

Comment	Response
Christian Howard - 11:16PM especially like changes to 31/21. Really likes changes to 85/91. Changes to 40/65 should have more stops timed for transfers. Proposed changes great idea to help with that.	Timed transfers between 40 & 65 are a Department priority when scheduling. Thank you for the positive feedback.
Sherry Himes 4:05PM - not enough space for two buses at airport stop #3024, relocate stop to previous location further ahead in the boarding zone. 20 is a good change. 21/31 is going to be long. No lunch at Centennial. 5 minute layover at Duben Holiday? Consideration should be given to Operational flexibility to allow route 92 to bypass VA Clinic in the event of an accident.	Will explore installing a second sign further in the zone. Bolster loading zone enforcement. Route 21/31's longest scheduled trip time is 38 minutes. No long layovers or lunch breaks will happen at Centennial. Operators are allowed the flexibility to use restrooms mid-route when emergencies occur. Dispatch currently has the authority to bypass segments of the route when necessary.
Martin Bahng agreed with Sherry's comments.	
8AM - Ronaldo - Route 31 IB turn onto Pine could be tricky/sticky with traffic/snow berm conditions. Good positive comments on all other proposed changes	The route has been driven by planning. Will be sent to Operations for final determination.
1PM - Harvey, Charlie, David, Teddy - all generic positive comments and no additional suggestions this go around. (Other questions about the current system, trigbox's, etc.)	
3PM - Bonnie, Benjo, Carlos Diaz, John F - All positives about all alignment changes, no additional suggestions, and encouraged about roster choices and better work runs.	Stephen will take into account feedback received from drivers regarding roster preferences when building the schedule.
- Bonnie asked about the Route 10 OB Romig stop on MN drive, can they turn right on NL, then U-turn by the bridge to get on Benson straight through MN drive again? Instead of making the Romig stop and fighting traffic to the left turn lanes.	Planning strives to design fast, frequent routes and eliminate out of direction travel.
- Eastbrook stop on Route 10/25 IB around 20th needs to go away, there is not adequate room.	The stop at Eastbrook was constructed to meet established design guidelines at that time.
- Route 25 OB - 40th and Tudor bus stop, is tricky and hard to navigate to turn left onto Tudor fighting traffic.	Design Criteria Manual dictates 500-800 ft of space between stops in this area. Ridership averages 9 people per day at this stop. Planning feels it is important to keep this stop.
5PM - no meeting as driver called out, but Chris Poe and I talked about the Staedem Hill scenarios and creating permanent - winter long - detours on the 31 to get around that.	Planning is aware of Staedem Hill challenges. Exploring a defined "Snow Routing" after a major snow event to avoid this.
11:52 Frank, concerns with 92 delays impacting route 25 s that are interlined. Provide longer layovers to accommodate for delays. Discontinuing Hoyt/Klevin 4th Ave service might be problematic for some riders. Really like 85 all day service for 91 and weekends. Will help businesses in South Anchorage.	Scheduled trip times are evaluated with each service change. Stephen will look at giving additional layover times to address the issue with the 92. Public involvement process will get rider feedback regarding Klevin/4th Ave.
Bishal - doesn't like eliminating Boniface stop on 92. Concerns with congestion at VA. Ensure timing doesn't contribute it. In general, positive about changes. Excited about schedule changes/improvements.	Scheduling will work to space the timing of routes 25, 92 and Valley Transit to accommodate all buses. Public involvement process will allow for rider feedback regarding changes proposed for the 92.
4:45PM Daniel Sawyer - concerns with 85 blocking 35 & 65 looping around island.	Planning will work with Operations once the public involvement process is complete.
Rick Smith - Proposed 92 changes are great - so are route 20 changes	
Woody - everything is good	
9:30AM - Eric Brown - (and Franz and Whitney) - good positive generic comments about all proposed changes. Only concern with staging area on Route 40 at the Airport, layover place and curb space.	Will explore installing a second sign further in the zone. Bolster loading zone enforcement.
10:30AM - Tony Lozano - Good generic comments, and happy about all proposed changes.	
2:30PM - Janeen, Ahmed, Mariusz, Scott S., Maynaua Morris, Andrea, Tavitot -	
- Mariusz asked about getting the 20 to do the MV loop so the new 31 wouldn't have to. Because all riders in that area want to switch to the 20 anyway.	Planning strives to design fast, frequent routes and eliminate out of direction travel.

- Janeen and Andrea asked about "mandatory stops" and why we still have them. Their opinions are to no longer have them.	Planning will discuss with Operations the possibility of eliminating mandatory stops.
- Andrea asked about layover times at Huffman and making sure there is enough time to get parked, walk to a restroom facility and get back to the bus before the next trip starts.	Planning and scheduling will ensure adequate break time for Operators.
- Airport parking/staging issues and concerns.	Will explore installing a second sign further in the zone. Bolster loading zone enforcement.
- Andrea asked about the route 91 recent data as she says she picks up around 15 people per day at the lower end where a new senior living place was built south of Huffman.	Ridership at those stops averages less than 1 per day.
- also talked to the group about the specific parking spots at Dimond TC and some in favor and some not.	Planning will work with Operations once the public involvement process is complete.
3:30PM - Wendy, Jackie, Scott S.	
- Jackie felt that no one listens to Operators.	Planning and Scheduling met with Operators 5.16.23 & 5.18.23 to attend all safety meetings for feedback regarding the proposed upcoming service change in October that incorporates prior feedback from Operators including the route 20 Penland turn and the roster survey.
- Wendy asked about staging / parking issues at the airport, concerns with the overall length of the 85 and layover implications, Staedem hill issues in the winter, and concerns with the 92 at the VA Clinic specifically regarding Valley Transit. and was grateful that we are taking an active role in getting operators involvements.	Planning and scheduling will ensure adequate break time for Operators. Planning will work with Operations once the public involvement process is complete to ensure adequate space for the 85 at Dimond TC and the 40/65 at the airport. Planning is aware of Staedem Hill challenges. Exploring a defined "Snow Routing" after a major snow event to avoid this.
5:30PM - Naresh and Reinario (Bart attended as well)	
- overall general good feedback and positive comments. Nothing new asked/recommended.	
Oh, I just remembered something. It's seems that the departure times for Route 55 and Route 65 are not in sync at the Diamond Transit Center. Route 55 leaves every hour at 53 minutes past the hour, while Route 65 arrives every hour at 56 minutes past the hour. This timetable causes anxiety for passengers and stress for drivers trying to synchronize the timing. Please take note of this issue." Martin Bahng	Scheduling will consider this after public involvement has concluded.
<b>Shirley Rainbolt:</b> We need later running buses on weekends. Route 85 needs to run more frequently. Route 31 needs to run later on the weekend. Put back in routes 36, 2, and 7. We need a bus that goes down Denali Street in midtown.	Thank you for your comment. After extensive public outreach, the Department intends to move forward with proposed changes, however, after the public involvement period concluded, changes were made to the proposed 31 alignment to create two separate routes covering the same proposed alignment that will both start and end at the Muldoon and Debarr Transfer Hub. Goal C-1 in Transit On the Move (TOTM) lists a target of 30 minute peak frequency for each fixed-route. Project Priority #2 includes increasing weekend span of service. This plan also identifies route "M" as a route that would provide new service on Denali Street. It ranked 18th out of 29 identified. As additional resources come available, service will be adjusted to accommodate these goals and priorities.

<p><b>Karen C:</b> Would like PTAB meetings to return in-person, noting that it's not Covid anymore. She lives near 36th and LaTouche (Stephen's Park Apartments) and feels cut off by route 2 no longer servicing the area. She likes the changes proposed for the 20 &amp; 21/31. She supports B.1 in Transit On the Move. She feels that the 85 is too long and should not go down Wisconsin St. It makes the route too indirect. Perhaps a smaller bus would serve that area better. Approves of the addition to the 85. Would really like to see the 2, 36, and service to Birchwood restored.</p>	<p>Thank you for your comment and support of proposed changes to 20, 21, 31, and 85. After extensive public outreach, the Department intends to move forward with proposed changes, however, after the public involvement period concluded, changes were made to the proposed 31 alignment to create two separate routes covering the same proposed alignment that will both start and end at the Muldoon and Debarr Transfer Hub. At this time, there are no plans to reinstate former routes or for PTAB meetings to return to meeting in person. New Route "R" was identified in Transit on the Move (TOTM) as priority 16 of 29 that would provide service to Birchwood. As additional resources come available, service will be adjusted to accommodate these goals and priorities.</p>
<p><b>Holly Spoth-Torres:</b> In a previous service change, she was frustrated that the route 45 went away. She feels positively about the proposed changes to the 21/31 as it improves on the removal of the 45.</p>	<p>Thank you for your support regarding the proposed changes to the 21/31. After extensive public outreach, the Department intends to move forward with proposed changes, however, after the public involvement period concluded, changes were made to the proposed 31 alignment to create two separate routes covering the same proposed alignment that will both start and end at the Muldoon and Debarr Transfer Hub.</p>
<p><b>Patricia:</b> (7:05PM) Has concerns with amenity design, specifically benches that accommodate snow removal. She wanted to know what other cities do and noted that she believes she learned that there will be approximately 139,000 seniors in our state by 2030. She suggested in may be a good idea to get an idea of what nurses, physicians assistants, and those with disabilities. She also mentioned that the National League of Cities might be resource for us.</p>	<p>Thank you for your comment. The Department is currently involved with efforts to update design standards for its stop amenities. Your comments will be considered during this process.</p>
<p><b>Kimberly McConkey:</b> happy to see changes proposed on 85/91. She would like the bus to run the day after Thanksgiving for Black Friday. She has ridden the bus for many years and is 34. She would like a route from South Anchorage to Umed.</p>	<p>Thank you for your support regarding the proposed changes to the 85/91. After extensive public outreach, the Department intends to move forward with these proposed changes. Holiday service is identified in Transit on the Move (TOTM) as priority 9 of 29. As additional resources come available, service will be adjusted to accommodate these goals and priorities.</p>
<p><b>Barbara Roberts:</b> "I've wondered for years why the route 25 only runs every half hour in the mornings? It's a really busy route that goes by a lot of medical places and if you have to wait a half hour in winter especially, it's a challenge. I specifically schedule appointments for afternoons due to this. Especially during winter and break up, Tudor and Muldoon are AWFUL. I've fallen twice recently while trying to get on the bus from a huge snowbank and a month ago I fell really hard after getting off at Muldoon &amp; Creekside Center Dr. Very difficult route in the winter. Also: access to the Anchorage Senior Center is awful. I can't even join due to how long it would take to get there with a transfer or having to walk down &amp; up the hill in winter. A lot of people probably can't do that hill. Also only running once every hour just isn't enough. I'd love to join, but realistically wouldn't be able to go.</p>	<p>Thank you for your comment. As additional resources come available, service will be adjusted to accommodate increased frequencies, as identified in Priority # 7 of Transit on the Move (TOTM). Additionally, Priority # 14 of TOTM identifies funding a study to improve winter city maintenance.</p>

<p><b>Graciela Paz:</b> Would like to keep 21 the same alignment. Thinks the 31 would take too long and is a waste of time. Thinks the 85/91 &amp; 92 are good proposals. Really likes the new buses. Thinks DOT/Street Maintenance needs to redo the intersection at Bragaw &amp; Penland as it is too tight. Needs to reconsider the stop line.</p>	<p>Thank you for your support of the proposed changes to the routes 85, 91, &amp; 92. After extensive public outreach, the Department intends to move forward with proposed changes, however, after the public involvement period concluded, changes were made to the proposed 31 alignment to better accommodate your concerns that will create two separate routes covering the same proposed alignment, both starting and ending at the Muldoon and Debarr Transfer Hub. The route 20 realignment is being proposed in part to address concerns with the intersection at Penland &amp; Bragaw.</p>
<p><b>Brenda Bergsrad:</b> Notice the Service Change sooner - at least a month in advance. An email alerting riders ahead of time to expect the service change would be nice. The bus stop list is not correct. North Terminal &amp; Heliport are listed online but shouldn't be there. 92 to the VA is a great change. Likes the route 10 at the roundabout. In general, likes the changes.</p>	<p>Thank you for your comment and support regarding the proposed change to the 92. After extensive public outreach, the Department intends to move forward with proposed changes, however, after the public involvement period concluded, changes were made to the proposed 31 alignment to create two separate routes covering the same proposed alignment that will both start and end at the Muldoon and Debarr Transfer Hub. Moving forward, the Department intends to open the service change public comment period earlier. Riders will be given 30 days notice in advance of the service change. Changes have been made to the website to correct the identified errors; thank you.</p>
<p><b>Joey Procell:</b> expressed concern regarding the availability of seating for newly added or reinstated stops along Route 21. He further recommended the addition of extra seating at bus stops along Route 85. Mr. Procell also suggested the installation of additional lighting at bus stops. Additionally, he proposed that Transit Security allocate some of its efforts towards enforcing the No Smoking ban at bus stops. Moreover, Mr. Procell inquired about any proposed changes to Route 25 and Route 92. He also expressed curiosity about the developments concerning Route 91. Lastly, he recommended the implementation of a bus route near the Alaska Zoo.</p>	<p>Thank you for your comment and interest in the upcoming service change. There are no plans regarding security changes as part of the service change. Installation of benches at transit stops is also not included in the service change, though the Department has finalized its' "Bus Stop Amenity Guidelines" that will guide these future investments based on ridership, need, and available resources. Lastly, there are currently no plans to add a bus route to or near the Alaska Zoo, however, the Department plans to update Transit on the Move (TOTM) next year and will consider potential new route alignments as part of that process.</p>
<p><b>Nathaniel Lackey:</b> Asked asked if any of the proposed changes include changes to their respective frequencies.</p>	<p>Thank you for your comment and interest in the upcoming service change. At this time there are no plans to increase frequencies on routes, however, priority 7 in Transit on the Move (TOTM) identifies increasing frequencies. As additional resources come available, service will be adjusted to accommodate this priority.</p>
<p><b>Peter Hill:</b> said that he was curious about the construction of new bus stops involved in adding new bus stops to Route 92.</p>	<p>Thank you for your comment and interest in the upcoming service change. The stop constructed at the Eagle River Loop Road Park &amp; Ride will comply with the requirements of the ADA.</p>

<p><b>Doug Miller:</b> Said that he was excited about the proposed changes. He added that with the proposed changes to route 85 local hiking groups will have better access to a shuttle to the Glenn Apls and other hiking areas.</p>	<p>Thank you for your comment and support of proposed changes to route 85. After extensive public outreach and comment, the Department intends to move forward with the proposed change.</p>
<p><b>Kyle Mielke,</b> I am a resident and homeowner in Eagle River. And I think the proposed change to route 92 is an amazing first step to increasing the number of people who can utilize public transit in eagle river. I'm excited for the change and hope for more route options and changes in the future.</p>	<p>Thank you for your comment and support of proposed changes to route 92. After extensive public outreach and comment, the Department intends to move forward with the proposed changes.</p>
<p><b>Dorian Lemarchand:</b> Overall I would like to say I think that every proposed change is a good change, especially the route 85 extension and new route 92 stop/transfer to route 25 which I would like to see implemented.</p> <p>However, there are some stop placements and other issues that must be rethought.</p> <ol style="list-style-type: none"> <li>1. Northbound route 20 needs a stop closer to debarr road for transfer to route 30 and also the costco.</li> <li>2. The proposed route 85 needs a stop pair at 100th street in order to be more convenient for riders going to the target and shopping center at 100th and C street. 100th actually has a sidewalk and even has a signalized crossing on this part of old seward. The current stops add needless walking time both for riders who wish to get to this shopping center or for nearby residents who need to backtrack to the crosswalk to use the bus stop on the opposite side of the street from where they live.</li> <li>3. Please reconsider the massive route 85 deviation through west anchorage! The route along Spenard and 36th is duplicative, and it makes the entire old seward section a pain to get to. Ideally route 85 would have a straight shot to downtown, and the west anchorage service can be dealt with separately so as not to jeopardize the potential of the route, including the new southwards extension. The straighter path to downtown should NOT follow the old route 60, which was slow. Instead I suggest having it turn onto A and C streets from 36th right after serving the library and following the current path of route 25, perhaps just turning around at a few blocks earlier in downtown at G street. It would save somewhere in the range of 15-20 minutes (!) on every trip for riders coming from old seward and points south. The solution for west anchorage might be a route with a single bus, running in a one way loop that comes every 30 minutes along northern lights, wisconsin, and spenard similar to the operating practice of the current route 21. The intersection at spenard and northern lights boasts a whopping 8 buses per hour going to downtown between routes 10 and 40 which is more than enough for a convenient transfer. (waiting time of every 30 minutes would actually be an improvement despite the loss of direct service to downtown). The deviation issue needs to be addressed even if it is dealt with differently.</li> </ol> <p>For the reasons cited above in (2) moving stops closer to an intersection with proper crossings is a good practice all over the network. For transfers, access down roads that lead to places that set back from the main street, and better two-way access for locals. Scooter and O'Malley Road themselves may justify stops for reasons of two-way local ped access and in the latter case also access to the east of the freeway.</p>	<p>Thank you for your comment and support of proposed changes to routes 85 and 92. After extensive public outreach and comment, the Department intends to move forward with those proposed changes. New or reinstated stops on the route 20 are being constructed to address your concerns. Additionally, new stops at 100th Ave &amp; Old Seward Hwy have been added to the Department's Bus Stop Improvement Plan (2023-2026). At this time, there are no plans to alter the routing of the route 85 through West Anchorage, however, the Department will conduct service changes annually that focus on route realignments to improve system efficiency and provide a positive rider experience. Additionally, the Department plans to update Transit on the Move (TOTM) next year and will consider potential new route alignments as part of that process.</p>
<p><b>Dorian Lemarchand:</b> One thing I just realized is that it looks possible to have route 85 go downtown using A/C streets after 36th, and then come back out to west anchorage and do the aforementioned loop without any increase in service hours.</p> <p>From 36th and A/C streets: 10 minutes to downtown (from route 25 travel time)  Downtown to Northern Lights and Minnesota: 10 minutes (from route 85 schedule)  Northern lights back to northern lights looping through west anchorage Approx. 15 minutes (route 85 schedule Northern lights and Minnesota to 36th/arctic)</p> <p>This means that from 36th and A/C streets the bus can do a round trip of about 27.5 minutes traveling through downtown and back to west anchorage. The current route 85 schedule from downtown to Denali and 36th is 30 minutes.</p> <p>I attached a screenshot of what the modified route would look like. It can be through run and labeled as two separate routes the way routes 11 and 41 are operated.</p>	<p>At this time, there are no plans to alter the routing of the route 85 through West Anchorage, however, the Department will conduct service changes annually that focus on route realignments to improve system efficiency and provide a positive rider experience. Additionally, the Department plans to update Transit on the Move (TOTM) next year and will consider potential new route alignments as part of that process.</p>

<p><b>Sandy Halstead:</b> Hooray!!! This is a great addition to the Rt 92 bus from Eagle River to downtown and can help service the folks on Hiland Road and near the high school.</p> <p>I hope you have a good PR campaign devised to get the word out and increase ridership. The timing is great to get cars off the road ahead of bad winter driving conditions.</p> <p>BTW, I made this suggested route change many years ago and am really glad to see it is seriously under consideration.</p> <p>Sandy Halstead used to take Bus 102/92 for years prior to mostly teleworking now.</p>	<p>Thank you for your comment and support of the proposed changes to route 92. After extensive public outreach and comment, the Department intends to move forward with that proposed change. Marketing efforts will be conducted in advance of the service change in October.</p>
<p><b>Jean Kashikov:</b> I would like to bring my input to proposed route changes.</p> <p>1.) Route 20 - The stops that are proposed to be removed (namely Northway and Penland) are closest to UAA Aviation Technology building (3211 Merrill Field Dr). Please consider UAA students that commute between UAA main campus and Aviation Tech building using route 20. Many students on housing don't have a car and thus use public transportation. UAA used to have a shuttle to the aviation tech building but they never reinstated it after covid due to statewide education funding cuts. They are now advising students to use route 20 for that matter. In fact, I'd better re-route route 20 by Mountain View-Airport Heights-Debarr so that it can cover both UAA aviation tech building and Alaska Regional hospital and offer a meaningful transfer opportunity to routes 92 and valley transit at Glenn Hwy/Airport Heights. I rarely see anyone board at Bragaw/Mtn View which will be left off in this case and even so Mtn View/Airport Heights is pretty close walking. This would provide meaningful North-South (as opposed to East-West) transportation from Alaska Regional Hospital as well.</p> <p>2.) Routes 85 and 91 - I am a south anchorage resident. I fully support the idea of more extensive service hours down Old Seward Highway by merger of routes 85 and 91. I would however like to say that I personally use the last stop of rt 91 (oceanview) in winter months about twice weekly. I do understand that for bigger buses the last part of route 91 will be rather difficult. So I'd propose the buses to do a one-way circle this way: Old Seward - left turn on New Seward - left turn on Huffman and onwards as usual. These turns are much better for bigger buses, service to southernmost stops will be preserved, and buses will also pass by Rabbit Creek elementary this way, as well as stopping within walking distance of Potter Marsh Boardwalk (for tourists). Such one-way circle also shouldn't take much longer since (1) it won't use small streets with 25mph limits and stop signs as 91 does now and (2) it will use New Seward Hwy with 65mph limit for return.</p> <p>3.) I fully support proposed changes to routes 92 and 40, especially changes to rt 92 which I do sometimes use also.</p>	<p>Thank you for your comment and support of the proposed changes to the route 92 &amp; 40. After extensive public outreach and comment, the Department intends to move forward with these proposed changes. There are no plans to alter the alignment of the route 20 as you suggested because the stop at Mountain View and Bragaw ranks among the top ten (10) busiest stops in the city. Riders traveling between the main UAA campus and the Aviation Technology building will be able to transfer to the route 31 at Mountain View and Bragaw St to reach their destination. Additionally, there are no immediate plans to provide service to Potter Marsh at this time. Priority # 17 of Transit on the Move (TOTM) identifies microtransit in South Anchorage as a solution to address your concerns. It functions similar to current paratransit service, though in a smaller zone or area, does not offer door-to-door service, and is open to the general public. Funds have been identified to pilot this project.</p>
<p><b>Courtney Ellis:</b> I think having the 40 bus begin &amp; end at the airport is a bad idea, that means there will be no bus from downtown going to the airport. How will anyone get to the airport? Why would you go to the south side of town to catch an another bus to the airport? Make it make sense...</p>	<p>No alignment changes are proposed for the route 40. It will continue to serve Downtown and the airport along Spenard Road. Currently, it starts and ends downtown. With the change, it will start and end at the airport instead.</p>

<p><b>Kerry Lynch:</b> I am a resident of West Anchorage and regularly use route 85, but I could use it a lot more if it were more frequent, 30 minutes would be great. Hourly service never fits the times I need to move and I can't arrive 45 minutes early to everything or wait 45 minutes to get home. It doesn't line up with school start times to get my son to school.</p> <p>Is there any way we can get 85 more frequent? Or implement the west anchorage neighborhood to midtown loop (Route M from the transit plan)? With frequent routes in midtown, I can make transfers faster than waiting for hourly service. I mainly need to go to Spenard and Midtown, going downtown is much less necessary these days and I never need to go to Dimond.</p> <p>My ideal would be to have a frequent (15 minutes) neighborhood loop to connect West Anchorage to frequent midtown routes and straighten out the trip from downtown to Old Seward to shorten the trip for people going to Dimond. Tacking the extra length for 91 to add the south service seems less useful. Fewer people choose to live in south Anchorage if they want to use transit, while West Anchorage has historically had good bus service and many of us chose to live there with that in mind.</p> <p>I work in midtown and feel like it works well as a hub for getting everywhere, we need a more frequent connection to midtown/Spenard from residential West Anchorage.</p>	<p>Thank you for your comment. After extensive public outreach, the Department intends to move forward with the proposed change. Goal C-1 in Transit On the Move (TOTM) lists a target of 30 minute peak frequency for each fixed-route. Project M is currently ranked 18th out of 29th. Priority # 7 includes increasing frequencies on routes. As additional resources come available, service will be adjusted to accommodate this priority.</p>
<p><b>Trevor Williamson:</b> What doesn't the assembly just make a decision that doesn't cost the tax payers millions of dollars? The people hasn't made a dime since the inception of it. People wouldn't pay for it if they actually had to pay a proper fare and the bus has been a losing proposition ever since it started.</p> <p>Tax Payer.</p>	<p>People Mover provides a vital service to the community much in the same way libraries, parks, and police do.</p>
<p><b>Curt Commack:</b> Always been a student rider. It's a great option for school, and employment options. Graduate, working employee in general, etc. Great emergency transportation, walking, after an emergency tow, etc. Shopping for groceries takes four hours. Personally as a rider it's impossible to make a purchase; &amp;/or a difficult sale to achieve. On the weekends? Everything sort of just quits, or stops with the bus. As a student rider; otherwise that did not need or did not request any, of the stimulus, etc. Thank you.</p>	<p>Thank you for your comment. Identified in our plan, "Transit on the Move," (TOTM) increased weekend span of service is rated as the #2 priority. As additional resources come available, service will be adjusted to accommodate this priority.</p>
<p><b>Dianne Holmes:</b> I approve of merging of Routes 85 and 91 but the traffic pattern at the Dimond Center MUST be arranged so the buses do NOT have to make so many turns as the traffic there, especially at holiday time, is horrendous.</p> <p>I am unable to tell how the entrance and exit will be at the Dimond Center as the maps on your website are unclear to me.</p> <p>I think the quickest way to get into and out of the Dimond Transit Center is to use the road that goes by Walmart.</p> <p>The congestion at the Dimond Transit Center has been on-going for decades and each time there is a major survey or re-route, people complain about the difficulties at the Dimond Center yet nothing has been done that I can tell. Why not?</p>	<p>Thank you for your comment and support of the proposed changes to the routes 85 &amp; 91. A site plan at this location is actively being considered to alleviate some of these concerns. After extensive public outreach, the Department intends to move forward with the proposed change.</p>
<p><b>Ceci Humphreys:</b> Greetings!</p> <p>I have friends who live in Government Hill and use the Anchorage Neighborhood Health Center. The only way they can get there is by using a taxi or a friend (me). I am perplexed why a resource used by low-income residents would not be on the bus system. My friends say there used to be a shuttle but that ended. Are there any plans to revive the shuttle, or to add ANHC to an existing route?</p> <p>Thanks and have a great day!</p>	<p>Thank you for your comment. Decisions regarding the Neighborhood Health Center shuttle are made by that entity. "Route B" ranks as priority 4 in Transit on the Move (TOTM) of 29 and includes service to the Neighborhood Health Center. As additional resources come available, service will be adjusted to accommodate this priority.</p>

<p><b>Roberta Jamestown:</b> Looking @ the proposed change, I am hoping that this will not affect the route from Fred Meyer to Northway, going through Okalahoma &amp; duben to northway by the Burger King? I am hoping that i don't have to leave my place earlier with any purposed changes. NOt sure if there was a times posted or not, if not i didnt' see it. Anyway i take Oklahoma &amp; Dubin straight to Northway by the Burger King stop. Perfect. Why can't the bus 20 by Northway pick up the 21 routes? Thanks</p>	<p>Thank you for your comment. The route 31 will continue serve Oklahoma, Duben, and the Northway Mall, however, it is proposed that it would start and end at the Muldoon and Debarr transfer hub. In your case, this would require a transfer there to continue to Northway Mall. The proposed change to the route 20 will not serve Northway, as eliminating the turn at Penland and Bragaw was identified as a top priority and the Department strives to design fast, frequent routes and eliminate out of direction travel. After extensive public outreach, the Department intends to move forward with proposed changes, however, after the public involvement period concluded, changes were made to the proposed 31 alignment to create two separate routes covering the same proposed alignment that will both start and end at the Muldoon and Debarr Transfer Hub.</p>
<p><b>Elizabeth A Smaha:</b> My Consumer comment as an Anchorage HILLSIDE Resident as noted below:</p> <p>I am in TOTAL SUPPORT of COMBINING the above People Mover (PM) Service Routes to provide 7-day per week/hourly M-F &amp; Sat-Sun rider service options to ANC Hillside resident/Consumers. I implore you to further consider extending service into PM hours as a limited 8AM-5PM schedule NO longer 'fits' the lifestyles of 2023.</p> <p>This proposed RT &amp; Scheduling change 'opens' ridership flexibility to BOTH pedestrians &amp; bicyclists. The Huffman Bus Park area provides a relative SAFETY environment in accessing early AM &amp; later PM service to BOTH pedestrians &amp; bicyclists SUN - SAT. In addition, BOTH pedestrian &amp; cycling access from lower O'Malley Rd to Dimond Ctr is exceedingly DANGEROUS due to crossings &amp; vehicle speed.</p> <p>Thank you for this opportunity to make my PM Service REQUESTS heard &amp; considered for IMPROVEMENTS in ride-ability &amp; ACCESS to the ANC AP, mid-TOWN &amp; dwn-TOWN areas for Pedestrian &amp; Bicycle RIDERS.</p> <p>Yours truly, Elizabeth</p>	<p>Thank you for your comment and support of the proposed changes to the route 85/91. After extensive public outreach and comment, the Department intends to move forward with this proposed change. The span of service on the proposed 85 will be from 6AM-Midnight, M-F and from 8AM-8PM on the weekends, a substantial improvement over the existing route 91. Priorities 2 &amp; 11 of Transit on the Move (TOTM) identify increasing the span of service. As additional resources come available, service will be adjusted to accommodate this priority.</p>
<p><b>Cheryl Troutman:</b> I believe this is one of the best route changes I've seen while working for people mover. Your team has done a great job. Keep up the good work.</p>	<p>Thank you for your comment and support. After extensive public outreach, the Department intends to move forward with proposed changes, however, after the public involvement period concluded, changes were made to the proposed 31 alignment to create two separate routes covering the same proposed alignment that will both start and end at the Muldoon and Debarr Transfer Hub.</p>

**Marcy Herman:** Please accept this email as the formal comments for the proposed changes to People Mover routes 20, 21, and 31 from Cook Inlet Tribal Council.

Cook Inlet Tribal Council (CITC) is a tribal non-profit organization that serves as the social services arm of the Cook Inlet Region. Our service center, Nat'uh, is located at the corner of Northway Drive and San Jeronimo Court in East Anchorage. This service center houses CITC and two of our subsidiaries, Alaska Native Justice Center and Alaska's People. Additionally, Clare Swan Early Learning Center (CSELC), another CITC subsidiary, is located at 800 Northway Drive along with annex space for our Recovery Services department at 711 and 713 Northway Drive.

Across Alaska, Alaska Native/American Indian (AN/AI) residents, compared to non-AN/AI residents, have significantly higher poverty and unemployment rates. For the past 10 years for which data is available (2010 to 2019 inclusive), the average annual poverty rates for AN/AI, White, and all Alaska residents were around 24%, 7%, and 11% respectively. Similarly, the average annual unemployment rates for AN/AI and all Alaska residents were around 21% and 8% respectively (Kaiser Family Foundation, 2022). Also, across Alaska, AN/AI residents, compared to non-AN/AI residents, are significantly more likely to lose their jobs during economic downturns and recessions and be forced to relocate from rural to urban areas for better employment and education opportunities. Such job losses and relocations, directly impact several departments at CITC as we serve AN/AI residents who are looking for work, or are looking to expand their careers.

Primarily, changes to Route 20 would have the most impact on CITC's participants, as many of them are low income and/or unemployed AN/AI who are looking to better themselves through workforce development or public assistance case management services which CITC provides. Many of our participants use the bus to get to and from their case management appointments or to drop off their children at CSELC before going to work. Many participants also use the bus to get to their recovery appointments or to meet with peer counselors. Changes to route 20 would directly impact our clients with mobility issues, and families with children. By eliminating the bus stops on Northway Dr., Penland Pkwy, and San Jeronimo Ct., safe and convenient public transportation for a large group of people CITC serves will be removed. In moving bus stops to the much busier Bragaw St., safe options for CITC participants and eastside residents will no longer be available.

**Potential New Scenarios:**

Example 1: eliminating the routes along Northway Dr would add stress and additional time to a single parent who has to drop off their child to the CSELC before going to work via the bus route. They would need to get off the bus at the new proposed stop on Penland Pkwy & Bragaw St. just to walk 2 blocks downhill, across a busy road, past burger king and then back. Continued in next row...

Thank you for your comment. After extensive public outreach, the Department intends to move forward with proposed changes, however, after the public involvement period concluded, changes were made to the proposed 31 alignment to better accommodate your concerns that will create two separate routes covering the same proposed alignment, both starting and ending at the Muldoon and Debarr Transfer Hub. The Department identifies a <1/4 mile walking distance to and from bus stops as the goal for offering quality service to the public. The identified facilities in your comment stay within that walking distance and area infrastructure includes a robust network of pedestrian facilities. Additionally, the proposed changes to the route 20 will improve travel times for each person riding that route to include other persons traveling to and from other destinations. Lastly, the proposed route 31 will still provide service on Northway Dr and San Jeronimo, and the route 30 will continue to provide service on Debarr at Bragaw.

<p>Example 2: CITC clients who have mobility issues (wheel chair or crutches) or those with young children would have to disembark the bus at the proposed reinstated stop #445 and walk down a hill (winter time and ice) to get to our building, which would be dangerous and inefficient as there is currently a bus stop directly in front of the CITC parking lot/front entrance.</p> <p>In 2022, CITC served:</p> <ul style="list-style-type: none"> <li>• 1325 youths through our educational services, many of whose families rely on the People Mover and live in neighborhoods on routes 20, 21 and 31.</li> <li>• 170 individuals through CITC’s Recovery Services, which provides comprehensive addiction and recovery services to Alaska Native and non-native individuals through residential and outpatient services.</li> <li>• Over 194 families were impacted through CITC’s Child &amp; Family Services assistance. This assistance includes parenting and healthy relationship classes, reunification programs and early interventions programs.</li> <li>• 174 families with advocacy through the Alaska Native Justice Center.</li> <li>• 29 individuals with gained employment and 189 families received child care assistance through our Employment &amp; Training Services department.</li> <li>• 100-120 participants with People Mover bus passes monthly in 2022.</li> <li>• 1667 individuals through workforce development, job placements and employment service networks in Alaska’s People.</li> <li>• 18% of CSELG families that use public transportation at CSELG services will be directly affected by these proposed changes. This statistic does not consider any future participants/families.</li> </ul> <p>While not all of the individuals and families CITC serves rely solely on bus service provided by routes 20, 21, and 31, many do and eliminating all of the bus stops along San Jeronimo Court, Northway Dr., and Penland Pkwy could potentially leave AN/AI residents using CITC services without transportation for vital services.</p> <p>Thank you for the opportunity to submit comments on these proposed changes. If you have any questions or would like additional information, please reach out to us at any time. If the group is interested, we would be happy to walk your team through our facilities and the surrounding area to share the work we are doing at CITC and the impact that we have in this area of the municipality.</p> <p>Sincerely, Marcy</p>	<p>Thank you for your comment. After extensive public outreach, the Department intends to move forward with proposed changes, however, after the public involvement period concluded, changes were made to the proposed 31 alignment to better accommodate your concerns that will create two separate routes covering the same proposed alignment, both starting and ending at the Muldoon and Debarr Transfer Hub. The Department identifies a &lt;1/4 mile walking distance to and from bus stops as the goal for offering quality service to the public. The identified facilities in your comment stay within that walking distance and area infrastructure includes a robust network of pedestrian facilities. Additionally, the proposed changes to the route 20 will improve travel times for each person riding that route to include other persons traveling to and from other destinations. Lastly, the proposed route 31 will still provide service on Northway Dr and San Jeronimo, and the route 30 will continue to provide service on Debarr at Bragaw.</p>
<p><b>Orko t:</b> Please just combine Route 65 with one of the Route 40s. A combination of Route 65 and Route 40 will dramatically improve rider experience on the west side of town.</p>	<p>Thank you for your comment. The changes proposed to the 40 will allow for timed transfers between the 65 &amp; 40 at the airport. After extensive public outreach and comment, the Department intends to move forward with this proposed change.</p>
<p><b>Troilynn Spiroski:</b> To Whom It May Concern,</p> <p>I think a lot of people would benefit if route 41 and 85 came more frequently and route 41 needs earlier departure times in the morning. I also think Anchorage would benefit from longer weekend service. This benefits would not only help the general public, but also the working class that depends on public transportation to get to and from work. Thank you for your consideration!</p>	<p>Thank you for your comment. Goal C-1 in Transit On the Move (TOTM) lists a target of 30 minute peak frequency for each fixed-route. Additionally, priority 7 of TOTM includes increasing frequencies and priority 11 includes increasing the weekday span of service. As additional resources come available, service will be adjusted to accommodate this priority. Additionally, priority #2 of TOTM identifies increasing weekend span of service. The Department</p>
<p><b>Vickie Hoffner:</b> Hello,</p> <p>I used to take the bus before I retired &amp; moved to Eagle River. I live on Coronado Road, across from Chepos Restaurant in Eagle River - in a Cook-Inlet Housing building (16820 Coronado Road). Many of our residents, including me, have very limited transportation because of not having cars or being unable to drive now. Getting to the transit center in Eagle River on Business Blvd. to take the bus is not feasible for seniors with immobile issues. I would like to request that you consider creating a route that goes by the Coronado Senior building and includes the adjacent Quintali Senior Building</p>	<p>Thank you for your comment. A new neighborhood route and a microtransit zone have been identified as priorities 16 &amp; 17 (respectively) in Transit on the Move (TOTM) out of a total of 29 identified projects. Additionally, Chugiak Eagle River Senior Center offers service that may better suit your needs if eligible.</p>

<p><b>Gregory Jackson:</b> Not well served by route 21. Prefers old route 45. Can't walk far with groceries. Misses transfers between 20/21. 20 needs to go into North Mountain View. He lives on North Bunn St.</p>	<p>Thank you for your comment. After extensive public outreach, the Department intends to move forward with proposed changes, however, after the public involvement period concluded, changes were made to the proposed 31 alignment to create two separate routes covering the same proposed alignment that will both start and end at the Muldoon and Debarr Transfer Hub. During the scheduling phase of the service change, the Department will prioritize timed transfers between the proposed route 31 and current route 20 at Mountain View Drive and Bragaw Street. The Department strives to design fast, frequent routes and eliminate out of direction travel.</p>
<p><b>Tom Melican:</b> Turn on 20 eliminated is great! All proposed changes were great!</p>	<p>Thank you for your comment and support of the proposed change to route 20. After extensive public outreach, the Department intends to move forward with proposed changes, however, after the public involvement period concluded, changes were made to the proposed 31 alignment to create two separate routes covering the same proposed alignment that will both start and end at the Muldoon and Debarr Transfer Hub.</p>
<p><b>Adrienne Ziegler:</b> "Looking at the improvements, new routes and streamlined routes, especially 92 &amp; 85 will certainly improve shopping choices by the VA Clinic, convenience, getting to the VA medical appointments leaving out of Eagle River, entertainment, restaurant choices, etc. Same as getting down to South Anchorage. Very pleased with the proposed service changes. Thank you for these great improvements for improved ease and quality of public transportation." Also noted that they like weekend service being added to South Anchorage. They also want more trips during the day on the 92, and are in support of serving the park and ride lot.</p>	<p>Thank you for your comment and support of proposed changes to routes 92 &amp; 85. After extensive public outreach and comment, the Department intends to move forward with these proposed changes. Transit on the Move (TOTM) identifies priority # 7 as increasing frequencies of routes. As additional resources come available, service will be adjusted to accommodate this priority.</p>
<p><b>Theodore Bruey Jr.:</b> "living in Eagle River, the 92 line proposed change will improve my travel time to VA Clinic to almost cut trip in half, because the 25 line will not be necessary. Hope others will submit positive comments so the change will become a permanent change.</p>	<p>Thank you for your comment and support of the proposed change to route 92. After extensive public outreach and comment, the Department intends to move forward with the proposed changes.</p>
<p><b>Keelin Baughman:</b> "I love the new changes, especially the ones near Penland Parkway. That turn is scary enough for cars, the bus making that turn is even worse. Also, love connecting Eagle River directly to the VA Clinic. Tons of positive changes!"</p>	<p>Thank you for your comment and support of the proposed changes to the route 20 and 92. After extensive public outreach and comment, the Department intends to move forward with these proposed changes.</p>

<p><b>Katie Lester:</b> need service to Commodor &amp; O'Malley. No accessible APS @ Highway &amp; O'Malley. Safety in winter w/sidewalks and intersections. Plowing issue. Crosswalks w/ New Seward HWY - underpass to get to Old Seward is very hazardous. Bring back service to Independence Park. Issues with new AnchorRIDES vehicles: ramps, seats, angle/slope of ramp, no rails, no lift. Add text to graphics on our website (to assist with vision impaired users). App text version for visually impaired &amp; other accessibility folks. Downloaded new app - quick review of its accessibility. Can't tell that selection "my location" was selected. Destination - to/from - set origin - mae easier for visually impaired folks. Felt positive w/85 &amp; core service prices lowering for her. National Federation for the Blind: follow up chat attending in ANC.</p>	<p>Thank you for your comments and support of the proposed changes to the route 85, 91, and AnchorRIDES core service area. After extensive public outreach and comment, the Department intends to move forward with these proposed changes. The Department understands the challenges associated with travel during inclement weather and has identified a Winter City Maintenance Study as project # 14 in Transit On the Move (TOTM). The Department continues to partner with other Municipal Departments and the AKDOT&amp;PF concerning winter maintenance issues. The Site Enhancement team regularly plows snow on sidewalks immediately at stops after a winter weather event. Additionally in TOTM, project #6 identifies a route reinstating service to Independence Park. As additional resources come available, service will be adjusted to accommodate these priorities. Lastly, the Department will work with the app developer to address your comments.</p>
<p><b>Sue Link:</b> "Thank you SO MUCH for extending the 85 back down to Huffman. Very much appreciated. Next request: please change the 85 to more frequently. Every half hour would be nice!</p>	<p>Thank you for your comment and support of the proposed change to the route 85. After extensive public outreach, the Department intends to move forward with the proposed change. Goal C-1 in Transit On the Move (TOTM) lists a target of 30 minute peak frequency for each fixed-route. As additional resources come available, service will be adjusted to accommodate this priority.</p>
<p><b>Audrey Gray:</b> Appreciate the ability to catch the bus at this park and ride off of the Hiland Road exit, and to make the bus more accessible for this area of Eagle River. I fully support this change to go to the VA clinic instead of Boniface.</p>	<p>Thank you for your comments and support of the proposed changes to the route 92. After extensive public outreach and comment, the Department intends to move forward with the proposed changes.</p>