

**MUNICIPALITY OF ANCHORAGE**  
DEPARTMENT GOAL/PROGRAM STATEMENT  
Department: Transit

Department Goal

The goal of the Department of Transit for the 1986-1991 CIP is to provide a transportation system which will enhance public mobility as well as reduce traffic congestion and air 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 single occupant automobile.

Transit Fleet Expansion

In order to accommodate the travel needs of a growing population, provide an alternative to the single occupant automobile and ensure air quality standards, the most recently adopted Long-Range Transportation Plan for the Municipality of Anchorage calls for eight percent of all person trips to be carried on a mass transit mode by the year 2000. The Department of Transit 1986-1991 CIP takes the first steps towards meeting that goal. A greatly expanded transit system is also a part of the Municipality's Air Quality Plan approved by the AMATS Policy Committee and the Assembly in 1983. The current transit system handles approximately two percent of all person trips. The planned expansion of the bus fleet combined with an aggressive ridesharing program will enable the Municipality to meet goals and make significant strides towards meeting the Long Range Transportation Plan and the Air Quality Plan.

Bus Stop Improvements

Improvements are needed at many bus stops to improve pedestrian access, facilitate transfers between buses and to improve safety. Improvements include grading, paving, drainage and constructing paths as appropriate.

Bus Stop Signs

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

Automated Scheduling System

An automated scheduling system would allow the Transit Department to more efficiently schedule buses for passenger convenience and to better utilize both buses and drivers. The automated system would require a computer and appropriate software. A system of networking the scheduling system with present automated system relating to payroll and data collection would also be established.

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Transit Passenger Shelter

Street-side amenities that make transit easier and more attractive to use are very important. Shelters should be used at major bus stops to protect users from weather and enhance the public image of our bus systems. Locations with high passenger demands will be given priority. Shelters will be clearly marked with our People Mover logo. To achieve uniformity and ease of maintenance and repair, they will be of modular construction.

Vanpool Vans

Vans would be acquired and leased to people who live or work in areas that cannot effectively be served by buses. This is a cost effective method of providing service to outlying and low density areas in the Municipality.

Automatic Information and Monitoring System

Readily accessible rider information is needed to make potential patrons aware of existing transit service and provide up-to-date schedule information to present patrons. To assist in providing current schedule information funding is requested to purchase a computerized schedule and performance information system. Devices, which would be mounted on bus stop signs and in buses, would allow for up-to-date tracking of buses. Passengers would be able to call a telephone number and receive this information. Our People Mover passengers would greatly benefit, especially in bad weather, since the system gives real time information rather than timetable information. Cities which have incorporated this system have experienced increases in revenue, ridership, and passenger satisfaction. This system will be installed in modules from 1987 to 1991.

Transit Facility Expansion

Transit fleet expansion has made it necessary to expand maintenance and storage facilities for the transit system. The project was started in 1983 and is partially complete to accommodate a fleet of one hundred buses. This will increase service reliability, prolong bus service lives and reduce maintenance costs. The next stage will increase bus storage capacity to 140 buses.

**MUNICIPALITY OF ANCHORAGE**  
**1986 CAPITAL IMPROVEMENT BUDGET**

Department Transit	Project Category Transit CIB			Fund Code: 0485	
PROJECT TITLE AND DESCRIPTION	COSTS IN THOUSANDS OF DOLLARS				
	TOTAL 1986 PROJECT COST	FUND SOURCE S—State L—Local F—Federal B—Bonds	ESTIMATED DATE START COMPLETION	ANNUAL OPERATING COST	LOCATION
Mid-town Transit Center	1,425	F - 1,425	Jan 87	50.0	
Improvements to Bus Stop Locations for Pedestrian Access and Safety	116	F - 93 S - 23 ✓	June 86		
Bus Stop Signs	35	F - 28 S - 7 ✓	June 86	31.0	
Automated Scheduling System	125	F - 100 S - 25 ✓	June 86	10.0	
Transit Passenger Shelters	330	F - 264 S - 66 ✓	June 86	68.0	
Vanpool Vans	40	F - 32 S - 8	June 86	10.0	
<p style="font-size: small; text-align: right;">TOTALS</p>	2,071	S - 129 ✓ L - F - 1,942 B -		169.0	

*92,070*  
~~*\$93.0*~~ - for local match  
 state Grant - came in 1985  
 in #B195 BU 6217  
 1981 Old DOT Grant  
 3/10  
 in hand now  
 will find enough  
 to cover the \$3.0

*want buy this year*

**MUNICIPALITY OF ANCHORAGE**  
**1986 - 1991 CAPITAL IMPROVEMENT PROGRAM**

Department Transit	Project Category Transit CIB					Fund Code 0485	
PROJECT TITLE AND DESCRIPTION	PROJECT COST IN THOUSANDS OF DOLLARS						FUND SOURCE
	1986	1987	1988	1989	1990	1991	S-State L-Local F-Federal B-Bonds
Mid-town Transit Center	1,425						F - 1,425
Improvements to Bus Stop Locations for Pedestrian Access and Safety	116	121 ✓ GO-24 F 97	170	170	135	170	F - 706 S - 57 B - 119
Bus Stop Signs	35	35 ✓ GO-17 F 28	35	35	35	35	F - 168 S - 14 B - 28
Automated Scheduling System	125						F - 100 S - 25
Transit Passenger Shelters	330	360 ✓ F-208 S-72	385	401	360	401	F - 1,790 S - 215 B - 232
Vanpool Vans (2)	40	40 F-32 S-8	40	40	40	40	F - 192 S - 24 B - 24
Transit Fleet Expansion - Expand Service by Ten (10) 33-passenger transit coaches		1,442					F - 1,370 B - 72
<b>TOTALS</b>							S- F- L- B-

Passenger Amenities -

GO-41 F-517 S-88 = 646 Page 42  
 41 + 88 = 129 + 517 = 646

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**1986 - 1991 CAPITAL IMPROVEMENT PROGRAM**

Department Transit	Project Category Transit CIB					Fund Code 0485	FUND SOURCE	
PROJECT TITLE AND DESCRIPTION	PROJECT COST IN THOUSANDS OF DOLLARS						S-State	L-Local
	1986	1987	1988	1989	1990	1991	F-Federal	B-Bonds
Transit Facility Expansion - Expansion to 140 Buses, Stage 4, Design and Project Management		427					F - 406	B - 21
Computer Networking System		50 ✓ 60-10 F 40					F - 40	B - 10
Driver Rotation Vehicles (4)		40 ✓ F-32 S-8			40		F - 64	S - 8 B - 8
Automated Information Monitoring System		200	200	200	200	100	S - 900	
Transit Fleet Expansion - Expand service by Ten (10) Articulated Transit Coaches and Replace Four (4) 45-passenger Transit Coaches			2,977				F - 2,828	B - 149
Transit Facility Expansion - Expansion to 140 Buses, Stage 4, Construction			3,533				F - 3,356	B - 177
Maintenance Service Pickup Truck			16				F - 13	S - 3
<b>TOTALS</b>							S -	F - L - B -

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Department Transit	Project Category Transit CIB						Fund Code 0485
PROJECT TITLE AND DESCRIPTION	PROJECT COST IN THOUSANDS OF DOLLARS						FUND SOURCE S-State L-Local F-Federal B-Bonds
	1986	1987	1988	1989	1990	1991	
Transit Fleet Replacement - Replace Twelve (12) 35-passenger Transit Coaches				1,730			F - 1,643 B - 87
Transit Fleet Expansion - Expand service by Twelve (12) 45-passenger Transit Coaches					2,637		F - 2,505 B - 132
Maintenance Service Truck 2 Ton					36		F - 29 B - 7
Transit Fleet Expansion - Expand Service by Fourteen (14) 45-passenger Transit Coaches						2,307	F - 2,192 B - 115
<b>TOTALS</b>	2,071	2,715	7,356	2,576	3,483	3,053	S- 1,246 F- 18,827 L- B- 1,181