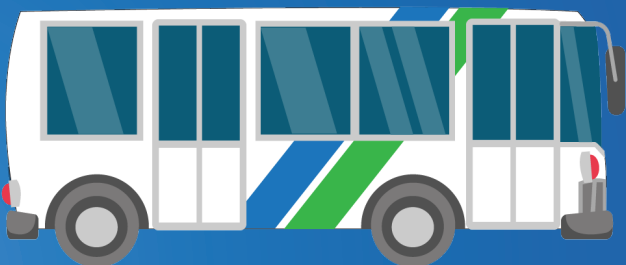


Public

Transportation System

Report Card *November 1, 2017 - October 31, 2018*

People Mover



AnchorRIDES



RideShare



WHAT IS IN THE REPORT

The Municipality of Anchorage Public Transportation Department (PTD) provides three public transportation services: People Mover is a fixed-route bus service, AnchorRIDES is a paratransit service for seniors and people with disabilities and RideShare provides vanpool capabilities. The three services work together to provide valuable public transportation options within the Municipality.

On October 23, 2017, People Mover made significant changes to the bus system. Service shifted from an infrequent system that prioritized coverage over ridership to a system that offers more direct and frequent service. Buses now arrive every 15 minutes on some of the routes in the most densely populated areas. The hours of service have also expanded. Buses now run to midnight on the weekdays (2 a.m. to the airport), and the number of trips on the weekends doubled. These changes stemmed from the Anchorage Talks Transit public participation process that began in May 2016.

Changes made to the bus routes also impacted the AnchorRIDES core service area coverage and extended the hours of operation. Furthermore, the AnchorRIDES operation in the Chugiak/Eagle River premium service area was transferred to the Chugiak Senior Center on July 2, 2018.

THIS REPORT ANALYZES ALL THREE SERVICES OF PTD ONE YEAR AFTER IMPLEMENTATION OF THE NEW BUS SYSTEM. (NOV. 2017 – OCT. 2018)

People Mover

- Span of service and frequency of each route
- Ridership for each route
- Number of people using each bus stop
- Number of buses required to operate each route
- Average speed for each route compared to a car and a pedestrian
- On-Time Performance
- Route Productivity
- Number of Jobs and Residents within ¼ mile of each route
- Annual Operating Cost for each route
- Cost per Passenger
- Ridership by time-of-day

AnchorRIDES

- Total Trips
- Productivity
- Total Eligible Riders
- Operational Cost Per Trip
- On-Time performance
- Average Trip Destination
- Average Trip Type

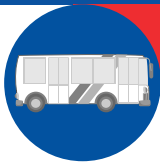
RideShare

- Total Trips
- Average Annual Participants

Looking Forward

The Transit On the Move Short-Range Transit Plan is underway. Data from this report will be used as a baseline and a starting point to have conversations with the community and help establish where we go from here. For more information about the plan or to get involved, visit our website at peoplemover.org/transitonthemove or call us at 907-343-6543, Option 5.

KEY FINDINGS



People Mover

Despite projected decreases to ridership, People Mover stayed above the forecasted decline during the first few months of the new bus system. By July, overall ridership began to increase, and those increases continued through October. Sunday ridership has increased since the implementation of the new bus system.

Before the new bus system, People Mover had grappled with declining weekday ridership. In 2015, average weekday ridership was down 5.5% from 2014. In 2016, it decreased by 5.9%. In the first 10 months of 2017 - before People Mover implemented the new bus system - ridership had decreased by 3.9%.

During the first year of the new bus system, weekday average ridership decreased by just 1.9%. That's significantly less than what was projected. Saturday average ridership decreased 3.0%, while Sunday average ridership increased 17.2%.

Overall, the buses were on-time 84% of the time during the first year of the new system. Even with buses arriving more frequently (every 15-minutes

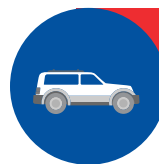
on some routes), the system was just shy of the 85% on-time goal. Initially, the neighborhood and commuter routes were not on-time as consistently as the frequent and standard routes. People Mover then made changes to Routes 21 and 31. Additionally, the Route 11 was split into two routes on July 2, 2018: Routes 11 and 41. This helped improve overall on-time performance.

The neighborhood routes generally have lower productivity rates. This was an anticipated result. The buses traveling neighborhood routes can carry up to 14 seated passengers, compared to buses on the standard and frequent routes that can carry up to 39 seated passengers. Neighborhood routes are a mechanism to help people within some neighborhoods access the frequent routes.



AnchorRIDES

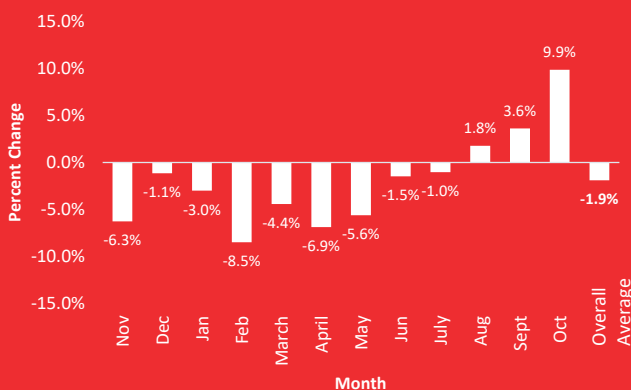
AnchorRIDES is a paratransit program that connects seniors and people with disabilities with transportation within the Municipality of Anchorage. The paratransit service area is based on the route alignments of the bus system. In the first three quarters of 2018, PTD made 94,810 trips to 6,558 eligible riders.



RideShare

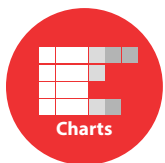
RideShare continues to be an important vanpool service within the Municipality. In 2016, service expanded to include Eagle River and Chugiak riders. In the first three quarters of 2018 there were 74 vanpools with 710 participants stretching from Girdwood to the Mat-Su Valley.

Nov 2017 - Oct 2018 Average Weekday Ridership Compared to Previous Year



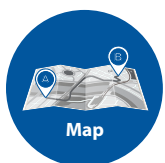
HOW TO USE THIS REPORT

This report presents the various metrics used to help gauge the effectiveness of public transportation in the Municipality of Anchorage. Throughout the report, each metric is represented by an icon and is defined here. Pages 5 and 6 summarize the entire People Mover bus system. Each route is summarized independently on the following pages. AnchorRIDES and RideShare are summarized on pages 35 - 37.



Span of service and frequency of each route:

The span represents the hours of operation (when service starts in the morning and when it ends in the evening), while the frequency is how often the buses arrive throughout the day.



Number of people using each bus stop:

The maps show the average number of people getting on the bus (boarding) at each stop for each route.



Number of buses required to operate each route:

This is the number of buses that are needed to operate the route at the busiest time of day.



Average speed for each route compared to a car and a pedestrian:

This shows the average scheduled speed the bus drives during a trip, compared

to the average walking speed and the average time Google trip planner reports it would take a car to travel the same trip with factored traffic.



Ridership for each route:

This reports the average number of passengers riding the route on a single day for weekday, Saturday, and Sunday service. Average ridership is total ridership divided by the number of days in service.



Route Productivity: For this report, productivity is calculated by the average number of passengers per time-table revenue hour.

This measures ridership relative to cost and helps evaluate how well the system (or route) is maximizing potential ridership. In other words, productivity is strictly a measure of achievement towards obtaining higher ridership. Routes that are designed to provide coverage or have lower seating capacity, like the neighborhood and commuter routes, will expectedly have lower productivity. This does not mean that these services are failing or that they should be eliminated. It just means that their funding is not being spent to maximize ridership.

HOW TO USE THIS REPORT



Number of jobs and residents within ¼ mile of each route:

While not all trips start or end at home, nearly everybody makes at least one trip starting or ending at their place of residence on most days. Further, places with many households are also destinations for other people, who may be socializing, or working as caregivers in someone else's home. Job density can be a better predictor of transit ridership potential than residential density. This is because it represents places people travel for work, but also places people go for services, shopping, culture, health care, and more. This report shows the number of jobs and residents in each Census Tract that are within ¼ mile of each bus stop along a route, and is based on the 2016 U.S. Census American Community Transit Survey (ACT).



Cost per Passenger: Transit fares only partially cover public transportation costs. PTD is reliant on federal and local funding to fill this gap and fund operations. The actual cost per passenger is determined by the total annual operating cost divided by the total annual boardings.



Annual Operating Cost for each route:

The annual operating cost is based on the 2017 cost per Vehicle Revenue Hour (VRH) and the cost per Vehicle Revenue Mile (VRM).

Estimated cost of service = (Cost per VRM * Annual VRM) + (Cost per VRH * Annual VRH)

This does not include PTD's "fixed costs" for non-vehicle maintenance and general administrative support.



On-Time Performance: This is measured by the percent of time a bus arrives at a published time-point as printed, up to five minutes later. This does not factor in missed trips.



Ridership by Trip: The graphs compare the average weekday, Saturday, and Sunday ridership throughout the day per trip. The averages for both inbound and outbound trips are displayed.

Why do we report daily average ridership and not total ridership?

The number of weekdays each month vary from year to year. Also, some years have more operating days than others. To compare "apples to apples," we use average ridership. If a month has one extra weekday in it than the year before, it will give the false impression that the ridership was higher that month, just because it benefited from an extra day of service. We want to know about how many people are using People Mover each weekday, Saturday and Sunday.

PEOPLE MOVER

14 Routes

Legend

0 1 2 Miles

N
Map
Orientation

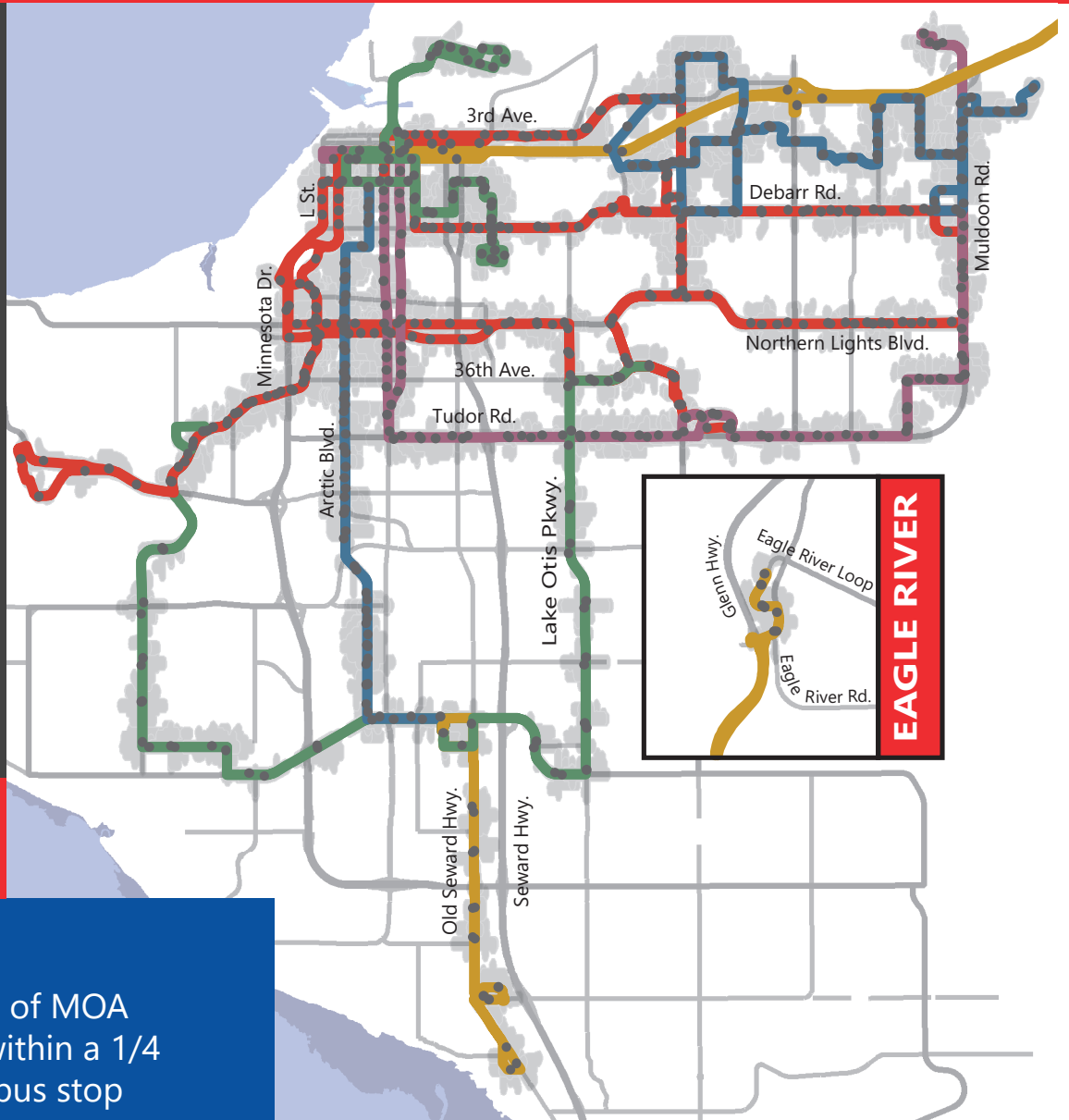
• Bus Stops

1/4 mile access
buffer to each
bus stop

Route Frequency

- 15 min.
- 15 - 30 min.
- 30 min.
- 60 min.
- Peak

3,222,778
Total Passengers



63% of MOA
jobs are within a 1/4
mile of a bus stop



39% of MOA
residents are within a
1/4 mile of a bus stop



84% of trips
were on-time



<1% of all trips
were missed

In October 2017, People Mover made changes to the bus system. Service shifted from an infrequent system that prioritized coverage over ridership to a more direct and frequent service with buses arriving every 15 minutes on some of the routes. The hours of service expanded to midnight on the weekdays (2 am to the airport), and the number of trips on the weekends doubled.

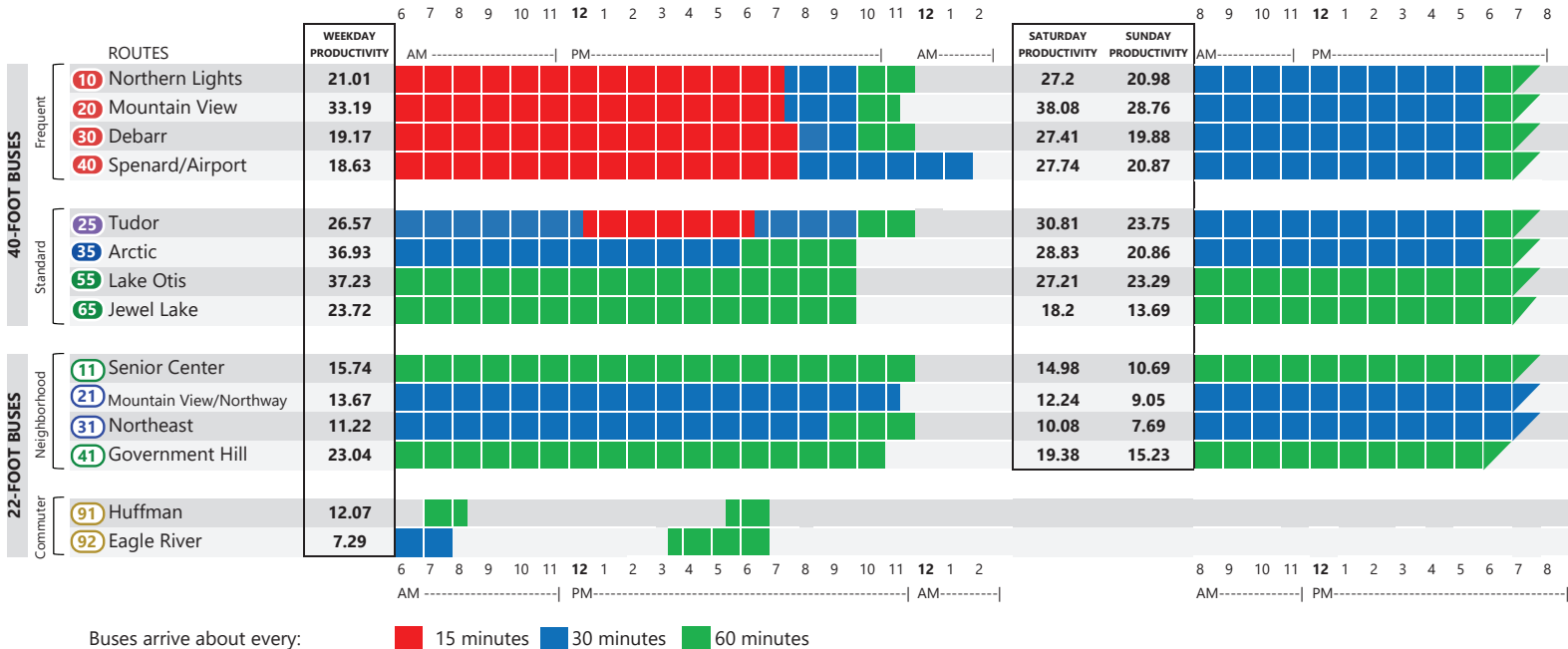


25.40 Frequent and Standard Routes: 40-foot bus productivity



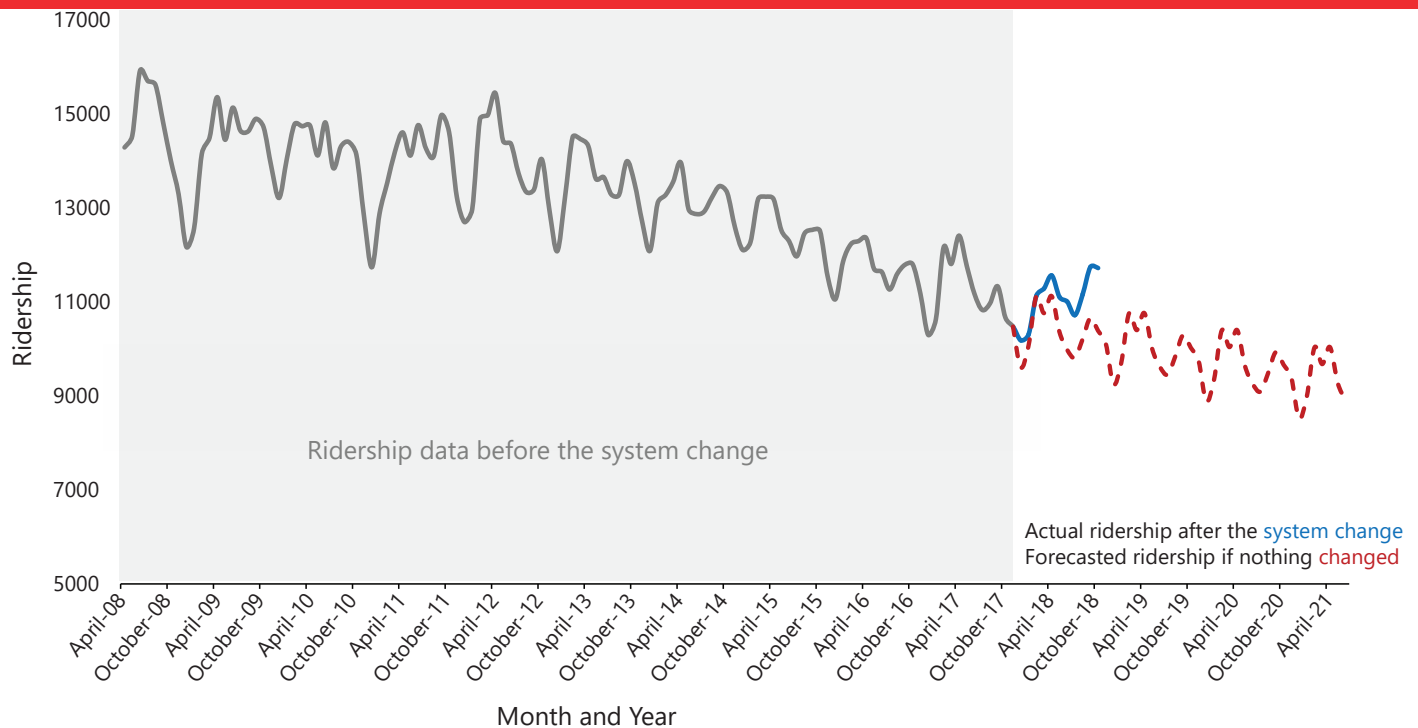
11.86 Neighborhood and Commuter Routes: 22-foot bus productivity

Bus Route Span and Frequency



Before the new bus system was implemented, People Mover had grappled with declining weekday ridership. People Mover stayed above the forecasted decline during the first few months of the new bus system. By July, overall ridership began to increase, and those increases continued through October.

Average Weekday Ridership

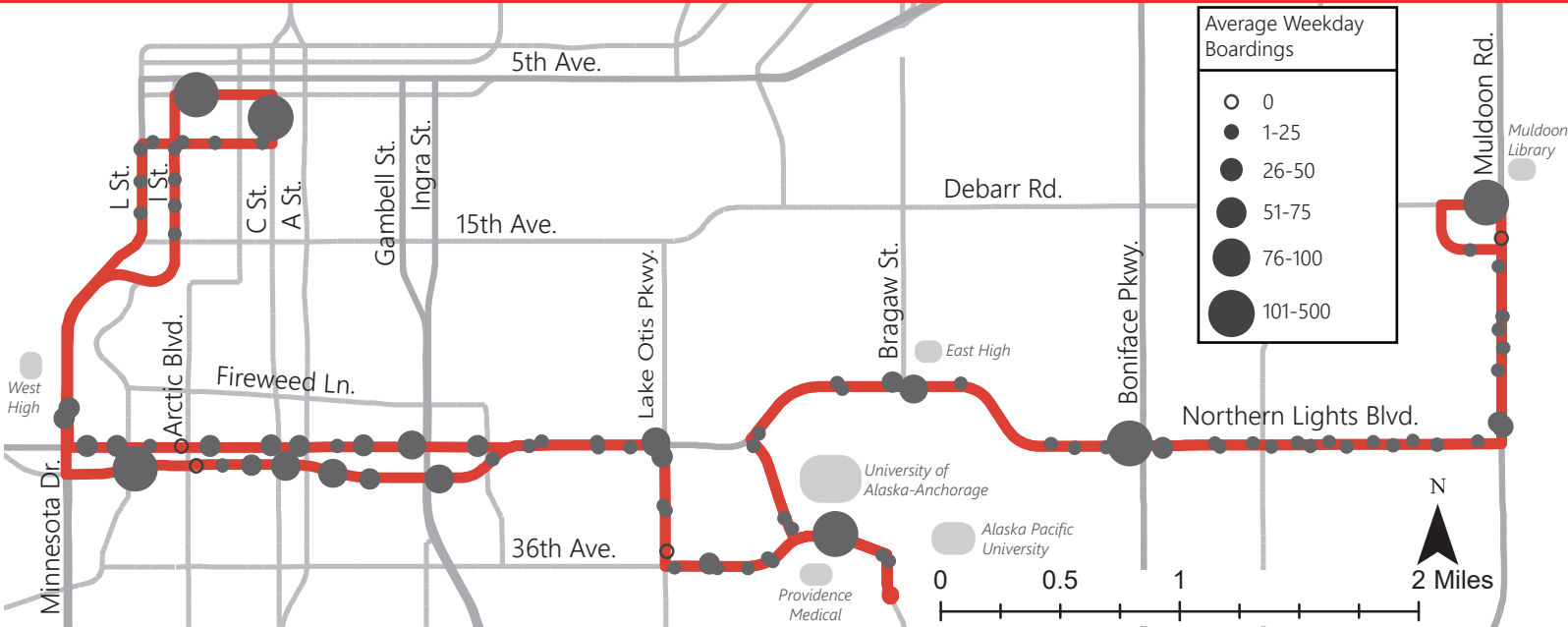


10

NORTHERN LIGHTS

Frequent Route: 15 min. peak frequency

Average Weekday Boardings

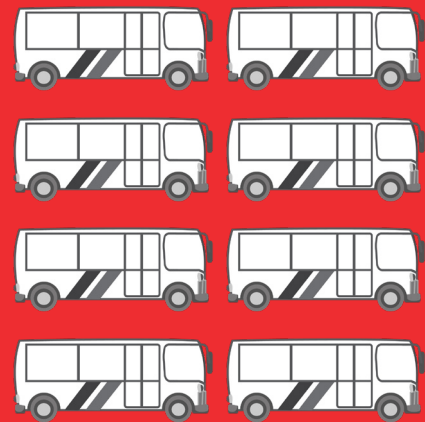


Route Length ≈ 24 miles

This route travels between the Downtown Transit Center and the Muldoon Transfer Center via Midtown, UMed, and Northern Lights Boulevard.

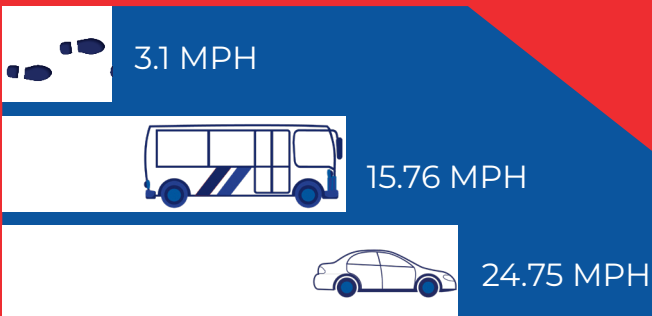
Hours of Operation The Route 10 is in service approximately 18 hours on weekdays.

15-minute frequent service on weekdays between 6 am and 7:30 pm



Number of buses needed to operate the route at peak

Average Speed



1,858

Weekday Ridership Average

810

Saturday Ridership Average

557

Sunday Ridership Average



86% of buses were on time



25% of MOA jobs are within 1/4 mile of the Route 10



7% of MOA residents are within 1/4 mile of the Route 10



21.39 productivity

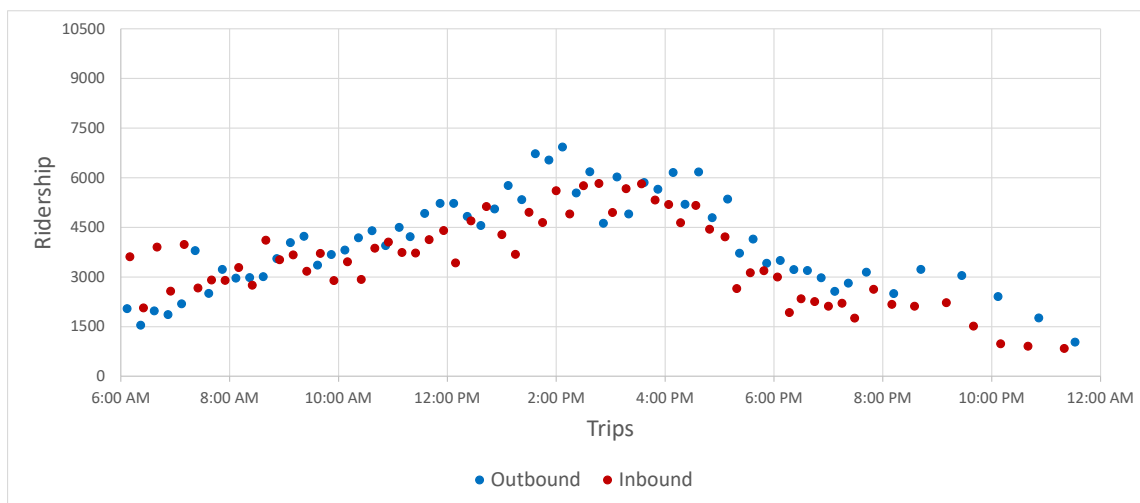


\$ 6.84
cost per passenger



\$ 3,663,056
annual operating cost

Ridership by Trip: Weekday



Number of Trips *

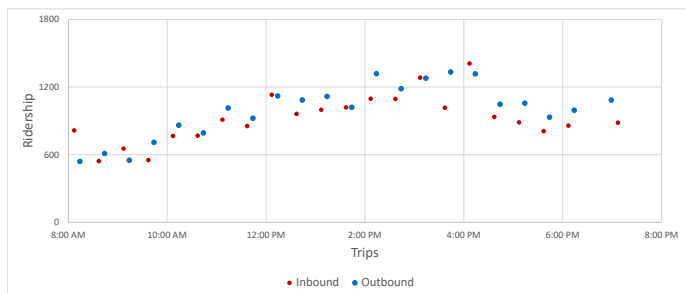
Weekday:
123

Saturday:
44

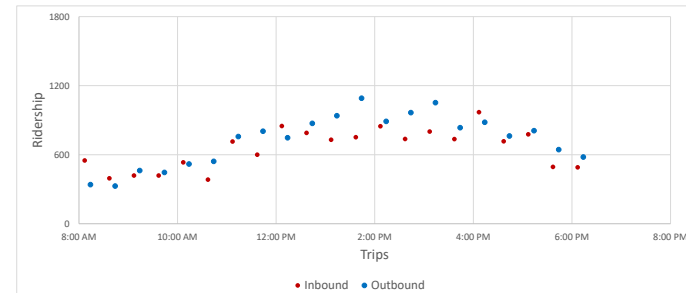
Sunday:
42

*includes in-bound and out-bound trips

Saturday



Sunday



11

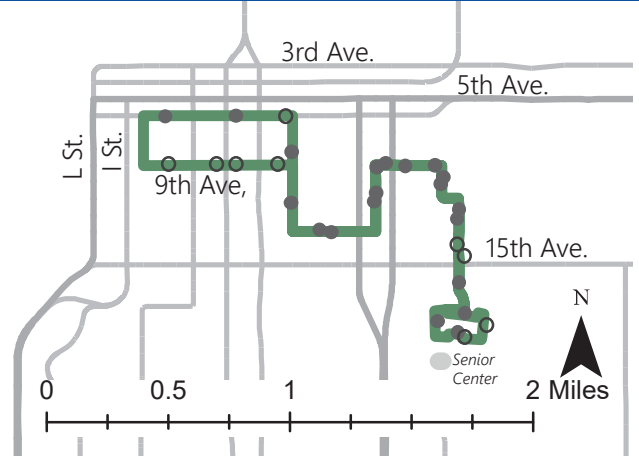
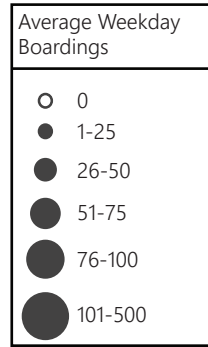
FAIRVIEW • SENIOR CENTER

Neighborhood Route: 60 min. peak frequency

On July 2, 2018, the Route 11 was changed. Originally it was a loop that traveled between the Anchorage Senior Center and Government Hill. It was split into two routes to create a new Route 11 (as presented in the map) and the Route 41. Today, these routes are interlined, meaning that they share one bus to operate service. For example, the bus will complete a trip on the Route 11, then a trip on the Route 41, then a trip on the Route 11 and so on.

The performance measures presented in this report for the Route 11 combine the entire Route 11 prior to July 2, 2018 with the new Route 11.

Average Weekday Boardings



Route Length ≈ 6 miles

This route travels between City Hall and the Anchorage Senior Center via Medfra Street, 9th Avenue, Hyder Street, 13th Avenue, and Cordova Street.

Hours of Operation The Route 11 is in service approximately 16.5 hours on weekdays.



Number of buses needed to operate the route at peak

The Route 11 interlines with the Route 41 requiring half a bus to operate at peak

Average Speed



3.1 MPH



12.14 MPH



12.56 MPH



171

Weekday Ridership Average

114

Saturday Ridership Average

75

Sunday Ridership Average



70% of buses were on time.



8% of MOA jobs are within 1/4 mile of the Route 11



3% of MOA residents are within 1/4 mile of the Route 11



15.13 productivity

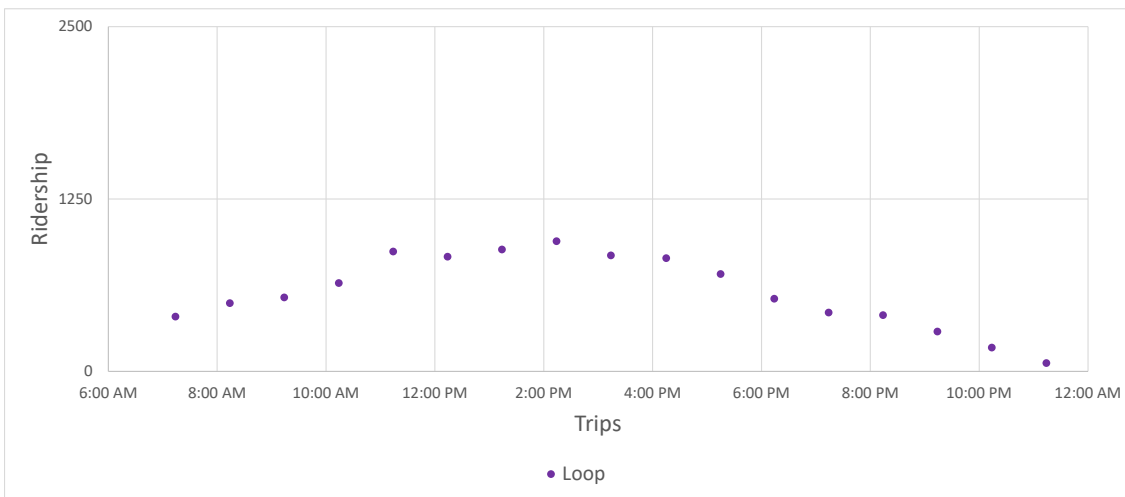


\$ 8.36
cost per passenger



\$ 439,951
annual operating cost

Ridership by Trip: Weekday



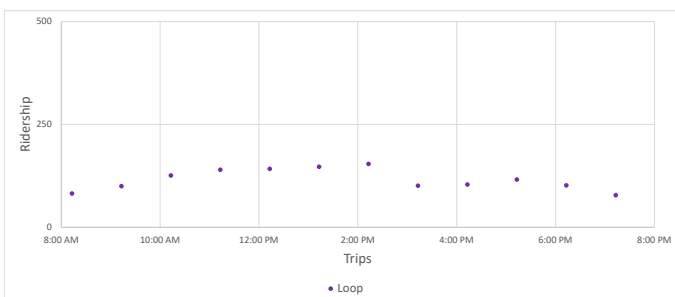
Number of Trips

Weekday: 17

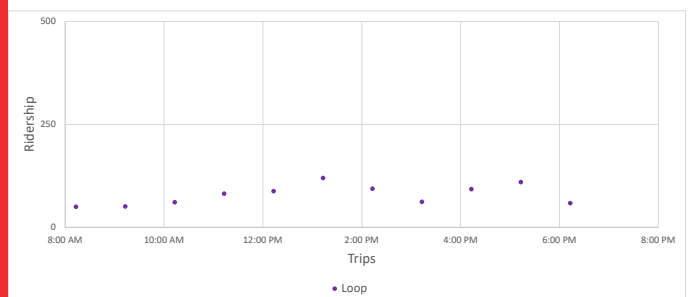
Saturday: 12

Sunday: 11

Saturday



Sunday



20

MOUNTAIN VIEW • UMED

Frequent Route: 15 min. peak frequency

Route Length ≈ 16 miles

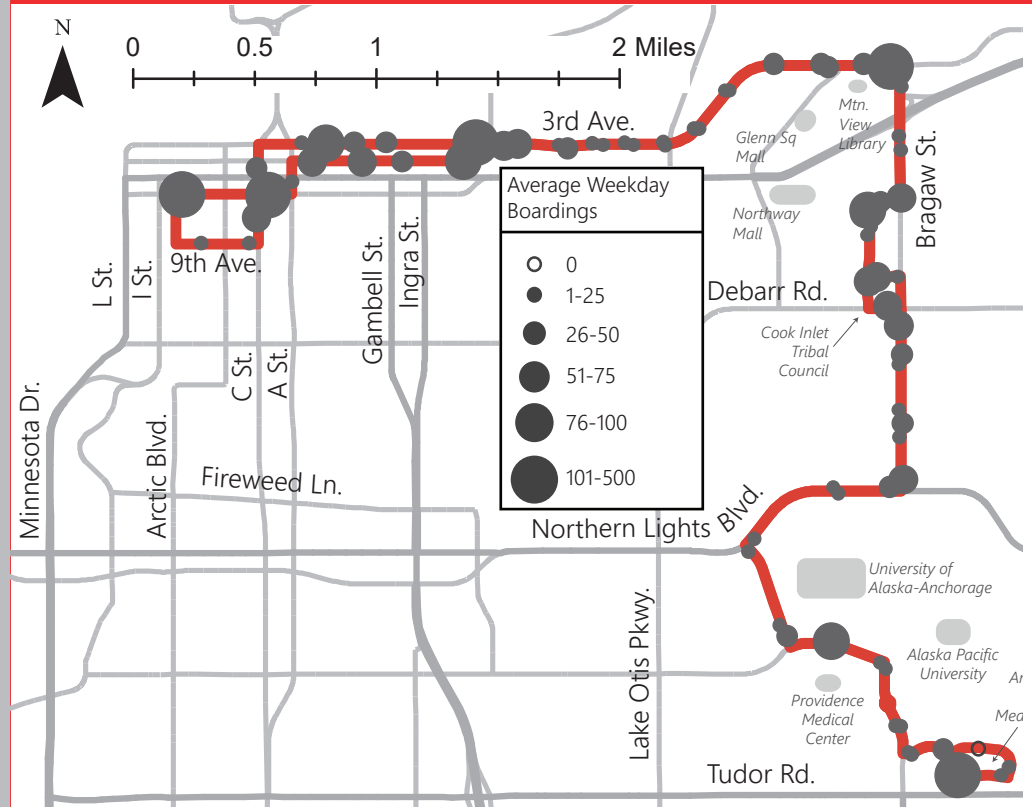
This route travels between the Downtown Transit Center and the Alaska Native Medical Center via 3rd & 4th Avenues, Mountain View, Northway Mall, East High School, and UMed.

Hours of Operation

The route 20 is in service approximately 17.5 hours on weekdays.

15-minute frequent service on weekdays between 6 am and 7:30 pm

Average Weekday Boardings



Number of buses

needed to operate the route at peak

Average Speed



3.1 MPH



13.69 MPH



19.10 MPH



2,307

Weekday Ridership Average

894

Saturday Ridership Average

619

Sunday Ridership Average



85% of buses were on time



18% of MOA jobs are within 1/4 mile of the Route 20



5% of MOA residents are within 1/4 mile of the Route 20



33.24 productivity

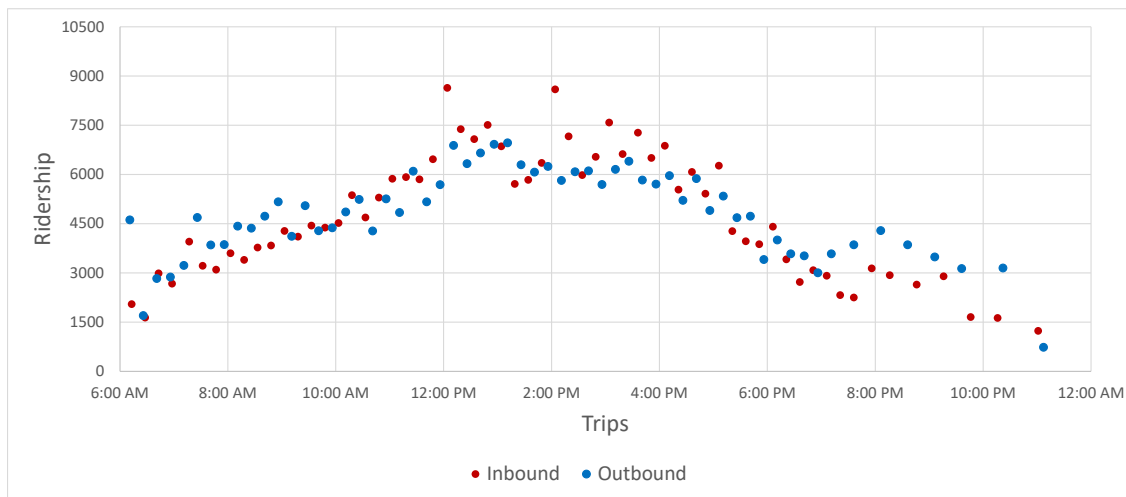


\$ 4.31
cost per passenger



\$ 2,824,614
annual operating cost

Ridership by Trip: Weekday



Number of Trips *

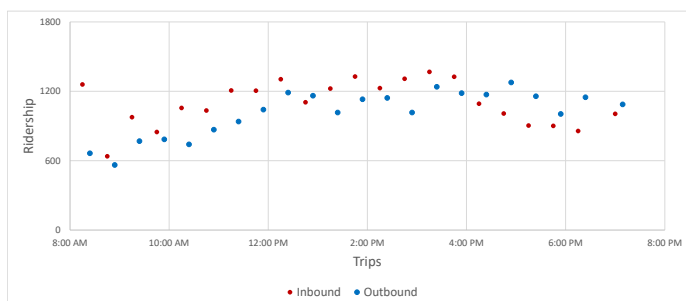
Weekday: 122

Saturday: 44

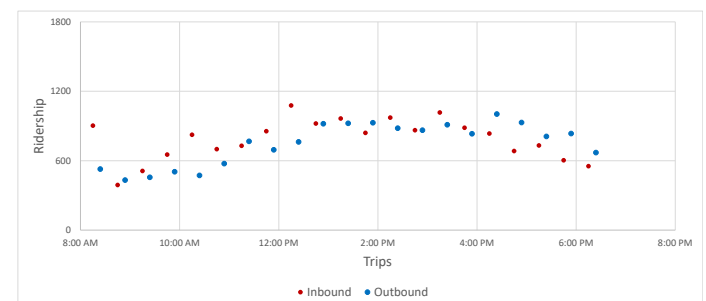
Sunday: 42

*includes inbound and outbound trips

Saturday



Sunday



21

MTN. VIEW • NORTHWAY

Neighborhood Route: 30 min. peak frequency

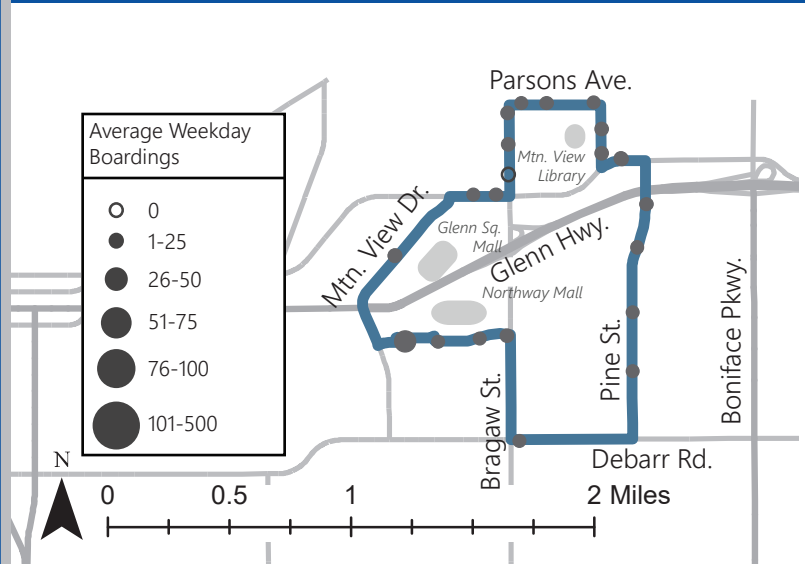
On July 2, 2018, the Route 21 was modified. Originally it made a loop through the Mountain View neighborhood before traveling to City Hall. Today, it travels in a counterclockwise loop beginning and ending at the Northway Mall, as presented in the map.

The performance measures presented in this report for the Route 21 combine the route alignment prior to July 2, 2018 with the new alignment.

Route Length ≈ 5 miles

The Route 21 travels in a counterclockwise loop beginning on Penland Parkway at the Northway Mall. From Penland Parkway, the route travels on Bragaw Street, Debarr Road, Pine Street, McCarrey Street, Mountain View Drive, Lane Street, and Parsons Avenue before returning to the Penland Parkway via Bragaw Street and Mountain View Drive.

Average Weekday Boardings



Hours of Operation The Route 21 is in service approximately 17.5 hours on weekdays.



Number of buses needed to operate the route at peak

Average Speed



3.1 MPH



12.73 MPH



15.59 MPH



230

Weekday Ridership Average

133

Saturday Ridership Average

90

Sunday Ridership Average



68% of buses were on time



2% of MOA jobs are within 1/4 mile of the Route 21



4% of MOA residents are within 1/4 mile of the Route 21



13.06 productivity

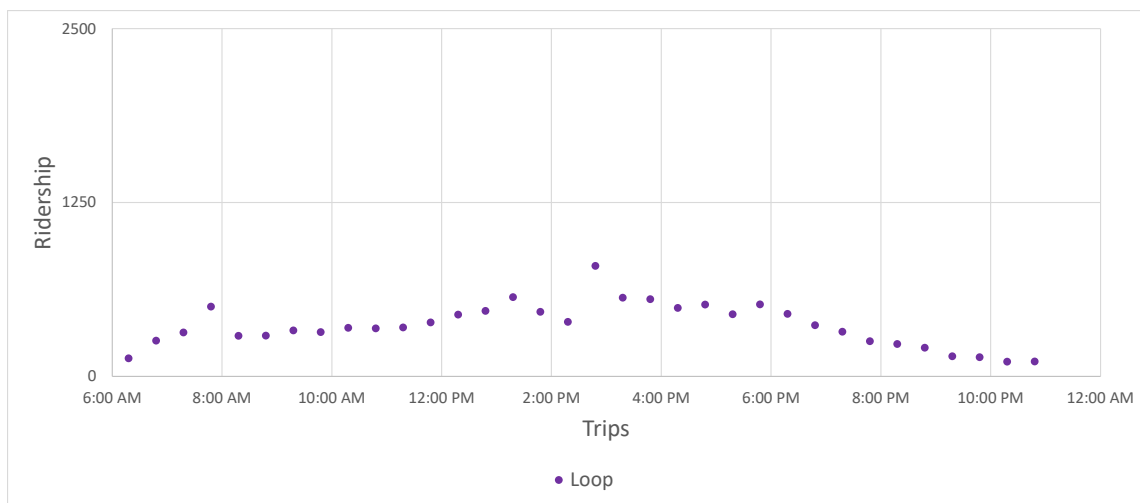


\$ 10.62
cost per passenger



\$ 735,330
annual operating cost

Ridership by Trip: Weekday



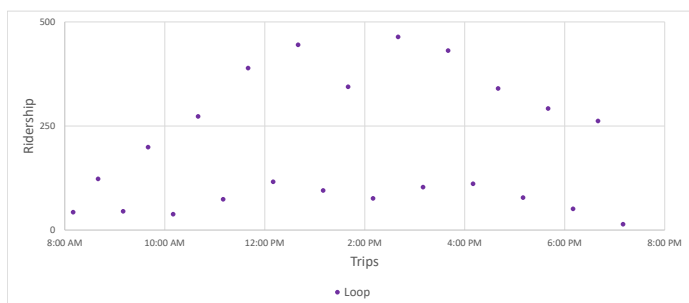
Number of Trips

Weekday: 35

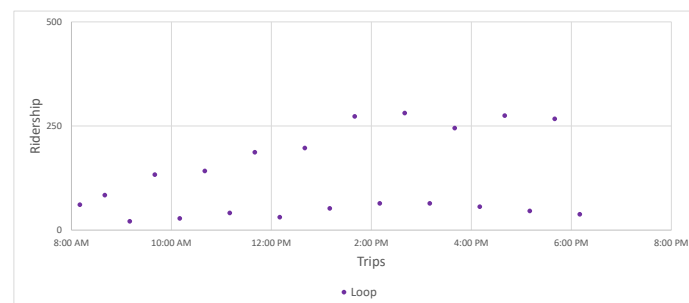
Saturday: 23

Sunday: 21

Saturday



Sunday

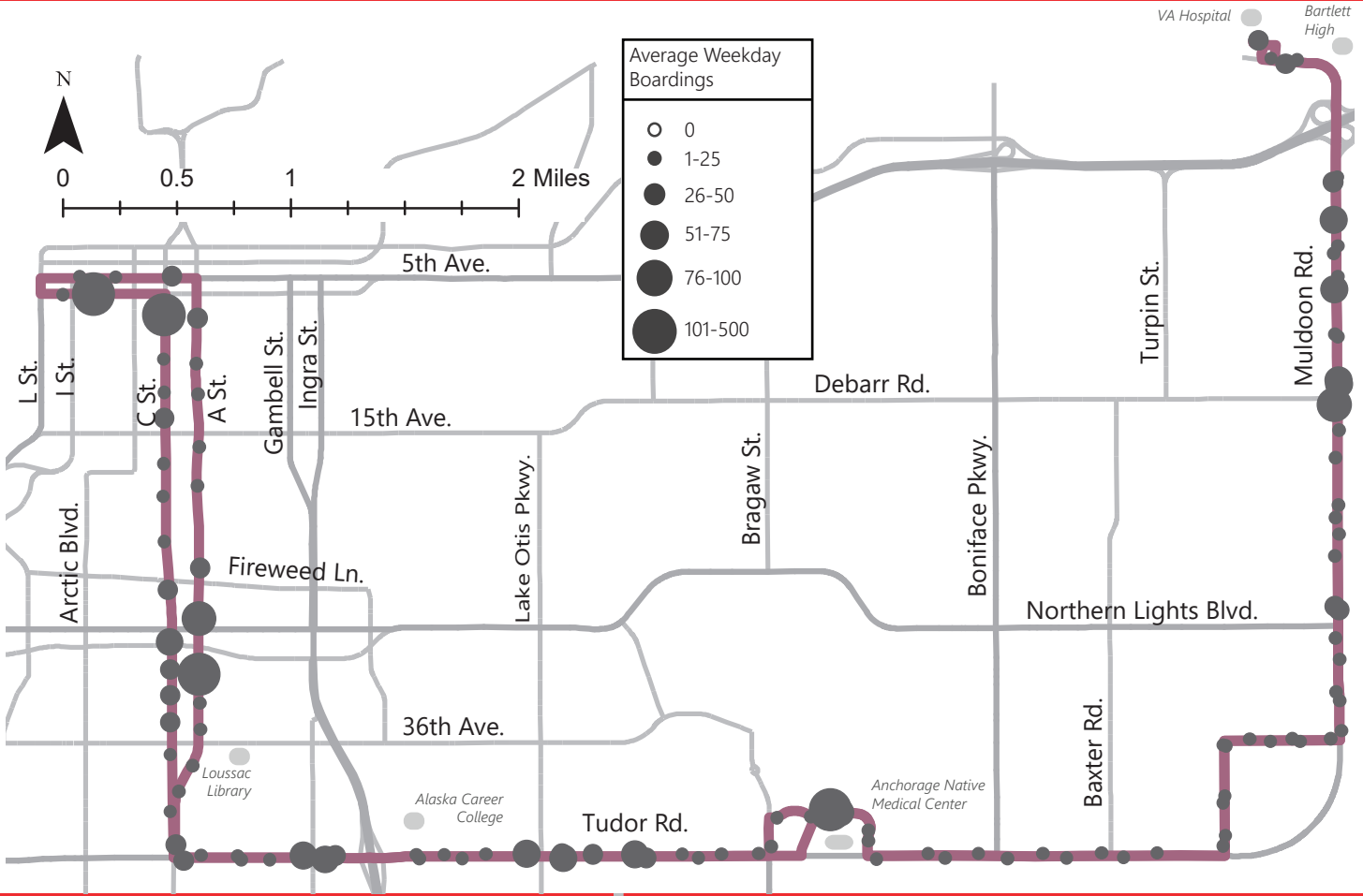


25

TUDOR

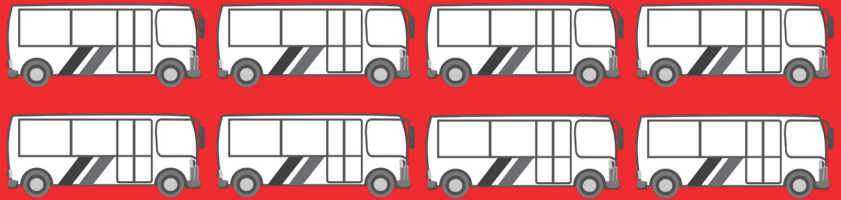
Standard Route: 15-30 min. peak frequency

Average Weekday Boardings



Route Length ≈ 25 miles

Hours of Operation The Route 25 is in service approximately 17.5 hours on weekdays. 15-minute frequent service between 12:30 pm and 6:30 pm



Number of buses needed to operate the route at peak

Average Speed



3.1 MPH



14.23 MPH



23.09 MPH



2,069

Weekday Ridership Average

1,044

Saturday Ridership Average

738

Sunday Ridership Average



83% of buses were on time



27% of MOA jobs are within 1/4 mile of the Route 25



9% of MOA residents are within 1/4 mile of the Route 25



26.7 productivity

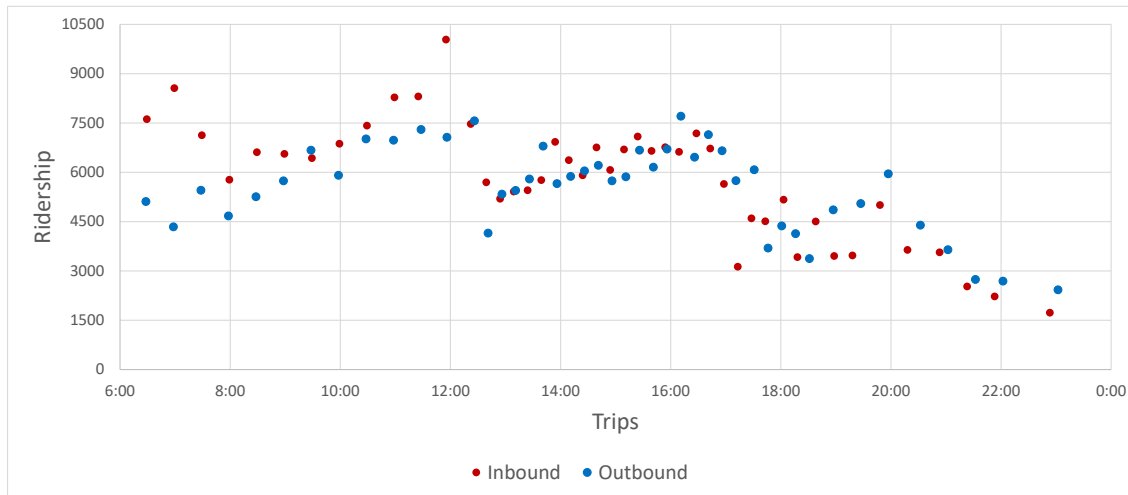


\$ 5.35
cost per passenger



\$ 3,265,287
annual operating cost

Ridership by Trip: Weekday



Number of Trips *

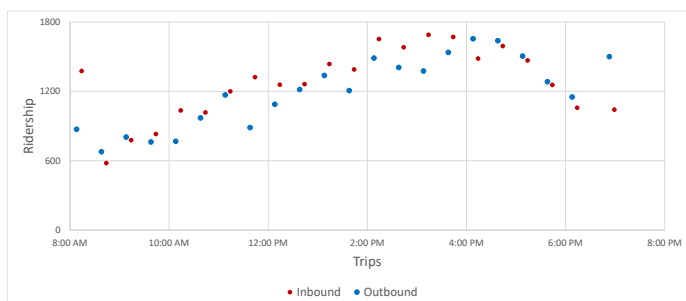
Weekday:
92

Saturday:
44

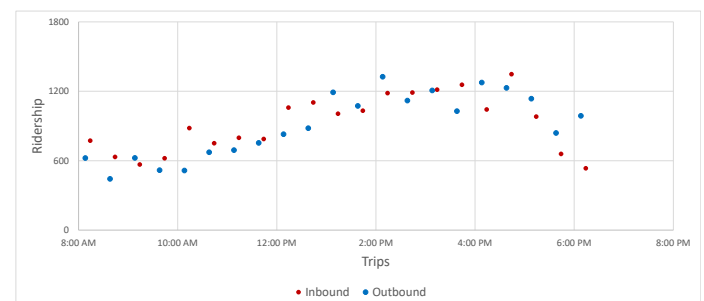
Sunday:
42

*includes inbound and outbound trips

Saturday



Sunday

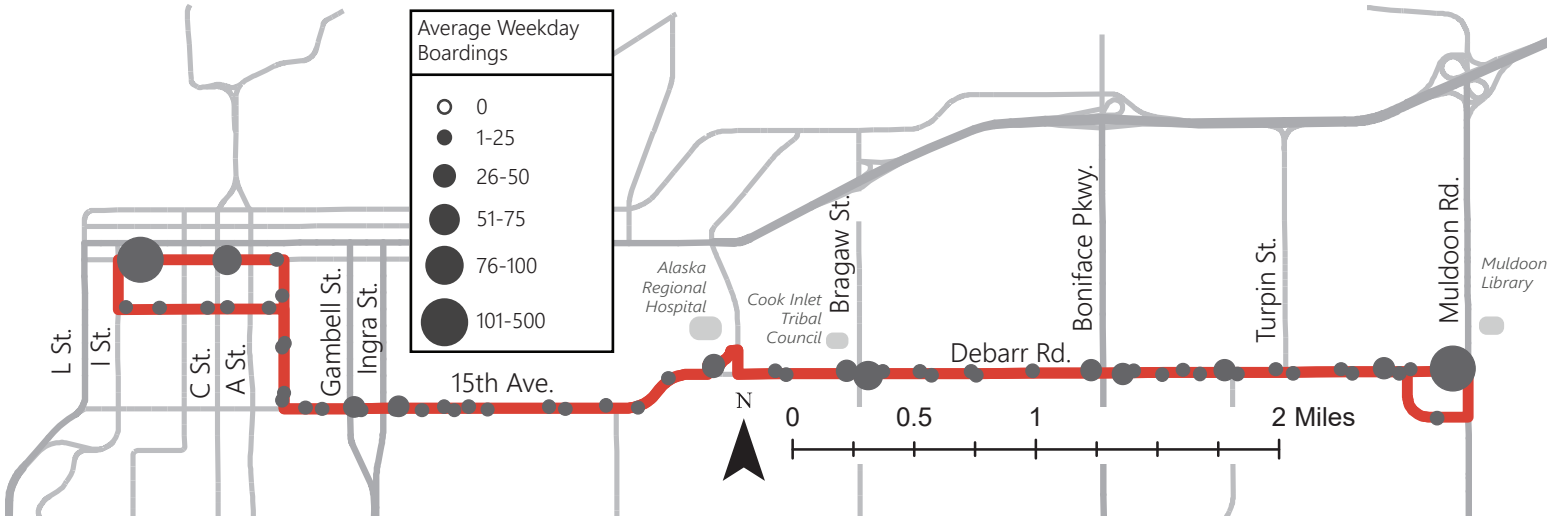


30

DEBARR

Frequent Route: 15 min. peak frequency

Average Weekday Boardings

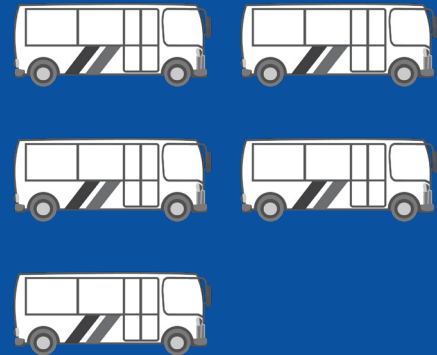


Route Length ≈ 13 miles

This route travels between the Downtown Transit Center and the Muldoon Transfer Center via Cordova Street, 15th Avenue, Alaska Regional Hospital, and Debarrr Road.

Hours of Operation The Route 30 is in service approximately 18 hours on weekdays.

15-minute frequent service on weekdays between 6 am and 8:00 pm



Number of buses needed to operate the route at peak

Average Speed



3.1 MPH



14.63 MPH



20.51 MPH



1,045

Weekday Ridership Average

514

Saturday Ridership Average

344

Sunday Ridership Average



86% of buses were on time



11% of MOA jobs are within 1/4 mile of the Route 30



6% of MOA residents are within 1/4 mile of the Route 30



19.73 productivity

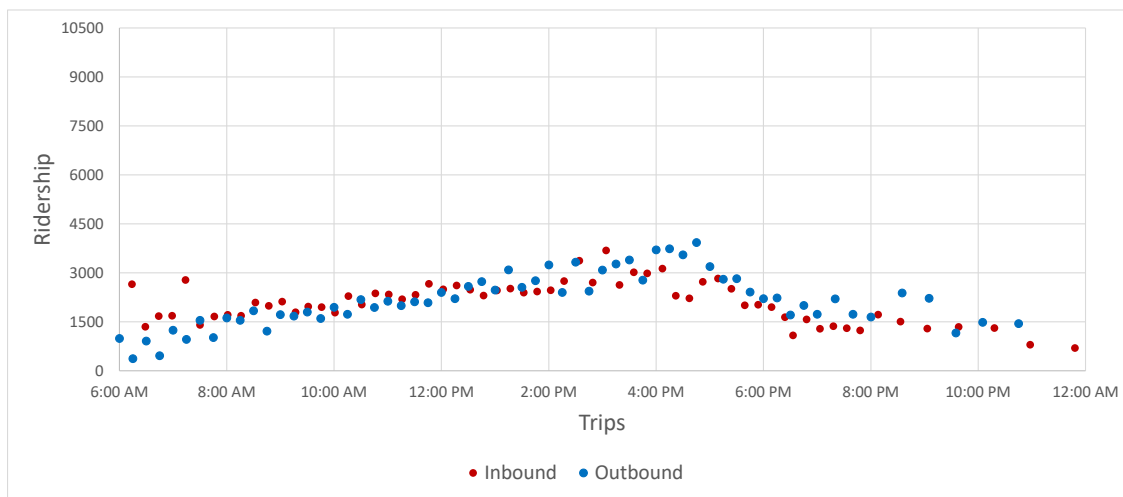


\$ 7.24
cost per passenger



\$ 2,213,857
annual operating cost

Ridership by Trip: Weekday



Number of Trips *

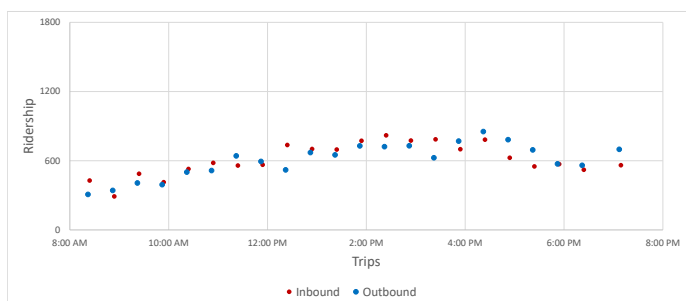
Weekday:
123

Saturday:
44

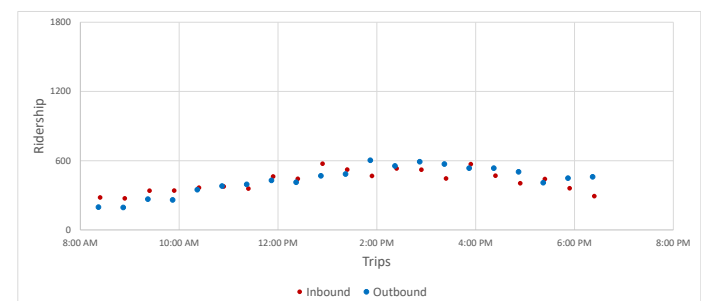
Sunday:
42

*includes inbound and outbound trips

Saturday



Sunday



31

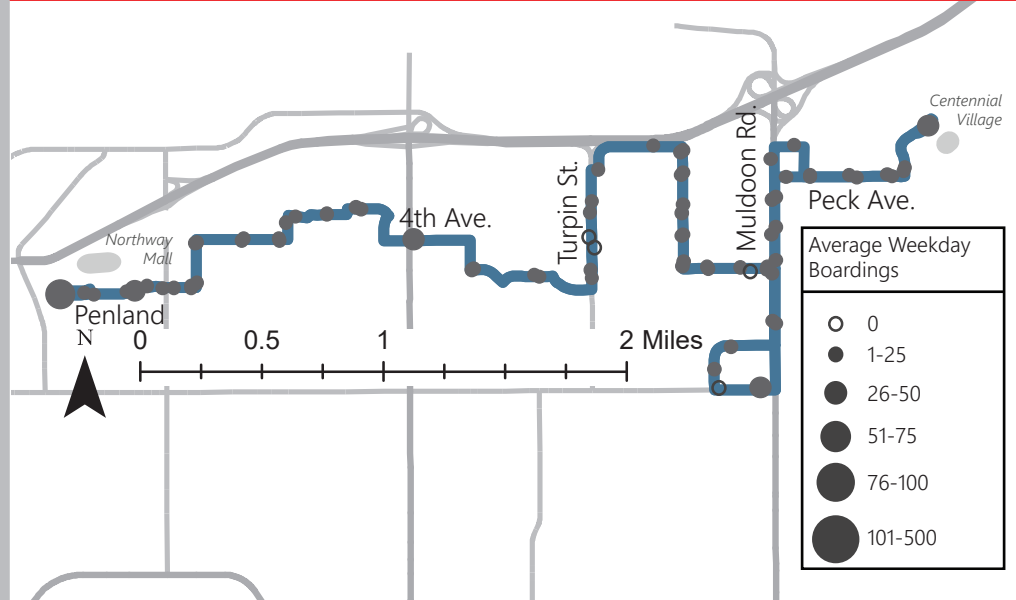
NORTHEAST

Neighborhood Route: 30 min. peak frequency

On July 2, 2018, the Route 31 was modified. Originally it traveled between Centennial Village and City Hall. Today, it travels between Centennial Village, Muldoon & Debarr Transit Hub and the Northway Mall, as presented in the map.

The performance measures presented in this report for the Route 31 combine the route alignment prior to July 2, 2018 with the new alignment.

Average Weekday Boardings



Route Length ≈ 15 miles This route travels between Northway Mall, the Debarr and Muldoon Transit Hub, and Centennial Village via Penland Parkway, 4th Avenue, Turpin Street, Oklahoma Street, 6th Avenue, Muldoon Road, Creekside Center Drive, and Peck Avenue.

Hours of Operation The Route 31 is in service approximately 18 hours on weekdays.



Number of buses needed to operate the route at peak

Average Speed



3.1 MPH



12.58 MPH



16.07 MPH



436

Weekday Ridership Average

276

Saturday Ridership Average

192

Sunday Ridership Average



72% of buses were on time



2% of MOA jobs are within 1/4 mile of the Route 31



6% of MOA residents are within 1/4 mile of the Route 31



10.72 productivity

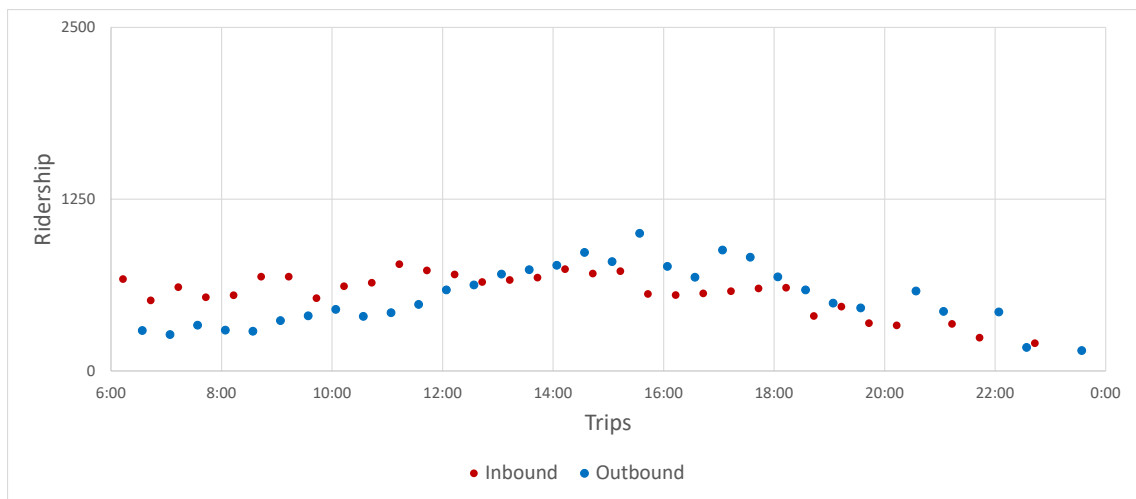


\$ 11.82 cost per passenger



\$ 1,575,612 annual operating cost

Ridership by Trip: Weekday



Number of Trips *

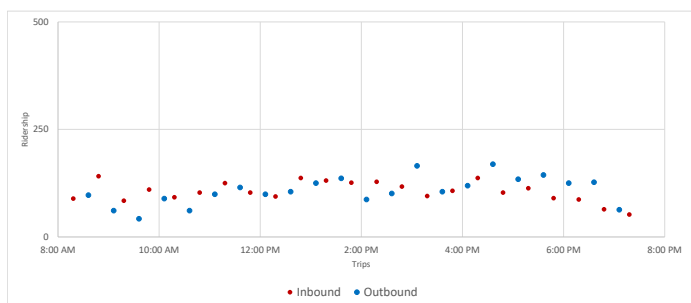
Weekday: 64

Saturday: 45

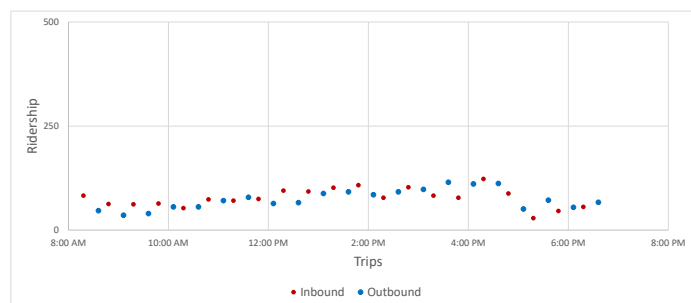
Sunday: 42

*includes inbound and outbound trips

Saturday



Sunday



35

ARCTIC

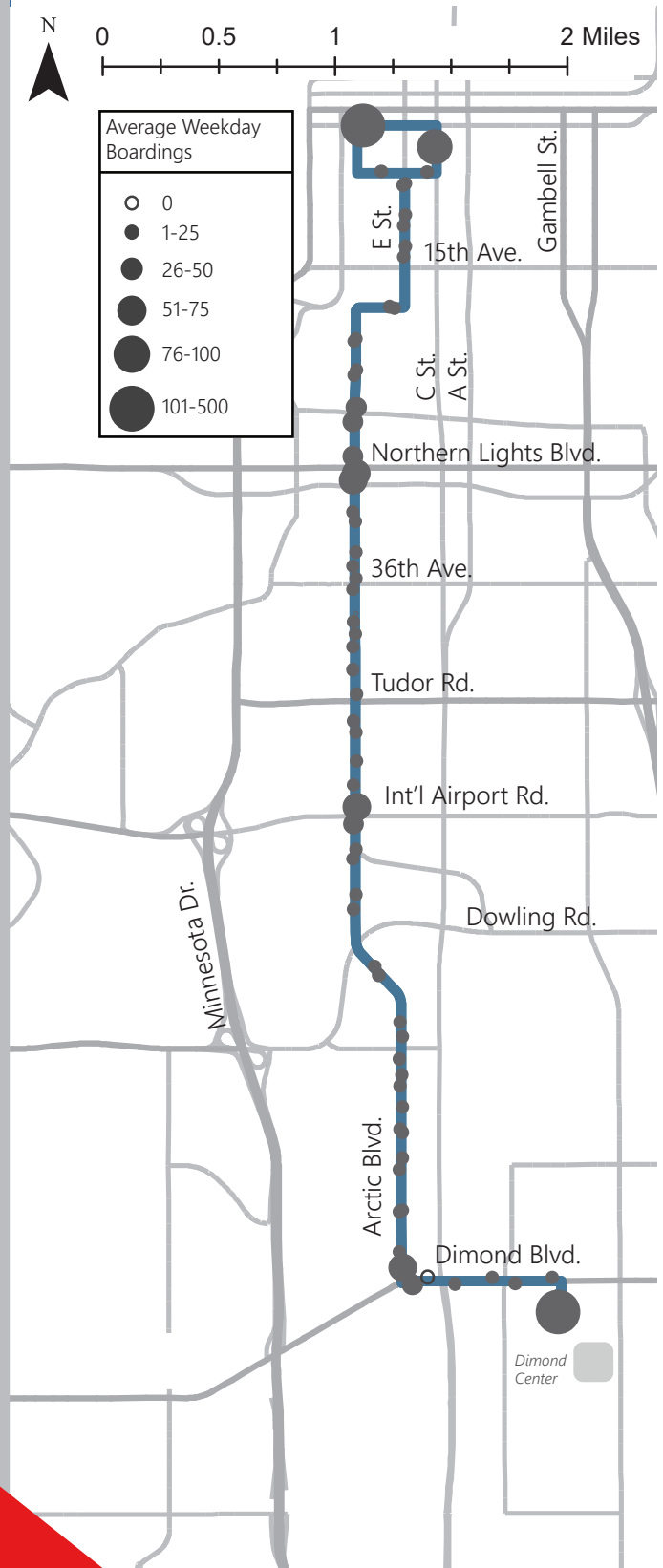
Standard Route: 30 min. peak frequency

Route Length ≈ 13 miles

This route travels between the Downtown Transit Center and the Dimond Transit Center via Valley of the Moon Park and Arctic Boulevard.

Hours of Operation The Route 35 is in service approximately 16 hours on weekdays.

Average Weekday Boardings



Number of buses needed to operate the route at peak



990
Weekday
Ridership
Average

624
Saturday
Ridership
Average

396
Sunday
Ridership
Average

Average Speed



3.1 MPH



13.40 MPH



18.08 MPH



83% of buses were on time



15% of MOA jobs are within 1/4 mile of the Route 35



4% of MOA residents are within 1/4 mile of the Route 35



34.09 productivity

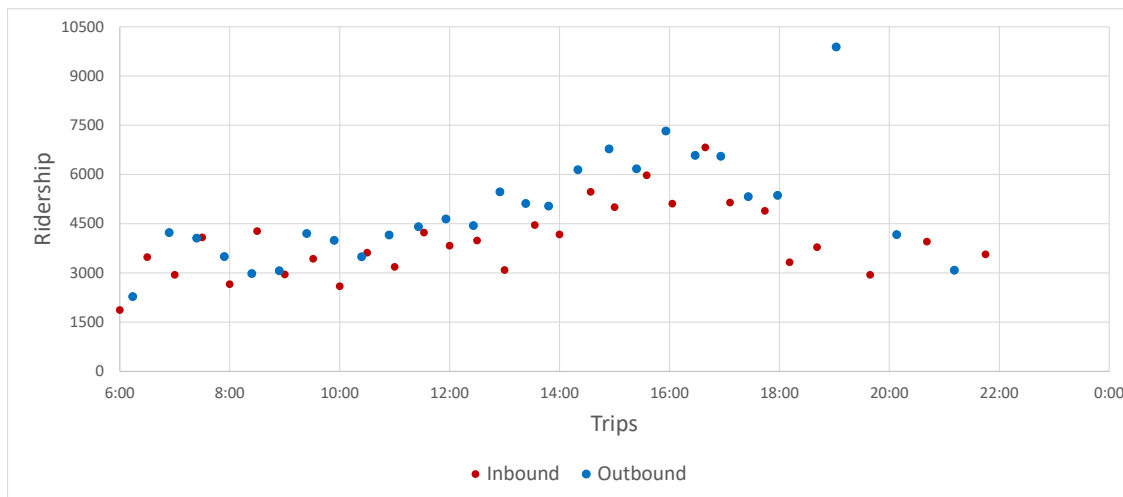


\$ 4.38
cost per passenger



\$ 1,316,926
annual operating cost

Ridership by Trip: Weekday



Number of Trips *

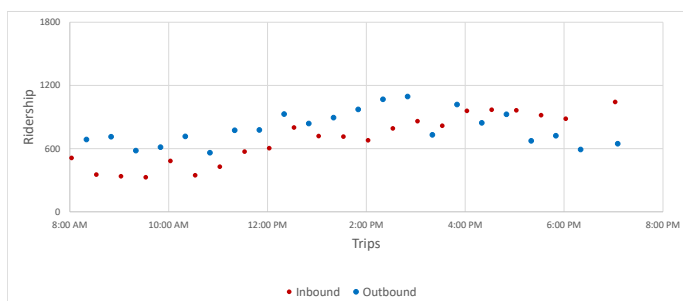
Weekday: 56

Saturday: 44

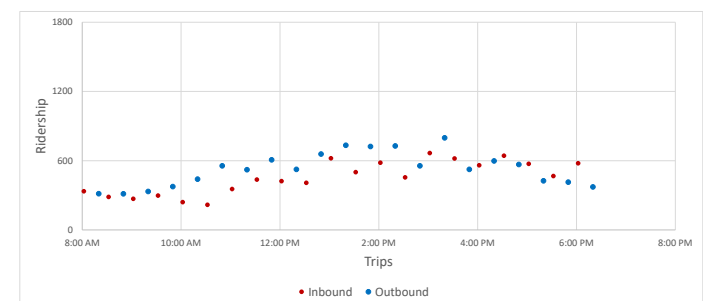
Sunday: 42

*includes inbound and outbound trips

Saturday



Sunday



40

SPENARD • AIRPORT

Frequent Route: 15 min. peak frequency

Route Length ≈ 12 miles

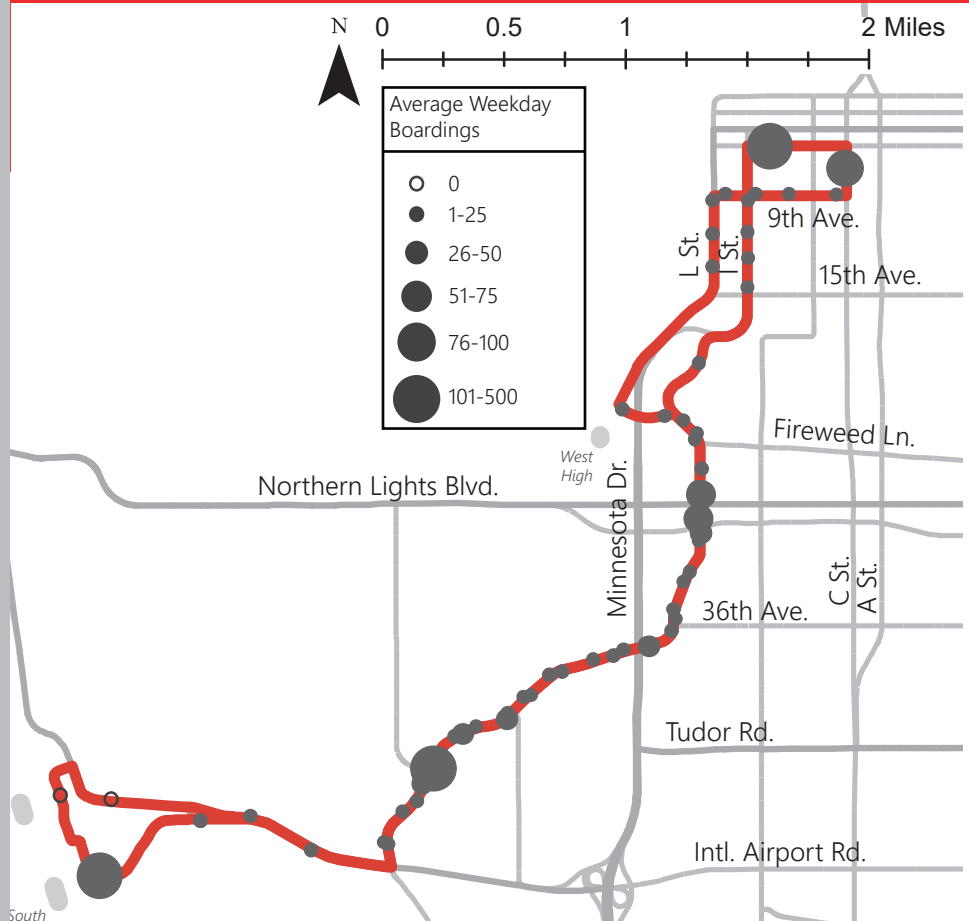
This route travels between the Downtown Transit Center and the Ted Stevens Anchorage International Airport via Spenard Road.

Hours of Operation

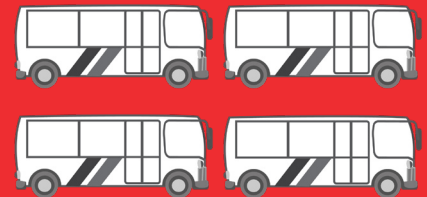
The Route 40 is in service approximately 20 hours on weekdays.

15-minute frequent service on weekdays between 6 am and 8:00 pm; service to the airport until 2 am

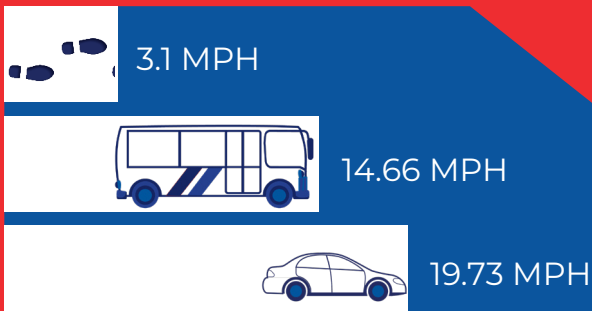
Average Weekday Boardings



Number of buses needed to operate the route at peak



Average Speed



1,009

Weekday Ridership Average

503

Saturday Ridership Average

351

Sunday Ridership Average



89% of buses were on time



10% of MOA jobs are within 1/4 mile of the Route 40



4% of MOA residents are within 1/4 mile of the Route 40



19.32 productivity

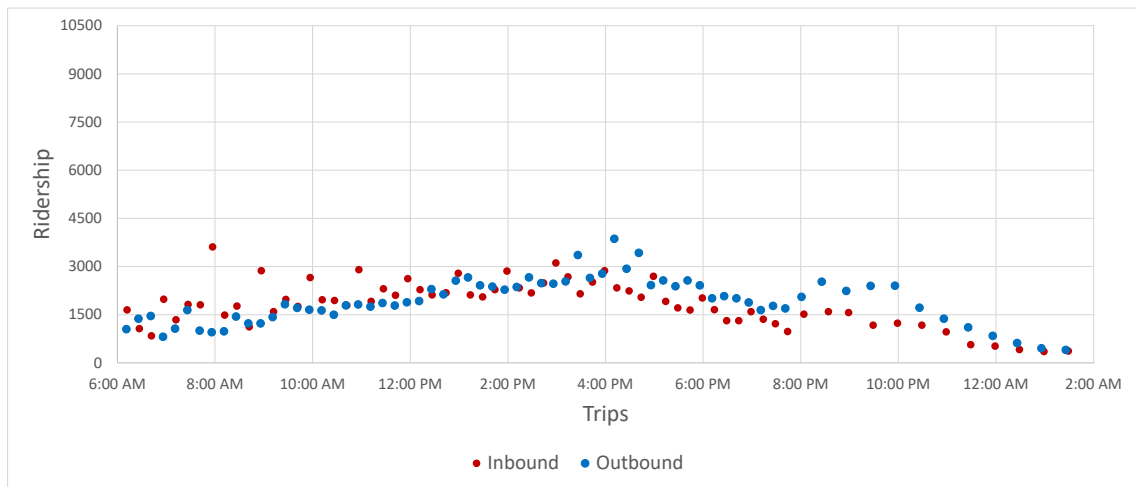


\$ 7.54
cost per passenger



\$ 2,237,374
annual operating cost

Ridership by Trip: Weekday



Number of Trips *

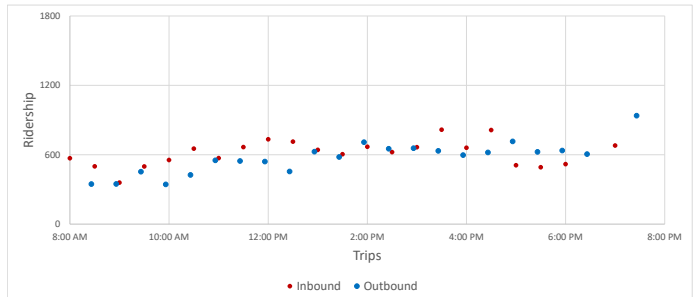
Weekday: 134

Saturday: 44

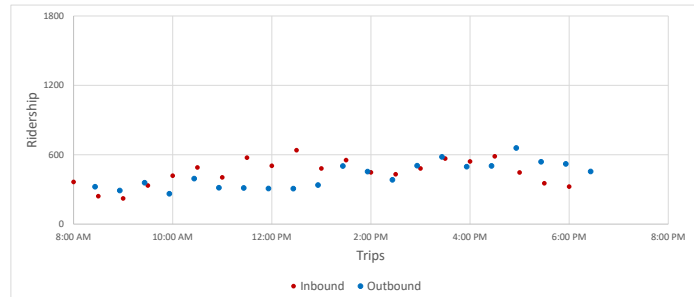
Sunday: 42

*includes inbound and outbound trips

Saturday



Sunday



41

GOVERNMENT HILL

Neighborhood Route: 60 min. peak frequency

On July 2, 2018, the Route 11 was split into two routes to create a new Route 11 and the Route 41 (as presented in the map). Today, these routes are interlined, meaning that they share one bus to operate service. For example, the bus will complete a trip on the Route 11, then a trip on the Route 41, then a trip on the Route 11 and so on.

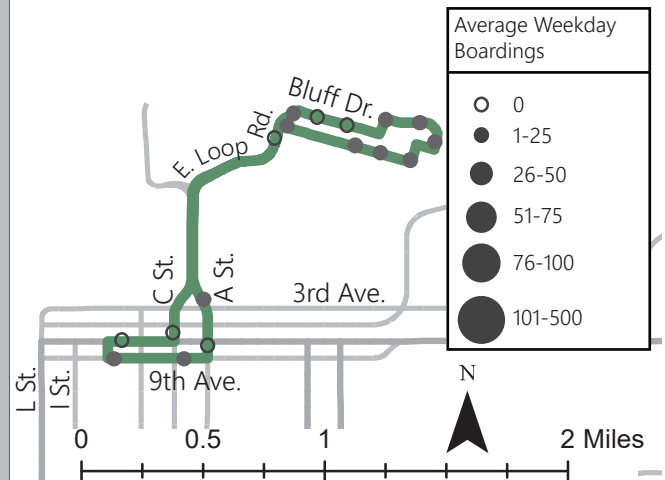
The performance measures presented in this report for the Route 41 are for the time between July 2, 2018 – October 31, 2018.

Route Length ≈ 4.5 miles

This route travels from City Hall to the Anchorage Museum, Bluff Drive, Richardson Vista Road, Ivy Street, and Hollywood Drive and returns to City Hall.

Hours of Operation The Route 41 is in service approximately 16 hours on weekdays.

Average Weekday Boardings



Number of buses needed to operate the route at peak

The Route 41 interlines with the Route 11 requiring half a bus to operate at peak

Average Speed



3.1 MPH



15.13 MPH



17.92 MPH



116

Weekday Ridership Average

66

Saturday Ridership Average

48

Sunday Ridership Average



83% of buses were on time



8% of MOA jobs are within 1/4 mile of the Route 41



1% of MOA residents are within 1/4 mile of the Route 41



21.89 productivity

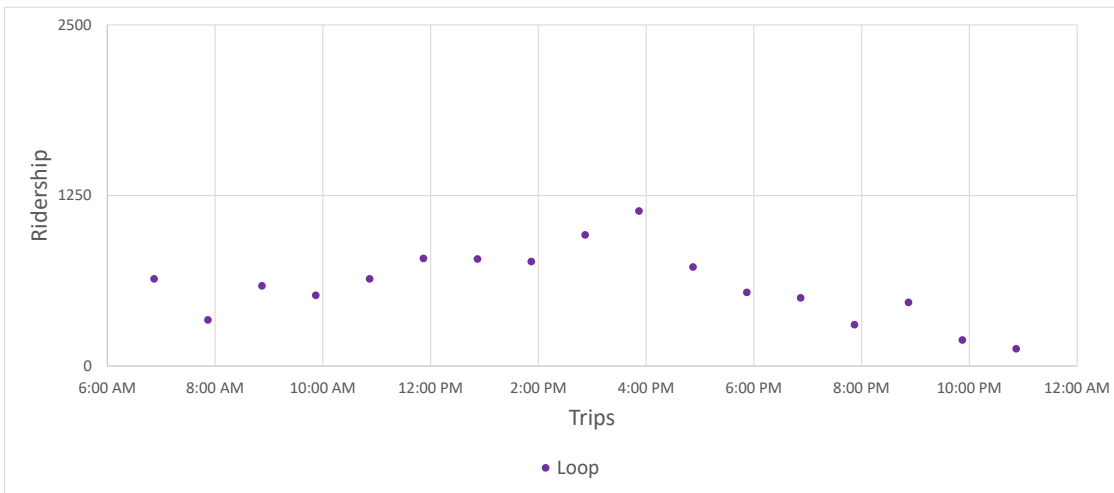


\$ 6.70
cost per passenger



\$ 79,975
annual operating cost

Ridership by Trip: Weekday



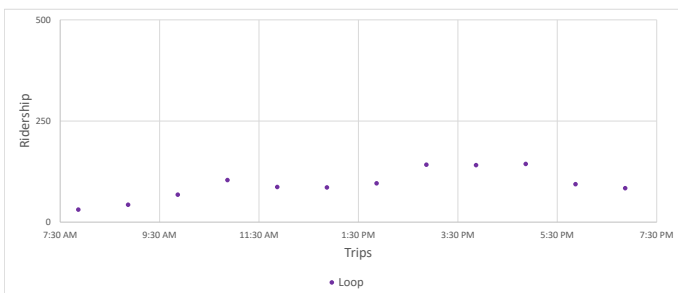
Number of Trips

Weekday: 17

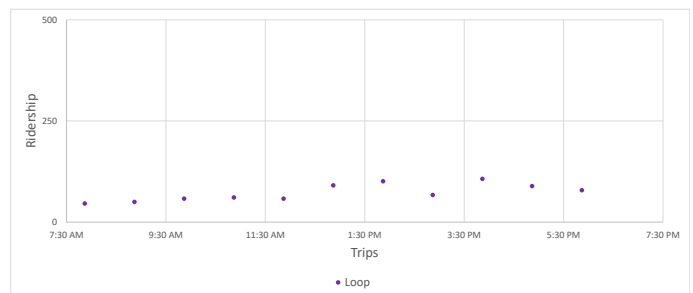
Saturday: 12

Sunday: 11

Saturday



Sunday



55

LAKE OTIS

Standard Route: 60 min. peak frequency

Route Length ≈ 12 miles

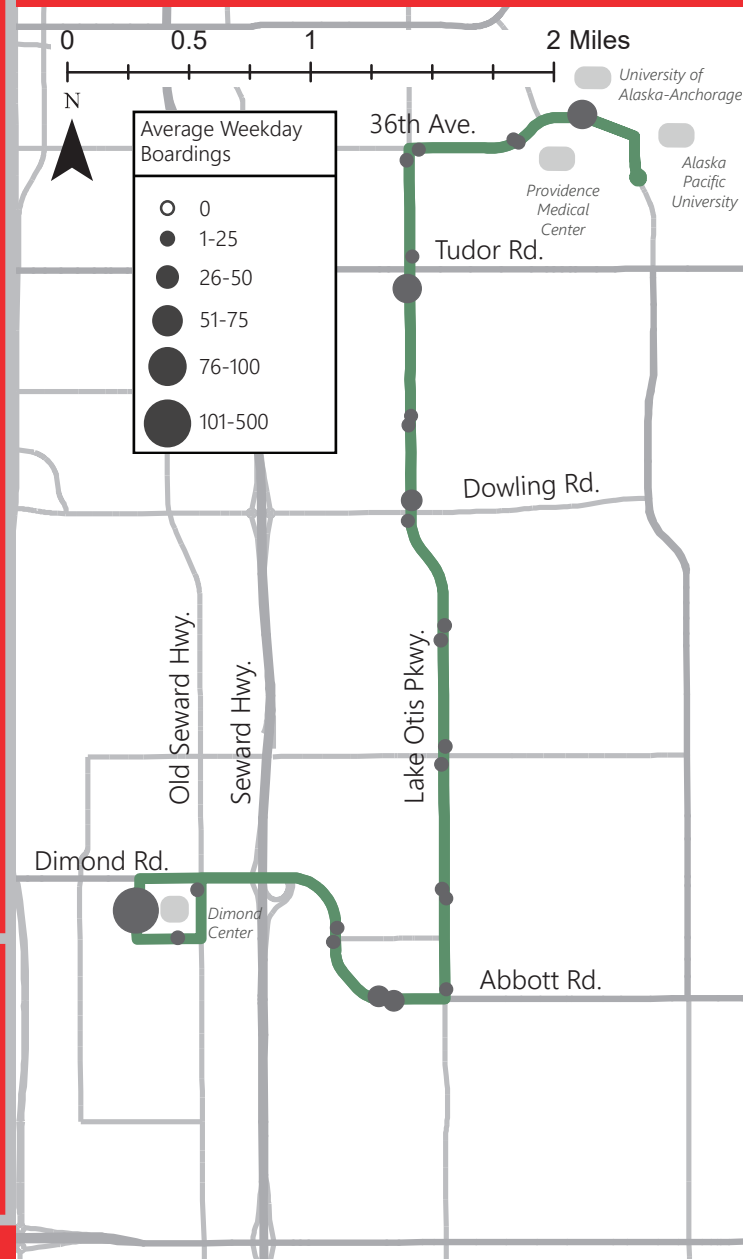
This route travels between the Dimond Transit Center and UMed via Abbot Road, Lake Otis Parkway, and Providence Drive.

Hours of Operation

The Route 55 is in service approximately 16.5 hours on weekdays.

The bus stops along the Route 55 are spaced about 1/4 mile apart to help make travel time faster. This allows the route to be operated with one bus.

Average Weekday Boardings



Number of buses needed to operate the route at peak

Average Speed



3.1 MPH



16.09 MPH



22.31 MPH



451

Weekday Ridership Average

234

Saturday Ridership Average

164

Sunday Ridership Average



89% of buses were on time



6% of MOA jobs are within 1/4 mile of the Route 55



3% of MOA residents are within 1/4 mile of the Route 55



34.73 productivity

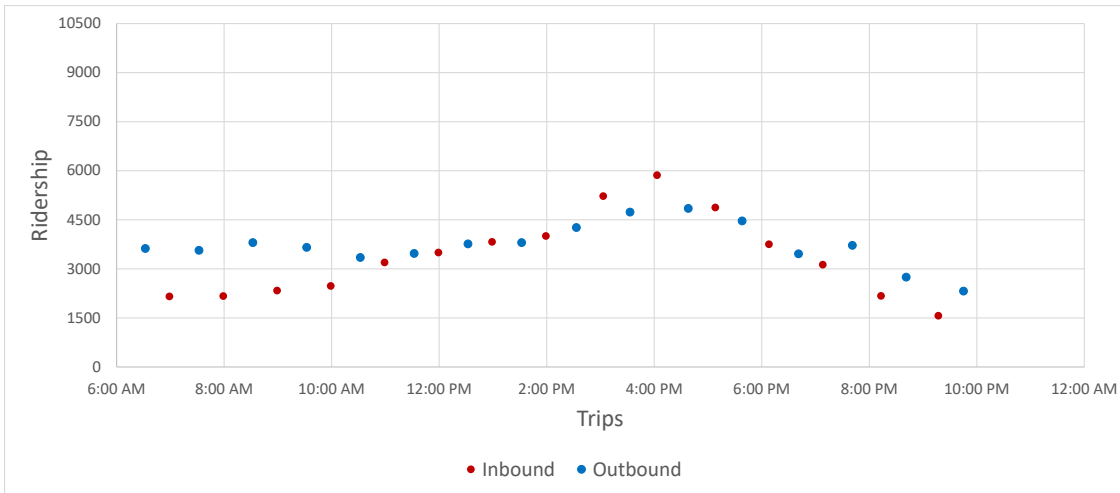


\$ 4.57
cost per passenger



\$ 610,125
annual operating cost

Ridership by Trip: Weekday



Number of Trips *

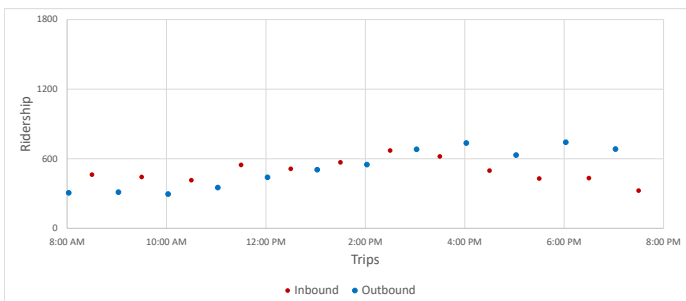
Weekday: 33

Saturday: 24

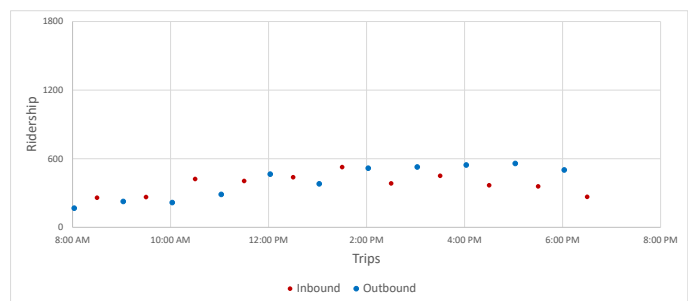
Sunday: 22

*includes inbound and outbound trips

Saturday



Sunday



65

JEWEL LAKE

Standard Route: 60 min. peak frequency

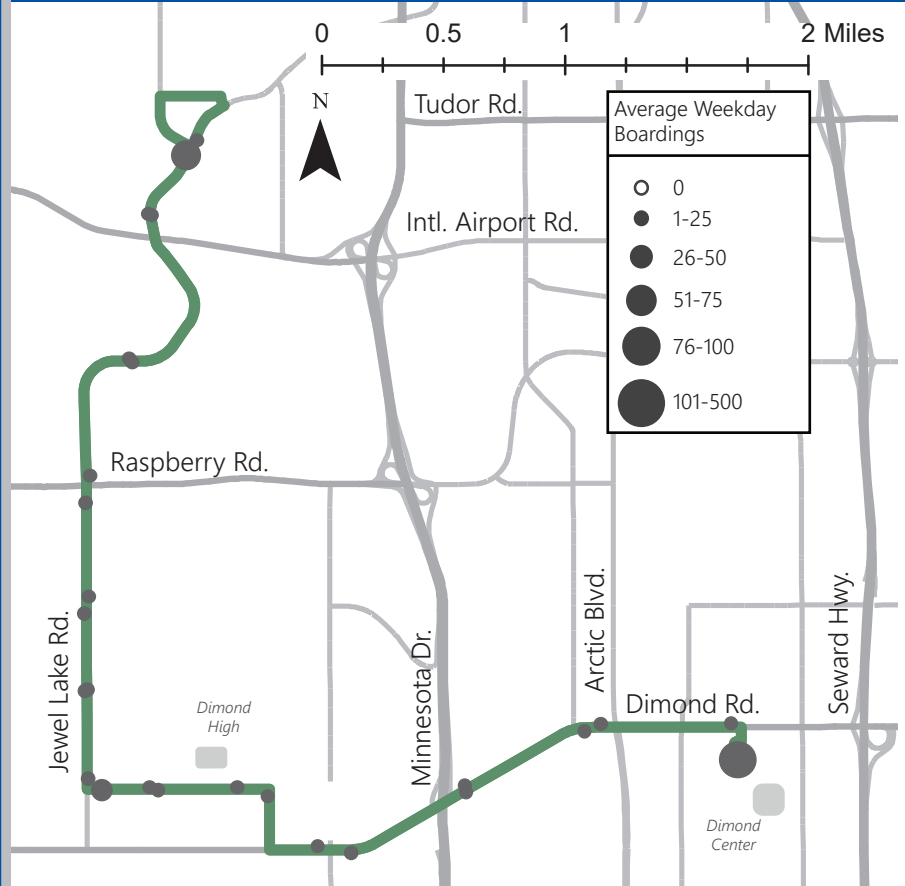
Route Length ≈ 12 miles

This route travels between the Dimond Transit Center and the intersection of Spenard & Wisconsin via Dimond Boulevard, 88th Avenue, Jewel Lake Road, and Spenard Road.

Hours of Operation The Route 65 is in service approximately 16 hours on weekdays.

The bus stops along the Route 65 are spaced about 1/4 mile apart to help make travel time faster. This allows the route to be operated with one bus.

Average Weekday Boardings



Number of buses needed to operate the route at peak

Average Speed



3.1 MPH



14.35 MPH



24.71 MPH



329

Weekday Ridership Average

185

Saturday Ridership Average

127

Sunday Ridership Average



88% of buses were on time



2% of MOA jobs are within 1/4 mile of the Route 65



4% of MOA residents are within 1/4 mile of the Route 65



21.99 productivity

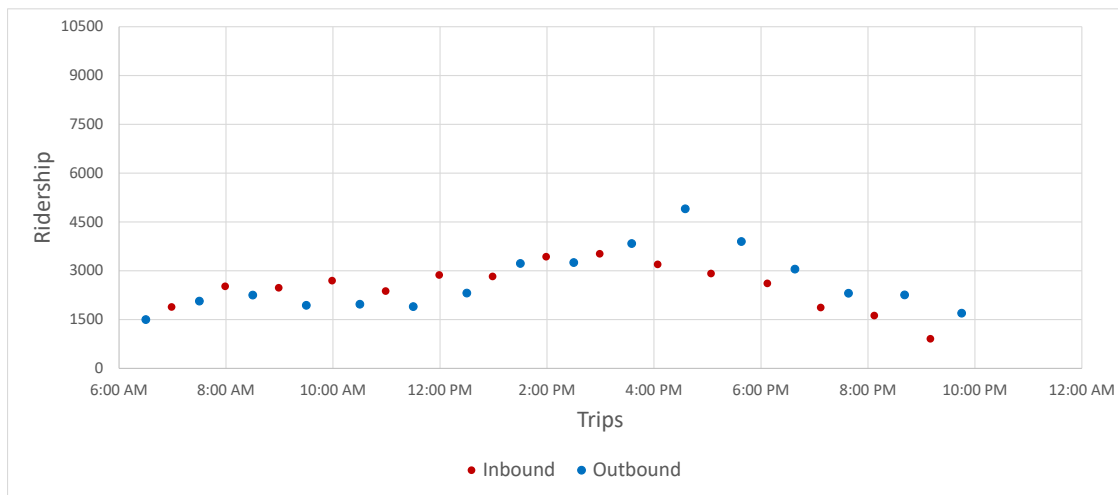


\$ 6.40
cost per passenger



\$ 628,884
annual operating cost

Ridership by Trip: Weekday



Number of Trips *

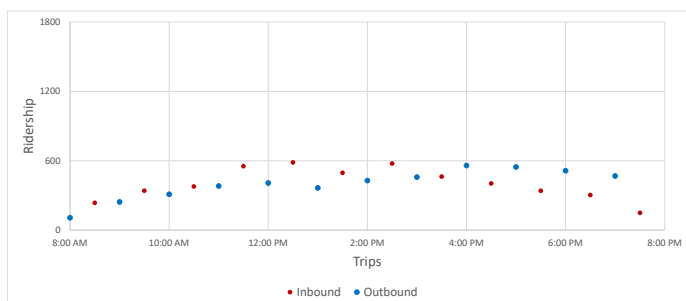
Weekday: 32

Saturday: 24

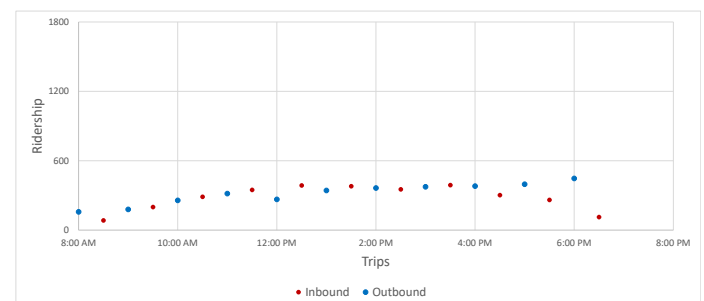
Sunday: 22

*includes inbound and outbound trips

Saturday



Sunday



91

HUFFMAN

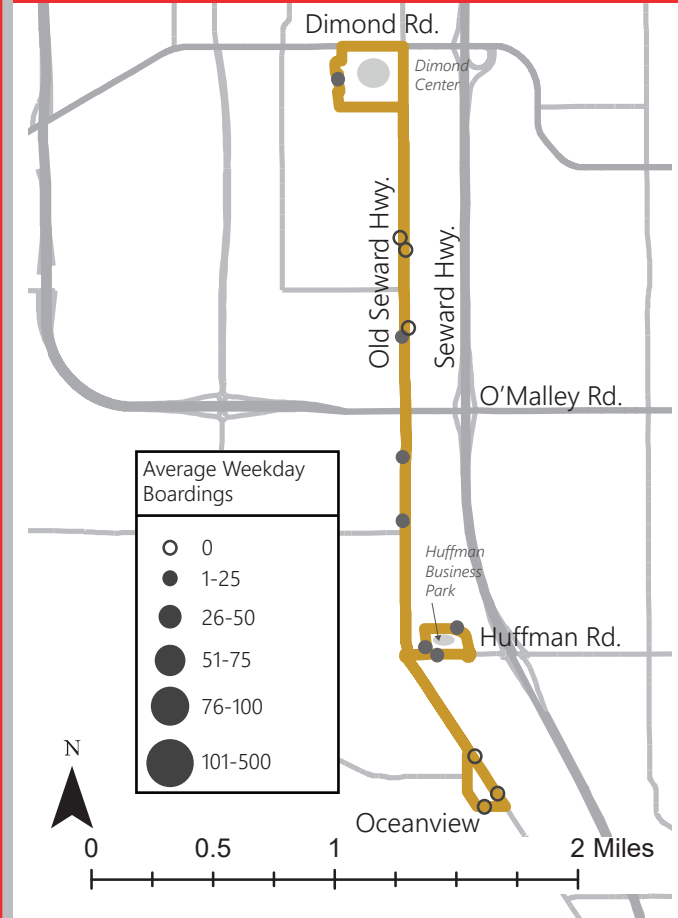
Commuter Route - Peak Service Only

Route Length ≈ 8 miles

This route travels to and from Huffman/Oceanview from the Dimond Transit Center via the Old Seward Highway.

Hours of Operation The Route 91 is a limited-stop commuter route that travels just during the AM and PM peak travel times.

Average Weekday Boardings



Number of buses needed to operate the route at peak

SCHEDULE				
DIMOND TRANSIT CENTER	OLD SEWARD & O'MALLEY	HUFFMAN BUSINESS PARK	OLD SEWARD & O'MALLEY	DIMOND TRANSIT CENTER
MONDAY - FRIDAY				
6:55	7:01	7:12	7:16	7:22
7:55	8:01	8:12	8:16	8:22
5:42	5:48	5:59	6:03	6:09
6:40	6:46	6:57	7:01	7:07
P.M. TIMES ARE REPRESENTED IN BOLD				

Average Speed



3.1 MPH



17.38 MPH



17.61 MPH



22

Weekday Ridership Average

N/A

Saturday Ridership Average

N/A

Sunday Ridership Average



81% of buses were on time



2% of MOA jobs are within 1/4 mile of the Route 91



1% of MOA residents are within 1/4 mile of the Route 91



12.07 productivity

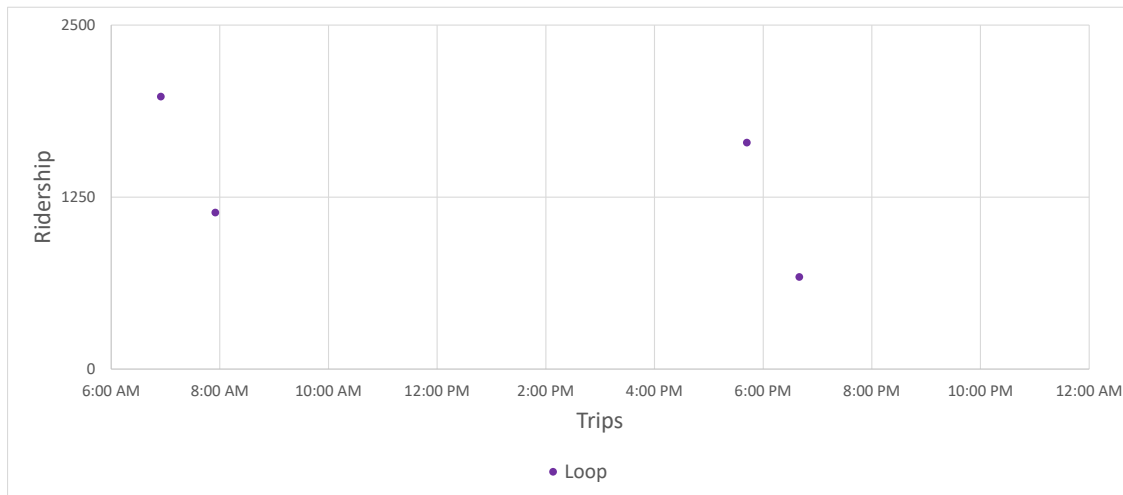


\$ 13.17
cost per passenger



\$ 71,565
annual operating cost

Ridership by Trip: Weekday



Number of Trips *

Weekday:
4

Saturday:
0

Sunday:
0

*includes inbound and outbound trips

Saturday

No Service

Sunday

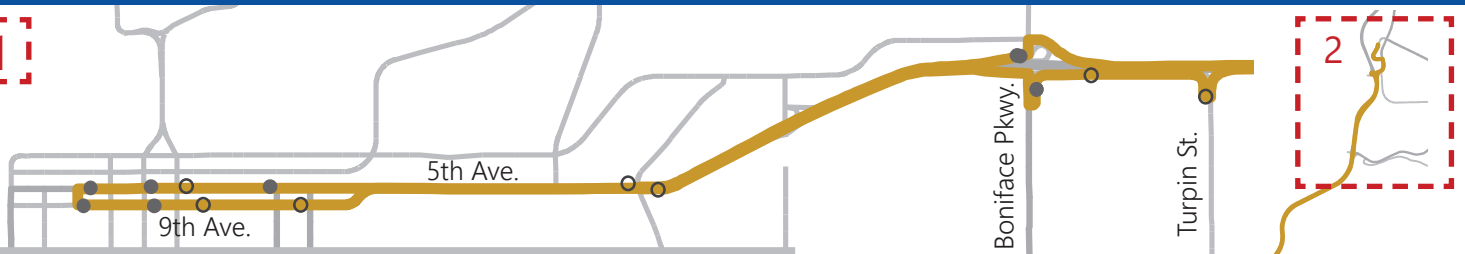
No Service

92

EAGLE RIVER

Commuter Route - Peak Service Only

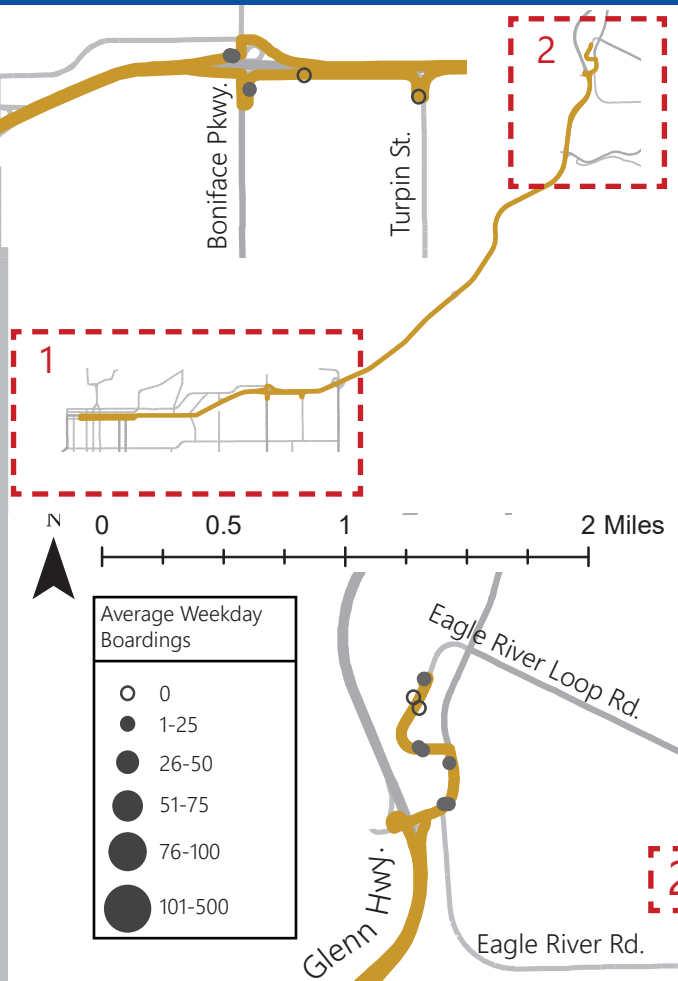
Average Weekday Boardings



Route Length ≈ 31 miles

This route stops at the Downtown Transit Center and the Eagle River Transit Center via the Glenn Highway.

Hours of Operation The Route 92 is a commuter express route that operates just during the AM and PM peak travel times.

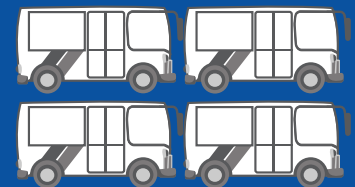


SCHEDULE			
ANC	ER	ER	ANC
MONDAY - FRIDAY			
6:32	7:04	5:47	6:17
3:35	4:10	5:48	6:18
4:10	4:45	6:47	7:21
4:11	4:46	6:48	7:22
5:12	5:49	7:14	7:48
5:13	5:50	7:15	7:49
6:10	6:47	4:20	4:54

P.M. TIMES ARE REPRESENTED IN **BOLD**

Number of buses

needed to operate the route at peak



Average Speed



3.1 MPH



15.62 MPH



39.69 MPH



58

Weekday Ridership Average

N/A

Saturday Ridership Average

N/A

Sunday Ridership Average



65% of buses were on time



9% of MOA jobs are within 1/4 mile of the Route 92



2% of MOA residents are within 1/4 mile of the Route 92



7.29 productivity

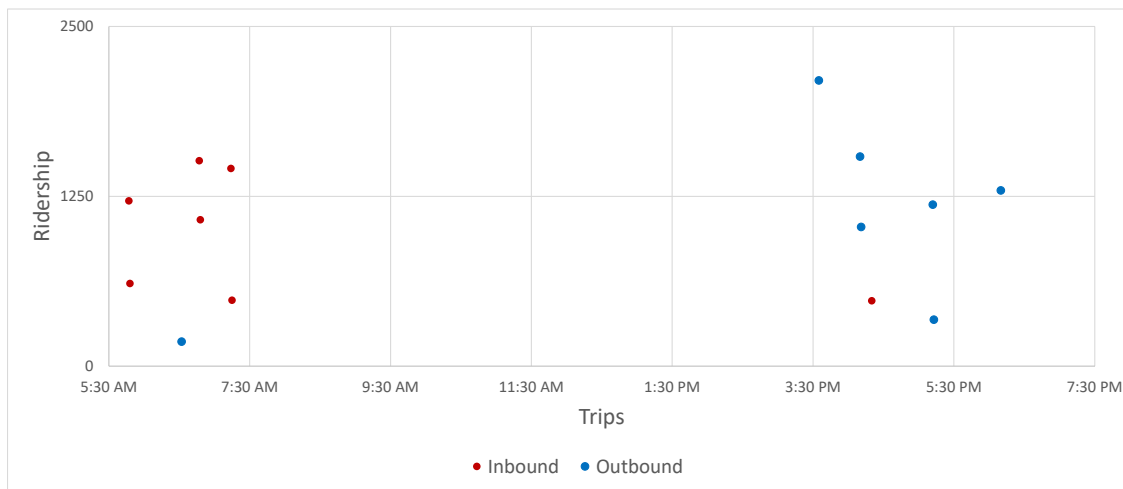


\$ 22.04
cost per passenger



\$ 319,893
annual operating cost

Ridership by Trip: Weekday



Number of Trips *

Weekday: 14

Saturday: 0

Sunday: 0

*includes inbound and outbound trips

Saturday

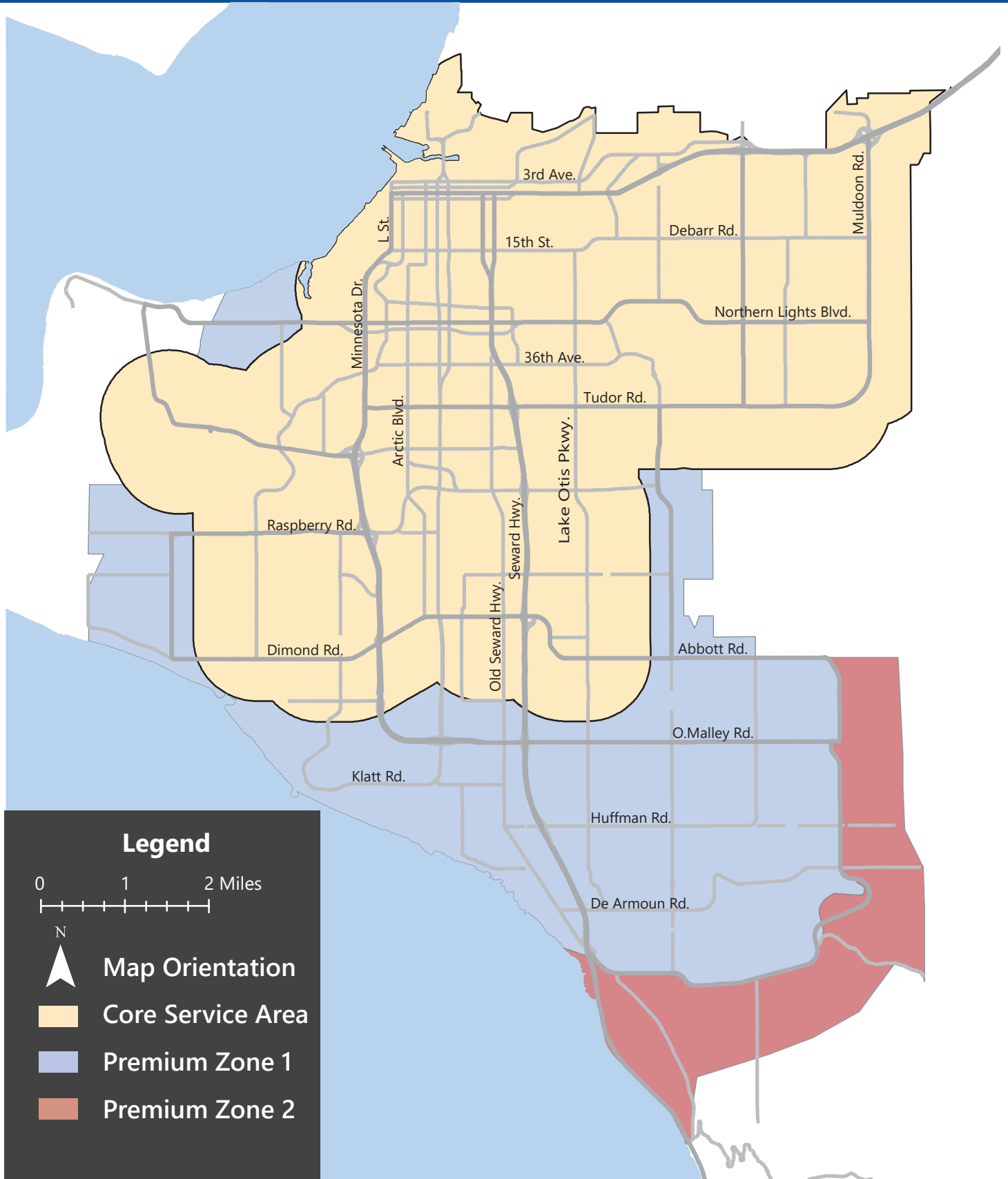
No Service

Sunday

No Service

ANCHORRIDES

The **Core Service Area** covers up to 3/4 mile from all People Mover routes. The Premium Service Zones extend beyond this boundary to selected areas.





93% of rides were on time

AnchorRIDES statistics are based off of the first 3 quarters of 2018 data - January through the end of September.



2.12 productivity

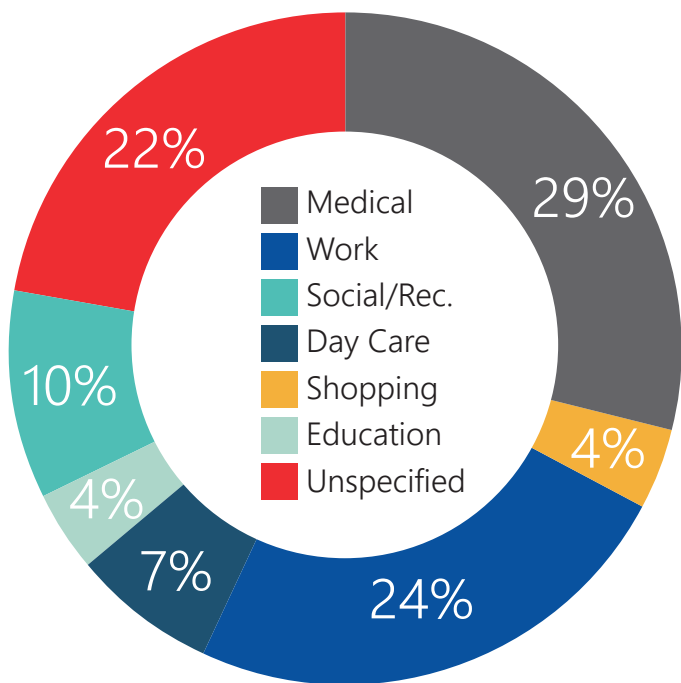


6,558 eligible riders



\$ 26.19 operational cost per trip

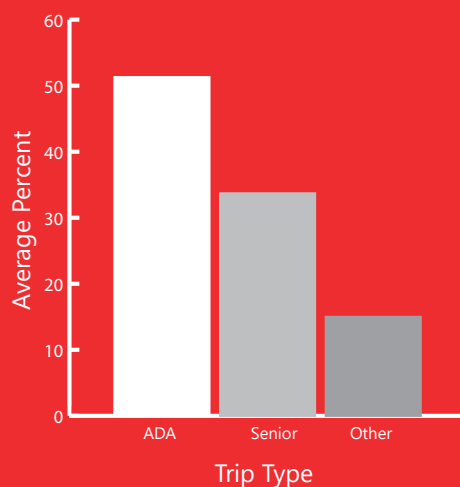
Average Trip Purpose



The October 2017 Service Change to People Mover bus routes increased the hours of operation for AnchorRIDES to match the fixed route span of service.

Coverage of the Eagle River area was turned over to the Chugiak Senior Center as part of the July 2018 Service Change in order to gain efficiencies and improve the customer experience.

Average Trip Type



Total Trips
94,810



RIDESHARE

The Vanpool Program matches riders by geographical area to provide groups of five or more riders with a convenient, relaxing, and economical commute to work.

In June of 2016, the program partnered with Enterprise. Enterprise brings brand new vehicles and smaller sizes to the mix, allowing for groups with as few as five people to form a formal vanpool.

This also opened up the possibility of allowing Eagle River and surrounding areas to participate in the program. Currently, we have 20 riders being picked up in the Chugiak, Birchwood, and Eagle River area.

RideShare statistics are based off of the first 3 quarters of 2018 data - January through the end of September.



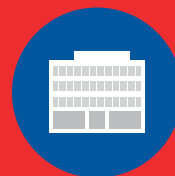
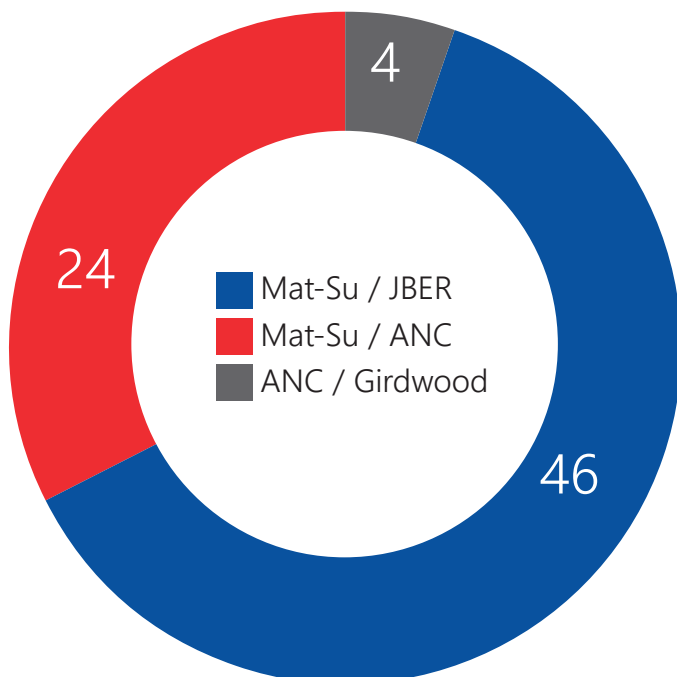
710
participants

74
vanpools

Total Trips
52,044



Vanpool - Path of Travel



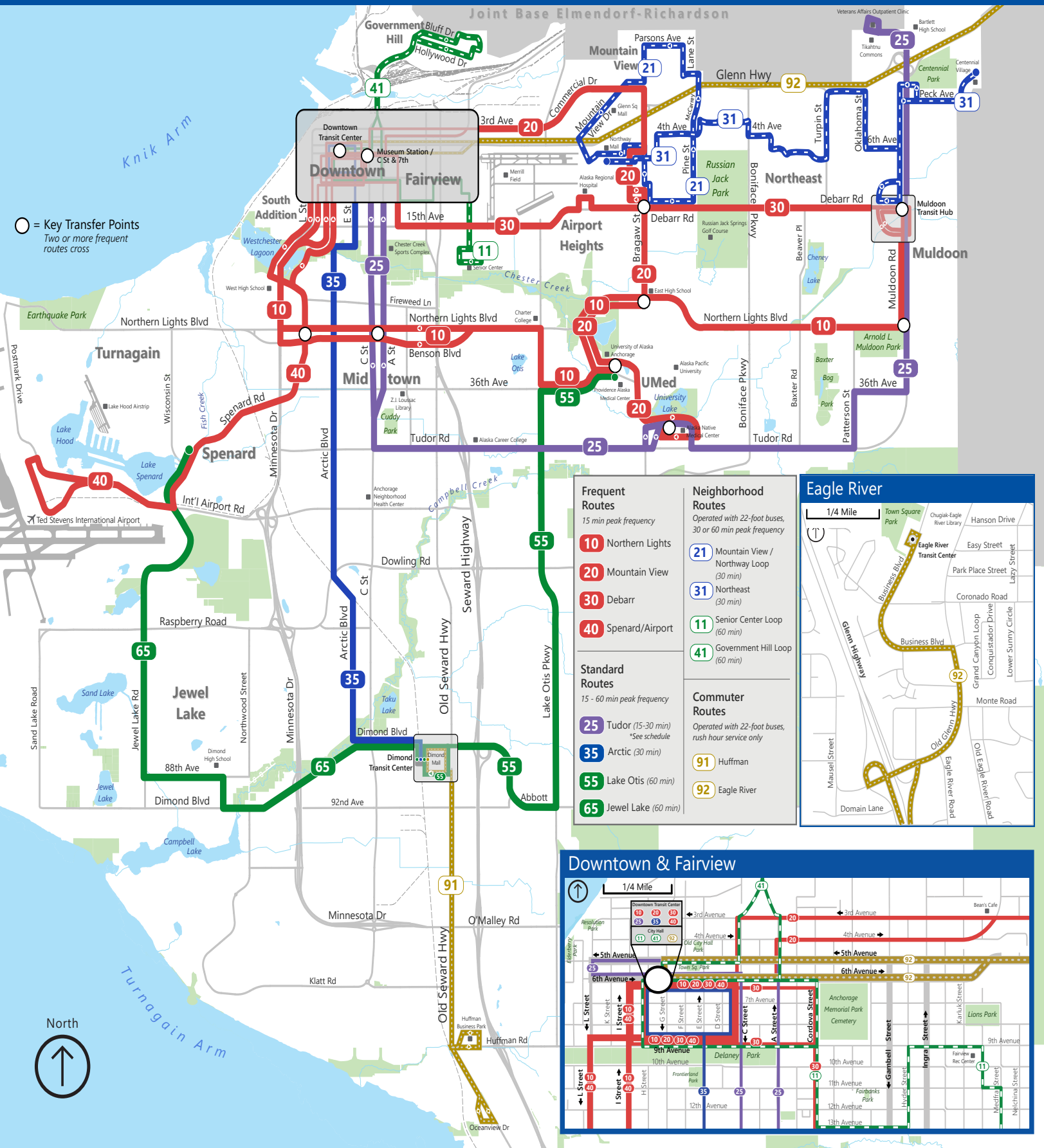
Major Supporting Employers

- **Joint Base Elmendorf Richardson**
- **Providence Alaska Medical Center**
- **Alaska Regional Hospital**
- **Alaska Native Tribal Health Consortium**

Anchorage Transit Map



○ = Key Transfer Points
Two or more frequent routes cross



Frequent Routes
15 min peak frequency

- 10 Northern Lights
- 20 Mountain View
- 30 Debarr
- 40 Spenard/Airport

Standard Routes
15 - 60 min peak frequency

- 25 Tudor (15-30 min) *See schedule
- 35 Arctic (30 min)
- 55 Lake Otis (60 min)
- 65 Jewel Lake (60 min)

Neighborhood Routes
Operated with 22-foot buses, 30 or 60 min peak frequency

- 21 Mountain View / Northway Loop (30 min)
- 31 Northeast (30 min)
- 11 Senior Center Loop (60 min)
- 41 Government Hill Loop (60 min)

Commuter Routes
Operated with 22-foot buses, rush hour service only

- 91 Huffman
- 92 Eagle River

