade at all the frequently used stops. This global warming ain't nothing nice, especially when I have 2 grand babies

SunTran should not eliminate any routes. We need more service, not less.

No

I cannot fathom your thought process into discontinuing the 21 route which has been in existence for over 65 years, the birthplace of Tucson has two senior citizen housing, these elderly people will be heavily impacted by this, 95% of those people don't have access to take this survey or even have heard of this survey. People's livelihoods depend on us bus route to get to work.

No

Please do not combine or remove ANY routes. I and so many of my friends and colleagues need these routes to be EXPANDED, not combined or shortened. The bus #1 on Glen that I take every day, is standing room only when I'm on it in the morning. That one needs to be expanded!

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

I strongly disagree discontinuing services to Oro Valley (#102 Express); it will mean that I won't be able to use public transient any more.

I would like to see the above proposals in action. Please do not eliminate those feeder routes as seniors like me depend on them. Thanks!

having the area of route 16 being taken over by a new route is fine, but having it stop running a whole hour earlier hurts my ability to socialize as i am now worried about being able to get home, and forces me to have to cut my social activities short, especially when work lets out at 10, just for me to find out that the bus i was gonna take home has already stopped running

Discontinuing routes on minor arteries, forcing riders to board only on major streets, significantly increases the danger. Shame on you for even considering making public transit less accessible.

The only one I am unsure is the discontinuing of certain pick up areas, as I am unsure how that will effect others who might take the bus and how they will get around.

f. I disagree with discontinuing any service

Why not start charging for riding?

I feel that eliminating the Pima/Elm Street route would be disastrous for the Catalina High School students and for the school itself

route 1 and 5 should be combined so that both streets can still be served. route 3 is an underserved corridor that will be impacted in a major way by not having regular transit serving it, for most of these residential areas the proposed changes make a walk far to long for transit to be an effective option.

Your plan to get rid of route 3 is an absolutely horrible idea. You are taking away a route school children and college students depend on to get to and from school. I can't even comprehend who's bright idea this was.

Later Hours Everyday and Possibly an Night Owl Service that runs through the night on major routes.

Maybe extend bus 25 or 11 to go down corona road I work on corona road and in order to catch the bus i have to leave work early each way is about a 10-15 minute walk

My kids use route 3 (5th street) to get home from school at UHS. TUSD doesn't provide school buses for high school students! Please keep this route!!!

Please, more weekend service and later hours all week.

Keep them free

No

To remove bus #21 is not good for many riders. That will cause many riders a problem in getting to St. Mary's hospital and is a very needed route

I live on a collector route but if necessary I can get to another route if necessary.

Extended weekend and daily night times for us in work and Pima / u of a needing to use library and / or labs times7 days a week without waiting for one bus trolley limited one times at regular 30 minutes/ not waiting for one a hour or even less on weekends PLEASE we have job hours also 🙏🙏

Charging again for the bus to keep fewer vagrants off the busses

More frequent service along Thornydale

No

I just like the option

Need to make sure the frequency is better but not lose service to neighborhoods to meet the needs of the people

neighborhood routes are dangerous. They bring in people who do not live in the neighborhood who hang out at the bus stops. The bus drivers drive too fast in the neighborhoods. This is dangerous to kids who play ball in the streets and to pets who happen to escape from their yards.

If some services are being canceled, this will negatively impact many people.

More frequent rides on Sunday would be great.

Also extending hours on Weekdays is a great idea. I've had to walk home sometimes after 10pm.

I recommend keeping public transit free.

The 3 bus is needed and should not be discontinued. The 37 could provide service to some of the effective riders. People need to be able to get to supermarket, drug stores, banks and restaurants.

I would want the bus to run later and earlier. I agree with that

Adding frequency and times on both weekdays and weekends.

They will make riding easier and faster

N/A

Continue route 3

Please start charging for the bus again!

No free bus.

F and G

The 5 is a most important route for many this is what I am fighting to keep in existence. I am disabled and rely on this most importantly

Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?

No

NA

Drivers will, in the future, have to cut back on their driving. Eliminating routes would be a huge mistake. Plans should be made to ADD routes.

I take bus route 8 to get to work but I need to transfer from the one leaving Udall to the one that goes to Houghton. There is no direct route. With the new proposed changes I will still need to take 2 buses. The first bus will just have a new route name.

Si cambian la ruta #1 vor a-tenet que caminar mucho para llegar a la escuela.

En mi caso cancelar el servicio en calles locales! colectoras me afectaría, especialmente durante los meses de verano porque tendrig que caminar bastante para una calle principal.

More frequent weekend options and extended service hours would be wonderful

Bus 8 stop by the mark building and park st needs shade covering

On both directions

Shade cover also by habistore on bus 9 stops

Not at this time.

#61 should be changed to a shuttle bus because less passengers but no change frequency

I saw a woman with three children waiting for the route 5 bus. Are you prepared to upend her life by canceling #5? Do you want to look her in the face with this decision?

#8 needs Udall connection

Grant road (9) and 22nd (7) are going to be major problems in the near future with construction.

Too many people rely on routes 1, 3 and 5 to get rid of the Glenn, Pima and 5th/6th St. portions. Get rid of all the expresses, and still increase frequency on weekends on the 7 and the 9, and keep route 9 the way it is now.

Due to the homeless/unsheltered using the bus for criminal activity or using it as shelter, many have stopped using the bus to these reason, especially women.

Route 3 must be kept as is due to the number of schools, including public, private, and charter schools. Having been I the University High Foundation for 13 years, I know this is an important transportation method for them. UHS students come from all over the city as do students for Tucson High. I feel is being done due to the road diet planned for 5th/6th. According to your website 2038 people board this route on a daily basis. I doubt you will ever see 2038 bikes on these streets.

Sounds good to me

A. bring 16 to silverbell or cortaro with Ina stop

I'm trying to get to know Tucson Arizona and ridding the bus system is the Best way to do that. I'm also in a wheelchair so I really like the kneeling bus's with the ramps.

Please do not discontinue these routes:

Route 34

Route 3

Route 8

Route 7

Route 4

I like that I can take the bus closest to my house to a transit center to get to most places that I need to go. Walking several blocks just to miss the next bus and waiting for up to an hour with no shade (many of the stops lack shade) is not something I am interested in doing.

Increasing weekend service to 10pm is not late enough to use for most evening activities or jobs.

I like increasing the frequency. At this point, I refuse to go anywhere on Sundays because it's likely I'll get stuck on the side of the road for an hour due to poor service.

I disagree that route 3 should be discontinued. I take Route 3 almost every day to get to Pima East Campus and on Fridays to West Campus. I live on the east side so the straight shot from here to the east and west campus is very convenient, I appreciate that I only have to take one bus to get me to my destinations. I think a lot of students depend on this route.

Taking away stops on smaller streets makes the bus less accessible to those who need it. Limiting the bus's range of stops to only large roads would be contradictory

Then changes are fine as long route 26 still goes to valencia.

Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?

Why is this plan revenue neutral when \$2.1 million in new Carbon Reduction Program (CRP) funds to reduce carbon pollution from the transportation systems have already arrived at PAG and are expected to continue for 4 more years. The City should do more to ensure those funds are used appropriately to reduce transportation-related carbon pollution emissions in our region instead of filling PAG budget gaps. PAG has already taken 100% of the Safe Routes to School money to fill their budget gaps and lost federal dollars for the Clean Cities program due to misappropriation of funds. This should not be happening again. More needs to be done to hold that organization accountable for spending funds appropriately in our region.

Within just a few months, the City has adopted a comprehensive Climate Action Plan that has a goal (T-2.2) stating "In partnership with Sun Link and Sun Tran, identify options for expanding streetcar, bus rapid transit, and/or local bus access to underserved communities" and then put out this COA doing the exact opposite of this goal by discontinuing service on neighborhood and collector streets. Do the transportation planners and climate change planners talk to one another? If not, they should since 43% of our carbon emissions come from the transportation system (PAG 2021 GHG Emissions Inventory). Transportation is also the only GHG source category that has increased since 2016. We need to do a lot more to remedy this situation. We should only be discussing how to add routes, not eliminating them.

I am particularly concerned about the discontinuation of the #3 and #1 buses since I know they are commonly used to transport kids and UA students to school. Many of the students would have no other option than to take the bus and may need to walk a full mile to get to a new bus and then back to school. The #3 bus is standing room only with students attending schools along 5th and 6th St. When my daughter used the #3 bus to get home from Tucson High, she said she often needed to wait for the second bus because the first bus was full. Do you actually think the 109X could effectively fill in for this service? Express buses are designed to get working people to their job sites quickly. They only stop every mile and the limited availability, even under these proposed changes, would not allow students to get home on Wednesdays (early release) or account for different times kids need to get home due to after school activities. We know that temperatures are only going to get hotter and we should not be asking students to deal with walking even more in the heat to get to the 1-mile bus routes. The same goes for disabled and elderly people.

It seems as though the contractors hired for this COA have not read the City's Move Tucson Plan. It is a wonderful plan with many great ideas that are definitely not being implemented by the City of Tucson. Words on paper mean nothing if they are not actually acted upon. The Vision identified in the document is: Tucson is preparing for a future in a rapidly changing world by making economically and environmentally resilient transportation investments. We are working together to create a mobility future that reduces barriers and enables opportunities for all of us by increasing transportation choices, improving safety, and investing in the infrastructure we already have. Tucson will dramatically shift how we invest in transportation to support a thriving, inclusive, and sustainable city for Tucson residents, businesses, and visitors. This COA, due to its elimination of multiple popular bus routes, runs completely counter to this vision by decreasing environmentally resilient transportation investments, increasing barriers, decreasing transportation choices, decreasing safety, and disinvesting in the infrastructure we already have.

You are discontinuing popular express routes based on the ridership numbers. You are not discontinuing some of the ones with the lowest ridership. If express bus routes aren't filling up, you should try to reinvigorate your dilapidated park and ride lots. Those must be effectively promoted to make express bus routes successful. I am a downtown worker and know many express bus riders and I sometimes use one. The riders that will lose their express buses will start driving (see Climate Action Plan).

F.-D.) I understand that SunTran is working it's best to provide faster services with the constraints of resources and budgets.

For many riders these changes will mean adding an additional 10-15 minute walk to the next bus stop. The frequency of the busses will change to 15 minutes but the commute time for many riders will be more tiresome.

Another concern is people with disabilities, physical limitations, impairments and all of the riders who use SunTran in the scorching summer months.

For example if my route (route #1) is discontinued, I would likely have to catch the bus on Grant. The fastest walk to Grant is through neighborhood streets. If a person is using a mobility scooter, cane, walker or any other physical assistance device there are no sidewalks, that person would have to take a much longer route or have to use the streets.

Riders would prefer 30 minute routes that reach us directly in our neighborhoods over 15 minute routes that require an additional 10-15 minute walk each way.

I disagree because the prince and romero stop is right in front of my house so changing it makes more complicated for me which then requires me to walk a even longer distance to get to a different stop

I am worried about merging routes 16 and 18. On the current route 16 there are stops at Ina and Crystal Cove, where I wait for the bus, and Ina and Thornydale, which is my usual destination. I am worried that this change will discontinue that part of the route.

Eliminating route 3 will create a one mile distance between routes would have negative effects on several groups, particularly older citizens, families with children, and students.

n/a

I don't

no

nah

Please keep route 5

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

It would greatly help to increase weekend schedule. Buses stopping so early is bad.

I can't see the words in the graph above so I don't know how to answer. However from what I've read of the plan I am worried about changes to routes that go through neighborhoods like the 3 and 5. These are working class neighborhoods transporting workers and students. They are always full. The proposed changes on these two particujj lmk at routes I am completely against. It doesn't make sense for the communities they serve.

Why would service be discontinued on any street when there already is limited access and bus services.. for ex 103x on river rd.

Please don't discontinue 34 and 5! Please!

I almost selected neutral/disagree for question f. The elimination of the route 3 means I will have to transfer If I want to go Downtown, which I do occasionally. I am more concerned with the proposed lack of service along Camino Seco as it is a safer way to board than along Irvington with the 450. Camino Seco is also part of the mile grid. I believe a route that connects the two sections of the road would greatly increase ridership and connectivity on the East-Side.

I disagree with doing away with bus route 5. It will add 20 to 30 minutes of me walking to get to the bus in 100+ degrees weather or rain. I can't drive.

It's hard to work on the weekends cuz every hour

The #3 Route should not be removed as it is frequently used everyday by those trying to get to work, school and to doctors appointments. It will be another mark against Sun Tran and the City of Tucson as it will gravely impede the public's day to day life. The public's trust and expectations in Sun Tran is greatly wavering.

How is making things harder for the public a "step into the right direction"?

How is removing Route #3 the best option for this city?

Public transportation is meant to benefit and ease the lives of those that use it.

This change is a complete act of disloyalty to the Sun Tran riders across Tucson.

Route #3 is a bloodline for Tucson and by severing that line the negative impacts on Tucson will be felt.

Do not eliminate route 5, many people use it for work and many kids use it for school. Catalina High School is directly on route 5.

I feel that eliminating or reducing the frequency of route 3 is a terrible idea. The route is the only one connecting Pima community college east and west campuses and the proposed change would mean several transfers are needed for my daughter who uses this route. I also use this service for work as it means I can avoid crossing an extremely busy intersection which I need to do when taking route 8. My understanding was that major work proposed for 5th street was being done in part to accommodate this bus route.

None

None

I have ridden the #3 bus to work at the university for over year. If you take that away, I have to take two busses to get to work. Plus there are tons of students on that line. Just putting a few 109x busses on that route is massively going to disrupt students getting to school

Can't see proposed changes it's a blank matrix.

Don't cut route 3!!!!!!

This is a test

I find it telling that none of these have options to actually provide service throughout the entire city. Instead you are just investing MORE in the area's that are already heavily invested in. And pushing folks out into the streets instead of safe transit centers is crazy. With the amount of crime happening on the streets, highly due to the national fentanyl crisis, I wouldn't allow my family to ride a bus even if there was one available.

I use route no. 3 almost daily to get to my doctor's appointments at St. Joseph's hospital. Removing it will cause a big issue for me, because I cannot drive due to epilepsy. Especially during the summer months I'd have to take uber all the time.

My husband, a professor at the U of A, also uses this route twice daily to get to work.

Please keep route 3 - we'd happily pay \$2 again. It's essential for us.

Get more santizer and more cleaner. More safer.

Charging the bush more get rid of homeless.

N/A

The agree/ disagree boxes were blank. At least on mobile. So I couldn't complete that part. But basically I agree most with extending hours and increasing high frequency. I disagree with discontinuing route 3 and also the route on Pima. This route is important for bicyclists to have a reprieve from the sun and heat.

I understand that some routes are more popular than others, but eliminating service along Glenn does not improve access. I see plenty of disabled folks using the bus routes and their access would be greatly diminished by the discontinuation of Rt 1 service. Personally, my travel time would be doubled as a result of these route changes. It's an inconvenience. If you discontinue Rt 1, make Rt 9 (grant rd) more frequent. That's a major route.

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

Route 3 on 6th Street serves not only highschool student but UNIVERSITY students who take times during all times of the day. I'm a professor at the U of A, and I use this route twice a day, six days a week.

This route is also valuable for taking residents to St. Joseph's hospital on Wilmot and several doctor's offices.

Replacing Route 3 with Route 109X which runs only once a day in the morning would be catastrophic for me and everyone else who works at the university.

I understand the idea of this plan, but I think discontinuing so many local is also detrimental to serving the community.

None

12 was part of 16 a few years ago, it should've never been divided. Restoring 16 to the Laos Center by combining it with 18 is a good idea.

No

From what I been hearing that they want to discontinue 3 and that the bus I take to and from work. That would put me in a bind to find a ride n spend money fair every day on a Lyft, taxi, or Uber on which sometimes aren't convenient or constantly. It would affect me alot to lose my job and home.

I think Route 4, 5, 1 are very important to students at U of A (If not the most important), so I don't really understand why it should be eliminated.

105X is vital for commuting to UofA.

I'm concerned about university access across major streets for members of the community who cannot afford to live on or near campus.

Lettered Item F: Route 5 is a very important neighborhood collector street, and frequent riders include those who are visually impaired, students at Catalina High School, and other neighbors. A half-mile walk with guide dogs or canes is TOO FAR. Please do not discontinue ROUTE FIVE, which goes directly from Pima to the Arizona State Schools for the Deaf and the Blind as well as Pima Community College.

Route 5 needs to stay an active bus route. Many community members and students use it. It will cause so many problems for members if the route goes away. Ones that need the route for store and grocery access. Taking the route away will cause great strain on the members that will need to many bags of groceries for times the distance to their home or to another bus stop for transfer.

C. Weekend hours for downtown routes should be extended for usage by people living north of ft Lowell

Discontinuing services on neighborhood/collector streets will have a negative impact for people with disabilities to have access to public transportation. The people who we should be helping the most! This also impacts the low income families to rely on this service for work and taking children to school. Safety should be more of a concern. Not packing all the people to "major roads" to cut cost and save money.

E, we need more routes running every 30 mins on weekends instead of every hour.

I think the frequency must be improved but this cannot be associated to the deterioration of areas that already have service (ex. Route 8)

I really like the idea of early buses on weekends and more frequent I ussed to work and had to upto an hour for the bus to arrive early in the morning and the bus route was one of the buses being discontinued. Im really grateful for this opportunity to express my feelings about this because I don't drive and the buses is free thank God compared to a 10 dollars Lyft I would ride the buses any day due to that .

I used this route to get home and work after school (route 5)

On the proposed combined 16/18 route, will there be an accessible location downtown to make connections to the other bus routes that stop at the Ronstadt Transit center? for example to the bus route 8. I frequently make connections from the 16 route to the 8 route. Will this be easy to do with the proposed changes?

no

crack heads

nah

It's really unfortunate and troublesome that my bus 19 -Stone is going to be discontinued because it's a one-way route and I rely on it for getting to and from school.

There are no details showing in the chart above so I can't agree or disagree with them. I'm concerned about the change to route 3, as route 8 would require Tucson High students to transfer at the ronstadt to get to THS

no

no

No

Strongly opposed to the termination of line #5. This is my bloodline to move around and go to work. I will no longer take the bus if that line is terminated. Line #4 is too far to walk to in the heat or at night (feeling unsafe in parts of the neighborhood). Public transportation is about meeting people where they are in their neighborhood. Make it easy to take the bus not hard.

no

no

Nope

no comment

If the #3 route is eliminated I am not willing to walk 1/2 mile in the heat to catch a bus. Now my Salk us closer to 200 feet. I also worry about all the kids who attend Tucson and Rincon high. I think that it would increase congestion with the extra cars going to the schools, both parents and student driving themselves.



**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

I don't like how route 4 goes up kolb and then continues to houghton

no

no

I only use the Sun Tran. This affects me in no way.

n/a

N/

getting rid of the 3 and the 5 is a bad descision! and the 34

i think its cool i guess

nope

n/a

No comment

no feelings

I am a everyday rider would like to see extended hours on weekends and free fair for working riders

Route 5 on Pima from Udall Station to Pima CC that runs past the University is removed under the draft plan due to the goal to reduce neighborhood/feeder road service. While an understandable goal this is a mistake given the current infrastructure; in my experience there is high usage for this line for businesses along Pima, access to major schools (including Tucson High School), and access to the University+Pima CC.

The proposed replacements moving lines to Grant or Speedway may cause access issues: for example for many who would have to walk to Grant from the neighborhoods between Grant + Pimas would experience a longer trek with less shade and relatively few crossing opportunities to reach Grant. In my case I would also have to cross major roads that lack major controlled pedestrian crossings (Mountain), or transfer (and isn't the goal of the plan to reduce transfers?). Although Pima is not built to be a major corridor it effectively functions as one.

Ultimately, long-term if the city reduces routes investment making it easier to get to bus stops from neighborhoods (e.g., more controlled pedestrian crosswalks, bike boulevards, better sidewalk infrastructure with shade trees to prevent heat-related illness; water fountains) will be sorely needed.

On the part of discontinuing routes from neighborhoods makes more challenging for students and elderly people who enjoy taking those routes and makes it more convenient where they need to go.

Please extend service on the weekends to reduce drunk driving. Service should end when bars close.

I live in a residential zone and rely heavily on Bus Route #3 to stop in my neighborhood to get to school and other places.

Please do not remove route 5. It is the only route that leads to my children's basic school- Blenman elementary school and a host of other schools in the area. Thank you.

Adding routes to underserved areas is a great idea. But cutting route that are currently heavily used is terrible.

I need the express route for work

I use 105x to get to university. Without 105x I would be stranded.

The above table is blank in my browser.

I use #3 to get to work

Discontinuing route 5 down Speedway to West campus would cause me to increase my travel time and take two busses rather than one. Discontinuing busses down neighborhood streets is directly overlooking people that don't want to have to walk any distance from a major street to a side at night. This is a safety issue and I guarantee that people will be more susceptible to being harmed.

I don't want to reduce transfers at transit stations because that's where buses will actually depart at the time they state, so you won't risk missing your transfer.

However,

The folks who set up camp at the transit center make it an issue. The area surrounding the transit center is impossible to keep clean, and the walkways have people laying about, with their belongings staining and soaking the sitting areas. The bike trails that lead to these transit centers are so overrun with huddles of people and litter that there is no clear passage anymore.

I'm talking about the Tohono Transit center, near the Tucson Mall.

The more direct routes make sense and although taking multiple busses is less convenient in my eyes, I take for granted the opportunity of fast transit that is free transportation to my job.

I would like routes to stay the same with more frequent buses running

Re "f" above - what's the point of increasing frequency at major streets if people from the discontinued neighborhood/"collector" streets can't get to the major streets?

Grant (#9) and Speedway (#4) are a mile away from each other. No one can walk that distance to access a bus for the 5 months of summer. Those with mobility issues or elders or with kids, groceries, etc. can't traverse that distance at any time. This central part of town, Grant-Craycroft-Speedway-Stone is a population dense area, near colleges (UA, PCC) and hospitals (UMC, TMC). Why would you reduce transit in this area? Perhaps reduce the span of #5 bus, merging into #4 or #9 or some other bus, keeping the service active in the dense part of it's route?

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

I would like access to more nature trails by bus week and weekend

Letter F

Discontinued 5 route would leave me stranded on Pima without proper access to public transit

i strongly am asking on behalf of every person that takes the 17 North and South should stay available. I ride that bus EVERYDAY. thank you.

On F. I think its a good idea for a cost neutral plan, but it would be nice if the city gave enough funding

for F, removing route 3 would interrupt my families ability to reach south tucson in a timely fashion(5-6am) from mid tucson(5th and colombus) and the #5 is a major neighborhood street that directly connects households to different schools

You need the #3 bus to go from Pima East to West! My daughter and I use this service often. I am disabled and I also use this route to get to 4th Ave for shopping and street fair. It services both Rincon and Tucson high school students, which my daughter used to be. It is a vital route in central Tucson and would force us to drive. My husband also rides it daily to his job downtown.

Route 5 is what allows me to get to school.

I use the bus to get to and from work, changing routes will make it more difficult for me and others.

Eliminating bus route #5 that drops off at Catalina High School would negatively impact attendance at Catalina High School for many students. This would increase the amount of time needed to walk to school in the morning that would cause and increase tardiness. Please do not eliminate the route on Pima.

Providing lines on secondary streets (such as the 5 on Pima/Elm) even if not as frequent as the major streets is critical.

Discontinuing service on neighborhood streets can make it more difficult for people like me to get to and from work.

F. Discontinuing services in neighborhood or collector streets is going to make it difficult for some people to take the bus especially for people who aren't super close to the major road routes and rely on those corridor and neighborhood routes to get to major road. This particularly effects myself and others in various locations.

The 5 serves Catalina High School and those students would have to walk to and from Speedway (crossing Pima at Dodge) or Grant via Dodge or Alvernon to go to school. Dodge is already over crowded and especially at Pima and Dodge. Please reconsider keeping the 5

Both on the iPad and computer the questions above are blank. I called the transit company and they said just move beyond it and continue.

Routes 1,34,37,5 i think are perfect as is i really hate the change to these

I don't like the idea of more street transfers because a lot of stops don't have any (or sufficient) shade or seating. Also, when the transfer time is tight, it feels like you're much more likely to miss a street transfer (when one driver is just a minute ahead/behind, if you're caught waiting for a crosswalk when the bus pulls up, etc)

Letter item "f"

My middle schooler and my high schooler take the 5 twice a day every week.

It's the safest and closest route for them.

Don't discontinue the 5!

Critical not to eliminate route 5!!

The above grid did not populate on my phone. Please disregard any circle darkened.

Pima street is a major thoroughfare for my neighborhood and it would be much more difficult to use the bus, especially in the summer when it is so hot

I feel that all routs should remain the same. More frequent and later run times would be something to look into.

I agree with extending times of service on weekdays due to the fact majority of Tucsons citizens use suntran as there main transportation for daily life purposes. If any alterations happen that may affect a person route such as work, can affect them into unemployment due to lack of transportation service. By cutting routes to reduce travel time may be a good idea however the routes are placed for the needs of the people and cutting them to save resources could be a good idea in the eyes of the city it will cause a rise in difficulty for the people. For many of use have preexisting conditions that make it harder for use to travel to main roads just to get to a bus stop especially with rising heat in Tucson.

Rental properties on roads such as Pima and Columbus usually have lower rents and therefor are more attractive to lower income people who are more likely to rely on public transit.

I agree with extending routes and providing extended hours and more frequent busses. But by combining certain routes, this also decreases my number of options to get to transit centers/downtown.

I use route 5 avery day to get to school and my alterntive to that is route three other than that i cant take any other bus to school

I disagree with Route 1 being discontinued and everything else. Mostly because I want the SunTran services to stay how they are.

Transportation is essential to access things like healthcare, medicine, clothing, food and to be able to maintain employment. By reducing already limited services you are harming low-income populations and putting them at a higher risk for homelessness and food insecurity. Please choose to extend hours for riders and increase frequency so anyone can access the things they need to survive.

With all the changes, it will affect students majority because the route are next to a lot of schools and it how they get back and forward from and to schools

I take the bus to and from work everyday. 8

Do not lengthen 18. Do not cut hours on 24 26, or any linking routes.

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

We have super wide roads (Broadway) that could have dedicated bus lanes or the center lane could provide something like the streetcar. Current routes don't help me get to where I need to go.

No

You don't mention anything about the Express and Regular routes that are proposed to be discontinued. Please keep the 107X and 102X.

sorry i literally cannot see any titles for either axis items on the given grid ? please disregard my choices there

On my phone, the questions on likert scale above did not show.

Extending weekend hour and frequency on weekends would be a huge help.

This plan is fine. The main issue that I have is that the wording to the changes is very one sided which could forced decisions. I think a better explanation without the one sided language would help to get real feedback

The graph above doesn't work. I live near PCC west and work at the university. I can take either 3 or 5 to work - you are planning to discontinue both. Extending the 8 bus to pcc west does nothing for me. This discontinuation removes my access to work and the route along speedway which is important to me for work, going to Elrio center, visiting doctors along Wilmot, and other sites. It seriously impacts those of us who live in the west side.

All buses, should be accessible in a reasonable time,one hour for major route just to long of a wait. Think of Summer and Winter.

I would love if route one was more frequent

N/A

Some of the discontinued routes would deeply impact that way I and other people I know. Especially those who use the routes to get to and from school on a daily basis.

Do not take off 5 I use it for work and home

Changing the fare rate to be more convenient at the transfer centers may be beneficial as long as the price difference isnt too high or too much of a difference. People take busses due to lack of funds not for fun

Rather than get into the nitty gritty of amounts I would like to comment that we cannot do anything to reduce routes while we claim to be working on climate change. More money from the RTA and other sources needs to go into our bus system so that there are more direct routes, particularly from the south side so that people dont have to transfer twice to get to work. Making it a longer walk to a bus stop is not feasible when temperatures are rising as we know they will do.

i use the 8 and it no longer turning on wilmot will be a hugh ininconveience

i use the 4 bus from what i understand It's going to change to pima and not go through to wilmot?

the number 1 bus is being eliminate if i want to go Sprouts on swan and speeday and continue on to trader joes i will no longer be able do so

not sure if the 9 is going all the way to greasewood?

isthe 11 going to go to Banner South

Seem like people that came up with these proposel don't ride the bus

i don't think you really want opinions not having any meeting in the evening for people that ride the bus on a daily basis to get to and from work

Removing more residential routes will cause many bus goers to suffer and be unable to make use of the services on a regular basis.

Some of the bus routes are extremely long already, across town. The proposed changes of combining routes doesn't seem realistic. I don't want reduced service.

Unable to access plans

Discontinuing routes is logically not a way to increase ridership. It is also not an equitable trade-off to increase frequency, or cut costs.

I am hugely opposed to the removal of route 5 coverage of Pima and Speedway. I am a student who used this route to access PCC downtown and west campus for the last two years of my life. This route made going to school without a car possible for me. I chose my first apartment based on the existence of this route and how it would make accessing the University of Arizona and nearby grocery stores doable for me. Without this route I will need to walk much further and make more transfers twice a day every single weekday for the next two years of my education.

Since bus is free the dirty people carrying dirty bed rolls etc. and lots of bags of their belongings. They are rude and the bud drivers let them on with big bags and dirty bed rolls. The drivers also need to stop letting men on with their pants almost down to their but-hole !!! My great granddaughter was so so embarrassed the she covered her eyes until we got off the bus. To me that is indecent exposure... you need to ride the bus for a eek (especially the 16) and SEE for yourself the craziness that goes on ... I challenge you to ride the bus for a week straight !!

No comment.

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

Letter f because routes #34 and #5 service older and handicap people going to and from medical services within the TMC medical campus area and walking a one mile grid to get to a #9 would make it immensely difficult to get to these medical facilities located from Glenn down to pima between swan and craycroft. Also it would cut off easy access to the udall senior center and recreation center which most people in this area depend on with the #5 route along with access to grocery stores on tanqiverde rd. Etc.

Combine the 12 with 16. Your putting 2x the work and bus by having 2 different bus. Keep on straight away. And make simple again. Ina to loas, back to old way! Easier

Please extend service to PACC. It's over a mile walk from the nearest bus stop to PACC. This is a long way to walk, especially with an animal in inclement weather. Perhaps more people would volunteer, adopt, foster, and use the clinic if PACC were more accessible. People who don't drive love animals also.

the items don't show up on mobile so I can't see them

Every day we use neighborhood routes to get our kids to public school. Discontinuing the #1 bus route, specifically at Glenn/Swan would make it hard to ensure our kids get to school safely.

Honestly this new draft looks pretty solid. It'll take getting used to that the 1 is now the 31, was it? But I liked how accessible that map is. I'm physically disabled and heavily rely on public transit as I can't safely drive.

I agree with more buses more frequently. The city needs to start thinking about bus only lanes and fewer stops for commuting hours so people will see the bus as a viable option instead of driving.

public transportation/transit is a PUBLIC good - it is not supposed to generate a profit or even break even. If you believe public transportation should be profitable, you are a fool, or a crook, or both. The only appropriate change to public transit is to increase frequencies, reduce headways, and extend operating hours on all routes. It requires investment, and it costs money. The benefit is the productivity and well being and financial progress for citizens - not for city council, mayor, or the CEO of whatever crooked corporation is running this. Shame on you for these proposed changes, which, if implemented, will reduced quality of life, increase poverty, increase income inequality, increase car dependence and single occupancy driving, increase traffic and traffic crashes and fatalities, and will contribute to the continued decline of the Old Pueblo.

I think the overall goals of the changes are very good, however I don't think cancelling route 3 will serve underserved communities. There are usually 10-20 school kids on my morning bus and most of them as well as many of the adults who take it regularly are people of color. Many elderly and disabled people also take this route.

(The lettered items in the above grid do not display on my cellphone)

as long as route 1 stays the same, no.

I always use the 3 route, as it's the only one close to my house, and I need it to get to school, since it takes me directly there, so if it's gets discontinued, I won't have a way to get to school reliably, as my mother can't drive.

Leave routes the way they are just extend them. To later times so more people have to work late, the last buses used to be midnight from major bus stations go back to that

Need to realign and extend routes from east side. If I take the bus to work it takes 3 transfers and 2.5 hours ONE WAY. This is why I don't ride the bus.

Route 23 very important, wish it ran every 15 minutes.

Like to have extended hours for routes.

I strongly disagree with discontinuing service on neighborhood routes. These routes make service more easily accessible to everyone, especially in the heat of summer. Personally, if routes like Route 5 were discontinued, I would have to walk much further and make many more transfers when taking the Sun Tran Bus, overall making my commutes much longer and more difficult.

I strongly agree with extending service hours. The Route 5 and Route 4 buses specifically don't allow me to stay out past 7pm in some cases. I would need to take the Sun Link to the last stop at Banner and then walk 1.5 miles instead of taking the Sun Link to a Route 4/5 stop, transferring to a bus, and walking 3-5 blocks if I were to stay out past 7 pm.

Just for the one discontinuing some routes. You can't discontinue anything on the 3 bus route.

In speaking to the bus drivers, concerns of their safety among passengers that are under the influence have been addressed. Please provide safety to our bus drivers so that they continue to want to serve the grateful passengers

I would not like to see "f" happen since it would make it much more difficult for me to do things like get groceries, go to the library, and other errands.

I see potential drug trafficking advantage without a drug dog sniffing potential riders which would hopefully curtail them using public transport of their crime. People are dying and drugs need to be stopped as much as possible. I hear Michigan has life sentences for drug dealing. All routes.

I need rout 5.

I would no longer have close access to Route 1, off Glenn

If you want people to stay out of cars, please do not eliminate the neighborhood routes. That's backward thinking and will lead to more pollution, crime and less riders.

The bus is not safe, especially as a full time wheelchair user. Once I am locked into place I cannot escape from being harassed by drug users.

Letter F I strongly disagree with! I use the 34 and the 1 as part of mine and my kids daily commute, without these Im not sure what I would use.

Letter f I strongly disagree with. This would Interfere with my work and my kids going to school. If you move forward with this decision I will be taking my concerns to the ward! You would be taking two really important routes away from a poor neighborhood. This is not a good look!

I disagree because why take off the routes they should just keep it like this

Dont take away my routes!!!!!!

get the drug addicts' off the bus and make the bus stops safer for the good citizens to ride safely. i have to arm myself in order to ride now due to a few addicts trying to rob and assault me.

As an elderly person; I will find it difficult to get to major streets if pick ups are not made in neighborhoods

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

I agree with mostly everything

I ride route #34 quite often. Eliminating it would cause me much stress on getting around to places I have to go to.

Discontinuing route 5 would affect me quite badly. I do not drive and have relied on route 5 for 36 years as my transportation to work and shopping . I do not see how I could walk 4 blocks to Grant route 9 when it is over 100 degrees I the summer. Please reconsider for your older riders , we do not have alternatives. I have met other riders in the same situation. Please reconsider.

The focus should be on disabled/low income riders, which historically make up 80% of riders.

I live in the Menlo Park/Hollywood neighborhood. It's bad enough there's no bus 22 and now you want to cut the 21. How are we as a community gonna get around for those of us who don't a vehicle at their own disposal? Seems very unfair and just wrong!

For item f, the proposed change will discontinue route 1, which is a direct ride for me from my home to school/work at the UofA. I have been riding this bus almost every weekday for the past three years. If you discontinue this route, it will potentially double my commute time to work. And here's the kicker: if discontinuing this route improves operational efficiency, how about charging riders instead? I am more than happy to pay to ride the bus. So if you want to be more efficient, take my money and keep route 1 as it is.

No comment

You haven't improved service to Ina and Oracle

stop making free so anyone can ride. just lower cost of bus fare and we can still pay and get the drug users off the bus!

Please first work to make busses a safe way for average citizens to commute, without fear.

Stop the free buses it just increases crime

I strongly support the elimination of FREE bus rides, as it encourages crime like fentanyl use and encourages the expansion of homeless camps thru out the county.

If you want to reduce traffic, clean up the buses it disgusting now

Clean up the stops! Make it safe to ride the bus again

GET THE DRUGS AND CRIMININALS OFF THE BUS. WE KNOW YOU DON'T CARE ABOUT US THE HONEST HARD WORKING PAYING RIDERS BUT NOT TO CARE ABOUT THE DRIVERS. WHAT A PIECE OF CRAP COMPANY YOU ARE!!!!!!!!!!!!!!!

All these changes seem well thought out and come from extensive input from current users.

The bus is no longer safe,,,

I do not use it any longer,

An obvious need, armed security officers,

With strong enforcement of our laws,,

WITH EXPANDING MORE OFFICERS FOR OUR POLICE DEPARTMENT,,!

make the system safe and drug free

No looks good. No

Stop the free bus rides, to reduce crime and keep the violence off the buses

Until the free drug users transit system addresses the lack of public safety, changing schedules and routes is pointless.

Buses are unsafe with rampant drug use, gang affiliation and mental health crisis

I heard a rumors about route 1 being discontinued. Please do not do this I need this route to get to and from my job.

F. I have ridden route 5 for the past five years. The route goes through my neighborhood and has been my main source of transportation to work and school. I would be greatly inconvenienced by the loss of this route, and I do not see a reason for such routes to be discontinued.

If bus 5 is stopped I won't be able to get to work everyday and it will make it extremely difficult to bring my children to their doctor appointments bus 5 is my main bus of transportation

Route 5 passes both an elementary school and a high school and would force children to walk a much greater distance to take advantage of the service

Increased frequency on weekends would improve the safety for those waiting in extreme weather like the heat or frigid rain, especially at the bus stops with zero shelter or shade.

To get rid of half the routes, my transportation would be nonexistent. Just hearing about the possibility of the routes being not there anymore is discouraging and frustrating. I'm probably going to get an e-bike to go wherever I need to go because this is the third time I've had problems with public transit being unreliable.

Since I and many other retired people without vehicles (including some with limited mobility) live on N. Craycroft Rd. near Pima, it will be a real hardship if routes #5 and #34 are discontinued. We use the #34 to get to the Walmart on 22nd and Craycroft for groceries plus use it just to take us to Speedway and Broadway so we can get to other destinations. It also takes us to TMC. The #5 bus also takes us to other bus lines that go to various important destinations like the library and medical offices/hospitals on Wilmot. We'll have to walk several blocks, which is difficult for some, especially in the very hot weather we're having during the summer.

Yes try to get more drivers or try to keep the homeless off the bus because they're trash in the bus and there's too many of them always on the bus or sit at bus stops doing drugs

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

Route 1 is used to get student back and forth to school. Any changes will preclude student from getting to school.

Please keep the 5!

I am a student at Catalina High School and route 5 is the only route that goes past the school. I'd say several people at my school rely on that route and without it I feel the school would have several absent students. Unable to get to school on time, the students would just become unmotivated to even go to school.

I do not believe that route 5 should be discontinued because I ride this bus everyday to hop on another route 16 which takes me all the way to work and bus 5 that takes home

I disagree with the changes because these are key routes for the disabled like myself who either have to rely on Sun Tran because of agreements made and or limitations with Sun Van. Taking away and/or changing the routes may make it harder for disabled individuals to obtain transportation and with no backup plan can be extremely unbearable, dangerous and unbearable

Please keep the number 5 route the way it is! I am a student at the U of A and I need that route to get to class every day!

Over half of your survey respondents indicated that "increasing service" was important-how does eliminating route 5 count as "increasing service"?

You're making it difficult for kids to get to school

please don't cancel the routes I need this so I can go to school everyday, because my family does not have enough money to buy a car.

N/A

Please don't get rid of the Pima 5 I literally need it

I wish you guys would start charging for the bus... it would slow down the drug use on it and other things bad that happen in the bus that the operator doesn't know about.

F. We live in Tucson an extra 5 block walk including crossing an intersection the size of a city block in 100-110F is unreasonable. I moved to Tucson and purchased my home because it has easy access transit. Breaking down good access to the bus is not the right direction Sun Tran or the city of Tucson needs to take. Thank you for considering my comments.

Neighbor routes are needed as many students at TUSD schools rely on sun tran to get to school/home. TUSD does not offer many bus routes due to sun tran. Taking away bus five and other neighborhood routes will prevent kids from getting to school and obtaining an education.

No

Disagree, shouldn't take this bus away

DO NOT DISCONTINUE ROUTES 1 AND 5. DO NOT DISCONTINUE ANY ROUTES. WE NEED THEM.

Estoy de desacuerdo por que uso este transporte para ir a mi casa ya que soy estudiante y es la forma mas rápida de llegar.

Route 3 is HEAVILY used - and not just by school kids, but also many elderly - discontinuing will cause tremendous hardship to many people.

The bus 3 needs to be not discontinued . The 3 needs to run every 30 minutes on weekdays and on weekends

Weekend hours are so needed. I get out at 8pm on Sunday the last bus passes my stop at 7:40. If jobs weren't a thing on weekends the short hours would be okay but I've been dealing with this issue my whole working life

It will be a real hardship for me to lose route #1 along Glenn

For letter F. I don't want to lose Route 5. This neighborhood route serves an underserved community. Many people would be negatively affected by discontinuing this route.

Letter f: Route 5 is our connection to every other bus, as well as the streetcar. Asking me to walk a half a mile in the heat with a small child means that we would no longer be able to use public transportation. We are lucky that we have other options, but for many folks who depend on neighborhood bus routes, simply grabbing the occasional Lyft isn't a possibility. Asking families, the elderly, and folks with disabilities to walk a half a mile in our summer heat to catch the nearest bus is not reasonable or responsible. Removing this and other neighborhood routes will be disastrous for those who depend on them to get around.

I am an avid disabled user on the 5 for transportation and am fighting to keep the line 5 PLEASE.. this would affect many deeply

For Item f, I strongly disagree. The distance between major arterials in Tucson is 1 mile, so the removal of routes from the collectors on the 1/2 miles means significantly longer walks to and from the bus. This is a huge deal to people with limited mobility and limited time, and really to anyone with Tucson's extreme weather and high pedestrian death rates.

Weekend routes need more buses which should run more frequently since they are always full on Saturday and Sunday. I depend on these routes to get to work

DONT TAKE AWAY THE 21

I'm just concerned about the discontinuation of Route 3. It's very useful for those of us who live near 6th St. to be able to get East and West. I don't think the Route 109 will make up for it. I am against this change.

More shade at bus stops.

Route 1 is the only route that will go straight to Tucson High School without needing a transfer. On one hand, you say you want to reduce transfers and provide more direct routes to major destinations, and on the other hand you're planning on deleting a route that does exactly those 2 things. That's absurd.

It will help with the under staff of drivers

Start charging fares! The free bus has turned into the free crime bus. How do I know this? I know it via Tucson Crime-Free and via one of my friends, who works in a grocery store. Every time the bus stops, the crooks pile out and come in to shoplift her store. If this keeps up, the store will close and my friend and her coworkers will lose their jobs. This has happened in other cities like San Francisco and Chicago. It can happen here too.

f. discontinuing service in neighborhoods just to make other routes more frequent.

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

I will likely stop riding Sun Tran if there is no more Route 5 on Pima St. I would rather pay per ride and continue to take this route than have Sun Tran be free and this route not exist.

I STRONGLY OPPOSE eliminating Route 5 (Pima/Alvernon). This route enables so many students and staff to commute to and from the University of Arizona and Pima Community College. A half mile, 15- 20 minute walk on streets without sidewalks in 110° heat is a lot to ask of our residents, especially for our senior citizens, those with young children, and those who are visually impaired, in wheelchairs, etc. It would add time to commuting due to transfers. It is a huge disservice to our community to eliminate a bus route that is so well used by residents the length of Pima.

F. I live on Glenn, so discontinuing that route makes it hard for me to get to the University of Arizona for school

My opinion for b. Is the routes that you plan on discontinuing are vital for residents and students if pcc east and west campuses. It will create an even worse waiting situation due to overcrowding.

Removing route 3 and placing the burden of going to East PCC campus on the already strained route 8 is a horrible decision. Just alter Route 3 and increase service.

b. I'm not seeing a lot of combining or extending of routes that is making it easier to get direct rides to major destinations - if anything I'm seeing more eliminating of routes - limiting options and requiring the need for transfers. Isn't UA a major destination and employer in Tucson? So why is there a limited number of routes going there?

f. The removal of service in neighborhoods is not being outweighed with the more frequency on major streets. Some of these neighborhood routes had routes because the distance to these major streets was great enough to require their need. The sidewalks in Tucson, suck! They are not accessible. People with limited mobility can't use them to easily and safely get to major streets. So until there are better sidewalks to make it easier to get to major streets from neighbors we need to keep routes within them to make it not only safer but easier for people to move around.

e. I'm not quite seeing the number of weekend routes operating every 30 minutes doubling. I do love that route 9 is finally going to be every 30 minutes on weekends

\*\*\*I'm a little confused about what is written in the proposed changes for Route 9. In the text under 'Proposed Changes' it says route 9 will be every 30 minutes (with Route 39 also operating along Grant every 30 minutes) offering services between Park and Craycroft on Grant every 15 minutes on weekdays - BUT in the box under proposed changes it says Route 9 will operate every 15 minutes during the weekday. Which is it? Is this a typo?

Items f and d

Discontinuing service on Glenn would directly affect 6 members of our family's ability to get to and from school (both high school and university) and the majority of our other mobility needs.

I live just off of Pima and take the bus to the U of A. Walking to Speedway at my age is 6 or 7 blocks. I know it would help my health yet I would have to leave infinitely earlier to get to the bus.

I really like the services now except the long wait on certain routes especially on weekends going nd coming..

I dis agree with changing route 5 ! Please do not end the number 5 it will put me out of work and I won't be able to go to and from home ! Please

I don't believe you should discontinue routes on Pima and Sixth/Fifth. These are key routes for high school students traveling to and from school in particular.

Pima and Glenn are both useful corridors and should be kept.

Keep Pima route #5.

Having to make it to Grant or Speedway for handicapped/impaired/elderly especially in the Summer or inclement weather makes this unliveable.

Neighbors who are vision impaired take #5 to work at ASDB and cannot make it to Grant or Speedway and purchased in this area specifically for #5.

Also quite ridiculous for no bus service to Catalina High School which is on Pima

#5 route. What a Big disadvantage for students and their parents as well as Youth On their own trying to make it to the Magnet school (Catalina).

Do not discontinue service on Number 5 Pima. It's hard enough to use Alvernon and Speedway and Grant in off hours. Walking from there half the time is hard and disconcerting enough. We need the Pima - 5 bus.

Thank you.

Please don't remove bus 9 I need it to get to school and back

Please keep bus 5/37 because it takes me all the way to school and back home and if you got rid of it a lot if students wouldn't be able to make it to school on time so please don't get rid of it.

The major corridors need to make sure that there is frequent service.

I disagree with the cancellation of route 3, 1 and 5, because many people use both of these routes, and by discontinuing these routes, it would cost severe problems with kids who need to take the public transit system, and for the people in the suburban neighborhoods of route 5 and 1.

Buses. Should not be paid for by taxpayers. People riding your disgusting buses should pay . Quit giving drug addicted people free pass. Stop the foolish ways. Ride a bus pay for it out of your pocket not mine. I know people who can't stand the crappy crazies that do their drugs, piss and shit on the bus

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

I am past retirement age, can't live on income, finally after 8 months got a low paying part time job that enables me to avoid homelessness, and I am DEPENDENT on bus route 5 to get to and from work without walking blocks in the heat! I recently heard that you're planning on getting rid of it?! And since school started again, there are lots and lots of kids of all ages using the #6 and the #5. Really, having no coverage within a mile(?) of surface streets is going to KILL people in the Tucson climate. Please don't do it.

I couldn't read them they weren't showing

I have been a bus rider since the late 1980's. It seems that Sun Tran just has not progressed with late bus service as bigger cities do. We are a population of over a million people today.

Tucson is very spread out and it would be nice to see more routes go out to the airport, extending the light rail system throughout Tucson and possibly to the airport, service into Vail, Sahuarita, Green Valley, Rita Ranch, and Marana, all which barely has bus service. My biggest issue is weekend service that stops at 8:30PM on Saturdays and 8PM on Sundays out of Downtown. Stores are now open as late at 11PM, workers need to get home and people need to shop.

F) Eliminating route 1 would mean that instead of the half mile I walk to the bus stop I would now be walking over a mile to get to Grant Road. Glenn Street is a pretty major road that can take you across the city.

We all are used to transferring at a center where all the buses meet At 1 time, it will be hard for myself as an older person. To be crossing the street to continue with my travels. At the centers at least we get to sit under the shade to wait for another bus on the street Not a lot of cover to protect us from the weather.

A lot of bus stops also are Taken over by homeless and the people smoking their drugs.

I find it very unsafe for me. and small children

Do Not Change 201X.

There are fewer Raytheon employees that live near Golf Links Rd.

Davis Monthan activity duty & civilian would not use 201X because they need their cars to drive to lengthy distances inside the base for their work.

My child use RT 3 & 1 to get to high school doing away with those would be a burden for me.

it is not an either/or prospect, maintaining service is a minimum and expansion should be a priority- that is what public services must do, serve everyone.

It will make it harder for students and teachers that access the in-street stops to get to school, and parents that need to go to jobs. The current stops are already important and allow flexibility.

The chart above does not display; please disregard responses.

Route five would be basically useless with pima street being removed. That is letter F

For F, if it is not convenient for people to get from their home to where they want to go, the full benefits in the rest of the plan won't be realized. Getting as close as possible to the "last mile" will make transit over car a no brainer for more people

For (f), many folks who are underprivileged live on those neighborhood and collector streets. By discontinuing those services to focus on major streets, you're going to remove service access to folks who can't afford any other option for transport.

Having the major corridor bus run every 10 minutes is only great if you can get to the major corridor without a bus. The biggest and most consistent complaint I hear about the Tucson transit system is that people can't get to where they need to go based on the current routes. More busses on the current routes doesn't fix that - and taking away some of the current routes exacerbates it.

It will effect all if us who have kids that ride the bus to Rincon high Mansfield and tucson high school

No just that I din't think we should concentrate on the main roads and keep route 1

I am currently very happy with the 203X service.

I disagree with Suntran's recommendation to discontinue the 203X Oro Valley-Aero Park Express bus. You have electric bus. You are saving gas expenses and maintenance costs. You are hurting those individuals that can't drive to work. You are forcing people to drive creating more pollution and more congestion on the roadway. I thought the objective of going electric is to reduce emissions. Suntran is going backwards by discontinuing the 203X bus; hence, forcing people to drive.

Sunday schedule

Till 8 on bus 6

Holidays same

I don't understand what is being gained by the above survey questions. It seems more like a "test" for if you read the plan closely enough to answer these and that the people who know the system inside and out would be able to answer these with comparing previous system map with new map.

Also, I would like to know where the daily boardings data was sourced from; with the buses being free for quite some time now, how was the data collected?

105X is the only bus I can take to work. I don't own a car there are no other buses that are near that route. Without this bus, I'll most likely have to find another job.



**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

As a former UA student and employee, I have ridden route #1 for more than two decades. Getting this route will leave many, many people without reliable route to the campus and downtown areas.

I'm concerned about changes to Route 3. I found the explanation at the public meeting confusing. I prefer to keep the route as is, if possible.

Yes, 86 the notion of "Robbing Peter to pay Paul."

Extendind late night hours is great for the night shift because you can catch the morning bus home, but for the evening shift you need a shuttle people can sign up that will come around 2:00 am in the morning to take them home from work.

Keep current expressed buses , at least one bus each route , for people who live further away and work in downtown, to minimize the pollution and traffic , with reasonable commute time .

I take the 21 to school everyday

e) The more frequent weekend buses will make Sundays/holidays days to do things I simply couldn't before. (I'm retired.)

c) I like the earlier and later routes, should make life much easier for people who have to work early/late. An important ridership constituency!

a) My initial reaction to discontinuing #16 & \$16-Thornycroft was absolute horror, but the change with #62 may work out. Have to see what happens. I'm not at all sure combining #16+#18 will make a difference to anybody other than anecdotally. Really don't see that as a selling point. (If it were, why divide 6&25 a few years ago? the 8&18? that certainly didn't help people avoid transfers!)

F In theory I like the idea of reducing service on neighborhood streets to increase frequency on major streets, but the reality is that the changes to the 21 mean I will lose bus access within a half mile of my home in Menlo Park, making the entire transit route inaccessible to me. With these changes, there will be NO direct connection to downtown! My home will go from a walkable, car-free place to live to one in which I lose a key part of my mobility. I don't own a car. I bike and take the bus. I moved to Menlo Park precisely because it is the best-connected neighborhood in Tucson! I am sure other people on many routes will feel similarly. Please don't disconnect Menlo Park from downtown!!!

C. Transit is a key part of reducing drunk driving. 10pm service on weekends is NOT late enough. Transit should end when the bars close.

No

No

I have seen many people riding buses frequently in neighborhood areas; really without much change from the Mon - Fri. times/ days. So do not eliminate these routes. This is Tucson, it is smaller, it isn't Phoenix where they might do that.

I have ridden the 102X from Oro Valley to downtown and the proposed changes to eliminate the 102X would disenfranchise me to continue using the services. I would have to drive a longer distance to get arrive at the new designated pickup location to access the 204X. North Silverbell Road is quite a distance from my current bus location on LaCanada and Lambert.

Don't not get rid of route 3 !!!!!!!!!!! ☹

Will help a lot of children and adults

Yes all bus schedule should stay sa,Me even on weekend ends and long for people that get off late

f need to get more people taking the bus and not discontinue routes. It would be okay to decrease frequency on neighborhood streets but not discontinue the route entirely

How come there are no proposed issues for safety and security on the buses? How come there is no proposed fares or paid passes to ride the bus system? These are issues that need to be addressed first.

The the plan changes do not show up on the chart when it opens in my phone. Therefore, I cannot comment.

I strongly disagree with discounting route 19. It is the route I live closest to and need it to get to work

Route 5 is my only means of transport from my home on Pima St to both work and my college campus. I can't afford to use other means of transportation on such a regular basis.

The busses that I frequently see only have between 0 and 3 people on them. How in the world can that be efficient or cost effective? The people I see waiting for the bus near me look to be on drugs and at this point I will not ride for fear for my personal safety.

What about adding bus routes to Tucson International Airport?

I need 19 to get to school

Keep 19 as is. It's an important route for many of us.

N/a

If express routes are discontinued many people will not be able to reach their destination

Giving people rides on Saturday night decreases the likelihood of driving while intoxicated.

I work six days a week and it is hard to coordinate my weekend shifts with the available bus routes. I work all over Tucson, usually in two different locations everyday. Sunday is my day off and trying to run errands is a nightmare with Sunday's transit schedule. For these reasons, I am a strong supporter of both (d) and (e). Being able to get stuff done after work would save me from having to run around on my day off and more frequent weekend routes would alleviate a great deal of stress from my work commute.

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

Need more bus stops and frequency stops 10 - 15 minutes

Need to start charging bus fare, if some are low income they used to qualify for free or discounted bus fare. I used to buy monthly or day pass when I was young. Bring that back. Enough with the free rides it's over.

No excuses start paying for bus rides!!

less waiting time at the transit centers.

i need the 5 for training in orientation and mobility (I have a visual impairment that has 50/50 chance of decreasing.)

The 5 is one of the main routes we use from the Arizona School for the Deaf and Blind.

No

Letter f:

Though not listing them just to save time/space, I understand all the benefits of replacing in neighborhood with On Demand, I do. For someone like myself though, who has trouble walking even a few feet at a time due to arthritis, catching a bus to somewhere I need to go in town outside where I live in Pueblo Gardens is now much harder & more time consuming than it ever was before! Truly! Now instead of catching a bus just at the end of my street, and taking it to an East-West connect like 22nd to wherever, NOW I must schedule an O.D. ride just to get to a bus stop or downtown, then backtrack a bit the other direction to get just past where I started from, to then start heading out wherever I need to go. Without a stop I can walk to; having to go downtown first before heading east; no bike racks on shuttles; and the O.D. scheduling app that can easily turn my 2:00 dropoff into a 3:15 (then double ALL THAT for the return trip!)--well I suppose I'm part of a very small minority for whom the On Demand service has not been a blessing.

Please keep the 34 it's the fastest way to get to work and the only route that is close to my house I disagree with this decision because how would I get to work o

Can you get a route from Golf Links to Valencia via Kolb road?

I am a Pima CC student and staff that depend on the busses to get me to and from campuses, including the UA. I understand you have not been charging bus fares for way too long and are now looking for ways to make ends meet. Getting rid of bus routes will only allow more homeless to ride more often and more daily bus riders will leave your services once again! Might as well get rid of public transportation if it doesn't serve the needs of the working population in Tucson!

The bus is a wonderful thing and I have been riding it for many years. Please don't cancel express routes. Most of us use the express to get to and from work and they are very much needed. I think a lot of express riders would agree with me that we are willing to start paying for the service again rather than see those routes disappear. Make the regular routes free for people who need it and let us pay.

I love route 5. It is so much better than routes 4 and 9. The bus stops on the major streets are loud, overcrowded and I've even observed conspicuous drug use. I see that route 3 is being spared the 1 mile rule, I urge you to do the same for route 5.

I don't agree with any changes, because it will affect my transportation to work and home.

I don't feel you should be canceling busses the a megority of workers and kids ride for school and work. To be honest I would rather start paying bus fare again.

It sucks that some areas are losing service but if it means more frequent buses then it is worth it.

F. Neighborhood stops should be added; e.g., the westbound 22nd st. bus should stop in Randolph Plaza so shoppers from the large, impoverished Siegel Suites could get to shopping without having to cross dangerous 22nd st.

I think weekend routes should run until midnight, or as late as weekday routes.

angelicadiaz426@gmail.com

Agree with the direction of all the changes.

Grew up in a town about the same size as Tucson, they used busses on each major east/west and north/south roads. we could be anywhere in town with no more than two busses and an hour travel time Max.

How will this be paid for? SunTran is still free with no end in sight. Are you just trying to disperse the homeless population or is their a reason it's still free?

Need more busses, more expanding routes and routines, from River rd ( east and west), no more boundaries lines.

Run every 15 minutes , weekends - every 30 minutes.

Need to show the display for the deaf / hard of hearing for the go cards --- green ( good ) and red ( bad ) light flashers . It will help.

The table above shows nothing on mobile format

Discontinuing Route 3 will result in my driving to school five days a week instead of using SunTran. It will negatively impact several of my classmates as well.

The gray sections in table aren't showing, so I can't answer.

The mass transit system as it stands is a rolling air conditioner. I would rather walk than ride the light rail or any bus. Romero and her band of no nothings ruin everything they touch.

More service to university and downtown- times, direct routes from university area neighborhoods.

Do not discontinue route 5

(f) The route I take most often, 17 from Prince/Stone to Wilmot/Golf Links, uses a neighborhood street to connect from Country Club to Wilmot. As long as it will not affect this direct route I have come to rely on, I wouldn't object, but until I have that assurance, any changes to this route would worry me.

I'm a student at Catalina highschool and I have a messed up knee I can't physically walk to long

Love the free bus!

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

I was informed that route 5 might be discontinued. I am legally blind and work at ASDB; furthermore, I live on the East side and the 5 is my main route home. If the 4 is not being "stretched" to hit Grande and Speedway I will be extending my travel time by about 45 minutes. I purchased my home knowing I could rely on the 5 in order to get to work safely. This route is also a training route for students at the school and a main transit point for their lives.

Please don't eliminate this route unless you are planning on extending the 4 to travel the length of Speedway (Harrison to PCC West).

I generally support the needs and sacrifices in order to meet the stated objective of more core frequencies and provide transit availability later into the night and weekends.

F. Please do not remove route 5. My family relies on route 5 to go to work and school. This will negatively impact our family and neighbors, especially those of us with children. Older people also rely on that route.

f. I am a mother of two young children and I use route 5 to take my kids to/from school and to go to/from work. The elimination of this route would immediately impact my family and our ability to access public transportation. I would no longer use the bus without this route and our family economy will take a negative hit as we would have to invest in other transport and parking options.

Re think having folks walk from Pima and Glenn to Grant and Speedway. I have done it in the middle of summer. For seniors and disabled, this is not good. Also if you want people to take the bus and get out of their cars, I bet in the summer they hop in their cars rather than walk a half mile to the bus.

I live at near Grant and Dodge. The 1 and 5 are the lines I usually take to get to the University. It seems like the proposed changes will make my commute significantly more complicated. It seems like there will not be good alternate options for some of the routes that will be eliminated (specifically the 5).

f. Changing walking distances to up to 1/2 mile in the heat will decrease use by elderly, disabled, & families.

Albertsons grocery store parking lot has homeless taking it over at dark into morning. Scared staff when get off work

They would love ♡ it if the buses stop running. For they carry the homeless to that area on Tanque Verde Grant rd.

Staff cars have been broken into.

Albertsons staff express to people shopping there. We need get homeless out off their property. Many of them sleep in there cars.!

Please Ask the Mayor Romero to build

Shelters for these people too have Safe bed indoor too sleep. Not Albertsons grocery store.

Put your self in their shoes.

Or keep Bus stop open and Albertsons shuts down Closes at 7:00 pm. Employees leave together at 7:00 pm in a group to go home.

Or Move Albertsons grocery store far away to another location in Tucson area.!!!!!!

That isn't taken over by the homeless people.. who have no where to sleep.

We need Shelters built.!

f. Please do not discontinue Routes 1, 3 and 5. See my previous comments.

The options in this area are blank on my survey.

I am in favor of continuing route 5 which is used by a lot of passengers in the area. Discontinuing this route can be a hardship to the nearby residents. Route 5 is the bus I use most frequently.

Discontinuing Route 3 would be devastating for my brother and me. We use the service every day during the school year. We take it in the morning and then we return in the afternoon to Downtown. There we wait for my dad finish work and then we can return home with him. PLEASE do NOT discontinue Route 3. There are many schools in that route, and many children use this route.

Thank you very much!

I live on Pima St. between Howard and Jones Blvds. A bus stop is located in front of my house. I appreciate Route 5 and use it to go out to dinner and music events. I almost always ride west from my home to the downtown area. PLEASE DO NOT ELIMINATE ROUTE 5.

I am 71 years old and fortunately am still mobile. However, walking south to Speedway or north to Grant is not always feasible due to my physical condition, as well as heat, wind, and rain. The Country Club route is not really helpful since I would only ride it for a few blocks and then need to transfer. This would be very inconvenient. The "one-mile grid" that your plan uses is not feasible or rational for many riders.

I suppose it's not surprising that you would propose to eliminate multiple routes and call it a service "improvement," but it strikes me as typical bureaucratic double-speak.

The desire to increase frequency of service is a good thing - however, I believe that most of your riders would NOT want you to eliminate multiple routes, removing transit access from large numbers of residents, in order to justify increasing frequency along other routes. Please retain neighborhood routes, and increase ride frequency to a smaller degree.

There are no changes listed above.

Do not discontinue route 3

It is convenient for me to take the Euclid bus for transfer.

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

I didn't understand the previous question and am frustrated with that.

I totally disagree with discontinuing the 6th st. route (#3). I took the bus to Tucson High in the 70s and have friends whose children who take it now. They stay after and go in early for tutoring and activities. This would put a transportation burden on their parents.

One of the families I speak of also has YMCA membership, and not being able to get to and from down 6th street will force them to quit.

Route 3 helps with transferring to different routes.

I just want to make sure you keep the buses they go along 5/6th street. Many high school students use this bus and it gives them independence as well as convenience for the parents. Crucial.

I do not think the questions above a fair since those proposed changes do not apply to all people and all routes. It makes it sound like we will all get increased frequency and reduced transfers. In this way, it is disingenuous to ask of this of the "plan" rather than for specific routes. I'm sure it will be better for some people, but this proposed plan is really bad for Westside riders wanting efficient transit rides east into the city. The only option from PCC West without a transit center stop would be Grant, far away from our city's urban core. No through route on St. Mary's/6th/5th? This is where all the schools, university, 4th ave, etc are with tons of pedestrians. Don't we want them using buses? You got buses going on mega-motorways Grant and Broadway, which are hostile land to pedestrians. I really think the east-west configurations need to redone. For example, the current proposal would mean we'd stop using the bus altogether at a time when we're trying to use it more and more and encourage others to do so as well.

Specifically, Route 5 and other midtown collector streets that service schools and many apartments and duplexes, as well as lower priced single family and senior homes. As climate change and ambient temperatures increase it will become increasingly important that we do not force long 1/2 mile walks in the terrible heat. Perhaps investing in a HOT SEASON/COOL SEASON scheme would better protect the health and interests of underserved persons. Probably not an easy design adjustment but one that may reduce the need for ambulance, fire truck, emergency services, emergency room and other costly expenses.

f. We need service on neighborhood streets that provide more convenient stops.

Please don't get rid of route 5!

I disagree with discontinuing services. Why should people who use these routes suffer not having access to public transportation?

I live near Pima street.

ONLY REFERRING TO ROUTE 5. Leave it as is. Along Pima there are numerous wheel-less refugees and seniors in the neighborhoods whose only transportation is via the bus to work, school, shopping, appointments. In these neighborhoods - YOU City of Tucson have touted the ADU's...that constructing them along BUS ROUTES so renters DON'T NEED A VEHICLE!!! And...what do you propose - discontinuing their mode of transportation! Please - tell me that you are okay with walking on the HOT PAVEMENT for 6-8 blocks to get to Grant or Speedway with NO DESIGNATED SIDEWALKS or right-of-ways on Palo Verde or Dodge. Walk in the street and die from the heat or being crushed by a vehicle as you WALK IN THE STREET! Wonderful options. Lets not even consider the rain (Palo Verde neighborhood is CHRISTMAS WASH - that floods many of the streets north and south of Pima, and you tell people...TURN AROUND, DON'T DROWN! There seems to be a contradiction here. Then when folks have to walk in the late afternoons/early evenings, not only is it COLD, BUT THERE IS NO LIGHTING ON THE RESIDENTIAL STREETS (except for Palo Verde...where a grant was written to light it)...and watch out for the potholes that will swallow you up. Funny, in the mid to late 1950's I left Blenman Elementary early 2 days a week to catch the #5 that went west on Elm, south on Tucson Blvd, and west on Speedway. I had to cross Speedway at Campbell, and as an elementary school kid, walk to 6th & Campbell to attend Religious School at Congregation Anshei Israel. Then at 6pm I caught the #9 at 6th & Campbell to go north on Campbell, and east on Grant - getting off at Treat...and had to walk 6 blocks in the dark (almost to Pima) to get home. Wow...67 years later...and no improvements. Why do I drive an electric BMW...I believe I've answered that question!?

Grid is blank, no proposed changes provided. No way to respond.

Discontinuing collector street service, such as along Pima and along 5th, means that low-to-moderate income residents will have a hardship of an extra 0.5 miles or more of walking (a) during hot summer months and (b) at night when, regrettably, Tucson's streets are unsafe.

F. I take the #1 and #5 buses now. I'll miss those routes!

I need services as close to my home as possible, walking is almost impossible because of physical challenges.

Route 1 is the primary bus I take to go to and from work/downtown. I loved that it went through a "neighborhood" street because it was so easy to access. I've always thought there should be more routes through neighborhoods to access more potential riders and make it easier for folks to commute to work in an eco-friendly way instead of driving.

There are too many people who use 23 for a number of things it would be a bad choice to discontinue this route

The Tohono Transit Center (TTC) is a \*critical point\* to get to the North West Medical Center (NWMC). Given how hot it is here, potentially removing transfers at the TTC may require new routes (and transfers) to be taken to and from the UA. We've had heat related health issues waiting at TTC waiting for a bus to NWMC (Currently only route 61, every 60m is available). (Heat) Health problems will increase if any of the routes from the UA to NWMC change because you can't go through TTC. The proposal doesn't look like it will be an issue since route 412 may provide an additional route to NWMC, but I want to ensure this issue is called to attention if a different proposal is made.

The combined routes is not going to help but make it more packed and confusing

Eliminating 5 Route would be a terrible idea! It provides transport from Tucson's far east side to far west, impacting many riders/businesses along the way. It provides DIRECT service to several educational institutions: Catalina Magnet School, University of Arizona Main Campus, University of Arizona Medical Campus, Pima College Downtown and Pima College West. Asking residents of modest neighborhoods to walk up to a mile in extreme heat to reach a Grant, Alvernon or Speedway bus (and transfer to yet another route to reach their destination) would not be an improvement.

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

We needs transfers we need extended hours we need access even not on major streets since people can't walk to major streets to catch a bus in az its too hot dangerous for our health to walk

I live in the Palo Verde neighborhood and am opposed to discontinuation of Route 5. Many neighbors and my children take that route and, even though the Speedway route is close by, a half a mile walk when the temps are high too much to ask of neighbors. it also goes right by Catalina high school and is better access for those kids instead of them walking up to Grant or Speedway.

No free buses. People get free fare for the month by going to mental health services or substance abuse places. They do the required groups they get free fare from these agencies. Just giving free to the homeless that are using fentanyl and catching the buses to get away from where they stole from stores enables them to be on the bus with stolen merchandise and smoke there drugs. For the people that do need to ride there's no place to sit and we have to see the criminal activity on the buses. It's not safe for drivers or passengers.

My daughter usually has to walk a mile to the bus stop at Udall Park. It's a long way in hot/cold/rainy weather. Would prefer a stop near Wrightstown/Pantano.

c. I do agree that night hours should be extended, but I think it would be beneficial to expand some downtown routes later on the weekend in particular to encourage people who are at bars to take a safe route home.

it seems like the router I take from Silverbell to 22nd street via a transfer downtown would require a different transfer and make the trip longer

I am absolutely opposed to the #21 no longer going to Ronstadt! Many regulars on this route would agree. I hope this does not happen!!

Reducing some neighborhood routes off collector streets may make it more difficult for senior or disabled passengers to access routes.

Route 3 is extremely beneficial for students and low-income workers. There is no logic in discontinuing Route 3, which connects downtown, U of A, PCC, with a very convenient line.

There's no need to increase it's frequency, frequency is good and managable, just don't discontinue it.

The changes proposed will leave many out of luck when it comes to work and shopping, doctor appointments.

some work at graveyard shifts so extending the service hours can benefit them economically

I strongly disagree to cutting any of the routes period because that will result into the SunTran not getting any service at all or may result into more crime on the buses because of angry customers.

This website does not allow the user to see anything (proposed changes) other than this pop-up screen which can't be minimized or moved. Would be great to see the proposed changes before prompted for survey.

(Combines b, d, e, g, & h): One of my greatest frustrations with using Suntran is the experience of assuming a 5-10 minute wait to transfer based on the schedule, only to MISS the transfer when the "from" bus runs late & the "to" bus does not. On weekends this can mean a full hour wait!

f.: I think reducing service on neighborhood/collector streets is a VERY BAD IDEA, as it would increase the distance elderly/borderline disabled (no scooter, don't qualify for Sun Van, walking two blocks a major exertion) have to walk to the point where I would not resort to SunTran at all.

Please, please, do not discontinue these routes. I understand they are free, but if charging a fee once again to keep these routes alive, please implement fees. On occasions where I have missed a transfer, I have had to take Uber or Lyft which are not on the affordable side.

You guys know the most used routes. What/where people are using Work on them. Cut losses on very minimally used routes to redirect money to more used routes INSTEAD of increasing spending!

Getting rid of route 1 is a mistake.

DO NOT DISCONTINUE #19

Very much approve of increasing frequency on major corridors and on weekends

Some of bus drivers need to wait for the disabled, instead of leaving them behind. Some of your bus drivers are definitely rude/racist by experience. They don't lower bus for passengers getting off the bus. Weekends are terrible in Tucson, Az. Every hour is ridiculous. Or like one weekend @ 6:15pm #34 never showed up there were 7 people waiting for the bus. Everyone walked!! We need happy smiling bus drivers..Tucson does not have many. It's funny we periodically see the Mayor of Tucson drive 50 on a 35mph. A man took a video & posted on UTUBE, telling everyone if the Mayor can speed why can't we?? She did not have an emergency! AP Reporter was told, Tucson sucks for seniors! 🚌🚗

Later service and better weekend service would be great.

I have been riding the 102X for over 20 years to my job downtown. The plan seems to discontinue all the Express buses on the Northwest side of town!!! Please have at least one Express bus on the Northwest side of town for those of us who commute downtown or to the U of A!!!

It's blank on mobile so idk but just keep it free

Add more routes.

In general, more frequency and less travel time are my priorities. If I can ride from my house to most hospitals (for work) or grocery stores easily, without having to wait in the sun for 20+ minutes, then I'm happy.

?? Not data or any info. Don't see anything above this

I see the proposal includes discontinuing express route 203 even though your own data shows more ridership on 203 than on 201. (Though I would not like to see 201, 203 or 204 discontinued)

I know several people on 203 who either walk, ride bike or have someone drive them to the bus stop. Canceling this route means increased hardship to the community, including for me. For years I have been driving a 1999 car that is not reliable to go that far every day.

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

You need thousands of riders to provide input, not just the 500 you say you received so far. Everyone making this proposal and deciding the routes, AND our mayor and council people need to ride the bus for a month and try to get to work, the store and carry back groceries and purchases, go to friend's houses, and go to your favorite restaurants. Then you will see the challenges with riding the bus. You should ride the routes that are being considered for eliminating and then walk from one of the houses in that area as if you lived there. Walk the additional distance in the 114 degree heat because this heat is not going away, but going to get worse. It is already unconscionable that riders have to be at stops that have no cover from the sun. Now you want them to get heat stroke walking in the sun to get to a stop up to at least 1/2 mile from where they used to catch the bus. NO. If you want to add more service, it can't be at the expense of low income, elderly, and handicapped. It isn't morally right. The City is adding many bike routes, so why can't they add transportation services for their most vulnerable population? And Sun Van is not the answer. It requires an appointment and restricts resident's flexibility. This just further isolates these people from the rest of the population.

No

Having buses pass by bus stops every 30 minutes, instead of every hour, after 7PM, would really help me get to places I need to go.

No comment

FREE, FREE, FREE

is the best thing that may have ever happened to Tucson

For letter f, by removing the number 3 line staff of the university who live along 5th street now have an extra 40 minutes commute going for home to the next major street to whatever drop-off point to wherever they work on campus. When 3rd street stops so does my use of sun tran.

f. is fine as long as you're giving the residents affected another option.

This statement is only true for part of itinerary between downtown and the corner of Swan with Camp Lowell: "Route 105X is recommended to be discontinued due to overlap with other more frequent routes and low ridership."

Where I live, there is no other means of public transportation.

And part of lower ridership is that being an express line, many passengers will not take the bus because it implies on more walking.

None

I disagree with discontinuing route 23, many of us take or live on this route and it has access to schools in the neighborhood (Oyama and Cholla). There are also many families that ride this bus daily to get from place to place, cutting off this route will hinder a lot of people and families.

no

I worry about my teenager and the safety of the bus stops often when he leaves for the rt 16 bus at 6am there are homeless sleeping on bus benches and that is always a concern for me.

No

I am 100% against this remaining free. This should NOT be a tax burden on taxpayers. Majority do not use/ride SunTran or SunLink and should not be held responsible for this bill. Those who use/ride these services should pay for it!

Improve safety and cleanliness

f. The plan discontinues service on Tanque Verde Road, which is NOT a neighborhood or collector street. It's a major arterial and it needs service. Have you noticed all the new housing being built near Tanque Verde on Bear Canyon, Catalina Highway, Houghton, etc.? We're going to have a lot more residents and traffic and having service on Tanque Verde Road is essential.

no

This plan does nothing to address the rampant crime that is present on all the buses. If people don't feel safe, they will stop riding and your fancy draft service plan changes will be a wasted exercise. Only until you address the underlying issues (drugs, thugs, guns, homelessness) can you proceed.

Where's the raw survey data? At least provide a link...

(g) SunTran on-time performance is spotty at best. On-street transfers have no schedule flexibility resulting in extended exposure to Tucson's sun and heat when inevitably connections don't occur. TC's have better customer amenities and further, because driver breaks occur at TC's there are schedule overlaps.

(f) Most, if not all, travel originates or terminates at a domicile. Stripping transit access from neighborhoods places an increased mobility burden on vulnerable populations (environmental injustice)

We need the neighborhood services for those with medical issues who cannot get to the major streets

Not only the buses remain free but the buses should run more frequently at all times such those that running once every hour after 6pm they should continue to run just as frequently as they do before 6pm and the weekends the buses should run as frequently as they do on the weekdays

I still believe that the buses should be free

Yes please do not eliminate route 1 as it will cause major problems for disabled people and so many downtown workers. Some of these problems approach life threatening changes.

Two of my neighborhood routes the 1 and the 34 are being eliminated and I need these routes to get to work and to the transit centers

Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?

Yes . please keep the # 5 route. Thank you

None

1. I feel very unsafe with the homeless riding on the transit. They pose safety and health hazards to the regular public.

2. Policing by transit employees to keep homeless from sleeping on bus station benches and transit centers.

I've been a longtime user of Sun Tran busses for much of my life. When your own government warns people not to take public transportation because of all of the drugs you know things are really bad! I recommend that if you aren't going to do anything about the drug problem then don't even provide service at all! I'd rather people walk in the extreme heat than be exposed to the secondhand smoke. I personally know people who sought medical attention because they were exposed to drugs while on Sun Tran busses.

Making it free helps a lot of school children also they can get home faster than TUSD transportation.

I disagree with a and f because Route 16 is the only way I can get to Target (and other stores on Oracle) on weekdays without paying to Lyft/Uber from work, and discontinuing service makes it harder for people like me to get to the specific places we want.

This pertains to my personal experience with Route 25. Though I do appreciate the fact that service will be speedier heading downtown from S. Park Ave, the transfer to Laos Center was extremely useful, and I believe discontinuing the transfer will lead to less people taking Rt. 25

Extend / implement light rail on Speedway, 22 St and Oracle rd

dedicated bus lanes

faster transits east/west

How abt Kolb? Kolb is a major route. And golf links. Once an hour isn't good enough. Once an hour in this weather is unsafe

Keep it free.

No comments.

If the buses ran more frequently -- especially in the summer -- and if I could find the schedule for the buses and their routes, I would likely be encouraged to take the bus more often.

These are general statements, and so I am not responding to any specific changes.

Weekends bus service for all routes need to be every 30 minutes. Also times should be extended to 10:00 pm on the weekend.

Stop providing free or discounted rates to drug addicts/homeless individuals. Public transportation is extremely unsafe. You have ostracized tax paying public to pander to a small group of individuals who do not pay taxes and who commit blatant criminal Acts while on public transportation.

A. Route 8/18 and 12/16 were incredibly convenient when they existed. I was in my teens and 20s then, and I felt much safer not needing to transfer at the transit station. It is annoying when the bus is full when you board at a transfer station if it's a popular route since it's standing-room-only for the combined routes, but it feels a lot safer than disembarking downtown. In recent months I have witnessed gangs of children, like packs of wild dogs, attacking strangers or each other downtown- even with the police presence.

C&E. My boyfriend doesn't have a Mon-Fri schedule. Increased frequency and hours of operation would help him with his schedule. I feel for the overnight retail workers who have struggled until now.

I'd love to see more frequent and convenient service, but not at the expense of route 5, which takes me to work, to my home, to the doctor, to the dentist, and to see my friends. 5 is also a critical route for students at the U of A, PCC, Catalina High School, and other schools on its route. It is a critical route for those who use it, even if they aren't as numerous as those who use other lines. Our lives matter.

Why not put a bus schedule at each start behind plastic glass like you do the maps? This way you don't have to have those booklets the routes published all the time to wear people throw them away anyways.

fismarie@gmail.com

d. Route 15 is a major corridor, and the proposed plan does not show any changes. Riders require more frequent service (currently 30 minutes between rides) to arrive at the university at necessary times. There used to be 4 busses every hour during peak times. It went down to 3 in past years, and now it has dwindled to 2. Campbell Avenue has a lot to offer its community. Fewer busses hinder travel and engagement and make the busses it does have uncomfortably full at rush hour.

We love the free service. Please keep it.

So far so good I love the able to ride for free and stay cool thank u

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

Please DISCONTINUE the Free bus service!!! It encourages and allows undesirable passengers that ride to stay cool or warm, use drugs, litter, and often cause issues. Many are dirty and have body odor.

I am a low-income senior, and when I do ride the bus, I stand on the bus because the seats and floors are often contaminated from the undesirables.

Unfortunately, I no longer feel SAFE riding the bus and ride it only when it is absolutely essential. If the free fares are discontinued, low income riders and students would still have access to free or highly discounted passes. The difference would be that these folks would need to go through an ID check and some screening -- this would help to make the buses safer for everyone.

Nothing in the world is truly "free"! Those of us that pay taxes are footing the bill! Too many "unhoused" riders taking the rest of us for a "free ride"!

Please, please DISCONTINUE the FREE ridership. It causes many problems!

only if you add bus pull outs to help the flow of traffic

Just maybe a little longer hours on route 5

The above table had no column/row headings. So I am not sure just what to do with it. The selections above were purely random for the purposes of seeing what happened if I checked a box. Nothing happened. So ....

It is convenient to have buses come through the downtown transit center. I work downtown and that is where I catch my bus. It is nice because I can catch the 8 to go home or catch a different bus to go meet friends. If I have to chase a bus down on a route to transfer, I won't do it. Takes too long. Buses don't run on time and your driver don't wait, even if they see people running.

It would definitely be nice to be able to use the buses on the weekends more.

cpepple55@gmail.com

I feel for lower income communities that a discounted yearly pass should be done. The rest should be regular transit price.

The free rides should be done with because I fear for my safety and driver when, there is homeless and drugs on it.

PLEASE for once thank of is taxpayers

No

The table is blank - no words! Can't vote! Please don't count these votes.

This proposal is ridiculous, for the drivers what about them protect other the cameras what's a cameras going to do for a driver,while someone is betting them

Nothing is lettered in the chart above.

It'd be better to consolidate the Oro Valley/NW bus express routes into one to downtown rather than a complete elimination. Express busses are great for weekday commuters.

Please stop making public transportation free. All it does is allow homeless and drug addicts a place to loiter and move all around town to shoplift and steal from people's property. Almost every bus stop I pass on the street has someone on drugs or alcohol passed out on the bench.

Discontinuing service on neighborhood routes would be very inconvenient for me and my family as we regularly use these specific routes, and use them considerably more than the major routes.

DO NOT DISCONTINUE SERVICE ON NEIGHBOURHOOD ROUTES!!! I NEED THEM.

I can't complete the previous chart since no labels are appearing on my screen. I'm not sure if seniors are considered underserved, but I am a senior that expects to use transit services more often as I age. I'm within walking distance route 5 and I have relied upon it to take me to various appointments. The next closest route for me is the Grant Rd route, but it doesn't go to the U of A campus where I have most of my appointments (medical, social, and entertainment). Naturally, I hate to see it go.

it's hard for me to Envision how things are going to look just by hearing the video and seeing the maps. I'm just not sure how all this is going to affect me and how I will be riding the transit. i do know right now i hate having to sit and wait an hour for a bus on the weekend because it just came as i am walk out of a grocery store buying food or picking up medications.

Strongest thing for those of us who rely on suntran is how often.

Proposed Route 39 is fantastic.

Would love to see move busses on Orange Grove to downtown and to Oro Valley.

Have people help people who cant wheel wheel chairs onto the bus get on. Help the homeless navigate to services.

n/a

Strongly opposed to discontinuing service on neighborhood routes. Especially route #1. Route #1 is a critical route for downtown workers, as well as students attending multiple schools including Salpointe, Tucson High, and University of Arizona.

The bus is completely packed during school and rush hour routes and it would be a huge disservice to the community for the route to be combined or cut.

d. Poor frequency is a big reason I don't ride the bus more often, so this would help a lot

e. I mostly ride the bus for recreation (downtown on 1, airport on 11A), so I'd benefit from more weekend service

f. Route 1 is right in front of my house, so its removal is a major inconvenience



**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

I only disagree with f, g, and h. Route 23 is one of the routes that would be eliminated. I use this route to work Monday - Friday.

A bus stop at Santa Clara / Valencia because walking along Valencia is scary

# 7, 8, and/or 3

Making the time between transfers shorter

#11 making the transfer easier to catch the bus to laos when transferring from #17, instead of just missing the #11 Laos bus and vice versa

Making sure bus stops are not hoarded by non bus stop users hanging out drinking, smoking, high on drugs or selling exchanging drugs #17 Alvernon and 27th Street bus stop or along 6th Ave

f. Service on major streets is already frequent--It is service along neighborhood roads that I depend upon

I strongly disagree with the proposed discontinuation of the Express routes. I can concur perhaps some mergers of the Express routes is doable (NW routes), but complete discontinuation is not good for us county, city, UA and Raytheon employees. We all have incentives, wellness programs at work that push for us to use the transit system, to not drive to work but find alternative methods and this goes against everything at our place of employment, instead forcing us to add more cars onto the already busy freeways or now making it stressful wondering how we will get to work without those routes. I have used the express routes for over 10 years, and the benefit of them have been tremendous and I find it extremely valuable. Indeed, post Covid, the 102x is getting more crowded and crowded - several times standing room only, so I do not understand the low use stat they used either.

I ride the #5 Pima neighborhood bus. It is easy and quick to walk to the bus stop and do not want that route to be removed. I disagree with the plan on removing that neighborhood route. The neighborhood route in central Tucson is a vital artery of transportation. In fact, neighborhood routes are important because they save time commuting. Walking a half mile or more in the Tucson summers can be dangerous to older adults. Pima St. is more than a neighborhood route, it supports a number of business that the bus route makes it easy to access.

The eliminating of the #1 route I presume falls under "neighborhood roads." I would argue that Glenn St is a fairly major thoroughfare.

I would personally miss the convenience of the #5, but the other changes are far more important than this loss.

I believe these proposed changes are well thought-out and beneficial to the greatest number of riders.

I would hate to see Route 5 on Pima discontinued. I always see people waiting at the bus stops all along Pima. Out neighborhood from Alvernon to Swan has a large elderly population and asking them to walk a half mile to Speedway or to Grant, especially in summer heat, is not realistic.

I fear the discontinuation of Route 5 will negatively impact many U of A commuters. I would miss it a lot. If I had to use Route 4 instead, I would need to cross Speedway at Tucson Blvd on my return trip and I feel very unsafe crossing at that intersection even as a relatively even young and able-bodied pedestrian.

e. I see the empty buses on the weekends. Doubt the change of times will increase ridership. Why 10 pm on weekends (Friday included?) Shouldn't it be Weekdays until 10 pm and weekends until 11 p.m.? Why don't you get/utilize smaller buses?  
g. Strongly disagree because of the increase in transfers. If your main route bus is running late, you will miss your transfer with a long wait at an unshaded small bus stop. Transfers cause unnecessary delays in the commute. Get rid of them.

Combining routes for the Express Routes will reduce ridership for those in professional fields that rely on the public transit system. This is due to the proposed combinations that have been made where routes have been eliminated where riders are more easily able to get existing buses on existing routes.

I am worried combining Routes 102X, 104X and 203X with 204X will create travel times that do not correspond with my workday and I will therefore no longer be able to take the SunTran bus.

I have noticed that buses are very seldom at full capacity in my routs also people have began to be disrespectful and trashing the bus I ride with my kids and we see riders lack of hygienic and urine awful smell

The Town of Oro Valley Sun Shuttle Dial-a-Ride needs to be expanded to allow for weekend and holiday service for Seniors and General Public.

Getting around by bus is already not easy.

One thing to consider as you adjust routes is whether transfers on-street will require crossing busy intersections. There are already trips I make where I will take one bus to a transit center to transfer rather than on-street, which will require crossing a long and busy intersection, such as Speedway and Wilmont.

For example, when I travel from home (Broadway at El Con), to Bookman's, I take the 8 downtown to the Speedway bus. Takes longer, but at least I know I will live to see my destination. Kolb and Tanque Verde is another intersection that is deadly. I will go all the way to Udall station and wait for the bus to turn around so I can get off the side I need to be on and not have to cross the street.

Item G- I disagreed because I am a frequent user of the Downtown Transit Center. Having the transit center allows me to take any number of routes home at the end of the day, or even change my mind and decide to make a detour for dinner or shopping after work. Having the ability to change between multiple route options with the same destination is important for me. If I leave work 5 minutes late and miss my bus, it is often more convenient for me to take a different route home, instead of waiting another 25 minutes for the next bus.

So if you are going to take bus 1 off Glenn there are lots of elderly rides that use route 1 to get to the market doctors appointments etc Elderly have a had time with change some are not savvy with photos to order a Lyft or Uber just consider the elderly when making changes.

I am disabled. The far east part of #3 is being discontinued on Escalante Rd. The bus stops are very close to my house on Escalante Rd. Discontinuing them means I have to walk too far uphill to get to a bus. You have just trapped me in my house! I am very upset by this! Cutting back on how many times a day instead of eliminating it totally would have at least given me options. I have several neighbors who took the bus to/from work. You removed that choice for them also. Sun Tran no longer has the 100% support I used to give it. I am very unhappy you put saving \$\$\$ over helping elderly/disabled stay independent!

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

Overall I like this plan. It's unfortunate to see routes discontinued understand some sacrifices had to be made to make it revenue neutral. I am really appreciate of the extended hours and frequency on late nights and weekends. This will be a huge help for me personally.

Previously some routes were combined but now broken up (8 & 25), (16). Delays in one part of a longer route screwed up the whole system I have my doubts about a system that has 10 minute intervals because of traffic tie ups or other such disruptions.

I definitely think weekend times should be increased Many people walk instead of taking the bus because of the long wait. This is difficult in hot or cold weather. People don't always have an option to buy something in convenience store so they can wait fr the bus. Also, many stops don't have a bench or shade.

Re: letters C and E: Thank you so, so much for extending late-night and weekend availability. This will be a huge help to the underserved communities of Tucson, who are more likely to work lower-wage jobs with less favorable hours and thus to need this sort of service.

Letter D will also have a great impact, since helping people to get places faster increases the time they can spend at home, at their various destinations, or otherwise doing things that can't be done on the bus.

Me parece muy bien que haya servicio de transporte los fines de semana para los lugares donde de no hay actualmente. Por poner un ejemplo Oro Valley.

None that I can think of.

For 15 years I have made combined use of the #5 and #1 routes for commuting to the UA campus. You would be destroying my use of Suntran for work and recreational commuting.

A Bus route in Rita Ranch that goes to Pima Community College East and the Broadway & Houghton bus station.

Another bus route on the NE side in Tanque Verde and Catalina Foothills areas.

C- I rely on the bus to and from work on a daily basis.on the weekends i work until 8 pm. These buses stop running at 7:45 on sat and sunday.

I cant afford Uber or a cab both days every week.

Alot of people work weekends, and at night.

I think all of the goals are good, despite my route being discontinued.

All users should pay to ride the Sun Link.

Some of the stops, like Oracle and blacklidge are horribly hot with no shelter. At this stop, it coincides with an entry to a business but is far from the only shade tree around-which keeps getting chopped up to nothing.

It would make more sense for the stop to be nearer to that tree and away from that driveway. And to stop mangling the tree with over pruning.

Lord forbid homeless people have shade and sit there, so now no one has shade and they have to go stand under that tree and watch for the bus which makes it hard to see it coming.

Also, especially benches with no shelters are not tolerable to sit on when painted dark purple. It's like sitting on an already hot frying pan in an oven.

The Number #1 bus provides great access from neighborhoods which house a large number of university students. Eliminating this route will affect residents of these neighborhoods and possibly increase street traffic.

With the increased population w/in Marana, eliminating the 104 Express Route will be detrimental to that population AND for GLOBAL WARMING. This will create a new UNDERSERVED population, who will resort to using individual cars, thus creating MORE POPULATION AND CO2. The Mayor, who is such a proponent for the environment surely would be disturbed at the outcome.

I greatly disagree with cutting Route 5. Has anyone bothered to talk to the people who regularly ride this route? Has anyone checked with how it will negatively impact the people who use this route to get to school or to the medical center? Has anyone asked these people, many of whom don't own cars and many of whom have medical disabilities that prevent them from walking a longer distance to get to a bus stop? Has anyone considered that in extreme heat or cold, which we have a lot of in Tucson, it will be that much harder for people to get a to a further bus stop?

Before just cutting a route that people depend on every day, talk to the people whose lives you are negatively changing.

The greatest issues I've had is buses drive by or never show. On top of that, there's nobody to call. Nobody answers the phone.

c. Certain routes such as 25 airport and Sun Link should have service until midnight all-week. The airport doesn't close at 10 PM on Saturdays. Airport employees clocking out at night need transit. Carless travellers also need buses. Also why not running the SunLink til midnight on weeknights when it literally serves the nightlife areas. If Tucson wants to attract nightlife/event riders not just on the weekend, SunLink needs to be at least until midnight through out the week.

Agree with discontinuing the proposed, dark-blue route for Bus 21 in the Menlo Park neighborhood streets. This bus creates a lot of noise and vibration as it travels northbound and southbound through Westmoreland Avenue. There is a very low or non-existent ridership in this part of the neighborhood.

I don't travel much on weekends because of transfers—I'm handicapped on a scooter—I can't run to the next bus so I have to wait an hour in the very hot sun for another bus.

Buses also need to go back to the old rules of no radios, loud talking, no drunks allowed etc

If anyone had to choose between having a 15 minute service along a part of their route to work, or having a local service, I would question why they would choose the 15 minute service. When the people of Tucson begin to have to drive because they have no service in their walk shed, they will likely be tempted to drive only.

I disagree with F as some of the discontinuation is not just on minor side streets

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

N/A

Doubling the number on weekend routes and operating every 30 minutes because we need it and extending service hours on weekends and weekdays because we need it

I live along 5th St. I use Route 3 to commute to UA. I guess I won't be taking the bus anymore. Very disappointing! Good bye Sun Tran.

N/A

f. eliminating 105x will impact the way I support myself. I work for City of Tucson and use the bus to get back and forth to work, along with 5 Pima County employees who use the 105x as means of transportation to and from work

I believe it is better to keep the Station's As Transfer Centers, people become better orientated & the police presence provides more safety to many very vulnerable passengers.

Also, there are many who live off major streets who desperately rely on busses to get them to where they can connect with other routes to get to their destinations.

Not in agreement with ending routes, especially 105x. I would strongly be in agreement if you were to start charging fares, for safety reasons.

(C) My partner and I use the bus to go downtown for weekend evenings and we always weigh leaving early to catch the last bus at ~10 or getting a lyft home.

(D) I think they may also help with people who have bikes. Rarely there are too many bikes but this often happens on weekends when there isn't another bus for an hour which can be inconvenient to dangerous if it's mid summer

(E) There are some weekends were I could benefit from the bus line but if it only comes once/hr, it's not useful.

(F) I think we need more buses so we can do the neighborhood routes too but as a start it might be best

B. Combining or extending routes to reduce transferring and provide direct rides to major destinations

I am against the combining of routes 1 and 34. Both routes should be left as is. I live very close to Glenn St and if you combine routes I have to walk all the way to Ft Lowell. That is not a short walk. It's ridiculous to expect people to walk that far, especially in the summer when its 110 degrees out.

Yes. The proposal to discontinue several of the in town express routes to downtown while preserving others doesn't make any logical sense and creates a serious perception that University and Government employees who live in certain areas of Tucson and will pay for these services aren't worthy of said services. Especially when our rider numbers are equal to and sometimes greater than some of the preserved routes. Happy to pay a larger premium to ride and not pollute the environment & add to global warming by continuing to ride the 105X.

I really loved being able to hop on the bus and get to the U of A or 4th Avenue in less than 30 minutes. It looks like, unless I happen to be riding around the start or end of the school day, that service (route 3 in my case) will no longer be available because of item "f". I understand the logic of this change - I just feel sad that it will render me a non-rider. I really liked riding the bus. I have often rode 1-2 days a week - a frequency option that your survey (2nd question) does not offer (?). That said, there are people who need to bus more than me, so you should focus on them. I look forward to a time when route 3 will be re-added because everyone will understand that, in the era of climate change, riding the bus makes sense.

Route 23 directly takes me from my neighborhood to downtown, which is where I work. Removing this would mean I would have to take 2 different buses and I wouldn't get to my morning shift on time.

Route 19 takes me from downtown directly to where I need to go up Stone Ave. The new proposed routes would not take me as close to my destination and would cause me to have to walk further which not accessible for me.

With the change relating to Route 34 the elimination of having the bus travel on

Glenn St. to get to Craycroft makes a lot of sense. In fact, I do like that I still can get the bus where I live (on Mt. Ave. at Ft. Lowell) and get to Swan Rd. at Grant where I can go to the Trader Joes which is on Swan at Grant. This makes sense since No. 15 does not go to the Trader Joes on Campbell at Limberlost. There . would be not a lot of walking to get to Trader Joes from Swan at Grant.

This relates to letter Item f.

Convenience is key to choosing public transportation. Having to wait an hour on the weekends is a show stopper for me.

Kudos on a pretty good job on a very difficult task. Seems you have met your objectives well.

It would be nice to see the new routes individually on this TucsonCOA website.

f. The eliminating of the #1 route, I presume falls under "neighborhood roads." I would argue that Glenn St is a fairly major thoroughfare.

Concern about eliminating all the Express routes - this may create a huge loss of ridership to downtown, creating more congestion and pollution. There are riders who do not drive and would have no way to work. The orange and blue routes are confusing. Perhaps smaller shuttle bus services could be available to those routes with fewer riders. If my direct route was cancelled, I would be forced to terminate my employment downtown.

I disagree with dropping the routes such as Pima and Glenn. It may save bus time but will increase walking time to get to the bus in the first place.

mo

Letter a) - From what I understand, by combining Routes 16 and 18, it would mean that there would be no stops at Ronstadt Transit Center. I ride Route 16 every morning to come downtown. I get off at a stop just before the RTC. Would there be any stops downtown at all for the Route 16/18? If not, then I disagree with this proposed change.

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

removing neighborhood roads removes neighborhood service. As an older person this means walking more than a mile to get home....so not useful for either going to work or the grocery store.

[https://safety.fhwa.dot.gov/ped\\_bike/ped\\_transit/ped\\_transguide/ch4.cfm](https://safety.fhwa.dot.gov/ped_bike/ped_transit/ped_transguide/ch4.cfm)

(f) Increases distance walking on degraded pedestrian infrastructure in desert heat. Eliminating neighborhood routes DOUBLES THE HEAT EXPOSURE by doubling the walking time.

(g) TC's have shade. On-street transfers are badly mis-timed - completely un-reliable. Actually increases travel times when connections are missed.

(B) eliminating express routes with alternatives are not practical

F. Neighborhoods that have large number/frequent riders should not be discontinued AND more frequent service on major streets - not one or the other.

Regarding (c), extending routes later would be amazing! It would help me go downtown more easily without having to worry about parking or DD

Concerning C, extending service hours, I would prefer extended hours to focus on Fridays and Saturdays, specifically, an 11pm (or even 12pm) bus leaving downtown would be much more useful than slightly later service on the week days. At 11pm on weekdays most stores/restaurants are already closed, but on weekends, downtown is still very active. Right now the main thing keeping me from going downtown on the weekends is not having a way to get back to my house at the end of the night!

I am 83 with limited walking endurance. Shifting route#3 away from Rincon Country Mobile Home Park would prevent myself and many others (500 units here) from using any form of bus service.

F. This will impact the small neighborhoods that rely on these stops for schools and shopping.

(f) There should not be the elimination of an entire route (ie. route 5) without giving people another way to get around. During the summer, I have been using Route 5 to get from my apartment on Pima to Mass at St. Cyrils which is also on Pima. Having no route on Pima is an inconvenience. It is around a half hour to walk Pima from my apartment to the church.

People take public transportation because it is easy to get to. When people who use cars to get to and then decide to force people (including those who are elderly and disabled) to walk 1/2 mile in 105+ degree summer heat to get to a bus stop is not only an inconvenience by those who live in the surrounding neighborhoods but seriously draconian. I have a feeling the blowback on this one is going to be bad next summer when you have a people with health issues or are geriatrics collapsing on sidewalks trying to get to a bus stop next summer. With more people in Tucson comes more possibilities that aren't even being considered.

I am a student living on campus, so I have a limited experience with SunTran services.

No comments.

Suntran should always look to improve service for all riders, when possible.

I'm excited for all of this, though I still wish that weekend service hours could be further extended - would love for people who go out drinking to not feel like they have to drive to/from bars... If possible I think it'd be great to have service on weekends until at least midnight. This would keep those people safer in addition to reducing the number of drunk drivers, thus improving pedestrian, cyclist, and other motorist safety. I'd also like to see an increase in frequency on weekdays and weekends on more routes - would love for the majority of routes to have service every 15 min.

For discontinuing route 1 that line goes by different schools and shopping areas and is much needed! Even after moving to different areas of town I have found this a very convenient route.

I would use the 29 to get all the way to Banner South depending on how long that commute would be. This tool would be more useful if that information was available.

direct bus routes like from Park Place Mall to U of A mall and to Tucson Mall and direct bus route from U of A to Pima West

I can not see any info listed in the above table.

If the connecting routes matched a bit better, I would ride the bus all the time.

Go back to charging for bus service. It keeps the transients and homeless, who ride for hours, off the buses.

If transit times were shorter overall, it would make it more likely that I would take the bus more often. I used to live in a place that made there bus routes more frequent and with fewer transfers and ridership went way up.

I was disappointed that weekend services were not increased on all routes. That is the most important point for me.

No, because you want to get rid of the 104 express bus that people who work downtown use. The people riding the express 104 are preventing air and traffic pollution. Also, saving money on garage parking is a major plus to riding the bus to work  
Neighborhood accessibility is important for older and disabled folks.

As a weekend warrior I spend a lot of time waiting for connections because weekend routes are less frequent. The routes should be almost the same in weekends as M-F.

G. I feel this may risk some missing buses especially if most have been used to catching their certain bus at transit station and waiting the 10-15 minutes til departure.

f. If you discontinue service to neighborhoods, it will be harder for people to access the network in the first place. Yes, it is good to have connections to popular destinations, but we need connections to our neighborhoods as well.

Many of these changes were discussed at past online Zoom meetings based on feedback that I recall sharing and listening to - thank you!

None

G. Oppose discontinuing Catalina foothills express bus (access to sunrise/skyline is already very difficult), 5th/6th street should also not be discontinued

Nothing identified on my iPhone

My kids use bus route 1 on Glen to get to and from school. Taking away service on Glen will make this travel for school more difficult ☹️

Please start making people pay something to ride. Users should pay.

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

The buses are so noisy, that they are uncomfortable. Quieter buses, and having them turn off at the airport when they are waiting would be a great help. It's agony waiting near a noisy hot bus at the airport waiting to another bus or the time to leave.

C.) Because of work there is no way that I could ever get home and because of church service also

No.

Main issue is with Item F, although I can probably compensate with 33->8->11.

Plan looks great to me.

NA

The best solution is adding more buses to lessen the wait time so you can catch the transfer bus

Survey point G: Transfers are inevitable, and I prefer to transfer at a transit center (better shade, lighting, and seating) than on street. I've never had a route where it was obviously better to transfer on street than at a transit center. Since the times of stops at centers are explicitly printed in the route guide, they are easier to predict and budget time for trips. I get how you might reduce travel time but I think it will make it likelier to miss a connection. Especially since not everyone has the app!!!!

F : it was already hard to wheel my wheelchair the blocks that I did, but to have to rely on only major roads added over 20 blocks to many of my destinations.

Keep in mind that despite our ridiculously high household income almost half goes toward medical expenses not covered by insurance every month, so the bus is critical.

c. I know you are proposing service on weekends end earlier, but shouldn't that 11 time continue on Saturday when a lot of people may be out and riding public transportation may be better than driving? I agree that on Sundays and Holidays ending at 10 pm makes sense.

Please do not eliminate the 104X Express route. I have ridden it for years to get downtown for my job.

C. It should be 12:00 AM on weekdays and 11:00 PM on weekends.

I'm disappointed that the proposal includes eliminating neighborhood routes. But I also understand the need to spread that money elsewhere and to focus on the 1 mile grid. I live just about as far from any of the 1 mile grids as one can be. And if route 5 is removed, then the route I would want to take (which goes by the University) is more than a 1/2 mile walk for me. So this redesign doesn't help my transit needs especially in the warm months.

The express routes were decimated by the pandemic when the frequency of travel was reduced by ~60%. This unfortunately pushed many riders into their cars or to work at home.

Since the frequency has not increased the ridership has remained low. The proposed cancelation of the express routes will now isolate the northern suburbs further and amount to less choice and more congestion on the Northern Tucson Metro area feeder roads. These roads are already crowded.

I believe this is short sighted. If the frequency of travel were increase, the ridership on several routes would return. The 102x was highly subscribed for an Express route. This unfortunately abandons some demographics for the sack of others.

Waiting for the bus in 110 degree weather is the worst. Sure wish it didn't take 30+minutes for busses to show up. Why can't it be 10-15 minutes between busses maximum? Some places have busses every 5 minutes.

None

Are you really discontinuing route #1?

This is the City of Tucson and we live in a 24/7 world. Sun Tran should be a 24/7 operation.

No

f. There will be some riders who will have a hard time with even a half-mile walk to a bus stop.

g. I wonder if riders who use transit centers will suffer from lack of shelter while waiting for transfers, however, shortening travel times is a plus.

Change C I currently work in an unserved area but enjoy service to more central locations for recreation. Change C makes that much easier. I do know that waiting for a pick up on a major corridor can be hot, uncomfortable, and can feel less than safe. For that, I appreciate change C, G and H.

When I used to work weekends, I would have to find another mode of transportation due to reduced weekend routes and times. Not a major inconvenience, but an in inconvenience, nonetheless. So, doubling the weekend routes would be beneficial to those who work on weekends and use the bus.

f. I used Rte 3 bus originally because it was a great route between PCC West and PCC East when I went back to school at Pima, and now because the route is a convenient walking distance to several shopping or university districts that otherwise I'd have to transfer lines to get to (creating a longer trip); e.g., UA southern campus-- library/stadium/Campus Rec; shopping district at Country Club/Fifth St; Fifth Street/Wilmot. It appears to have been demoted to "neighborhood" status, which is not really true. Fifth and Sixth Streets are heavily trafficked all day. Probably even more would use the street to connect to Wilmot and downtown if it were repaved.

h. continuous service on the artery lines listed aren't more helpful if you then have to transfer to a route that has a less-frequent schedule.

i. Why not use smaller circulating buses in some areas (more like the CatTran at UA)? Would that offer any savings while increasing ridership and efficiency in shopping districts or entertainment areas outside of the downtown?

F: Providing more service for some major roads while completely eliminating service to large sections of other major roads is a terrible idea.

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

I think the proposed service changes sound reasonable and are very likely to improve the overall ridership experience (by reducing trip time, and making routes available for more hours of the day). I am not sure if having some routes avoid the hubs is a good idea, but as long as stakeholders around those routes do not object, I support shifting to this point-to-point model.

I have been riding the 105X to work for 5 years. We used to have 3 buses in the morning and evening, then for COVID it was reduced to 1. It is full every day. I can't believe you are planning to eliminate it? Why would you do that when it is full every day?

I honestly look at a lot of the proposed changes as a way to punish students who rely on the public bus system to get to and from school. It's awful.

The proposed plan will cancel the only route that reaches my area, 105X. This bus went from 3 times a day before Covid to once a day to now being proposed canceled due to low ridership. But the ridership is low because it only runs once a day! I have written in many times proposing a better schedule for this route to align with the UA work day. I have also asked for a route between Udall and Sabino, at least that way people in this area could connect to the rest of the network. By focusing on making the frequent transit network even better, you are removing coverage from other areas entirely. I realize it's a difficult problem to solve, but how about connecting the outlying areas to the rest of the system, such as a small shuttle type bus from Sabino to Udall.

Eliminating Route 16 to Ina/Oracle means an extra transfer at Tohono.

Frequency is freedom. SunTran has good network coverage, but waiting in the heat makes it difficult to use. Reducing waits and transfer times makes connected trips easier.

f. because the bus stop outside my apartment building will no longer be in use.

Its time for a change. Ive been riding suntran for over 20 plus years

No

N/A

The changes above are pretty good, more buses on less frequent use is good because it will be more comfortable than further away from housing for older people to walk and more options to get to work late in the evening and late night. Like if someone needs to be at work at 4 or 5 in afternoon then gets off at 1030 or 11 it would help them get home in less used areas. Also I understand that more homeless would use the buses late at night just to be off the street, it would be okay but at the same time not great safety wise. It would help either way of Tucson citizens though and we pay for it to help us get around no matter what time it would be. Maybe more people would ride if available in less and more frequent buses every half hour to 15 minutes on major routes and more on Sunday especially during morning and afternoon hours. Like on route 26 and 34 and 15, 6 would be great. Maybe a bus 20 minutes on route 3 and 5 and 11 and 34, 26. 25. The one on Pantano Rd and kolb Rd and silverbell and grant or ironwood to pima college west every 20 minutes as well. Others too.

No comment on above sentences

"c. Extending service hours to 11p.m ..." Extended hours in the evening serve fewer and less frequent riders who might be staying out late partying or working the odd swing shift. Starting routes earlier, however, would dramatically and consistently increase those that want to take the bus to work in the mornings. Most people work day jobs so rush hour traffic would be reduced, especially to major employment hubs like the UofA and Downtown where parking is expensive and/or limited.

I disagree with some routes. It wouldn't make trips shorter but longer. Looks nice on paper but wouldn't work realistically and would still would leave out larger pieces of the community.

I'm not sure of my choices, because green and grey look the same on the maps on my computer

Weekend hours should run to 11 p.m. or midnight to accommodate entertainment districts.

I believe the scheduling needs to be looked at they sometimes sit on the bus for an hour, and I have gone by my stop, but have to go way beyond circle around and then come back

Seems more efficient to focus on major streets. It would also be good to have fewer buses in neighborhoods.

n/a

Equity has to be at the forefront of any decision made. Who is being impacted? Are these already communities that are historically underserved? Also, thinking ahead, how can route changes be made to connect underserved communities to future developments (ensuring future equitable access to job opportunities, food security, etc.)?

Later service on the weekends is extremely important.

Maybe for fewer hours but weekend service should be just as frequent as weekdays

I would Green Valley/Sahuarita route 421 have more local bus stops. There is no bus stop I can walk to from my house. The closest bus stop is three miles away. There use to be a bus stop at the Rancho Sahuarita skate park that I would walk to and take to Sprouts, Walmart, etc. Now I'm stuck with Green Valley/ Sahuarita Dial a Ride which I am terrified to use after I was threatened by one of the male drivers a year ago.

Because the busses travel in the same lanes as traffic, they are susceptible to delays. Having more busses that allow for more frequent pick up and drop off will help to mitigate some of the issues that people deal with when their bus is 15+ minutes late.

More bus stops, busses should wait for passengers transferring off another bus, not just take off when we get 5 feet from the door

i see what you are trying to do. you've been strangling out neighborhoods and transit centers and just want the buses to go from point a to point b. i'm sure it's probably from businesses that are giving you money to keep the 'riff raff' away from their areas. so many of these changes are going to wipe out people's access to the bus system without having to walk for blocks to a street connection. this is garbage.

No

Later and more frequent service is very helpful! So is adding service to previously inaccessible areas.

Stops on major streets are a hassle and should be decreased. Transit centers are better.

Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?

none

SunTran is a wonderful service! I am an older individual who does not own a car and I count on SunTran to run errands. I do work from home but need SunTran at least 3 to 5 times weekly.

I am impressed with the driver's courtesy, knowledge, and professionalism.

Service is available for workers with later hours. Speedway and Golf Links Road

I think, for most commuters considering whether or not they can use the Sun Tran system, the most important factor to consider is whether they can get to work on time. Eliminating the express routes seems likely to further discourage commuters travelling longer distances from switching to using the bus system, because any transfer will remove the possibility of being on time. I am glad I will be able to continue to ride the bus to work, since route 101X is not being eliminated, but I wish at least some acknowledgement was given to the frequency with which busses are late, since I feel this may be a significant factor in the low utilization for the express routes. Anecdotally, in the 7 months I have been riding the 101X there has been at least one instance every month where the bus was 10 or more minutes late. My schedule is reasonably flexible, but it's easy to imagine that for a lot of people the bus only has to make them late once before public transit stops looking like a valid alternative for their commute.

F. by eliminating the half-mile neighborhood routes in favor of emphasizing the one mile grid, all usefulness for a car-less alternative commute all by disappears.

Why can't you just leave a good thing alone.? Right now, Sun Tran is useful and convenient. The changes you propose are not necessary, and truthfully, they seem extreme.

It seems as most of the proposed changes are well thought out except for eliminating Route #3. I live on 4th Street, n. of El Con, and #3 takes me where I go most often: TMA, Dr. on Wilmot and 5th, University, Tumamoc Hill, 4th Ave and downtown. Please don't discontinue #3.

Keeping it free greatly helps.

f. I have been grateful for Route 5, and as a senior woman I planned to rely on it more and more as my mobility declines. I am concerned that as I age I may not be able to walk 1/2 mile to catch a bus.

Worried a bit about mid-town routes based on proposed changes.

An aspect that I really appreciate as a blind rider is that only ONE route is on the same road.. the multiple 8 and 4 lines were confusing for me and even sighted riders! Absolutely am delighted that frequency is increased on the 4 and 8 also, and fine with the slight decrease on the 7. Also, happy that evening hours on the weekends have been expanded!!!

Better public transpo is way overdue in a city our size.

I am a graduate student at the UofA and have previously worked at the school. I have ridden line 5 for years. Taking away like 5 would mean I have 1.5 mile + walk in order to ride the bus and I would be unable to ride the bus at all. Many students at both UofA and Pima rely on this route. The only reason I do not use 5 more is that it only comes every 30 minutes which is terribly inconvenient, especially with the times classes let out. Rather than eliminate this route, it should be increased to attract more riders.

Accommodating routes passengers us most frequently. Cutting out other routes not used much.

Extended or add a route the goes to Secrist Middle School for those kids the out of district but goes to that school.

103X should be continued. 16 should continue to Thornydale.

E, I don't like that the busses come every hour on the weekends. F, the bus doesn't go on certain streets, Wetmore going E at the car places. Or Wetmore going West next to Tucson Mall, no stop in between.

If the 3 route disappears, I don't know if I would ever take the bus again. The next closest would be the 8 line but it is proposed to have fewer buses on that route. I would like to see the 3 route remain and with increased number of buses on that route.

deleting the 109x removes service to the area, instead of a bus stop 3 miles from home, the closest will be 6 miles from home

Route 17 has been great for me for several years. Route 34 will have to do, though that leaves me with a walk or bike ride of 1/2 mile on one end and 3/4 mile on the other. I really don't want to transfer buses. My commute is 20 minutes by car, 40 minutes by bus and 60 minutes by bicycle. These days, I bike in the morning and bus home, 4 days per week.

No

E, I don't like that the busses come every hour on the weekends. F, the bus doesn't go on certain streets, Wetmore going E at the car places. Or Wetmore going West next to Tucson Mall, no stop in between.

Keep the shuttle direct service

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

Increase the weekend route to every 15 minutes on Saturday on 4, 6, keep the Connection of route 5-37 on weekends and put buses out there designated for handicapped access in peak hours only. I have been turned away because no room on the 11. 8. or 16 no room

Buses ONLY FOR MEDICAL WALKERS WHEEL CHAIRS STROLLERS AND CANES ONLY  
ESPECIALLY ON THE 8 11 AND 16.

TELL THE DRIVERS TO HAVE A BIT MORE EMPATHY Towards US. NOT TO SAY  
HURRY UP IM RUNNING BEHIND

ABD TELL THEM TO PUT THE RAMOS DOWN IN A SAFE EXIT AND ENTRANCE AREA  
NOT WITH AN OBSTACLE IN THE WAY.

I'm most concerned about discontinuing service on half-mile streets like Pima and 5th/6th St (routes 5 and 3). These services support schools and communities along these streets; while services nearby will be increased, the walking distance for students and residents also increases, limiting the usefulness of the change.

These changes will do nothing to change the fact that riders are frequently harassed and assaulted. Sun Tran has become extremely dangerous and the conditions are unbearable.

No matter what route I take, it takes me an hour and a half to get home from work because the buses stop running every 30 minutes at night. It takes less than 40 minutes to get to work during the day, and having to be outside at night for an extra 50 minutes is awful.

You would be discontinuing 2 bus routes (#1 and #34) that I use almost everyday and not giving a suitable alternative. Especially for Route 1. What would be a single bus ride would turn into a 2 bus ride. The proposed new Route 31 doesn't even cover #1's route going west/south. I do like that #31 would extend farther south.

Don't eliminate the routes in between the major streets. I'd really like to see the decision makers walk from one major street to the next (~20 min) in the worst part of the summer, while carrying stuff. You're eliminating these routes in the name of efficiency, but you would be making it more difficult for some of the riders and even putting their health in jeopardy.

Please read the article below. If this train company can choose to keep a route/stop going for a single girl so that she can continue to go to school, what excuse do you have?

<https://www.bloomberg.com/news/articles/2016-01-08/japan-keeps-the-defunct-kyu-shirataki-train-station-open-for-just-one-high-school-girl>

I'd use transit to go downtown or to the U of A.

Improving frequencies is extremely important. Doing so at the expense of discontinuing lines is extremely problematic. If to do one you have to do the other, nothing will be gained.

Discontinuing service on neighborhood roads makes it mandatory to walk to major roads. Crossing major roads as a pedestrian is close to impossible in many locations. I would now need to catch the bus at Palo Verde and Fort Lowell (after discontinuation of service on Glenn), but there is no way for me to cross Fort Lowell from the south to the north safely or legally. I need to walk to Dodge from Palo Verde to cross Fort Lowell. You have turned a 8-minute walk into 15-to-20 minute walk for me. Walking at 100+ degrees to return from work every day is just too much.

Reducing transfer at transfer centers to increase on-street transfers is a fallacy. If you had 15- or 10-minute services, that would be fine, but most buses run every 30 minutes. Transferring in the middle of nowhere with no shade in sight and having to wait possible 20 or even 30 minutes turns my commute into a desert expedition. The only transfers available for me now (after discontinuation of line 1) are based on buses that run every 30 minutes (lines 31 and 15 or 4 and 17). One of these buses, in each combination, runs only 30 minutes even if you increase service frequencies for lines 4 and 31. I will have to wait a long time to transfer, and, again, waiting outside in the summer is close to impossible. Plus, there is never any guarantee that the bus will arrive on time (sometimes they are early and leave early). Very often, I will miss my transfer, which means I will need to wait close to 30 minutes. I can commute in about 40 minutes now. My new commute will now be much longer than 1 hour.

They seem to be positive changes.

Neighborhood service is important. Especially to those of us that use service for commuting.

On street transfers sounds terrible unless Sun Tran is going to invest in better bus stop shelters on maintain cleanliness.

Currently service stops @ Camino Seco on Rt.4 instead of continuing on to Houghton leaving everyone in that area without public transportation.

Repave 22nd street from east of Sarnof street to improve bus riding conditions.

More and easier access should always be a goal, along with no-fee service

More weekend service.



**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

While I approve of attempting to optimize the network to better serve the greater good of the tangible collection of current users and the intangible collection of possible future users, doing so within the constraints of the current budget is going to disenfranchise some current users if some service is reduced or abandoned. The reality of budget is of course out of your hands, but it concerns me that so many known, verified current users who rely on current availabilities of service will have their service taken away in this quest to optimize statistically. I feel that in this plan the forest is seen, but not the trees. This would be acceptable if it was known that expansion of service was to follow directly behind these optimizations, but as far as I know that is not the case. In this theoretical vacuum where expansion is unknown but budget is, I personally feel that more consideration should have been given to ensuring no current users would lose their access to the network simply to try and increase frequencies elsewhere. I feel it would have been more appropriate to maintain existing access, and instead perhaps reduce frequency or pivot from Sun Tran to Sun Shuttle for under-performing routes (as was done for route 61). Statistically it of course makes sense to disregard routes that under-perform, but if you instead look at it as actual human beings and not simply ridership numbers, you'll see that in instances where an area that lost a route has no alternative, you've simply taken away public transit from real individual users. Given my above logic, I must say I disagree with item f.

Another item I disagree with, primarily because of infrastructure concerns that are nominally out of your hands/jurisdiction, is item g. While network analysis might show that an increase in on-street transfers and a reduction of transit center transfers is optimal, it ignores the reality that on-street stop location amenities are severely lacking for many stops. If it hasn't already been done, I personally would have weighted my model variables such that to qualify as a transit-station-equivalent transfer point, a standard stop node must have at minimum a shade structure and a bench. There is a possibility analysis might shift to show that presumed appropriate transfer points are actually not appropriate points to expect someone to wait for a transfer. Transit stations provide ample shade, security, water, sitting areas, information, and options to dynamically modify a user's trip. It seems again that (at least for the subject of network nodes) a nuanced aspect of this study might have been overlooked in importance in the quest for optimization, which with some of the proposed changes will force long-distance riders traveling to/from areas that are statistically not hot-spots to suffer a degraded and possibly dangerous transit experience. For these reasons I can not agree with item g. until on-street stop amenities are more robust.

I agree that more nights and weekend service is needed- would like to use the transit system in place of costly ride share services on nights and weekends.

I am colorblind—therefore color coded maps are unusable; I didn't see weekend extended hours in the video for routes 4, 8.

The Rita ranch shuttle more often longer hours and run on Saturday and Sunday with longer hours or frequent bus service here in Rita ranch longer hours and runs on Saturday and Sunday longer hours

Eliminating route 3 so there is no longer a route that goes direct from Stella and Prudence to the U of A makes it very difficult for me to get to work and school causing me to have to transfer taking much longer. I will have to find new employment and may have to quit classes. This is very upsetting for me and my family.

Glad you are cleaning up the empty busses. Sad for drivers but safer. Homeless do not own the bus system.

I work weekends more than week days/nights so it would be awesome to have later bus time also earlier times in morning especially Saturday on 16 .

Did your outreach efforts include talking directly with bus riders on their chosen routes? This is a crucial demographic that needs to be heard from. Did you reach out to those who drive the busses?

If you eliminate Route 1 I will no longer be able to use the bus and neither will my son, who uses the bus to get to Tucson High. It is not feasible to walk the extra 1/2 mile + to catch a bus on Ft. Lowell or Grant. Grant is a MUCH more dangerous road for my son to wait on and the neighborhood he would have to walk through poses a danger to him. Walking to Ft. Lowell will increase his walk and ride time, making it useless for us as we are already at the limits of making it to our destination on time, especially with buses running late or not showing up as scheduled. He will miss school more often. When it is hot, or when the weather is bad, this will create a significant barrier to using public transportation. We use this bus, Route 1, to grocery shop and will no longer be able to do so.

To make it easier to get off one bus and on another one perpendicular. Example; the #11 bus going North to Ft Lowell, and the #34 passed by a couple minutes before I can hobble off the #11 and cross Alvernon Way.

Which compounds as it throws me off schedule because now I just miss 1 or 2 other buses...

Particularly for any bus routes starting at the Ronstadt Center, cutting off the additional loop around downtown from Alameda/Grosetta thru Broadway/4th Avenue will hinder anyone working thru those areas heading east. We would have to reschedule our work hours or just deal with getting home later than usual. It cuts out an entire group of 9-5ers.

Not at this time.

None at this time.

N-A

I am a Northwest sider and use the bus to get to work at UA. These changes don't affect me at this point.

Really like the proposed weekend increases and frequencies

The one change I would look for is to bring back the 114 Shuttle route with connections to the 104X.

no

I'm good with efficiency, but not if that efficiency causes the elimination of the minor routes that older adults depend on (for everything).

I don't agree with discontinuing grant and Pima Road.

no

i just take route 11 from airport on october 6th and transfer what ever the hubs name

I believe keeping and extending routes and times in underserved neighborhoods would reduce traffic as many folks would have more options for transit that aren't just driving more cars and rideshares which would reduce traffic and accidents.

**Do you have any additional comments on why you agree or disagree with the changes listed above? If so, for which lettered item(s)?**

I agree with reducing traffic on neighborhood roads, but it creates an additional barrier for those with reduced physical mobility, e.g. elderly, families traveling with strollers, mobility aids.

I agree with them

This seems to eliminate the transfer from 21 to 700, which is my entire commute.

h. In the proposed change, I will no longer be able to get between my home (near Golf Links/Wilmot) to the University without transferring.

no

I would love to see service to Catalina Foothills, especially to the mall up there.

Reducing time between buses would be greatly appreciated.

No

Increase in frequency is desperately needed

I like to see buses run every 30 mins on every route on weekends not wait an hour for the bus

no additional comment

Increase frequency on express routes instead of combining routes.

I really enjoy the free service

More frequent and direct routes would most likely increase Sun Trans revenue.

No disagreement from me for any of these. Only suggestion is the 17 at least part of the day ran mor often. Every 15

There is NO headings in this chart. Who forgot to proof read it??

no convenient routes near where I live

cannot use your services because they are negligible in my area

would like to use to get to medical appointments

Sun Tran offers transportation services for so many commuters. I have had great experiences with your wonderful drivers.

Please do not delay the pickup time for the 101X #2 in the a.m. as it would be difficult to clock in on time if the bus is delayed another few minutes. Sometimes I only have 1 minute or even less time to clock in on time since the schedule was last changed.

I am a mother of 6 kids the wait times are bad expecially on the weekends and the walks from the bus to where we need to go are some time 3 or 4 blocks away. More frequently buses will make a huge difference, also if one the weekends the started earlier and ended later it would be a huge blessing

difficult to follow changes in an online format, and the focus on current ridership/existing service is misleading- the focus should be to provide service so that all of the city and surrounding communities are able to become regular riders, that is how efficiency is best accomplished, through improvements that actually increase ridership opportunities. serve the corners and odd hours, and everyone inbetween benefits (many in-person jobs either start or end between the hours of 12 am- 6 am, especially on weekends/holidays- for example, service/medical/entertainment industry, and hourly service 24/7 on key routes would be so helpful to us being able to get to or from work). so why is route 37 still ending at udall (which still lacks a park-n-ride, despite being deemed a "transit whatever") instead of being extended to the huge assisted living community at river/sabino canyon- and on to sabino canyon itself, a million-annual international visitor destination???

and it shouldn't be an either/or situation for neighborhood vs major streets- put shuttle/circulator routes on the neighborhood streets to connect to the major bus lines, and extend services to the full length of the roadway- see the gaping holes in service along the entire north and eastern sides of the city- express service doesn't translate to those areas being able to utilize services effectively, neither does no service at all.

I support any changes that make travel via public transport more accessible and mitigate overly unnecessary travel times—especially for those who rely on public transportation for work, school, and other important travel for quality of life. I also would like to see public transportation enhanced to entice traditional car users to consider public transportation options. I haven't seen anything about bus stops, where folks spend a significant amount of time waiting for transportation—I would like to see every bus stop be covered and have benches. That would not only be a humane kindness to those who have no other option but to take public transportation, it might also invite less traditional transit users to give it a try.

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

2 maps please before and proposed separate the pdf's online into routes

I think the frequency times on major routes is a very good and logical idea.

None

Please don't discontinue #5 I am a senior and ride it almost every day

Eliminating the 105 would mean housekeeping resort staff could not get to work

Please enlist the people who operate the bus and those who are non-discretionary riders as the central focal point of any proposed changes to our system. Changes are needed and these are the ones in the know (as well as the ones being served by said changes)

With this plan, the only SunTran route I ride would be eliminated. However, I think our focus should be less on particular routes and more about investing in a transit system that gets people from A to B in a safe, reliable, convenient fashion and provide travel times comparable to (or better than) traveling with a personal vehicle. In my opinion, this plan falls short of accomplishing that. Instead of implementing a cost-neutral plan that relies on eliminating certain routes in order to fund service improvements elsewhere, let's look into potential sources of revenue to create a great transit system for Tucsonans. (P.S. I'd love to see "frequent transit" being equated with 15-minute or less headways in future COAs.)

Discontinuation of Route 1 will negatively impact the refugee community who live along the Glenn corridor. This bus route provides much-needed access to language learning at 29th Street Coalition Center, shopping, and other services. While Route 31 attempts to serve the same areas, it removes the direct access to downtown area.

Also, discontinuation of Route 5 will negatively impact learners who study at the El Rio Adult Learning Center. It seems that the new Route 22 which runs from Downtown Ronstadt Center to Greasewood (Pima West) will stop near El Rio. However, any learner living east of stone will need to take at least 2 buses to get to El Rio, instead of 1.

Do not discontinue route 5

Please don't discontinue Route 21 into downtown along Congress.

I oppose reroute of 21 to west side Silverbell, since I access 21 from Ronstadt to get groceries at supermarkets on Silverbell and return to low income housing at Broadway and Church. There are 4 low income housing complexes at Church and Stone having a significant number of senior tenants without cars (including handicapped that depend on this route. At least 2 more complexes on the Congress portion of the route just west of the Santa Cruz River.

This change would affect a significant number of low income seniors such as myself. Only the 21A would partially facilitate these housing units by use of street car.

Me gustaría que el 23 sea la misma ruta

Keep the route 3

e. By doubling the number of busses available on major routes on weekends that would help me considerable. When they only come by once an hour, I end up waiting so long in the heat. This is extremely dangerous for me as a senior and given the Summer months with heat over 100 degrees.

Keep route 3 and 4. 3 is needed for PCC students

No thank you!

With how many commuters rely on major roads like Broadway and Oracle, I would be interested in seeing street cars like the Sun Link on or near those roads. I know it's a long shot off, but it's been proposed before, and I'm quite interested in the idea.

The 204 should start at the park and ride at Oracle and Ina and continue to travel Ina to Silverbell Rd and go north to Cortaro Rd. No express bus service on Ina would impact me the most and driving to park at Silverbell-Cortaro to get on 204 is far.

I use the 5 bus route every single week to attend doctors appointments. If the 5 is eliminated I won't have any way to get to them.

I am in favor of increasing service until 10 PM on weekends. I work weekend nights and currently have to take cabs to get home. This would save me a lot of money.

refer to above statements.

Weekends the 1 and 7 every 20 minutes

PARK BENCHES/SHADE????

I ride 5 every day from Dodge middle school to university of Arizona and back. I cannot afford to buy a car and I appreciate the low environmental impact of public transportation. I see children on this bus every morning taking it to school. At least 10 children, groups of sibling, sometimes with tired parents, obviously not wealthy or getting through life very easily. Children and teenagers daily use this bus to go to and from Catalina high and perhaps the more reputable than what is in their neighborhood school, Blenman school. This bus is full of working class commuters, university students carrying heavy bags, exhausted young parents with strollers and children. We are all coming from the eastern outskirts and are low income but trying to make it work. Taking away 5 would make so many people lives, so many people that are getting by but just barely, so much more difficult or even impossible. I think this low income working class is too busy and doesn't have any advocacy groups or support to speak up for them. I'm sure the majority of the people on this bus have no idea what is in store for the thing they rely on daily. Number 5 is important for so many people's well being and survival.

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

I would like to keep bus 5 running in front of Catalina high school going both ways on Pima because many kids, family, and I take the bus everyday to school early around 7 and without it we have to walk from Grant or Speedway which is not good considering the weather and time.

Do not discontinue route 5

I am very concerned about what I have heard regarding cancellation of 105X as a daily route. There is a substantial group of commuters that use this route daily on weekdays. It is just one trip in and one trip back. Please keep 105X!!

#15 Campbell has been made more inconvenient the last couple years. As a major street hope this will be improved too!

I would actually suggest that an additional survey is done to collect data that can give the coalition a better understanding of what these different routes are used for before you make any more proposals to change them. In this way, that additional information can help create an understanding of the impact these proposed changes would have on those who frequently ride these routes, and it may also give insight on better alternatives that would not disadvantage riders so much. I will reiterate that none of the routes that are proposed to be discontinued should be, as that will disadvantage many riders for several reasons (as you have heard frequently in every meeting you've held with the public regarding these changes); for me, personally, having access to any of those routes for where I need to get around Tucson is very important — even the ones I don't use as frequently, because when one has ridden this public transit system for over 20 years and then some, one gets used to what routes they have access to and the proposed changes would definitely limit how much I'd be able to get around Tucson at all (what with no car nor ability to drive nor money for a Lyft/Uber/taxi service nor would I want to burden my friends or neighbors for constant carpooling). As for any of the proposed consolidations, they honestly don't make any sense and don't really reflect how people who do the ride the bus use those routes. So I would also suggest that, besides doing an additional survey and collecting more data from riders, you also have riders who frequently use or have used many routes in this transit system be apart of your coalition, as they can help in interpreting the data you receive from a people-first perspective and give important insight also from that perspective for any drafts of proposed changes to any routes. Lastly, I hope you follow through on what y'all said in that you will take our feedback into high consideration and literally go back to the drawing board with this plan. As it stands, I would not bring this plan to the mayor and city council without a major re-draft that gets public feedback first.

Making two distinct routes that largely overlap (i.e. 9 and 39) might make taking trips more confusing for some people. But if there's no better way, I don't have any major qualms over it.

N/A

Please do not remove the 105x route. There are no other city buses that serve the Foothills at all. About half the users that use this service, including myself, board at Sunrise and Kolb. The other half of users board at Sunrise and Swan. I am fully reliant on this service to get to the University of Arizona from the Foothills. Please do not take it away.

Please, do not discontinue route 5. This would directly affect a large amount of high school students whose school (Catalina High School) is directly across from a route 5 bus stop. Monday, Tuesday, Thursday, Friday, and even Wednesday (when the school has early release), very many students rely on this service. If this route is discontinued, dozens of high schoolers may be subjected to walking home in high heat. This is unsafe and very unfortunate. Not to mention these students would be walking directly next to a somewhat busy road, with terrible sidewalk quality. Please reconsider this decision.

I strongly oppose the use of a one-mile grid to determine routes. The neighborhood routes are extremely important to those that use them.

Keep Route 3.

Tucson is far too hot, too regularly to move to a mile-grid. Removing neighborhood routes will cause people to have to walk much further to get a ride, increasing heat exposure.

Cutting the X routes will allow for extra resources to be invested in expanding weekend services, especially on holidays for recreational purposes. And, there is no reason that the entire fleet isn't electric. Student housing and stupid road projects (aka the road around downtown) cost millions, and electric busses could have easily been implemented with some of that funding and with the millions in COVID relief funds. But, everyone knows about the notorious and irresponsible spending by Tucson City leaders, so sad and so true. Such a lack of concern, always, for us slaves whom are poor, rely on public transit, and none of you give a damn because you got yours, and screw everyone else.

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don't discontinue the 19 or 34

Buses 3 and 5 are very important routes which are used by a lot of people affiliated with the University including students. I don't get why you're planning to discontinue them. I am blind and totally depend on bus 3 to go to work at the University since I can't drive. I know several students and colleagues who use buses 3 or 5 to get to campus. These routes should stay as they connect some very important neighborhoods with the University.

It's also surprising that no one asked existing bus riders on these routes for their opinion and somehow they suggested doing away with these.

Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.

The 109X replacing the 5 doesn't make much sense. That's a route that serves a lot of students and only two departure times in the morning and afternoon just about guarantees students participating in after-school activities will miss the bus.

Does the reduction of trips to transit centers mean that future regional transit plans for transferring from transit connectors are now off the table? For example, at one time there was a plan to move the Greyhound station to the Ronstadt Center to connect to local transit. Amtrak connections are already at Ronstadt. If a commuter line from Tucson to Phoenix ever gets built, it would seem likely that would also terminate near the Ronstadt. Are all those connections off the table now?

Overall, I think this is a good plan given the constraint of being revenue neutral. Hopefully, we'll see more transit funding in the future to address possibilities like the Sun Link connecting to TIA or bus rapid transit on major arterials.

"Just walk to the next route" doesn't take into account walking there and THEN walking back.

I am at UA. I walk half mile to the #3 to go to Flora's Market.

With the proposed changes, I could walk to Broadway which is another 10-15 minutes and take the #8 to Tucson Blvd and walk 15 minutes BACK to 6th Street for a total of 40 minutes

or I could walk to the #4 and then get off at Tucson Blvd and walk 30 minutes to Flora's. For a total of 35 minutes.

OR I could just walk the 30 minutes directly there.

No one seems to take into account that the person has to walk to the main line and then walk back to their original street.

Do not discontinue the 3!

As a disabled bus rider these changes will push me into using Sun Van which is something that has to be scheduled days beforehand and has a ridiculous two hour window (sometimes longer) to be picked up and dropped off. While making the bus system more efficient for some people, this will impact disabled folks and make our experience much more frustrating and time/labor-intensive. How is Sun Tran planning for increased ridership on Sun Van due to these cuts?

My additional comment is to provide better safety on the transportation routes. There has been a tremendous increase in crime on the buses and some on the link in the past three or so years.

making us pay

make us pay again

He wants me to include that I did very well helping him read and take the survey- he could not see the paper due to age.

no

more working water dispensers at stops

no

If the 204X is changed to the proposed route through Downtown and Ronstadt, it will cease to be an express route to Raytheon. I am a Raytheon employee who rides the 204X and I have spoken with a number of other Raytheon employees who ride. All will stop riding the 204X regularly due to the additional time to get from Silverbell Park to the Raytheon plantsite that a route through Downtown and Ronstadt will add to the current transit time.

Please don't get rid of route 5

Please do not change route 5. If any changes for this route are to be considered, I suggest lengthening the service time. If this route is changed and the bus stop mentioned above is removed, it will negatively impact my job.

John B Wright, staff, families & students use route 5

Please keep route 1 going

I work at Dodge middle & our students & staff.

Taking Route 5 away would add an additional 15-20 minutes walk to those in need of the bus service to get to school and their job. This is not right!

We need more bus only lanes. Less car-dependency the better.

Well Done! I will use this service more often.

As I am older and legally blind myself, these major changes to Route #3 would not allow me access to do my shopping, go to appointments, or get around the city. People would now have to find another avenue of traveling such as Uber or a taxi which would be a huge monetary strain on many individuals who are already struggling to make ends meet. I specifically chose the East side when I bot my home almost 20 years ago because of bus Route #3 allowing me to get around the city.

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

I mostly travel East-West, so routes like Grant, Speedway, Broadway, etc. are mostly what I use. I don't travel North-South as much, so I'm not sure how the routes and usage break down in comparison. I would suggest offering more frequent buses on these key routes, but I'm sure you have already discussed exactly that.

Also, thank you so, so much for considering and implementing these expansions. Many people don't realize how important public transit is, and I absolutely appreciate this project and all the work you've put in. Again, I don't use public transit much, and I still support this.

Why are all the Express routes on that service the Northwest, Marana, and Oro Valley areas being cut?? More riders are riding these routes.

I would rather wait 15 extra minutes cooling down at a bus stop then walking 15 or 30 extra minutes to a bus stop. Which is already at my destination.

Keep the route 3 both ways

NA

As noted, please reconsider these route eliminations. This will only serve to eliminate access to services for vulnerable populations in our community.

Crate a new bus route on Oracle and Orange Grove to serve Northwest Hospital and the many medical offices/businesses on Orange Grove. Riding Rte.16n & transferring to Rte. 61 takes too long.

Don't discontinue Route 5!

As long as the 5 bus does not change its route from Barrio Hollywood to UA, I'm very happy to see our town taking care of community members who rely on public transportation. Thank you!

Please don't cancel 1. People from the University also used the same route they don't make enough money either to afford a car

N/a

Losing route 3 will be terrible.

Keep #5 as is!!

f Do not cut the local routes. I rely on the local neighbor hood busses. The bus I use most 1 Glenn/swan has lots of passengers.

g Im more likely to miss my bus when I have to transfer to other lines not using the transit stations. I prefer to use transit stations for transfers, especially on the weekends. If I miss my connection on a weekend or evening I have to wait another hour for the next one.

I would keep Route 25 service to Laos Transit Center so people on the southside have an easy connection to the airport.

What I typed before...

Keep the route 3

Many elderly and disabled people use Pima 5. Do not change that route. You will be cutting off people who need this service in the name of your consultants plans.

Maybe we should look into have the Street cars go both North and South and East and West. Expand the Streetcar. That could reduce the bus system on Major streets and leave busses to cover what is left. It has worked in other Cities. We are getting bigger and we cannot say we are a small city anymore.

I am a fan of the Norte-Sur project, and I believe that while increasing frequency for traditional buses will be great, having the goal of making trips to the edge of the city as fast and direct as possible may not be in the interest of the locals that most frequently use the buses. If the goal is to transport folks over a long distance with high reliability, conglomerating bus routes will not be nearly as valuable of an investment than rapid transit service.

None

Still need to charge something for fares - criminals use buses as getaway vehicles.

Change weekends to 30 minutes or less just like week days

Nope!

Please consider keeping Route 3. 109X does not have a stop I can get to. I am disabled and rely on Route 3 to travel to and from school at UA.

Fares should be reinstated in order to fund better services and enhanced security so that public transportation can better serve the taxpayers and riders that are funding the service. Suntran should be safe for families and workers to use on a regular basis, currently there are many incidents where unhoused/intoxicated/mentally ill passengers make the use of public transportation for general workers/families unsafe and is not on par with other cities.

The proposed changes should include Sun Link to Tucson International Airport.

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

You are considering removing rt 5. I live on Pima, do not have a car, and am age 77. I use Rt 5 to go east to Wilmot/Kolb where I shop at Albertsons and Target and frequent several restaurants. I also take Rt 5 to Udall Station where I access Walgreens for many Rx, Safeway, one doctor's office, and multiple restaurants.

The bus stop going E is right across the street from my apartment and going W is right out front. It couldn't be more convenient.

If I need to go downtown, or to the U of A, I take Rt 5 to Speedway/Campbell and pick up Rt 4 to continue downtown.

One of my doctors is at Swan/Pima.

Without Rt 5 I would need to walk to Wilmot to go east and all the way to Speedway to go west. That's not feasible in 100+ degree heat.

Taking away Rt 5 would affect me adversely big time as well as many others who use the route to access the same services as I do. Note that there are multiple large apartment complexes on Pima as well as elementary schools and a high school; students use Rt 5 to go to school and get home.

I rely on Route 5 (Pima St) as an essential route

N/A

none

none

None

N/A

None right now

I ride bus 34 everyday, in order to make it to work each day. I reside on 22nd and Craycroft and work on Tanque Verde and Grant. Without bus 34, this travel would take so much more time and may be dangerous with inconsistent weather changes. I don't think it would be helpful for many others who regularly take the bus 34 for everyday living.

PLEASE DO NOT TAKE AWAY ROUTE 5!!! It will affect many students (including refugee and migrant student) ability to attend Catalina High School and Pima College West. This route is ESSENTIAL to many people who live, work, and attend school in this area.

Please start charging for bus rides. Every day I am paranoid to take the bus. Especially when I'm with my son.

It is not safe. Too many homeless and drug users. If the rides were charged, they couldn't afford to ride. It's just a luxury to them anyway. They are not going to a job.

Would love to see a new route, which be on Houghton road, starting from Rita Road all the way to Tanque Verde, this would allow all residents to have the option to use public transportation!

Discontinuation of Route 3.

Why make this an either/or choice? Combine the options into a looped route 21, serving both Greasewood and Menlo Park- one (A) clockwise, the other (B) counterclockwise, for full coverage of the entire area...

The same holds true for any express/split routes that overlap with full-service routes- reroute them as needed to serve the areas that need connectivity to the park-n-rides.

(see above, otherwise, I generally agree with Gene Caywood's comments and rationales to the TTF and COA team. Especially regarding routes 1 and 19 having strong ridership, which should mean that any changes be made in support of that service rather than to undermine or eliminate it. Also, the arbitrary designation of routes being on the mile or half-mile grid should have no bearing on any kind of decisionmaking criteria, other than illustrating connectivity between key destinations, which again, should be reflected in ridership-oriented changes. Likewise, using ridership as a criteria for discontinuing (or means to gauge demand to warrant expansion to full service) express routes is complete nonsense, even pre-COVID. Working overnights/weekends and no park-n-ride at Bear Canyon/Catalina Highway, for example, means I have a 3-hour commute home in the morning via the aforementioned split-route #4 on Speedway, and that split further undermines the utility of the Broadway/Houghton park-n-ride, especially as there is not service the length of Houghton. If the odd-hour/location riders can reach their destinations and get back home, everyone inbetween will be served as well.

3 serves a bunch of schools. Consider keeping it only for morning and after school.

Please keep # 5

Improving frequencies along major corridors may or may not increase bus usage. Loss of actual or potential ridership from collector streets (Routes 1,3,5,etc) is too high a price to pay for a city hoping to increase residential density and increase overall bus ridership.

Accessing transit from West side is challenging. I walk about a mile to closest. Need better access near I 10 and Star Pass to the light rail

It would be nice if the buses north of river/ina area had late weekend buses late like 10 pm cause i work at night and is hard to get home. Routes 16 and 61

Keep the neighborhood routes. There has to be a semi happy medium area where all bus lines stay intact, AND you're able to extend something, somewhere, at some time.

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

Some of us depend on these buses. If you take bus 21 out of RTC it leaves a lot of fixed income, low income, and elderly people out of luck to get downtown, get to the grocery store, get medication--it takes away our ability to live. We can't afford other methods of transportation, we cannot walk very far, we need to increase the number of buses and routes, not decrease them!

Please don't get rid of Route 5! Sure, the nights and weekends are improvements, but at what cost??? We need better funding for the WHOLE SYSTEM.

If the #8 Broadway/Wilmot and #3 5th Street routes are eliminated, I won't be able to get to work or home from work without walking long distances to alternate routes. I can't manage that in the heat. I may need to buy a car. I would gladly pay the fares if the routes could just stay as they are.

Please don't remove route 5 it would ruin everything

Routes 17 and 11 Laos are easy routes to get to VA hospital and would probably get more riders if transfer was more convenient (timewise) which could be said for a lot of your routes. I have ridden buses for 15 years around the West and I have to say your connections are the worst.

Changes to the 421 would add 10 to 15 minutes to the rush hour commute from Sahuarita/Green Valley, more than doubling the time it would take to commute to downtown in a single occupancy vehicle. At that point, the transit service is much less attractive.

Don't change route 1. It will negatively affect many riders.

See comments on #3

Route 24 should be more frequent.

No

I am aware of SunVanoption/Difficult/notconvient/Very Limiting/how do I get Home?!?PleaseDon'tLimitMyFreedomMore\*\*\*+\*+\*VAtabi

We need a way to get to school and cannot walk so far and out of our way in 100+ degree, raining, soon to be < 40 degree cold, and be able to focus in class daily.

You need more drivers and more buses and more routes not fewer..Security that rides the bus as per the previous agreement. Pay the drivers more..Dc Metro Runs Transit police ..Chicago Runs Transit Police..EveryCity has transit police ..oh and bring back FARES.

Yes. As a driver some of these routes don't end in locations that have restrooms available to the public. How will that be addressed? Also, water is available at the transit centers, but will there be stations set up at the end of routes that don't end at a transit center? Especially since at this time at the transit centers drivers are only give 10 mins to use the restroom/eat/get water. What will be the fix for that if they are doing layovers where there may be a public restroom but it's a 20 min walk from the bus. I just want to know if this COA proposal kept the employee's needs of Sun Tran/Sun Van/Sun Link/Sun Express in mind.

Consider making River Road a major corridor, extending a route from Silverbell, or at least La Cholla, to Alvernon

When you eliminate any in-city routes, like Route 5, you're directly impacting longtime users who are aging and becoming more - not less - reliant on public transit. It forces longer walks in areas without smooth sidewalks to accommodate walkers, canes, wheelchairs etc.

Either expand completely or don't do any cuts to current routes. As dntn and general parking become less available or cost \$, making transit-dependents work harder to access necessities makes no sense

Personally speaking, considering to "Remove" any or all bus routes is unfair to the people in the living areas,those who rely on the bus; honestly unfair for people who go to work,school,shop,or any other lively duty.

These are good changes, but the route 11 Airport needs to be extended to 12:00 AM during the week and 11:00 PM on weekends to make it easier for people to get to work.

smoking (cigarettes and marijuana) at transit centers is a total deterrent to my use.

Suntran should be charging fare now because there are people just riding sleeping and trying to do drugs on those routes. The bus stops also need to be cleaned up because you have families and children riding the busses and they are full of drug addicts and homeless people camping out there and that is unsafe. Also the people proposing these changes should maybe take the bus for a week and then see what happens instead of.making decisions for the public based on numbers..

Please don't remove any routes

nope

Route 21 should alternate between A and B like the 8 has alternated it's route in the past.

The morning 201x route has 2 times at only 15 minutes apart. To save money, are both times necessary? Maybe that money could be used to continue a route that others do not want to see discontinued.

Yes they should have stops on both corners so you can get a connecting bus

Many people have not been using Rte.5 because of Covid. There are many apartment complexes that would deeply benefit from using this route by not eliminating it.

We can't lose 4, 3 5 and 17.

It is the parish's hope, that Route 5 remain in service to help address the needs of an underserved population that our ministers seek to address.

I do not think Route 5 should be discontinued. It will be too challenging for those needing the bus to walk a half mile each way to get to a bus on another route and increases the travel time.

I do believe eliminating Route 5 will be challenging for the students that use the bus to get to Catalina High.

Will 8 still go to ronstadt?

I am on board with the changes I use the 17 and 16 to get to work but on the other hand I don't want my son to have a harder time getting to school and he uses the 3 to get to Santa Rita High.



**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

Eliminating route 5 on Speedway may be in conflict with the rationale being used to limit vehicle parking in this high density housing area.

Keep the Udall 8

Please don't get rid of route 5! From the perspective of a business along that corridor, it would greatly affect our clients. Some of our clients chose us specifically because they could get to us by bus. Our clients have disabilities. They cannot easily get to our office from the next nearest stops on north/south corridors.

I only recently started riding route 203X to work. I am disappointed that there will no longer be an option for me to ride to work.

LEAVE ALL THE ROUTES ALONE DO NOT CHANGE ANYTHING

Moving 21 from Silverbell to Grande is going to cause traffic congestion on Grande. And the proposal to shift it west is very weird. The residential density is so low that I do not believe that would serve the area well at all.

Please DO NOT drop route 5!!!

I live in Oro Valley and work at Raytheon at the Tucson Airport site. I am visually impaired, and so driving the 25 miles from Oro Valley to Raytheon and back every day is very difficult for me. I rely on the SunTran Express Route 203X to get me safely to work and back. I am deeply concerned about this change, and I do not know how I will safely get to work if it is discontinued. I typically both arrive and depart from the Rancho Vistoso Park & Ride express stop. Perhaps an alternative would be to have one extended express route combining 203X & 204X starting from and ending at the Rancho Vistoso Park & Ride stop in Oro Valley. Another option would be to have the 204X or 203X route starting from & ending at the Park & Ride stop on the southwest side of Ina & Oracle next to the Starbucks, which would at least provide some reasonably local transportation options for those of us living in Oro Valley going to Raytheon.

Extend the service time on the route 61 all 7 days to later hours.

Keep the 4 the way it is

Route 5 ends up being a major route for a vast majority of university students and people going east. The timing of 10,16 arriving at the speedway/stone cross section is generally late and that means that 4 has left by then. In terms of trying to reduce transfer time, this will be counterproductive

Buses filled with druggies and peasants, not useable unless you carry a firearm.

Increase frequency and hours of operation on route 37, the current schedule makes reasonable travel impossible 7 days a week.

More frequent buses on weekends, later buses on weekends

I'm good

More pick up times on the weekend especially during summer hours, it sucks having to wait an hour for the next bus to arrive.

Please don't eliminate route 5.

williamrmcdonald6@gmail.com

Keep 3 and 5.

ELIMINATING ROUTES 3 AND 5 WOULD BE A REAL HARDSHIP FOR ME AND STUDENTS THAT ALSO RIDE IN THE MORNING AND AFTERNOON. I AM LEGALLY BLIND AND REQUIRE THE TRANSIT SERVICE TO GET TO DOCTOR APPOINTMENTS AND SHOPPING. I HAVE BEEN USING THESE ROUTES FOR YEARS AND KNOW MY WAY, WHICH MAKES IT EASIER FOR ME TO NAVIGATE WITH MY WHITE CANE. I WOULD PROBABLY NOT RIDE IF I HAD TO MAKE CONNECTIONS BECAUSE I WOULD NOT KNOW MY WAY AND HAVE NO ONE THAT WOULD BE ABLE TO HELP ME LEARN A NEW ROUTE. I HOPE YOU CAN COME UP WITH ANOTHER SOLUTION WITHOUT HAVING TO ELIMINATE ROUTES 3 AND 5. THANK YOU FOR YOUR TIME AND CONSIDERATION. .

Bring back the fares, clean up the system. Leave the routes the way they are. Make the buses more safe to ride. START CHARGING. NOTHING IS FOR FREE ANYMORE. YOU PEOPLE ARE catering to homeless, the druggie and the troublemakers. What about the rest of us that don't want to ride that pay for a Uber or a lift to get a ride. Because suntran just is not safe anymore.

If you get rid of route 1 you will be making it impossible for me and most of the older people that live on or off of Glenn St to get to many of the grocery stores, pharmacies and other stores we need to live. We really do rely on Sun Tran for our transportation needs. If you need the money start charging again.

Thank you.

I would not want the 203X to be discontinued.

Keep Pima and Swan bus

Do not touch route 5

Rt. 61: After this route transitions to Sun Shuttle, would it still stop at Omar & La Cholla? I get off at this stop, and use Rt. 61, specifically to avoid the intersection at Ina & La Cholla as it's very dangerous for pedestrians to cross.

Increase frequency on weekends but don't cut routes (unless they're express routes, which not everyone uses.)leave the regular routes alone and cut every express route!

for Route 2 that route needs to stay the way it is because lots of people live in that neighborhood the route serves, taking that away would hinder people to go on the bus to shop or to work or appointments and some may not have the cash to take a cab or some may not have a car.

leave route 18 the same dont change it.

leave the routes where they all are just add longer service on the weekend and 30 minute operation instead of 60. however i would suggest to change the times of route 17 and 7 at Country Club and 22nd Street on the weekends, both come at the same time and you have to wait a whole hour if you miss either bus. thats something that needs to be changed, also make Route 7 and 17 30 minutes on the weekends .

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

Do not discontinue neighborhood routes in favor of more frequency on major streets. Do not discontinue Route 5. Do not discontinue Route 3, a similarly structure route that serves my very close friend who is blind and must use the route as transportation to the University of Arizona.

By implementing these changes our local government is choosing to favor providing services to the homeless rather than taxpaying members of our society.

Route 61-- will there still be a stop at La Cholla and Omar? I don't want to have to cross the Ina Intersection, which is very dangerous for pedestrians.

Weekend hours should be extended further than 10pm since most night life activities occur (or end) later than this. It should be extended until at least midnight, but preferably 2am on Friday and Saturday nights.

What needs to happen is ON TIME routes, and increased frequency. Busses ROUTINELY showing up 5-10 minutes late (or sometimes never showing up) is just unacceptable. Increasing frequency will also be helpful in decreasing waiting time and making planning transit easier. I especially agree with returning route 6 back to its original time of 15 minutes, which changed a couple of years ago. Additionally, route 9 is notorious for being routinely late. There was one week this summer where the busses on the 6 and/or 9 routes were so late I had to Uber to work 5 days in a row, costing me money I don't have.

No

<https://tucsoncoa.com/> (<https://tucsoncoa.com/>)

Please do not discontinue Route 3 - 6th/Wilmot (5th/6th segment)! Many students (college and high school) depend on this route for their transportation to school. That bus is always packed in the mornings and will continue to be useful to a variety of communities.

107X and 102X being discontinued -

Currently it takes 30 minutes or less to get from Oracle/Magee (107X) or La Canada/Magee (102X) to downtown (Church/Pennington or Church/Broadway).

The proposed changes mean that the same commute will take at least three times longer! According to the Jane tool, getting from Oracle/Magee (401) to Tohono transit center could take one hour! So to do half the distance to downtown it will now take twice as long! Then commuters to downtown would need to take the 6 to finish the commute, which adds another 30 minutes to the commute – so the current 30 commute will now take 90 minutes IF all the connections work!!!

Then you have to return home! Meaning that what was once a 60 minute round trip commute on average will now take 3 hours!!!

There needs to be an express serving the OV community to get downtown!!!!

If there was no direct service to downtown from the NW side/OV I would likely need to change jobs as I currently commute downtown, and there would not be a convenient way to get to work without incurring significant additional costs or time.

I support changes to make this transit a more integral and viable option for transportation on daily basis. I want transportation options that are available in most amajor cities nationally and internationally including bike access. I have safety concerns when I have used in the past-people clearly on drugs at bus stops and on bus. I wanted to used daily when working at UA but found it unsafe and too slow even for short distances.

Please ensure transit for those who use it frequently and who depend on this as their primary means of travel.

no

No

Please do not discontinue 3 - 6th/Wilmot (5th/6th segment)! Many students (college and high school) depend on this route for their transportation to school. That bus is always packed in the mornings and will continue to be useful to a variety of communities.

Also--thank you for extending weekend hours! It will be much safer for me than walking at night.

No

#17 should provide service every 30 minutes on the weekend

# 17 should still travel on Silverlake through the large neighborhood to encourage more people to take the bus to/from that neighborhood.

Also, i don't drive, so the bus is so very important to/for me.

When transit centers are not convenient for transferring, i think that street transfers should be prioritize at/near grocery stores for the convenience of restrooms and food.

With the elimination of Route 1 on Glenn, I will have to rely solely on Route 15 to commute between home and work. Route 15 is generally packed during rush hour commuting. You need to increase the rush hour frequency to 15-min or 20-min intervals during these time periods. (It would be nice if they were increased all day, but at the very least it should be done during this rush.)

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

I work at middle school and I know many of our students depend on the 5 to get to and from school. I also depend on the route. The changes being suggested will force students to find other ways to get home. As a college who doesn't drive, I am raising an outcry in fury because 3 critical routes I use will be cut. I am not the only student who faces this problem. There will be many more outcries from college students like me. Some change is good, and some change causes more than harm than good. I believe your changes will cause more harm than good.

I'm a student who uses the bus EVERYDAY to get home this change would leave me with no way to get home

Please restore (at least) routes 3, 5, 34, & 107x.

Note: When route 105x was changed to only provide service in ONE direction (the wrong direction for me), I was forced to buy a used car (no longer operating) to get to & from where I was working at the time. Elimination of routes may well FORCE some of us to buy a used car, which will INCREASE air pollution.

The neighborhood and collector streets enable elderly, disabled, and less able folks to get around. A lot of people have picked their homes or rentals based off these routes. I think this is a huge mistake.

You are changing both routes that myself, friends, and family use frequently. 21 and 8. This will be a major change, and inconvenience.

Regarding B & G above, I'm all for reducing transfers but the proposed elimination of #1 route will actually increase transfers than reduce. I would have to take 3 maybe 4 busses instead of 2m im sure that with each transfer there will most likely be like a 15 to 20 min wait to catch the next one if it's not at a time that I'd have to run to catch it or miss it entirely. So it seems I may have to leave possibly 30 to 45 min earlier just to make up that time I will not have to wait at each transfer. I could also try another route. If I do, I will now have a 15-20 min walk (depending on route) to get to bus when it is now 5min, then at my destination I would have to walk 30 min to get to it when it is now 10. Seems what you are planning to help reduce transfers and improve accessibility will actually make it worse.

I use the No1 bus to commute to work in Downtown Tucson and for commuting to the grocery store, Albertsons on Glenn/Campbell. So many commute to UofA on this bus daily. I can't believe this route is scheduled to be discontinued it's a very busy bus. It's pretty full when I get both on and off before Glenn/Tucson.

I want to ask that SunTran leadership perform their due diligence. Take the time to ride the #1 route any workday morning - afternoon and take note of the number of passengers and the true number of daily lives this plan will be impacting. (If you've already done this, please do it again, ridership is higher when UofA is in session, this bus serves many students and faculty) In fact the #1 bus was pretty crowded when I came last night around 10pm.

This plan is not making the commutes better for Tucson neighborhoods. It's deliberately cutting services to busy neighborhoods in favor of major corridors. This plan is a disservice to the neighborhoods that SunTran is supposed to service. This plan is forcing people to walk much further to catch the bus.

This is also a disservice to neighborhood stores, shops and restaurants as they will lose business. I have a few shops and restaurants I've discovered that are on my #1 route that I wouldn't get to frequent if the bus route is changed.

Please keep the No1 Glenn/Swan route.

My wife and I just moved to Tucson a couple of months ago. We specifically chose to purchase in an area that is serviced by the busses since we rely on public transportation. That route is the #1 Glenn / Swan.

Cutting this route would negatively impact our day to day lives. This bus is my work transportation and I'm not physically able to walk further to another bus stop.

Don't remove route 3, it connects arguably 3 of the most important locations in the entire Tucson metro, PCC, U of A, and downtown.

That's NOT INCLUDING all the high schools, middle schools, and residential that the route also covers.

The 5 being eliminated would directly effect me being able to properly do my work, which makes me travel all over Tucson. Continuing it, or at least covering it with another route such as the 4 or 9 would be helpful.

I am totally hoping you don't take the 5 and 34 away. It was the one thing in my life that was going smoothly for me. Plus the #5 route and 34 bus stops tend to have a lot less, if any jerks smoking and shooting up their horrible freaking drugs for all the world to see. I seen and thanked the poor dudes that have to clean the bus stops and empty the garbage cans. They definitely try to do a good job on them, but so many of these stupid disrespectful drug heads continue to trash them. Speedway and Craycroft stops are so bad. I constantly see nasty black aluminum foils everywhere, and nasty uncapped used syringes right on the grounds for some poor soul to step on. Anyways, I appreciate your services, and hope you keep 5 and 34. have a safe and wonderful day.

Please try to find a way to keep 5th/6th street served, even if it's still at the 30 minute frequency. I see that the current route 5 does not have many riders, but the current route 3 does. Either way, there should be a way to include these neighborhoods served into your proposed changes without shutting out those who may live along these routes and be too disabled to walk to a major street.

ADD AN EARLY 110X route. Keep the EXPRESS routes!

I wish the busses were tracked. UofA already does this with Cat Tran. It would be an easy implementation and Tucson would receive a lot less complaints if they could track busses from an app.

I'm disappointed to see (please correct me if I read the map wrong) that once again there is no service to Sabino Canyon. The parking lot there is always maxed out in the winter and is a prime tourist attraction (and a great place). Now that there is a non-fossil fuel shuttle bus in the canyon, it seems odd that people would need to use their (mostly) gas powered cars to get to the electric bus!! And since many of these folks (tourists) are coming from downtown hotels or all across town, a convenient bus would be a winner!!!

DO NOT DISCONTINUE ROUTE 19

The public transportation system in Tucson has become a housing option for the homeless. It is unsafe, and unsanitary. We have students and elderly who can no longer ride the bus due to safety concerns. Please bring back fares.

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

YOUR "ONE MILE" PLAN IS BS, ESPECIALLY DURING THE SUMMER WHEN IT GETS OVER 100 DEGREES. DO YOU HONESTLY THINK THAT WALKING ONE MILE TO CATCH A BUS IN SUMMER TIME IS A GOOD IDEA???????

I noticed that route 1 (now route 31) is not passing through Glenn. That would affect my daily routine because I used route 1 to take my daughter to primary school and then go to UoA. I would prefer to have a route along Glenn.

At least offer one Express route that services the Northwest, Marana and Oro Valley areas!

The area between 14th street and Silverlake, between west of Park to Kino Parkway/Campbell is Badly underserved. Realignment of #7 and #2 will help. #15 could be helped in the region too. A bus stop on Kino bridge maybe? So pedestrians can walk from there down to 22nd.

Some weeks I ride the 5+ days. multiple buses. I've ridden almost all the buses.

I love the speed with which #7 take some to the east side + will miss that , I think its realignment to serve all of 22nd street is more important!

#11 bus. Employees get off on Corona at Alvernon every time I've gone to the airport. Major job employment centers there.

I am very pleased with the planned improvements to the South Side (#7,18,11,21...) + frequency :) !

:( But why wouldn't #25 to airport serve Laos center anymore?

Rt 21: Being stuck living in a city, I value rural access highly. If choice A or B become continuous, why not alternate the two, i.e. one on the hour and the other starting in the half-hour. ?

P.S. Could this now be extended to the Pima County Animal Shelter? It has been very frustrating to one how it stops short of there.

Removing the "half-mile" routes such as 1, 3, 9 will make accessing bus services much harder for people in those neighborhoods, especially people with mobility issues.

Leave route 5 where it is please.

I would like to see more overlap of buses at transit centers. As it is now I ride the 15 and it arrives 3 minutes after the 61 leaves the Tohono transit center. Then you have to wait nearly 30 minutes for the next bus.

Then in the evening the 61 is late so I miss the 15 south and again I have to wait 20 minutes for the next bus.

Do a test run before. You change the whole system.

If you cut any of if these routes I'll literally have to walk half a mile to get to another bus route. I would then have to pay a Lyft or Uber to take me and my child to school. Fine with me. Not In RTA pockets that intend on making mine and my child's life harder.

Safety, convenience and utility that will ensure maximizing ridership. 86 the old algorithms and implement news ones to make increased ridership a reality!

Taking bus service out of neighborhoods is just evil

No more free rides. We watch homeless get on/off the buses all day at golf links/Harrison and they are up to no good. We do not need later bus routes.

The proposed discontinuation of route 5 would significantly hinder my ability to travel and vastly reduce my usage of the transit systems between my key destinations. It's one of the most convenient routes for me and quite a few of my peers, and provides an immediate service to Catalina HS that is otherwise not provided by any other route. The only times that I have seen this route empty in my 5+ years of riding it has been on occasional weekends, otherwise it has 5+ people on it quite often, which reduces the number of cars on the road by a significant degree. The route is useful and while not popular still very much needed in the palo verde neighborhood due to the distance and the very non-pedestrian friendly spaces between routes 4 and 9

Please don't cancel route 5

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

The proposed changes to Route 421 does not include stops in the underrepresented community of Summit, Arizona. This is a concerning development, as Summit is a low-income community with limited transportation options.

I propose that Route 421 be combined with an existing route that serves South Sixth Ave. This would create a single route that would serve both Summit and downtown Tucson. The route would start at Sahuarita Park and Drive and make stops at key locations, such as the VA Center, shopping centers, city services, and clinics. The route would then continue to downtown Tucson.

In addition, I propose creating a new bus line for the Green Valley/Sahuarita area. This local circulator would use the existing bus stops from Line 421 and end at the park and ride in Sahuarita. This would provide residents of Green Valley and Sahuarita with more transportation options, and it would also connect them to the combined Route 421/South Sixth Ave. route.

I believe that these changes would improve public transportation in the area and make it more accessible to everyone. I urge you to consider my proposal.

Here are some additional details about my proposal:

The combined Route 421/South Sixth Ave. route would operate every 30 minutes during peak hours and every hour during off-peak hours.

The new Green Valley/Sahuarita circulator route would operate every 15 minutes during peak hours and every 30 minutes during off-peak hours.

I urge you to reconsider the proposed changes and to include stops in Summit. This would help to ensure that all residents have access to public transportation, regardless of their income or location.

These stops would provide residents of Summit with convenient access to essential services, such as employment, education, and healthcare. They would also make it easier for residents to get to and from downtown Tucson.

I believe that these changes would make a positive impact on the community and would improve the quality of life for many people. Thank you for your consideration.

I'm a little concerned about the express route traveling down 5th/6th St to happen just 4 times a day. I have not seen the specific time frames and I am concerned about students who participate in after school sports who rely on public transportation.

Re-aligning route #7 to continue west on 22nd instead of using Aviation to access downtown is not convenient for commuters trying to get downtown to work! It will easily add another 10 minutes to travel time except when there is a train crossing 22nd and then it could be an additional 20-25 minutes. I think you will lose a lot of your business travelers (City, County, etc. workers) who currently find route #7 a great alternative to driving to get to work and causing more congestion downtown.

Keep the same

Please do not get rid of the Pima 5 route. I and many others need that route to stay open.

Route 5 shouldn't be changed because it passes 5 school in it route ( Catalina high school , PCC downtown , U of A ,Arizona School for the Deaf and Blind and PCC West. This route provide transportation to many student including myself . Taking this route away is taking away our ability to have an education. At the end of the day Sun Tran buses mean everything to many people taking route 5 would affect people life's including mine .

I'd suggest you keep the half mile routes - 5th/6th, Glenn, Pima - for the reasons I've listed above. For the first time, I took the 5th/6th bus to the University of Arizona last week to watch a daytime volleyball game (avoid parking hassles), had a good experience, and would like to do it again. Thank you.

Smaller vehicles to serve less busy routes seem fine to me. When ride north from Menaul on Wyoming in a small bus, there are some passengers, but never too many, even during morning commute hours. A small bus presumably costs less to buy and uses less fuel. It seems easier to operate, and it certainly impairs visibility for other drivers less than a standard big bus.

I have a huge issue with the discontinuation of Route 19 Stone ave. The justification given is its proximity to neighboring routes such as Route 16 Oracle/Ina which itself is being discontinued to become Route 18 and Route 6 Euclid/1st. I understand this reasoning seeing as those routes have more frequency, ridership, and are under consideration for improvements in this same plan. That being said the Stone route is still worth not just continuation but further investment as well seeing as it helps to take the pressure off of those other two popular routes, is located along a disadvantaged community area, the most direct route from Tohono Tadaí Transit Center and downtown, and finally it adheres to the goals set out in the Thrive in the 05 Neighborhood plan strategy, "01. Invest in multi-modal transportation to provide access to services, jobs, education, and community amenities." This route also connects residents along Stone and from the Tohono Tadaí Transit Center to the Pima County Community College campus directly which is essential and critical for the goals of not only Thrive in the 05 but also the Tucson General Plan 2013's Education policy's to, "Maximize educational opportunities as a recognized foundation for personal and economic advancement and leadership."

Suffice to say there are many anecdotal and policy based reasons to not just continue a Bus route along Stone but indeed to improve the route, especially considering the plans in place and being looked at to improve the corridor more generally.

No

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

I have more or less more comments on the driver behaviors I continue to encounter when riding SunTran. There are several outstanding drivers who provide exceptional service and go above and beyond to ensure a safe, efficient and comfortable ride on the coach. However, there are some drivers whom are absolutely rude, don't pay attention and drive right past you at stops, for instance on Route 8 at night, I have been passed three times in one night because the driver failed to yield at major stops like the park mall. I also suggest that the bus stops in certain places be redesigned to provide more shade, as some are inadequate and produce little to no shade. At certain stops, patrons are forced to sit on the ground or in the landscape areas around the stop where there is more shade. This would also help with when it rains as well, keeping patrons dry.

N/A

Please quit changing the times of the buses running in the morning.

If you want more people to use the bus you need to put trees or shade structures by every bus stop. This is even more important than seating in my opinion.

I think there should be a bus that goes East to Houghton rd and Golf links from Golf Links and Harrison. As well as a bus that runs through South Houghton to Valencia rd. There are major businesses and health clinics along the areas and I have to walk more than 2 miles just to get to where I have to go because the bus routes do not run down these roads. Thank You.

on route 27 and 29, I really like the proposed changes. I am a frequent rider of 29 and the proposed route will definitely keep me on the bus without having to transfer to different routes. That also applies to route 27 as well.

on the proposed route 21, I like the option A more better because it seems that it will include a slight increase of ridership because of the amount of apartment complexes in that general area, however, i feel like it should go up on Starr pass Blvd to help with the Cholla High School.

Please do not discontinue route #23 as this is the route me and my family rely on from our community to travel for groceries, appointments etc.

Keep route 3

Please do not discontinue route #23. We rely on this route for daily and weekly travels for essential life traveling.

Please do not discontinue route #23.

Even though this plan is for the buses at the moment, extending the Sunlink streetcar to cover major areas in Tucson could also be beneficial.

If some routes are busier than others, but the less busy routes are still being used, you don't take away from that route. Instead, you add to the busier route. To force people to walk further for public transit than necessary, on non-pedestrian friendly streets, is wrong. I run almost every morning around Pima and there are people using Route 5, including kids to get to school.

Extending weekend evening hours would allow non-drivers to go out more to theatres, festivals, concerts, etc. -- and be safer than driving for people who've had a bit too much to drink, easier than finding downtown parking spots, and more encouraging for people who prefer to shop in the cool of the evening.

I understand bus drivers have been in high demand and there haven't been many to meet that, and through the years I've seen many come and go and few stay, with unfortunately those drivers being constantly transferred to different routes. I appreciate the thought and consideration for why this draft plan is being made, but it'd be really helpful if at least there was a more direct (no/to little tranfers) route through Speedway east and west from the PCC or the Greasewood/Anklam stop since I depend on public transport, specifically bus route 5, to get to and through my daily needs.

See my comments above, for Route 5, and the proposed plan for discontinuing service.

I am worried that the proposed construction on Grant will mean that the Glenn route would be very imporant, and hard to re-do.

I know many people who ride the Rounte 1 bus in this area to the 29th St Coalition and to transfers to El Rio Learning Center (Neighborhood Center). Walking to Ft Lowell and Grant will be more difficult and may involve more transfers (from Ft. Lowell)

Our family of three relies on 3 East for all our travels.

In your proposal, consider customers that work early and late on weekends. Also, what about for customers that work at Amazon towards Vail, the Prisons on Wilmot, Rita Ranch, etc?

Removing 102X really does a disservice to us NW riders. We need a reliable bus route that gets us to work before 8 and picks us up after 5 in the downtown area. How am I supposed to ride the bus that picks up at 4:40? Ridership on 102X has grown steadily since 2021 and the 102X only uses a bus for maybe 3 hours total. I do notice that very few people ride the bus up to Oro Valley. Ina Road is where most people get off. Why not shorten the ride by removing the pick-up and drop off at Lambert at Riverfront Park?

Please do not forget about those of us that use the Express busses.

Thank you.

PLEASE DON'T DISCONTINUE ROUTE 3

Do not discontinue route 3

yes, please start charging for ides on sun tran.

i do not want to ride currently due to the unsafe riding conditions by our transient population.

if you start charging a fee (even a small fee) this will create a sense of ownership for the services, respect for the drivers and other passengers and prevent abuse of the services, drivers and other customers.

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

I am filling out this survey because I saw that Route 3 is proposed to be cut. This is nonsensical to me. I have been riding Route 3 since I was 14 years old when I attended University High School. It was always a packed route.

After college, I moved back to central Tucson, and work at the UA Main Library. I ride it three mornings and afternoons a week. In the morning, it is packed with middle school and high school students, ranging from 11-17 years old. To cut this route, when many of them do not have access to a school bus route, would be irresponsible.

I will add that the majority of the (I wish I could bold face this) children I ride the bus with in the morning are Black or Latino. I am not sure how cutting this route would be conducive with the supposed goal of providing service to historically underrepresented communities. I am quite frankly, angry that it would even be considered to cut a vital route that connects several major schools in the area, including the UA, Mansfield Middle School, Tucson High School, and University High School.

For my own personal use, the elimination of Route 3 would give me Route 4 as my only option to get to work and to several appointments I go to regularly. The Route 4 stop is a mile away from my house, while Route 3 is less than one-quarter mile. I am a small Chicana. I am sure SunTran, as anyone else in the city can see, that the neighborhood surrounding Speedway, 5th, and Alvernon is one that is in a lot of pain. I have noticed an increased frequency in drug abuse amongst my homeless (and housed) neighbors. Though I feel deep empathy and hurt for these individuals, I, quite honestly, do not want to walk a mile home alone at night on a regular basis in my neighborhood at this point.

However, the anxiety surrounding Route 3's cancellation is not only due to this increased activity amongst people walking, but amongst those in cars. I have had people "jokingly" nearly hit me with their vehicle, or simply turn right or left without even looking to see if I am there. I can very confidently say that the majority of these incidents of me being nearly hit by a vehicle, have occurred on the crosswalks on Speedway and Alvernon. I regularly read reports of pedestrians being hit with cars throughout the City, which increases my worries. For this reason, I avoid Route 4 despite its greater frequency. If Route 3 were to be canceled, I would live with this stress on an almost daily basis. Of course, the need for safer sidewalks, and a change in the City's priorities regarding transportation is another, bigger part of this conversation.

I don't know how to express how alienating it is to constantly live with the anxiety around transportation that many people, POOR, WORKING CLASS people and CHILDREN live with in Tucson. It is obvious that the City has not prioritized its car-less population for a long time. I have sat and listened to my 89 year old great-grandfather, who was born and raised in South Tucson, share stories about how the bus system in Tucson worked when he was a child. Frankly, the City did not seem to care how Mexicans (or recent Black migrants from the South) got to work, school, and home, forcing these people, my ancestors, to walk for multiple miles in the heat. Please do not recreate this sort of situation for the people who are served by Route 3 (or any other route for that matter, I can only speak to this one though) with a reduction in frequency or a total cut.

I don't really know what ridership looks like in the afternoon, but I can say that in the past several times I have rode the bus in the morning during this school year alone, that I am riding with dozens of children and teenagers, many of them from communities like the one I am from in South Tucson. As in, very recently immigrated to the United States. I am earnestly begging for a reconsideration of the possibility of this decision. Our neighborhood needs more support, especially from such a powerful entity in the City such as SunTran, not less.

Route 3 should not be discontinued. Both menlo park and barrio hollywood are serviced by this route. Both neighborhoods have students who rely on public transportation to get on campus.

I fully support the idea of buses running more frequently and later on both weekdays and especially on weekends.

Please do not cancel route 5. I rely on it to get to work five days a week.

f

Efficiency may also be improved with better online access to the transportation, including improved apps and online schedules. Trans, buses, and streetcars come unexpectedly and randomly-- since wait times are often inaccurate,-- so getting to a location at a set time is near impossible.

Improving live feed of where streetcars or buses are, while also making riders more obviously aware of detours, construction, and tardiness, will also improve rider enjoyment and frequent, everyday use.

While one Oro Valley route has already been eliminated, it would be great to re-establish that route along La Canada Dr. that used to serve the west side of Oro Valley.

I currently use the Sun Tran to transport back and forth for work and deleting routes three and five would affect my commute times and also I would have to walk farther to get to my clients.

N/a

Route 23, or 3,5,9 needs to be extended through Grease wood.

The 3 is a very popular and used bus... I think it is foolish to do away with it.

I'm also a little concerned with discontinuing the 3 line altogether, as 6th/5th can be particularly convenient to stop at, as opposed to having to choose Broadway or Speedway.

In 413 they changed the Walmart drop off I would prefer if they would chss as he it back to the old routes

Proposing to keep Route 5-Pima West

Route 3 is still a 2-3 block walk from my house. In extreme weather walking further could be detrimental. To my well being. It would affect my job & social life if I were unable to get to the bus.

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

I don't wanted them to take the bus away

I don't wanted them to take the bus away

Adding routes between speedway/houghton to rita ranch (houghton)

I'm very dependent on Route 1. The proposal looks like it will be eliminated. If true I'll have to use the very expensive Uber and Lyft.

Retain route 3 as is.

The most important thing to me is ADA compliance on all of the bus numbers.

I highly suggest the route 3 East and West shouldn't be taken off or changed at all because a lot of students use this route to get to school. Since the University of Arizona and Mansfeld Middle School are right here it really helps take a stress off of our shoulders on being able to find a way to get to school. Us students can't really be independent on our own yet but this transportation helps us be a step closer and be able to do it in a safe manner.

Gladly will pay to have cleaner and safer buses for the community and drivers. Drugs should not be used on buses.

Comment to question 4 on paper survey:

"May not be able to get to Dr's or Store for food."

Would like to see the draft service plan extend service hours on many routes to 11 PM on weekdays and 10 PM on weekends. Would also like to see more frequency added on weekends so transit is more convenient for shopping and recreation.

Please do a test on new routes before going to the mayor.

I already commented previously so I didn't answer all of the other questions on the survey, but wanted to add some things. I didn't realize when I commented earlier that the 104X will be combined with other routes. I'm not opposed to combining the 104X and 204X routes, especially if it means there will be more service (times) that the bus serves downtown each morning and evening. It appears that this is the case, but it is not clear what those times will be. The plan also talked about the combining other routes with the 204X but the map doesn't really show that, so I'm a bit confused about that, even though it likely won't affect me.

One concern I would have about combining routes into the 204X is the issue of bicycles. I ride my bike to the bus 90% of the time and have had issues in the past with there being more bikes trying to get on the bus than there is space on the rack. I fear that this problem could become even worse if multiple routes get combined.

I would also like to note, in case I didn't before, that ridership on the 104X appears to be on the rise.

Leave routes that cross from 1 end of town 2 the other alone. Do NOT discontinue routes that are used by students & senior citizens

108 Express: I live near Harrison and Broadway and work for the county downtown. It currently takes about 35 min to get to and from work on the bus (excluding the 15 min walk from the bus stop to my home). Eliminating the 108 Express increases my ride time to an hour in each direction. Running the regular 8 at more frequent intervals does not eliminate the extra ride time for me.

N/A

No

don't get rid of bus 5

I have noticed that you have completely ignored the fact in the above survey that you are cutting Sun Express Routes....in particular from Oro Valley. Is this on purpose so that the routes can be cut without disagreement? There are many of us that depend on the route to reach downtown or the university for jobs that will have to start driving the route and increase traffic. I thought RTA meant it was for Regional use but it seems this change is all about the City of Tucson, mayor and her council. Not good and not appreciated

The Tucson Area needs to get serious about providing true mass-capacity transit systems like light rail. There is no reason why Tucson should not start planning for a major rail system. Additionally, the City needs to push for a high speed rail link to Phoenix. Until the City becomes serious, the COA starts to look like a service reduction exercise; much like the old days when cities across the US were shutting down rail service.

Second, transit safety needs to be address by either implementing a fare or adding security (suggest having TPD ride along or creation of a transit police force).

Please don't discontinue

Routes 1 Glenn/swan

Routes 5 pima/w speedway

Routes 34 craycroft/ft lowell

These are vital to my everyday life..I use 2 of these to take my kids to cragin elementary

peachyvibes764@gmail.com



**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

For Bus 5 Udall Station, many students from the Pima Campus as well as the University of Arizona students rely on this specific bus route to and from both campuses such as myself. Having to be taken to another bus route will take up too much time as I need to be on the UA campus before 5:10 which is exactly what happens, I get there on time from my late afternoon class of 4:30 so this is the only route along with many other of my peers we can rely on.

Don't change the route for bus 12 because many students take that bus for school.

Please keep 203X

Please keep at least 1 NW routes, there are many county, UA, and city of Tucson rides that use them downtown area that will be seriously be hurt if these changes go into affect.

Stop wasting money and remove the bus system

I do not own a car or any vehicle and rely on all buses to get to my sub teaching jobs on time and to get to my part-time job at Kohl's on time.

Please do not get rid of the 1 or 34. In the "plan" you say the 1 takes up too much time because the speed limit through Glenn is slow. The speed limit is less, but that's not why it takes too much time. It takes so much time because it stops at pretty much every single stop BECAUSE PEOPLE RIDE IT ALOT. You're extending busses on the west to include more residential areas but you're discriminating against my neighborhood. That's unfair.

Please keep route 5!

More public transportation helps a city grow.

Route 9 more often, especially on weekends. I have to go to work 50 mins every weekend!!!

Keep busses that go to the schools so the students can get to school.

AS NOTED ABOVE.

ADDITIONAL LOOKS AT HAVING AT LEAST ONE BUS ACCESS TO EACH HOSPITAL WOULD BE IMPORTANT. I NOTICED NO SERVICE FOR HOUGHTON FROM GOLF LINKS TO SPEEDWAY. THE NORTHWEST EAST HOSPITAL IS ON HOUGHTON AND GOLF LINKS.

WHY WOULD MY ETHNICITY MATTER BASED ON THE QUESTION BELOW. OR MY INCOME?

No

Where I catch the #3 is in a neighborhood and/or collector streets. I need the #3 to keep coming.

eliminating the part of #3 that goes near Camino seco and Escalante will create a huge transit desert. This will likely more than double the walking distance required for my commute by bus.

I've rode Route 3 to U of A for many years and it has helped me get to school and home when I had no personal vehicle especially at night. Route 3 continues to serve as a backup mode of transportation for going to work. I say keep Route 3 continuing as it is.

Why are you getting rid of the route that connects Pima East, West and the UofA? You realize this screws students, right?

would like to see a plan to get employees to Raytheon too from midtown more often and faster as well, 105x was for shift work mostly so would like to see service for folks working technology jobs

Eliminate the FREE fares, but keep the fares affordable. People have more respect for something they have to pay for whether its adopting a pet or for transportation.

Valencia library is taken completely off any route (#29) which I personally use to get too and from work. This will impact service to the library as well.

I believe that it would be a bad idea to eliminate route 3 and 5. The people that use those routes are less likely to be able to take advantage of Express busses. Both routes are vital to students.

Keep everything the same but have the fares back

N/A

Need to extend route 10. Make it a 15 minute start in the week days. Every 30 minutes. Saturday Sunday And longer hours. Hours For route 10.

Route 5 at least needs to have morning and afternoon service, if not the current service or an hourly service. 800 people is not an insignificant number. It may not be more than Speedway or Grant, but these are major roads. 800 people for a neighborhood road should be well over enough.

Route 5 should stay the same, if not include more routes to and from major landmark areas such as the university, which caters to thousands of students at a time within the area.

Don't discontinue rt3it will be hard for me other wise

Yes it is disgusting that you all would even think of cutting Route 3....how could you jeopardize ALL the workers high school Pima and UA riders....I cannot even wrap my head around this...it is evil to do that to humans

Please do not cancel Route 5! I use it to get to work. It would cause huge problems for me and my neighbors.

Keep the 3 add more frequency to the routes.

Please don't cancel the 5 bus line

START CHARGING RIDERS!

Don't get rid of the neighborhood route.

The elimination of route 1, that to me was the fastest to downtown. The change on this route effects my shopping at the Albertsons on Glenn and Campbell. ( it will end)

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

Please do not discontinue route 5! It is essential for West Side residents going to the university and other locations, and for students traveling between Pima campuses!

I live at 32nd and Alvernon. To get anywhere it takes 3 busses to get anywhere, please do something about this.

Keep routes 3, 34 also it would be amazing for weekend routes to be more frequent and to extend the hours

For weekdays and weekends especially the weekends it is extremely hard for my children and I to make it home Sunday evenings after church due to the suntran stopping early.

Keep fares free!

Fare costs are a real disincentive for potential riders, especially people who also have access to a car or who are taking children with them.

I most often use the bus or the streetcar to avoid paying for parking downtown. If I have to pay either way, I'd prefer the convenience of driving. I've also been taking advantage of the free fares to go short distances to when I would otherwise have walked, like taking the streetcar for just a few stops to get from the north part of the UA campus to University Blvd.

No

I would like to see Express services reworked to be successful. I have had 3 co-workers ask for my help in starting to take the bus but none of the schedules worked out. We work an 8-5 schedule, MF. The bus schedule almost always worked for getting to work but none of the buses worked leaving work because they all are single buses leaving before 5pm, or so close to it there is no time to walk to the stop.

I also want to the the city council increase transit funding to increase service all around. Sun Link has service until 2am on key nights downtown but the buses don't match that. I live between RLTC and RTC and I can't get a bus home on a Friday or Saturday night when I got out downtown. Keep drunk drivers off the road by offering more bus service when people need it.

I thing eliminating Glenn would cause a problem. Instead I would extend this down to oracle. This is a frequent direction for passengers. Since ftlowell does not go to oracle it causes alot of foot traffic on these streets.

I'd really like to preserve some service on Glenn. I live by Glenn and I'm about a mile to another east/ west corridor

Please , please think about the TUSD students who ride the bus daily. I only know about the details of my student, but I know there are so many that ride. Please make sure the 109x lines up with the schedules at the middle/high school on 6th. Currently daily the bus fills yo 170%full, the next bus is also full after dismissal too from Mansfeld and Tucson high.

Many people cannot go farther to get to other routes. When it is more than 100 degrees outside it is awful to make people walk miles extra to get to the bus.

Please keep the route the same for route 105X, more specifically on Swan and Sunrise in the morning towards downtown and the late afternoon service from downtown towards Swan and Sunrise, most especially since this route has hills and since there is no other affordable public transportation near Swan and Sunrise. Please keep the current route for 105X. Please! I am sure that it would benefit many. Thank you for your time.

REGARDING ROUTE #21. This bus route connects the El Rio Community Health Center, as well as the several Ederly housing apartment buildings directly across Congress street from it to Downtown (south/eastbound). It also connects same to the shopping center located on the southeast corner of Silverbell Rd. and Saint Mary's Road, which contains a Safeway supermarket, and kitty-corner to that (on the northeast corner of that intersection) a Walgreens drug store. I am one of the Elders who has been depending on this route for many years in order to access the Supermarket and drugstore, as well as to get downtown for doctor's appointments, etc. I live a block from Congress Street and Westmoreland Ave., where i catch the #21 (northbound, stop is on Westmoreland just north of Congress) in order to get my food at Safeway and my medications at Walgreens. (as well as the #21 southbound stop on Congress and Westmoreland to get downtown). So this bus is and has literally been my LIFELINE, as well as the lifeline of many other elders living along the route, and patients going to and from El Rio Health Center. There is no other Suntran bus stop anywhere near Congress and Westmorland / Grande ave. / EL Rio Health Center. If you take away this bus as your proposal states, remove it from running along Congress St. as it currently does (a main throughfare), you will literally be taking away our LIFLINE. It is just plain wrong to do so. Please DO NOT TAKE ANY OF OUR CURRENT ROUTE #21 STOPS away, please don't take our bus away, please don't take our LIFELINE away from us poor resident of Menlo Park! it would be putting many people in an impossible situation!

Proposed changes would eliminate bus services in my area. I am on disability and have difficulty getting around.

I would like to see 21B adopted. I would allow me to take one bus to work on the same route I drive to work now. I also think it would be great for PCC as more students from would access to both the Desert Vista and West Campus. Thank you for your effort to do the this. I imagine it takes a lot of effort!

Again 21B!

I am a transition specialist/special education teacher in the Vail school district. We really need services in this area, specifically out to Andrada High School. Thank you for your consideration of this issue-

Sheri Aken

520-879-3335

Eliminating #34, in particular, will be a big hardship since many of us living near that route use it to get to TMC, Walmart for groceries, and Walgreens for medication, etc. Plus, we use it to connect to other routes we use a lot like #4 and #8. Please keep it on the same route it has always been on.

It would be fine with us if you started charging a fare for the buses since we'll have to pay to take Uber, Lyft, and/or taxis to get to places we used to go by bus. This would be a lot more expensive than paying a fare, especially if there is a reduced fare for seniors.

KEEP bus line 3 from the university to alvernon

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

Same reason above
All routes including the less ridden are still very important to that working parents . Plz consider keeping all routes available
More comprehensive drivers , when they see me running they don't wait like 3 seconds to get my ride
DO NOT discontinue route 5
I can't afford a car. I take route 5 to go to UofA every day. If that route shuts down, I don't know how I would commute.
Please don't scrap the bus routes 3,4 and 5 to UofA. These routes are typically very crowded. A lot of my friends and I use them every day of the week. We are happy to pay for the transit but please don't remove these routes.
Discontinue free ride services start charging again, then our transit system would have the funds to not only improve but the bus drivers would all be put in a much safer position rather than having to provide transportation to the druggies wandering the streets aimlessly each day.
instead of free rides, charge for express. I'll pay.
Are there any changes for the Express route i.e 50. I know this is city transportation but who can or will ever address our growing community and need to go from Twin Peaks into downtown? I appreciate the want to extend and expand for all users.
I Work on Golf Links and Palo Verde and the route I'm commenting on is #11 and I have to get of at 44th and Pao Verde and it's a dangerous 15 min walk in the morning over the Aviation Bridge for the other workers and myself who use the bus who works in the area, I can't even count on both hands on how many times I've almost been hit by cars and trucks running those lights,the next stop is on 29th and Alvernon and its a longer walk and a evenly dangerous walk. If the Sun Tran can add a stop at the Aviation Veterans Memorial Site it would make it easier and more important for us is that it would make it safer for us workers, and it would help after a long day of working in the sun not having to make that 15- 20 min walk back over the bridge in 100 degree weather. Thank You for reading. -Miguel Guzman
Extend service back on Sabino Canyon north of Udall Park.
I used to get into work on time and now have been late for almost 2 weeks
Dozens of school children also depend on Route 5. Discontinuing that route burdens low income students almost exclusively and is antithetical to the expressed goals of the Tucson government as well as the community at large.
As I am a low income senior on a fixed income: my most important concern: is that free bus service be continued for all low income citizens.
Would it be possible to keep express routes for a fee? Most riders on the express routes are salaried workers and could probably afford an annual pass. It would certainly be cheaper than gas and parking. I don't want to lose route 102x.
I hope the express bus would run more than once per day/107 if I missed the one time it runs it would be very difficult for me to get to work
Please don't get rid of bus 5
I strongly disagree with providing no services to this area of town. Considering TUSD high schools use this route to get to and from school as well.
A lot of people who take the bus 3 and bus 5 route from Pima Community College's West Campus and Pima Community College's East Campus rely on the bus to get them home and to get them to the other campus since ubers are so expensive.
Leave these routes the way they are! Routes on Limberlost starting from Fairview all the way to the end of Limberlost is needed!
All I'm asking is if a bus is coming toward another bus please wait to see if any passengers getting off one of the buses needs to catch the other bus that's passing by
Start charging something even if it's a can of food to keep the routes you have and perhaps in the future add these changes with the existing routes
Only change what can be measured in usage of gas and damages to the fleet accordingly. But make the changes to the main routes of grant, speedway, tanque Verde, Broadway, more accessible for straight shots to ronstat downtown and back easier by ensuring not just a bit later but the 30 minute rule can be stretches. Maybe 35 to 40.
just leave everything as is. Leave all the routes alone don't change anything
We need route 105X to stay, more specifically on Swan and Sunrise. We currently have no vehicle and my daughter attends college at the University of Arizona and needs this transportation. She travels on the bus more often than I do and needs this bus service. I am sure that others also need this bus service route, route 105X. Please keep route 105X on Swan and Sunrise. Please!
Please keep route 105X. It is our only public transportation servicing our area, more specifically at Swan and Sunrise. We do not currently have a vehicle and keeping 105X would be very helpful. 105X would be beneficial to many, more specifically for those who do not have a vehicle. Please keep 105X!
I attend college at the University of Arizona and need route 105X to stay, more specifically at Swan and Sunrise. Keeping route 105X would be beneficial for many most especially since there is no other public transportation near our area. Please keep 105X both morning and evening services most especially at Swan and Sunrise. Please!
We need route 105X to stay, more specifically on Swan and Sunrise. We have no other transportation and need 105X to stay. I currently have no vehicle and my daughter attends college at University of Arizona and needs this transportation. She travels on the bus more often than I do and needs this bus service. Please keep route 105X on Swan and Sunrise. Please!
If possible, busses should arrive at street transfers staggered. Ie if bus a and bus b intersect at a corner, a should arrive at 1:07, then b at 1:15, then a again at 1:22 if they are both 15 minute routes. That way, small deviations in the bus arrival times don't cause people to miss busses.
Combining routes together such as 16 & 18 is a bad idea for the Southside riders who are either handicap and are senior citizens

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

I totally disagree with discontinuing Express services from the NW side of town. I rode the 102 Express virtually every day for almost 15 years until SunTran reduced the 3 daily route times down to 1 during Covid, then the timing of the 1 Route no longer coincided with my working schedule. I live near Orange Grove/Thornycroft which leaves very limited options and now I am only able to ride twice a week.

As long as route 10 stays the same 16 can change

Already mentioned the #10 change in previous question.

I think the Silverbell/Grande is a better option because it is in the main areas where students most travel, as well as the areas where there is more need for transit at later times. I think it should also be closer to the highway because this is more along the main route of where people travel.

It's a waste of money. 30 minute wait times are fine and every bus has bike racks, I used to ride the bus for 3 years at least 3-4 days a week, twice a day and they were always almost empty. I will never vote for more money to be wasted on this public service for people who mostly give nothing back to society. Children and the elderly don't need to be out after 9pm, and don't use it in the evening on the weekends. The worst people in our society are getting a free ride to continue to ruin Tucson, except with shorter transfer times.

I believe route 3 need to continue given the need listed above.

When is the city going to get rid of the homeless problem????

#401 shuttle bring to Ina rd / Oracle rd

We need it

No excuse for what you did changed route.

Route 5. I pick it up eastbound the last stop before it turns onto Tanque Verde. When I get on there are usually a lot of people already on the bus. That stop is closer to my work than the stop on Tanque Verde. Strange people hang out at the stop on Tanque Verde (they just sit on the bench and socialize, sometimes smoke). The Pima stop has shade, which is nice in the current weather.

The #3, which I take most often, should have 15 min routes during peak school times and half hour service on weekends with later buses.

Keep Route 3 and 5 at least to go from PCC West to UoA

Raise the fees and make people file supporting documentation to prove their disabled or need a reduced fare. Buses are an uncomfortable unsafe dirty place since rides were made free and it gets worse every time I ride rather than better due to people riding the normally wouldn't if it cost for obvious reasons. Take care of the productive contributing members of our society

I'm all for more frequent service as that would be an incentive for me to use it more. But if I have to walk an extra half a mile to find a bus, then that's not an incentive.

Start charging immediately reverting to the pre-covid policy

Please work on your tracking app to make it more accurate.

Return my tax dollars if you aren't going to fund roads or buses on the eastside.

Please do not discontinue our route #1, please keep it. Over a thousand people use this route daily including my family.

The only reason you are proposing the elimination of mid-town routes on Pima and 5th/6th is because the bicycle idiots think road diets benefit everyone. Instead, road diets cause drivers to stop behind garbage trucks and busses, pumping more carbon into the atmosphere and making climate change even worse. If you think that all those riders will suddenly get on a bike, you need your head examined.

Extend last outbound time(s) to at least 19:00/7pm. See previous comment box for details.

Start charging again. Too many homeless and drug addicts on the bus. Have the bus driving clean the buses better.

do not change routs 1, 8, 16, 19, 7, it will affect my day to day life.

I travel 9 miles to get to the Rita Road Park & Ride, but would otherwise be traveling 27 miles to downtown each day. However, I would ride more frequently if there was more than one bus to the downtown area in the morning and one back from that area in the evening. Workers must sometimes be in early or leave later than usual. I know several people that will not use the 110X bus because time choices are so limited.

Pima and Glenn may not be major streets, but they are vital corridors serving many older people who would find it difficult to walk to Speedway or Grant.

I am opposed to eliminating Rt. 5 off of Elm/Pima. I work with students and families at Catalina High School and it will significantly affect their ability to get to school. Students would have to walk from Country Club or Alvernon to school, which can be a significant distance for students with inadequate shoes, in extreme heat at both ends of the school year or for Summer School. It can also be dangerous in spots. Because TUSD does not provide school buses for our students, our students rely on Sun Tran to get to and from their homes. If fares are reinstated TUSD will provide students with passes that will still not be able to get them to school if Rt. 5 is taken away. Many of them live way too far to walk and do not have other options. Students in the Vistas are assigned Catalina High School as their home school and already will have to walk from their homes in the center or far part of the neighborhood out to Kino and 36th to catch their first bus.

No comment on this so far.

Service on Route 23 along South Fourth Avenue is ESSENTIAL for me. It is my connection home from the Ronstadt. I am 84, and use a climb cart to carry my groceries, weighing 20 pounds or more, to my home at 15th Street and Herbert Avenue. The only other southbound bus stop is at Sixth Avenue and 14th Street, which involves crossing a busy street AND dragging the load at least four times as far. That intersection is often flooded, as well. That section of the 23 also serves Safford School, FYI.

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

Route #3. If I understand your maps correctly, you want to eliminate this route and I cannot understand why you would do this! This route runs from PCC West campus and carries students downtown and to the University where students frequently are taking classes at both schools. There is a high school at 6th Street and Euclid where the busses are always packed full of kids getting on at the Ronstadt Center to get to the HS. I take this bus almost every weekday morning from St. Mary's Road and Silverbell up to PCC. Note that St. Mary's Hospital is on this route as well. There are many doctors' offices at that same location. This is a very busy bus line and serves the community well. I also take the bus almost every weekend from Silverbell and St. Mary's Rd to the U of A and frequently beyond where it is a short walking distance from Whole Foods Market and El Con Mall, Home Depot, etc. I get off the bus at Dodge for that.

I am a senior citizen and like so many of us depend on the buses for everything.

It is a little disturbing that you have made these proposed changes from a point of view that vastly differs from the reality on the ground. From the changes I see on the west side of Tucson, it would appear that your designers have never ridden the buses to see what necessary services are on the routes. It all seems based on data bases and computer aps rather than actual rider needs. The people who gave the presentations were very kind and nice and listened to what people had to say. I was surprised, though, when one of the ladies told me I could call On Demand and they would take me to a bus stop if they eliminated my regular 21 line. That is so highly impractical that it just makes me think that you are not familiar with bus riding. This is my second survey. I completed my first survey regarding the 21 line. The I attended a meeting and found that you are planning to eliminate the No. 3 line. Thus, I submit a second survey to address that and the transit centers.

We need to use our resources to electrify the buses and get street car lines on Broadway, Speedway and and Northbound route as well. This is crucial to reducing our fossil fuel consumption.

Re: the box below regarding Route 21 - PLEASE leave it just as it is. What you are suggesting does not make sense.

Re: The Demographics why would my income be relevant to this study?

I rely on routes 1 on Glenn for work and school. It looks like that is proposed to go away.

Route 3: It appears service would be reduced on 6th and is only accounting of K-12 bell schedules.

Route 5: appears to be going away and is a route I routinely use.

I do think that higher frequency of bus service on some routes would be a great help to commuters in particular. Sometimes I wait 30 minutes to catch the Rte 3 bus to get home, and I go directly to the bus stop after getting off of work at 5 PM. (It actually takes me longer to get home on the bus than it does to get to work on the bus in the morning.) It appears that the bus is already on an "after-hours" schedule after 5, but many people can't get to a stop to go home until after 5. Maybe increase frequency until 8 PM instead of 11 PM, to improve service for commuters?

We have been told that the 8 will change the stops to make end to end smoother but due to time stops it will still add additional time to our commute. We would gladly pay a fee to keep the 108x as we business people know time is money to us. Our personal time is important to us and don't feel that is being taken into account.

I don't like the 101X changes for the 2nd morning bus and the 1st afternoon bus. Many people who work downtown have adapted their schedules to fit in that time frame. Also, there are students who use that bus schedule, they really don't need to be hanging around downtown any longer than necessary.

If anything, there should be a 3rd morning 101X at the proposed time. The 2 afternoon buses should keep their current time.

I hope everyone keeps the welfare of our planet as well and the care for those who need the transportation.

If you must eliminate 203, then please keep 204 precisely as it is now. Do not start earlier. Do not add the downtown transit center. I don't think any of the Oro Valley riders will take 204, but for me 204 as it is now is a workable compromise.

The only mitigating factor is you did not provide enough details, or a draft 204 schedule. I can't do a side-by-side comparison.

5 please retain current routing instead of replacing

Pima 5 route. I am the clinical director of ETANO Center on Pima and Alvernon. We are an outpatient opioid addiction treatment program. Many of our clients rely on this bus route to help them get to their services. This is essential for access to care.

I rely on route 1 to get me everywhere! Downtown, VA, grocery stores. I'm a 66 yr old disabled veteran and I rely solely on this route to get me connected around town!

More light rail options.

Light rail to the airport

Tucson to Phoenix routes.

I find it easy to ride the bus.

Please do not eliminate Route 5.

Thank you.

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

When I was a student at the U ofA many years ago. I lived just east of Wilmot Rd and South of Broadway. I rode the bus to and from the U of A every weekday. Many other students were on that same bus which went north on Wilmot and then turned left on 5th St ( becomes 6th St), until we all exited the bus by the stadium. I am positive that I and many others would never been able to attend the university without that bus route. If the buses were safer today, I am sure it would be full of east side hometown students attending the U of A or a Pima Community branch.

Walking 1/2 mile in 110 degree heat is problematic for many people.

Route 401 should be extended to the Saddlebrooke area.

Keep Route 3, at least during the school year. Maybe limit to M-F? But it's got too many needed destinations to cut off completely unless there's going to be light rail along those routes (which I'd welcome even if it takes six years to install!)

All riders should pay some amount to ride the Sun Link streetcar. This was never promoted as a free service to be completely subsidized by local, state or federal taxpayer money. Shame on the mayor and council (past and present).

Any changes that remove existing route 5 will impact me negatively, therefore I strongly disagree with any actions that remove existing route 5 from service.

save routes 1 and 9

I'd use the 110x route to work every weekday if it had one stop at TTT or where it overlaps with route 26. I love the increased frequency for the 18 so THANK U. If there was a regular express route for the 18 just from Laos to Ronstadt that'd be amazing but every 10mins is great!!!

Disband route 5 along Pima. Inefficient / costly / disruptive.

Weekday stop times though out the weekends. We have to work regular hours just like you.

Increased N-S stops every 15 minutes.

Bring back the nicer buses for the 204x route. The plastic seated buses smell horrible. I'm willing to pay for this privilege.

Stop making the bus slow on the weekends especially on Sundays it is way to hot at the bus stops to be wait hours to wait for a bus to get on then transfer too another one for an hr

I think the realignment of the route would provide adequate support, for our citizens who rely on the bus

Nothing is mention on the use of mini buses for slower times of the day or late nights.

Maintain free streetcar. Good for retired and students. Economic builder.

Please keep route #34 since I and many others without cars use it to go to needed destination along that route, especially for grocery shopping and medical appointments as well as to get to other routes such as #4 and #8 to access other needed destinations. Many people using this route use non-motorized wheelchairs and/or walkers. How are they supposed to travel up to a half mile to get to and back from a bus route, especially in the heat?

None.

I think there should still be routes on Pima and 5th/6th.

From downtown I can take one bus #1 Glenn and get to several destinations. If discontinued, that means two buses (being exposed to the elements) and then walking 1/2 mile or more, once again in the heat, rain, etc.

#5 Pima will take me to work, church, the library, and some shopping. If not there, that means walking 1/2 mile, once again, in the horrifying weather, to take several buses to the destination.

This is NOT helpful!

The changes are ok.

Pantano Road has a terrible history of late and missed buses. I have sat in the blazing sun for over an hour just to get a ride to speedway.

Start charging the homeless druggies are ruining the bus commutes by their smell , their vulgar comments and drug and alcohol use

No, I don't.

Wish PACC was served by #21 somehow, or when someone has animal in crate

No

If you are going to change the wait time for the # 37 bus from 30 minutes to 40 minutes it will help to make sure there is enough time to make a transfer. It is not very helpful to miss a bus and then having to wait for 40 minutes.

As long as the frequency and accessibility increase, I have little to say about the proposed cuts to allow for the improved system.

Route 1 travels directly to and from downtown and moves along Glenn versus the much slower Grant (because of traffic and numbers of stops). Removing it seems to be the opposite of the goal to have faster travel times

no

Please at least leave bus 1 and 5

Yes. This is all new information to me. Why weren't there signs posted on the bus about this? They should have been posted on the ceiling and taped to the windows throughout the bus.

Please don't change route three it's my only way to get to school everyday.

#5 Please continue this bus route. This summer was so hot. To walk just 2 blocks is awful. How about families that ride the bus. How about Catalina High School, the kids who ride the bus.

They should lengthen the bus routes and not cut bus 23 and they should stay free

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

Fares should be collected to reduce drug use in buses, physical violence, indecent exposure, etc. It has gotten worse since collection of fares stopped.

More benches and shade! Every stop should have shade

PLEASE link up Sun Link light rail with the #4 line and/or the #15 line. It ends up in the middle of nowhere on Helen, & I've had to walk half a mile with a heavy load of groceries to transfer to a bus. I am disabled w/ a bad back, & this has caused me a lot of pain and need for rest the following day.

It appears that the only route that is useful for my routine is disappearing, which is route 5. There will be no single bus connection between my neighborhood and the university despite the fact that we're bordered by the same two arterials.

My additional comments would be that Tucson is organized so inefficiently and it is a major obstacle to having a functional transit system. The city needs to start to focus on and reward density so that transit investments become more feasible. In terms of new transit infrastructure such as an extension of the light rail or new or more frequent bus lines, why not reward neighborhoods based on 1- how close they are to downtown and 2- their population density. We clearly have scarce resources and the population is so spread out that delivering services is too expensive and impractical. If, over the coming decades as people move around they see the advantage of moving to denser neighborhoods that are closer to the core, the city will be in a better position to pay its bills. Use transit to incentivize efficiency. The amount of roads we currently have means we don't have enough money to maintain them and service them with frequent transit so, we need to consolidate and shift those ratios fundamentally.

I think you wish everyone in Tucson was dead so you wouldn't have to deal with us anymore!!!!!!!!!!!!!! That way you can just cancel ALL of the bus stop signs and bus stop depots. Have you seen how the bus drivers treat us lately. Driving like f-in idiots. Barely pulling close to the curb where they let us off at (practically breaking my ankle trying to get off of the buses sometimes!!!!!!!!!!!!!! Please hire drivers who care OR fire them!!!!!!!!!!!!!! but this is just my 2 cents worth and I know you don't give a crap about your riders..... For example: I don't even understand this question "The plan proposes extending Route 21 on Silverbell Rd south to the Walmart on Valencia Rd. Which alignment do you prefer? (Please only respond if you would ride this route)." DO YOU!!!!!!!!!!!!!!!!!!!!!! How about putting this in laymans term?! then maybe I won't feel like you are trying to trick me to answer such a assanine question! Why don't you just make it nice for your riders!? How many times have I called "Suntran" about the plastic seats on the bus hurting the HELL out of my sides. And nothing has ever been done about it. That was 3 years ago! The plastic seats are for CHILDREN not for adults. Stop trying to go cheap o on the riders. I understand why the seats have to be plastic but you could please install ADULT plastic seats!? This would be very much appreciated..... And maybe (but this is just wishful thinking I guess) CLEAN the d\$%#@ buses, they are filthy!

Route 1 goes through neighborhoods but also by several schools and is very convenient that's why some times it is so busy it tends to run late. I'd rather have to choose a different time to ride than find a different route which for me would be walking to grant and hoping I catch the bus that will get me downtown. This route as is goes by shopping centers, schools and is vital for the people who ride to get to work and just live with the least amount of struggle having to lug ourselves and groceries etc home. I really hope you will reconsider this route.

How about a north-south Houghton route that goes from Rita Ranch to Tanque Verde/Catalina Hwy.

Or ANYTHING that connects Rita Ranch, even Vail, to transfer station on Houghton/Broadway. Really underserved out here.

The Sun Link route NEEDS to expand the route by another few miles and would drastically increase ridership from the neighborhoods East of Campbell into the Banner Medical Center U of A downtown area.

The frequency of buses should be dependent on the frequency of riders in order to prevent waste of resources

not end service on collector streets

Elimination of route 3 is a terrible disservice to students. They need the rides at all service hours on 5th/6th st. Students use the bus for activities and weekends too, not just peak hours. I have a strong feeling you didn't discuss this plan with TUSD, U of A or PCC. Also, the 37 already goes to Udall, don't need another route from virtually the same area going there too.

It would be great if at least the major lines could run longer on the weekend. I work until midnight and it would be great to grab a bus home.

The survey does not really address the negative impact that discontinuing the express routes will have for professional career personnel that use the bus. Discontinuing these routes is a disservice to them, their employers, and in cases of the 102x and 103x, students and faculty of the University of Arizona.

To note the 102x has been showing an increased ridership in both the mornings and evenings as we are getting into the new school year.

Ethnicity and income should not be a consideration in surveying clients using SunTran services.

Please keep number 5

The elimination of route 5 will definitely be a hardship for me.

On Route 421 I want more stops in Sahuarita and Saturday service. If there was a stop at the Skate Park, I could do my shopping without having to deal with Sahuarita/Green Valley Dial A Ride which I am terrified to use. We need better service in Green Valley and Sahuarita, please.

Clean up all the bus stops and then focus on changing routes.

no...

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

Route 3 between Pantano and Camino Seco on Stella is vital to disabled individuals in the Lakeside Park neighborhood and removal of that section of route 3 would detrimental to disabled riders who live in these areas.

(Alternatively, a portion of the proposed route 33 could follow the original route 3 alignment from Pantano To Camino Seco, Along Camino Seco From Stella to Escalante and then along Escalante From Camino Seco to Pantano without cutting off the Lakeside Parkway neighborhoods from needed transportation)

6th Street is a corridor servicing small business retail / university buildings. An Express bus on weekdays severely underserves that area, and may be detrimental to low income / disabled riders.

My most-used bus is #5. I would be disappointed to see it disappear. I would actually appreciate a bus or alternate routes that could enable attendance at Arizona Symphonic Winds Concerts at Udall Park in spring & fall. Sun Van riders can & do attend those concerts, but not Sun Tran riders.

There's one other factor that might discourage older passengers from taking Grant & Speedway. I've had little problem myself, but others are scared by rowdy passengers & I've heard & read complaints about drug users. I once watched a driver kick a rider off the #11 (Alvernon) bus, & an evening Broadway driver had to pull over & call for help. While she was making the call, the troublemaker got off.

i use transportation more since it is free

Sun Shuttle needs to be more frequent to give riders less time constraints for riding.

Please add a shuttle to the casino on Saturdays and Sundays in Sahuarita.

change bus sign to show major street travel and destination

Swan at skyline

If you change it so more route do on street transfers there need to be a system where the transfer is guaranteed. At the moment it is REALLY easy to miss on street transfers do to crazy busy streets.

I disagree with the proposal to cut routes through "neighborhood" streets. Most people need convenience when using public transportation, especially when it is as hot as it is in Tucson. I'm not going to walk all the way to Grant Rd. to catch the bus to the University. Are you going to offer showers on the bus too, to wash off the sweat? Cutting routes through areas where people live and catch the bus from is a big mistake, where do you think people enter the system from?

Can the timing of buses reaching a transfer point be scheduled to coincide so there isn't a long wait time to connect?

When passengers are waiting to cross a street to get a bus and the bus pulls off before the passengers can get there is so insensitive and downright "MEAN". What can be done to stop this occurrence???

For me keep the 203x bus, I use it 5 days a week. I live in Catalina and catch it at the Rancho Vistoso park and ride. There are 4 to 5 of us that use that bus and the Rancho Vistoso stop for the 4:52 pick up.

a few more sun shades for benches, nothing big just a small shade for those small bus stops would be nice.

No at this time.

No comment here

So many school kids take the 1 and 5 to connect to get to school. Younger children that can't travel alone because it's unsafe!!!

Start charging fares if it will help to bring the system into greater efficiency!

None

N/A

Extend route 61 to travel at a further distance.

Please do not eliminate routes 3 and 25. I don't believe Route 25 was on the chopping block (if it was, I didn't see it), but I did see the possibility of eliminating Route 3. My children use Route 3 on a daily basis to go back/forth to school, and I use Route 25 to go to work.

Please these routes open. I thank you in advance profusely.

route 3 15 minute peak intervals

I never received anything in the mail.is it on the website.i see no places to put credit debit card information

Bus routes on the diagonals, and outskirts of middle Tucson, have always been difficult to ride or get to... good luck, and I wish the best to planners.

Discontinuing service to residential areas is a reckless plan and many of these proposed changes will directly affect those who need them most. If anything, what would make this city more livable would be more frequent routes through residential areas and safer conditions for all people at bus stops and transit centers.

Return upholstered buses to the express routes

No

N/a



**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

I can understand why you are discontinuing neighborhood routes, but is there any plan to improve pedestrian safety for those who will have to walk further, sometimes in the dark? I don't mind walking, but the choice between stumbling across dark front yards or walking down Rosemont Blvd with speeding cars is unappealing.

No

We need to add more routes to make public transport more accessible instead of removing them.

Would definitely take the bus more if 8 was picked up every 8 minutes. Also there are times that I'm on the bus that the driver is just going through all stops and other times when the driver actually waits where they are supposed to. That makes it sometimes difficult to ride the bus bc one could end up being super early and the next one could be late.

Also I hate driving and would love the bus to be my main transportation option!

Keep the 19

No

None

I personally work until midnight at the VA, so I would love to add one last late route on the # 11 route leaving from Laos. If it left around midnight, I'd be able to make it home around Glenn.

Why don't these people try riding the bus for a month. Or else they have to buy each passenger a car, pay the insurance, and the upkeep. And have the buses not park at the bus stop to take their breaks for 2 minutes! It wastes time!

I am not OK with allowing the routes to only be frequently used due to I use it 7 days a week

No

Would like for the 5 to continue on Pima. The stop I pick it up at is nicer (and with less strange people just hanging out).

I would love the proposed changes

Change can be difficult and confusing, as long as we are kept informed I think these changes could be a very good thing.

You need to run bus 4 from Harrison to Houghton on speedway then to the Broadway /Houghton transit center. When the widening of speedway from Camino Seco to Houghton was complete it was supposed to be running the bus all the way to Houghton on speedway.

Provide reasonable options and services north of River road, from Dodge to Kolb. One of the large areas not being served. If regular, not \*rare\*, service was provided riders would come.

No opinion on route 21 below. survey not allowing blank

Ni

No

I would really like to see the Glenn/Swan route stay as it is.

Route 9 Is service being discontinued on Grant Road?

There used to be a route called 9 East, I think, that traveled from the University of Arizona mall, north on Campbell, and then turned east on Grant. That was a great route. Now I have to take two buses to do that (15 and 9). Any chance of bringing that back?!!!

As I said above, please provide your guess on the amount of time the proposed changes will add to the express routes, specifically, the 204X. I don't have an issue with multiple routes being combined, but if it will now take 70+ minutes to get to work, then I may need to rethink riding the bus. I would even take your best estimate at a proposed timetable and expected ride times.

The 105 Express is vital, you take this away citizens that live north of Grant on Kolb, Craycroft, and Swan are cut off from SunTran service. Our bus is always nearly full in the morning and evening. Keep this route it's important to Tucson!!

It appears to me you people are just rationalizing your jobs by making these decisions, senior citizens meet this bus route to get to the doctor's appointment and eliminated route 21 we will have no access to the SunTran or to get downtown for transferring this makes no sense at all!

No

I am grateful for the time where you suspended charging fares. I would hope that this could be extended in the interest of lower income people.

Please don't sacrifice accessibility for minor gains in frequency. Thanks!

Have the new route 62 stop running at 11 like the currently running route 16 does

Save route 5!!!!!!

Glenn access is a must it's a major route often used by students, adults, school kids and so many more it would be detrimental to get rid of it

If my child loses his way to get to school we will have no use for SunTran. We will not be using your service at all.

My kids use route 3 (5th street) to get home from school at UHS. TUSD doesn't provide school buses for high school students! Please keep this route!!!

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

Don't entirely understand the lack of transferring at Ronstadt TC. For example, if I will I still be able to ride on south 6th St since it appears they won't actually go to the transit center.

Keep them free

No

Please reconsider changing Route # 21. Thank you

Additional information on Green Valley service would be appreciated. What route(s) are used? Does it go to a transfer center? Will this change?

Nope

Both- for jobs/ doctors appointments Please

No

More park and ride location pick ups

It would be great if bus 4 west went down Kolb and connected to Grant Road. it would help out a lot of people.

Please keep 103X and 16

Extend the light rail.

I went to the meetings and there were only 3 people there. All of them use the 3 bus. The people who make the changes do not ride the bus and do not understand what losing a bus line means and why on demand or sending another bus would mean

I live on a major bus line and cannot move

Late service on weekend (especially Sunday) would permit one to attend theatre and musical events.

No

I have always felt Sun Tran provides a great service but the afterwork hours and weekends are too limited

N/A

Continue route 3

We need better Security at the actual transit centers. I was at the transit center by Tucson Mall and 2 men were trying to open the door of the restroom i was in. The security guard had his feet up on the desk inside the little information station. They don't walk around they sit in the office on their phones.

Would love to see increased service at high usage time on weekdays with sunlink. It gets so crowded people can't board.

Removing the 203X is a horrible plan and I will stop supporting Sun Tran if it goes away.

Routes 1 and 5. These routes hit several different schools on their routes. Taking away these routes will inconvenience hundreds of school students of not thousands. The 5 is often the only route Catalina kids can take to get to school at a reasonable time and it goes to the PCC. Route 1 is also very often taken by magnet students to get to or from their schools, like Tucson High for example. It's not worth taking these routes away if it's just going to inconvenience so many kids it'll likely begin to affect their education.

No

NA

Route frequencies on FTNs are currently sufficient in my opinion. Combining routes will only lead to delays. (Route 6 used to go from Tohono Tadaí thru downtown to the airport. That long route was often late.)

I take bus route 8 to get to work but I need to transfer from the one leaving Udall to the one that goes to Houghton. There is no direct route. With the new proposed changes I will still need to take 2 buses. The first bus will just have a new route name.

Ruta #1 incrementar la frecuencia, c/30 minutos en la semana laboral L-V es demasiado tiempo. Cada 15 minutos seria muy bueno, 20 min. cuando mucho

Thank you for providing free fares! This is why I use public transit!

Route loops in Sahuarita - hospital, Walmart, airport, CVS on Continental, Fry's, PCC Desert Vista, V of A, Library of Sahuarita, Desert Sky Theater, Spectrum Mall, Triple Play

Route loops in Sahuarita - hospital, Walmart, airport, CVS on Continental, Fry's, PCC Desert Vista V of A, Sahuarita Library, Desert Sky Theater, Spectrum Mall, Triple Play

Consistent service intervals on both week days AND weekends would help by making things more predictable.

I depend on route 1 and I get on Tucson/Glenn. It is most important because it's the only one in my area that goes downtown!

Tucson needs dial-a-ride for Tucson and bring back fares!

Keep route 3 due to schools on this route.

No

frequency, extended hours, and short walk accessibility is important to increase ridership. I don't agree with eliminating neighborhood/collector bus routes as proposed.

I think it's a pretty good system in place. The only thing I'd like to say is free service will keep myself and others riding. Thank you

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

Keep Route 3 as it is! Thx.

I believe Route 3 should continue to operate and not be discontinued because it connects both Pima colleges, Rincon UHS, UofA, and Tucson High all into one route. Discontinuing the Number 3 would make it extremely difficult to reach these places when Number 3 already provides ease of access.

I would like to be able to keep route 5 and 17, because those are the routes I take for school and I believe for work aswell

If you eliminate the buses from Oro Valley, it will be hard to get to Tucson in time for work. I thought the RTA paid for the express bus anyway.

I think people are riding the route less right now because it's hard to fit an 8-hour work day into the schedule.

I like the bus. Please don't eliminate my route.

Route #1

I ride #1 to UofA. I'm a student. BEAR DOWN!

Taking away the #1 route would be bad for me and other students. I would have to walk an extra 10-15 minutes to Grant to catch the bus. My commute would be just as long, only more tiresome. And if it's monsooning I'll be drenched by the time I reach my destination.

I use #1 route for school, work and groceries. The #1, it's a popular route with many riders. I'm a college student so I cannot afford a car, and I if I get a bike it could get stolen.

PLEASE KEEP THE #1 Route open.

If merging routes 16 and 18 do merge and it affects the stops I mentioned, would it be possible to create a new route that serves those stops or extend route 61 to serve them?

Thank you for asking for feedback. It appears that the elimination of routes is not favored. If the desire for a fiscally neutral plan is the driving force behind the plan, I think that would be a mistake. A small fee seemed more acceptable to those at my meeting.

It was made very clear that the proposed changes were likely to be revised. I hope that happens and additional public meetings are held to communicate those changes

Please don't discontinue the routes I have listed above.

n/a

bus 34 should stay because i need it to survive and no other bus goes down glenn

nah

Please see my comment above.

Discontinuing route 3 would be a major disservice to riders!!!

103x needs to have at least another bus come in the morning and evening. There used to be three that came in the morning or evening and now only 1. The current arrival time isn't early enough to get people downtown before 8am. Furthermore, it is always caught in traffic and late because of its late starting time.

Na

Please keep route 3 as it is .

Not very happy with this...Not happy at all.... 34 and 5 gone? Not happy.

I look forward to the new routes beginning at PCC East (39 and 33). I could see myself riding either of these frequently. I am glad to hear that frequent service is being prioritized for the route 8. A concern of mine is with the 37 and proposed less frequent service. I would like to see at least later run times along the 37 so I can stay out later. I am neutral towards the route 7 reroute. I think it will take more time to get Downtown but it will serve the broader community.

Don't stop bus route 5. I uses it a lot.

Route #3 alone is a rider-heavy route during the school year. Many times one can't not get on a bus and has to wait for multiple full buses to pass until being able to board; and even then one most likely has to stand once boarded.

How is flooding other routes with hundreds and hundreds of people everyday a change for the better?

Hampering even more of the ability to get to school and to home on time should not be what Sun Tran is aiming for.

Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.

DO NOT REMOVE ROUTE 5

It seems like midtown Transit is being sacrificed for subsidized routes serving a small number of passengers in wealthier areas

None

Route#16

I would like a straight route on 12 avenue, I will take buses to ho home and don't have to go to laos

Don't cut route 3. It's important for UArizona students and staff

To have more buses threw the weekday

Add service to the most underserved communities on the Eastside that do not and have not had transit service. You take our money but we don't get buses, roads, parks or police service.

I use route no. 3 almost daily to get to my doctor's appointments at St. Joseph's hospital. Removing it will cause a big issue for me, because I cannot drive due to epilepsy. Especially during the summer months I'd have to take uber all the time.

My husband, a professor at the U of A, also uses this route twice daily to get to work.

Please keep route 3 - we'd happily pay \$2 again. It's essential for us.

Route 3 is my main mode of transportation to get to work and other appointments. I am not sure what I and others who use this route will do if it is discontinued. Many people use this to get to the University of Arizona. Please do not discontinue this route.

N/A

Please don't discontinue route 3. I ride it often and need it to at least continue from Campbell to Wilmot. I use it to go to work and there is not another alternative. I can't walk far in the heat. My neighborhood (Dodge/) is experiencing a lot of poverty and drug use. There isn't shade on the streets or safe sidewalks. We have to walk in the road many places due to no sidewalks and plants/ gravel/rocks/needles in the easement. So walking further to an alternate route is unsafe for me and physically dangerous. Our neighborhood is underserved!

Don't discontinue Rt. 1.

Route 3 on 6th Street serves not only highschool student but UNIVERSITY students who take times during all times of the day. I'm a professor at the U of A, and I use this route twice a day, six days a week.

This route is also valuable for taking residents to St. Joseph's hospital on Wilmot and several doctor's offices.

Replacing Route 3 with Route 109X which runs only once a day in the morning would be catastrophic for me and everyone else who works at the university.

Route 1 Glenn/Swan

I'm newer to Tucson and I'm sad to see my route will be discontinued. I take the #1 bus from Glenn/Campbell to downtown a few times a week for both business and pleasure.

I'm surprised this route was selected to be discontinued as every time I ride it the bus is well over half full, many times it's near full. There are a lot of University students, as well as some staff that get on the same stop I do and get off at the University. This route also serves the Albertsons at Campbell and Glenn.

I understand the one mile grid and increasing the frequency, but there are a few neighborhood routes that are just as essential. Routes that serve basic needs such as education, grocery stores and medical centers should hold the same priority as increasing frequency.

If it's discounted, I'd just drive or change my free time activities to something that didn't require transportation, I'm in walking distance to many restaurants and shops, but really enjoy downtown and 4th ave. We're currently a 2 car household and was considering slimming down to one, I'm not sure that's possible here yet.

We discovered Tucson on a road trip over a year ago, we fell in love with this city and how compassionate it's leaders are toward the public, specifically the impoverished public. We decided our lives and tax dollars should be spent on a place that gives back. We are happy to now call this our home and are excited to here. Thank you all!

None

No

Keep 3 route

Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.

Route 8: I'm concerned about university access, with the current route, i use the stop at the downtown transit center to get off & get on to the sun link. while i believe the service frequency would help, i'm worried about stop access.

Please increase frequency and weekend service, but NOT at the expense of a neighborhood collector route in the middle of Tucson. This should not be the price that has to be paid for increased efficiency. There are blind residents, high school students, and many others who depend on Route Five daily.

Keep route 5 active

Our city Sun Link is beautifully clean and our buses for the peasants a disgusting sticky, gross, smelly place to be. We are the workers of this community and deserve clean public transportation!

They can decrease the frequency in some areas to improve corridors, but without deleting the current the service in some neighborhoods.

I would also say can you upgrade the sides its hard to understand the route your going when the some signs don't even say the route.

Free fare for all is a poor policy for your constituents and riders. I have 3 daughters. At one point or another, each of them used city buses for school or sports. I felt relatively safe in putting them on the bus. Fortunately for me - they are now all of age that they drive themselves. I would not put my minor children on a city bus now. The free fares are a classic bait and switch by mayor and council. Free fare was pitched as a COVID measure - but has become permanent. Mayor and council talk a LOT about getting people out of their cars and onto transit. The no fare policy does the opposite. This policy caters to our marginalized residents - criminals, unhoused, addicts, and the mentally ill. Serving our marginalized residents is a complex problem - and subsidized transit may play a role for some. However, the current policy is driving out the vulnerable, law-abiding residents (youth, elderly, adults traveling alone) - and is a VERY EXPENSIVE system of moving around the marginalized residents and the criminal element. I am pro-transit. However, by 'giving away' this extremely expensive system to those who don't/can't pay - it is in atrophy. Please do not continue to drive our public transit system into the ground.

No

Concerned about discontinuing route #5 especially the W Speedway Blvd run from Stone Ave to PCC West campus. If I understand plan there will be no more Sun Tran service on this leg.

Prefer frequency of #37 route to remain at 30 minutes on weekdays with slightly longer [ 7pm or 8pm ] last route north bound from PCC East.

no

no

nah

I like the frequency of the proposed route, but I don't like that route 8 requires a transfer for Tucson High students.

no

no

No

Keep Line #5.

I think that the buses should be free for students (middle-university)

no

8 and 15

No

no comment

dont cancel 3 i need it

no

i dislike that route 3 was discontinued

no

n/a

N/

nope

n/a

No comment

nope

I only use 105X. I would use it much more, even every day, if the hours were better matched to normal work schedules.

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

Increased investment on trees, natural shading, shade structures, and benches near stops to combat urban heat island effect is severely needed. If routes are coalesced there will be increased crowding; natural shade near stops can combat heat-related illness and increase livability. If neighborhood routes are removed in favor of major

yes, I do have additional comments about the routes, for me its fine the way it is and I strongly feel no change need to be made, everything is fine the way it is , new changes will make it more chaotic for many people

Please keep route 5

Please re-route to connect the proposed 21 Grande route to the street car on congress or cushing.

As a frequent bus patron with physical disabilities but without a disability determination, I rely on bus 5 every day. Discontinuing it's service would add incredible physical stress to my life. Bringing it would quadruple the walk time to the next serviceable stop and everyday tasks like bringing home groceries would cause significant physical pain. Please don't discontinue the 5

I would want to keep route 5

Please do not remove route 5 because it's the only route that leads to my children's elementary school...Blenman elementary school and a host of other schools. Thank you

Since i see so many students every day practically filling the #1 bus to its max, it would cause everybody who takes the city bus to school to have a distaste for these services in general. if they so easily cut their most used line, it would lead to a lack of trust in the city bus system as a whole.

I mainly want to comment because I use the bus services to get to Rincon High School and I use route 3 to get there. Many of my other classmates also use route 3 to get to school on time and it would be nice if we could keep it or find some other alternative to it. The current plan makes it hard for me to make it on time and I'll have to use several busses just to get to school, which will just waste more time for me and many others. Please keep route 3, or give us a more reliable alternative.

Don't discontinue 105x.

I heard they are cancelling the 105X or adding charges for riding. If either of these changes occur, I will not use public transit and will drive instead.

Please do not remove this route.

I would love to see buses between midnight and 2:30am that could pick up drunks from the northernmost and southernmost stops of the street car, and take them to surrounding transit centers. This would keep Ubers from cramming into dense downtown during times of high foot traffic.

Strongly disagree with discontinuing route 5

Please keep route number 5. It is very useful to reach U of A and move along speedway. I take it every day from Greasewood. Without this line, all people living near PCC West would need to take two buses instead of the direct one to get to U of A, making the trip much longer and less convenient, and probably preferring the car instead.

Route 21A loop is preferable to 21B since it provides better access to St. Mary's and Grande shopping area for low income residents along previous route 23. Route 23 riders are more likely to use this long-requested new alignment which opens up easier access to shopping for residents living in a food desert area. More medical services (dental, dermatologist, etc.) are also reachable on St. Mary's Rd. with this loop, rather than 21B.

Route 2 should still connect to the Ronstadt Transit Center

I think the draft has good ideas and appeals as a good attempt to listen to the riders.

The complete discontinuation of route #5 will affect many people, not just me. I cannot believe it's not being combined with another route in order to still have service on Pima St. If I were still working at PCC-West, I would have to take 2 buses. #5 goes right by Catalina H.S., so now the closest bus route would be #11 and force them to walk at least 2 blocks if it's raining or in winter when very cold in the mornings. Not that walking 2 blocks is a bad thing in nice weather! I think this is a very bad idea for route #5. - Thank you.

4,9,8 bus for access to nature trails

Starting Jan 2024 Tucson Electric Power has a policy becoming effective that requires all employees being on-site at either TEP headquarters @ 88 E Broadway Blvd downtown or at our Irvington Rd Facilities (4300 block of Irvington).

We do not have enough parking at Headquarters for all employees to drive.

Many others will need to ride the bus too.

No changes as far as I'm concerned again 17 should stay just how it is no changes. Thank you.

This plan is a good start, but Sun Tran deserves enough funding to significantly increase frequency on all routes. We should implement some sort of tax to help fund the transit system more. Also more bus lanes and looking into Bus Rapid Transit.

I really hope route 34 does not get discontinued because I take that route every day for work! It's also a busy route for many other people going to work and students getting to school. I feel that many people will be severely inconvenienced if the 34 was shut down.

Please keep the #3 route! There are 3 people in my household who use it nearly daily. It is a vital route in central Tucson.

Start charging riders. If they can't pay, have them go to a ward office to get a free suntran free bus card for the month, every month.

NO MORE FREE RIDES!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

I use the bus to get to and from work, changing routes will make it more difficult for me and others.

Please do right by Catalina high school and the students and keep route #5 open. Thank you.

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

I have already answered this survey but forgot to mention that Route 5 also takes seniors directly to the Senior Center at Udall Park. This, for some seniors, is their main social outlet.

To not discontinue route 1.

Keep the 5

Silverbell/Congress route - there are a lot of seniors in this area. And if this section is deleted we will have difficulty in getting to medical appointments and grocery shopping and downtown. Also, there are several passengers in wheelchairs that would be impacted by deleting this route. The proposed route #8 would always go down St. Mary's to the Pima West campus. Why not have this route alternate between St. Marys and Congress/Silverbell and have both end at the Pima West campus. That way the existing riders of the Congress/Silverbell route would be served.

I wish 21 could be extended up to PACC. It's not far from where it already turns around and it's a public service and employer people need to be able to access

Change Route 4 to instead of turning down the small strip of Harrison to go directly to Houghton on Speedway. This would connect the apartments of speedway/bonanza and more residential neighborhoods. As for Harrison, a route from Udall Transit center to Golf Links/Harrison would be fantastic for Eastside shopping connections.

My main hope is that secondary neighborhood bus routes not be short-shrifted. That is very short-sighted.

I do not think Rt. 5, Pima street should be discontinued

Same as above

Bus only lanes could help keep ride times lower on major arterials, and could allow for more frequent service too!

Removing the 1 on swan, removes a route option from this part of town to downtown & the university. There is now no direct route from here to the university - I will need to transfer to a second bus.

I'm at Grant/Silverbell and there's no direct route to downtown or UA and takes waaaay longer to get anywhere than driving. If transferring is made easier with more frequent routes that would help.

University of Arizona starts classes on 8:00, but some buses starts on 7:30. If the buses around university can starts earlier, maybe I can go to a place and finish something before classes.

Don't Change any of the bus routes

Parts of the survey are not working, so I will explain what I like about the plan. I am satisfied to see higher frequency, more direct routes, and more weekend service. I live near the 7, and the new alignment going across the railroad tracks will allow me the option to ride the bus to work, while maintaining my ability to ride the bus to downtown. My only negative response is that the scope of proposed changes is quite small. SunTran needs to make sure the transit system expands as quickly as the climate crisis demands. Specifically, its budget, service frequency, and manpower need to increase faster than the growth rate of Tucson's population, sprawl, and traffic congestion. Raise my taxes. Raise taxes on drivers. Get the exurb residents to pay a price for the traffic they cause in Tucson. Get U of A and other employers to pitch in money. Congestion pricing. But overall, this is a good plan, so keep up the good work doing the best you can with what resources are available now.

Please start charging to ride the bus. 104X

To be honest, Sun Tran has a history for the last six years of just driving by stops with people waiting, sitting on the side of the road for 15+ minuets, and having aggressive bus drivers, both in personality, and driving. It is my personal opinion Sun Tran should actually be replaced with a different company, or Tucson lease the buses from them and operate their own transit services.

Removing route 3 and merging part of it with route 8 would cause me and several people I know to have to do more transfers rather than having a direct route. I and many people I work with use route 3 to get to work and back home as it is the fastest and most convenient. Personally, I would have to do 2+ transfers if the route is removed and others I work with would start looking for another job. As college students we cannot afford to be constantly switching jobs and risk getting one that doesn't work with our availability. Also, many students who live in the college housing near Pima West campus use route 3 to get to the UofA and back home. This would cause them to make more transfers or risk being late to class. Route 3 allowed me and others I know personally easy access to many place including work, pima west, pima east, UofA, St. Marys hospital, St. Joseph's Hospital, park place mall, el con mall and several grocery stores. Having route 39 connect Pima west and Pima east is ineffective as it goes around town and does pass near the University which is where most students try to live by.

There's such a big gap between the Broadway route and the 22nd route... bring back eastland. Or at least give us Tucson Blvd.

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

Just because fewer people ride express buses, doesn't mean that those riders don't want/need public transit. I know of at least four people who ride the 107X who do not have driver's licenses and/or don't drive. They rely on the Express bus to get to/from work on a daily basis and in a timely manner. I enjoy leaving my car at home to help improve air quality and have less commute stress.

I've been riding Sun Tran and Sun Express for regular work commutes for more than 25 years. The last nine years on the 107X. I am concerned that eliminating the 107X will have an impact on the workday of us riders. The proposal to have the 401 shuttle take us to Tohono Tadaí Transit Center to transfer to another bus to take us downtown will add time to our commute and we downtown employees may not be able to work a full workday and still take transit.

Would you consider keeping the 107X route, but use the shuttle bus instead of a full-size bus? If it's the 401, could you have it take riders all the way downtown instead of ending at Tohono Tadaí? And, also increase frequency from 60 minutes to 30 minutes - at least during peak commute hours - to better accommodate worker hours? I know of several downtown employees who had to stop riding the 107X during COVID times when frequency reduced to one instead of three buses. Having more time options may draw those employees back to transit.

Might you consider using shuttle buses to replace other Express buses, too, as it makes sense? The 102 perhaps? And others?

I'm all for improving access to underserved communities and extending routes and making them more efficient, but is it necessary to sacrifice service to those who currently use Express buses?

Please do not cancel line 5 and 6. My mother relies on it to visit and I use it to go to campus.

Please do not eliminate bus route 5!!

If we can make these changes, clean up the bus transfer station downtown, and keep it free I love this idea. If not I will need more time to think about it. I also think that the transit authority needs to host more events to get commuters onto busses. The rail car gets all the love and doesn't really reduce commuter trips into downtown. Parking is a drag downtown so do more to promote busses

I enjoy riding Sun Tran when I can to avoid driving. I can get to work from Fort Lowell to the JTED campus on 22nd Street in less than an hour vs. half an hour driving. The return trip, however, takes 90 minutes because the buses run less frequently, to the point where it's a deal-breaker for me. I think I see that Route 7 will be running a little more frequently in the evenings (I get off at 7:30). I hope this will improve my trip

Please do not cancel the express bus 203X.

I don't have a vehicle.

How will I get to work?

Well, for one people like to get out on the weekends, I believe buses should run up until midnight.

Route one and Route three need to be more frequent. Thank you.

The 421 should run on weekends, even if it's at a significant reduction.

Do not take off number 5 route I use it for work and home

Keeping the longer routes that change numbers mid way may provide better resource management and better provide people with a means to longer but easier ways home

Current ridership is not high enough. Invest more heavily in transit as part of our climate change plan.

Route 5 and 9 are similar. The times need to vary so that if a person misses one, they can take the other later.

Do not discontinue any routes that serve schools, for instance #5

Do not discontinue the route 5.

No. I think the 16 and 18 combination and extended hours on weekends is nice.

No comment.

Keep the #5 route because walking to speedway or grant is far for a lot of older people trying to access medical facilities and grocery stores in this neighborhood between swan craycroft grant and speedway. It would create a transit hardship zone to eliminate the #5 bus and #34. The best part of the new proposed changes is later weekend service, we needed that for a long time in Tucson, people would ride the main bus routes more on Saturday if they knew they could get back home from downtown events like the tcc music hall fox theater 4th Ave etc which end at 10:00 pm most of the time. Saturday bus service should at least end at 11:30 from Ronstandt center for routes #4 #8 #16

Also I love it being free. But I think we should start charging again. But start off with a light charger? So people can adjust to the change more better

I would like more direct ( express with a few stops)

Removing Route 5 would be a hardship for people who can't walk a mile, especially in inclement weather. I can walk that distance and more but many people can't.

Please please please do not discontinue route 1! I need it to get to school because I don't have a car, route 1 is my only option and I don't know what I'd do without it

PLEASE keep #1 route, specifically at Glenn/Swan

How will all of this affect fare prices once fares have returned? I hope it'll still be affordable and reasonable.



**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

I would like to add that since the buses are now free they have turned into mobile drug units for the homeless. I know that you know this and the people in charge don't care because they don't ride the bus. But it is just a matter of time before someone gets hurt. Just last week I witnessed a couple board the bus and immediately pull out foil and a lighter to start smoking fentanyl. Some teenagers on the bus yelled at them and told the bus driver so they stopped but moved to the back of the bus to wait for another moment. This couple should have been removed immediately. I exited the bus because I did not want to risk inhaling those drugs. Then two days later a young man covered in open sores got on the bus, made a loud groaning noise then doubled over in his bench seat and passed out face first on the floor, maybe he died, I am not sure. I again exited the bus, the bus driver was unfazed. The week before I saw a woman shoot a needle of drugs in her thigh in the bench across from me. Two weeks ago a homeless man pulled out a huge knife and threatened another homeless man sitting next to him. I have so many stories just like this, it happens EVERYTIME I ride the bus. As a passenger you now have to check the seats for mystery goo, piss etc. before you sit down, you have to be constantly aware of your surroundings and have a firm grip on your belongings, it is not a safe environment. This is not fair for the people that are riding the bus to get to work or run errands or go to school. We shouldn't have to deal with this and I wouldn't be surprised if the city will be facing lawsuits in the future when someone inevitably gets hurt by these desperate people on drugs. If the city is so determined to give them a safe, cool place to do drugs, then why not have special free buses that are painted a bright color indicating that those are the buses that are free and homeless people can do their drugs on them. Start charging \$1-2 ride for the bus, this should be enough to deter most of these people. In the meantime, maybe security is in order and people should be kicked off the bus that do drugs or pass out from doing drugs. I don't want to drive to work, I live a straight shot down speedway and the bus is super convenient, but it isn't worth my life and that is how I now feel so I no longer ride the bus. Please do better for your tax paying citizens.

increase high frequency corridor frequency/reduce headways to 10 minutes (e.g. routes 7, 4, 8, etc). Increase operating hours to 4AM to midnight on weekdays and 6 AM to 3AM on weekends. Stop free rides. Give easy access for the poor/disabled to obtain a free riding pass. Charge everyone else a fee to ride the bus, and make payment as easy as possible.

I'm concerned about the proposed discontinuation of Route 3. My husband (disabled, does not drive) and I both take it almost every day to get to work. We bought a house in part because it was very close to the Belvedere Ave & 5th St bus stops, which would no longer be served.

if route 1 west could come about 5 minutes later, it would be easier for the recon/university high students who get out at 3:10 to catch it on stop 12765

I disagree on eliminating #3 route. It is a major route connecting the west and east sides and should stay in service. Instead of eliminating the route a thought is lengthening the wait time ( every 40 - 45 minutes ).

East side 22nd st to U of A night schedule

Route 1 is packed every morning and afternoon. It is used by people to get to work and many students to get to high school and UA. It's heavily utilized and should not be canceled.

The plan sounds good but it would have me getting more transfer to get to work.

I use route number 3 for the convenience because of a handicap issue.

Keep the number 3 route the same

I would especially like route 34 to remain in use since it runs close to where I live and I use it the most for doing things like getting groceries, going to the library, and getting to other destinations. I'd have to walk about 5 blocks to get to the #4 bus. It would be really miserable pulling my cart full of groceries in our hot summer weather. Even when I leave very early in the morning, it's already quite hot. Some places I need to go don't open until 9 or 10, when it's even hotter.

The most used routes should be safe for citizens especially working folks that can be targeted for addiction.

Please keep the bus on Glenn

Years ago, route 3 went through Carondelet and Jessica back to Broadway and Wilmot. I suggest keeping route 33 in your plan and make a new route with this proposed plan, and have it travel down 5th and 6th Streets to downtown from 7am to 7pm every 30 minutes on weekdays only.

If you kill the 5 route, I will drive to the UA every single day of the week. That means more traffic, more pollution, more gridlock in Tucson

I can't see how to get from La Cholla and Starr Pass to downtown on one bus with the new routes, so that is a bit of a bummer. But I agree with the overall goals of this project. The street car is a very quick bike ride from where I live so I use that more often than the bus.

Please make the bus safer, like it used to be, before it was full of drug users.

Its unclear whether you will be replacing the 34 in its entirety or not, but if not it looks like you are taking two very important routes away from a neighborhood that is primarily low income single parent homes. this is not okay. the keeling neighborhood association fought for them not to put the methadone clinic in our neighborhood and lost. now it looks like you are choosing to discontinue routes that happen to be located around the methadone clinic. this neighborhood is not the methadone clinic.

The 34 and 1 are really important to my Daily commute and my kids daily commute.

Don't take off route 19

it all sounds great but no one i going to ride if the bus stops are full of criminals assaulting and robbing patrons

Keep #34 and don't eliminate it. It is vital for my transportation needs.

Ensure that route 3 and other routes on 6th street are intact and even expanded due to the large amount of students riding that bus to Rincon HS, Tucson HS, and Mansfeld MS as recently the busses have been reaching maximum capacity around the 3:30 hour

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

My main comment is that I approve of and agree with a number of the proposed changes, but would strongly push SunTran to provide many of these services without sacrificing routes or service to underserved communities. I know that costs are always a concern, but studies have shown that many people WILL use mass transit if it meets their needs (i.e. getting them the places they need to go and running frequently/consistently enough to avoid being late). I would be strongly in favor of a tax or fee structure that allowed for the SunTran to increase service and reliability as long as it didn't negatively impact underserved and/or lower income parts of our community, while providing a resource for ALL our citizens.

The discontinuation of the express routes is the most concerning to me. I understand that they have low ridership which is a main concern for discontinuing them. I would be willing to pay the fare or paying more for the express routes in order to offset the cons of keeping them. It will be my main way of commuting to the U of A from the northside of town, which regular sun tran options wouldn't give me the efficiency to do so.

Route 5 is critical for because of the many schools along the way, as well as easy access to both Himmel and Martha Cooper libraries.

We chose to buy a house in the Palo Verde neighborhood 30 years ago specifically because of this bus route as I depend on bus and bicycle for transportation.

Without this bus I wouldn't have been able to attend Pima College West (or Downtown campus to meet with my adviser) where I earned a certificate and an associates degree. I like attending performances at the Berger Arts Center but Route 5 stopped running before many of them ended in the evening, which was problematic

Taking away a route used by UA students would be a mistake too because any opportunity to get students and their cars off the streets is critical

Weekend routes should also support those who work and attend appointments on the weekend, not just recreation/shopping - which is why I disagree with limiting neighborhood stops

Partner with UofA to provide students, faculty, and university staff with discounted bus passes.

Mayor Romero and Council have given TPD directives to stop enforcing our laws through policy of non-enforcement. The fentanyl tents are a mistake. It's an illegal drug already killing too many people. By condoning the actions of the drug users, I suspect instead of TPD being called it will be paramedics. We have better and more important avenues for our tax dollars.

I do not agree with the FREE rides. I think it cause more problems on the transit system because some use it just because it's FREE with really no where to go.

102x  
103x  
107x

With all of these routes being eliminated to DT, it seems that there could be at least one express route that could connect the park and rides on Oracle and Ina. Maybe even the one on Lambert

401-Does this allow for bikes to be allowed. A number of express riders use bikes as well. Now they can't.

Oracle-the state just went thru and upgraded a number bus pullouts. To eliminate or reduce service doesn't make sense.

16/18/62 - Do not like this reconfiguration, esp if the express services are gone

102x/103x/107x- At least one of these needs to run.

401-Needs to run much more frequently than every hour, esp if this is meant to service as the connector from the North corridor to downtown.

A number of riders on the express routes use bikes. These can't be transported by 401.

What happened to the "fancy" buses that were supposed to be used on the express routes.

You'll never get more riders by eliminating routes

Stop the free buses and enforce the laws to protect the drivers and riders

No free bus rides!!!

Make the busses safe again for drivers and riders. The crime and danger is ridiculous. When are you going to fix the assaults to drivers and drug danger to riders? That's what you need to fix!!!!!! Bring the fares back so junkies can just jump on the bus with their stolen loot from our stores!

Stop fentanyl users at the bus stops

Stop drug use and violence on the bus and at bus stops!! It's no longer safe to use Sun Tran services!!

HIRE A BETTER TRANSPORTATION COMPANY THAT NOT ONLY LOOKS OUT FOR THE HONEST LAW-ABIDING CUSTOMERS BUT ALSO THE DRIVERS. IF YOU DON'T HAVE DRIVERS WE THE CUSTOMERS ARE STUCK WITHOUT TRANSPORTATION TO WORK AND EVERYDAY ERRANDS. GET RID OF THE DRUG ADDICTS AND CRIMININALS OFF OF THE BUSES AND AWAY FROM THE BUS STOPS.

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

It's the "curb cut effect." Make the system more user friendly (higher frequencies, fewer needs to transfer, etc) for existing users, and you will also end up enticing new users to leave their car at home and take the bus.

I like the proposed changes for Route 9. Can you please put some resources into shade at bus stops? It is too hot to make people wait in the sun.

You need to add security or keep the druggies off the bus!

no more free rides for drug addicts.

Go back to making people pay to ride the bus!!!!!!!!!!!!!!

The service should have stopped being free a year ago!

Will not ride the bus and/or SunLink until you end the no cost fare/free fare. It's now a joke because it's known as the Free Crime Bus. Moreover, this cannot be safe for the employees, especially the drivers.

In addition, allow the Tucson Police to enforce laws because this is all connected with Fentanyl.

Buses cannot be "free" anymore

Eventually "free" is going to hit taxpayer pockets HARD

Please start charging to ride the bus. 104X

Please increase frequency overall

Will additional bus pullouts be built on major routes?

Leave the 203X and 204X alone.

To discontinue some routs, specific to my lifestyle, the 5 and 1, would create more difficult, potentially hazardous commuting to work or personal errands. If the 5 and 1 were discontinued I would always have to walk to the 4, 9, or 11 to begin my commute, which are exhausting walks if daily.

Do Not change route 201X !

The proposed change to 201X would have less riders because Raytheon employees that live in east Tucson do not live near Golflinks. Also, Davis Monthan employees & service members would not benefit, since their work locations inside D.M. are long distances from the gate entrances requiring a personal vehicle to travel.

Do Not eliminate route 3 !

This route provides critical access to the southern UofA campus, University & Tucson H.S., and 4th Ave./Downtown events.

Please do not discontinue the routes in the proposed route change. That's just not cool

Route 21 as it is today essential. Here are the major points on the line that carries passengers in both directions.

From the North:

Grant Road Safeway and Wells Fargo Bank

Albertson's Shopping Center

Walgreen's

St Mary's Hospital and doctor's offices

St. Mary's Plaza with Safeway and Dollar Tree

Chicanos por la Causa Apartments

El Mercado and Farmer's Market

Streetcar that takes us across town to 4th Avenue and the University

El Rio Health Center

Two very large Senior Apartment Complexes

State and Federal Courts

St. Augustin's Catholic Church just a block south

Downtown Ronstadt Center with connections to buses in all directions

There are many senior citizens on this route who use the #21 bus to get church on Sunday, the Farmer's Market on Thursdays, El Rio Health Center, from the Senior Apartments to Safeway and Albertson's and Walgreen's.

We would be stranded and unable to get to any of these places if you change or eliminate this route! These are crucial locations that provide the basics of our lives. Disaster ahead for us if you take away this route.

Eliminating express routes to provide more frequency to non-paying riders in the city core is just another way the city of Tucson bullies the rest of the region. And to do so under cover of this exercise during low use season is dishonest and underhanded. Why not do this survey when students and snowbirds are in town and can participate? Because Tucson is obviously not interested in what non-Tucsonans' have to say.

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

PLEASE consider accessibility for Blind and Deaf riders to/from the Arizona Schools for the Deaf and the Blind!

Yes try to get more drivers and keep trying to keep the homeless off the bus stops doing drugs and on the bus there's too many homeless and I think that's a cause of everything being so difficult but I'll buy these buses and I don't drive so I don't know how I'm gonna get to work and take care of business doctors if they're gone

18 and 16 should not become one route that would become hectic and pointless for that bud to north when 99% of its passengers are going south

i ride route 5 early in the morning and have seen mothers dropping off children at day care, students and workers using the route, and recent immigrants using it as well. it's a more pleasant route than grant rd., whose riders can be sketchy. i have not driven in 52 years and use the bus to transport myself and my bike to sabino canyon and gates pass. how many times have the decision-makers ridden these routes?

no

The map provided seems to indicate that Route 26 will discontinue serving the neighborhood on Drexel just North of Benson Hwy. I live on Belvedere Ave and would have to walk over 1 mile just to get to the nearest bus stop. I and many others in this neighborhood rely on this service to get to our jobs and school. I am vehemently against any proposed change to Route 26 as it would significantly disrupt my life.

N/A

Not that I could think of at this time.

Loosing bus route #5 would be a major burden on my family. We are dependant on its service and chose to purchase our home because of easy access to bus #5. Bus #5 is when I get to catch up with the random neighbor. Pushing us all to Grant or Speedway would be a huge loss of ridership guaranteed. Thank you for considering my comments.

No

Increase the number of running buses. In the Phoenix area, buses run every 15-30 minutes. Increasing the number of running buses would significantly reduce wait times. Covered/shaded bus stops with appropriate seating would also be good. I have been to too many bus stops that are uncovered and offer no seating. They were simply a pole in the ground that marked the bus stop. This is inconvenient for peoples with disabilities.

Why are you not having the 37 then do the line 3 lines and why are you not offering on demand

Many people rely on route 1 to get to work, school, and other important functions. And I'm sure the same can be said about other routes that the proposal would discontinue. Route 1 passes by several schools, including Salpointe and the University of Arizona. Route 3 also serves many schools and should not be cut.

Please, please keep route 5 and the other neighborhood routes. Maybe that means cutting back on some of the other proposed changes, but decreased wait times won't mean much of folks can't access a nearby bus stop in the first place.

Please keep the 5

I'm astonished that the #1 ended up on the chopping block. This route, which I use to get to and from work several times a week, is standing room only during the school year. It serves at least 5 schools which are directly on the route. If anything, service on the #1 needs to be more frequent both during weekdays and weekends, with extended hours. If the #1 is eliminated, my commute time is going to double or triple, with extended walks and transfers required. I'd probably start driving instead.

I would rather pay for a monthly pass in order to commute to work. The routes proposed for elimination with fares remaining free will become a huge issue for me as a daily user of transit.

I am a single mother who uses the bus to get my children to school & for me to get to work.

See above comment.

I am concerned about route 5 as it is convenient for me as a 75 year old female to get to doctor appointments on Pima from Sam Hughes neighborhood. I am not sure other routes are manageable for me to walk to them. It is not clear what alternative route would work.

I will likely stop riding Sun Tran if there is no more Route 5 on Pima St. I would rather pay per ride and continue to take this route than have Sun Tran be free and this route not exist.

Please don't discontinue the Glenn route, I use it to get to the University of Arizona

I just suggest leaving things the way they are and instead, and working WITH the union and not AGAINST.

When Route 15 changed to no longer go down Country Club and Eastland, I was greatly inconvenienced, especially since the route 17 remained infrequent. Do not do that to the other neighborhoods who depend on those out of the way routes.

Please increase the frequency of route 5!

Please, please do not discontinue any aspect of Route 5.

It is so much safer to ride Route 5 than route 4 on Speedway.

The kids at Catalina High School use route 5 to get home from school. Midtown needs route 5!

The biggest concern I have looking at the proposed changes is how are people supposed to get to UA from the west or east side? With current routes I have a couple of options. But now with the changes I really only have the option of using Route 9/39 and then transferring to route 15. It's great with Route 9/39, that there will be a bus every 15 min (though not that much better with current Route 9 which is every 20 min). But route 15 currently and with the proposed changes will continue to only operate every 30 minutes. As it is I currently end up waiting 10-20 minutes from one bus to the next. With the proposed changes that will continue to be an issue (because these two routes don't run in tangent with one another - often one is running a few minutes behind and/or the other is running a few minutes late). Please consider having route 15 run more frequently since it acts as a connector to other routes.

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

Midtown Tucson is a densely populated area. It seems the Glenn and Pima routes are highly utilized. I see just as many riders on these "neighborhood" routes as I do on major streets.

I can't see the fullness of buses on speedway every 15 minutes equaling the riders of Glenn and Pima every 30.

Please do not discontinue route 107X. I use it every weekday to get to my workplace and it is the only way to go from Oro Valley marketplace to downtown and back.

Would love to keep bus 3 and 19 and 34 running

Route 5) I take 5 days a week from Pima and Alvernon west bound this stop is detrimental to my livelihood please don't exclude route

I disagree with changing route 5! Please do not end the number 5 it will put me out of work and I won't be able to go to and from home! Please

Please don't discontinue 105X. It is the only bus that services the area where I live, and I rely on it to commute to and from work. Thanks.

You are eliminating the only lines I consistently use and not replacing with much that is useful. But I have the means to travel in whatever way I have to, I just like taking public transportation because I see it as a civic responsibility to reduce my carbon footprint and because it just makes sense. These changes will force me to make other choices. I do however understand that I am one of many so if these changes are required for the greater good, I support them and I'll just have to ride my bike more.

Keep route #5.

Changes could be made, some will lose out,... though, removing streets from service should not be the solution. Planning and creativity without major street discontinuation is the way to keep SunTran at the top of public service ratings. And adding additional for growth.

Thanks

Keep bus 9

No additional comments.

I would suggest adding wifi to the bus centers or to each bus individually.

Charge for this service clean up your illegals and drug addiction pumps clean up trash starting downtown that smells like a cesspool. Diablo mayor needs to go!!

I don't think there's enough coverage as there is. Especially in outlying areas. Plus the buses don't connect if you're on foot and not a sprinter. And I wish you would have enough bus benches. I would be willing to pay for bus passes again, but I really need the bus to work, shop, get to doctor's appointments, everything. Please don't cut back your services the way it sounds like you're planning to do!

Please do not take off 21 it's the bus for everything I do

See above, adding light rail between Tucson and Phoenix, it is time to move out of the past and build a progressive future for Tucson. I would like to see buses running until 1AM. I lived in Boston for a good period of my life and their systems runs after 12AM, to about 1AM between subways and buses combined.

I would have to say adjust all routes or keep the main city street buses running until midnight.

I would also like to see new buses roll out.

Add another line to serve Route 21. Maybe make a route 31 or something to service both Grande Ave and Barrio and Menlo Park Neighborhoods, and Pima College West and Greasewoods Rd. Have the two routes share the responsibility.

This would also provide jobs for new drivers.

You could also add a mid town bus, that's what Boston Does, it's called the Silver Line, it has something 3 routes that services areas that might be out of reach from the other lines and have crosstown service. I actually worked for the MBTA and rode the on their system daily. It is so much more efficient. This idea could serve as a good method to improve these route services as filler routes, very nice feature.

I know it is not a perfect world, but I am a business major and if it is fit for purpose then there is a way to sustain profitability.

The #1 bus is my direct route to work downtown. It's also convenient to get to campus when needed. Canceling this route limits availability for contributing to Tucson tax dollars - sports, arts, music, etc.

Sixteen and eighteen. I don't believe it, cause you're just putting 2 bad routes together. put the 8 back to going from south to east like it use to be.

Do not eliminate Route 3. There are many UofA & Tucson H.S. people that utilize that route.

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

Why take out all the express service to the northeast- the 109x of course is useless, there is no park-n-ride at Bear Canyon and the 9-5 job options have not been a thing since long before Covid- that Safeway closes at midnight. Why not replace the "reduced/discontinued" service to "better align with demand" with sun shuttle/dial-a-ride and neighborhood circulators to connect to fixed-route stops at reasonable locations- like Udall Park (somehow a Transit Station with no designated parking) and Sabino Canyon itself, including the large assisted living facility at River and various neighborhoods along the way, by extending the 37 to its prior route and the few miles beyond, even a loop to also serve Harrison/Camino Seco.

Great to end the split route on Broadway by extending the 9 up Kolb, but what about the 4 to improve service the length of Speedway. Use Wilmot to utilize the express on Golf Links the full course of the day in both directions to connect all the park-n-rides, and make those route options available to improve ridership and increase that demand. Make it hourly 24/7 to accommodate those medical/entertainment/service industries that operate between 12 and 6 am, the rest of the population will be better served if we can all get to/from each shift...

As a concern citizen I plead with you to not cancel routes 1, 3,5,15.

These are routes that effects different age population in the greater tucson area. For example,route one is beneficial in getting me to pima commuinty college on 29th street. Please also keep in mind route 3 is apart of the UofA bus line, these are students who uses sun tran on the daily to and from. Where as route 5 is known to have a decent size of seniors living in the area and doctor office between pima and wilmot. Please note these are people who are being effected by this proposal and may have to find other ways around town. This affect me directly because I personally use these routes to get to school and dr appointments myself. As a newer sun tran rider I recently just got comfortable with the layout of the routes I take. Please reconsider the decision on revoking these routes.

Thank you for your consideration.

Approximately 25 riders use this bus each day, back and forth to work & home. There is only 1 major bus that services Oro Valley. The current route is essential for downtown workers. Riders do not have the flexibility/time to transfer to different buses.

No

**DO NOT DISCONTINUE ROUTE 5!**

This route goes by a church with a very active social services program. Clientele will have to walk many block in the hot sun to reach.

Also, there is an adjacent professional plaza (dentists, counseling, medical, etc.). On Pima, many businesses and organizations, including an elementary and a high school, and Tucson Boy's Chorus hdqrs. Cut elsewhere, if you must!

Route 5 provides transport to the university for me. If it is discontinued I will have to purchase a parking pass for \$700

The reason there's low ridership is because the service is so inconvenient. I'm not going to walk half a mile in the sun to watch the #1 bus go by early when I'm half a block away. Then walk back home and wait an hour for the next bus that may or may not show-up. The answer isn't less service, it's more service. Maybe some of the money the car dealers, petroleum companies, and other companies who profit off the destruction of our planet give to the politicians can be used to fund the increases? :-D

I'm opposed to removing service routes anywhere, even if it speeds up busses elsewhere. That said, discontinuing the Glenn service on Route 1 specifically is going to change my entire world. I live off Glenn and both my work and my therapy are off Route 1. I work downtown, none of the nearby routes (9, 17, 34) can get me to work. That doesn't take into account the fact that there are multiple schools and doctor's offices along that route and that the route is extremely popular with this set of people. I strongly suggest not discontinuing that route - even if it means you drop service to once an hour.

Please don't do this we will looses or jobs and the kids will be late for school

Currently, there are two pickup times (4:52 AM & 6:22 AM) in Oro Valley.

Has Suntran considered dropping the 4:52 AM trip and keep one trip say 6:00 AM?

The 4:52 AM time is too early.

Route portions being discontinued need to have CROSSWALKS THAT STOP CARS to enable people that now have to walk etc a way to safely and efficiently get to their bus stop. Example is the discontinuation of 22 through the El Rio neighborhood. Getting to the stops on Speedway are currently dangerous so if people are forced to walk, it needs to be safe and not make them wait for a ton of traffic otherwise they miss their bus.

The changes to rte 21 reduce one of the direct ways for west-siders to get downtown. Do people really need to go all the way north and south on the west side?

The route that goes past the jail (rte 2) needs to have late night service every day, including the weekends.

Still no direct bus between downtown at the Ajo Corridor with all the government services (juvenile court, adult probation, health department, kino complex). The absence of this service continues to be disappointing.

I have committed to riding the bus more if it doesn't more than double my commute time. We'll see with this plan. For me personally, it's already created more transfers just to get out of the 2 mile radius of my house so doubtful.

Please leave the express routes. People's livelihoods depend on these routes.

No, but there should be a rail line from the new "uptown" development through tucson mall, Campbell, connect to the sunlink continue to Tucson International Airport.

Thank you.

Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.

Better timing  
Later times  
Clean buses

I have never driven (medical reasons), so am a life-long regular and frequent transit user. Been in Tucson since '76, and have seen a lot of changes, most of them great improvements, over the years. I do ride much less now (8-10x/wk??) than before as I'm retired. When looking for an apartment within Tucson I have always considered access to transit routes, as I know I that is and will be an essential part of my life, work and medical care.

1. I am a bit peeved by Express bus riders complaints. (May well've been more because it was the downtown meeting.) I'm not real impressed that a very few out-of-towners are whining they wouldn't be able to get their E buses to work in town. The very small number of E riders isn't making much difference as far as general ridership is concerned. They seem to be operating under the fallacious impression that only E bus riders are regular riders because they're coming to work. (Well, the rest of us work as well!) And of course the E trips are extremely costly. Operating those buses comes at a cost to City riders as there're then fewer funds available to operate local routes.

Again, I think it is very appropriate that the proposed changes focus on benefits and needs of City residents who use the bus to get to work, play, grocery, medical, etc. I commend SunTran for that.

2. I was very impressed by the idea voiced by one attendee about having something analogous to VanTran service for graveyard shift workers, so people can sign up in advance for service when they get off work. Of course there is no realistic demand for all routes to function at 2am--this is not Chicago--but there are regular bus riders out there who need to get home from work without paying a cab (or refusing a job because they have no way to come home from work).

3. I'm disturbed by the proposed plan's decreasing reliance on Transit Centers (TC). Before the Transit Centers were built there were ad hoc transfer point locations around town. Insofar as personal safety goes, they were not safe. As for ease of transferring--and a lot of riders have to transfer--the TCs have made life much simpler. Everybody goes to the same place, you don't have to worry that the bus you need doesn't stop there. And as for "dead time" concerns, when the buses don't pick up many riders heading into the TCs (duplicating routes for short distances), I can't imagine that matters in the big picture. Without the emphasis on TCs, a rider may well have to take 3 bus routes rather than 2 to reach a destination. Certainly a waste of a rider's time.

4. With more changes in routes and discussions of transferring, SunTran will need to put up many more substantial bus stops (benches with sun protection) at a lot more stops. Poles aren't adequate. Benches are especially critical.

5. I'm still concerned that the focus on major corridors will work to the disadvantage of older and disabled riders. (I walk fine now, but realize that's not always going to be the case. But I will continue to use public transit because that's how I get around.) Only some elderly/disabled people qualify medically for VanTran, so that's not an answer. I don't have a proposed solution--just mentioning this as an issue to keep in mind when proposing route changes.

(As far as notifying the public of the proposed changes, 1 driver on a #4 offered me a flyer about this the other day. When I asked if this was about the proposed route changes the driver said it was. Told her I was aware, thank you. But I didn't see that driver offer the flyer to any other passengers. Nor have I seen any other drivers handing out flyers. I know drivers have a lot on their plates, but ... Maybe SunTran could put another person on routes at high-volume ridership times to help pass out info.)

As to Route 21, I don't use that route often. But I would be much more likely to use the Menlo Park route than Silverbell/Greasewood.

See above.

Change your entire approach and perspective on how to do "mass transit the American way!"

I ride the #5 regularly to work at the UA and home. If it were discontinued my commute would increase by 15 - 30 minutes because I would have to walk farther to the bus stop/transfer. I understand the change but in the summer it's too hot to walk that much farther and also to wait at the stop so I would probably need to find a quicker/cooler way to go to work.

We need a 2:00 am pick-up shuttle for evening shift workers to sign up for that can take them home after work.

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

In general I am very pleased with the proposed changes.

I very much like that the changes--for the most part--are geared towards city dwellers and regular bus riders rather than the suburbs (express routes). Looking at the very small number of riders and (previously) the cost/passenger and subsidization rates of the E routes concerns me. The system should not be operating for the benefit of say 15 daily riders who use SunTran only to get to work, and to the detriment of elderly/disabled people who may not be able to use routes on major corridors. (The number of E bus users is so small it's difficult to imagine it making much of a dent environmentally. But yes, that is something to keep in mind--I suspect improving frequency and hours will have more of an impact environmentally.)

I'm a bit concerned about the emphasis on major corridors and the impact of that on elderly/disabled people being to get around town. While workers are a huge bus constituency, the elderly are as well. People don't stop moving simply because they're retired/disabled. And there are a lot who won't qualify for SunVan but still need extra help.

There's still no way to get to Oro Valley. I'm not talking about frequent rides, just being able to get there.

The airport bus routes should be included as higher frequency routes. Buses that service the airport should include luggage racks. Tucson Airport is super close to downtown and should be easily a key part of the transit system, but it takes 1.5-2 hours for the journey to downtown due to the winding routes and long wait times. The 25 bus gets crowded and it is very awkward to be on it with luggage.

The choice offered for the changes to the 21 route are not fair. Of course Pima Community College needs bus service, but not at the expense of an entire set of neighborhoods that are adapted to great transit service and downtown connections. Please consider keeping the current 21 route to downtown and making a new bus route to service PCCC and points west and south-- there could all connect on Speedway or St. Mary's, creating a wonderful accessible transit network on the Westside.

No

No

If you have some management influence for the Dial-A-Ride services, my opinion is that it should be put on the table, it needs service overhaul towards a better service for all involved. It mainly serves the disabled and those who have no ready access by wheelchair. No doubt it is a good program but it needs better management; because it deals with the taxi services. We customers have to deal with two agencies - Dial A Ride service and the taxis. And they don't really work together too well.

My son, client has been left behind after 8:00 pm on many occasions or that the taxis tried to take him to a strange address, and tried to drop him off after 8:00 pm. Presently Dial-A-Ride claim they do not schedule pick-ups after 8 pm but they are still picking up just certain people, which depicts some favor treatment of favorite certain clients.

We need help resolving this problem. We are not given the names of supervisors who manage this ride program.

Scary thing Dial-A-Ride is doing. Thank you for reading my input.

Keep the Express Buses the same.

I would like route 21 to remain the same

Do not rid of route 3 !!!!! ☹

More buses on the weekend

Yes should be on time

Need to market the value of riding public transit. There is a stigma about the bus because cars have been marketed so heavily for the past 70+ years.

There is a critical need for a bus stop at Seymour animal care center located on Silverbell at Sweetwater. They are currently members of the community who are unable to recover their lost pets in a timely manner due to an inability to get to the Animal Care facility on public transportation.

Strongly object to discontinuing route. 5.. living near CHS, I see large numbers of kids using that route. It would be a great disservice to t&em to eliminate this route

Keep route 5 on Pima St.

I ride the express bus to Raytheon/Airport. Anyway you can negotiate Raytheon to fund/subsidize the existing bus sun express bus routes?

We are willing to pay. This would be a great route to keep but charge.

I also think you guys need to go back to charge for service because I would feel a lot safer if we didn't have all these drug addicts. I have kids and I don't need them around them and a lot of the time these people are even smoking their drugs on the bus. Bus drivers are too busy dealing with all the other rides and homeless that they don't see them smoking. COVID is over it's time for you guys to start carrying for your drivers

Please continue services to and from Raytheon.

Maintaining schedules in neighborhoods is crucial to my education.



**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

Route 3 is essentially a school bus that takes kids to Rincon/University, U of A, Mansfeld Middle School, and Tucson High in addition to folks going downtown. Its elimination will be a terrible outcome that will increase traffic and/or increase walking distance for riders. 6th St is about to get a road diet resulting in less cars. This makes it ideal for transit, why remove this one...just to meet random goal of buses every mile instead of half mile.

Route 1 serves a lot of U of A kids and should be kept

I have a great respect for SunTran and it's employees. They have helped me regain my independence and stability in my life. I can't tell you how much public transportation has changed my life. I think that more lines and extended lines on the major thoroughfares is vital to the continued growth of Tucson, which is inevitable.

Start charging bus fare again!

Need security on the buses and transit centers and cameras with signs you are being recorded. This is for public safety.

Recently a crazy woman took my infants grandson pacifier out of his mouth when he was asleep and yelled at my 30 year old daughter and infant son you are going to hell.

When I took the bus a 2 years ago I stopped taking the bus due to drug being sold on the bus. The drug dealer dropped some of the drugs next to my foot I got up from my seat and hand to stand up because because I didn't feel safe. The next day he kept staring at me and giving me dirty looks that's when I decided I'll just drive my car to work.

more run times on major cross streets. More covered waiting areas. Rules that young people need to give up seats if there are elders standing will help reduce injuries.

I ride 105x to work every day. I'm disabled and it's my only way to get to work Downtown. The East side of town is already underserved with no buses going North of Ft Lowell on Swan, other than the ONE express bus in the morning and the ONE in the evening. No bused offered at all on the weekends is already a hardship.

I suggest that the Sun Link Route 700 have streetlight priority and that car access at the intersection of 2nd Street and Park Ave be limited to prevent delays for the streetcar during the U of A school year.

No

I really do hope that I'll still be alive and around to see the route 2 & 7 connection restored along with actual continuous East-West service of route 7 restored after they/if they ever complete construction (after they/if they ever BEGIN DEMOLITION !?!) of the new 22nd Street bridge at Campbell/Kino!!! Living just south of the railyard, but needing to go really anywhere North or east of here is an absolute nightmare!! Not suntran's fault I know, but the elimination of the in neighborhood direct "catchability" of a bus in conjunction with the unusability of the 22nd Street bridge has been kind of a transportational punch in the gut, and to the face, and in the head, and . . . well I'm sure you get it.

I ride the 3 bus daily to the East and West campuses of Pima CC. If you make changes to this route to not allow me to get to work, I will be forced to drive.

There are no changes to my route yet and I hope it stays that way.

I love that the buses have been free. Please keep that in effect.

N/A

See above re Route 7

angelicadiaz426@gmail.com

If there were a faster/more frequent connection to the airport that is the service I would be most likely to use. With only the single 30 minute frequency route, and having to wait for my connection at the downtown transit center with all my luggage I do not plan to use the bus as is. If there was a direct service from further north and/or a higher frequency from downtown I would try and use transit instead of driving.

Under this proposition, people taking Route 2 would have no direct access to either the Ronstadt Center or the Laos Center. I am also concerned about the safety of riders who end up standing alone at a bus stop on the street instead of being able to transfer at one of the Centers. People depend on Route 2 to get downtown, either for work or business. It would be unfair to the neighborhood to remove that service.

Stop giving the people from drivers with bad attitude, yelling, swearing off, never hands waving at deaf people--- will sue you.

Please keep Route 3.

Add a route to Tanque Verde. You've got a route all the way out to Marana and nothing to Tanque Verde?

Keep route 5

Increasing weekend frequency and hours is a MUST, especially on Saturdays! I am shocked that the city ends service so early for the 17 on Saturday nights, not to mention the 60 minute wait time between busses. For this reason, I've been staying home on weekends.

Terminating route 5 is bad news for me. Getting to the UA campus becomes significantly harder for me if I have to walk from north of Pima to Speedway in the summer heat (Grant does not go to UA campus). Walking to Country Club and waiting in the heat for a bus south to Speedway and then waiting at Speedway for another bus in the heat is not much better.

Would it be possible to consider #5 for commuting periods only? Running 7 to 10am and 3 to 6pm?

Route 4 could travel from the East side transit center traveling North on Houton then turning West on Speedway all the way to PCC West and then reversing route. This would bring service to the last part of speedway where new housing is being developed. There is a need for routes in that area past Harrison.

The new 401 proposal does take me where I want to go, but it would take quite a while to cover the distance. However, I do feel 107X while great in theory is quite limited in where it can be effective. I can generally ride my bicycle to cover the distance at about the same amount of time compared to Sun Shuttle (~ 1 hour from Tucson Mall to Oro Valley Hospital) If 401 can be tweaked to be a little faster, then it may be worthwhile.

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

Please do not eliminate 105X no other bus goes up there.

Route 5 is one of the major practice routes that we use to train students from the Arizona School for the Deaf and Blind. A couple of years ago, we lost the old route 22 which allowed our students to travel south of our school. With this proposed change of eliminating route 5, we would now be losing a direct bus that would travel east and to Pima West, where some of our students take classes. I understand that travelers could transfer from the 22 to the 4 going east, but given the limited time we have to train students, it would not allow us to teach the route to the UofA campus. We also have visually impaired staff who use the 5 to get to work and even purchased a home along the route so that they would have an accessible route to work every day.

Please keep route 5 active - it is a critical route for our neighborhood, especially for the many low-income families and elderly in our communities.

Route 5

Your goal is to serve under served communities. Because of SAAVI coming into the NH we have more blind folks living along this corridor. Also Catalina draw students from all over.

PCC Downtown and West, Arizona School for the Deaf and Blind, U of A, Banner UMC, Catalina High School, Salvation Army Hospital House. These are important links to services serving this community.

Discontinuing express and other major route bus service to downtown Tucson will increase VEHICLE POLLUTION, TRAFFIC CONGESTION AND PARKING ISSUES. Continue these routes even if increasing bus fare. This transit proposal is REGRESSIVE to Tucson growth and sustainability! The proposed network weekday frequency to increase NON-WHITE AND LOW-INCOME is discrimination very OFFENSIVE! The bus drivers feel unsafe with some riders that do not comply with safety, respect and cleanliness rules of rider rules. I believe the bus driver shortage is strongly a result of the free rider population. Drivers feel and are often unsafe.

Charging minor transit fees (with special reduced fares) makes more sense than cutting collector streets.

More frequently bus 9 and have it travel down Kolb rd all the way to Irvington.

Pave the Road Pantano that is South of 22nd St. Thru to Golflinks Rd

This Road whines around and has so many pot holes. The Road is busted up from Buses travel on it . Wear n tear.!!!

Quick Trip is on 22nd St & Pantano rd.

Tucson's own Major Service & Fare Change Policy, Disparate Impact, and Disproportionate Burden Policy states in the Definitions:

"Adverse Effects - The City of Tucson shall define and analyze adverse effects related to major changes in transit service. Adverse effects are measured by the change between the existing and proposed service levels that would be deemed significant. Changes in service that have an adverse effect and that may result in a disparate impact include reductions in service (elimination of route, short lining a route, rerouting an existing route, increase in headways). Elimination of a route will generally have a greater adverse impact than a change in headways. Additions to service may also result in disparate impacts, especially if they come at the expense of reductions in service on other routes."

You CANNOT justify eliminating routes that serve large areas of the city by increasing frequency of buses on other routes.

Finally, there does not appear to be an effective effort to encourage public participation in this process. I was fortunate to hear of the proposed elimination of routes in a newsletter from my council member. But the SunTrans webpage, as far as I can tell, has NO information on this proposal. There should be a large banner on every major SunTrans webpage announcing the proposal and inviting comment. In addition, several web searches failed to turn up any mention of this reduction in service. I do appreciate that you have scheduled a number of meetings and hearings for comments. However, I believe that not many people will be aware of them due to lack of outreach. Please delay your decision schedule and make a much more robust effort to get notice out to the public.

I am very worried about the negative impact on Catalina High School students that eliminating route 5 service would have. Catalina High School students are predominately low income (100% of students receive free lunch) so I worry that eliminating route 5 will add undue burdens to their educational day.

Please DO NOT eliminate Route 5 and other neighborhood routes (Routes 1 and 3). It does not make sense to eliminate or drastically reduce service to many residents simply to provide faster service to others.

I also note that on the slide labeled "Change in 60-Min Access - Tucson Spectrum," the map on the right uses a smaller scale than the map on the left. This effectively conceals the loss of route density incorporated in the proposal, by making the routes appear closer to each other in the proposed map. This is, frankly, appears rather manipulative. ALL side-by-side maps should use the same scale, for direct comparison.

Survey needs to be more accessible to the masses.

I feel that even though you have provided a video and information, that this is survey is not generally accessible to the masses. The website is tough to navigate. We need to expand service and get more cars off the road.

Westside bus riders are getting worse service in this proposed plan. We already struggle with the interstate bottlenecks and lack of bike infrastructure, and now we're going to get reduced service--by this I mean we have 30 min service and have to go the the RTC with the only exception being if we want to ride on Grant.

#5 is used by Catalina High Students, Section5 residents, elderly and immigrants who don't have cars.

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

Please do not cancel the express route. It already only comes once in the morning and evening (not even on the weekend). If anything add another bus in the morning that goes earlier and I believe more people would actually take it.

Weekend service to Summerhaven and the ski lift area

LEAVE ROUTE 5 INTACT. CATALINA HIGH accommodates the vast majority of its students from areas on the south, west, north and southeast sides. They are using the #5, or getting off at Swan , Alvernon, Country Club that I am aware of to catch the 5 to get to school. Catalina is in Palo Verde neighborhood...yet there are less than 20 students from PVNA attending Catalina. They go to Basis, Catalina Foothills, Tucson High, Rincon-University or Salpointe...so you SunTran are discounting the vast majority of non-English speaking students coming to Catalina that need the various classes to help them become proficient in English. Now you want to make their commute even more difficult?

A half mile, 15- 20 minute walk on streets without sidewalks in 110° heat is a lot to ask of our residents, especially for our senior citizens, those with young children, and those who are visually impaired, in wheelchairs, etc. So many residents in our area rely on the bus for getting to work, to school, to health care, to the store, to recreation. What about all the students at Catalina High School who depend on the bus for transportation to school? It is a huge disservice to our community to eliminate Bus Route 5 that is so well used by residents the length of Pima.

Do not eliminate service along 4th Avenue (route 23)!

I wish you would make the bus stops AT intersections. You now have them in the middle of the block, so I have to walk A LOT when transferring buses, and I am disabled.

I would like to see a very, very large investment for bus route and timing improvements. I think this would pay off because if it were very convenient to ride the bus, I believe many more people, including myself, would ride the bus instead of driving to our destinations. It seems very simple to me... improve the scheduling, increase the routes, frequency, etc. My sister is forced to ride the bus as she does not own a car. She tells me frequently about the wait times, the many times when she is making a connection from one bus to another, she will be walking across the street toward the second bus only to see it drive off just before she reaches it and then she is forced to wait 30 or more min for the next bus sometimes in very hot, cold, or rainy conditions. The long wait times and the fact that frequently the bus only takes her a mile or more from her destination - work, etc., makes riding the bus miserable for her. The reduced evening and weekend schedule is also horrible. Occasionally she would have to work late & there would be no bus service & she would be stuck trying to round up a ride from someone. Several times she told me she ended up sleeping at her work place. That situation makes me furious on her behalf. She is forced to ride the bus. Why would someone who is not in that situation choose to ride the bus instead of driving. It seems pretty obvious to me - more frequent service, more destinations = more people riding the bus and thus reducing pollution in our city as well as making life easier for senior citizens. It frustrates me that this is not obvious to the planners. It might cost a lot of money to implement this but it would be well worth it in the long run. I will also mention that I am an older person who would very much like to ride the bus if only it were more convenient. I shudder to think of the time when I might no longer be able to drive myself.

The 1-mile grid strategy feels like it will take much longer to walk to stops.

Keep 23 it is needed for Dr. Appt other needed things

I am unable to comment on any changes outside of the four routes our family presently use. We don't use the bus transit on a regular basis outside of these routes. We have occasional random routes for events otherwise.

We also frequently use the streetcar from UA to 4th Ave and Downtown, which is not included on this proposal.

Route 5 have it run later and more often

Do not eliminate Route 5, as it serves many people -- including university and college students.

I like a number of the ideas. I think discontinuing routes is a tough call. Also, bus passes are expensive when people are struggling with costs elsewhere, so please consider more waivers.

Bus 16 use to go to the Toronto center thru to the Laos transit center. I liked it like that back then and they should bring it back

I wish the new Route 9 could maintain 20-minute service during working hours to ease commuting between midtown and the university.

Please keep all the stops near Pantano & Wrightstown and/or Tanque Verde & Pio Decimo.

108X Broadway-Retain

Add a bus for airport transportation

I am very concerned about the changes to the #21 route. I have taken it to work for many years, and now it looks like it will no longer go to Ronstadt. This greatly affects my travel times and convenience. At this point I would have to transfer to get to downtown, and I do not think I will continue to take the bus if that's the case.

Don't discontinue 3, its a daily route for a lot of students and low-income workers.

I think that cutting the route 21 would cause people to be angry because people get out of the St Mary's hospital and if they don't have a ride they'll be stuck it's not fair to people being injured after the hospital

I can't drive and route 3 informed the purchase of my starter house and it would really complicate my life as a disabled man if the route is removed

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

Please consider the disabled people and children within communities who need access to transit. Please consider the heat that people must walk through to access transit. Please consider children who must ride (and share) the bus as the only mode of transportation to school.

Safety is high concern. Room/seat availability is next highest concern. Frequency and access points is third concern.

Also, if the better express-route busses were brought back, I would ride those routes. Don't get rid of the express routes!!! Good for workers.

No particular route here, tho' I encountered the problem transferring from 6 to 17 at 1st & Ft. Lowell: removing benches from shelters to thwart unhoused people from camping out is an outrage! How about involving TPD for better enforcement?

I have bad knees; waiting half an hour with no place to sit was excruciating. Increasing frequency & ease of transfer would relieve this to some extent, but WHY NOT A PLACE TO SIT?

DO NOT DISCONTINUE #19

MORE BUSES ON WEEKENDS, EVERY HOUR SUCKS! WE'RE THE ONLY CITY WITH LIMITED BUSES & TIMES. THAT'S SAD! STOP THE COSMETIC IN TUCSON MAYOR WE DON'T NEED IT! TOURISTS AREN'T RETURNING, PER TOURIST FROM DC, CA & CO. WE NEED MORE BUS DRIVERS & LATE BUSES AND MORE TIMES RATHER THAN EVERY HOUR!

I am glad to hear about the frequency changes. I hope this removes the issues of certain buses not showing up on time or not at all for hours.

Sad about the plan to terminate route 5 (Pima). It's quite a walk to Speedway and/or Grant especially in the summer. And the Grant route (9) does not go to UA campus without change, so if you are between Grant and Pima you are forced down to Speedway :-)

Combine the Northwest Express buses into one Express bus that goes downtown and to the U of A!

Have route 61 SunTran run later than 8pm and keep it free

Shuttle on the weekend. I work on weekend

The #5 route should be retained and a smaller bus used if necessary. No one in my neighborhood who rides the #5 would be in favor of eliminating it. I can't imagine this is not the sentiment of all of the residents that are on routes slated for elimination. Additionally, the argument that City just used to justify the reduction of parking space for ADUs was based on the fact that everyone was close to a bus route. If you eliminate routes, you are eliminating the reason the City is allowing less parking for them. This is a bait and switch by the City.

I used to ride the #11 to the airport until it got much longer. Now it is unreasonable to ask people going to TIA to spend an additional 15 minutes each way. It was bad enough that it had to stop at the Sears Call center. Hence, I never saw anyone who was flying out of TIA riding that bus. It is only serving the low income workers. Everyone else is driving to TIA to fly out. This should be a focus to have the flying public take the bus, but it has to be a direct route, not this meandering #11.

The bus is dangerous now for riders. I would see people who looked and acted like gang bangers get on as the #11 from the airport as it got further towards Reid Park and it got worse as it went more north. We have reports all the time that riders are being propositioned to buy drugs from other 'riders'. People are telling us riders are burning meth on the bus. The stops are a mess with trash, graffiti and drug paraphernalia and some of the 'riders' are down right scary. Many of the stops have no place to get out from the sun. I won't ride anymore because it got so unsafe. This needs to be remedied in order to entice more riders. You can think from your data that your new plan will bring more riders, but all you will get is a small increase if these related issues are not fixed. I am not in favor of free bus because it's a known fact people do not value something that is free. Fees should be a sliding scale based in income level, which can easily be proven. Paying a nominal fare is reasonable and will help offset the costs.

It is not fair or equitable to ask the general people taking this survey to decide routes for neighborhoods they do not live in or travel through (i.e. route 21 change, route #5, etc.). This information needs to come from the people riding in those areas. You should be doing pop ups on these routes. Otherwise you won't be receiving feedback from the true users. This isn't hard to do, but does take effort.

You could reach out to all of the registered neighborhood associations to ask that they put the survey in their newsletters. You could get on Next Door and advertise it. The City and PAG do not appear to be innovative in their approach to gathering information from the true stakeholders, especially the low income and those without computers and 'in the know' about the route changes. Unless you are on a City mailing list, it is very difficult to know these changes are even being considered.

You should put a QR code and a big notice at every bus stop to encourage feedback. Please do this before you make important decisions affecting all of the residents.

Please don't affect our daily life

I live at Swan/Sunset and work downtown. 105X is the only bus within a 4 mile distance of my home. I do not drive or own a vehicle and can not afford to Ride Share to and from work 5 days a week.

None

No comment

FREE, FREE, FREE  
is the best thing that may have ever happened to Tucson

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

Won't removing neighborhood pickups just force more people to have longer commutes, less flexibility for midday errands and cause greater bus crowding?

The number of passengers on the 105X has been fairly constant over the 15+ years I have been using it. Without doubt during the pandemic ridership decreased, but now the number of passengers is close to average.

I suggest very strongly that this line be maintained and could even be expanded back to ending at the Tohono Tada center (as it used to be up to 7/8 years ago), since there were passengers that worked in the foothills.

None

Please keep route 23, thank you.

-Concerned citizen

Route 1 should not be discontinued as it will create a gap along park between glenn and grant road.

I think the 10 minute intervals would help if the 1st bus was missed a quick 10 minute wait and then you can resume the trip. 30 minute waits can make the kids late to school

There is one, and only one scheduled bus that runs directly from Oro Valley to Downtown Tucson. Passengers on this route need to get to work in a timely manner and transferring to multiple buses is not practical or efficient.

No

I disagree with the discontinued service on Tanque Verde Road. That should be reinstated and extended to Houghton Road.

please provide more 18 buses. it's already so crowded.

Waste of time until you force the city to address the crime in this city.

Please reconsider eliminating the 105X bus route. Since the 105X bus route is the only one that travels from downtown, along U of A campus on Speedway and turns on Swan and travels all the way up to Sunrise, then turns and travels all the way over to Kolb. This area is completely underserved with exception of the 105X.

I work for City of Tucson and have been riding the 105X to and from work since 2015, with the exception of the time I worked from home during the pandemic. How would I get to work? Do you think that I have a car?

If you believe the 105X bus route is inefficient due to the limited number of stops or the limited number of runs, once in the morning and once in the afternoon, what is your alternative? Did you consider changing it to a regular bus instead of an Express? Please remember that the area would be 100% underserved if you eliminated 105X - that is inefficient. I've spoken with many neighbors and others who live or shop in the area who say they would ride it if there were more runs...when you stopped it from running 3x in the morning and 3x in the afternoon, you kicked a few people off - also most people don't even know about the bus at all- I've been living at the same address for 18 years and didn't know there was a 105X bus route until I started working for the City of Tucson Transportation Dept in 2015.

Please reconsider the elimination altogether as my livelihood depends on 105X bus route! (PS) there are 8-10 riders who ride it every day to and from work for City of Tucson and Pima County and 4-6 students who ride it to U of A several times per week, and another dozen who regularly ride it a few times per week.

Thank you for your consideration!

Keep buses free

Please do not change route one

Please don't eliminate the 34, it's a very popular route

Keep #5:route

I suggest you allow bus drivers to kick people off. Right now there are so many drugs not even the police do anything about it. They used to charge people money but ever since the busses were free mostly druggies and thugs ride them. I don't recommend anybody use Sun Tran!

Continuing to offer free bus service is a disaster!! I won't ride the bus at all anymore because of to many homeless and drug addicts. I do not feel safe and the buses are dirty and unsafe for regular customers. Pleas drop the free service and make the bus service safe again.

I would like to see a more frequent SunShuttle route to the shops at Cortaro just past I-10, in Marana. There's a Walmart out that way, a GameStop, a Kohl's, and other shops that I would very much like to visit, but the only SunShuttle route only goes out there early in the morning and later in the afternoon, and doesn't have any stops near me. I don't understand why this major area of shops is not better served by SunShuttle.

PLEASE make it easier to find the bus routes/schedules on the internet. PLEASE! I've looked and looked and I cannot find anything.

The wording about the change to the 107x/401 is vague and confusing. What do you mean the Rancho Vistoso and other deviations(?) are recommended to be discontinued? What would the stops then be in Oro Valley and Catalina? Until I know this, I can't know if I can take this route. Also, what is the 10-minute service on Oracle Road? Will we have to transfer, which in my experience always adds a lot of time and problems to a bus route? The TTC is not on Oracle Rd. The language is so unspecific that it is meaningless. How long will the transfer take? How much time will it add to my commute? I'm trying to take the bus--would prefer to take the bus over driving--but this route seems much worse for me than the 107x. I like the idea of increased frequency, but is the 401 really going to go down Oracle every 60 minutes?

Have law enforcement or aren't security on public transportation and at transfer stations. When these drug addicts/homeless individuals commit the crimes they can continue to commit they need to be arrested and prosecuted. That is the only way they will receive any counseling or medical help.

increase the frequency of sun shuttle route on Orange Grove road between Thornydale and La Cholla to hourly between 7 am and 5 pm

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

I take route 7 the most now for work. I work a government job Mon-Fri, 8-5 and I find it difficult to use the bus to do my grocery shopping on the weekends as it currently is. I approve of the plan to increase its frequency.

I vehemently object to the 105X bus being discontinued. This route is essential. This bus has served as a commuter bus for many workers that catch the bus at the first three stops and disembark downtown. These include staff from the City of Tucson and Pima County. There are no other alternatives. Approximately ten to fifteen workers will need to drive significant distances to park in grocery store parking lots in order to catch other buses which will then require transfers.

No more free transit services.

stay off residential areas.

110X - add another time in the morning and evening. Right now, there is only one scheduled route in the morning and evening. If the evening bus misses a stop( oh I don't know - the Alameda and Grossetta stop) which has happened more than I care to count, the riders have no other choice but to call an UBER, Lyft or taxi to get them back to the SE park and ride - VERRRRY FRUSTRATING!

Route 5 enables me to have a job, since I am unable to drive and do not make enough money to afford cabs or Ubers. If route 5 is discontinued, I will have no way to get to my job. The riders of Route 5 have important obligations that they must meet, just like the riders of any other line. Please consider how losing Route 5 would affect our lives.

The park and ride features need to be encouraged and expanded to decrease traffic in Tucson proper.

Fares need re-implemented, even if nominally. I no longer will ride because of the frequency of episodes on each bus. The drivers are unwilling or unable to control, so I have exited the bus and walked the remainder of my commute which feels infinitely safer than staying on the bus. Women traveling solo are targeted and goes largely unreported and rarely factors into decisions about Sun Tran.

fismarie@gmail.com

Consider reinstating fares, since cost was less of a concern than frequency in the survey.

Please keep the no fare policy. I am struggling to pay bills and make ends meet. To be able to just get on and off the bus is so helpful. It also helps because nobody asks me anymore for money for bus fare. I haven't had any trouble with any passengers since the free fare. In my opinion the drivers seem less stressed also.

Please DISCONTINUE the Free bus service!!! It encourages and allows undesirable passengers that ride to stay cool or warm, use drugs, litter, and often cause issues. Many are dirty and have body odor.

I am a low-income senior, and when I do ride the bus, I stand on the bus because the seats and floors are often contaminated from the undesirables.

Unfortunately, I no longer feel SAFE riding the bus and ride it only when it is absolutely essential. If the free fares are discontinued, low income riders and students would still have access to free or highly discounted passes. The difference would be that these folks would need to go through an ID check and some screening -- this would help to make the buses safer for everyone.

Nothing in the world is truly "free"! Those of us that pay taxes are footing the bill! Too many "unhoused" riders taking the rest of us for a "free ride"!

Please, please DISCONTINUE the FREE ridership. It causes many problems!

add bus pull outs everywhere on major roads to ease the flow of traffic.

Na

Most of the changes will not directly affect my use of SunTran.

101. I catch the bus at 6:20 am. Please do not change that time.

cpepple55@gmail.com

No

LOVE the free access for me and my family- especially my teenage daughter!

2 Pueblo Garden/ 26 Benson Highway/29 Valencia

The routes that lead from South to Northern take a long time. There are few routes serving the people who live near the schools around the Sunnyside School District and less frequency.

I love the 110x express and hope ridership doesn't drop off. I think there's great value in commute busses to downtown and would love to see more. I'd love to see a proactive suntran make agreements with the distribution centers and employers to create routes that work with schedules. I also think express busses are fine with one morning pick up bus but would benefit from two afternoon busses to go home on, one as scheduled now and one 45 min later for workers wh stay later. Though. I'm not sure if it'll be enough boost to justify the cost.

Anyways. 110x is awesome, thank you SunTran :)

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

The #1 route is used by me and all of my siblings to get to our various schools and jobs. We come from a very large family, so this route is important because not enough of us know how to drive to get where we need to go without it. Please do not discontinue this route!!

I ride the route #1 every day to and from school, and I have no other way of getting to school. I need this route to stay in school, because I cannot get to school without this route. By eliminating this route you are directly prohibiting me and others like me from learning.

I watched the video, but it was far too complex and tiny for me to be able to see anything specific. I just happen to be out of town for the entire month of August, so I can't attend any meetings until the next phase.

The 17 should just stay as the 17 when it takes over as the 61. I've noticed a 20-25 min transfer at the tahono and at the Flowing Wells/Wetmore 17/61 intersection. Time of transfers at transit stations and major intersections

Love public transit. I know several people in the 20s that would rather ride a bus than drive themselves.

Use the 1/2 mile check to connect routes so bikes don't HAVE to be used to get to one bus to another to shorter times of travel transfers

I believe you should add a route that stops at Sunrise and Kolb and proceeds down Kolb to Tanque Verde Rd and then runs up and down Wilmot/Kolb. There is currently only one bus line that accesses the Foothills and it is counterintuitive to anyone who is travelling to the East Side.

would prefer a route along Houghton rd. to Rita Ranch

Cutting neighborhood routes particularly impacts members of our community living with disabilities and living without vehicles. It may not be possible for these people to walk several blocks to a different route on a larger street if the smaller neighborhood routes are combined. Walking several blocks (or taking a wheelchair) can add a half hour or more onto a trip, which can be challenging for people trying to make it to work or appointments on time. The summer heat can also make walking even short distances dangerous, especially for folks with existing health conditions (which may be why they have to take public transit in the first place).

Please reconsider removing some the midtown, "neighborhood" routes. With temperatures ever increasing and car accidents to pedestrians and cyclists ever increasing, having to walk further to get to a different route is a heavy burden for bus-riders.

Route 11: please don't remove the airport stop as I use it a lot

Route 1: it stopped right in front of my house, so it'll make it harder to go downtown from Glenn/Dodge

We still need BRT and Light rail y'all, we haven't forgotten

#8, 18 and 3 are packed during certain times of the day, which prevents riders from taking them at that time or having to go out of the way to take another route home. I understand we all want to get home after a long day, but at least allow for more buses at certain times if possible.

I ride the # 5 Pima bus to and from work multiple times per week. It is a very convenient bus route. If this route is discontinued, I would have to walk to Speedway (#4) extending my commute time by an additional 15 minutes per trip. At that point the bus becomes much less convenient and I will most likely stop using that service and find alternative means of transportation.

I use the #1 Glenn St route to travel to and from downtown Tucson. When I ride (from the Glenn/Swan stop), I notice that a good portion of other riders are also taking this route all the way to Ronstadt. Eliminating the #1 makes downtown travel more difficult and time consuming for those in this area.

I ride the number 5 bus everyday to get to my job at Pima College West Campus and to go to University of Arizona during the school year. Cutting this route would negatively affect me and my entire routine. I want this route to stay in service.

No

For me personally, higher frequency weekend service on Grant Road (Route 9) and on Swan Road (Route 31) might allow me to use transit for more weekend trips (mostly grocery shopping). Currently, I commute to and from my office downtown almost always on the bus (Route 8, specifically), but I almost always use my car on the weekend to buy groceries and other items because 30 minute (or longer) frequency on the routes that I would use simply requires too much time.

Again, please do not take away Route 5. Too many people in my neighborhood rely on that bus.

Ending service at 10 on weekends still makes it hard to use transit to get a drink and encourages impaired driving! I'll have to ride my bike instead, which feels very unsafe. Also, please improve airport service.

could service on neighborhood routes (ie, 1 and 5) be reduced to the commuter hours with the most frequent use instead of discontinued altogether?

Do not change the Sun Express Routes from how they already exist.

Im ok but I would like for Sun Tram to begin to charge for rides and and maintain the buses clean and drivers exercise the rules of public transportation not allow intoxicated, unclean and drop off unruly riders.

The headway on Route 401 needs to be improved to 30 minutes. The one hour headway currently in use discourages potential ridership and it will eventually kill the route.

It's tough to consider if it better to cut service, or if routes are under-used because the bus does not run as frequently.

The proposal sounds great so far the extended weekend service will be awesome for us riders to get errands done in a timely manner not sitting in the heat for a hour for the next bus groceries are melting

Tucson needs a comprehensive transit plan that makes sense. A component of the plan needs to be independent of regular traffic, for example transit on dedicated lines. If I could go across the city without dealing with traffic, I would definitely use transit even though I own a car. As it is, what's the point? Even our tram is sitting in traffic, just like everyone else, instead of moving on it's own, traffic-independent line.

Removing the part of #3 that goes up Escalante Rd and Stella east of Pantano has now trapped me in my house with no access to your buses! As a disabled person I am very angry about this. I am not disabled enough to qualify for SunVan rides, but too disabled to walk to where you have bus routes. Shame on you for putting profit over support for the disabled!

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

I understand that some of the routes along collector streets had to be discontinued, but I think an exception should be made for route 3. 6th/5th street is an important corridor despite not being a major arterial. It currently passes the university, 4th avenue, and El Con. I use it a lot and it generally seems pretty busy.

Re: the two options for Route 21 -- I think 21A provides access to more and more important locations (several important social services are located off of Bonita Avenue, for instance, and 21A would also make getting downtown easier) but there will probably be more continuous usage of 21B since it goes to PCC. I won't give my opinion because the new Route 21 does not service me.

Creo que que es necesario que algunas rutas de exprés tengan más horarios de servicio. Porque hay pasaje que si lo necesitan para llegar a su destino.

Route 1 and maybe 34. There should be a route that goes directly from Grant and Swan, or best yet 29th and Swan to Camp Lowell and Swan. I live on Grant near Swan and in order to get to Camp Lowell and Swan, which is only one mile, I have to take two buses. It makes no sense to take the Route 1 halfway to the destination and then have to transfer to 34 the other half of the way! Even more annoying, not arriving on time to catch the next bus so you have to wait a whole 30 minutes to catch the very next bus, or just walk, which I'm less able to do (walking from Glenn and Swan north to Camp Lowell or south to Grant! Passengers should be able to ride directly from Grant to Camp Lowell on Swan or double routes 1 and 34. Would reduce wait times and no one has to be out waiting or walking in the heat and monsoon storms!

I use the 5 and 1 to connect with the 11 for airport commuting. This will be ruined as well. The 4, 8 and 9 are filled with derelict & lowlife people that will be a major turn-off for normal work/school Suntran commuters.

I guarantee ridership will drop--and people will drive more often--to avoid using those less desirable routes.

I am glad that you are considering eventually extending a route up and down Houghton going further south. A new route will also allow families to access Sacrist MS and the Walmart and Rita Ranch area.

Get rid of the Sunday schedule.

Move the current Saturday schedule to Sunday & Holidays. Make the other schedule Monday - Saturday.

No comment on the proposal other than to say thank you!!

Bus stops are in dire straits of cleaning the areas and removing the drug dealers and the sleepers from the benches which I cant use since the stops have been taken over by the homeless.

We can't have it all, on balance I think that it'll be a net positive for the system. I just wish we could keep the half-mile routes as well. With temperatures only getting hotter, walking up to a half mile rather than a quarter is kind of a downer.

Again, ALL Express should remain, as it stands it only has one pick up and drop off time, yet serves so many in the community. If the Express routes are removed, MORE POPULATION! MORE CO2, MORE CONGESTION AND LIKELY MORE DEATHS DUE TO ACCIDENTS.

First of all, thank you and all your team for all your hard work. I assume a reorganization of this scale must be an absolute nightmare to coordinate, and I applaud the effort that went into this. I realize you'll never be able to make everyone happy, and I do have one more complaint to throw on the pile. Sorry!

I oppose the discontinuation of Route 103X. I take this route most weekdays between my residence at Prince and Campbell and my work at PCC Downtown Campus (Stone and Speedway). If this route were to be discontinued, it looks like my best alternative would be the 15 to Campbell and Speedway and the 4 to Stone and Speedway. I've had to do this a few times when the 103X was having issues, and the wait at Campbell and Speedway was long enough that I would seek an alternative means of transportation if this were my only option every day. As the plan does not propose an increase in frequency for either the 15 or the 4, this issue would persist, and I would likely end up not using Sun Tran at all.

The reasoning given for discontinuation of the 103X is as follows: "Route 103X is recommended to be discontinued due to overlap with other more frequent routes (8, 15, and the New 62) and low ridership." (I think 4 is meant instead of 8 here - the 8 runs on Broadway while the 4 runs on Speedway).

Low ridership is hard to argue with (7 boardings/trip) when compared with non-express routes, but it seems to be roughly on par with, or more than, the express routes which either have no proposed changes or are being expanded: 101X (12 boardings/trip), 107X (5.5 boardings/trip), 109X (7 boardings/trip), 110X (5.75 boardings/trip), 201X (7.5 boardings/trip), and 204X (6.33 boardings/trip, though, to be fair, this one is essentially combining a few other discontinued routes).

As I explained above, I personally consider the 15 and 4 to be a poor substitute for my purposes. However, I don't think the proposed alternatives are convenient for most of the other 103X riders either. A vast majority of the other riders I see on this route are going between the U of A and, presumably, their residences somewhere up north. While a combination of the 62 and the 15 would essentially follow the same route, this introduces a transfer at Tohono T'adai Transit Center. This goes against two of the stated goals of the plan: "Combining or extending routes to reduce transferring and provide direct rides to major destinations," and "Reducing transfers at transit centers and increasing on-street transfers; shortens travel times and allows for more frequent service."

Thank you for reading and thanks again for all your hard work. I hope you will take my arguments into consideration. Have a great day!

Overall you do a great service to our community

Route 5. See above. Do not cut this route.



**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

I'm a 20 year veteran and need to get to and from the SAVAHCS many times per week. Is there a more direct way of getting there without stopping every 150 feet because someone is too lazy to walk to the next stop? Do I really have to go downtown first? Thank you for the kneeling bus.

d. 25 Airport should do better than 30-minute frequency, with a split extension to UofA. This route has the potential to become a ridership magnet but right now the 30-min frequency is unconvincing for airport users and painful for airport employees. Tucson needs better airport connections. It's a low-hanging fruit to boost ridership and a basic public service that needs to be improved.

Monday to Friday we have the best routes and I do lots of traveling on many different routes. It is the weekend that keeps this handicapped rider at home.

Add more service access in the Houghton/Valencia area.

I ride the 105 in to downtown to work everyday. Elimination of this is ridiculous. We have lots of downtown workers taking it plus U of A and Pima college students. Without this we'll be forced to drive in or find a place to park to catch the 108 bus. Keep the 105!!!!

Discontinuing Route 5 will massively impact people who live in the midtown area, specifically in the Palo Verde and Blenheim Elm neighborhoods. There are regular riders who specifically use that route to go to work at the University and PCC every day, which reduces car traffic on the roads. While I doubt this will make a difference to your proposed changes, you will lose a lot of regular bus riders who will have no way to get to their destinations without walking much longer just to get to another bus route.

105X is the main reason why I am able to ride public transit.

Keep the 104X, as it is a great way to get downtown from Marana. If it was eliminated I would have to start driving again.

While I understand the limited budget, the 102x, 203x and 107x are the really the only options for us up in Oro Valley. The 102x is always full on the way in and back and was already complicated enough due to the lack of other options resulting in 12 hour days due to the lack of other transportation options and only having the one ride there and back. This aspect should also be taken into consideration as it would show low rider frequency due to only having two rides offered a day. Getting rid of these routes not only cuts off access to work but also to the university for some students so it would benefit a good deal of people if you offered at least one route for us to use during the week rather than taking away all of our options. I know for myself it was my only option for months to see my mom in the hospital as I had no other way to get in other than paying for Ubers which I could not afford. So while I understand difficult decisions have to be made, you may be cutting off some individuals' only way to be able to get to work or access to the university/hospital.

N/A

I think the bus should come earlier than every 30 minutes it should be sooner than 30 minutes because people have to wait too long for the bus to come I think it is too long the bus would be better if it came sooner than 30 minutes

Keep Route 3.

N/A

Please reconsider eliminating 105x bus route. Or extend one of the other buses to go up to Swan & Sunrise!

Thanks for the chance to provide input.

As for other suggestions, I wish there could be some difference in arrival re: busses that stop at the same intersections, giving more time for passengers to cross the street in time to catch their next connecting bus.

And wherever busses let off passengers, there needs to be crosswalks very near/ Many passengers are disabled enough to need walkers; canes; +/- or wheelchairs (some electric some not) making it very hard to cross over in reasonable time, when catching another bus, before the other bus leaves them waiting out in the elements for anywhere of 30mins to 40mins extra, depending on traffic.

These two suggestions alone would bring more drivers to seriously recognize the advantage of taking bus transportation. I'd be amazed yet delighted if those reviewing these surveys would begin to take them/us seriously to actually be willing to actually invest \$\$ in us/ who already ride consistently. Speaking from experience.

Don't eliminate 105x. We have a lot of regular riders that would not have another method of transportation. Ridership will increase once schools are back in session.

The 17 is not reliable during rush hour and I know it's a very long route but could we increase that line to be more often to mitigate that? I have been stranded at least 3 times in the past year along that line. I take it the second most often (after the 6) and use it during rush hour to get to my after work activities where I have little room for delays. I'm typically running into the issue with the NB direction. SB begins only a few stops from my house so I cannot recall having an issue with that direction and where I pick it up.

Instead of removing the routes proposed, how about ONLY adding new routes so the transit system is still accessible to those who need it and rely on it. Major changes like this can literally make or break my transportation options to my job and my doctor's office. I can't get to work, I can't get to my doctor, how am I supposed to live in the affordable home I have?

Please consider keeping more of the express routes.

I wish Suntran would have more service to the Target Fulfillment Center area on Rita Road.

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

I like having route 4 go down/up Kolb north of Speedway.  
I am happy that route 17 did not get messed up. I ride all the way from Houghton and Broadway to Prince at Mountain for lunch sometimes. :-)  
I like fixing Wilmot route and losing the transfers.  
I like 22nd route going straight.  
I've ridden 8 to Ronstat and 18 to the VA Hospital several times.  
I don't like that Alvernon (11) does not go to the airport. I have used the route a few times, but I see I can still get there going downtown.  
All things considered, I offer kudos again.

I use the #1 Glenn St route to travel to and from downtown Tucson. When I ride (from the Glenn/Swan stop), I notice that a good portion of other riders are also taking this route all the way to Ronstadt. Eliminating the #1 makes downtown travel more difficult and time consuming for those in this area.

I'm disappointed in the discontinuance of most of the express routes. I think most express riders would be willing to pay a monthly fee to retain service. Has this option been considered? Has combining Route 102X and 104X been considered?

I know people who no longer ride 104X because it was reduced to one trip each way per day. Increasing options may increase ridership.

When I started riding the 104X about 15 years ago, there were three times each day both morning and evening, with the middle time often nearly full. Do you have any sense for why ridership has decreased so much on this route?

If this plan goes into effect, what would the travel time be from Ina/Silverbell to Downtown Ronstadt Station? Based on route 16, it seems like it would be over an hour, which is more than twice the current travel time for 104X. That's a hit to my overall commute time that will be hard to swallow.

For routes that mirror the express routes or would be the likely alternative routes for displaced express riders, have you considered making every other trip a reduced stop trip during normal commute times of the day?

In order to provide these extra services there are routes that will be eliminated that people will have to make changes to get to their destinations.

Extremely unfair to end all Express routes for workers to get Downtown to work. The result is a hardship to get to work unless using a car with 1 occupant & gas prices so high and expensive parking prices Downtown. If truly low ridership is truly the reason for discontinuation of the bus how about a compromise with using the Vans.

I am very happy to see the proposed change to route 21 which discontinues the portion that goes on the residential street in front of my house. I know a few of my neighbors will also be delighted as it has been a concern of ours for many years. This change can't come soon enough. Thank you.

Only that Route 700 (Sun Link) should be expanded, versus not having any alignment or frequency changes.

I love riding the bus, however when they do not show and we are left scrambling for a way to get to or from work, it is very upsetting and no one at Suntran seems to care.

I ride the 107X from downtown every afternoon. I like it very much as it provides a quiet ride home. I very strongly disagree with discontinuing this route. Perhaps shuttles could be used to still provide service along this route. Perhaps the 107X could be combined with another express route that services the same basic area.

While the proposed changes say nothing about reinstating fares to ride Sun Tran, I just want to say that it is time to start charging fares to ride Sun Tran. You simply can't operate all the buses without having some sort of fare revenue coming in.

Increased frequency is incredibly important

IT IS A RARE TRANSIT TRIP THAT BOTH ORIGINATES AND TERMINATES ON A CORRIDOR.

Most trips start and end at a residence. Making transit more remote from residences will likely result in decreased ridership.

I've been taking 107x for over 10 years Mon-Fri, 5 days a week. First from Oro Valley and the last two years from Oracle/Ina to downtown. Due to the 107x timing change, I now take the 102x in the morning and the 107x in the evening. I've always walked to the bus stops which are about 1 mile away. Eliminating both these routes and providing alternatives (204x or 401) are not practical to me. the 204x pickup is about the same distance to downtown, so I might as well drive daily. I think the 401x requires a transfer to a non-express bus, so not convenient for use.

The City and County need a Sun Tran (or at least a Sun Shuttle) route that services the River Road corridor from Stone Ave and River (or the Tohono'Odham Transit Center) to the 11 Alvernon Way end of the line at Dodge and Alvernon. Many retirees and working people live in housing along this needed route and there are many businesses that would be served as well. A 1.2 mile walk or, as in the case of my family members who do volunteer work, a bike ride) from Dodge and Alvernon to the Jewish Community Center at 3800 E River Road is unacceptable in the summer heat.  
Additionally, a regular non-express bus route that extends service on Silverbell from Goret Rd to Silverbell and Twin Peaks would be great. The Sun Shuttle service in the Marana area doesn't work very well - too long to wait for service.

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

I am sad that 1) is being removed since it is right next to my house, but I think that is a reasonable tradeoff for more frequent service on all of the other lines.

Discontinuing Pima and Glenn routes greatly affects those small neighborhoods that require travel to schools and major shopping centers.

Considering the two routes listed above (routes 4 and 5), the plan directly impacts what I am able to do. The elimination of the part of route 4 (golf links) may be OK because I found route 39 will go past the same direction. This route is for work and church.

Please don't reduce headways on the 8 from 12 to 15 minutes! The 8 is a big route and this is the opposite of your stated goals!

Tucson is a growing metropolitan area. Growing by leaps and bounds of late and it seem ridiculous to cut service especially to neighborhoods (such as route 5) where the route runs by schools and large apartment and condo complexes, the UA and downtown. It would be really nice if those making the decisions had the fortitude to actually take just one week in a hot July or August and just force themselves to rely on public transportation for a 5 day work week to get the full experience. This isn't about service as much as a cost-saving measure. In typical Tucson fashion, instead of adding buses and increasing service for a growing community as a whole, the advisory is going it on the cheap and trying to cut corners and service in order to put busses on the major routes. Frankly, I'd rather have you start charging fares again if it will keep routes in place.

I enjoy how late the Sun Link routes run on the weekends. I love to ride it home instead of walking.

No comments.

All comments are in the previous box!

Please find a way to continue the free service on all of the routes.

Please increase the frequency and late night service for route 5.

Do not remove the 3 bus... it is vital!!!!

I would love it if there were better choices for getting to the airport and back - faster with fewer stops.

If Sun Tran would have listened to riders, some of these changes could be prevented.

CHARGE RIDERS! Express bus routes especially!!! But instead, let's get rid of them. Seriously?

Route 1 currently comes closest to my house, but I see it is slated for discontinuation. Accessing an alternate route will add approximately 10 minutes of walking and/or waiting for a transfer to get to my destination.

None

Route 15 - would like to see more frequent services (every 20 minutes on weekdays, 30 on weekends?) especially given the many businesses between Grant and Ft. Lowell on Campbell and access to the University of Arizona

All major routes, especially ones servings the downtown area should run until at least 1am on Friday & Saturday nights.

KEEP THE BUS FARE AT NO COST

When you took away the extra bus on Broadway this created bad connections

My route to work: Park and ride Oracle/Ina > 16 > TTTC > 34 or 15 > Campbell/Ft Lowell. I will be affected by proposed 62 and 31 but unless they sync poorly service will not change. When I got out of work late (after 6) I would wait very long for 16N so probably this will be an improvement. But I'm just one person and who knows how long this job/housing will last, though!

Route 450 should run more often or propose a route for Harrison Rd. And Houghton Rd.

Please do not eliminate the 104X Express route. I have ridden it for years to get downtown for my job.

I would like to see the #3 every 20 minutes instead of 30.

Opposed changes to neighborhood routes

I'm disappointed that the Streetcar is still only running until 22:30 on weekdays and 18:00 on Sunday. This eliminates many evening concerts or events that people would otherwise be able to use the streetcar for. Concerts at the Rialto, for example, often don't start until 21:00 meaning a 22:30 last call streetcar might be too early on the weekdays. People don't only stay late downtown on the weekends.

Getting rid of the 34 AND the 1? Why not just say you aren't servicing this neighborhood anymore? Lots of people do not have cars in this area, including myself. The comment is put near my home. I take the 34 every weekday to work and use the 1 on the weekends. I work near 22nd and Craycroft so the 34 is perfect. Taking the 1, then the 7 is time consuming and they do not always meet within a decent time frame. The 1 takes me downtown or to Campbell where I can shop, or to Fry's on Swan, where I also shop. Two major shopping locations surround this area that I'm sure service more than just me and my family. That 34 is packed in the mornings. My daughter also goes to UHS and they don't have school bus service because she's "on the SunTan route". Now she has to walk all the way to Ft Lowell in the dark in the mornings or at night after volleyball practice? It may not be dark now, but in the winter it will be.

Express 107x frequency is not conducive to ridership since a person like me would have to depart Oro Valley at ~7am and would return 11 hours later. Pre-pandemic frequencies were okay and you could get back to OV approximately 9-10 hours after departure.

No wonder why the Express 102x has been canceled, who in their right mind would chose this travel. For me, one who enjoys bus commute, the cutting of service in 2020 was the death of the SunTran Express route and now the final nail is in the coffin.

There is very little service north to Catalina and virtually no other service available for getting into Tucson for needed appointments.

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

You need to provide for neighborhood services.

I would love the #4 to be every 15 minutes east of Kolb. Missing the bus and having to wait 30 minutes or walk 10 minutes in the heat is not great.

Also, please do something about the problem with drugs being on the busses. Addicts get on the bus just to ride and fall asleep, some even smoke drugs in the bus.

Daily cleaning and disinfecting of the busses (seats, rails, floors) would also be really good because they are always filthy. It's pretty gross and the drivers really don't care if people with offensive body odors ride, the bus retains the smells.

11 17 3

I guess if other people get better service, I'm willing to go without.

Non service animals should not be allowed. Handicap riders should have to use sun van, they take up too many seats and take alot of time to load unload. Music should be played to cover up inappropriate conversations.

I'm disappointed to see the service along 5th/6th Street (Route 3) so drastically reduced and aligned only with student riders. I understand why bell schedules factor in, but it seems to be going too far in that direction without a replacement for other riders who use that route.

No

It appears that express 203X will be discontinued entirely. This route already has reduced frequency compared with 204X. Moving all riders to 204X will mean more car travel for the 203X riders, and these riders may elect to discontinue bus travel entirely. I personally combine bike use and the 203X to eliminate personal motor use. I have not seen how 204X might change to accommodate 203X riders, so my opinion might change if I see something or anything favorable to 203X riders. Also, from my observation, in recent months I have routinely seen more riders on the first AM/PM 203X rides than on the concurrent 204X rides.

I used to ride bus number 18 but stopped riding it because it would get so crowded, especially with bus riders going to or leaving the VA hospital. Provide more routes, or even a direct route to the VA hospital.

Please consider keeping Route 3 for the reasons given above.

With the discontinuation of route 5, and the rerouting of route 21, how do people that live off of Speedway on the west side get to downtown, or the UA campus?

All of the maps that I see completely ignore these people. Neither route 9, 39, or 4 come anywhere close to providing service for these people. People who live west of i10 near speedway would have to walk to Stone to catch the 4, or up to Grant and catch a bus that goes nowhere near Pima Downtown Campus, Downtown RTC, or the University of AZ campus. Ridiculous to disenfranchise the people of the Barrios. If anything the hours should be extended.

Do not remove Route 19

The proposed reduction of service is perceived to be a reactionary response to the \$7 million shortfall in revenue caused by the No-Fare system. Another response is to bring back ridership fares and increase services.

This is a very bad look for City of Tucson Mayor & Council. I understand Suntran's hands are tied here and are trying to break even on their budget.

Oppose the discontinue of express routes especially servicing downtown tucson businesses 102X, 103X, 104X, 105X, 107X, 108X and 203X. There is limited parking available for downtown workers. Discontinuing these routes will drastically increase vehicle caused air pollution! Start charging bus fares again to keep bus routes available.

102x has seen a major uptick in usage since I started riding in 2021. What other bus routes will take those of us living in the northwest side of town downtown to work by 7:30AM?

There is only one route I can take to work on the bus. There is only one express bus that can pick me up to go to work and to drop me off at home after work. If this route is discontinued, I have no way of getting to work because I do not have a car. Please do not eliminate any express routes. That's how many individuals get to work.

If you get rid of these services it will reflect badly on an already look down upon bus system.

Instead of canceling 105X, please replace it with a shuttle from the Swan/Sunrise and Kolb/Sunrise areas to Udall. That way people from there are still able to ride the bus, and can connect to bigger routes from there.

Discontinuing 103X from UA campus is sad. I take that from UA campus directly to Oracle/Ina quite often. My commute sometimes.

I worry that focusing on the one mile blocks and major roads will make people walk along and cross dangerously fast roads. Pedestrian safety needs to be taken into account in future projects. I dont care if pedestrian safety hurts vehicle level of service, we are human beings and deserve to live. Our current 6/7 arterials like Broadway, Speedway, 22nd, and soon all of Grant are not safe and are likely to kill pedestrians.

It kind of sucks that the 3 is being discontinued except at school bell times because the 4 - Speedway bus stop is full of people using drugs at all hours of the day (especially westbound) and the 3 - 6th was a safe alternative. I never knew what meth smelled like until I was waiting for the bus at Speedway/Swan and now I do!

I like the changes. But can we get a bus or shuttle to the casino in sahurita on the weekends?

The map I was sent shows that most of tucson will now be inaccessible via bus. Anyone who uses the bus and lives north, south, east or west, of the main parts of town will now be forced to find alternative routes. Young school children will be confused and lost due to new routes. This poses a higher risk for child abduction. It is a direct threat to the safety of the children in our community. As for me, an adult who uses sun Tran, all of the routes near my apartment are going to be discontinued, and I will no longer be able to use the service. The map claims to have better coverage of the city but in reality the map proposes to significantly reduce coverage. You will lose lots of money from the people that will be unable to access any bus routes. And all of the bus stops that will need to be torn down will cost lots of money as well. This is a horrible proposal and it's detrimental to the community of Tucson. Anyone advocating for these changes should be ashamed.

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

Currently, it seems as if Route #5 along Pima is being discontinued on the proposed changes. This is an important route for people needing to access the University of Arizona from the Udall Transit Center since it provides direct access without any transfers. With these changes, it would mean that a regularly 30-minute commute may be upwards of an hour or more, which may not always be feasible for morning classes.

I don't have a computer so I didn't read that plan mentioned above.

All I can say is that I wish I can use the number 15 route but is so badly infrequent that I don't use it.

Start all routes 30 minutes to 1 hour earlier Monday through Friday, when most people are heading to day jobs. My routes are pretty minor, bus 34 and bus 3, so I doubt my buses alone would get earlier service. That's why I suggested all bus routes.

Route 34 should have half hours on weekends.

Make a map where the changes are evident.

It would be great to combine expanded routes and greater frequency with more bus stops that are accessible via sidewalks and safer in terms of separation from traffic.

n/a

Equity has to be at the forefront of any decision made. Who is being impacted? Are these already communities that are historically underserved? Also, thinking ahead, how can route changes be made to connect underserved communities to future developments (ensuring future equitable access to job opportunities, food security, etc.)?

The free transit has only compounded ridership problems; Violence against drivers and passengers.

I would rather be a lion tamer than a driver at this point.

Using transportation as a political tool, with idiotic assumptions like the school systems or the University taking over paying the annual costs is an idiot's dream, as educated people getting on these vehicles with the current ridership is counterintuitive to the education these institutions are supposed to impart.

Although you are discontinuing my "go to" route, the #1, and discontinuing other routes I often use such as the 3 and 5, all of the alternatives seem reasonable. The plan is well thought out and balances the overall needs of the city. Thank you for putting the time and effort into making a more robust transit service for all.

Route 421: more local bus stops in Rancho Sahuarita.

Discontinuation of routes 102x and 104x.

I discontinued riding the 102x when the 104x was implemented.

I discontinued riding the 104x when the only pick-up downtown was scheduled at 4:38 pm. I work downtown from 8am until 5pm and I was not able to adjust my work hours just for the bus schedule.

The reduction in the number of available choices (from 3 down to 1) made the route undesirable for the majority of the people that work downtown.

I feel that basing the future of either of these routes only on the ridership since Covid began is unfair to the Marana populace. Prior to Covid the 104x (2nd morning route) was quite busy, and so was the 5:15 return run, I feel like this was not considered.

I drive approximately 7 miles to reach the 104x stop on Silverbell Road, the stop for the 102x on Ina Road is approximately 9 miles from my home.

Please, for the love of god, make these updates. This service is highly important to the community and has been in need of a facelift for some time.

Also I accidentally responded to the question below about Route 21, but I do not use this route. There is no clear button for the response, so please disregard in your analysis.

How about a route up Tucson blvd..

you are destroying route 2. you already took access from our neighborhoods, edlerly, handycapped and children and now you are taking our access from downtown and the rest of the city, and in the other direction shopping and access to the south side, and give a direct connection to some completely other side of town that has nothing to do with what anybody over here does or wants to go to. look at your own usage map of the 2. i can tell you right now, downtown, banner south campus and fry's shopping on irvington (the tucson marketplace connection is useless and nobody uses it) are the most important and you are taking them away. this is disgusting.

No

My real answer to question 5 is, all of the above. All are equally important!

I was really hoping that route 61 would run later all 7 days a week and would run more frequently on the weekends.

I was also hoping that service would be extended to be able to go to Arizona Pavilions Shopping Center I, if it hasn't already.

I know this isn't part of the plan under consideration, but I want to state my support for continuing to provide service at no cost to riders. I feel this is an important service to a city that has more that its share of people living in poverty

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

109x needs to continue going further east as it currently does. There are a good number of regular riders in that area who will no longer find Sun Tran an option for their commute and will be forced into driving. Please reconsider and do not make any adjustments with 109x.

none

I firmly believe we should be charging to ride any of Suntran services. Those who can't afford to pay can apply for a card for free or reduced fees. As the saying goes, no fete lunch.

Discontinuing the route 5 on Pima is just cruel. There are a huge amount of people living in those apartments that use the 5 to get where they need to go. Most of them are students. If you make it difficult to get to the U of A, how would that impact the community?

Keeping it free greatly helps.

Time sensitive: I understand that there will be considerable construction on Grant Rd for the next 3 years while Grant is being widened in the Midtown area. Would you please keep Routes 5 [Pima] and 1 [Glenn] operational during that time? I anticipate the both Pima and Glenn will see more pedestrian and auto traffic as a consequence of Grant Rd construction. Bus service on these two streets would help.

Your logic and presentation are excellent.

I do like the later offerings and the frequency updates. I wish I could see what 1 and 3 will be replaced with as I can't seem to find those new routes outlined.

Not sure what the status of the on demand service will be... didn't notice that on the pages I looked at.

I am a graduate student at the UofA and have previously worked at the school. I have ridden line 5 for years. Taking away line 5 would mean I have 1.5 mile + walk in order to ride the bus and I would be unable to ride the bus at all. Many students at both UofA and Pima rely on this route. The only reason I do not use 5 more is that it only comes every 30 minutes which is terribly inconvenient, especially with the times classes let out. Rather than eliminate this route, it should be increased to attract more riders.

103X should be continued. 16 should continue to Thornydale.

I love riding the bus, but I'm disabled and a few times I tried to catch the bus and they saw me and just went. I know that they are on a schedule time, but please help us that can't get there fast enough. One bus comes drops us off then we see the across the street bus that we want and they don't wait.

It looks like the changes will make it much faster to get downtown, I really like that!

deleting the 109x removes service to the area, instead of a bus stop 3 miles from home, the closest will be 6 miles from home

Until I can be assured that the transit centers are free of open drug dealing, I will continue to drive in Tucson.

Need multiple time slots for express routes so working professionals have options or aren't scrambling when they get stuck at work for a few minutes later than expected. Even two options would be sufficient.

I have often wondered if a route could go to Sabino Canyon to improve public access. How about Summerhaven?

No

I love riding the bus, but I'm disabled and a few times I tried to catch the bus and they saw me and just went. I know that they are on a schedule time, but please help us that can't get there fast enough. One bus comes drops us off then we see the across the street bus that we want and they don't wait.

Taking the direct route out from Sahuarita to downtown would be a mistake.

Please keep route 5! It's a major lifeline for Catalina High School students and midtown neighborhood residents.

N/A

You're eliminating the routes that are not on major streets, but have you considered that when it's 110+ degrees in the summer, it is freaking miserable and even dangerous to walk the ~2-3 blocks to the next major street?! Especially if you're carrying anything.

No

By eliminating route 1, you are making it impossible for me to use the SunTran anymore. I live by Glenn and Palo Verde, and I work at the UofA. I take the bus every day (5 days a week) to go to work. You are leaving a big empty space around my house now. I can walk to Fort Lowell to catch the 31, but the 31 does not go anywhere near the UofA or Downtown (where I could catch the SunLink, which I do sometimes because it gets me into the UofA campus). Line 31 can take me to Campbell, where I can catch line 15, but line 15 runs only every 30 minutes. I will be forced to wait a long time on the corner of Fort Lowell and Campbell.

I will need to buy a car, but we can't afford another car in the family, and having to purchase a car just to commute to work is plain stupid. I live in the city. I actually purchased my house three years ago in the city, rather than the suburbs, so I could use public transportation and not have to buy a second car. You serve better the suburbs than the city. I just can't believe it. If I lived in Rita Ranch or on Cortaro I could take the Express to work. But because I live on Glenn (a 10-minute drive to work), I can't get to work without a car. With a car, my commute is 10 minutes; without a car, my commute is more than 1 hour, with lots of waiting in the sun. It just doesn't make any sense. I'm just astonished!

Electric busses on my routes—but I think you're already working on that.

The 421 should run on weekends at least Saturday to get into Tucson to shop eat out etc.

See above note.

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

Please be sure that the routes that pass by the 3 JTED Central campuses (on River/Shannon, Park & I10, and 22nd/CaminoSeco) are continued and offered at times amenable to the many students that use these routes for transportation to their schooling endeavors. Thanks.

No.

While I try to perceive the proposed changes in the frame of the greater good, I guess this is the only place to also discuss how these changes will directly (and negatively) affect me directly.

The already approved realignment of the 412 to no longer run along Shannon Rd. between Orange Grove and River might very well preclude me from accessing the transit network entirely. At minimum, my walk from my home in the Meadowbrook neighborhood to the Oracle Jaynes Station/La Cholla stop will be close to a mile, nearly half of which is along a stretch of road with no sidewalk or even a bike lane, as well as a grade-level wash crossing. This is very disappointing and nearly destroys my plans to stop driving to work and switch to taking the bus daily at the start of this school year when my children start going to schools I no longer have to drive them to. I have been looking forward to switching from driving to taking transit for the last 4 years and this specific change as well as some others in this proposed plan might force me to abandon this long-awaited plan for however long it takes for actual network expansion investment to happen that would benefit my situation. Were I to give a suggestion for this issue, it would be to somehow still service the stretch of Shannon Rd. and River Rd. that have been abandoned with the realignment of the 412. I do recognize that suggestion as self-serving (although I have seen others board the 412 along Shannon other than myself), especially when I also approve of the increased access along Orange Grove, but the reality is that self-serving or not this change has negatively affected me and I don't want to lose that access.

The other route I utilize whenever I am able to use public transit for home-to-work and work-to-home travel is the 102X. As I work downtown, returning home using the 102X with a transfer to either the 412 or 61 is the only way I can get home at ~6:00pm when I leave work at ~5:00pm. Taking non express routes through town to return home typically means an additional 30 minutes added to my travel time. Hopefully the proposed increased frequency of the non-express routes I use will reduce that added time for me personally. However, I can attest that because the 102X was seen as under-performing because ridership is just a number and not actual faces and voices, a decent number of my colleagues and fellow downtown-area workers that live north of River will simply not take public transit anymore rather than navigate Park-and-Rides, non-express buses, and (sometimes multiple) transfers. I have no suggestion for this other than to not abandon the 102X.

I would like more routes into downtown. Grant bus used to go into downtown years ago, and looks like Glenn route into downtown will be discontinued.

I am colorblind—therefore color coded maps are unusable; I didn't see weekend extended hours in the video for routes 4, 8.

Start route 11 even earlier in the AM (say 4 AM) to get to the airport on time.

Proposed is eliminating the only route near my residence. So, that will eliminate my ability to ride. It is already difficult, as service is so infrequent, but this eliminates any ability to ride from there.

Eliminating the 3 as a regular bus on 5th/6th St is a hardship to families that have been using the 3 for many years. This is not expanding or improving service and not helpful to the Southeast part of the community which is already underserved by your organization.

Please don't combine 16 & 18 . Suntran used to have bus that went northbound to southbound . Longbus ride equals late times . It's great the way you have it now .

It would be incredible to have buses going to Marana more or areas that don't have bus routes.

Please keep Route 1.

No not really, I will find out when all the decisions are finalized..

There should be at least one stop along Cortaro Farms as it grows since Orange Grove and Sunset are closed from the highway.

Not at this time.

none at this time

N-A

It doesn't seem like the transit system is focused on the folk who live on the outskirts of the city. Hopefully at some point it will.

More extensions/spurs of the light rail further north, east and to the airport. More trains.

Not yet. Let's try the plan to see if it works. Thanks!

I disagree with stopping grant and Pima Road bus routes

no

na

Please provide more service on Sun Shuttle routes to improve access to the VA clinic located at Thornydale and Linda Vista

Please do not get rid of Route 3. Without it, I will no longer be able to easily get to and from the University, where I work. Additionally, many people rely on that route for their commutes. The proposed solution of having 109X "timed with bell schedules" may work for grade school students, but is not useful at all for those of us who work at the University or the schools along the route.

no

Direct route from my area to downtown would be nice

No

**Do you have any additional comments on the proposed changes? If so, please provide which route(s) and suggested change.**

No comments

Kudos for investing the time to improve the service.

No additional comment

No ! Not at this time

SunLink should be extended north, south, and east. An extension to the south would probably create the best ridership.

great to see grant/kolb finally extended into a single route, but why is swan not serving all the way through to golf links, and north to river/tohono tadai? or eastward to, again, sabino canyon...

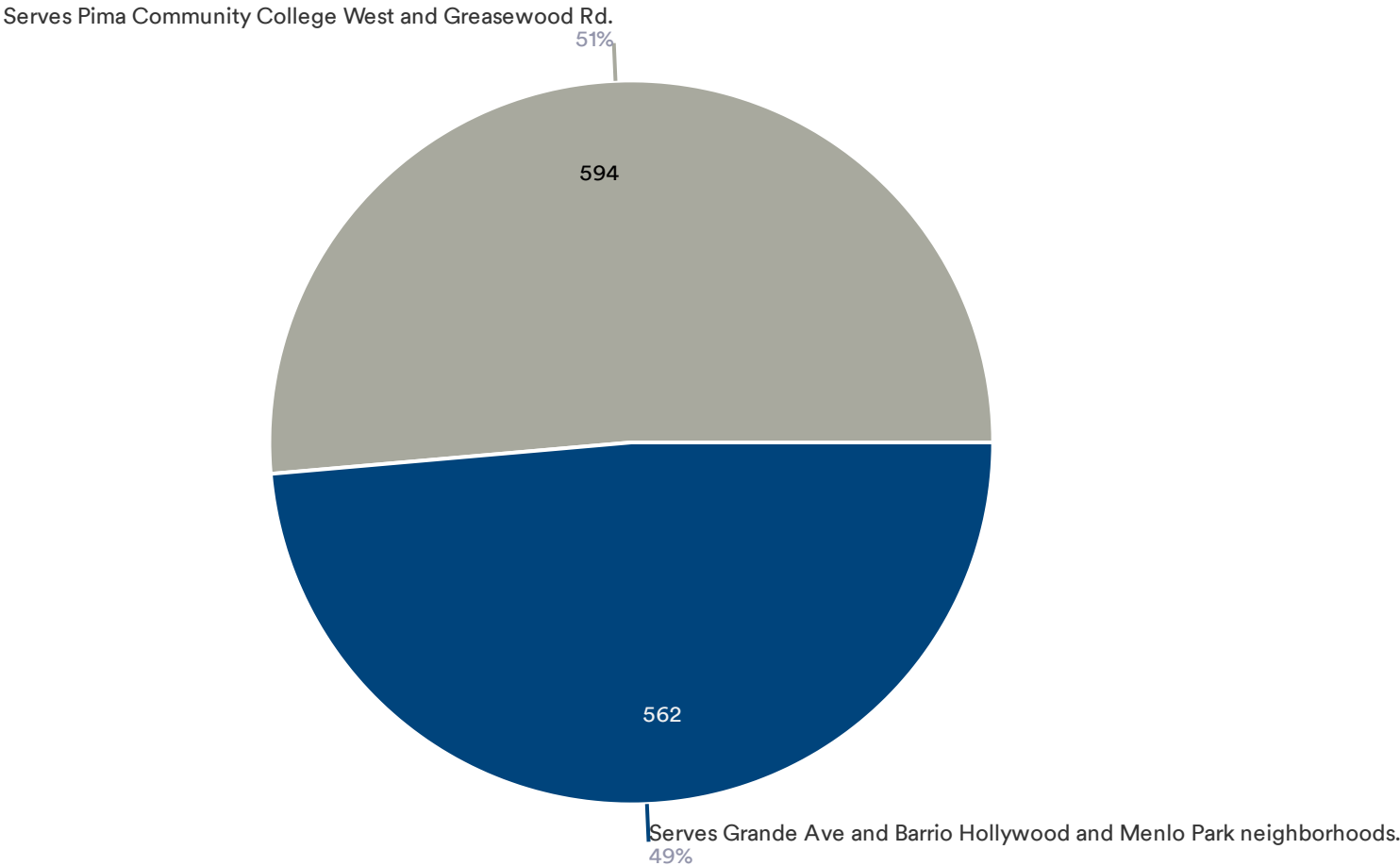
same for the split routes at speedway and broadway- the frequency of the frequent network should serve the entire route not just part of it... (see the above comment about service to sabino canyon/golf links)



# Comprehensive Operations Analysis (COA) - Survey on Draft Service Plan

The plan proposes extending Route 21 on Silverbell Rd south to the Walmart on Valencia Rd. Which alignment do you prefer? (Please only respond if you would ride this route).

1156 Responses- 1378 Empty

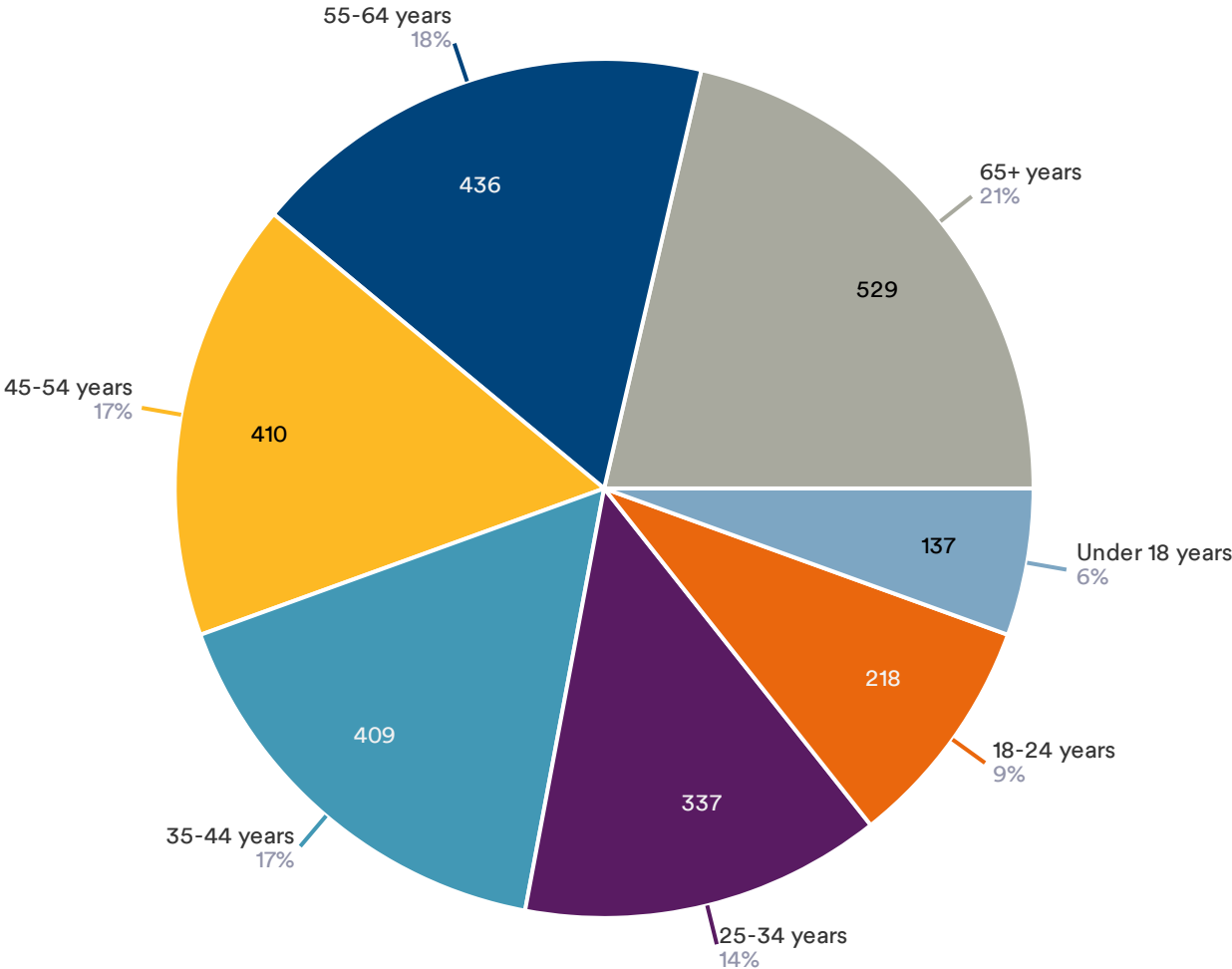


● Serves Pima Community College West and Greasewood Rd. ● Serves Grande Ave and Barrio Hollywood and Menlo Park neighborhoods.

# Comprehensive Operations Analysis (COA) - Survey on Draft Service Plan

## What is your age?

2476 Responses- 58 Empty

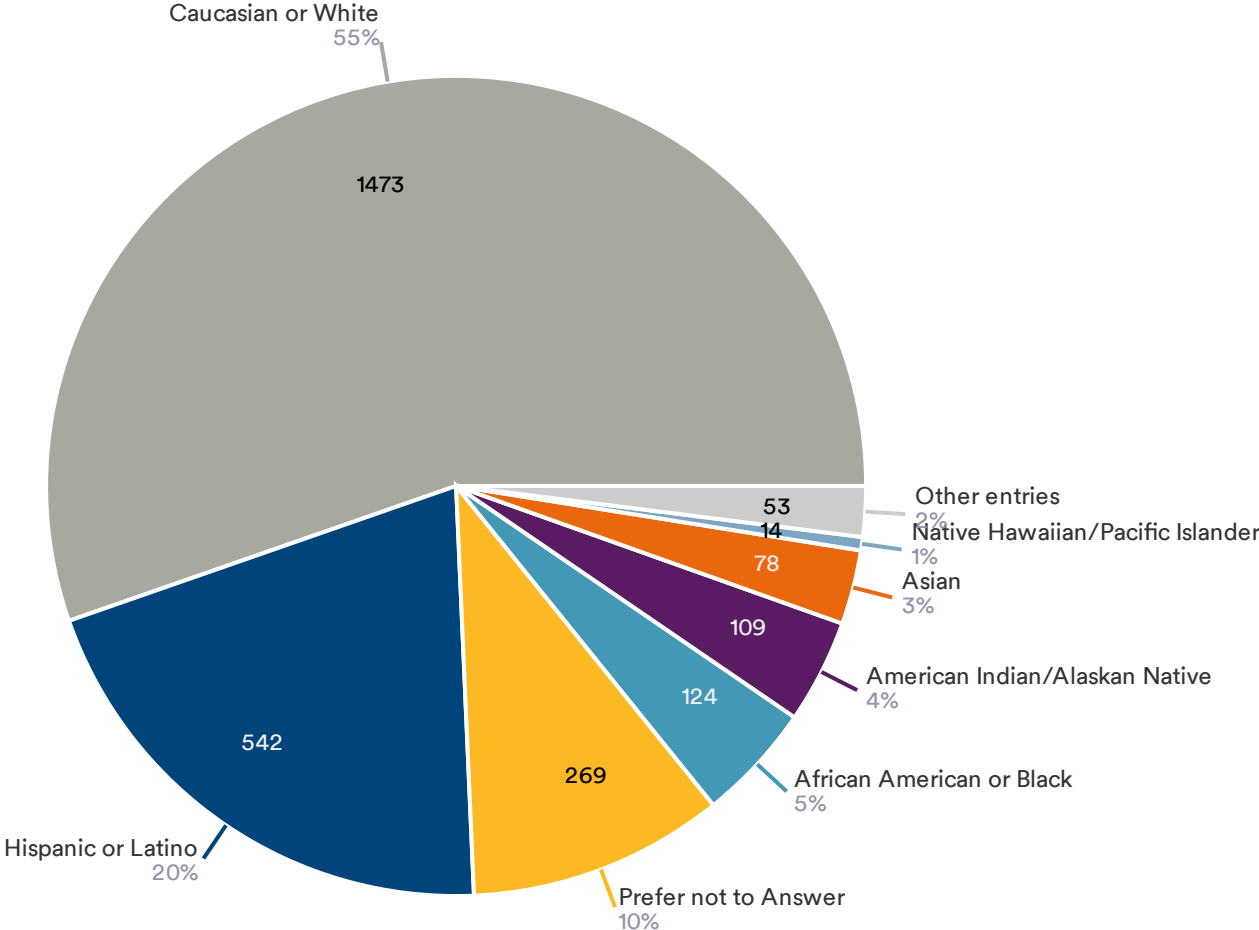


● 65+ years ● 55-64 years ● 45-54 years ● 35-44 years ● 25-34 years ● 18-24 years ● Under 18 years

# Comprehensive Operations Analysis (COA) - Survey on Draft Service Plan

Which of the following categories best describes the ethnic or racial group(s) with which you identify yourself? Select all that apply.

2662 Responses- 93 Empty

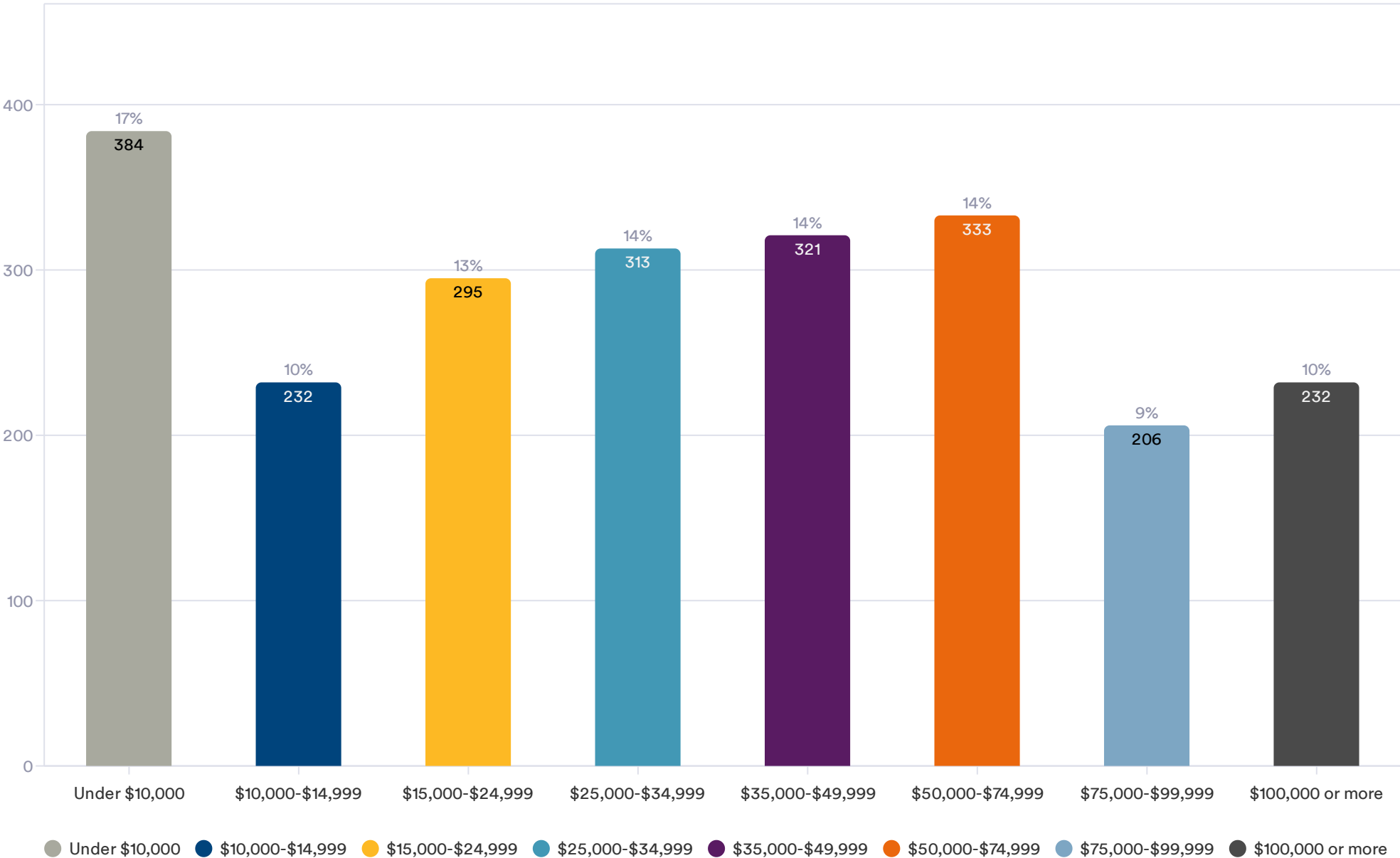


- Caucasian or White
- Hispanic or Latino
- Prefer not to Answer
- African American or Black
- American Indian/Alaskan Native
- Asian
- Native Hawaiian/Pacific Islander
- Other entries

# Comprehensive Operations Analysis (COA) - Survey on Draft Service Plan

Would you say your total annual household income is:

2316 Responses- 218 Empty



# Thank You!

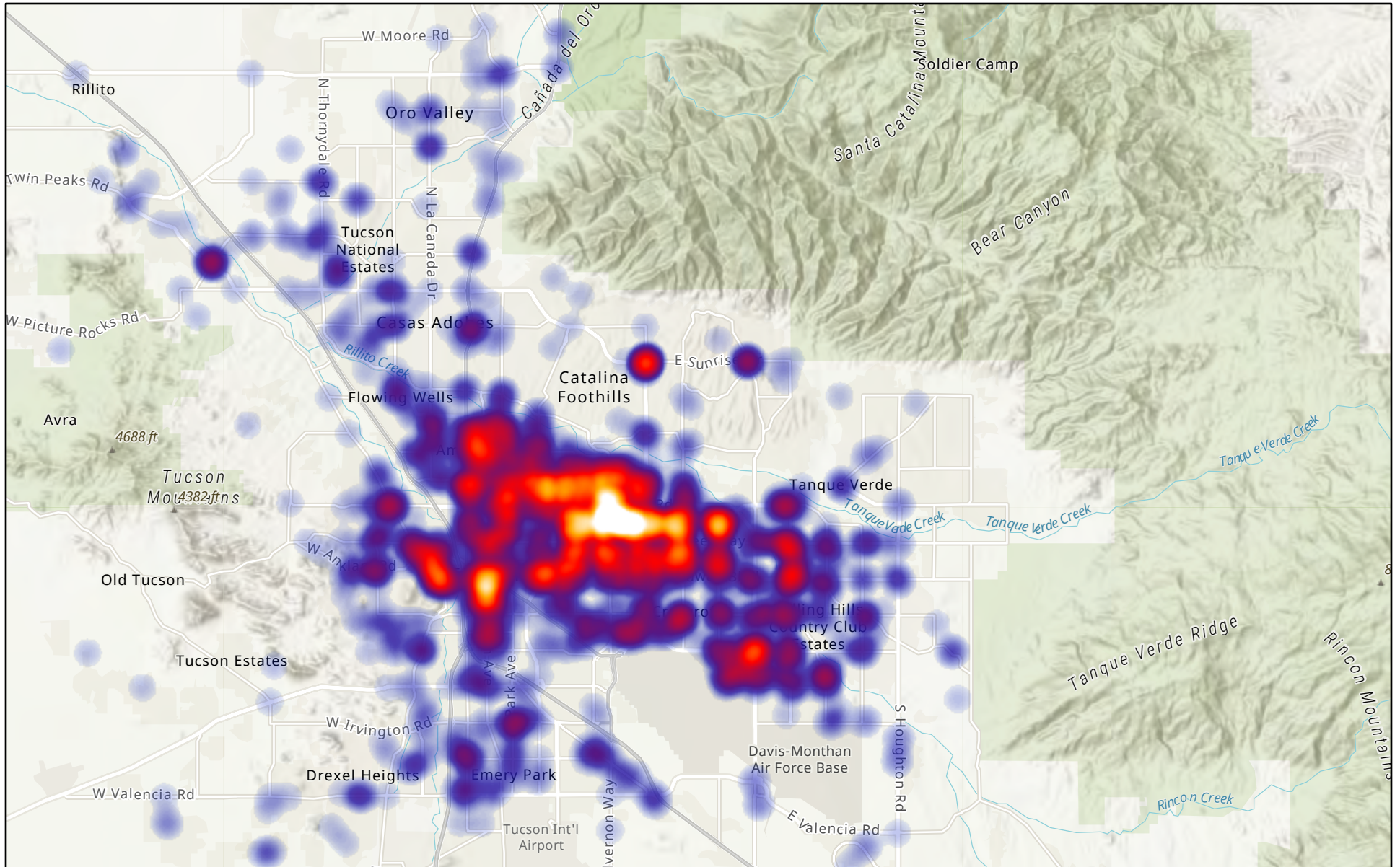
Comprehensive Operations Analysis (COA) - Survey on Draft Service Plan  
Changes

## Additional Analysis

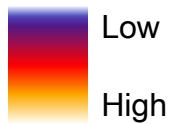
If this plan were implemented, how would it affect your use of Sun Tran, Sun Shuttle, Sun Express and/or Sun Link services?	I would ride less often	I would ride more often	I would ride the same amount	I wouldn't use these services
<b>Under \$25,000</b>	21%	30%	<b>36%</b>	14%
<b>25,000 - \$74,999</b>	21%	21%	<b>36%</b>	21%
<b>\$75,000 or more</b>	24%	19%	<b>30%</b>	26%
<b>5+ days a week</b>	23%	23%	<b>32%</b>	22%
<b>3+ days a week</b>	26%	21%	<b>39%</b>	15%
<b>A few times a month</b>	24%	25%	<b>39%</b>	12%
<b>A few times a year</b>	13%	29%	<b>45%</b>	13%
<b>I don't use any of these services</b>	2%	21%	8%	<b>69%</b>
<b>Under 18 years</b>	19%	12%	<b>44%</b>	25%
<b>18-24 years</b>	<b>34%</b>	19%	26%	21%
<b>25-34 years</b>	23%	28%	<b>29%</b>	21%
<b>35-44 years</b>	25%	23%	<b>30%</b>	22%
<b>45-54 years</b>	22%	26%	<b>34%</b>	19%
<b>55-64 years</b>	17%	25%	<b>36%</b>	22%
<b>65+ years</b>	16%	24%	<b>44%</b>	17%
<b>Hispanic or Latino</b>	20%	26%	<b>34%</b>	20%
<b>African American or Black</b>	16%	<b>33%</b>	31%	21%
<b>Caucasian or White</b>	21%	23%	<b>38%</b>	18%
<b>Asian</b>	<b>32%</b>	16%	30%	22%
<b>American Indian/Alaskan Native</b>	21%	<b>34%</b>	30%	15%
<b>Native Hawaiian/Pacific Islander</b>	15%	31%	<b>46%</b>	8%
<b>Total</b>	<b>21%</b>	<b>23%</b>	<b>35%</b>	<b>21%</b>

The following list includes some of the major changes in the draft service plan. Please select the one that is most important to you.	Adding frequency on weekends so transit is more convenient for shopping and recreation.	Extending service hours on many routes to 11 p.m. on weekdays and 10 p.m. on weekends.	Improving access and quality of service for historically underserved communities.	Investing in high-frequency 15+ minute service on key corridors.	Realigning routes to provide more direct rides to key destinations (fewer transfers, shorter travel times).
Under \$25,000	29%	27%	13%	13%	19%
25,000 - \$74,999	20%	20%	17%	19%	24%
\$75,000 or more	18%	10%	20%	24%	28%
5+ days a week	25%	28%	12%	15%	21%
3+ days a week	23%	18%	18%	19%	21%
A few times a month	23%	14%	19%	24%	21%
A few times a year	20%	11%	22%	17%	30%
I don't use any of these services	14%	10%	23%	15%	37%
Under 18 years	21%	24%	14%	15%	27%
18-24 years	19%	28%	12%	16%	24%
25-34 years	19%	23%	19%	19%	20%
35-44 years	22%	24%	19%	17%	18%
45-54 years	25%	20%	17%	14%	25%
55-64 years	26%	18%	11%	17%	27%
65+ years	25%	15%	18%	20%	23%
Hispanic or Latino	21%	24%	15%	15%	26%
African American or Black	27%	30%	10%	12%	21%
Caucasian or White	24%	19%	17%	20%	20%
Asian	21%	10%	16%	15%	38%
American Indian/Alaskan Native	15%	33%	13%	13%	26%
Native Hawaiian/Pacific Islander	29%	29%	29%	7%	7%
<b>Total</b>	<b>23%</b>	<b>21%</b>	<b>16%</b>	<b>17%</b>	<b>23%</b>

# Survey Response Locations

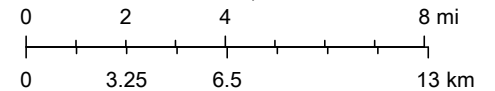


9/11/2023



World Hillshade

1:288,895



Esri, NASA, NGA, USGS, CONANP, Esri, HERE, Garmin, Foursquare, SafeGraph, METI/NASA, USGS, Bureau of Land Management, EPA, NPS,