Transit On the move
SHORT-RANGE TRANSIT PLAN

Public Review Draft Comment Summary

HOW PEOPLE PROVIDED FEEDBACK

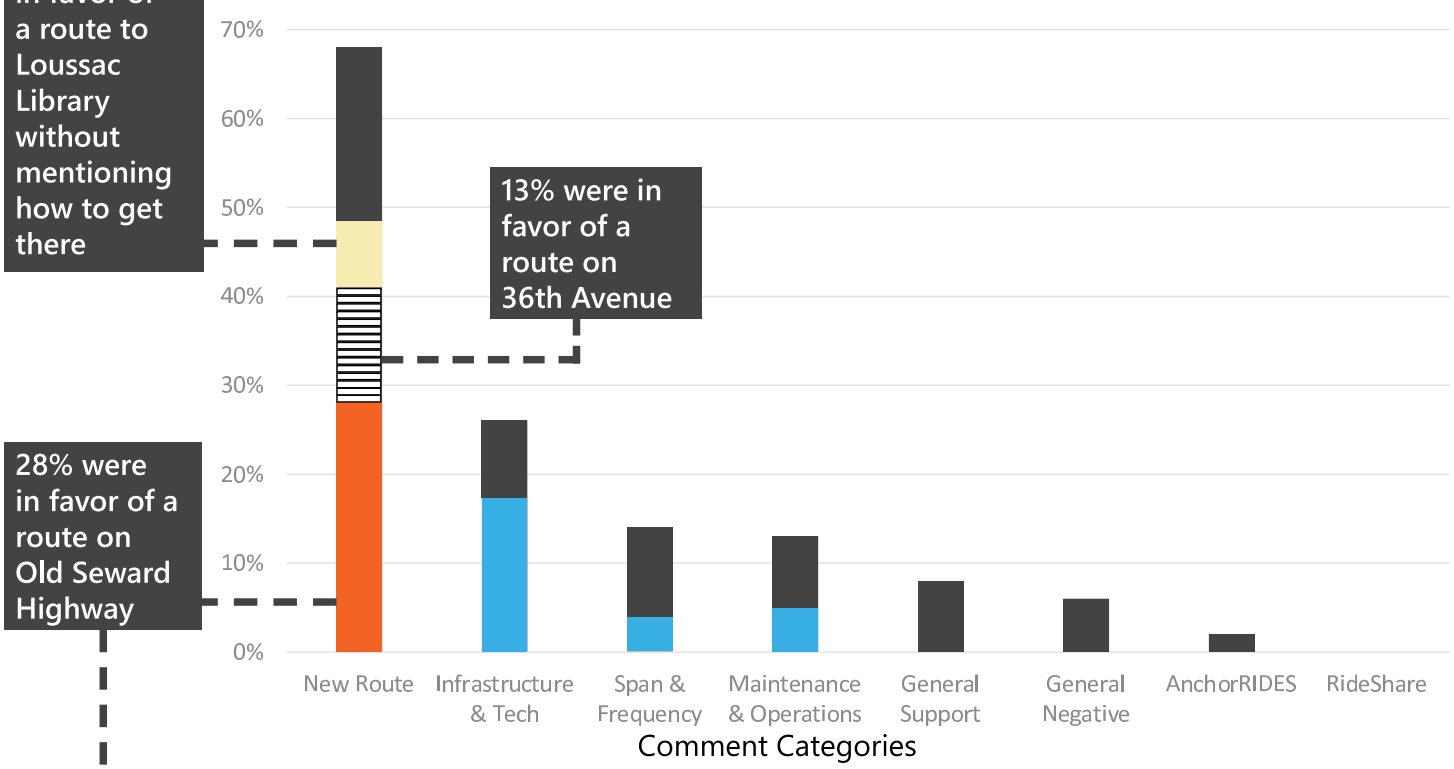
8	At Events	5	By Mail
92	By Email	9	Bus Driver Feedback
114	**TOTAL COMMENTS**		

The Percent of Comments Made By Category

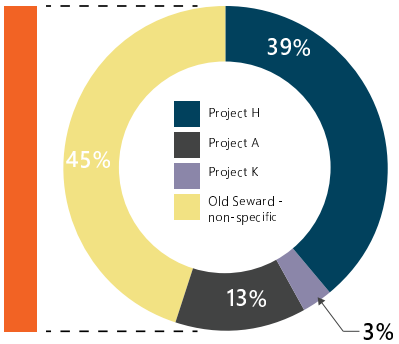
8% were in favor of a route to Loussac Library without mentioning how to get there

13% were in favor of a route on 36th Avenue

28% were in favor of a route on Old Seward Highway



OLD SEWARD ROUTE



INFRASTRUCTURE & TECH

17%	Buses & Bus Stops
5%	Dimond Transit Center
4%	Fat Tire Bike Racks
4%	Enhanced Rider Communications
3%	Mixed-Use Develop. / HOV / Rail

MAINTENANCE & OPERATIONS

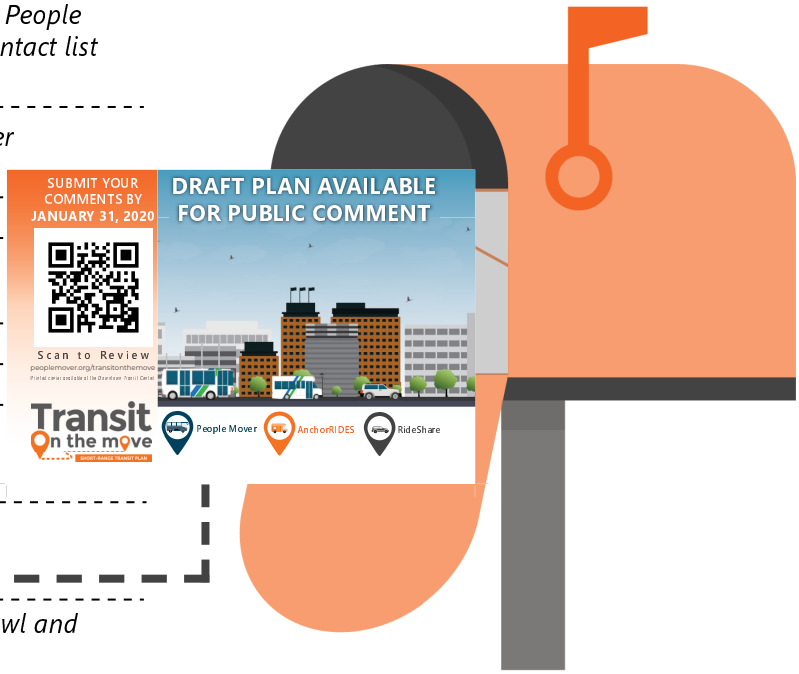
5%	Operations
4%	Winter City Maintenance
3%	Advertising
3%	Fare Analysis
2%	On-time Performance
2%	Key Transfers
1%	Missed Trips Analysis
1%	Route Analysis

SPAN & FREQUENCY

4%	Weekday Span - RT 91
3%	Increase Frequencies
3%	Holiday
2%	Weekend Span
2%	Morning Span
2%	Weekend Span - RT 91
2%	Decrease Frequency
1%	Weekday Span
1%	Weekday Span - RT 92
1%	Weekend Span - RT 92

Notification Efforts for the Public Review Draft

Dates	NOTIFICATION METHODS
12/18/2019	***Public comment period - OPENS***
12/18/2019	Bulkhead Sign on the Bus
12/18/2019	Plans Available at the Downtown Transit Center
12/18/2019	Email
	Agency Stakeholders, Assembly, Federation of Community Councils, Interagency Committee, People Mover contact list, AnchorRIDES public contact list
12/18/2019 -	Social Media - *ran until 1/29/20*
	20 posts on Facebook, Instagram & Twitter
12/19/2019	Automatic Message on Rideline
12/18/2019	TV Commercial (255 spots per week)
	KTBY (Fox, ABC, CW)
12/18/2019	Website Banner & Updates
12/18/2019	ADN Digital Ad - ran *until 1/31/20*
12/19/2019	Email
	Federation of Community Councils Email
12/20/2019	Email
	MOA Planning Staff
12/28/2019	Postcard Mailer *(includes translations)*
	107,215 households in the Anchorage Bowl and Eagle River/Chugiak area
01/02/2020	Alaska Public Media's Community Calendar - *up until 1/31/2020*
1/2/2020	Flyers *(includes translations)*
	24 flyers posted at 24 locations
1/2/2020	Postcards & Desk Copies of the Draft Plan
	Delivered to the : Loussac, Muldoon, Mtn. View Libraries
1/23/2020	Press Release
1/23/2020	Email
	Agency Stakeholders, Assembly, Federation of Community Councils, Interagency Committee, People Mover contact list



THE PUBLIC COMMENT PERIOD WAS OPEN FOR 45 DAYS

	IN PERSON EVENTS
11/22/2019	Assembly Work Session
12/10/2019	AMATS: Bicycle & Pedestrian Advisory Committee
1/09/2020	AMATS: Technical Advisory Committee
1/09/2020	Public Transit Advisory Board Meeting
1/23/2020	AMATS: Policy Committee
1/23/2020	Transportation Fair
1/25/2020	ADN Best of Alaska Showcase
1/31/20	***Public Comment Period - CLOSED***

	IN THE NEWS
1/23/2020	***KTVA:*** *New People Mover route to start in the fall*
1/23/2020	***KTUU:*** *Transit officials say People Mover ridership saw significant increases in 2019*
1/24/2020	***ADN:*** *With People Mover ridership increasing, Anchorage proposes a new route*
1/27/2020	***KSKA:*** *Home Town Alaska*
1/29/2020	***KFQD:*** *Morning News*

Due to Public Comment, Staff Recommends the Following Changes to the Plan

PROJECT PRIORITY CHANGES

1	**Priority 4**	Project B.1 remain as priority 4 in the plan, due to 15 public comments for adding service on 36th Avenue; 5 specifically for service to the medical clinic.
2	**Priority 5**	Project F move to priority 5 in the plan, due to 15 public comments for adding service on 36th Avenue; 5 specifically for service to the medical clinic. The ranking in Table 8 will say Priority 4 **Or** Priority 5 to establish new service meeting this criteria.
3	**Priority 6**	Project E move to priority 6 in the plan
4	**Priority 7**	Increased Frequencies move to priority 7 in the plan
5	**Priority 11**	11D cost estimate added for RT 91 to the plan
6	**Priority 11**	11E cost estimate added for RT 92 to the plan

DOCUMENT TEXT & GRAPHIC EDITS

1	**Page 8**	Revise the spelling in the text
3	**Page 8**	Revise the spelling in the text
4	**Pages 0,3,7,12, 15,35, 45**	Change the title of the plan from 'Short-Range Transit Plan' to '2020 Transit Plan' The proposed projects are well outside of a 3-5 year timeline for completion, but establish a baseline list of system improvements vetted by the public. Staff is recommending to update this plan every 3-5 years.
5	**Page 46**	Reorder the paragraph text on page 46 to reflect the order of items in Table 8
7	**Page 84**	Add the word "target" to the text
8	**Pages 87, 88, 93**	Add the words "intentionally blank" to these pages
9	**Page 89**	Add the header "Data Definitions"
10	**Page 90**	Revise the spelling in the text
11	**Page 68**	Correct the project descriptions for Project Z and Project O

STAFF FURTHER RECOMMENDS

1	**Page 10**	Add the review of the 2018 Vision Zero Action Plan to Table 2
2	**Page 10**	Move the review of the 2019 Climate Action Plan up into Area-wide Plans
3	**Page 11**	Add a quote from the Vision Zero plan and omit one of the quotes from the Climate Action Plan
4	**Page 110 & 111**	Add Public Event Series #3 to the appendix
5	**Page 32 & 32**	Revise subheader text for AnchorRIDES and RideShare to say "2018 System" instead of "Current System"
6	**Page 17**	Revise the current system map in Figure: 4
7	**Page 18**	Revise the text on page 18 to reflect the correct range of the useful life of a bus

#	Date	Comment	Staff Response
1	12/16/2019	10,20,25,30 & 40 Take all the every 15 m. routes and make them 20 min. Use the extra buses for new routes. Open as many as possible. Get the lobby at Dimond Center OPEN and keep it open as late as all other buses midnight. Make ALL Routes have a Meal Break. Don't smash routes together 4 min is NOT enough between them. Minimum 8 minutes. Nights and Weekends especially. We all need to use restrooms. All Routes need to run 7 days a week. New Routes F,H,E,B.1 & S open as soon as $ allows. and Route T too. Realignment of 21 (C),92 (P),11&31 (D),91 (V) with next bid for July 2020.	**Staff recommends the following changes to the plan.** Adding 11D & 11E cost estimate for the RT 91 and RT 92 to the plan. The Dimond Transit Center will be opened as soon as possible. Layovers are determined in your union contract. Span of Service on the weekends and weekdays is prioritized as 2 and 11 in the plan. Thank you for your support of the projects in the plan.
2	12/18/2019	Hello, Thank you so much for working on this important topic to our community. Few thoughts on your Transit on the Move draft document: 1) accommodate trail / FATbike to bus - This next comment is in memory of the late Randy Bergt, who always emphasized this need in our people mover system, connect trails to bus. Maybe it is because Randy is no longer with us that you may have missed this opportunity in your plan. Think about improving service for people willing to ride bikes to and from the bus stop, in order to make up for the cut in service to some areas you no longer service under the new plan. One improvement you could do is to start offering bike racks for fat bikes (small investment). For example, in the winter, I am stuck with a narrow wheel set kind of bike which is a lot more difficult and a lot more dangerous compared to a fatbike to ride and when there is snow the fatbike is easy and the skinny wheeled bike impossible to ride. If the bus could offer a small investment into new bike racks that would accomodate fat bikes, fatbike riders could once again start using the people mover. 2) Build app that helps riders get info they need and you to get to a data driven service model - Riders need to easily get information on estimated time of arrival and service area. For example, your website is super difficult to navigate, confusing, and the route maps don't have a proper legend to tell people what the symbols mean. Maps also miss each busstop. The bus tracker is a good start but it only really works on a desktop computer when it should or must work on a handheld device like a smartphone. Think about building an app and through the app learn more about your ridership and then how best to improve your service through a low cost data driven approach.3) Decarbonize and redesign your fleet - Where in the plan do you outline investments that will reduce costs in the long term. Any electric or natural gas propelled buses in the works? Use those savings to then pay for adding new or old routes that were cut. Also, work with Chugach Electric on how your electric bus fleet can provide important load balancing for our utility as new renewable energy sources come on line. Could you get free (or nearly for free) electricity to run the buses? Should new electric buses be smaller or redesigned to fit customer needs (see example in 1)? Don't forget there are riders (like myself and many others I know who ride) who take public transport for reasons entirely related to reducing the climate-related impacts of fossil fuel based mobility.	Staff recommends no change to the plan. We are actively working on purchasing fat tire bike racks. We are in the process of revamping our website and will take your suggestions under consideration. Fleet decisions are not being made as part of this plan. Electric vehicles are addressed in the Anchorage Climate Action Plan.
3	12/18/2019	H - too long / cut in half K - to loong / cut in half A - use C/A to 36th J - use Lake Otis to Huffman, Huffman Old Seward, Old Seward to Klatt B.1,B.2,L No Joy F No N Neighborhood Health has there own buses C Why?	Staff recommends no change to the plan. Public Event Series 1 & 2 helped to shape the performance measures and prioritized projects of this plan.

#	Date	Comment	Staff Response
4	12/19/2019	I once again want to comment on the old Bus no. 3 route through Nunaka Valley. It was close enough to walk over and catch the bus to go to ANMC, downtown, or farther East. In order to ride the current bus route; elders, others must be able to walk 4 blocks or so to catch a bus which is too long of a walk when I've been diagnosed with Osteoarthritis, Lupus and Fibromyalgia. Now I've been told I can ride Anchor rides. I tried twice, but had to stop at several locations where someone in a wheelchair was helped onto the vehicle. The door was open the whole time and it was not only cold, but gas fumes made it unbearable. I no longer ride Anchor Rides because I cannot breathe when the gas fumes are so strong. Please, please re-instate the routes of Bus No. 3.	**Staff recommends the following changes to the plan.** Due to public comment for a route on 36th Avenue, staff is recommending that Project B.1 be prioritized as 4 in the plan. Project B.1 would add service on Boniface Parkway. Project E, staff is recommending be prioritized as 6 in the plan and would add service on Baxter/Beaver Road. We will pass along your experiences using AnchorRIDES to the AnchorRIDES program office.
5	12/19/2019	I really appreciate how accessible you've made this public comment period to multiple languages.	Staff recommends no change to the plan. Thank you for your comment.
6	12/19/2019	Use smaller busses. Phase out the old behemoths and use busses which are more efficient and will carry just as many commuters as I see using the big busses.	Staff recommends no change to the plan. The current system uses a mix of bus sizes. Fleet decisions are not being made as part of this plan.
7	12/19/2019	Good afternoon; Thank you for asking for feedback about transportation in Anchorage. I have a few suggestions. I live along Old Seward, near Taku Lake, yet Dimond bus stop is the closest stop. I work at UAA so would be walking backward to get to work. Can you have the bus travel up King Street to 76th, or along Old Seward to make it convenient for people living in the Taku neighborhood? Also, I bike or walk typically, or take a Lyft when I must to get to UAA. The trails are not efficiently bikeable currently unless you have a fat tire, so I take the sidewalks. What I realize is many of the entry ways to sidewalks at street corners face the street in an awkward way for biking. Plus, some streets, like Dimond or C Street only have a sidewalk on one side of the street, making it difficult to pass. Dimond is especially treacherous, since the sidewalk becomes a grass trail, which becomes a cement bridge (about 1 foot and a half wide) over the creek. Once you have made it that far, you can't run across Dimond. I wondered how many people have slipped into the Campell Creek at that point. I know there is a trail, but without a headlamp, there are no lights. There are not many safe night travel options for bike or walk commuters.	Staff recommends no change to the plan. Project H - prioritized as 1 in the plan - would add service on Old Seward Highway. We will forward your comment about sidewalks and trail access to AMATS staff for inclusion in the non-motorized plan still under development.
8	12/19/2019	I am a student at West Anchorage High School and a part time worker. Numerous people I know from school and I, reside in the turnagain area but unfortunately don't have transportation neither transit options for our area. The closest bus stop from our area I believe is more than half an hour away. Project H would be exceedingly advantageous and convenient for us in so many ways. It would help us obtain access to the Loussac library, work, and school activities in a way less difficult and suitable manner. Thank you so much for your time!	Staff recommends no change to the plan. Thank you for your support of Project H.
9	12/19/2019	Looks good Old Seward RT A Independence E Route	**Staff recommends the following change to the plan.** Due to public comment for a route on 36th Avenue, staff is recommending that Project E be prioritized as 6 in the plan. Thank you for your support of Projects A & E.

#	Date	Comment	Staff Response
10	12/20/2019	Congratulations to PTD for the extraordinarily user friendly Public Review Draft - Transit on the Move. I have read and reviewed many plans over the course of my planning career and this is one of the most visually attractive, well laid out, and easy to read public sector documents that I have had the opportunity to read. The text, images, graphs, charts, tables and maps are all outstanding! Everything fits together from start to finish! There are a couple of very minor tweaks needed but other than that the document is complete and should be well received by the public. Please accept the following comments and suggested edits for your consideration. Page 8, Figure 2 graphic is excellent but there are a couple of minor fixes needed. First, the word instituting is misspelled; Second, I was unfamiliar with the term "Instituting Memory Headways." I had to Google the term to determine its meaning which is explained as 'consistent headways that fit evenly into the span of an hour that the rider can commit to memory'. It might be helpful to define or explain this term of art for the reader in a footnote (see also Page 19, third bullet). Otherwise, the transit and transportation planning jargon is kept to a minimum. Nice job. Page 8, Introduction – on the second to last sentence there is a reference to "in route" which I believe is more correctly stated as "en route (meaning 'along the way'). Page 12, Page 84, etc.: The term "short range transit plan" is noted in several locations but does not provide an amount of time. Does it mean one, two, or three or more years? Might clarify this point for the reader. Page 46, columns one and two of Project Tables: I found the progression of the text to be a little confusing when comparing it with the columns of Table 8. Suggest reordering the text to match the columns on Table 8 in the order as they appear from left-to-right. Page 54, Route Descriptions: What do the Arrows represent as listed by each factor, e.g., "6.9% Minority Population ↑"? Is the arrow ornamental or does it serve some purpose? Unless it has some specific meaning for the information I suggest removing the arrows. Page 84, Project Implementation, 2nd paragraph: the word "measure" is missing following the word "performance". Page 87 is a blank page and is missing the phrase "Intentionally Blank". Page 89, Cover Page for Appendix; The term ""Data Definitions" is missing and should be included as the second header in that list. Page 90: The acronym MTP includes a reference to "20+ (extra space) Cyear planning horizon". Did you mean to say "20+ year planning horizon". I trust you find these comments helpful. Thank you for the opportunity to comment.	**Staff recommends the following changes to the plan.** Revising the spelling in the graphic on page 8 Staff recommends leaving the term "Instituting Memory Headways." as is. Revising the spelling on page 8 Omitting the words 'short-range' from the title of the plan, section pages, and revising the intro text on page 3 and in the timeline on page 12. Reordering the paragraph text on page 46 to reflect the order of items in the tables 8 Staff recommends leaving the arrows on the demographic project statistics. The arrows represent an increase. So on page 54, with the implementation of Route H, 6.9% more people would be within 1/4 mile of the system then are today. Staff recommends adding clarifying text on page 53 of the plan. Adding the word target to the text on page 84 Adding the words 'intentionally blank' to the following pages: 87, 88, & 93 Adding a header on page 89 Correcting the misspelled word on page 90
11	12/21/2019	Rather impressed with your system when I flew in from the Puget Sound, Washington State, USA for the Arctic Thunder airshow and wrote a TripAdvisor review about my experiences. I'm going to ask you guys please provide a transit connection to/from Arctic Thunder 2020. It would be wonderful please to be able to step onto a bus and get back downtown post-airshow instead of a long 2.5 mile walk from the airshow to the nearest bus stop. You provide good, frequent service otherwise - plus I don't drive a car. That said, I wish you guys at People Mover all the best. Stoked to ride you guys in July!	Staff recommends no change to the plan. Thank you for your support of the system. Unfortunately because this particular event happens on our military airbase, in the past we were not given permission to access the base with large groups of people. We will continue to look at ways to support our community in these local events in the future.
12	12/26/2019	In the last two years I began using the people mover. The changes that have been made are just what was needed to happen. The buses on designated routs increasing pickups n stops every 15-minutes. On others, once an hour. I don't really see much that could be changed. The route that went down old Seward is one that could be revived. I certainly see the corridors that the buses focus on an I'm in full agreement with those today. I cannot stand bikes, I enjoy riding but it's ridiculous for people to pay n get on the bus with their bike. What is the reason one buys one? I'd certainly hope is to ride. Other than that I don't have much to say about that issue. The city should charge em extra if they're going to do that. Another issue, when the buses return to the transit, they park while leaving the bus running or some turn it off n go do a small errand. Why can't they allow us to board in the winter? We stand out there freezing. The drivers 90% of the time do not put their number up until it's time to leave. They should put the number up as soon as they return n are going to be the same route. Other than that, not to much else.	Staff recommends no change to the plan. Project H - prioritized as 1 in the plan - would add service on Old Seward Highway. Bike racks extend transportation options and allow residents to travel further than they may feel comfortable traveling via bicycle. For safety reasons we can not allow passengers to be on a bus that doesn't have a bus operator onboard.

#	Date	Comment	Staff Response
13	12/26/2019	If the bus stop is at the corner of 36th and Barrow St., will it be better? May we ask them to have a bus stop just in the circle that is outside of the main entrance of Loussac Library? My thought about the bus route is attached here. If the bus stop can be installed in the yellow flag in the map, that will be very convenient for the readers. The library won't redesign anything.	Staff recommends no change to the plan. We typically do not enter parking lots because the buses have a hard time staying on schedule. Project H - prioritized as 1 in the plan - would add service to Old Seward Highway and utilizes both the stops on 36th Ave and Denali Street to service the Loussac Library.
14	12/27/2019	It is exciting to see such a well-researched, well-presented draft transportation plan for the near future of Anchorage. Well planned public transportation is near and dear to my heart, and I really think that the proposals included in this plan would greatly improve the ability of Anchorage residents to make full use of public transit as a valuable resource. I personally prefer to take public transit because it is both cheaper and more environmentally friendly than driving, however, when the infrastructure makes that highly inconvenient, it can be difficult to realize that desire. For me, the most valuable changes would be proposed route T, and the route to the Lousaac Library, as well as more hours (particularly in the morning). As of now, it would be impossible for me to go to work by bus because the buses don't start early enough for me to make the transfer and get to work on time, which is altogether incredibly disappointing. I have noticed recently that the bus system is much improved already from what it once was, with better-equipped bus stops and more destinations. I am pleased with the progress and hope that this plan can come to fruition. A good, well-equipped bus system would also be highly valuable for tourists, I have no doubt. One thing that I would add as an incredibly valuable resource that I have noticed living in other cities and utilizing public transit: a public transit app with a route planner is highly valuable, especially since google maps has a very difficult time accessing Anchorage's public transit data for some reason. Also -- and I've noticed you've sort of started down this road with the refillable cards and the mobile ticketing -- a refillable transit card that can be tagged on/off is very convenient and helpful. Places like Washington DC and Auckland have public transit cards that can be loaded with money at transit stations and even registered for auto-top up when they run below a certain balance. This is easier and perhaps less stressful than having to buy a day, week, or month pass because the money doesn't expire, and you don't have to think so much about whether you have money on your card to ride the bus -- with auto top-up, it isn't even necessary for one to regularly visit a transit centre to top up the card. Just little things like eliminating some of the anxiety about payment can go a long way. I really do think the Anchorage public transit system provides an incredibly valuable service, and I am excited to see such a good plan in the works. I am hopeful that my comments have been helpful.	Staff recommends no change to the plan. Project T - is prioritized as 22 in the plan. Project H - prioritized as 1 in the plan - would add service to Old Seward Highway and utilizes both the stops on 36th Ave and Denali Street to service the Loussac Library. Span of Service on the weekends and weekdays is prioritized as 2 and 11 in the plan. We received a grant to upgrade our information technology systems and are in the process of updating some of the systems needed to improve rider communications and the fare purchasing process.
15	12/27/2019	I like the idea of putting a bus stop close to Loussac library, however, I've been watching the very busy traffic between Natural Pantry, Midtown Post Office & Library all day (natural pantry opens M-F till 9 pm), and it concerns me.	Staff recommends no change to the plan. Project H - prioritized as 1 in the plan - would add service to Old Seward Highway and utilizes both the stops on 36th Ave and Denali Street to service the Loussac Library.
16	12/28/2019	Please reinstate Bus 36 that routed into Turnagain (stopping near the Rustic Goat eatery... this bus line served the neighborhood area and allowed passengers to go to the U-Med district and/or the main transit center downtown... thank you.	Staff recommends no change to the plan. Project H - prioritized as 1 in the plan - would add service in Turnagain and a bus stop near Rustic Goat.

#	Date	Comment	Staff Response
17	12/28/2019	I am not positive there is a stop on Westwind Dr.anymore, but I gave up trying to use the bus system years ago. The problem was getting from south Anchorage to downtown. There should be a non transfer route from Dearmoun to downtown. Stopping at Dimond Center or Denali St. and changing buses was just too inconvienient and a very long commute, not to mention dangerous. All I wanted was to get to work on time And stay warm. In order to do so, I had to leave by 6 am to get to work by 8. People Mover should place a covered stop on the South end of Westwind Dr. (at DeArmoun near Fire station 9). It could then run a loop west along Dearmoun, and then north (passing apartments and churches near Oceanview Dr., passing car dealerships and Dimond Center) on Old Seward Hwy. to 36th (across from University Center, passing McDonald's). Then west to Denali, north (passing Library) to Northern Lights (near The Mall & new Carr's); east to Seward/Gambell (Fred Meyer) north to 5th Avenue (Mall and business area) and then west to downtown bus station/Eagan Center. (I hope I got my directions right). It could then travel from the downtown station around toward Ingra/Seward, turning East on 15th to Lake Otis (Near Regional hospital area); south on Lake Otis (passing middle school and near UAA, passing medical offices, pharmacies, Fast food restaurants, residential area and Service Hanshew Middle school) all the way through Turnagain View Subdivision) back to the covered stop on Westwind Dr. at DeArmoun. This loop would cover many residential areas, shopping, medical, and business districts. There could be numerous shorter connections (smaller buses) between Lake Otis and Old Seward Hwy. I don't know if this would have shortened my old work commute time, considering all possible stops, but it would cover just about any store or business I needed to go, and without the Dimond Center transfer, I could stay on one bus all the way to downtown, without a transfer. The older I get, the more I might need a bus instead of my vehicle. That is my suggested route for you. Thank you for the opportunity to comment.	Staff recommends no change to the plan. Public Event Series 1 & 2 helped to shape the performance measures and prioritized projects of this plan. In areas of the Municipality where fixed route service is not being proposed, Mictrotransit may be a possibility. Microtransit is like other ride-share services where customers can use a smartphone app (or phone call) to request a ride that will pick up and drop off passengers wherever they wish to travel within the microtransit boundary or to a bus stop. Mictrotransit is further explained on page 41 of the plan.
18	12/28/2019	The request I have for the short term, is to provide bicycle racks on all buses that will handle the fat tire bicycles. This is a safety issue for the winter riders as the fat tires are much better for icy roads and winter conditions which avoids injury to riders. You advertise mixed mode commuting but cannot handle the popular fat tire bikes.	Staff recommends no change to the plan. We are actively working on purchasing fat tire bike racks.
19	12/29/2019	I take the bus every day to & from work. Thank you for your service. I take OB 31 @ 650 AM from Duben & Okahoma which is usually on time. then I transfer to IB 25 @ muldoon & 6th to go to ANMC. From the time i get off of the 31 to wait on the 25 is a 25 minute wait, which is very long especally in the dark & cold. It is just about the same situation as i take 25 @ 430 from Anmc to Fred Myer & wait on the OB 31 to duben & oklahoma. Is it possible to have the 31 afew mintues later,especialy in the morning, as it was before? Also my OB 25 from ANMC @430 is alot time is no show or late, which leaves me late to catch the 31 back to duben, & in turn may have to catch Lyft from fred myer so as not to for the next 31 which may be an additional 30 minute wait.. Possible the route 25 can be realigned so as to cut back on late buses for those that have to catch a connecting bus? Has there been any thought to the buses doing 20 minute intervals rather then the 15 minutes? Another question i have I prefer to use the Smart card, but don't make it downtown too often. Is it possible to do this online @ some point? One more thing, my bus tracker doesn't work on my iphone? Is that something that will be happening in the near future? Again, thank you for your service to our community.	Staff recommends no change to the plan. We reevaluate the schedule annually each service change and can look at the timing and transfers between the Route 25 & 31. We received a grant to upgrade our information technology systems and are in the process of updating some of the systems needed to improve rider communications and the fare purchasing process.
20	12/29/2019	Ok the route on 36 ave I have to walk 4 blocks to get that does not help me get to the library. As for the rest of 36 ave it helps some. I said I needed the old route on 36 or route 2 back . the old 36 route helped me Get to riehl sewing machine store etc. this is F*&^%$ up start from the beginning and go from there. Your taking from one hand to feed the other. Thanks a lot for screwing up my life.	**Staff recommends the following change to the plan.** Due to public comment for a route on 36th Avenue, staff is recommending that Project B.1 be prioritized as 4 in the plan. Project B.1 would add service along 36th Avenue east of Denali Street. Project H - prioritized as 1 in the plan - utilizes both the stops on 36th Ave and Denali Street to service the Loussac Library.

#	Date	Comment	Staff Response
21	12/29/2019	I work fairly regularly with visiting students from Seattle University School of Law who are visiting at APU. Since the reorientation of the People Mover routes, my colleagues have regularly had difficulty with the idiosyncrasy that makes both East and Westbound route 10 stop at the same bench on the edge of the APU campus, along Elmore Road at University. There must be a way to reorient the pick-up for Rout 10 E and Route 10 W on Elmore so that they are is less confusing. It is very counterintuitive to have them on the same bench, or even on the same side of the street before both head due West. This confusion creates a barrier to the visiting baby lawyers serving the host community effectively and (hopefully) deciding to stay during their visits. It also makes them far less likely to take transit after the first time they end up on Muldoon when they thought they were going to Down Town. (When this happens it usually costs at least an hour and often takes Uber or Lift to remedy. It has has happened to at least three students, to my knowledge, but is probably far more common, and likely impacts APU's own students similarly). If you need more information, please let me know. I really appreciate the opportunity to provide feedback.	Staff recommends no change to the plan. RT 10 IB (inbound) travels to the Downtown Transit Center, RT 10 OB (outbound) travels to the Muldoon Transit Hub. The headsigns on each bus will say 10 IB or 10 OB.
22	12/30/2019	Hello, I am writing to suggest an addition, if possible. My family lives in Eagle River. I drive and my brother is not able to. I work in Wasilla and my brother works in Anchorage. My brother gets up very early to go into work because there is, at latest, a 0715 bus in the morning. It would be nice to see at least one more inbound bus route from Eagle River to Anchorage around 0930. It would be helpful to have a stop at the Fort Richardson bridge for folks that want to get on an off post. It would also nice to see at least 1 inbound and outbound route on the weekend for people who enjoy going into Anchorage on the weekend but do not have a vehicle to do so themselves. A smaller bus might do the trick since we know there isn't as much necessity for Eagle River as other areas.	**Staff recommends the following change to the plan.** Adding cost estimate 11E RT 92 to the plan.
23	12/31/2019	I am so glad that ridership is up and more people can take the bus easily. I just have to say I have not ridden the bus since the new schedule as my 7-10 minute ride from Airport Heights to ANMC turned into a 20-30 minute walk through Tikishka Park (not so safe in the dark) and wait on a busy Northern Lights. When the walk is that long, you need to get there early. I just wish that there was a bus going down Lake Otis from 15th to the Umed. No bus goes down that skinny road which is awful to walk on and horrible after a snowstorm. I sure do miss the 13……	**Staff recommends the following change to the plan.** Due to public comment for a route on 36th Avenue, staff is recommending that Project F be prioritized as 5 in the plan. Project F would add service on Lake Otis north of 36th Avenue with service to ANMC.
24	12/31/2019	This is a terrible plan that should not even be considered. The government has no business taking money from one person via taxes to provide services to another—that's nothing but theft. Public transportation should be left entirely in the hands of private industry.	Staff recommends no change to the plan. Thank you for your comment.

#	Date	Comment	Staff Response
25	12/31/2019	Thank you for the opportunity tor this forum. People Mover has done astounding job under difficult circumstances. In some cases in different cities across America the transit bus and or train system is financed by the state thru a gasoline tax, federal subsidies, economic zones, State tax, tourist revenue, and other economic measures. Its no secret that mostly low income people ride the bus. To add additional customers, or the overall general public as riders would require a unique system and incentives to address their concerns. Perhaps the People Mover ridership base could be expanded to include longer out of city limits routes. Valley Mover comes to Anchorage but People Mover do not go to the valley. May be People Mover can expand out to Girwood, Whittier, and beyond by running a Express Route. Bus Arrives at a park and ride lot. Pick up passengers and go to Anchorage two times a day. And return them to Park and ride. Express should be equipped with a restroom on board as that is quite a distance. In some cities that run express routes free news paper, magazines, and or satellite TV is offered as a perk. Of course the bus fare would have to be proportionate to the service offered. There is also a possible connection that could be made with Alaska railroad with Bus to Train Service and vice versa. On most of all the Holidays People Mover shut down. This is the time when a lot of people need the bus the most. Such as July 4th, Veterans Day, President Day, Mother and Farther Day, New Years, Easter, and other holidays. True there is quite a bit of alcohol consumption on some of those holidays. But also when people don't want to chance driving and drinking. Some cities run buses on those holidays 24 hours just to help with those celebrating. Such a Holiday schedule has resulted in businesses open on those days and staying open late hours. It would be helpful if the Diamond Center Transit Station had portable Port a Johns for customer use daily. The Mall closes and the buses are still running. The maintenance or up keep of the porta johns should be the provider responsibility as it is doing Iditarod, and July 4th Parade and celebration down town.	Staff recommends no change to the plan. Thank you for your support of the system. Public Event Series 1 & 2 helped to shape the performance measures and prioritized projects of this plan. Project Q would realign Route 92 and extend service to the Mat-Su Valley and would require a partnership with Valley Mover. However Project P - prioritized as 10 in the plan - received more support from the public and would realign the Route 92 by using the Eagle River Loop Road interchange instead of the Artillery Road. Whittier is outside of our service area. Priority 9 in the plan would extend service to include the following 5 holidays: Martin Luther King Jr. Day, President's Day, Seward's Day, Veteran's Day, and the Day After Thanksgiving. Due to lack of security there will not be public restrooms at the Dimond Transit Center.
26	12/31/2019	Diamond Center Transit Station have no rest room. The mall hours do not match up with the People Mover Bus Hours of operation. Not only are people who live local affected by lack of an available rest room but summer and winter tourist are as well. It doesn't make a good impression of Anchorage. Porta Johns may be a cheap option. I have been riding People Mover for years. And I still appreciate the service of People Mover. To increase advertising revenue perhaps lighted digital LED advertising may be useful on buses as in some cities. And of course there are Solar Powered Bus Stop Signs. That not only provide safety lights but does Business advertising and Gives the Bus approximate arrival time in LED digital lights. I have seen so many people standing at bus stops waiting for the bus on holidays the bus don't run. May be another form of announcement could be devised other than a 12x12 inch placard on the back of a bus driver seat. Most passengers never notice it. Since the Old Seward Highway route was closed or eliminated I have seen countless people walking that route from Diamond mall all the way up to Tudor Road and beyond. Many try to hitch hike. Some just walk the distance. I have walked many, many times. However it tares at my heart when I see the elderly trying to walk the distance with canes, walkers, wheel chairs, crutches. Especially when temperatures are in the teens and single digits. On top of that the side walks are covered with snow for days. I have seen the side walks with a foot of snow or more for a whole week. There was a considerable loss and inconvenience for business owners and employees both when route 60 was cancelled. Serious consideration should be given to reopen this route. Route 60 have more businesses on that route than any other route I can think of on that time of on that side of town. Perhaps smaller buses that uses less fuel would help reduce the cost of operation on that route. Some cities on the lower 48 offer bus riders prizes, gift cards, ect, to boost revenue for under performing routes. Other cities are experimenting with Dial A Bus with Minnie Busses. Such as Rapid City, South Dakota. Where a passenger or passengers can call a Transit Bus to come pick them up at a business such as Walmart and take them to there homes or another business for a flat fee. Some cities have established shopping route to boost bus ridership. Thank you for this opportunity. Keep up the good work!	Staff recommends no change to the plan. Due to lack of security there will not be public restrooms at the Dimond Transit Center. We will pass along your ideas about advertising, solar bus stop signs, and no-service noticing to the marketing department. Project H - prioritized as 1 in the plan - would add service on Old Seward Highway. Priority 14 in the plan addresses the need for an improved winter city maintenance plan. In areas of the Municipality where fixed route service is not being proposed, Mictrotransit may be a possibility. Microtransit is like other ride-share services where customers can use a smartphone app (or phone call) to request a ride that will pick up and drop off passengers wherever they wish to travel within the microtransit boundary or to a bus stop. Mictrotransit is further explained on page 41 of the plan.

#	Date	Comment	Staff Response
27	12/31/2019	Thank you for the opportunity to comment. I believe that a Transit Hub in midtown where all forms of transit converge would benefit the Anchorage and the state as does Ted Stevens Airport. Transit Hub in Midtown where taxis, buses, light rail,vans, cars, trucks, light rail similar to light rail at St Paul Minnesota airport light rail is. with connections and light rail corridor to Chugiach, Eagle River, All the Malls, etc.,. Consider HOV High Occupancy Vehicle lanes particularly to Palmer and beyond and Seward. A bridge across the inlet to Kinai, Soldotna would cut traffic drive time from 3 hours to less than 30 minutes. Reducing the carbon foot print. Perhaps future endeavors of mass transit would include High Speed Bullet Trains or Magnelev trains from Alaska to Canada. As Canda already have these trains across their country ending at the American border of New York and New Jersey. Connections to Valdez, Fairbanks, Seward, Soldotna, Homer, Kenai, Eagle River, Palmer, Wasilla, etc. Perhaps Canada may wish to do a joint venture with Alaska to boost Commerce and Trade. In Dubai and in Japan they build a airport and a city by dumping rocks in the ocean. This was done what everyone said could not be done. A future endeavor as such may make it possible to connect every village in Alaska with a road. The price tag would be enormous but not entirely impossible. Even the city of Anchorage could expand its Downtown Center or base out in to the Inlet. Thanks again for this opportunity to comment. Keep up the good work!	Staff recommends no change to the plan. No new infrastructure projects are being considered as part of this plan. We will forward your comment about HOV lanes, bridge access, and trains to AMATS staff for inclusion in the Metropolitan Transportation Plan (MTP) still under public review.
28	1/1/2020	The one thing I feel is that there should not be any bus stops without a pullout, especially when the next stop is a block or 2 away, and probably has a pullout. It's not safe and backs traffic up when they stop traffic!	Staff recommends no change to the plan. Conditions that mandate a bus stop pull-out are outlined in the Municipality's Design Criteria Manual. Bus Pull-outs are not feasible or suggested for every bus stop.
29	1/1/2020	Thank you for the thorough transit plan you put out for the public to look at. First of all, I want to say that I am pleased with the People Mover bus system today. When changes were implemented a few years ago, nothing worked for me and I stopped used the bus. I did, however, when I could continued to write and voice my opinion about the new system. Since that time, the bus stops at UAA both ways have been reinstated which makes a huge difference for a lot of students. The bus stops, however, on Jewel Lake Road before Raspberry Rd both ways have not. A lot of people were using that stop and there was also a bench there for people to seat on while waiting. There is a long stretch between the stops at Strawberry and Raspberry Roads and a slightly uphill walk that everyone cannot do. I would still like you to reconsider reinstating those stops with the bench on the eastside. Lastly, I would like to encourage the municipality to complete the Dimond Transit Center. People should not have to wait outside of an unfinished building in the cold for their buses. Just a warm enclosed shelter nothing elaborate would be fine. Thank you so much for the service you provide for the Anchorage community. I again get to enjoy efficient and friendly rides on the People Mover.	Staff recommends no change to the plan. Thank you for your support of the system. We will evaluate the time allotted for the Route 65 to see if there is enough extra time to add additional bus stops. The Dimond Transit Center will be opened as soon as possible.
30	1/1/2020	I received your mailer about public comment for transit on the move. I wanted to add my support for the changes to bus route 91 to reinstate service along Johns Road. Thank you	Staff recommends no change to the plan. Thank you for your support of Project V.
31	1/1/2020	Thank you so much for working on the transit plan. I am encouraged at the intentions to help many people in the municipality. I support Project H to create access to the Loussac Library. It is something I have been asking for, to help our youth. I also support the projects to increase coverage of Eagle River. Some of that area is a transit desert, and they need more access. I appreciate all your help,	Staff recommends no change to the plan. Thank you for your support of Project H. Project R-prioritized at 16 in the plan - would add coverage to the Eagle River neighborhoods. Mictrotransit may also be a possibility. Microtransit is like other ride-share services where customers can use a smartphone app (or phone call) to request a ride that will pick up and drop off passengers wherever they wish to travel within the microtransit boundary or to a bus stop. Mictrotransit is further explained on page 41 of the plan with proposed areas outlined on pages 85-86.
32	1/2/2020	This is to express my support for modifying route 65 so that riders can once again go between the Dimond/Jewel Lake area (where we live) to downtown without having to wait on a transfer. Similar to what old route 7 used to be. Thank you for the opportunity to comment.	Staff recommends no change to the plan. Thank you for your support of Project I

#	Date	Comment	Staff Response
33	1/3/2020	Proposed plans especially Indendepence Park, and library. Good plans as well as the rest of them. People still need earlier pick up to get to work. I know passengers that walk 45 minutes from home to Downtown to get a bus to their jobs because buses don't start early enough. But overall I like the plans in the book. Thank you.	**Staff recommends the following change to the plan.** Due to public comment for a route on 36th Avenue, staff is recommending that Project E be prioritized as 6 in the plan. Project E would add service in Independence Park. Project H - prioritized as 1 in the plan - would add service to the Loussac Library. Span of Service on the weekends and weekdays is prioritized as 2 and 11 in the plan. Thank you for your support of the plan.
34	1/3/2020	Hello; I would like to request a route along Boniface parkway. We bought our condo specifically because my son, who is handicapped, could use the bus route. Then the very next year, you took the bus route away. I must now drive him to work or he must walk all the way to Northern Lights to catch that bus. Boniface comes from the base and goes directly down to the other end of the east side. Why was this taken out? I would also like to see a return of reduced fares for those who cannot drive because of handicaps, that can navigate bus routes. What is with this? I was told that in order to get a reduced rate you have to need help on the bus? My son cannot drive because of a documented handicap. This is very discriminatory.	**Staff recommends the following change to the plan.** Due to public comment for a route on 36th Avenue, staff is recommending that Project B.1 be prioritized as 4 in the plan. Project B.1 would add service along Boniface.
35	1/4/2020	To People mover, I ride your buses often. Mostly routes # 10 & # 25. Since the changes in Oct. 2017, I have noticed that these popular routes that run every 15 minutes have very little ridership in the "off hours" Many times it might just be myself & 1 or 2 other riders. The bus on many occasions waits at stops because it is ahead of schedule. I have no transportation, so rely on the bus very often. I was VERY disappointed that the old route # 60 was deleted. I am unemployed & am having problems finding A job. Their are many businesses on the old # 60 route. Also, no route goes by the library, although # 25 is close. I would really like to see A route similar to # 60 reinstated. Thank you for your time and consideration.	Staff recommends no change to the plan. Project H - prioritized as 1 in the plan - would add service on Old Seward Highway.
36	1/6/2020	I lost my central vision and can no longer drive. I pruchased a home between Huffman and Omalley/ Lake Otis. Please advise why there are no buses that come any closer then Abbott rd to help me get around? I would like to graciously petition to have a stop near Tulin Park Loop so that all residents in my position and others have equjal opportunity for us and our children to ride the bus safely in our city. Thank you i n advance and pleaee forward to whomever necessary.	Staff recommends no change to the plan. Public Event Series 1 & 2 helped to shape the performance measures and prioritized projects of this plan. In areas of the Municipality where fixed route service is not being proposed, Mictrotransit may be a possibility. Microtransit is like other ride-share services where customers can use a smartphone app (or phone call) to request a ride that will pick up and drop off passengers wherever they wish to travel within the microtransit boundary or to a bus stop. Mictrotransit is further explained on page 41 of the plan.
37	1/6/2020	Maximize potential ridership with whatever changes end up being made. Take advantage of emerging technologies to miximize the efficiency of implemented options. Don't give in to anybody who wants us to go back to a coverage-based model. Development will (eventually) follow our lead. This plan could be laying the groundwork for future (long, long term) development like light rail.	Staff recommends no change to the plan. Thank you for your comment.
38	1/7/2020	Create more bus stops and more frequent bus schedules. I live in south Spenard, there are no nearby stops; I should be able to step out the door and within a block or two meet a bus that comes at frequent times without having to wait a longtime. I'm an "elder" and would keep my car parked if it were more convenient than it is now to take a bus. Poor people in winter who freeze at frigid unprotected stops waiting and waiting for a bus. This is a winter city yet the city builds and approaches things as if this were Phoenix!	**Staff recommends the following changes to the plan.** Due to public comment for a route on 36th Avenue, staff is recommending that Project B.1 be prioritized as 4 in the plan. Project B.1 would extend service along International Airport Road at the southern border of the Spenard Community. Project B.2 would add more service to South Spenard however B.1 received more public support during Public Event Series 2. Staff is recommending increased frequencies be prioritized as 7 in the plan. Creating a bus stop amenities plan is prioritized as 24.

#	Date	Comment	Staff Response
39	1/7/2020	I am a 68-year-old retired woman and I use the People Mover at least 6 times a week. I do not drive or own a vehicle. I live at 1580 Russian Jack Drive, and the closest bus stops are the 20 outbound (.5 miles), 20 inbound (.6 mi), 30 outbound (.6 miles), and 30 inbound (.6 miles). In order to get to these stops I need to walk on either Reka Drive and Bragaw (for the 20) or Reka, Pine and Debarr (for the 30.) I understand why Reka and Pine are not top priority for clearing sidewalks, but when it's icy or the snowdrifts are deep, they can be very hard to navigate on foot, and people sometimes end up walking in the street, which is a hazard. The bike path on Pine is cleared, but getting to the path on that side of the street over the berms created by street plowing is a challenge! Because of this I'm strongly in favor of the proposed change to the route for the 21 which would create stops either on Pine or Reka. I also appreciate the proposals that reinstate bus service passing close to the Loussac library. Any or all of those library-related changes would be very helpful. Thank you for all the time and energy you have put into the research and planning related to this project. As a recent Anchorage resident (I moved from Kotzebue 3 months ago) I am very impressed by the system and your desire to be responsive to residents' needs.	Staff recommends no change to the plan. Thank you for your support of Project C. We will forward your comment about sidewalk clearing to maintenance and operations. Project H - prioritized as 1 in the plan - would add service to Old Seward Highway and utilizes both the stops on 36th Ave and Denali Street to service the Loussac Library.
40	1/8/2020	What is the future transit plan for Chugiak/Eagle River for office workers and university students?	Staff recommends no change to the plan. Project R- prioritized at 16 in the plan - would add coverage to the Eagle River neighborhoods. Mictrotransit may also be a possibility. Microtransit is like other ride-share services where customers can use a smartphone app (or phone call) to request a ride that will pick up and drop off passengers wherever they wish to travel within the microtransit boundary or to a bus stop. Mictrotransit is further explained on page 41 of the plan with proposed areas outlined on pages 85-86.
41	1/8/2020	Hello I tried to read your transit plans but got frustrated. So my suggestions is on how to make it easier to read. 1. I am reading on a monitor. Do not use 2 columns. I have to scroll up and down to read the whole page. 2. Pages of pictures are pretty, but if not essential to the text they are a waste of time to scroll through. 3. No INTENTIONALLY BLANK pages. Do I even need say it. 4. Try the KISS system. Keep It Simple. The more time it takes me to read through, the less likely I will bother to read it. The more convoluted the reading is, the less likely I will bother to finish reading. And if you really want input from the public, especially the People Mover riders make it easy for us to see what you are planning. Then we can comment. On actual route input, I would love to see something going down 36 th ave. Also, many handicapped people were inconvenienced when route 7 became 65. There are group homes on Timothy near Strawberry. I know many people used to walk to Raspberry and Cranberry before the 7A route was put in. Then 7A put them at Strawberry and Northwood much nearer to their homes. Now if they ride they have to walk further.	**Staff recommends the following change to the plan.** Due to public comment for a route on 36th Avenue, staff is recommending that Project B.1 be prioritized as 4 in the plan. Project B.1 would add service along 36th Avenue east of Denali Street. Project H - prioritized as 1 in the plan - would add service on 36th Avenue from Spenard to Denali Street. Project O would realign the Route 65 to travel down Cranberry street however, Project I - prioritized as 13 in the plan - received more public support and would realign Route 65 to extend downtown. We will try to format our documents to better accommodate monitors in the future.
42	1/9/2020	To the Public Transit Department Anchorage - My comment on the draft plan for Transit on the Move - I am a frequent rider on the People Mover. The more frequent service and longer running hours on route 40 has been a good improvement for me. From the Public Review Draft I have recently looked over, the subject of the short range transit plan seems to be detailed and well organized. I am not sure if the entire plan is for increasing ridership. At this time of decreasing population and vacant buildings the buses also are generally having sparse ridership. So that the People Mover does not end service, at this time doing away with Senior discount fares and free Wednesdays would increase revenue for People Mover. Maybe this amount of money is negligible and a good way of advertising for increasing ridership. In general my comment is to keep the service we have now. Rather than increasing service at this time, concentrate on ways to help the People Mover pay for itself. Thanks for the opportunity to comment	Staff recommends no change to the plan. Thank you for your support of the plan. Public Event Series 1 & 2 helped to shape the performance measures and prioritized projects of this plan.

#	Date	Comment	Staff Response
43	1/9/2020	I am wondering who on the People Mover bus board has Dementia. I am told to go back to my apt after last meeting I was getting my wish. I wish that were so but it's not, I still have to walk 5 to 6 blocks to library. If I have to walk that far in this weather /12 time in the streets w/ traffic. I DON'T THINK SO. You need to pull all routes like 2 and 36 and all the others back the way they were 2 yrs ago. I talked with lots of riders and drivers you have taken from Pete to feed Paul. You've screwed up big time and it's getting worst. Before some one gets seriously hurt and sues the city start over from 2 yrs ago and bascially improve on drivers manners from some of them. The racks supposedly on Route 40 are used fro Route 25 etc. What was the point of all those wasted seats used up by racks no one hardly used at all. You take away bus stops cause of the homeless who will sleep anywhere at all. Fix your mistakes before you add more routes.	**Staff recommends the following change to the plan.** Due to public comment for a route on 36th Avenue, staff is recommending that Project B.1 be prioritized as 4 in the plan. Project B.1 would add service along 36th Avenue east of Denali Street. Project H - prioritized as 1 in the plan - would add service to the Loussac Library.
44	1/9/2020	Stated that she voted for route A but understands how route H would also have a lot of interest. She continued and stated that route H provides a lot of coverage in the Wisconsin area and provides direct service to the Loussac Library. She further clarified that she probably wouldn't use route H given that route 25 would still provide a faster path to the Loussac Library than route H for her.	Staff recommends no change to the plan. Thank you for your support of Project A or H.
45	1/9/2020	Stated that the bus system would be more functional for him if it went more places. He also stated that People Mover should decrease its frequency and increase the overall coverage of the Anchorage bowl. He stated that it would be more equitable to have additional coverage rather than a high frequency, dense network.	Staff recommends no change to the plan. Public Event Series 1 & 2 helped to shape the performance measures and prioritized projects of this plan. Several projects would add coverage to the system.
46	1/10/2020	I wish, for 2 bus 21s. The second 21 would go downtown.	Staff recommends no change to the plan. Thank you for your comment.
47	1/10/2020	I live in the checkmate neighborhood between boniface and Tudor. I am no longer able to use the bus system and haven't been since the neighborhood bus lines were removed. See I am minorly disabled not enough to qualify for asistance or anchor rides but I am not well enough to walk the 2-5 blocks it takes for me to reach the nearest bus stops!!! It causes me serious pain to do so. when Route 13 was still accessible to me I was able to get around far better now I have little access to public transportation and am left to rely on family and cabs/uber to get around which is expensive and limiting. I know many many other people in this situation and not just in my neighborhood. PLEASE PLEASE give the city and people like me access to a decent working Transit system again and put routes back through some of the neighborhoods not just mountain view and fairview!!!	**Staff recommends the following change to the plan**. Due to public comment for a route on 36th Avenue, staff is recommending that Project B.1 be prioritized as 4 in the plan. Project B.1 would add service on Boniface Parkway between Northern Lights Blvd. and Tudor Road.
48	1/10/2020	yo hook it up w/the reinstated 36th bus stops and hey open up that lil dimond transit center building in the morning c'mon dawg be cool	**Staff recommends the following change to the plan.** Due to public comment for a route on 36th Avenue, staff is recommending that Project B.1 be prioritized as 4 in the plan. Project B.1 would add service along 36th Avenue east of Denali Street. The Dimond Transit Center will be opened as soon as possible.
49	1/10/2020	Hello, I would like to make a comment on the transit plan. I would like to see the bus go back into the john rd/oceanview area again. Thank you.	Staff recommends no change to the plan. Thank you for your support of Project V.
50	1/11/2020	You stopped the bus to chugiak... it absolutely is horrible... fix it please	Staff recommends no change to the plan. Project R- prioritized at 16 in the plan - would add coverage to the Eagle River neighborhoods. Mictrotransit may also be a possibility. Microtransit is like other ride-share services where customers can use a smartphone app (or phone call) to request a ride that will pick up and drop off passengers wherever they wish to travel within the microtransit boundary or to a bus stop. Mictrotransit is further explained on page 41 of the plan with proposed areas outlined on pages 85-86.

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51	1/12/2020	My history: I ride Route 25 to and from work almost every day of the work-week. Sometimes on the weekends. Sometimes I ride it to the Loussac Library, to the mid-town mall, &/or downtown. Rarely to Tikhatnu or one of the other businesses along its route. Rarely, I ride Route 10. I am a senior and a veteran. I usually purchase an annual pass. Comments specifically about Route 25 as I don't ride much, if any, of the other routes: I praise this service . It is timely, reliable, and efficient. I appreciate the 15 minute evening service. It makes my transit home much more convenient. The drivers are invariably conscientious about their work. The Bustracker is a convenient service on my desk top but horrible on my mobile phone. It is inconvenient to come all the way downtown to purchase an annual pass because my work hours are the same as the transit business office hours. I have to take a day off work to get there. I don't feel a new route to access the Loussac Library is necessary. Route 25 inbound gets me within 900 ft and outbound is about 1500 feet away. This is adequate and my understanding of the changes that happened last time was "we may have to walk 1/4 mile to stops" and this route meets that requirement. The electric bus may be politically correct but economically it is dubious. We are using fuel oil to run a generator to charge a battery made of toxic waste obtained from foreign countries in order to operate a vehicle that is less efficient and more costly than just using the petroleum products directly in a gas or diesel engine.	Staff recommends no change to the plan. Thank you for your support of Route 25 and it's frequency. We received a grant to upgrade our information technology systems and are in the process of updating some of the systems needed to improve rider communications and the fare purchasing process.
52	1/12/2020	I love the changes made too people mover. I really like the increased frequency. Now, I typically ride the bus to the airport when I travel. My one request is for the bus from downtown to the hospital. The #30. I am a nurse and I work a 12hr shift on the weekends- Saturday and Sunday. I need to be at the hospital by 7am and I get off at 7:30pm. The weekday schedule accommodates my needs just fine, however, I can not take the bus to or from work on the weekends because it does not run early enough or late enough. If there was one bus that arrived to providence by 6:50am and left providence at 19:45pm I would be able to use public transit on the weekends to get to and from work (I do ride my bike in the summer, so less necessary then). Thank you for considering this change.	Staff recommends no change to the plan. Thank you for your support of the system. Span of Service on the weekends is prioritized as 2 in the plan.
53	1/12/2020	i noticed this weekend that on Saturday at 8:30am a bus 65 went by with no one in it. On Sunday bus 35 went by at 10am with no one on it also. Can shuttle buses be used during those slow times so that a regular bus is not being utilized frivolously. Also please consider reinstating the bus stops between Strawberry and Raspberry roads in both directions.	Staff recommends no change to the plan. Weekend and weekday ridership overall has been on the incline per our 2019 System Report Card. Replacing certain trips with lower ridership with shuttle buses would not lead to a significant cost savings because the bulk of the cost of operations is the driver, not the vehicle type. We will evaluate the time allotted for the Route 65 to see if there is enough extra time to add additional bus stops.
54	1/13/2020	Hello, Transit Planners This is a great effort, thank you!…. here are my comments: 1) Convert to electric buses with oil fired or LNG heating systems. More bike racks too… 2) The downtown transit center doesn't have a good "vibe" to it… Kind of sketchy there at times. This is a great opportunity for some development in the vicinity for more shops, businesses, etc,. to make it a better area, safer area… with a better feel… 3) I don't see commuter railroad from the Valley to ANC Airport included in this plan anywhere (maybe I missed it???)… Make stops to connect with buses downtown, at Spenard, at Airport at Arctic and at Dimond Center… of course this would be an electrified commuter rail line! Thanks for the great public outreach…	Staff recommends no change to the plan. Thank you for your support of the plan. Electric vehicles are addressed in the Anchorage Climate Action Plan. We will forward your comments about rail lines to AMATS staff for inclusion in the Metropolitan Transportation Plan (MTP) still under public review.
55	1/13/2020	Hello, As you update the transit plan, would you please consider running the buses later on New Year's Eve? Perhaps run them until 1 or 2 a.m.?	Staff recommends no change to the plan. We will review your request when discussing the extension of holiday service, prioritized as 9 in the plan.
56	1/13/2020	Who ever changed the people mover routes does not belong on the people mover board. They Should be Fired. Change the route back to the way it Was	Staff recommends no change to the plan. Thank you for your comment.

#	Date	Comment	Staff Response
57	1/13/2020	Please add a 36 Route or a bus that can go to the Loussac Library, handicap need your help	Staff recommends no change to the plan. Project H - prioritized as 1 in the plan - would add service to Old Seward and utilizes both the stops on 36th Ave and Denali Street to service the Loussac Library.
58	1/16/2020	Hi! I'd love to support a stop back by the Loussac Library. I was there the other day and a woman in the bathroom was complaining how long the walk felt in the cold. I want all of our community to have easy access to one our our community treasures- - the library. Everyone deserves equal access to information, a place to feel belonging and find resources, and a place for young children to develop the love and skills of reading. Thank you for supporting this endeavor to increase access	Staff recommends no change to the plan. Project H - prioritized as 1 in the plan - would add service to Old Seward and utilizes both the stops on 36th Ave and Denali Street to service the Loussac Library.
59	1/16/2020	we need to have a bus to go down to 36th old seward and the Library I do have a doctor's office on 36th and People don't want to walk into the Cold so we would like to have a route that go 36th old seward and the Library and we would like to have a bus goes by Minnesota Drive Spenard Road my Boyfriend don't take the Bus doe to the bus Route his mom has to take him everywhere because he doesn't drive Please it would make a difference from people with disabilities and Seniors	**Staff recommends the following change to the plan.** Due to public comment for a route on 36th Avenue, staff is recommending that Project B.1 be prioritized as 4 in the plan. Project B.1 would add service along 36th Avenue east of Denali Street. Project H - prioritized as 1 in the plan - would add service to Old Seward and utilizes both the stops on 36th Ave and Denali Street to service the Loussac Library. This route would also travel through West Anchorage, on Spenard Road and Wisconsin Street.
60	1/17/2020	Please get a route closer to Loussac Library	Staff recommends no change to the plan. Project H - prioritized as 1 in the plan - would add service to Old Seward Highway and utilizes both the stops on 36th Ave and Denali Street to service the Loussac Library.
61	1/18/2020	Thank you all for the fine work with this plan. I propose something that falls within the “other" category: When purchasing new school buses, buy electric. Electrifying our public transit system aligns with our climate action plan and will have myriad co-benefits, such as improved air quality.	Staff recommends no change to the plan. We will forward your comments regarding electric school buses to the Anchorage School District.
62	1/20/2020	Maybe could you have a bus route like bus 7 used to and have a bus go from downtown to Dimond center.	Staff recommends no change to the plan. Project I - prioritized at 13 in the plan - would realign the Route 65 with service to the Downtown Transit Center.
63	1/21/2020	Who ever changed the people mover routes does not belong on the people mover board. They Should be Fired. Change the route back to the way it Was	Staff recommends no change to the plan. Thank you for your comment.
64	1/21/2020	Reinstate bus #2 Independence Park recommended	**Staff recommends the following change to the plan.** Due to public comment for a route on 36th Avenue, staff is recommending that Project E be prioritized as 6 in the plan. Project E would add service to Independence Park.
65	1/22/2020	My household, my neighborhood and my friends and neighbors have been suffering under this new plan for two years. You have eliminated neighborhood service for most of the city, with the exception of Mountain View and far north Anchorage, which has left many riders out in the cold. The plan has made Anchorage transit less accessible -- under its new "frequency model" -- that ignores needs of neighborhoods, and requires more transfers, more time waiting, and more expense for riders. For riders whose bus stops were eliminated in their neighborhood like mine, we have no access, especially when it is cold, icy, and hilly -- all features of mine and many neighborhoods six months of the year. I have read your draft plan, and it ignores the complaints and inconveniences resulting from the overhaul of the system two years ago. The city administration continues to exhibit hostility toward transit riders by gutting service in neighborhoods, eliminating routes and thereby requiring more transfers, and ignoring the complaints of riders. Your draft plan, the public meetings, the feedback feel like you're just checking the box to show you "engaged the public." You haven't. You have imposed this plan on us whether we like it or not. One of the results of your overhaul is that more people are buying old cars to replace the loss of access to the bus. My household has done that, several friends have done that, and I'm sure there are many others across the city who have done so. These are riders who cannot afford late-model or new cars, rather, they are driving cars at least 10 years old. One of the consequences of the new bus system is more cars on the road. More pollution, more congestion. That's a steep trade-off for your new "frequency" system.	Staff recommends no change to the plan. Public Event Series 1 & 2 helped to shape the performance measures and prioritized projects of this plan.

#	Date	Comment	Staff Response
66	1/22/2020	I just got a copy of the draft. I do not agree with the idea to realign the route 21 because the route 20 goes to the ANMC from Northway. The other reason I disagree with this is the fact that I work at Northway mall and during the winter I do not like to walk a whole lot due to the ice. If route 21 gets realigned, I will have to catch 2 buses instead of 1 to get to work. I do have suggestions though for the winter. I believe in the winter months that the buses should run every 15 minutes especially on weekends.	**Staff recommends the following change to the plan.** Due to public comment for a route on 36th Avenue staff is recommending Increased Frequencies be prioritized as 7 in the plan. Thank you for your comments about the realignment of the Route 21.
67	1/23/2020	Route H would be great for so many riders! Vote for H.	Staff recommends no change to the plan. Thank you for your support of Project H.
68	1/23/2020	Put back Route 2 and 36 the way they were 2 years ago. Do something right!!!!	**Staff recommends the following change to the plan**. Due to public comment for a route on 36th Avenue, staff is recommending that Project B.1 be prioritized as 4 in the plan. Project B.1 would add service along 36th Avenue east of Denali Street. Project H - prioritized as 1 in the plan - would add service on 36th Avenue from Spenard to Denali Street.
69	1/23/2020	H & B.1 should be together. People from Muldoon still has no way to get to library or Dimond. It's still catered to Downtown & Wisconsin. I live off La Touche & Benson behind BP. You cut my throat 2 & 36. B.1 would get more people than H. Yes, I know it got more votes-stars. I was at that meeting. Many people off Wisconsin are car drivers. Regardless - we need to be connected from Muldoon to the library. K never made it instead of Westside. K or B.1.	**Staff recommends the following change to the plan.** Due to public comment for a route on 36th Avenue, staff is recommending that Project B.1 be prioritized as 4 in the plan. Thank you for your support of Projects K or B.1.
70	1/23/2020	I would like more stops that cover more areas in the muni.	Staff recommends no change to the plan. Public Event Series 1 & 2 helped to shape the performance measures and prioritized projects of this plan. Several projects would add coverage to the system.
71	1/23/2020	Need Route #60 for Old Seward many people & young walk all time need #60 not safe wintertime damage walks & icy & very cold like 30-40 min. I knew need complain by Loussac Library need bus by with Dimond enter & T.C. Please I notice many time me live near here. Feel like #2 too!	**Staff recommends the following change to the plan.** Due to public comment for a route on 36th Avenue, staff is recommending that Project B.1 be prioritized as 4 in the plan. Project B.1 would add service along 36th Avenue east of Denali Street. Project H - prioritized as 1 in the plan - would add service to Old Seward Highway and utilizes both the stops on 36th Ave and Denali Street to service the Loussac Library.
72	1/23/2020	Wish I could have Bus 21 on McCarrey go Downtown. Otherwise, right, big Improvements. I don't bother with looking at time. Just walk to bus stop whenever.	Staff recommends no change to the plan. Thank you for your support of the system.
73	1/23/2020	If people mover is considering a service increase, it should specify the size of the service increase independently from which improvements are considered. Otherwise the whole thing is overconstrained and the resources don't get their most value. Please consider allotting a certain amount of resources in any service increase towards better service on high productivity routes. A shockingly low number of operators seem to do this, but.. it is one of the most logical things to do! Why not 20 minute weekend service on frequent routes? twice as much service on the 41 to acknowledge that ridership is twice as high as the 11?? 12 minute service on route 20? all day frequent service on the 25 and 35? Again, this isn't to say that ALL of the resources should go towards this. But people mover's existing system needs constant care. I think that the amount of new service dollars that go towards beefing up existing service should match the network-wide balance of 90/10.	**Staff recommends the following changes to the plan.** Due to public comment for a route on 36th Avenue staff is recommending Increased Frequencies be prioritized as 7 in the plan. Thank you for your comments about productivity. Span of Service on the weekends and weekdays is prioritized as 2 and 11 in the plan.

#	Date	Comment	Staff Response
74	1/23/2020	It wasn't really user friendly to read the plan, so, I'll just give you my input. 1. Looking at the Old Seward Hwy Route: I think it's a good idea 2. I think the changes that have already been made have been good. I think having a matching Sat/Sun schedule is good. 3. The wait times of 15 minutes are great in theory, but, I haven't been on a bus that has been on time. Even the first two buses of the day cannot be on time. Maybe try every 20 minutes? 4. I wish the "stop requested" sign would stay lit up until the bus opens it's doors. Many people will continue to yank on the cord because they don't hear the "ding" or the sound of "stop requested" nor do they see the lit-up "stop requested" 5. I wish the bus drivers were more customer-oriented; meaning, put themselves in the customer's shoes. Some bus drivers have all the windows open and tell us it has to be that way so it doesn't fog up the front window. (Yes, that has been told!); bus drivers should be helpful with directions and other bus numbers.... Some drivers are great, some are horrible. 6. I wish the bus drivers weren't held so tightly to a schedule -- a little bit of customer service goes a long way. If you see someone rushing for the bus, don't take off when they are 20 feet away. Yes, the people mover office will tell you that that rider should have been at the bus stop 5 minutes prior to the bus time. BUT, what recourse do we have when the bus is late or doesn't come? So, a little bit of consideration would be appreciated. Sidewalks in the winter are horrendous, drivers need a little compassion when riders take longer to board. 7. Drivers should automatically let the bus down when opening the door to pick up riders. There are bus drivers who tell you that you have to ask for the bus to go down. I'm thinking a rider's knees could be at that first step, but there are drivers who won't let the air out! Again, put yourselves in the rider's place. 8. Overall, I think the People Mover has done a great job! Thank you for providing a much needed service!	Staff recommends no change to the plan. Thank you for your support of the system. Project H - prioritized as 1 in the plan - would add service on Old Seward Highway. We will forward on your feedback about bus operators to operations. Priority 14 in the plan addresses the need for an improved winter city maintenance plan.
75	1/23/2020	Should be 3 separate routes: 1. UMED/ANMC to Dimond via Loussac / Old Seward 2. West ANC Loop connecting w/ Route 10 & 40.	Staff recommends no change to the plan. We are limited on the number of additional buses we can add to the system at this time. The connection from Dimond to Downtown on Old Seward and the Loussac Library was prioritized in Public Event Series 1 & 2 and Project H traveling through West Anchorage received the most votes during Public Event Series 2. Project M - prioritized as 18 in the plan - could add service to West Anchorage if Project H were not implemented.

#	Date	Comment	Staff Response
76	1/23/2020	In the brief time I have, I've scanned the draft route changes and have the following comments. 1. It is very important to allow routes like H to provide for transfer points so people who might not want to go to west Anchorage to be able to get to the library. It seems to be a long way around to get from town to the library. 2. It is hard to tell where the transfer points are and how friendly they will be for those who don't want to go the long way around to reach a certain point on the route. In particular, I'm thinking of route 91 & the Indep Park/Elmore Rt 3. Route 91 was not successful in all the prior yrs it operated through the Oceanview neighborhood. But getting to Huffman Business Park from various places around town IS important. The most recent schedule only allowed a few morning and afternoon buses. I seriously question why the Oceanview area is being included again in a potential route change. 4. Independence Park/Elmore should never have been eliminated in the more recent route updates. Indep Park is a high density neighborhood and needs to be served well. However, the route map that I see shows the bus going down King St to Klatt. That was an option a few yrs ago and was not considered in the final reschedule. King St and Klatt do not seem to be high density areas and also lack what I consider to have businesses that draw lots of people. While Target and Cabels are near King and 100th, I believe the route should NOT go to Klatt. If the surveys indicated the need to serve Target, I suggest taking the bus east on 100th and heading to O'Malley and eventually to Indp Park 5. Serving the library is very important and I feel it was a real mistake in the recent upgrades to have make it so difficult for people to reach it. 6. If the main transit center is to be on Denali near the library, then the route restructuring does not reflect that. 7. Route H is not a quick way to get from town to the Dimond Center. Is there a more direct route that is being considered or timely transfer points that would get people to and from faster? 8. The Dimond Center station has needed serious changes to the way buses enter and leave the station for many years. None of the recent upgrades to the schedules has resulted in the needed changes. At holiday time, some buses are held up by traffic congestion as they go north from the station to Dimond Blvd and then turn right to the Old Seward, then turn right again to head south on the Old Seward. It makes more sense for those buses to turn around at the transit station and go back to the Old Seward past Walmart or the other street just to the north. The Dimond Center station is a key destination and transfer point. It needs upgrading to make it easier for the drivers to keep to their schedules and should be given serious attention as part of this restructuring plan. 9. Have the drivers been interviewed for their suggestions on how to improve routes and service? Some years ago I asked if them if they'd been part of the upgrade and they said, "No." It is basic to include the drivers' suggestions.	**Staff recommends the following change to the plan.** Due to public comment for a route on 36th Avenue, staff is recommending that Project E be prioritized as 6 in the plan. Project E would add service in Independence Park. We will time transfers accordingly for any added service. Public Event Series 1 & 2 helped to shape the performance measures and prioritized projects of this plan. Span of Service on the weekends and weekdays is prioritized as 2 and 11 in the plan. Project H - prioritized as 1 in the plan - would add service to Old Seward Highway and utilizes both the stops on 36th Ave and Denali Street to service the Loussac Library. Thank you for your comments on the alignment of that route proposal. Thank you for your comments about bus routing through the Dimond Transit Center. 10 meetings were held to collect driver feedback during Public Event Series # 2.
77	1/24/2020	I think there should be a connection from the Spenard area to the east or to the hospitals, because otherwise people in Spenard have to take 2 or 3 winding buses to get to their destination. Based on what I've read on the public draft on the website, I think route L is best, or maybe H or M if they extended a little further east. I also like the plans to combine the 40 and 65, specifically plans Z or I, because people in jewel lake have the same problem.	Staff recommends no change to the plan. Thank you for your support of Projects L. Project I is prioritized as 13 in the plan.
78	1/24/2020	I'd like to put in my 'vote' to add a new route from Dimond Center that goes by Loussac Library - Yes, please! From where I live (on the #65 route), getting to Loussac by bus and walking at the present time is so involved and lengthy as to be out of the question - especially in winter.	Staff recommends no change to the plan. Project H - prioritized as 1 in the plan - would add service to Old Seward Highway and utilizes both the stops on 36th Ave and Denali Street to service the Loussac Library.
79	1/24/2020	So far, the two biggest issues are no route to the Loussac, & the removal of the majority of runs between the Dimond Center & Huffman. Even just making a loop route starting at the transit center to the library during library hours would be better than what there is now. As far as route 91, even hourly frequencies would help with people who work along the route. I used to work at the Wendy's on Old Seward, & they started having problems with people having to adjust their availability to fit the infrequent bus runs.	Staff recommends no change to the plan. Project H - prioritized as 1 in the plan - would add service to Old Seward Highway and utilizes both the stops on 36th Ave and Denali Street to service the Loussac Library. Span of Service on the weekdays is prioritized as 11 in the plan.
80	1/24/2020	MOA Transportation board members, I am using primarily route 25 and occasionally route 55 this winter, to get to work Tuesday thru Saturday. These routes are working well for me. BUT, what would be very helpful, is to add bike racks to the buses that will fit a fat tire bike. I would really appreciate your consideration in adding fat tire bike racks to some buses (25 and 55).	Staff recommends no change to the plan. We are actively working on purchasing fat tire bike racks.

#	Date	Comment	Staff Response
81	1/25/2020	I think adding service that increases north/south travel will dramatically improve the current bus system. Preferences 1. Add Proposed Route Z 2. Add Proposed Route I 3. Add Proposed Route A. Adding Route I would be a big improvement. It currently takes 50-55 to travel from Jewel Lake to Midtown when it used to take only 30 minutes under the old system using Route 7J. Implementing Route I will shave 10 minutes off of this travel time. According to your report, it will not require any additional money to implement. Implementing Route I seems like a win/win for everybody. I would prefer you just combine Routes 40 and 65 and add proposed Route I and Route Z. Route I would become Route 65A and would serve the riders that actually need to go to/from Airport. Route Z would become Route 65 and serve riders that have no need to go to/from the Airport . Based on my trips especially during the winter time, the majority of the riders that use existing Routes 40/65 are just traveling North/South and are not trying to go to the airport. Proposed Route Z would be a more direct route and would dramatically reduce travel times between Spenard and South Anchorage. Route Z is would be very similar to the old Route 7J which was one of the most productive routes in the old system. Many riders used to hate the taking Route 7A because it took 5 minutes to meander to the Airport and another 5 minutes to meander back to Jewel Lake Road adding 10 minutes to the trip. Also some of the language in the report is not accurate (see below). Proposed Route O would service the airport and would not extend Route 65 to the Downtown Transit Center. Proposed Route Z would not service the airport, Collins Way, or Cranberry Street but would extend Route 65 to the Downtown Transit Center. Proposed Route Z was something I proposed (and was not part of the Public Series), so of course it did not receive any votes from other users. The vast majority of voters only voted on routes proposed by People Mover. There is still time wasted on Route 65. Drivers are constantly leaving the Dimond Transit Center 5 minutes after the scheduled departure time or idling on the side of the road blocking traffic because they do not want to get ahead of schedule. I believe the schedule is an issue because 2/3 of the stops between the Dimond Transit Center and International Road were removed in 2017, yet the amount of time allotted on the route to complete that portion of the route stayed the same. In a 3 mile span on Jewel Lake Road there are only 5 bus stops. Some drivers are literally driving down Jewel Lake Road at 10 mph clogging traffic in order to “stay on” schedule. Please either the restore the stops on Route 65 or reduce the time allotted to the route. Adding direct service to the Loussac Library is a good thing. I am support either Route H or A. I probably would select Route A because it is a more direct route.	**Staff recommends the following changes to the plan.** Correcting the project descriptions for Project Z and Project O on page 68. Thank you for your support of Projects Z,I,& A. Public Event Series 1 & 2 helped to shape the performance measures and prioritized projects of this plan.
		I seriously doubt most of the people that want to go to the Loussac Library want to travel all the way through West Anchorage to get to the Loussac Library. Proposed Route H is a long and winding route just like the old Route 36. This is why many riders refused to take the old Route 36. Finally, in the future, I would explore adding an express route between the Dimond and Downtown Transit Centers via Minnesota Blvd., C Street or New Seward Highway.	
82	1/25/2020	My wife rides four days a week going to work. Thank you for route 31 going to Fredmyers Muldoon.	Staff recommends no change to the plan. Thank you for your comment.

#	Date	Comment	Staff Response
83	1/25/2020	Dear Sir, The content of this letter pertains to the Municipality of Anchorage People Mover short-range transit plan. You asked for public comments, so I'm adding my two cents. Thus far I have neither enjoyed the changes to the bus routes, nor understood why the transit system is getting smaller when the population is growing, and tourism is expanding! The result of your "fix" has just added more cars to our overcrowded streets, parking lots, and downtown garages! I've lived in South Anchorage since 1977. Until 201 7, I was an avid bus-rider and advocate for mass transportation. Route 60 has always been my key to the city! It's given me access to the community! No questions asked. No driver's license needed. No outrageous cab fare. One token and the town was mine! In the early 1980s, the bus would stop as far south as Venus and the Old Seward Highway. This is a short ten minute walk from my house. Others waited for the bus to pass by their homes as it wove slowly through the neighborhoods. Businessmen in suits, women with children, teens, and the elderly would climb on board, :filling the motorcoach as it headed north along the Old Seward Highway towards downtown. We rode bus 60 through Colonial Manner, around Ocean.view, up John's Road, past Huffman, and O'Malley, to Dimond Center, the midtown Library, Spenard, Westchester Lagoon, and all the way to the downtown bus depot for a single fifty-cent token! Transfer-slips to other routes were a dime. There were many promises that one day the "People Movers" would go as far south as Potter's Marsh. Alas, this was not to be. When the routes were updated, the price per ride increased, the new buses were larger and number 60 only came as far south as Oceanview and Jarvi Drive. This was still a pleasant 20 minute stroll from my house, but a less convenient option for other daily commuters that lived further South. None the less, I spent years (actually a lifetime) getting around Anchorage via this route. In the heat of 40 summers, the snow of 40 winters, and the mud of 40 Spring break-ups, I relied on Route 60 to get me to work, stores, the library, the Museum, gallery openings, restaurants and friend's houses. When downtown, I also recommended Route 60 and the Eagle River bus to tourists who wanted an affordable and scenic way to see our unique city. A few years ago, the folks in Anchorage were asked to trade in their beautiful metal bus tokens for ugly paper cards with magnetic strips. I was surprised to find over 200 tokens stashed around the house! I was also surprised to find that the magnetic strips on the cards aren't very reliable. They're also very pricey! In 201 7 the city of Anchorage decided to dismantle it's entire public bus transportation system. The regular riders were left stranded and frustrated With no recourse or viable alternatives. All routes were Wiped off the map and replaced by a minimal central core service. Buses stopped more frequently, but served fewer people.	**Staff recommends the following changes to the plan.** Adding 11D cost estimate for RT 91 to the plan. Project H - prioritized as 1 in the plan - would add service to Old Seward Highway and utilizes both the stops on 36th Ave and Denali Street to service the Loussac Library. Span of Service on the weekends and weekdays is prioritized as 2 and 11 in the plan.

#	Date	Comment	Staff Response
		The new system also unfairly favored Muldoon and Mountain View over South Anchorage! Unless, I took a morning or evening commuter, Dimond Center was as far south as the transit system would go! This is miles from my home and too far to walk. I naively believed that this was a temporary situation. When the people living in city of Anchorage finally realized that we, as a whole, no longer had reasonable access to basic bus services, the original system and schedules would immediately be reinstated! This, of course, did not turn out to be the case. The meetings addressing the situation, were scheduled at times and places that we either didn't know about and/or we could not catch a bus ride to attend. I borrowed a car to get to two such discussions at the Dimond Mall. The one With a postcard announcement was well-attended but the participants were under reported because few put their names on the sign-in sheet. So far, I've been Mr. Nice Guy, but now I see how ridiculous the situation has become. Listen up Anchorage. The original l 970's bus route design was a brilliant piece of engineering. It was devised by folks that wanted the people of their hometown to be able to function, travel, thrive, and love where they live. You've had nearly 50 years to improve the system, make the town more accessible to everybody, and rely less on automobiles as the chief source of transportation. Now is the time to man-up, stop pussy-footing around, make a real plan, and a dream for today and the future. Don't look to other cities for ideas. Make them look to Anchorage for answers. The Museum was given a million bucks for climate change solutions. This could be one way to get the party started. Review the original Municipality of Anchorage's bus transit plan. Improve on it. Make it practical for today's needs! Make it exciting! Make it fun! Give the key to the city back to the people who live here! I believe in this town. I know you can do it. See you at the Bus Stop!	
84	1/27/2020	Hello, as a resident of West Anchorage, I strongly support reinstituting the bus route that goes down Northern Lights and stops at the corner of Captain Cook Estates Circle. I was dismayed when the route was discontinued, and hope you will revive it. Thank you.	Staff recommends no change to the plan. Project H - prioritized as 1 in the plan - would add service to Old Seward Highway, the Loussac Library, and West Anchorage.
85	1/27/2020	I couldn't find the info for the new proposed route from Dimond Center to the library, so not sure if the following would be resolved with the new route. We need to reestablish the bus route along Old Seward. While the bus may not have been full in the past, I know for a fact that quite a few people that used that route to go to school, grocery story, library and doctor had no other transportation. This last year or two has been difficult for these people not having transportation.	Staff recommends no change to the plan. Project H - prioritized as 1 in the plan - would add service to Old Seward Highway and utilizes both the stops on 36th Ave and Denali Street to service the Loussac Library.
86	1/28/2020	I was talking to him about how nice it would be to have Fat Tire Bike Racks on the buses. I was hoping that you might consider them in the transportation draft proposal currently being evaluated.	Staff recommends no change to the plan. We are actively working on purchasing fat tire bike racks.
87	1/28/2020	Read with interest the article written by Aubrey Wieber in the Sunday paper.I have been to so many Meetings, but finally gave up, when no one listened. Bus 40 only goes on Spenard Rd. My son Who is disabled has no transportation to get to places, like the Church on Wisconsin, why you discontinued That route is puzzling to me, a lot of people on Wisconsin used to ride the bus, do I need to get on my knees To make a point that the bus service needs to be more accessible to the people that live here, and not just the Tourist.	Staff recommends no change to the plan. Project H - prioritized as 1 in the plan - would add service to Old Seward Highway, the Loussac Library, and West Anchorage.
88	1/28/2020	I am a nurse case manager at Providence Family Medicine Clinic and I am writing to plead to have bus service to returned to our clinic. We are located at the corner of 36th and Latouche St. Many of our patients rely on the city bus for transportation needs, however no longer having a stop here has made it difficult or impossible for some of them to use this service to come to appointments. We have patients that are unable to walk from the nearest stop on Northern Lights to our clinic. Winter makes it even more challenging for many. I am very pleased to see that there will be service on part of 36th Ave which will help some. I am asking to possibly extend this route a short distance farther to provide service to many that desperately need it. Thank you for your time.	**Staff recommends the following change to the plan.** Due to public comment for a route on 36th Avenue, staff is recommending that Project B.1 be prioritized as 4 in the plan. Project B.1 would add service along 36th Avenue east of Denali Street.

#	Date	Comment	Staff Response
89	1/28/2020	I am a long time resident of Spenard and I took the People Mover on a daily basis for 30 years until my retirement last year. I was skeptical about the recent changes to the transit system (particularly the removal of Route 36, which I used pick up on Northwood Drive), but I think overall it was an improvement. I am pleased about the proposed Route H and I hope it is implemented. It reinstates one of the advantages of the old Route 36: a crosstown route from West Anchorage to Midtown, and, particularly, to the Loussac Library. My wife took that route frequently over the years. Now, however, there is no bus service at all to the Loussac Library, which is the main library in Anchorage. As Route H was also the most popular proposed new route, it should be implemented. Alternatively, if Route H is not implemented, then proposed Route M should be. It also goes from West Anchorage to the Loussac Library, although it is a more indirect route (via Denali St. rather than 36th).	Staff recommends no change to the plan. Project H - prioritized as 1 in the plan - would add service to Old Seward Highway and utilizes both the stops on 36th Ave and Denali Street to service the Loussac Library.
90	1/28/2020	Hi there, I just wanted to submit a comment with regard to the transit draft plan. I am really happy to see such a unified percentage of votes for the Old Seward line. I think it is brilliant to have it take Wisconsin north and south where it does and I think it generally just spans an otherwise formidable distance. I also absolutely love seeing minority-heavy, english language-limited, and youth and elderly and disabled prolific areas accounted for in planning. Makes me a little happier about living here:)	Staff recommends no change to the plan. Thank you for your support of the plan.
91	1/28/2020	I am very happy to learn about the proposed new bus route that will service Loussac Library and Old Seward Highway. Although I have lived in Unalaska since 1990, I have traveled to Anchorage every year for medical appointments, and until I started renting a car a few years back, I relied on the People Mover to get around town. I probably used Route 60 the most, traveling up and down Old Seward Highway between downtown and the Diamond Transit Center. I also relied on a bus that went to Providence Hospital via 36th Avenue, which I remember as being Route 36.When I was in Anchorage last month, I found myself staying an additional 11 days because I couldn't get back home to Dutch Harbor due to weather and volcano activity, and I took the bus several times. Everything went very smoothly, but I was surprised to discover that there were no longer routes on 36th Avenue or Old Seward. I knew that the system had been revamped over the last couple of years, but didn't appreciate the details until I actually used it and learned that I couldn't get to the movie theater across from the Library. If it hadn't been so cold, I would have tried transferring from Route 40 to Route 25 and then walking the rest of the way. Maybe when I'm there next December I'll have the option of taking the bus along 36th Avenue again, just like old times! Thank you, and keep up the good work!	**Staff recommends the following change to the plan**. Due to public comment for a route on 36th Avenue, staff is recommending that Project B.1 be prioritized as 4 in the plan. Project B.1 would add service along 36th Avenue east of Denali Street. Project H - prioritized as 1 in the plan - would add service to Old Seward Highway and utilizes both the stops on 36th Ave and Denali Street to service the Loussac Library.
92	1/29/2020	Greeting: I work in the Dimond area, since the bus routes has change. We do not have reasonable option. Before, we had multiple choices on buses to take, that come downtown. Bus 35 is the only option, since they stop every 30 minutes at 610, we have to wait nearly an hour, or take two buses for an hour to get downtown. Why, i just do not understand the logic behind that decision. If the bus is late for any reason, we must wait until the next connecting bus comes. Option, is alway we are asking, another bus route needs to be added form downtown to Dimond, and from Dimond to downtown.	Staff recommends no change to the plan. Project H - prioritized as 1 in the plan - would add service on Old Seward Highway, connecting the Dimond Transit Center to Downtown.
93	1/29/2020	I'm a nurse case manager at Providence Family Medicine Center on the corner of LaTouche and 36th. We have the structure for a bus stop in front of the clinic but no longer have bus service. Our clinic serves over 10,000 people, mostly from Anchorage and over half on MCD. We turn no one away for inability to pay. Many have no transportation of their own. We spend countless hours and tax payer dollars requesting MCD cab vouchers to get patients to our clinic. (Due to Stark Law, we can not provide these vouchers for a patient's first visit to the clinic.) Many of these people could easily take the bus. The bus would also allow them to stop at the drugstore or a grocery store on their way home to pick up any necessary medications or food. The MCD cab vouchers only go from our clinic to the patient's home. We do have patients who take the bus and then walk from Village Inn. I have seen patient's navigate this route on snowy sidewalks with walkers. Please consider reinstating the bus service to our clinic.	**Staff recommends the following change to the plan**. Due to public comment for a route on 36th Avenue, staff is recommending that Project B.1 be prioritized as 4 in the plan. Project B.1 would add service along 36th Avenue east of Denali Street.

#	Date	Comment	Staff Response
94	1/29/2020	We are still lacking a People Mover Rt. In the Spenard area, like the one we used to have. Rt.36 was so accessible to everyone in that area. My son always rode that bus, so did a lot of People, went to many meetings ,but to no avail. I know this request will just get ignored, but I Told my son who has special needs, I will continue to fight for better Rts then what we have now.	Staff recommends no change to the plan. Project H - prioritized as 1 in the plan - would add service to Old Seward Highway, the Loussac Library, and West Anchorage.
95	1/30/2020	I have been working at the airport for more than 15years... about 14 of them I was catching 75 or 1 to downtown or dimond center to catch 7A before routes became 25 and 40 to get to the airport. Other words I wish you had the option several years ago then for the Muldoon to Ted Stevens airport route. But ending up moving to another part of town. Now requesting for Option C for the realignment of bus 21. For it to please go down Pine St.off Debarr Rd. and onto Reka Dr. unto Bragraw St. This would be Incredibly helpful. For simple things as getting errands done on a whim in any season and better timing connecting with either route 20 or route 30. Especially with grocery shopping,etc. But most importantly,especially in the winter time, again working at the airport, There are days walking up from the end of Reka to Bragraw in the cold and in the dark which I do not go near Pine to get route 30. Due to an March 2019 incident, I had received a settlement from Geico car insurance due to a driver at fault and I was clipped by a drivers vehicle in the dark.There are concerns of close calls with moose. Also kept hearing that near Boniface /Debarr and near Pine last summer sightings of a black bear. So safety and time is a concern. Since it was so cold this winter quite a bit of times I resorted taking cabs at least to get to my second routes stop either to Providence Hospital or Charter College to catch route 10 to get Spenard for route 40 to airport. Because I can't afford to pay 27.00 to 30.00 one way from my home to airport all the time. Also this would be helpful for relative who lives me is on oxygen. She gets winded walking all those distances from Debarr or Bragraw. If you realigned bus 21 she may save on her anchor ride tickets.	Staff recommends no change to the plan. Thank you for your support of Project C.
96	1/30/2020	Dear Sir or Madam; I hope Peoplemover will restart service along Independence Drive and Jamestown Drive, like before, before the route was eliminated in 2017, if not at the level of service before, than at least once every two hours or so. This is a high density residential area and needs bus service, even if it's at a reduced level of service.	**Staff recommends the following change to the plan.** Due to public comment for a route on 36th Avenue, staff is recommending that Project E be prioritized as 6 in the plan. Project E would add service to Independence Park.
97	1/30/2020	People Mover Suggestions from a People Mover rider who has made 5 attempts at different transportation meetings during the last 4 years to make these suggestions known to People Mover regarding South Anchorage. Very important #1: weekend service route 91 (WE ARE WITHOUT PUBLIC TRANSPORTATION SERVICE ON ROUTE 91 ON WEEKENDS) Very important #2: open Dimond transit center (Immediately) (It's currently below zero in the middle of winter.) Very important #3: All day and all evening hourly service route 91 (suggesting adjusting to once an hour) (suggesting adjusting last trip to 9pm) Very Important #4: Creating a new route from Huffman to Dimond Center to Downtown (One trip) (Old Route 60) These things are important to my peers and I in South Anchorage as of January 30th, 2020. Kudos on suggesting a route for the unserved Old Seward area between Old Seward and Dimond and Old Seward and Tudor. This suggested change will benefit Old Seward Highway communities between the 8000 block and 4000 block of Old Seward highway.	**Staff recommends the following changes to the plan**. Adding 11D cost estimate for RT 91 to the plan. The Dimond Transit Center will be opened as soon as possible. Span of Service on the weekends and weekdays is prioritized as 2 and 11 in the plan.
98	1/31/2020	To whom it may concern, While it is understandable that cuts need to be made in some areas, the fact that bus stops have been removed in so many areas where our low income population receive services is disappointing. One example of this is that a wheelchair bound patient had to manoeuvre along LaTouche from the Village Inn stop, in order to get to his appointment at the clinic. Most wheelchair users tend to utilize the road rather than a bumpy sidewalk, which is hazardous in itself as drivers can often be distracted and in a hurry to get somewhere. Reinstating the Loussac library stop back is a great start, however still leaves our severely health compromised patients with a long way to walk to access medical care. A stop closer to our clinic would be extremely helpful to all of those utilizing our services, as well as other medical services in the immediate area, and would drastically reduce the cost to Medicaid, which is being increasingly accessed for travel vouchers to appointments here and elsewhere.	**Staff recommends the following change to the plan.** Due to public comment for a route on 36th Avenue, staff is recommending that Project B.1 be prioritized as 4 in the plan. Project B.1 would add service along 36th Avenue east of Denali Street.

#	Date	Comment	Staff Response
99	1/31/2020	I vote for the Bus 21 to go to Pine and Reka. I am on oxygen its a walk from Reka Dr. to Debarr Rd. As well up from Reka to Bragaw. It would be helpful to go to Providence as I have Tricare if I can't make it to the Base Hospital same day. I am appreciative of Anchorrides but its $3.50 a ticket and would have to call a day or two in advance if needed to go somewhere. Plus in the Russian Jack neighborhood sighting of black bears off Boniface area and Pine can be unsettling and close calls with moose. Please consider the realignment of Bus 21.	Staff recommends no change to the plan. Thank you for you support of Project C (the realignment of the Route 21) - priority 8 in the plan. Providing for same day scheduling of AnchorRIDES trips is priority 1 for AnchorRIDES in the plan.
100	1/31/2020	Just a quick follow up about bike and transportation. I planned on taking the 55 home yesterday. This was exciting to me as I have never taken a bus here in Anchorage and wanted to start using the public transport system. I have a fat tire bike and could not travel safely on the bus with it.	Staff recommends no change to the plan. We are actively working on purchasing fat tire bike racks.
101	1/31/2020	I am writing to express concern regarding limited public transportation options around the area of Providence Family Medicine Center (1201 E. 36th Ave.). Although I have been with the organization for less than 2 years, it is my understanding that our clinic used to have a bus stop that made it safer and more convenient for our community members to attend their appointments at our facility. Many of the community members we serve face multiple medical and psychosocial barriers, such as limited income, limited mobility, and scare access to resources. The removal of the bus stop at our clinic on 36th Avenue resulted in increased difficulty accessing care for many of our patients. Thank you for the transportation service you provide to our community. It is my hope that decision makers will consider re-establishing the bus stop at Providence Family Medicine Center, or to consider other options to increase accessibility to our clinic and other locations in the area. Thank you for your time and consideration.	**Staff recommends the following change to the plan.** Due to public comment for a route on 36th Avenue, staff is recommending that Project B.1 be prioritized as 4 in the plan. Project B.1 would add service along 36th Avenue east of Denali Street.
102	1/31/2020	Municipality of Anchorage Public Transportation Department staff, On behalf of the Turnagain Community Council Board of Directors, I am submitting the following comments on the Transit On The Move Public Revew Draft (Draft). After review of the Draft document at our most recent Board meeting, we are expressing our support of the addition of ROUTE H (as presented on pages 54-55), which would provide public bus service back into a portion of the Turnagain neighborhood. We feel it would provide important transit to areas of the city popular with our community, including downtown, the Z. J. Loussac Library, and the Dimond Center shopping area. I want to personally thank the staff at the Transportation Fair last week for taking the time to talk with me about the Draft and specifics regarding the Route H option. The Turnagain Community Council looks forward to continued participation in the Transit On The Move process of an additional People Mover route (hopefully, Route H!) is considered.	Staff recommends no change to the plan. Thank you for your support of Project H.
103	1/31/2020	Mass Transit doesn't work well in Anchorage because of low population density. Everything is so spread out partly because of Zoning that forces residential to be separated from commercial and industrial often by many miles. So you've pretty much got to get in your car to go to work or to go to the store. Less zoning and more market driven mixed-use development will improve transit.	Staff recommends no change to the plan. Thank you for your comment. The transit system redesign in 2017 was designed in coordination with the development of the "Anchorage 2040 Land Use Plan." Nine Transit-Supportive Development Corridors (TSDC) were identified, and frequent service was established on the top four corridors.
104	1/31/2020	I would like to thank you for proposing a bus on 36th Avenue. I know that many people have requested a route by the Loussac Library. I had hoped that the route would extend down 36th Avenue to Lake Otis to travel near more medical facilities and offices. Additionally, I would hope you would consider the following: Return the minor holidays back to the Peoplemover schedule. People still need to go to work, medical appointments, etc., on those days. Always keep a bus running on Spenard Road. Return the Downtown Transit Center Customer Service hours to include the noon hour, 12:00 to 1:00 pm. Provide the 20-ride tickets again for infrequent riders. This will save time loading coins or dollars into the toll box on the bus. Thank you for your consideration.	**Staff recommends the following change to the plan.** Due to public comment for a route on 36th Avenue, staff is recommending that Project B.1 be prioritized as 4 in the plan. Project B.1 would add service along 36th Avenue east of Denali Street. Priority 9 in the plan would extend service to the 5 holidays: Martin Luther King Jr. Day, President's Day, Seward's Day, Veteran's Day, and the Day After Thanksgiving.

#	Date	Comment	Staff Response
105	1/31/2020	Good afternoon; Since my car broke down, I have had the experience of biking, bussing and walking/jogging to work. I gave up biking, once I realized that trails and sidewalks are not consistently cleared, so half the time I was pushing my bike. While walking down Dowling, on my way to UAA once, I even had to step off the sidewalk into the street, because a utility truck was parked on the sidewalk! Another challenge of commuting via bike and foot on short winter days are unlit trails. This is a major safety issue, because of the moose that frequent the trails in the winter. You can be walking along a lighted trail, and suddenly there are no more lights. Strange, but true. A colleague recently recommended the bus system. This was a great discovery! The downside is that I have to walk more than a mile to get to a bus stop. I live on 74th Ave., by Old Seward. I either have to walk to Dimond Mall or up 76th to Lake Otis. Both are over a mile away. Fortunately, I am in good physical condition, but I am amazed that the city hasn't had complaints about this from more physically challenged people. Perhaps they have. If it is at all possible, please offer bus service down Old Seward. There are so many neighborhoods that connect to Old Seward, and a growing number of small businesses on and near Old Seward, including shops, restaurants, and more. Please also take the routes of alternative forms of commuting into consideration when prioritizing funding snow clean up. While it is not a big city, it takes mindful effort to get safely to a location without a car. One time while commuting on bike, I left an unevenly graded trail, take the sidewalk on Tudor to Lake Otis, and discovered it was covered with snow! I had to push my bike up a snow hill, instead of a clear sidewalk. Anything you can do to help community members who are mindfully helping the environment, avoiding the anxiety of driving, or monetarily challenged would be very much appreciated. I look forward to biking again when I feel safe to do so.	Staff recommends no change to the plan. Priority 14 in the plan addresses the need for an improved winter city maintenance plan. We will forward your comment about sidewalks, lighting, and trail access to AMATS staff for inclusion in the non-motorized plan still under development. Project H - prioritized as 1 in the plan - would add service on Old Seward Avenue.
106	1/31/2020	Here are my comments on the above subject: 1. First of all, I have to compliment everyone involved in the publication of this plan. It reflects a first class effort which sincerely attempts to capture the data and spirit involved in making Anchorage's public transit better. 2. I support the use of the smaller buses in the neighborhood routes. I am quite sure they are considerably more economic operationally. Good job! 3. I live in East Anchorage and routinely take Route 31. One of my concerns about this route has been that it does not make a loop to downtown like the previous route used to do. I think there are many folks in this neighborhood who work downtown and need this additional routing. 4. I am glad to see consideration is being given to revive Route 60. I used to live on Dailey Avenue and took Route 60 to my job downtown daily. I realize the ridership was scanty but there are enough folks who need bus access from this are. Whatever you can do to economically bring back this route would be meaningful to many folks in that neighborhood. 5. I like the Microtransit option although I can see potential pitfalls. It would resemble a taxi service and the muni would need to be very clear to potential passengers that wait times would be subject to vehicle availability and demand. I'd suggest a probation period for this service to see if it is economically feasible. 6. I couldn't find the proposed rates. It would be helpful to see the costs of those. 7. I do have a comment not necessarily related to the actus bus service: the sidewalk areas and areas where folks get off the bus are often piled with snow, icy and a bit dangerous. Id like to see more coordination between the City Maintenance and the transit system to make those areas safer for passengers, especially the elderly or disabled. Thank you again for this effort. I've been riding the buses since they first became available and have appreciated having them part of our city. Feel free to contact me if you need additional thoughts or information.	Staff recommends no change to the plan. Thank you for your support of the plan. Priority 14 in the plan addresses the need for an improved winter city maintenance plan.
107	1/31/2020	I didn't see any mention of upgrading to an electric bus fleet in the draft plan. Is this under consideration?	Staff recommends no change to the plan. Electric vehicles are addressed in the Anchorage Climate Action Plan.

#	Date	Comment	Staff Response
108	1/31/2020	I would like to reiterate the importance of putting back the bus stop taken out right before Jewel Lake and Raspberry Rds. That is an area with a lot of elderly people living there who in the past have sat down on the bench sheltered by the tree there and waited on the bus. The more bus stops you put back the more ridership you will recover. I started riding the bus again but I do not see the ridership that was there when the buses made more stops. It is not so easy walking another block or two to the nearest bus stop when you are walking through snow and ice and it is dark and cold. Thank you for taking my remarks into consideration.	Staff recommends no change to the plan. We will evaluate the time allotted for the Route 65 to see if there is enough extra time to add additional bus stops.
109	1/31/2020	The People Mover Transit should connect the locations where there is 1-2 mile walk to the nearest bus stop, even it if is on an hourly basis. I personally had no other option to get to work except to take Lyft and Uber which costed me nearly $30 a day round trip. If Anchorage wants businesses and industries to locate their facilities here there must be an efficient transit system available to connect the human resources to the workplace.	Staff recommends no change to the plan. Public Event Series 1 & 2 helped to shape the performance measures and prioritized projects of this plan. Several projects would add coverage to the system.
110	1/31/2020	Good evening and thank you for seeking public comments! Please consider parents/caregivers when making updates to the transit system, in particular solo parents traveling with young children. I know it is impossible to solve every problem and to make everyone happy, but this issue seems like it might be an easy and inexpensive "win" to get more families outside, taking the bus, and reducing their carbon footprints. 1. Please consider allowing parents to leave strollers open (not collapsed) with kids buckled if they feel this is safest and if there is space on the bus. 1. San Fransisco now has fold up seats (like wheelchair reserved seats) just for stroller parking! And kids are allowed to remain seated and buckled in the stroller if the bus is not too crowded. See photo and website: https://www.sfmta.com/getting-around/muni/traveling-young-children 2. Can strollers be treated similar to a wheel chairs for accessibility. Disabled folks in wheel chairs get priority parking/seating of course! 3. Surely a 5-point harness, especially in an enclosed bike trailer-type stroller is safer than a toddler riding loose in a bus seat. See photo example–I realized after we had boarded that the pictured stroller is frowned upon on the bus. The evening was so cold and we had two toddlers to manage so it seemed like the best option for traveling at the time. This barrier has significantly reduced my personal ridership. I thought the photo was amusing anyway. Here we sit 3 to a seat while our enclosed 5-point harnessed stroller sits rear-facing and unoccupied. 4. Off-road strollers may require a couple inches more space than an average wheelchair, but less space than a large-person wheelchair. 1. Off-road strollers can be essential when traveling with more than 1:1 caregiver to child ratio. Slightly larger strollers may offer more seats for additional children, storage for cold weather gear, weather covering, security and comfort for all during long commutes. This is especially important in Alaska where we may be walking long distances or utilizing trail systems during commutes. Walking distances to and from bus stops can easily exceed a young child's capability especially in rough terrain and blustery weather. Can you imagine a caregiver carrying two kids plus a backpack with diapers, warm clothes, and groceries?! Or pushing an "umbrella stroller" through snowy sidewalks for a mile while carrying another kid and a backpack? Well, maybe you will see me try just for fun :) I know I'm just one story, but I'm certain that I am not the only stay at home parent who wants to get out of the house more and reduce driving with my young children. Education for caregivers on how to ride the bus with kiddos could be really helpful too. I am happy to stay involved and volunteer toward this endeavor if that would be appreciated by the MUNI. Thank you for reading.	Staff recommends no change to the plan. We will pass along your ideas about stroller policy and education to the operations and marketing departments.
111	1/31/2020	Show us the $!	Staff recommends no change to the plan. Thank you for your comment.
112	1/31/2020	If transit moves where it going and it cold at Dimond for customers still humane? Resources?	Staff recommends no change to the plan. The Dimond Transit Center will be opened as soon as possible.
113	1/31/2020	less drunks, more passengers	Staff recommends no change to the plan. Thank you for your comment.

#	Date	Comment	Staff Response
114	1/31/2020	Add more stops on Rt 55 & 65. Don't have 20 or 35 follow a 25. Don't let kid with ID's ride all summer it's cost are too high and 12 year olds don't need to be out till midnight.	Staff recommends no change to the plan. We reevaluate the schedule annually each service change and can look at the timing of the route 20, 35, and 25. We will evaluate the time allotted for the Route 65 and the Route 55 to see if there is enough extra time to add additional bus stops.