

PUBLIC TRANSPORTATION 2019 System Report Card

January 1, 2019 - December 31, 2019

WHAT IS IN THE REPORT

Introduction

The 2019 System Report Card aims to analyze how the transit system performed from January 1, 2019 to December 31, 2019. October 2019 marked two years since the system redesign was implemented and service shifted from an infrequent system that prioritized coverage over ridership to a system that provides more direct and frequent service. Last year, a system report card was released that focused on the twelve months immediately following the new system's implementation (November 1, 2017 - October 31, 2018). The data presented in that report card helped inform the public and decision makers about how the new system was performing, and it laid the groundwork for discussions as the new short-range transit plan was being developed (see page 4). Moving forward, the Public Transportation Department (PTD) will release system report cards annually by calendar year to continue to evaluate where system adjustments are needed and to align with other reporting documents.

In 2019, People Mover saw ridership increases, improved productivity, and a service change that added trips, increased frequency, and extended a couple of the routes. This report analyzes each route to help inform decisions and provide a tool for responsible planning and operation of the transit system.

2019 Service Change

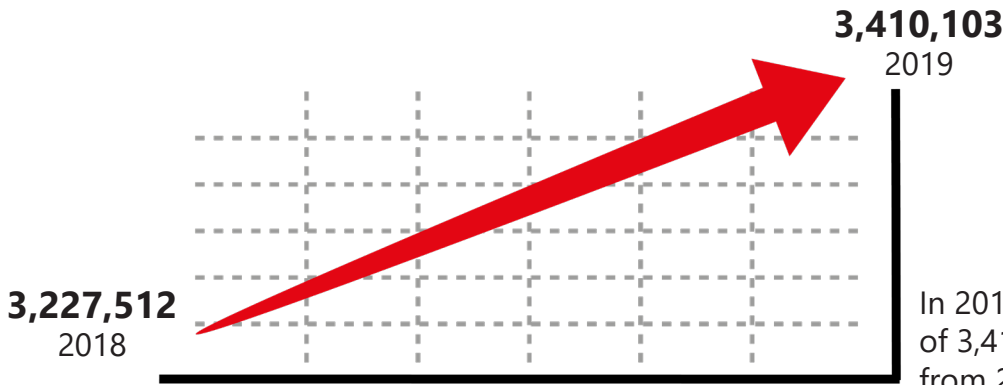
On July 1, 2019, the following improvements were implemented to respond to rider feedback and help improve overall system performance.

- **Sunday service** increased by one hour and one weekend schedule was created, as opposed to separate Saturday and Sunday schedules.
- **Route 40** - Weekday service ended at midnight, instead of 2 AM to align with all other frequent route service hours. The alignment was also modified to operate as a loop, beginning and ending at the Downtown Transit Center. People coming and going to the airport may now use any bus stop without having to re-board at the end of the trip when arriving at the south terminal bus stop.
- **Route 55** - Weekday peak service increased to 30 minutes from 60 minutes. The route was also extended to the Alaska Native Medical Center (ANMC) and began servicing all bus stops on Providence Dr.
- **Route 65** - the route was realigned to service the airport and operate as a loop, beginning and ending at the Dimond Transit Center. Similar to the Route 40 loop, people coming and going to the airport may now use any bus stop without having to re-board at the end of the trip when arriving at the south terminal bus stop.
- **Route 91** - Six (6) trips were added during the weekday between 7:00 AM and 10:00 AM, as well as in the evening between 4:00 PM and 7:00 PM.
- **Route 92** - The two smaller 22-foot buses were replaced with one 40-foot bus.

Other Changes

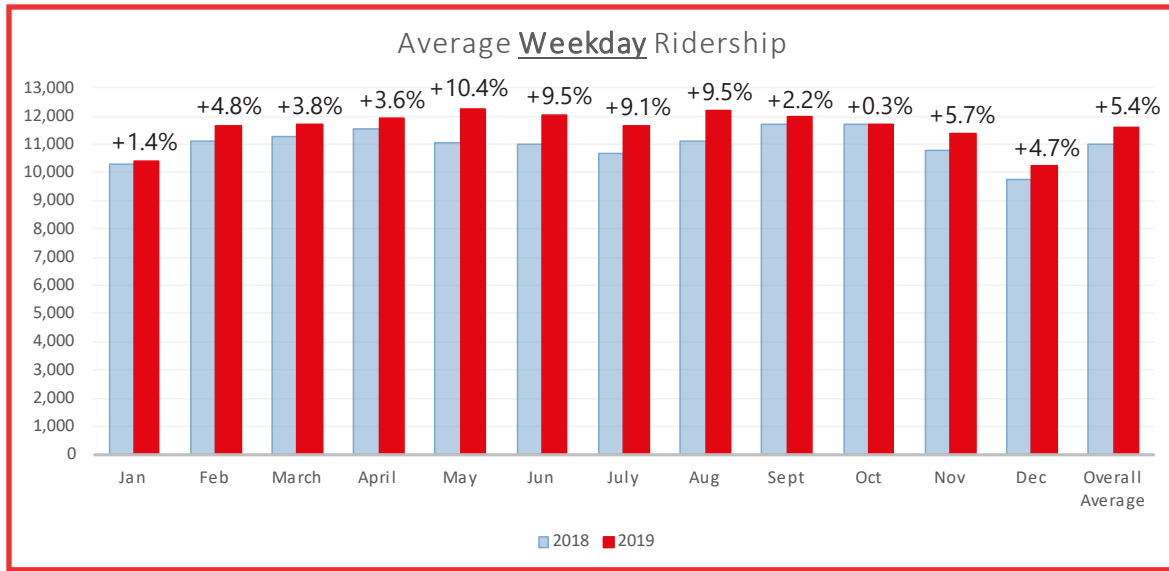
- **Routes 11, 21, 31, 41, 91 and 92** were operated by a contractor since the new system began in October of 2017. On July 1, 2019 operations were transferred to the Municipality of Anchorage (MOA) and the routes are now driven by MOA employed bus operators, just like the frequent and standard routes.

KEY FINDINGS

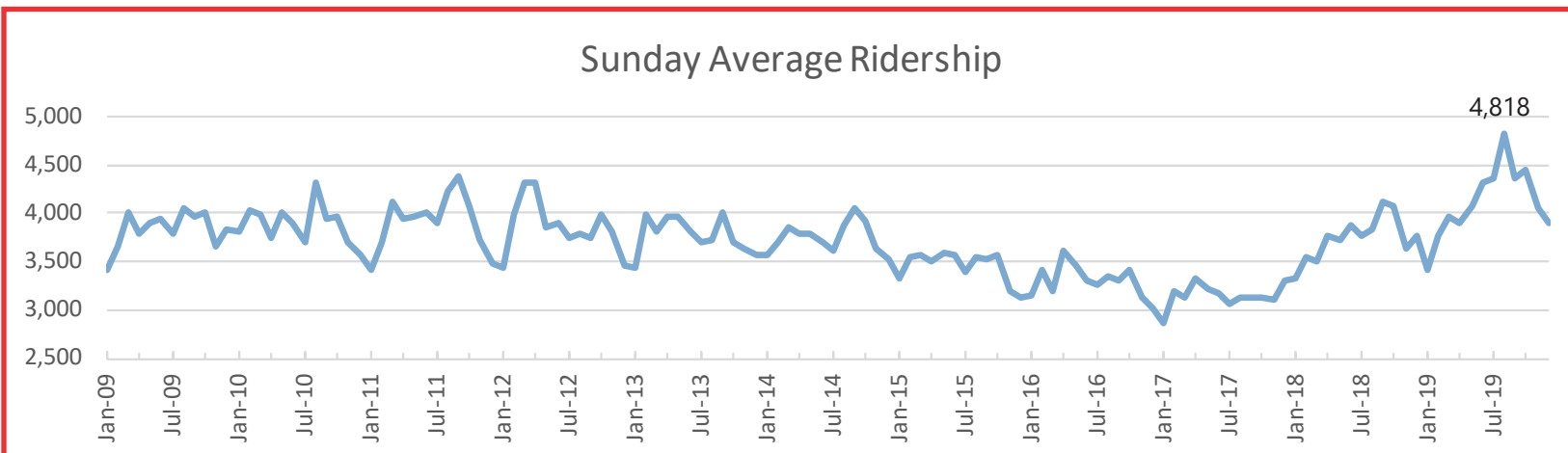
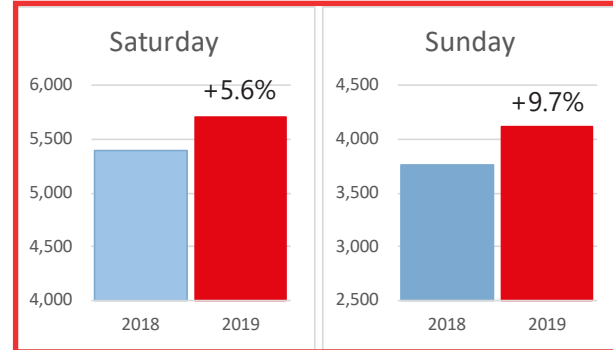


In 2019, People Mover had a total ridership of 3,410,103 passengers, an increase of 5.7% from 2018.

For the first time in over a decade, average weekday ridership increased every month in a calendar year. In 2019, every month saw weekday ridership increases when compared to the previous year. In 2019, the overall average weekday ridership increased 5.4% from 11,007 to 11,599. That means, on average, about 600 more trips were taken every single weekday when compared to 2018.

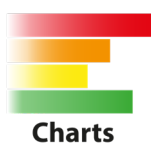


Weekend ridership also continued to increase. The average Saturday ridership increased 5.6% from 2018 to 2019, rising from 5,395 to 5,699 passenger trips. Sundays saw the largest percent increase and set a record for the highest Sunday ridership in the past 10 years. Average Sunday ridership increased 9.7% from 3,753 to 4,117 passenger trips. In August 2019, average Sunday ridership was 4,818, which surpassed the previous average Sunday ridership record of 4,379, set in September 2011.



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 5 and 6 summarize the entire People Mover bus system. Each route is summarized independently on the following pages. AnchorRIDES and RideShare are summarized on pages 35 - 37.



Charts

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.



Number of Boardings per Stop

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



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.



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.



Ridership by Trip

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



On-Time Performance

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

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.

HOW TO USE THIS REPORT



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 2017 (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. This report marks the first time using CTPP data.



Cost per Passenger

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



Annual Operating Cost per Route

The annual operating cost is based on the 2018 cost per Vehicle Revenue Hour (VRH) and the cost per Vehicle Revenue Mile (VRM).

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

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

The operating cost for neighborhood and commuter routes increased in 2019 due to the shift in operations. The July 2019 service change shifted operations from a contractor to the Municipality of Anchorage (MOA). This resulted in an increased cost for labor because, unlike the contractor, MOA employed bus operators are required to have commercial vehicle licenses with passenger endorsements.

Looking Forward

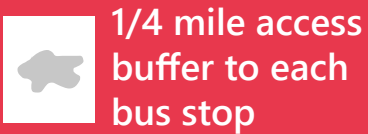


The final document of the Transit on the Move (TOTM) Short-Range Transit Plan is scheduled to be released in February 2020. The plan will establish performance measures and future growth priorities for the Public Transportation Department (PTD). Also, the Anchorage Assembly passed a 2020 operating budget that increased PTD's budget to include funding

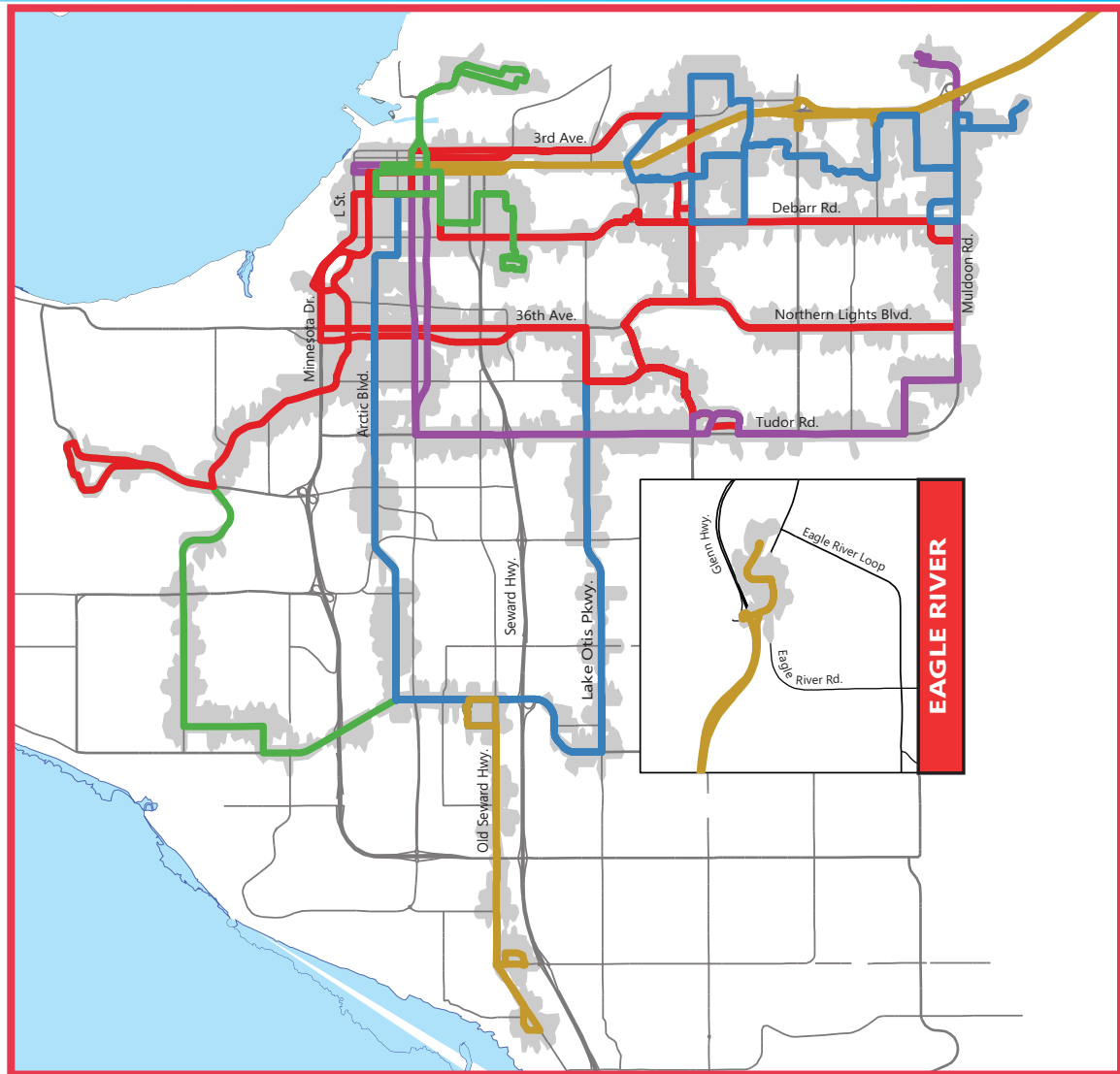
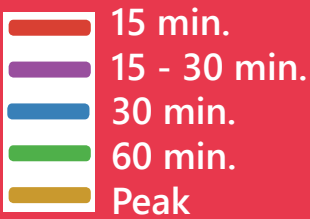
required to match a federal grant, which will allow PTD to implement a new route based on the priorities in TOTM. The new route will restore service on Old Seward Highway and provide direct access to the Loussac Library. It's scheduled to be implemented as part of the Fall 2020 service change. To learn more and download a copy of TOTM, visit the website at peplemover.org/TransitOnTheMove.

PEOPLE MOVER 14 Routes

Legend



Route Frequency



3,410,103
Total Passengers



55% of MOA jobs are within 1/4 mile of a bus stop



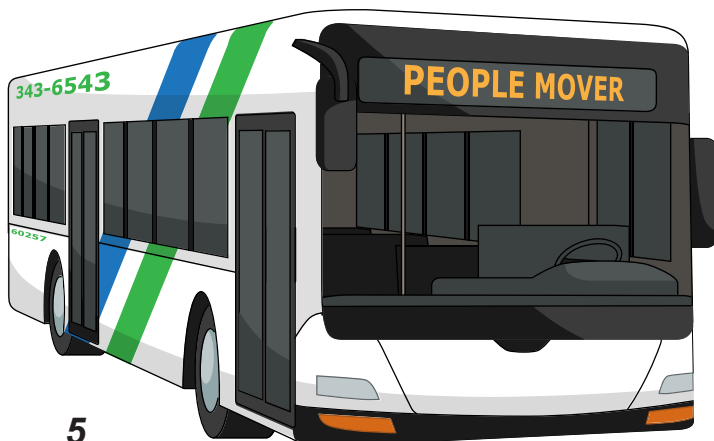
39% of MOA residents are within 1/4 mile of a bus stop



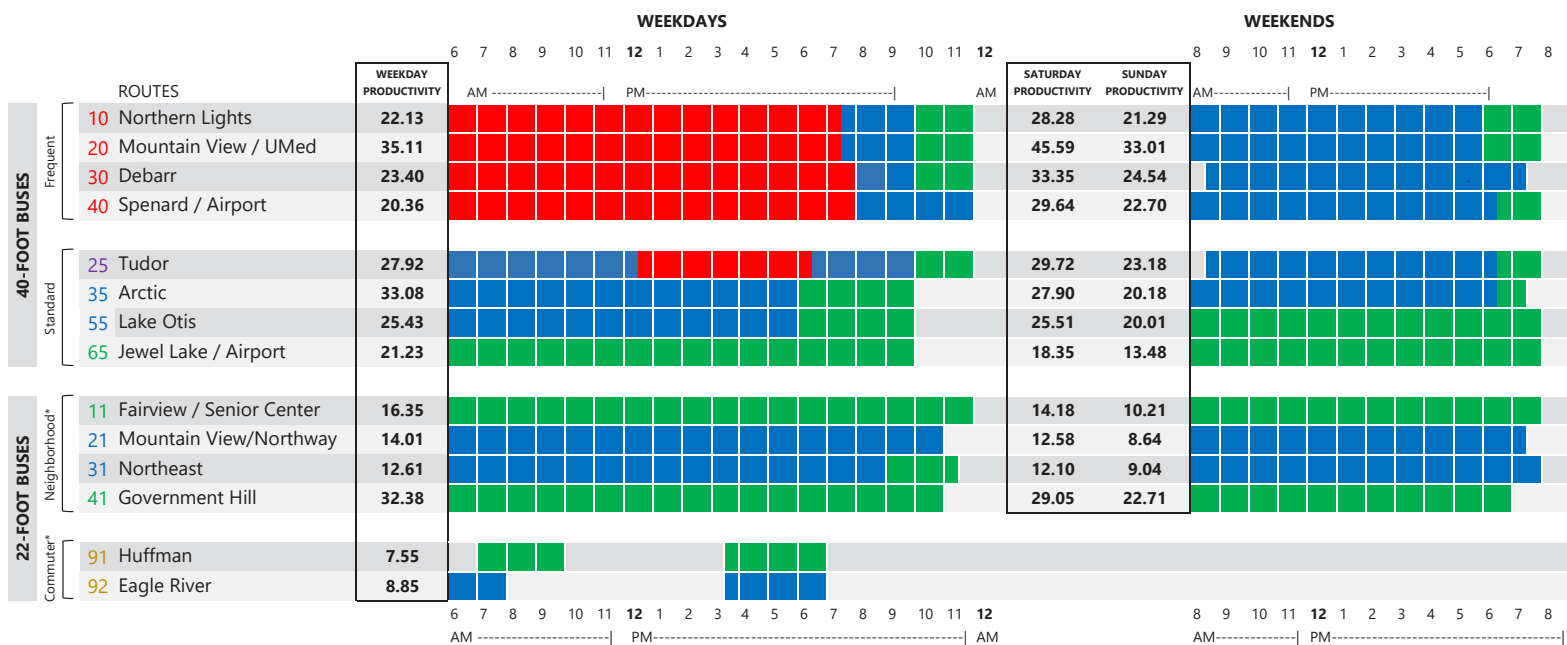
85% of trips were on-time



<1% of all trips were missed



Bus Route Span and Frequency

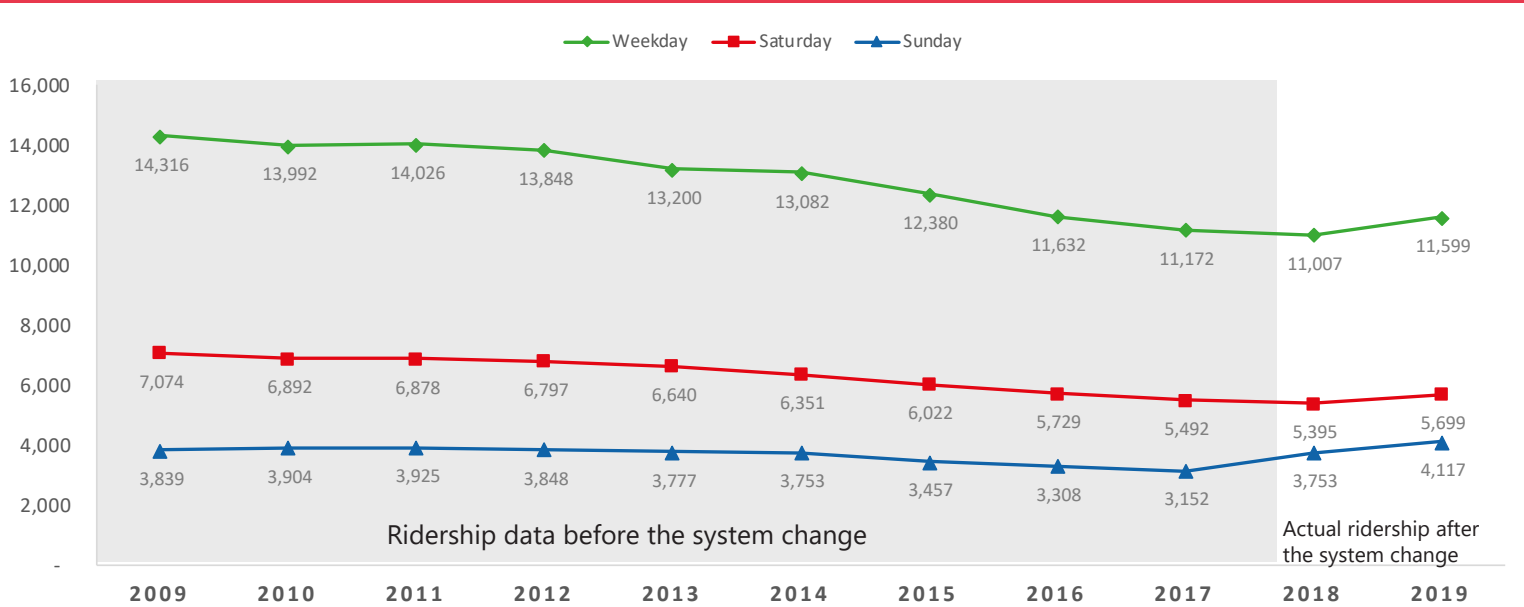


Bus routes arrive about every: ■ 15 minutes ■ 30 minutes ■ 60 minutes

*Two 22-foot buses were replaced with one 40-foot bus on Commuter Route 92 as part of the July 2019 Service Change.

Since the implementation of the new bus system in October 2017, ridership has begun to increase, reversing a decade of decline. In 2019, average weekday and Saturday ridership surpassed 2017 and 2018 levels. Sunday ridership is at an all time high, in part due to increased frequency and expanded hours of operation.

Average Weekday Ridership



26.37

Frequent and Standard Routes



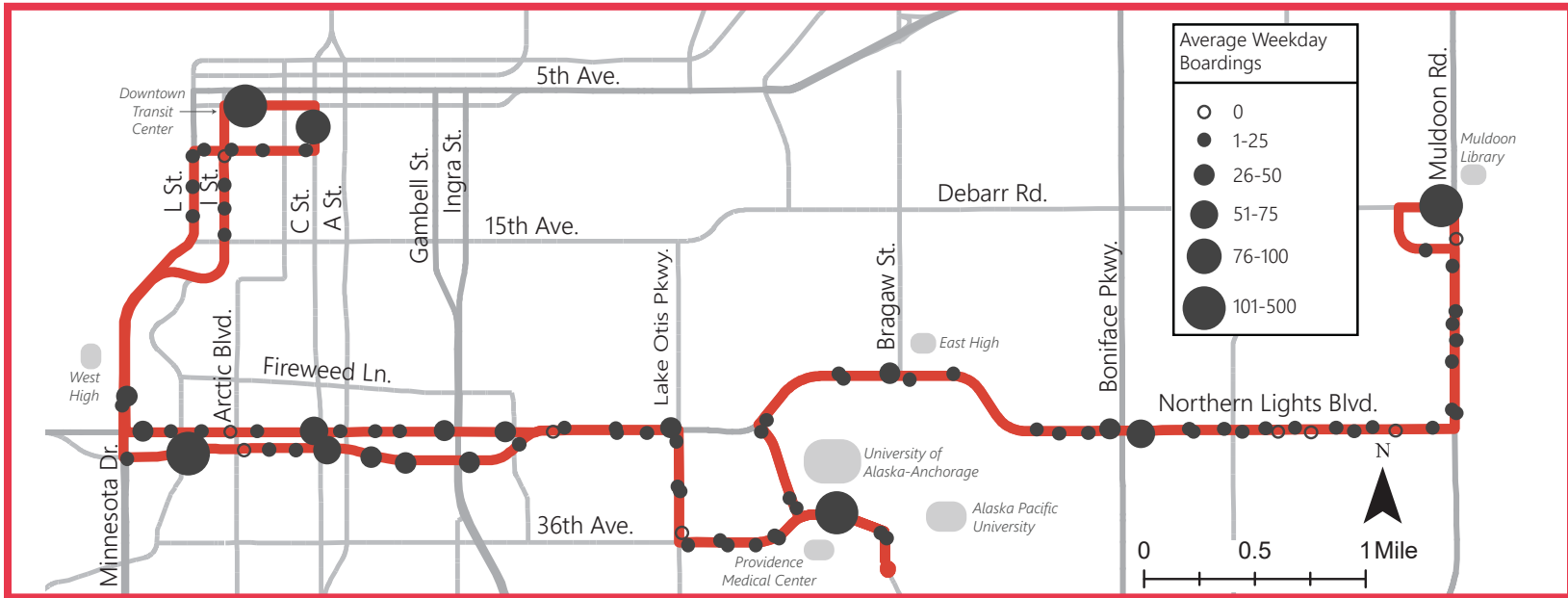
13.66

Neighborhood and Commuter Routes

10

NORTHERN LIGHTS

Frequent Route: 15 min. peak frequency



Average Weekday Boardings

Route Details

Route Length ≈ 24 miles

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

Hours of Operation The Route 10 is in service approximately 18 hours on the weekdays. 15-minute frequent service on weekdays between 6 am and 7:30 pm.

Route Statistics

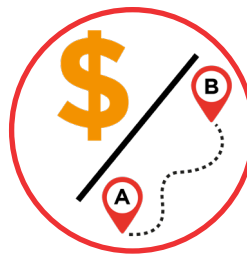
Weekday Productivity	Saturday Productivity	Sunday Productivity	% of jobs w/i 1/4 mile	% of residents w/i 1/4 mile
22.13	28.28	21.29	21%	7%

Average Speed

Walking	Bus	Driving
3.1 MPH	15.83 MPH	24.83 MPH

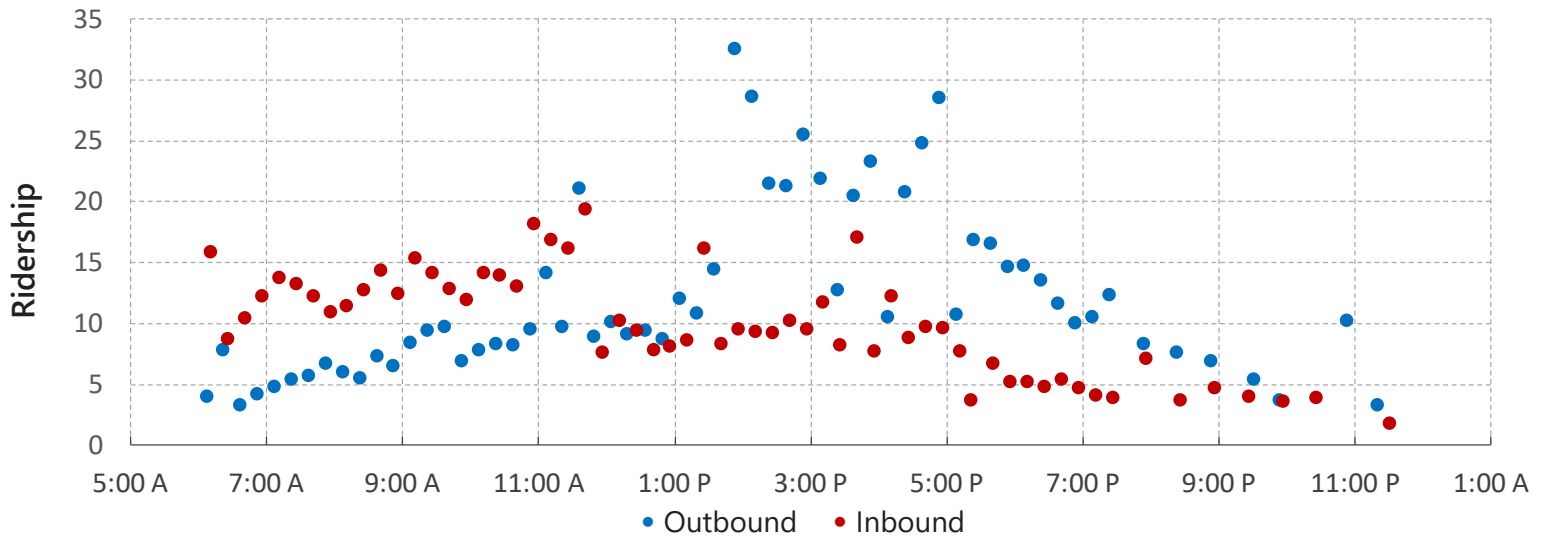


\$ 7.47
Cost per Passenger

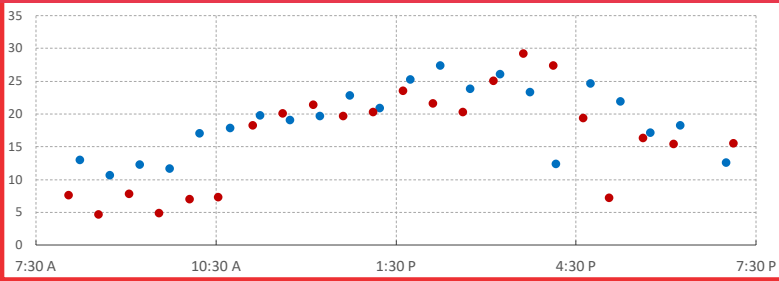


\$ 4,222,542
Annual Operating Cost

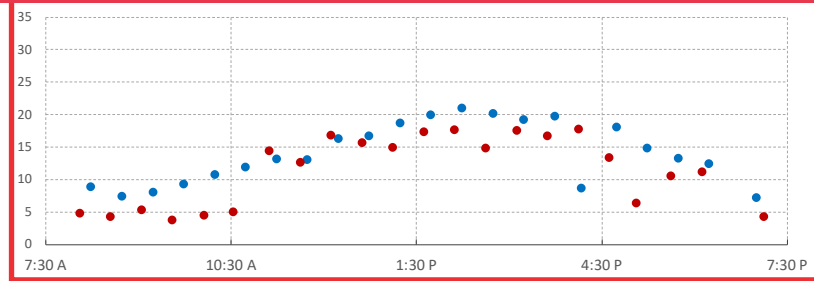
Ridership by Trip: Weekday



Saturday



Sunday



Number of Trips

(includes inbound and outbound trips)

Weekday	Saturday	Sunday
122	44	44



40 ft. bus

Number of buses

needed to operate the route at peak



1,958

Weekday Ridership Average

855

Saturday Ridership Average

609

Sunday Ridership Average



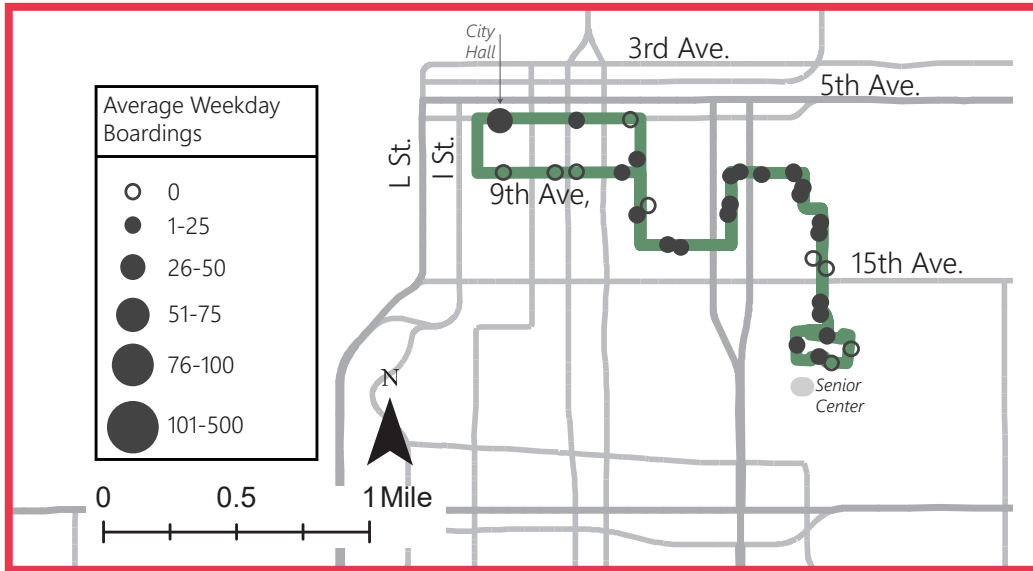
85%

of buses were on time

11

FAIRVIEW • SENIOR CENTER

Neighborhood Route: 60 min. peak frequency



Average Weekday Boardings

Route Details

Route Length ≈ 6 miles

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

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

Route Statistics

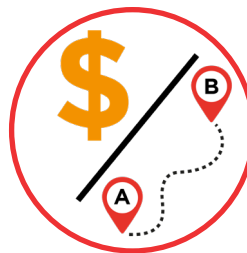
Weekday Productivity	Saturday Productivity	Sunday Productivity	% of jobs w/i 1/4 mile	% of residents w/i 1/4 mile
16.35	14.18	10.21	8%	3%

Average Speed

Walking	Bus	Driving
3.1 MPH	12.26 MPH	11.91 MPH

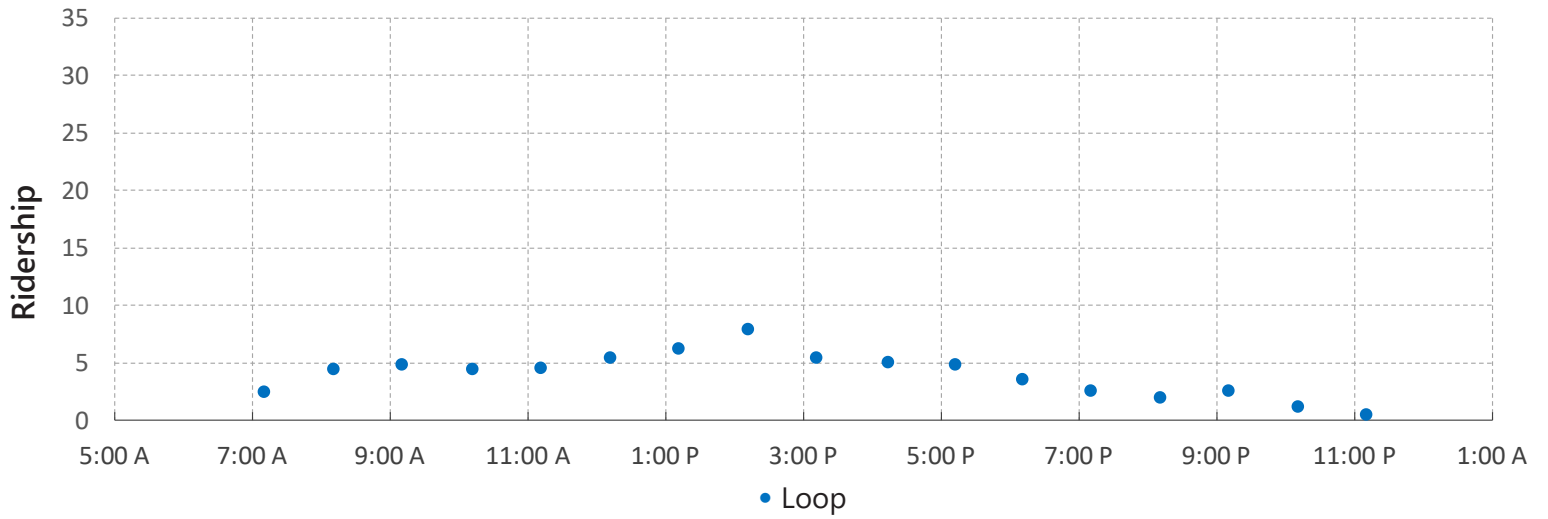


\$ 9.88
Cost per Passenger

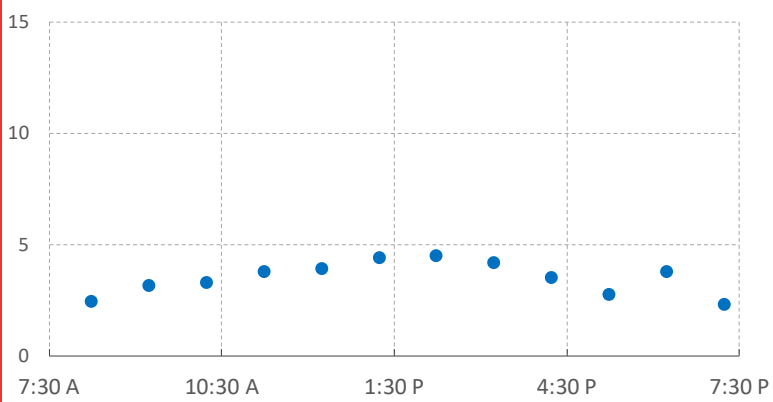


\$ 417,021
Annual Operating Cost

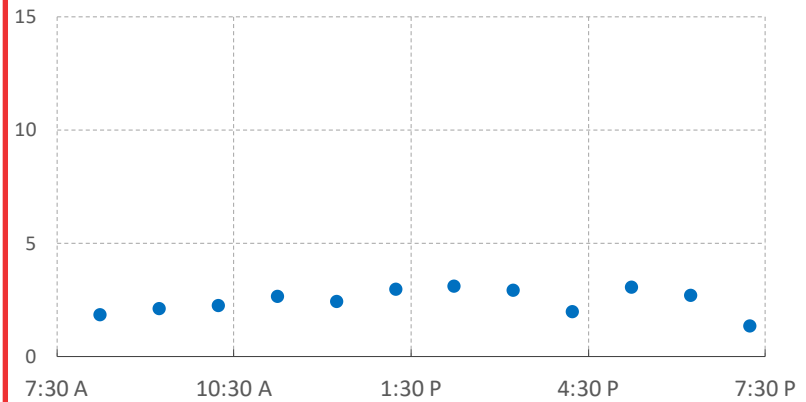
Ridership by Trip: Weekday



Saturday



Sunday



Number of Trips

(includes inbound and outbound trips)

Weekday	Saturday	Sunday
17	12	12



Number of buses

needed to operate the route at peak
 (The Route 11 interlines with the Route 41 requiring half a bus to operate at peak)



139
Weekday Ridership Average

85
Saturday Ridership Average

59
Sunday Ridership Average



84%
of buses were on time

20

MOUNTAIN VIEW • UMED

Frequent Route: 15 min. peak frequency

Route Details

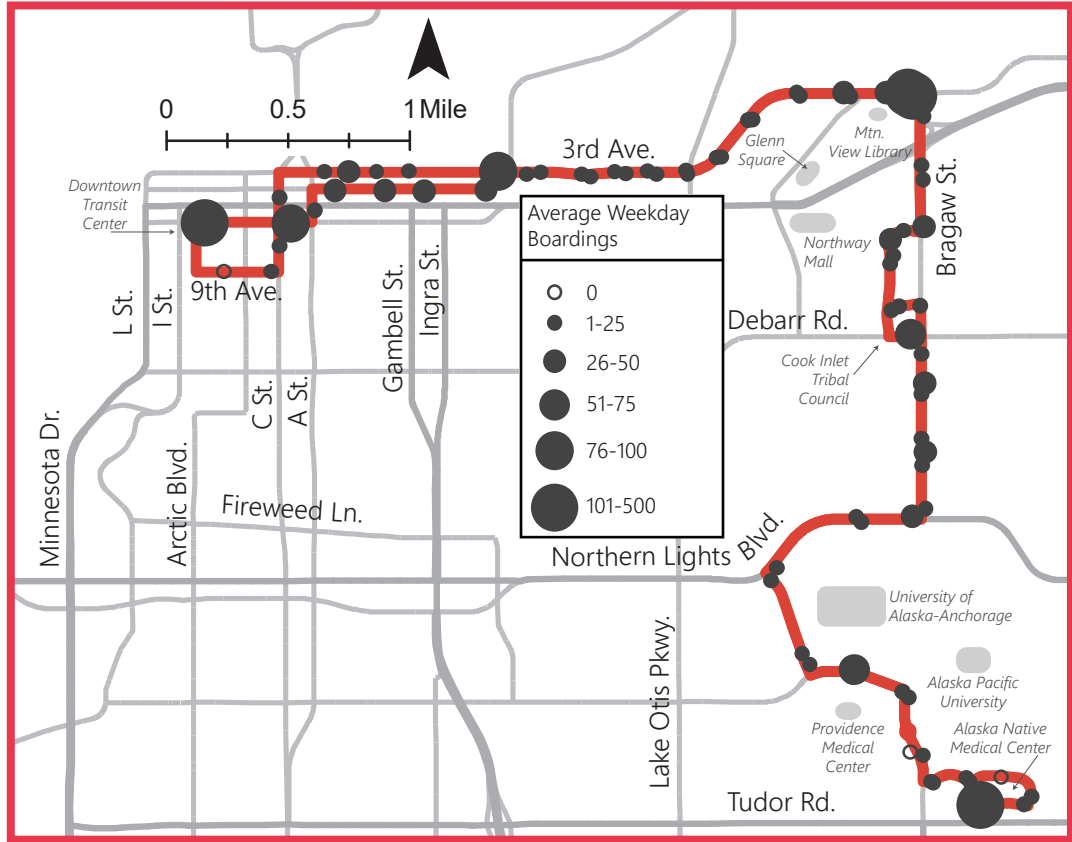
Route Length ≈ 16 miles

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.

Hours of Operation

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

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



Average Weekday Boardings

Route Statistics

Weekday Productivity	Saturday Productivity	Sunday Productivity	% of jobs w/i 1/4 mile	% of residents w/i 1/4 mile
35.11	42.59	33.01	17%	5%

Average Speed

Walking	Bus	Driving
3.1 MPH	13.92 MPH	19.25 MPH



\$ 4.72
Cost per Passenger

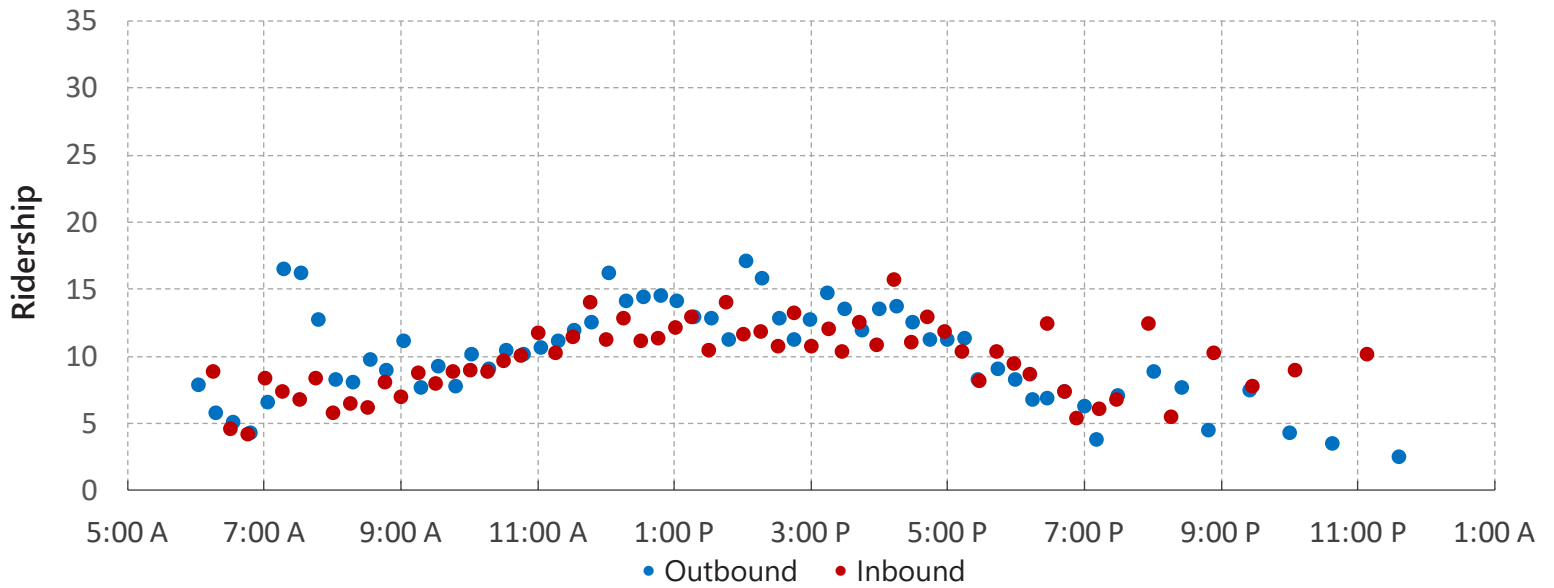


\$ 3,286,367
Annual Operating Cost

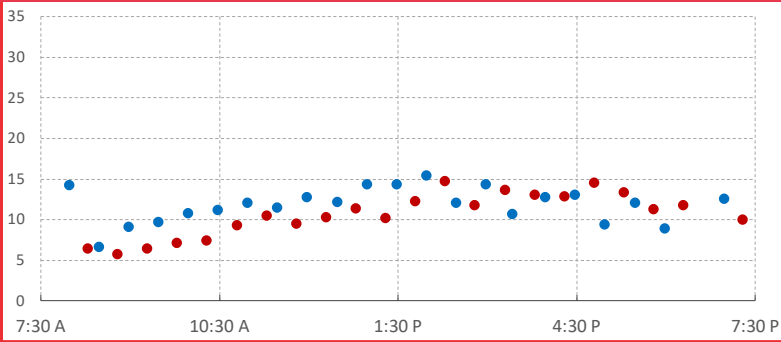


Did You Know: The Route 20 had the highest ridership of all routes in 2019!

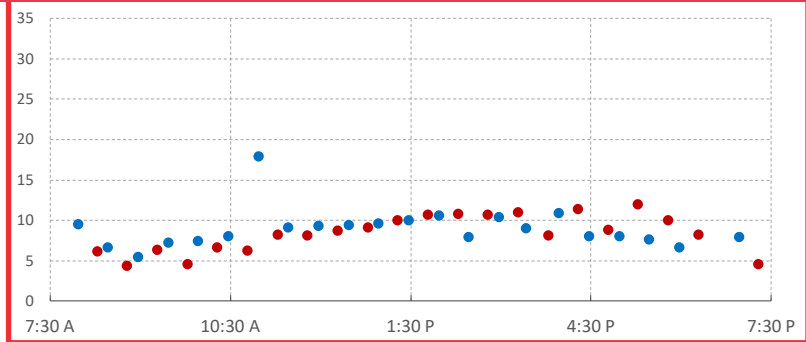
Ridership by Trip: Weekday



Saturday



Sunday



Number of Trips

(includes inbound and outbound trips)

Weekday	Saturday	Sunday
122	44	44



Number of buses

needed to operate the route at peak



2,415

Weekday Ridership Average

1,021

Saturday Ridership Average

759

Sunday Ridership Average



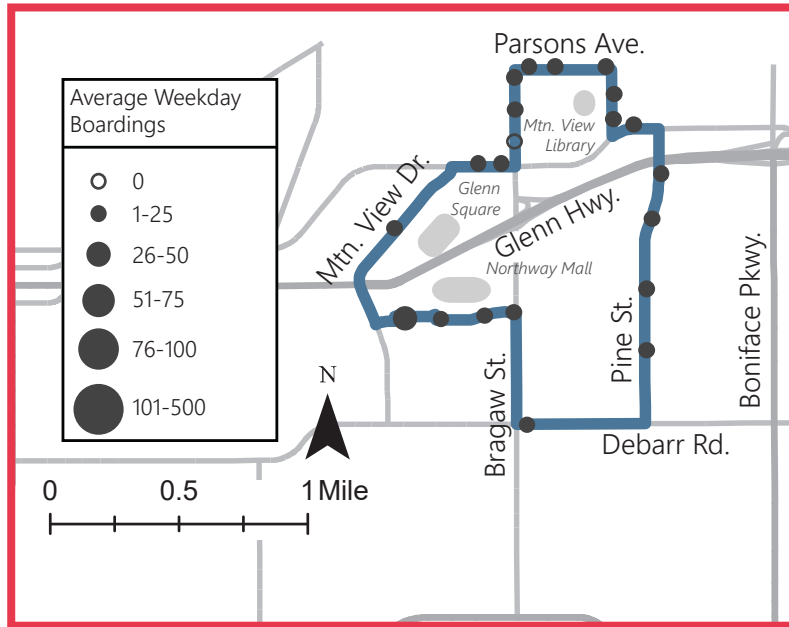
83%

of buses were on time

21

MTN. VIEW • NORTHWAY

Neighborhood Route: 30 min. peak frequency



Average Weekday Boardings

Route Details

Route Length ≈ 5 miles

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

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

Route Statistics

Weekday Productivity	Saturday Productivity	Sunday Productivity	% of jobs w/i 1/4 mile	% of residents w/i 1/4 mile
14.01	12.58	8.64	2%	4%

Average Speed

Walking	Bus	Driving
3.1 MPH	12.87 MPH	15.77 MPH



\$ 12.60
Cost per Passenger

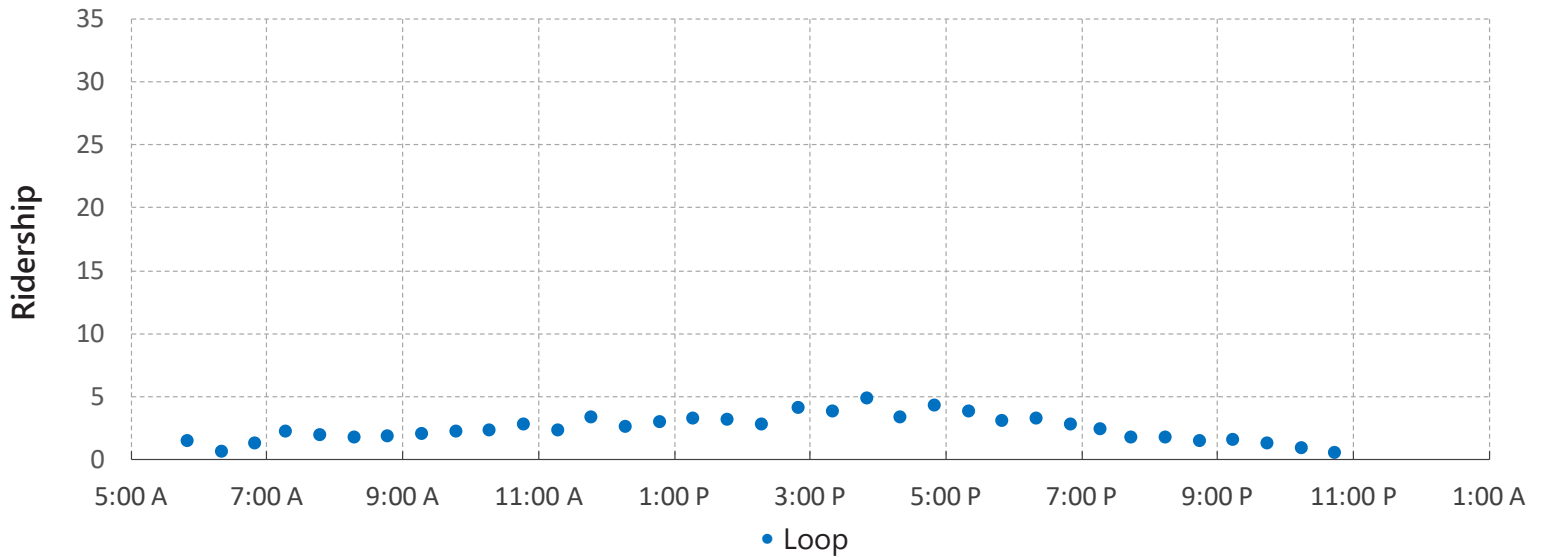


\$ 710,081
Annual Operating Cost

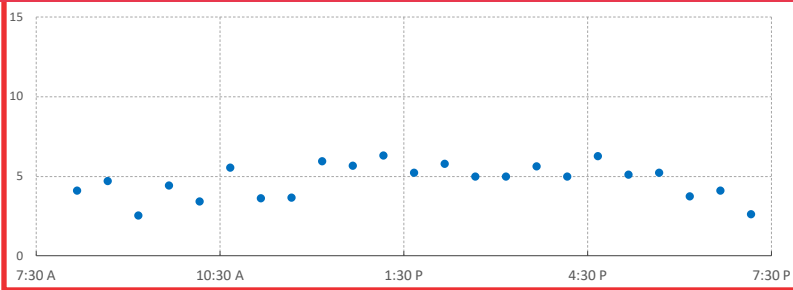


Did You Know: Route 21 had the best on-time performance of the Neighborhood and Commuter routes.

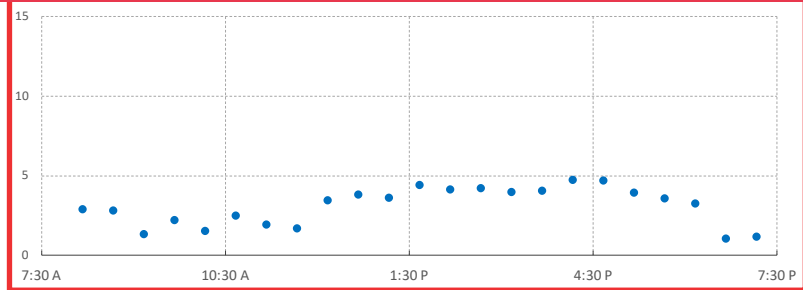
Ridership by Trip: Weekday



Saturday



Sunday



Number of Trips

(includes inbound and outbound trips)

Weekday	Saturday	Sunday
35	23	23



Number of buses

needed to operate the route at peak

22 ft. bus



188

Weekday Ridership Average

109

Saturday Ridership Average

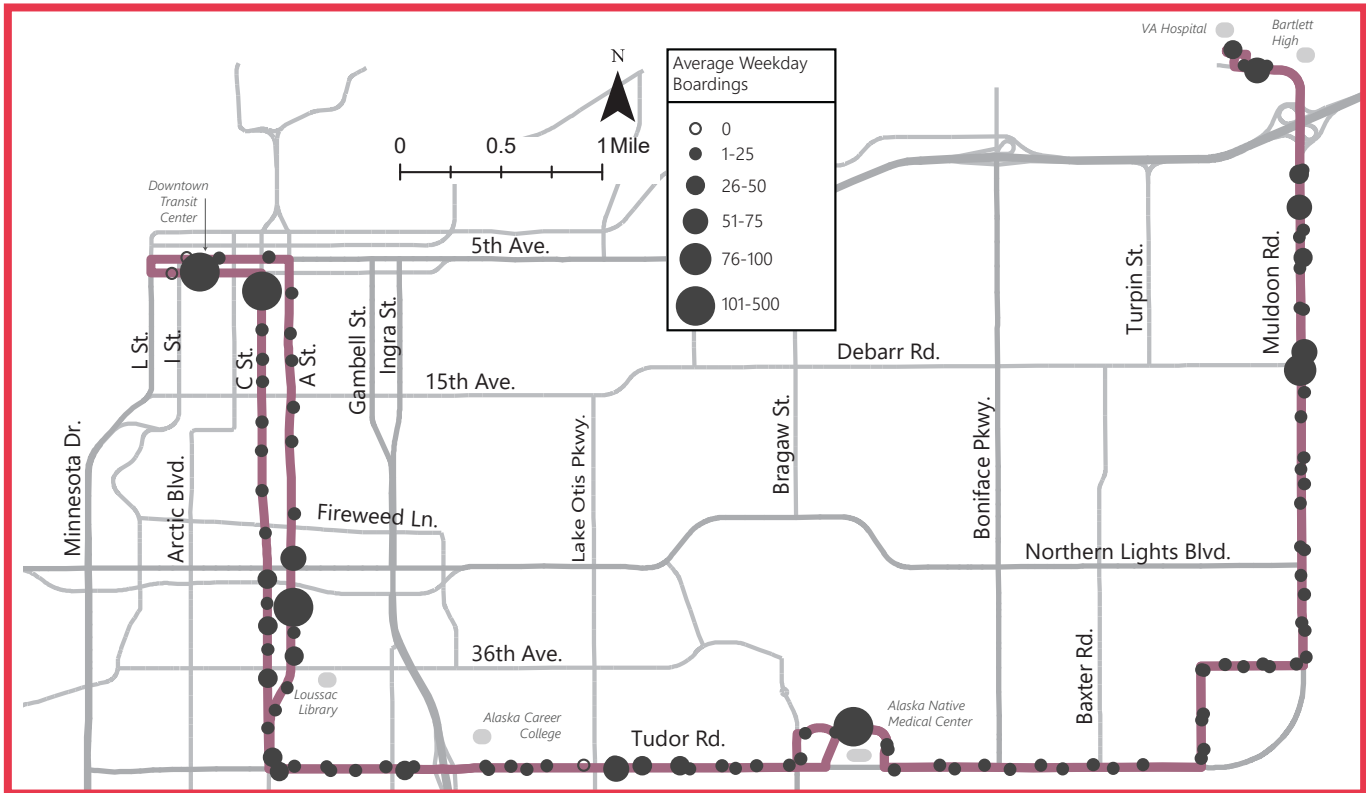
71

Sunday Ridership Average



91%

of buses were on time



Average Weekday Boardings

Route Details

Route Length ≈ 25 miles

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

Route Statistics

Weekday Productivity	Saturday Productivity	Sunday Productivity	% of jobs w/i 1/4 mile	% of residents w/i 1/4 mile
27.92	29.72	23.18	23%	9%

Average Speed

Walking	Bus	Driving
3.1 MPH	14.32 MPH	22.81 MPH



\$ 5.83
Cost per Passenger

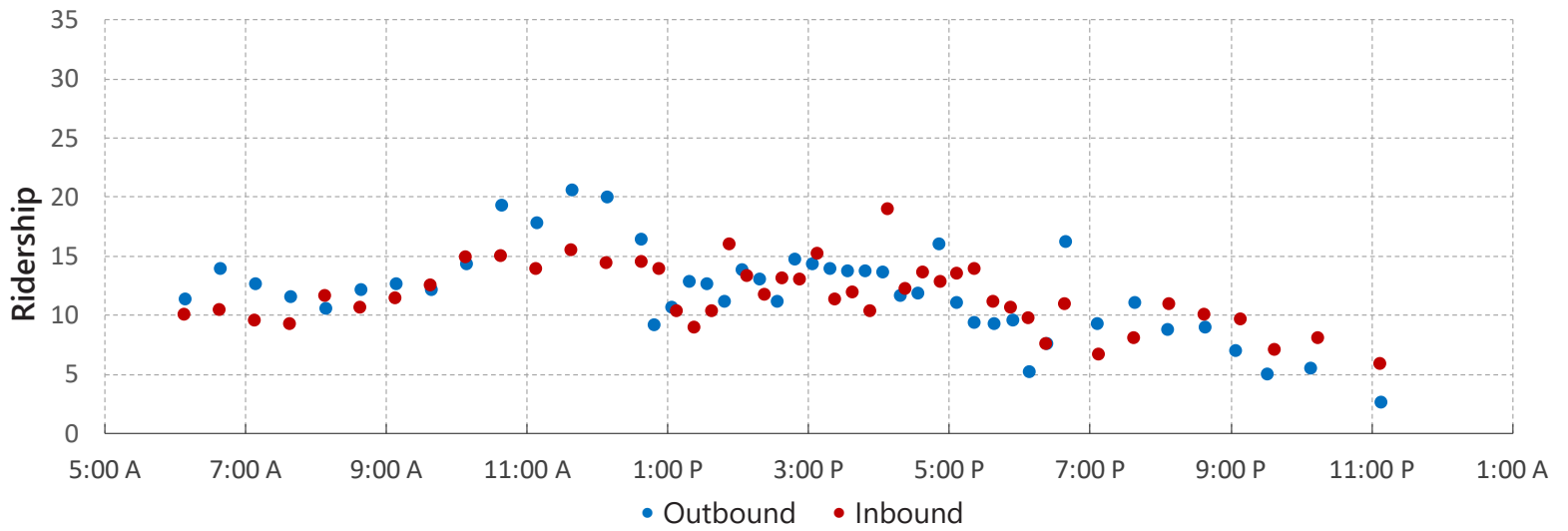


\$ 3,684,080
Annual Operating Cost

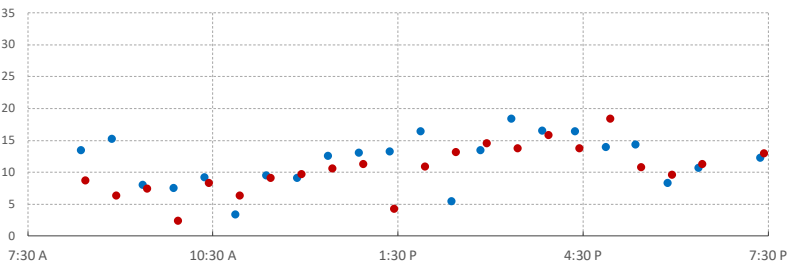


Did You Know: The Route 25 reaches the highest number of jobs and residents within 1/4 mile of all routes!

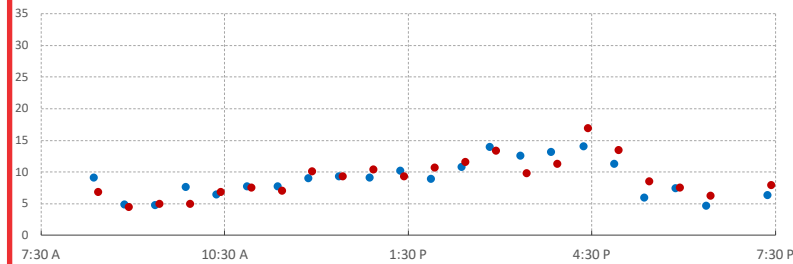
Ridership by Trip: Weekday



Saturday



Sunday



Number of Trips

(includes inbound and outbound trips)

Weekday	Saturday	Sunday
92	44	44



Number of buses

needed to operate the route at peak



2,156

Weekday Ridership Average

1,024

Saturday Ridership Average

766

Sunday Ridership Average



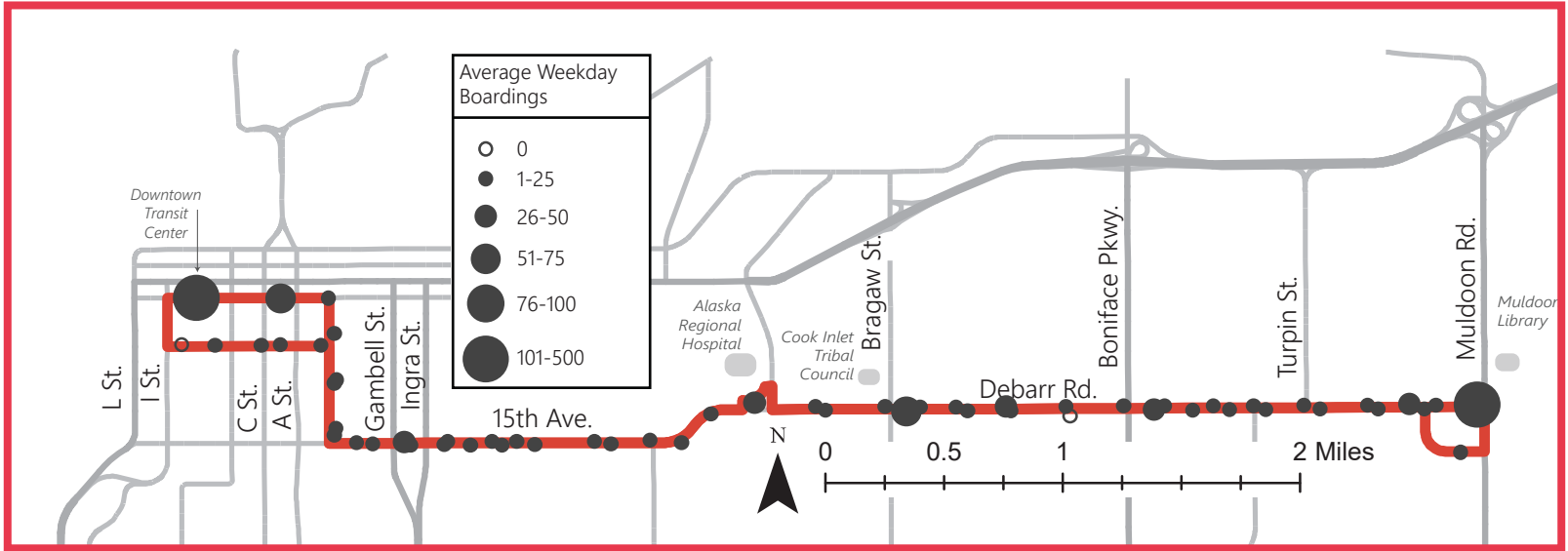
83%

of buses were on time

30

DEBARR

Frequent Route: 15 min. peak frequency



Average Weekday Boardings

Route Details

Route Length ≈ 13 miles

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

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

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

Route Statistics

Weekday Productivity	Saturday Productivity	Sunday Productivity	% of jobs w/i 1/4 mile	% of residents w/i 1/4 mile
23.40	33.35	24.54	12%	6%

Average Speed

Walking	Bus	Driving
3.1 MPH	14.71 MPH	20.64 MPH



\$ 7.10
Cost per Passenger

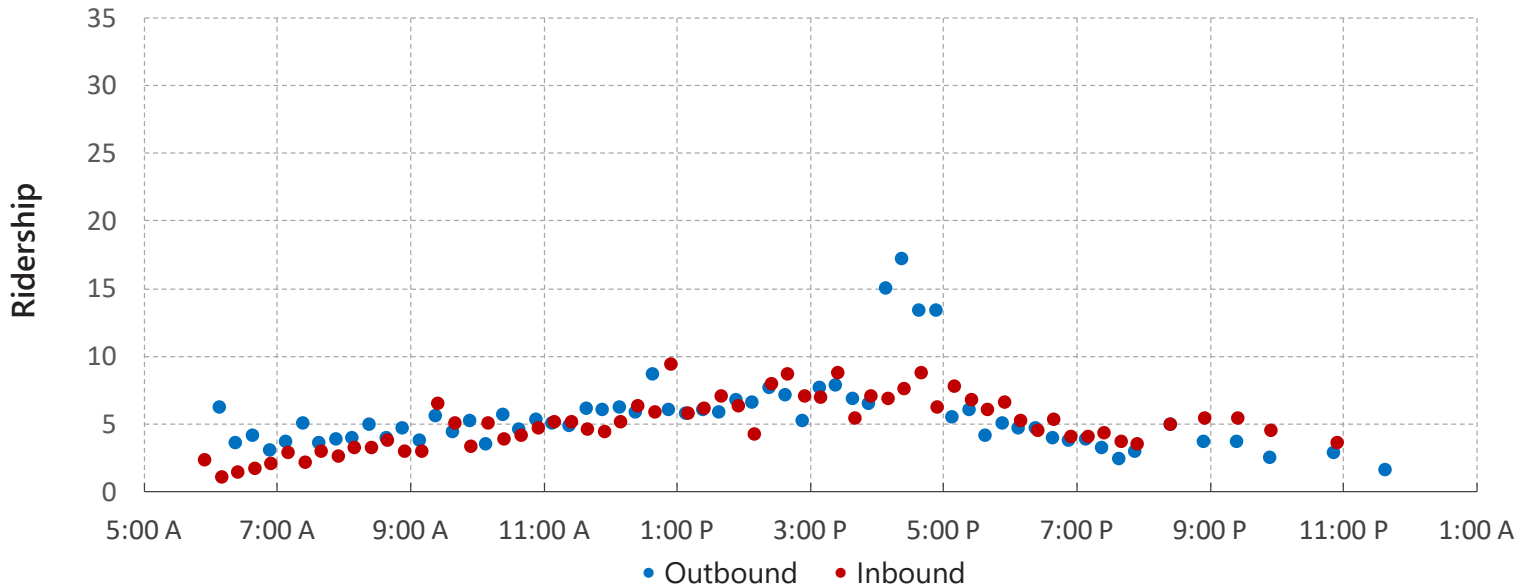


\$ 2,661,526
Annual Operating Cost

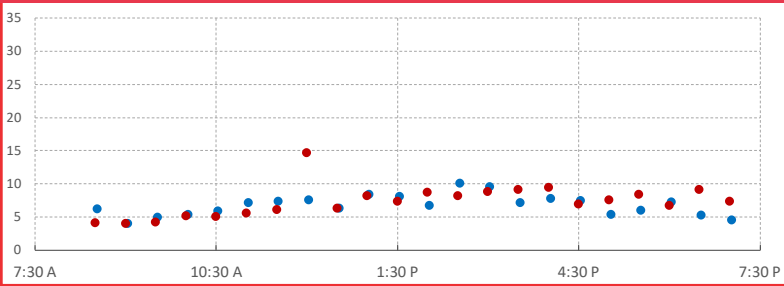


Did You Know: The Route 30 had the best on-time performance of the routes operated by 40' buses in 2019!

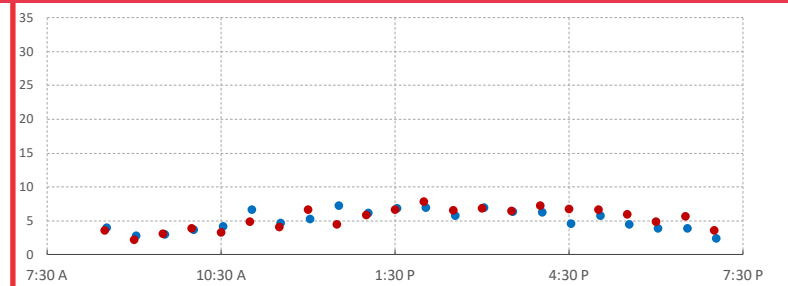
Ridership by Trip: Weekday



Saturday



Sunday



Number of Trips

(includes inbound and outbound trips)

Weekday	Saturday	Sunday
124	44	44



Number of buses

needed to operate the route at peak



1,276

Weekday Ridership Average

625

Saturday Ridership Average

442

Sunday Ridership Average



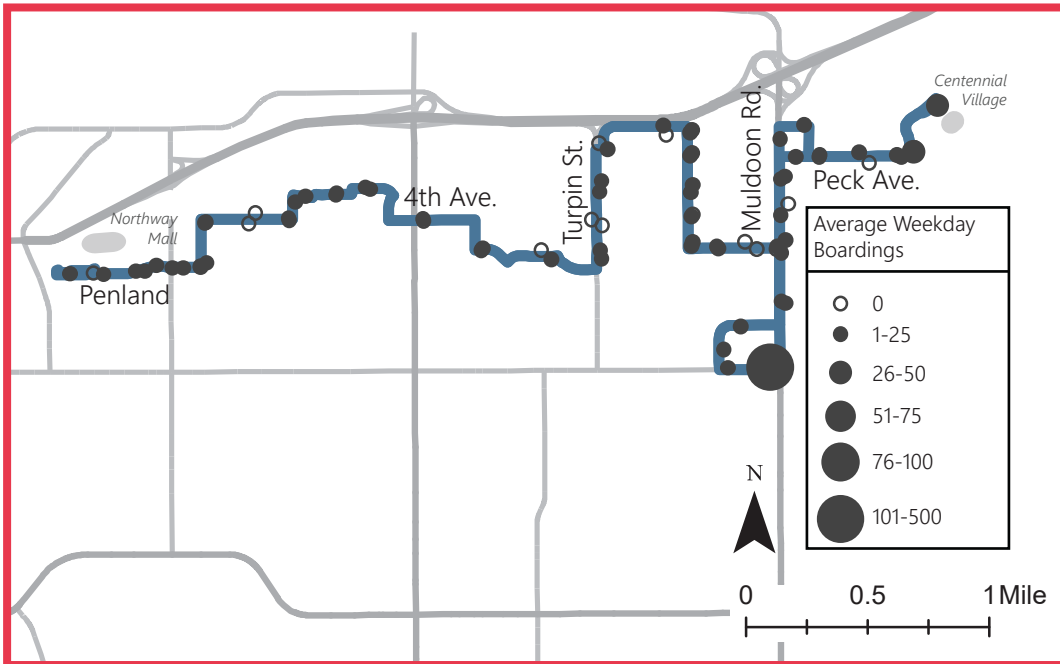
89%

of buses were on time

31

NORTHEAST

Frequent Route: 15 min. peak frequency



Average Weekday Boardings

Route Details

Route Length ≈ 15 miles

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

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

Route Statistics

Weekday Productivity	Saturday Productivity	Sunday Productivity	% of jobs w/i 1/4 mile	% of residents w/i 1/4 mile
12.61	12.10	9.04	2%	6%

Average Speed

Walking	Bus	Driving
3.1 MPH	12.95 MPH	15.81 MPH



\$ 13.23
Cost per Passenger

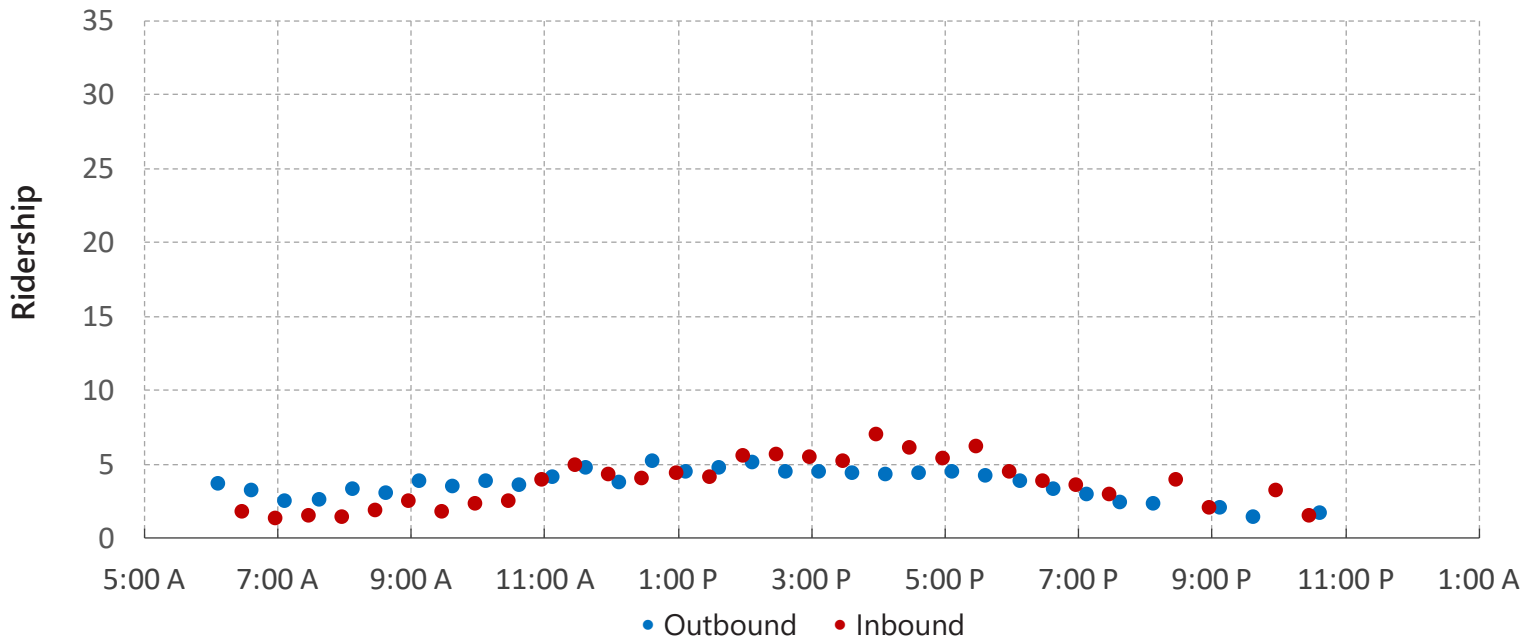


\$ 1,968,957
Annual Operating Cost

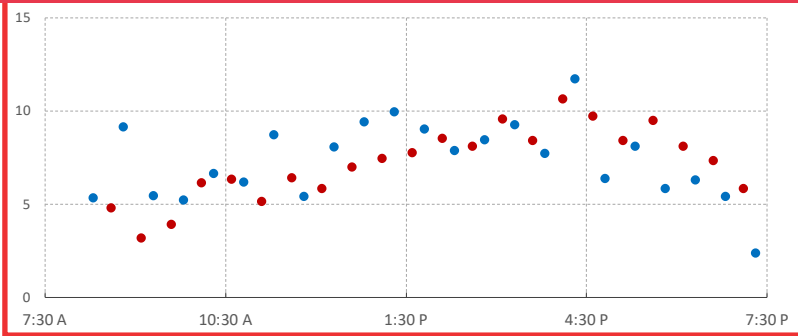


Did You Know: The Route 31 had the highest ridership of all the Neighborhood and Commuter routes!

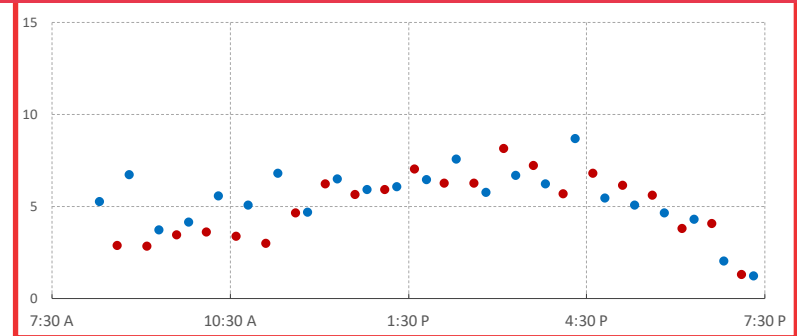
Ridership by Trip: Weekday



Saturday



Sunday



Number of Trips

(includes inbound and outbound trips)

Weekday	Saturday	Sunday
64	45	45

3



22 ft. bus

Number of buses

needed to operate the route at peak



478

Weekday Ridership Average

327

Saturday Ridership Average

236

Sunday Ridership Average



86%

of buses were on time

35

ARCTIC

Standard Route: 30 min. peak frequency

Route Details

Route Length ≈ 13 miles

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

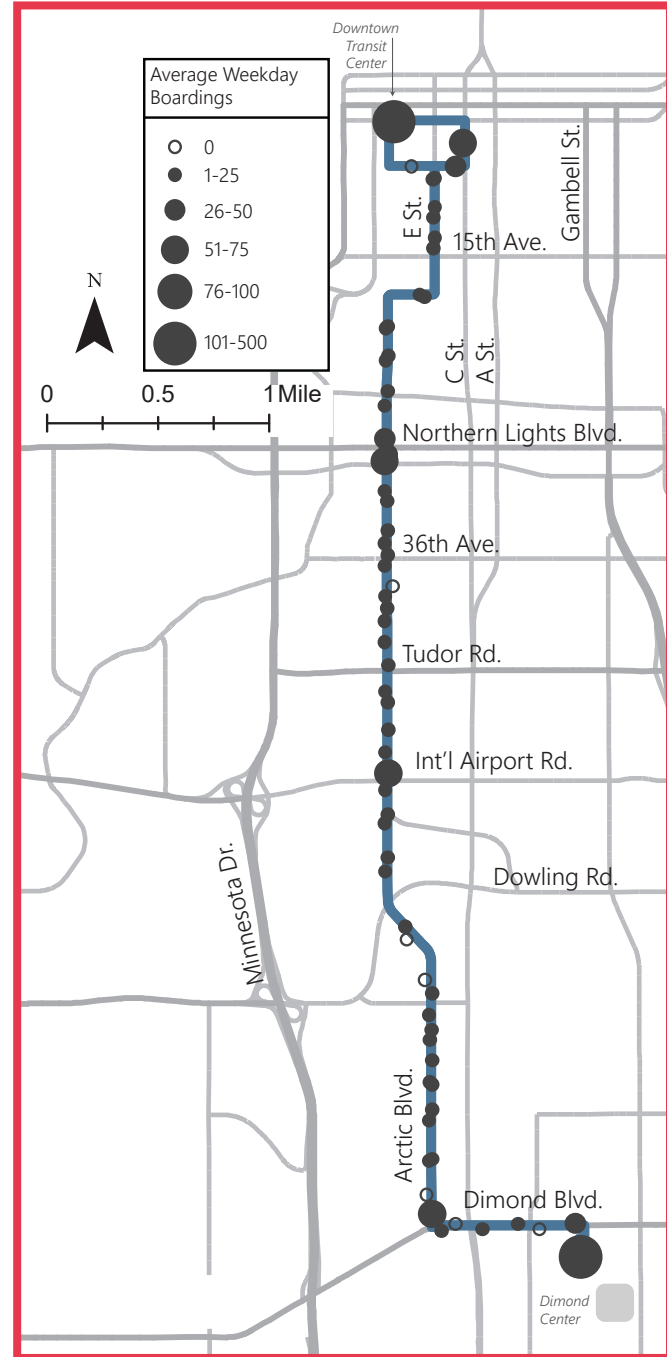
Hours of Operation The Route 35 is in service approximately 16 hours on weekdays.

Route Statistics

Weekday Productivity	33.08
Saturday Productivity	27.90
Sunday Productivity	20.18
% of jobs w/i 1/4 mile	14%
% of residents w/i 1/4 mile	4%

Average Speed

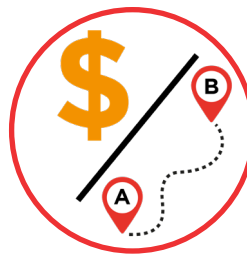
Walking	Bus	Driving
3.1 MPH	13.49 MPH	18.1 MPH



Average Weekday Boardings

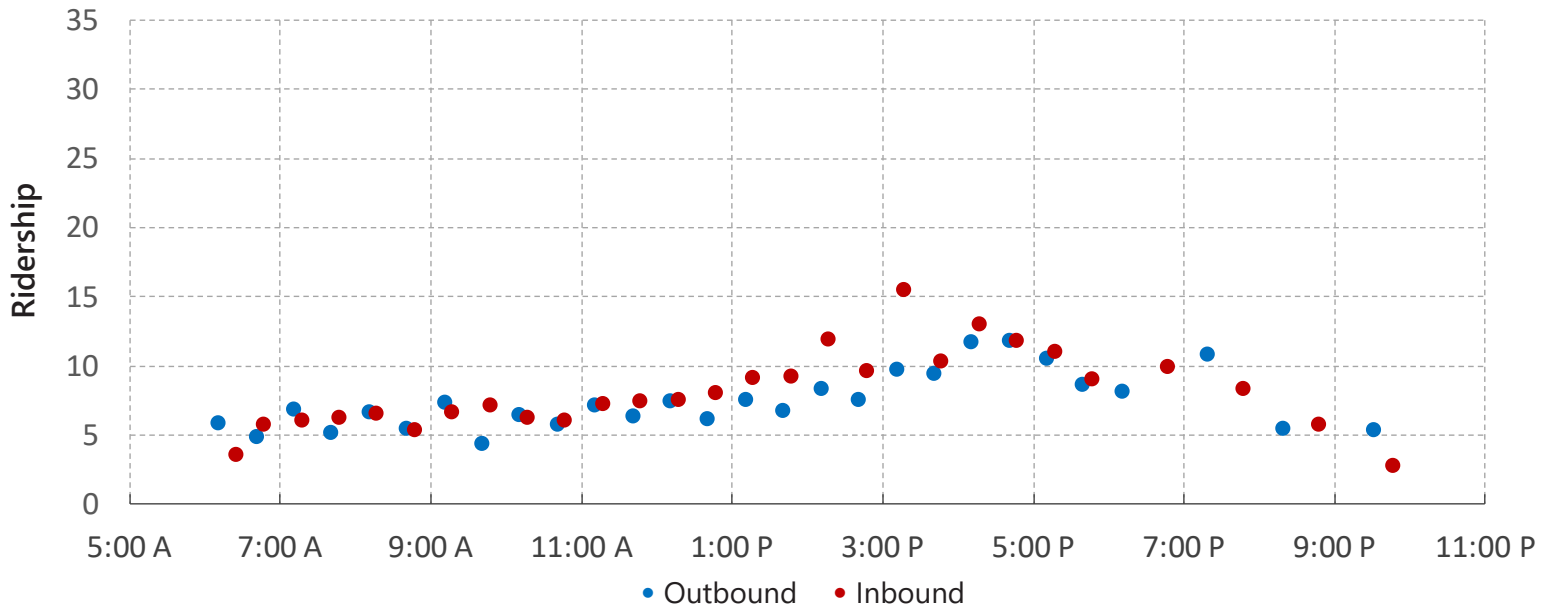


\$ 5.49
Cost per Passenger

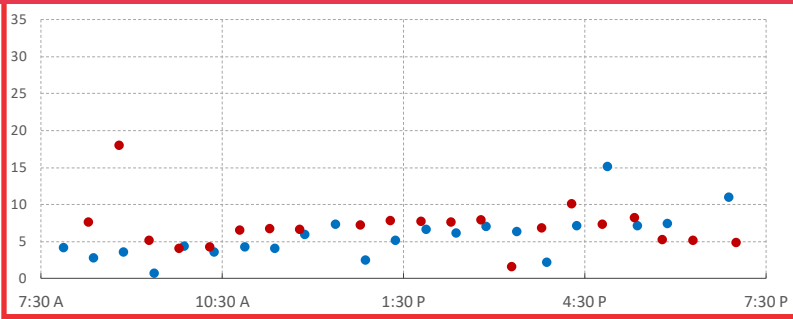


\$ 1,499,357
Annual Operating Cost

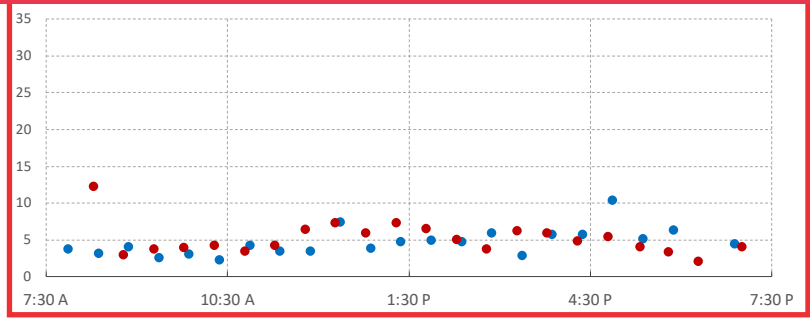
Ridership by Trip: Weekday



Saturday



Sunday



Number of Trips

(includes inbound and outbound trips)

Weekday	Saturday	Sunday
56	44	44



Number of buses

needed to operate the route at peak



884

Weekday Ridership Average

600

Saturday Ridership Average

407

Sunday Ridership Average



85%

of buses were on time

40

SPENARD • AIRPORT

Frequent Route: 15 min. peak frequency

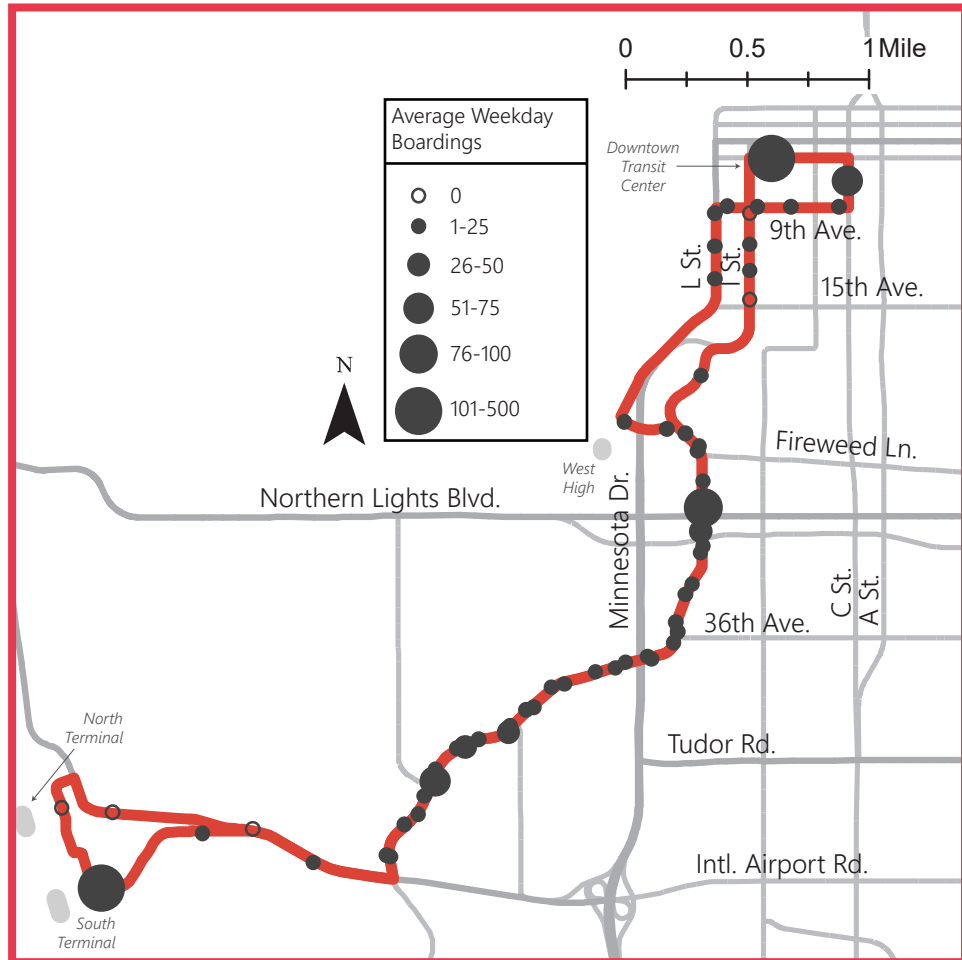
Route Details

Route Length ≈ 12 miles

This route 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.

Hours of Operation The Route 40 is in service approximately 18 hours on weekdays.

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



Average Weekday Boardings

Route Statistics

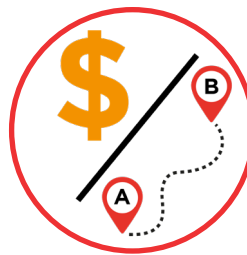
Weekday Productivity	Saturday Productivity	Sunday Productivity	% of jobs w/i 1/4 mile	% of residents w/i 1/4 mile
20.36	29.64	22.70	12%	4%

Average Speed

Walking	Bus	Driving
3.1 MPH	14.83 MPH	19.77 MPH

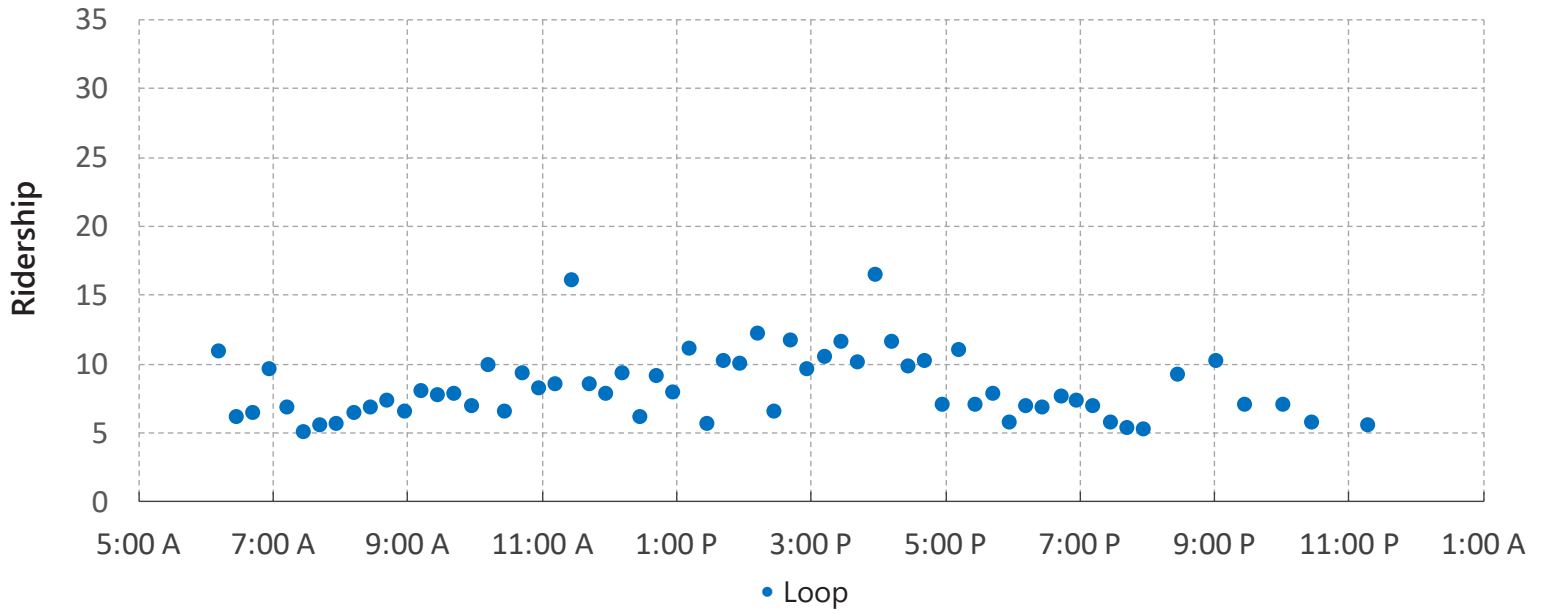


\$ 7.84
Cost per Passenger

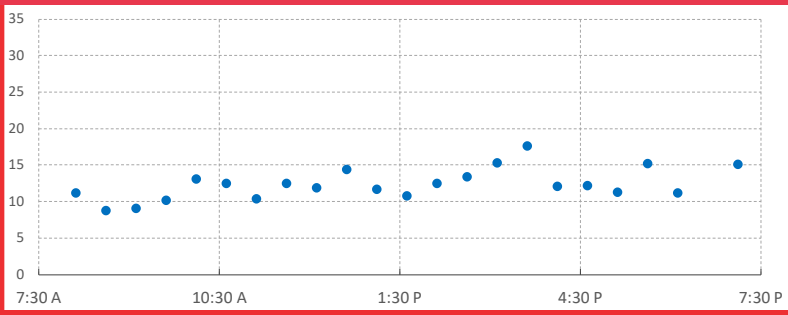


\$ 2,458,173
Annual Operating Cost

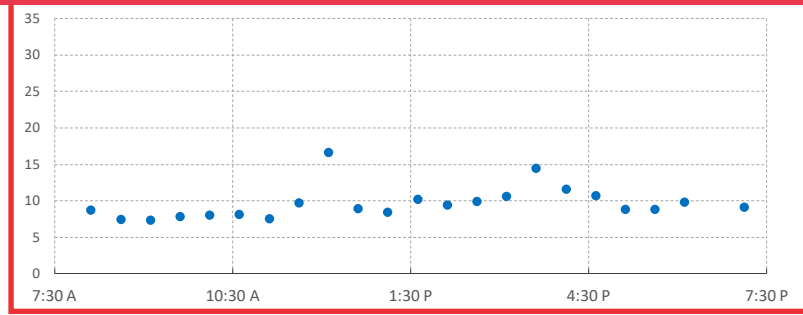
Ridership by Trip: Weekday



Saturday



Sunday



Number of Trips

(includes inbound and outbound trips)

Weekday	Saturday	Sunday
62	22	22



Number of buses

needed to operate the route at peak



1,062

Weekday Ridership Average

530

Saturday Ridership Average

391

Sunday Ridership Average



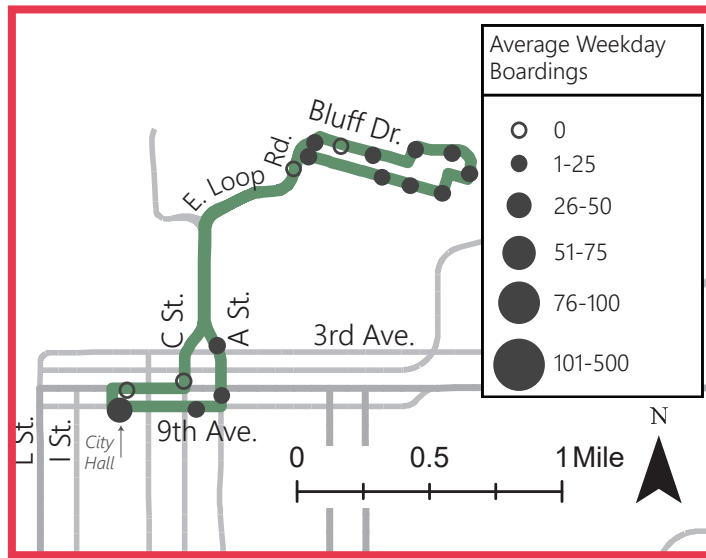
87%

of buses were on time

41

GOVERNMENT HILL

Neighborhood Route: 60 min. peak frequency



Average Weekday Boardings

Route Details

Route Length ≈ 4.5 miles

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

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

Route Statistics

Weekday Productivity	Saturday Productivity	Sunday Productivity	% of jobs w/i 1/4 mile	% of residents w/i 1/4 mile
32.38	29.05	22.71	8%	1%

Average Speed

Walking	Bus	Driving
3.1 MPH	14.37 MPH	17.92 MPH



\$ 5.87
Cost per Passenger

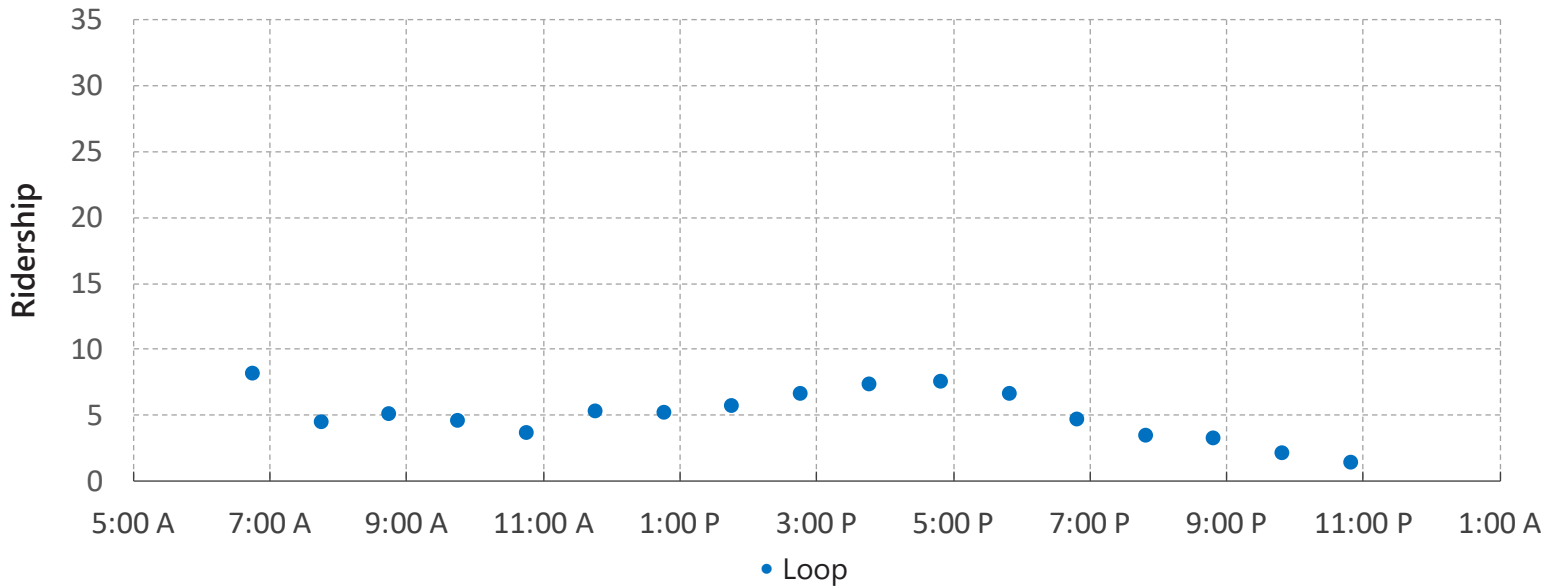


\$ 298,328
Annual Operating Cost

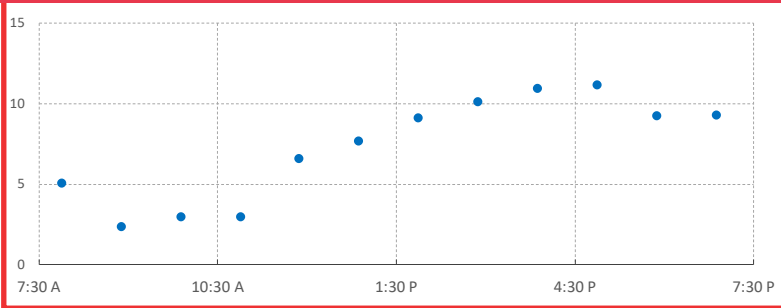


Did You Know: The Route 41 was the most productive of all Neighborhood and Commuter routes!

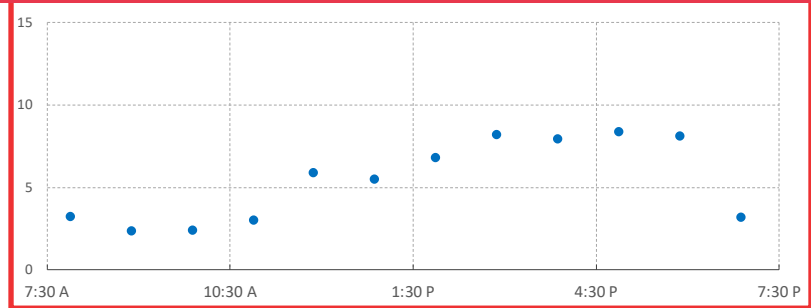
Ridership by Trip: Weekday



Saturday



Sunday



Number of Trips

(includes inbound and outbound trips)

Weekday	Saturday	Sunday
17	12	12



Number of buses

needed to operate the route at peak
 (The Route 41 interlines with the Route 11 requiring half a bus to operate at peak)



167
Weekday Ridership Average

101
Saturday Ridership Average

75
Sunday Ridership Average



83%
of buses were on time

55

LAKE OTIS

Standard Route: 60 min. peak frequency

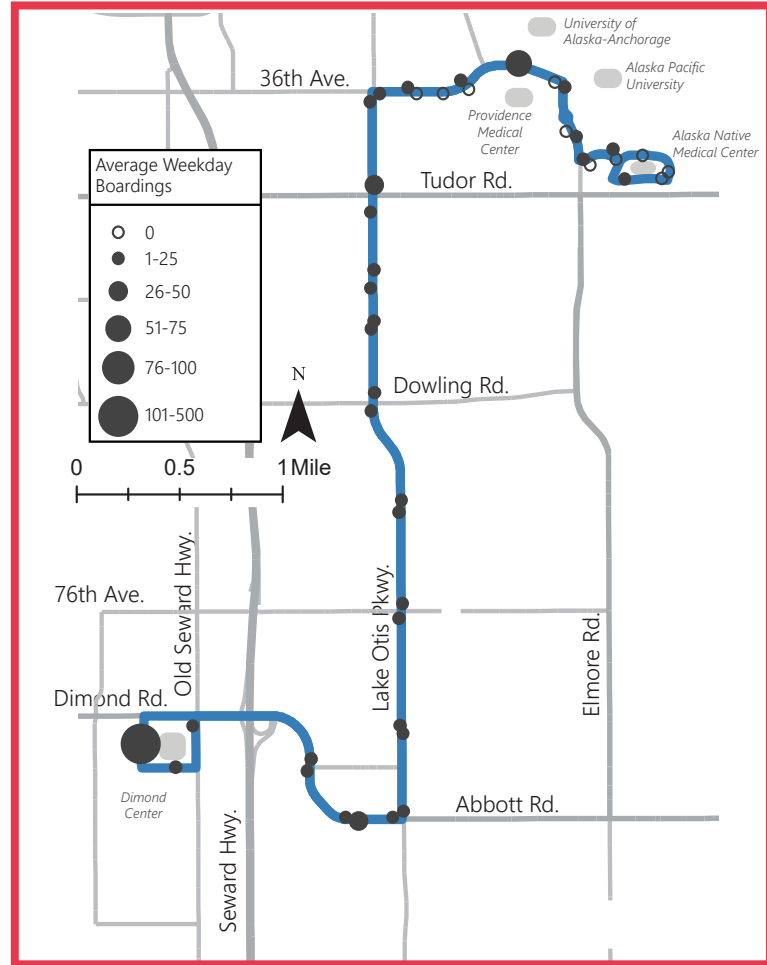
Route Details

Route Length ≈ 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.

Hours of Operation Route 55 is in service approximately 16.5 hours on week-days.

On July 1, 2019, the Route 55 was extended to include the Alaska Native Medical Center and began servicing all bus stops on Providence Drive. Weekday peak service was also increased to 30 minutes from 60 minutes.



Average Weekday Boardings

Route Statistics

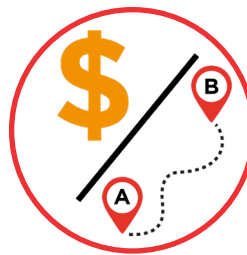
Weekday Productivity	Saturday Productivity	Sunday Productivity	% of jobs w/i 1/4 mile	% of residents w/i 1/4 mile
25.43	25.51	20.01	10%	4%

Average Speed

Walking	Bus	Driving
3.1 MPH	15.84 MPH	17.05 MPH

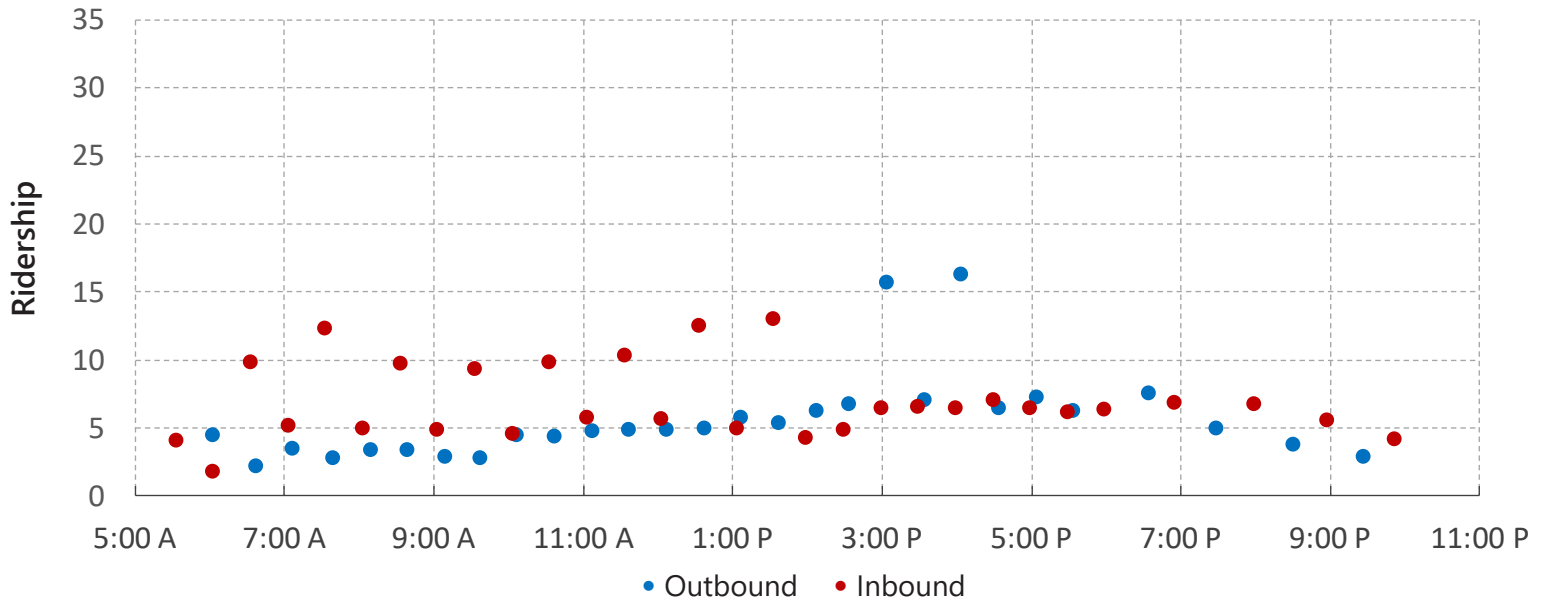


\$ 7.13
Cost per Passenger

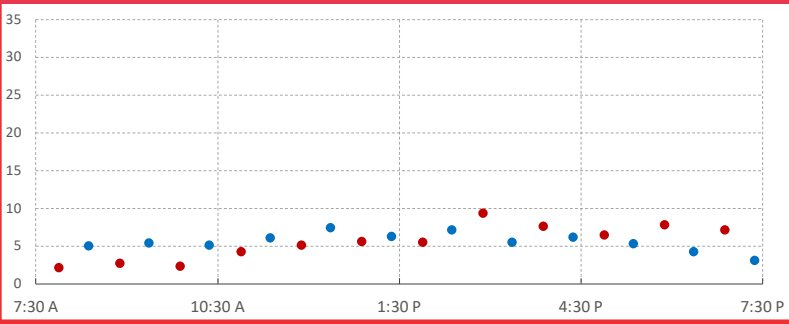


\$ 1,029,946
Annual Operating Cost

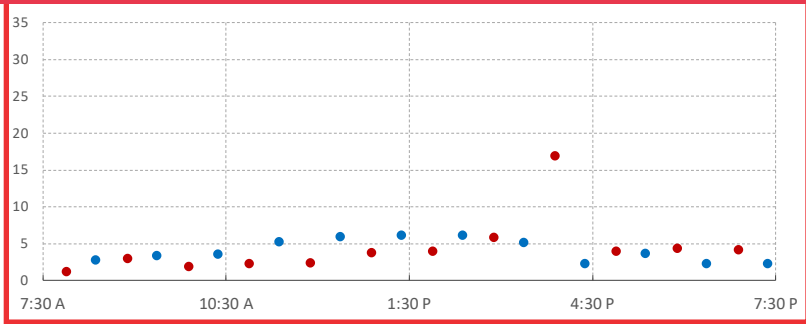
Ridership by Trip: Weekday



Saturday



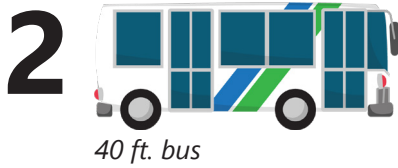
Sunday



Number of Trips

(includes inbound and outbound trips)

Weekday	Saturday	Sunday
58	24	24



Number of buses

needed to operate the route at peak



494
Weekday Ridership Average

236
Saturday Ridership Average

170
Sunday Ridership Average



87%
of buses were on time

65

JEWEL LAKE

Standard Route: 60 min. peak frequency

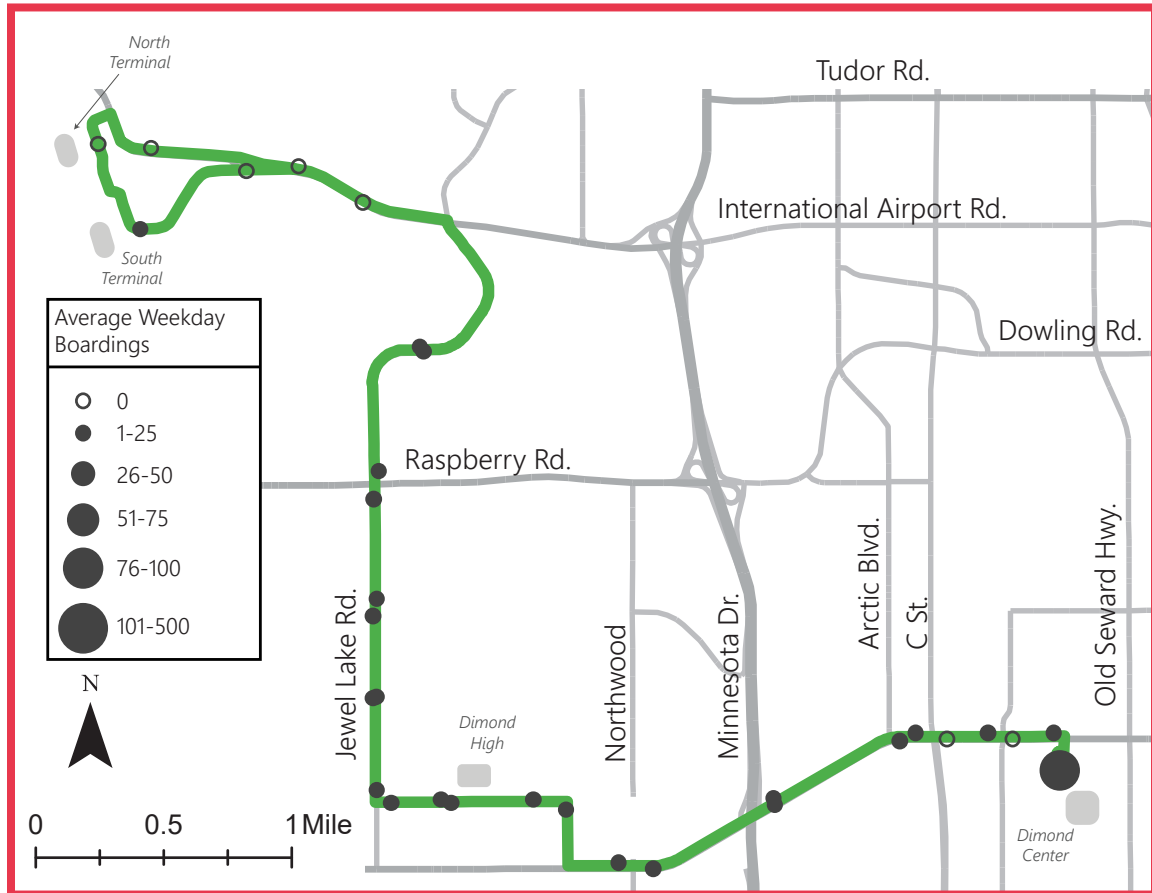
Route Details

Route Length ≈ 15 miles

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

Hours of Operation

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



Average Weekday Boardings

On July 1, 2019, the Route 65 was extended to include the airport, and began operating as a loop, beginning and ending at the Dimond Transit Center. Similar to the Route 40 loop, this means people coming and going to the airport may now use any bus stop without having to re-board at the end of the trip when arriving at the south terminal bus stop.

Route Statistics

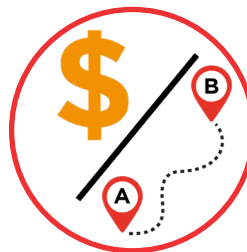
Weekday Productivity	Saturday Productivity	Sunday Productivity	% of jobs w/i 1/4 mile	% of residents w/i 1/4 mile
21.23	18.35	13.48	4%	4%

Average Speed

Walking	Bus	Driving
3.1 MPH	17.03 MPH	22.19 MPH

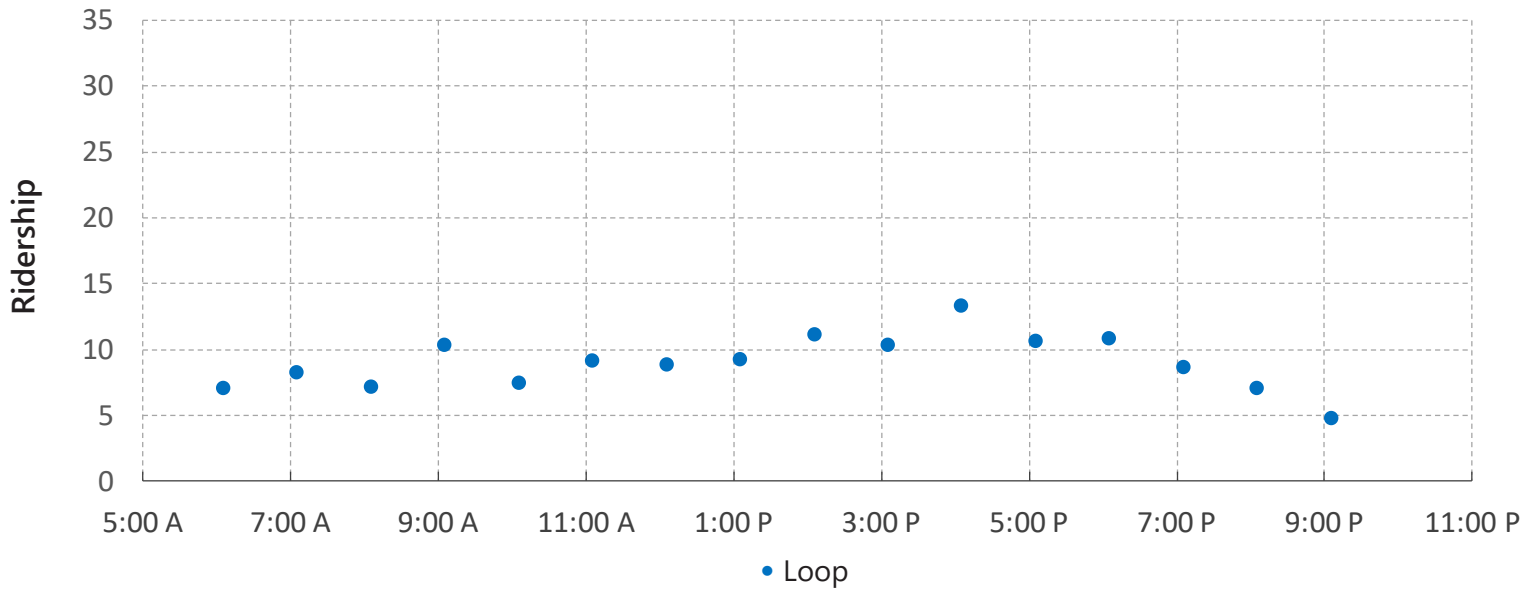


\$ 8.09
Cost per Passenger

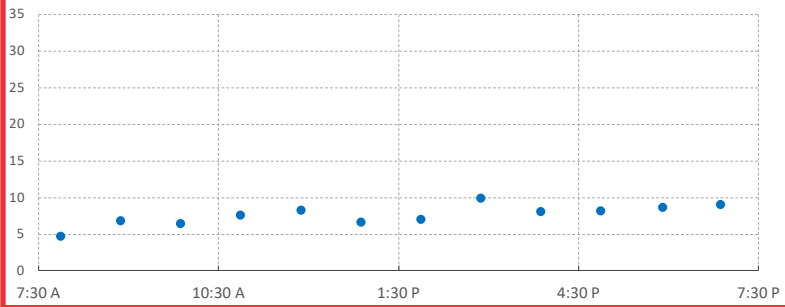


\$ 733,698
Annual Operating Cost

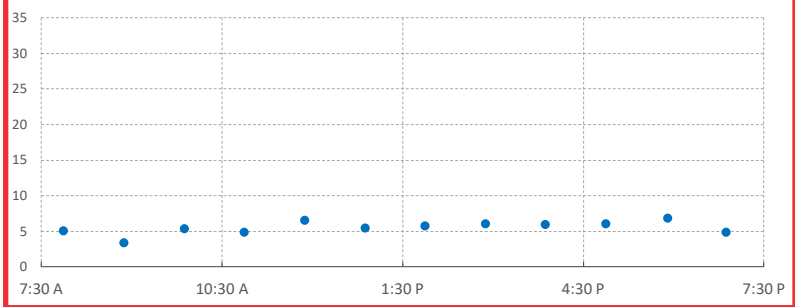
Ridership by Trip: Weekday



Saturday



Sunday



Number of Trips

(includes inbound and outbound trips)

Weekday	Saturday	Sunday
16	12	12



Number of buses

needed to operate the route at peak



296
Weekday Ridership Average

188
Saturday Ridership Average

132
Sunday Ridership Average



88%
of buses were on time

91

HUFFMAN

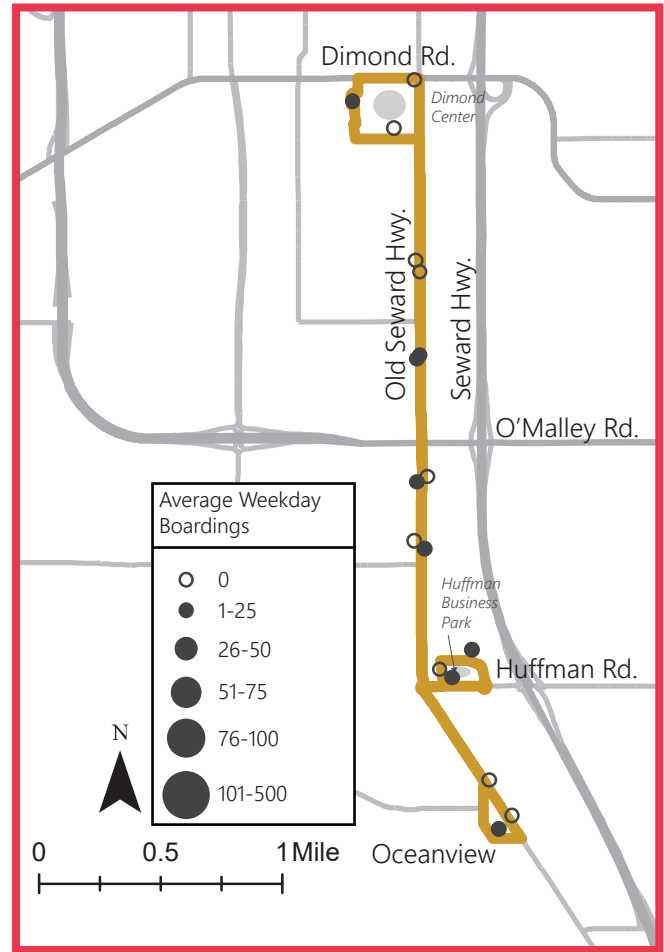
Commuter Route - Peak Service Only

Route Details

Route Length ≈ 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.

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



Average Weekday Boardings

SCHEDULE				
DIMOND TRANSIT CENTER	OLD SEWARD & O'MALLEY CENTER	HUFFMAN BUSINESS PARK	OLD SEWARD & O'MALLEY CENTER	DIMOND TRANSIT CENTER
MONDAY - FRIDAY				
6:59	7:07	7:17	7:20	7:27
7:31	7:37	7:47	7:50	7:57
8:01	8:07	8:17	8:20	8:27
8:31	8:37	8:47	8:50	8:57
9:01	9:07	9:17	9:20	9:27
9:31	9:37	9:47	9:50	9:57
3:49	3:58	4:07	4:10	4:17
4:21	4:30	4:39	4:42	4:49
4:53	5:02	5:11	5:14	5:21
5:25	5:34	5:43	5:46	5:53
5:57	6:06	6:15	6:18	6:25
6:30	6:38	6:47	6:50	6:57

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

Route Statistics

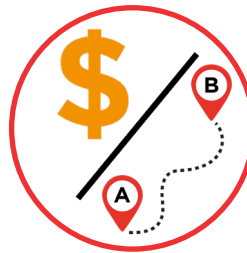
Weekday Productivity	Saturday Productivity	Sunday Productivity	% of jobs w/i 1/4 mile	% of residents w/i 1/4 mile
7.55	N/A	N/A	4%	2%

Average Speed

Walking	Bus	Driving
3.1 MPH	17.58 MPH	17.85 MPH

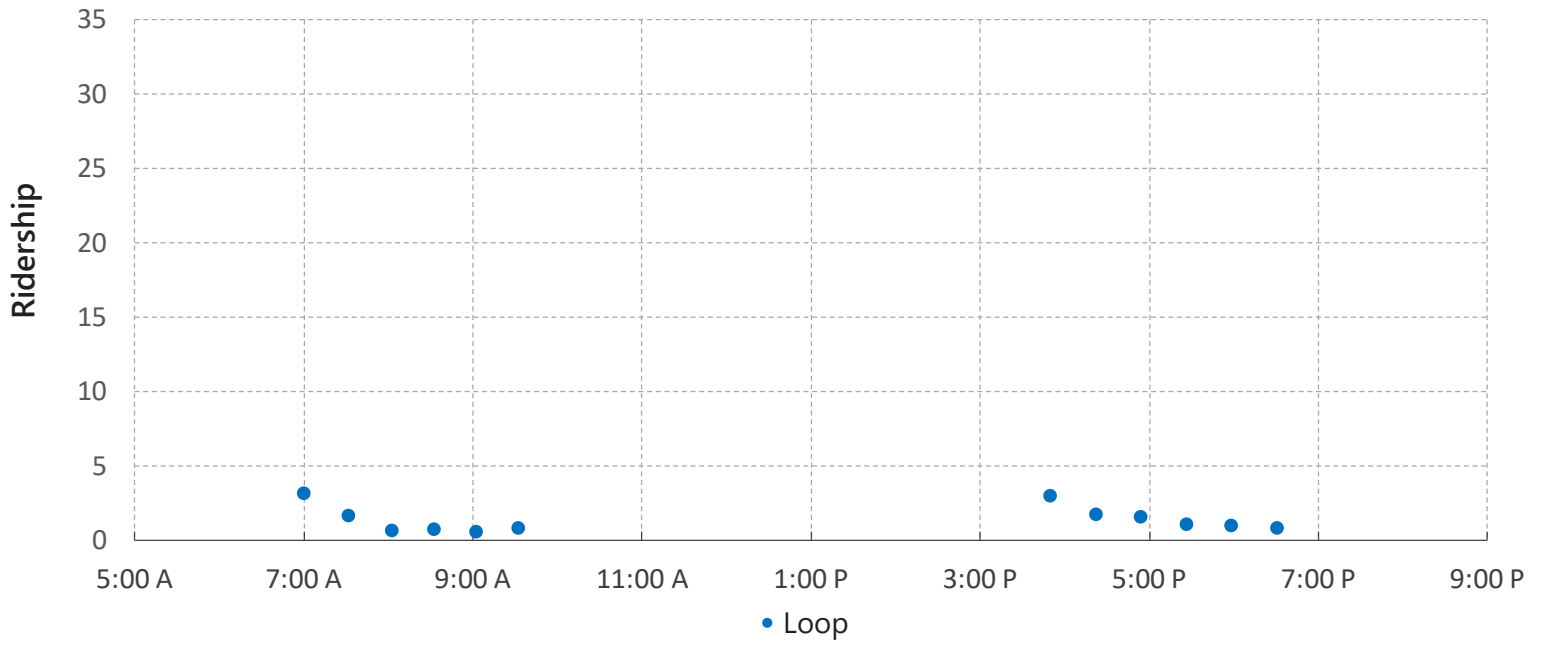


\$ 22.70
Cost per Passenger



\$ 155,178
Annual Operating Cost

Ridership by Trip: Weekday



Saturday

No Service

Sunday

No Service

Number of Trips

(includes inbound and outbound trips)

Weekday	Saturday	Sunday
12	N/A	N/A



22 ft. bus

Number of buses

needed to operate the route at peak



27
Weekday Ridership Average

N/A
Saturday Ridership Average

N/A
Sunday Ridership Average



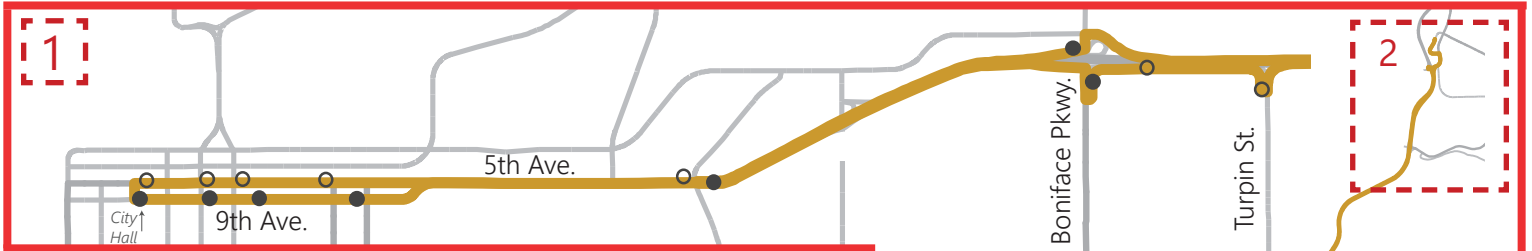
N/A
of buses were on time*

*Due to limitations with software, on-time performance for the Route 91 was not captured.

92

EAGLE RIVER

Commuter Route - Peak Service Only

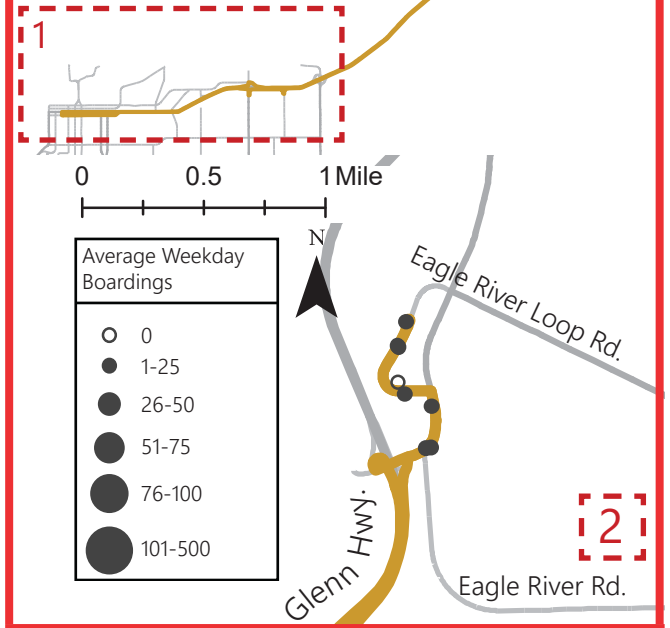


Route Details

Route Length ≈ 31 miles

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

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



Average Weekday Boardings

SCHEDULE						
ANC		ER		ANC		
CITY HALL	MUSEUM STATION	BONIFACE INTERCHANGE	EAGLE RIVER TRANSIT CENTER	EAGLE RIVER TRANSIT CENTER	BONIFACE INTERCHANGE	CITY HALL
MONDAY - FRIDAY						
6:32	6:33	6:41	6:56	5:53	6:08	6:17
3:40	3:41	3:53	4:11	6:44	7:01	7:12
4:10	4:11	4:23	4:41	7:14	7:31	7:42
5:13	5:14	5:28	5:50	4:30	4:46	4:57
6:10	6:11	6:19	6:38	5:00	5:16	5:27
				6:45	7:01	7:12
P.M. TIMES ARE REPRESENTED IN BOLD						

Route Statistics

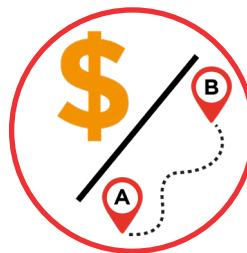
Weekday Productivity	Saturday Productivity	Sunday Productivity	% of jobs w/i 1/4 mile	% of residents w/i 1/4 mile
8.85	N/A	N/A	10%	2%

Average Speed

Walking	Bus	Driving
3.1 MPH	33.55 MPH	39.93 MPH

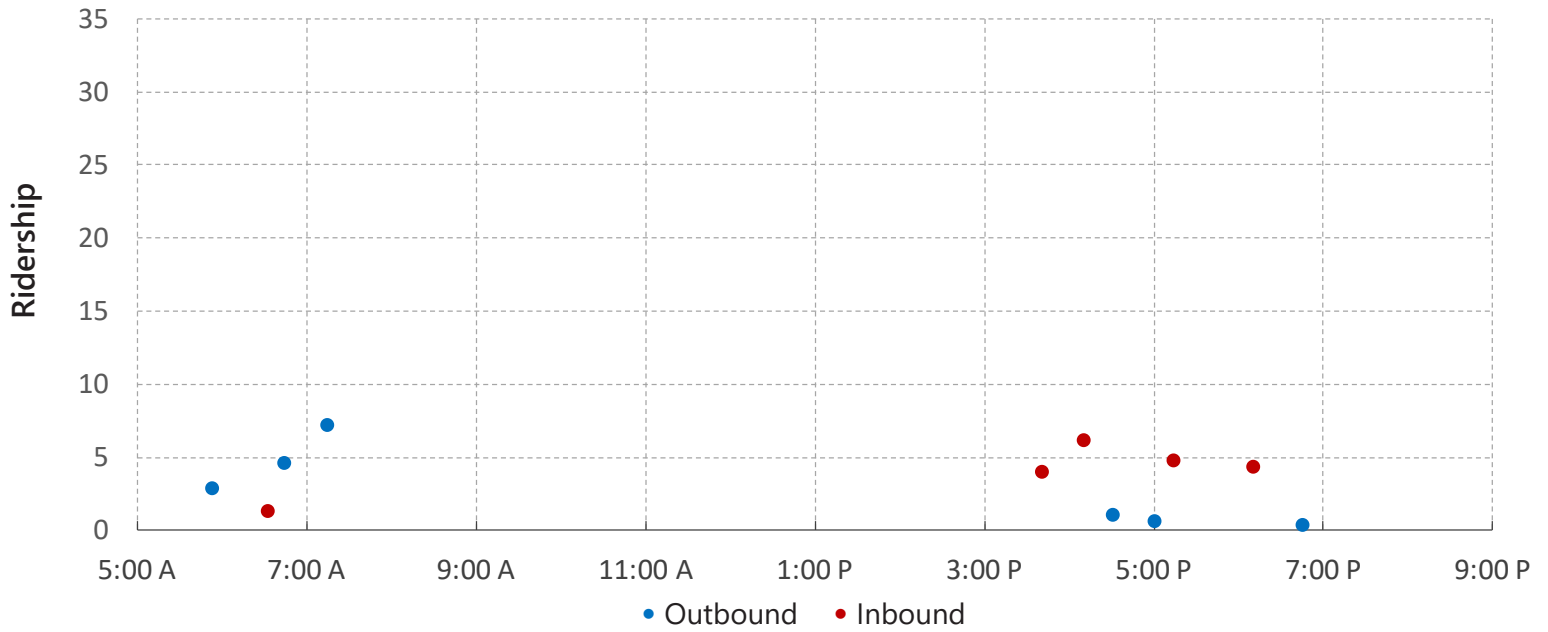


\$ 24.44
Cost per Passenger



\$ 355,511
Annual Operating Cost

Ridership by Trip: Weekday



Saturday

No Service

Sunday

No Service

Number of Trips

(includes inbound and outbound trips)

Weekday	Saturday	Sunday
11	N/A	N/A



Number of buses

needed to operate the route at peak



58

Weekday Ridership Average

N/A

Saturday Ridership Average

N/A

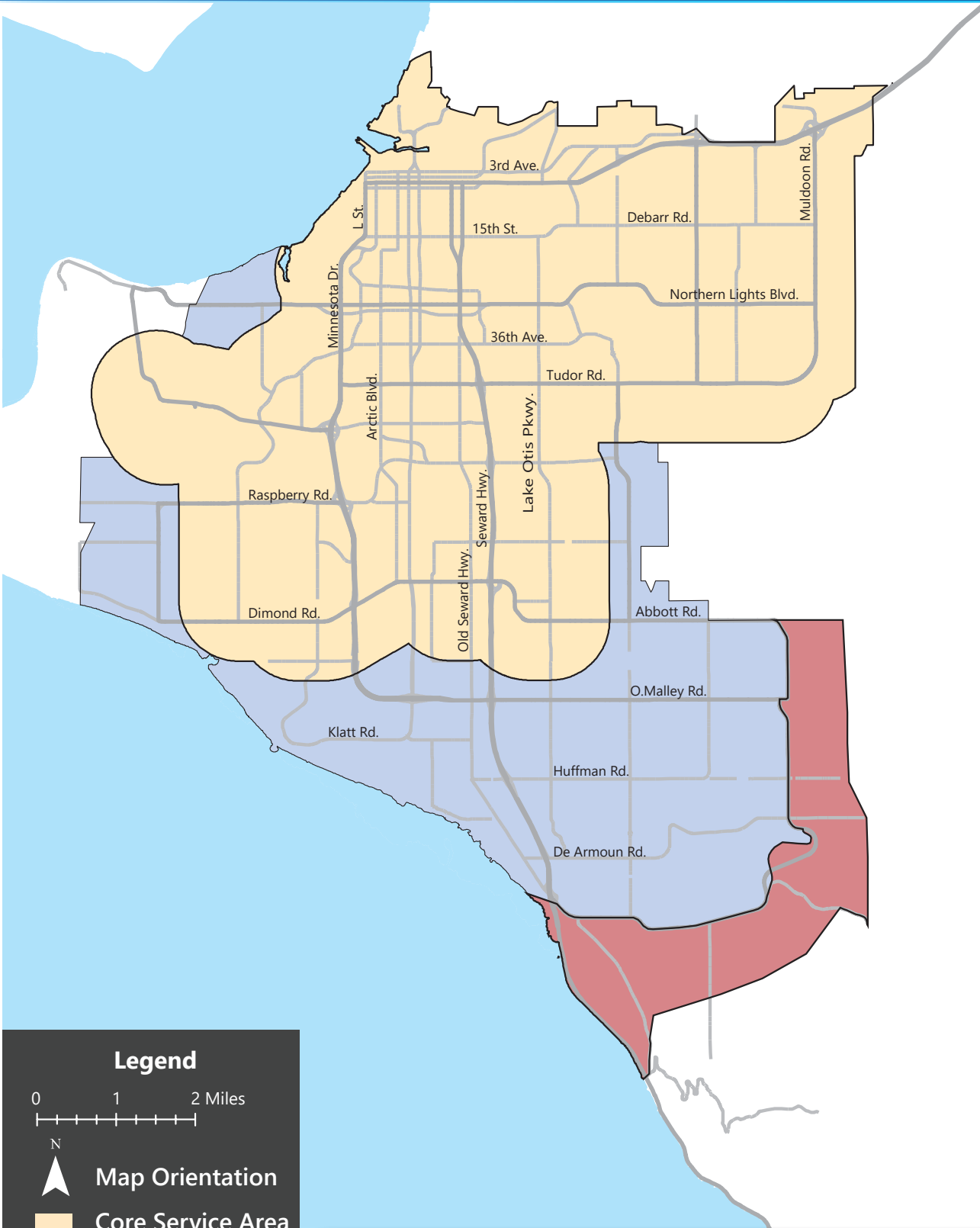
Sunday Ridership Average



84%

of buses were on time

ANCHORRIDES



Legend

0 1 2 Miles



Map Orientation

Core Service Area

Premium Zone 1

Premium Zone 2

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

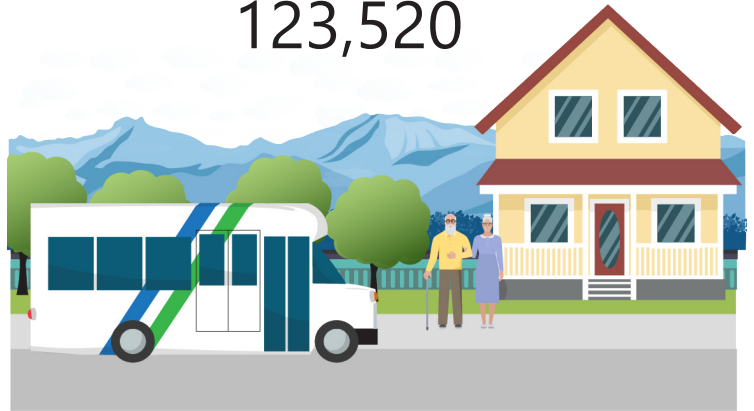
AnchorRIDES is a shared ride service providing trips in compliance with various funding sources, including ADA transportation service to people with disabilities that prevent them from using our fixed route system; senior citizens age 60 and over; and other coordinated trips.

The Americans with Disabilities Act (ADA) states that each public entity operating a fixed route system such as People Mover will provide paratransit services to individuals whose disabilities prevent them from using the fixed route. Service must be comparable to the level of service provided to individuals without disabilities on the fixed route (People Mover) and operate within 3/4 mile on either side of a People Mover bus route.

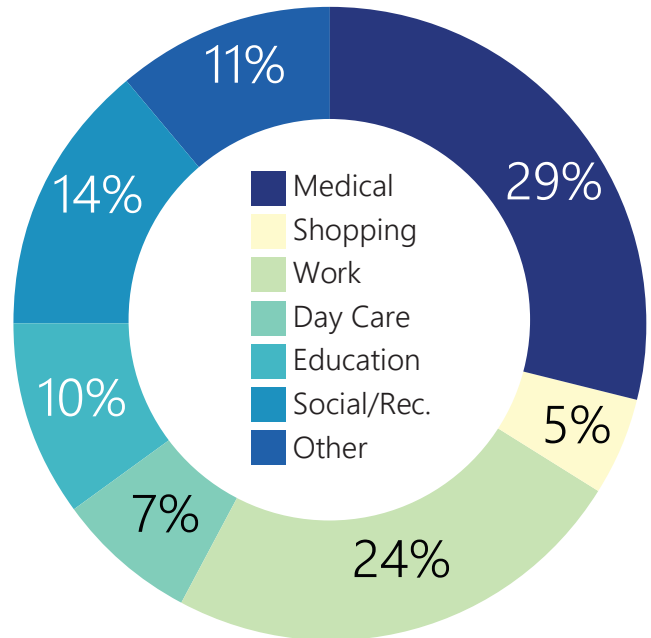
Senior citizens age 60 and over may use AnchorRIDES for specific trip purposes. The eligible trip purposes allow access to non-emergency health care, adult daycare, senior meal programs, pharmacies, and employment and volunteer sites.

Total Trips

123,520



Average Trip Purpose



5,704
Eligible Riders



95%
of rides were on time

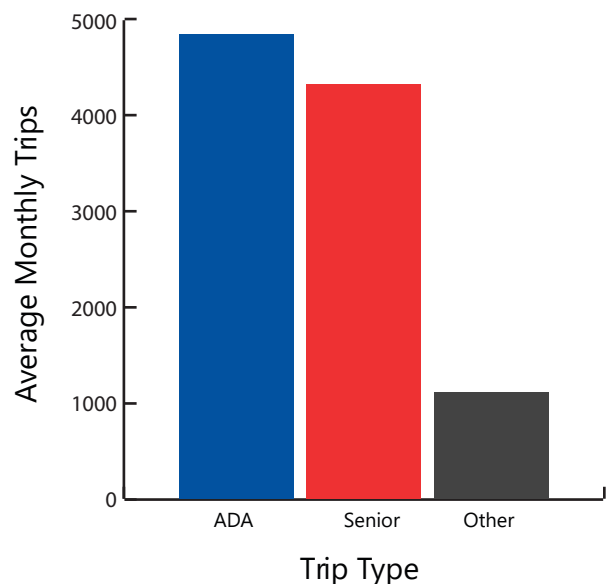


2.08
Productivity



\$ 34.35
Operational Cost per Trip

Average Trip Type



RIDESHARE

RideShare

In June 2016, RideShare partnered with Enterprise. This allows groups with as few as five people to start a vanpool commuting in brand new SUVs up to 15-passenger vans. The vehicle, insurance, roadside assistance, and maintenance are all included.

The vanpool must either start and/or stop in the Municipality of Anchorage (MOA). Groups can now commute from Chugiak, Birchwood, and Eagle River into Anchorage. Currently about 16 riders are from Chugiak and Birchwood.

In 2019, a shift in vanpool path of travel occurred. Though still commuting from Mat-Su, an increase of 69.5% of vanpools arrived each day on Joint Base Elmendorf Richardson (JBER) compared to the prior year.

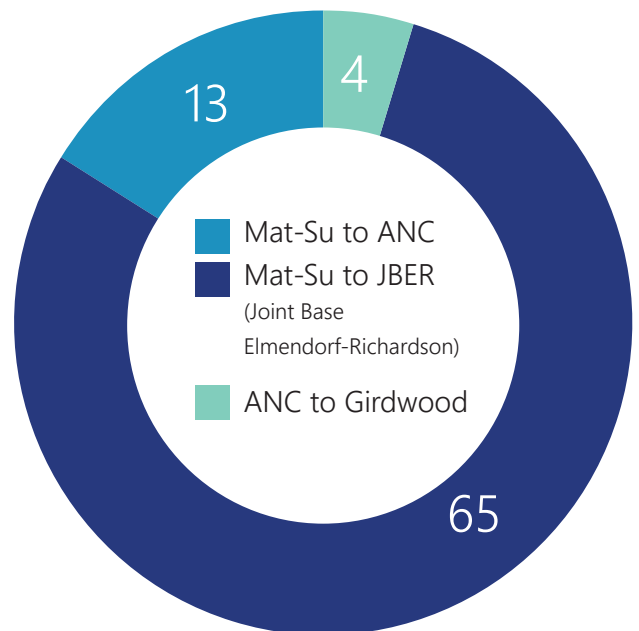
Starting in July 2019, the Public Transportation Department (PTD) began offering free unlimited People Mover rides via a smart card to all current vanpool participants. Initial signup averaged two per month through the end of 2019.

Total Trips

208,840



Vanpool - Path of Travel



665

Participants



82

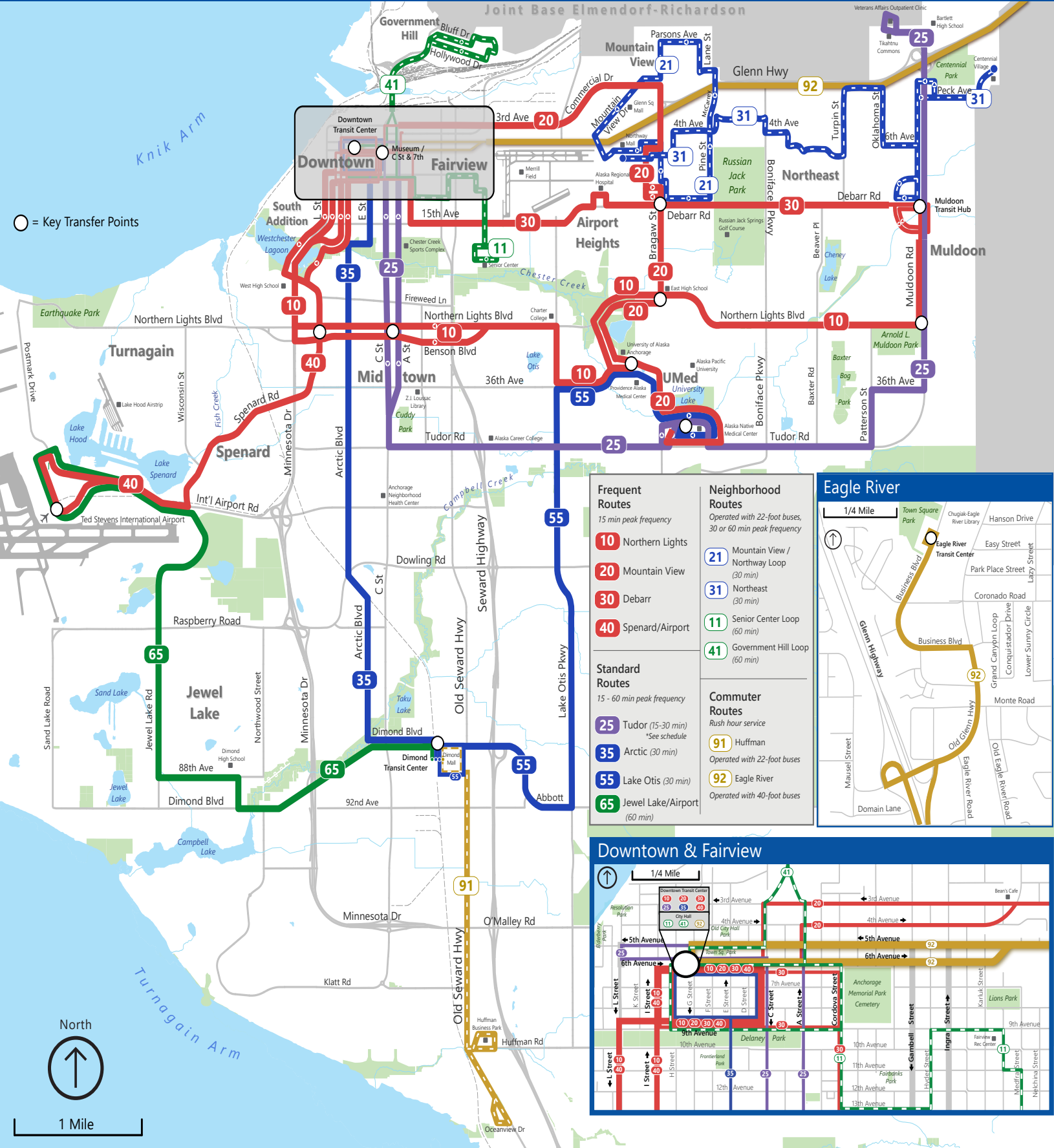
Vanpools

Major Supporting Employers

- Joint Base Elmendorf Richardson
- The Hotel Alyeska
- Providence Alaska Medical Center
- Alaska Regional Hospital
- State of Alaska
- Alaska Native Tribal Health Consortium

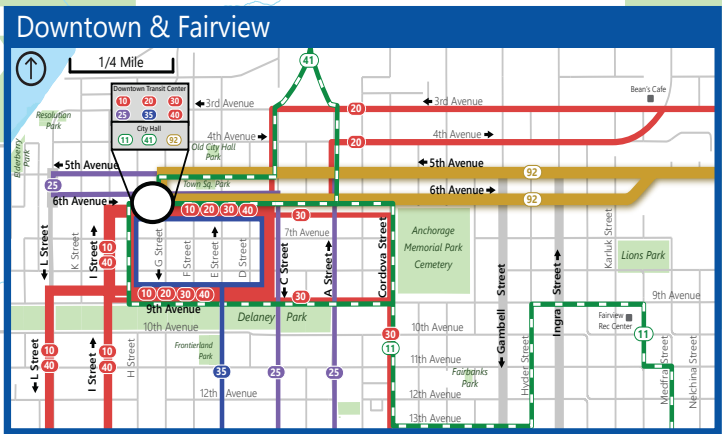
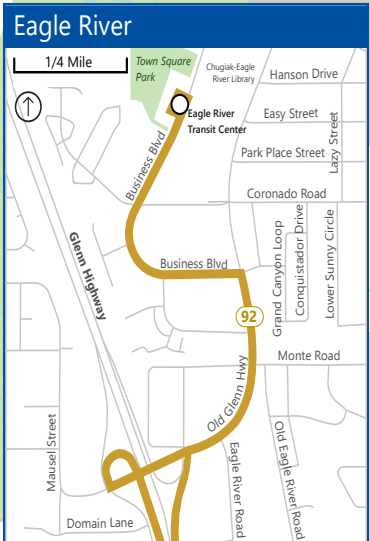
Anchorage Transit Map

Effective July, 01 2019



○ = Key Transfer Points

Frequent Routes	
15 min peak frequency	
10	Northern Lights
20	Mountain View
30	Debarr
40	Spenard/Airport
Standard Routes	
15 - 60 min peak frequency	
25	Tudor (15-30 min) *See schedule
35	Arctic (30 min)
55	Lake Otis (30 min)
65	Jewel Lake/Airport (60 min)
Neighborhood Routes	
Operated with 22-foot buses, 30 or 60 min peak frequency	
21	Mountain View / Northway Loop (30 min)
31	Northeast (30 min)
11	Senior Center Loop (60 min)
41	Government Hill Loop (60 min)
Commuter Routes	
Rush hour service	
91	Huffman
92	Eagle River
Operated with 40-foot buses	



1 Mile

www.PeopleMover.org

907-343-6543



