

Transit Center Study



Project Advisory Committee

Meeting no. 5 – May 30, 2024

Date and Time: May 30, 2024, 11:00 AM – 12:00 PM

Location: Virtual Meeting on Microsoft Teams, [click here](#).

Please note: This meeting will be recorded to allow project staff to take notes.

Agenda

1. Introduction and Goals (5 mins) – Stephen Stone, MOA Public Transportation Department
 2. Summary of Phase 2 Outreach Results (30 mins)
 - a. Stakeholder Workshop (5 mins) – Daniel Costantino, JWA
 - b. Online Survey - Charts and Tables (15 mins) – Daniel Costantino, JWA
 - c. Online Survey - Open-Ended Comments (10 mins) – Joann Mitchell, Kinney Engineering
 3. Discussion and PAC Recommendation (20 mins)
 - a. **Reminder: the PAC must make a recommendation to PTAB today.** Only PAC members may vote.
 4. Project Schedule and Next Steps (5 mins) – Daniel Costantino, JWA
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Attachments (sent on Thursday, May 23rd)

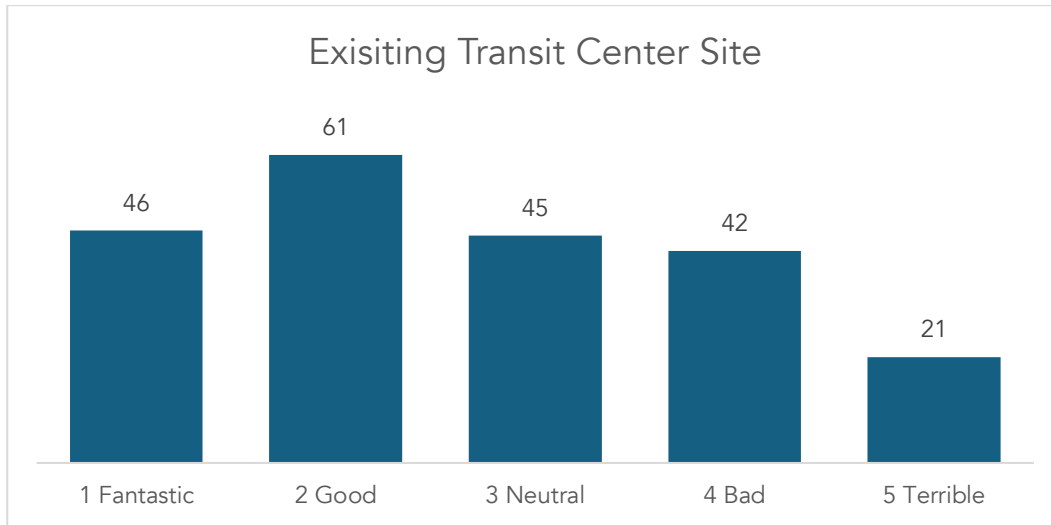
- Online Survey Response Summaries

Transit Center Study Phase 2 Online Open House - Survey Results

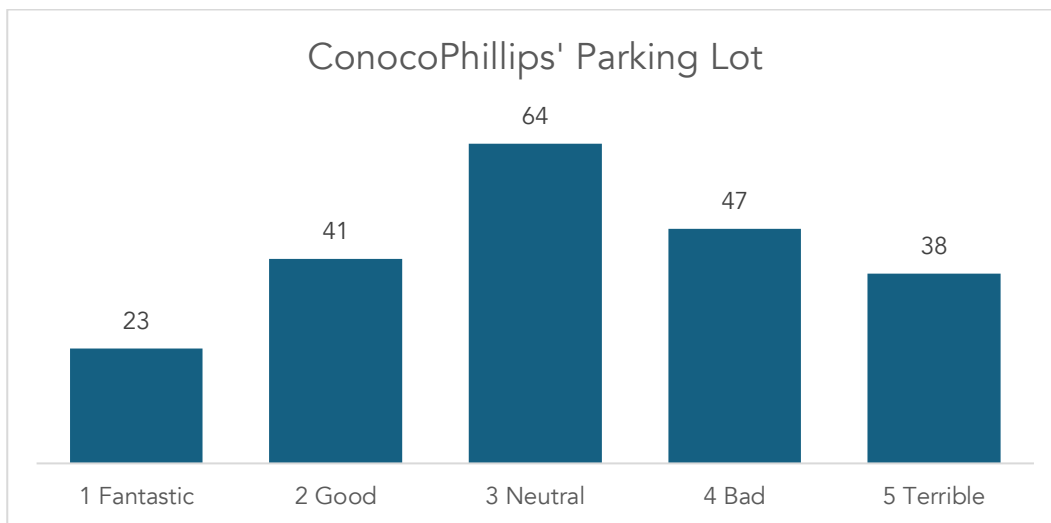
The Transit Center Study Phase 2 Online Open House was open from April 3rd to May 3rd, 2024. This Online Open House included a survey on respondents’ preferences among the three remaining candidate sites. The survey gathered a total of 222 responses. Key responses are summarized below.

1. Site Preference – All Responses

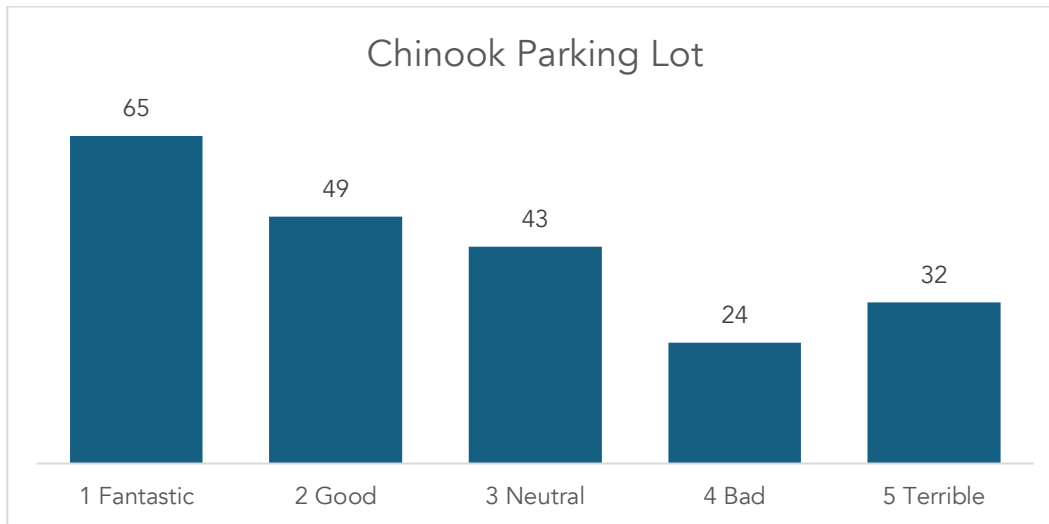
Survey respondents were asked to respond to the question: **“On a scale of 1 to 5, how would you rank each site?”** On the scale provided, 1 means a site is “fantastic” and 5 means a site is “terrible”.



215 respondents rated the Existing Transit Center Site. **A plurality of respondents (107) rated it as either “fantastic” or “good”.** The median response was at the limit between “good” and “neutral”.



213 respondents rated the ConocoPhillips’ Parking Lot Site. **A plurality of respondents (85) rated it as either “bad” or “terrible”.** The median and most common response (64) was “neutral”.



213 respondents rated the Chinook Parking Lot Site. **A small majority of respondents (114) rated it as either “fantastic” or “good”**. The median response was “good”, but near the limit with “neutral”.

Factored Rating by All Respondents:

By applying weighting system of 5 to 1, with 5 being Fantastic and 1 being Terrible, we can determine a single factor rating for each site.

Site	Rating
Existing Transit Center	3.32
ConocoPhillips' Parking Lot	2.83
Chinook Parking Lot	3.43

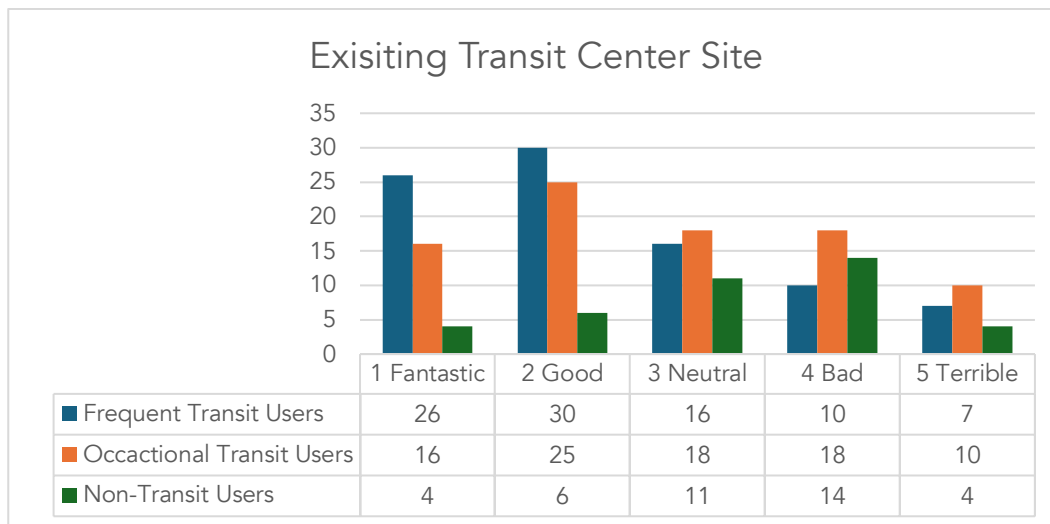
2. Site Preference - by Transit Usage

One of the questions asked to survey respondents measured their transit usage, “If you use PeopleMover, how often do you use it?”. Respondents could answer: ‘Every day’, ‘Several times per week’, ‘Several times per month’, ‘A few times per year’, or ‘Never’.

Using these responses, it is possible to reveal how site preferences are impacted by how often a survey respondent uses transit. This analysis distinguishes:

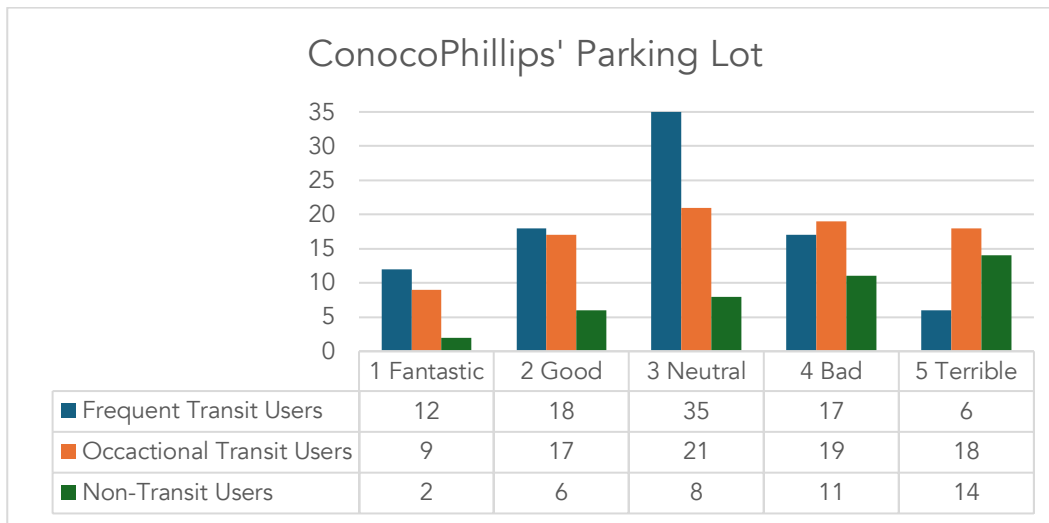
1. **Frequent Transit Users** who reported riding “Every day” or “Several times per week”.
2. **Occasional Transit Users** who reported riding “Several times per month” or “A few times per year”.
3. **Non-Transit Users** who reported riding “Never”.

This analysis shows how respondents’ opinions about different sites may be related to whether and how often they ride transit.



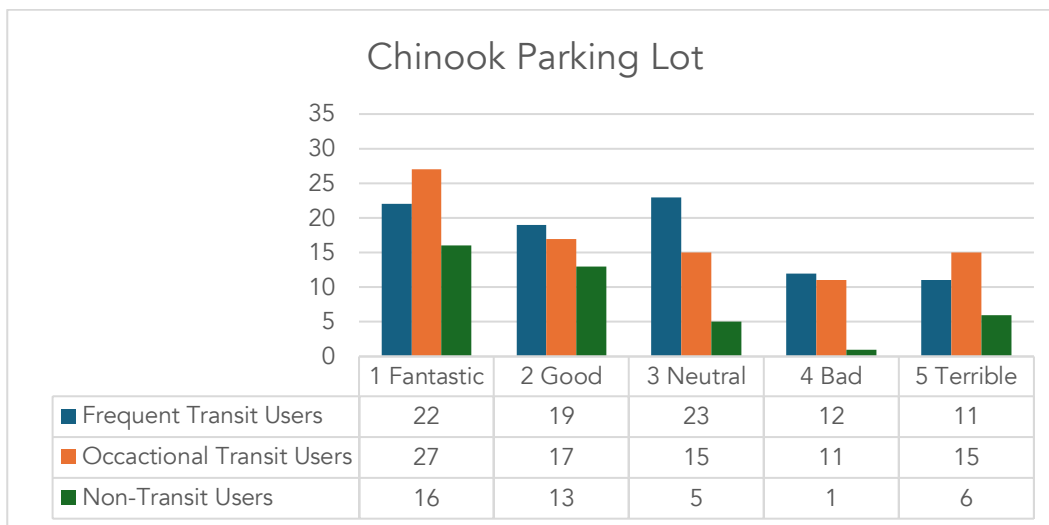
Respondents who ride transit often tend to have a **favorable opinion** of the Existing Transit Center site, while **respondents who don’t ride** tend to have a **negative opinion** of this site.

- Among frequent transit users who rated this site (89), most rated it “fantastic” or “good” (56).
- Among occasional transit users who rated this site (87), a plurality rated it “fantastic or “good” (41). The median response (25) was “neutral”.
- Among non-transit users who rated this site (39), a plurality rated it “bad” or “terrible” (18). The median response was “bad”.



On average, **respondents who ride transit often** have a **neutral opinion** of the ConocoPhillips Parking Lot site. **Respondents who don't ride transit** tend to have a **negative opinion** of this site.

- Among frequent transit users who rated this site (88), a plurality rated it “neutral” (35) and the median response was “neutral”.
- Among occasional transit users who rated this site (84), a plurality rated it “bad” or “terrible” (37). The median response was “neutral”.
- Among non-transit users who rated this site (39), a majority rated it “bad” or “terrible” (25). The median response was “bad”.



Respondents who ride transit often tend to have a **neutral to favorable opinion** of the Chinook Parking Lot site. **Respondents who don't ride transit** tend to have a **favorable to very favorable opinion** of this site.

- Among frequent transit users who rated this site (87), a plurality rated it “fantastic” or “good” (41). The median response was “neutral”.
- Among occasional transit users who rated this site (85), a small majority rated it “fantastic” or “good” (44). The median response was “good”.

- Among non-transit users who rated this site (41), a majority rated it “fantastic” or “good” (29). The median response was “good”.

Factored Rating by All Transit Usage:

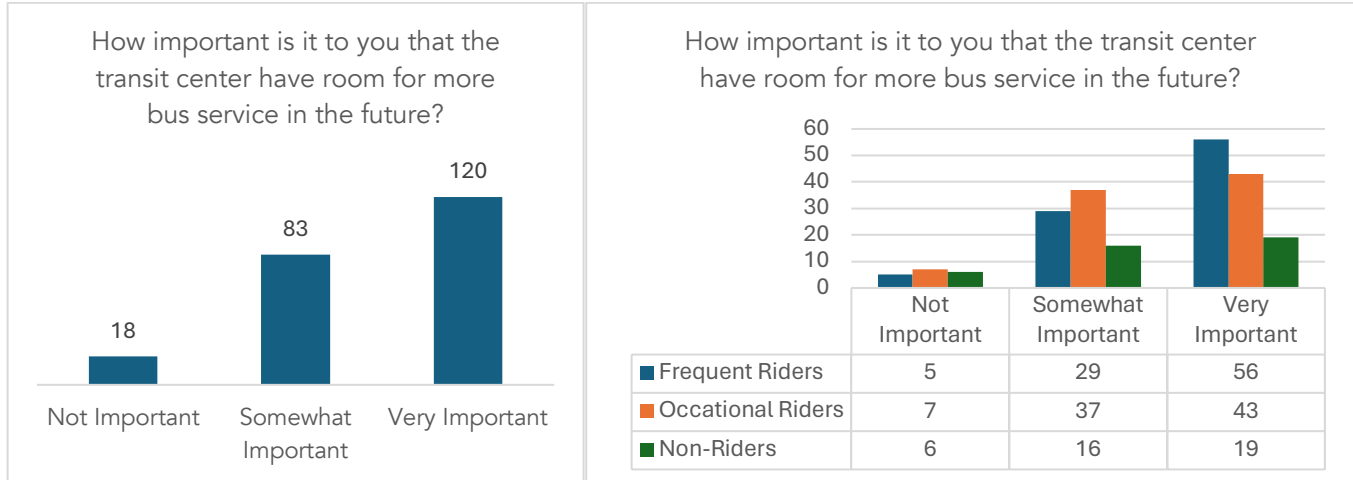
In addition to the ‘all responses’ factored rating, we can perform a similar analysis for each site by transit usage. Applying weighting system of 5 to 1, with 5 being Fantastic and 1 being Terrible, we can determine a single factor rating for each site.

Site	Transit Usage	Rating
Existing Transit Center	Frequent Users	3.65
	Occasional Users	3.22
	Non-Users	2.79
ConocoPhillips' Parking Lot	Frequent Users	3.15
	Occasional Users	2.76
	Non-Users	2.29
Chinook Parking Lot	Frequent Users	3.33
	Occasional Users	3.35
	Non-Users	3.78

3. Questions About Priorities

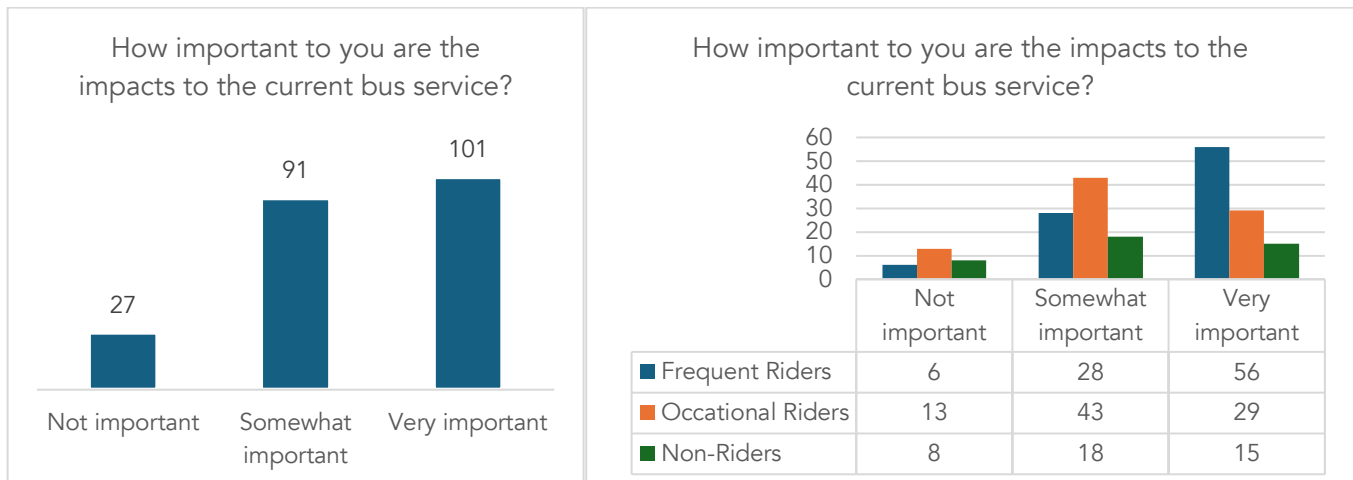
In addition to asking about respondents’ opinions on specific site locations and layouts, the survey also included a series of questions around specific aspects and function of a transit center and how important respondents felt each one was in the development of a new transit center. The responses to these questions may help inform why certain sites ranked higher or lower.

Room for More Bus Service in Future



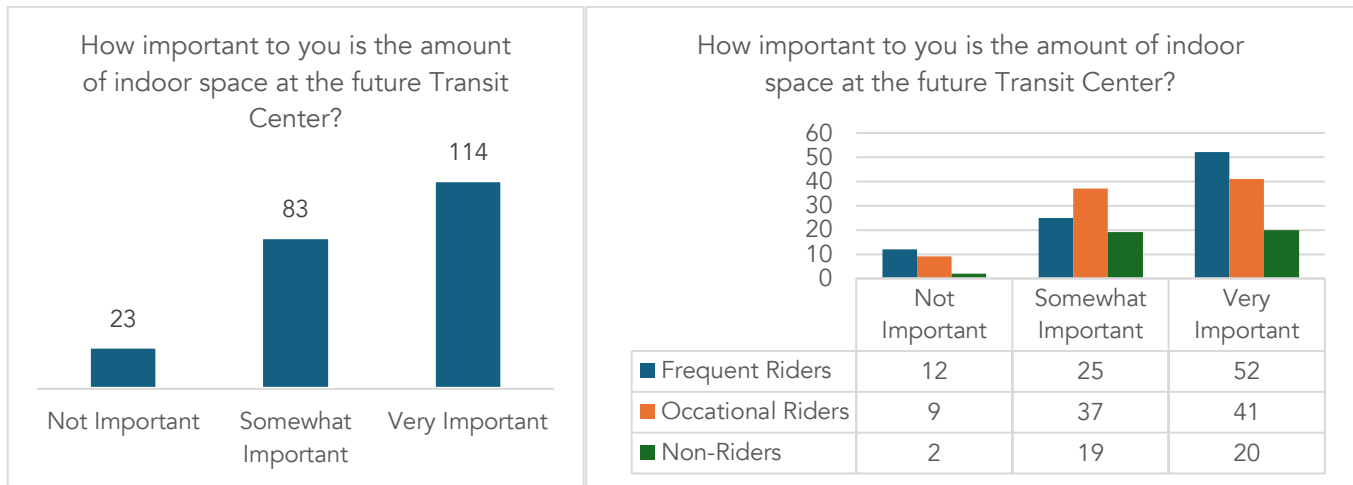
221 respondents answered this question. A majority (120) believe it is “very important” for the transit center to have room for more bus service in future. Responses were not significantly different between transit riders and non-riders.

Impacts to Current Bus Service



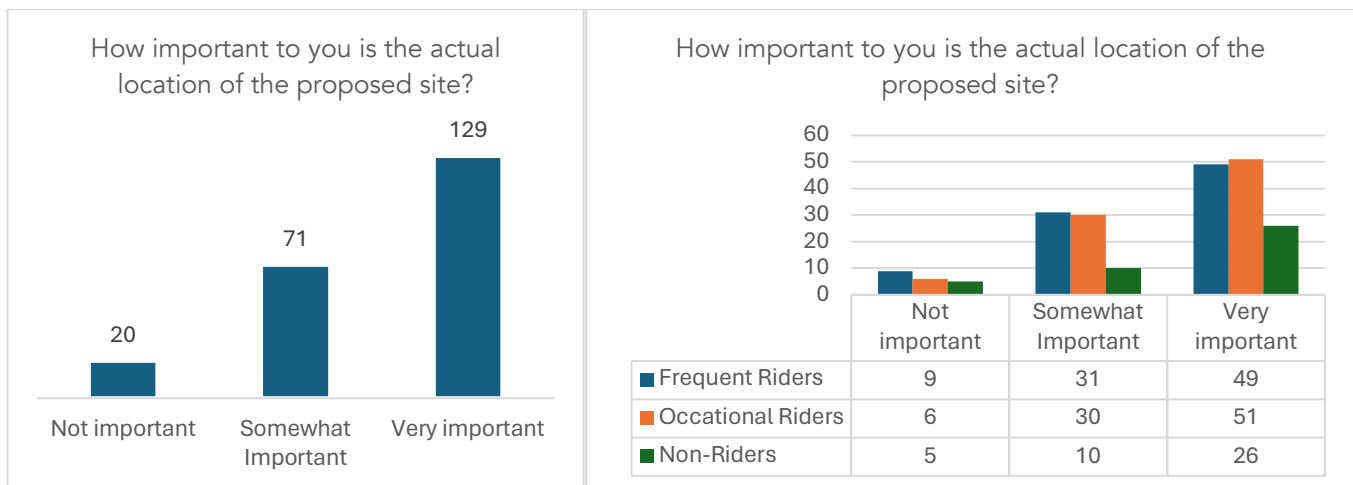
218 respondents answered this question. A plurality (101) believes that impacts to current bus service are “very important”. This includes a large majority of frequent transit riders (56 out of 90). However, a majority of occasional riders (43 out of 85) and a plurality of non-riders (18 out of 41) believe impacts to current bus service are only “somewhat” important.

Indoor Space



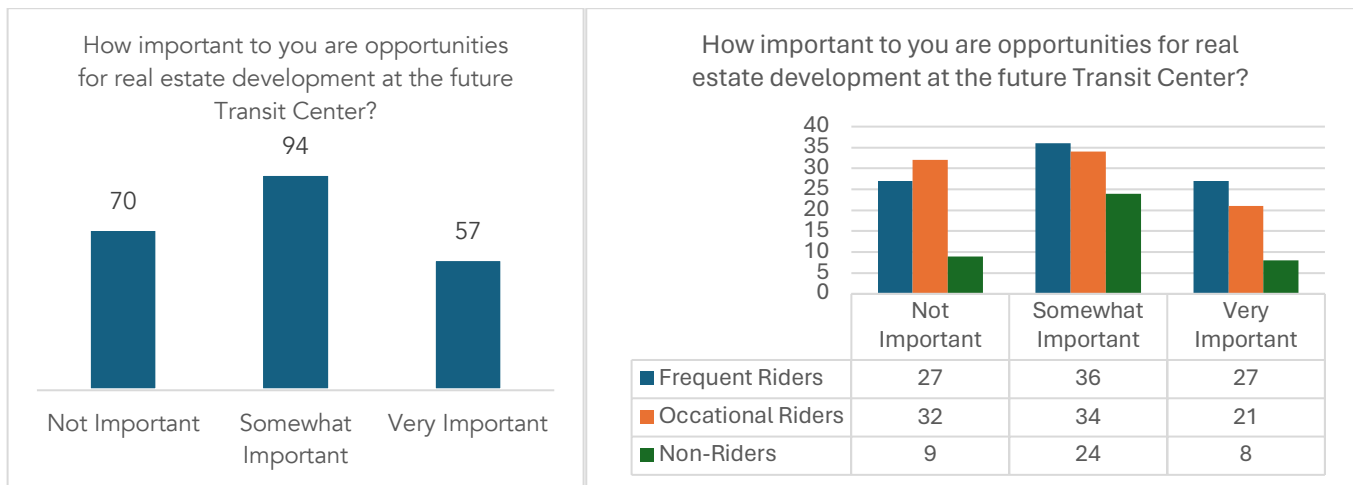
220 respondents answered this question. **A majority (120) believes the amount of indoor space provided at the future transit center is “very” important.** Responses were not significantly different between transit riders and non-riders. This is consistent with generally favorable opinions on the Chinook Parking Lot site.

Location of the Transit Center



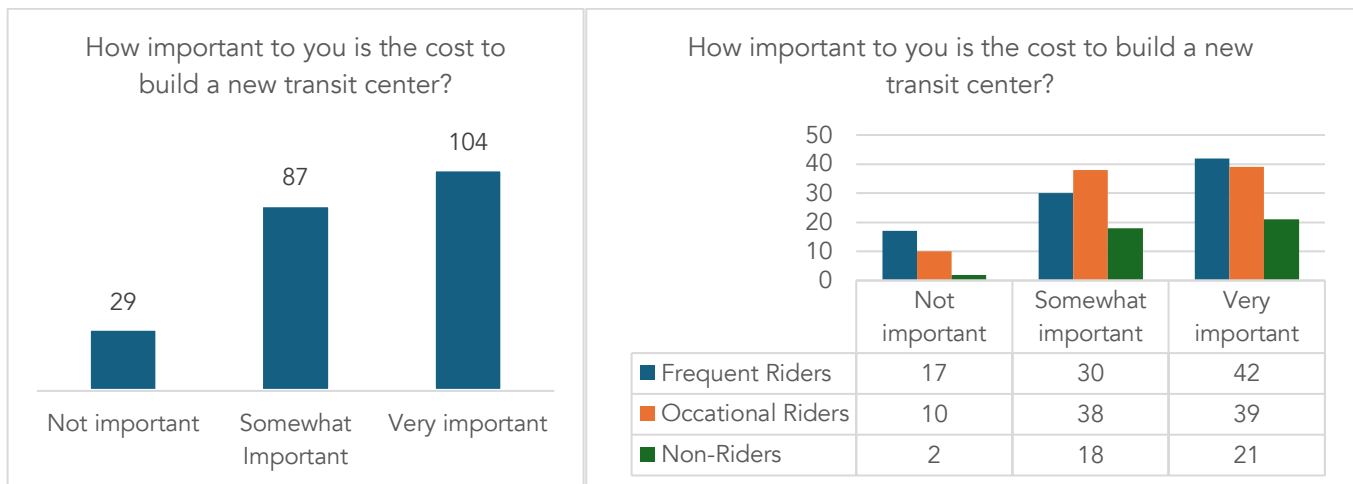
220 respondents answered this question. **A majority (129) believes the actual location of the proposed site is “very” important.** This response was strongly reflected by frequent riders, occasional riders, and non-riders. Among those who considered the location of the proposed site to be very important, a majority (74) have a “fantastic” or “good” opinion of the Existing Transit Center site.

Real Estate Development



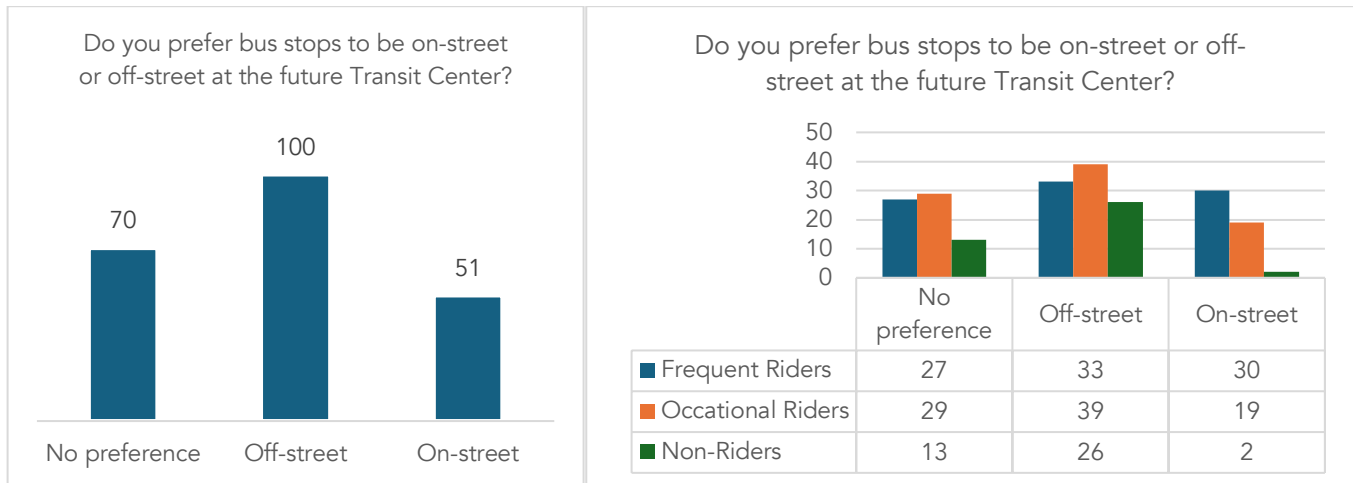
221 respondents answered this question. **Only a minority (57) believes that opportunities for real estate development at the future transit center are “very important”.** Responses were not significantly different between transit riders and non-riders.

Cost to Build



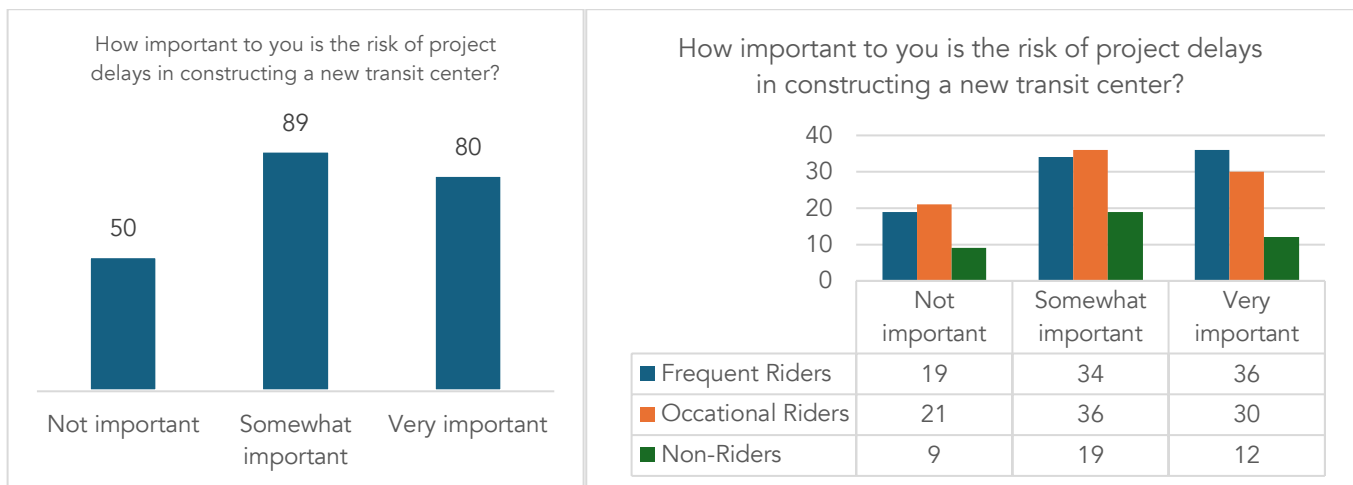
216 respondents answered this question. **A plurality (104) believes the cost to build a new transit center is “very” important.** Responses were not significantly different between transit riders and non-riders.

On-Street vs. Off-Street



221 respondents answered this question. **A plurality (100) prefers off-street bus stops at the future transit center.** Responses were not significantly different between transit riders and non-riders.

Risk of Project Delays

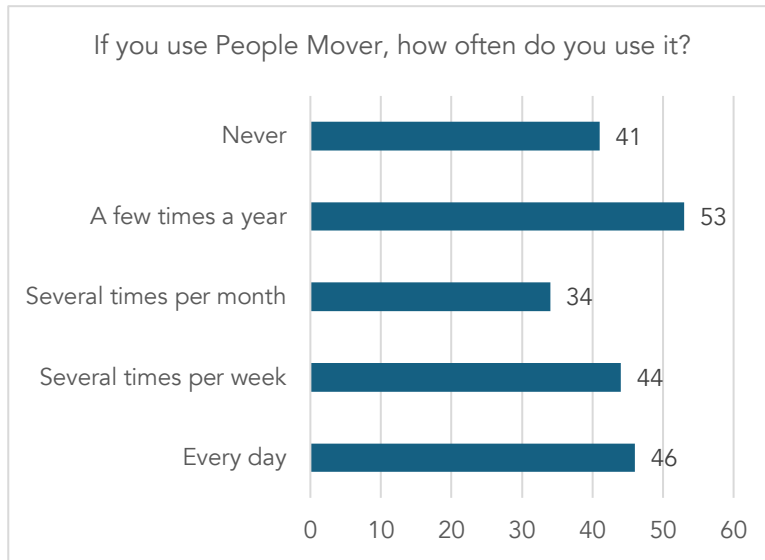


216 respondents answered this question. **A plurality of all respondents (89) believes the risk of project delays in constructing a new transit center is “somewhat important”.** However, a plurality of frequent transit riders considered the risk of project delays to be “very important”.

4. Respondent Demographics

This survey captured responses from a wide variety of demographic groups. Respondents were voluntarily asked to identify their ZIP code, income, gender, approximate household income, and race.

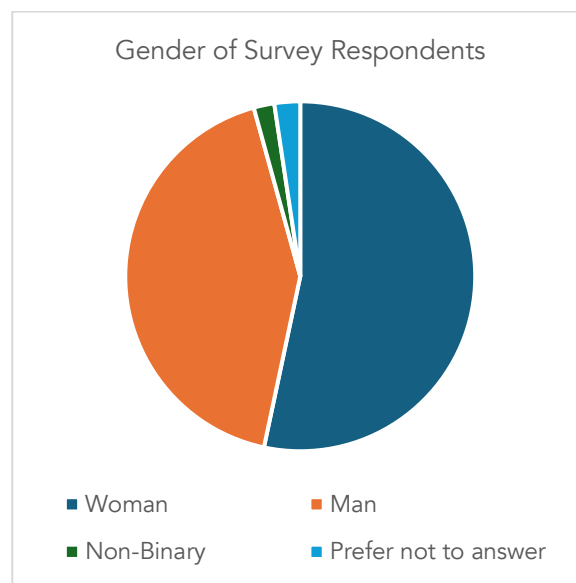
Transit Riding Behavior



218 respondents provided information on their level of transit use. Among these, a plurality (90) reported riding either “several times per week” or “every day”. Nearly as many (87) reported riding either “several times per month” or “a few times per year”. A smaller number reported they (41) never use transit.

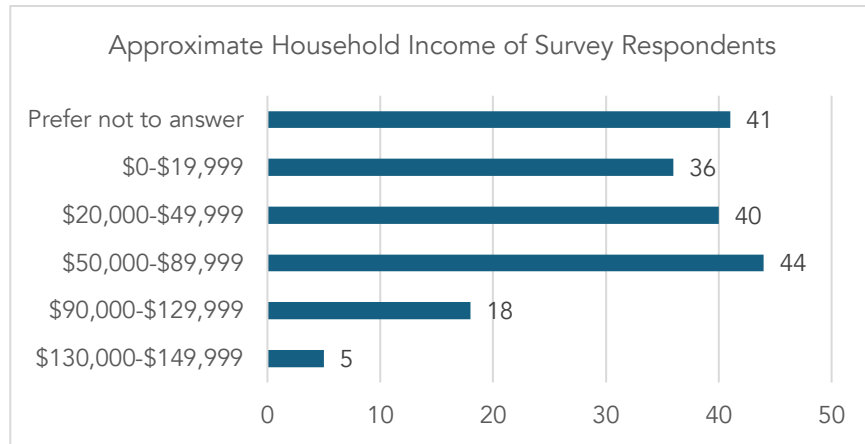
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Gender



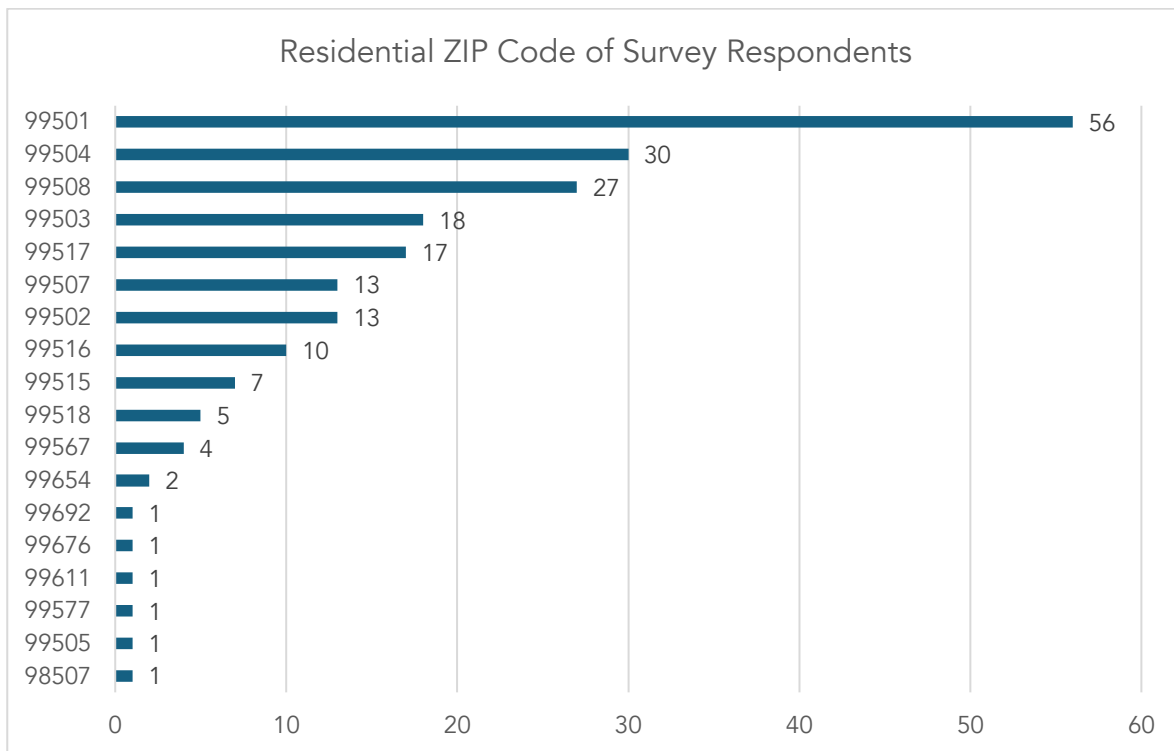
205 respondents provided information on their gender. A small majority (112) of respondents reported being women, 89 reported being men, and 4 reported being non-binary.

Household Income



143 respondents provided information on their household income. Among these, a majority (76) reported household incomes below \$90,000 per year. According to the U.S. Census, the median household income in Anchorage is about \$95,731 per year¹.

Residential Location



198 respondents provided their residential ZIP code. Among these, a majority (118) live in the ZIP codes within and immediately adjacent to Downtown (99501, 99503, 99508 and 99517).

¹ Median household income in Anchorage, 2018-2022, per Census Quickfacts:
<https://www.census.gov/quickfacts/fact/table/anchorage municipality alaska/PST045223>

Race and Ethnicity

	Respondents	Survey %	Census² %
White non-Hispanic	144	70%	59%
American Indian or Alaska Native	22	11%	7%
Two or More Races	19	9%	13%
All Hispanic or Latino	8	4%	10%
Asian	5	2%	10%
Black or African American	5	2%	5%
Native Hawaiian or Other Pacific Islander	3	1%	3%

205 respondents provided information on their race and/or ethnicity. Survey respondents included people from all Census-recognized races and ethnicities. Compared to the population of the whole Municipality of Anchorage, respondents from the White non-Hispanic and American Indian or Alaska Native groups were slightly overrepresented, while other groups were underrepresented.

² See <https://www.census.gov/quickfacts/fact/table/anchoragemunicipalityalaska/PST045223>

Transit Center Study, Phase 2 Open House

At the end of the survey questions, two open ended questions were asked: 1) Are there any other criteria or factors that you think are most important when deciding on the site for the new Transit Center? and 2) Do you have additional comments you'd like to share? Following is a summary of the responses.

Q1. Are there any other criteria or factors that you think are most important when deciding on the site for the new Transit Center? There were 128 responses to this question. These responses have been categorized as described below, with some responses included under multiple categories.

- **Safety** was mentioned most frequently (35 comments). Safety means different things: safety of access (crossing streets, on street vs off street), public safety/security at or in the transit center, rider safety, etc.
- The **need** for a new transit center was the second most mentioned factor (20 comments). Most respondents who commented on need felt a new transit center was not needed, but some commented that this would be a good investment that the whole city would benefit from. Closely related to need was **Cost** (mentioned in 17 comments); the high cost of the ConocoPhillips site was mentioned frequently as a negative and the low cost of the existing site was mentioned as a positive for that alternative.
- Providing **shelter from the elements and other amenities** (benches, restrooms, vending machines) were factors frequently mentioned (14 times). These were often mentioned in conjunction with the need for increased safety/security of patrons.
- **Multi-modal possibilities** was identified as a factor (11 comments). Respondents want to see easy connections to the Alaska Railroad and future commuter trains but also to walking, biking, park & ride, etc.
- **Growth potential** was seen as a positive factor (11 comments). Most comments related this to the potential to expand transit service but a couple comments related to the potential to add retail or commercial development at the Chinook site.
- **Location** was frequently mentioned (11 times). People want to see the transit center conveniently located but that means different things to different people—some felt that existing site was closest to where people needed to go and the Chinook lot was too far away. Others felt the Chinook site was in a better location and others made the comment without stating a preference for a particular site.
- **Accessibility** was another factor that was frequently mentioned (10 comments). This was generally related to the steep grades around the Chinook site and concern for disabled people to be able to access the site, particularly in winter. A general comment was made that riders with disabilities have an outsized need for good transit and consideration of their needs should be prominently considered in the decision.

Q2. Do you have additional comments you'd like to share? There were 91 responses to this question. Responses have been categorized as described below, with some responses included under multiple categories. In general, the comments mirrored the sentiments of what was expressed in response to the first question.

Comments related to the **existing site** were all in support of keeping it (14 comments):

- Works and is in a good location; don't see the need to move.
- Would like to see improvements made for security.
- Eager to see indoor areas re-opened soon

Comments related to **ConocoPhillips site** (4 comments):

- Too expensive (4 comments)
 - Don't support building a parking garage for ConocoPhillips (2 comments)
 - Like the site, but concern about cost (1 comment)

Comments related to **Chinook site** (12 comments):

- Good location, near railroad.
- Like the idea of the potential of the site—room for transit growth, room for additional uses.
- Like that the buses are fully off-street, that the transit center is a stand-alone facility.

Other comments:

- Some didn't like any of the options (2 comments)
- Comments about safety and security (at the new transit center, 7 comments; unrelated to the transit center, 3 comments)
- Comments about desired design features (desire for indoor waiting areas, safe restrooms, benches, etc., 12 comments)
- Comments about cost in general of a new transit center, how to fund it (7 comments)
- Comments about operations (unrelated to the transit center) (17 comments)

Why not make the current location better rather than build a whole new one. It's just going to be poorly used and infested with vagrants like before. We have better needs in our community than millions on a new site.	1
Why move it? Is it due to homelessness impact on current location? Traffic issues? How will the issue of homeless squatters be addressed? Is this 100% federal funding? What is the impact on homeowners property taxes?	1
What would happen to the current site if a new site were developed? What benefits would Conoco Phillips receive both immediately and long-term? Would this create the potential for Conoco Phillips to increase city expenses long-term/after construction completion? What kinds of additional development opportunities are being considered/have been successful in other cities?	1
We don't need a new one down town !	1
Walking distance from jobs. Accessibility of site and nearby streets, the Chinook parking lot is near roads with steep grades, making it difficult to get around. If the AK Railroad ever has a commuter train, the Chinook parking lot would be a great location for train commuters to then ride the bus. The cost of building a garage for ConocoPhillips Employees is very expensive.	1
Very concerned of costs. It is not government money; it is ours.	1
This open house covers a lot of the vital components for selecting the site, which I appreciate. I think this is also an opportunity to consider how investing in good transit amenities can increase/impact ridership and if we want to continue to only invest in car-dependent modes of transportation. How does that impact the most vulnerable? How does that impact our environment? How does that impact costs related to road construction and maintenance over the long-term? How do kids get around? 91 million to develop the Conoco site seems like a lot, but that's almost the exact cost DOT&PF is paying for the Milepost 25.5-36 Seward Highway Rehab Project. Why can't we invest in transit like we invest in building roads?	1
Thinking long term - for our city's growth. For density, For dealing with homelessness. For helping the bus system to feel safer and more comfortable.	1
There should not be a new transit center location. It needs to stay at the original location!	1
There are paying People Mover customers who need an indoor waiting space with restrooms and security. Please come to a solution with haste, before another winter comes.	1
The transit center needs to be exactly where it is located off 6/H. It should not be moved to a location where people reside - condos/houses/etc	1

<p>The timeframe and the cost and impact to taxpayers (cost) are primary. I feel that the rate of inflation will be driving more people to more frequent bus use, the familiarity and location of the current downtown center, and the fact that the assembly likes to spend more and more of Anchorage taxpayer's money as real factors to emphasize curbing the cost.</p>	1
<p>The site should have space for an aesthetic and efficient layout and for landscaping. Make it comfortable and attractive for riders.</p>	1
<p>The proximity to the train station is important as this would help the tourism industry. Most importantly, though, is the fact that we need to grow the number of routes in Anchorage to support this city while creating a safe space (without having to cross roads) for travelers to wait for their rides to arrive. Who knows, we might be able to finally connect the airport to downtown this way.</p>	1
<p>The proposals did not address ease of long-term maintenance. People Mover's ability to maintain the new site as safe and clean in the long-term is paramount to attracting commuters who would otherwise drive. Adding those "discretionary" riders would be a boon environmentally, reduce traffic, and add funds to the transit system. The proposals also did not address which site would be best for riders with disabilities, which is a big miss. Riders with disabilities have an outsized need for good transit, and considerations for low vision users, wheelchair users etc. should feature prominently in this decision.</p>	1
<p>The Middle option, Chinook, would cause the most disruption to service. But since there would be more capacity at the new chinook transit center, a new route could be created to run along the affected areas, in a loop, similar to 11 or 41. This would require the fewest amount of busses while still expanding ridership since only one additional route would be needed. Since the area is highly developable, city-owned infrastructure could be leased to private businesses inside the transit center to create more jobs and increase revenue for the municipality and the people mover service.</p>	1
<p>The location is key because I believe it should be available to access every part of town.</p>	1
<p>The large accumulation of homeless people who use the transit facility as shelter. I would prefer something that is clean and not used as a toilet or sleeping area.</p>	1
<p>The increase in space for future development should be considered first. I see Anchorage becoming more populated in the future and having room to develop is a must. The cost for developing is a close second to consider. The people using the bus usually do so here because they don't have a vehicle (a large expense) so an increase in bus prices would be detrimental to most of us. It would also effect the public assistance expenses that would be more helpful in other areas.</p>	1
<p>The first criteria should be the efficiency of the bus services and amenities not potential real estate benefits. The current location is the best option. You can combine routes 20 and 40 there just as easily as at the chinook site.</p>	1

<p>The existing transit center is in a good spot and it would be great to leave it there. Downtown streets are already intended for circulation, so it makes sense to keep buses on the street and encourage property within parcels for more productive uses. I have used the Eugene bus station and it is ok but not really pedestrian friendly and it takes up an entire lot downtown.</p>	1
<p>The existing site worked well when the inside space was open and the buses were all located in front of the bus station on 6th between H and G and on H between 6th and 7th. There were public bathrooms inside, it was safer, and warmer. There were a few nice businesses that had food and other necessities. There were also some public services for people that may use the bus. The existing site can be resurrected for much less cost than the other two options.</p>	1
<p>The closeness of the Transit Center being built nearest the water could be a big factor if in the case we have a natural disaster, such as another earthquake or sunami. Plus it would factor in in temperature during the colder seasons in Alaska.</p>	1
<p>The Chinook site is the best. Please don't delay in getting it done asap.</p>	1
<p>The Chinook site is city-owned and provides plenty of space. The location above the Railroad is also key for future transit inter-tie opportunities</p>	1
<p>The Chinook site addresses the key items listed in the study and is the only location with room to grow. It's still downtown and has the same level of accessibility. In addition it will provide some space from the "negative" impacts to residents, businesses, and visitors.</p>	1
<p>The Chinook location is probably the worst of the three as far as access to the main downtown area. It is not the easiest route to walk up the hill, especially in the winter.</p>	1
<p>The accessibility of the chinook site for people with mobility limitations is a large concern. Frankly, the cost of the Conoco site is absurd. With that you could create the chinook site, modify the existing site so that it had less buses but included a smaller bus/shuttle that exclusively went back and forth from the existing site and chinook to manage the impact on access and add a site in midtown (which is desperately needed).</p>	1
<p>The ability to expand future services and connections to the tour coaches and maybe commuter rail out to the valley. Off road bus boarding and waiting makes a huge difference to the riders.</p>	1
<p>That has Bathrooms and Restaurants.</p>	1
<p>Space for growth of the bus system. Prioritizing new routes, additional busses for faster service, etc. I don't care about the economic growth of the area or how much space there is for employees, there needs to be space for busses and riders first and foremost.</p>	1
<p>Should be a pleasing site for tourists downtown, even if they don't use it for transportation.</p>	1

shelter from the snow, wind and rain is very important. But it needs to be monitored so that the ones using the service get to use it and not just the homeless maybe have two areas one for those using the service and one for the homeless.	1
Save the money, use the old site -then you can afford more security and upkeep.	1
Safety of transit riders and the public	1
Safety is very important!!!!!!!!!!!!!!!!!!!!!! Some folks who hang out at the current Transit Center look like they are up to no good. I do not feel safe around them.	1
Safety First	1
Safety and security, it should be well-lit, constantly monitored and maintained with high-frequency cleaning and snow clearing and it can function much better than the current site, even in Anchorage.	1
Safety and Security potential for the indoor and waiting areas.	1
Safety and convenience	1
Safe place for riders to transfer buses and walk to destination. Traffic flow and pedestrian safety near transit center-dodging buses is dangerous.	1
Riders need to get on the bus or transferring without crossing streets. Conoco and Chinook provide that. When I look at recent fed funded centers at cities our size (Wichita, Toledo, Kalamazoo, etc) they all integrated different modes (train and bus or private and public buses). Conoco too expensive; feds will now pay for a garage for the exclusive use of a private employer and why would Conoco lease site without free replacement spaces? With Willow, Conoco will be expanding.	1
Remove ACDA from management of the transit center. They shut down a perfectly workable vital public facility for 4+ years and now are coming back asking for tens of millions of dollars instead of the 2 it would have cost to keep open for 4 years. They need to be investigated for fraud.	1
Proximity to other transportation options like the train stop	1
possible future access to a rail link at the Chinook site is important!	1
Please don't make riders walk up and down the hill to 3rd Ave. Older people and handicapped people would have difficulty.	1
Please don't move the bus station to the perimeter of DT is it will bring the station further from those who need it	1

Options other than using the existing site are either too expensive or would significantly negatively affect efficiency and job access for users.	1
One thing that stuck out to me as completely unacceptable about the Conoco Phillips site is the inclusion of an additional parking garage, rather than using the space for transit oriented development. There already a massive over abundance of parking downtown and the idea building a parking garage next to an existing parking garage is ridiculous. Who is going to drive downtown just to get on a bus. A park and ride might make more sense in a less urbanized location but it makes zero sense for a downtown transit center. The Chinook site provides a better connection to the Alaska railroad, which will have an immediate positive effect on tourism and hopefully make the idea of commuter rail between Anchorage and the valley, as well as a rail connection to the air port more attractive and that area of downtown is need of further commercial and residential development anyway. As an aside, interior space to wait inside out of the cold should be a thing at all transit stations in Anchorage!	1
Nothing against the homeless, but they can cause problems and so policing and management should be a major criteria.	1
Most Transit Centers that I had the opportunity to be at are located downtown in their city, it's a convenient and familiar location ...please, don't mess with it!	1
More security and indoor waiting areas that are seated and pass code restrooms with regular cleanings	1
More people to help to keep safe	1
More benches and vending machines	1
Mid town would be the best place for a new transit center	1
Make sure to add places to sit. Or some kind of structure with a roof for winter days or rainy days	1
Make sure the people who ride the bus have more input than those who do not ride the bus. What effect on the budget will there be if money is used to build a new site? What impact will a new site on in determining what bus routes we keep and how often bus routes will run - especially on weekends and holidays.	1
Maintenance, the current transit center gets a lot of trash build up and smells unsanitary outside. It needs to be a safe space for pedestrians and people utilizing the buses	1
Lowest cost to reform and least impact on bus routes.	1
Leave the transit center where it is and reconstruct to meet Anchorage needs.	1

Just that the new center is placed on a site that keeps the public safety at it's utmost importance.	1
Just safety for the everyone	1
Just make sure the buses have a place to pull in, so people can get on safely	1
It's the new bus depot going to be accessible for people that are on wheelchairs? I Hope so.	1
It's important to pick and invest in a site that is future looking. In other words, we're not only looking to meet current needs but also to a future where more people are using transit. Also, we live in a winter c ity -- people have to have a warm place to wait for a bus, but it has to include security and design that deters criminal use and is safe for everyone including the kids who ride on PeopleMover.	1
Is there business interest is developing near the transit center?	1
Internal bus circulation/transfers don't seem nearly as important in Anchorage as in some places that have regional bus service and/or transit hubs. Even in the face of vastly increased population, there ar e only a few places/directions people can travel from Anchorage via ground transportation, making tra nsfers pretty simple	1
Integration with existing and planned bicycle and walking infrastructure wasn't mentioned significantly in the proposals. Current transit frequency and service routes don't accommodate my living/work locat ions, so a new transit center should ideally be built with expansion of transit in mind—it's desperately needed!	1
Increasing usage seems to be key, especially so for all the efforts to be worth it. It seems the Chinook site would have more access to the retail areas downtown, if that is the goal.	1
Increasing the amount of safe, reliable public transportation is huge to me. The idea of having an off-st reet location sounds great and, as far as potential future real estate development is concerned, I can s ee a benefit to some services co-located with the transit center that would benefit busy working individ uals. Food for instance would be great to have nearby the transit center.	1
Improve using the same building Many busses are not carrying many passengers. No need to overbui ld.	1
I'm glad you've been studying Oregon for reference. Off-street is the way to go- I'd rather save money and have more commercial opportunities there (like a food truck/coffee stand)	1
I'm concerned about how the homeless hang out at the bus site	1

I use route 92 almost every day it operates. I drive to work to use the bus, therefore I need secure parking. For me the current setup is very good. I don't need to wait indoors or do I need covered stops. I don't see the economy growing so much that it needs an upgraded stop, your studies show a decline in riders. I can't see a multi million dollar project to be justified.

1

I think the proximity to the Alaska railroad is an important factor that I don't see being mentioned that makes the Chinook Site appealing. There have been numerous proposals to use existing rail to provide commuter rail service especially to the valley. Locating the transit center near there will make sure that anchorage is set up long into the future not just for Bus expansion but for Rail expansion if it ever happens. It would also provide current tourists visiting and exploring Alaska on the Alaska railroad a wonderful impression of our city as well as lessening congestion that can be brought from the influx of people. With the future potential for rail also having a potentially massive impact on road maintenance costs for the Municipality and for the state and providing additional means of ingress and egress from anchorage other than the Glenn highway it seems like the Chinook Site is the best bet on our future.

1

I think the new Center should remain at/near the current location. The Chinook site is too far away from the busiest sections of downtown, and takes away the space for Rony events and the Markets. It's also not as convenient to Town Square events and the PAC, which would make it less safe when getting out after an evening performance and trying to catch a bus home. I also wonder about how all those buses would affect travel/business along the narrower E Street channel. I know this is also trying to plan for our future needs. And as much as I'd love to see more buses/routes, realistically I wonder how much of a larger staging area will actually be needed/used, since we've had reductions in service more than we've added routes. But perhaps you know things I don't! Thank you for the opportunity to give my opinion.

1

I think the cost of the Conoco Phillips site could be reduced and opportunities for private development increased by leveraging existing parking space elsewhere. For instance, essentially the entire block of the existing transit center is a parking garage. Would it be possible to utilize that space with a blanket lease of spots? It would be close to the same walking distance for CP employees and would free up space for private development. Alternately, there could just be a second story parking deck that mostly replaces what is already there, minimizing any impacts. I also feel like there is an opportunity to sell the airspace above the CP and Chinook alternatives for increased private development.

1

I think that unless People Mover is actively producing a plan to increase their routes and make riding the bus more accessible (what up, South Anchorage), then there isn't a need to displace two established parking spaces. Let's use and re-vamp what already exists in our community rather than create more, *especially* downtown. Displacing Conoco parking to create another ugly structure downtown isn't the solution and neither is congesting an already difficult-to-access parking lot surrounded by steep roads.

1

I think that the current location of the transit center should continue, with the changes proposed here in. It is by far the most affordable option and therefore has the greatest chance of actually being implemented. .Also, the location is familiar to most bus riders and is closer to where most downtown workers work.	1
I think evaluating all past, current and projected criteria; there Chinook site makes the most sense. I think compared to bus depots in other cities, the design is most align with ones that I use when travel.	1
I liked where it was at before it getting shut down for security its not fair when it's winter people have no choice to be in the cold and bus drivers be in or on the bus where its warm	1
I do most of my bus riding in the winter, so I very much appreciate a transit center that has indoor space that is well heated and ventilated when I am transferring buses at the transit center!	1
I could not tell from the map whether access to the state and federal courthouses would be negatively affected by the Chinook site. If they would be, please consider rerouting to make sure court is accessible to people required to be there.	1
I believe the customer service desk should have 4 workers at the desk to help customers at all times.	1
I believe the current location is the best since I doubt that any new location will be easier to be kept clean and nice.	1
I am concerned about cleanliness to the area once transit center is existing as well as concerned about distance from the transit center to actual administrative buildings or shops	1
I am absolutely against a move that is so significant as the move to the Chinook location.	1
How much land, buildings are demolished, cost of bringing in new utilities to build a whole new transit center.	1
How icy it is to walk other places to or from. That's a safety issue. The Chinook lot would be further from lots of different areas people need to go to. I think it is a good potential location but just further away from lots of places.	1
Hoping for possible commuter rail from the valley. E Street parking lot site near train station. City owned with indoor space to get coffee, wait inside away from negative weather elements, space for bike parking. As long as there are additional stops added closer to current site, the E parking lot seems the best choice.	1
Homelessness and crime impact on downtown businesses and tourism	1
Heated, well lit	1

Having it off-street is the BEST	1
Get it built fast, we don't care about all the political mumbo-jumbo. A safe warm enclosure like at diamond center and all the busses go there.	1
For the new Transit Center-Keep it at present location. Riders are familiar with this location. Save money by keeping this location. Extra funds saved could be used for other transportation improvement projects!...badly needed.	1
Fix the current transit center...these questions were difficult to understand	1
fix and upgrade the current transit center	1
everyone knows where the existing site is and might already have their schedule figured out. no need to fix something that isn't broken.	1
Due to the fact that the 3rd Avenue Chinook site is down a fairly steep street from 4th Avenue I'm concerned about winter access for the elderly and people with disabilities and those are some of the passengers who would need inside waiting areas.	1
Customer safety and we'll being.	1
Currently buses idle in Fire Lanes on G , 7th and H.	1
-Covered access to busses considering weather - Easily walkable and minimizes likelihood of slips and falls -Easy access to downtown social services - Room at add business opportunity such as small food court, nice interior waiting, and possible access to a few state or local resources	1
Congestion of traffic made by busses stopping and moving threwh transit centers.	1
Concerns about safety and crime at the transit center need to be addressed to ensure riders feel safe and continue to use the service.	1
Cold weather	1
Chinook lot is best because it offers the most space and best connection to the rest of downtown. It's also closest to most jobs that people riding transit are working at. It also is an opportunity to fill an empty lot downtown. Downtown has too much parking.	1
Chinook is a little more sketchy area next to Sunshine mall and would eliminate Saturday Sunday market and Fur Rondy events.	1
Capacity or ability to use the new transit center as a charging station for electric buses. Off street bus stops don't allow for this.	1

<p>Bring back #31. It's very hard for me to walk all the way to Bragaw from where I live on E. 4th. I was going to go back into training with CITC, but not having #31 makes it very hard for me to walk. So I had to opt off.</p>	1
<p>Bluff is exposed to earthquakes and likely total loss of the transit center. An earthquake could catastrophically damage it. Cutting off service. The ConocoPhillips lot then you'd have to build a whole new building. I've used transit centers of that configuration and people cut across the buses so it's not a good idea. The current Transit Center keeps the passengers all on one side of the buses. Much safer. And we have a big building there. Let's use it redevelop it and make sure there's attended bathrooms for the public.^o</p>	1
<p>Based on the in-depth info provided for the Chinook Lot option, I now think it may be the best option in the long-term. However, I'm concerned about potential conflicts between the increased bus traffic north of 5th Ave along E St and all of the foot traffic along 4th Ave, especially in the summer.</p>	1
<p>Any potential revenue generating opportunities that would help pay for the project and reduce delays. Safety is also important to me; there might need to be more security measures with a big indoor space, but I also think more indoor space is needed to accommodate riders and protect them from the elements. Some non-riders also depend on any sort of shelter from rain and snow and cold and I don't mind a transit center serving folks just trying to get out of the elements during the day, either, as long as there is some security. It gets awfully cold and icy waiting for busses in the winter! But I think security measures will be important to explore when it comes to building design.</p>	1
<p>Anchorage must invest in good transit for the recovery of not only Downtown but the rest of the municipality. This must be communicated as the once-in-a-generation transformational opportunity that it is.</p>	1
<p>Anchorage has a real opportunity to modernize and encourage public transportation. Our downtown transit station is a mess and needs positive attention as well.</p>	1
<p>amenity and security at the transit center. It'd be nice to have a place to get coffee and snacks and sit and not to get harassed while waiting for the bus</p>	1
<p>Accessibility and timing</p>	1
<p>Accessibility and safety seem important, and having the hub in the center of town meets both criteria the best in my estimation of the data and my experience. In many vibrant downtowns, everyone rides the bus, not just those that don't have a vehicle or can't afford parking, and it could attract more users if done well.</p>	1
<p>Access to the Alaska Railroad passenger terminal. Moving bus traffic and foot traffic away from super busy 5th and 6th street. Chinook is still plenty handy to Anchorage Museum, downtown tourism attractions and major employers' offices</p>	1

Ability to look to future ways to get more people downtown than by bus alone - instead a multimodal mix or transfer seems more possible at Chinook. All-weather escalator/Ship Creek development and train-connections to the MatSu/Eagle River. Bike lane connections are more possible on A and C street widths. No matter the transportation changes - the other key to downtown is how this increases opportunities for affordable non-auto living Downtown - mixed land use of retail and housing in better proportion to nontaxable public services.

1

1. Safety 2. Walking distance 3. Transfers point

1

\$800,000 vs at minimum \$25 million should be a no-brainer. There is also no real reason not to reopen closed indoor areas of the current transit center since a decade of "development agreements" has resulted so far in zero development - just change the agreement. How could the city even think about paying for a private parking garage for an oil company! City planners who wish they lived in Oregon may not think that Rondy and the summer market are important but most people who like Anchorage love those things. Keeping it at the current building is close to actual businesses and the ACPA. The cost for increasing security at the current location would still be more cost-effective than even the cheapest alternative.

1

#1. There DOES NOT need to be a new Transit Center. #2. This question: "How important to you are opportunities for real estate development at the future Transit Center?" There does not need to be ANOTHER hotel at the old transit site. What a joke to even pose this question to taxpayers.

1

None of the concepts present a vision for a multi-modal transit center that improve safety for walkers, bikers, and rollers, and whose infrastructure makes provisions for a more comfortable and feasible connections to a walkable downtown and surroundings. People riding the bus need to connect via foot, bike, or wheels to their next stop. The current transit center is poised to do that. But the plans presented in this study seem to prioritize the status quo on street design and elevate parking supply over bus users in the core of downtown. If space for bus layover storage is lacking, an alternative that uses a small portion of the ConocoPhillips lot for layovers should be presented and studied. 7th and G could be used for any future expansion of service, if that is under consideration. Further, the Diamond parking lot on the north side of 6th avenue provides massive space for bus layovers. Requiring layover space to be located immediately at the transit center is not needed.

1

Trying to minimize or eliminate spaces for drifters to loiter

1

Answered: 131 Skipped: 91

Do you have any additional comments you'd like to share?

The Transit Center decision should not exist in a vacuum, but should be considered within a larger plan for growing People Mover's ridership. For example, People Mover should focus on increasing usage from commuters by creating a Park'n'Ride options from South Anchorage to downtown, and should increase usage from recreational users by establishing a super-sports-friendly weekend route to Kincaid for bikers and skiers. These steps would bring brand new riders into the system, and may necessitate a different plan for the Transit Center.

1

The original transit site was fine; I used many, many times during the 80s and 90s. I can't believe the MOA has wasted a couple of millions of dollars "exploring" options when the original transit center should have not been shut down to begin with. Since I work for an engineering firm as a bookkeeper, I have a pretty good idea on how much money was wasted on this particular study. Now the MOA is potentially wasting money again for another site when we already have one? You have got to be kidding me. Does anyone know what a budget is?

1

The only reason I don't take the bus is because the commute is extensive. Driving my personal vehicle takes me 15-20 minutes, riding my bicycle takes 45 - 60 minutes, but riding the bus would take me 65-75 minutes. It is crazy to me that to get from west Anchorage to downtown would take over an hour. I am a big advocate of increasing access. This includes access for all people, and especially those with mobility issues.

1

The Muni should look at revising the bus passes to reflect "ride-days" instead of calendar days, again, because the economy for many bus riders is squeezing the pocketbook more and more. For Example, the 30-day pass should be changed from a 'calendar' day basis to a 'ride-day' basis, so that one can ride 30 days that don't have to be consecutive, because many people get weekends off, for example, and if any 'ride free' days occur, they can take advantage of them (e.g., Senior/Elder on Wednesdays, and election day, etc.) and not 'lose value' of a purchased multi-day pass. I feel that the riders purchasing a multi-day pass should be able to get the most out of that investment in addition to taking advantage of economies of scale.

1

The indoor space is important to me because it can offer other resources people mover can offer its riders. Having the space for it to be available in one spot would be great.

1

the inclusion of a parking garage at the Conoco Phillips site is a major, and incomplete assumption. There are many, many other parking options within a few blocks of ConocoPhillips. This analysis should study an alternative that uses the ConocoPhillips site, but does not require construction of a multi level parking lot. The statement in this alternative is plainly not true: "Because of the space needed to maintain the parking supply, there would be minimal space on site to house additional commercial, civic, or recreational uses." There is no demonstrated need to maintain the parking supply. Downtowns as "central business districts" serving commuter parking over other uses is not likely given the rise in work from home, etc. It would be an extremely poor use of money to build an expensive parking facility in a project that aims to improve transit, in a city downtown that has far too much parking already. The Chinook concept should not be considered (too far to walk)

The current downtown transit center is sufficient for both the budget and least impact on current routes for everyone using the system to get to work, schools, and hospitals. It would be in the best interest of all who reside with Anchorage to keep the current station and open the doors once more for patrons to keep warm inside the building while waiting for their bids to arrive.

The current downtown bus station works. I use it all of the time. When determining a new site - whose voice is most heard: those who use the bus or those who have businesses near the current location and maybe don't like it or those who might decide to not drive and ride the bus.

The cost of the Chinook site and already owned by the city seems to be a positive factor. It is close to the Train and all off street bus pull ins and plenty of indoor space seems ideal for now and the future.

The Conoco site is far too expensive, lot is privately owned and no contract. To demolish an existing parking lot to build a transit center and then rebuild a parking lot is crazy. The Chinook site is too far from downtown— imagine that 10-15 minute walk in the winter. Plus many passengers are carrying bags, groceries, bicycles, babies, children and strollers with them for that long walk. Just improve the existing site that is in a good location. It's next to City Hall for city business, a block from the Atwood Building for State business, and couple blocks from the State courts. The existing site has access to more than just being the transit center. Do something with that parking lot across the street behind the Westmark? Compared to lower 48 cities I've lived in, Anchorage's bus service is underutilized and not enough coordination between bus routes and times.

The Conoco Phillips option is not an option in my opinion due to the cost coupled with lack of distinction with the existing site.

<p>The City of Anchorage should not further disparage 3rd Avenue by moving the transit center to the Chinook lot! We are just beginning to clean up the area and do NOT need to make it worse. We should not move it from the current site just to satisfy the elite of the city with their new hotel/condo plan. They chose this location for their development and should not be allowed to move the "undesirable" away and push them onto someone else's neighborhood! The developer of the parking garage renovation to condos/hotel should live with their choice entirely and accept the consequences of their choice. The deceit in now trying to move the transit center away from the original location is despicable. The cost to the People Mover system to re-route all the buses to and from a "new" location is an unnecessary expense to the city!</p>	1
<p>The Chinook site has many qualities that make it the most attractive option for our city. One opportunity that has not been communicated in this open house is the proximity to the Alaska Railroad Depot at Ship Creek. The staircases from the Depot to the Chinook parking lot offer an intermodal transfer that could open the door for Valley residents to easily take the evening train to Anchorage and then a simple transfer to People Mover to Ted Stevens Anchorage International. This is to say nothing of the positive impact a project like this would have on the woefully underutilized north end of Downtown.</p>	1
<p>The Chinook lot has lots of potential for other civic uses like park/trail development to connect downtown to trails, as well as a good location for MatSu commuters to arrive, but with the social and economic struggles Anchorage has, it needs to be managed differently than the current site to be successful, we should include that in the price. \$70M for a parking garage seems to be unrealistic and I assume it's meant to effectively take the CP lot off the table, either because CP is opposed or the mayor's main aim is to move the transit center and homeless people out of sight, so the Chinook lot is presented as the best deal. There is so much parking already downtown I can't imagine we need even more, making a deal with CP to allocate existing parking to them would make that lot my top choice. The current transit center location is much more practical for access to employment centers, though the Chinook site can still work, as long as there are stops in central downtown.</p>	1
<p>The certain one needs to stay where it is downtown. Please don't move it, lots of people depend on having it where it is to get to work downtown im one of those people. I don't have a vehicle so I need to be able to get to work and back home. Please don't move it from where it is now.</p>	1
<p>The ability for those that are handi-apped or inebriated to be supervised by a single bus driver while the bus is full is nearly impossible while driving. A second on bus or trained professional to aid in the safety of everyone in the bus could be very effective to maintain comfort and control of speed and safe.</p>	1
<p>Thank you for the in depth analysis of the various options and for the opportunity to provide input!</p>	1
<p>Some places are always running late</p>	1
<p>Select Chinook site and start building it now. No more delays, No more Studies or stalling..Get it done... ASAP.</p>	1

Safety and cleanliness are a huge concern. The current site is quite sketchy, and I often hear of people avoiding it and I avoid it myself. It seems as though there needs to be stationed security to ensure that ppl are not using drugs, relieving themselves on the sidewalk, harassing pedestrians. I've not ridden the bus in close to 6 years, bc of the routes, schedules, cleanliness. It's just not enticing to use currently.	1
Route 92 is under serviced and it somewhat odd with the dead stops. I do like the M-F service.	1
Risk of delay is important to me because the decision on the new TC has been delayed so many times already. It's time to make a decision!	1
Re-Open Downtown Anchorage Transit Center, immediately.	1
radiant heat options in walkways and roadways associated with a new build would be fantastic. consideration for a future metro rail connection from the valley would be ideal as well.	1
Public transportation is essential to Anchorage. Please make it happen.	1
Please re-open the existing downtown transit center as soon as possible. I believe the People Mover riders in Anchorage deserve better than we have been treated. Locals and tourists alike.	1
Please consider the impact on downtown businesses	1
Please consider adding bus service to Kincaid and the Hilltop/Hillside trails. This would be a huge asset to both tourists and residents.	1
Please always have a security guard to deal with the drunk, rude, obnoxious, and aggressive individuals that hang out at the transit centers. Someone who will also keep all of the trash cleaned up, ideally. This will be especially important if you provide an indoor space at the new location (hopefully it won't turn out like the Diamond Transit Center).	1
Only the desires of Oregon-loving city planners keep the transit center downtown, far from the bulk of Anchorage's actual population. Why not put the transit center closer to the hospitals, universities, grocery stores, etc.? Why do we route people far out of their way just to maintain the fiction of a "vital" downtown? It would make more sense to have the transit center in mid-town - maybe on that large lot the city cleared for a homeless shelter which now stands empty and completely unused? Or the lot next to Cuddy Park?	1
Not related to the new Transit Center. Where is Transit Center going to be relocated during redevelopment? Also, we need "the creation of some express routes". Why? It takes too long and much time to go from Transit Center to Diamond or Muldoon TC by making all pit stops to transfer to South Anchorage or East area only routes. Help us save time!	1

No matter where it is it needs to have security that can keep the peace. I have see so many horrible things happen and no one is willing to step in but me. Shockingly I have not been hurt but I have been threatened a lot. Not good for an older man.	1
More room for retail and food vendors at the new location would be a good thing.	1
More food and drinks around	1
Maintain and grow on-street parking	1
Looking forward to hopping on the bus to museum downtown for the day, etc.	1
Locating the bus station between A and C st would be more efficient I would think. Move Easy Park out of the mall garage and put the bus station there. The chinook site is too far away from the rest of downtown. That hotel is never getting built, having a plan tied to its construction is foolish. The conoco site doesn't need a private garage, there is plenty of parking downtown already. Constraining the bus depot because of the need to build a private garage is stupid.	1
It seems very wasteful to build a new transit center. That money could be better spent elsewhere.	1
Is the new bus depot going be open and accessible to people, like for waiting area.. make sure you have security at all times... homeless People ruin it for everyone	1
Incorporate a card system having machines to add to balance of card	1
In terms of efficient land use and equity public health, we need more transit and less driving. Make transit really attractive and convenient so that it is a viable alternative to driving. An attractive and lively retail hub at the transit center is part of this.	1
In edition to making improvements to the bus system, the city should be considering passenger rail to link Anchorage with the Valley. The infrastructure already exists and Wasilla just opened up a proper train station. The current rail link through the Alaska Railroad is not an acceptable option for commuters due to the seasonality and the cost and the current transit option does not serve Palmer. There is already an existing rail corridor from Anchorage right into the heart of downtown Palmer that has gone unused. This will improve traffic on the Glenn highway and work to bring these communities closer together.	1
Improve the bus stops throughout the system as well. Digital displays would be helpful to know when a bus is about to arrive. Improve maintenance of existing stops - clean them more often, clear the snow more often!	1

I'm unclear as to why the proposed CP parking lot site includes money to "build a parking facility to replace the existing lot." We have excessive amounts of parking available downtown, to the point that we have converted entire decks of parking garages to recreational areas. Why would private parking development be funded with public funds? Isn't the point of have a bus system and transit center that employees can take the bus? Can you please clarify why this cost is included in future communications?

1

If the existing site is not chosen, the next best site may be the Chinook site because that is close to the train station so it can be better integrated. The most important factors for me are a bus service that is more frequent and goes more places. It may be a better use of public money to reopen the existing bus station and trade out the long busses for half size busses that can operate more frequently and increase the routes to serve more areas. We live downtown and typically ride the bus to the airport, VA, medical centers, and the breweries.

1

I would appreciate it if busts could run more frequently and later at night on the weekends. Over the years, I have noticed that People Mover has added more buses. Thank you for all of your service!

1

I wish that Route 102, providing bus service to Chugiak-Peters Creek is missed and needed.

1

I used to be a daily rider, but the current bus transit center made me feel deeply unsafe. Additionally, service in certain areas of town were poor, further impacting by use of the bus. A new, SAFER, transit center and changes to some routes would potentially make me return to a daily rider.

1

I think using the old DMV on Benson have a good place to have transit station adding additional bus stops to downtown area, another thing I would should look at increasing bus fare some place in lower 48 use how many miles to pay for destination You could have a booth were we can go pay and wait for a bus stop that takes you to a transfer points that lead to other transit station if you need additional information please reach out to me with another survey

1

I think there is a history of the indoor waiting area being a place with clientele who are not willing to be responsible.

1

I think that cost should be a driving force. Transit funding is not widely supported and choosing one of the other more expensive options will be seen as a boondoggle and will likely never come to pass.

1

I think it's interesting that the proposed development on the Conoco Phillips lot would construct a parking garage to replace the lost surface lot. Why are we assuming that Conoco employees would not want to take the bus to work? Can they use an existing garage? While I like the existing site in many ways, it doesn't feel like a viable option with the redevelopment resulting in a very small footprint, the fact that the current transit center hasn't been open in 3 years, and that ACDA seems oppositional to transit. I stopped riding the bus over the past few years, partially because there is no indoor waiting area (in Anchorage! this is appalling) or easily accessible restrooms (again, this is appalling). Honestly, I think the Chinook lot is just too far away from central Downtown without many existing points of interest nearby. A 10-15 minute walk from that site in addition to the ride time, plus how long it takes someone to walk to a bus stop is creating barriers to using transit.

1

I think 3rd Ave Chinook location makes the most sense and a great use of the land in a higher earthquake zone.

1

I recommend using federal funding to help build a new mixed use development that attracts people to downtown. This is a great opportunity to improve downtown. Transit should form a joint venture with ACDA to build a new parking garage at the ConocoPhillips (or the Chinook site). Marriott may also want to participate in a joint venture for a new parking garage at the ConocoPhillips site.

1

I really love the idea of having a location where the buses are off the street which seems much safer. Also it's critical for the city to provide a quality work space for our hard working People Mover staff. Furthermore the municipality should own the facility which ensures full control the site instead of relying on ACDA. I take issue with the idea of paying for a parking structure that the ACDA would profit.

1

I like the Chinook site because the busses are off street - the configuration is great and the option to add recreational, etc. is a plus.

1

I like the Chinook site as it is near the train station and would be good for overall transit. And that site is further away from the tourist and business centers.

1

I have been riding the city busses since 1981 when it was a quarter for a ride & 10 cents for a transfer. All and all the rides have been a pleasant experience. As times change society changes so options for well trained professional public service employees are a struggle. With that being said my main concern is that the drivers are well trained and know the route they are assigned to as well as all other routes to inform the riders when asked. My main concern is the attitude and professionalism that the drivers are hired for to serve the riders. Many, (more & more) are not displaying customer courtesy as they have a grimace, frown on they're face when I board. Very dismal. They should be customer friendly regardless of they're personal feelings & attitude. It's called " customer friendly ". Other than that I appreciate the public transportation service

1

<p>I have been a daily transit user in other places where I've lived. Anchorage is pretty hostile place to be a pedestrian, even when snow has been removed from sidewalks. I believe, however, that the public sentiment toward public transit is shifting and more people will use buses in the coming decades. Also, public transit is great opportunity for tourists to enjoy a city, so we need to consider how to court those users. I always use public transit when I travel.</p>	1
<p>I hadn't thought about the room for future expansion in looking at this project, but I'm glad that is a criteria! I think the more bus service the better, as long as consistent funding can be maintained to continue it. At some point though, I'd like to see the city reduce fare costs for more people. If that means a more modest facility to reduce fares, I am supportive of that. My dream would be to live in a community with free public transportation for all, to encourage more use and be equitable for everyone. Whatever happens, please don't increase fares to cover more of the project - if that is a threat, I would choose the most affordable option over the others.</p>	1
<p>I don't think we need to reinvent the wheel. We've got a transit center ready to reopen, and both new sites would cost money and increase travel time. That said, if you're going to change it, the Conoco-Phillips is all the bad of Chinook and none of the good, and you may as well try to build a transit mall.</p>	1
<p>I do think that customer friendly drivers are of the utmost importance regardless of the type of day they are personally having. A smile everyday keeps people wanting to use public transportation & helps make everyday life much more pleasant.</p>	1
<p>I appreciate your efforts.</p>	1
<p>I am all for moving the transit center from where it is. The current one looks like nobody cares how it looks.</p>	1
<p>I am 85 and ride the bus sometimes each year and enjoy it. When I quit driving, the bus will be my only form of transportation.</p>	1
<p>I also want SAFE Restrooms. I am one of several women who have chosen to go to City Hall to use a safe restroom. I do appreciate the technology high boards which list buses on time or running late. That is very helpful.</p>	1
<p>I also think if you have too much indoor space available it will turn into the nasty cesspool that the old indoor transit center was with it being mainly a place for the homeless to hang out in.</p>	1

I also love how the Chinook lot allows for even more connections on the 92 while still maintaining commuter service to city hall. as an employee of the anchorage health department that commutes in from eagle river. and knowing that a large portion of municipal employees including AHD commute in from eagle river it would be nice to see improvements to bus service in eagle river. or at the very least adjusting the route 92 to include the other main municipal building downtown and allowing for even better access to the public health clinic available there	1
Hope I win a 30 day bus pass be better than the lotto for me!!	1
Having security on all buses all the time not just sometimes. It came feel very unsafe sometimes riding the bus.	1
Having clean and plowed out (snow removed) waiting locations along the route is the most important.	1
Get out of the existing site and develop downtown	1
Focus on convenience of the consumer over any business including the busses.	1
Fix and up grade the current transit center...	1
F— Andrew Halcro. I have worked 2 1 block from the existing site for 8 years. There had never been human feces in our alley until the only remaining public bathroom downtown in the transit center was closed. Now it's every week in nearly every alley downtown. We couldn't pass a \$12M public bathroom bill but ACDA wants to scam taxpayers out of double to 7.5 times that cost to replace a transit center that only costs \$1M to reopen and \$500K per year to operate. This is as big and corrupt a scandal as anything that has happened under Bronson and someone needs to be held accountable. Shame on the entire process and ACDA.	1
Don't let drunks get on the bus. Every one should pay the fare.	1
do your best to spend my taxes effectively and efficiently. I would like to see Anchorage get cleaned up one corner at a time. I think that this building being open should be exclusive to phone passes users and offer temporary seating and phone charging that shuts down when the busses shut down. Really would love some heat! Eagle river has a bus station too but it's locked and not in use. I would start small people there's a small one to start with, restrict the access of who can use it and see how it gets treated.	1
currently, downtown transit center has limited place to sit and boarding areas at H st. have limited cover to shelter from rain/snow. Security has improved since last year (good thing). But there's a monitor showing bus status has been shut off. How come?	1
Cost versus benefit is a primary concern.	1

<p>Conoco Phillips runs a high risk of going over budget and experiencing cost increases over the years. If this space is selected (which is great balance of minimal route changes and increase to bus space), Conoco should be approached about taking on some of the cost to building the parking garage as a way to give back to the community</p>	1
<p>Concerned about past problems being repeated at 6th Ave sites, discouraging Downtown growth. I think a fully dedicated site has more potential to manage and mitigate than a satellite awning with other owner's parking garage's priorities.</p>	1
<p>Closing the current Transit Center for 2 years has been a rip off to the riders! Insulting! We have suffered outdoors in the cold. No bathrooms. People pooping and peeing out in public. Security is sparse. Loud! WHO is responsible? THEY ALL should be required to use the bus system for one year. Then they might appreciate what they did to Riders by shutting down the transit center. Why did the city allow downtown partnership or a developer to shut down the transit center? Really a huge disservice to Anchorage riders. No the downtown Transit area problems were not caused by anybody but the city. By not giving homeless people homes and Medical Care their ONLY choice was to hang out downtown in the WARM Transit center. So no, Muni has caused a lot of trouble and it's stupid to relocate the downtown Transit Center because visitors and riders expect it to be centrally downtown. Disabled people can't be expected to go a mile round trip to downtown. Keep Transit Center where it is!</p>	1
<p>Chinook proposed location is good, because people who work on the Alaska railroad can go to work very easily. Also the buses should be running early during the weekend (Now they start around 8 am, they should start around 6 am like during the weekdays, so people can go to work during the weekend too)</p>	1
<p>Bus 10 is always late or it does not show up. Last winter it was -15 outside and I was at the providence bus stop and it was late, but instead of doing the whole route it just went straight on northern lights and I had to wait outside for 30 minutes for the next bus to arrive. Just because you are running late does not mean you can just skip a big section of your route.</p>	1
<p>Best time to raise ticket prices is now- ppl will grumble, but understand it's going towards a nicer service. Wish you could do a monthly/quarterly payment plan for the year-long ticket.</p>	1
<p>Benches at every stop</p>	1
<p>any chance of an indoor waiting area?</p>	1
<p>(Phone number given below is an old-fashioned land-line phone! It does not receive text messages, etc.)</p>	1

"The Chinook Parking Lot E/C Street Change in jobs reachable 45 minutes of travel time" map appears to indicate that there are over 7,500 jobs reachable around ship creek, government hill, and the port. I think this could use a bit of clarification, as while those jobs are proximate, they are not actually that accessible for someone taking a bus and then getting there on foot. 1

Prefer the current location. If more was needed in the future perhaps we could buy the Westmark parking lot and use an over street walkway. Meantime we would have the lowest priced option with little changes. 1

Answered: 98 Skipped: 124