

MUNICIPALITY OF ANCHORAGE
DEPARTMENT GOAL/PROGRAM STATEMENT
Department: Transit

Department Goal:

The goal of the Department of Transit for the 1984-1989 CIP is to provide a transportation system which will enhance public mobility, reduce congestion and pollution within the Municipality of Anchorage. Our goal will be accomplished through the provision of conventional transit service, ridesharing, para-transit, and other alternatives to the private automobile. Department's goals are consistent with the Anchorage Metropolitan Area Transportation Study (AMATS)'s goals for the expansion of Public Transit within the Municipality of Anchorage.

Transit Facility Expansion:

Transit fleet expansion has placed a heavy burden on the present inadequate administrative, operations, maintenance and storage facility. An expanded functionally efficient and well-equipped maintenance facility is necessary and construction will be phased to meet the needs of the Municipality of Anchorage. Phase I, which has three stages, is sized to accommodate a 100 bus fleet and Phase II, which has two construction stages, will accommodate 200 buses. Construction of Phase I will commence in the third quarter of 1983.

Transit Fleet Expansion:

In order to accommodate public needs, reduce dependency on the automobile and ensure air quality standards, the Long-range Transportation Plan for the Municipality of Anchorage calls for at least 10% of all person trips to be carried on a mass transit mode. The Anchorage Metropolitan Area Transportation Study (AMATS) Policy Committee approved this goal when the Clean Air Act was signed into law August, 1977. The current People Mover System handles only two percent of all person trips and with a bus fleet of 200 in 1990 approximately seven percent of all person trips will be handled by the People Mover System. Transit could serve to lessen the need for major capital estimated to save \$40 million dollars of capital funds for parking garages.

Park and Ride Lots and Associated Shelters:

To achieve an interface between automobile travel in suburban areas and our People Mover System, stations must accommodate automobile access in two forms. "Park-and-Ride" is when transit passengers park their cars at the station; "Kiss-and-Ride" is the widely adopted term for the drop-off and pickup of passengers at transit terminals. The AMATS Policy Committee recommends the construction of three such lots - South Anchorage in 1984, Eagle River in 1986 and Peters Creek in 1988.

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Transit Passenger Shelters and Downtown Passenger Center:

Consideration for making transit use easier and more attractive are very important. Shelters should be used at major bus stops to protect users from weather and enhance the public image of our bus system. Locations with high passenger demands and low bus service frequency will be given priority. Shelters will be clearly marked with our People Mover logo. To achieve uniformity, they will be of modular construction. The purchase of forty shelters in 1984 and twenty shelters in 1985 is requested to satisfy current and projected needs. A major downtown passenger center on 5th Avenue, east of C Street, is needed to accommodate a large number of people who work and shop in this area.

Automatic Information and Monitoring System

Rider information is needed to make potential patrons aware of existing transit service and to provide schedule information to present patrons. To assist in providing current schedule information, funding is requested to purchase a computer tracking system. Devices would be mounted on all bus stop signs and buses which would allow for up-to-date tracking of buses. Passengers would be able to call a telephone number and receive this up-to-date information. Because of our climate, our People Mover passengers would greatly benefit, especially in bad weather - it gives real time information rather than scheduled information. Cities which have incorporated this system, have experienced great increases in ridership, thus decreasing property tax liabilities.

Bus Stop Signs

Regular bus stop signs are required on an as-needed-basis. Informational bus stop signs are new to Anchorage and would display bus route and schedule information at all bus stops. They provide both the regular and potential bus passenger with needed transit information.

Bus Turnouts:

Bus turnouts are appropriate on arterial streets with high traffic speeds and volumes and long passenger service times. The AMATS Fiscal Year 1984-1988 Transportation Improvement Program (TIP) has programmed the construction to ten bus turnouts per year.

MUNICIPALITY OF ANCHORAGE
1984 CAPITAL IMPROVEMENT BUDGET

Department Transit	Project Category Public Transit CIB			Account Code 0585		
COSTS IN THOUSANDS OF DOLLARS						
PROJECT TITLE AND DESCRIPTION	TOTAL 1984 PROJECT COST	FUND SOURCE S—State L—Local F—Federal B—Bonds		ESTIMATED DATE START COMPLETION	ANNUAL OPERATING COST	LOCATION
	Transit Facility Expansion - Main Shop and Administration & Operations Wing, Stages 2 and 3, Construction	6,023	F - 6,023		Summer '83 Winter '83	50.0
Transit Facility Expansion - Expansion to 140 buses, Stage 4, Schematic Design	100	F - 75 S - 25		Jan 1984 June 1984		
Transit Passenger Shelters (40)	470	F - 352 S - 118		Mar 1984 Nov 1984	40.0	
Relocate Passenger Accommodation Center, Land and Relocation	400	F - 300 S - 100		Jan 1984 Dec 1984	69.0	
Automatic Information Monitoring System	750	F - 563 S - 187		May 1984 May 1985	15.0	
Transfer Facilities and Associated Shelters - Areawide, Design, Land and Construction	2,470	F - 1,852 S - 618		June 1984 Jan 1985	20.0	
Maintenance Equipment	115	F - 86 S - 29		Jan 1984 June 1984	27.0	
Staff Vehicles	22	F - 17 S - 5		Jan 1984 Feb 1984	9.0	
Office Equipment	10	L - 10		Jan 1984 Dec 1984		
Retarder System - Retrofit existing buses with retarder system	105	F - 85 S - 20		Jan 1984 Dec 1984	- 0 -	
TOTALS		S— L— F— B—				

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	TOTAL 1984 PROJECT COST	FUND SOURCE S—State L—Local F—Federal B—Bonds		ESTIMATED DATE START COMPLETION	ANNUAL OPERATING COST	LOCATION
Bus Turnouts (10)	730	F -	695	Mar 1984		
		S -	35	Nov 1984		
TOTALS	11,195	S- 1,138	L- 10		230.0	
		F- 10,047	B-			

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1984 - 1989 CAPITAL IMPROVEMENT PROGRAM

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PROJECT TITLE AND DESCRIPTION	PROJECT COST IN THOUSANDS OF DOLLARS						FUND SOURCE S-State L-Local F-Federal B-Bonds
	1984	1985	1986	1987	1988	1989	
Transit Facility Expansion - Main Shop and Administrative & Operations Wing, Stages 2 and 3, Construction	6,023						F - 6,023
Retarder System - Retrofit Existing buses	105						F - 85 S - 20
Transit Facility Expansion - Expansion to 140 Buses - Stage 4, Schematic Design	100						F - 75 S - 25
Transit Passenger Shelters (40)	470						F - 352 S - 118
Relocate Passenger Accommodation Center, Land and Relocation	400						F - 300 S - 100
Automatic Information Monitoring System	750						F - 563 S - 187
Transfer Facilities and Associated Shelters - Areawide, Design, Land and Construction	2,470						F - 1,852 S - 618
Maintenance Equipment	115						F - 86 S - 29
Staff Vehicles	22						F - 17 S - 5
Office Equipment	10						L - 10
TOTALS							S- F- L- B-

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Transit	Public Transit CIB						0585	
PROJECT TITLE AND DESCRIPTION	PROJECT COST IN THOUSANDS OF DOLLARS						FUND SOURCE	
	1984	1985	1986	1987	1988	1989	S-State F-Federal	L-Local B-Bonds
Bus Turnouts	730						F - 695 S - 35	
Transit Facility Expansion - Expansion to 140 Buses Stage 4, Engineering, Design and Construction		9,520					F - 7,974 S - 1,546	
Transit Fleet Expansion - Ten 70-Passenger Articulated Transit Coaches; ten 45-passenger Transit Coaches		4,661					F - 3,496 S - 1,165	
Regular and Informational Bus Stop Signs (220)		34					F - 25 S - 9	
Park and Ride Lots and Associated Shelters - Eagle River, Planning, Design and Land		1,190					F - 893 S - 297	
Transit Passenger Shelters (20)		175					F - 131 S - 44	
Bus Turnouts (10)		730					F - 695 S - 35	
Transit Facility Expansion - Expansion to 200 Buses Stage 5, Planning and Engineering			1,000				F - 838 S - 162	
Transit Fleet Expansion - Twenty 45-passenger Transit Coaches			3,591				F - 2,693 S - 898	
Park and Ride Lots and Associated Shelters - Eagle River, Construction			800				F - 600 S - 200	
TOTALS							S - F - L - B -	

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PROJECT TITLE AND DESCRIPTION	PROJECT COST IN THOUSANDS OF DOLLARS						FUND SOURCE	
	1984	1985	1986	1987	1988	1989	S-State F-Federal	L-Local B-Bonds
Regular and Informational Bus Stop Signs (220)			34				F - 25 S - 9	
Bus Turnouts (10)			730				F - 695 S - 35	
Transit Facility Expansion - Expansion to 200 Buses Stage 5, Construction				8,310			F - 6,962 S - 1,348	
Transit Fleet Expansion - twenty 45-passenger Transit Coaches				3,591			F - 2,693 S - 898	
Park and Ride Lots and Associated Shelters - Peters Creek, Planning, Design and Land				1,190			F - 893 S - 297	
Regular and Informational Bus Stop Signs				34			F - 25 S - 9	
Bus Turnouts (10)				730			F - 695 S - 35	
Transit Fleet Expansion - Twenty five 35-passenger Transit Coaches					4,155		F - 3,116 S - 1,039	
Park and Ride Lots and Associated Shelters - Peters Creek, Construction					800		F - 600 S - 200	
Regular and Informational Bus Stop Signs					34		F - 25 S - 9	
TOTALS							S- F- L- B-	

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Transit	Public Transit CIB						0585	
PROJECT TITLE AND DESCRIPTION	PROJECT COST IN THOUSANDS OF DOLLARS						FUND SOURCE	
	1984	1985	1986	1987	1988	1989	S-State F-Federal	L-Local B-Bonds
Bus Turnouts (10)					730		F - 695	S - 35
Transit Fleet Expansion - Twenty 45-passenger Transit Coaches						3,591	F - 2,693	S - 898
Regular and Informational Bus Stop Signs						34	F - 25	S - 9
TOTALS	11,195	16,310	6,155	13,855	5,719	3,625	S- 10,314	F- 46,535 L- 10 B-