

Public Transit Advisory Board
April 12, 2018, 5:30 pm
ASSEMBLY CONFERENCE ROOM (#155), CITY HALL

PTAB PRESENT:	CITIZENS			
Britta Hamre	Karen Carsen	Randy P.	Michael Loftis	Jilanne Inglis
Andrew Ooms	Nancy Ordway	Jane and James	Buck Bloomer	Leigh McDaniel
Doug Miller	Jerry Lee Greschke	Alice Criswell	Savannah Francis	Lily Joe
Gretchen Wehmhoff	Desire Hotch	Helen Kolbeck	Holly Spoth-Torres	Wendy Williams
Sam Moore	Alice H. Seller	Chanlle J.	Manuel Vazago	Joshua Williams
STAFF:	Linda Larsen	Alan B. Rice	Carl Kancir	Samuel Williams
Abul Hassan	Laurie B. Wood	G Paz	B. Wilkey	Ezekiel Williams
Bart Rudolph	Holly Montes	Flora Avessuk	Yolanda Blackwell	Jeremiah W.
Will Brown	Cy Montes	Jonelle Johnson	Patricia Bedminster	Ishmael Praelo
Kurt Hermes	Jared Pece	Curtis Nicholai	Michael Eastham	Joseph Praelo
Alison Gutacker	Alex Galanin	David Brown	Celeste Block	Abram Montalvo
Meredith Noble	Larry Gibson	L. Mortford	Ronnie Johnson	

I. CALL TO ORDER

The meeting was called to order by **Chair Britta Hamre** at 5:30 PM.

II. ROLL CALL, INTRODUCTION OF MEMBERS, STAFF, AND GUESTS

After roll call a quorum was **present**. Guadalupe Lugo had an excused absence.

III. PUBLIC INVOLVEMENT ANNOUNCEMENT

An announcement was made to those attending by **Chair Hamre** that there would be a public comment period in which those wishing to make comments will be allowed two minutes.

IV. APPROVAL OF AGENDA

The meeting skipped this agenda item.

V. PUBLIC COMMENT OPPORTUNITY

Karen Carsen proposed adding bus stops at Route 10 in front of the Wells Fargo on Northern Lights and Benson and closer to Carrs. It's too far to walk with groceries to the next closest stop at Tommy's Burgers at Spenard and Northern Lights. Would also like an extension of Route 55 up to Minnesota because of the important amenities on that streets (i.e. Carrs) and would like to know an update since she asked a year ago.

Nancy Ordway spoke to the harm that would be done for the disabled and senior passengers that need to get downtown by changing routes 11, 21, and 31, particularly getting from Northway Mall to downtown.

Jerry Lee Greschke is concerned about ADA violations and how they will be remedied. He noted that sidewalks on Benson have so much snow, he has to walk in the streets. Pleased the Mayor could help him with the snow removal barriers he had in getting from his house to the bus station.

Manuel Vazago was curious what procedure to follow because he has called dispatch to find out what bus passed him, and dispatch wouldn't tell him the bus. Said it has happened a few times.

Buck A. Bloomer, retired military, is concerned when improvements in the public library are made but there is no public transit to them on 36th and the employment center on Eagle because of eliminating route 60. Requests it is added back.

Helen Kolbeck curious if the new bus system has more riders than the old system. Her concerns are centered on snow removal continuing to be managed inadequately and concern about waits not actually being short.

Linda Larsen said route 25 seem too often have skipped busses. She noticed it will come in as 25, but then the driver takes a break, and the bus is skipped. Would like to know why that's happening without extra drivers. Would like to know what bus stop improvements are included in the new bond. Asked to keep access to Northway Mall from downtown (route 21 and 31).

An **unidentified man** said Route 21 can be canceled because he doesn't need two bus routes in Mountain View. Is using Route 20 for the majority of his trips. Thought it could be a cost saver.

Patricia Bedminster said the bus system is a 'fiasco'. Needs to take bus 60 (36th and Denali) where most of her business is done (library, bank, grocery store). The winter piles of snow are making it impossible to get to the bus and can't even be seen by drivers. Benches that have been removed, need returned.

Savannah Francis said the new bus system is causing her disability more harm than not.

Carl Kancir also believed that Mt. View doesn't need two busses (would part with route 21). Offered to participate in helping with changes in bus system planning in planning meetings. Wants routes 13, 36, and 60 back.

Leigh McDaniel agrees the new bus system is a good base, based on her experience in other cities bus riding. Her two suggestions were adding service to the Lake Otis/Tudor, and frustrating to walk so far to the library.

Michael Eastham, a frequent rider, liked the former system more. Very concerned about poor sidewalk access, need access to library and unemployment center.

Michael Loftis, a new rider would like the drunk people to not harass people to feel safer. Would like it to be easier to get to the library, would like busses to run later on the weekends, observed the 'left side' of Dimond Center is unorganized, and bus schedule is often wrong.

Yolanda Blackwell said her most frequent route was taking the bus to the job center to the library, and strongly needs that route back. She said the routes are confusing to figure out (specifically route 11) in night and is growing tired of no feeling safe – even in broad daylight because of bus stop harassment.

Bev Wilkey, a two year bus rider, said the bus drivers are handling these new situations well. Anything that can be done to improve Route 11 is appreciated as it provides access to the Senior Center. Acute problems occurring at bus stops getting harassed by people drinking, smoking, etc. Wants to ask the Police Department to help with safety at stops (specifically Wells Fargo at Northern Lights or Benson).

Public comment was closed at 6:00 PM. **Chair Hamre** asked the MOA ADA Coordinator to provide

comment on ADA grievances and Director Hassan to answer many of the public's questions.

Jilanne M. Inglis, Municipal ADA Coordinator, described the public grievance process for submitting comments on any concerns about ADA violations. She also brought a map and described that sidewalk maintenance is managed by the City and DOT. High priority municipal roads are prioritized within 24 hours to be plowed, and 36 hours by DOT.

Director Abul Hassan answered that Route 55 is not planned to get re-routed to Old Seward, agreeing it is not an ideal solution. The busses should no longer say, 'out of service' when passing by. It now says 'your next bus is coming soon' when a bus is right behind. If anyone in the public feels the bus passed by when it should not have, riders can identify the bus number by the back of the bus or call the dispatcher. Proposition 8 passed, but bond money cannot be used to operate bus lines. It can only be applied as match for capital expenditures. Mr. Hassan said the bond covers \$6M worth of capital improvements, mostly focused on the bus storage facility with a leaky roof (of \$25M worth of improvements needed). The capital improvements will be posted online soon. Mr. Hassan then described why the service change updates are being proposed. He summarized that the feeder system with neighborhood routes are running extremely late, and the proposed changes look to address it. The ADA issue was addressed that Public Transportation doesn't have domain over snow clearance on sidewalks. The bus shelters will be replaced with a different shelter model standard, leveraging federal funds. 7th and C is the third largest bus stop and will be getting \$2M worth of federal funding investment to make a quality neighborhood investment with public transit.

VI. BUSINESS / INFORMATION ITEMS

a. Item 6a – MOA Non-Motorized Plan Update

Holly Spoth-Torres of Huddle introduced herself as providing community engagement for the Anchorage Non-Motorized Plan update. Ms. Spoth-Torres described the purpose of AMATS and key terminology like active transportation. Presently, non-motorized transportation is managed by three different plans (i.e. bicycle, pedestrian, and area-wide trails plan), and this document streamlines it into one plan. She noted why this plan is important for transit riders; indicating that the infrastructure improvements to the facilities people use to get to and from the bus stop will be identified in this plan. She recommended plans be looked at closely and have the PTAB provide official comment in May.

b. Item 6b – MOA Quarterly Budget Revisions

Director Abul Hassan provided an update on what Quarterly Budget Revisions entail and said updates will be provided to the Council in May. There are no recommendations to modify the Budget presently.

Chair Hamre took the floor. **Samuel Moore** proposed to delay the resolution until the next meeting. **Gretchen Wehmhoff** objected for informational discussion purposes. **Chair Hamre** resumed discussing the proposed solution to the effect of budget cuts. **Andrew Ooms** asked to be more specific in the second section of the draft resolution to be more specific on how to reduce maintenance backlog and add metrics that could be used to make that section more specific. **Director Hassan** responded that we increased costs to provide increased frequency for the new transit system. He discussed that federal funds are being spent for operational costs and are trying to make that last as long as possible. **Doug Miller** asked for clarification on what is being edited. **Chair Hamre** said let's edit out the second 'be it resolved' and create a separate resolution to address the deferred maintenance with detailed metrics. **Samuel Moore** moved to vote on the resolution with the amendment. **Gretchen Wehmhoff** removed her objection. **Doug Miller** seconded. All voted in favor of the resolution as amended.

c. Item 6c – July Service Change

Staff member, **Bart Rudolph** discussed the July Service Change. The reason for changing the neighborhood routes is because of the poor on-time performance. The larger busses are on-time 85% of the time, that doesn't include missed trips. He discussed that the smaller busses are at 70% on time, and far below where the Departments wants them to be. The biggest issue is the amount of time required to operate those vehicles to load a wheelchair which wasn't taken into account for in the running time analysis.

Bart Rudolph discussed Route 11 will be cut in half and made into two routes. This should clarify which way the bus is going. Route 21 has two options, which now has an opportunity to transfer to 30 to get Downtown faster and go to Fred Meyer/Wal-Mart. Option #2 is a faster loop that offers transfers to Route 20. Both options will restore service to McCarrey Street. Route 31's biggest issue is that it is hard for people from Centennial Village to get to Fred Meyer. The route will now make that possible, shorten the route, and provide a transfer opportunity to Route 20. Bart Rudolph provided information on how to provide public comment.

He also discussed transferring AnchorRIDES service in Eagle River to the Chugiak Senior Center to provide better service and cost savings.

Andrew Ooms asked are federal funds being transferred to Chugiak Senior Center. **Director Hassan** clarified that some trips may be federally funded, but that of the \$4M it takes to do the AnchorRIDES program, \$3M is locally funded, summarizing it may even help our future formula allocations. **Andrew Ooms** then asked how Route 31 and Route 21 are affected, and how those passengers are otherwise going to get downtown. **Bart Rudolph** responded.

d. Item 6d – Muni ADA and/or State DOT&PF Update

Jilanne M. Inglis, Municipal ADA Coordinator said she will continue to work with the State to remedy the snowy sidewalk issue. She agreed to stay afterward to speak with meeting participants.

e. Item 6e – Board Comments

Doug Miller said he noted that businesses are posting what routes go to them and likes that the businesses are taking that initiative. Noted bathrooms aren't open at the transit center and was told it would be done by now by Andrew Halcro of Anchorage Community Development Authority. Said it would be nice for people on Route 10 to have some maximum distance between bus stops to help make important connections.

Andrew Ooms acknowledged and thanked Doug for joining and thanked People Mover and AnchorRIDES for looking for efficiencies with the Chugiak Senior Center partnership.

Chair Britta Hamre encouraged attendees to apply if they want to be on the PTAB. Stated her excitement as well about partnering with Chugiak Senior Center.

Samuel Moore thinks we have a world-class system. He asked how often real-time data is updated. Bart Rudolph answered every 60 seconds on Bus Tracker, but Google and the 'Transit' have are updated in real time. Noted that the loading zones at Dimond Center and Downtown Transit Center could be clearer, specifically having the busses park in the same zone, which would be especially appreciated by the blind

or partially blind.

Gretchen Wehmhoff thanked the attendees for voicing their concerns and reminding attendees it has an impact. She thanked the Department for partnering with the Chugiak Senior Center. Her last comment asked to focus on 36th and getting a route added there.

VII. NEXT PTAB MEETING DATE

Next Meeting Date: May 10, 2018 – Location TBD

VIII. ADJOURNMENT

Samuel Moore motioned to adjourn. **Andrew Ooms** seconded. The meeting adjourned at 7:06 PM.

DRAFT