

The Honorable Ethan Berkowitz
Mayor
Municipality of Anchorage
632 W. 6th Avenue
Anchorage, AK 99501

#16501
Municipal Manager's Office

JAN 04 2017

RECEIVED

December 29, 2016

Dear Mayor Berkowitz,

The MOA Transit team is recommending a major change to Route 102 bus service between Chugiak and Anchorage that the attached undersigned do not support. Transit is proposing the removal of our People Mover buses and replacing them with small vans. The proposal also discontinues the Commuter Express that services Chugiak, Eagle River, Downtown, UAA, and Alaska Native Hospital and replaces it with the "Eagle River Connect" with service between Eagle River and the Muldoon Transit Center (MTC), with supplemental service by van pooling.

Below highlights several of the proposed changes (in bold lettering) in comparison to our current service:

1. The current Commuter Express route is direct service between Peter's Creek/Chugiak, Eagle River, Downtown, UAA, and Alaska Native Hospital. Transit calls this "one seat" service. The current 102 bus service includes 4 runs in the morning and 5 in the late afternoon. Commuting time is dependable, usually 30 minutes from Eagle River to City Hall. **The proposed "Eagle River Connect" would eliminate bus service to Peter's Creek/Chugiak and only travel between the transit centers in Eagle River and Muldoon. To get to businesses in the downtown area, riders would have to transfer to another bus and continue travel on an indirect route which would add another 45 minutes to the commute time.**
2. The current People Mover bus carries 38 people with standing room available for heavy ridership days. Current ridership on route 102 is between 12 and 32 people per run. **The shuttle vans carry only 13 passengers which would leave many people behind waiting for another bus or unable to ride at all.**
3. The current rider cost is reasonable and encourages ridership growth. **The shuttle will have an additional cost to riders. Riders will have to purchase an all-day pass (\$5.00) instead of two one-way \$2.00 passes. Van pooling option would significantly increase cost to riders.**
4. The current 102 bus schedule arrives and departs City Hall during normal employment start and end times. **The proposed plan would create undependable arrival at destinations. Riders would experience extended and unplanned wait time at the MTC due to unavailable seating or additional opportunities for traffic delays.**
5. The current buses have bike racks to accommodate 3 bikes. **Bike rack availability on the "Connect Shuttle" is unknown at this time. If the shuttle did have racks, then availability on connecting buses is open to chance.**
6. Ridership means fewer cars on the Glenn Hwy. **The proposed bus changes would reduce ridership, increasing Glenn Hwy congestion, gas consumption, and pollution.**

The Honorable Ethan Berkowitz
Mayor, Municipality of Anchorage
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December 29, 2016

Over the years Eagle River/Chugiak have experienced continued reduction in service, with Routes 74, 76, and 78 deleted, leaving only Route 102. Even though the deleted routes had low ridership, they were feeder lines to the main 102 route. When these routes were eliminated, ridership on the main 102 route was reduced. A van service was tried in the 90's but ridership reduced drastically so it was discontinued. Current ridership on route 102 fluctuates but is usually between at 12 to 32 per run. The Transit handout showed an average of 20. A large majority of the riders are workers commuting to Anchorage for employment (mostly in the downtown area), but UAA students, elderly, natives, disabled and veterans ride these buses as well to attend classes, medical appointments and shopping. Many Eagle River/Chugiak riders don't have alternate transportation and eliminating our current bus service would be a severe hardship on them. We all heard their stories at the meetings. Some riders are daily and some are flexible users, depending on their needs, so the rider count does not represent the actual number of people who rely on the route 102 bus service.

We have voiced our concerns to the MOA Transit Team about the proposed changes to our bus route at the two meetings in Eagle River (held mid-November and December 6th), but feel our concerns were not addressed and fell on deaf ears. Transit has already purchased the vans. They have already established the new routes. The MOA Transit team stated that they based their new Eagle River Transit Connect routes on the survey results that was taken last spring. Only one of about 80 bus riders that came to the two meetings knew of the survey. Thus the results of this survey were at best flawed or incomplete.

The population in Eagle River is approximately 35,000, 12% of the population within the Municipality of Anchorage and we pay municipal taxes. Please do not eliminate our bus service to accommodate the route changes proposed for Anchorage. We all have our reasons for wanting to keep our bus route but we do not seem to have a voice that is heard. **The "Eagle River Connect" to the MTC will not work for us.**

Mayor Berkowitz, we need your help to keep our current service for Chugiak, Eagle River, City Hall, UAA, and AK Native Hospital. Thank you for your favorable consideration.

Sincerely,
The attached undersigned

Cc: MOA Transit Department

Eagle River / Chugiak Bus Route 102 Petition

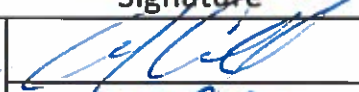
Name

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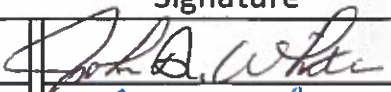
Name

Signature

Ann Crowen



John White



Maxine Andrews



Melodie Gross



Archie Thompson



Deanne Cash



Morgan Hutchins-Bent



Robert C. Gile



Janet Steinhauer



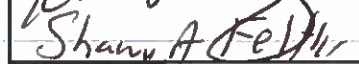
Rue Xiong



Bobbie McDow



Shawn A. Feltz



Christina Jones



Awa's Ali



Reuben Mayer



Lui Villam, des



Zion Rose



Ramon Escobido



Elijah Rose



Samuel Belski



Sarah Worke



Elaine Christophers



Tristian Pikula



Marken Blanco



Loire Kaulia



Miles Richardson



Audiana Pears



Caroll L. Cook



Matt Lux



Mark. Severson



Michael E. Jenkins



Avron Harris



Kurt Srensen



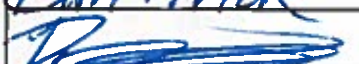
Kim Fortune



Doran Lee



Bobby Free



Emily Bueyssem



Sandra Halstead



Thomas Putsch



Keona McClain



FRED GOLLEY



Anthony J. Bright



Mong Xiong



Phillip Yang



Bob Grass



Chuck Seymour



Bill Sullivan



SEBASTIAN



Dennis Lund



Jamaal Siah



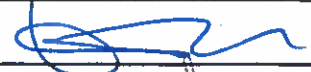









Eagle River / Chugiak Bus Route 102 Petition

Name

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Name

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KARE LOHSE		Dennis Gould	
Isaac Cerruti		Craig Wilson	
Ruth St. Amour	Ruth St. Amour	Harold Song	
Wade Manto	Wade Manto	Dyann Benjamin	Dyann Benjamin
Stacy Hawkins	Stacy L. Hawkins	Scott Meyer	Scott Meyer
Dixie Wright	Dixie Wright	Scott Moore	
Crystal Benjamin	Crystal Benjamin	Jack LeBrun	
William Bradshaw	William Bradshaw	Pat Kuckede	
SABRINA L. MOSS	Alma Kloss	Jesse Kincaid	
BARRY WASHBURN	BARRY	Lynette Meyer	Lynette Meyer
STATEHOOD APPARATUS	Talento Palom	Donna Castle	Donna Castle
Morgan M. Miller	Morgan M. Miller	Christopher Spratt	Christopher Spratt
K WASHINGTON		ARON BARNS	Aron Barnes
Jason Glavin	Jason Glavin		
Jacob Brown	Jacob Brown		
John Philip	John Philip		
Joanna Cross	Joanna Cross		
Keirah Beaver	Keirah Beaver		
Charles Anderson	Charles Anderson		
Larry E. Claxton	Larry E. Claxton		
Phillip DeRovin	Phillip DeRovin		
Chris Jones	Chris Jones		
KUMER WESTPHAL	KUMER WESTPHAL		
Robert Fraser	Robert Fraser		
Arnold Nerida	Arnold Nerida		



Eagle River / Chugiak Bus Route 102 Petition

Name

Signature

Name

Signature

Shannon Pezigo

Shannon Pezigo

Carlene Kelly

Carlene Kelly

Louisa Martin

Louisa Martin

John Weards

John Weards

Juvin Aitalla

Juvin Aitalla

Michelle Clay

Michelle Clay

Sandra Simmons

Sandra Simmons

Shirley Waiters

Shirley Waiters

Michael Jones

Michael Jones

Machervie Whitesell

Machervie Whitesell

Christine Talley

Christine Talley

Arona Clay

Arona Clay

Cornie Martin

Cornie Martin

Marren Clay

Marren Clay

Cheryl Gargrave

Cheryl Gargrave

Dallas Bell

Dallas Bell

Shawn Smith

Shawn Smith

Desiree Hotch

Desiree Hotch

Joel Roberts

Joel Roberts

Laurie B. Wood

Laurie B. Wood

Linda Abryzz

Linda Abryzz

Philippe J. Bruce

Philippe J. Bruce

Lorelei Crowder

Lorelei Crowder

Cindy Patino

Cindy Patino

KATHY DeROUIN

Kathy DeRouin

CAVAN MONAGHAN

Cavan Monaghan

Cassandra Byrne

Cassandra Byrne

Anny Vanderlooven

Anny Vanderlooven

Michele Thurston

Michele Thurston

Sam Weatherly

Sam Weatherly

Damion Weigher

Damion Weigher

KAREN PETERSON

Karen Peterson

Brendan Mezzetti

Brendan Mezzetti

MARTIN PARSONS

Martin Parsons

Lorie J Mills

Lorie J Mills

Linda Barnett

Linda Barnett
































Eagle River / Chugiak Bus Route 102 Petition

Name

Signature

Name

Signature

Kim Mann		MET FARKER	
John R Hilly		Glenn Anderkay	
Morgan Hutchins-Bew		Emily Earley	
Esther Fouts		Anna Earley	
Ken Newkirk		Janet Simpson	
MELISSA RIGAS-Desbross		Josiah Price	
Charles Jerve			
BRAD METCALF			
James Cowan			
Cody Cann			
Stephanie Swain			
Lea Swain			
Marsha Jerve			
Allen John			
Vijay Patil			
Renee Romstord			
Wayne Phillip			
Aaron Masoff			
Bryan Kerr			
Collie Spett			
Riley Ray			
Denali Ray			
Eric Rembrid			
Megan McKay			
CORTNEY FOOS			



Municipality of Anchorage

Ethan Berkowitz, Mayor

Senior Citizens Advisory Commission

January 10, 2017

Mr. Abul Hassan
Municipality of Anchorage
Department of Public Transportation
3600 Dr. Martin Luther King Jr. Avenue
Anchorage, AK 99507

Subject: People Mover Changes

Dear Mr. Hassan:

On November 30th, People Mover staff came to our commission meeting to provide us an overview of the proposed route restructuring plan. Two members of the Senior Commission were appointed to review the proposals and make recommendations to the Commission. The Senior Citizens Advisory Commission is submitting comments on the People Mover changes proposed by the Public Transportation department. The Commission prefers the 80% Ridership Concept based on the following reasons.

- The 80% Concept keeps route 13 between the Anchorage Senior Center, Chugach View and Chugach Manor and the Downtown Transit Center whereas the 100% Concept eliminates route 13 completely. The only access for that area around the Senior Center would be to climb the hill and catch the bus on 15th Avenue. Maintaining this route is beneficial to the residents of Chugach View and Chugach Manor and the users of the Anchorage Senior Center as well as the staff and volunteers of those organizations.
- The 80% Concept also includes more routes traveling to south Anchorage.
- The Commission believes that the elimination of routes will push senior and disabled riders to use AnchorRIDES. If that is the case, we propose that AnchorRIDES be prepared to accept the increased ridership by making sure their phone bank for calls is adequately staffed and that vehicles are available to pick up customers.
- The Commission supports the changes proposed to reduce the wait times for riders.

Thank you for an opportunity to provide input and feedback on the route restructure plan. We look forward to hearing the Mayor's final decision on the route restructure.

Sincerely,

Gayle Schuh
Commission Vice-Chair

cc: Melinda Freemon, Director, Department of Health and Human Services
David Levy, Senior and Emergency Services Coordinator

**MUNICIPALITY OF ANCHORAGE
PLANNING AND ZONING COMMISSION RESOLUTION**

A RESOLUTION REGARDING THE PLANNING AND ZONING COMMISSION'S REVIEW OF THE MOA PUBLIC TRANSPORTATION DEPARTMENT'S ALTERNATIVE CONCEPTS FOR BUS ROUTE SYSTEM CHANGES

WHEREAS, the Planning and Zoning Commission held a work session on the proposed changes to the People Mover bus route system on December 5, 2016, and

WHEREAS, there is agreement that there are significant problems with the existing route system particularly with respect to the low frequency and circuitous routes that add significant travel time for the average bus rider, and

WHEREAS, the total ridership of the MOA bus system has been declining and efforts should be undertaken in order to increase ridership and improve the financial viability of the system through changes in the route system, and

WHEREAS, the Commission agrees that reduction in geographical coverage is a strategy to increase the frequency of the remaining routes, and

WHEREAS, the proposed alternatives include a 80% concept map and a 100% concept, and


WHEREAS, AMATS staff has recently completed an update to its transportation demand model which included substantial refinements of the Traffic Analysis Zones adjacent to transit routes specifically in order to improve the ability to analyze transit route alternatives.


NOW, THEREFORE BE IT RESOLVED, by the Municipal Planning and Zoning Commission that:

- A. The Commission has some concerns with respect to adoption of the 100% Concept Map route changes.
- B. The Commission recommends that the transit planning staff consider hybrid alternatives that combine the best parts of the two concepts and not just focus on adopting one or the other alternatives (i.e., 80% and 100% Concepts).
- C. The Commission recommends that the transit planning staff consider utilizing the AMATS transportation demand model to test the ridership potential of the two alternatives (plus any hybrid alternatives that might be developed).

PASSED AND APPROVED by the Municipal Planning and Zoning Commission the 9th day of January, 2017.

ADOPTED by the Anchorage Municipal Planning and Zoning Commission this 9th day of January, 2017.


for Hal H. Hart, AICP
Secretary


Tyler Robinson
Chair