



**Municipality of Anchorage
Public Transit Advisory Board
Meeting Agenda
March 10, 2022; 5:30-7:00 P.M.**

- 1. Call to Order**
- 2. Roll Call**
- 3. Approval of the Agenda**

4. Public Involvement Announcement:

Audience participation at this meeting is limited to the Public Comments section of the agenda. However, the Chair may open any agenda item for public comment. Written comments will be addressed first, then verbal comments on a first-recognized basis by the Board Chair. Each commenter should state their name so it can be recorded in the minutes. Commenters will have two minutes to speak on each agenda item they wish to comment on. If you used the call-in number, please mute yourself when not speaking by dialing *6. A recording is being made of this meeting and will be posted on the Municipal website.

5. Action / Information Items

- Minutes of the February 10, 2021 meeting (Action Item)
- Director's Update (Info Item)
- ACDA Update (Info Item)
- R-4A Zoning Amendment Resolution (Action Item)
- 2021 People Mover System Report Card (Info Item)
- Annual Board Member Retreats (Info Item)
- Ridership Update (Info Item)

6. Public Comments [2 minutes each]

7. Member Comments

8. Adjournment

Next PTAB Meeting Date:

PTAB regular meeting – April 14, 2022



**Public Transit Advisory Board (PTAB)
Meeting Minutes
February 10, 2022, 5:30–7:00 p.m.**

1. CALL TO ORDER

Ms. Sarah Preskitt called the meeting to order at 5:30 p.m.

2. ROLL CALL

PTAB PRESENT:

Sarah Preskitt
Doug Miller
Ric Nelson
Peter Hill
CB Brady

CITIZENS PRESENT:

Madeline Holdorf

PTAB ABSENT:

N/A

After the roll call, a quorum was present.

3. APPROVAL OF THE AGENDA

Mr. Ric Nelson moved to approve the February 10, 2022 agenda,

Mr. Peter Hill seconded,

and the motion passed without objection.

4. PUBLIC INVOLVEMENT ANNOUNCEMENT

Ms. Sarah Preskitt read the public involvement announcement.

5. ACTION/INFORMATION ITEMS

A. Minutes of the December 9, 2021 meeting (Action Item)

Mr. CB Brady moved to approve the minutes of the December 9, 2021 meeting,

Mr. Peter Hill seconded with the amendment that the text under item eight state that the meeting had a quorum,

and the motion passed without objection.

B. Minutes of the January 13, 2022 Meeting (Action Item)

Mr. Ric Nelson observed that because there was no quorum for the January 13, 2022 meeting the minutes did not need to be approved and are instead notes.

C. Director's Update

Information was provided by Ms. Jamie Acton.

D. Title 21 Resolution (Action Item)

The motion passed unanimously with an amendment that the "community discussion draft" language be changed to "public hearing draft" and that "sheltered and secure facilities" be added to the final version,

and the motion passed without objection.

E. Advocating for Sidewalk Snow Removal (Info Item)

Information was provided by Ms. Sarah Preskitt.

F. New Advertising Policy (Info Item)

Information was provided by Mr. Bart Rudolph.

G. Ridership Update

Information was provided by Mr. Nicholas Abugel, Mr. Paris Butler, and Mr. Bart Rudolph.

6. PUBLIC COMMENTS

George Nagel: "Yes, there were problems when there was an indoors center. But there is a problem now: It's COLD outside while waiting for a bus! This is no way to treat bus riders. How long are we supposed to wait for an indoors Downtown Transit Center? It has been too long already."

Madeline Holdorf stated that she is the Alaska volunteer state president for AARP and that they are in the early stages of seeking an age-friendly designation for Anchorage. Madeline continued, saying that she would like to continue with the meetings and that she is a People Mover rider.

7. MEMBER COMMENTS

Peter Hill said that he is happy with the progress that has been made clearing the sidewalks that he uses on his commute. He is also happy with the topics being discussed during these meetings.

Doug Miller said that he is glad that Ms. Madeline Holdorf was in attendance for this meeting and mentioned that he agreed with her suggestion to restore service on certain holidays on which People Mover does not currently operate. He also stated that he is happy that there was a quorum today. In addition, he said that he is happy about the updated advertising policy. Finally, he congratulated the RideShare program on its customer satisfaction survey results.

Ric Nelson said that he has been busy and did not have any comment.

CB Brady said that he did not have any comment.

Sarah Preskitt thanked the guests for coming to today's meeting. She also said that she is excited for all the projects that the board has taken on recently.

8. Adjournment

Mr. Ric Nelson moved to adjourn the PTAB meeting of February 10, 2022,

Mr. Peter Hill seconded,

and the motion passed without objection.

The next PTAB meeting will be held on March 10, 2021, 5:30–7:00 p.m.

Respectfully submitted,

Nicholas Abugel, Transit Planning Technician

For details of the Board discussion, please refer to the recording of this meeting located on the Municipal Website at <http://www.muni.org/Departments/transit/Pages/PublicTransitAdvisoryBoard.aspx>

Submitted by: Chair of the Assembly at the
Request of the Mayor

Prepared by: Planning Department

For reading:

ANCHORAGE, ALASKA
AO No. 2022-____

1 AN ORDINANCE AMENDING ANCHORAGE MUNICIPAL CODE, TITLE 21
2 SECTIONS 21.04.020J., 21.05.010E., 21.05.060B.5., 21.06.020, 21.06.030C.5.,
3 21.07.120A., AND 21.15.040.

4
5 (Planning and Zoning Commission Case No. 2021-0127)
6

7 **WHEREAS**, Action 3-1 of the Anchorage 2040 Land Use Plan calls for the
8 amendment of Title 21 to simplify zoning regulations for mixed-use projects relative
9 to commercial or other projects; and

10 **WHEREAS**, Policy 2.3 of the 2040 Land Use Plan calls for the removal of barriers
11 to desired infill development and for the incorporation of flexibility in development
12 requirements; and

13 **WHEREAS**, very few properties have been rezoned to R-4A across the
14 municipality, suggesting it is less attractive for development than other zoning
15 designations; and

16 **WHEREAS**, the proposed updates to the existing R-4A are intended to create a
17 more pedestrian-oriented environment, allow more commercial space within
18 mixed-use developments, simplify phasing requirements, and make the zoning
19 district's requirements easier to follow; and

20 **WHEREAS**, a more flexible R-4A zoning district will help the Municipality provide
21 the framework for additional housing in areas designated for that use by the 2040
22 Land Use Plan; now, therefore,

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28 **THE ANCHORAGE ASSEMBLY ORDAINS:**

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30 **Section 1.** Anchorage Municipal Code 21.04.020J. is hereby amended to read
31 as follows (*the remainder of the section is not affected and therefore not set out*):

32
33 **21.04.020J. R-4A: Multifamily Residential Mixed-Use District.**

34
35 **1. Purpose.**

36 The R-4A district is a primarily residential district intended for high-
37 density multifamily dwellings] and mixed-use development. This
38 district is intended to implement the land use plan, meet housing
39 needs for the community, establish a pedestrian-oriented
40 environment that helps support transit, and provide the flexibility to
41 integrate residential and non-residential uses.

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2. District-Specific Standards.

a. Housing Units Required

Unless limited by environmental constraints, defined otherwise by the Director or through a Small Area Implementation Plan (SAIP), development in the R-4A district shall include at least 20 dwelling units per gross acre per phase, or on average of subsequent phases. Without special conditions, at the completion of all phases, the overall development site shall include at least 20 dwelling units per gross acre.

b. Allowed Commercial Uses

A maximum percentage of gross floor area per table 21.04-2 on the development site may be non-residential uses, as provided in i. through ii. below. Allowed non-residential uses are identified in section 21.05.010, table 21.05-1: table of allowed uses. :

i. Non-residential uses may be located in the same building(s) as the residential units or in one or more separate buildings on a development site.

ii. The development site may comprise multiple adjoining and/or adjacent lots

c. Allowed Commercial Uses

A maximum percentage of gross floor area per table 21.04-2 on the development site may be non-residential uses, as provided in i. through ii. below. Allowed non-residential uses are identified in Section 21.05.010, Table 21.05-1: Table of Allowed Uses.

i. Non-residential uses may be located in the same building(s) as the residential units or in one or more separate buildings on the development site.

ii. The development site may comprise multiple adjoining and/or adjacent lots.

d. Uses which are not counted towards any GFA calculation:

- i. Any community uses allowed by the zoning district;
- ii. “park, public or private”;

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- iii. “community garden”;
- iv. “utility substation”;
- v. “parking lot, principal use”; and
- vi. “parking structure, principal use”.

Table 21.04-2: Maximum Percentage of Site GFA for Non-residential Uses	
Maximum	Requirement
Up to 49%	Allowed by right when the development complies with the district-specific standards of this section 21.04.020J.2.
> 50 Percent	The development is approved through one of the following procedures: a. Major site plan review (21.03.180D.) and provides 35 dwelling units or more per gross acre on the development site; b. Conditional use (21.03.080) and provides up to 35 dwelling units per gross acre on the development site; or c. Small Area Implementation Plan (21.03.115).

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- e. **Timing of Mixed-Use Developments**
Except by decision of the Director or through a Small Area Implementation Plan, non-residential portions of the development shall receive a certificate of occupancy (CO) or conditional certificate of occupancy (CCO) only after:
 - i. The development meets the minimum housing unit requirement of 21.04.020J.2.a. and has received a CO or CCO; and
 - ii. The sum of all portions of the development receiving the CO or CCO is within the maximum allowed proportionate share of non-residential use in table 21.04-2. at all phases of construction.
- f. **Street Frontage Requirements**
 - i. For frontages along a pedestrian corridor as designated by the AMATS Non-Motorized Plan, Main Street Corridor or transit-supportive development as designated by the 2040 Land Use Map, or in a transit- or other neighborhood or local area plan, the first floor of a building shall be 30% windows or doors.
 - ii. For all other frontages, the following standards shall apply to no more than two street-side frontages. Regulations in 21.06 and 21.07 may also apply.
 - (A). New parking uses shall not be located between buildings and the nearest public street.

Commented [MDR1]: Deleted: i. A primary frontage shall not be located on interior or private streets.

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(B) Residential or non-residential buildings along street frontages developed to the most current municipal standards must incorporate one of the following on the first floor of the building:

- (1) One entrance facing a public street.
- (2) Windows facing the street according to 21.07.110C.3
- (3) Enhanced sidewalk incentive allowed per 21.07.060F.17
- (4) Articulation along that frontage, subject to 21.07.110C.7
- (5) L1-level landscaping, as indicated in Table 21.07-1

g. Floor Area Ratio (FAR) Incentives for the R-4 and R-4A Districts

<u>Zoning District</u>	<u>Maximum base FAR</u>	<u>Maximum FAR with Bonus Provisions in 21.04.020J.2.e.i-x</u>
R-4	1.0	3.0
R-4A	3.0	4.0

Bonus provisions for additional FAR, subject to section 21.06.030E.:

*** *** ***

v. Bonus for Upper Level Setbacks/Step Backs for Sunlight Access.

For every upper floor stepped back 16 feet from the top of the floor below it, a bonus of one-third of that stepped back area shall be applicable to general FAR for the project, such that the floor's existence does not increase the amount of shadowing on surrounding residences, private open spaces, sidewalks, schools, or parks on March/September 21, from 9:00 a.m. to 3:00 p.m. solar time.

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ix. Bonus for Housing Density

An additional 0.50 FAR is allowed if the development

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site provides a gross housing density of at least 35 dwelling units per acre.

- x. **Bonus for Smaller Dwelling Units**
For each dwelling unit that is 450 square feet or less, the development shall receive twice the amount of that unit's floor area as bonus. The maximum bonus allowed is 0.50 FAR.

- h. **Building Height Increase**
Buildings in the R-4A district may reach a total height of 90 feet. For buildings taller than 60 feet, all floor area shall be residential uses and the building façade shall be stepped back one (1) foot for every two (2) feet of rise from street rights-of-way and projected rights-of-way

3. District Location Requirement
Eligible areas for this zoning district include

- a. Land use designations, centers, or corridors in the 2040 LUP that allow R-4A as an implementation zoning district; or
- b. Equivalent designations in a neighborhood or district plan.

(AO No. 2012-124(S), 2-26-13; AO No. 2014-132, 11-5-14; AO No. 2015-100, § 1, 10-13-15; AO No. 2017-176, § 3, 1-9-18; AO No. 2019-58, § 2, 5-7-19)

Section 2. Anchorage Municipal Code 21.05.010E. is hereby amended to read as follows (*the remainder of the section is not affected and therefore not set out*):

21.05.010E. Table 21.05-1: Table of Allowed Uses

*** *** ***
(*Abridged—omitting zoning district columns except those shown.*)

TABLE 21.05-1: TABLE OF ALLOWED USES – RESIDENTIAL, COMMERCIAL, INDUSTRIAL AND OTHER DISTRICTS							
P = Permitted S = Administrative Site Plan Review C = Conditional Use Review							
For uses allowed in the A, TA, and TR districts, see section 21.04.050.							
All other uses not shown are prohibited.							
Use Category	Use Type	R-3	R-3A	R-4	R-4A	B-3	RO
RESIDENTIAL USES							
Household Living	Dwelling, mixed-use		P	P	P	P	P
	Dwelling, multifamily	P	P	P	P	P	P
	Dwelling, single-family Attached	P	P	P			
	Dwelling, single-family Detached	P	P	P			
	Dwelling, townhouse	S	S	S	P	S	S
	Dwelling, two-Family	P	P	P	P		
	Manufactured home community	C		C	C		
***	***	***					
COMMUNITY USES							
***	***	***					
Transportation Facility	Airport						
	Airstrip, private						
	Heliport					C	
	Rail yard						
	Railroad freight terminal						
	Railroad passenger terminal					S	
	Transit center				S	S	
***	***	***					
COMMERCIAL USES							
***	***	***					
Agricultural Uses	Commercial horticulture					P	
	Animal boarding					P	
	Animal shelter					S	
	Large domestic animal facility, principal use					C	
	Retail and pet services				P	P	
	Veterinary clinic		P		P	P	P
***	***	***					
Entertainment and Recreation	Amusement establishment				P	P	
	Entertainment facility, major					C	
	Fitness and recreational sports center		P	S	P	P	P
	General outdoor recreation, commercial					P	
	Golf course						
	Motorized sports facility						
	Movie theater					M	
	Night club					P	
	Shooting range, outdoor						
	Skiing facility, alpine				S	P	P
	Theater company or dinner theater				S	P	P
Food and Beverage Service	Bar				S	P	
	Food and beverage kiosk		P		P	P	
	Restaurant		P	S	P	P	
***	***	***					
Retail Sales	Auction house					P	
	Building materials store					P	
	Convenience store	C	P	S	P	P	

TABLE 21.05-1: TABLE OF ALLOWED USES – RESIDENTIAL, COMMERCIAL, INDUSTRIAL AND OTHER DISTRICTS							
P = Permitted S = Administrative Site Plan Review C = Conditional Use Review							
For uses allowed in the A, TA, and TR districts, see section 21.04.050.							
All other uses not shown are prohibited.							
Use Category	Use Type	R-3	R-3A	R-4	R-4A	B-3	RO
	Farmers market				P	P	
	Fueling station					P	
	Furniture and home appliance store					P	
	General retail		P		P	P	
	Grocery or food store		P	S	S	P	
	Liquor store				C	P	
	Pawnshop					P	
*** *** ***							
Visitor Accommodations	Camper park	C		C		P	
	Extended stay lodging		C	C	S	P	S
	Hostel	S	S	S	S	P	S
	Hotel/motel		C	C	S	P	M
	Inn		S		S	P	S
	Recreational and vacation camp					P	
*** *** ***							
INDUSTRIAL USES							
*** *** ***							
Manufacturing and Production	Commercial food production				C	C	
	Cottage crafts				P	P	
	Manufacturing, general						
	Manufacturing, heavy						
	Manufacturing, light				S/ C	S/ C	
	Natural resource, extraction, organic and inorganic	C	C	C	C	C	C
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(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO No. 2013-139, § 1, 1-28-14; AO No. 2014-58, § 2(Att. A), 5-20-14; AO No. 2015-133(S), § 3(Exh. A), 2-23-16; AO No. 2015-142(S-1), § 3(Exh. B), 6-21-16; AO No. 2016-3(S), §§ 6, 7, 2-23-16; AO No. 2016-131, § 1, 11-15-16; AO No. 2016-136am, § 2, 11-15-16; AO No. 2016-156, § 1, 12-20-16; AO No. 2017-10, § 1, 1-24-17; AO No. 2017-57, § 1, 4-11-17; AO No. 2017-74, § 1, 5-23-17; AO No. 2017-176, § 4, 1-9-18; AO No. 2017-175(S), § 3(Exh. A), 2-13-18; AO No. 2020-38, § 6, 4-28-20; AO No. 2020-56, § 2, 6-23-20; AO No. 2021-54, § 1, 6-22-21)

1 **Section 3.** Anchorage Municipal Code 21.05.060B.5. is hereby amended to
2 read as follows (*the remainder of the section is not affected and therefore not set*
3 *out*):

4
5 **21.05.060B.5. Use-specific Standards**

6 *** **

7
8 **5. Manufacturing, Light**

9 *** **

10 **b. Use-Specific Standards**

11 Light manufacturing is subject to the following limitations in
12 the B-3 and R-4A districts to ensure compatibility and protect
13 commercial and residential property.

- 14
- 15 i. This use shall comply with the use-specific standards
- 16 set for in subsection 21.05.060A.1. for contractor and
- 17 special trades, light, except that subsection
- 18 21.05.060A.1.b.i. shall not apply in the R-4A district.
- 19

20 *** **

21 (AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO No. 2015-82, § 2, 7-28-
22 15; AO No. 2015-131, § 3, 1-12-16; AO No. 2016-131, § 2, 11-15-16; AO
23 No. 2017-10, § 1, 1-24-17; AO No. 2017-74, § 2, 5-23-17; AO No. 2020-56, § 1,
24 6-23-20)

25
26 **Section 4.** Anchorage Municipal Code 21.06.020, is hereby amended to read
27 as follows (*the remainder of the section is not affected and therefore not set out*):

28
29 **21.06.020 DIMENSIONAL STANDARDS TABLES**

30 *** **

31
32 **A. Table of Dimensional Standards: Residential Districts**

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TABLE 21.06-1: TABLE OF DIMENSIONAL STANDARDS - RESIDENTIAL DISTRICTS (Additional standards may apply. See district-specific standards in chapter 21.04 and use-specific standards in chapter 21.05.)								
Use	Minimum lot dimensions ¹		Max lot coverage (%)	Minimum Setback Requirements (ft)			Max number of principal structures per lot or tract ²	Maximum height of structures (ft)
	Area (sq ft)	Width (ft)		Front	Side	Rear		
*** **								
R-4A: Multifamily Residential Mixed-Use District								
All uses	N/A	N/A	N/A	Minimum: N/A Maximum: 20 (See 21.06.030C.5)	N/A	[15 if adjacent to a residential district (except R-4 or R4A); otherwise 10] 10	N/A	60 without conditions, up to 90 subject to 21.06.030D.8.c.
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Section 5. Anchorage Municipal Code 21.06.030C.5., is hereby amended to read as follows (the remainder of the section is not affected and therefore not set out):

21.06.030C.5. Maximum Setbacks

*** **

a. Measurement and Applicability

*** **

i. The maximum setback applies to the ground-floor, street-facing building, except as provided otherwise in the zoning district.

*** **

vii. Where the required setback is from a private street without a dedicated right-of-way, the maximum setback shall be measured from the building-side edge of the abutting sidewalk.

*** **

c. General Exceptions to Maximum Setback

i. The maximum front setback established by the zoning district may be increased through administrative site plan review if the additional area between the building and the property line is used to provide common open space that conforms to the standards of section 21.07.030, contains site enhancement landscaping, and/or contains pedestrian amenities as described in subsection 21.07.060F. The additional area shall not be developed for motor vehicle parking or driveways,

- 1 loading or refuse collection, or ground-mounted
- 2 utilities.
- 3
- 4 ii. For buildings where all the floor area is in residential
- 5 use, a stoop or the street-facing façade of a covered
- 6 porch qualifies for meeting this standard. The porch
- 7 shall have at least one entrance accessible from the
- 8 street.
- 9
- 10 iii. Where other Title 21 requirements necessitate the
- 11 building to be set back further than the maximum
- 12 setback, those provisions shall govern.
- 13
- 14

15 *** ***(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO No. 2015-100, § 3, 10-13-

16 15; AO No. 2017-176, § 7, 1-9-18; AO No. 2018-12, § 1, 2-27-18; AO No. 2020-

17 10(S), § 1, 3-10-20; AO No. 2020-38, § 7, 5-28-20)

18 **Section 6.** Anchorage Municipal Code 21.07.120A. is hereby amended to read

19 as follows (the remainder of the section is not affected and therefore not set out):

20 **21.07.120A. Large Commercial Establishments**

21 *** ***(

22 **1. Applicability**

23 The standards of this section 21.07.120 shall apply to any use in the Retail

24 Sales; Animal Sales, Service, and Care; Food and Beverage Services;

25 Entertainment and Recreation use categories; the Vehicle Parts and

26 Supplies, Vehicle-Large Sales and Rental, Vehicle-Small Sales and Rental;

27 and Marijuana Retail Sales Establishment use types, or any combination

28 thereof, occupying more than 20,000 gross square feet of floor area,

29 provided the following limitations:

- 30 **a.** The standards of this section shall apply only to buildings, and
- 31 the non-residential portions of mixed-use buildings, which are
- 32 intended principally for the uses listed above
- 33
- 34 **b.** This section shall not apply to distinct floors and/or sections
- 35 of buildings designed specifically for residential, office, or
- 36 other uses not listed in subsection 21.07.120A.1. above.
- 37

38 *** ***(

39 (AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO No. 2017-121, § 1, 9-26-17)

40 **Section 7.** Anchorage Municipal Code 21.15.040 is hereby amended to read as

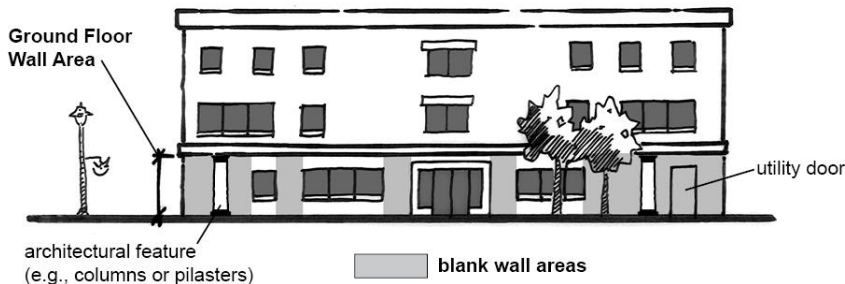
41 follows (the remainder of the section is not affected and therefore not set out):

21.15.040. Definitions

*** **

Blank Wall

A section of the ground-floor building wall, as measured horizontally across the building elevation, without windows, architectural features, or primary entrances.



*** **

Stoop

A small staircase ending in a platform that leads to the entrance of a residential building.

*** **

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2014-132, 11-5-14; AO No. 2015-82, § 7, 7-28-15; AO No. 2015-100, § 9, 10-13-15; AO No. 2015-133(S), § 6, 2-23-16; AO No. 2015-138, § 5, 1-12-16; AO No. 2015-142(S-1), § 10, 6-21-16; AO No. 2016-3(S), § 18, 2-23-16; AO No. 2016-144(S), § 2, 1-1-17; AO No. 2017-55, § 14, 4-11-17; AO No. 2017-75, § 4, 5-9-17; AO No. 2018-12, § 2, 2-27-18; AO No. 2018-67(S-1), § 9, 10-9-18; AO No. 2018-92, § 1, 10-23-18; AO No. 2019-132, 12-2-19; AO No. 2020-38, §§ 11, 14, 4-28-20)

Section 8. This ordinance shall be effective immediately upon passage and approval by the Assembly.

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PASSED AND APPROVED by the Anchorage Assembly this _____ day
of _____, 2022.

Chair of the Assembly

ATTEST:

Municipal Clerk

(Planning and Zoning Commission Case No. 2021-0127)

DRAFT

Municipality of Anchorage
Public Transit Advisory Board Resolution #2022-02

A RESOLUTION OF THE ANCHORAGE PUBLIC TRANSIT ADVISORY BOARD SUPPORTING THE ORDINANCE
AMENDING ANCHORAGE MUNICIPAL CODE, TITLE 21 SECTIONS 21.04.020J., 21.05.010E.,
21.05.060B.5., 21.06.020, 21.06.030C.5., 21.07.120A., AND 21.15.040.

WHEREAS, the Planning Department at the Municipality of Anchorage has presented proposed updates to the R-4A zoning district; and

WHEREAS, the Board is intended to contribute to the long-range planning of a balanced public transit system in the municipality; and

WHEREAS, the Board's core values are connection, equity, riders, and safety; and

WHEREAS, the Anchorage 2040 Land Use Plan (LUP) designates transit-supportive development corridors; and

WHEREAS, the proposed updates to the existing R-4A are intended to create a more pedestrian-oriented environment and allow more commercial space within mixed-use developments along transit-supportive development corridors; and

WHEREAS, dense neighborhoods along high-frequency transit routes with places to walk to, such as stores and services, encourage more walking and improve access to transit; and

WHEREAS, the best way to encourage transit ridership is to create neighborhoods that are walkable (and bikeable), incorporate a mix of uses, and encompass a compact neighborhood form; and

NOW THEREFORE BE IT RESOLVED that the Anchorage Public Transit Advisory Board supports the proposed amendments to Anchorage Municipal Code, Title 21 sections 21.04.020j., 21.05.010e., 21.05.060b.5., 21.06.020, 21.06.030c.5., 21.07.120a., and 21.15.040

PASSED AND APPROVED by the Anchorage Public Transit Advisory Board
this 10th day of March 2022.

Sarah Preskitt
Chair

Public Transportation 2021 System Report

JANUARY-DECEMBER 2021



Municipality of Anchorage Public Transportation Department

2021 SYSTEM REPORT

A LOOK BACK AT 2021

There is no question that the COVID-19 pandemic and economic shutdown defined 2021. The Municipality of Anchorage (MOA) continued its emergency declaration through May 2021 and issued variations of local mask mandates throughout the year, with the latest expiring in December. In February, the Transportation Security Administration (TSA) issued a mandatory national mask mandate on public transportation and extended it into 2022. It remained in place at the time this report was finalized. People Mover carried forward its rider capacity limits from 2020 into the first half of this year, allowing just 14 people on 40-foot buses and six people on the smaller 22-foot buses. Those limits were lifted in May. Undoubtedly, this all continued to affect ridership. Ridership increased slightly from 2020 but remained 43% below pre-pandemic levels.

With COVID-19 impacting ridership and challenging the Public Transportation Department's (PTD) mission to provide safe and reliable transportation options, the bus operators, mechanics, and site enhancement members continued to show up. These essential frontline workers demonstrated their commitment and sacrifice to help get people to their jobs, medical appointments, and the grocery store. In 2021, the PTD was proud to offer full scheduled service, maintaining the high-frequency, 15-minute routes with no service suspensions or reduction in hours, as seen with other transit agencies across the country.



February 1
TSA issues mask
mandate for public
transportation



**April 6 and
May 11**
Free rides offered
for Election Day and
the Mayoral Runoff
Election



May 14
All capacity limits
on buses removed

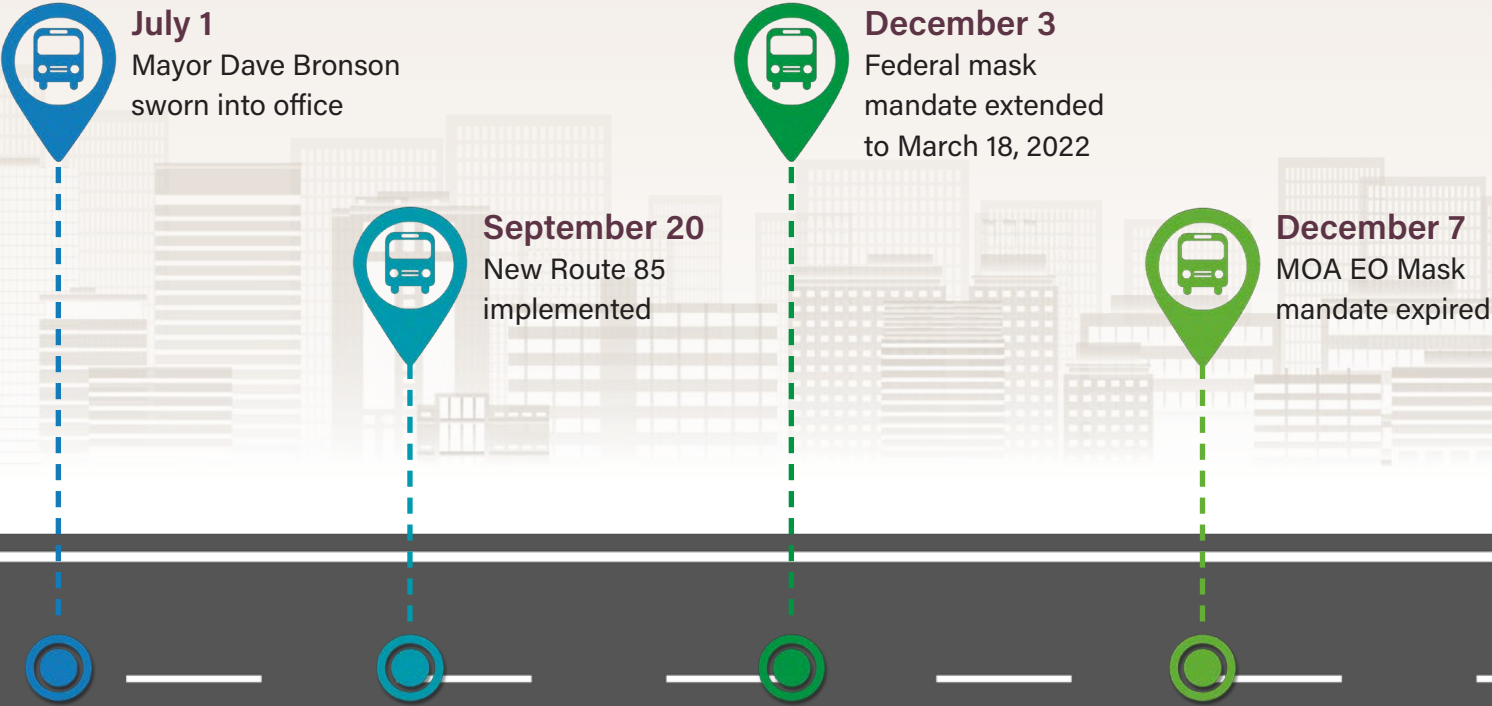


May 25
MOA ends 14-month
long COVID-19
emergency declaration

Public transportation remained an essential service. The PTD conducted a survey at the end of 2020 with people who had continued to ride People Mover during the pandemic. Getting to the grocery store was the primary reason why people depended on People Mover, followed closely by work and medical trips. School-related trips were least probable, most likely due to online classes at the time. Overwhelmingly, the respondents (85%) thought that People Mover and/or AnchorRIDES had taken enough steps to keep the riders and bus operators safe during the pandemic.

This year also brought major improvements to Anchorage’s bus system. For the first time in over a decade, the PTD added a new route outside of a system redesign. Route 85 was implemented in September 2021. This was the number one priority in the PTD’s transit plan, called Transit on the Move. New route ideas originated during the plan’s public process and the priorities were voted on by the public in 2019. Route 85 connects downtown with the Dimond Center and provides direct service to the Loussac Library, West Anchorage, and the Old Seward Highway. Other service changes that took effect in September are noted on page 3.

As we hope for and work toward a post-pandemic future, the PTD remains committed to our mission and providing the essential service that so many Alaskans depend on. The response to COVID-19 and its impacts on the economy, public health, and ridership continues to evolve. The PTD will continue to link people with jobs and opportunities, connect people to schools and health care and to the people and places that are important to them.



AWARDS AND ACKNOWLEDGMENTS

2020 Municipality of Anchorage Employee Awards



Operations and Maintenance Divisions
Work Group (Direct) - First Place



Finance Division
Welcoming Workplace Group - First Place



Paris Butler
Employee of the Year - Runner-Up

2021 Driver of the Year



Christian Mallari

2021 American Planning Association



Transit on the Move
Infrastructure Plan of the Year

2021 Service Change

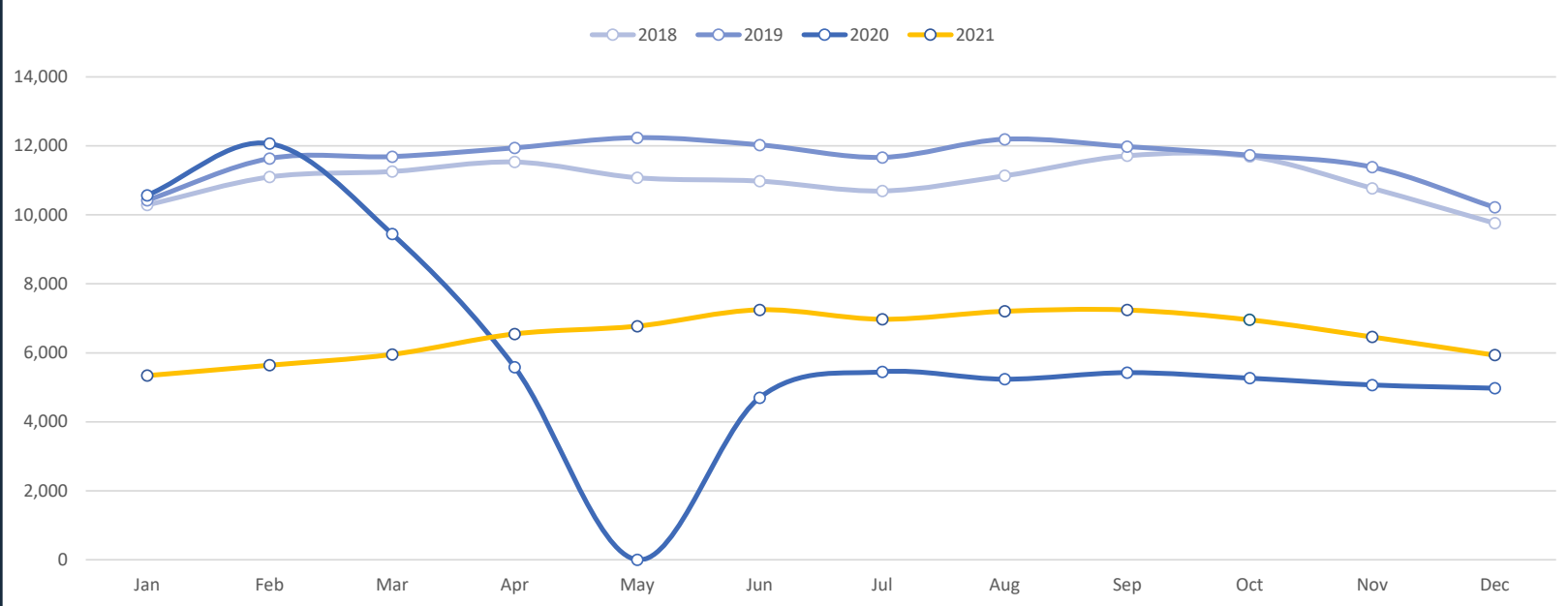
On September 20, 2021, the following improvements were implemented to respond to rider feedback and help improve overall system performance.

- New Route - Route 85 began operations and provides service to Loussac Library, Old Seward Highway and West Anchorage.
- Airport North Terminal Stop Removed - The bus stop at Postmark Drive (Stop ID# 3519) was removed from service due to traffic pattern changes.
- Routes 11 and 41 Switch to Larger Buses - To help alleviate overcrowding, these routes switched from 22-foot buses to 40-foot buses.
- Schedule Changes to Most Other Routes - Trip start and end times were adjusted to improve on-time performance and transfer opportunities on routes 10, 11, 20, 21, 25, 35, 40, 41, 55 and 92.



RIDERSHIP

Monthly Weekday Average Ridership History



People Mover's ridership increased due to the bus system redesign in 2017. For more than a year and a half, ridership increased each month compared to the prior year. That growth came to a halt in March 2020 when COVID-19 spread across the country. The darkest blue line in the graph above represents the average weekday ridership in 2020 and the noticeable plunge in ridership at the onset of the pandemic. Ridership remained low in 2020. Between June 1 and December 31, weekday ridership was 56% below the previous year. Ridership improved in 2021, indicated by the yellow line above. During that same time (June 1 through December 31), average weekday ridership increased by 33% from 2020, but still 41% below 2019 levels.

Overall, ridership improved; 1,953,114 rides in 2021, compared to 1,710,148 rides in 2020. Because January and February were high ridership months (pre-pandemic) in 2020, the total average weekday ridership decreased in 2021 from 6,694 to 6,540 (-2.3%). However, Saturday and Sunday average ridership both slightly increased in 2021 by 1%. [See graph on page 8]

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 (MOA). Throughout the report, each metric is represented by an icon and is defined here. Pages 7 and 8 summarize the entire People Mover bus system. Each route is summarized independently on the following pages. AnchorRIDES and RideShare are summarized on pages 39 - 41.

Cost per Passenger

Transit fares only partially cover public transportation costs. The Public Transportation Department (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 per Route

The annual operating cost is based on the 2020 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 the PTD's "fixed costs" for non-vehicle maintenance and general administrative support.



Jobs and Residents within 1/4 Mile per Route

This report shows the percent of the MOA population (by Census Block Group) and jobs (by Traffic Analysis Zone) that are within 1/4 mile of the bus stops along each route. In this report, resident data is pulled from the 2019 (5-Year estimates) American Community Survey (ACS) dataset and job data is pulled from the 2016 (5-Year estimates) Census Transportation Planning Products (CTPP) dataset. CTPP data gives us a more accurate account of jobs by actual location.



Travel Time Ratio

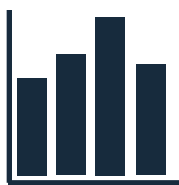
Travel time is a major consideration for reasons people may not travel by transit. The PTD measures commute efficiency as the ratio between transit commute times (often the longest commutes) and single occupancy vehicle times (often the shortest commute). A ratio of two (2) indicates that, on average, transit commuters take twice as long to get to work than commuters who drive alone. The PTD has an established performance target of 1.5.

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.



Span of Service and Frequency

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.



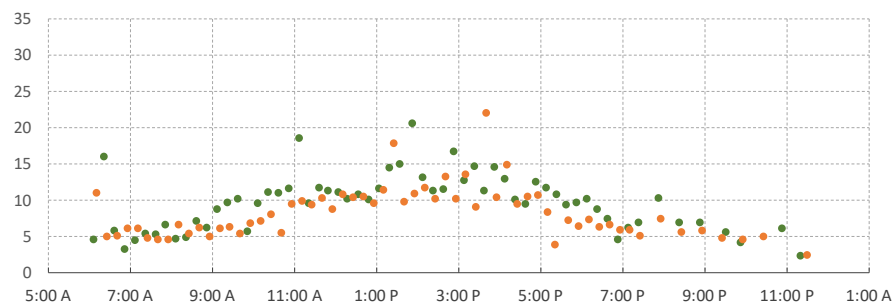
Ridership per Route

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.



Ridership by Trip

The graphs compare the average weekday ridership throughout the day per trip. The averages for both inbound and outbound trips are displayed.



On-Time Performance

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



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

Legend

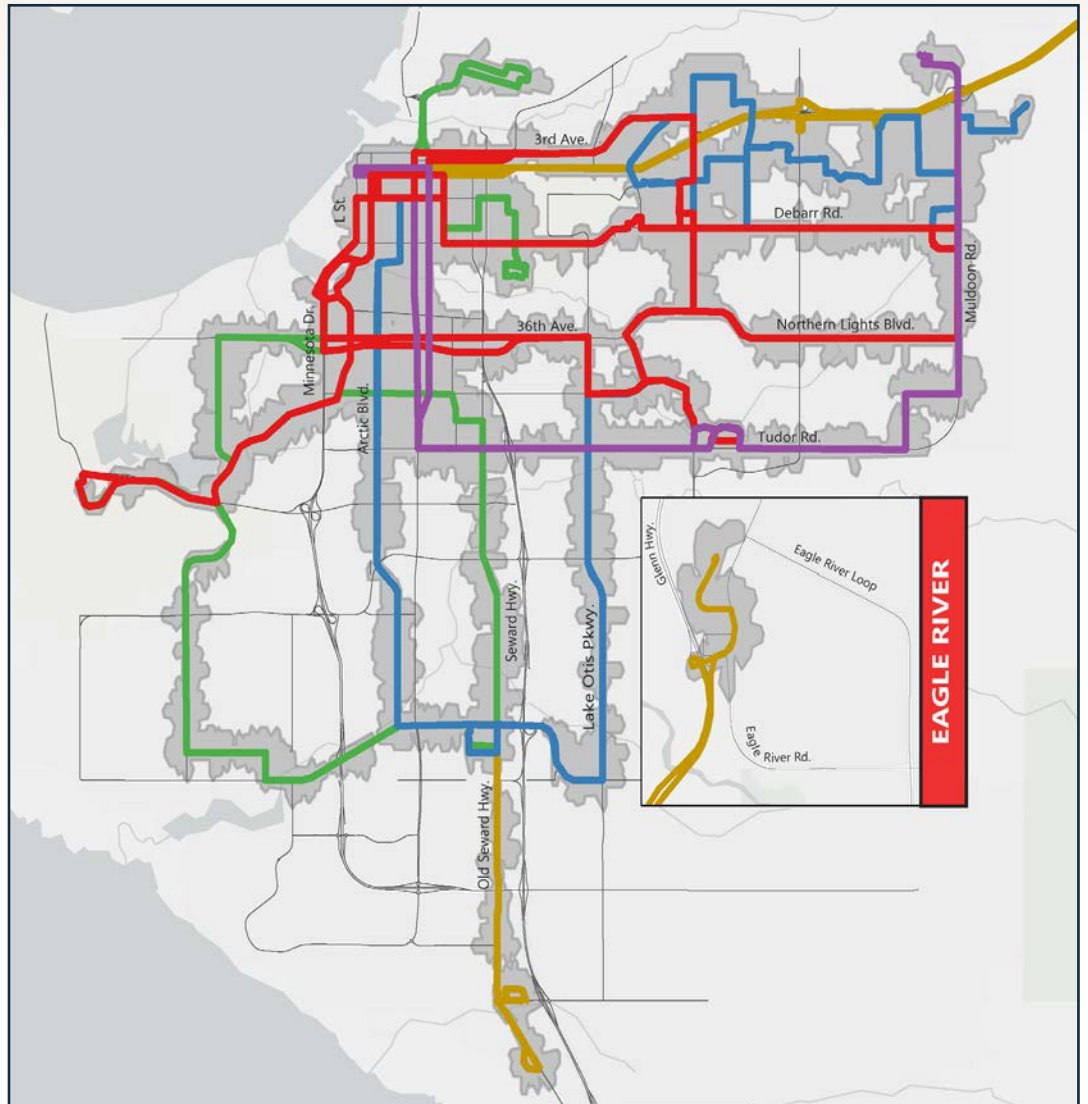
0 0.5 1 Mile

Map Orientation

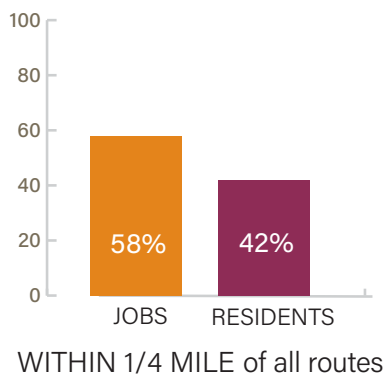
1/4 mile access buffer to each bus stop

Route Frequency

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



1,953,114
Total Passengers

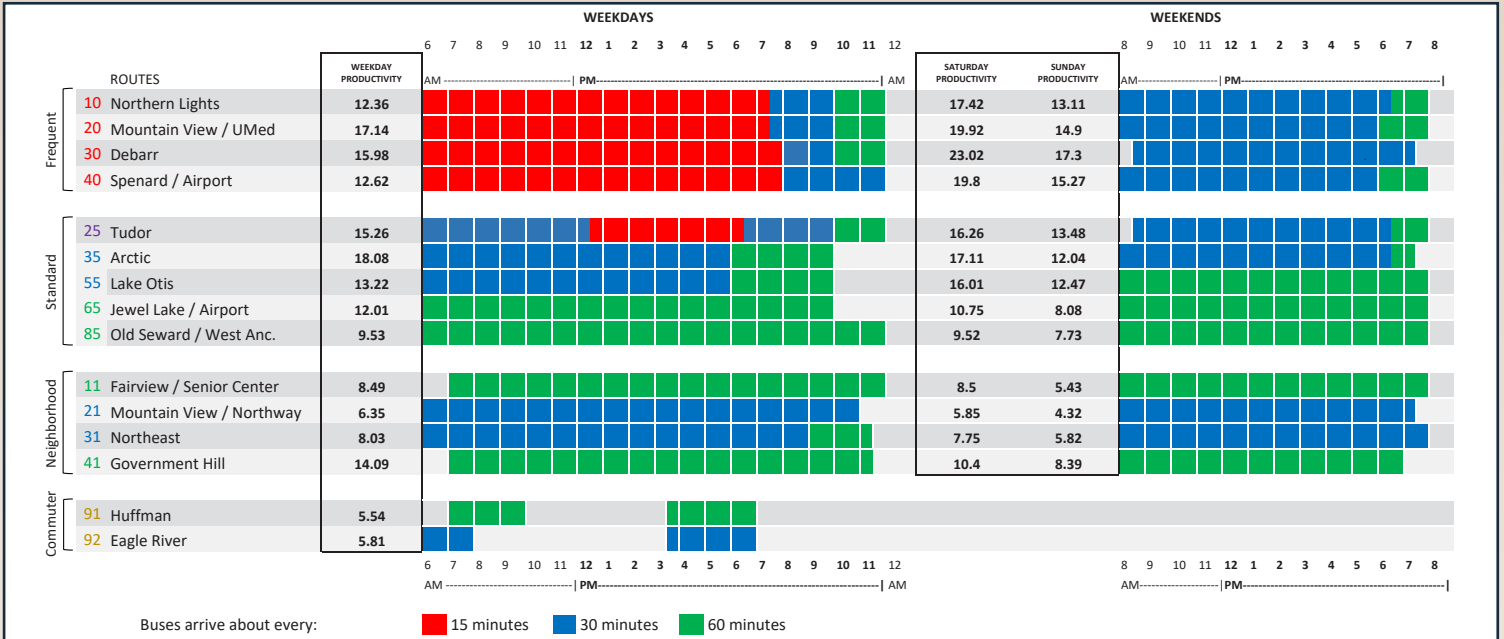


89%
of buses were on time

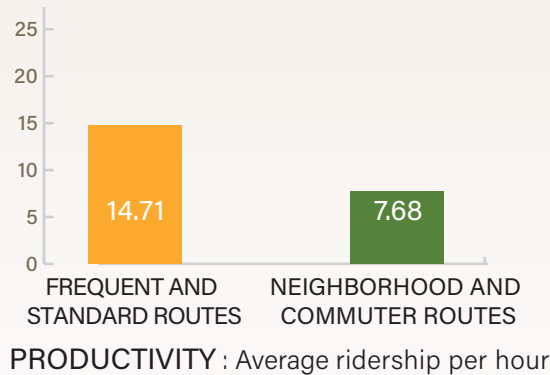
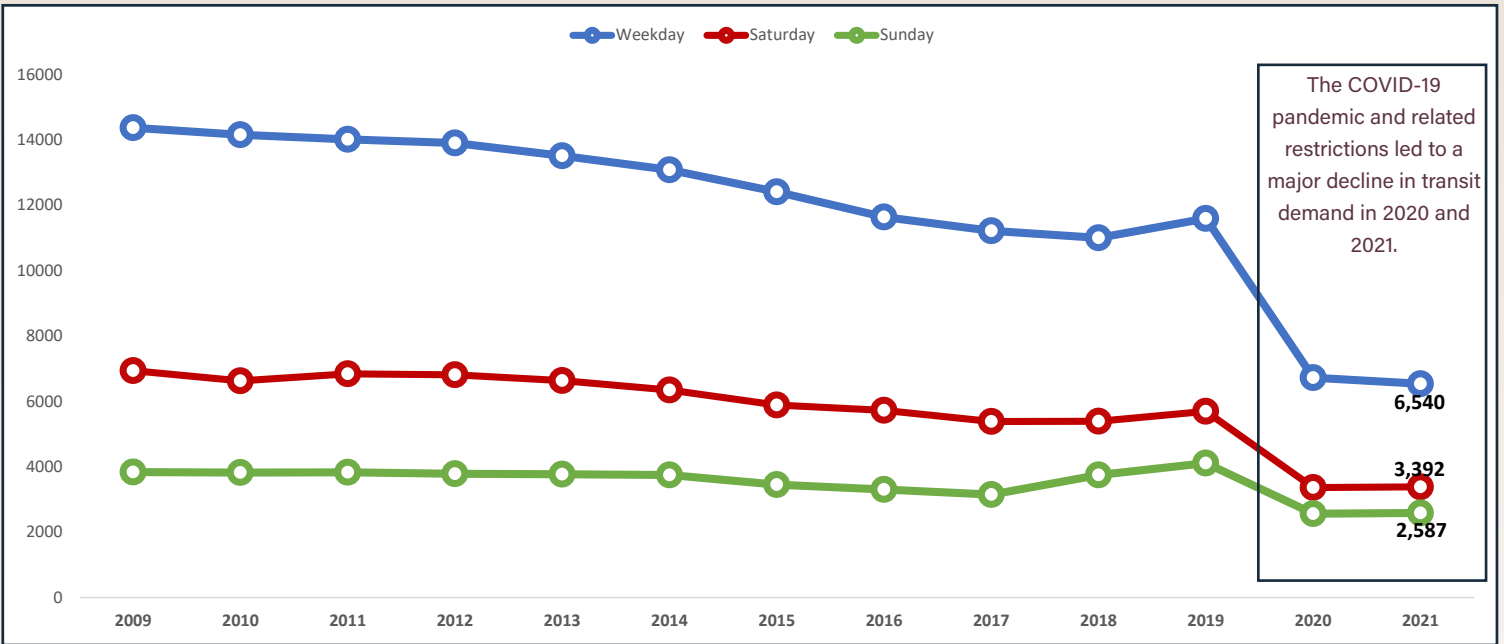


<1%
of all trips were missed

BUS ROUTE SPAN AND FREQUENCY



AVERAGE RIDERSHIP



10 NORTHERN LIGHTS

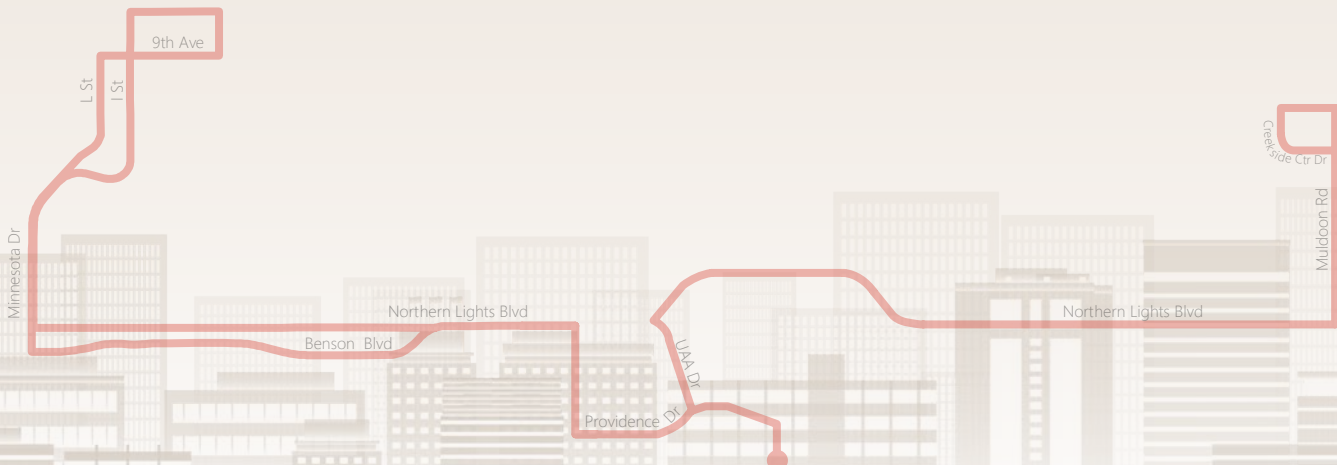


Frequent Route: **15 min. peak frequency**

Route Length \approx **24 miles**

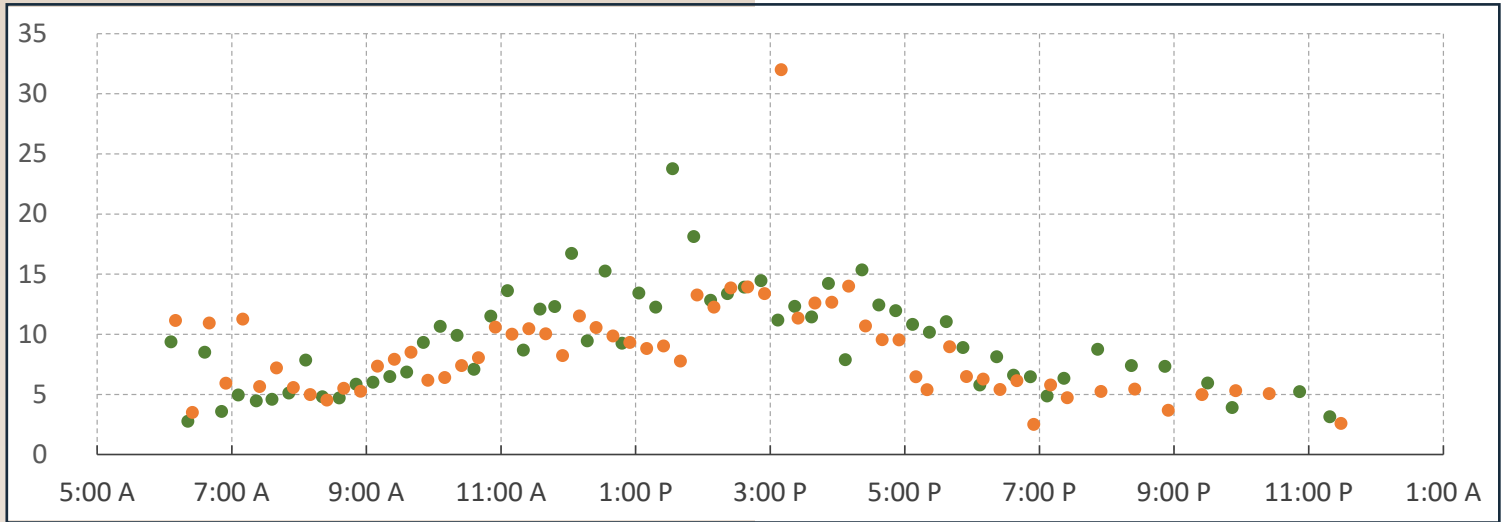
This route travels between the Downtown Transit Center and the Muldoon Transit Hub via Midtown, UMed, and Northern Lights Boulevard.

Operating Cost (estimated)	\$3,600,000
Cost per Passenger (estimated)	\$11.28
Jobs (within 1/4 mile of route)	21%
Residents (within 1/4 mile of route)	7%
# of Buses	8
Travel Time Ratio	1.57



RIDERSHIP BY TRIP: WEEKDAY

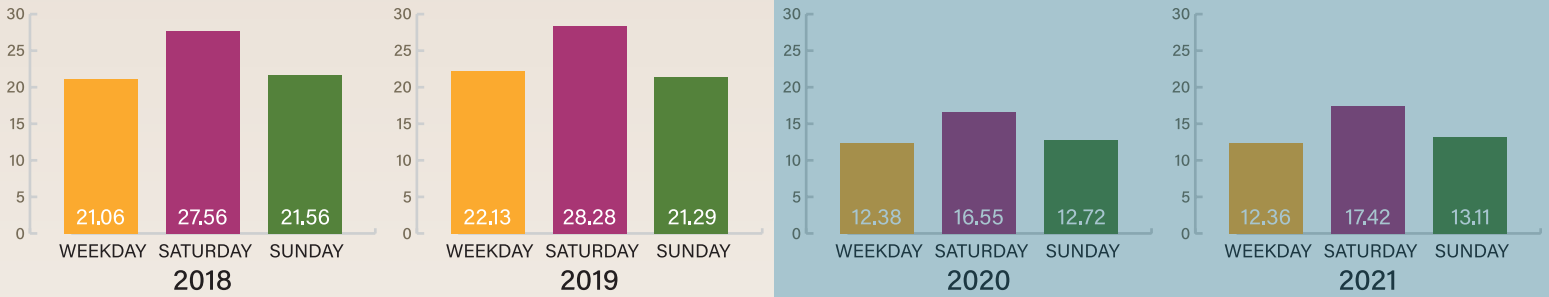
● Outbound ● Inbound



*Ridership by trip data reported from 9/20/21 - 12/31/21.

COVID-19 PANDEMIC

Productivity: Average ridership per hour



On-Time Performance

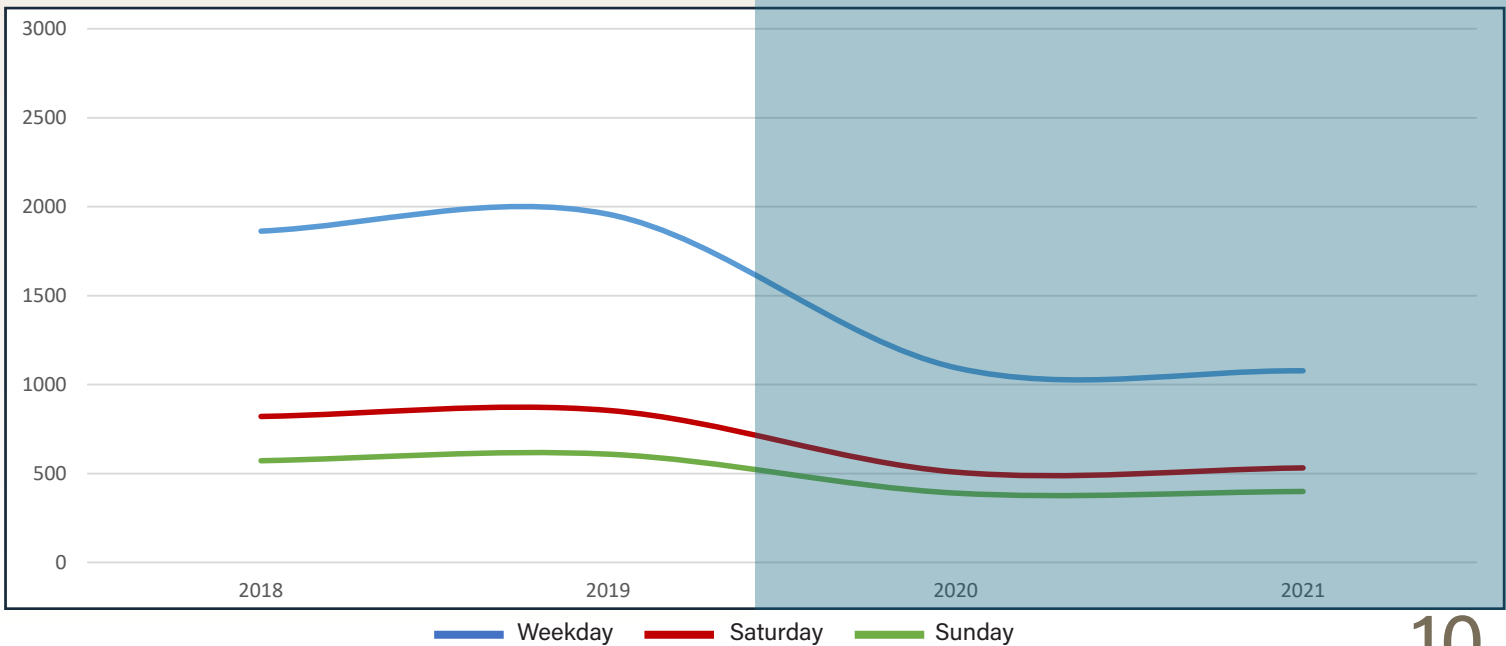
85%
2018

85%
2019

90%
2020

89%
2021

AVERAGE RIDERSHIP



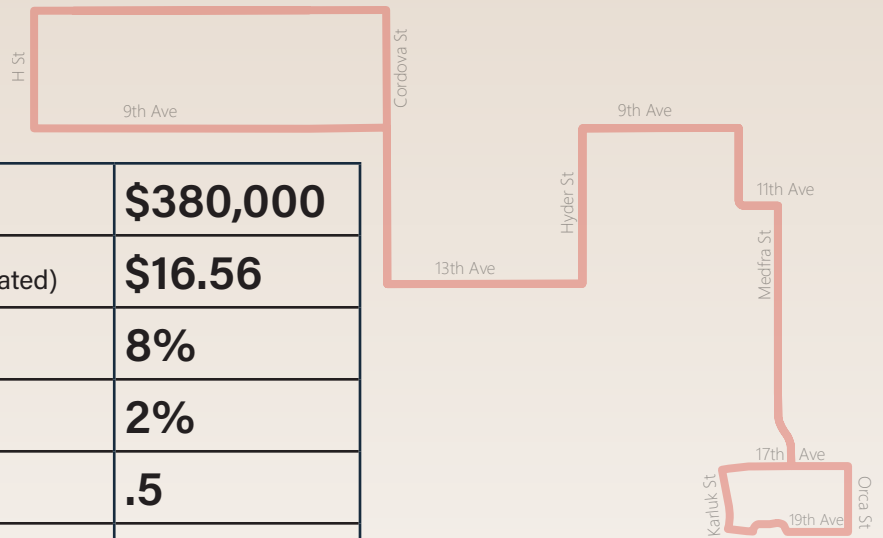
11 FAIRVIEW | SR. CENTER



Neighborhood Route: **60 min. peak frequency** Route Length \approx **6 miles**

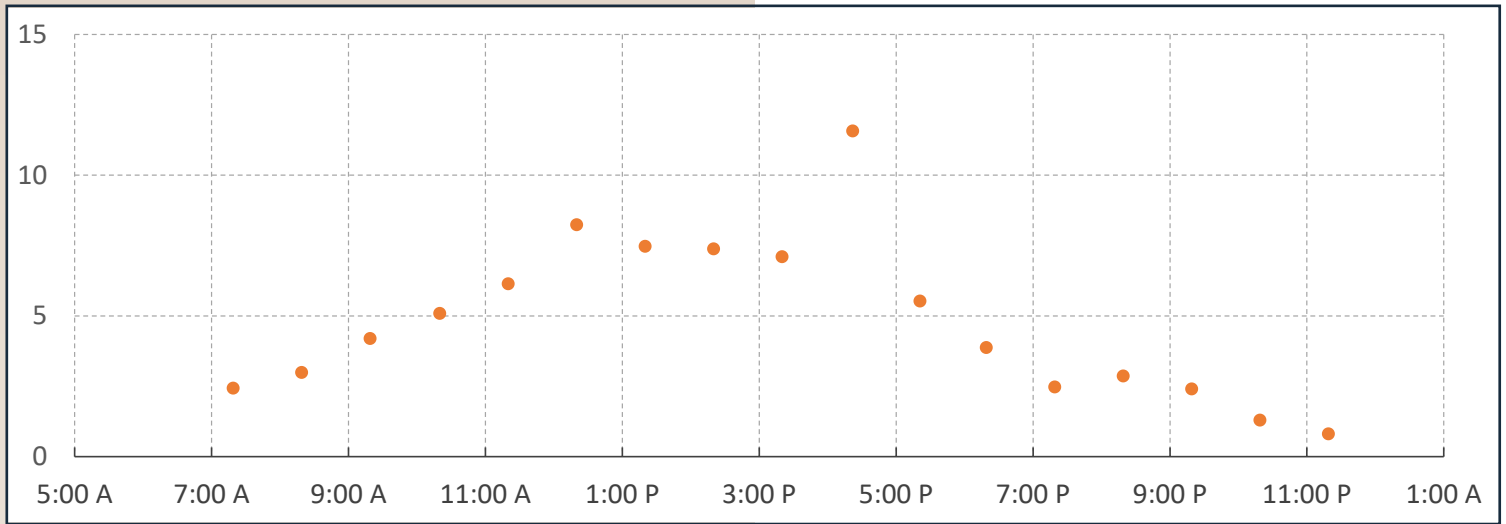
This route travels between City Hall and the Anchorage Senior Center via Medfra Street, 9th Avenue, Hyder Street, 13th Avenue, and Cordova Street.

Operating Cost (estimated)	\$380,000
Cost per Passenger (estimated)	\$16.56
Jobs (within 1/4 mile of route)	8%
Residents (within 1/4 mile of route)	2%
# of Buses	.5
Travel Time Ratio	1.12



RIDERSHIP BY TRIP: WEEKDAY

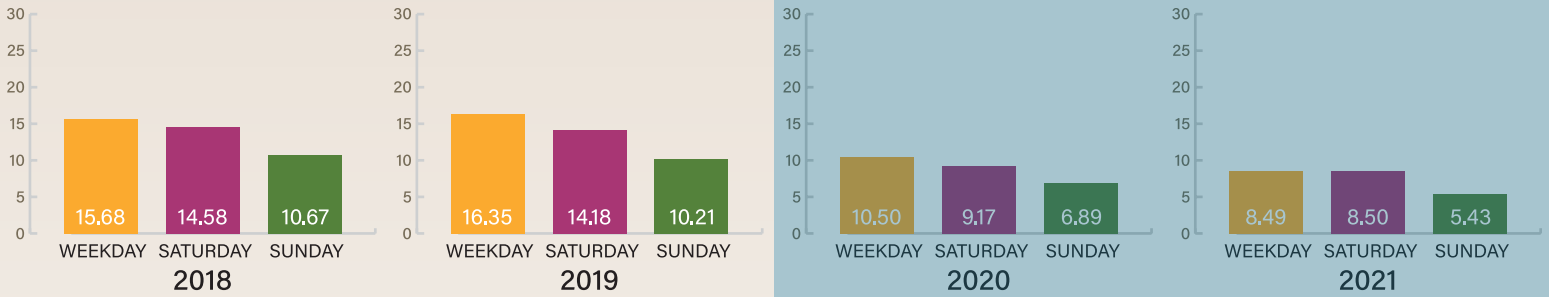
● Loop



*Ridership by trip data reported from 9/20/21 - 12/31/21.

COVID-19 PANDEMIC

Productivity: Average ridership per hour



On-Time Performance

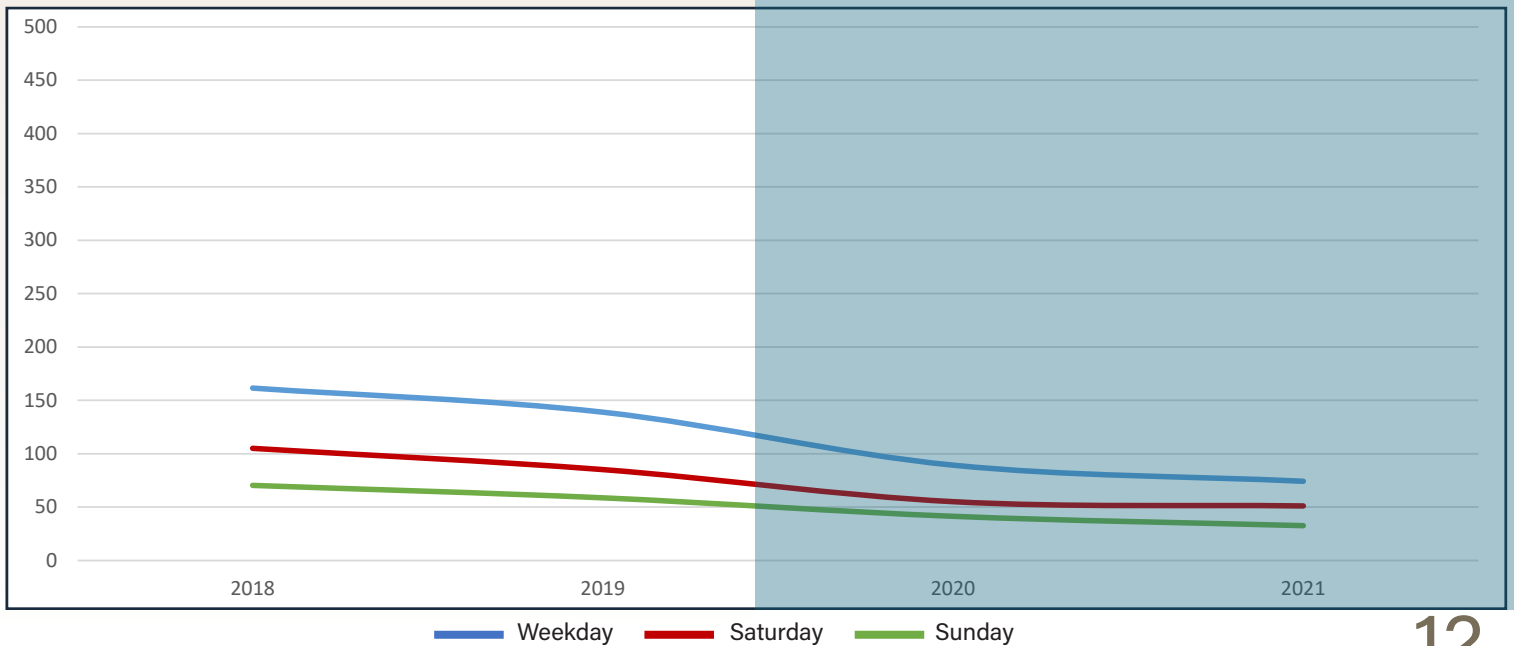
72%
2018

84%
2019

88%
2020

85%
2021

AVERAGE RIDERSHIP



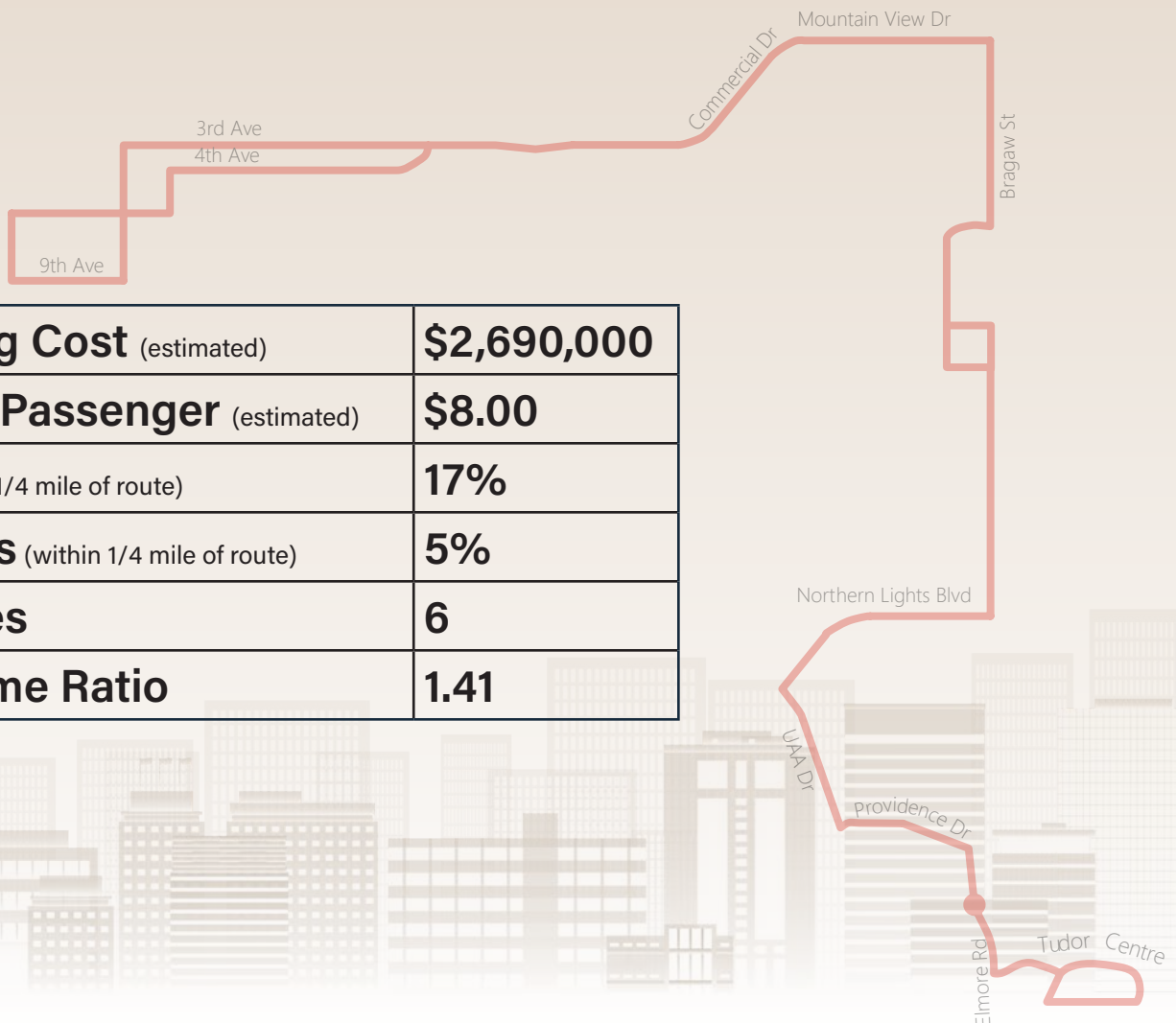
20 MOUNTAIN VIEW | UMED



Frequent Route: **15 min. peak frequency**

Route Length \approx **16 miles**

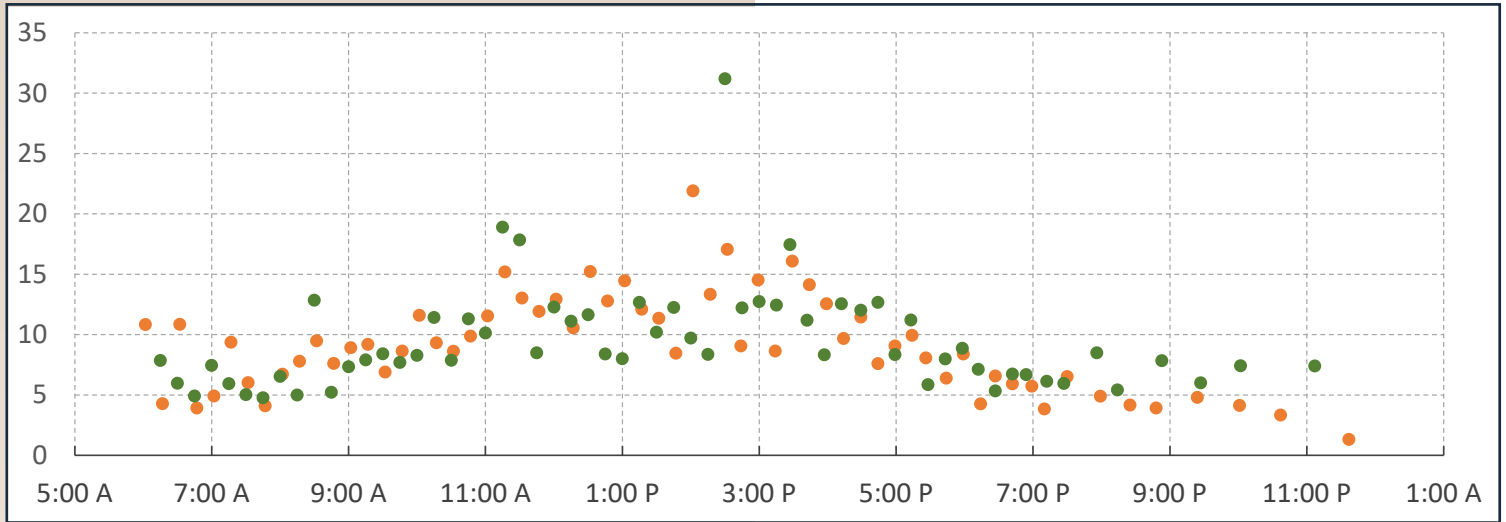
This route travels between the Downtown Transit Center and the Alaska Native Medical Center via 3rd & 4th Avenues, Mountain View Drive, Northway Mall, East High School, and UMed.



Operating Cost (estimated)	\$2,690,000
Cost per Passenger (estimated)	\$8.00
Jobs (within 1/4 mile of route)	17%
Residents (within 1/4 mile of route)	5%
# of Buses	6
Travel Time Ratio	1.41

RIDERSHIP BY TRIP: WEEKDAY

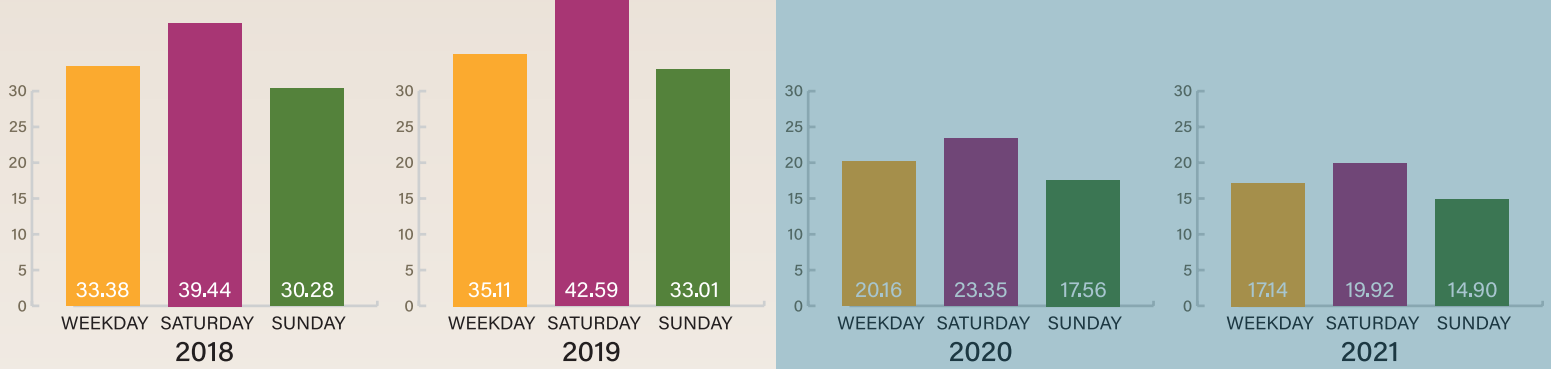
● Outbound ● Inbound



*Ridership by trip data reported from 9/20/21 - 12/31/21.

COVID-19 PANDEMIC

Productivity: Average ridership per hour



On-Time Performance

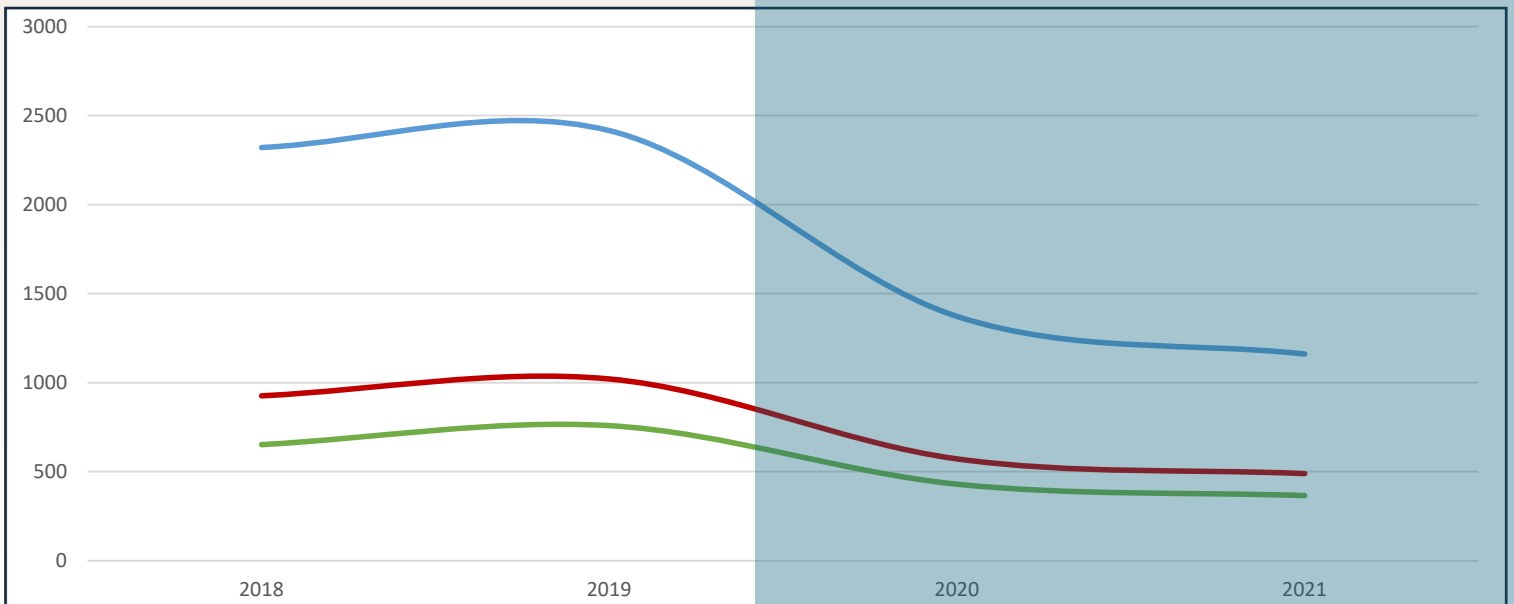
83%
2018

83%
2019

88%
2020

90%
2021

AVERAGE RIDERSHIP



— Weekday — Saturday — Sunday

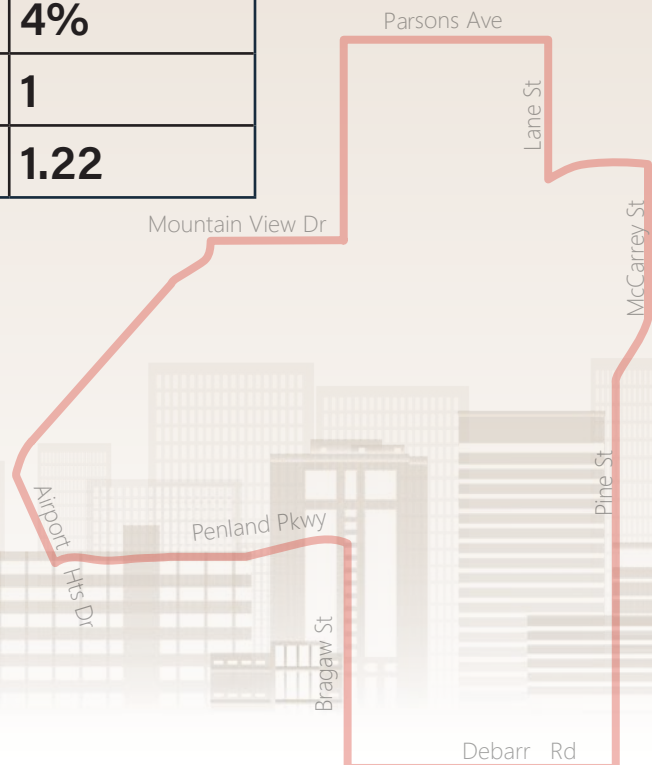
21 MTN. VIEW | NORTHWAY



Neighborhood Route: **30 min. peak frequency** Route Length \approx **5 miles**

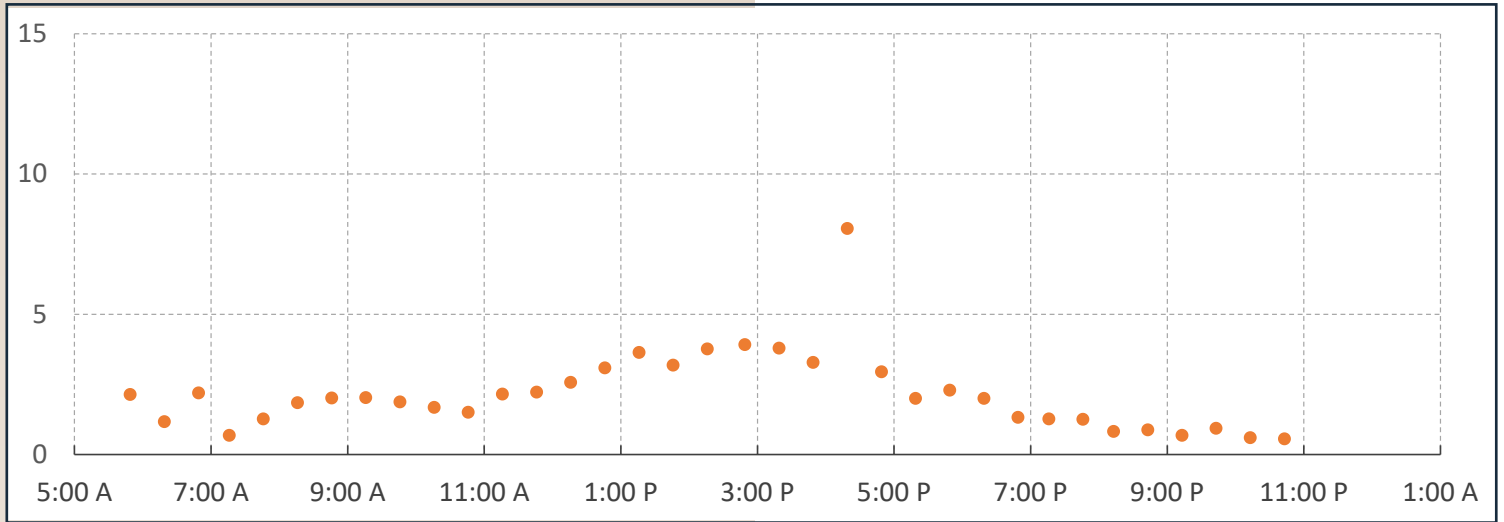
The Route 21 travels in a counterclockwise loop beginning on Penland Parkway at the Northway Mall. From Penland Parkway, the route travels on Bragaw Street, Debarr Road, Pine Street, McCarrey Street, Mountain View Drive, Lane Street, and Parsons Avenue before returning to the Penland Parkway via Bragaw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

Operating Cost (estimated)	\$560,000
Cost per Passenger (estimated)	\$21.82
Jobs (within 1/4 mile of route)	2%
Residents (within 1/4 mile of route)	4%
# of Buses	1
Travel Time Ratio	1.22



RIDERSHIP BY TRIP: WEEKDAY

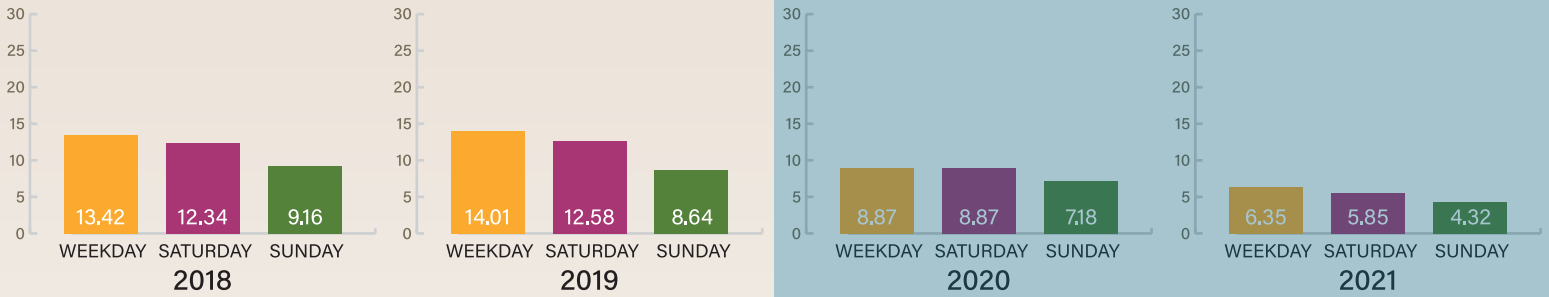
● Loop



*Ridership by trip data reported from 9/20/21 - 12/31/21.

COVID-19 PANDEMIC

Productivity: Average ridership per hour



On-Time Performance

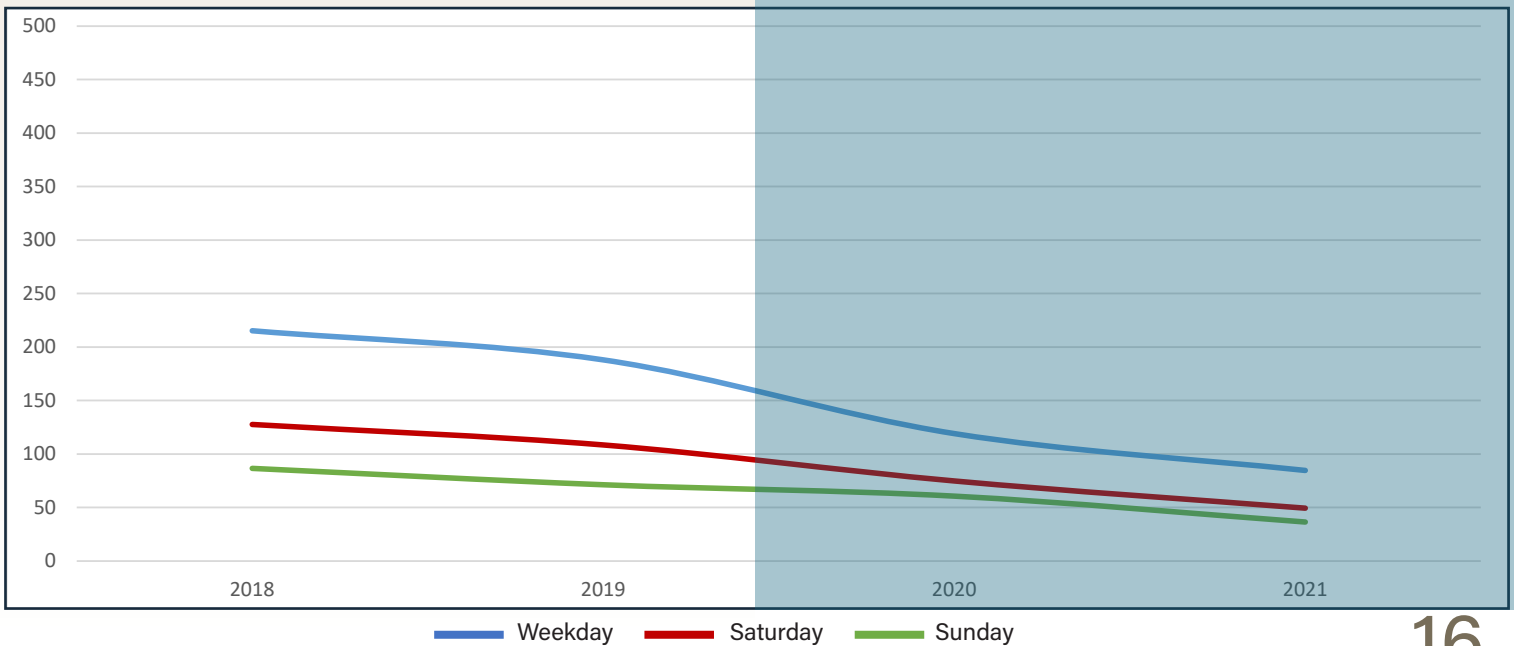
73%
2018

91%
2019

90%
2020

90%
2021

AVERAGE RIDERSHIP



25 TUDOR

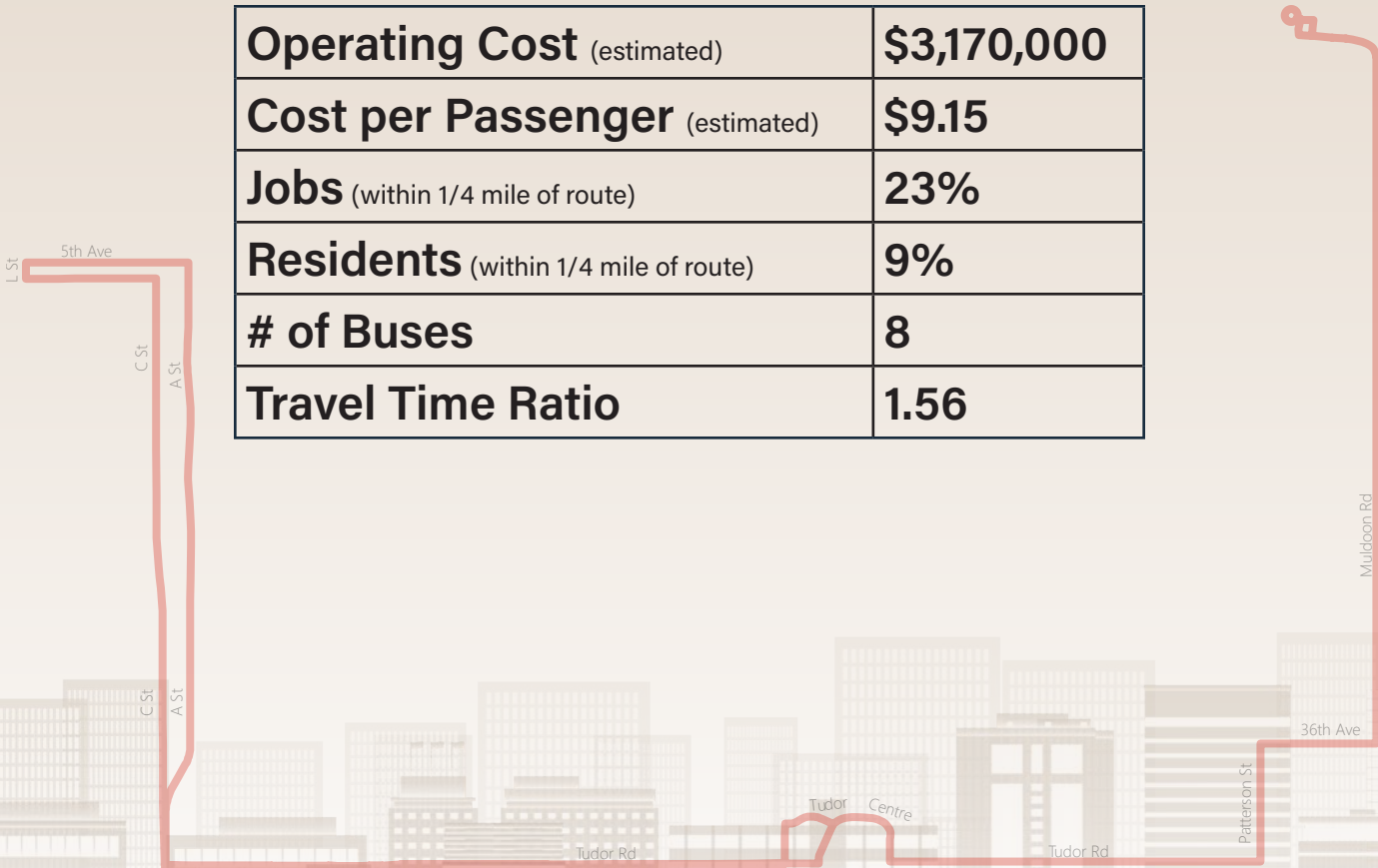


Standard Route: **15-30 min. peak frequency**

Route Length \approx **25 miles**

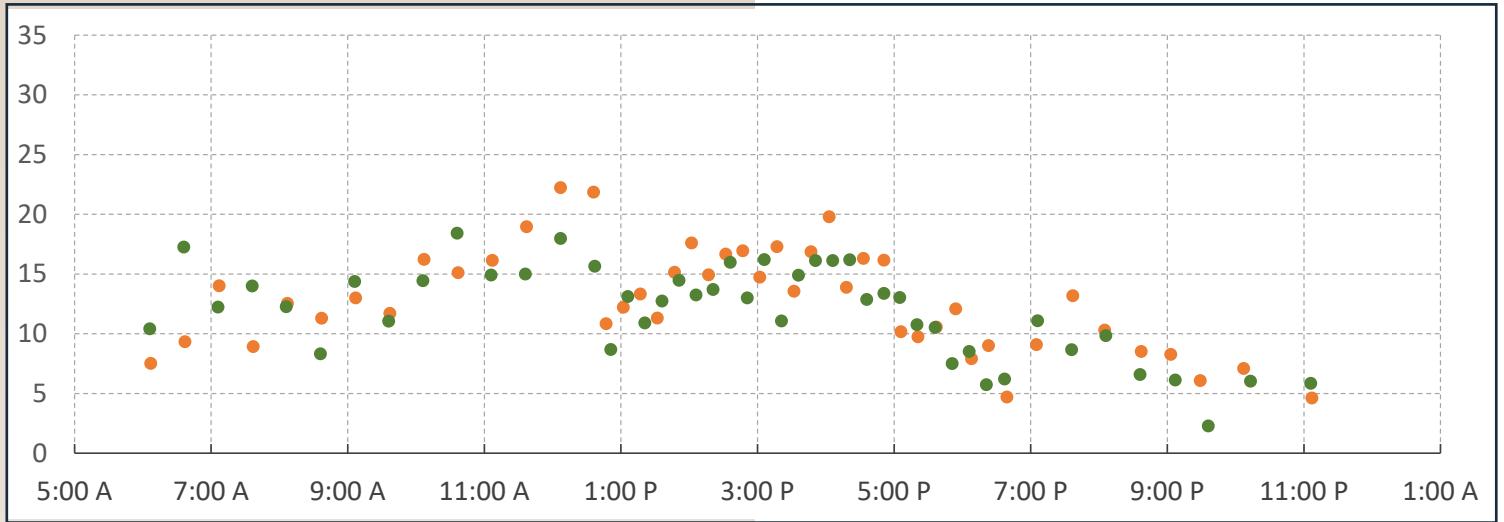
This route travels between the Downtown Transit Center and the V.A. Clinic via A & C Streets, Tudor Road, the Alaska Native Medical Center, and Muldoon Road.

Operating Cost (estimated)	\$3,170,000
Cost per Passenger (estimated)	\$9.15
Jobs (within 1/4 mile of route)	23%
Residents (within 1/4 mile of route)	9%
# of Buses	8
Travel Time Ratio	1.56



RIDERSHIP BY TRIP: WEEKDAY

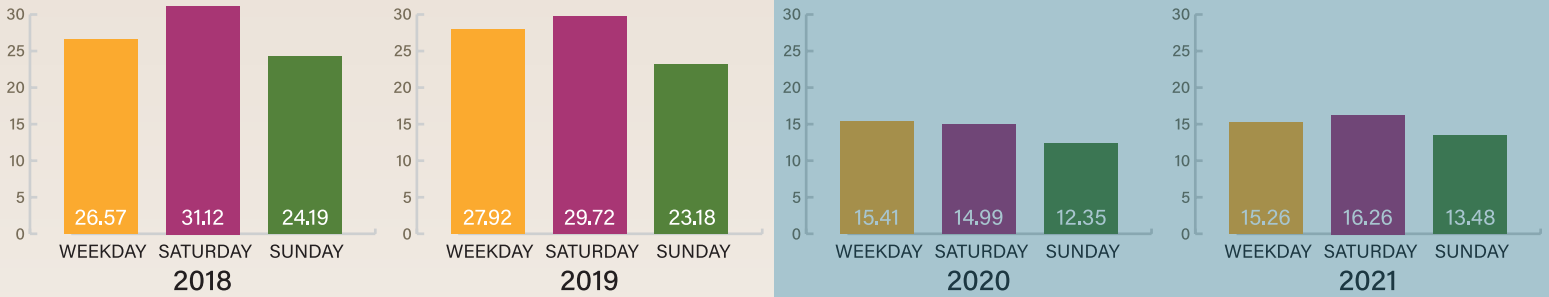
● Outbound ● Inbound



*Ridership by trip data reported from 9/20/21 - 12/31/21.

COVID-19 PANDEMIC

Productivity: Average ridership per hour



On-Time Performance

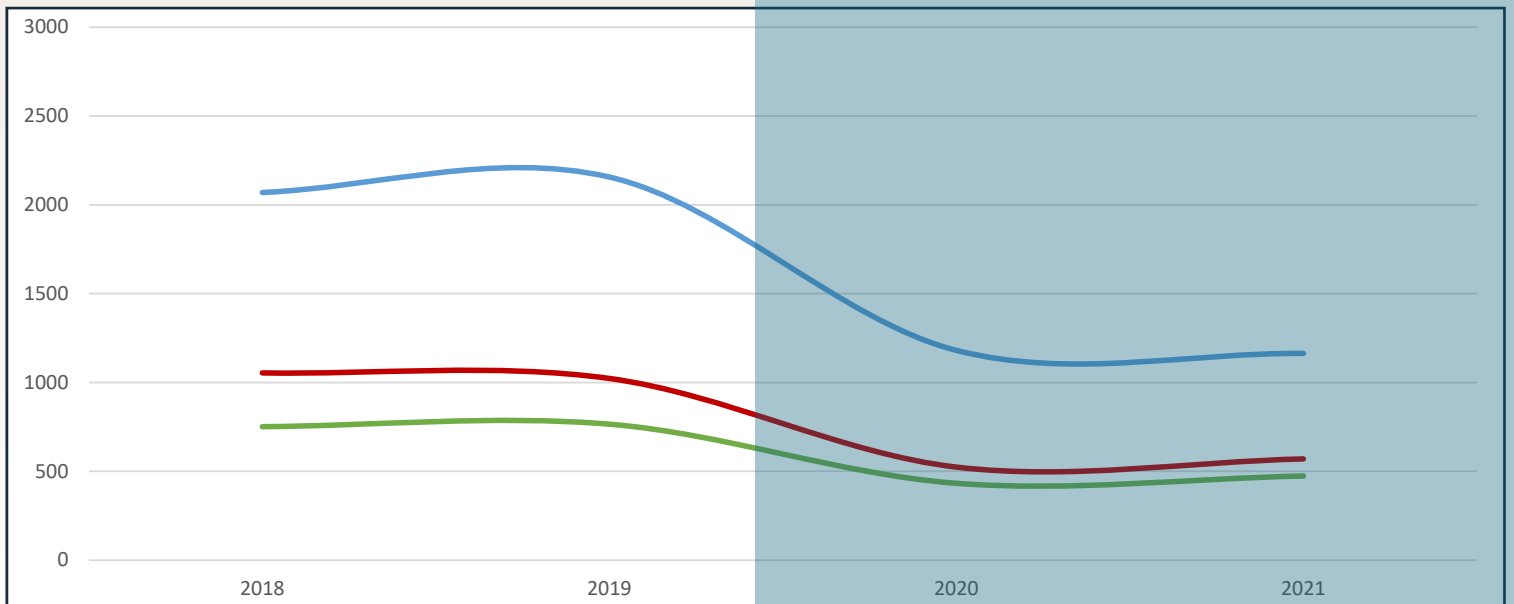
82%
2018

83%
2019

89%
2020

86%
2021

AVERAGE RIDERSHIP



— Weekday — Saturday — Sunday

30 DEBARR

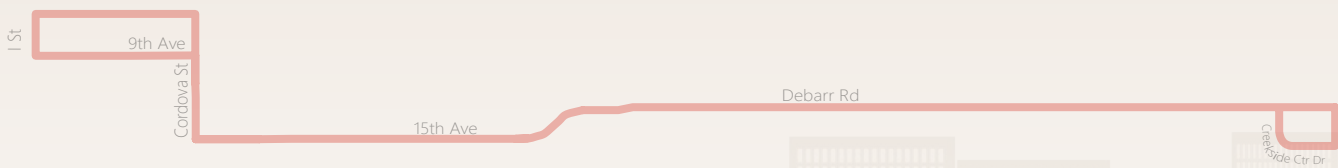


Frequent Route: **15 min. peak frequency**

Route Length \approx **13 miles**

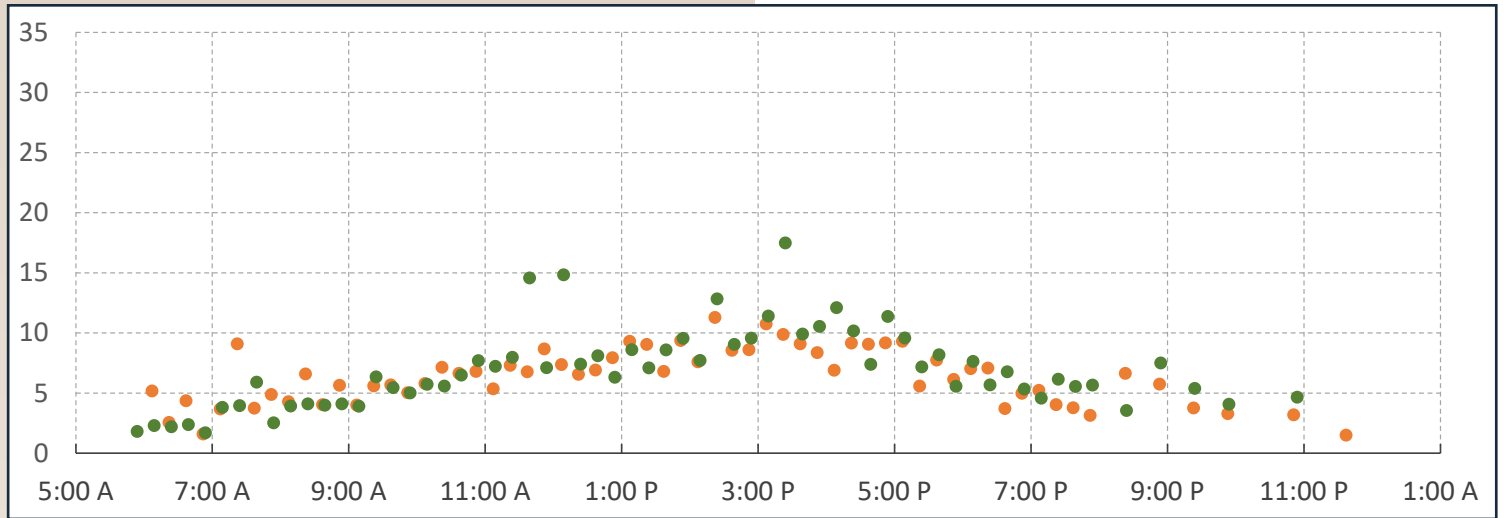
This route travels between the Downtown Transit Center and the Muldoon Transit Hub via Cordova Street, 15th Avenue, Alaska Regional Hospital, and Debarr Road.

Operating Cost (estimated)	\$2,150,000
Cost per Passenger (estimated)	\$8.38
Jobs (within 1/4 mile of route)	12%
Residents (within 1/4 mile of route)	6%
# of Buses	5
Travel Time Ratio	1.40



RIDERSHIP BY TRIP: WEEKDAY

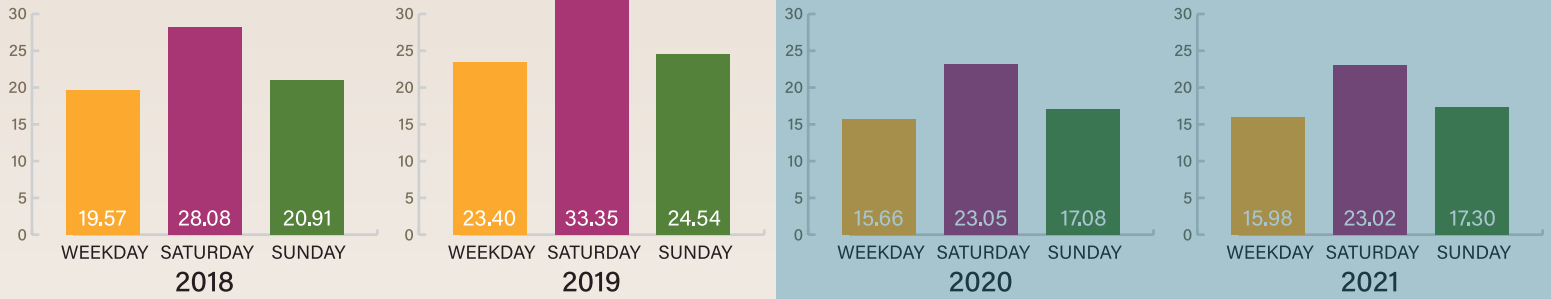
● Outbound ● Inbound



*Ridership by trip data reported from 9/20/21 - 12/31/21.

COVID-19 PANDEMIC

Productivity: Average ridership per hour



On-Time Performance

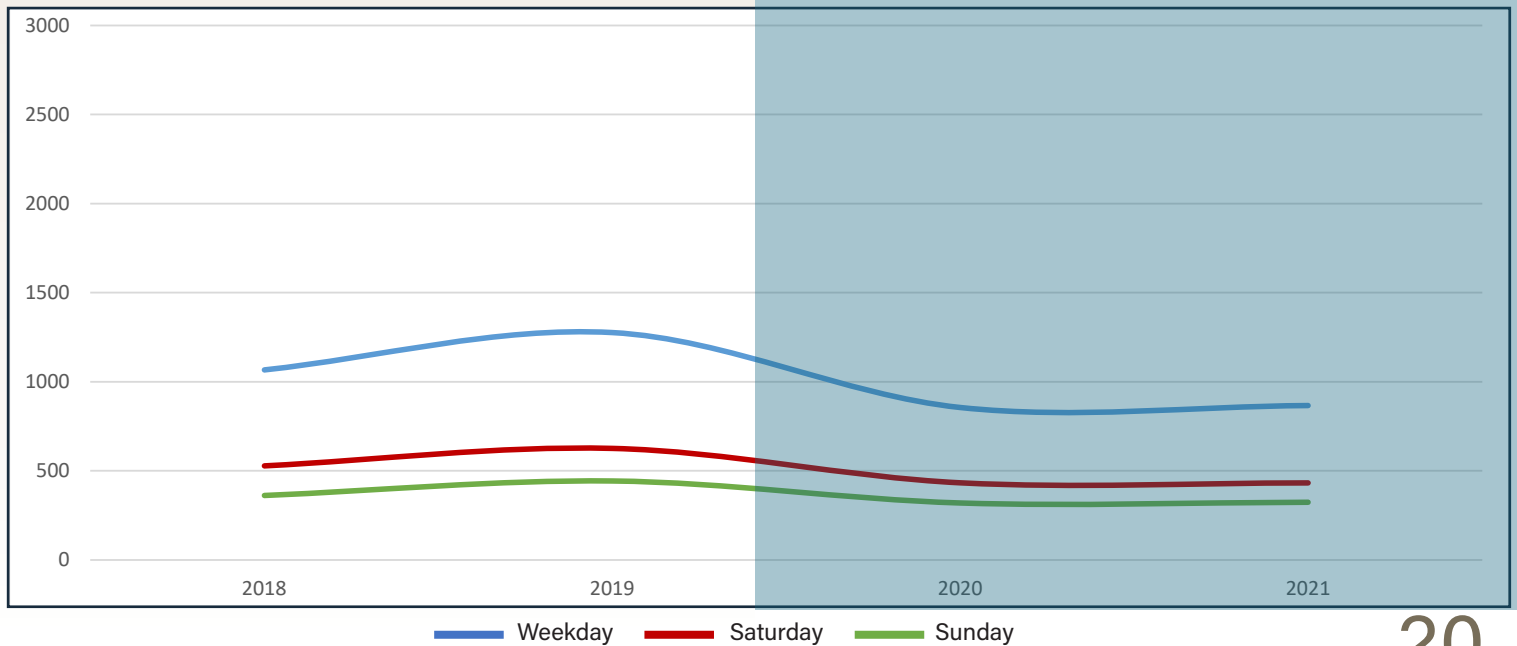
85%
2018

89%
2019

90%
2020

90%
2021

AVERAGE RIDERSHIP



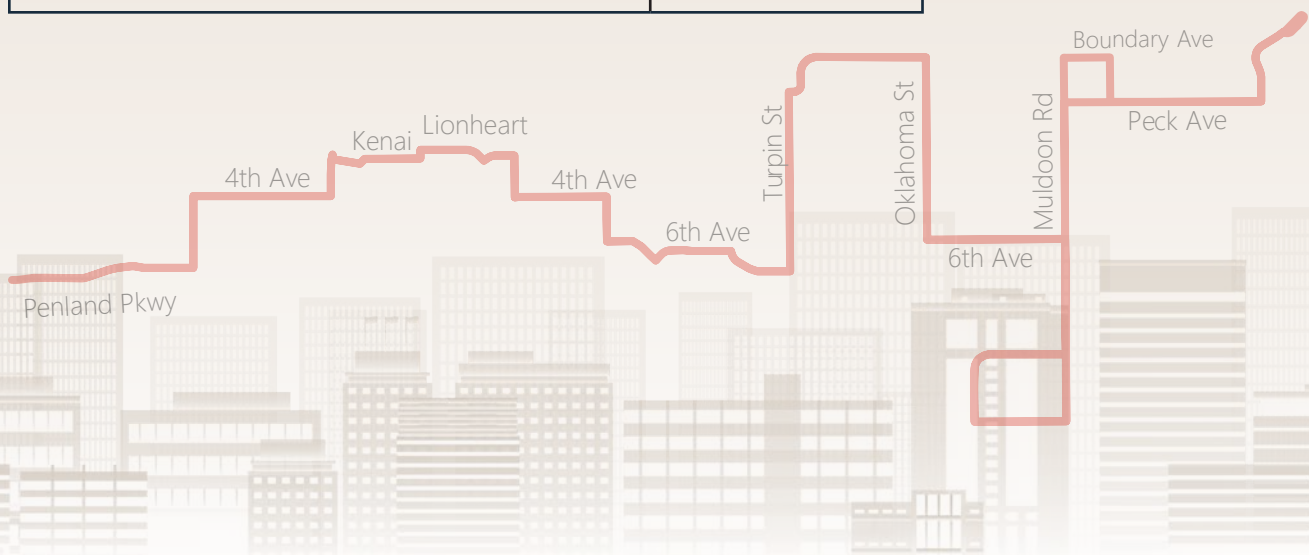
31 NORTHEAST



Neighborhood Route: **30 min. peak frequency** Route Length \approx **15 miles**

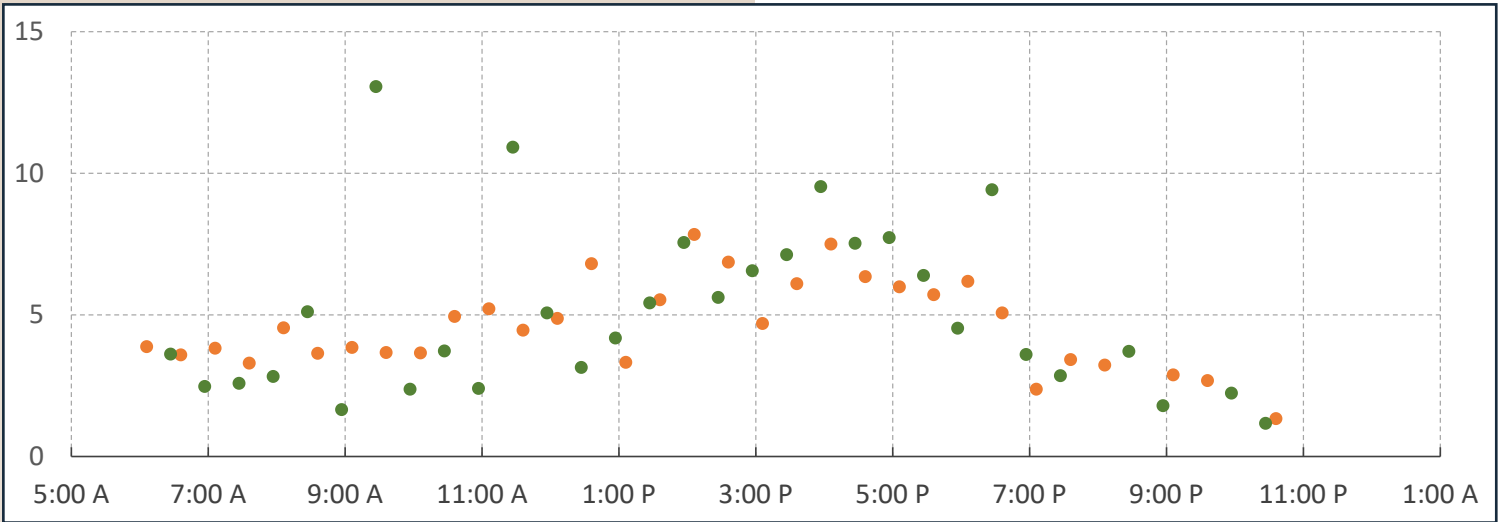
This route travels between Northway Mall, the Muldoon Transit Hub, and Centennial Village via Penland Parkway, 4th Avenue, Turpin Street, Oklahoma Street, 6th Avenue, Muldoon Road, Creekside Center Drive, and Peck Avenue.

Operating Cost (estimated)	\$1,580,000
Cost per Passenger (estimated)	\$17.07
Jobs (within 1/4 mile of route)	2%
Residents (within 1/4 mile of route)	6%
# of Buses	3
Travel Time Ratio	1.23



RIDERSHIP BY TRIP: WEEKDAY

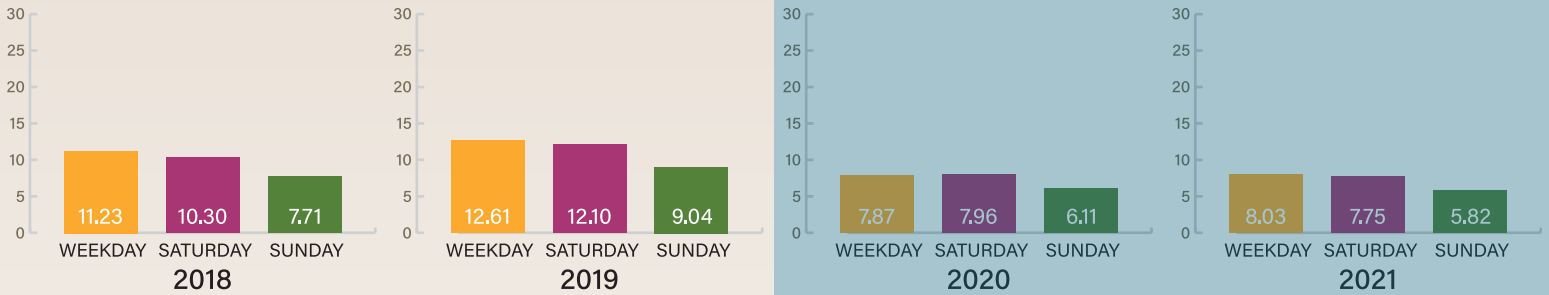
● Outbound ● Inbound



*Ridership by trip data reported from 9/20/21 - 12/31/21.

COVID-19 PANDEMIC

Productivity: Average ridership per hour



On-Time Performance

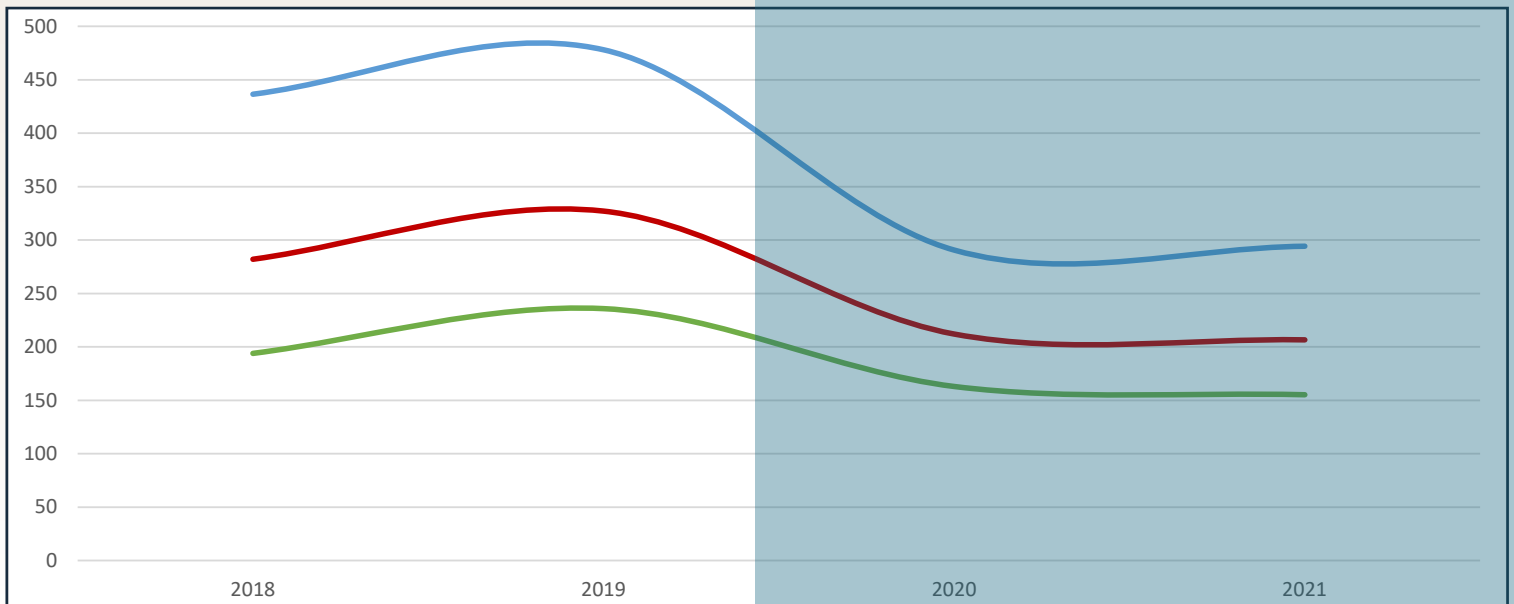
74%
2018

86%
2019

86%
2020

87%
2021

AVERAGE RIDERSHIP



— Weekday — Saturday — Sunday

35 ARCTIC

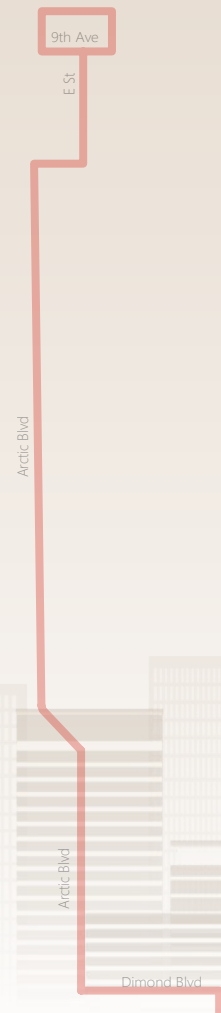


Standard Route: **30 min. peak frequency**

Route Length \approx **13 miles**

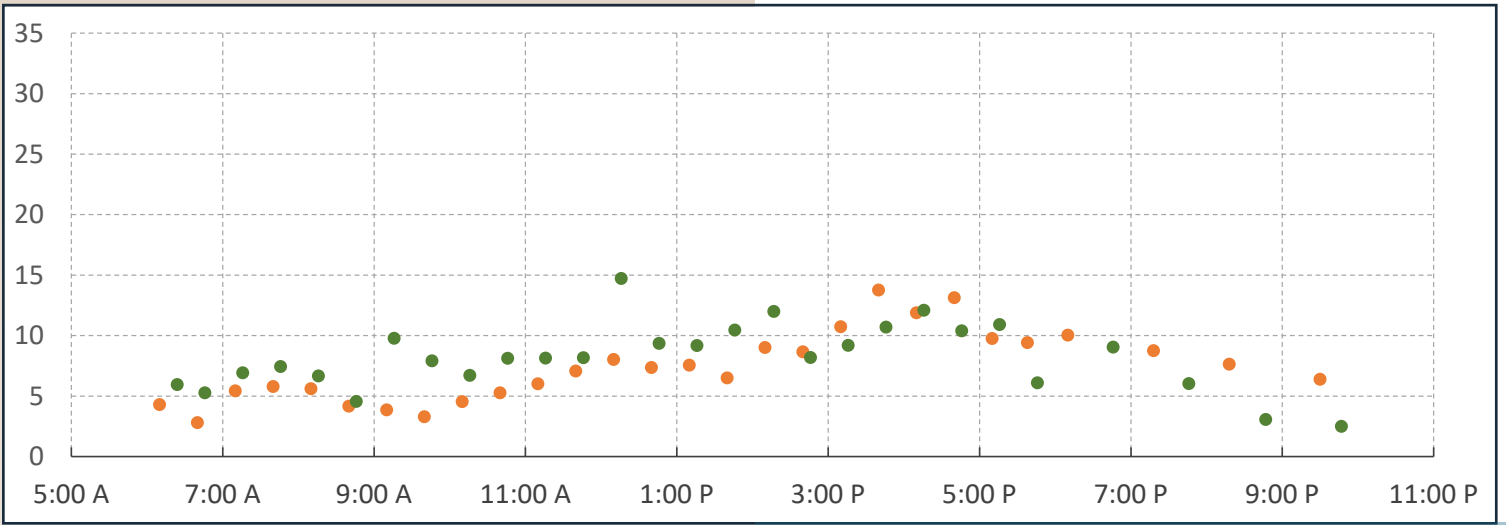
This route travels between the Downtown Transit Center and the Dimond Transit Center via Valley of the Moon Park and Arctic Boulevard.

Operating Cost (estimated)	\$1,180,000
Cost per Passenger (estimated)	\$7.76
Jobs (within 1/4 mile of route)	14%
Residents (within 1/4 mile of route)	4%
# of Buses	3
Travel Time Ratio	1.33



RIDERSHIP BY TRIP: WEEKDAY

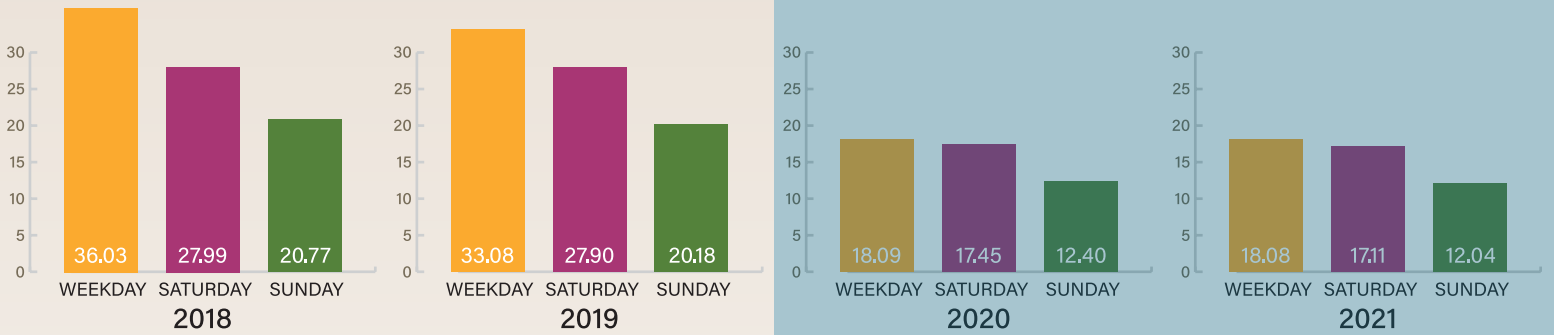
● Outbound ● Inbound



*Ridership by trip data reported from 9/20/21 - 12/31/21.

COVID-19 PANDEMIC

Productivity: Average ridership per hour



On-Time Performance

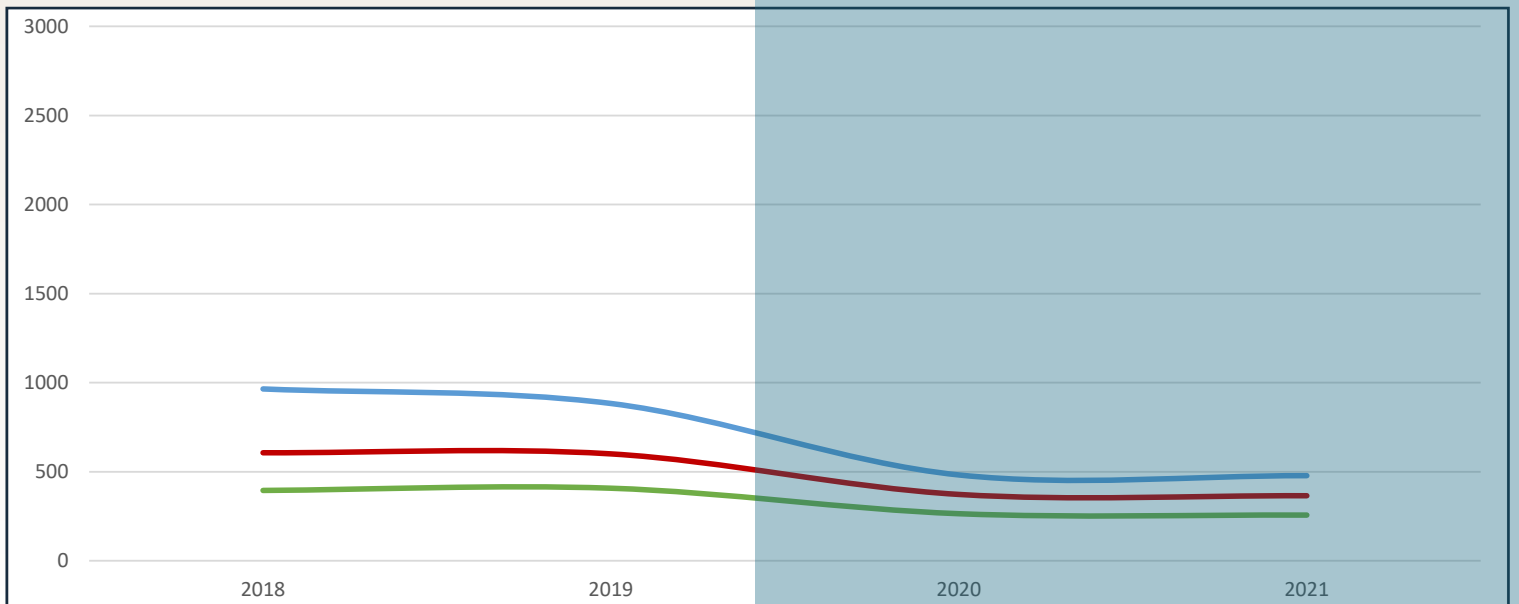
82%
2018

85%
2019

90%
2020

90%
2021

AVERAGE RIDERSHIP



— Weekday — Saturday — Sunday

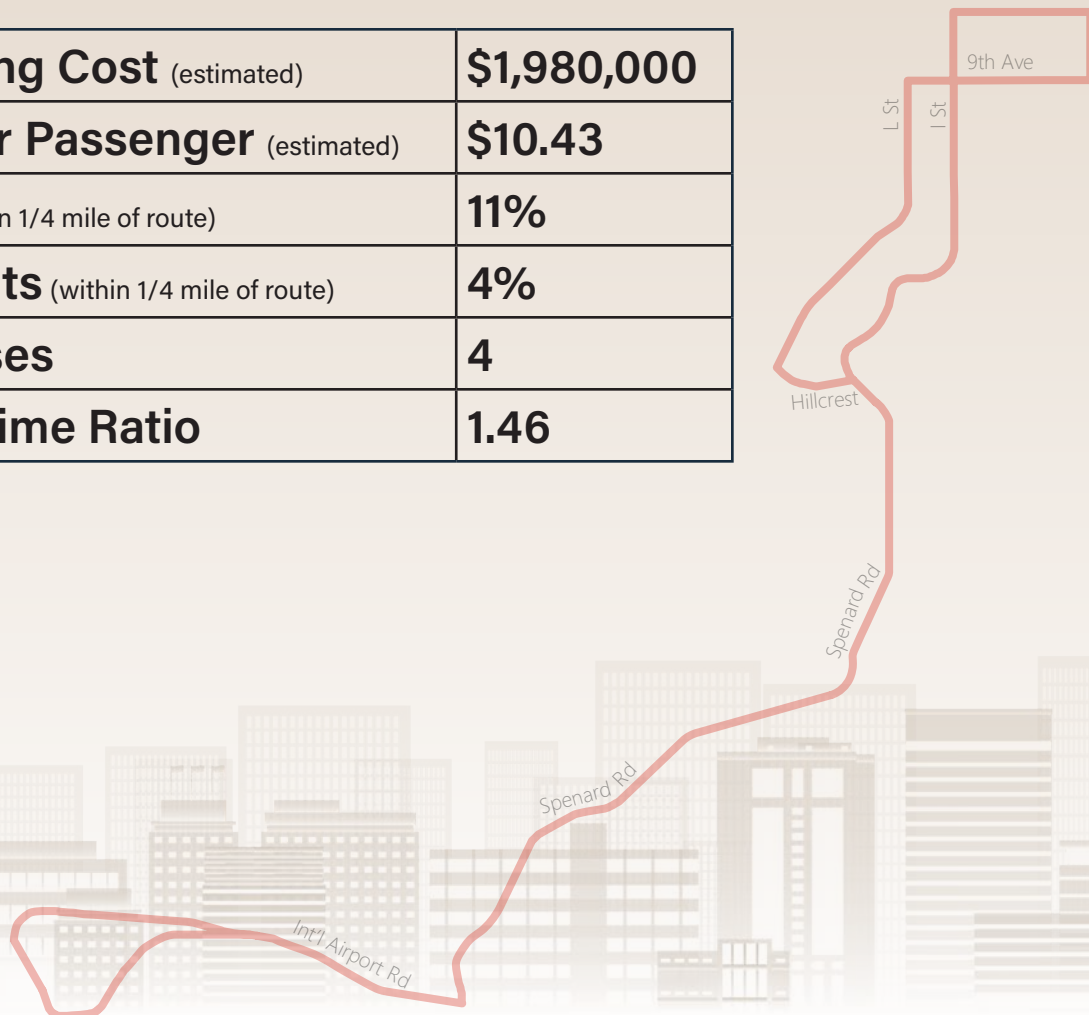
40 SPENARD | AIRPORT



Frequent Route: **15 min. peak frequency** Route Length \approx **16 miles**

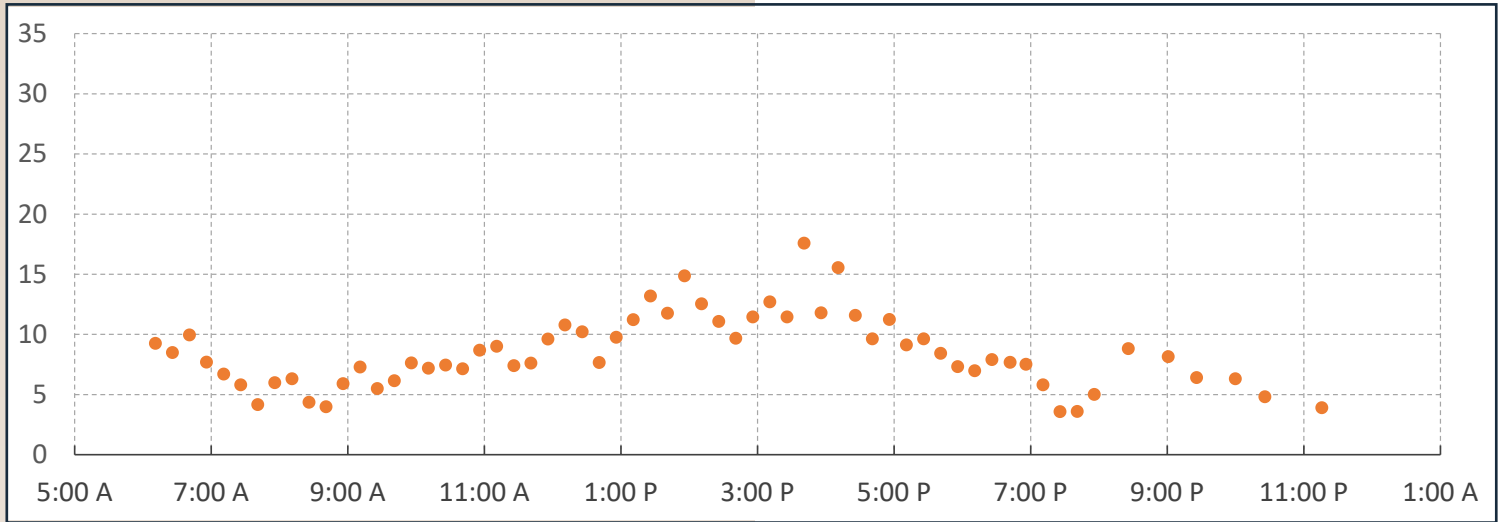
Route 40 travels in a loop between the Downtown Transit Center and the Ted Stevens Anchorage International Airport via Spenard Road. The route begins and ends at the Downtown Transit Center.

Operating Cost (estimated)	\$1,980,000
Cost per Passenger (estimated)	\$10.43
Jobs (within 1/4 mile of route)	11%
Residents (within 1/4 mile of route)	4%
# of Buses	4
Travel Time Ratio	1.46



RIDERSHIP BY TRIP: WEEKDAY

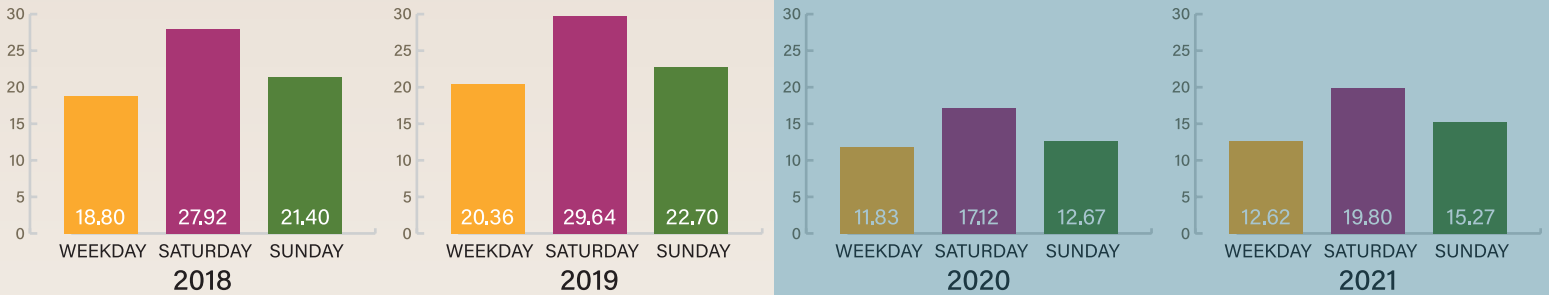
● Loop



*Ridership by trip data reported from 9/20/21 - 12/31/21.

COVID-19 PANDEMIC

Productivity: Average ridership per hour



On-Time Performance

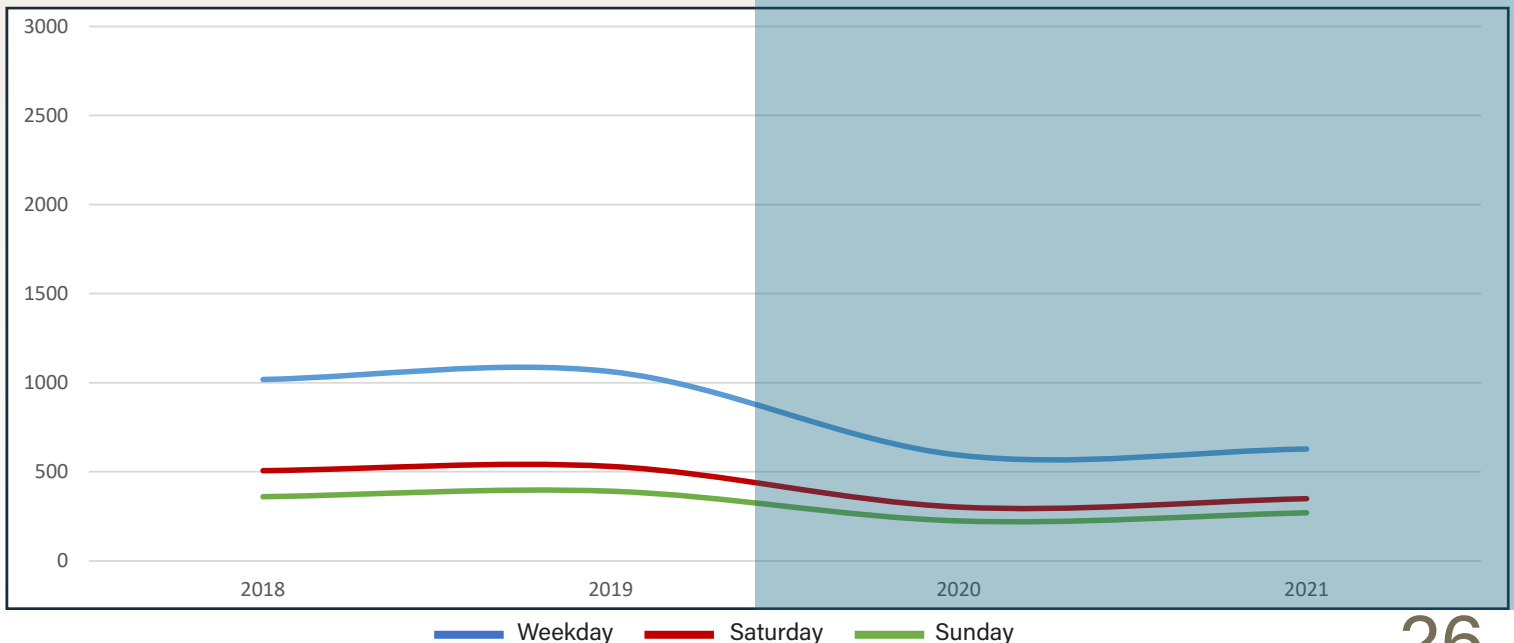
89%
2018

87%
2019

90%
2020

87%
2021

AVERAGE RIDERSHIP



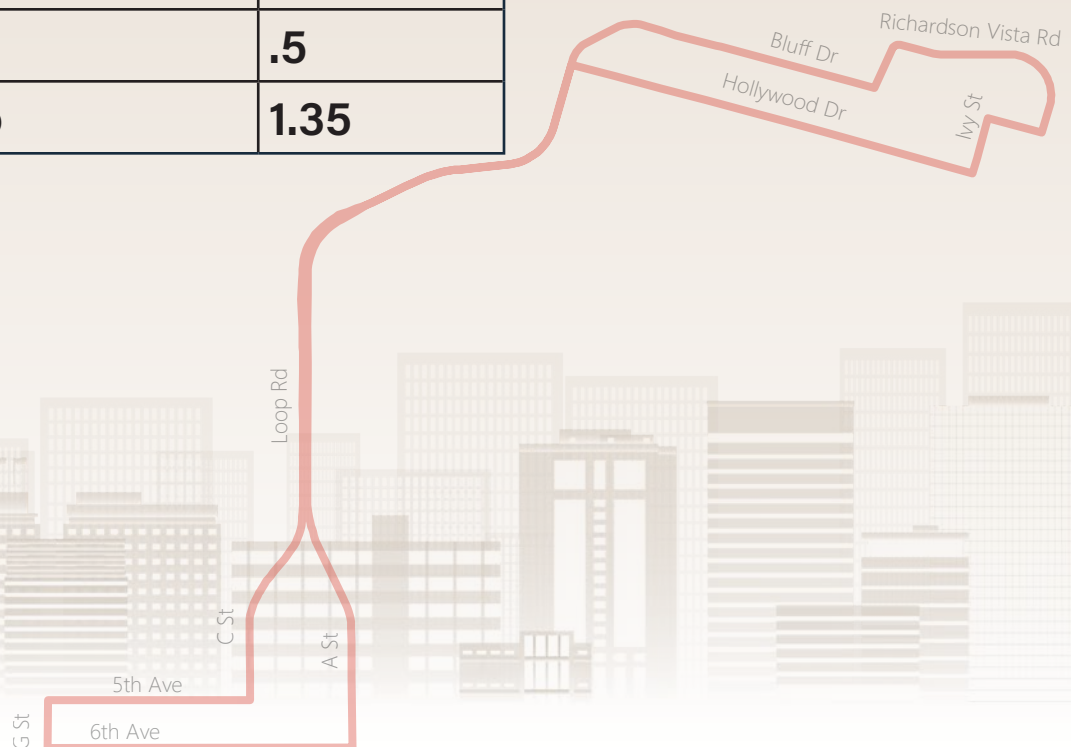
41 GOVERNMENT HILL



Neighborhood Route: **60 min. peak frequency** Route Length \approx **4.5 miles**

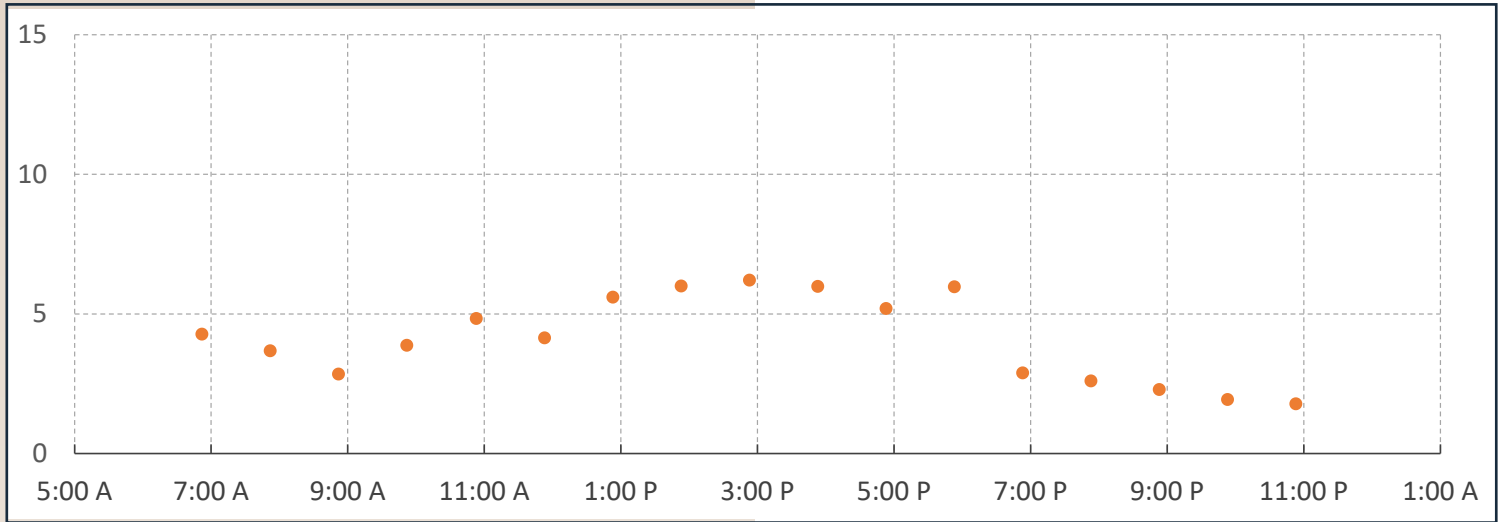
This route travels from City Hall to the Anchorage Museum, Bluff Drive, Richardson Vista Road, Ivy Street, Hollywood Driver and returns to City Hall.

Operating Cost (estimated)	\$240,000
Cost per Passenger (estimated)	\$10.81
Jobs (within 1/4 mile of route)	8%
Residents (within 1/4 mile of route)	1%
# of Buses	.5
Travel Time Ratio	1.35



RIDERSHIP BY TRIP: WEEKDAY

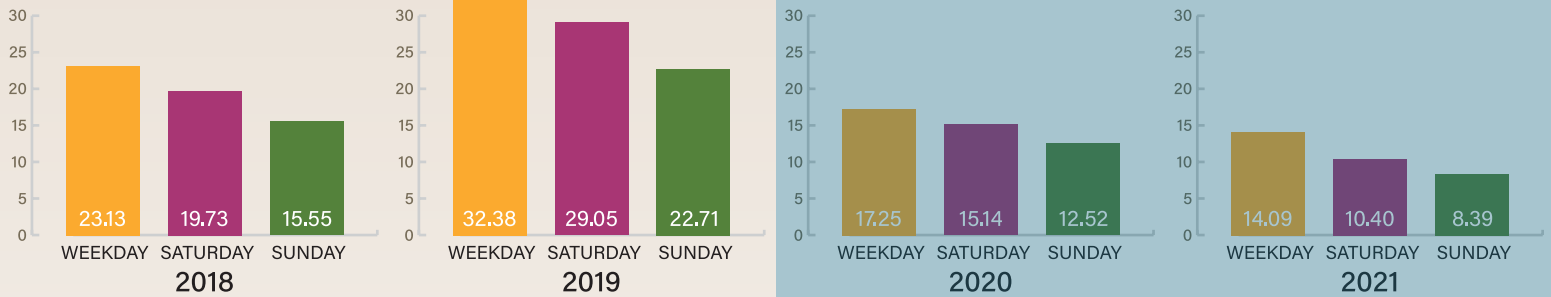
● Loop



*Ridership by trip data reported from 9/20/21 - 12/31/21.

COVID-19 PANDEMIC

Productivity: Average ridership per hour



On-Time Performance

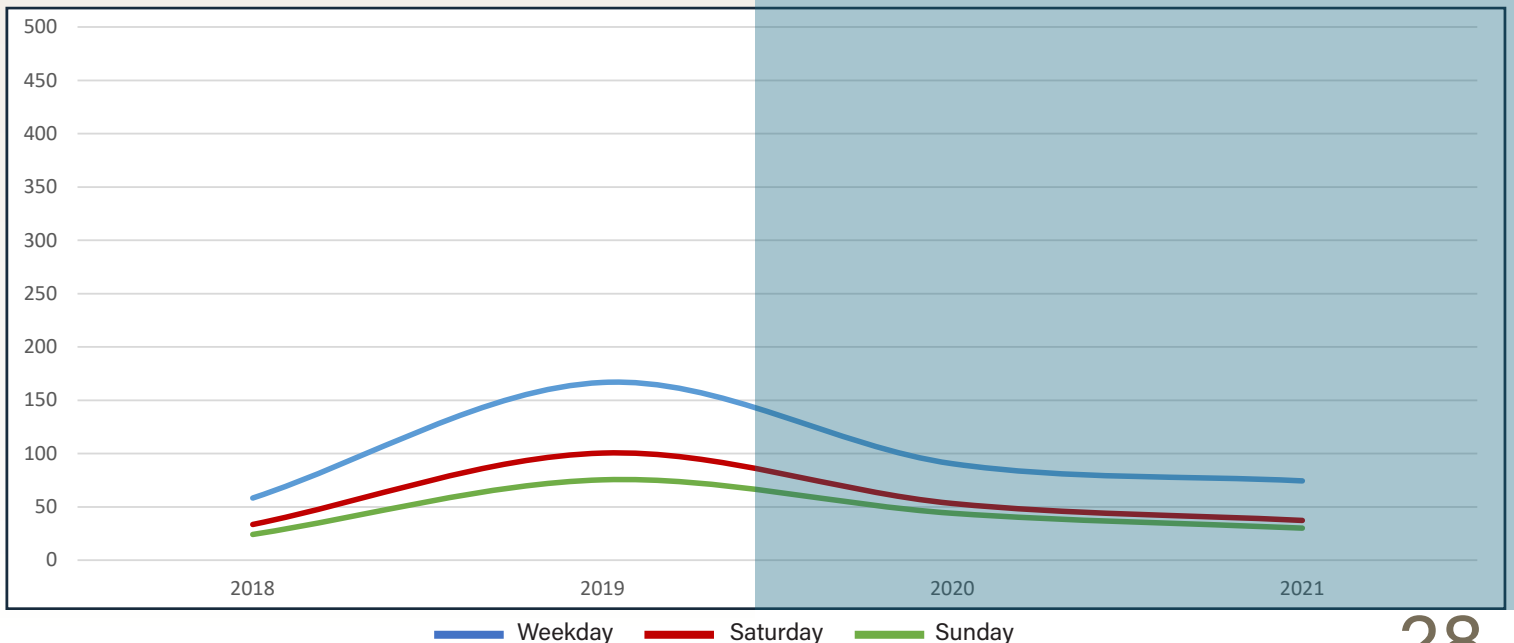
82%
2018

83%
2019

84%
2020

90%
2021

AVERAGE RIDERSHIP



55 LAKE OTIS

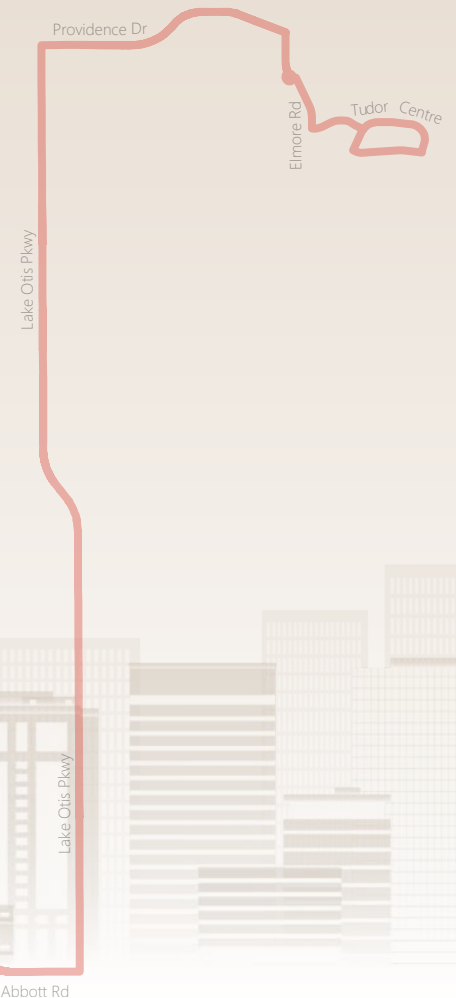


Standard Route: **30 min. peak frequency**

Route Length \approx **14 miles**

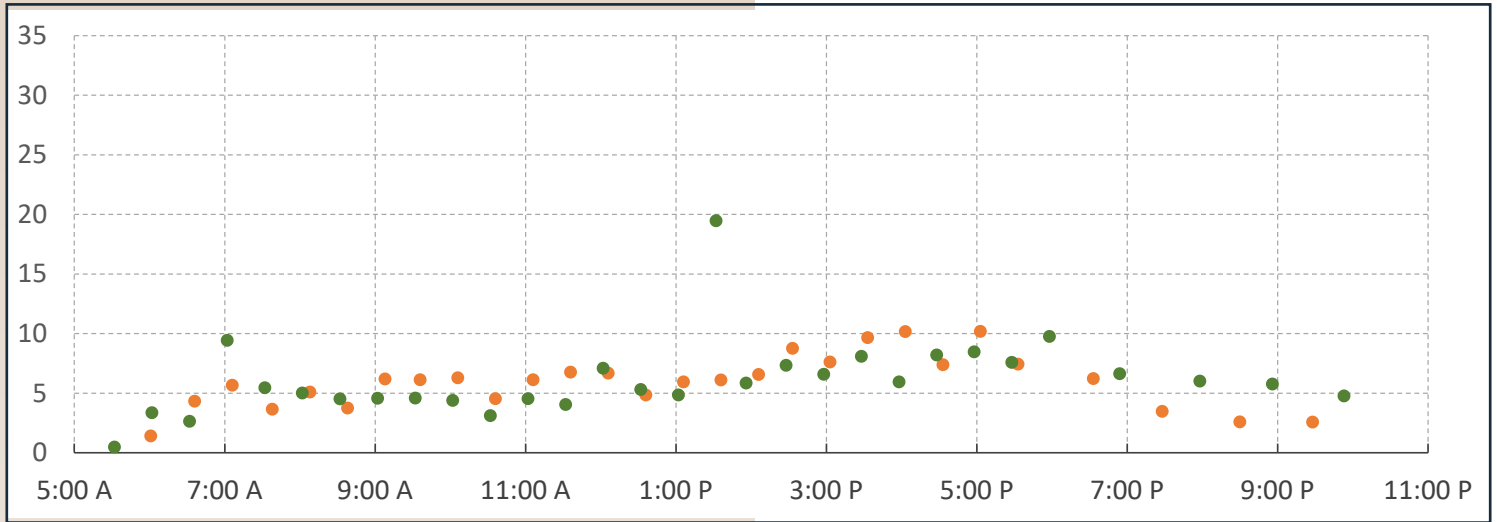
This route travels between the Dimond Transit Center and Alaska Native Medical Center via Abbott Road, Lake Otis Parkway, Providence Drive, and Tudor Centre Drive.

Operating Cost (estimated)	\$1,080,000
Cost per Passenger (estimated)	\$10.56
Jobs (within 1/4 mile of route)	10%
Residents (within 1/4 mile of route)	4%
# of Buses	2
Travel Time Ratio	1.19



RIDERSHIP BY TRIP: WEEKDAY

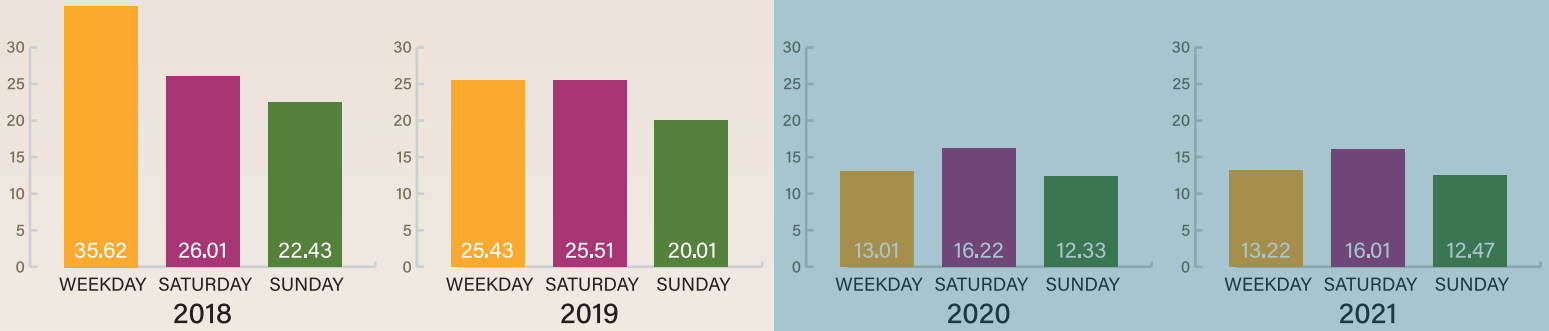
● Outbound ● Inbound



*Ridership by trip data reported from 9/20/21 - 12/31/21.

COVID-19 PANDEMIC

Productivity: Average ridership per hour



On-Time Performance

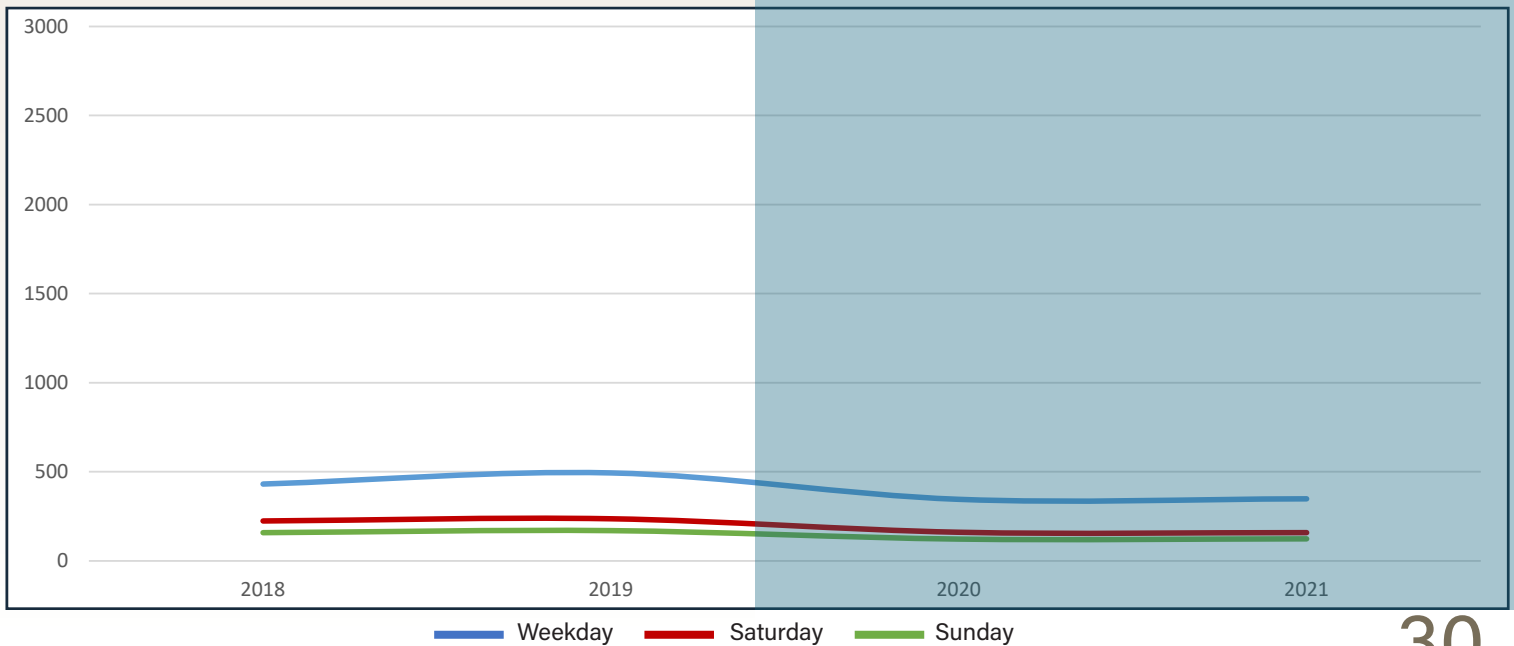
90%
2018

87%
2019

93%
2020

92%
2021

AVERAGE RIDERSHIP



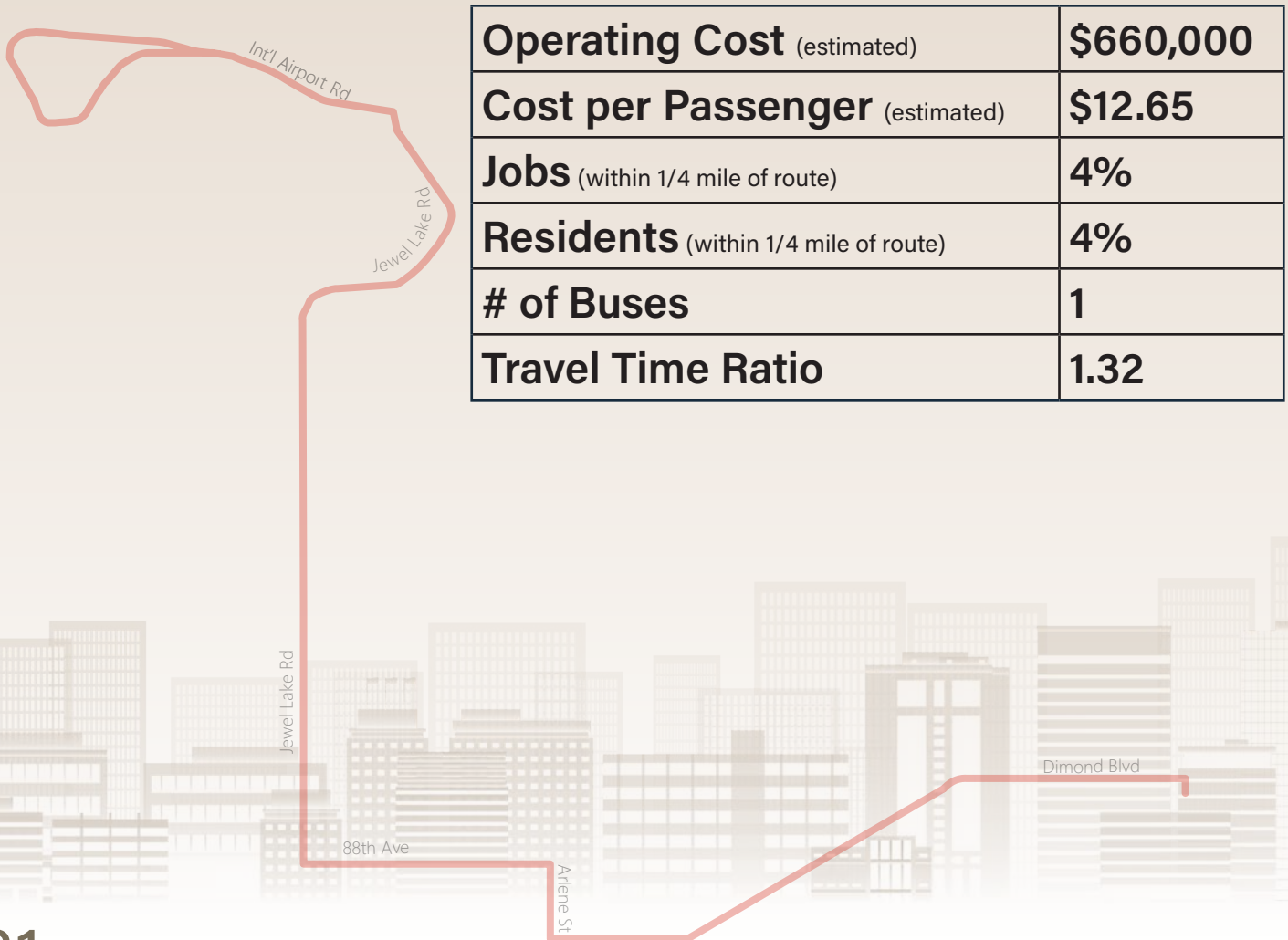
65 JEWEL LAKE



Standard Route: **60 min. peak frequency**

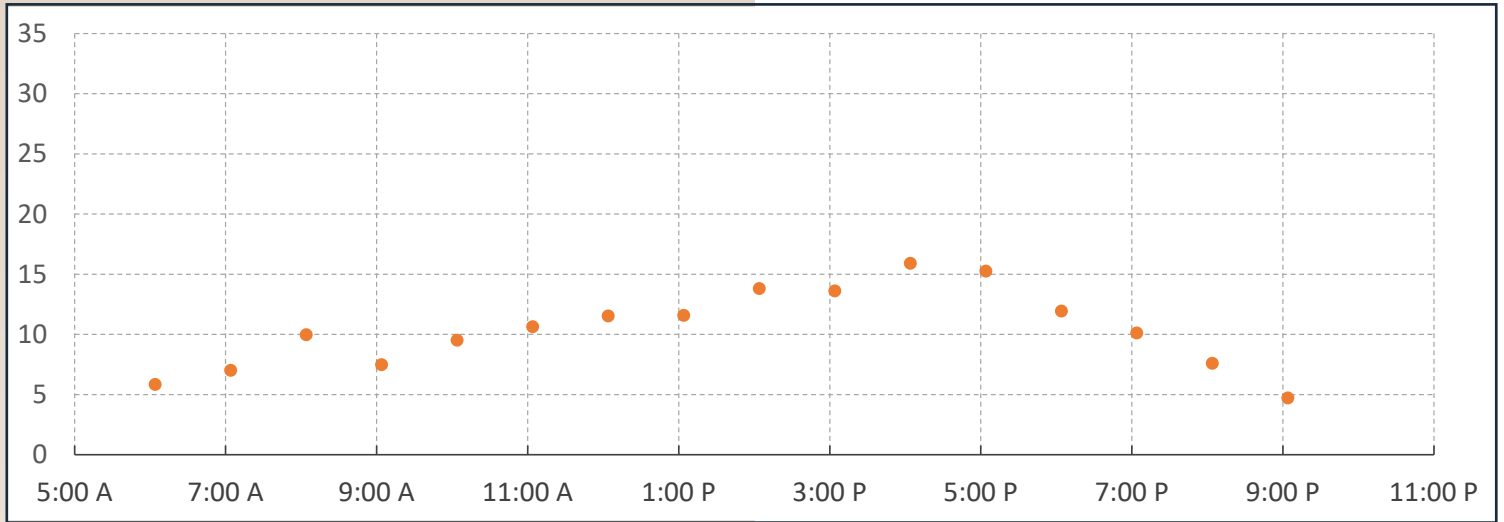
Route Length \approx **15 miles**

This route travels in a loop between the Dimond Transit Center and the Ted Stevens Anchorage International Airport via Dimond Boulevard, 88th Avenue, Jewel Lake Road, and International Airport Road. The route begins and ends at the Dimond Transit Center.



RIDERSHIP BY TRIP: WEEKDAY

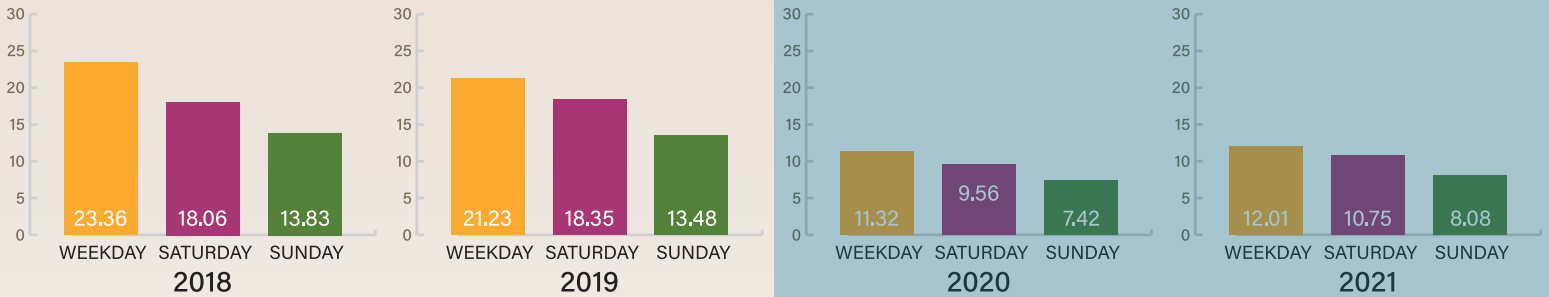
● Loop



*Ridership by trip data reported from 9/20/21 - 12/31/21.

COVID-19 PANDEMIC

Productivity: Average ridership per hour



On-Time Performance

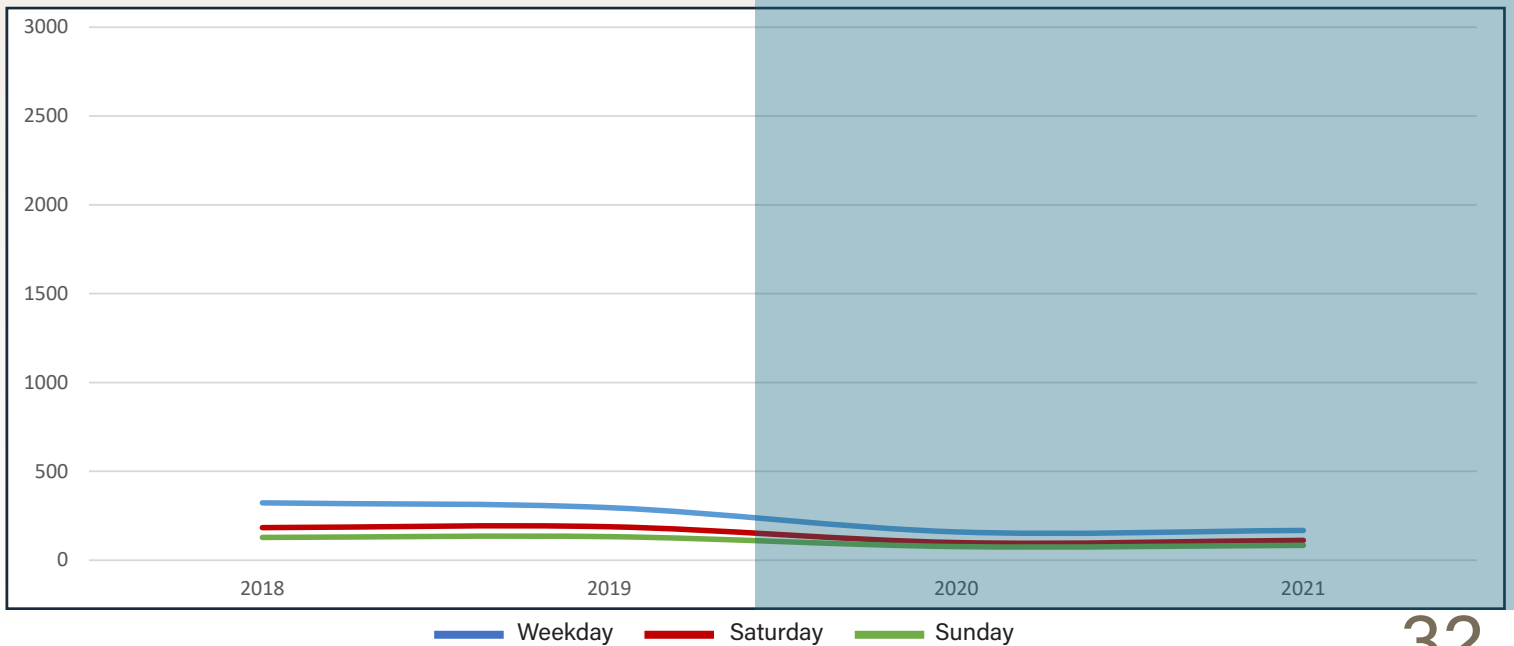
88%
2018

88%
2019

93%
2020

91%
2021

AVERAGE RIDERSHIP



85 OLD SEWARD



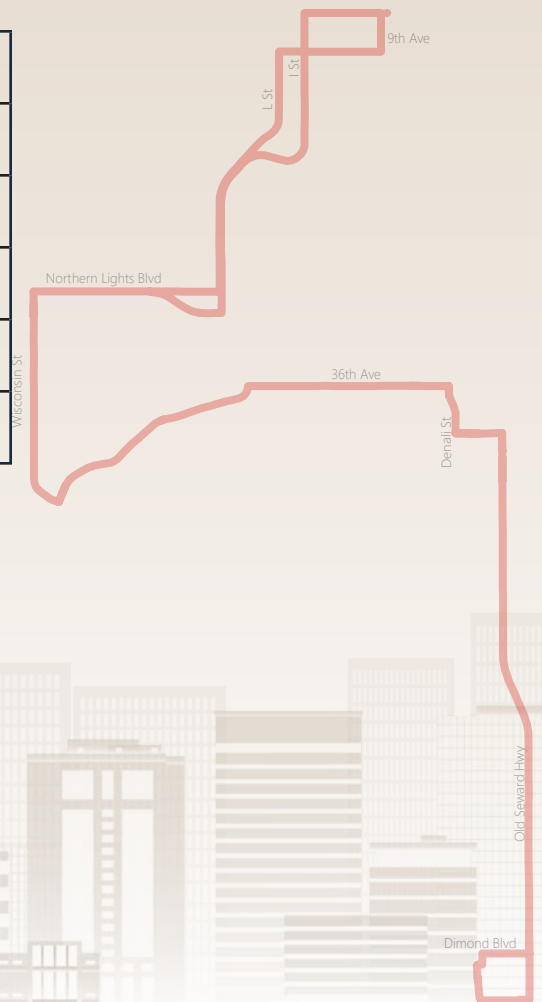
Standard Route: **60 min. peak frequency**

Route Length \approx **21 miles**

This route travels between City Hall, the Anchorage Museum, and the Dimond Transit Center via Wisconsin Street, 36th Avenue, the Loussac Library, and the Old Seward Highway.

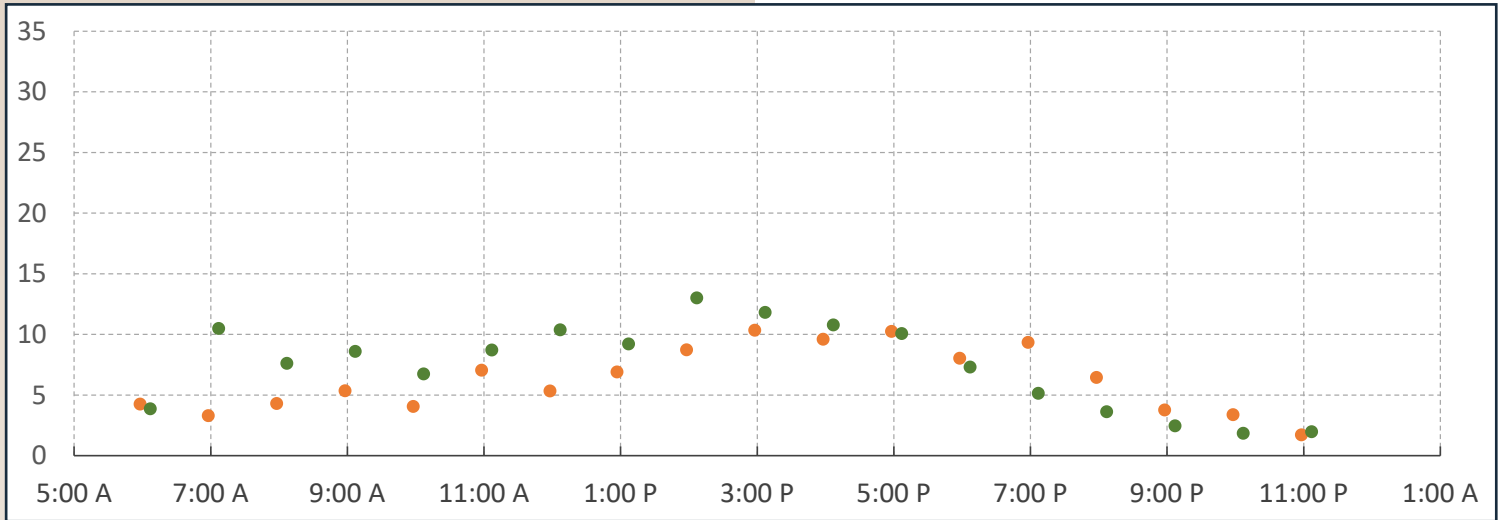
Operating Cost	\$320,000*
Cost per Passenger	\$14.71
Jobs (within 1/4 mile of route)	19%
Residents (within 1/4 mile of route)	7%
# of Buses	2
Travel Time Ratio	1.36

Route 85 was implemented on September 20, 2021. The estimated costs and average ridership numbers only reflect 9/20/21 - 12/31/21.*



RIDERSHIP BY TRIP: WEEKDAY

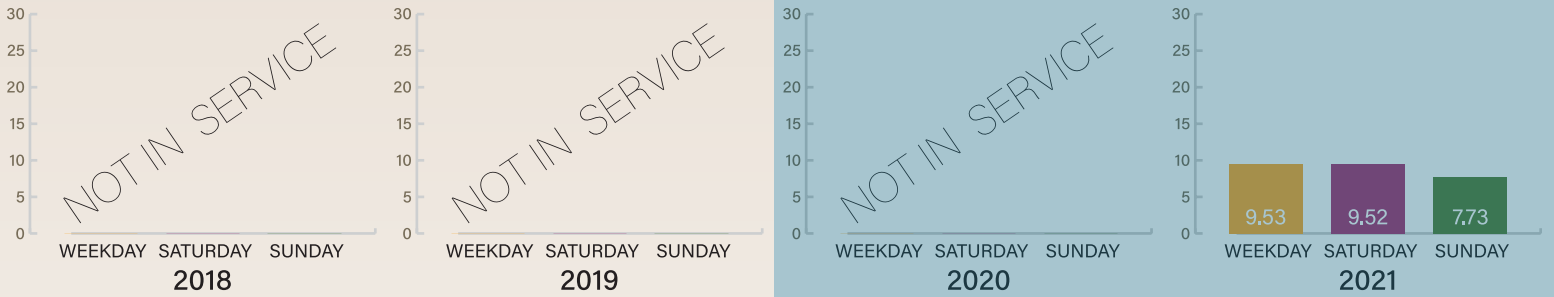
● Outbound ● Inbound



*Ridership by trip data reported from 9/20/21 - 12/31/21.

COVID-19 PANDEMIC

Productivity: Average ridership per hour



On-Time Performance *(Route 85 went into service 9/20/2021)*

N/A
2018

N/A
2019

N/A
2020

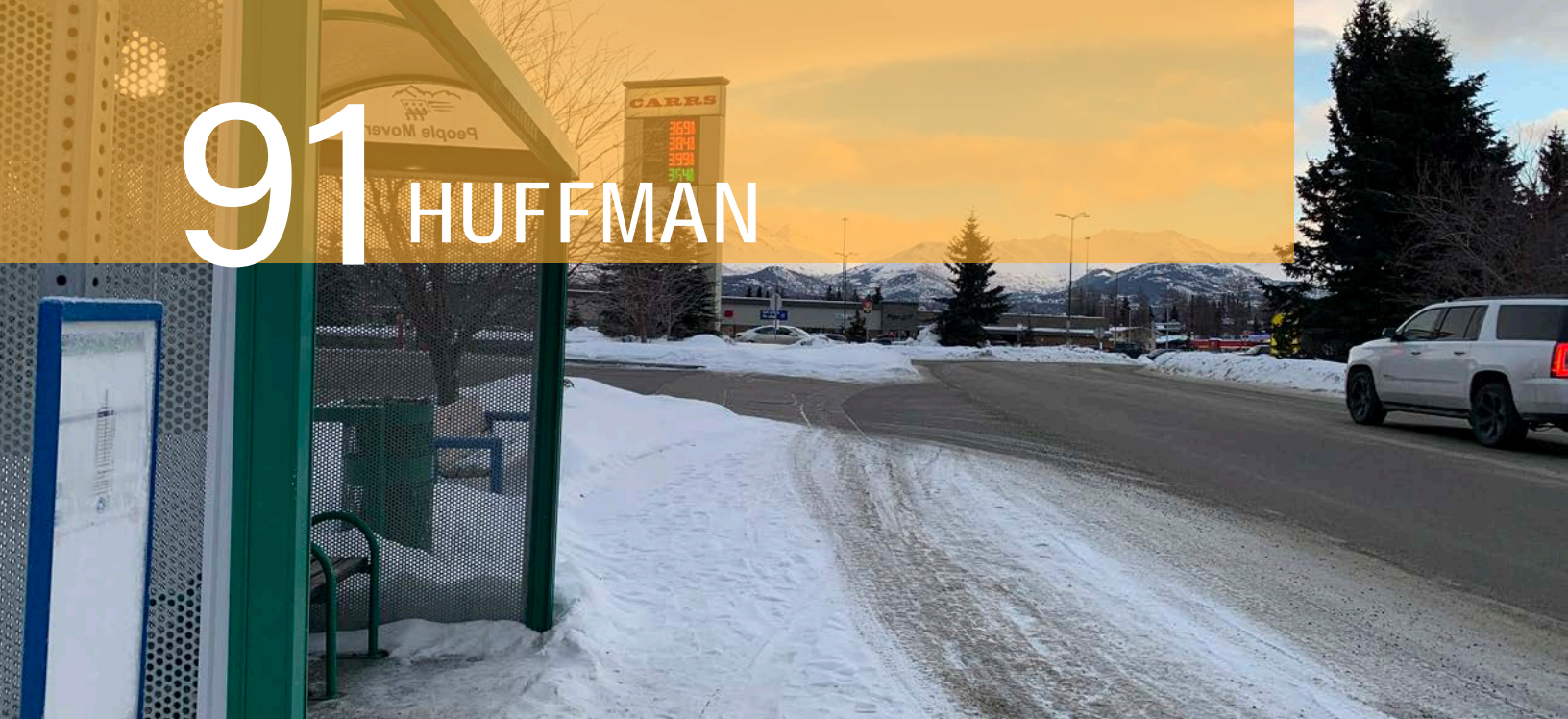
90%
2021

AVERAGE RIDERSHIP



— Weekday — Saturday — Sunday

91 HUFFMAN

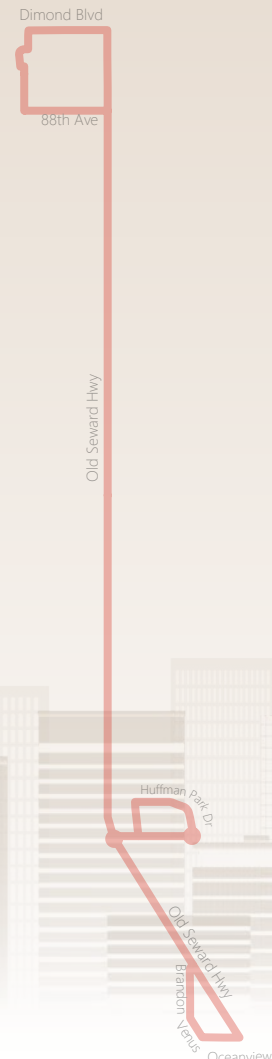


Commuter Route: **Peak Service Only**

Route Length \approx **8 miles**

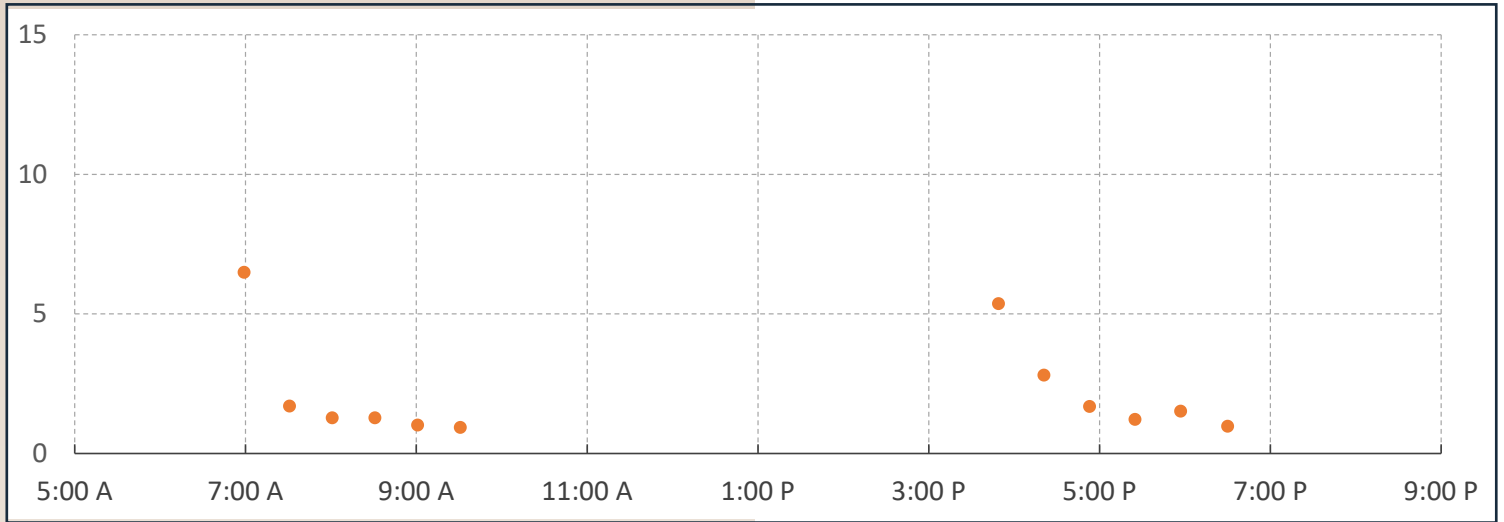
This route is a limited-stop commuter route that travels to and from Huffman/Oceanview from the Dimond Transit Center via the Old Seward Highway.

Operating Cost (estimated)	\$200,000
Cost per Passenger (estimated)	\$30.58
Jobs (within 1/4 mile of route)	4%
Residents (within 1/4 mile of route)	5%
# of Buses	1
Travel Time Ratio	1.03



RIDERSHIP BY TRIP: WEEKDAY

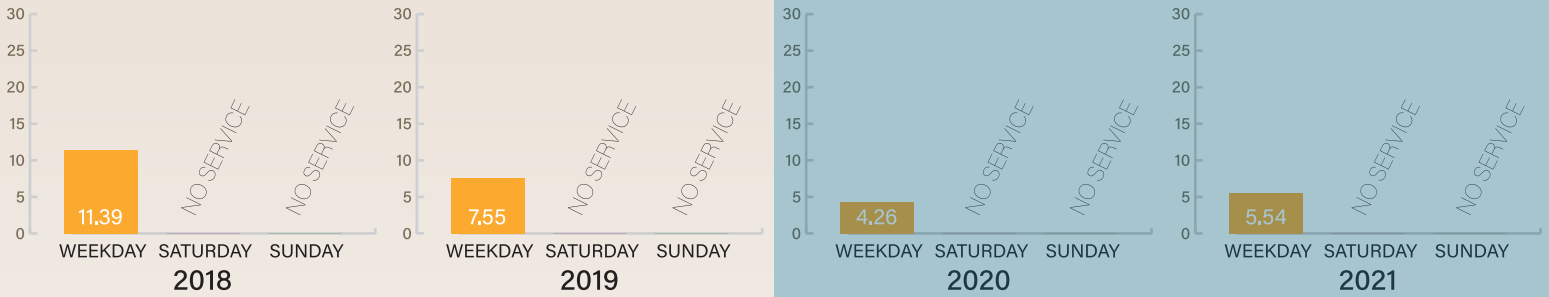
● Loop



*Ridership by trip data reported from 9/20/21 - 12/31/21.

COVID-19 PANDEMIC

Productivity: Average ridership per hour



On-Time Performance (On-Time Performance data unavailable for 2019 and 2020. 2021 data captured between 9/20/21 - 12/31/21.)

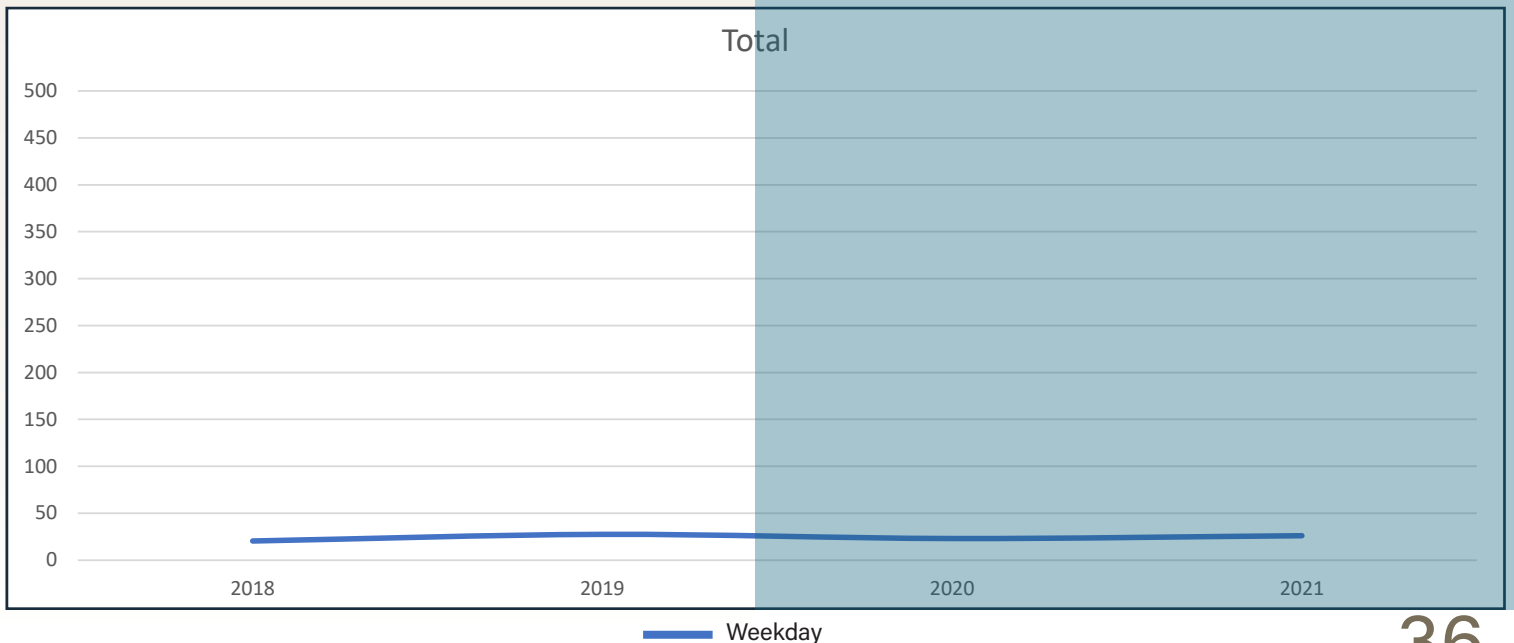
83%
2018

N/A
2019

N/A
2020

92%
2021

AVERAGE RIDERSHIP



92 EAGLE RIVER

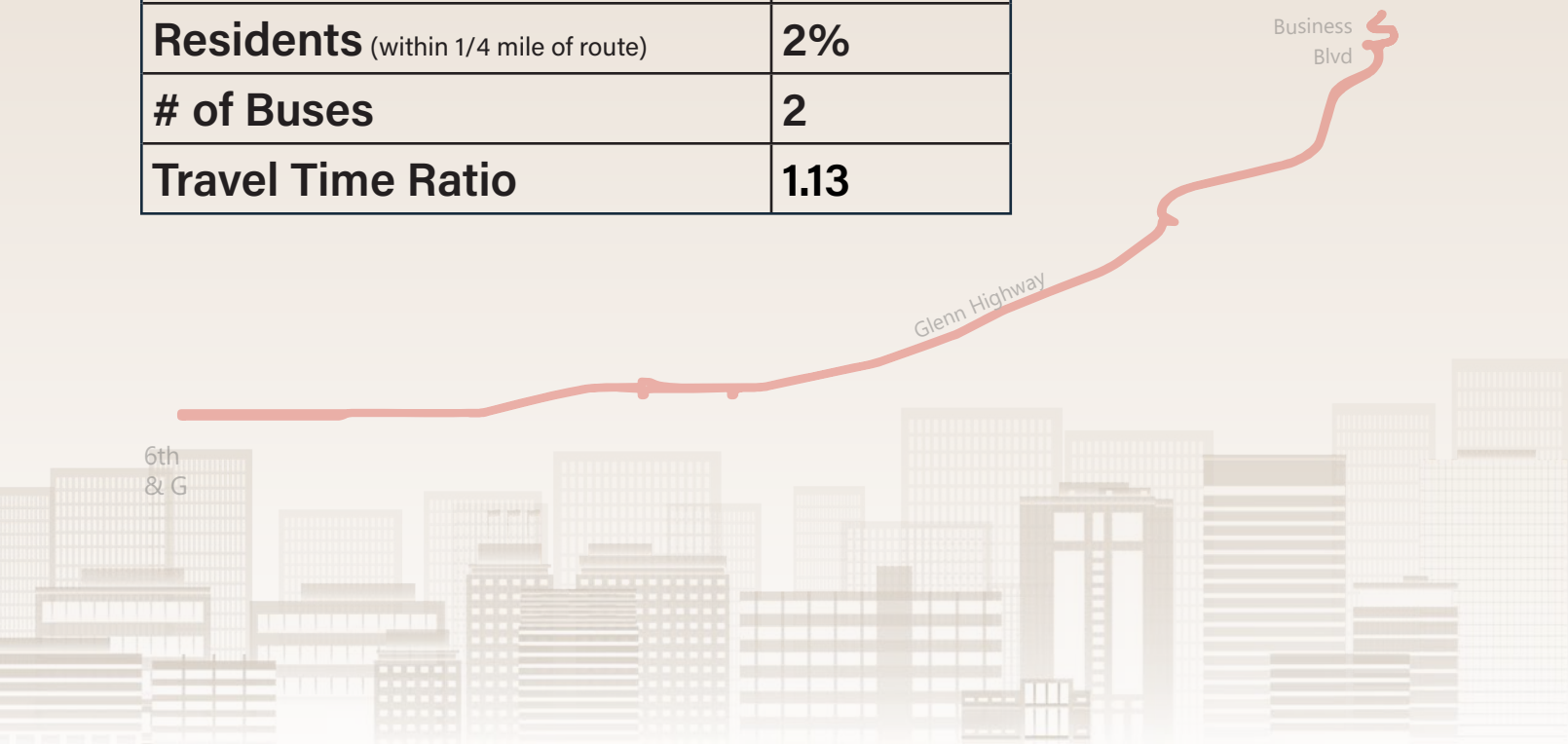


Commuter Route: **Peak Service Only**

Route Length \approx **31 miles**

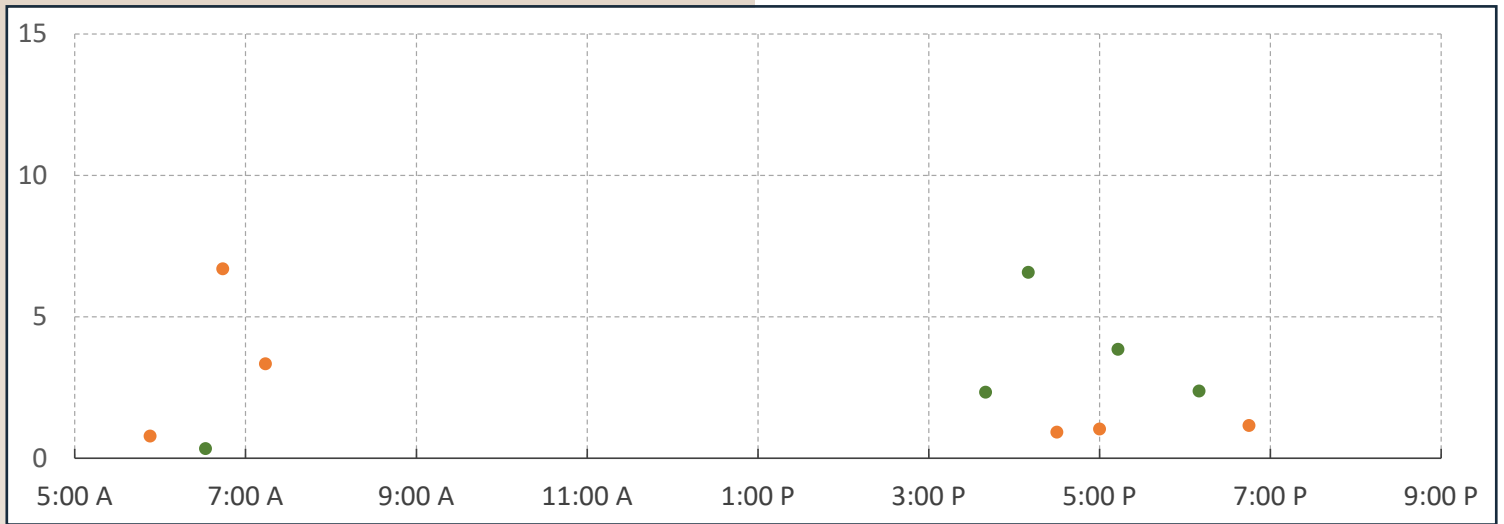
This route is a commuter express route that stops at City Hall and the Eagle River Transit Center via the Glenn Highway.

Operating Cost (estimated)	\$240,000
Cost per Passenger (estimated)	\$36.37
Jobs (within 1/4 mile of route)	10%
Residents (within 1/4 mile of route)	2%
# of Buses	2
Travel Time Ratio	1.13



RIDERSHIP BY TRIP: WEEKDAY

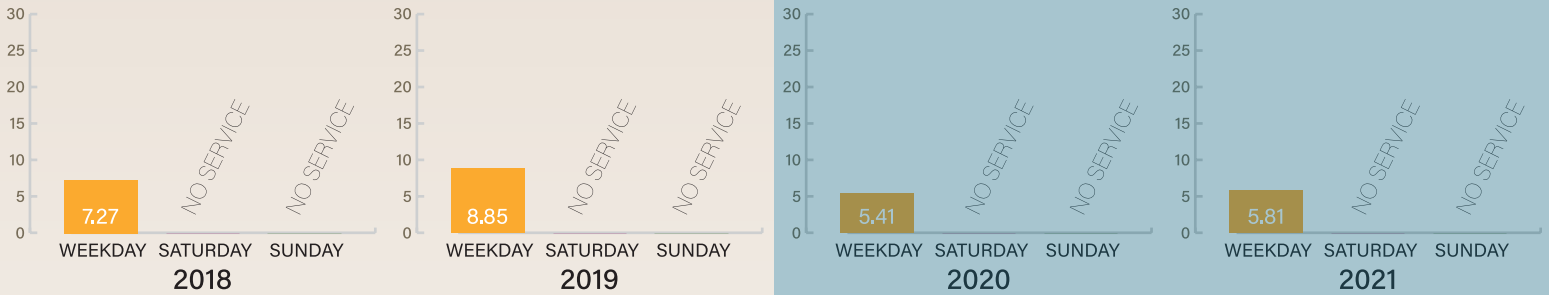
● Outbound ● Inbound



*Ridership by trip data reported from 9/20/21 - 12/31/21.

COVID-19 PANDEMIC

Productivity: Average ridership per hour



On-Time Performance

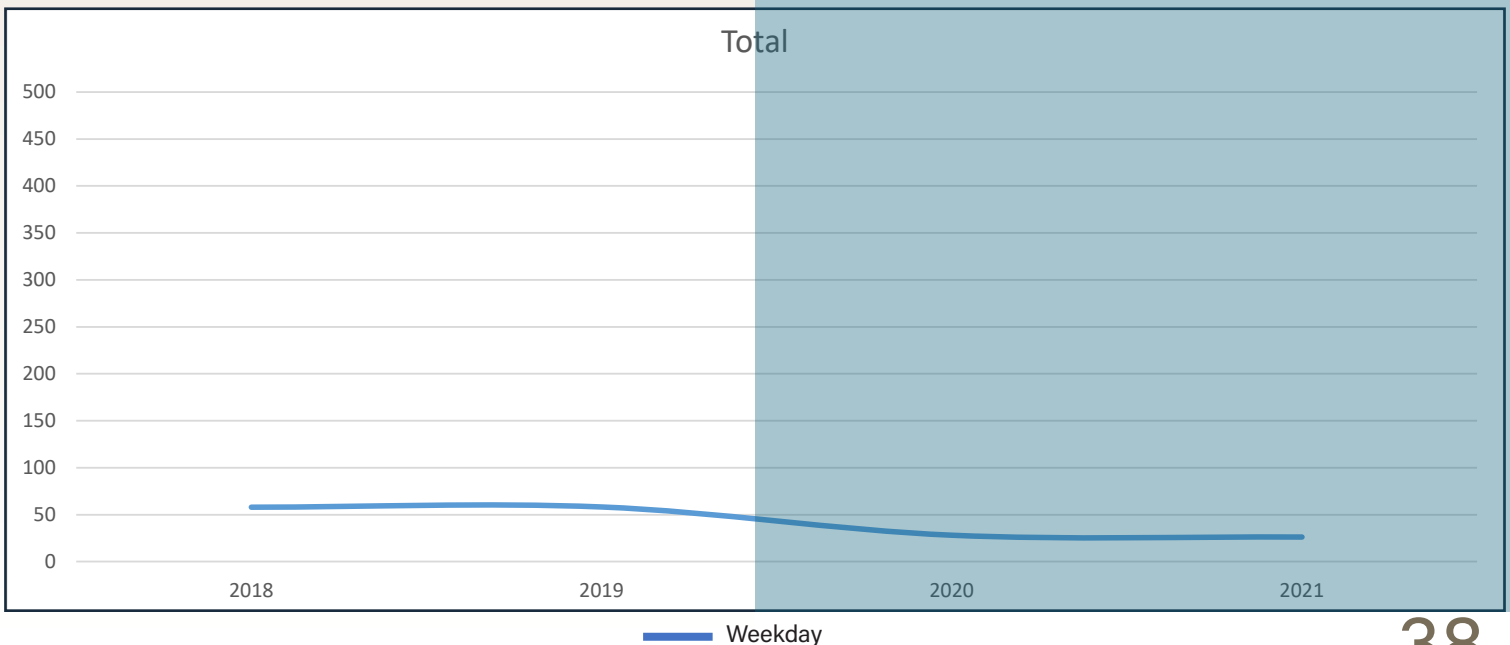
68%
2018

84%
2019

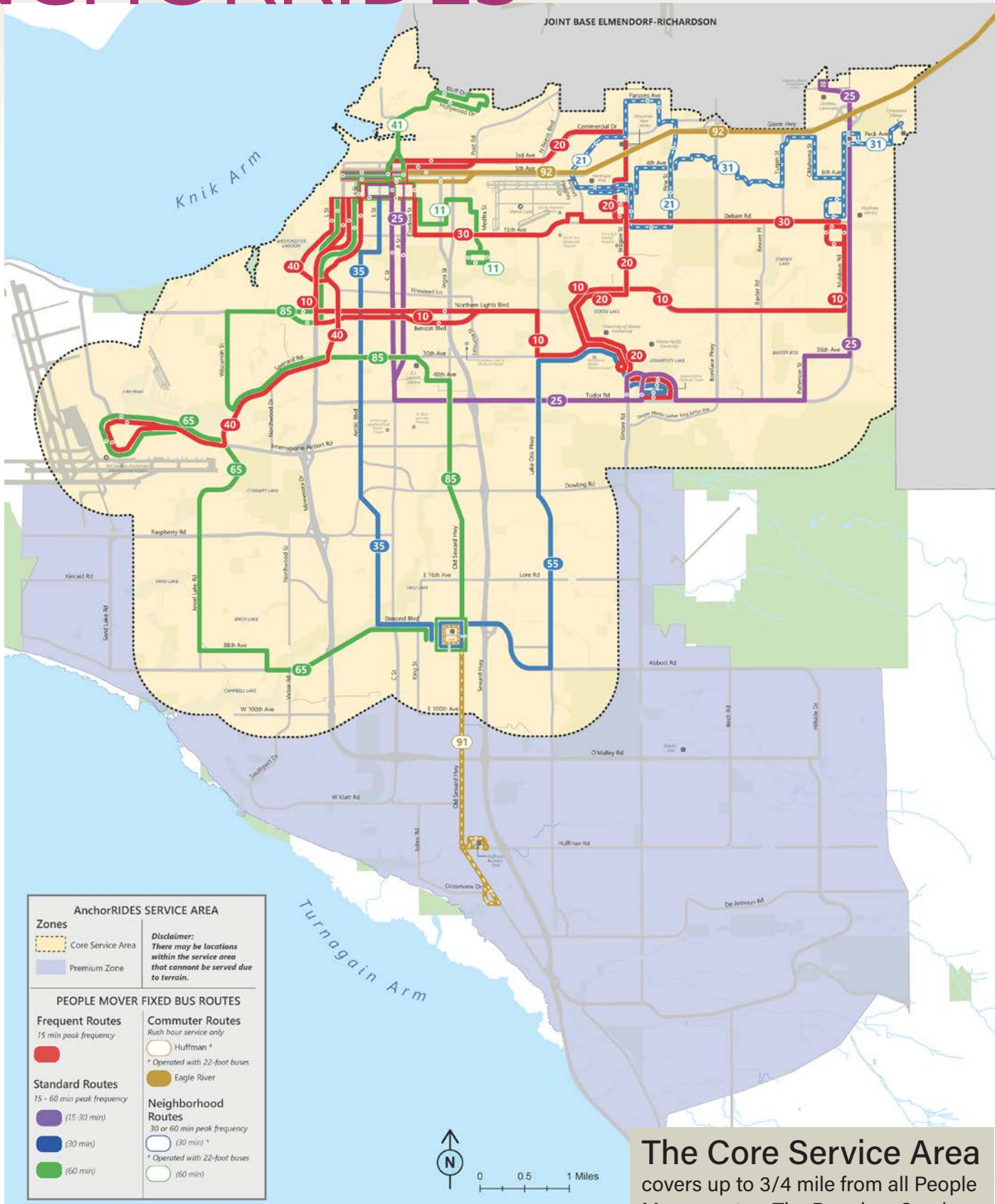
89%
2020

89%
2021

AVERAGE RIDERSHIP



ANCHORRIDES



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

2021 SYSTEM REPORT

AnchorRIDES is a shared ride service that provides trips from origins to destinations by advanced reservations. Eligible riders include people with disabilities that prevent them from using People Mover bus service, senior citizens (60+), and Medicaid recipients authorized for NEMT or HCB Waiver trips. The core service area covers up to 3/4 mile from People Mover routes. The premium service area covers most outlying areas in Anchorage.

2021 SERVICE CHANGE

As part of the September 20th Service Change, the AnchorRIDES core zone expanded with the addition of People Mover Route 85. In addition, to help simplify the AnchorRIDES zones, Premium Zone 2 merged with Premium Zone 1 to create a single premium service area.



85,096
Total Trips



3,445
Eligible Riders

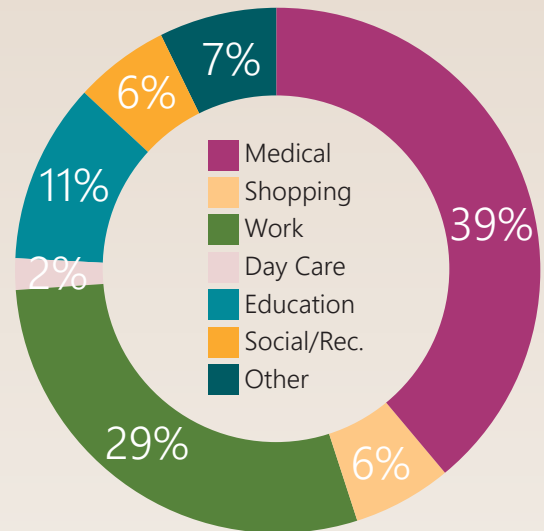


97%
of rides were on time

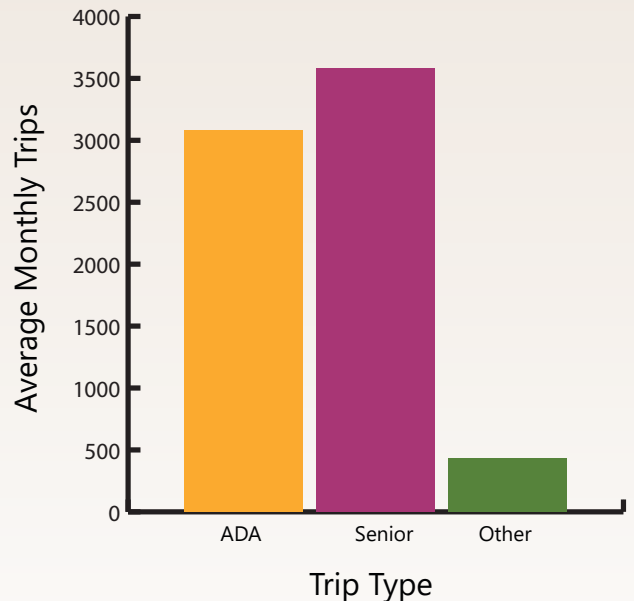


\$46.02
Operational Cost per Trip

AVERAGE TRIP PURPOSE



AVERAGE TRIP TYPE



RIDESHARE

RideShare provides carpool group subsidies and oversight of Commute with Enterprise, hired to manage and operate carpooling services for the Anchorage commute area. A carpool is a group of five or more riders who work and travel at agreed upon times, days and locations. Carpool members receive a variety of benefits in one low, monthly rate plus fuel costs.

A LOOK BACK AT 2021

2021 began with 69 carpools and 491 participants. During the first quarter, both participants and carpools continued a downward trend. The lowest point, April, saw only 63 carpools on the road with 466 participants. As more employees headed back to the office, both carpools and participants saw a growth occur.

In June 2021, RideShare increased the rental discount subsidy from \$300 to \$350 for all new and existing carpooling groups in an effort to help attract new participants and retain current ones during the pandemic.

2021 ended with 70 carpools and 495 participants, a gain of 1.4% of carpools and a gain of 0.8% of participants.

Major Supporting Employers

- ▶ Joint Base Elmendorf Richardson
- ▶ Alaska Regional Hospital
- ▶ Providence Alaska Medical Center
- ▶ TSA/Alaska Airlines



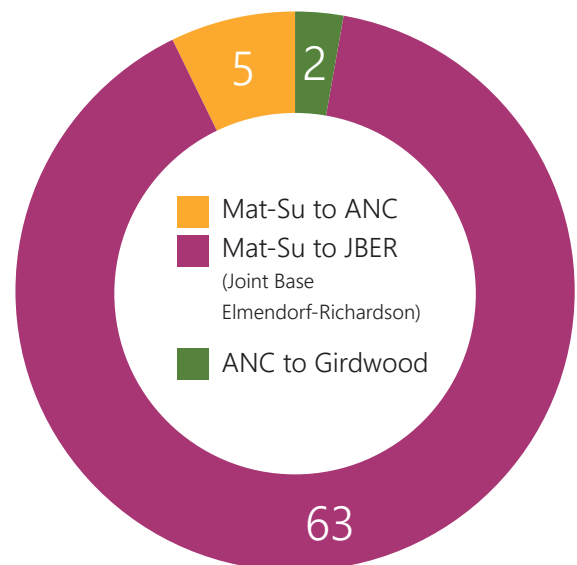
150,954
Total Trips



495
Total Participants

70
Total Vanpools

PATH OF TRAVEL

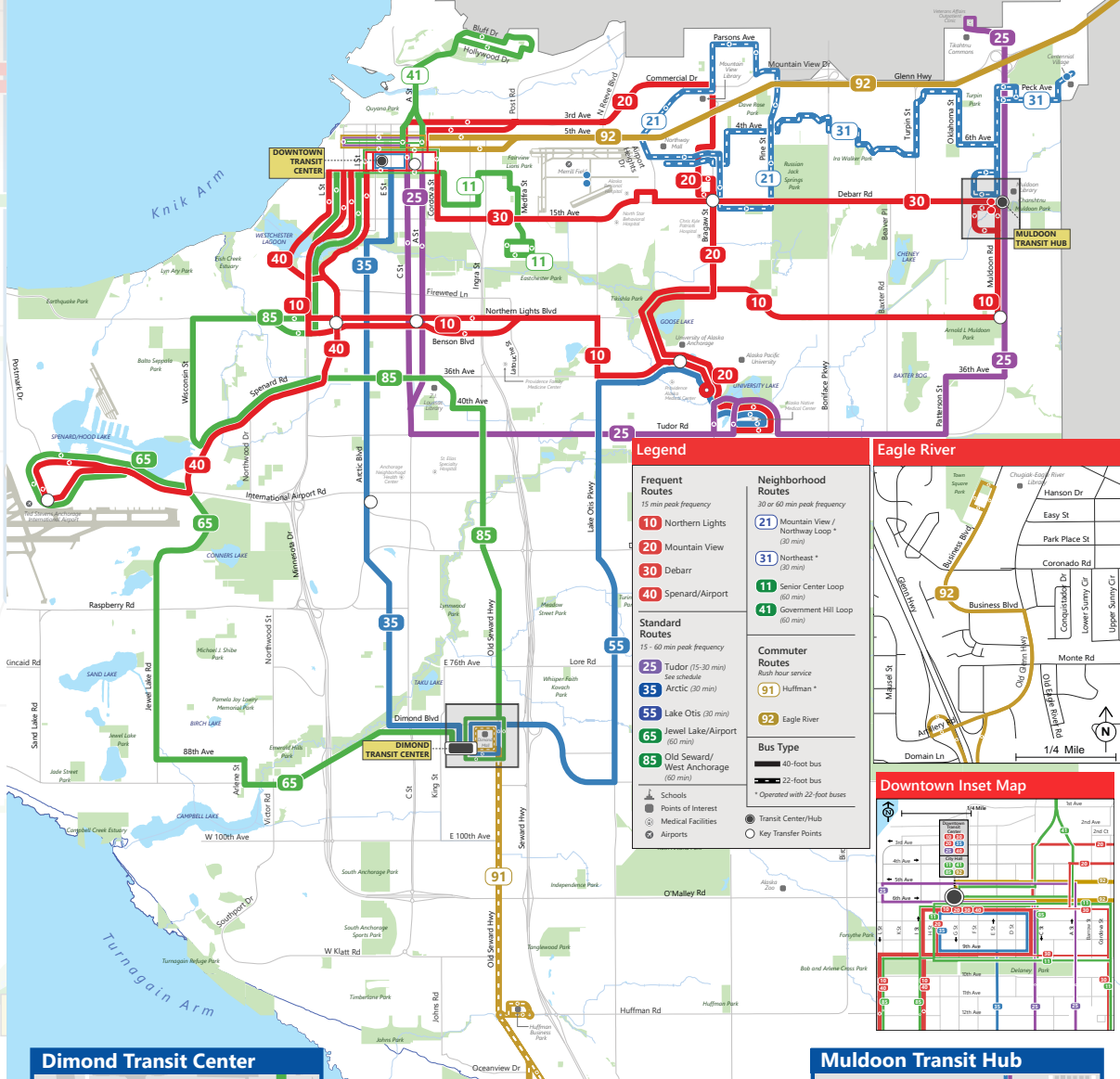


Anchorage Transit Map



Effective September 20, 2021

JOINT BASE ELMENDORF-RICHARDSON



Legend

Frequent Routes
15 min peak frequency

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

Standard Routes
15 - 60 min peak frequency

- 25 Tudor (15-30 min)
- 35 Arctic (30 min)
- 55 Lake Otis (30 min)
- 65 Jewel Lake/Airport (60 min)
- 85 Old Seward/West Anchorage (60 min)

Neighborhood Routes
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
Rush hour service

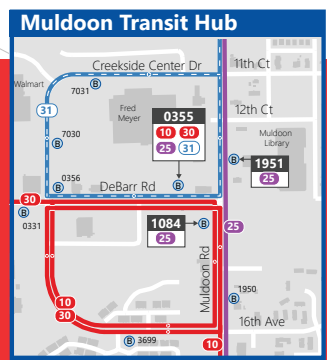
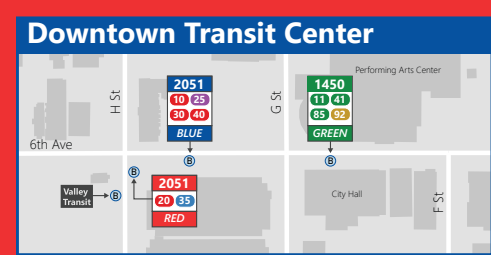
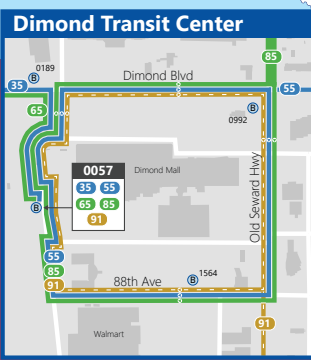
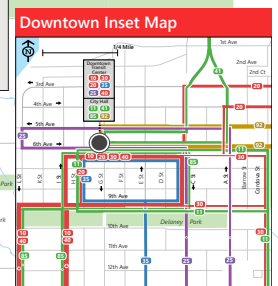
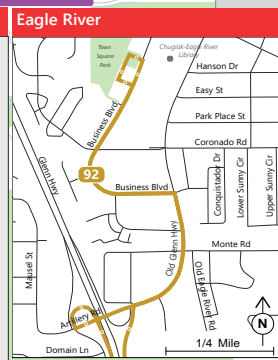
- 91 Huffman*
- 92 Eagle River

Bus Type

- 40-foot bus
- 22-foot bus
- * Operated with 22-foot buses

Icons:

- Schools
- Points of Interest
- Medical Facilities
- Airports
- Transit Center/Hub
- Key Transfer Points



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**Anchor
RIDES**



**PEOPLE
MOVER**



**RIDE
SHARE**

If you would like to receive a translated copy of this report, please email transitplanning@muni.org or call 907-343-6543, option 1, then option 2.

A translator can then be made available to help speak with the customer service agent.

Yog tias koj xav tau daim ntawv qhia no txais lub hmoob luam ntawm rau koj, thov email transitplanning@muni.org lossis hu rau 907-343-6543, xaiv 1, ces kev xaiv 2. Ib tug neeg txhais lus tuaj yeem pab tau koj tham nrog tus neeg sawv cev pabcuam

만약 귀하께서 이 보고서의 번역본을 받아보기 원하신다면, transitplanning@muni.org 으로 이메일을 보내시거나 혹은 907-343-6543 로 전화해, 옵션 1, 그런다음 옵션 2를 선택합니다. 그런 다음 통역사가 소비자 서비스 에이전트와의 대화를 도와드릴 수 있습니다.

Si desea recibir una copia traducida de este reporte, por favor mande un correo electrónico a transitplanning@muni.org o llame al 907-343-6543, opción 1, después opción 2. Un traductor estará disponible para ayudarle a hablar con un agente de servicio al cliente.

Kung nais ninyo ng kopya ng ulat na ito na isinaling wika mag-email lamang sa transitplanning@muni.org o tumawag sa 907-343-6543, Opsyon 1, at saka sa opsyon 2. Ang isang taga-saling wika ay maaaring tumulong na makipag-usap sa ahente na tagapagbigay ng serbisyo sa kustomer/[customer service agent]

Municipality of Anchorage Public Transportation Advisory Board (PTAB)
Information Item
Coordinating new board member orientation materials

Background

In March 2021, PTAB members attended work sessions to determine core ideology and annual goals to support the Transit on the Move Plan. Two of the goals agreed upon by PTAB membership include the following:

- Maintain a full board with representation from various communities and abilities (Ongoing / Annual)
 - Provide training – on-boarding for new members to understand the rules of meetings and this plan and core values/purpose

With these goals in mind, Chair Sarah Preskitt and Vice Chair Ric Nelson met and created an outline of what materials and meetings would be helpful to train new board members and refresh current members.

Purpose

A comprehensive standardized orientation manual would ensure that board members receive training on the mission and vision of PTAB and the municipal department we support regardless of changing circumstances, including but not limited to staff changes, meeting location changes, time of year when a board member joins, etc.

By creating a physical handbook produce using something flexible such as a binder, board members will have access to the same information relevant to participating on the board while also having the ability to receive and retain new documents following any updates. Members will also be able to organize this information in a way that best meets their personal work style.

An annual retreat would allow members to get to know one another in a more informal environment, get introduced or reintroduced to the department we serve, and have space to focus on goal-setting for the upcoming year.

Overview and Timeline

Upon selection for and acceptance to PTAB, members would receive a binder with the following materials, listed in no particular order:

- PTAB Mission and Vision
- PTAB Responsibilities
- PTAB Seats and current members
- Priorities and goals
- TOTM plan
- Transit calendar
- Welcome from director
- Welcome from chair and vice chair
- Cheat sheet(s) for Robert's Rules
- History of the board
- Information of Open Meetings Act and how/if it applies to PTAB

Depending on availability of resources, these binders or handbooks would be available for the first retreat detailed below.

In this case, a retreat is defined as a work session that would last approximately 4 hours.

May 2022 retreat, held once:

- Tour of transit facilities
- One hour (approximately, as needed) orientation with binder content
- 2-3 hour work session to review and/or adjust annual goals

November 2022 retreat; held annually in late October/early November to coincide with seat changes/updates

- Tour of transit facilities
- One hour (approximately, as needed) orientation with binder content
- 2-3 hour work session to review and determine new upcoming annual goals

Recommendations

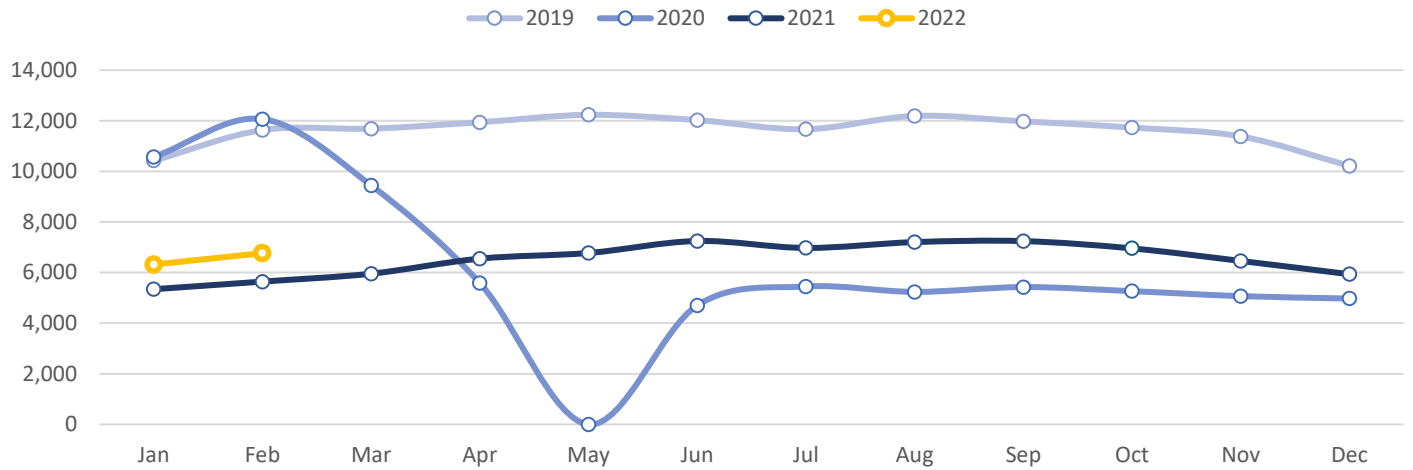
Ms. Preskitt and Mr. Nelson recommend the following:

- Current PTAB members and Anchorage Public Transportation staff schedule a retreat to be held during the first two weeks of May 2022.
 - Ideally this retreat would be held in-person but could be completed virtually if needed.
- Current PTAB members and Anchorage Public Transportation staff schedule a retreat to be held annually during the first two weeks of November.
- The chair and vice chair coordinate with staff to create:
 - a binder for each current member
 - four additional binders for potential new members
 - a workflow to determine who is responsible for supplying which materials

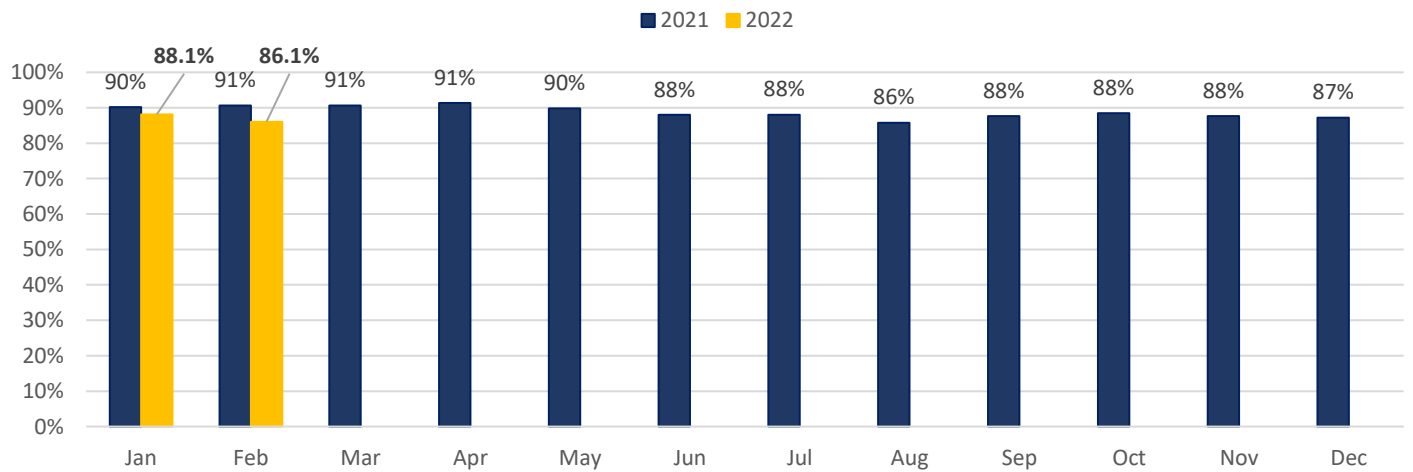


People Mover – March 2022 Ridership Report

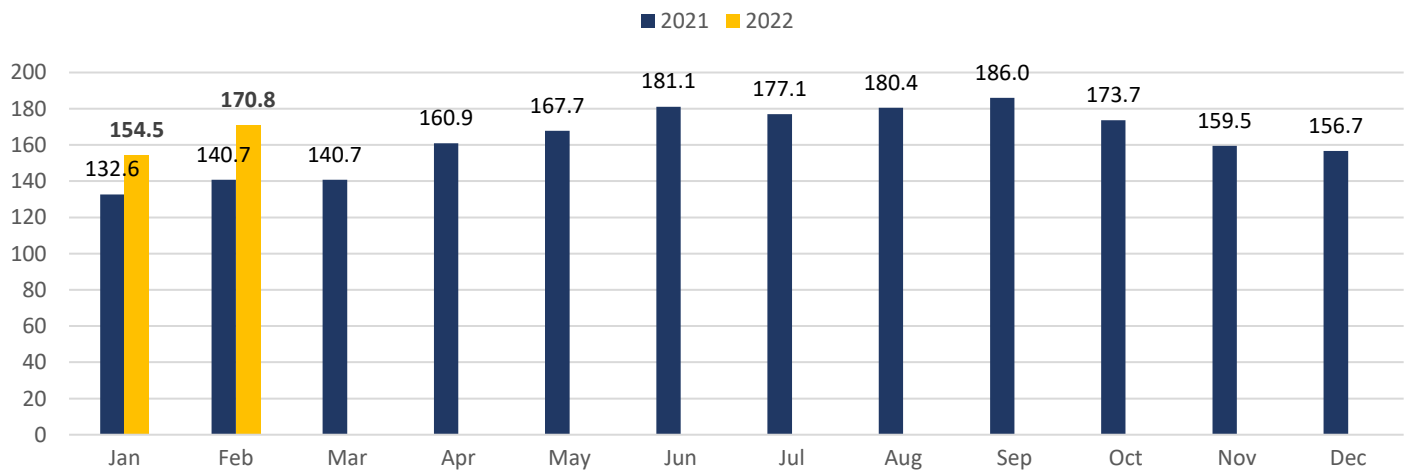
Monthly Weekday Average Ridership History



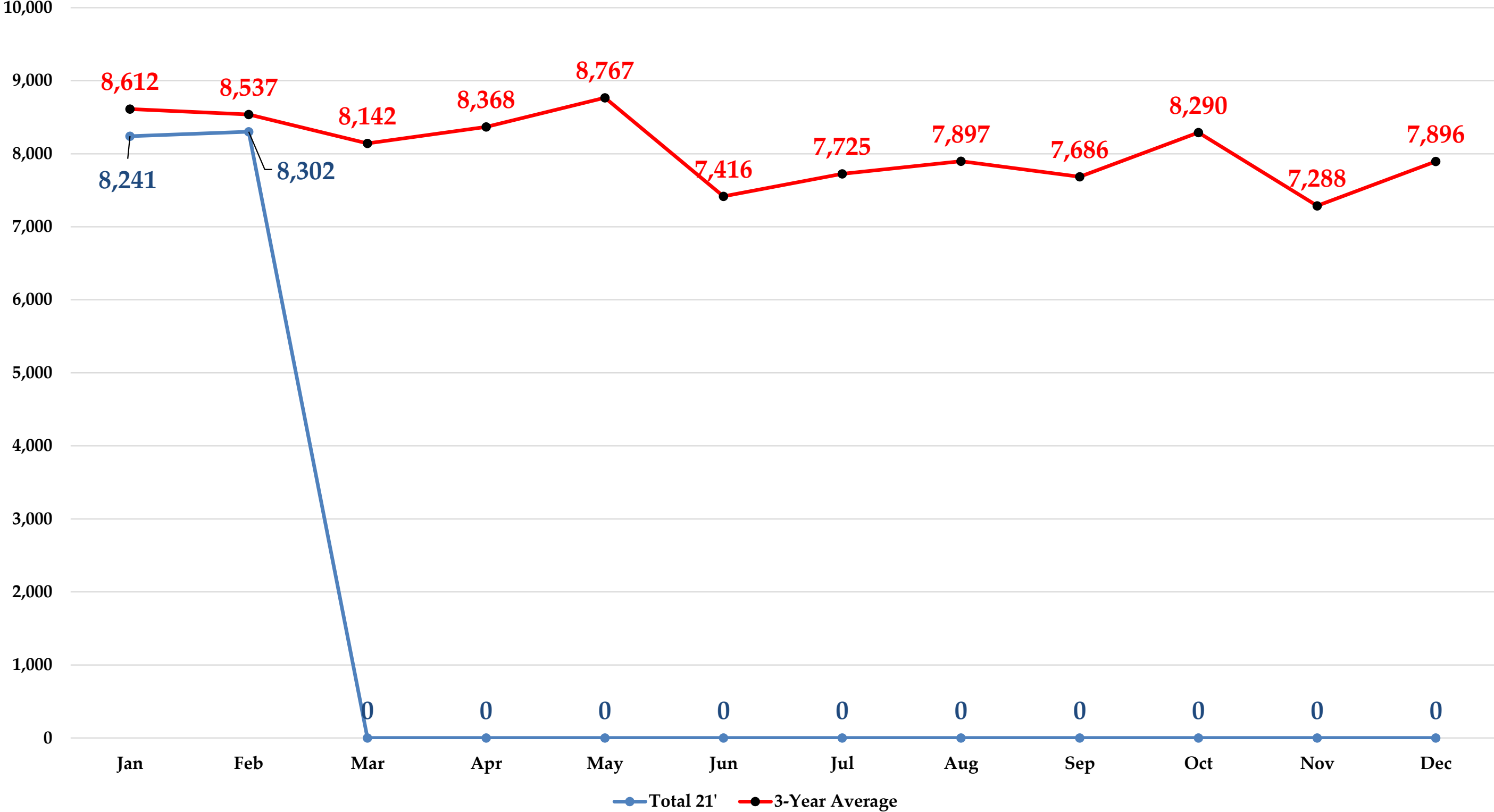
On-time performance by Month



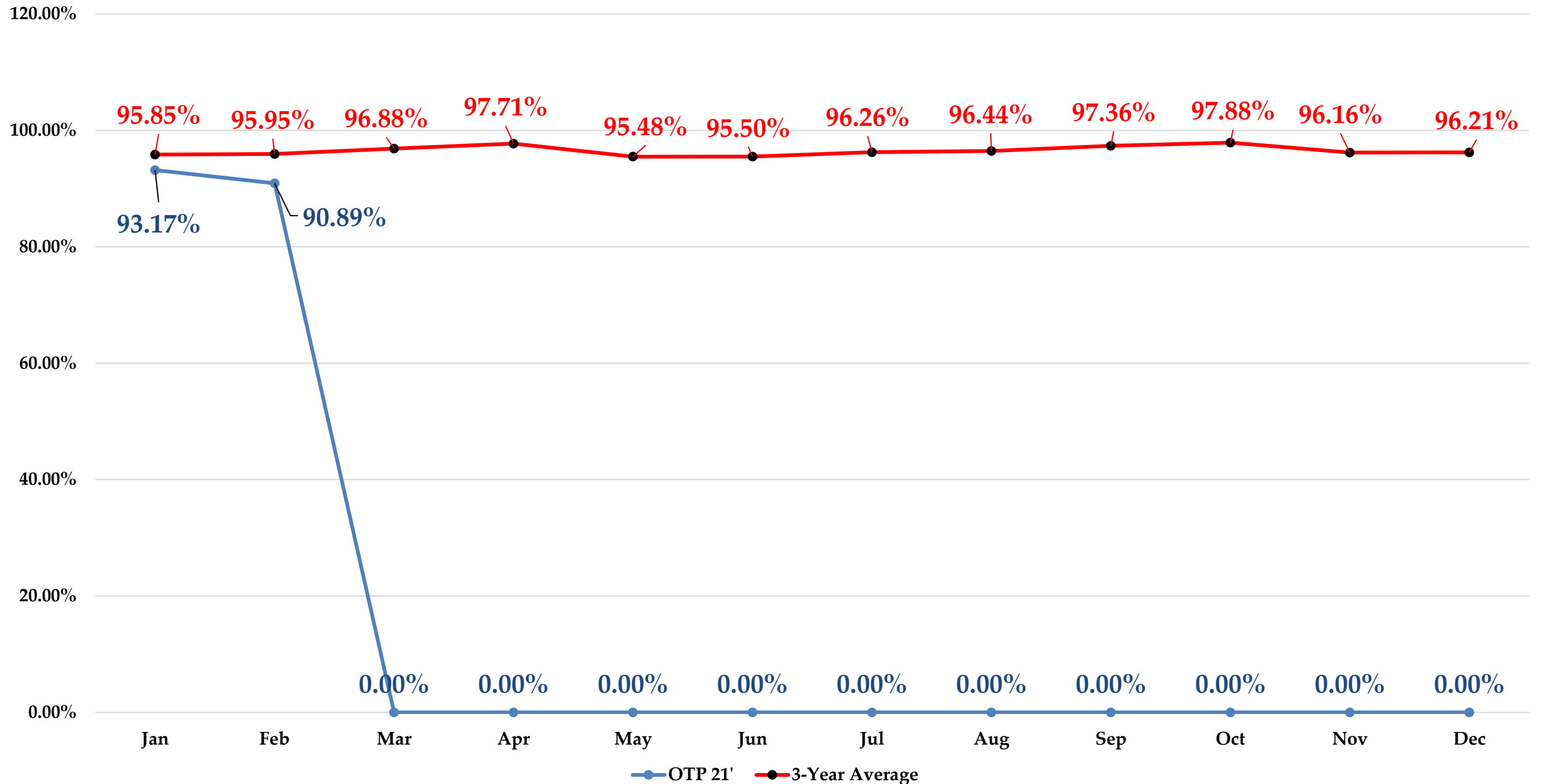
Total Productivity by Month



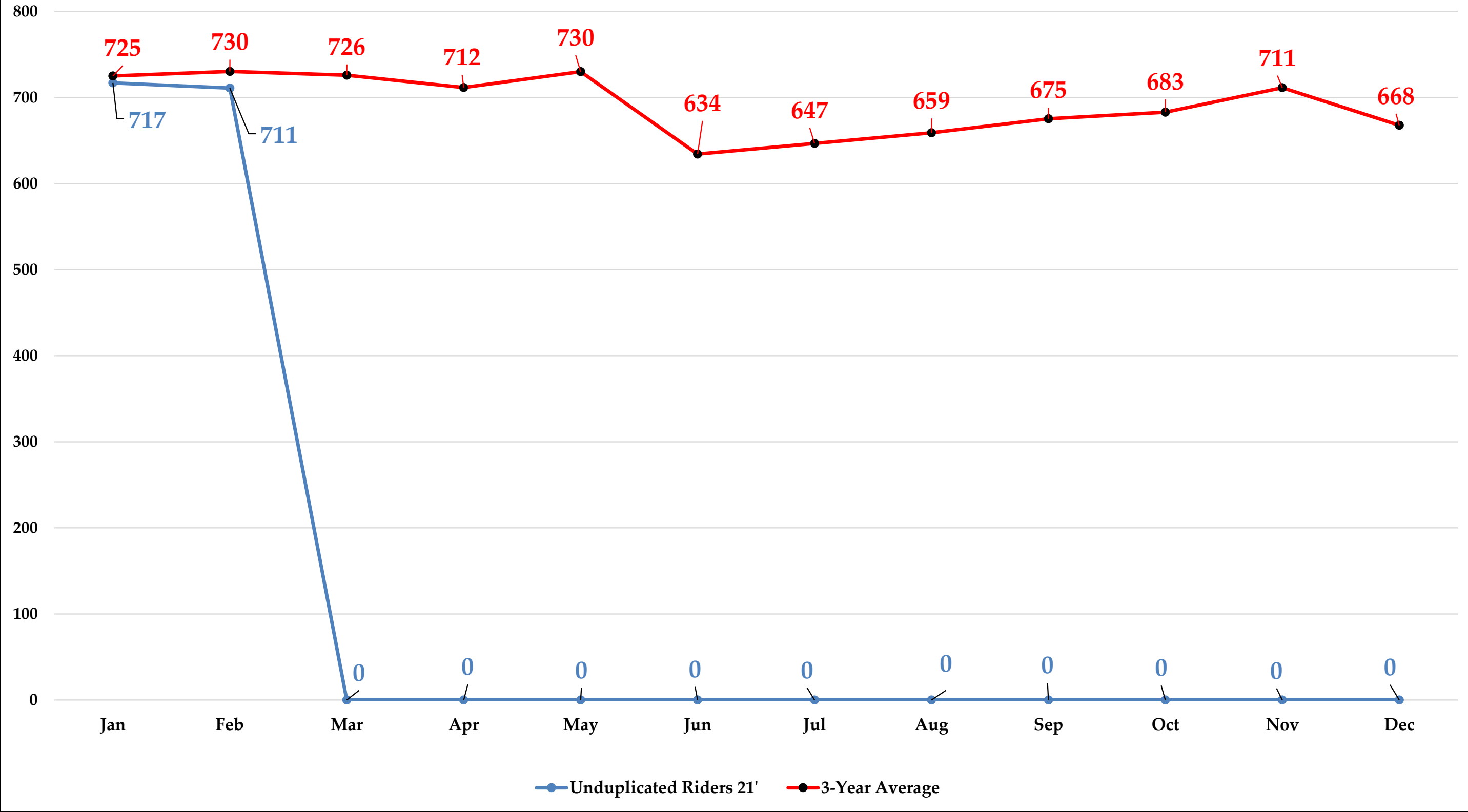
AnchoRIDES 2022 Ridership



2022 AnchorRIDES On-Time Performance 15min +/-



2022 Unduplicated Customers





RideShare Update for March 10, 2022, PTAB

