

Public Input on Proposed Fixed-Route Service Changes for August, 2013

Date Rec.	Medium	Primary Change	Comment	Name	Response	Resp. Date
15-May	email	B'wood bus stop	I was just looking at the proposed changes for Briarwood, and the new routes do not make sense. I ride route 6 for my commute to and from work and this proposal would appear to increase the commute considerably. From the description of the proposal, I see that this is a requirement for Briarwood, and comments probably do not make a difference. But due to the increasing length of route 6, perhaps more buses on this route would help. Thank you for your consideration.	Brian Kleinschmidt	Thank you for writing about the proposed changes at Briarwood. It will add 3-4 minutes to the time on the #6 route. It doesn't have much effect on the other 2 routes that serve Briarwood. It is part of larger changes at Briarwood, and our only other option would be to limit service to bus stops on Briarwood Circle.	17-May
24-May	telephone	B'wood bus stop	Works at Briarwood. Current bus stop location is convenient. Relocated stop will be at opposite end of the mall and much less convenient.	Adam Sirocci	<i>No response requested</i>	24-May
28-May	telephone	B'wood bus stop	With the change of routing, is a stop near LA Fitness possible?	Laura Ingels	<i>Telephone response. Closest stop now is 0.1 mile. Closest stop after change will be 0.23 miles from LA Fitness.</i>	30-May
15-May	email	Rte. 1 North Campus	I was unhappy to see the proposed changes for Route#1. I rely on the bus for transportation to and from my job at the North Campus Research Complex. (The former Pfizer Buildings.) The proposed change to eliminate Huron Parkway from the "to downtown" route would leave me with a difficult commute home. The proposed changes also don't really make sense to me. The North Campus Research Complex continues to add employees at a rapid rate. The workforce has about doubled since I've been here and now stands at about 2,000. The employee total is projected to reach 2,500 by the end of the year. It just seems like a place you would be increasing access to, rather than decreasing access. I'm hoping the proposed changes to Route #1 do not happen on August 25. Thank you for the opportunity to comment.	Brian Zahs	Thank you for writing about the proposed changes on route #1. I appreciate the detail on how you use service and the potential effect. The change is proposed to reduce the operating time of the route a bit. We are having an increasing problem with on-time performance. So far, the NCRB has produced few riders, but I will look to see if that is changing.	19-May
15-May	email	Rte. 1 North Campus	Please provide the reasoning for the proposed change to Route 1. Specifically, A. why the route is currently northbound on Huron Parkway from Pierpont Commons? and B. Why the route is proposed to change to southbound on Huron Parkway to Pierpont Commons. This proposed change has a negative impact on my evening commute home.	Kim Castle	Thank you for writing about the proposed change on route #1. It would speed up the route a bit, and we are having increasing problems with on-time performance on the route. Would you let me know where you get on or off in North Campus (i.e. which stop)?	19-May
10-May	email	Rte. 1 North Campus	I take the Route 1 to and from north campus every day during the winter. I don't see any benefit of the proposed change. It would mean using a different stop for many of the people who actually use the route 1 on a daily basis. I think the route is better the way it is currently. When I'm heading home (to Downtown) I usually board at the first stop on Hubbard right after the bus passes the NCRB. I question whether there would be a significant time saving with the proposed change. I've thought about it and comparing the route in between Pierpont commons and Plymouth mall: for the existing route there are 2 stop signs, and 3 lights and for the proposed route, there is one stop sign and 3 stop lights. Maybe there's some difference between the stoplights, but I'm inclined to say 3 stop lights are 3 stop lights. Even if there is a difference, I doubt it will help much when you consider the whole route. I would be slightly inconvenienced, and I'm skeptical of any suggested time savings.	Lucas Griffith	Thank you for writing about the proposed change on route #1. It would speed up the route a bit, and we are having increasing problems with on-time performance on the route. Would you let me know where you get on or off in North Campus (i.e. which stop)?	17-May

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19-May	email	Rte. 1 North Campus	I support the proposed changes for Route 1. The route will become more direct, faster, simpler, and easier to understand. Connecting destinations directly should increase its patronage and appeal to existing riders.	Yuri Popov	Response with comments on #22 route	23-May
22-May	email	Rte. 1 North Campus	I catch the Route 1 bus at the stop on the east side of Huron Parkway south of Plymouth almost every day. I'm usually not the only person who gets on there. There are other routes that pass nearby but this is the most convenient (and it has a shelter). There are UM buses that run from Pierpont up Murfin, so I assume that this is mostly an attempt to shorten the schedule a bit. And I am aware that it always seems to lose a few minutes in the turn through North Campus. But I'll miss it. Probably not worth even 2 cents.	Sarr Blumson	Thank you for writing about the proposed change on route #1. It would speed up the route a bit, and we are having increasing problems with on-time performance on the route. However, we are concerned with the effect on riders at North Campus Research Center.	31-May
16-May	email	Rte. 12B	I am very pleased that you are planning the new schedule for the 12B route (adjustment by 15 minutes). This should have been done many years ago. Thanks for your service.	Joseph A. Placek	Thank you for writing about the proposed time shift of the #12B route. We know that the current schedule provides duplicative service on S. Maple. However, the current schedule also provides service for people on Miller and Liberty that fits many people's schedule. So we're trying to figure out which way to go.	17-May
	email	Rte. 12B	I oppose the proposed changes in departure times for the 12 B buses. This would add 15 minutes to my commute, all of which will be wasted waiting for my connecting bus at the Blake. And even on the best of days, waiting at the Blake is unpleasant. The current schedule should remain unchanged.	Gordon Berry	Thank you for writing about the proposed time shift of the #12B route. We know that this shift would move the time away from the prime work times. On the other hand, having the 12A and 12B at the same time provides duplicative service on Maple. Rd. Would you give me some additional information about your trip? Are you going to/from Liberty or Miller? What time of day?	17-May
	email	Rte. 12B	I use the 12B to get home from downtown sometimes. Seeing as I work until 5pm and have to walk about 8 minutes to get to the bus stop. changing the times to :03 and :33 will mean I'll have to leave work early to actually catch the bus on time. I'd be interested in understanding why this change is being contemplated.	Nancy Shore	Hi Nancy, I waited to respond until you weren't commuting anymore. Normally, I try to get a response out in a day or two. For this proposed change, we know that the proposed shift in time of the #12B route would move the time away from prime work times. On the other hand, the current schedule with the #12A and #12B at the same time provides duplicative service on S. Maple. There are also some safety concerns, as people waiting for one bus on S. Maple will dash across the street if they see the other bus coming. So we're trying to figure out which way to go with this. Since you live near the west end of the Liberty portion of the route, what do you think of the added flexibility of having one of the #12 buses every 15 minutes?	17-May
	email	Rte. 12B	I would love to see the 12B schedule shifted 15 minutes. That would be fantastic. It always seemed such a waste to me to have the 12A & 12B running concurrently like they do now.	Laura Fisher	Thank you for writing about the proposed time shift of the #12B route. We know that the current schedule provides duplicative service on S. Maple. However, the current schedule also provides service for people on Miller and Liberty that fits many people's schedule. So we're trying to figure out which way to go.	17-May

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	email	Rte. 12B	I wanted to take a moment to voice my thoughts regarding the proposed time change to Route 12B. Moving the time from :18 and :48 to :03 and :33 does not align with the schedules of Downtown employees who leave work on the hour, or at the half hour, leaving no time to catch the :03 or the :33 bus, making them wait Downtown 30 minutes more for the next bus for a ride home from work. Many folks work until 5:00! This adds an entire extra hour of commute time to an already long nine hour work day. Please reconsider this proposed change and leave the 12B route as is. Changes like this will make Downtown workers have to consider other options than The Ride, which is a shame, because I love taking the bus.	Amanda Schott	Thank you for writing about the proposed time shift of the #12B route. I'm sorry it took so long to respond. We know that this shift would move the time away from the prime work times. On the other hand, having the 12A and 12B at the same time provides duplicative service on Maple. Rd. Would you give me some additional information about your trip? Are you going to/from Liberty or Miller? What time of day?	17-May
	email	Rte. 12B	I am writing in regards to the proposed service changes. Specifically, I am concerned about the change to Route 12B. For people who take the bus from BTC home after work, the time change poses a problem. Most people end work on the hour or half hour (i.e. 4:30 or 5). If the bus departs BTC at :03 and :33 after the hour, it wouldn't give people any time to get to the bus center, so they'd have to wait a full 30 minutes after getting off work to get the next bus. In my case (as an example), I get off work at 4:30 PM. I work on UM's campus and I take the 2 to BTC, which typically gets me there around 4:45, so I can take the 4:48 bus and be home around 5. I realize that 15 minutes is not a huge time difference, but since the bus only runs every half hour, it makes a difference for people like me. I commute from W Liberty (stops near intersection w/ Eberwhite) to the Central Campus Transit Center. Typically, I take the 12A to Blake (from SW Liberty east of Eberwhite around 8:06 AM) and then the 4 to CCTC, arriving just before 8:30 AM. Going home, I take the 2 (around 4:36 PM) to BTC and then the 12B (4:48pm). It works out really well for me since I work 8:30 AM - 4:30 PM. I have knee problems, so it's very convenient to be able to ride the buses essentially door-to-door.	Juli Mueller	Thank you for writing about the proposed time shift of the #12B route. I'm sorry it took so long to respond. We know that this shift would move the time away from the prime work times. On the other hand, having the 12A and 12B at the same time provides duplicative service on Maple. Rd. Would you give me some additional information about your trip? Are you going to/from Liberty or Miller? What time of day?	17-May
15-May	email	Rte. 12B	Just figured I would give my two cents here on route 12 and night ride. The changes to the 12 are perfect for my personal schedule, so no complaints from me there. While I dislike having to pay more for night ride (a cab home for me is only a dollar or so more than the new fare), I appreciate that you are still willing to provide discounts for go pass holders, so I would still likely use it. I fully understand why you need to raise prices. It is really only fair to you all. Also, the appointment aspect of night ride seems like a phenomenal plan and I hope that it clears up the issues you are having. Thank you for continuing to provide top notch service to the Ann Arbor and ypsi area.	Jes	<i>Response with Night Ride responses</i>	17-May
16-May	email	Rte. 12B	I like the proposed change in time for the 12B. This would make a bus running near my house every 15 minutes instead of every 30. It would be nice to only have to wait 15 minutes for the 12B if I missed the 12A and vice versa.	Sue Geissler	Thank you for writing and letting us know how the proposed change to the #12B route would affect you. We will be considering all the input before making a decision.	24-May

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22-May	Meeting - Alano	Rte. 12B	Change in time of the #12B route would be cool Makes sense. He just tured 65	Bob Weber	Response in person at meeting	22-May
22-May	Meeting - Alano	Rte. 12B	I think the change in time of the #12B would work better. When I lived downtown, I used the 12B all the time. People have to leave meetings early to catch the bus; it won't be necessary after this change	Steve Nichols	Response in person at meeting	22-May
22-May	Meeting - Alano	Rte. 12B	More frequent service with the change will help at Alano. People now leave meetings early to catch the bus	Betsy Rizzo	Response in person at meeting	22-May
22-May	Meeting - Alano	Rte. 12B	Would be happy if time changed for the #12B	Cathleen Burns	Response in person at meeting	22-May
10-May	email	Rte. 12B and B'wood bus stop	I support the 12B change. It makes a lot of sense to have 12A and 12B on different schedules. I'm disappointed that Briarwood is requiring a change to the bus stop, as it will make bus rides longer. I know that The Ride really can't do anything about this.	Sarah E. Christensen	Thank you for writing about the proposed time shift of the #12B route. We know that the current schedule provides duplicative service on S. Maple. However, the current schedule also provides service for people on Miller and Liberty that fits many people's schedule. So we're trying to figure out which way to go.	17-May
21-May	email	Rte. 12B	I ride the 12B when I travel during the day from the main UM hospital to my home on Mulholland. I connect at Blake Transit center. A change in this route would not affect me much since I can also take the 9 bus to my destination during my trip. In addition, I often stop at the library and having a bus leaving 15 minutes later that I can also take to my destination would be a positive for me.	Kim Ives	Thank you for writing with your comments. It is helpful to understand how people use the service.	31-May
22-May	email	Rte. 12B	I hope you will not change the 12B times to .03 and .33 each hour. I get off of work on the hour, and cannot walk to the transfer station in 3 minutes. Since the buses only run every half hour in the evening, I'd have a long wait for the next bus and would be more likely to drive into downtown. Please keep them closer to .18 and .48. Thanks!	Amelia Hefferlin	Thank you for letting us know how the proposed change in the #12B route would affect your trip. We are considering this change because it will provide a trip on either the #12A or #12B every 15 minutes. Many riders can use either one - particularly those in the middle of the route. Some of the people who are going to a destination along Liberty closer to downtown can use another route that also leaves at 18 and 48 after the hour like the #9 or #15. But we know this doesn't work for everyone, and we'll be considering the comments before making a decision.	31-May

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15-May	email	Rte. 6 in Ypsi.	I disagree with the elimination of the 6B route from Ypsilanti to Ann Arbor. This route provides direct service from/to the Ypsilanti Senior Center and the Rutherford Pool, both of which are key institutions that serve the whole population. This also provides a closer link from EMU to Ann Arbor. I recommend that AATA reconsider this decision. the #11 substitution is not adequate for me because my concerns are about the commute between Ann Arbor and Ypsilanti, not from Congress Street eastwards, and second, the Ypsilanti Transit Center does not feel safe.	Adrienne Meyer	Thank you for writing about the proposed change on route #6 in Ypsilanti. I appreciate the detail on how you use service.	17-May
15-May	email	Rte. 6 in Ypsi.	The proposed change of Rt 6, Ellsworth, would be very negative for me. I could no longer use that route to get to the Social Security office, Meijer, Briarwood, businesses on South Industrial, or Ann Arbor. I live at 106 N. Wallace. I am disabled by back problems. I can't walk very far, so I usually use a 4-wheeled walker. I can go about a quarter mile, on my good days. I usually board the bus at S. Congress and Wallace. Walking as far as Michigan Ave is out of the question. On the return from Meijer, I would have to get off at Wallace where there is no traffic signal, cross Mich Ave with the groceries balanced on the seat of the walker, and then struggle up the mild incline and walk about a half mile to home. I understand that you are considering some kind of bus service to pick up people in the neighborhood. Transferring to another bus in Ypsi with the groceries is highly undesirable. Summary: In plain English, this route change means I lose access to the bus system. Rt 6B is essential to me.	Margaret Best	Thank you for writing about the proposed change on route #6 in Ypsilanti. I enjoyed meeting you and learning more about how you use AATA service. This detail is also helpful in our consideration.	17-May
15-May	email	Rte. 6 in Ypsi.	Keep route #6 in Ypsilanti	Linda Prevost	Thank you for writing. Your message just said that you didn't want us to remove the #6 route from Ypsilanti. We are not proposing to remove the #6 route from Ypsilanti. We are proposing to have the bus serve Michigan Ave. in both directions on every trip. If you have concerns with that, please write back and let me know what part affects you.	17-May
	email	Rte. 6 in Ypsi.	I am writing in response to the request for feedback. I live in Ypsilanti and I am a community gardener and a cyclist. Last year when I had minor surgery and couldn't ride my bike, I used route 6B to get to the community garden at Recreation Park. The gardens I take care of there feed many folks in the community; one is for myself which I share with friends and neighbors, and the food from the other is all donated to Food Gatherers food bank. My ability to reach the garden from Depot Town by bus is vitally important to myself and others. Thank you for considering my request.	Jamie Berlin	Thank you for writing about the proposed change on route #6 in Ypsilanti. I appreciate the detail on how you use service. The proposed changes include changing the #11 route to serve Congress St. Does that help you?	17-May

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	email	Rte. 6 in Ypsi.	<p>I am contacting you about the proposed service change of route 6 in discontinuing its service to Harriet Street and First Avenue.</p> <p>Could you please re-consider this proposal, and allow #6 to remain to it's original route. Importantly, the two streets serve as access points for the community to attend the Michigan Works employment center and the WCC off-site education branch, both at the Harriet Street Center. Many people who are unemployed, or are students do not have cars, and rely on public transportation to reach to center. The participants in these programs are future employed persons and educated citizens in the community.</p> <p>Also, significantly, the Harriet Street and First Avenue area is where many low-income residence live, who may not have cars. Having access to the bus provides them transportation to work, school, doctors appointments, and grocery shopping. This gives them self reliance.</p> <p>Continuing the #6 bus to serve these streets would have a significant positive impact on the community.</p>	Erica Dunham	<p>Thank you for writing about the proposed change to the #6 Ellsworth route in Ypsilanti. I appreciate the deailed information about the destinations. As you probably know, the #6 route currently serves the Harriet St. center in only one direction and only once an hour. The Harriet St. center is also served by the #11 route at almost the same time as the #6 route.</p>	17-May
	email	Rte. 6 in Ypsi.	<p>Dropping service on Congress Street in Ypsilanti would be a dis-service to many people, especially considering the distance to the nearest bus stop. Seems to me that expanding areas covered would be more productive than cutting them. If it is not available, it doesn't get used....</p>	Jim Baker	<p>Thank you for writing about the proposed change on route #6 in Ypsilanti. I appreciate the detail on how you use service. The proposed changes include changing the #11 route to serve Congress St. Does that help you?</p>	17-May
	email	Rte. 6 in Ypsi.	<p>I oppose eliminating route 6b between Ann Arbor and Ypsilanti. Route 6b is currently the only bus line that serves areas along Congress street, including destinations such as the Ypsilanti Senior Center and Rutherford Pool. In addition, elimination of this route would eliminate transfer free bus service to Meijer, Briarwood Mall, and the Social Security Administration building for the neighborhoods abutting Congress.</p> <p>Please keep this route, it is an asset for the communities along Congress.</p>	Dan Lautenbach	<p>Thank you for writing about the proposed change on route #6 in Ypsilanti. I appreciate the detail on the use of service.</p>	17-May
	email	Rte. 6 in Ypsi.	<p>I vote to keep the 6B line. The new pool and senior center are on this line and will likely prove to be popular stops.</p>	Abigail McCleery	<p>Thank you for writing about the proposed change on route #6 in Ypsilanti. I appreciate the detail on how you use service. The proposed changes include changing the #11 route to serve Congress St. Does that help you?</p>	17-May

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	email	Rte. 6 in Ypsi.	I live in Normal Park, just one block from the 6b bus stop. This stop is across from the senior center and provides a vital service to our neighborhood. I have friends and neighbors who rely on this bus for transportation to the grocery store and appointments with doctors, many of the people have disabilities or are elderly and can't walk great distances. Many of our neighborhood children take this bus to the mall and movies when they become old enough to make short trips on their own. The stops proposed for elimination are near our city swimming pool; we have spent the last two years fund raising to rebuild this pool so it can accommodate people who don't live in the immediate area. Without bus stops near the pool it becomes unavailable to the very people we wanted to have improved access. Please reconsider the proposal to eliminate the bus line.	Angela Scott	Thank you for writing about the proposed change on route #6 in Ypsilanti. I appreciate the detail on how service is used. The proposed changes include changing the #11 route to serve Congress St. Does that help you?	17-May
	email	Rte. 6 in Ypsi.	I am a senior who frequents 6b route. I hope you will continue that route. Several of my neighbors also would be inconvenienced. thanks so much.	Susan Kelly	Thank you for writing about the proposed change on route #6 in Ypsilanti. I appreciate your interest. The proposed changes include changing the #11 route to serve Congress St. Does that help you?	17-May
14-May	meeting - Ypsi. Senior center	Rte. 6 in Ypsi.	Both he and his wife take #6 bus from Congress/Elm to UM Business School. She can't walk to Michigan Ave. if route is changes. Pedestrian path to Michigan Ave. long and a particular problem in the winter.	Bob McGuire	<i>Response in person at meeting</i>	14-May
14-May	meeting - Ypsi. Senior center	Rte. 6 in Ypsi.	Uses #6 to go to and from Ann Arbor. Lives near Fire Station, so proposed route change doesn't make much difference.	Florence Peterson	<i>Response in person at meeting</i>	14-May
14-May	meeting - Ypsi. Senior center	Rte. 6 in Ypsi.	Senior citizen retired from EMU. Not able to walk as far as she used to. Used walker some of the time. Can't walk to Michigan Ave. any more.	Margaret Best	<i>Response in person at meeting</i>	14-May
14-May	meeting - Ypsi. Senior center	Rte. 6 in Ypsi.	Chapelle School on west side of Recreation Park is site of Ypsilanti Adult Education with ESL and GRE classes. Many students use #6 bus to get to and from school.	Amy Doyle (director), Gail Gannon, Lois Richardson and 5 ESL students	<i>Response in person at meeting</i>	14-May
14-May	meeting - Ypsi. Senior center	Rte. 6 in Ypsi.	Uses #6 from Congress St. Doesn't feel safe walking and waiting on Michigan Ave. Uses bus to go to work at Briarwood	Pat Mullis	<i>Response in person at meeting</i>	14-May
22-May	email	Rte. 6 in Ypsi.	After reading about the proposed changes for the upcoming 2013 service year, I was pleased to read about the changes that may be taking place in August for the 6, 7, and number 22 routes. I think that having route 6 go straight through Michigan avenue to the Ypsilanti transit center is a great idea. Too many times I have missed my connection to the number 4 or number 33. I hope this change will alleviate this.	Melissa Jenkins	Thank you for your support for the proposed changes on the #6, 22 routes. We will be considering all of the input before making a decision. In answer to your question, if we do the proposed change on route #22, there will be a stop near Yatsuba, probably at the end of the sidewalk north of the restaurant. At Yatsuba the road and driveway kind of merge into a continuous surface, and it isn't a safe place for a bus stop.	24-May

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22-May	telephone	Rte. 6 in Ypsi.	Senior in senior residence (Glory Lane). Also has a disability. Opposed to change on Rte. 6 to no longer service Hewitt. Moved there partially because of bus service.	Mary Ellen Milne	Response via telephone	22-May
30-May	telephone	Rte. 11	Concerned about whether the proposed change will affect arrival of bus at the YTC at 6:30 a.m. which he depends on to get to work on time	George Berry	Response via telephone. Change doesn't affect scheduled arrival time, and should not affect ontime performance of this trip.	30-May
17-May	email	Rte. 7 & 22	Changing Rt 7 to Golfside from Glencoe is a marvelous idea. Thanks for the change!	Jean Glover	Thank you for writing to let us know your support for this proposed change on the #7 route.	17-May
	email	Rte. 7 & 22	Route 7 To Washtenaw Community College: Routing would be revised to serve Golfside Rd. in place of Glencoe Hills Dr. This would be a great change for me; I'm all for it. Saves me crossing Washtenaw.	Julie Walstra	Thank you for writing about the proposed change in route #7. I'm glad it works for you.	17-May
16-May	telephone	Rte. 7 & 22	Caller lives at Arbor Pointe apartments on Clark Rd. across from WCC entrance. Wants to know how service on route #7 will be maintained	Sue Bentley	AATA is making improvements to permit a bus stop at Arbor Pointe as bus turns onto Clark from WCC entrance.	17-May
20-May	telephone	Rte. 7 & 22	Opposed to the #22 change initially. Once the change was explained, she did not have a problem with it.	Angela Doughty	<i>Telephone response</i>	20-May
22-May	email	Rte. 7 & 22	I believe the new proposed service will increase delays on the Route 22 during rush hour traffic. Washtenaw Avenue is an already busy road to make left turns. Please keep Route 22 in its current route (turning right on Carpenter Road from Washtenaw Ave for southbound trips). I also wish that Route 22 expand its weekend service to Sundays. It would be nice to go to Meijers or Pierpoint Commons in case I can't do all the errands on Saturday.	Lauren Walker	Thank you for writing. I understand your concern. We think the route can operate the proposed route without changing the arrival times along the route. The proposed northbound route is slightly shorter than the existing route. The southbound route is .45 miles longer, but should still arrive at Meijer by the scheduled time. We will consider this and the other input before making a decision.	24-May
22-May	email	Rte. 7 & 22	In terms of route 22, I do hope that the proposed change to include service on Hogback road will go through. I've wanted to visit the Yotsuba restaurant on Hogback road, but I've never felt comfortable getting off the number 4, and having to walk to get there. If the proposed change does go through, I would hope that the number 22 would stop in front of this restaurant or near there, within walking distance.	Melissa Jenkins	Thank you for your support for the proposed changes on the #6, 22 routes. We will be considering all of the input before making a decision. In answer to your question, if we do the proposed change on route #22, there will be a stop near Yatsuba, probably at the end of the sidewalk north of the restaurant. At Yatsuba the road and driveway kind of merge into a continuous surface, and it isn't a safe place for a bus stop.	23-May
23-May	email	Rte. 7 & 22	I'm writing about the Route 7 and the proposed August changes. I want to know will Arbor Pointe Apt. still be serviced. If so, will I be able to catch the bus first thing in the morning when it exits WCC?	Sue Bentley	Thank you for writing. We will have a new bus stop just east of the driveway to Arbor Pointe. We plan to extend the curb and sidewalk so the bus can clear the intersection and provide a safe bus stop.	24-May
2-May	meeting - WCC	Rte. 7 & 22	The proposed second stop at WCC would be great.	Sarah McDonald	Response in person at meeting	2-May

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16-May	email	Rte. 7 & 22	Questions about the proposals: Rt 22: will transfers between the 22 and the 7 be maintained? Most Saturdays, I transfer from the NB 22 to the Inbound 7. Briarwood: I would prefer the current location, but I suspect that is not an option. Would there still be stops on the mall circular drive or on the drives that connect the circular drive to Eisenhower?	Gail Lift	Thank you for writing. The times of each route are changing only slightly. We think there are some improved transfer opportunities as a result of this proposal. If you take a look at the proposed timetable online, you can check the transfer you use. At Briarwood, we will still have bus stops on Briarwood Circle.	17-May
29-May	telephone	Rte. 7 & 22	Uses #7 route. Question about whether the proposed change will affect service to her stop near Chateau Vert	Kim Lockart	Telephone response. Her section of the route on Clark Rd. east of Golfside is not affected.	29-May
21-May	email	Rte. 7 & 22	I wanted to comment on the proposed change to Route 7. I do not support the change to take away the part of the route that goes into Glencoe Hills. As a 5 lane highway, crossing Washtenaw can be very precarious especially during dark hours and if the weather is bad. Even crossing at lights at Carpenter and Glencoe Crossing can be very problematic. I take either the 4 or the 22 as far as Washtenaw and Pittsfield but then switch to the 7 (even when I have to wait 20-30 minutes or more) so that I can get off at a stop on the other side of Washtenaw. I would not feel safe trying to get home if this change is made.	Nicole Exe	Thank you for writing with your concern about this proposed change. Crossing Washtenaw is a significant concern. With this proposed change, the #7 bus would no longer turn onto Glencoe Hills Dr., but the #22 bus would run on Glencoe Hills Dr. both northbound and southbound. Does this make a difference to you since it sounds as if you are already using the #22? <u>After receiving this explanation, rider no longer opposed the change.</u>	31-May
19-May	email	Rte. 7 & 22	As a regular rider of Route 22, I strongly poopose the proposed changes for Route 22. These changes make the route longer, more complicated, and more confusing. In general, few people like to ride in circles and loops back and forth, passing through the same intersection multiple times on a single trip. Nobody likes to be taken fro a ride around a block twice on each roundtrip. And the AATA proposes just that: taking passengers for a ride, both literally and figuratively. I am sorry, but this is not a service improvement - this is a service deterioration	Yuri Popov	The #22 route was created as a crosstown route. Its primary purpose was to provide connections with the major east-west routes on Ellsworth, Packard, Washtenaw, Geddes/Fuller, and Plymouth. It was built with layovers at Meijer, Arborland, VA, and the Green Road park and ride to make connections with buses eastbound and westbound at these locations and to not hold up the east-west routes. As a result of the layovers, it has always provided a very slow trip for a rider going the whole distance, but most riders were using the route to go a short distance to make a connection. If you look at the proposed schedule for the route on the website, you will see that the scheduled times at timepoints on the North Connector are not changed from the current route. The proposed route is actually .25 miles shorter than the existing route. The South Connector is .45 miles longer, but again, the proposed timepoints are the same as the timepoints on the current route. On the South Connector, the bus will no longer arrive at Meijers several minutes ahead of schedule as happens now on most trips. So this proposed change will not lengthen the trip for current riders.	23-May

Public Input on Proposed Fixed-Route Service Changes for August, 2013

Date Rec.	Medium	Primary Change	Comment	Name	Response	Resp. Date
					<p>This proposed change permits us to have the #7 bus use Golfside Road in both directions, significantly improving service to the large apartment complexes on Golfside. It also permits us to improve service on Glencoe Hills Dr. by providing service in both directions. Glencoe Hills is also a major complex with over 600 apartments. In addition, this change will provide service to the SafeHouse Center on Clark Rd. Women and children from this location currently have to walk a considerable distance on the road shoulder to access transit service. Finally, this proposed change will add service for the medical offices on Hogback Road near Clark.</p> <p>Your last point about extending the service to Busch's at the north end of the route is a possibility. I remember you made this suggestion before, but we weren't able to do it then. The route has a 7 minute layover at the Green Road park and ride, which is no longer required for coordinated transfers with the #2 route. We will look at adding this extension to Plymouth and Green to provide direct service to additional destinations.</p>	