

# Memorandum



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## Public Works

DATE: September 10, 2008

TO: Mayor and City Council

FROM: Greg Jordan, Transit Administrator – Transportation (858-2094)

THRU: Carlos de Leon, Deputy Public Works Manager – Transportation (350-8527)  
Glenn Kephart, Public Works Manager – Public Works Department (350-8205)

SUBJECT: **Recommended Bus Service Changes for December 2008**

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At the September 18, 2008 City Council Issue Review Session, staff will present the Transportation Commission's recommended bus service changes for December 2008 to coordinate with the METRO light rail system.

Staff is seeking council's input on the recommended changes prior to submittal to Valley Metro for inclusion in media materials, including the new Transit Book.

The following attachments provide additional information on the recommended changes, public involvement process, maps, and the record of public comments.

Attachment A – Overview of recommendations and public participation process

Attachment B – Maps illustrating recommended changes

Attachment C – Record of public comments

## BUS SERVICE RECOMMENDATIONS

The recommended bus service changes for December 2008 are listed order of magnitude and described below:

- **Red Line & Route 40 – Apache/Main.** Service on the Red Line would be replaced with light rail and Route 40 – Apache/Main, which would operate from Sky Harbor airport to the Superstition Springs Mall in Mesa (see Figure 1). Of the proposed route changes, this proposal received the largest number (81) of public comments. Most comments (50) supported maintaining bus service from Tempe to the airport. Only six comments opposed the replacement of the Red Line.
- **Route 81 – Hayden/McClintock.** Route 81 would connect with light rail at the Apache and McClintock station. In addition, service to downtown Tempe would be replaced with light rail (see Figure 2). Sixteen of the twenty-five comments received did not agree with this change. During peak periods 81 passengers heading to downtown Tempe/ASU will reach their destination quicker by transferring to light rail then by bus. In addition, the present route 81 diversion to downtown Tempe negatively impacts many passengers whose destination is not downtown Tempe/ASU.
- **Orbit Mars.** The Orbit Mars route would connect with light rail at Apache and Price station (see Figure 3). Fifteen of the seventeen comments received were in favor of this change. This modification was previously planned and approved during the 2007 Orbit expansion planning process.
- **Route 56 – Priest.** Route 56 would connect with light rail at Priest and Washington Station. In addition, service to downtown Tempe would be replaced with light rail (see Figure 4). Six of the ten comments received were in favor of this change while four comments disagreed with this change.
- **Route 76 – Miller.** Route 76 would be rerouted along Playa del Norte, Rural Road and University Drive to downtown Tempe (see Figure 5). Four of eight comments received were in favor while four did not agree with this change. Driving this recommendation is the substantial residential development along Playa del Norte as well as quicker routing into downtown Tempe. Residents living along Curry Rd between Rural/Scottsdale Rd. and Miller Rd. will continue to be in walking distance of route 72-Rural/Scottsdale, 76 – Miller, and Orbit Earth.
- **Route 30 – University.** The peak travel frequency on Route 30 would be reduced to 30 minutes. All three comments received opposed this recommendation. However, the frequency reduction is recommended by virtue of the multiple bus routes presently serving University Dr while also partially offset by the expansion of the Orbit Earth to University Dr. In addition, the route 30 would connect with light rail at the Main Street station in Mesa (Figure 6).
- **Route 72 – Scottsdale/Rural.** Route 72 would connect with light rail at University and Rural station (see Figure 7). Five of the eight comments received were in favor of this change.

- **Route 1 – Washington.** Route 1 would connect with light rail at Priest and Washington Station and proceed to the Phoenix Zoo rather than downtown Tempe. Service to downtown Tempe would be replaced with light rail (see Figure 8). Of the three comments received, two supported the change and one opposed.
- **Orbit Jupiter.** The Orbit Jupiter route would connect with light rail at Rural and University Station (see Figure 9). All eight comments received were in favor of this change.
- **Orbit Mercury.** The Orbit Mercury route would connect with light rail at Apache and Price station and at Rural and University Station (see Figure 10). All six comments received were in favor of this change.
- **Route 44 – 44<sup>th</sup> St/Tatum.** A minor change is recommended in downtown Tempe for the turn around of this route along College Avenue instead of Veterans Way (see Figure 11).

## PUBLIC PARTICIPATION AND PLANNING PROCESS

### *Guiding Principles*

To provide guidance during the planning and public involvement phases, staff and residents utilized the following bus route planning principles:

- Provide transfers between bus and light rail for bus routes within ½ mile of light rail station
- Minimize the duplication of transit service
- Operate bus routes on their primary street or corridor
- Provide parallel and inter-station bus service to light rail as a back-up service for light rail and to provide transit service between light rail stations
- When possible expand service to areas of Tempe presently lacking transit service

### *Public Participation Process*

A public and stakeholder participation process was conducted from May through September so transit passengers and residents could provide input on the proposed bus service changes. A total of 274 public comments were received. These comments are provided in Attachment C. In addition, neighboring cities and Arizona State University were consulted on proposed changes affecting service in their communities.

Throughout the process, staff notified passengers and residents of the process through the following media:

- Information on Tempe and Valley Metro web sites
- Press release
- Posters on 125 Tempe buses
- Articles in Tempe Town News and Arizona Republic
- Article in Tempe Today
- Information on Tempe 11
- Information sent to ASU employees through the Commuter Options Program Office
- Passenger notices on all Tempe buses (for July 22 to Aug. 19 public comment period)
- Postcards mailed to 365 Tempe employers who participate in the County's Trip Reduction Program and 130 Tempe apartment complex managers (for July 22 to Aug. 19 public comment period)

The process proceeded through the following phases:

**Phase 1: Introduce Potential Bus Route Changes (May - Jun)**

- Public comment period: May 27 - June 24
- Presentation to Transportation Commission: June 10
- Formal public hearing held during Transportation Commission: June 10
- Staff review comments and make revisions: June 25 – July 21

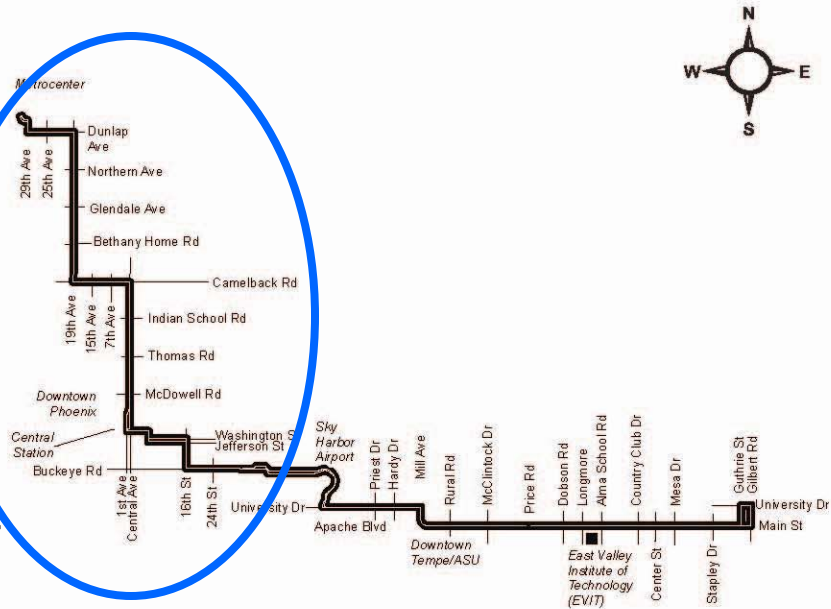
**Phase 2: Release Revisions for Public Input (Jul – Aug)**

- Public comment period: Jul 22 – Aug 19
- Public planning meeting including public hearing: Aug 5 (Tempe Public Library)
- Presentation to Transportation Commission: Aug 12
- Presentation to Mayor's Commission on Disability Concerns: Sep 4
- Staff review of comments and make final revision: Aug 20 – Sept 8

**Phase 3: Present Recommendations to Transportation Commission & City Council (Sept.)**

**Phase 4: Implement Approved Bus Service Changes (December 29, 2008)**

## RED Line - Existing Route



## 40 - Apache/Main - Proposed Route

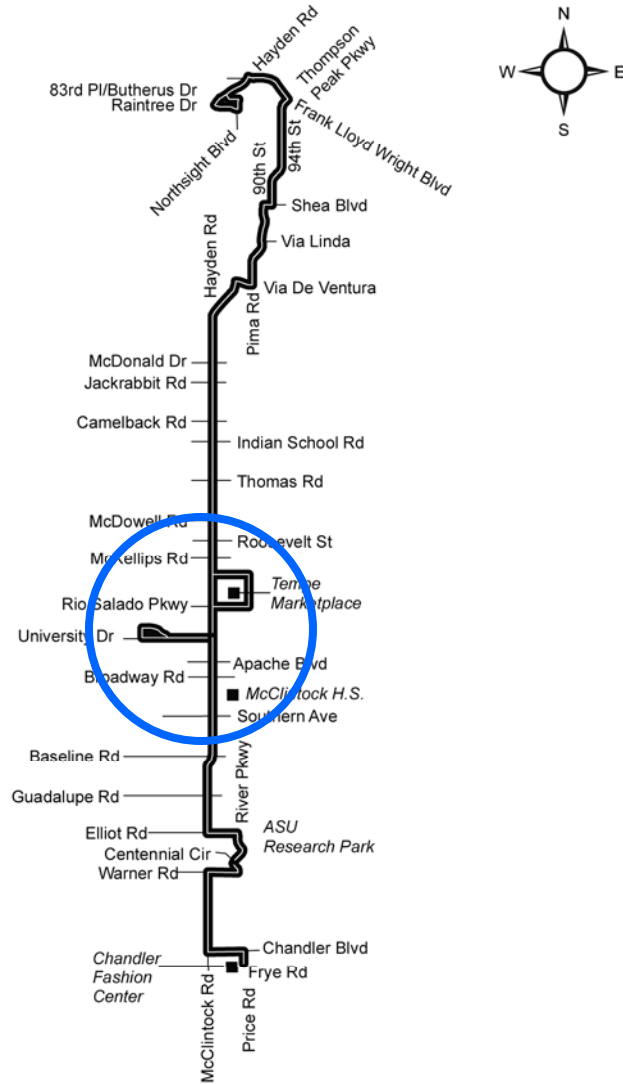


### Changes:

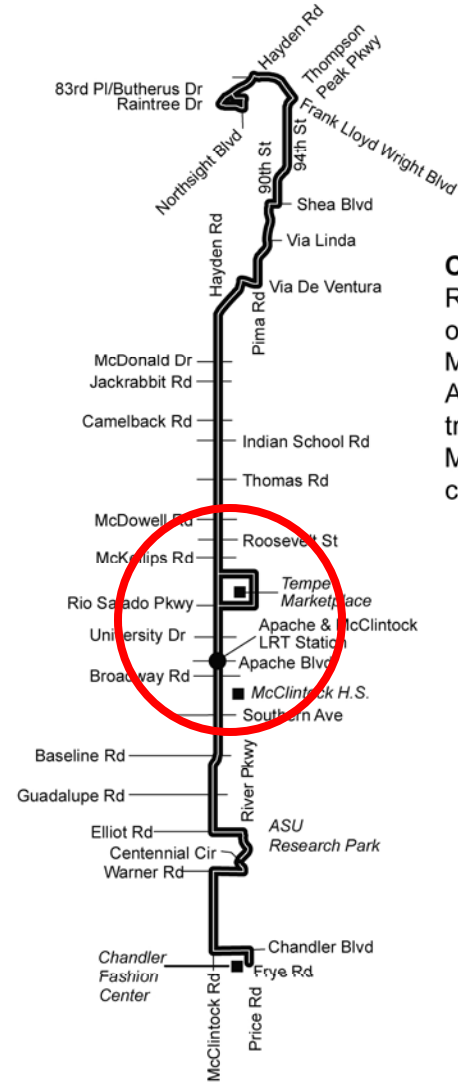
- 1) West end of route would end at Sky Harbor Airport, Terminal 2.
- 2) East end of route would be extended to Superstition Springs Mall.
- 3) Route name would change from Red Line to 40 - Apache/Main.

Figure 2 (Route 81 – Hayden/McClintock)

## 81 - Hayden/McClintock - Existing Route



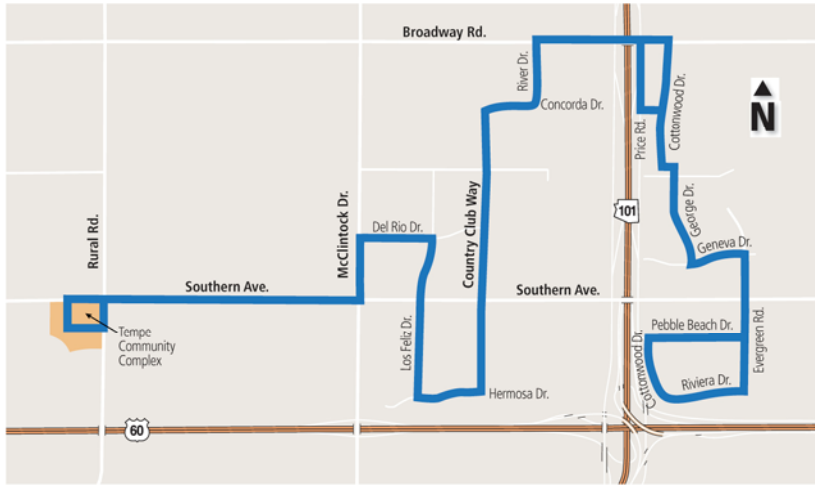
## 81 - Hayden/McClintock - Proposed Route



### Change:

Route would no longer travel on University Drive between McClintock Drive and College Avenue. Passengers would transfer at Apache and McClintock LRT station to connect to downtown Tempe.

## Orbit Mars - Existing Route



## Orbit Mars - Proposed Route



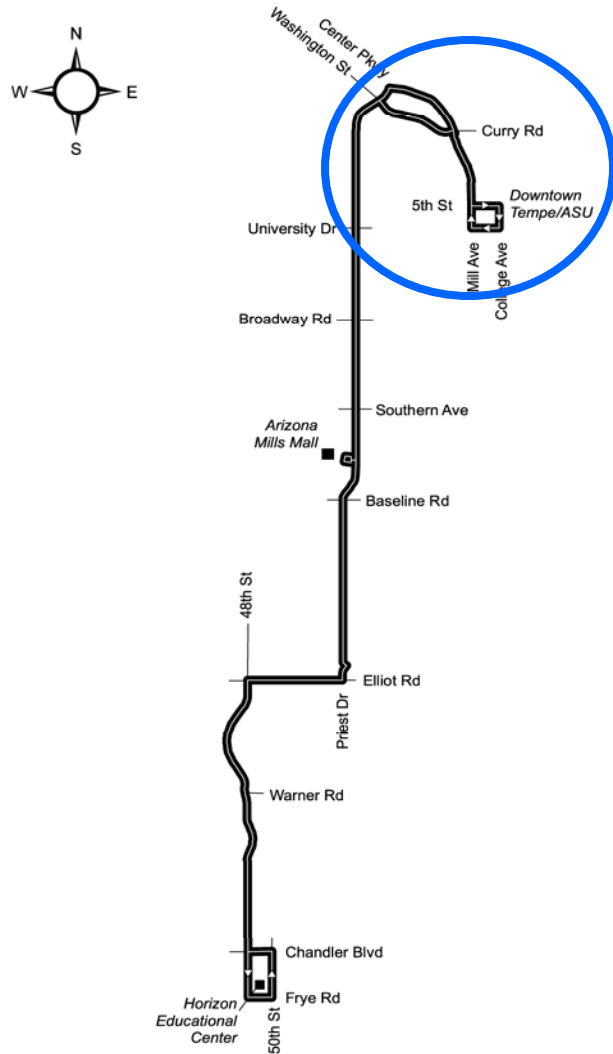
### Change:

Route would be modified to serve Price and Apache LRT station.

Figure 3 (Orbit Mars)

Figure 4, Route 56 - Priest

## 56 - Priest Drive - Existing Route



## 56 - Priest Drive - Proposed Route

### Changes:

- 1) Route would no longer serve downtown Tempe.
- 2) Route would serve Priest & Washington LRT Station.

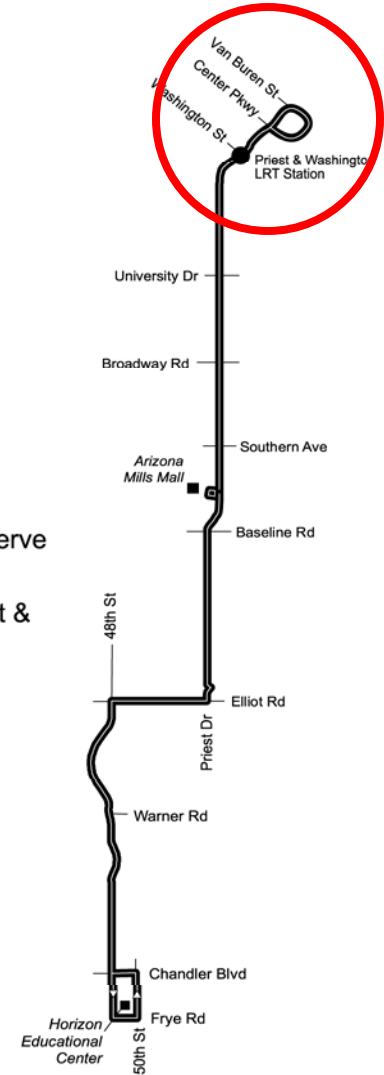
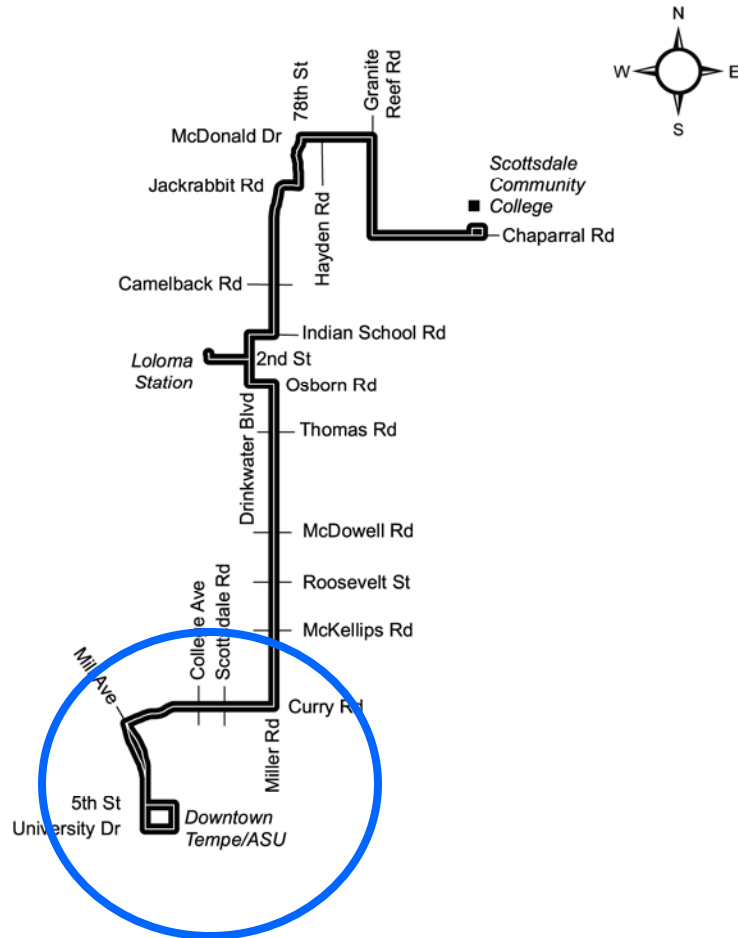


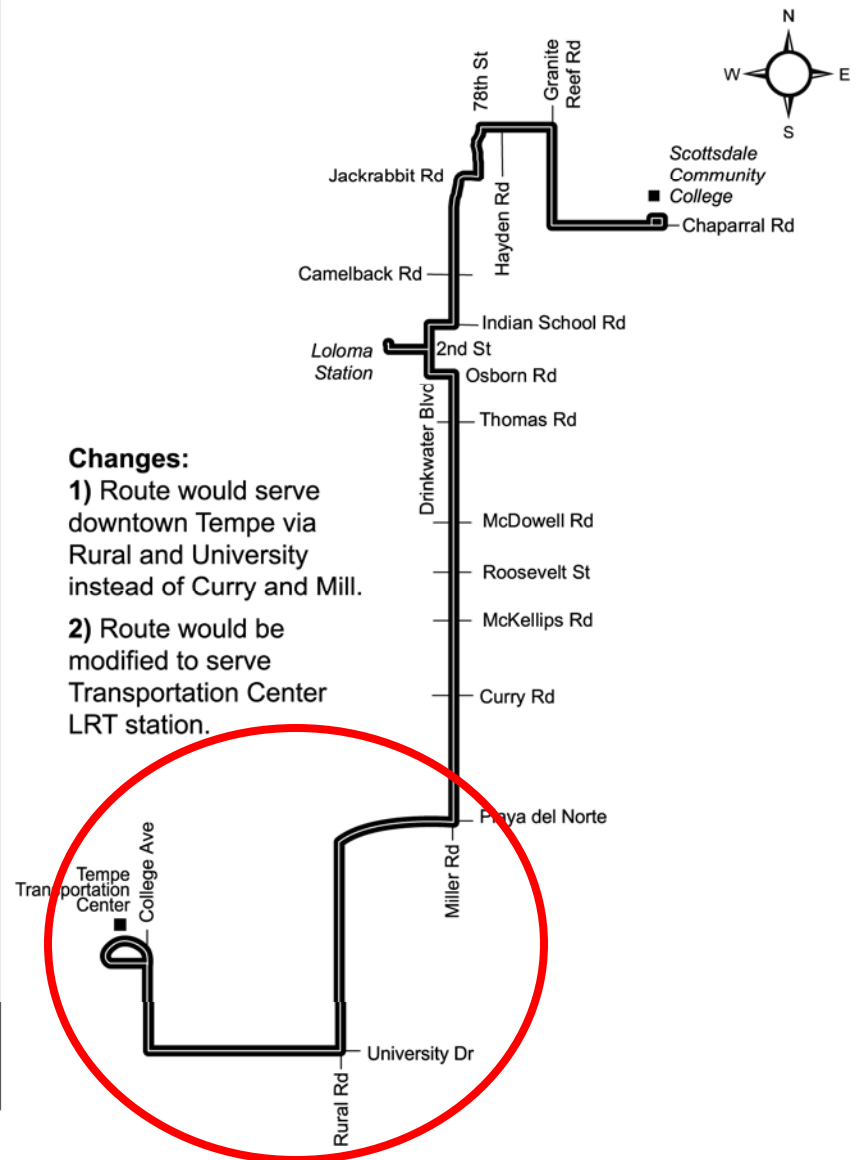


Figure 5 (Route 76 – Miller)

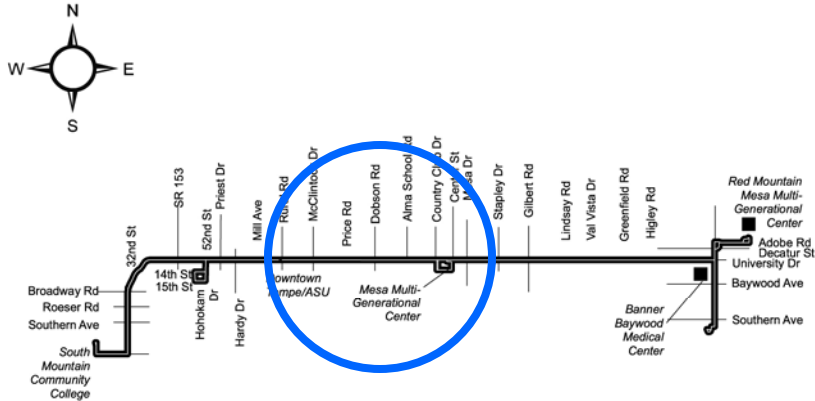
## 76 - Miller - Existing Route



## 76 - Miller - Proposed Route



## 30 - University - Existing Route



## 30 - University - Proposed Route



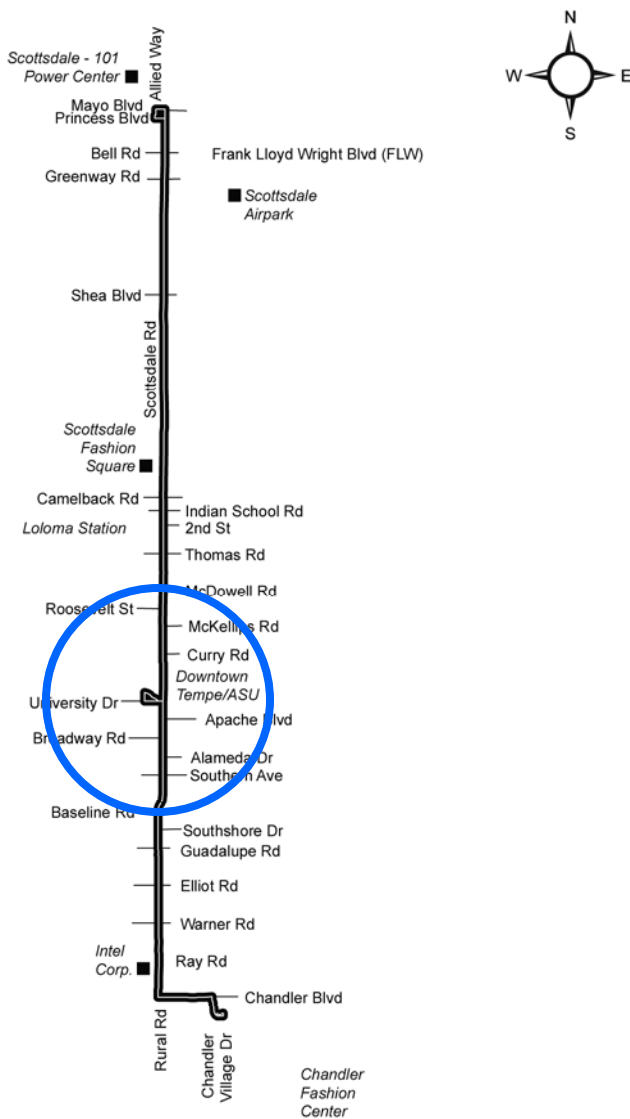
### Changes:

- 1) Frequency would be reduced to every 30 minutes instead of every 15 minutes during rush hour.
- 2) Route would be modified to serve Main/Sycamore Transit Center.

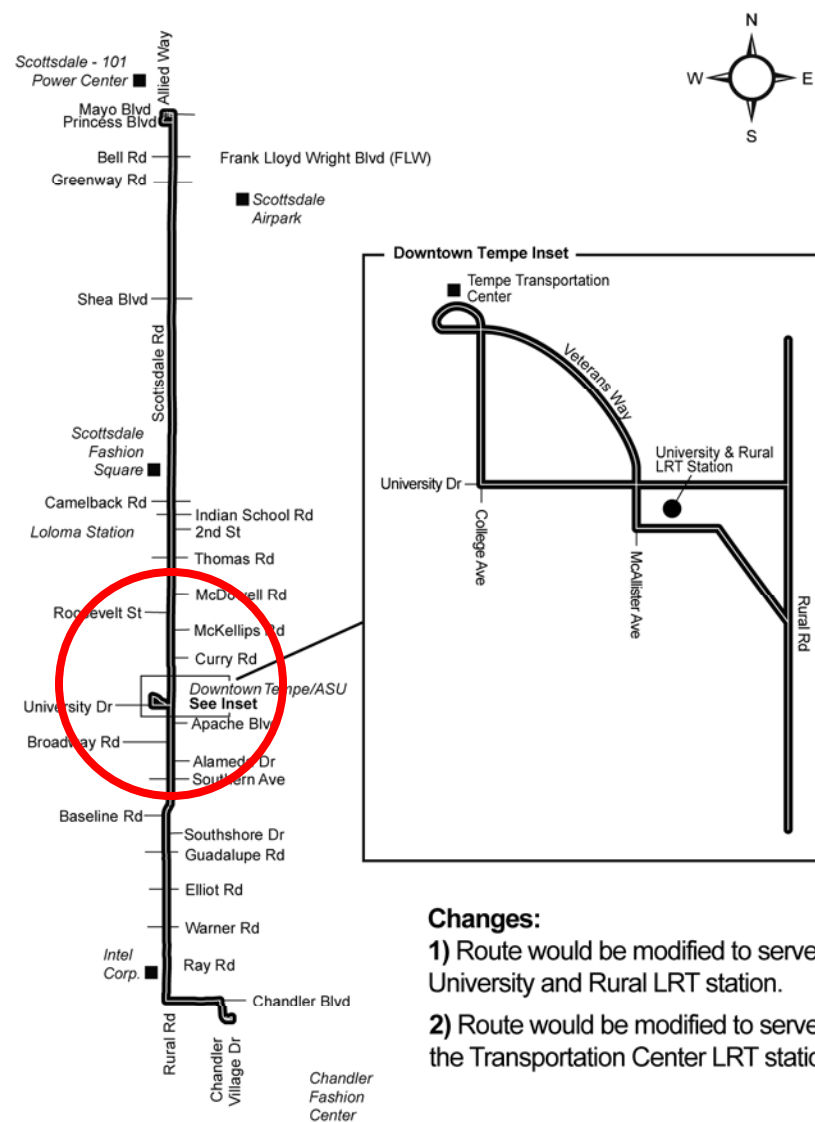
Figure 6 (Route 30 – University)

Figure 7 (Route 72 – Scottsdale/Rural)

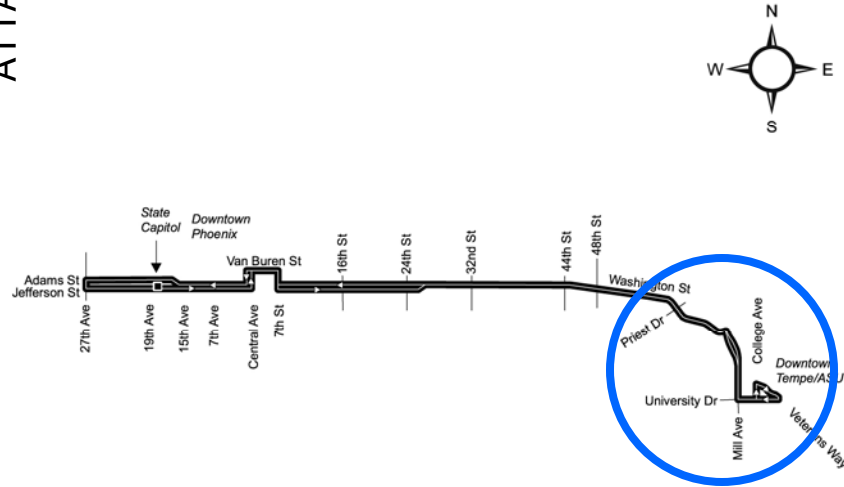
## 72 - Scottsdale/Rural - Existing Route



## 72 - Scottsdale/Rural - Proposed Route



# 1 - Washington/Jefferson - Existing Route



# 1 - Washington/Jefferson - Proposed Route



## Changes:

- 1) Route would be modified to serve Washington and Priest LRT station.
- 2) Route would no longer serve downtown Tempe.
- 3) Route would be modified to serve the Phoenix Zoo.

Figure 8 (Route 1 – Washington)

Figure 9 (Orbit Jupiter)

## Orbit Jupiter - Existing Route



## Orbit Jupiter - Proposed Route



### Changes:

- 1) Route would be modified to serve University and Rural LRT station.
- 2) Route would be modified to serve Tempe Transportation Center LRT station.

## Orbit Mercury - Existing Route



## Orbit Mercury - Proposed Route

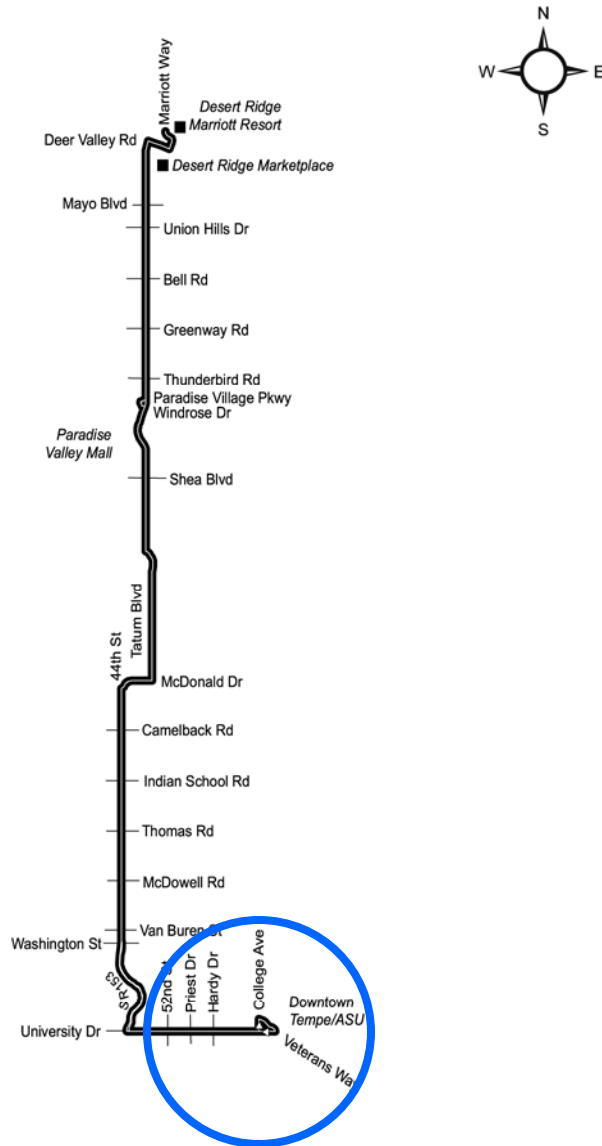


### Changes:

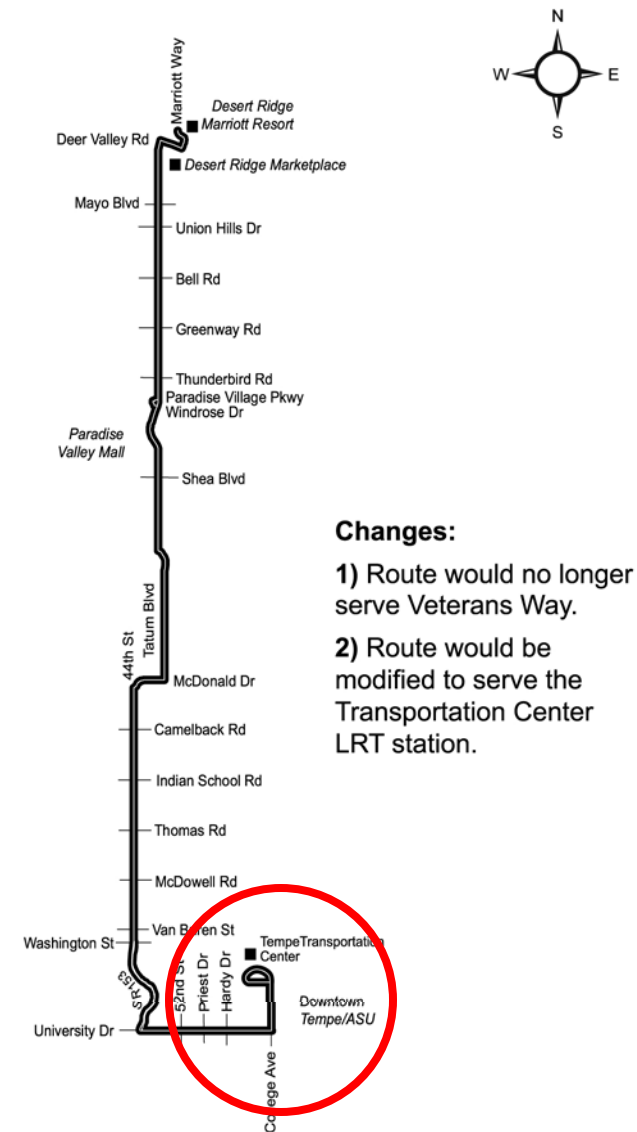
- 1) Route would be modified to serve University and Rural LRT station.
- 2) Route would be modified to serve Price and Apache LRT station.
- 3) Route would be modified to serve Tempe Transportation Center LRT Station.

Figure 11 (Route 44 – 44th St./Tatum)

## 44 - 44thSt/Tatum - Existing Route



## 44 - 44th St/Tatum - Proposed Route



### Changes:

- 1) Route would no longer serve Veterans Way.
- 2) Route would be modified to serve the Transportation Center LRT station.

**Public Comments Regarding Bus Service Changes, Dec. 2008****Comments received between July 22 and Aug. 19:**

1. Your communications on these changes is great, the maps and outlined changes are easy to follow, thank you! I stopped taking the Scottsdale Trolley to the Orbit Earth because of the 20 minutes it ADDED to my travel time EACH way, due to the delays between connections. I did not see changes proposed to the Earth line, such as having layovers for time occur on Continental, to facilitate connections to the trolley. I think where there are connections to other forms of transit, special consideration and coordination is needed. I started taking the 81 because it worked and was a straight connection to work in downtown Tempe. I am disappointed to hear that 81 is proposed to stop it's connection to downtown Tempe, and that the commute will be increased by having to make a transfer to light rail. Losing direct connections to downtown Tempe is unfortunate, I thought our new transit center was going to serve as the hub for all transit connections and bring people to downtown. My personal preference would be to keep the connection at College & University, but I'm only one rider. If it is not convenient I may go back to using the car, I only have a 15-20 minute 7 mile commute by car...why double it and lose family time? Also, I was noticing that we have north south transit on ALL major streets except Price. I was wondering if now that there is light rail, we could get a transit option along Price, connecting the ASU research park and residents in the south, and the Orbit neighborhood systems. For instance, if there were a bus that ran from Tempe Marketplace, east on Rio Salado, to Price, south to the research park, and back again, it would connect Earth, Mercury, Mars, 521, 77, 66, 92, 45, 30, 77, 108, 81 all to the Light Rail. It might also reduce the commuters using the freeway to drive to the park and ride lot at Apache and Mill, which will fill up very quickly. It would be very helpful to have access along this corridor to get to light rail.
2. I'm confused about the proposed 65/66 merger - if the route only runs every half hour north of Tempe, does that mean that those of us who ride it to and from Loloma will have to get off and wait around for 15 minutes for the next bus to come? Where would we have to wait? Why don't you just make the bus every 15 minutes the whole route like the 72? Also, will the buses be larger? There is increasing ridership and if you combine the two routes you will need larger buses, especially during the school year. I am NOT happy about the route change as I ride the 66 everyday and will now have to walk to and from the 65 or 72. It's not a problem in the morning, but after dark I believe there is a safety issue. And the 77 is notorious for not being on schedule.
3. The Mercury Route changes look helpful and appropriate.
4. I was given your contact information through Melissa Sweinhagen in Public Transit and I wanted to submit my input for the proposed bus route changes in lieu of the opening of the Light Rail line. I do understand that the public comment period might have closed, but I was on vacation over the past week and a half and never got a chance to submit it. I have been to numerous Citizens Transit Committee meetings and really take an active role/interest in public transit in the Valley. My main issue with some of the Bus route changes deal with the Red Line and its current service between downtown, the airport and downtown Tempe. As you probably know, the Red Line between downtown and downtown Tempe (through the airport) is the largest section of the Red Line that will not run adjacent to Light Rail. I personally know quite a few employees that ride the Red Line currently from Tempe and are a little worried about the Red Line going away as a connection from downtown Tempe (Mill Avenue district) directly to the airport. I personally ride the bus on the 56 N Priest, then



transfer to the Red Line at University/Priest to proceed then to either the airport or to my work at 1950 E Buckeye (right West of 24th st/Buckeye near the Greyhound Station). With the new proposed changes, I would have to take the 56 N to the Light Rail station at Priest/Washington, transfer to Light Rail, get off at 24th st/Jefferson, then catch the 70 Southbound to my employment center. Being that the airport is a large employment center (and I'm assuming, a large ridership area), I would suggest somehow retaining a current bus route from the downtown Tempe area, thru the airport, and then on to downtown Phoenix. There are plenty of employment areas along this route (along University; including some high-density areas being built around Hardy and Beck) that I think that it would be best to preserve the route along this area. In addition, certain areas like the Greyhound Bus station, Bank of America/US Airways/SkyChefs catering on the West side of the airport would be affected with the decrease in frequency from the convenient 15-minute interval the Red Line has at peak times. Thank you for giving me the opportunity to submit my feedback and I look forward to your opinions. I understand that you all certainly have a difficult job with trying to serve everyone in such a low-density metropolitan area and I hope that the changes that occur with the Dec 08 opening of the Light Rail are to the best interests for the population.

5. I have heard there are suggestions to 'close the loop' on Orbit Earth. I assume that means that the route would run from Tempe Marketplace directly east and west on Rio Salado Parkway to Mill Avenue. I would heartily approve of such a route change. As it is now, to go between Downtown Tempe and Tempe Marketplace via Orbit Earth can take as much as 45 minutes for a short two mile distance as the crow flies.
6. The small realignment on Jupiter to provide closer access to the LRT station makes total good sense to me.
7. I like the plan for the Route 40 - Apache/Main to replace the Red Line. It makes sense to have at least one bus line going to Sky Harbor Airport from the East Valley.
8. I volunteer at the Tempe Library five days a week. Thank you for creating the Jupiter Orbit route, which saves money I would've spent on Dial-A-Ride. Using the Jupiter route also saves time and allows me a more flexible schedule than Dial-A-Ride. I'm very happy with the service.
9. For the Red Line, slated to become Bus Line #40, I would suggest: The west end of the #40 be at Main and Dobson at the east end of the Light Rail. The east end of the proposed #40 being at Superstition Springs Mall. Extending the terminal shuttles and the parking lot shuttles for the East Economy Lot at the Airport to 44th Street and Washington, a stop on the Light Rail. This would eventually lead to light rail from 16th Street and Washington, nonstop (down 16th Street to Buckeye) to the Rental Car Plaza, (east on Buckeye) past the Greyhound Station, Air Cargo, Airport Facilities Management, and C Lot, past the terminals, and then back north to 44th Street and Washington. It would also obsolesce the East Economy Parking Lot at the airport, which could then be used for airport employee parking with its own [private] shuttle or for airport expansion.
10. I'm concerned that Route 56 would no longer serve downtown Tempe, and that it might be hard to get there without a more waiting.
11. I am an avid bus user in Tempe. I use the bus practically every day (when I am not biking) to get to work at ASU. I am disturbed by the changes you are proposing to the 81 and 66

routes (which are my 2 main ways to get to work). These changes will take away any direct route (totally removing 66 service, and requiring a transfer for the 81) for much of the south side of Tempe to get to ASU in a reasonable amount of time. My average commute time including waiting is already significantly greater than using a car so I don't understand why you would want to increase that time giving more people a reason to not use public transportation. You should be increasing the frequency of buses and number routes not decreasing them. My significant other and I specifically chose the location to buy our house because of the easy public transportation to ASU. These routes are packed nearly everyday with people traveling to ASU and will effect many more people than just myself. Please do not change these routes.

12. The map for Orbit Mars does not have directional arrows so we don't know exactly what the route is going to be. The biggest question is once the bus leaves the Shalimar neighborhood (west of the 101) is it going to travel through the Evergreen neighborhood (east of the 101) before going to the light rail stop at Apache/Price? If it is, why would anyone bother taking the Orbit because it will take longer than driving and parking at either the Apache/Price station or the Apache/McClintock station? Try to come up with routes that make it convenient for residents between McClintock and the 101 to get to the light rail.
13. The Routes look ok but I am disappointed the times were not included. Mill Avenue has every 15 minutes, however Rural and McClintock do not.
14. I am unable to download the proposed changes to the Mars Orbit route due to a slow dial-up connection). I was hoping to stop by your office tomorrow after completing a volunteer job at City Hall to pick up a copy of these proposed changes, but I received a phone call this evening telling me that there will be students there tomorrow who will complete the job, so I don't need to come downtown. Can you please e-mail (in narrative form; no illustrations or map) what the proposed changes to the Mars Orbit entail? I will be unable to attend the meeting on August 5 concerning the proposed bus route changes, but (not having seen what the proposed changes are, and presuming that many of them are because of light rail), I would like to make the following comments about the Mars Orbit: It would certainly be helpful if the east end of the Mars Orbit connected with the light rail (and the Orbit--Mercury, I believe) that comes through the intersection of Price and Apache. This connection could easily be accomplished by the westbound Mars Orbit continuing north on Price from Concorda to Orange/Victory; cross the freeway on Orange; travel south on southbound Price back to Broadway and continue its current route. This would give a "terminus" on the east end of the Mars Orbit that would connect with both light rail and another Orbit. (As you are well aware, the Mars Orbit is the only Orbit that does not go into downtown Tempe; its only terminus is the Library.) If you have any questions concerning my suggestion, I will be available Thursday afternoon (after 2 p.m.) and Friday after 10 a.m. My phone number is 480.829.7870, and my answering machine always answers and screens calls. Thank you for your courtesy. I truly appreciate and enjoy the Orbit buses, and I use them often.
15. We need an ORBIT route that goes below US 60 and serves all of us who live below south of Baseline. This area is a forgotten section of Tempe. If we have to drive to the Pyle Center to get an ORBIT we may as well just continue driving to our destination. I would love to be able to get to the Tempe Marketplace, go shopping on Mill in the downtown Tempe area, go to the town lake, etc. without driving or having to wait for a bus that required correct change and then hope I can make connecting transfers.

16. I live along the Cottonwood Route of the Mars route between Southern and Broadway. I have seen the bus numerous times and have never seen one person aboard the bus other than the driver. Is Tempe tracking ridership and planning on cutting back on routes or eliminating them altogether?
17. I am confused about the proposed change to Route 81. I am hoping that 81 can travel north on McClintock straight to Frank Lloyd Wright Blvd without going east into downtown Tempe. The proposed change indicates 81 will stop at Apache LRT, but where does it go next? Will it travel north on McClintock past University, past Rio Salado, past Curry, past McKellips etc until it gets to Frank Lloyd Wright? I feel there is a need for a straight shot down McClintock, sort of like an express version that bypasses circuitous routes to the east and west of McClintock. Thank you for the opportunity to give input about proposed changes.
18. As a daily rider of Rt. 65, between Kyrene/Elliott and ASU, I am thrilled with this proposed change. A regular problem for me has been buses that don't show up, for any number of reasons, leaving me sitting in the heat for an additional 30 minutes until the next scheduled bus. A more frequent schedule will make "missing in action" buses more bearable.
19. I've looked at the Orbits only, and I think the changes are sensible, considering the entry of Light Rail into the mixture. The Orbits are a great idea, but it is a shame that for those who live in the far ends of the route, that it takes 45 or more minutes to get to their destinations at ASU. After a couple of trips like that I know one person who quit riding Orbit to work and began driving again. Maybe the answer is more routes with less meandering?
20. The change to Route 108 - Elliott is really distressing. There are many of us to catch the 108 to get to work in Chandler and Gilbert from the AZ Mills bus stop which has coverage and benches. We all would have to add another transfer to our already long days to get to Elliot if that stop is removed. When you already ride the bus for more than one hour each way everyday, adding another transfer and the 30 minutes it takes to get there and wait for that bus (and hope that the connection to 108 works), it is really a burden. As the 108 only runs once an hour to Chandler and Gilbert, missing one connection will get all of us to work an hour late and get us home another hour late. I'm not sure I can face adding 1-2 hours to my day just for transportation. I really appreciate the bus service and hope that you can continue to service those of us who need the transportation from Arizona Mills to Gilbert and Chandler.
21. Are there any plans for bus service along Rio Salado between Mill and Priest OR Mill and 52nd Street with a stop near the 3rd and Ash LRT?
22. As you are most likely aware, ASU is a big part of the transportation system in Tempe, which is most of the year. ASU even gives out free bus passes to its students to reduce the parking burden. As an ASU student, I have been using the bus system since I moved off campus in Fall 2006. I am wondering then, why were the rider surveys conducted when ASU was either not in session or during the low-attendance summer session? Similarly, the hearing for these revisions is also conducted when ASU is not in session. As a result, feedback from rider surveys and at that hearing will not reflect the opinions and habits of many ASU students who use the transportation system. Similarly, Arizona's many "snowbirds" would not be reflected, but maybe they don't use the city buses much. (As an aside, Tempe's municipal elections were similarly scheduled when ASU was not in session [spring break and summer break] and I had to vote absentee, so it seems the city simply ignores ASU students at times). Anyway, my school-year routine has been to take the route 56 from Priest and the 60 to the College Avenue stops. With these proposed revisions, I

would have to transfer to the light rail at Priest/Washington, or alternately switch to the Route 62 Hardy bus. The problem with using the Hardy bus is that it is routinely a smaller, older bus with few forward-facing seats and often lacking a working air-conditioning, as well as the fact that it would be a further walk, although the actual duration of the ride would be less. Route 62 seems delay-prone as well from the few times I've used it. So, using 56 and transferring seems to be the best choice for me, as the light rail will have the added benefit of bypassing the slow Mill Avenue traffic that often plagues Route 56. So, my main concern is that the train runs frequently enough to connect easily to route 56 without adding much travel time. Ultimately, my main reason for submitting this comment in the first place is that this entire process seems to have been done ignoring ASU students, by conveniently scheduling this process during the summer. After turning off of Priest, the northbound route 56 seemed to be mostly ASU students, so I imagine this time of year that bus is quite empty on that leg of the route, which may have affected the decision to curtail it at the light rail station from December on.

23. I am concerned about the hours of the Orbit system once the LRT begins. It would be helpful if the hours matched so I would not be stranded at an LRT station after a night of celebrating downtown.
24. Changes to RED LINE (40): Support the new route 100%. Strongly recommend increasing frequency of line during rush hours to every 15 minutes (weekdays), especially in Mesa! Changes to Route 30: Looks like a lot longer commute from E.V. just to get to downtown Tempe. Generally O.K. with the route changes, if the new 40 provides 15 min. frequency options for rush hours (Help out Mesa). Because you will see a majority of that ridership including myself now going on the 40. There are too many loop diversions on the proposed 30 line. I would suggest considering to reduce the amount of loops that occur with proposed route, while still achieving the intent of connecting to the Light Rail stations. EX: From Gilber/University I would have to go through 3 loops before reaching my destination that is past Rural Road. The commute time is long enough. These changes would appear to add at least another 20-30 minutes! Please consider the following options: - University & Rural LRT Station, do not loop around this location as proposed. Use the existing stops that are already in close enough walking distance to the LRT station. There is too much traffic congestion at this intersection during school hours to requiring the buses to make several intersection turns, which also has the effect of increasing the overall commute time for the riders that remain on the bus. - O.K. with loop proposed at the Main/Sycamore LRT station. This is the beginning of the rail line and makes sense for commuters needing to go the full distance. - Recommend modifying the existing Multi-Generational Center route loop for both east and west bound buses. At the current bus stop at the gen center, have the buses take a left out on to Center St. and proceed either east or west at the light to continue route. This would reduce some time associated with meandering around 1st and 2nd streets, and eliminate a few stops which are rarely used. The eliminated bus stop locations are close enough to the red line route and existing 30 to not cause any disturbances. This again would speed up the overall efficiency time of the route, that will be needed for the Sycamore stop, etc. Thank you for giving us this opportunity to comment. I can't wait for Light Rail!
25. I am SO EXCITED for the light rail!! And I'm a fan of and idea of riding a bus. I live on rural and Broadway, I work at University and 40th, and I will be attending MCC for the next couple years. I do know of a lot of MCC students in the ASU area. I'd be looking for routes to accommodate MMC/Banner Desert/Fiesta Mall area to ASU and perhaps to the SR-153 airport area. I'd like to see either the Red Line, or University-30 Route, or Apache/Main route somehow hit that Southern/Dobson MCC area. I think this would be a great

connection from Tempe to MCC and ASU, and even the University of Phoenix. These buses services go out to malls and hospitals way out in east mesa, but why not to Fiesta Mall/Banner Desert/MCC area, for us nearby Tempe residents?

26. I ride the 66 every day down Guadalupe, and will be very disappointed if it is changed. Thanks,
27. This all seems to have been thought out very nicely. A couple of comments for your consideration: Bus 40: I suggest to add some late runs from the airport; the Red Line's last bus is always well before that of -say- bus 72, and if one is on a late or delayed plane one easily misses the last Red Line bus while there would be still connecting service in Tempe. Orbit: While not related to changes because of Light Rail, I advocate a slight realignment of Jupiter Forward to allow a stop around Southern and Terrace. The Orbit just goes by and does not stop at Southern and Terrace as it needs to turn left on Rural. That is very counter-productive for a neighborhood circulator. The simplest would be to have Orbit continue on Malibu until Terrace, then right on Terrace and left on Southern. Passengers needing to get near Southern/Terrace then can get on and off on Terrace.
28. I ride bus route 76 almost every day. There are very frequently passengers coming from Scottsdale who change buses at Mill and Curry, I presume to take route 1 into downtown Phoenix or route 56 into Ahwatukee. I see that routes 1 and 56 are being changed so they will no longer connect with the 76. This will eliminate easy bus access between south Scottsdale and both downtown Phoenix and Ahwatukee. I strongly disagree with the idea of routing the bus through the ASU parking lots to get to the Tempe Transportation Center. Are you kidding me? Have you ever tried driving through that area in the morning during the school year? Any vehicle on Sixth Street approaching Veteran's Way has a long wait because hundreds of students cross there on every green light. What if the bus can't turn on a red light?? Please be sensible: Rural to University, University to Veteran's Way; Veteran's Way to Transportation Center.
29. I would be extremely disappointed if the 56 changed to the proposed route. I live in Ahwatukee and work at ASU. The 56 provides a direct route from my house to work. I no longer drive, and in fact gave up my parking permit at ASU because of the ease of this commute. If this change to the 56 route is implemented, I will have to either 1) change buses somewhere along the line, 2) drive to another bus line and park (where are the park and rides?) or 3) go back to driving to work.
30. I am a Route 30 rider. My concerns are that you are adding extra time to the bus route yet during the busiest times of the day planning on decreasing the number of buses. Have any of you actually ridden these bus routes during the morning and evening hours? The route 30 bus that leaves East, University Dr. & College at about 5:25PM is so crowded that I am usually standing until at least Country Club or farther. The buses are hot and often don't run very well in the summer. If you cut more buses off this route it is only going to get worse. Also adding 2 extra detours around the light rail stations I would guess is going to add anywhere from 15 to 20 minutes to the route. Not that Valley Metro has ever listened or responded to any customer feed back but this is my observations. Thank you.
31. I'm really, really liking the revision made on the proposed for Route 56. I especially like how it will go all the way up to Van Buren And I'll be crossing my fingers this route will continue to serve the section of 48th where I live (Chandler Blvd and 48th) and take me up to Center Parkway. You can't please 'em all, but this is awesome for me.

32. I oppose combination on Rtes. 65 and 66 as that would be one less bus on the Mill Ave Route.
33. I work at University Center on University and have to travel to various parts of the ASU Tempe campus. When located on campus, I used to take the Flash to go to USB on Rural, but now I find myself stranded. I wish one of the Orbits or Flash would hook University Center into the loop. I'm also sad to see Route 30 cut down to every 30 minutes. I was seriously considering using that to get to work. Thanks for the opportunity to comment!
34. Since I am a Tempe resident and an ASU employee, my suggestion is that an orbit route or the flash route be extended east of Rural on University. The services are not incorporating the employees that are off campus and east of the university at the office complex called the University Center. I realize there is a city bus running along this route but I am conducting ASU business and believe that the flash should include these offices in their route as well.
35. The Red Line modification makes sense and I would still be able to make trips from East Tempe to the airport. Also the new 40 line as the Red Line Modification will known as will enable my family to go directly from Price and Apache to the Red Mountain Library on Power Road in Mesa. I recommend the proposed 40 route be established.
36. PLEASE DON'T CANCEL THE REDLINE!!!! There are so many other working professionals that ride this bus with me. I currently get on at the beginning of the route (Gilbert/University) and ride it to Sky Harbor Circle and Buckeye. I have just started riding this bus a little over a month ago - my company pays for it's employees to ride the buses. If this route is deleted, I will no longer be able to ride a bus. I am too old and have medical conditions that will not enable me to stand out in the Arizona heat to make transfers. This will be a terrible loss if we lose the redline. Just imagine how many more vehicles will now be back on the road because people can't get to their places of employment any longer by utilizing the Transit System. I came out here from the Bay Area where I rode BART all the time and was excited about the Light Rail however even that stops too far from my office for it to benefit me. I currently ride an hour and 15 minutes to work on the bus. With the redline gone, it will now take me almost 2 hours to get to work and almost 2 1/2 hours to get home AND I would have to stand in the heat - definitely not worth my time any longer to ride the system - even though, financially it is better for me. PLEASE do not get rid of the Redline!!!! There are so many people that rely on it that live in the far East Valley. I ask that you reconsider. I will forward this website as well as the flyers to the passengers that ride the Redline with me.
37. I know I submitted a comment before on the 66 change, but that was the first day I could read the proposed changes and I had only considered the going to and from work aspect. Although my address is Baseline, I live in an apartment complex so live at College at Duncan really. I have several additional concerns related to the changes for the 66 (doing away with the bottom portion). For those of us taking the current 66 south beyond Mill and Baseline, it will now be difficult to go grocery shopping on the way home from work because we will have to change buses or walk much further. I will actually cease doing that altogether. I will have to change pharmacies since I currently (and have been for several years) using the Walgreens at McClintock and Guadalupe. It's easiest for me since I don't have to walk as far (I have asthma that can get severe) to/from the bus stops. I will not use that particular pharmacy if I have to change buses. And although there are pharmacies along route 77, I really resent having my options so limited. I don't have a car so I am

entirely dependent on the buses. Now to grocery shopping without transferring, I will be relegated to either the Fry's at Baseline and McClintock or the Food City near Hardy and Baseline. Now I can also access Albertson's, Trader Joe's, plus several other Frys' markets. My mother comes to visit every year and uses a walker. We always use the 66 to go to downtown Tempe. Now we will have to take the 77 and then transfer, a lot less convenient. I was told before when I wrote my first comment that I could just walk from Mill and Baseline, but sometimes my asthma really acts up and even .3 miles can be difficult (I checked the distance that Valley Metro gives as the distance between Mill and College on Baseline). I am seeing increased numbers of riders in the afternoon who are still on the bus after I get off. As more people ride the bus, I would think you would want to make it more rather than less convenient for people to do so. Thank you.

38. How about putting some busses on Route 72 - Rural (and others) that don't stop at every single stop? Make them Express busses that stop - MAXIMUM - at the major mile intersections for people who need to commute. It would be even better if you made them stop only every 2 or 3 miles. (ie: Chandler Blvd - Elliot - Southern - College hub) I would ride the bus if it didn't take an hour to make it thru the route that takes me 20 minutes to travel by car.
39. It would seem to more effective on the Orbit Jupiter route (and perhaps others) to keep the existing route (either forward or back) and the proposed route one or the other... that is to say, if you keep the existing forward route, then modify the back route to the proposed. This, would provide all riders with the best of both worlds.
40. thank you for the new route 40!!!!!! Yay, on behalf of all airport and airline workers in the Tempe area, we thank you!!! We depend on the RED LINE to get us to our jobs. Hopefully you will have hours comparable to the RED LINE because airport and airline employees don't work M-F with 8-5 jobs. We are flight attendants, customer service agents, airport cleaners and airport security plus many other jobs. Often times RED Line doesn't run late enough (especially on Sunday nights) but please don't eliminate early service or late service. Thanks.
41. Excellent changes. I am really looking forward to riding the trains. The new alignments will especially speed up #81 when I ride from Scottsdale down to Southern Rd. I like the new routes straight across Elliot and the new Mill alignment (although I'll miss the Route 66 designation!) And it will be much faster for me to go from Scottsdale to downtown Phoenix via #81 and the McClintock station, instead of riding #17 across McDowell. That means I'll be spending more time in Tempe, and poking around Mill Avenue. I am excited! I am still hopeful the city of Scottsdale can be convinced to extend #56 up Galvin Parkway to Indian School and Loloma Station, to provide a fast route between downtown Scottsdale and the trains.
42. The Red Line should go to downtown Phoenix from Tempe. Making it stop at Sky Harbor Airport is stupid!!!! Don't mess with the #1 line either. It should go to downtown Tempe like it always has!!!! Don't mess with the #56 line either. It should go to downtown Tempe like it always has!!!! Don't delete the 65 bus either. It is just as important as the 66 bus. Last the light rail system sucks because it only makes stops every half mile. Currently all the buses stop every fourth mile and in areas like downtown Tempe or downtown Phoenix buses often stop on every street intersection. You guys really screwed up and wasted our money when you bought the light rail system. Its just an over priced cho-cho train. Also making me type "I accept" into this form is silly and stupid!!!

43. I ride the Orbit Jupiter route to get to work everyday from southern Tempe to ASU. This bus has been a huge blessing to me and my wife, as we can commute comfortably while saving on gas and car expenses. The bus is always packed when I get on after work, and once the driver even had to deny waiting passengers because there was no room. It is obvious that this system (and at least the Jupiter Route) is also a blessing to others. One would think that a free bus system would be littered with problems; with people taking advantage of the service causing others discomfort. This is not the case with Orbit. The service remains relatively clean, respectable, and timely. I will be using this bus for the foreseeable future. Thank you for Orbit.
44. Will the 72 route go from the LRT stations up Veterans Way loops the Tempe Transportation Center to College to University or will it go from the LRT Station to University up to the Tempe Transportation center and then to Veterans Way? Thank you.
45. I take the 66 at rural and lakeshore every weekday. This is the only route for me to get to work on time. Please do not close this route Thank you,
46. I STRONGLY disapprove of the idea of cutting off the Red Line at Sky Harbor, replacing it with a truncated Route 40, and I think a lot of other people will too. I just rode the Red Line last night from University and Mill all the way to 19th Avenue and Northern, and later back again. A pretty fair number of people rode approximately the same distance in both directions, even around 10 PM -- i.e., they rode from Tempe all the way to the northwest side of Phoenix or the reverse.

Why would anyone even consider REDUCING THE CONVENIENCE of the Red Line, which enables one to go over a large part of the Valley without the inconvenience of multiple transfers? That makes absolutely no sense! I do not understand at all the removal of several routes from serving downtown Tempe. That's been one of the great things about Tempe -- being able to transfer to so many routes at one location -- and now you're throwing much of that away! That makes no sense. (P.S. I accept the public disclosure of this message, but not of my home or email address.) Two or three more comments (these are not related to each other): This ties in with a comment I made via the web this afternoon: While I confess that I have not done this, I like the fact that, as things are now, I can ride Orbit Earth downtown, transfer directly to Route 56, and end up at Arizona Mills. With the proposed changes to 56, I wouldn't be able to do that. Don't force north Tempe people to go only to Tempe Marketplace! It's not air-conditioned! It has long seemed bizarre to me that Orbits Mercury and Jupiter coincide for a significant piece of their length just east of downtown.

Since, if my memory is correct, the realigned Terrace Road, on the east side of Rural, comes in more or less directly across from the light rail station (indeed, the light rail runs down Terrace, doesn't it?), it would make sense to have one of the routes (I'd suggest Jupiter, so neither bus has to make a turn at Lemon and Terrace) go southeast on Terrace from Rural, while the other (Mercury) goes south to Lemon on Rural as now. For that matter, it would make sense now, before light rail starts up, to have Jupiter go east to Rural, south to Terrace, and southeast from there. (These are, of course, the descriptions of the routes traveling eastbound; reverse these for westbound.) Rather than double-serving Lemon between Rural and Terrace, and not serving Terrace between Rural and Lemon, it would make more sense to provide Orbit service also to the people living along that segment of Terrace. Rather than removing routes from the current cornucopia of buses coming into downtown Tempe, I would suggest adding Route 3 to the mix. Until I heard about these proposed changes, I would have said that wasn't high priority, since Route 1



came into downtown Tempe and would get close to the same destinations as 3; but now you want to take that away too!

I don't object to either 1 or 3 going to the zoo, but why *\*only\** the zoo? (Jason Hartong explained some of the economics of the matter to me; I'm just giving the customer's point of view.) As before, the above comments may be made public; my home and email addresses may not (other than the fact that I'm a Tempe resident).

47. RE: orbit mars - I am disgusted that the people in our neighborhood are being ignored. Those of us who live close to Siesta Lane/Price Road have to walk a 1/2 mile to catch the Orbit on Country Club Way. Many of us have requested that the route at least come down to River Road. The orbit could turn to the east on Laguna, then south on River and back to the west on Manhatton. It seems you are more interested in serving the student population than the neighbors. This is an aging neighborhood and to walk a half mile with any packages from shopping is too much, especially during the hot and hotter months. I am 51 and have tried to grocery shop using the orbit, but it is too far to walk even carrying only two partial bags of groceries. It just seems you always have your minds made up and pay no attention to the people using the service. How about a logical explanation for ignoring us?
48. I'm very sad that Route 66 is proposed to be dropped. I get on at Guadalupe and McClintock and ride to Mill and Third. It will not be as convenient to ride 92.
49. My main concern, currently and for the future, is the age and condition of the buses you're using, particularly on Route 72 from Chandler Mall M-F 6:39am going north to ASU and the 4:50pm leaving ASU going south to Chandler Mall. I live at Riggs Road & Gilbert. I drive 13 miles to catch the bus at Chandler Mall. In order to catch the 6:39am #72 North to ASU and be at my desk by 7:30am in the Brickyard, I need to leave my home at 6:00am. Given that I have such a long commute, I find it unacceptable that you would put buses that are too small and too old with worn out seats (foam rubber coming out of the seams) on this very busy route. Both directions are most often standing room only until we reach campus or beyond Baseline heading south. It's bad enough that the Brickyard parking has gone up again, one of the reasons I stopped driving, gas prices are up, and ASU is now charging us to ride the bus. It takes alot of nerve for Valley Metro or whoever to bring out the smaller buses (standing room only on both of these routes) that are in need of repair and cleaning. I work in the Deans office and wear good clothing every day to work, and do not appreciate having to sit on seats that are either not clean, wet from the air conditioner, or the stuffing is coming out of them. I'm sure the majority of the passengers don't appreciate it either. The only ones who don't care are the few transients that come on the bus. I'm glad to give up the parking and ride the bus to save money on parking and gas, but it's really too much to ask that we ride unacceptable buses.
50. Please do change Route 81-McClintok as proposed! I live in Chandler and work at General Dynamics in Scottsdale. Every day I see scads of my colleagues driving their car back and forth to work because the existing schedule would make our commute time unacceptable. That silly loop that 81 currently does through ASU costs at least 10 minutes, rendering the route useless to us. Eliminating that detour will allow me to use the bus. Also, please look at where people live and work and ignore city boundaries when designing routes. Design them around people's travel patterns. Thanks.
51. I work for Chase, and i used to work for the facility on sky harbor cir and buckeye which is serviced currently by red line. Right next door was is BAnk of America, and I think having those two large employment centers just a bit farther west then sky harbor is reason

enough to extent "route 40" at least that far. I now work at the Chase facility on Mill and University, and I like to shop at Trader Joe's on McClintock and Guadalupe. Currently I have the option to take either route 81 or 66 directly there and it is very convenient. While I realize route 92 would still service that intersection from downtown I will miss the directness that those two routes allotted me. Also I think for those traveling from that area to downtown having the option to take either route 81 or 66 as they currently stand is a great convenience. I live near Rural and Basline and for me having route 66 is very convenient to get to downtown where i work, and home again, and it gives me the option to go grocery shopping with out having to transfer. I realize that most of the passengers on both route 65 and 66 are ride between down town tempe and baseline rd, as I ride both of them quite frequently. A solution might be as follows: Route 65 will run every 15 minutes from down town Tempe south. every 15 minutes the route could alternate between the aquatic center and route 66's current path toward guadalupe and price. That way, Mill Ave would maintain an every 15 minute service, and the other portions of the route would maintain every 30 minute service.

52. Re Route 81: I oppose removing the ASU College and University stop from this route. Forcing an exit at Apache and a change to light rail makes the trip longer and not of interest. It will work against encouraging the use of public transportation. I can't believe that the ASU ridership is not significant along this route.
53. Thanks for replying to me so quickly. I checked the link below and your proposed Mars bus service seems to work for me. I take the 520 into downtown Phoenix and would like to try the new Light Rail once it available and it looks like no matter which one I choose Mars will get me there. I catch the Mars at 6:10 am, Balboa and George St., then I transfer to the 520 Express at Southern and Price Rd. the 520 then leaves at 6:23. Your proposed Mars bus service seems to work for me, if I take the 520 or light rail into Phoenix Mars will get me there. I just need to wait and see what times the Light Rail leaves from the Apache Price location to determine which one works best for me.
54. I am a regular bus rider. I take Route 65 and 521 buses. I am very pleased to learn that 65 will run every 15 minutes between Warner and Downtown Tempe. Guadalupe and Elliott roads are left out by express buses. I wish 521 goes further south up to Illiot through Kyrene. Thank you.
55. I am a member of the Mayor's Commission on Disability Concerns. Earlier this year we were given a presentation on the progress of the light rail. I am, as are a number of the commissioners, concerned with the evening hours of all public transportation. Almost all of our public transportation quits before the bars close. It was our consensus that is a bad policy. We felt that public transportation should be available to get people home from bars that are too impaired drive.

These people present a significant health hazard to the other people on the road and themselves. Ending public transportation an hour or two later in the evening would ameliorate this threat to public safety.

The state legislature has passed some of the toughest laws in the nation for drunk drivers, we regularly have drunk driving road blocks and still hundreds of people die every year because people have to get home from the bar. Extending public transportation is one serious step in getting these people off the road. Please reconsider the ending period of public transportation with an eye toward public safety. Let's you get the drunks off the road at night.

56. When will your new routes SOUTH of the 60 start? I have been looking forward to this route for nearly a year in regards to busing issues with the School District.
57. The Mars route fails to consider the streets South and East of Country Club Way. It is easily solved by diverting East on Malibu or Laguna to River or Siesta, then South to Manhattan, then back East to Country Club.
58. I would like to see the Orbit Mars line go up to Tempe Marketplace! as it is you would have to change three times and go way out of your way to get there using orbit. Thanks!
59. I currently take Route 81 from South Tempe to Downtown Tempe. I have no problems with transferring to the light rail. In fact I was considering doing it anyway, even if 81 continued to the downtown transit center.
60. Orbit Mars - Please keep it connected to the light rail. I'll be depending on this connection for commuting between work, childcare, and home. Overall, there are approx. three lines (two orbits and one city bus) who will be serving the Rural Rd. LRT station. This seems a bit excessive and a lot of traffic for Tyler Street, which is much smaller than the currently utilized Terrace road. The additional transit coupled entry and exit of the parking garage, and the pedestrian traffic between Biodesign and the parking garage may lead to a lot of congestion and safety concerns in the area. Is there any evidence that having the orbits (one of which essentially parallels the LRT) drop passengers a block north of where they currently drop people will make any difference? There is a stop at the Tyler St. garage that would serve the LRT.
61. I want to thank valley metro for making a new route for Guadalupe Arizona this route i have been asking for now 7 years and now my wish has come true thank you. Route 92 From Arizona Mills Mall to Guadalupe Road from Priest Drive going east to Price Road Route 56 from Elliot Road to Ray Road.
62. Please consider running a route North and South on Price Road. Many people are employed and live in this area. Furthermore, it would reduce on pollution and traffic congestion. They are many citizens that would truly appreciate the route and take it routinely. I for one would benefit greatly along with hundreds of more potential bus riders.
63. I would like to see an Orbit bus in South Tempe. Possible routes could include to the Tempe Library, Tempe Marketplace, downtown Tempe or to connect with the other Orbit system to get to these locations. The Orbit maps for the Jupiter and Mars shown above this comment box would not open to see proposed changes.
64. If Route 66 is changed to reflect what the map shows it will impact my ride as well as many others who use this route to get to ASU. It will make it impossible to get as close to the center of campus as I do now. The alternate route stopping at the light rail is a lot farther from where I need to go on campus and will make it completely impossible for me to continue to use the bus!! Please do not take away or change route 66. The buses are full all the time and this would impact lots of riders.
65. I am generally in favor of the proposed route changes. I currently ride Route 81 and Route 56 from McClintock/Elliott to Center/Priest.

I would encourage the city to consider increasing the east/west routes to run every 15 mins during rush hour. The changes to the routes decreases the ease of east/west cross over. I would be particularly interested in increased frequency on Route 108. thanks

66. Could we perhaps pair the 13-Buckeye route with the new Route 40-Apache/Main? I travel from Tempe to 24th st/Buckeye, and it would be nice to have one bus to go on that distance like the Red Line does currently. I understand that I do have the option for LR and to transfer to the 70, however, I think it might be a good idea to pair the 13-Buckeye with the Route 40, similar to what was done with the old Route 24 that ran down 24th st (and became the 70) when it joined with another line. There are numerous employment centers around that area, such as the Greyhound Bus terminal, Bank of America, US Airways, LSG SkyChefs, as well as the Rental Car Facility on the West side of the airport. These areas would lose service to Tempe/East Valley with the new Route 40. Thanks! Overall route changes look great, by the way!
67. Regarding route 81. Currently this is a convenient route from the research park to ASU and it takes a reasonable amount of time. Under the new proposal it would not be convenient and it would greatly increase the travel time and cost.
68. I like riding the Tempe buses everyday of the week for work and shopping, but I would like to see more extended hours during the weekends because I would like enjoy the nightlife in Tempe and Phoenix, not only that, it would be an great addition now that Train is coming in December 2008. I want to get out more and enjoy the nightlife like everyone else who has cars which I do not have. I really want to enjoy the nightlife in Arizona riding the Buses and Trains. Most Bars and Clubs and major events entertainment be closing late so I have no way getting home on the bus line when I do not have a ride home so I stay home like most who do not have transportation. Keep Tempe in Motion 24/7!!!!
69. I am in favor of the change to the Route 72. It will be important to provide bus service to these light rail stations, especially because those stations do not have convenient vehicle parking near them.
70. I like all the changes incorporating the new light rail line connections. Especially changing the Red line to go into Mesa. One of the biggest complaints I have heard from fellow bus riders is why it doesn't go into Mesa. I only hope that Mesa is picking up some of the tab since they are the beneficiary.
71. I normally ride from my home near Elliot and McClintock to my office at ASU. If the bus route changes so it does not go on University Drive between McClintock Drive and College Avenue, I will not ride it anymore because transferring to light rail would add too much time to my commute.
72. When Class starts next week I will be riding the route 56 bus from Priest and Elliot. Currently this route takes me directly to campus and will take approximately half an hour. There are several alternative routes I could take to campus, using multiple buses, but due to the somewhat random and nonsensical timing of some of the stops on certain routes, each alternative would take me more time, mostly because I would miss a bus by one or two minutes and need to wait for 15 or 30 minutes for the next one, which is ridiculous. As an urban planner in training the timing of these routes must be addressed so that it is as easy for people to get to their destinations as possible.

I have no problems with the changes to Route 56 as long as the timing of the stop at the light rail stop will be such that I will be able to get the light rail train to Rural and University without waiting more than 5 minutes. If this is the case, then I am ok with the change, even if it means walking farther from the LRT station than from my bus stop. Seeing as there are roughly 10 apartment complexes along grove parkway that are located near the same bus stop I would be using, timing of this stop is important so that anyone in these apartment complexes is not inconvenienced by the proposed changes. Also, looking at the other routes, the frequency of the University route 30 should not be changed to every half hour. This would make the bus overcrowded and would disrupt the schedule of too many students. There are probably 15 or more apartment complexes where primarily students live that are along university that this route serves... if the frequency of this route is changed to every half hour, then many many students will be upset, and seeing as how many of them have not even moved into their apartments yet, to have this survey end a week before class starts is taking the opportunity for these students to speak their minds about the change. I understand the desire to have people use the LRT, but students will not walk an extra block south to apache to use it if there is a bus that stops on university. Also, it does not do anything for the students who live on university west of campus where the LRT does not run nearby. Changing the frequency of this particular bus route to every half an hour would be a BIG mistake on the part of the City. Bus route service should NEVER be reduced unless it is replaced with something else... IE, the LRT, which is on Apache, not University, another mistake the City made, but a complaint for another time. Thank you for your time. I hope my comments on these are taken seriously. As an MUEP student in the School of Planning, I also would like to suggest that a partnership with the School be developed so that you can better understand how these bus route changes would affect the lives of 50,000 students who attend class at ASU... I am sure that many students would be interested in working on a project like this.

73. Route 81 – Please do not remove the segment that goes between McClintock and ASU/downtown Tempe along University Drive. Many students, faculty and staff both from Tempe and Chandler use this line almost every day to reach ASU. People do not want to transfer from a bus to the light rail to go the relatively short distance between McClintock and University and ASU. Please seriously consider my comments on this. ASU faculty and staff now pay \$5.00 a week to use the Metro system. They will not be happy if an important route to ASU is now much more inconvenient. People want to use the bus, especially now, but if it is too inconvenient they will not do so. Thank you very much for your attention to these concerns.
74. Route 77 and Route 96 meet at Dobson and Baseline, Route 96 (north bound) arrives at Baseline at the same time Route 77 (west bound) starts down Baseline. Can you adjust the schedules so Route 77 leaves just 5 minutes after Route 96 arrives. I see route 77 (east bound) waiting at the south east corner of Baseline and Dobson and people can easily go from Route 77 to 96 but they can't go from Route 96 to 77. Sometime Route 77 is sitting at Baseline and rural and people try to make a run for it across dobson and almost get hit as the bus (route 77) leaves. Since dobson and baseline is the start of Route 77 I hope the schedule change would be easy.
75. Hello- This is more of a proposal. How about a circulator shuttle to the Tempe Marketplace for light rail passengers. The shuttle route would start at the McClintock LRT station, head eastbound on Apache to the Price Road LRT station, take Price up to Rio Salado and back to the Marketplace. The shuttle would take the main driveway through the Marketplace, picking up/dropping off people near the main shopping center, the theater, and the restaurants. It would exit the Marketplace at McClintock and continue it's route back to the

LRT stations. The McClintock station was chosen due to its close proximity to the Marketplace and is the closest stop from the West. The Price station was chosen due to its close proximity to the Marketplace from the East and is the drop-off points for the Mercury and Mars orbit shuttles which could shuttle people from ASU and other parts of Tempe.

Currently, there are only 2 public transit routes that serve the Marketplace. The Earth orbit, which would take about 1/2 hour to get to the Marketplace from the nearest LRT station. That would probably deter a lot of people from that alternative. The second is the 81, which only has one stop at the Marketplace and would not be as marketable as a dedicated route. The shuttle would be much easier to advertise and would be a more appealing option. Here are some pros and cons to the proposal. Pros: - could increase revenue for the city by bringing in customers from Phoenix who can't drive, or won't drive due to the high cost of fuel, etc. - would encourage the use of the light rail - would free up parking and ease traffic on the L202 and L101 exits surrounding the Marketplace. Cons: -the cost of providing new vans, drivers, fuel and maintenance. However, due to the close proximity of the Marketplace to the LRT, few vans would be needed and the cost could be offset by the revenue generated. It's obvious Tempe is establishing itself as a transit friendly and environment friendly city. This could be a nice step in boosting the image and commerce for Tempe. Thanks.

76. What about an orbit bus from the McClintock station to the Tempe Market place? Seems we have the little blue bus going thru the neighborhoods and then getting to the largest shopping area in Tempe we need to travel for an hour or more to get there from McClintock and Southern. Sure, we could take the Metro but when we have a service from our city why should we pay the money to ride Metro?

We have used Orbit and enjoy the service but would like to see a service between McClintock and Tempe Market place. Thank you.

#### **Comments received between May 22 and June 24:**

1. I am a regular, daily bus rider using the Red Line to travel to ASU Downtown campus and live a few blocks from the University and Beck intersection. I am totally opposed to the elimination of the Red Line. Without such service my trip to Phoenix will require 2 times the time and considerable inconvenience. The Red Line also serves the Airport and it is unclear how we living in Tempe would travel to the Airport if such service will be available. The closest light rail station for me is Downtown Tempe, necessitating a separate ride on Orbit and then transfer to light rail. This is not acceptable to me. Please allow the Redline to travel into Tempe if only to Rural and Apache. thanks you for your attention.
2. Route 40 should extend along University Drive to Phoenix Sky Harbor Airport and operated for at least six months after Light Rail begins to operate, in case of unforeseen problems with Light Rail.
3. Please make sure that the 56 does go to Priest & Washington at the very least. I have to go to Priest & Center Parkway every other week. Also, there are a lot of businesses at Priest & Center Parkway. I hope that the proposed changes to this route mean that it will not be detoured every time there is an event in downtown Tempe. Several times I have had to walk from Rio Salado Parkway or University to Center Parkway. Almost every time there were no road closures on that stretch of Priest! NB: I plan to move to Tempe within the next year.

4. I love the idea of making the Orbit Earth a circular route that doesn't affect the North Tempe route! This is the best service ever!
5. I find the proposed changes reasonable. However, I would also like to suggest later service for all Orbit routes circulating through the downtown Tempe area, in line with last call for the various drinking establishments in the area. I believe the Orbit system would be a much more desirable way to avoid DWIs and plan around an evening of drinking if it were to run until 2:00 AM. Even if only on weekend nights, it would be a good start, something a little more creative than just trying to fill up tent city with more people.
6. I like the idea of providing peak service on route 65 every 15 minutes. I think it is a good idea to continue having the 65 continue down Kyrene to Warner (as opposed to the 66 that doesn't go as far down Kyrene).
7. I regularly take the 66N from the Price Frontage Road near Baseline to Mill and Southern. No other route services the Price Frontage Road. This is where my doctor's office is located. there are several offices in this business park that will be affected.
8. I work at ASU in Tempe and take the Red Line to work everyday. I am against eliminating the Red Line route because the Light Rail doesn't even go near the ASU campus. The closest you can get is Rural and University and then you have to transfer to another form of transit (which will probably be taken away too) or take a 20-30 minute walk. The Red Line actually delivers you to the center of the campus at Apache and College. Why does the city insist upon making a good thing (Light Rail) into just another inconvenience (taking away valuable services)?
9. PLEASE do not remove bus service from Tempe to Sky Harbor Airport!! The Red Line service that stops at each terminal is VERY convenient. Because the Light Rail will only run near the airport and not through it, it will require a transfer to another bus/train to get to the terminals. The addition of another transfer will make travel to/from PHX much less convenient. The proposed Route 40 would be a good replacement for the Red Line as long as service was extended to Sky Harbor Airport. However, the proposed 30 minute service certainly would not be as convenient as the current 15 minute weekday service provided by the Red Line. One way to help with this issue would be to have the Route 40 run "express" or with limited stops from downtown Tempe to the airport. As for the Route 66, I ride it almost daily between Rural Road & Baseline Rd and downtown Tempe and am not in favor of eliminating that segment in the proposed integration with Route 65. Although the Route 72 covers this segment, it can be EXTREMELY unreliable and crowded, especially southbound from College & 5th in late afternoon when ASU is in session. The 66 is a great alternative. It doesn't make sense to reduce capacity along this segment especially as ridership increases. Likewise, eliminating Route 66 service along Guadalupe, Rural and Baseline would affect a number of folks who rely on it to get them to their school and jobs along Mill Avenue. One is a young mother I see daily who boards along Rural then drops her son off at school on Mill before continuing on to her job at Tempe High School. Another is a nurse at Tempe St. Lukes Hospital who boards at Rural and Southshore. If the 66 were eliminated, these folks would need to make several additional connections to get to their destinations and adding a considerable amount of time to their daily commute. Thanks for your consideration.

10. I would like to see a route be extended to Warner & McClintock, the 81 goes into the research park but misses the whole intersection. I would also like to see a space for the folding bikes the racks now are to big.
11. I would love to use the Mars Orbit bus to get from my home to light rail IF it takes me to the light rail station efficiently and will get there early enough for me to arrive at my place of employment in Phoenix at 7am.
12. Re: integration of Rt 65 and 66 I'm very much in favor of increasing frequency on the 68th St portion of Rt 66 to 15 minutes. Very often I miss my connection of Rt 66 at Thomas Rd because the Green Line is so unreliable and I often have to wait 30 minutes for the next bus. Many people in nice parts of the Valley such as Tempe and Scottsdale don't ride the bus because the lack of frequency makes many trips unnecessarily long. Increasing the frequency will hopefully increase bus riders, decrease traffic, and decrease pollution. Re: changes to Rt 72 Your website doesn't specify, but I hope that the deviation of Rt 72 to integrate with the light rail station means that the route will no longer go all the way to College. Rt 72 is already a very slow route because of the heavy traffic and numerous stops. To add additional travel time when passing through ASU would just be ridiculous.
13. 40 must go to the airport. it would be a disservice to the whole east valley to have no way to get there by bus. a shame...
14. The city of Tempe is seeking input from the public as to whether the Route 40 should extend along University Dr. to Phoenix Sky Harbor Airport. YES, YES. I am a Southwest Airlines Airport Employee and I depend on the RED Line to get to the airport. I live at 12th St and Priest and depend on this line to get to work. I actually can get to work faster than if I drove and parked in the airport 24th Street lot and used airport shuttle. My husband is flight attendant with SWA and depends on the bus. I ride the bus everyday with many airline employees from US Air and SWA. We work shift work and need the 15 minute service but could survive on the 30 minute service. However, we need service to the airport from Priest drive. Many airport employees from Somalia and Sudan and other refugee countries ride the RED line. These people do not speak enough English to understand how to contact Cities of Tempe or PHX about the elimination of the RED line. ROUTE 40 to the airport would be an alternative. Please, Please provide service from Mill Ave to the Airport via University. I also see hotel customers catch the RED line near the airport. I see pilots, passengers, airport cleaners, HOST airport employees all catch the bus at Priest and University. Making all of us ride the 56 North to Washington is a terrible inconvenience due to the fact that the Rail does not drop at Airport curb. It will add 30-60 minutes to our commute for such a short 3 mile trip. Thanks. I'm thinking about generating a petition for those international employees to sign.
15. The 56 route currently loops to 48th Street & Frye Road. This is the location of Horizon Community Learning Center where my daughter goes to school. The proposed rough stops at Ray & 54th street. This is 2-1/4 miles from school & across the freeway. There are many Tempe students attending Horizon who ride the 56 route with my daughter. How do you expect these students to get to school. There is no way to walk the rest of the way safely. We use the transit system daily, she to school & I to work, to save gas & help reduce traffic, pollution, etc. The city should be encouraging ridership by making the bus more convenient, not reducing destination access. Cutting the last part of the 56 route will force dozens of parents to go back to driving their students to school every day.



16. RE: BUS RT 56 ... I live at Chandler/48th and work at Priest and 13th so the change proposed is a total hardship for me. I VOTE LEAVE 56 AS IS. Thank you
17. Eliminating the ASU drop-off point at University/College for Route 81 would be a hassle for ASU students that live in South-East Tempe. This segment provides easy access to the Western portion of the Tempe Campus without the need to connect to either rail or FLASH or both. Light Rail stops at University and Rural - to get to the other end of campus is a much longer walk or means waiting for the FLASH after already having to transfer between bus and rail. Despite the frequency of the rail system, I'm sure this will still result in adding significantly to the time it takes to get to Campus. Please don't eliminate the ASU drop-off segment of Route 81.
18. I am totally opposed to the elimination of the Red Line on Apache Blvd! This is an essential needed transportation to and from Sky Harbor Airport! It is the most environmentally and cost efficient way to commute to and from the Airport. The light rail does not go directly to and from the Airport. Not only is the bus service used daily by those employed at the Airport but it is also used by many that fly in and out of the Airport. I for one use it to commute to and from when flying in and out of the Airport. Until the proposed Airport Shuttle that will link with light rail is in place, I think the elimination of the Redline on Apache would cause unnecessary hardship to thousands. A study should be conducted with the Redline passengers. The only way I found out of this proposal was from the city newsletter, and that was a small one paragraph that mentions change but NO SPECIFICS! Without further surveying of those impacted, an elimination of the Redline on Apache, in my opinion, is not an option!
19. I absolutely disagree with the proposed changes to Route 66. As an ASU employee, this route allows me to take public transportation between my home and work. With the ridiculous cost of parking at ASU, not matched by any increases in pay, the ability to take the bus on a direct route is invaluable to my commute plan. If this route is eliminated, I will no longer be able to take the bus, and will be forced to drive to work, park in a neighborhood near campus and walk the two blocks to my office. If I take Route 72, I will have to walk two blocks to catch the bus and then trek across campus to get to my office, easily adding 15 minutes to my commute. In the summer, in reverse, the evening temperatures make this a very unpleasant prospect. Most Tempe bus routes travel on E-W or N-S routes, and the zig-zag pattern of the Route 66 allows passengers to cross the city without being required to make connections which is often incredibly difficult with infrequent and off schedule buses. I hope that I will be able to attend the public hearing but I also hope that my request will be considered in this decision and that the decision hasn't already been made. Please feel free to contact me regarding this issue.
20. I support the continuation of the proposed route 40 down University Dr. and on to the airport. This is a great direct route to Sky Harbor and I use the Red Line all the time I fly.
21. Jupiter clock-wise should extend south on Butte Ave. to Hermosa then west to Oak then north to current route. The counter-clock wise should extend south on Oak to Hermosa, east on Hermosa to Butte Ave. then north to current route. This would add about 1 minute to route and would include several hundred additional houses that would better benefit from the change.
22. Maintenance of a connection to Sky Harbor by bus is critical at least until a more reliable link with the METRO is completed. By my reading of things that's a LONG way off. My wife and I as well as many of our neighbors rely on the current Red Line connection from

College & Apache to the airport for both personal and business travel. It is also our experience during our trips that many others use the Red Line to get to and from the airport either for travel or employment. We strongly encourage maintaining a bus connection to Sky Harbor via Apache from Tempe.

23. It would be nice to have a map of these changes to better understand them. However, I do not read any improvement in the connection to Tempe Marketplace. Currently, from south of the river, one has to take an extended tour of north Tempe to get there. Seems like a modification of the Mercury route to extend up to Tempe Marketplace would be a grand improvement.
24. If the Red Line is eliminated, how will those of us who live east of the light rail terminal at Main/Dobson get to the light rail?
25. One of the things I would like to see happen with the Orbit routes is that they are extended to 1 am or later. I think that with the light rail coming in that it work out well. If it is not financially feasible to do it all week then a Friday, Saturday late service would increase the amount of business both in downtown Tempe and the Tempe Marketplace. It would also give the residents a safe way home from enjoying adult venues without putting the public at risk. I know people in my neighborhood who do not venture out as much as they used to because of the stricter DUI laws that are in place and them not wanting to risk it. So they stay at home. I must say though, the Orbit Jupiter runs right in front of my house, and I love it. It is very convenient and is actually faster to get to downtown than driving, because I do not have to look for a parking space. I also have a two year old and his favorite word now is "BUS" whenever I am going to an area the Orbit services whether or not I could get there faster by driving, I use the orbit because my two year old loves to ride it so much. Thank you for implementing these bus routes. Good Job. Cutting service from Tempe to the airport does not seem very convenient to those Tempe residents that like to use the bus system to go to and from the airport. I have used the service many times along with my family to travel to the airport and then home again. It is nice not having to find a parking space or worry about having to pay a cab a lot of money for a short ride.
26. When driving in the area east of McClintock and west of Price, I have not seen a single rider on the Mars buses. The Jupiter line seems to have ridership. I've ridden the Jupiter from the Tempe Public Library to ASU and back and there were nine riders each way. This during ASU's break. When the summer session begins, I'm sure ridership will be even higher. My impression is that the Earth line also serves many people. The opening of light rail may change the situation for the Mars line. If it does not, I think that route should be reexamined.
27. If the Red Line is eliminated in Tempe, which line will serve the airport? The City should offer regular bus service to the airport and downtown Phoenix, regardless of the addition of light rail. As a regular bus rider, I rely heavily on the Red Line to commute back and forth to Phoenix should I miss any of the morning express buses or regular buses. If it is eliminated, then Route 40 should extend to the airport. When I travel alone, I prefer to take the bus to and from the airport rather than pay for parking. The Route 30 bus frequency should not be reduced as it is essential for ASU student use. It is necessary to provide bus service that makes sense to the riders. I mainly catch the bus on South Kyrene and making sense doesn't seem to happen in South Tempe. It does not make sense that the 65 and 92 come to Guadalupe at essentially the same time. If I miss one, I miss them both and have to wait another 30 minutes. Also, we need to consider peak times to extend past 8am. There are no Tempe express buses after 8am? The return is just as inconvenient. Both

Tempe express buses leave shortly after 5pm from downtown Phoenix then one must wait almost an hour later for the last bus. Are you all assuming we all work 7am-4pm or 8am-5pm? Most of us are on later schedules to accommodate alternative work schedules to help eliminate pollution and make for an easier commute. My downtown Phoenix colleagues and myself usually work 9-6 or even 10-7 to help with this. One should consider having their head examined to want to get on I-10 east anytime before 6pm for the almost two-hour, 15-mile commute to south Tempe. When one works slightly past 6pm, the express buses are not available at all. Not all of us are government employees with traditional schedules. Please take a better look at the evolving businesses downtown, which include ASU and the biomedical campus. Also, why is Southwest Tempe always left out? I didn't even have a post office until a few years ago, so I feel quite left out down here. The City is busy providing free Orbits for Tempe Marketplace but not for Arizona Mills. This again, makes no sense. Most of the 85282/85283 people on the West side of town live in multiple dwelling units and are the perfect bus client due to lower income levels, less vehicle ownership, etc. Please consider us better in your plans. In addition, we need a better bus link to Ahwatukee where most of us in the 85283 do our shopping and eat out.

28. I support the proposed changes, but do ask consideration for later further extension of Route 56 to Scottsdale. Here are my comments on the various route changes, and your one irritating grammar mistake through the whole proposal. Bad grammar: "Propose that \_the\_ Route 56 be..." should be: "Propose that Route 56 be..." -- unless you get your kicks on "the" Route 66? Do you talk about "the Mayor Hallman?" or drive on "the Broadway Road?" No. Eliminate the spurious "the." And likewise in several other occurrences of the same error ("The Route 40...is..." -> "Route 40 is..." etc.) Route 40: Please advise what plans are made for bus service from Sky Harbor Station to the various terminals. If the airport is running frequent shuttles from the train to the airport, Route 40 (not "the" Route 40) would be duplicating miles for little purpose. Route 56: Agree with plan. Please advise us on whether it would be feasible to continue the route up Priest and Galvin Parkway to the Zoo, and on up 64th Street to Downtown Scottsdale as a sort of "Scottsdale express." Routes 65/66: Very good plan. Again, "served by \*the\* Route 66" is bad grammar. (ref: Nat King Cole) Route 76: Stoplight at Miller and McKellips needs re-timing -- very long waits currently headed north/south on Miller. Agree with plan assuming that can be resolved. Grammar mistake again, getting tedious. Also "under \*the\* Red Mountain Freeway" (you don't say "the" Broadway Road -- please write, "under Red Mountain Freeway") Route 81: HALLELUJAH! This will eliminate 15 minutes or more when I take route 81 (not "the" route 81) from Scottsdale to Baseline. (should I say, from "the" Scottsdale to "the" Baseline?) Route 108: (Spurious "the" again.) Support plan. Orbit Earth: ("Propose that Orbit Earth..." please.) Plan looks good, sounds like a faster journey too. Other Orbits -- Support.
29. By restructuring route 56 you have eliminated most of the stops in central Ahwatukee. With no stops on 48th street you make it difficult for many of us who currently walk to the bus stop to continue to do so. This change would make it much more difficult for me to continue taking the bus and I take it every day.
30. Not able to attend the meeting. I do object to the proposed Red Line change. Bus service to and from the airport is important to me. With the recent Orbit service through my neighborhood I am able to use Orbit and the Red Line on a regular basis. Changes that would require (force) transfer to the light rail are not in the best interest of those that currently rely on city bus for transportation.
31. The proposed route 40 appears to attempt to provide some of the lost service of the Red Line, but will do so only \*if\* the Sky Harbor leg is included. As it is, it sounds like riders will

have to change buses/trains 3-4 times to get to the airport while the Red Line required none.

32. I work at ASU and I take the red line from the ASU campus to Sky Harbor airport each time I fly and I see many airport passengers each time I do. I also believe that many students (most of whom are away during your comment period) use that route for holiday travel, etc. Please keep a bus route serving Sky Harbor from this location even if the frequency must be reduced to every half hour instead of every fifteen minutes.
33. Please absolutely DO NOT eliminate the red line service to the airport!!! I use it regularly rather than trying to park my car or have someone else drop me off and clog up the streets and the air with yet another vehicle. Why on earth would you eliminate a route that is used this much? I also always notice many airport employees that ride the bus to and from to get to their work...also have several friends that ride the red line to downtown to work and would have to find another way, but the airport service is necessary!! Please don't make another dumb Tempe Transportation decision and stop the red line.
34. Greetings: I am in agreement with the proposed changes. Once light rail becomes operational, I plan on using it. Concerning the following: The Route 40 – Apache Blvd. is planned to provide 30 minute service along Apache Blvd. between Price Rd. and the 5th St. and College Ave. Transportation Center. The city of Tempe is seeking input from the public as to whether the Route 40 should extend along University Dr. to Phoenix Sky Harbor Airport. I support this extension since light rail does not go directly to Sky Harbor.
35. I rely on route 81 for my daily commute to ASU from south Tempe. What makes this possible is that I can take the bus directly, without transfer, to my destination stop on campus. If this goes away, I will have to consider driving as an alternative, which I really don't want to do. The delay resulting from changing and waiting for a transfer using the light rail at Apache would make it not worth the trouble. Please retain route 81 just the way it is!
36. DO not take away bus service to the airport. I haven't driven or parked at the airport for years thanks to the Red Line. The light rail line does NOT go to the airport and won't for many, many years. It is extremely short sighted of the city to cut off a major route to the airport. If the Red line is eliminated, Route 40 MUST go to the airport. Please, do not be so foolish as to cut this off.
37. I am very pleased to see that Mercury and Mars will meet at Apache on Price. I live in the Mars area and have been unable to get to Tempe Marketplace, Escalante Center or downtown Tempe, using Orbit. However, I am concerned about the cost of taking the light rail for a short distance, particularly if you stop the buses. My favorite restaurant is at Apache and Dorsey. If I can take Mars to Apache, what cost will it be to take the light rail to Dorsey? Or, if I want to go to the ASU library, which I try to do frequently, if the light rail cost is \$2.50 or so, it would probably be prohibitive. Thank you for Orbit. I just wish Mercury and Mars would connect before December.
38. Please do not eliminate Route 66 through South Tempe. Many Marcos De Niza students use this route to get to and from school without having to change buses. This area of South Tempe does not have Orbit circulators. Orbit Saturn was planned to serve this area, but those plans were withdrawn. Now there is this proposal to reduce the existing levels of service to this area even further. Given the residents of South Tempe are paying just as much sales tax as those that do get to enjoy the Orbit service, please do not reduce the existing service on route 66.

39. If the restructure for Route 56 is accepted, will another bus run in the area of 48th Street and Chandler? The ALEX line is not a good alternative because that route does not get riders to connections at Baseline or Southern. If plans are to remove bus service entirely from 48th Street and Chandler, let me plead with you to reconsider those changes. Please, please, please do not restructure Route 56. That bus helps me to get to my office and I know it helps numerous people quickly connect to AZ Mills to make other connections. It took me quite a while to find a route that would easily and fairly quickly get me from my home at Gilbert and Southern to my office at 14647 S. 50th Street. Route 61 and Route 56 really work! Please don't leave folks stranded.
40. I ride the 81 route between ASU research park and ASU Tempe campus and love my commute! Please keep the connection between the park and the main campus as it is with route 81. Thanks!
41. Need a more direct route for Mars Orbit riders to Tempe Market Place... currently for east Tempeans using Orbit - have to head west (change bus lines) and into downtown Tempe (change bus lines) into way north Tempe to head south and east again to get to the MarketPlace - huge waste. Direct route - straight up Price road to Tempe Marketplace!
42. Re: proposed bus changes. Please have the Route 40 bus go to the airport. Many of us have used the Red Line for airport travel for so many years, and as the light rail was planned poorly on this issue, it is important to still have a bus line that takes Tempe citizens there. Thank you. On the Orbit Earth having a shorter, more direct line to Tempe Marketplace: YES!!!!!!!!!!!! This is long overdue- the trip from 6th and Mill to the Marketplace currently takes almost 45 minutes. This is the single best idea on the agenda. I wish it could start tomorrow. Route 81- speaking of Tempe Marketplace... it is absolutely ludicrous that this bus only runs once an hour on Saturdays, the biggest shopping day of the week! One of the things that makes the current Orbit Earth route so brutal is that you're almost \*forced\* to take it, because if you miss the one single bus per hour, it's still "faster" to take the Orbit than wait for the next one. Don't we want to help people spend more money and collect sales tax? Run this bus twice an hour on Saturdays! The Orbits in general... I think we could could down on drunk driving and make the roads a bit safer if the Orbits ran an hour or two later on Friday and Saturday nights. Just a thought. Thanks for taking our input. I think Tempe does an excellent job when it comes to public transportation and I appreciate what you all do.
43. Since Route 81 will have the segment between McClintock Dr. and downtown Tempe on University Dr. eliminated, would it be possible for Route 81 to continue north to Tempe Marketplace? I am in favor of the proposed extension of the Mars Route to connect with the Light Rail station. Thank you.
44. As an ASU employee, who is currently taking the bus, may I comment that the 72 already can't keep a schedule in the afternoon's especially during peaking times and especially during the school year. Adding the light rail on it's route will make things even worst. Even though the 72 is to come every 15 minutes, many times I will wait on the corner of Apache and Rural at 3:55 until 5:00 with no 72 buses in sight and then they will come 4 altogether and most are 'drop off only'. The inconsistency of the 72 makes catching my connecting bus difficult. What should be a 45 minutes bus ride usually turns into a 2 1/2 plus hour ride. Many people at ASU's USB building have stopped taking the 72 bus because the afternoon 72 can't keep a schedule and catching connection buses are impossible. I suggest that a shuttle that goes from the light rail to Baseline down Rural be considered. It appears the 72

gets hung up in this area as they pick up and let off on every single stop. This shuttle would help the 72 stay on time.

45. Here are some inputs from what I read. Route 40 - SHOULD go to Sky Harbor. There are a lot of ASU students who use the REDLINE to get to the airport. Route 56 - Good change except it SHOULD GO SOUTH TO CHANDLER ON PRIEST. Route 65/66 - Mill Ave needs 15 minutes bus service all week long. From what it sounds like, if 66 is eliminated that would make bus service 30 minutes on weekends and non peak hours. BIG mistake! Even at 8pm the service can be busy. If this sticks you need to have BIGGER BUSES! Route 66 should stay but have it route to ASU RESEARCH PARK and keep Route 81 on McClintock Dr. Route 81 - Eliminate University stretch, eliminate ASU research park and keep this route on McClintock. Route 76 - Why in the work would you want to route through ASU's Lot 59. Terrible idea. Keep this route on Mill Ave. Route 108 - Great Idea. No reason to route to AZ Mills when you can transfer to 56.
46. I am interested in route 76 and the proposed new route works well for me. Bypassing downtown Tempe will enable the bus to cover residential area and deliver more students to ASU. When I rode the bus very few people got off and on in downtown Tempe. This new proposed route is a better route. Thank you.
47. I prefer that the new Route 40 continue to serve Sky Harbor Airport when the Red Line goes away. I catch the current Westbound Red Line bus in Tempe near Price Rd and I ride it as far as Hardy so I can transfer to the Southbound Route 62. Usually when I board in the mornings at Price, there are about 5 other passengers with me and most of them travel all the way to Sky Harbor. If this bus service to Sky Harbor were to go away with the Route 40, many of these passengers would be forced to transfer to another bus in order to get to the Airport. This would add inconvenience and time to their trips. I hope the new Route 40 can continue to serve the Airport, South Bank in Phoenix, Apache Blvd in Tempe and Main St in Mesa when it begins in December. Thank you. Mr. Barrientos, Tempe, AZ.
48. I am a resident of Tempe, located in the area around Baseline and Hardy. My impetus for writing today is surrounding the recently proposed route expansions in the valley. With all of the recently proposed expansions, I feel this area of Tempe should receive better public transportation. This is not the first instance where this portion of Tempe has been neglected, and the new light rail isn't projected to serve this area. First, there is no express bus route in this area. Considering the vicinity to I-10, this would be an ideal area to have an express route. Instead, if I wanted to take the express bus to downtown Phoenix, I would have to transfer 3 times before getting to the express route, which would tack-on 2 hours to my daily commute. No matter what the price of gasoline, forgoing 2 hours of personnel time is unacceptable. Driving my car now takes me about 1 hour, with traffic, round trip. If I could catch the express bus near Baseline and Hardy, I would most certainly take that to work every day. This would ease congestion on the freeway for other drivers who commute from further out as well as benefit the air-quality in the metropolitan Phoenix area. For these reasons, I urge you to consider adding or modifying an express bus route to go West on Baseline Rd, entering the I-10 Westbound. Secondly, I am perturbed that the Orbit system also does not come to Baseline and Hardy. Perhaps you are unaware of the demographics, but there are ASU students who reside in other areas besides north Tempe. There are multiple apartment complexes and a large housing development all within walking distance. All of the current and proposed Orbit routes do not come anywhere near this intersection or even close to the Westside of Tempe; they only cover the Eastside. Having an Orbit route from the Westside of Tempe to the light rail and to ASU would dramatically decrease traffic going to the school and would increase light rail ridership. In addition it would alleviate the

need for many that frequent the Mill Avenue nightlife restaurants to have to pay exorbitant costs for taxi's, or perhaps even keep some of them from driving under the influence. For these reasons, I urge you to consider adding and modifying the Orbit routes to cover the Westside neighborhoods of Tempe. I am aware that this may be the first time that some of these issues may have been called to your attention. Therefore I am happy to provide you with full details about my above stated concerns. Please feel free to contact me using the information below. Thank you for your time.

49. ROUTE 53 - Please do not take Route 53 away from the 48th Street corridor, between Elliot and Chandler Blvds!!! This route allows me to walk to a stop at Gilbert and Southern, take Route 61 from my home, transfer at Southern and Priest, and ride that bus to work (with a short walk to work). This route is MUCH quicker than taking a bus down Gilbert to transfer to the bus along Chandler Blvd and is far more convenient for not only me, but the other people I now see on that Route 53 bus. If the proposed changes are already a foregone conclusion, then I suppose no amount of begging will change that. I have just recently made the committment to ride the bus more, given the cost of gas. A 90 minute commute each way is far better than the 2 hours it would take me going the other route (because the Chandler route has several turn offs into malls and hospitals that take time.) I did send one other note, but this is important to me so I'm sending another one. In my last note, I had not noticed how many people do ride that Route 53 bus along 48th Street between Chandler and Baseline (via Guadalupe). Yes, I am. Sorry for the confusion. I did mean Route 56 (between AZ Mills and Ahwatukee by way of Priest, Elliot, 48th Street, Chandler Blvd). There would be no other direct bus service for riders in this area to make connections at Southern or Baseline Roads.
50. I am having trouble getting this web page to work to see the changes proposed. I strongly support extending any Kyrene bus service further south of Warner Road. I hope this is under consideration. I work in Tempe and would definately ride the bus if it were available closer to my house. It is currently 1 1/2 miles from my house and that it too far to walk in the heat.
51. I assume that integration of Route 72 would include timing connections with the light rail? I would probably patronize downtown Tempe and downtown Phoenix more often if this were the case. This would also make attending meetings at ASU more convenient (no parking necessary!). Thank you for the opportunity to share our comments.
52. I voted and do appreciate the ORBIT MARS route. I can't tell you how many times I have used the free shuttle service during my weekly errands. I am able to walk to the corner of River and Broadway and I can board the MARS and can go and see friends in the Hospital on a Saturday. I can go and shop on Sunday at the corner of Southern & McClintock in the heat of the summer and not have to wait for the MClintock bus to come in an hour. But, most of all is the ease of getting public transportation for free and not having to worry about exact bus fare, etc. At any 15 minute interval I am able to board the MARS route and go all the way to the library which I really enjoy. My only criticism of the route is where I have to pick it up at Broadway and River, but I'm still very happy and grateful after living here for four-years that the city of Tempe respects citizens who do participate in voicing their appreciation and needs with regards to transportation in the city of Tempe. Thank you so much. My friend might not be able to be at the meeting on June 10, 2008 and I did call and ask if she wanted to be heard because she is in a wheelchair and she did mention she enjoys the freedom and door-to-door transportation, but there have been days where the ramp on the ORBIT MARS has not operated or been maintained properly. She did say, the frustration this causes when she is sick only interrupts her from being home and she

wished the Tempe In Motion committee could investigate the times when this has happened to other disabled citizens in Tempe and fix-it.

53. Route 72: will the realignment of the route mean that passengers can access the light rail station without having to cross Rural Road? If so, then it's a great idea. Airport: If the proposed bus line does not go to the airport, then SkyHarbor will be one of few major airports not well-served by public transit. Since the light rail already bypasses the airport, a bus line that serves the airport is a necessity.
54. Thank you for this opportunity to address concerns about the state of public transportation in Tempe. I rely on it heavily since I do not drive or own a car. RED LINE: Do not touch. Right now it is the only way I have to get to the airport (I need to travel a lot) and into downtown Phoenix for both business and pleasure. Adding a route 40 isn't the answer. The light rail makes only infrequent stops rather than the block to block convenience that only buses can do. The closest light rail stop convenient to me to get into PHX (and that doesn't include an airport stop) the Transportation Center, 1.4 miles from me (as per Mapquest). Route 1: Good move. Finally a better connection to the zoo, IF you can get to Priest and Washington. I've never understood why the #56 was never extended all the way to the Zoo, the Botanical Garden and the baseball field, then turn around and come back and continue on into downtown. Another option is to keep the #1 as is and add a zoo, etc. dog-leg at Priest and Washington. Route 30: No, do not agree with reduction in service on this line whatsoever. Route 40: Just keep the Red line for reasons I already stated. Adding/changing to #40 is, at best, a very weak compromise. Route 56: Okay, but see my comment under Route 1. Route 65 and 66: Okay. Route 72: Okay, good. Route 76: Okay. I rely on this route to get me to my place of worship at approximately Miller and McDowell. Route 81: NO, do not agree. I rely on this route for a number of businesses along the route and taking away the connecting dog-leg from McClintock would be a great inconvenience (again, I have no easy access to the L/R from where I live). Route 108: No, don't agree with the Arizona Mills disconnection on behalf the people who need to get there without having to change buses at Elliot and Priest. ORBIT: Changes are all GOOD especially the more direct connection to Tempe Marketplace which has been a royal pain meandering for 35-40 minutes through the seemingly little used neighborhoods of North Tempe. ONE FINAL THOUGHT: I strongly feel that any changes, other than starting the Light rail at the end of December, is not a good idea. I went through much of this 28 years ago while living in Baltimore when they began their light rail line and it took at least 6 months to work out the kinks in that system, study just how many people would be riding and/or affected by it and then slowly deciding what bus lines to eliminate or modify. Doing all of this on the same day more or less would be chaotic. Do you really want that? Again, thank you for the opportunity to address these issues.
55. 1. Please have Bus #40 - Apache Blvd. extend along University to Sky Harbor as proposed.  
2. Orbit Earth - proposed circulator would be fine as long as the buses continue to run every 15 minutes.
56. Proposed bus service changes - Red Line Elimination/Route 40 New Service. With the proposed elimination of the RED LINE that currently services the Phoenix Sky Harbor Airport, it is strongly suggested the proposed new ROUTE 40 service as planned to the Transportation Center, be extend along University Dr. to the Phoenix Sky Harbor Airport. In addition to providing expanded bus service area along University Dr., this new Route 40 service to the Airport will also provide a local transportation "back up" enabling riders to access their Tempe homes in the event of a temporary inconvenience or service failure/disruption in the Light Rail service and/or connecting shuttle service to the Airport.



Orbit Earth - Service Expansion. I support the proposed Service Expansion creating a circular route by providing direct service between the Tempe Market Place to Downtown.

57. Route 81 segment removal: i strongly oppose to this proposal of removing the segment between Apache and ASU. This would mean for me that I have an increase in travel time to ASU because of the transfer and wait. 81 is never on schedule in the first place and this will make it worse. In order to increase ridership you have to make public transportation more convenient not less!!!
58. Having reviewed the proposed changes, I'd say 'good job'. I use the bus service every week. Part of why I bought my home in Tempe was the reputation of the employees of the City.
59. The 40 should definitely include at least 30 min service to the airport for 2 reasons. It provides another alternative for getting to the airport and could actually be more convenient by potentially reducing one or more transfers; e.g., Orbit or numbered route to light rail to airport "shuttle" could be cut to a single boarding or one transfer. Second, the Red line is an important gateway for a lot of people for access to the Greyhound station and points along Buckeye Rd. The schedule should be aligned with Rt. 13 to assure convenient connectivity with that route.
60. I strongly oppose the proposed elimination of the route 81 segment between McClintock and ASU. Route 81 in Tempe is mainly a feeder to ASU. Eliminating this segment will add a change of bus or a transfer to light rail to all ASU commuters. Given that the route 81 buses are never on schedule such a transfer will add on the average at least 30 minutes per day to all ASU commuters. The proposed addition to the Orbit Mars route is better than I expected. As someone disabled, I was worried about having to cross Apache Blvd. and/or Price; I won't have to worry about this under the proposal now.
61. The proposed addition to the Orbit Mars route is better than I expected. As someone disabled, I was worried about having to cross Apache Blvd. and/or Price; I won't have to worry about this under the proposal now. Is eliminating the segment on bus route #81 that goes on University necessary? I found it convenient to use #81 to help me get to ASU before the Orbits came this way. People from north and south use #81 to get to ASU now, the proposed changes would force them to transfer to the light rail at Apache and McClintock. Under bus fare pricing now, those who do not have the bus passes given out by ASU would be forced to pay \$1.25 more a day for an all-day pass, for just going one way from wherever they get on to ASU, or vice versa.
62. 1. We use the bus several times a month to go from our home in Tempe to or from the airport, to downtown Phoenix, and to other places. We also use Orbit to connect to the Red Line via Price/Apache several times a month. 2. Your proposed changes look fine to us except we urge that proposed Route 40 should run between Price Road and Sky Harbor Airport. We aren't convinced the Light Rail bus connection to the airport will be adequate. 3. We strongly favor the changes to Orbit Mars so we can better connect with Light Rail on Apache. 4. We are very disappointed Light Rail wasn't built through the Airport. The arguments against the airport routing don't make sense when you consider what other cities around the world have done to route their light and heavy rail systems through their airports.

63. Orbit Mars should go directly to Tempe MarketPlace instead of having to switch 3 different times to get there. Also provide an Orbit to the Tempe Center for The Arts from downtown Tempe.
64. Dear Tempe bus folks: I recently wrote a letter to the City of Phoenix regarding changes to the Red Line that I believe was forwarded to you (the original letter is below). At the time I wrote it, I was unaware of Tempe's proposed changes, specifically the addition of Route 40 (Apache). Thank you so much for your attention to the gaps that will be left when the Red Line is discontinued. I encourage you to extend the Apache route down University to the airport.
65. Route 56 - Priest: The expansion south to Ray is sorely needed. In addition, the route should be extended south to Chandler Rd because that is where buses can be accessed East and West. Better yet, East/ West bound routes on Ray would be extremely helpful. My husband is vision impaired and we live close to Ray and Kyrene. Right now bus access is not close enough to be used for transportation.
66. I like the proposed changes to the Orbit Earth route.
67. Commute from Kyrene & Guadalupe to Downtown Phoenix, Monday to Friday for a 8 am to 5 pm job. Currently ride the bus 19 out of 20 days. Would have loved to gone to this meeting. I'm very interested in Route #65 that would connect with light rail and Express Bus #521. Route 65 going from a 30 minute wait to a 15 minute wait would make me leave my vehicle at home verus driving to a park and ride. Many times the #521 is held up in traffic and does not make it to the #65 connection in time. The walk is almost 2 miles but at the end of the day and without the correct shoes it frustrates me to wait for 30 minutes for the next bus so I drive to the park and ride to avoid this frustration. On days when I have a doctor's appointment in the morning, I would like the option to take light rail into Phoenix. Also Chandler's proposal to have this route go further south on Kyrene would also be of benefit to my husband who works for Avnet. He would be willing to catch the bus if it crossed Chandler Road. He works from 3 pm to 11 pm.
68. Red Line. She would like to see a route travel from Apache and McClintock west on Apache, north on Mill and west to University and Hardy. Route 81 - Hayden/McClintock. The elimination of the Route 81 to downtown is wonderful.
69. I read in the newspaper that you are going to change an Orbit route to make a direct connection from downtown Tempe to Tempe MarketPlace, so I am curious which of the Orbit routes will be affected. We live north of the river and use Orbit Earth to get to Tempe MarketPlace and to downtown Tempe. Right now, we have a pretty good route to Tempe MarketPlace, so any changes you make to the Orbit Earth route affect those in our neighborhood. Please let the neighborhood know before you arbitrarily make any changes to our route.
70. I am a frequent rider on the Earth Orbit route, approximately 10-12 times per week to/from work and Tempe MarketPlace on weekends. I think it is great. I have replaced the use of my car with the neighborhood circulator. What makes the system convenient is the frequency of the circulator. I support the expansion of the orbit route, as long as the frequency in not compromised. If the frequency changes to 20 minutes; I may no longer use the circulator except for the weekends when I have more time flexibility.

71. As a bus rider, the more routes the better. I come from Ahwatukee to the airport and have to go all the way downtown and transfer back to the airport. I would love to have an alternative through Tempe.
72. "The City of Tempe would like your input on this possible Route 40 extension into Sky Harbor." I believe the Route 40 extension to Sky Harbor is an excellent idea. Currently, I use the bus system for ASU / Downtown Tempe events. I am employed at Sky Harbor Airport and plan to take the bus to work in the very near future, therefore this new route sounds ideal. Thank you.
73. I was in attendance at Tuesday's 7:30 a.m. public meeting at Hatton Hall. My main concern is the extension of Route 40 to the airport. It is apparent that issue has already been raised and is being considered, but I want to register another vote for the extension. I echo the public comments made by the gentleman who lives at Hardy and University (near me) who spoke about having to take Route 62, then light rail, then the intra-terminal airport shuttle at 40th Street (two transfers and a more complicated rate structure) instead of just simply catching Route 40 straight down University to the airport. Unlike the Red Line on Central, Camelback, etc., the light rail alignment deviates greatly from the Red Line alignment along University as it ducks by Macayo's, crosses the lake, heads down the largely industrial area starting at Priest and Washington. The numerous residents and businesses currently served by the Red Line from Mill west to the Tempe border would largely be disconnected from the airport without Route 40's extension. From anecdotal experiences at riding the Red Line, I would say this is quite a few people. So, please consider extending the 40! Thank you.
74. Please keep the Red Line route that takes the bus to all the airport terminals. I am 79 years old and use the Red Line to access the airport when I travel (fairly often). I have to pay only one fare (since you have discontinued transfers) and load my suitcase on the bus only once before reaching my terminal. If I am forced to use the light rail, I will have to take a bus to the rail stop (paying one fare), unload my suitcase, and transfer to the light rail (paying a second fare). Then I will have to unload my suitcase and take another connecting bus to the airport (with a possible third fare). Obviously, this will cost more and take MUCH MORE TIME. It is not "fun" to have to load and unload a fairly heavy suitcase many times for foreign travel. Discontinuing Red Line bus travel to the airport will make the experience more costly, more expensive, and much more fatiguing. For the sake of your older, less affluent riders, keep the Red Line route to the Airport!
75. To Whom It May Concern: Here is my feedback concerning the proposed service changes: Route 30: The cutback of rush hour from 15 minutes between buses to 30 minutes would adversely affect my commute. It would not make it impossible; but I do use the route from time to time to commute to and from work. Orbit Earth: Fantastic change! I think this will be a great change. Thank you!
76. A new line that would connect Gilbert - Tempe - to Sky Harbor would attract additional commuters. The only route from Gilbert to Sky Harbor is via Downtown PHX. 1 hour and 40 min trip via bus.... I can drive in 35 minutes in rush hour.
77. This is a useful route for me.... check my address below;
78. Please consider the extension of rte. 40 to Sky Harbor. There are many people who get on the red line on University and get off at Sky Harbor. Without this route it will require 2 to 3 bus changes to get to Sky Harbor. The light rail is fine for entertainment, but please

consider the commuters that need to ride public transportation. The destruction of the red line will cause hardship to the public that currently use it. The public that have to ride public transportation because of economic or disability reasons should be rewarded not punished. The light rail is not a replacement!

79. YES...please provide !!

80. I support the new bus service route 40 - Apache to Sky Harbor Airport

81. I think the extension of Route 40 into Sky Harbor would be a great addition to the service being provided to citizens and will also provide more "green" options for those traveling to the airport. I know that many people who live in that area are travelers and would very likely take advantage of the extension of Route 40 to Sky Harbor. I know my family will use it.

pf lxyug

I THINK THAT THE  
RTE 44 SHOULD  
GO TO SZND ST.  
AND THE RTE 30  
SHOULD END  
AT THE AIRPORT. THIS  
SHOULD AFFECT SCHEDULING  
TO MUCH. THE SVC  
TO THE AIRPORT NEEDS  
TO HAVE SAME START  
AND END TIME EVERY  
DAY. EVEN IF AFTER  
10pm ON SUNDAY IF IT  
IS THE ONLY BUS RUNNING  
THE RTE SHOULD AT  
LEAST GO TO TERM. 3  
AT ALL SVC ARE.

THANK YOU

83.

June 2, 2008

300 N. First Ave. #900  
Phoenix, AZ 85003

Dear Director Cotton, Mayor Gordon, and Council Members,

I live near University and Hardy in Tempe and rely on the Red Line both for transportation downtown, where I attend school at the University of Arizona College of Medicine – Phoenix, and for transportation to the airport. I make an effort to use public transit to keep my own cost of living low, as well as do my part to curb traffic and air pollution. My husband and I live in Tempe as a compromise between downtown Phoenix and Chandler-Gilbert Community College's campus at Phoenix Mesa Airport, where he attends school.

Though many areas served by the Red Line will be covered by the modifications proposed, my area will not, and neither will the far east end of the line. The nearest light rail station is over a mile from my current bus stop, and getting there will require either a drive, a long walk, or two bus rides. Biking to the station isn't always an option in women's business clothing. As far as I can tell, there will no longer be easy public transit to the airport from the east, a service I use – along with many airport workers with whom I ride the Red Line every day.

I recognize that the transit system can't be designed around the needs of one individual, or even one set of neighborhoods, but I'm disappointed that no modifications have been made to serve my area or the far east end of the Red Line, especially in terms of transit to the airport. I'm lucky, and will have the option of driving my personal vehicle once the changes are implemented. Many others who take the bus and who may not be represented in the public comment process are not so lucky, and I hope you will consider their needs as you implement changes to the system.

Respectfully,



Alicia Giuffrida  
708 W. Howe St.  
Tempe, AZ 85281  
307-349-6755  
aliciaxg@email.arizona.edu

84.

June 5, 2008

Tempe In Motion -

To whom it may concern:

I am 85 years of age - forfeited my car last November (as couldn't afford expensive repairs) - Orbit bus MARS started shortly & saved my life.

Fortunately I live in an apartment on Mars route (Conrado Apts) Corner of River and Broadway. My main destination is the Pyle Senior Center at Mars termination point. Twice a week at 8:30 AM I ride to the Center.

Please don't change my life line. I even changed my bank to Chase Bank as it's directly en route.

I love MARS !!!

Sincerely,  
M. Ann Deerfield

2045 E. Broadway  
Apt. #11  
Tempe, Az. 85282  
TEL. (480) 921-9598

Thank you.

85.

Comments of Michelle A. Eyre  
Tempe Proposed Bus Route Changes - December, 2008

Before the City of Tempe, Arizona  
Transit Department

## **Comments of Michelle A. Eyre** Proposed Bus Service Changes for December, 2008.

### **OVERVIEW**

For the past 10 years, I have had significant citizen involvement in the development of fixed route transit service within the City of Tempe that has taken place since the passage of the additional sales tax. My recommendations have been accepted in the past and some had even been implemented.

Therefore, I speak from a lot of experience with this system.

The changes proposed appear to solve two needs:

- **Light rail interface.** With Metro light rail transit (LRT) starting in December, it is very important to assure that the LRT is supported by a fixed route bus system that will properly interface with the rail. If you can't get passengers to the train, fewer will ride the train.
- **Revenue Service Hour (RSH) reduction.** Some of the changes appear to achieve an overall reduction of RSH within the city of Tempe. With decreasing sales tax revenues spurred even more by the impacts on local businesses by the skyrocketing costs of gasoline, it is very necessary for transit properties to look at ways of reducing RSH and service duplication to operate a more efficient system.

### **BUT ARE WE TAKING A STEP BACKWARDS?**

I am very concerned about one significant part of the proposed changes that all three LRT jurisdictions are doing, not working together on a public outreach and not working together to assure consistent transit services that cross city limits. I am mainly concerned about a couple of proposals that give the impression that we are "re-balkanizing" the system to the way it was prior to Tempe initiating the "Jump Start" program about a decade ago. We need to assure that services that are traditional inter-city remain that way. The addition of LRT is not a valid reason to drop this type of service since the LRT will not replace all situations that have warranted inter-city travel in the past.

I also feel that these public hearings should have been on a whole as a joint project between Phoenix, Tempe and Mesa. A Phoenix resident who rides into Mesa may be impacted by a route change in Mesa but they may not be able to appear publicly for it. Also in the case of Mesa, no proposed service changes have been communicated thus leaving a "hole" in service plans and leaving the general public in a lurch.



Comments of Michelle A. Eyre  
Tempe Proposed Bus Route Changes - December, 2008

**COMMENTS ON INDIVIDUAL ROUTE PROPOSALS**

<b>LINE</b>	<b>Tempe Proposal</b>	<b>Eyre Response</b>
301 (RED)	Eliminate and replace with new Line 40 (see below)	
40	New route between Downtown Tempe and Apache & Price (with an option to extend to Sky Harbor via University)	Oppose along with Phoenix proposed Line 15 extension and unknown Mesa proposal. Replace 301 (Red) with new Line 2.

The change to the Red Line is probably one of the most controversial changes that is being proposed. Specifically, between Downtown Tempe and Mesa, the Red Line is being split into three routes that are balkanized along city boundaries. We can only speculate what Mesa proposes since they have not made their proposal public yet.

We still don't believe that the changes are in the best interest of the rider. The LRT is basically an over glorified "limited" bus service and in the areas between the LRT stops, there needs to be an underlying bus service along the corridor.

This route is just one of those cases where we still need a more regional solution. Therefore, I am proposing the creation of a **new Line 2**. Line 2 is a historical route number since the great restructure for a service between Downtown Phoenix and Downtown Mesa. Much of today's Red Line was based on the former Line 2 routing<sup>1</sup>.

This new route is basically the current Red Line routing between Central Station and Mesa (Main & Gilbert) with similar service spans and headway like today. We do feel that Mesa should now fund Saturday service on this corridor due to the new interface at the Main/Sycamore station.

Therefore:

I am **opposing** Line 40 as proposed.

I am **opposing** Phoenix Line 15 as proposed.

I am **counterproposing** a new Line 2 as denoted above.

A map of Line 2 is in the back of this document.

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<sup>1</sup> - In the west valley, Line 2 operated via Grand Avenue, later to be replaced by the former Yellow Line.

Comments of Michelle A. Eyre  
Tempe Proposed Bus Route Changes - December, 2008

LINE	Tempe Proposal	Eyre Response
1	Eliminate all RSH in Tempe (Phoenix proposed to reroute to Phoenix Zoo).	Neutral.

I feel concerned because this is yet another case of line balkanization. While the amount of RSH within Tempe is minimal, it does serve a purpose. If this route is implemented this way, it will remove the remaining bus service from the Center Parkway station. We do note, there will be fixed routes operating through the Priest Rd. station about a ½ mile away.

It will cover some area that is proposing to be dropped by the Line 56 proposal.

Therefore:  
I am **neutral** on this proposal.

LINE	Tempe Proposal	Eyre Response
30	Reduction of peak headway from 30 to 15 minutes.	Concerns

With the addition of articulated buses to this route, is it very possible that there are high load factors on this route? Not only is Tempe proposing to reduce headway on Line 30, but they are compounding that with the elimination of Line 81 and the Red Line on University. Are the load factors that small in Tempe where going from 7-15 minute headway to 30 is warranted?

Therefore:  
At this time, I will remain **neutral** on this change.

Comments of Michelle A. Eyre  
Tempe Proposed Bus Route Changes - December, 2008

LINE	Tempe Proposal	Eyre Response
56	Restructure north end of route to terminate at Priest Dr. Station. Restructure south end of route to terminate near Priest and Ray.	Concerns about north proposal. Support south proposal.

This proposed change will take Line 56 out of Downtown Tempe. This type of a change does make sense since it will streamline the route even more. I am concerned though about the SRP area that would be abandoned by this change. There has been no ridership details released that would warrant the abandonment of that specific section of route. I do feel that the SRP section can be maintained by operating a long loop turnaround at the north end of the route that would take it via Center Parkway. On evenings and weekends, Line 56 can be rerouted towards a more logical turnaround loop. (We are recommending a turnaround loop that involves using Washington, Center Parkway and the Freeway Frontage Road.

The newly proposed south end of Line 56 makes perfect sense as it will pick up new area that is not otherwise covered by transit. It also puts all-day service to the significant power centers located at the corner of 56<sup>th</sup> St (Priest) and Ray Rd in the City of Chandler. The section into City of Phoenix will be replaced by Line 108.

Therefore:

For the north end proposal, I will **conditionally support** it assuring that there will be minimal to no impact around abandoning service via SRP.

For the south end proposal, I will **support** it.

Comments of Michelle A. Eyre  
Tempe Proposed Bus Route Changes - December, 2008

LINE	Tempe Proposal	Eyre Response
65	Increase peak headway to 15 minutes. Extend to Scottsdale Fashion Square replacing portions of Line 66.	Support however route number for entire line should be 66.
66	Cancel service, main portion of service replaced by Line 65 proposal. Service on Guadalupe replaced by Line 92.	Support.

The concept of the 65/66 split was one of my original ideas that was implemented about a decade ago. However, I feel that the original change was not properly implemented. The 65 and 66 should have been on a common schedule and they should have been properly timed along the trunk on Mill Avenue.

Tempe is proposing to go back to a “one route on Mill” concept. This is a concept that I support now that the city realizes that the historical alignment of the old Line 56 on Guadalupe was no longer necessary and that the service duplication along Guadalupe can finally be eliminated.

I do feel that the more dominant route number through a majority of the service is Line 66. Line 66 was the historic route number of a Mill Avenue service and I feel that it would be in the best interest of the rider that the new route be designated Line 66 and therefore only the Kyrene section would have to change route numbers.

Therefore:

I will **support** this change with the additional request that the resulting line number be designated 66.

Comments of Michelle A. Eyre  
Tempe Proposed Bus Route Changes - December, 2008

LINE	Tempe Proposal	Eyre Response
72	Minor reroute to serve Rural & University LRT station.	Oppose.

I oppose this change because Line 72 already goes well out of the way to serve Downtown Tempe, a change that not only adds RSM but also adds significant running time. This is a supergrid route that already has fairly long running times. The longer the running times, the more vulnerable the route will be to on-time performance.

Since the route is already going through Downtown Tempe, it's already serving a rail station there. I have also seen the location of the Rural & University rail station in respect to the current route of the 72. Is there really a need to reroute the 72 despite the location of the station? I would only support a small reroute near the Rural & University LRT station if the spur route via Downtown Tempe is removed.

Therefore:

I must **oppose** this proposed change.

Comments of Michelle A. Eyre  
Tempe Proposed Bus Route Changes - December, 2008

LINE	Tempe Proposal	Eyre Response
76	Reroute in North Tempe to continue via Miller through Paseo Del Norte and then into Downtown Tempe.	<b>Oppose.</b>

This specific change impacts me the most personally. I am a near-daily rider of the 76 and once the LRT is operational, I plan to use the LRT in my commute plans which includes commuting on weekends.

The proposal plans to abandon Curry Rd. and more specifically from the bus stop located at Curry & Harold and moves it via a new section of road south of Miller.

I personally do not see what this will accomplish other than decreased running times. Mainly because of the current and short term development the new service area, there are no intersecting streets, no real place to put a bus zone. In addition, the only residential in that area (Grigio and Onyx Tower) are within a very short walking distance to the supergrid 72 line already.

This change is going to take a mainline route out of the East Rio neighborhood. The East Rio neighborhood already feels victimized by the new development taking place north of the river such as the Grigio and Onyx Tower. Our property taxes and rents have been severely effected here. The residents of East Rio are more likely to be transit dependent than those who live at Grigio or Onyx who may have an option to use single occupancy vehicles. I personally feel that at this time, making this change to the 76 would be yet another *slap in the face* to the residents of East Rio.

One may say that you can use the Orbit to interface with the light rail. The only problem with that is from the East Rio neighborhood area, to interface with the light rail, it will involve more substantial walking or a 30 minute running time to reach a LRT station where in the 76, it's less than 10 minutes.

***An alternate proposal for the 76 is as follows:***

Southbound: Regular route to Miller & Curry, west on Curry, south on Scottsdale, west on Rio Salado, south on Packard, west on 6<sup>th</sup> St, south on Veterans Wy, west on University, north on College to layover.

Northbound: From College & University layover north on College, east on Veterans Wy, east on 6<sup>th</sup> St, north on Packard, east on Rio Salado Parkway, north on Scottsdale, east on Curry, north on Miller to regular route.

See map at the back of this package.

Comments of Michelle A. Eyre  
Tempe Proposed Bus Route Changes - December, 2008

LINE	Tempe Proposal	Eyre Response
108	Reroute west terminal from Arizona Mills Mall to 48 <sup>th</sup> St and Chandler Blvd.	Support

This change is consistent with the Regional Transportation Plan and it removes duplicate service within the town of Guadalupe.

Therefore:  
I **support** this change.

LINE	Tempe Proposal	Eyre Response
EARTH	Make into a loop route by joining Tempe Marketplace and Downtown Tempe via Rio Salado Pkwy.	Support

This is an easy way to get some kind of service on Rio Salado Pkwy even if it's just for one mile. However, I do not see this change as a substitution for changing Line 76 to operate via Playa Del Norte as there will still be substantial running time between East Rio and the nearest LRT station on the route. This proposal will also provide access into the Tempe Marketplace from the LRT. (The 81 will not be able to do that)

Therefore:  
I **support** this change

LINE	Tempe Proposal	Eyre Response
JUPITER	Minor modification to interface at Rural-University LRT	Support
MARS	Extend to interface the Price Rd. LRT	Support
MERCURY	Extend to interface the Price Rd. and Rural Rd. LRT	Support
FLASH	Modify to serve the Rural Rd. LRT	Support

These changes to circulators do not have the same impacts that similar changes to mainline routes would have (e.g. 72).



Comments of Michelle A. Eyre  
Tempe Proposed Bus Route Changes - December, 2008

**ADDITIONAL CHANGE PROPOSED BY MICHELLE A. EYRE**

For Tempe, there is one additional service opportunity that the City of Tempe should consider to interface the fixed route system with the LRT.

LINE	Tempe Proposal	Eyre Response
92	No changes.	Change north terminal to Washington & 44 <sup>th</sup> Street LRT via Hohokam Expressway

We have a great opportunity to link the southern portions of Tempe with the LRT that is being overlooked. My proposal to modify Line 92 will provide customers of the LRT with an additional shopping opportunity (Arizona Mills) and links the south portion of Tempe with the LRT and the Airport.

The modified route would be as follows:

Northbound: Regular route to 48<sup>th</sup> St. and Broadway, continue north via Hohokam -143- Expressway, exit Washington, west on Washington to layover at 44<sup>th</sup> St.

Southbound: From layover at Washington & 44<sup>th</sup> St, west on Washington, north on 40<sup>th</sup> St, east on Van Buren, south on 44<sup>th</sup> St (stay left), east on Washington, south on Hohokam -143- Expressway to end of expressway, continue south on 48<sup>th</sup> St. to regular route.

This will also eliminate service duplication along Broadway Rd with Line 45.

**CONCLUSION**

I feel that these proposed changes will enhance the fixed route services within the City of Tempe and make the LRT more rider friendly, especially to riders who are new to transit. At the same time that we make these changes, we must not make them at the expense of those who are transit dependent in favor of those who are "transit optional".

Please take these proposed changes into serious consideration. If you have any further questions, please feel free to contact me.

**Michelle A. Eyre**

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Tempe, AZ 85281  
[michelle@eyre.ws](mailto:michelle@eyre.ws)  
480 217-6619  
June 2, 2008

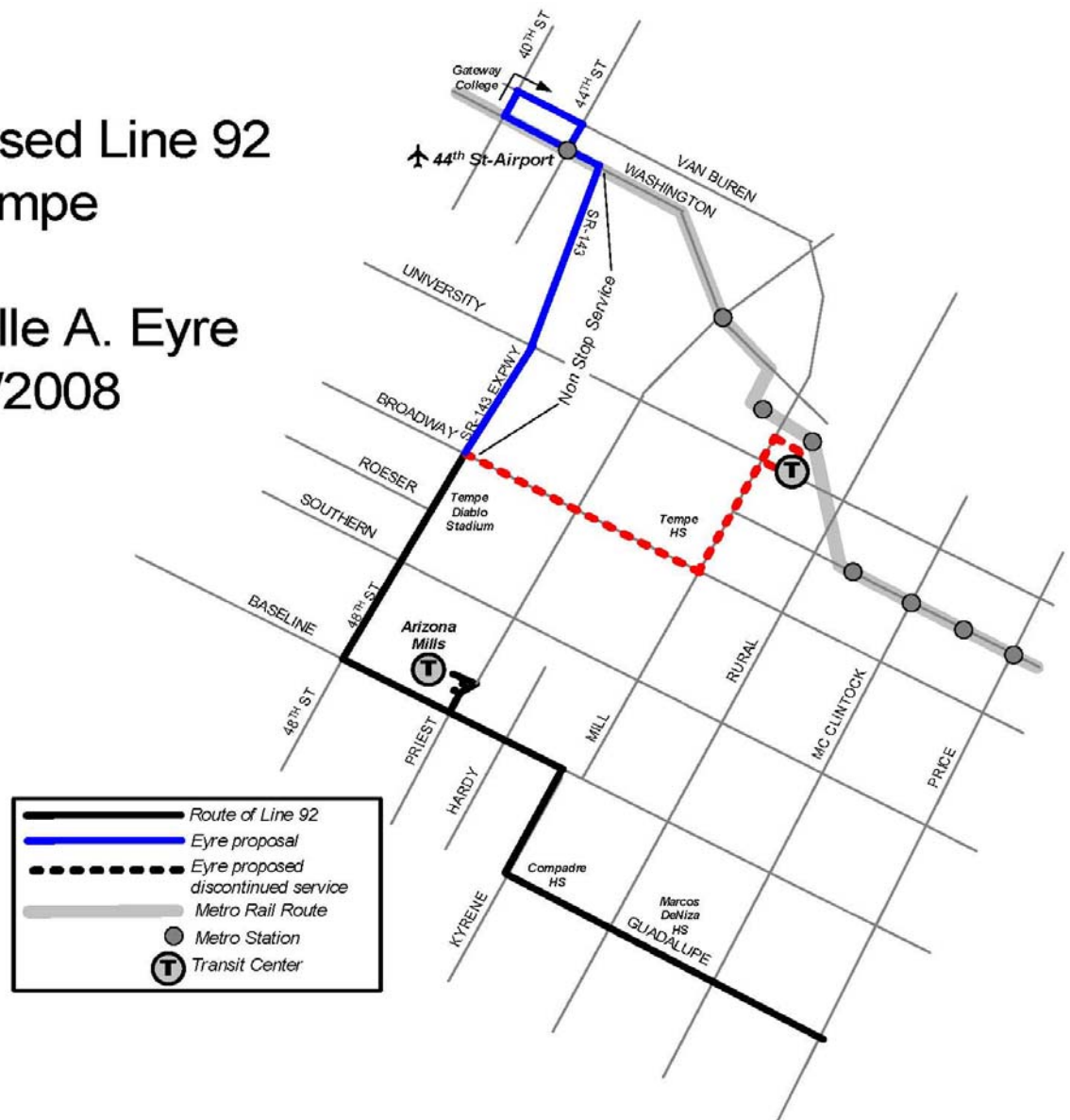
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cc: City of Phoenix, City of Mesa



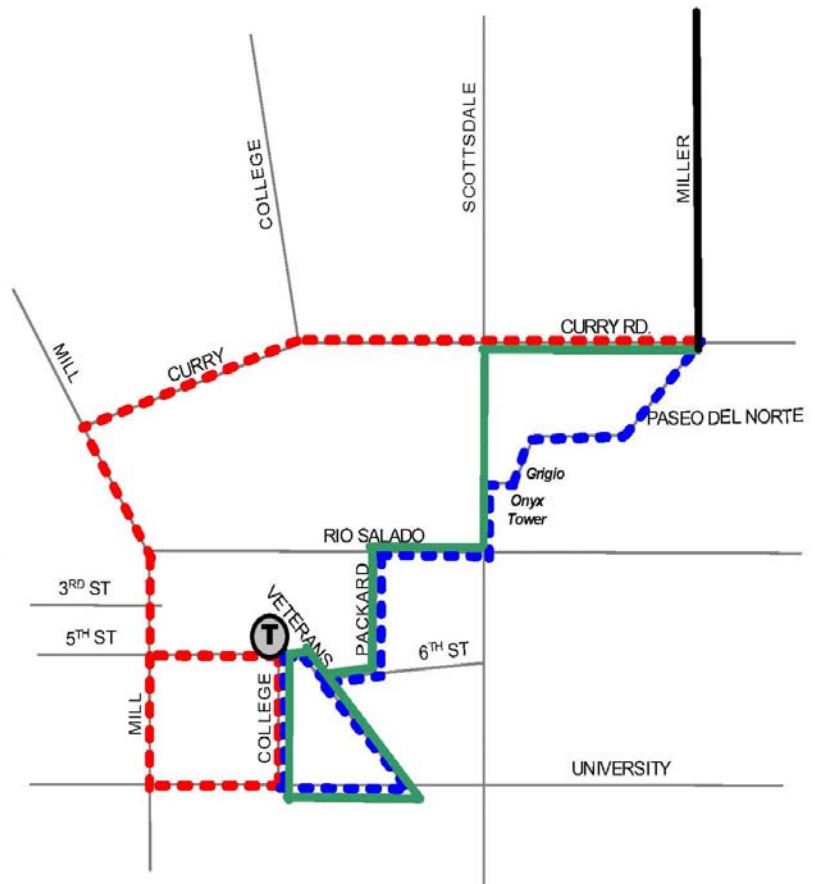
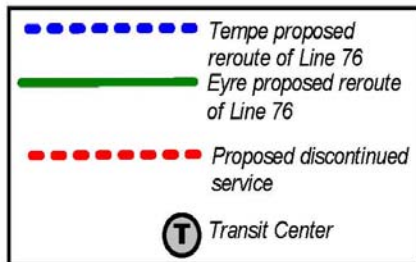
# Proposed Line 92 for Tempe

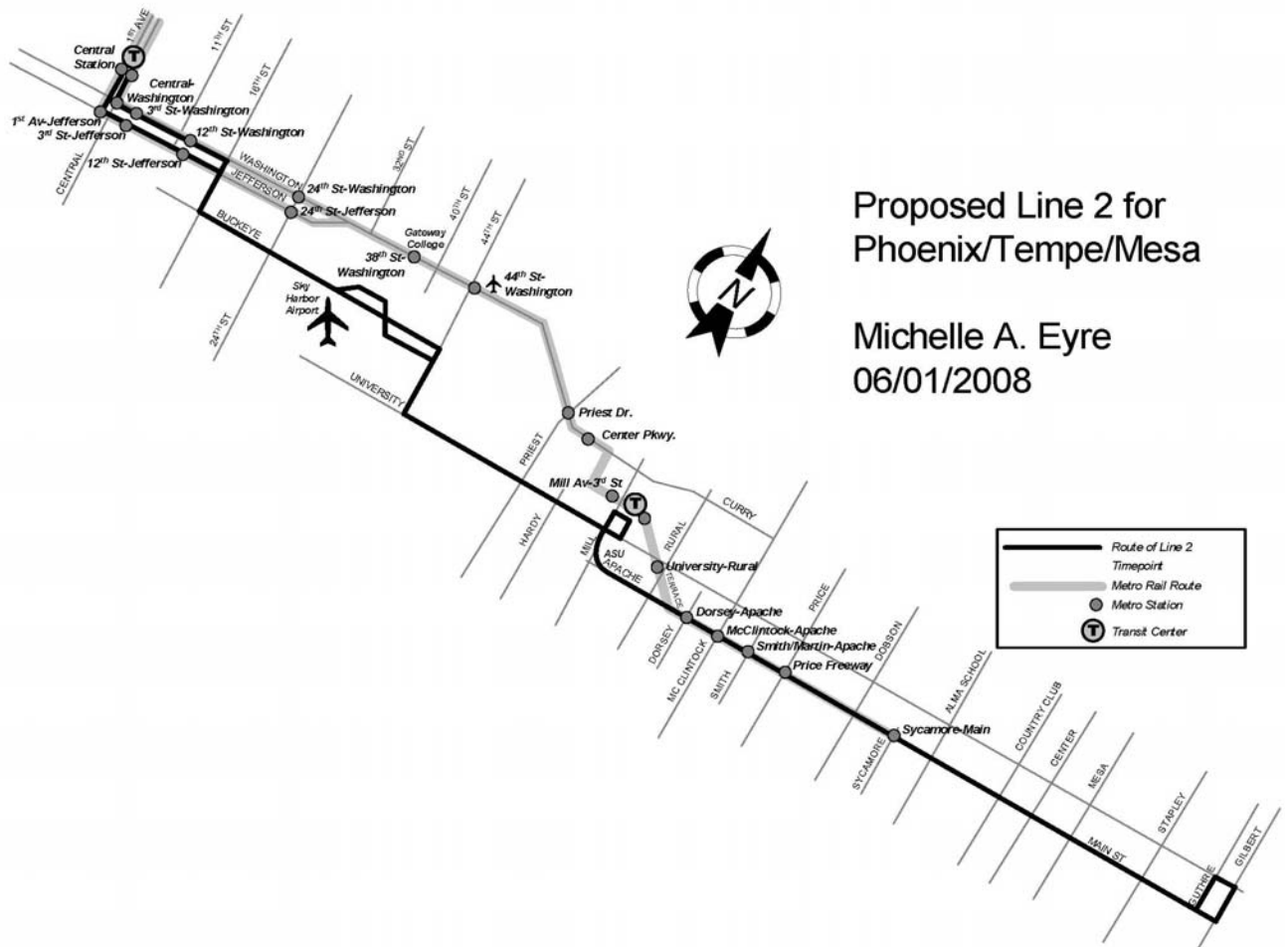
Michelle A. Eyre  
06/01/2008



# Proposed Line 76 for Tempe

Michelle A. Eyre  
06/01/2008





86. Would hate to see the 66 discontinue service from Price to Mill. We are frequent riders in the neighborhood of Marcos de Niza along with many of our friends. The 92 takes much longer to get to downtown Tempe and having taken it once, I was happy not to do so a 2nd time. With the high school on that route and being a daily walker around 2-230P, I can attest to the number of students who rely on BOTH buses to get home.
87. It appears that since the red line is eliminated that there is no way to get to the airport by public transportation from ASU. This would be terrible.
88. why are you changing the Route 56 south? I use it everyday to get into Ahwautukee. I see the that 108 goes there but that would require a transfer now.!
89. Most changes seem fair though the new 40 line appears unnecessary as it will run along the rail. Airport officials have already stated they would have shuttles from the rail to the airport. The whole line seems pointless. Also, with the modifications on the 56, it appears to cut off SRP (a large employer) from bus service.
90. I have been riding the Red Line almost daily for the last 6 years and hardly a day goes by when I do not see someone loaded with luggage going to or coming from the airport or see an airline/airport employee going to or coming from work. I use this route to get the airport when I fly because I refuse to pay for a \$20-25 dollar cab ride from where I live. Those I

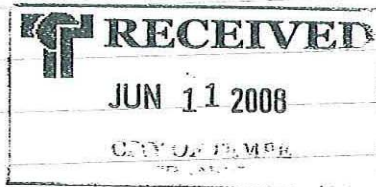
see probably feel the same way. Please consider extending the revived route 40 to service the airport. Thank you.

91. Any access to sky harbor through public transportation is a good thing. I wish you would also consider extending the schedules to 24 hours. I had to stop taking the bus because my shift ends at 1:00 AM. Also, I go to school at ASU where I could easily take my bicycle, but there are no bike routes into Sky Harbor.

92.

9 June 08

Tempe in Motion  
P.O. Box 5002  
Tempe, AZ 85288



Dear Sirs

Regarding the article about the bus service printed in the Sun., June 8, AZ Republic, section, East Valley. I'm not a citizen of Tempe, but I am affected by Rtes 72, 81, + 108. My biggest concern is getting to + from work. If the 81 came <sup>south</sup> down Elliot to Dobson <sup>or north on Dobson to Elliot</sup> instead of thru the ASU Research as often as it goes thru ASU Research Park, it would be great.

Or if the 108 ran every half hour instead of every hour, then I wouldn't have to wait 50-55 mins. for my connecting bus. There is no bus service on Dobson between

Warner & Guadeloupe. To get home, I have to walk from Warner to Elliot, and it's getting too hot to walk & I can't afford a cab.

If something can be done about either route 81 or 108, I would greatly appreciate it. I'm not the only person who walks from Warner to Elliot.

Thank you for  
your attention to this  
matter.

Sinda R. Elden  
1800 W Elliot Rd # 221  
Chandler, AZ 85224

P.S. Please pass this info on to  
Chandler's transportation group

Thank

93. I live near Hardy and Baseline and frequently take the 62 bus to Hardy and University to catch the Red Line to Sky Harbour Airport. I also work at Arizona State University and can take the Red Line from work to the airport. My children also live off University and Priest and when we take trips, I go to their house, park my car in their driveway and take the Red Line to the airport. If this part of the route is eliminated, it would greatly impact my family and me in a very negative way. Please do not take away this part of the bus line. Thank you.
94. Thank you!!!! I live at Ray & Priest and am so excited you are looking at bringing bus service to our area that will connect with the Light Rail. I currently go to the 40th & Pecos to take the rapid in downtown. The schedule is not conducive to getting home in time for school being let out. This would give us an opportunity to walk (exercise always good), take the bus and train and reduce the amount of driving every day of the week. Great for the people and great for the environment. Plus my kids love taking the bus! I lived in Chicago and am so excited about this. We really need bus service down in this area!
95. I live at Price and Southern and I would love to see the orbit bus be available from my neighborhood to the McClintock/Apache location! Then I would catch the light rail to Washington and then a shuttle to the airport. I really wish the light rail went directly to the airport. That would service hundreds of employees as well as airline passengers without having to change to a bus. I agree that the redline can be deleted from Apache when the light rail begins running.  
  
I would like the orbit bus to come down to Southern and Price and not just as far as Country Club.
96. Please do not terminate bus service from Tempe to Sky Harbor. If the Red Line is going to be eliminated, the new service on Apache should extend all the way to Sky Harbor -- and it should serve ALL of the terminals. If there is no bus service to Sky Harbor, Tempe residents going to the airport by public transit will have to make an extra transfer (from light rail to the airport-light rail shuttle bus). And anyone going to terminals 2 or 3 will have to make two extra transfers, as the airport's light rail shuttle bus is going to serve only Terminal 4. That's a step backward, not forward.
97. I am already disappointed that light rail does not connect Tempe to the airport -- surely a crucial destination -- and so believe it is imperative that one of the bus lines connects to the airport.
98. Dear City of Tempe TIM Transit: I have a comment on extending Route 40- Apache/Main, let extend the new route from Downtown Tempe to Central Station in Downtown Phoenix via Jefferson Street with connections with local Route 0, 1, 3, 7, 8, 10, 12 and 15 including trip to Sky Harbor International Airport. Also one more comment let combine Route 65 with Route 66- Kyrene/Mill/68th Street from West Chandler Aquatic Center to Scottsdale Fashion Square Mall in Scottsdale, AZ including 15 minutes headway from Scottsdale Fashion Square Mall to Warner Rd at the Tempe Sports Complex during peak-time rush hours only on weekdays (Monday-Friday).
99. I oppose the integration of routes 66 and 65. Route 72 serves only the east and north sides of campus. The connection of 66 from southeast Tempe to the southwest part of campus is essential to my decision whether to drive or take the bus, especially in the heat of summer.



100. I ride the 76 bus route at least three days a week from Scottsdale into downtown Tempe in the morning and back in the afternoon. I do not agree with the proposed changes to this route. In the morning, the southbound bus consistently drops people off at Scottsdale/Curry and at Mill/Curry (Marquee Theater stop). In the afternoon the northbound consistently picks up at Mill/Curry (Moeur Park stop). It appears that people are making transfers there; to which route I'm not sure. The planned changes would eliminate that part of the route. I don't understand the logic behind the zig-zag through ASU parking south of Rio Salado. Is that for ASU students who don't want to ride the Flash? If so, it doesn't take them very far. I would suggest instead: Playa del Norte W to Rural; S on Rural to University; W on University to College; N on College to Transit Center; OR to meet the needs listed above: same route as present except from Curry/Washington S on Mill to University; E on University to College; N on College to Transit Center.
101. I am pleased to see that the Mars Orbit route proposal includes light rail integration. This will significantly increase the availability to the light rail for me and hopefully my neighbors.
102. RE: Proposed Route 40 changes which would provide service to Sky Harbor Airport. I would like to express my support for this alternative. I live west of University and Mill Avenues and currently pick up the Redline at Roosevelt (Tempe Camera Repair) to go to work at Sky Harbor. I don't see that the light rail provides a convenient public transit route for other PHX employees who live west of Mill Avenue and currently pick up the Redline or connect with the Redline from other bus routes (coming from South Tempe). Route 40 changes with frequency of greater than every 30 minutes during rush hour would be greatly appreciated. Thank you
103. I am concerned that the elimination of the part of Route 81 that goes to campus from McClintock Drive will have a negative impact on many Tempe residents who study and work at ASU. It is not clear from the plans listed that those riders will be able to easily transfer to routes going to the University from McClintock.
104. I often use the Jupiter route, and would welcome connectivity to the light rail line, so long as the frequency of bus availability and current route is not impacted. I am very pleased with the Jupiter Orbit as it is now - good job all those involved!
105. I just took a peak at the proposed changes to the Route 56, and it looks like a big disappointment to me. I have zero support for this proposal. It will now take a straight forward route that serves the high density community of Ahwatukee well, and make it into convoluted path into desolation. The loops around the Auto Mall and such should be serviced by a circulator. The proposed route also stops heading south at Ray Rd is one easy mile short of connecting to Route 156.

As for the restructure of the 108, I don't understand how a route could begin at 48th ST and Priest DR, because they are not perpendicular streets. Why have an east bound bus service a ridership that for the most part heads north into the city? My work route starts at 48th and Chandler Blvd, and ends up at Priest and Center Prkwy. I do not need to commute to work by bus, but in less than two years, I've put over 10,000 miles on Route 56. I have been a very vocal supporter of Valley Metro, whether it been through work, my parish, or through the mountain biking commuting. In fact I contacted the Douglas Murphy, with the Ahwatukee Foothills News yesterday about my concerns. He was also pleased, because I aided him with some stats on a story he is writing on how much a person can save by taking the bus.

106. I ride on route 65 and transfer to the Red Line at University and Mill, with a final destination at 47th st and University. I do this as a daily commute to my job. I would appreciate extending the new route 40 to the airport.
107. WITH GAS AT 4 PLUS DOLLARS A GALLON, WHY DOES THE ORBIT(EARTH) GO TO TEMPE MARKET PLACE AT 6AM WHEN NOTHING IS OPEN? I LIVE ON A STREET THAT IT DRIVES BY 128 TIMES A DAY, AND WHEN I'M WALKING MY DOG OR WATERING PLANTS, THEY GO BY OVER AND OVER WITH NO ONE ON BOARD UNTIL LATER IN THE MORNING. I DON'T THINK THERE IS MUCH OPEN ON MILL AT 6AM EITHER. HOW ABOUT EVERY 30 MINUTES PER HOUR UNTIL 8AM. IF PEOPLE MUST GET TO THESE PLACES, I FIND THE REGULAR BUS SERVICE ONE BLOCK AWAY IS A GREAT ALTERNATIVE.
108. Dear Tempe In Motion, I am writing to express concern about two of the proposed changes to bus routes. In response to ASU's campaign to have fewer people driving their own cars to campus, I have been riding the bus for 2-1/2 years now from my home to ASU's Tempe campus every day. The proposed bus route changes would make this much more inefficient for me. Route 66: I often board Route 66 on Rural between Guadalupe and Baseline. If this segment of Rural is no longer served by Route 66, I will lose that option. I can use 72, but the bike racks are almost always full, and I need my bike once I get to ASU. Route 66 usually has empty bike racks. Route 81: On the way home from ASU, Route 81 is my best choice, but if it no longer heads west on University, I cannot take it. I have at least three other friends who rely on the 81 to get to ASU's Tempe campus. They can use Orbit, since they live north of US-60, but I live south of US-60, so this is not an option. LOTS of other ASU people board 81 both northbound and southbound from the same bus stop at Rural and McAllister that I use. Presumably all of these people would also oppose the proposed change. One alternative might be having 81 head west on University, but not go all the way to College Ave. It could circle around McAllister and 6th Street just west of Rural, thus still serving the ASU campus, but cutting its westward detour from McClintock in half. I could easily live with the proposed route changes if the Orbit Saturn route got started south of US-60 and went to ASU. So my request is that you not implement the proposed changes to 66 and 81, or, if there must be changes, please do not change BOTH of those routes as proposed. Thank you for your consideration,
109. Comment on the proposed change to route 81 - removing the segment to ASU. I one month time I will be moving house to McClintock and Southern. Not being able to drive due to medical reasons, I felt that this area would be ideal for me to get good and easy bus access to where I work at ASU. However, I have just heard about the proposed changes to bus route 81. I realize the reason for change, i.e., connecting to the Light Railway, however, will there be sufficient capacity on the Light Railway to cope? With so many thousands of people using public transport to get to ASU, including students and staff, and with the very high cost of gas and increased ASU parking costs, even more people will be using public transport. The existing bus routes get overfull especially during ASU semesters and during rush hours, and it can be common to wait 45-60 minutes to get standing room space on a bus, especially from 5-6 pm. I think that the proposed changes to route 81 will only increase the morning/evening overcrowding issues. Instead of catching the 81/Light Rail to ASU, I think a lot of people will use the Jupiter Orbit buses instead, which are much smaller buses and easily get filled. In a time of record gas prices and an uncertain economy, with more and more people being forced to use public transport for economic reasons, I think that it is time to expand the bus/Light Rail system instead of contracting it, to allow for the increased usage. I completely applaud the building of the Light Railway in Phoenix, but I am unsure that it will be able to cope with the capacity of high usage that I envisage it will



get, especially for long distance usage from Mesa/Tempe to downtown Phoenix, which will restrict short-journey users due to overcrowding. Cutting back on bus services to ASU will further complicate the issue.

110. Please keep the red line route through the airport, it has been such a convenience for many people.
111. I am moving to Tempe near Southern and McClintock within the next week to try to do my part to decrease emissions and make the roads less congested. My goal was to ride the 81 bus to ASU as the route is very convenient and runs frequently. I have lived in Mesa (Alma School and Southern) for the past two years and tried to make Valley Metro a part of my daily routine. Unfortunately, the two-bus or bus-rail system is INCREDIBLY inconvenient and forces me to drive to school (at ASU) each day. Waiting at bus or rail stops is a boring, hot, uncomfortable and often dangerous thing to do, especially at night. Installation of the light rail system and declaring that "good enough" for citizens of Tempe and students of ASU who live along Route 81 is preposterous. The limited reach and practicality of the light rail system is NOT a substitute for well-mapped, well-planned bus routes. I can virtually GUARANTEE that you will have fewer riders for route 81 AND more drivers on our streets as a result of this decision. It will certainly entice me to drive, even though it will cost more.
112. I am very disappointed with the proposed changes in route 66. I live just off of Rural Road, north of Guadalupe Road and use the 66 to travel to the west side of the ASU campus (10th Street and Mill). With the proposed change I would have to take a bus from Guadalupe and Rural north to Baseline Road; transfer to another bus from Baseline and Rural to Mill and Baseline and then catch the 65 north to ASU. This would greatly increase my travel time, not to mention the difficulty in coordinating the transfers. The other option is to stay on the 72 to the east side of ASU and then walk a mile to the west side of campus. The bottom line is that the proposed change makes the bus system of little use to me and I will have to go back to driving my car. I hope that you will reconsider this proposed change.
113. Please keep bus service to the airport by expanding the proposed Route 40.
114. If you eliminate the 56 service on the west side of I-10, numerous Ahwatukee residents/commuters who use the bus daily will be without service. I rely on the stop at 48th & Elliot to commute to downtown Tempe. I have reviewed the proposed changes and do not see how the Ahwatukee area will remain connected. The 56 is currently the only Ahwatukee service to Tempe...the 540 express bus is the other line, but it goes to downtown Phoenix. The other concern I have with replacing the 56 with the 108 is that the Ahwatukee area no longer has direct bus service to downtown Tempe (Chase/US Airways/City of Tempe commuters and ASU students). Driving from Ahwatukee to Tempe is not that far, and I think that if people have to transfer buses (the 108 to 62 or 65) just to get to work/school, they will drive. Also, Ahwatukee is one of the areas that will not have easy access to the light rail/park and ride lots, so the direct bus service is the easiest public transportation option. It would be great if there could be a bus line or modification that connected the Foothills and Ahwatukee to one of the Washington St. light rail stations.
115. Route 81 ^ Please do not remove the segment that goes between McClintock and downtown Tempe along University Drive. Many students, faculty and staff including myself use this line almost every day to reach ASU. Note that one major complaint about the Metro bus system is that it requires transfers from one bus line to another to go from one place to another that is not along one major street or another. That is, most lines do not go in a diagonal manner. For example, to go the relatively short distance between Southern

and McClintock to ASU, people do not want to transfer from one bus to the light rail. It is true that the Orbit Jupiter does take people in a diagonal manner to ASU, but it is often packed at rush hours (just yesterday nine people were standing on a shuttle that left ASU at 5:15). It really is essential to have another option, particularly if one or the other line gets quite a bit behind or has mechanical difficulties. Line 40 ^ this line definitely should go to Sky Harbor Airport. It is very useful to have an inexpensive way to get to and from the airport. I have used it several times. It would be a terrible disservice to people with less money to have no way to get to and from the airport. Please do not seriously consider omitting this part of the route.

116. Route 81 - agree with segment removal. Route 40 - confused about its usefulness, follows route similar to light rail? a side note, but important: me being a bicycle rider, and considering bus service is less frequent than would be ideal, i am hoping that it could be looked into some way to store more bikes on busses ... a front bike rack for four, if feasible, would be great on the busses too, or even a more consistent three would be helpful, rather than the more standard "two bikes per bus" ability I've seen fill up often enough, especially in peak periods... suggesting this modification at least for on the busy routes, and any bus connecting with the light rail, which has space for 16 bikes per ride (4 per car). It's tough to wait for a bus and find the rack full and then the next bus might be in another 20-30 mins :( As we progress to a more multi-modal transportation society here in the valley, there are going to be more and more bicyclists out there and this situation will unfortunately become more frequent.
117. It's currently very convenient to get to the airport from the ASU area via the Red Line; buses run every 15 minutes and follow a direct route, and no transfers are needed. Without this service, it will be necessary in many cases to drive to the airport, since the proposed light rail connections will be inconvenient and slow. I'd like to encourage the city to continue bus service to the airport.