

	A
1	Elmore Road
2	Reconnect neighborhood next to Alaska Club East to UAA - used to be Bus Route 13
3	Increase bus route access to jobs on Old Seward
4	Reinstate the route 36 and make sure it goes beyond LaTouche Street & Providence to C Street
5	Smaller buses with more routes - return to discontinued routes
6	Smaller buses going deep into more neighborhoods
7	Neighborhood hubs with red eye times to/from the airport (direct routes)
8	Service to the airport from diamond w/o transfers
9	Need bus stops closer to destinations (especially in the winter)
10	Bus Rapid Transit to the airport
11	Bus rapid Transit
12	Bus pass should be good for 30 days, not a month and a day pass should be 24 hours long
13	Buses do not adhere to the scheduled times, especially in the winter.
14	Stable funding dedicated transit use
15	More electric buses
16	Use Volkswagen settlement funds for anchorage school buses
17	We need the Midtown Shuffle!
18	<p>I am not a resident of Anchorage but I come sometimes. Given your report card and general ideas about good network design I will say what I think. Route 92 should have a higher fare than every other line, to compensate for the low ridership. It is not a problem necessarily of "empty buses" for express routes, just a problem of low turnover, hence the higher fares. Local routes with low passengers per revenue, however, are indeed a problem of empty buses. I would say that you should not make cuts to your frequent network because people transfer between these routes and they increase mobility significantly. The routes I would remove are the 21 and the 31 because they duplicate other routes, and they are low ridership despite the relatively high amount of service. I would invest in bus frequencies on the 25, 55, 35, and possibly the 65 with these resources, because these routes see much higher productivity. The paratransit service operated should be kept to the legal minimum because of extremely low productivity (only 2 boardings per hour). Additionally, route 11 does not see that many riders or serve a unique area so you could double the frequency on route 41 with the same resources and delete route 11, but I see it serves some specific community needs and this change does not represent a lot of the service hours. Please expand the frequent network, and get rid of routes 21 and 31 which only compete with good routes!</p>
19	he got his postcard and was offended that there were multiple languages on it
20	he got his postcard - stop trying to get people to ride the bus that have cars - they won't - focus on the people who need us and get the buses back into the neighborhoods
21	got the press release - I Love Anchor Rides and the People Mover System. Otherwise downtown or shopping impossible. I live on McCarrey. Perfect system when drivers well trained.
22	<p>Hello, I wonder if there will be changes to add transit service off of Elmore, between Abbott and Tudor on Elmore.</p> <p>If not, please accept this suggestion that we should.</p>

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23	<p>I am writing to you today to give my point of view on additional changes needed to the People Mover system. My family uses People Mover as it is a very convenient way to get our adolescent to/from his school.</p> <p>The route we most often use is 10. The increase in frequency following the 2017 change has been very helpful- it means fewer minutes standing in the cold, and that is appreciated. Also, having school-age youth show their student I.D. to ride is wonderful- no more stressing over making sure he has \$ in his pocket!</p>
24	<p>The problem we're facing and the one we'd like to see fixed has to do with the removal of bus routes along 36th Ave- specifically the David Green Park/MacInnes area.</p> <p>There is a food bank distribution that is held at the First CME Church (on MacInnes) twice monthly. I notice many people having to walk from much farther now- up and over the hill on 36th, lugging bags of provisions from the Food Bank. This hill on 36th is notoriously icy- and sadly the sidewalk/bike path are not often well maintained.</p> <p>So you have cars sliding down the hill, cars furiously spinning their tires trying to go UP the hill, as well as pedestrians walking to/from the nearest People Mover stop (near UAA) on very icy sidewalks & bike paths, holding as many groceries as they can carry.</p> <p>To solve this, I propose altering route 10 to have the buses take LaTouche instead of Lake Otis. This should alleviate any accident risk due to the increased pedestrian traffic from Food Bank patrons as well as families visiting David Green Park.</p> <p>Please feel free to contact me regarding this. Thank you for your time.</p>
25	<p>Too bad the city remodeled the Main Library and then discontinued route 36 and access to it. The remodeled entrance does not allow a drive through past the main front entrance (south side) so sad! It would have been so nice for the handicapped, kids & elderly to be dropped off and picked up BY BUS, right there. Is anybody there old enough to remember the "Projects 80's" boondoggle of handicap access at the Performing Arts Center? \$40 Million turned onto \$80 and instead of a parking garage at the Loussac we ended up with an ice problem of a staircase that was just torn down. Then your planners inconsiderately moved the closest bus stop 1/4 mile away. You need to hire people with handicaps to advise on these projects and then listen to them! There used to be handicap awareness classes for people to understand the challenges of being blind, deaf or in a wheelchair. It should be a requirement for all city planners. You can't fix stupid but maybe a little education and empathy would go a long way. While I am trying to educate you, who is aware of the battle people in wheelchairs fought to get access to ride the bus. Started in 1978, disability rights activists in Denver, Colorado, organized by the Atlantis Community, held a sit-in and blockade of the Denver Regional Transit Authority buses in 1978. And ended in 1990 when bus lifts for people using wheelchairs were required nationwide by the Americans with Disabilities Act, but did it really? When the buses to Anchorage's main library drops individuals off 1/4 mile away where sideways are covered in ice and snow 6 months out of the year? My personal memories prior to 1978 are of a Vietnam Vet in a wheelchair rolling down the road to get to an appointment because he could not get on a bus, and repeatedly getting moved to the sidewalk by police and then being arrested. I hope it does not take someone you love to end up in a wheelchair for you to consider the needs of the handicapped because after that, your whole point of view changes and you will see things differently! P.S. forget taking a bus to Assembly Meetings too!</p>

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26	Public transportation needs to be available every day of the year - even on holidays. It is unacceptable for residents to stand at bus stops during holidays in order to get to work and there be no signage or any other notification stating that there no bus will be coming.
27	<p>I ride peoplemover regular to & from work which is @ Southcentral foundation.</p> <p>I take AM outbound 31 @ oklahoma & duben @ 645 from here connecting to 25 to go to work. I really appreciate this last change & that it now goes to fred myer if need be.</p> <p>On the outbound 25 @ 440 which seems to be late or sometimes no show which I believe needs some changes to it, possibly 5 minutes earlier to this time slot? @ times I will be @ the outbound ANMC stop @ 435 & sometimes won't leave till 450 or later. The bus schedule says 440 departure.</p> <p>Thanks for your time. I appreciate Peoplemover getting me to & from work daily.</p>
28	I received your postcard over the weekend and wondered if you could share more information about your Meeting in a Box option. I'm interested in this form of public involvement and am excited to learn more about what you've put together.
29	<p>I'm requesting more express routes with less than 4 stops. Gang bangers marking territory with the use of assault dogs has compromised my personal safety when walking to the bus stop in Four Seasons gang-invested neighborhood. I video recorded a dog attacking a People Mover bus rider while she departed the bus as proof of gangs targeting pedestrians. For witness protection, a copy of the confidential video are only available for legal court hearings. I prefer a change in the Four Seasons bus stop to be relocated directly in front of Four Seasons and not on the side of the fence that shows regular gang graffiti. If possible an express bus on Boniface that goes directly downtown without stopping would be helpful and more safe. More express busses with less stops are requested because the neighborhoods that are inactive and targeting pedestrians are dangerous.</p> <p>Thanks for reading my public comment,</p>
30	<p>Hey People Mover;</p> <p>Saw on Instagram you were updating your short range transit plan. Hey, I got a bit of feedback for you:</p> <p>a) Please ensure Arctic Thunder 2020 (July 11-12) has direct bus service as I will be there. I thoroughly enjoyed my last visit, enabled in part by YOUR transit service getting me close enough!</p> <p>b) See a.</p> <p>c) Really awesome you are putting out real-time data on the Transit: Real-Time Transit App I have on my phone. 7/2020 can't come soon enough!</p>
31	Would like to see bus #60 in South Anchorage again. It was so convenient to get to the central library and downtown.
32	Now we have only two times early morning bus and two times in the evening. It doesn't go all way to downtown, only at the Dimond transit center. Also no any bus Sat and Sun.
33	Hello, I approve a bus line in front of the Loussac Library Via 36 th or Denali.
34	I would like to request implementing a bus route that runs to the airport from Muldoon. I frequently ride the bus #25 to downtown and would really like to see a route from the east side of town that touches the Ted Stevens Airport without having to utilize a transfer station.

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35	I don't know if I can attend one of the meetings or not. I live on the southside of Anchorage, Huffman and Old Seward, and bus service has basically been shut off. Route 60 was replaced with route 91, and route 91 runs for 1 hour in the morning and 1 hour in the evening. Not at all convenient if bus was your main source of travel downtown. I would hope that some of the services that were negatively effected by the reduced service will be restored.
36	If I do plan on coming to a meeting it would most likely be the one on Feb 20, at the Dimond center. That meeting starts at 10am. I would have to catch the bus two hours early to be on time and stay at the Dimond center for an additional 7 hours after the meeting just to show up for a 90 minute meeting. Otherwise I would have to walk the roughly 5 miles each direction just to voice any concerns. Forget about attending the meeting anywhere else, like city hall on the 14th. Due to the routing and times that route 91 runs I would have to catch the bus in the morning and spend 10 hours traveling to downtown and hanging around to attend a 90 minute meeting. After the meeting I would have to get back to the dimond center, and when I get there route 91 wouldn't be running anymore, and I would still have to walk the remaining 5 miles home. If I cant make the meeting I do hope some consideration is given to the issues that face riders on the south side of town.
37	Eliminate every 15 minutes
38	Restore rte's 3-13-36-60
39	<u>When</u> is the Diamond Center transfer/stop going to re-open (wasn't open in Dec 2018, last time I was there)
40	We need more consistency to have a dependable system
41	Would like more info on the Matsu trans Ride as for as scheduling and where it picks up and drops off.
42	Its ridiculous that security issues at the Transit Center that came up tonight even though People Mover doesn't't run that security, don't you have a way to communicate with AEDC when bus riders bring there concerns to you?
43	Communicating with other agencies
44	Old Seward Kia bldg available w transit station
45	Salary increases for bus drivers
46	Enforced on drivers "No passenger left behind;" whether known by passengers or not. Kevin Brickley request.
47	Employer incentives
48	Bear tooth bus partner!
49	Rt 31 does not show up on google
50	Route 40 to airport has advertised the luggage racks but those buses outfitted are used on other routes? <u>Why?</u> Route 25 doesn't go to the airport, why use that rack?
51	We would like our bus drivers to be kind & understanding
52	Every MOA employee should ride the bus
53	Event buses -airshow -ski for women -fur rondy
54	Safety - main neighborhoods have no sidewalks. Unsafe to walk distances > 1/4 mile to bus in winter
55	Night Bus. Partner w/ cabs, Lyft, etc
56	Great job!!

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57	Coordinate w/ vision zero plan
	Safety - Homeless Issues
	- No Fare - No Ride
	- Trash
58	- Taking over bus stops
	Bus stops
59	- Mine has an ice dam after plowing is done
60	If we want increased density as a city we need to make it easier for people to have close, convenient bus access...
61	Love the blinky lights/reflectors that are handed out --> keep that!
62	Handicap board member call in to meeting
63	1. New schedule is working much better
64	2. Need Racks for fat tire bikes - winter safety for riders!!
65	More people at downtown transit center
66	Bus #62005 @ 4:32p Bus driver was asked (#31) to call # 25 and tell him that he had left a package on this 25. 31 driver said he would but didn't. Otherwise driver was polite and helpful.
67	Sunday start earlier
68	Clean off benches - good maintenance of trash
69	More arrival per hour...every 15 minutes
70	Add benches and trash cans to stops - a lot of stops don't have either
71	Costco Walmart Fred Meyer Bus stop at entrance
72	No bus should leave a stop that has trash - drivers & riders should clean too!
73	Prioritize ridership growth please. Keep stop spacing <u>far</u> apart to prioritize shorter run times. In the trade off between stop frequency v. walk distance, please prioritize <u>fewer</u> stops.
74	Please limit diversions for door to door service to keep routes quick please prioritize connections aka transfers rather than looping/neighborhood service. I would rather transfer & wait for more frequent service than catch an infrequent bus that goes directly to where I want to go.
75	Cut specialized, low-performing service (91/92) and focus on the core missing.
76	Reach out to people who would use the bus if only...They will have different needs than the folks who currently ride. For service to continue to get funded, it would be nice to have a larger constituency.
77	Route 91 more mid-day trips weekdays and some service on Saturdays
78	Run 55 Every 30 mins
79	Anchor Rides Run later on weekends
80	Run on holidays
81	Saturdays 15 minute routes (shopping)
82	more frequent route 55 during weekdays
83	I do not like wheel chair on van-style anchorrides. It puts riders in back and too close to other riders if there are three on the back seat. Very uncomfortable.
84	More frequent in fairview
85	more transfer opportunities
86	cleaner bus floors. Never seen a clean bus.
87	charging stations for USB

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88	Why have to change buses to get from AK Regional to other hospitals
89	Eagle River midday
90	Trenches around bus shelters
91	Could go to 1/2 hr but not 45 or 60
92	Internet
93	Walk 1 block to 1 1/2 blocks (from Benson to 36) It is 2-3 blocks.
94	<ol style="list-style-type: none"> 1. Bus 2 from Prov to Minnesota or further or 36th from Med/APU/UAA 2. Bus 60 from downtown to O'mally or Huffman every 30 mins/45 mins 3. Buses run every 30-45. Cut route 30-20-10 to every 30 minutes. Cut all Routes to 30 minutes, giving extra \$ for 60-36/2 4. #36 run from Prov to Minnesota or beyond into Turnagain area? Get 60 to match 36/2 routes for transfers.
95	More stops on route 21
96	A later Saturday service for a night on the town once in a blue moon. Would be nice.
97	How about flex times for work times and less frequently mid times. i.e. between commute times and shopping times.
98	Cleaner seating (sometimes their wet or smell like feces) Cleaner handle bars (our family got sick from riding all day one day)
99	Buses stop service too early on Saturday nights
100	Certain holidays such as President's Day most people still have to work -- but the People Mover takes off so people without cars have no way to get to work.
101	Need street lighting by/at bus stops so drivers can see people in the dark winter days/nights
102	Maybe the bus should run every 1/2 hr and there's a building by Kia for sale, I can't see making money at this routes every 15 minute
103	The building by Kia is for sale that could be the main office and midtown station
104	Notice lots of empty busses
105	See children, elders, adults walking excessive distance to bus stops Better / More routes to the library
106	Trash cans
107	Please return the minor holidays to the People Mover schedule. Primarily only government offices and banks have these days off. People working on those days need the bus. Even the people with the day off would have the opportunity for shopping and appointments on those days. Having the bus system running on those days would a more reliant bus system and would encourage more people to ride.
108	How about returning a bus route to 36th Avenue. Even once an hour as it was done previously would be beneficial. People have commented to me "Why isn't there a bus to the library? I would like it back again for access to the universities and medical offices in the area.
109	1/2 mile is too far add more bus stops on routes
110	Wi-Fi and USB jacks
111	Put lockers back in transit center for public use.
112	Align bus times and works schedules ie 7am start time
113	Every 15 mins
114	Love trash cans!

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115	Reinstate route 60 Close to desired destinations (Loussac, Natural Pantry) Bus service to Seward
116	20 minute frequency would give drivers more time for drivers to be on time and would save money Later bus service on weekends AnchorRides has too long of a wait for customer service
117	Most important things about AnchorRides - Friendly drivers - calls when they are on the way
118	Bus #36 (Hospital Route), #1 (ANMC to Diamond Blvd), #60 (Old Seward Hwy) Campbell Creek Science Cnt needs a route (especially during the summer for camps & just forget bathing) Church service days/evenings needs development routes School(s) Routes needs developments
119	Restore service to Old Seward Highway corridor Establish service to some extent along C Street corridor south of Tudor Road.
120	Refactor rts. 91/92 service from rush hour only for infrequent service throughout the day. Examine frequent routes to see if the need really exists or if tweaking could be done to provide service elsewhere. In major cities outside cab companies responded to the challenges of Uber/Lyft by shifting their focus to providing dial-a-ride contract services. This may work as a possibility, except that this unions may view this as privatization and object.
121	Weekend service hours should be reexamined. Having all routes begin and end at the same time and having all buses beginning their last runs from major destination at roughly the same time is problematic. It should mirror weekday service in that hours mirror the demand for the route.
122	Better/more routes to library
123	We need access to more parks and nature
124	Loussac Library; Century 16 theater
125	Pay-it-forward idea was good - maybe give each driver "X" amount of passes they can give out each day
126	Re-enter neighborhoods especially around UMED Area
127	Eagle River
128	Bring back one of the routes to stop at Loussac Library - people want to use it & attend assembly meetings.
129	Airport/ People Mover Aircraft Drive & Int'l Road I have to walk on Int'l Rd to get to bus stop - snow is not being cleared
130	I have to walk on Int'l Rd to get to bus stop - snow is not being cleared
131	Service in Nunaka. Could use smaller bus.
132	Re-enter neighborhoods Kids!! I use to be able to send my son on bus and feel safe because he didn't have to cross major streets to get to busses. I.e: Airport Heights & e20th --> AK Native Hospital He's now 20 & drivers still remember him & always kept extra eye on him. Savior for single parents

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133	Ice in the shelters
134	Huge distance between Lake Otis & Arctic - Huge service gap for people along the corridor that used to be served by Route 60 on Old Seward. A friend w/out a car who lives in that area and works downtown now has to walk a huge distance to reach a bus. Lack of Route 60 has made her life very difficult.
135	We cant get to certain areas in town for community enjoyment - primary areas people w/ cars can get to.
136	Route from Muldoon to Dimond.
137	Peters Creek
138	Reach out to large employers ie Providence
139	Airport to Wasilla
140	We need more access to nature areas within the anchorage area, were a woodsy family. We enjoy the outdoors & doing things in the community that don't involve money or electricity but connecting with nature.
141	36 to the library please
142	Lower bus fares to increase ridership
143	More Eagle River routes
144	Doctor office Prov. Family Clinic 36th Ave
145	Mom lives on Huffman. Access to downtown via Lake Otis
146	Market to muni employees
147	I frequently ride the bus. I miss Rt#60 because I have grandchildren that live in Oceanview. I live downtown. I also miss rt. #1 - the ability to go directly Southside to Eastside on one rt was SO EFFICIENT!! Thanks
148	Service To Loussac Library & Assembly Chambers.
149	There used to be 3 buses that ran along 36th avenue between UAA and A street - passing along the University Center, the Loussac, & various businesses. Now there are <u>none</u> . The Loussac in particular is no longer easily accessible without inconvenient transfers.
150	More Free bus passes
151	What's the contact or communication with street clearing between People Mover, The Muni, and State DOT? Muni usually does okay with street clearing, but DOT has a habit of making sidewalks on main thoroughfares (C St. Northern Lts etc) unwalkable. Major hardship on bus riders esp. people with disabilities.
152	Accessibility and communication with other agencies!
153	Currently no access to Umed/Univ from Spenard/Turnagain
154	Chugiak
155	Advertise the warming center. Better communication w/ warming centers
156	Piles of snow in Northway Mall parking
157	Code for Anch: What are the times based on? (text system - not always accurate)
158	Loussac Library
159	Loussac Library between UAA - Prov.
160	New bus stop C.V. by hill
161	Library
162	more access to remote locations - like the point, boardwalk off of seward highway, cambell creek science center, zoo. That we may be able to use nature more with our family, enjoy "forrest bathing" creek playing, ocean watching

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163	Loussac Library + (Tuesdays)
164	More East West busses To connect with North/South busses
165	Loussac Library
166	Tudor muldoon bend needs bus stop
167	Let people know sooner of changes
168	lower fares
169	seniors in Muldoon have trouble getting to dimond from muldoon via transfers.
170	Would love to see a bus run up 36th between LaTouche and Tudor. This would help the neighborhoods between Lake Otis and LaTouche access those mid-town business including two grocery stores, the theater, UAA at the University Center, and the library.
171	I live in West anchorage off of West Northern Lights. You took the routes away so I can no longer ride the bus to get places. Please reconsider route options for the west side of Anchorage.
172	Whatever it takes, whether to add new route or simply slightly change a current route, please, please bring back some kind of bus route coverage to enable people to get to Loussac Library. Current Route 10 and 25 require too much walking for elderly, disabled, and handicapped people. We need a bus stop right beside the library. Please.
173	Please Adjust a route to head down Northern Lights to Wisconsin; Please provide bus service through Independence park; Please run a route down 36th Ave pass the Loussac Library.
174	Thank-you for your transportation services. I would like People Mover to add at least 4 Express Routes that will frequent every 30min.a designated pick up and drop off location with less than 3 stops. To encourage ridership, I recommend adding a route in areas of distress; where gang graffiti is visible without end. I recommend removing bus stops from near school bus crossings signs and place the new route directly onto the distressed location to encourage getting to know your community.
175	Thanks again for your attention to transportation matters.
176	I would like to see another bus stop at the Northeast corner of DeBarr and Pine. (Rt 21).
177	Bring back route 36
178	Add a stop on 21 between Bragaw & Pine & Turn on Bragaw
179	Rt 91 - St John's Rd - hitting the elementary school there - it used to be
180	Increase bus fare so we can have more bus services on weekends..
181	I would like see keep route 31, they way it is...
182	Bus gap between arctic & lake otis
183	Bus 9 stop on North East Corner of Debarr and pine otherwise walk is too long going north on pine to catch #21.
184	Turnagain
185	20 no stop between shell & VFW need a stop added
186	Restore Route 60
187	Need more buses for Eagle River - not just early morning & evens...They need more going there & back to town. It don't have to a lot more...just a few more for working in the area
188	Old Seward Highway North to downtown south to Huffman
	Service to South Anchorage!

	A
	Busses are infrequent 55 & 91
	Riders who cannot use AnchorRides cannot leave home independently
189	Huffman Carrs employs disabled people
190	Make week pass more affordable should be \$15 1/4 of month cost
191	Would like to see service to Loussac Library, job services, and to the University Mall.
192	OPEN Dimond Transit Center Immediately
193	Increase 91 Bus Frequency All day 7 days a week
194	New Transit Planning Manager Needed
195	Data varies The need for public transportation coverage does not
196	Free rides for all on Wednesday or no Free Rides at all.
197	Bring back downtown to Northway Mall Shuttle
198	Security needed Dimond Transit Center
199	Voice of the Riders Program
200	Emergency Ride Home for Voice of the riders program or all riders
201	Bus drivers taking long breaks at Dimond Center
	Increase employer-sponsored bus ridership incentives
	-discounted bus passes
202	-employer-provided incentives/prizes
203	Weekends - Buses need to run longer then 7pm & 6pm (Sun)
204	Well lit Bus Stops...Buses pass me by, the Bus stop was dark...
205	Turnagain
206	Old Seward highway downtown to huffman
207	It would be good to have awareness training for peoples safety...
208	Decrease cost of week pass to \$15. 1/4 of month cost
209	Bus Route on Old Seward
210	Partner with city/community to address public drinking/intoxication at bus stops!
211	Avoid confusion by taking down bus stops that are closed
212	Can we remove black ice from bus stops?
213	Stop needed at Dimond Blvd (south) Next to AK Neuro Center (Route 55).
214	Bus drivers taking breaks too long at Dimond Center, sometimes route times 10 min. late
215	91 more frequently
216	Take the 20 where the 45 used to go Pine St/ Mountain View Drive
217	More than one route to the airport
218	Bus 55 could go to transit center downtown
219	More direct routes
220	Warm the bus stops
	Allow mildly disabled people to use AnchorRIDES who wouldn't normally qualify if they live far away
221	from a bus stop
222	Have month and week passes available for purchase at the Dimond Center
	The small buses have an access problem. The short buses have steps that are dangerous. The downtown soup kitchen shuttle is very good, it has steps that are easy to use. Look at that as an
223	example
224	Nonstop from Muldoon to Dimond Center
225	Route 25 is too long, why can't I go from Tikahtnu straight to downtown
226	Bus 55 could come more often

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227	If you can get buses to synchronize w/ other routes, so our wait time isn't long. Especially during winter months
228	Reintroduce the People Mover tokens in order to speed up boarding time.
229	Bus stops needed next to Alaska Neuro Center/ Dimond Blvd. (Route 55)
230	Nonstop from Downtown to Airport to Dimond Center
231	Would like to see more options, possibly later in the morning, to go from Anchorage to Eagle River, and then come back on the same day.
232	Nonstop from Downtown to Huffman
233	Bring back the 45 through Mt. View
234	Routes 55 and 65 should be more frequent
235	Restore buses to south Anchorage and Eagle River
236	We need extra rides like on Christmas & New Year when we get monthly bus pass. We're short of rides
237	Stop Boniface wait time
238	We pay taxes too. We should have our bus service back.
239	92 bus drivers don't necessarily push button when you get on bus
240	AnchorRides should expand disability services to capture people w/ other than physical disability services
241	Train drivers so they know the routes. Customers are giving instructions.
242	Better procedure in the event a driver calls in sick etc. No prior planning makes Rt start later - sometimes as last as next bus. Bus RT 92
243	If you continue using small buses do no use old AnchorRides Bus for Rt 92 - not enough seats.
244	Eagle River & City Hall work well for me
245	Need to serve all the muni areas and run route out to Eklutna
246	Please return Route through Birchwood into ER!
247	Please include access to Chugiak and Peter's Creek
248	We all love the bus system. Thank you!
249	E/R Transit is perfect for me: City Hall
250	Return service to Peter's Creek
251	Have <u>at least</u> 1 bus/day going to Anc from Palmer & once from Wasilla in the morning and one in later afternoon (4:30, 5:30 or early evening 6:30, 7:30) Returning to Palmer, Wasilla.
252	It would be nice to restore the Peter's Creek service
253	Work w/ Valley Mover to help out for routes outside ER routes.
254	Route 92 maybe got to one big bus and change AM & PM times to every 30 minutes. i.e. 6am, 6:30am, 7:00am, 7:30am.
255	Route 92 - I think it would be better to have one bus at 30 minute intervals instead of 2 buses at 1 hour intervals.
256	Added trips, more flexible schedule throughout the day Route 92.
257	Discontinue long wait times at Boniface not only waste of time, but waste of fuel
258	Pick up at E/R Transit & City Hall Perfect!!
259	Include the loop road so we can get to Walmart and Fred Meyers again.
260	Currently Ride 7:46 --> 4:10 Eliminating the 10 min stop at Boniface would get me to work early enough to get a drink before work.

	A
261	I get off at 3:30 so the 3:35 is too tight. Have to wait 40 min to get next bus - can we change it to 3:40?
262	Weekend Service
263	Reinstate service to Peter's Creek
264	I get on bus across from Jitters & get off on F St. Like those stops.
265	maybe put 2 buses in E.R. (house here) so they start in E.R.
266	Continue Rt 92 beyond transit center - possibly down 36th st -accessibility to UAA - Providence
267	Continue Rt 92 beyond transit center - lost riders with the change. (UAA students/Prov-Employees)
268	Timing at boniface stop is off. Makes me miss my 1st run of buses 35, 40. Always arrive early at boniface stop.
269	Bus 92 - Drop the wait time at Boniface exit...currently have to wait 10 minutes to match departing time.
270	Stop Boniface wait time #92 good w/ Big Bus
271	Remove Frontage Road or cut routes to Frontage
272	92 - Remove the route on Frontage Rd when heading to ER
273	Add buses to ER - Don't take any away
274	Stop on Boniface - wait makes me miss connection downtown 7:22am Route #10
275	The drivers I ride with on the bus are very reliable - the bus usually arrives/departs on time. Route 92 @ 7:48 AM 6:10 PM
276	1) Stop Boniface wait time. 2) Like Big Buses
277	3) Continue to drop off in Front of City Hall
278	Need weekend service. Due to earthquake I have to work in Anchorage now and they want me to work weekends.
279	More daily service. Some times due to high labor I get out early. And have to wait till 3:30 to get the first bus home
280	Bus Driver awareness - driver passed him up once even though he was at the bus stop
281	with two 22 bus starting in Eagle River and running a min apart. Why not start one of them in Peter's Creek.
282	Have a stop in winter at Hilltop Ski Area. Many ski areas have bus that get you to the slopes. Have one running Monday to Friday from 2.00pm to 9.00pm. Saturdays & Sundays from 8.00am to 9.00pm and holidays when skiing hours are extended. The bus can stop in parking area and people can walk rest of the way back to chalet.
283	OPEN Dimond Transit Center Immediately
284	Security Dimond Transit Center
285	Remove Bart Rudolph from public events
286	Rt 10 and 30 are great please do <u>not</u> change Rt 25 is good do not change
287	Emergency Ride Home for Voice of the riders program or all riders
288	Stop spending money on TV commercial airtime
289	Create voice of the riders programs
290	No more free rides for seniors on Wednesdays or free rides for all
291	Data varies The need for public transportation coverage does not
292	Buses shouldn't be out of service because they're late

	A
293	Increase buses during the summer - More times dif routes to accommodate school being out
294	Many thanks to bus driver who checked his bus & turned in my tote bag w/ laptop computer
295	Possible to have the Transit Center Building open (for shelter) when buses run 6am mornings.
296	You have two drivers who once drove truck (a white guy & a black guy) They are the BEST drivers. Many drivers jerk the bus as they drive some are worse than others. This constant jerking the body as you sit is bad. Can the bus truck drivers teach your other drivers how to drive without jerking people
297	When will the Diamond Transit Center be open for use by transit customers?
298	Rt 20 Need a signal light at Cordova and 3rd Ave. (This is a major health and safety accident waiting to happen)
299	Monthly bus pass need to have for days added before renewal because seniors are not getting a free ride if they purchase a monthly pass.
300	Bus tracker - texting often not accurate. Often @ Prov/Uaa #10 doesn't even show or late buses show as missed buses.
301	Have bus transit center open hours that buses run - security has said they are there regardless so Sunday opening when buses start (at least in winter) should be doable.
302	Sensitivity Training for bus drivers EX: Asking wheelchair riders what stop they are getting off at while driving bus shouldn't have to announce it
303	What would be needed to change the 24HR notice to shorter time within 12 hrs.
304	Please address people openly drinking at bus stops and harassing bus riders!! - police - bus safety personnel
305	Neighborhood buses smell bad on rte 31
306	Have bus routes for elementary students so next generation rides
307	snow cleanup at bus stops coordinate w/ DOT
308	Rides to Palmer to state Fair during Fair season.
309	Vary where PTAB meetings are held. More in South Anchorage.
310	Bus drivers should make sure people don't sit in the handicap seats if they don't need them
311	Thanks for having report card info - spreadsheet would be helpful
312	Train buses drivers to tell people who get on bus & fumble, search in wallet w bus that they should have it ready before boarding in future this might help reduce delays
313	I was injured on the bus and have broken toes from the incident which is reported immediately it took 19 months walking on a broken foot before going into medical devices. I am on crutches to date and <u>NO ONE AT</u> Transit has never, ever, contacted me in regards.
314	Free bus passes @ PTAB meeting bring senior passes also 1/2 cost to hand out senior passes & seniors are many of attendees
315	Re-Allocate your budget
316	Sensitivity training for bus drivers. Ex: drivers asking wheelchair riders what stop they're getting off at or how far they are going?

	A
317	increase funds available by reducing free rides i.e. senior day, kids in summer, people w/ sob stories, etc.
318	Buses are not reliable Route 25 is worst - it's too long. Even others have missed buses, or 2 buses back to back.
319	Route 55 is reliable from Dimond to the Providence Hospital. For the Native Hospital is a 10 minute walk thru the that walk way Appointment.
320	Rt 25 Some driver skip the last stop before turn onto Tudor. Do not eliminate this STOP it is used by many students etc.
321	Reliability 65- complain's that Spenard and Wisconsin is unsafe to wait dark and for transfer
322	Bus 55 - Great job
323	Route 60 needed service to Old Seward
324	25, to Walmart south of Benson. IB is good, but OB you have to walk half mile.
325	Clients who used to come to Ed Center by bus now are utilizing neighbors' vehicles since OCT 2017. I used to use People Mover twice weekly. Do to route change I have used it only once totally since OCT 2017. I have also had to change address in part due to change.
326	Make week pass more affordable should be \$15 1/4 of month cost
327	Increase the cost of public transportation
328	Lake Otis & Huffman stop going down Lake Otis. We have no bus service in S. Anchorage. I could get to airport & my kids & I can get to Freddie's, ..., Y, doctor, trail system & their school (no has service) all on Lake Otis.
329	new software for AnchorRIDES for same day pickup
330	no access to medicare clinic out by Huffman - this is one of only 3 in city and one I would use if bus service available
331	Service is needed for 36 Ave West of Lake Otis and east of Artic
332	Independence Park
333	Rout 60 needs to come back with service to the library
334	no access currently to ER in daytime for those of us who would like to get on there. There used to be Anchor Rides size buses out there & back during day.
335	What % of lessened decrease of ridership is due to riders having to take 2 or 3 buses in new route vs 1 under old?
336	Need direct access to North Way Mall. Currently have to take several routes to get there or walk from Penland/Northway or walk from AK Reg'l Hospital.
337	Break up route 25 - make Muldoon to Tikatnu on smaller bus.
338	Bus access to Hearts & Hands! --> serves people w/disabilities bus stop is 1 miles away
339	More stops More times for Huffman
340	Need a bus to go from Muldoon to the Dimond Center
341	Open up more transit related services at Dimond Transit Center
342	Finish renovation of Dimond Transit Center. Having to stand in cold is miserable.
343	If you cannot bring back 60 or 36 then change route 25 - Down C to Northern lights over to Denali by library and then down to Tutor?
344	Need accessibility to go down 36 ave - to library Dr. Office, and Natural Grocerie's Need bus 36 or 60

	A
	Old Seward Highway North to downtown
345	South to Huffman
346	Increase Access to Old Seward
347	Turnagain
348	RT 2 Back
349	Bring Back Route 60
350	another North/South Route
351	more buses for Turnagan
	Add times to route 91 10am <---> 3pm
352	perhaps only during June & July
353	Dr. office on 36th
	Need to improve accessibility to transit system and Bus stops without having to take a taxi to catch a bus
354	
355	Bring back Route 2
356	Bring Back Dimond center to ANMC and ANMC to Dimond center
357	Sidewalk clearing on LaTouche
358	Bus 55 Great Job
359	65 bus stops I start from my house and the is way close
	There is no bus service east to west on the new 100th avenue street. If routes 65 and 91 shared (stopped-started) at Northwood street , route 65 could service Victor Road to 100th.
360	
361	Rt 65 should access Raspberry, Cranberry, Collin's
362	Rt 60 Downtown to Dimond
	Route 55 to at least every 30 mins
363	Route 91 to Huffman needs more trips throughout operational schedule
364	Route 60 Return North-South through midtown
365	Increase Frequency in South Anchorage - Specifically Dimond Boulevard
366	Nonstop Muldoon to Dimond
367	Dimond Center (week pass month pass)
368	more scheduled times for Route 91 between 8am & 6pm
369	Route 91 need more times.
370	Bring back downtown to Northway Mall Shuttle
371	More Routes/ and/or increased frequency to Dimond Center/Walmart
	Could we have the buses run on Sunday mornings? What about running them on holidays for people who work on holidays?
372	
373	more run times for route 91 to Huffman
374	Rte 91 needs to go Downtown & stop Midtown
375	Rt 55 needs improvement if it takes an hour to wait for the next bus
376	Why does Mtn View have 2 routes when most neighborhoods have none?
377	Restore Old System
378	Weekend Routes are too short
379	Keep 15 min Routs
380	Put back old system
381	Make Route 55 at least every 30 mins

	A
382	bring back route that goes to Loussac library also Old Seward. There are whole segments of city w/no service
383	More trips to Huffman Route 91
384	Bus route 91 All day everyday 7 days a week
385	A route East to West on 100th is needed. People have to walk from Dimond and Old Seward to access neighborhood and religious services.
386	Same day pick up for AnchorRIDES people want go out and don't have bus service
387	<u>Suggestion</u> 1. BRING BACK ROUTE 60!!! - it has been said that the 60 was cut because of low ridership. That is simply not true. Many people ride that route! The reason why the numbers seem <u>low</u> is because bus drivers do not properly count the riders. - as a UAA student, living on Old Seward, it is a hardship to get to school without reliable transport. I am forced to either walk for an hour to the nearest bus stop in the cold, or spend money on a taxi in order to ride the bus for free!
388	Bring back bus stops along route 55. - "UPD" stops - Walgreens stop on Lake Otis
389	<u>Suggestion</u> - make the route 55 an every 30-minute route. - would allow for better convenience
390	91 needs more trips for people not only commuting but wanting to access the area during the day
391	Weekends on 91 & 92
392	Nonstop Downtown to Airport to Dimond Center
393	Ed Center locations did not coincide with 5pm end of shift
394	15 minute wait for all buses
395	Need to keep snow off benches as bus stops and empty trash cans when full (Drivers should call these in)
396	Indep. Dr. Walk too far. Put back #2
397	<u>"Longer" weekend hrs</u> Instead of starting at <u>8:00am</u> start around 10AM & run later at night -- at least till 9PM
398	There is no access (bus routes) between UAA & Loussac - have to do mult. Transfers & walk (20 out/25 inbound) or 10 to N.Lts & walk to 36th. V. Inconvenient also on 36ths IRS office
399	Nonstop Downtown to Huffman
400	Need buses to Independence Park.
401	Service on Klatt roundabout to John's Rd
402	Need 91 to come more frequently & go further south
403	91 7 days a week (Deal with it!)
404	No way to get to library but to walk in street from any of the nearest stops - going N. 1 mile walk need 35 or 60 back
405	Bus 55 - Great Job
406	Route 55 is reliable from Dimond to the Providence Hospital. For the Native Hospital it is a 10 minute walk thru

	A
407	Buses are not reliable. Route 25 is worst - it's too long even others have missed buses or two buses back to back.
408	Reliability 65 - complains that Spenard and Wisconsin is unsafe to wait at in the dark and for transfers
409	Route 25 - some drivers skip the last stop before turn onto Tudor. Do not eliminate this stop, it is used by many students etc
410	<p>But many guys not happy and need rides most to/from the Downtown Center and Dimond Center by Midtown of Loussic Library. Like Route 2 & 60 need to return so much, because guys were hard walk of snow winter time on 36th ave from C St. Route 25 not like, please need back old schule of route 2 & 60 so much for guys & me. For Loussic Library!!!! Few guys were walks far hard & sled fall from winter by Benson Blvd/ Northern Lights Blvd need carefully look like Route 60!! If make up new schule map for Lousiic Library will be happy. Please fix for of libraries (muldoon Rd Library, Mountain View Library, Loussic Library). Together please for guys, school group disabilities group; private school and summertime YMCA kids) Please, need for route 2 & 60 so much for Louissic Library!!!! I were walks far to Arctic Blvd, Route 35 Dimond Center. By Loussic Library 4 time last year so hope return for downtown center & Dimond Center by Midtown Library!! Please please return route 2 & 60!!! What like need continue to ANMC near by Providence Hospital Route 55 & 10 to ANMO. Route 20 & 55 stop break 5 min-10 min for restroom driverwork, & around from/to: not need stop by Providence Hospital wait few minutes please fix by together trip on Providence & ANMC for buses. Please for continue drive not out guys by Providence. Need get other bus but continue driverworker by ANMC. Please for guys have appointments & meet guy (lunch or meeting or other) Try help for guys please please fix together driveway of Providence & ANMC!!!!</p>

	A
	<p>I suggest reimplementation of a route 60 and route 36 all day 7 days a week. I am here today to speak of the negative effects of Anchorage People Mover's 2017 route changes. I know hundreds of low income Alaskans in the Anchorage community and elderly riders who along with myself have had to walk, bike or otherwise transport ourselves down the streets the bus used to transport us. Route 60 and Route 36 are the main ones eliminated causing pain and frustration. I've heard the negative effects from my peers. We don't feel valued. But also Route 1 and Route 2 eliminated as well. Myself living on Huffman road and working elsewhere in the community. My life has been changed negatively by 2017's changes. I can no longer return home throughout the day or return home from work at night. Its either leave all day at 8 am or don't have a bus to go anywhere until 5 pm. Sometimes I walk from Dimond to Huffman. I would like to travel by bus on weekends. But there is no bus on weekends. Fix the bus routes by re-allocating your budget. Stop blaming the federal government. Fire Transit Planning Manager Bart Rudolph. I told him the negative effects these changes would bring back in 2017. Additionally re-open Dimond Transit center. Thousands of Alaskans are standing outside in the cold waiting for their bus because the dimond center transit station is closed indefinitely. My father is a facilities manager for the last 40 years. He suggests that interior re-model could've been completed in 48 hours or less. Yet it has been inexplicably closed for interior re-model for over 9 months. Shame on you Anchorage People Mover. Put best practices into place and put Anchorage's best interests First. Want more people to ride the bus? Make a week pass \$15. One fourth the cost of a month pass. There are people who can't afford to pay \$60 at 1 time and people who visit the state and these people should not be charged more because they can't afford a month pass or they wont be in Anchorage for 1 month.</p>
411	
412	Enjoying more holiday time frames with the community is important to our family
413	Reduce stops along Route 10 Northern Lights & Benson sections
414	AnchorRIDES shows up too early
415	More staff at AnchorRIDES and better trained for reservations
416	Just having our buses show up when "promised" would be wonderful!
417	mail to PO Boxes, not just households
418	Snow removal needs to be better
419	Make it feel safe, well lit
420	Meet with UAA & Hospitals - ask how we can better serve them
421	Same day scheduling
422	On TV commercials, don't just say People Mover, advertise AnchorRIDES too
423	Route 25 - bus pulling out from ANMC onto Tudor is difficult for the bus and traffic. There is no light when pulling on to Tudor.
424	I would like to know what People Mover could do to help homeless youth have better access to independence
425	Go further south and have access to the Loussac Library
426	Loussac Library
427	Loussac Library and 36th Ave
428	Add Turnagain Route / Possible Wisconsin
429	Neighborhood roads not plowed - sidewalks and trails
430	As a community and as a citizen, I would like more info on what we can do to make more positive changes

	A
431	Needs buses in Huffman running every half hour.
432	Need buses on Old Seward Road
433	Route 91 needs to run once every half hour and run all day long, thank you
434	Return the bus stop at 88th and Lake Otis. It covers 3 neighborhoods
435	Move people around midtown E/w/ on Tudor Chugach & Arctic
	South of Abbott - Have 2 buses on 55 - one to go through Independence Park to O'Malley and
436	Abbott to Dimond
437	Route 55 should run every half hour and should be a straight shot to downtown with no transfers.
438	Our family needs sidewalks and bus stops shoveled
439	Route 55 up Lake Otis to 36th and then over to Arctic (Route 40) and then into Downtown Transit
440	AnchorRIDES should expand from Elmore to O'Malley to cover the most senior citizens
441	We would like access to more public parks, not just certain parts of town
442	There are primary churches we enjoy attending that we don't have access to
	<p>Hi, I was hoping to attend tonight's event at Romig, but doesn't look like I'll make it.</p> <p>I appreciate the change in the routes, and I notice there's a lot of good news in the report card. I use route 40 now and then, more often in summer because snow and ice on the sidewalks make it hard to walk around in winter. I enjoy taking the bus from Spenard to the airport and downtown.</p> <p>My only beef is that there is no bus service to Loussac Library. I volunteer in the teen program at the library, and our attendance rate has dropped since kids can't take the bus to the library. I assume it's too expensive to have a regular bus route, but a 36th Avenue bus stop during peak afternoon and weekend hours would be a big help to library patrons.</p>
443	Thanks for your time,
	<p>I work and am also a senior but wanted to attend the meeting at the Dimond Center on 2/20. I can no longer use the bus f/work/school because the UAA and the Jewel Lake stops have been removed. Now timing of buses and stops so far away it is not convenient to ride the bus. I would like to see stops put back in. Also 36 bus needs to be reinstated for East to West midtown public transportation. SUGGESTION: Maybe have different winter/summer bus schedules with more stops in the winter when it is dark, cold and the ground is messy. In the summer more light, less</p>
444	dangerous, less accidents, and weather is conducive for walking.
445	Will bus service be reinstated on 36th Avenue between Latouche and Lake Otis?

	A
	<p>It would be great to see 55 do a run down to O'Malley from Fred Meyer area off of Abbott, which is the way that route 2 used to do because it would make it easier for some people to get to Lowes, or other businesses in that area and not have to rely on limited times that shuttle 91 does from Dimond mall. You can have that 55 do that run at certain times of the day like how route 3 used to have a 3C and a 3N. This could be an inbound and outbound to get people to destinations like 3 used to.</p> <p>The one big thing, ever since the changes came about, it is okay for certain routes, but when one goes to Dimond from Muldoon, it is not fun at all because the ride requires multiple changes and still some drivers never make the connections, getting to the transit from Muldoon is good to take 35, but going back to Muldoon from Dimond can be a pain if you do not want to go downtown to take a 10 or 30, you take 55 from Dimond to get to UAA, then take a 10 to get to Muldoon and that 10 does not always connect to the shuttle 31 because some drivers are still late these days or the time of day the connection is screwed up.</p>
446	
	<p>I used the 7A route three days a week and has noticed several new developments going up in the Sand Lake area. A new school and a new park will be going in as well. She lives at Seacliff Plaza Condominiums and notices that AnchorRIDES comes a lot now that the bus system has changed. If the bus could come back through and stop at the entrances of all these new developments, there should be a lot of potential riders in the near future.</p>
447	*received our postcard*
	<p>Would like the Route 60 back. Why are some routes getting 15 minute service and that one was eliminated? I rode it all the time and there was never a time when there was less than 22 people on the bus when I was riding. Dimond Center is a 1 1/2 mile walk from her house and as a senior citizen I can not make that walk in the winter time.</p>
448	*- did not receive our postcard, but a friend in Hilltop did*
	<p>Thank you for allowing the opportunity to comment on the changes to the Anchorage public transportation system. I have found the increased frequency on many routes to be very convenient, and the introduction of the mobile device transit pass (single ride, day pass, etc) has been incredibly useful and convenient.</p> <p>I am a regular (almost daily) rider of the #40, I also ride the #35, the #25, and occasionally the #10. The changes that were made to the system were done so with consideration to the 2040 Anchorage Land Use Map, anticipating new housing and work opportunities.</p>
449	
	<p>While the loss of some west Anchorage service (the old #36) is unfortunate, I do not think the department should attempt to bring back inefficient routes through residential neighborhoods. I am able to access the Loussac Public Library via the #25, though can understand how this may not be as feasible for some riders. I would encourage increasing the frequency on the #35 route to 15 minutes during peak travel times if the ridership indicates this would be justified.</p>
450	
451	Bring back a stop @ Loussac Library on 36th
452	Express bus from downtown to Muldoon - limited stops
	<p>Make connection times more convenient on routes with 1 or 1 1/2 hour frequency with the 15 minute ones. Especially at night. i.e. at 55 and 10</p>
453	
454	More frequency on the 55
455	Bus schedules should observe the actual holiday, not the days that office workers take off

	A
456	Less frequency on the 25 - 15 minutes is too much
457	Mini buses to transport riders to main lines in "underserved" routes or eliminated routes
458	Would some smaller buses be quicker and more economical?
459	I am really happy with the route 30
460	Advertise meeting schedule earlier - people need to have more time to plan to attend
461	System Report Card - report trips more clearly - standardizing the Y axis makes it hard to see the variation on the lower ridership routes.
462	Electric buses
463	Where's the updated Title VI & LEP plan located online?
464	I like these meetings more than PTAB
465	People I know who use AnchorRIDES have long wait times which is hard for elderly & disabled.
466	Eliminate the 15 minutes on all routes and go back to scheduled times. The 15 minutes are confusing and frustration, and not working.
467	Have the buses go straight through without all of the transfers. Have them go like they used to.
468	What should have been done was not to make a drastic change. It should have been done in pieces. It should not have been done in winter. Route numbers should not have been changed.
469	Restore 3C - 3N - 13 - 36 - 60! These used to go straight through
470	Steps on the small buses are narrow and too high between each step. Look into buses like the AnchorRIDES vehicles.
471	Ridership on 31 & 21 is extremely low
472	Ridership on 35 & 55 increased because the Route 60 went away
473	Would like to be a part of the planning board
474	The waiting at the transfers is the most frustrating
475	Add hooks on the poles at the bus stops so people can hang their groceries on them instead of on the ground when waiting for the bus. They don't have to add the hooks all at once, it could be done incrementally. (4 hooks - one set up high, one low)
476	Make bigger no smoking signs and have signs suggesting people cover their mouths when coughing. Make this sign a bulkhead.
477	Have the RT 25 go around the Muldoon Curve so it can reach the subdivision on the south side of the Muldoon Curve. The Patterson people can walk to the curve.
478	Balance the needs and wants
479	I think the new system is terrible because it eliminated neighborhood bus service (500 bus stops) except for Mt. View. That eliminated access to the transit system.
480	Make a goal of bus routes being no more than 1/4 of a mile of riders 60% overall. (It's now 39% which is poor)
481	Restore neighborhood routes - even if only a portion of what we had. That is a compromise of providing neighborhood service & "straight-through" routes. For example, restore Route 36 in Spenard and restore route 13 in Airport Heights. To completely eliminate neighborhood services eliminates access.
482	The previous system provided 30 minute & 1-hour routes, which is ok - it was regular and reliable. The transit officials call it "infrequent" but it is not from my standpoint. It was reliable and regular.

	A
483	The effect of this system is to not only eliminate access for people unable to walk 1 or 2 miles in the ice or snow, but it also puts more cars on the road. I know riders who bought old, cheap cars (polluters) because the system no longer serves them. That is going in the wrong direction. We should try to get more cars off the road.
484	Clean the buses with steam
485	Customer service should be more friendly and do what's right
486	Improve the ride quality - partner with artistic community & musicians & sketch artists
487	Drunks at Muldoon Fred Meyer
488	Clean bus stops - Costco bus stop needs a trash can
489	Be willing to break out of your stale public transit silo
490	Provide free wi-fi on the buses - make travel time productive
491	Some bus drivers are kind, but others are rude
492	Improve quality of life - electric buses - more toward autonomous vehicles
493	Improve access in the winter to bus stops - snow removal
494	support Snow Fighters
495	Partners with the mid-town congestion relief project for independent bus lanes and future Highway to Highway project.
496	15 minute routes are more like 23 minutes
497	When buses on detour they won't stop to let people off
498	15 minute rides on RT 10 are good
499	Install benches like Downtown Transit Center at bus stops instead of current benches
500	Provide service to where people want to go!
501	Increase frequency to every 15 minutes between 7-9 am for 25 (was an "express" in concept?)
502	I like the new app and the way you can quickly pay for your pass.
503	The new shorter routes nice for short trips, but to cross town it takes longer than before.
504	Bus service on President's Day
505	Bus Service the day after Thanksgiving
506	Fairview would like to have a more direct route to midtown from East Fairview - to the Loussac Library, REI, Moosestooth, Walmart, Fred Meyer.
507	Lots of missed trips on the 20, 10, & 55.
508	I live right before one of the metric stops and buses are always early trying to rush to that stops.
509	Metrics of early/late buses are seemingly only by certain stops. Stops before that get skipped by faster drivers and I already walked 0.7 miles to be missed by 1 minute.
510	Route 11 is not on-time enough
511	It's not worth paying to go downtown from Fairview and then pay again to connect to where you really want to go.
512	We'd rather pay more to have a direct route (seniors)
513	Look at the old RT 13 - we need to get to the hospitals directly without going out of our way downtown first.
514	Took too many bus stops away from the old RT 13.

	A
	The routes need to go to more destinations 5th Avenue Mall (we can pay bills there) Hospitals Social Security Building ML&P Building
515	
	The route 11 is not good - it doesn't go anywhere - proposed realignment after the senior center: go down 15th to Alaska Regional, then through Airport Heights to Providence
516	
	Increase access for people without cars especially these of low-income
517	
	Put bus stops closer together
518	
	need a route to the library
519	
520	There were improvements in areas that already had good bus service and you gave us none.
521	Improve inter-modal connectivity - Bicycles - Other
522	Snow clearing is a problem
523	Bus route to connect all the hospitals
524	Having AnchorRIDES for seniors to Eagle River, not just the disabled
525	Add bus route on Boniface to better service the hospitals
526	I like the 25 that goes to Native Hospitals
527	RT 10 - I like the new stop at Benson & Minnesota
528	Buses pass by without picking up passengers
529	Bus 8 - new route that would go DTTC or Northway Mall, Boniface, Tudor
530	LinkAK method of rideshare recruitment outside of private vehicles
531	Need improved service to mid-town from Fairview
	Having less stops means more walking which is hard for those with accessibility needs, especially in the winter.
532	
	Better access to Eagle River for those living in Anchorage
533	
	Route downtown to highway, then on Boniface to Tudor, then to hospitals. Continue on 36th to A St. Clear up congestion
534	
	Hello there! i live on Independence Drive. Please bring the bus back to the route on Independence Drive.
535	

	A
536	<p>I have not personally taken the bus for a number of years; however, I relied on bus transportation to get me back and forth to my job for a couple of years and without having that option would not have been able to keep my job.</p> <p>I know how important public transportation is to those with low-incomes. I have a family member who relies on bus transportation and, through my employment, am aware of a number of other people who also rely on the bus for their transportation needs.</p> <p>When the new bus routes were rolled out, there was one change in particular that negatively impacted many of those people: elimination of frequent (or any) busses down the Old Seward Highway. This is a major thoroughfare lined with countless apartment buildings, and the effect of the change was that many people could no longer get to and from their homes to their jobs, stores, medical appointments, etc. without having to first walk long distances to catch the bus.</p> <p>One example is someone I know who would now have to walk from the area of E. 100th to the Dimond Center to catch a bus, and would then have multiple transfers in order to get to ANMC. Unfortunately, he is in poor health and is unable to walk that distance, so he has to take taxis. This puts him in the position of delaying medical appointments by scheduling as many as he can on one day, as his limited income does not leave much money for taxis.</p>
537	<p>Another example is someone I know who was seeking a new housing situation (due to escalating rent at his then-current home), as well as a better job. Because he relied on bus transportation, the majority of otherwise available jobs in south Anchorage were unavailable to him; he would have had to have walked too far. Further, although he found a number of less expensive housing options in south Anchorage, he ran up against the same problem – he would have had to walk a long distance to be able to catch a bus to work, even work in south Anchorage.</p> <p>Yet another example is someone who had to either catch a shuttle bus to get to a regular bus, or walk an extremely long distance. Unfortunately, in this instance, the shuttle bus schedule was limited. She ended up losing her job, as she was no longer able to get to and from her home to work, and moving out of state.</p> <p>I appreciate the opportunity to comment and hope that future communications regarding public feedback prominently feature a phone number and email address for those who are unable to attend public meetings... especially because it would be extremely difficult for the majority of people who rely on public transportation to attend such hearings.</p>

	A
	<p>I was unable to attend the meeting last week in Eagle River. I am a fairly regular Route 92 rider and participated in the transit meetings a few years ago. I catch the bus at the transit center or the stop across from Carrs. Those are the only two areas with ample parking along the bus route.</p> <p>Attached is a proposal of a new route and stop locations. It would allow people up the Eagle River Valley and Hiland Road have an opportunity to ride the bus without backtracking into town. My mapping skills are rudimentary. Hopefully you can discern the handwritten numbers on the map that represent current (1-4) and potentially new bus stops (5-7) with a route that uses the old Eagle River Bridge and has a primary stop at the new Hiland Park and Ride.</p> <p>If you have questions or would like to discuss this further, please feel free to contact me. I appreciate having a bus service in Eagle River - it was one of the deciding factors when I purchased a home years ago. I would hate to lose bus service and think a modified bus route could serve a greater population of ER.</p> <p>*map saved G:\Transit\Planning\SRTP (Short Range Transit Plan)\Public Outreach\20190214-0222</p>
538	Public Event Series 1\Images\20190225 Proposed Route 92 Realignment Map_emaild
539	Hi! My aunt suggested to add more buses scheduled on weekends in the morning especially 6am and 7am for Bus number 10 and 30. Thank you.

	A
540	<p>I would like to address several points & suggestions relative to route #25.</p> <p>According to your published schedule book route #25 now takes a detour through the Eskimo/Indian hospital complex on Tudor Road , east of Elmore . I find there is really nothing wrong or offensive about this essentially harmless detour. It is however a rather short sighted & incomplete idea.</p> <p>As it stands , riders & potential riders living in east Anchorage along route #25 are required to go all the way downtown to the transit center to transfer onto another bus to ride back out, halfway back to Muldoon , to access the primary facilities of UAA for classes, lectures & labs, bookstore & other related activities. This lengthy process must also be reversed each evening to return to east Anchorage . From UAA back to the transit center downtown, transferring to route #25 outbound, to east Anchorage .</p> <p>I would propose you extend the above described detour north on Elmore to UAA , turn left at the stopsign, at the first signal light turn right into Aulmni drive & follow it back to the science building , make a "U" turn around the traffic circle in front of the science building at UAA, Reverse course & backtrack out toward Tudor Road , to resume routine travel along the primary route #25, inbound and/or outbound.</p> <p>This detour extension to UAA would additionally make access to the Providence Hospital & Alaska-Pacific(?) University easier for east Anchorage residents for office appointments , day surgeries, classes, etc... certainly it would also relieve some of the traffic & parking congestions at all facilities. Additional wear & tear on busses would be minimal. Additional mileage per trip is less than 1-1/4 miles. Increased fuel used would be minimal. Added time for each trip is less than 10 minutes maximum , regardless of direction, inbound or outbound .</p> <p>It seems to me the detour extension would increase service exponentially with minimal additional increases in cost, as compared with creating an entire new bus route. No new busses would be needed. No added busses would be needed. No additional vehicle support equipments would be needed.</p>
541	<p>The only immediate expenditure's I can imagine are for construction of several new bus stops, however since bus stops already exist from previous routes currently in service & UAA shuttle bus stops, "new " bus stops may not be a required investment.</p> <p>I see this suggestion as an inexpensive, time saving, logistically easy to activate & maintain, improvement to an already existing situation. Consider it slowly & carefully.</p> <p>Over time, as potential riders learned of new accessibility due to a slightly longer detour & elimination of wasted time making 4 needless trips a day across half the city to go through the transit center to transfer to another bus. Travel times can be reduced .</p> <p>I suspect your overall rider numbers would increase due to added ease & time saved.</p> <p>Drive the expansion yourself . Satisfy yourself a full size bus can indeed navigate the traffic circle in front of the science building. Confirm the additional mileage distance. Make your own estimate of additional time required per trip. I can only offer an idea. You need to evaluate & appraise it</p>