

Comments received from web site 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 Apacelh 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 obsolete 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 Buriem 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 get 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 Manhattan. 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 than Sky Harbor is reason enough to extend "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 Baseline 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 to enjoy the nightlife in Tempe and Phoenix, not only that, it would be a 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 its 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 point 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.