

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



May 14

All capacity limits on buses removed



April 6 and May 11

Free rides offered for Election Day and the Mayoral Runoff Election



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.



July 1
Mayor Dave Bronson
sworn into office



September 20
New Route 85
implemented



December 3
Federal mask
mandate extended
to March 18, 2022



December 7
MOA EO Mask
mandate expired

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

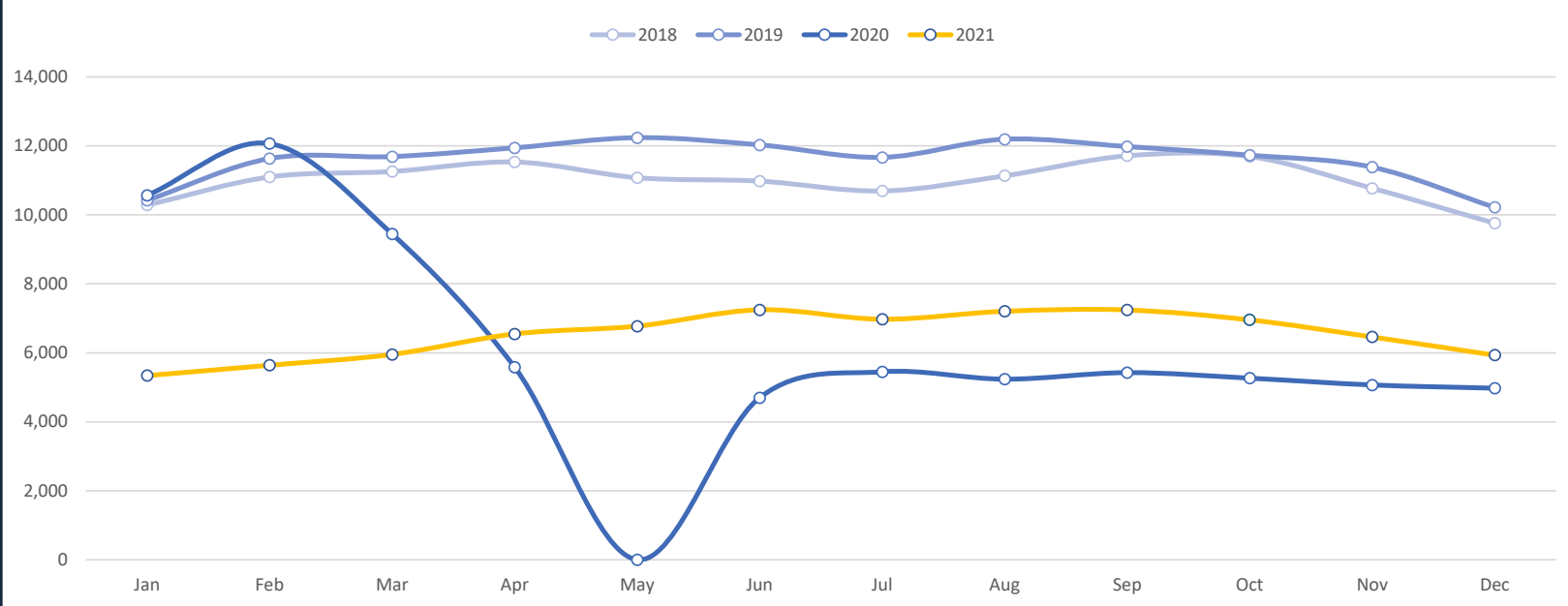
On September 20, 2021, the following improvements were implemented to respond to rider feedback and help improve overall system performance.

- 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

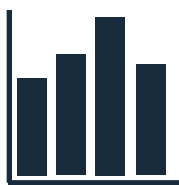
Travel time is a major consideration for reasons people may not travel by transit. The PTD measures commute efficiency as the ratio between transit commute times (often the longest commutes) and single occupancy vehicle times (often the shortest commute). A ratio of two (2) indicates that, on average, 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.



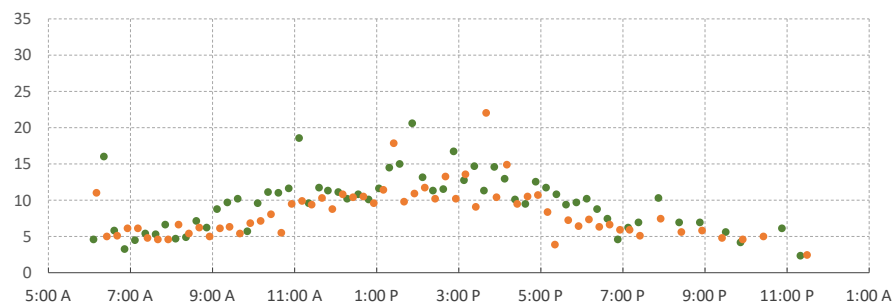
Ridership per Route

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

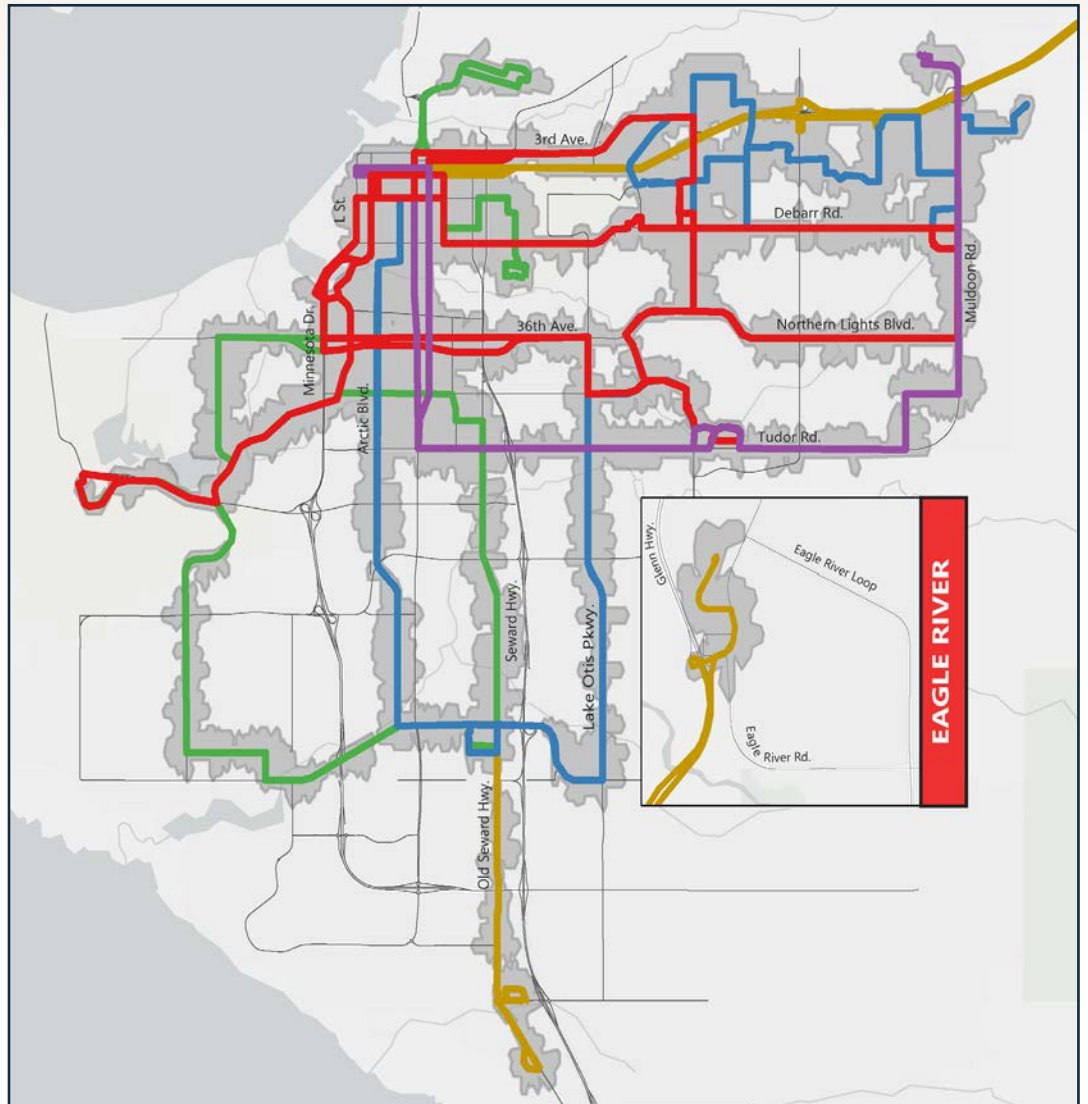
0 0.5 1 Mile

Map Orientation

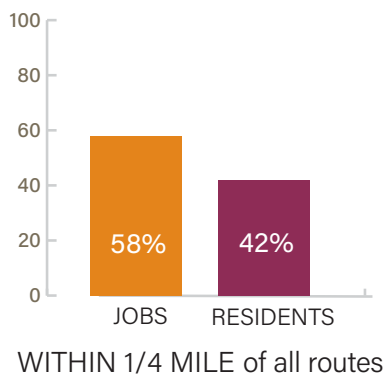
1/4 mile access buffer to each bus stop

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

10 NORTHERN LIGHTS

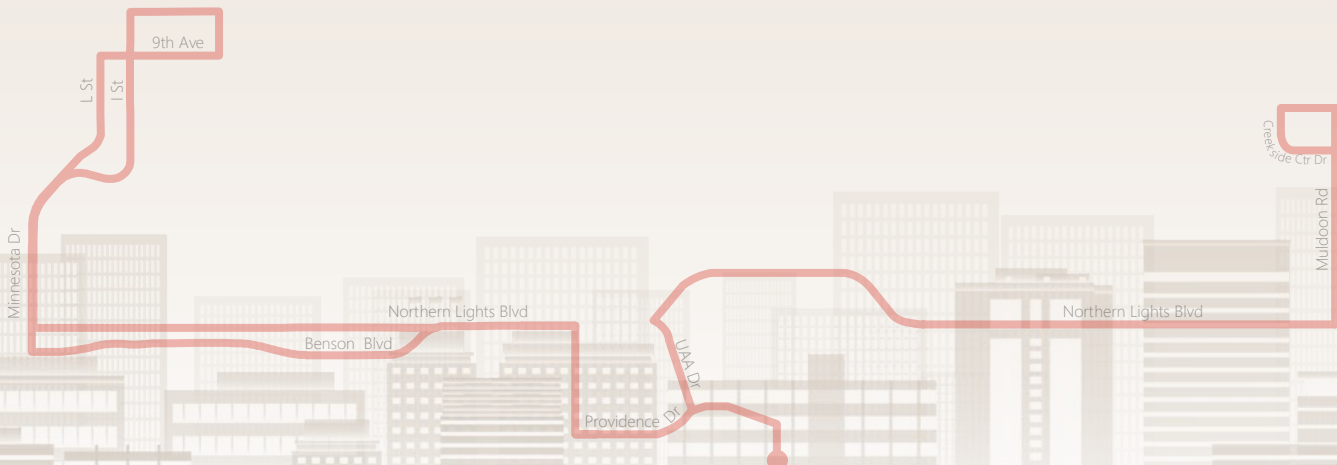


Frequent Route: **15 min. peak frequency**

Route Length \approx **24 miles**

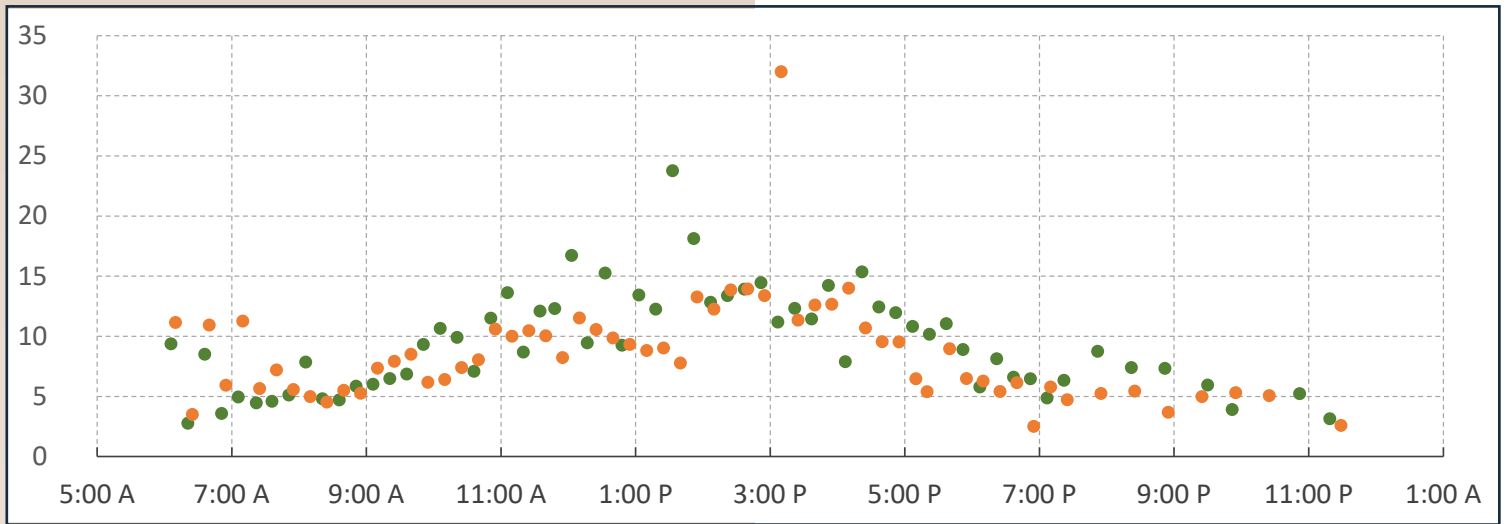
This route travels between the Downtown Transit Center and the Muldoon Transit Hub via Midtown, UMed, and Northern Lights Boulevard.

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

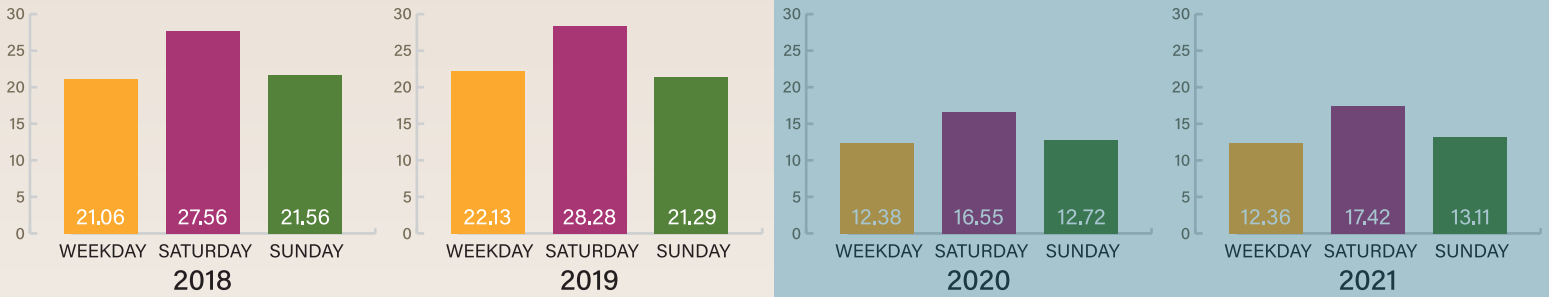
● Outbound ● Inbound



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

COVID-19 PANDEMIC

Productivity: Average ridership per hour



On-Time Performance

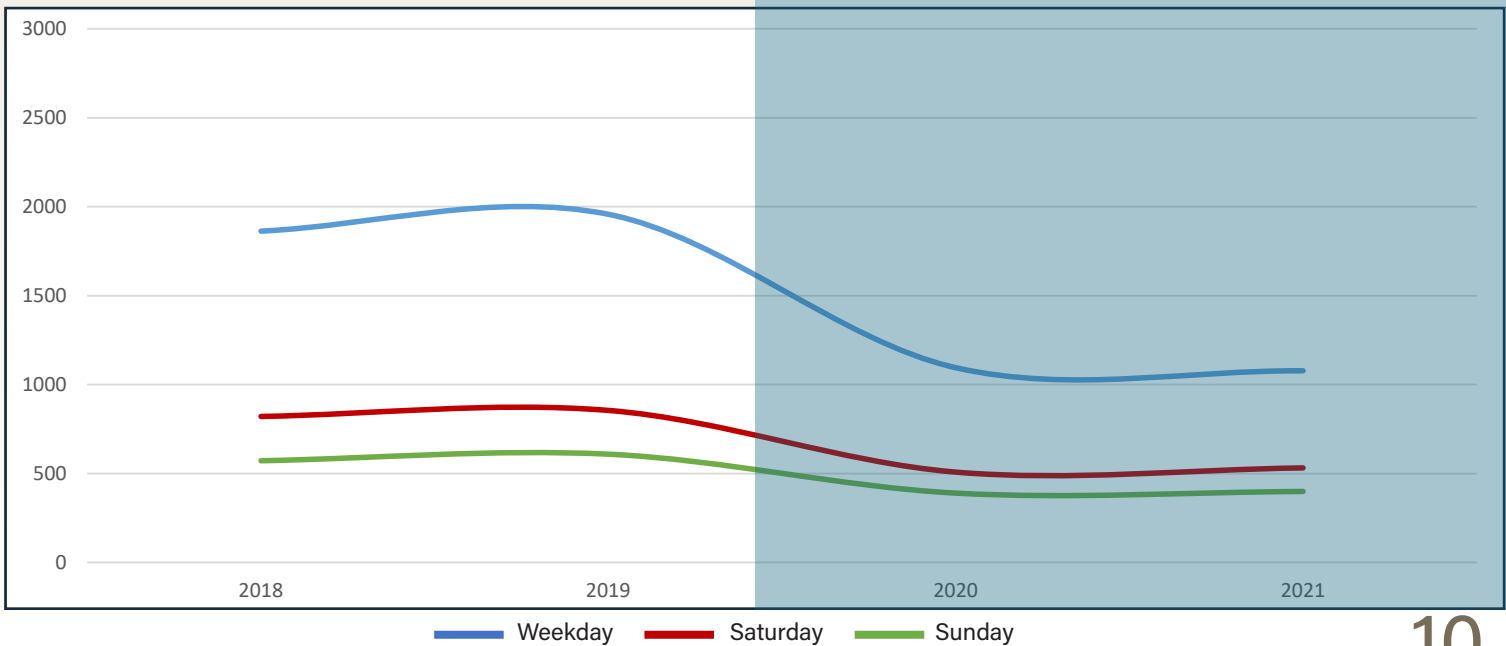
85%
2018

85%
2019

90%
2020

89%
2021

AVERAGE RIDERSHIP



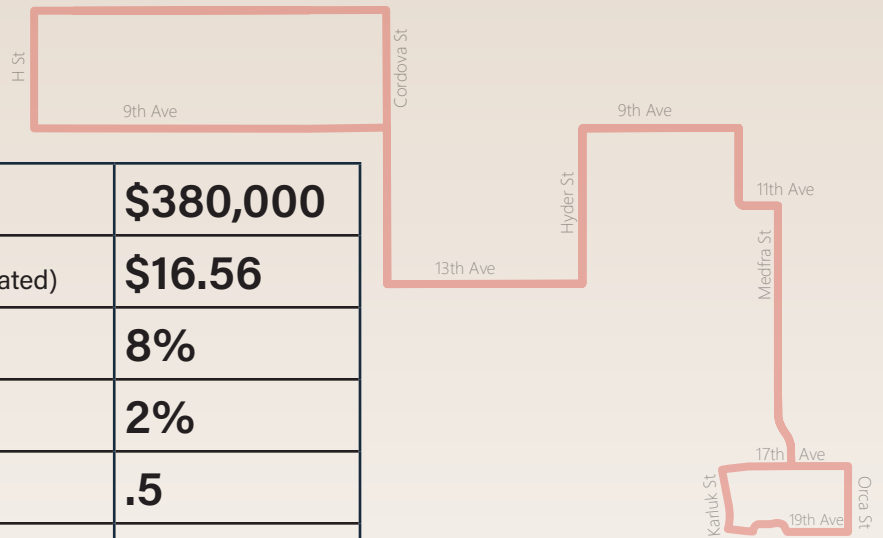
11 FAIRVIEW | SR. CENTER



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

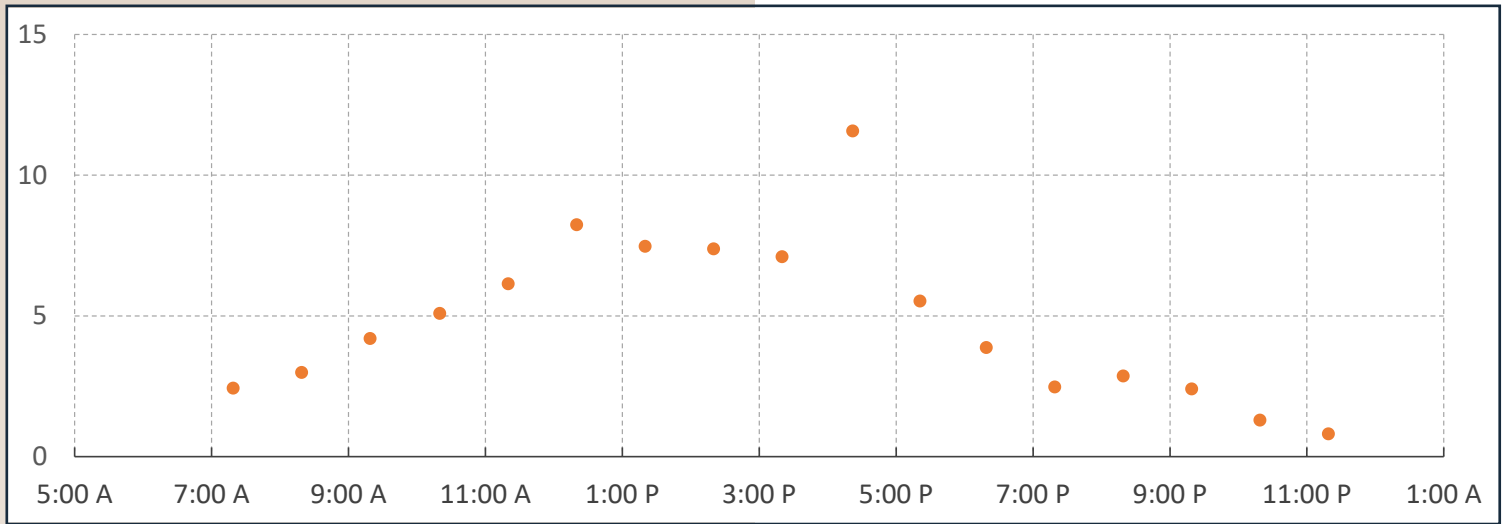
This route travels between City Hall and the Anchorage Senior Center via Medfra Street, 9th Avenue, Hyder Street, 13th Avenue, and Cordova Street.

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

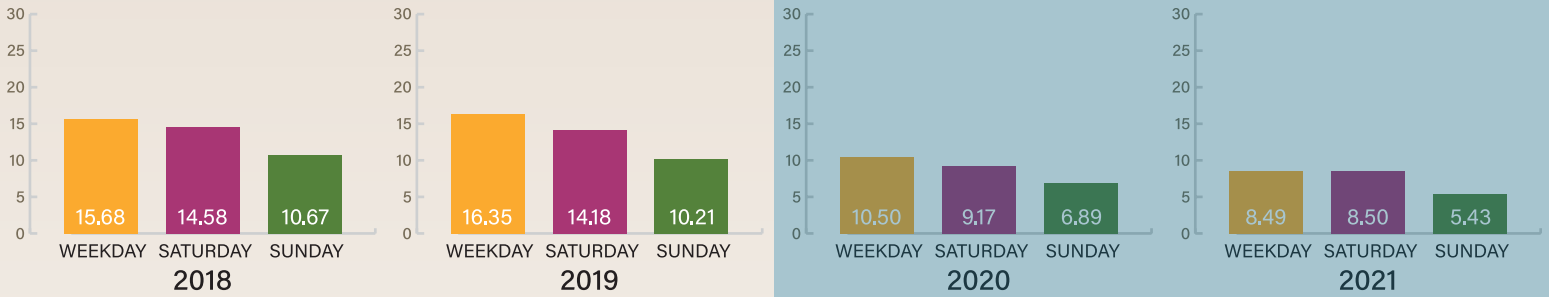
● Loop



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

COVID-19 PANDEMIC

Productivity: Average ridership per hour



On-Time Performance

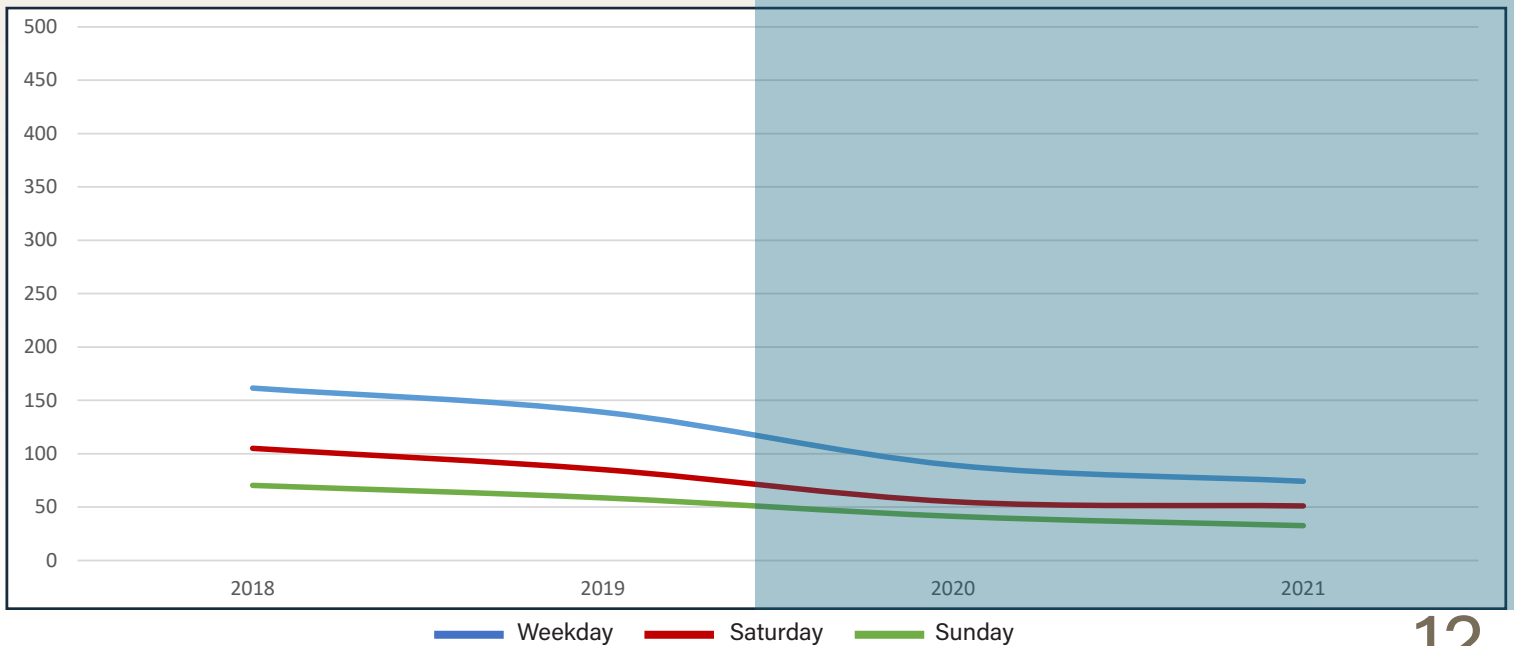
72%
2018

84%
2019

88%
2020

85%
2021

AVERAGE RIDERSHIP



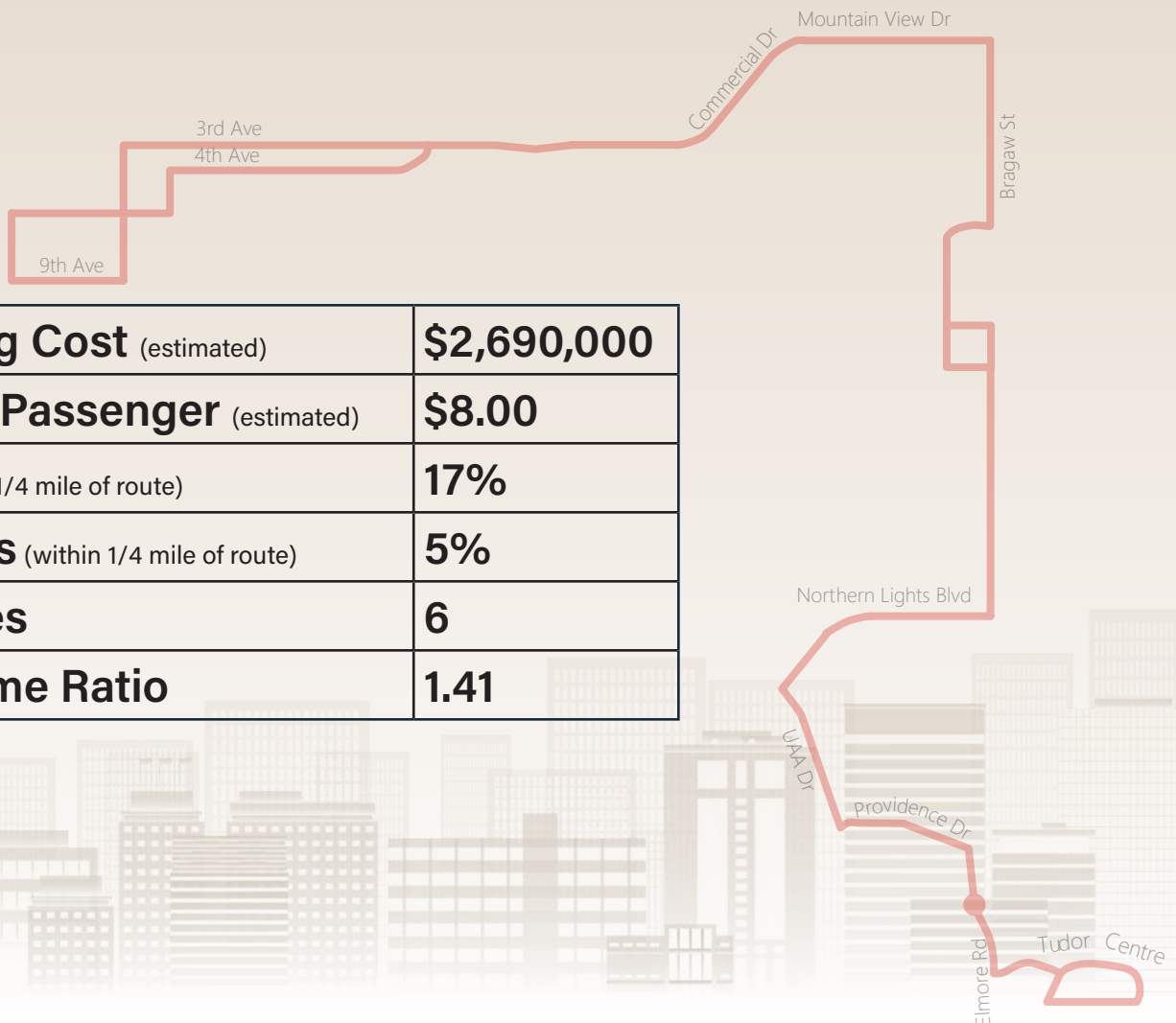
20 MOUNTAIN VIEW | UMED



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

Route Length \approx **16 miles**

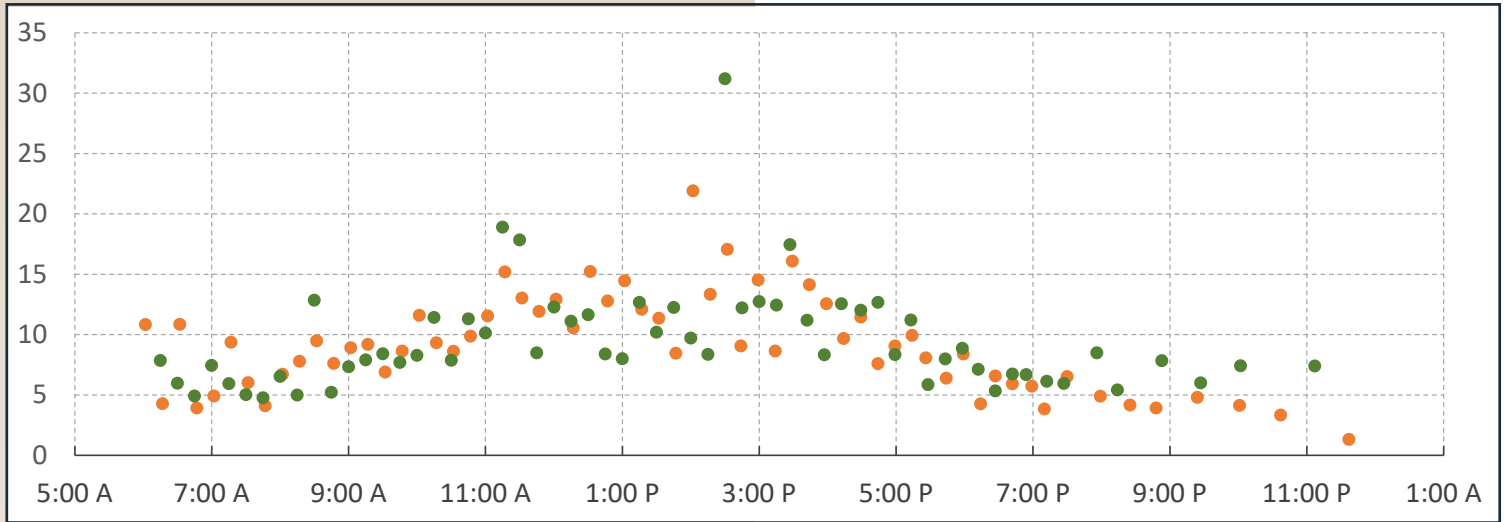
This route travels between the Downtown Transit Center and the Alaska Native Medical Center via 3rd & 4th Avenues, Mountain View Drive, Northway Mall, East High School, and UMed.



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

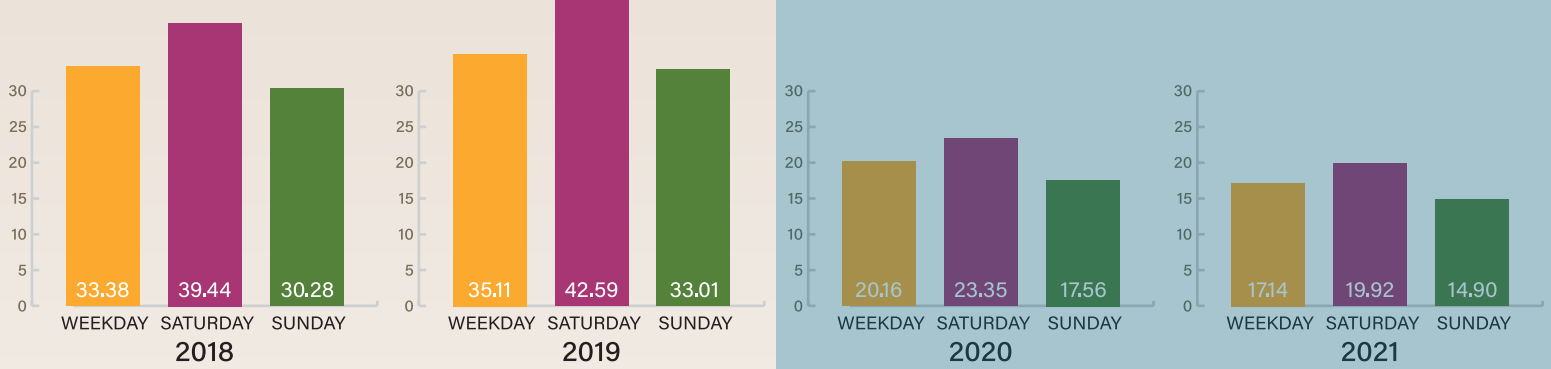
● Outbound ● Inbound



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

COVID-19 PANDEMIC

Productivity: Average ridership per hour



On-Time Performance

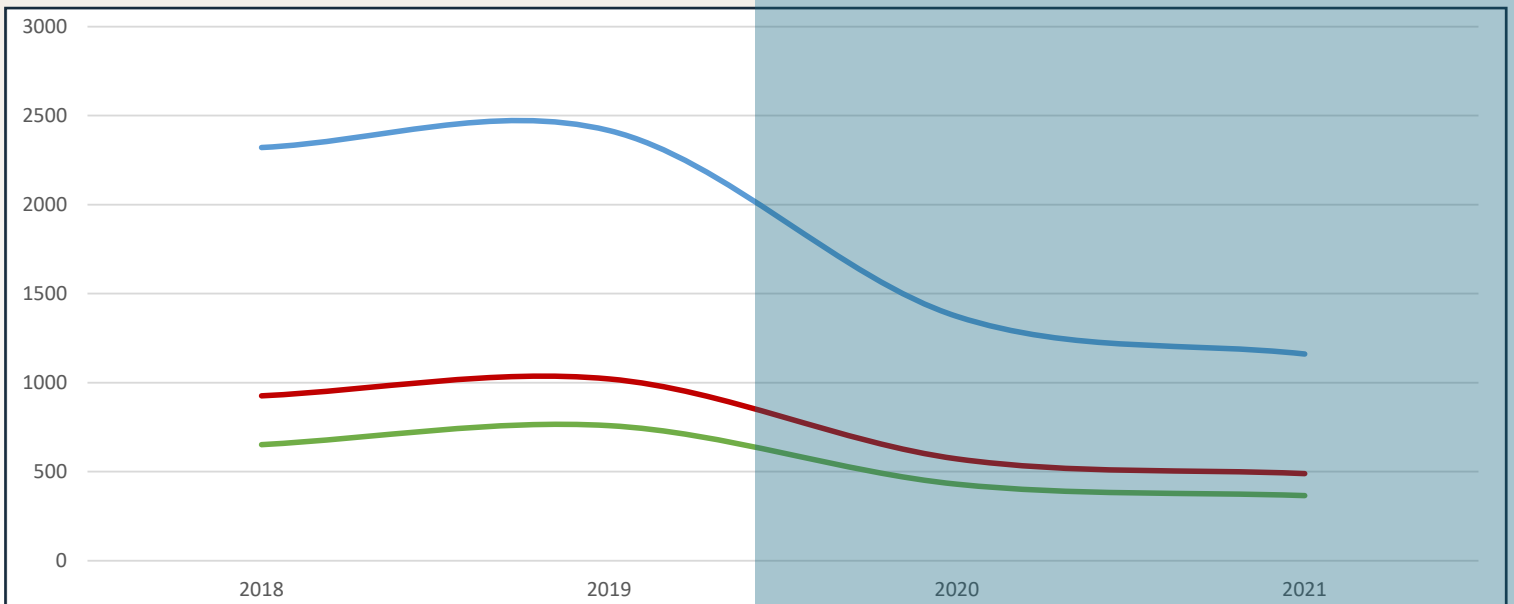
83%
2018

83%
2019

88%
2020

90%
2021

AVERAGE RIDERSHIP



— Weekday — Saturday — Sunday

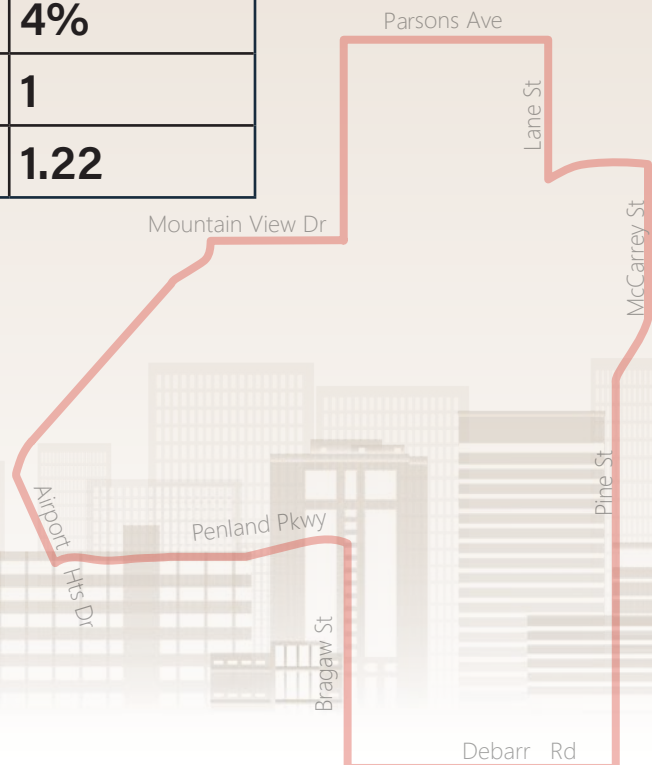
21 MTN. VIEW | NORTHWAY



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

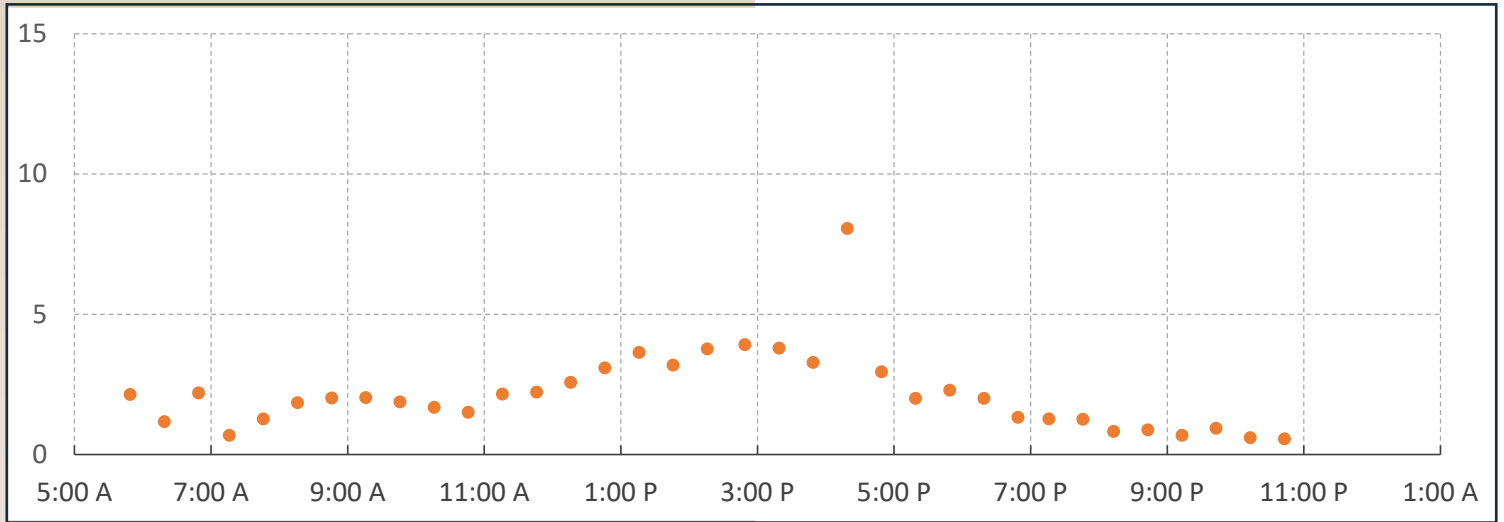
The Route 21 travels in a counterclockwise loop beginning on Penland Parkway at the Northway Mall. From Penland Parkway, the route travels on Bragaw Street, Debarr Road, Pine Street, McCarrey Street, Mountain View Drive, Lane Street, and Parsons Avenue before returning to the Penland Parkway via Bragaw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

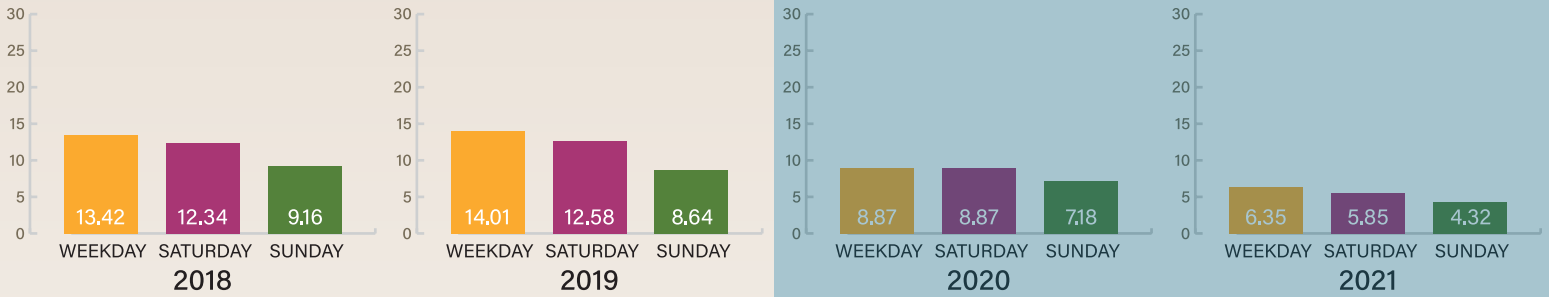
● Loop



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

COVID-19 PANDEMIC

Productivity: Average ridership per hour



On-Time Performance

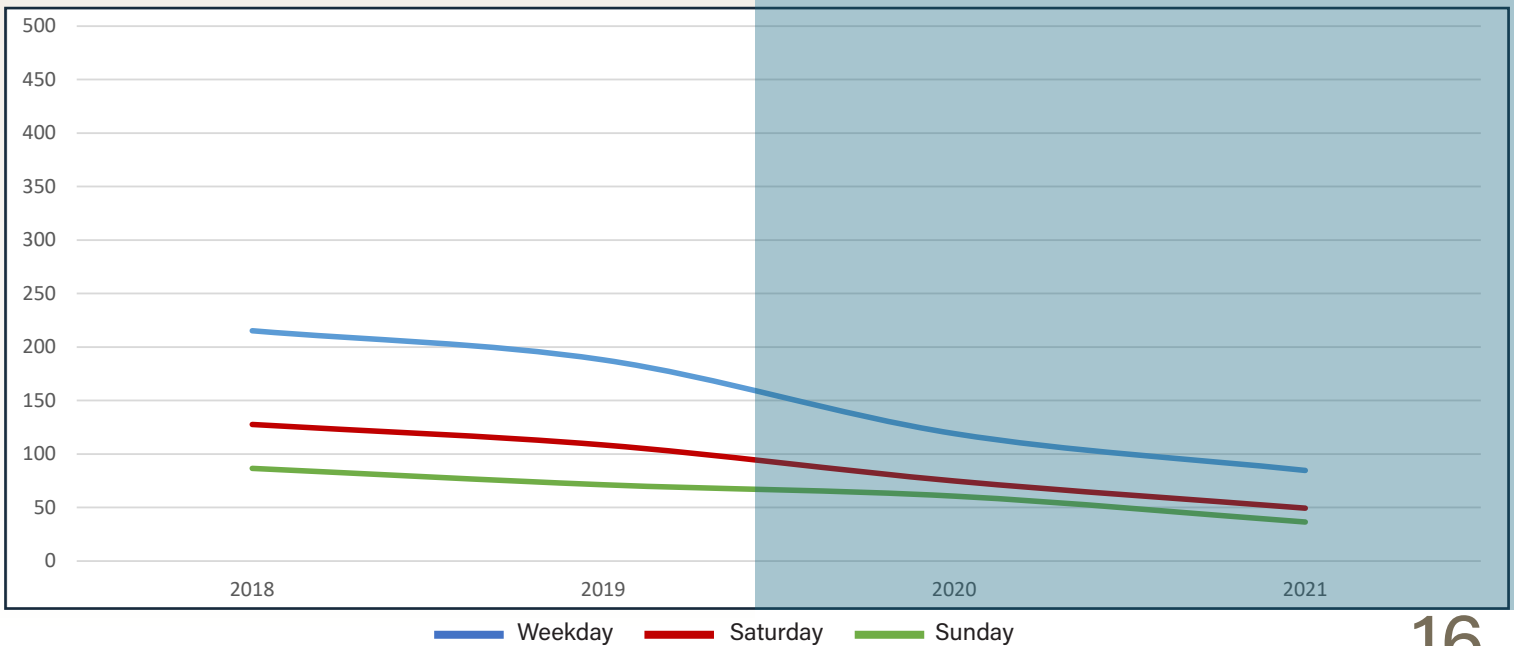
73%
2018

91%
2019

90%
2020

90%
2021

AVERAGE RIDERSHIP



25 TUDOR

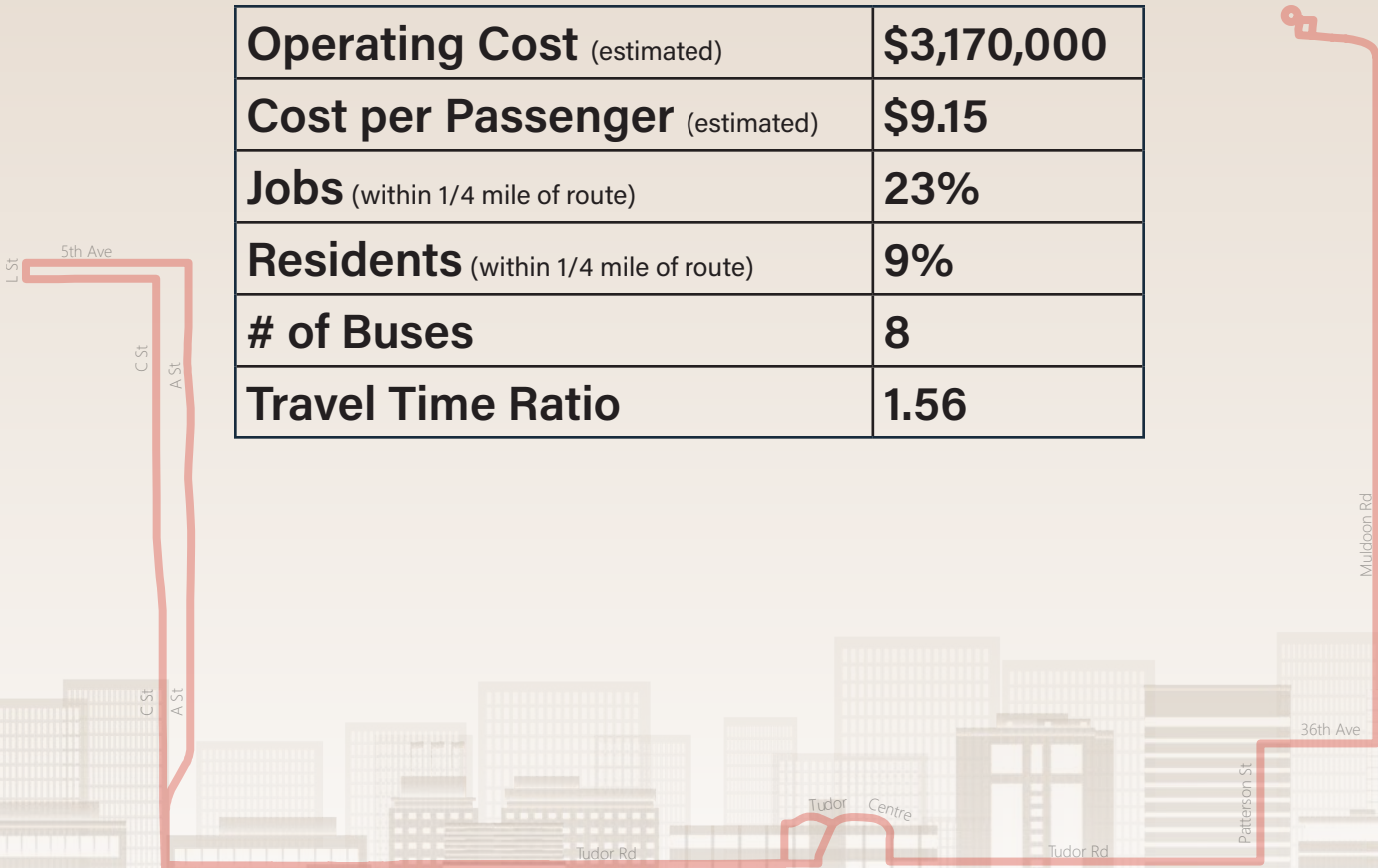


Standard Route: **15-30 min. peak frequency**

Route Length \approx **25 miles**

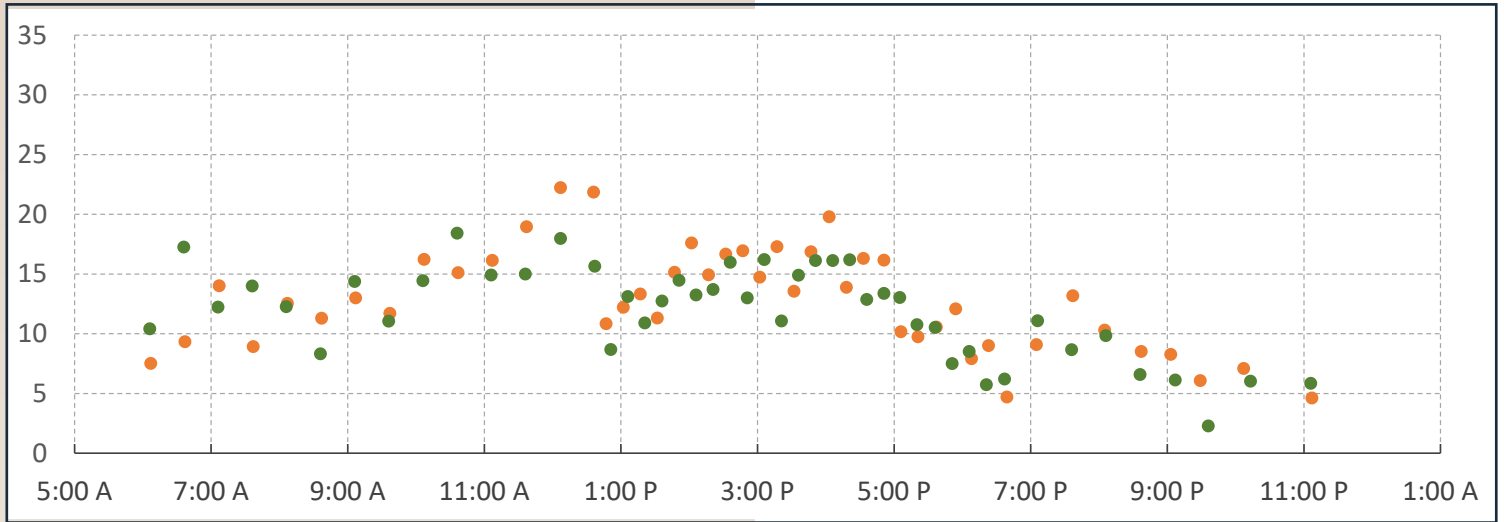
This route travels between the Downtown Transit Center and the V.A. Clinic via A & C Streets, Tudor Road, the Alaska Native Medical Center, and Muldoon Road.

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

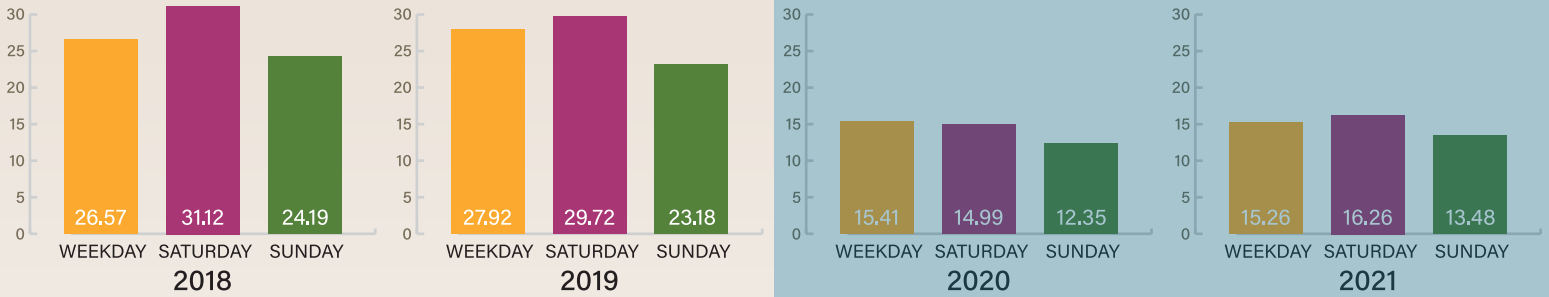
● Outbound ● Inbound



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

COVID-19 PANDEMIC

Productivity: Average ridership per hour



On-Time Performance

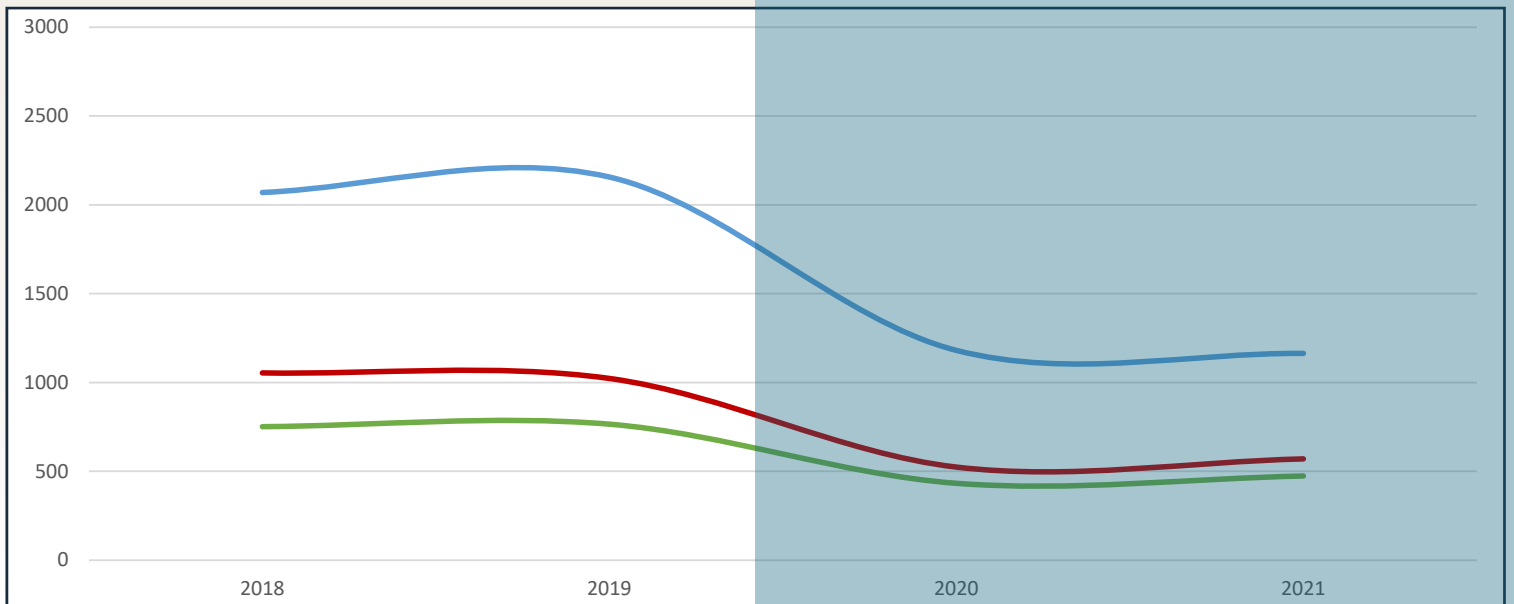
82%
2018

83%
2019

89%
2020

86%
2021

AVERAGE RIDERSHIP



— Weekday — Saturday — Sunday

30 DEBARR

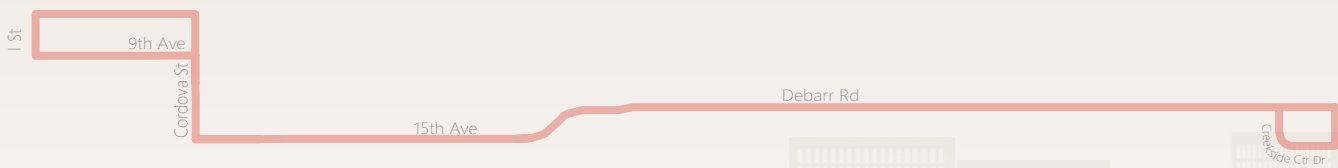


Frequent Route: **15 min. peak frequency**

Route Length \approx **13 miles**

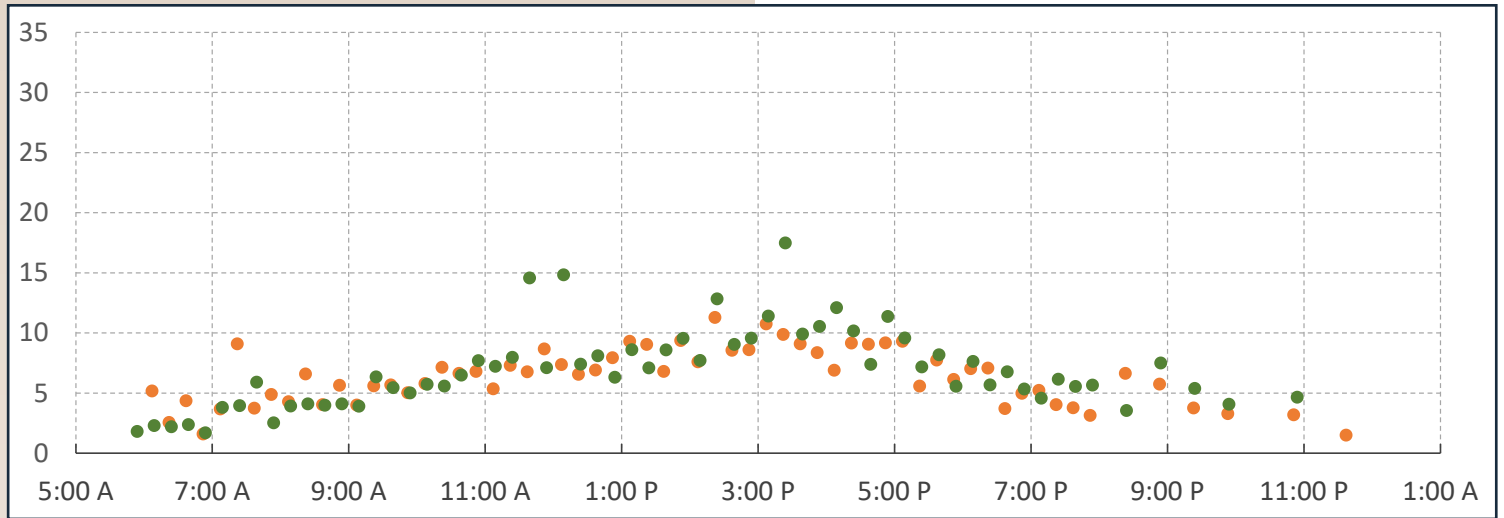
This route travels between the Downtown Transit Center and the Muldoon Transit Hub via Cordova Street, 15th Avenue, Alaska Regional Hospital, and Debarr Road.

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

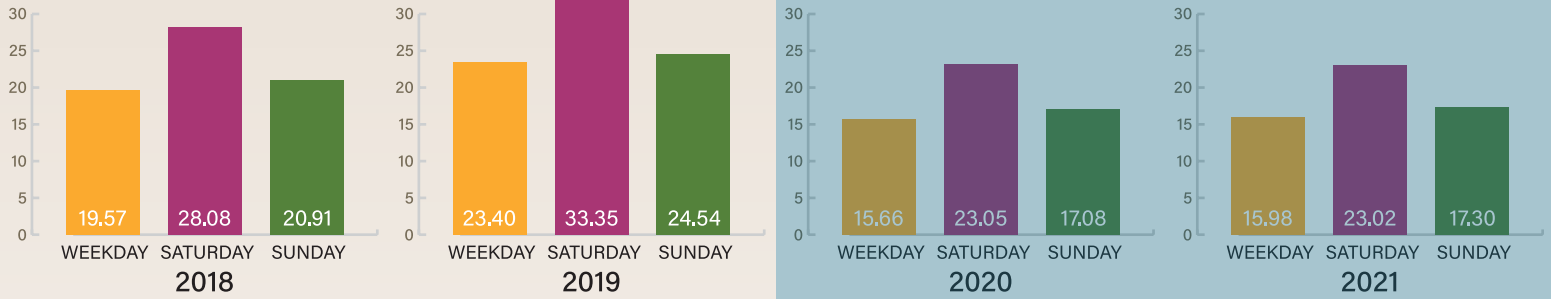
● Outbound ● Inbound



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

COVID-19 PANDEMIC

Productivity: Average ridership per hour



On-Time Performance

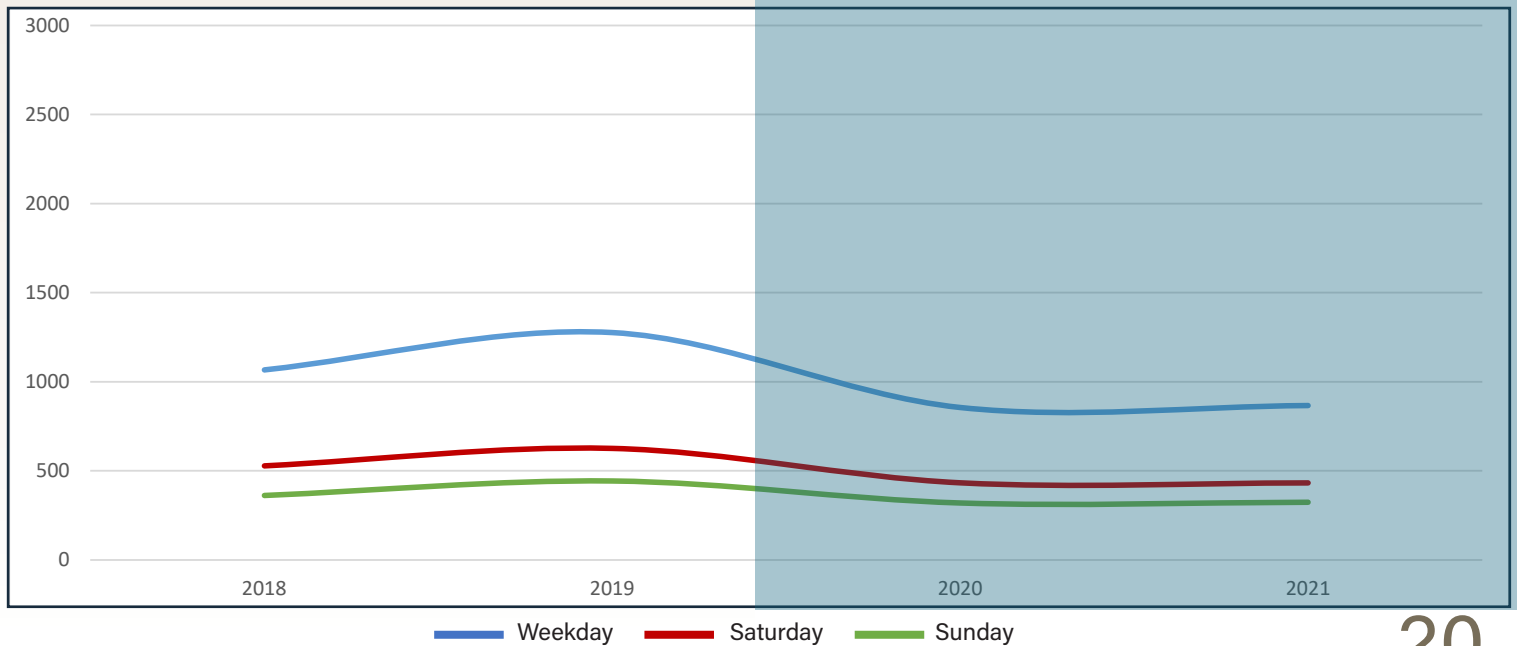
85%
2018

89%
2019

90%
2020

90%
2021

AVERAGE RIDERSHIP



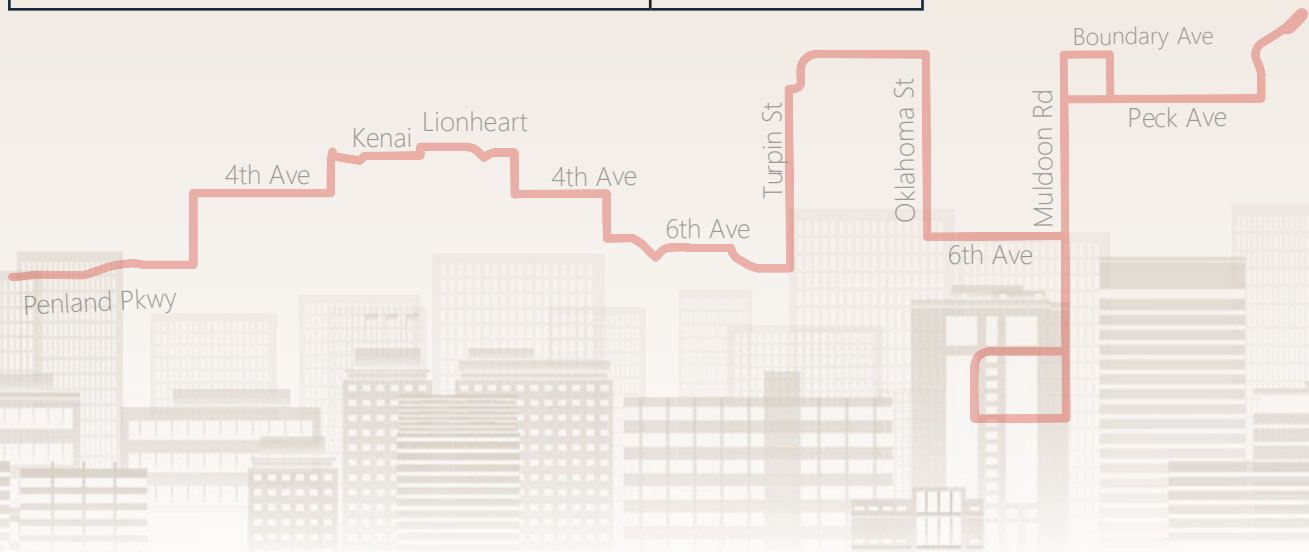
31 NORTHEAST



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

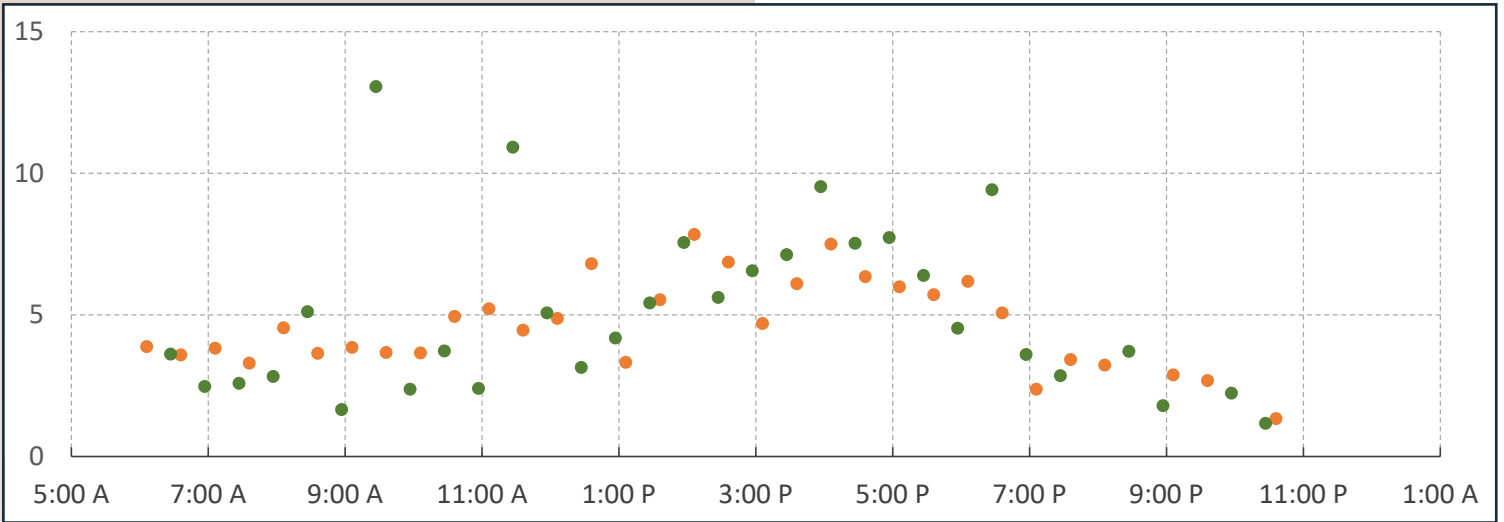
This route travels between Northway Mall, the Muldoon Transit Hub, and Centennial Village via Penland Parkway, 4th Avenue, Turpin Street, Oklahoma Street, 6th Avenue, Muldoon Road, Creekside Center Drive, and Peck Avenue.

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

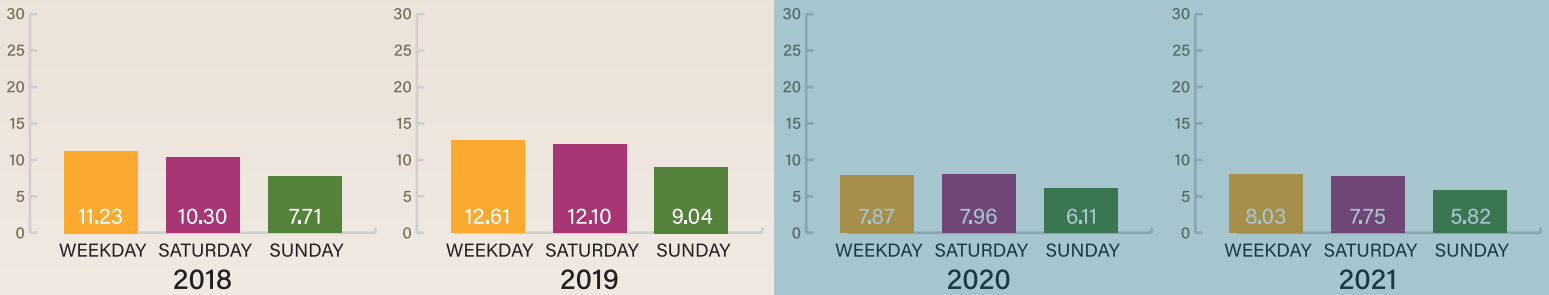
● Outbound ● Inbound



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

COVID-19 PANDEMIC

Productivity: Average ridership per hour



On-Time Performance

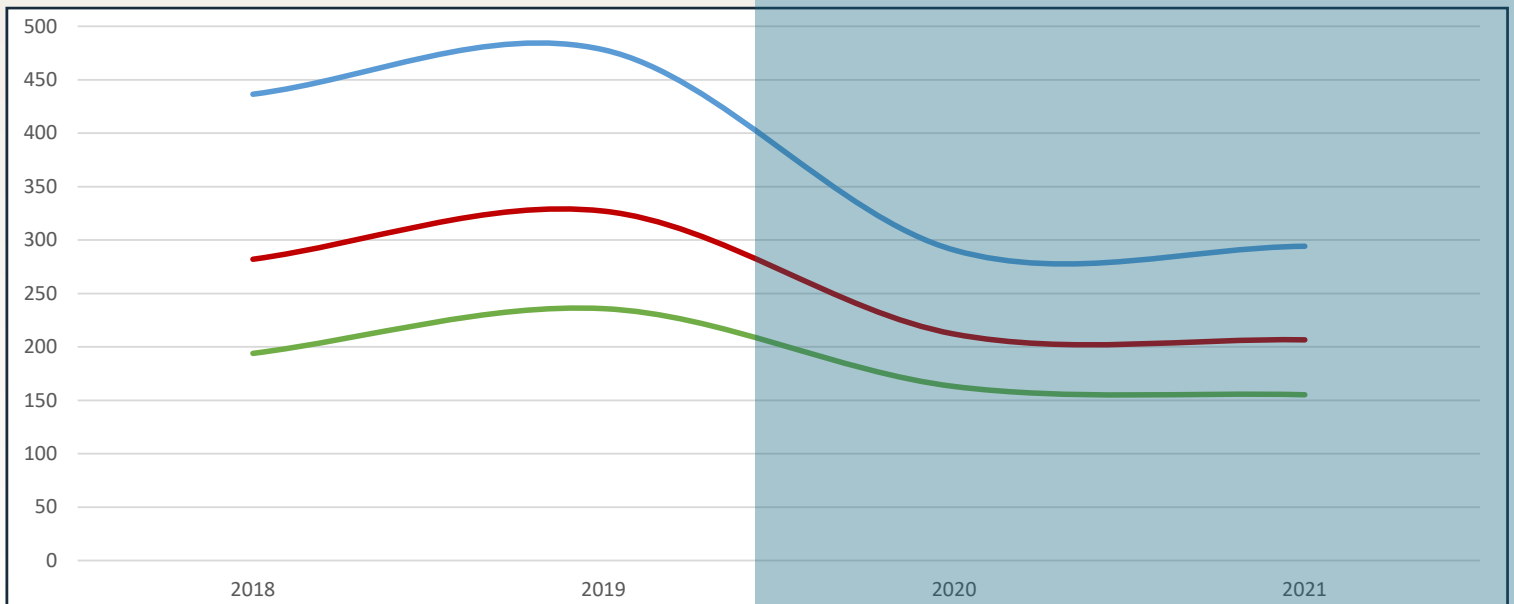
74%
2018

86%
2019

86%
2020

87%
2021

AVERAGE RIDERSHIP



— Weekday — Saturday — Sunday

35 ARCTIC

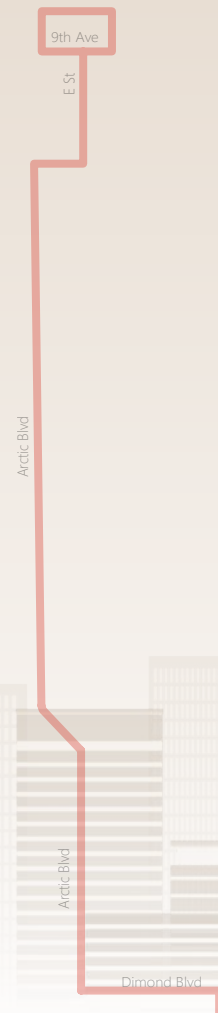


Standard Route: **30 min. peak frequency**

Route Length \approx **13 miles**

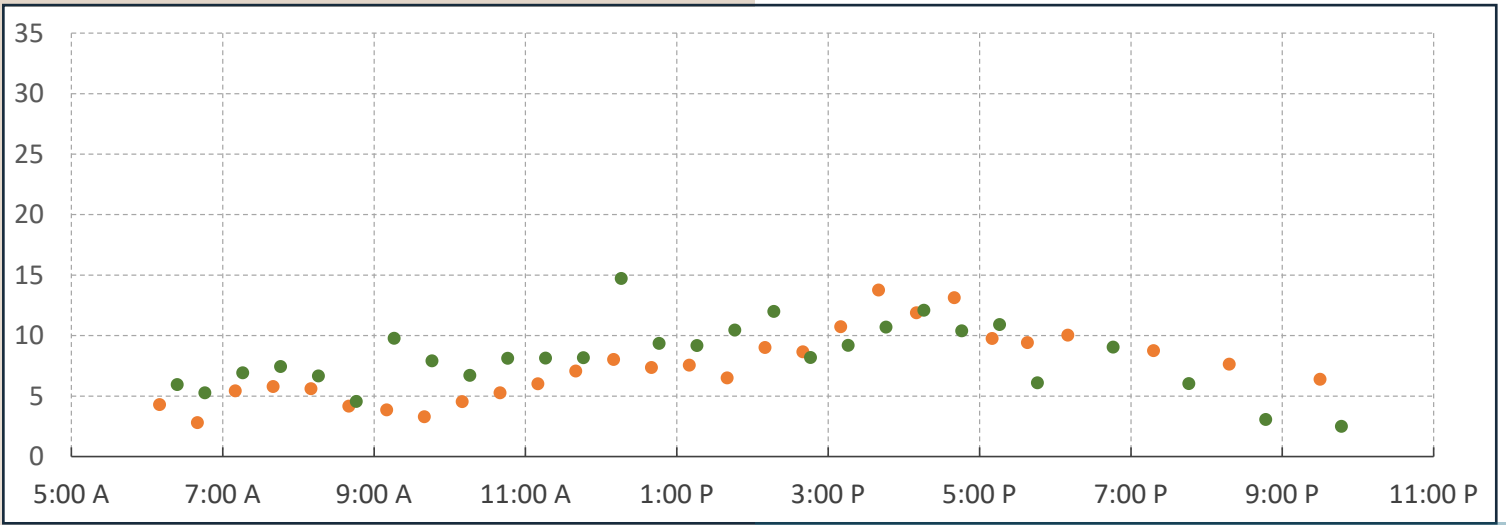
This route travels between the Downtown Transit Center and the Dimond Transit Center via Valley of the Moon Park and Arctic Boulevard.

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

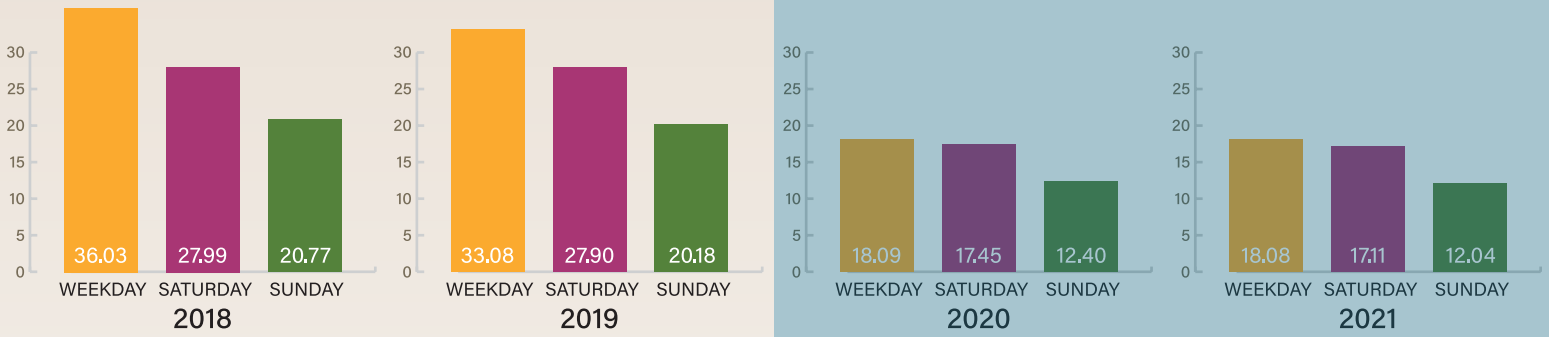
● Outbound ● Inbound



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

COVID-19 PANDEMIC

Productivity: Average ridership per hour



On-Time Performance

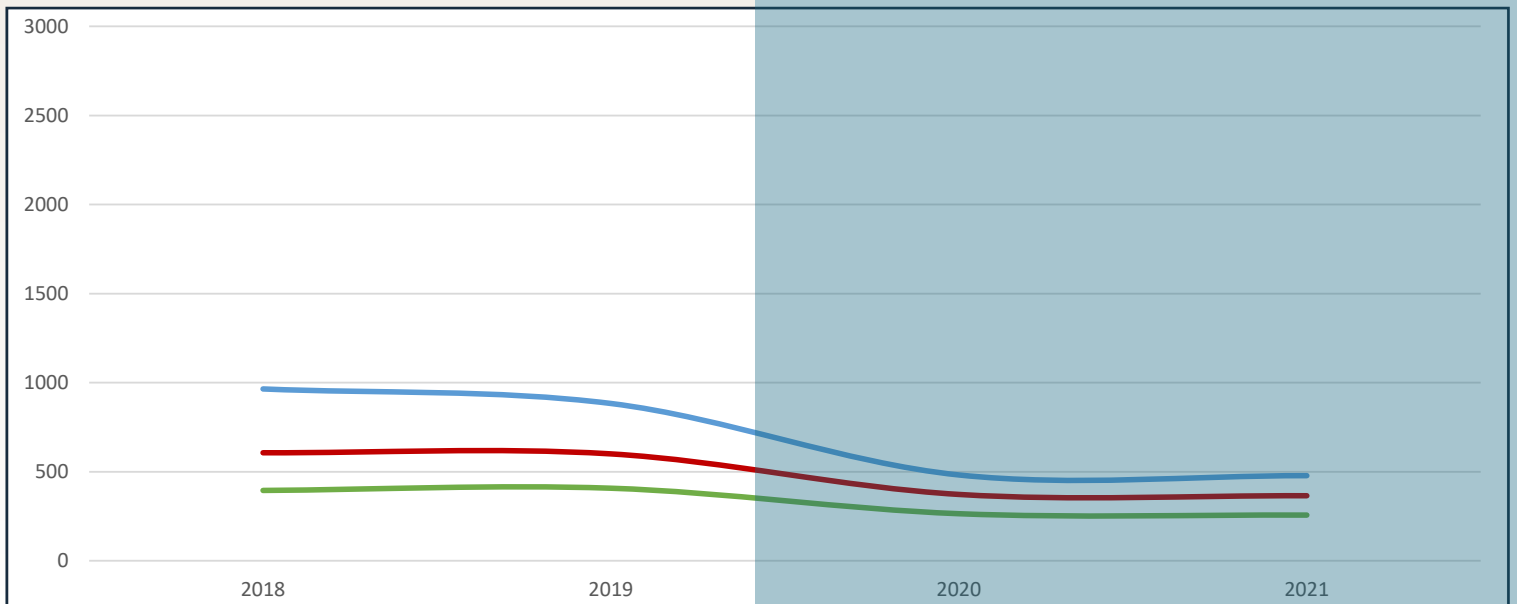
82%
2018

85%
2019

90%
2020

90%
2021

AVERAGE RIDERSHIP



— Weekday — Saturday — Sunday

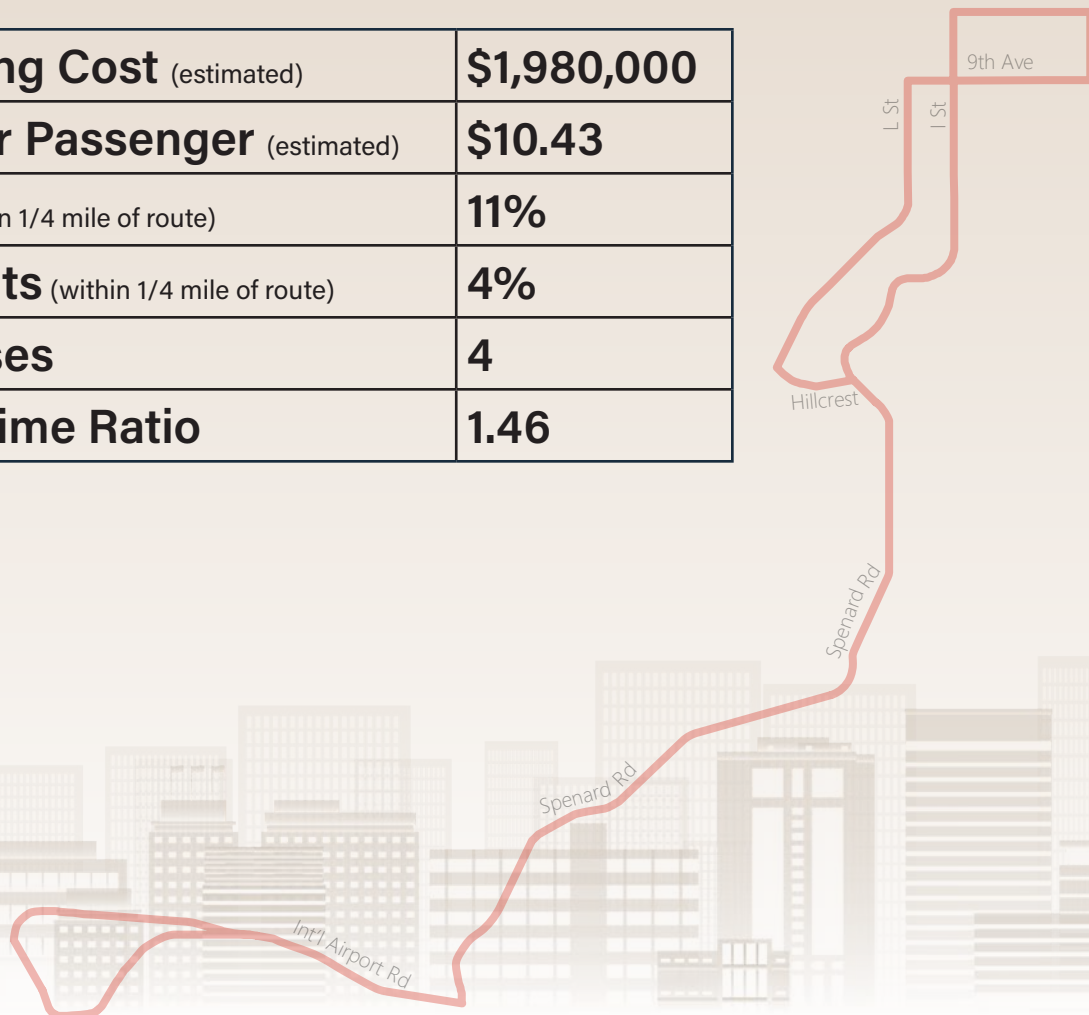
40 SPENARD | AIRPORT



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

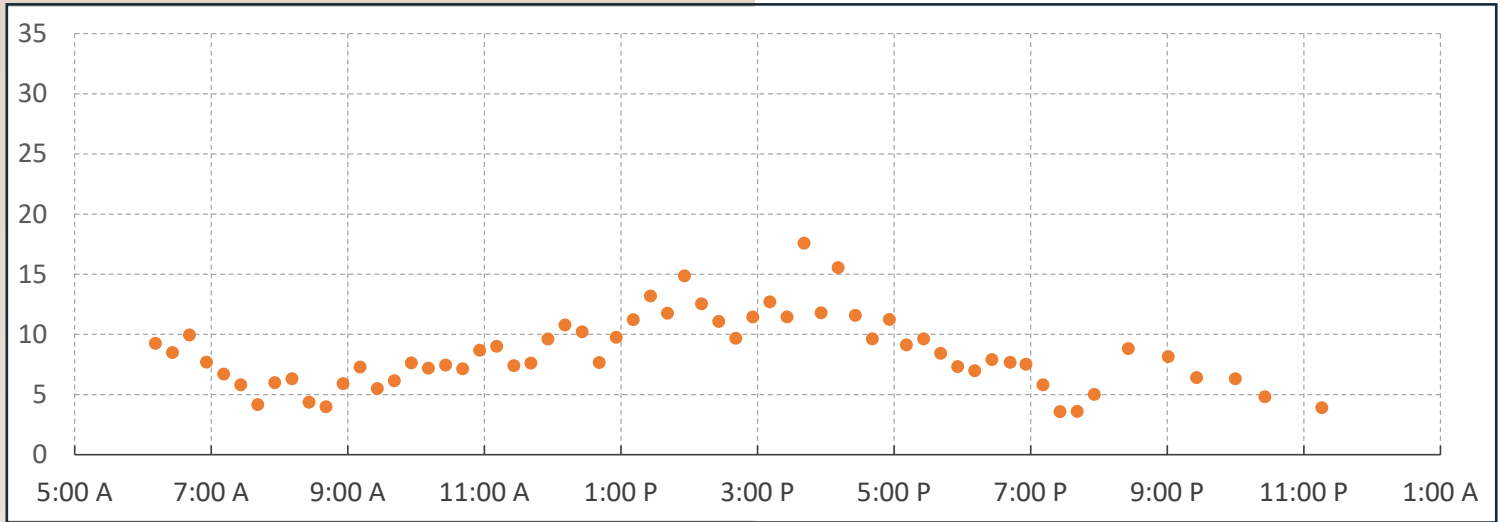
Route 40 travels in a loop between the Downtown Transit Center and the Ted Stevens Anchorage International Airport via Spenard Road. The route begins and ends at the Downtown Transit Center.

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

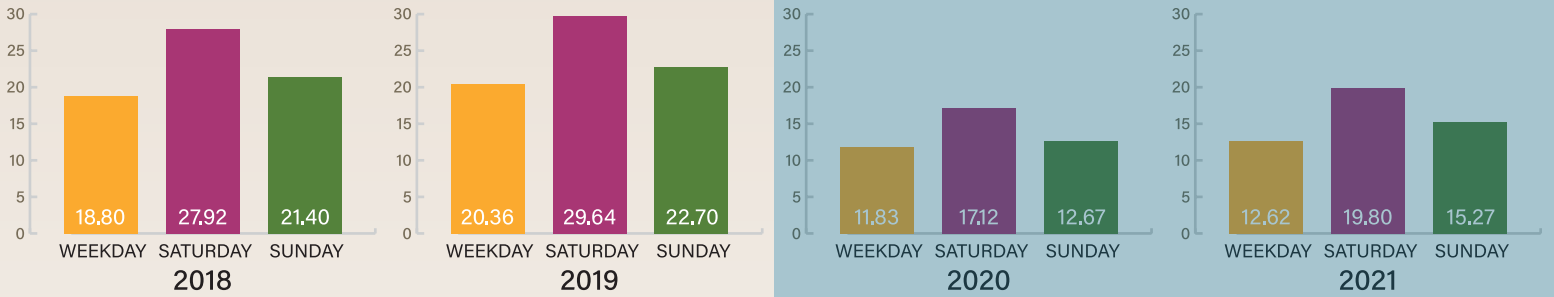
● Loop



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

COVID-19 PANDEMIC

Productivity: Average ridership per hour



On-Time Performance

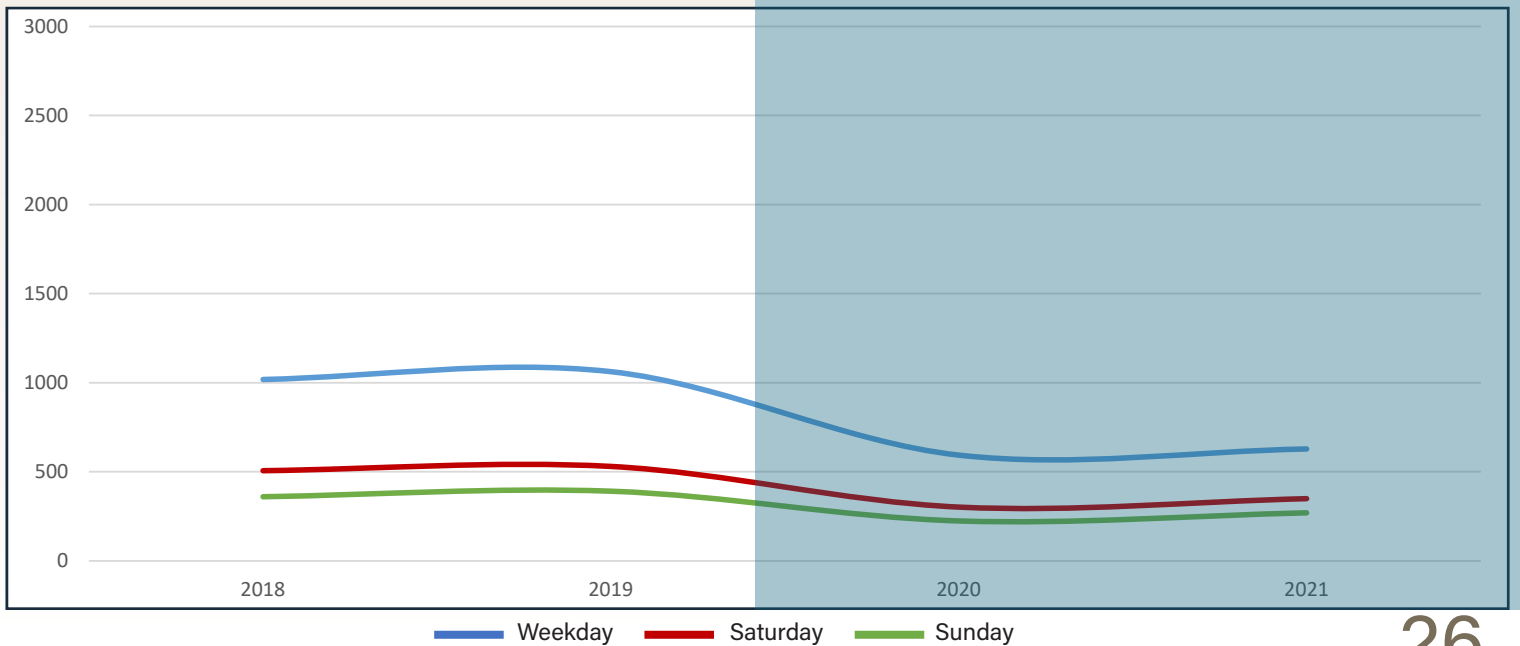
89%
2018

87%
2019

90%
2020

87%
2021

AVERAGE RIDERSHIP



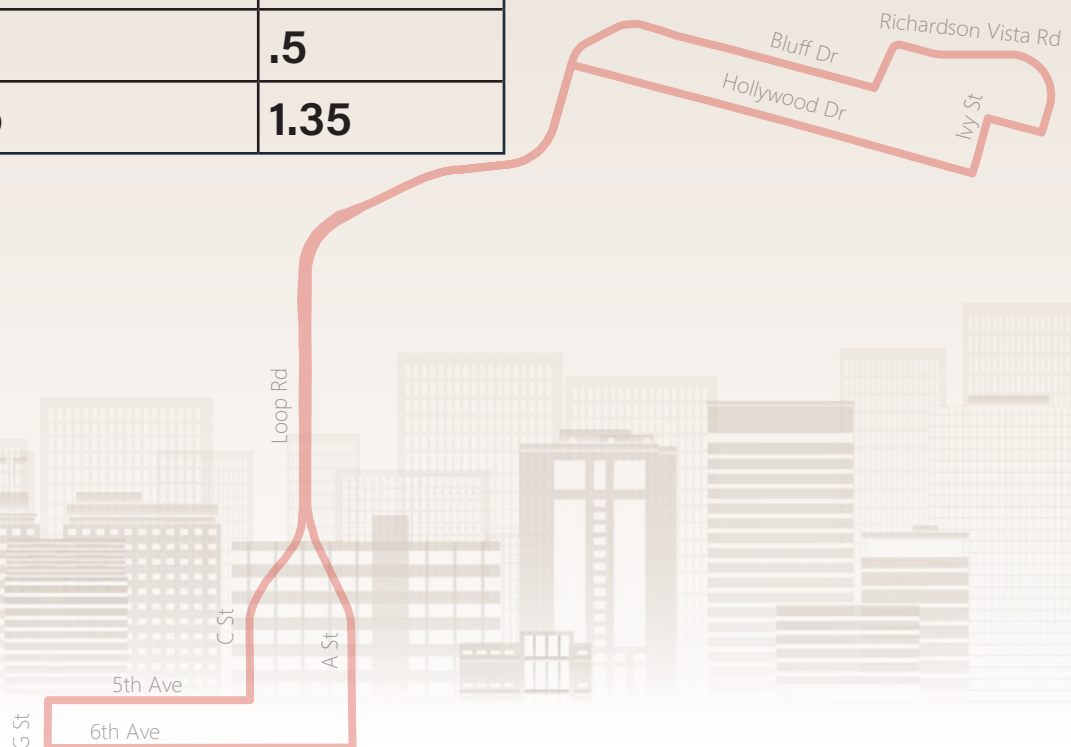
41 GOVERNMENT HILL



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

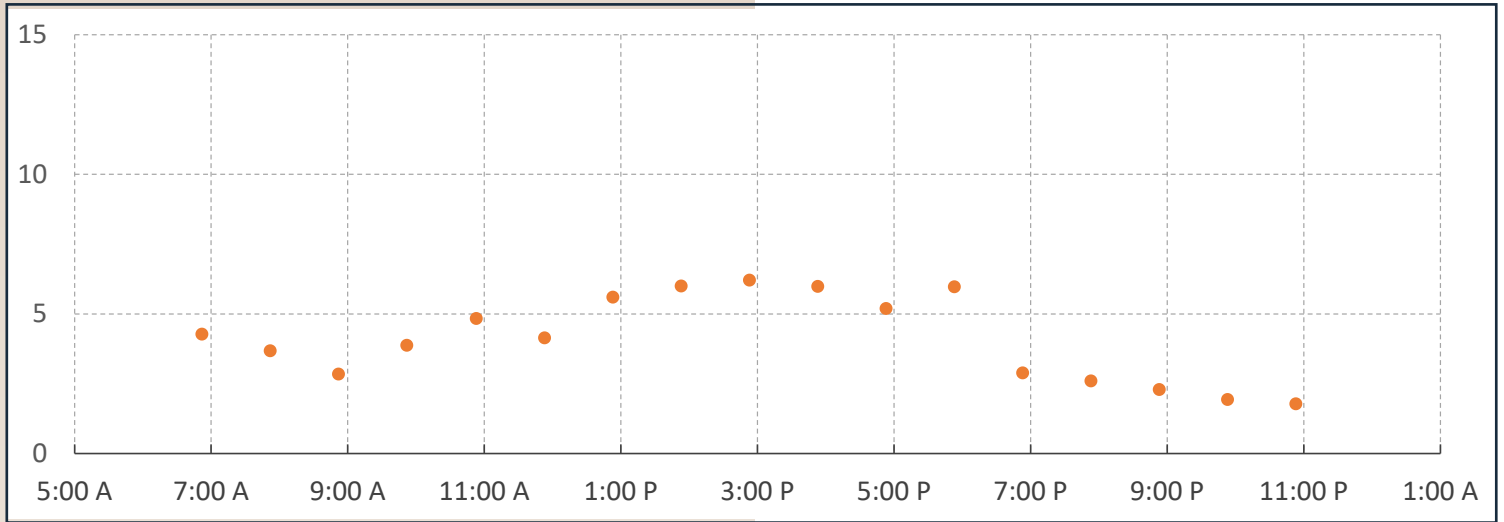
This route travels from City Hall to the Anchorage Museum, Bluff Drive, Richardson Vista Road, Ivy Street, Hollywood Driver and returns to City Hall.

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

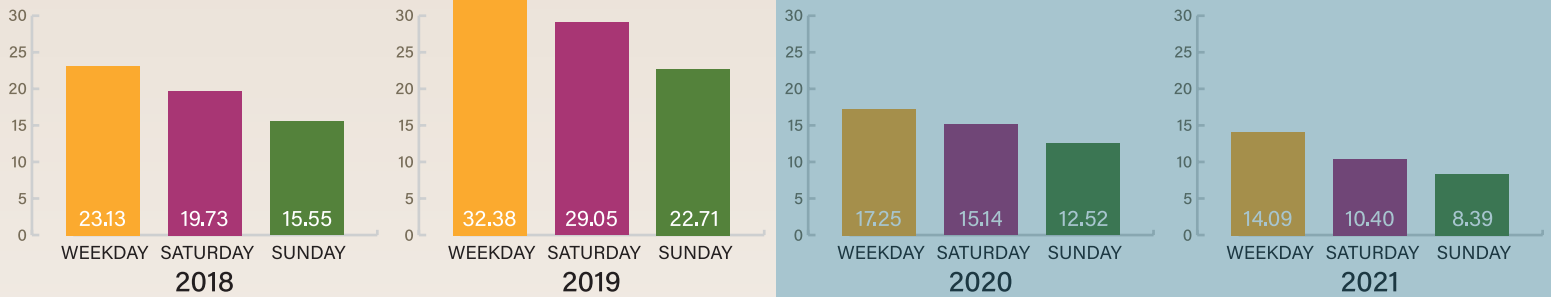
● Loop



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

COVID-19 PANDEMIC

Productivity: Average ridership per hour



On-Time Performance

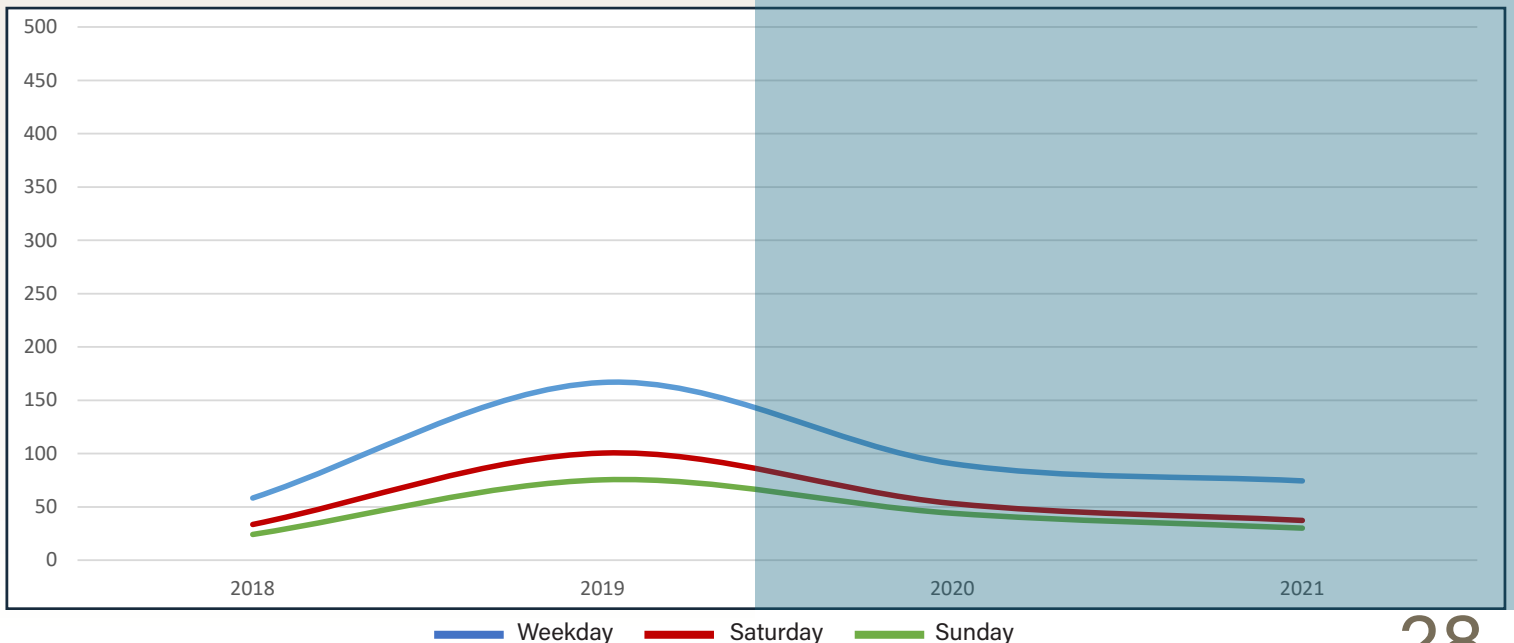
82%
2018

83%
2019

84%
2020

90%
2021

AVERAGE RIDERSHIP



55 LAKE OTIS

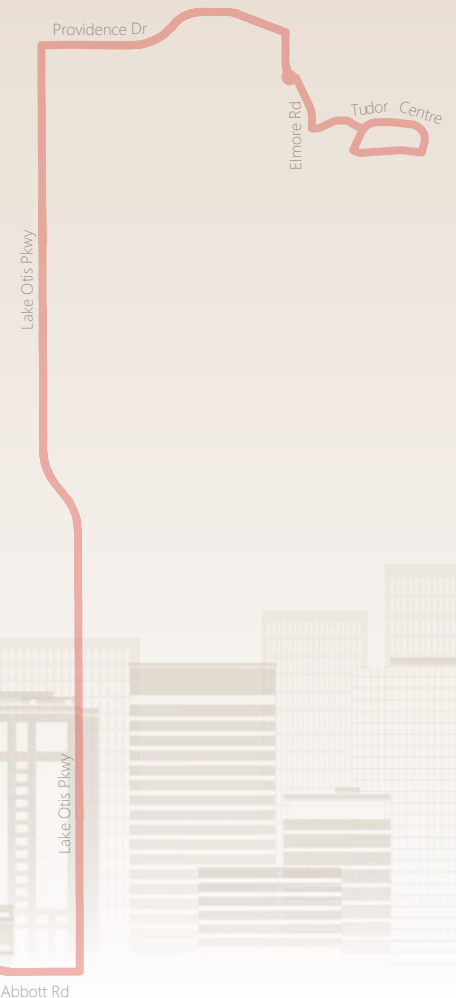


Standard Route: **30 min. peak frequency**

Route Length \approx **14 miles**

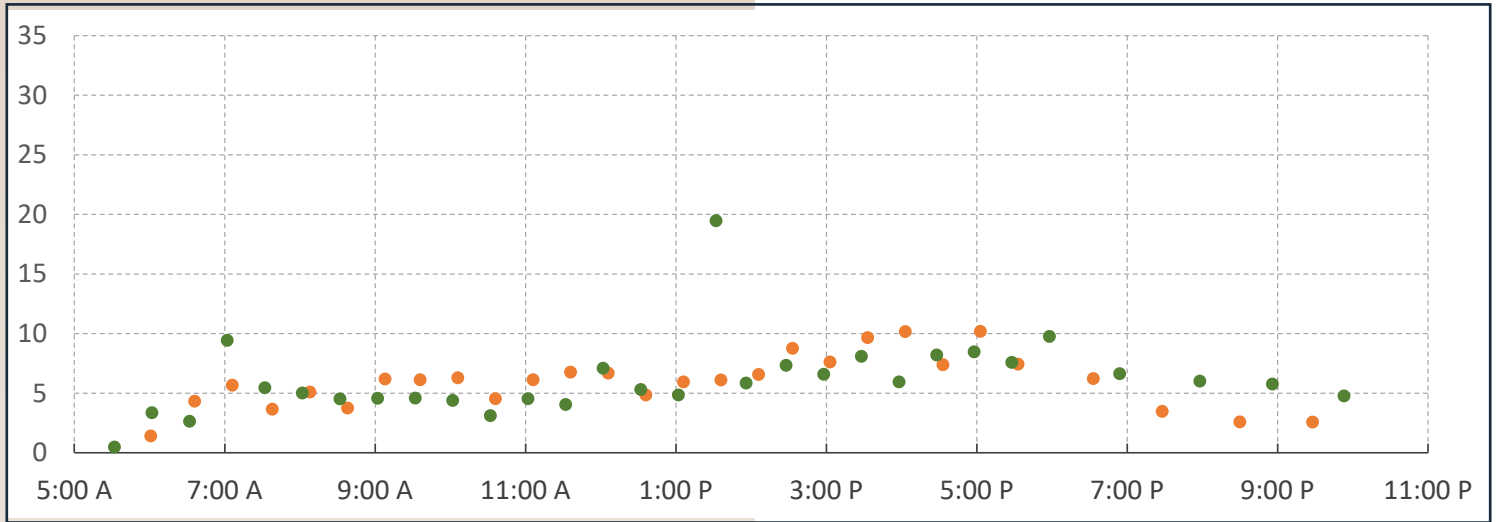
This route travels between the Dimond Transit Center and Alaska Native Medical Center via Abbott Road, Lake Otis Parkway, Providence Drive, and Tudor Centre Drive.

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

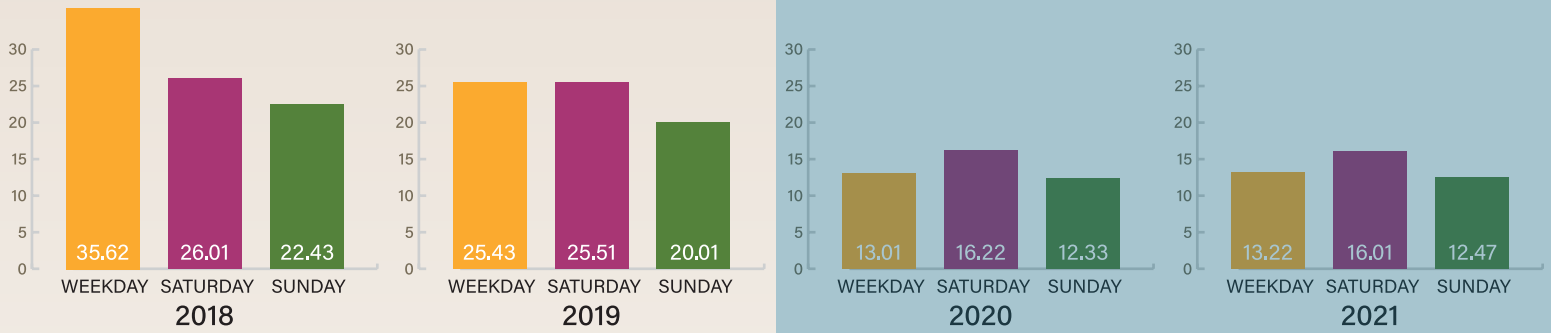
● Outbound ● Inbound



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

COVID-19 PANDEMIC

Productivity: Average ridership per hour



On-Time Performance

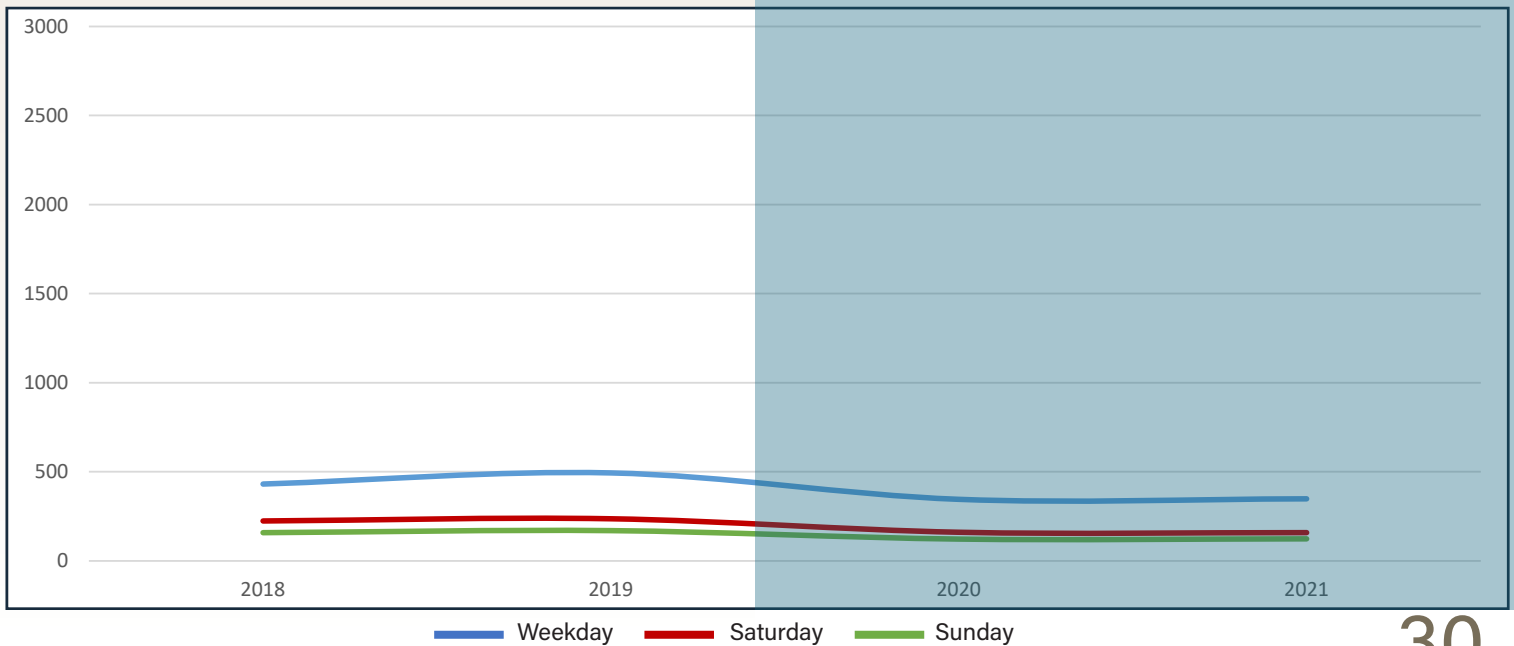
90%
2018

87%
2019

93%
2020

92%
2021

AVERAGE RIDERSHIP



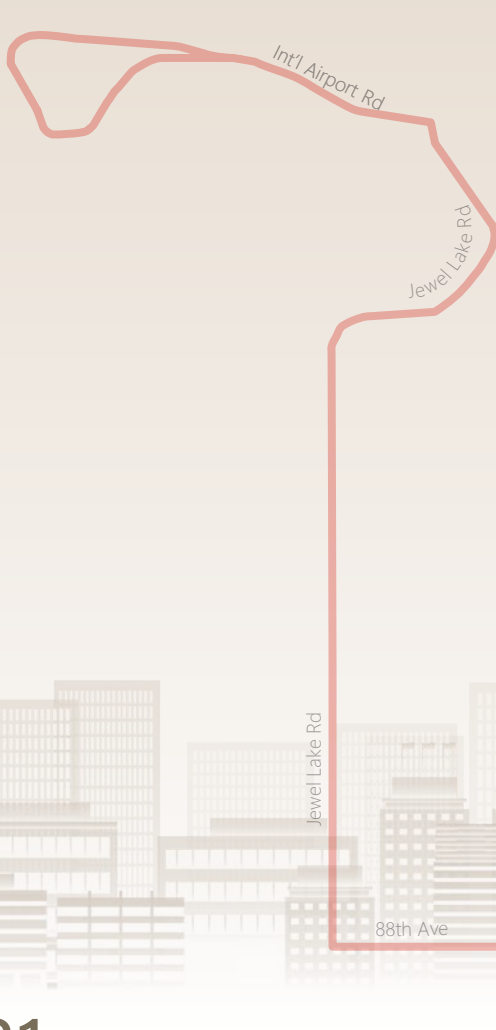
65 JEWEL LAKE



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

Route Length \approx **15 miles**

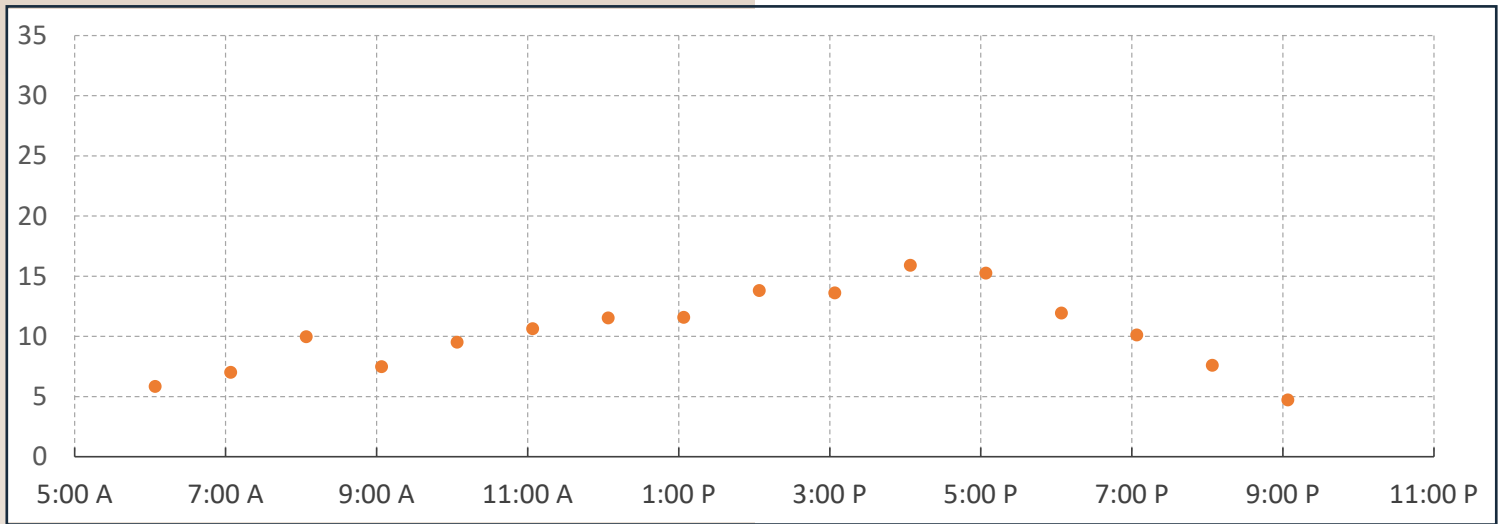
This route travels in a loop between the Dimond Transit Center and the Ted Stevens Anchorage International Airport via Dimond Boulevard, 88th Avenue, Jewel Lake Road, and International Airport Road. The route begins and ends at the Dimond Transit Center.



Operating Cost (estimated)	\$660,000
Cost per Passenger (estimated)	\$12.65
Jobs (within 1/4 mile of route)	4%
Residents (within 1/4 mile of route)	4%
# of Buses	1
Travel Time Ratio	1.32

RIDERSHIP BY TRIP: WEEKDAY

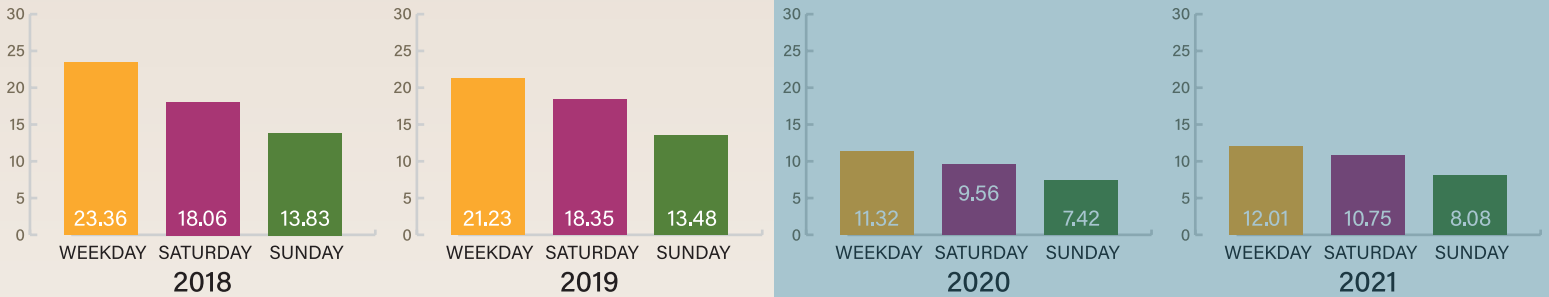
● Loop



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

COVID-19 PANDEMIC

Productivity: Average ridership per hour



On-Time Performance

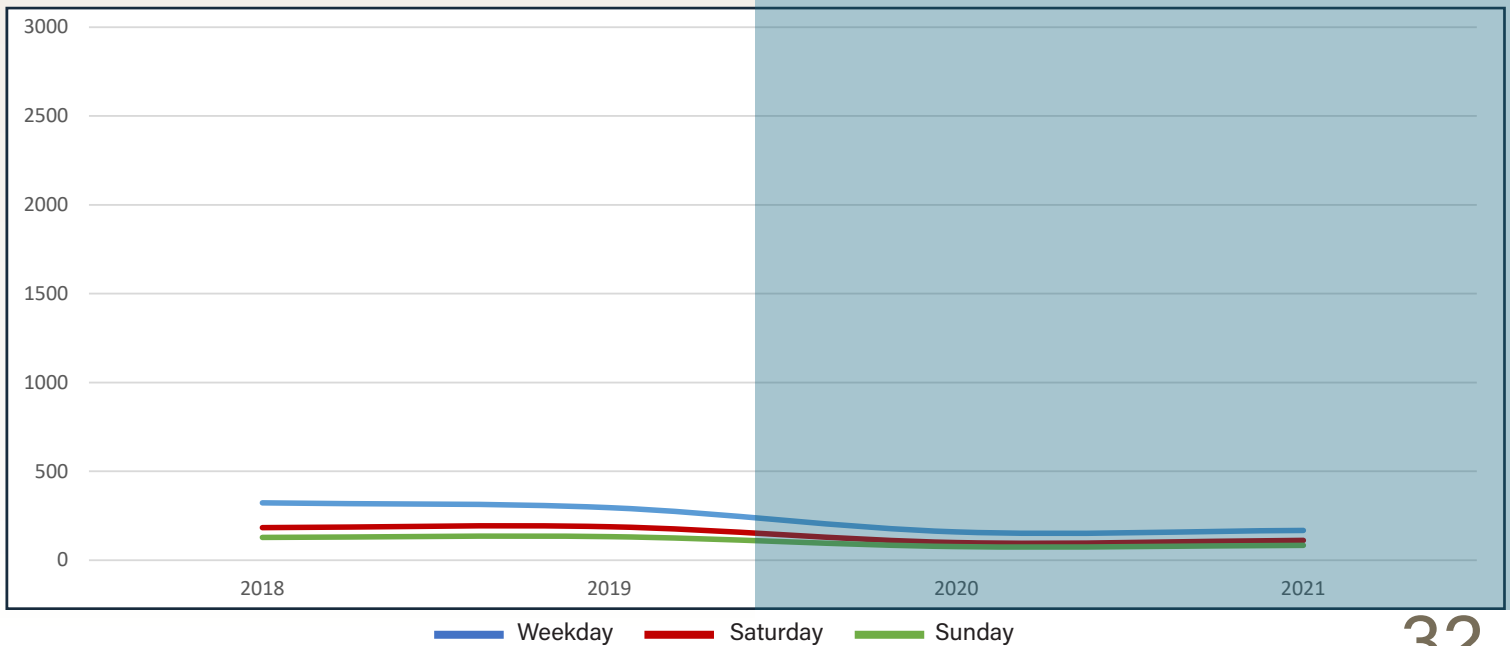
88%
2018

88%
2019

93%
2020

91%
2021

AVERAGE RIDERSHIP



85 OLD SEWARD



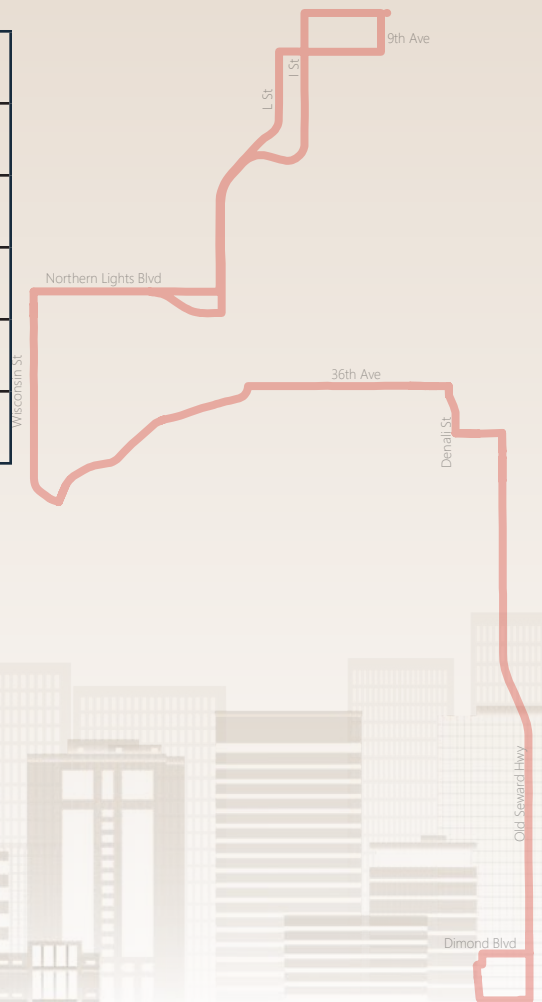
Standard Route: **60 min. peak frequency**

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.

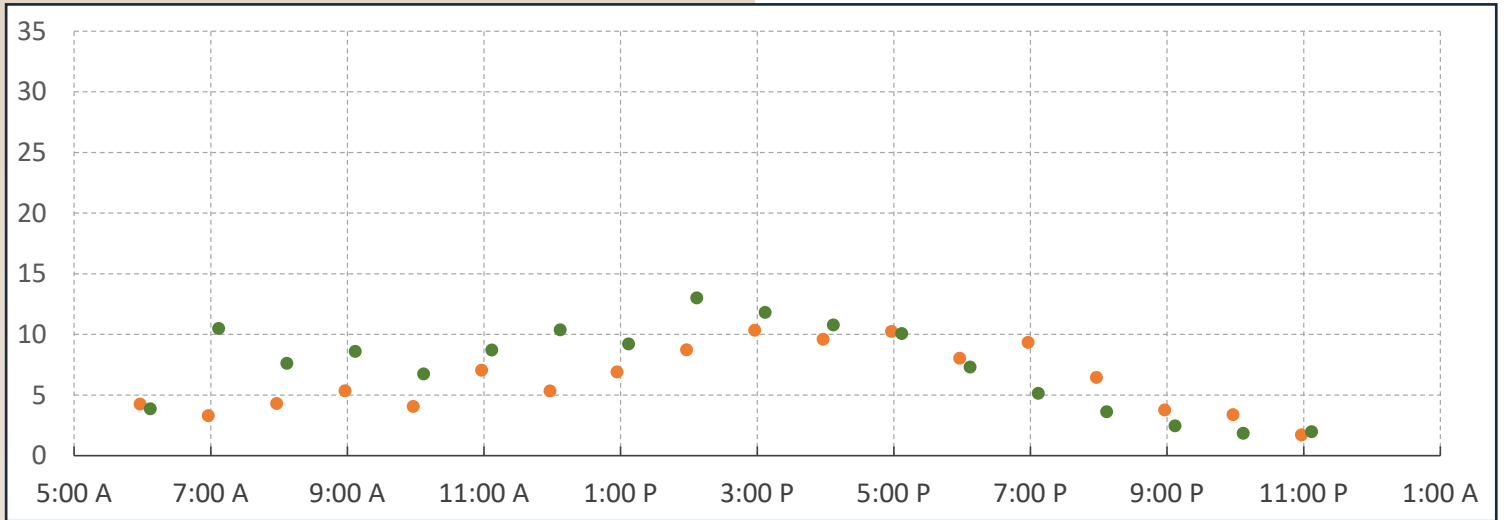
Operating Cost	\$320,000*
Cost per Passenger	\$14.71
Jobs (within 1/4 mile of route)	19%
Residents (within 1/4 mile of route)	7%
# of Buses	2
Travel Time Ratio	1.36

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

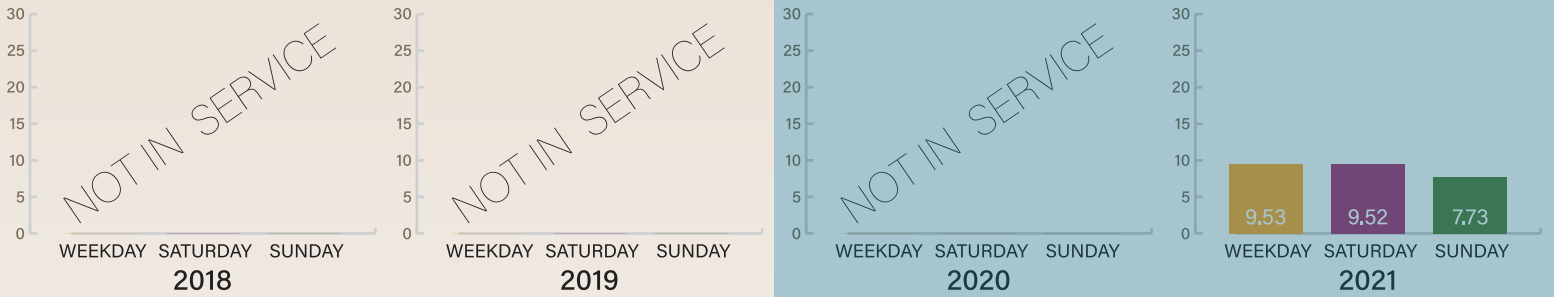
● Outbound ● Inbound



*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

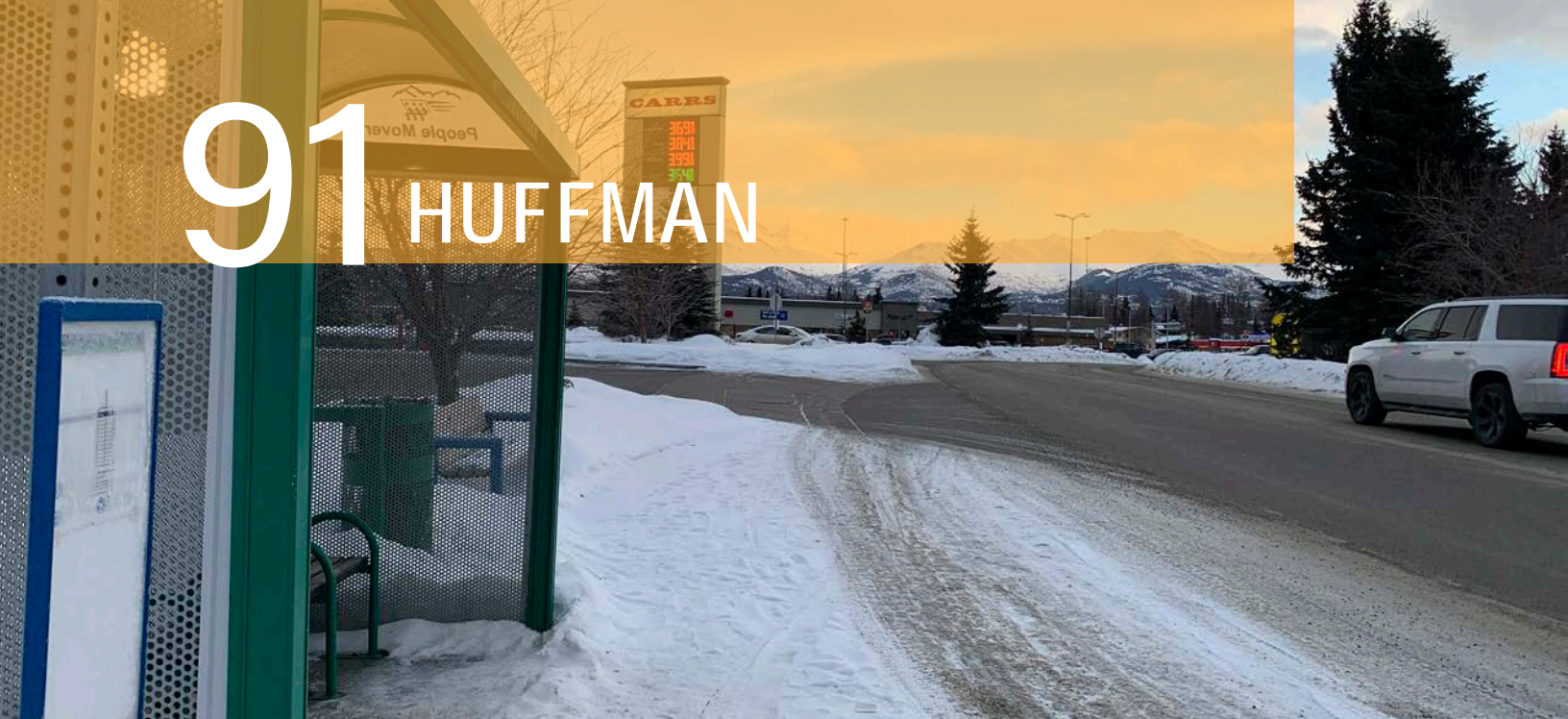
90%
2021

AVERAGE RIDERSHIP



— Weekday — Saturday — Sunday

91 HUFFMAN

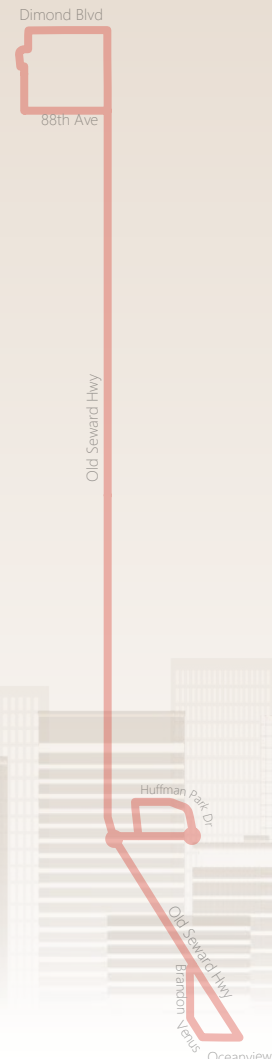


Commuter Route: **Peak Service Only**

Route Length \approx **8 miles**

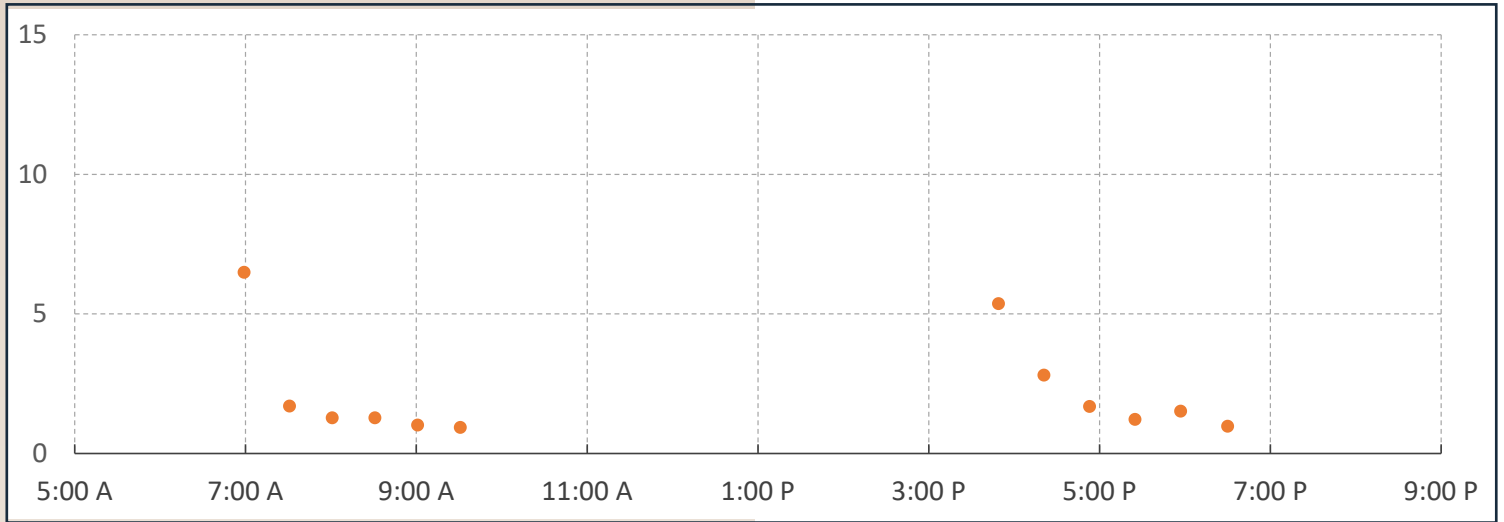
This route is a limited-stop commuter route that travels to and from Huffman/Oceanview from the Dimond Transit Center via the Old Seward Highway.

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

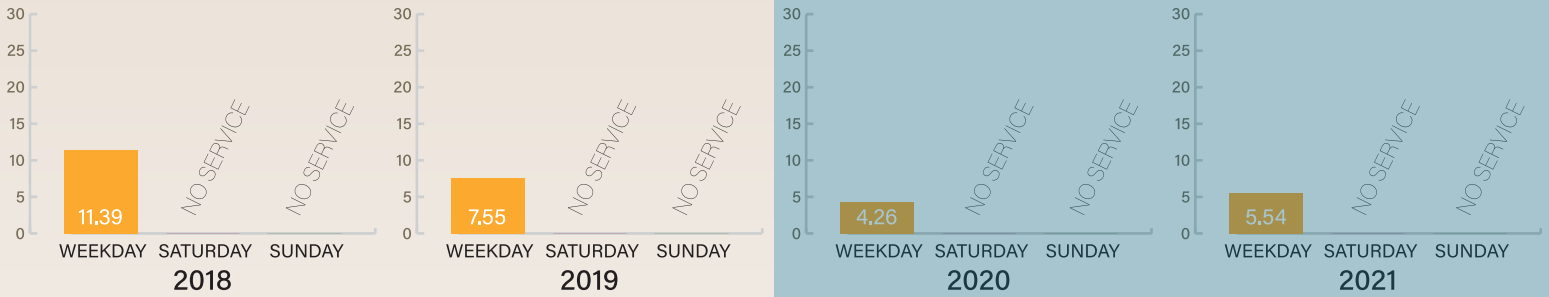
● Loop



*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.)

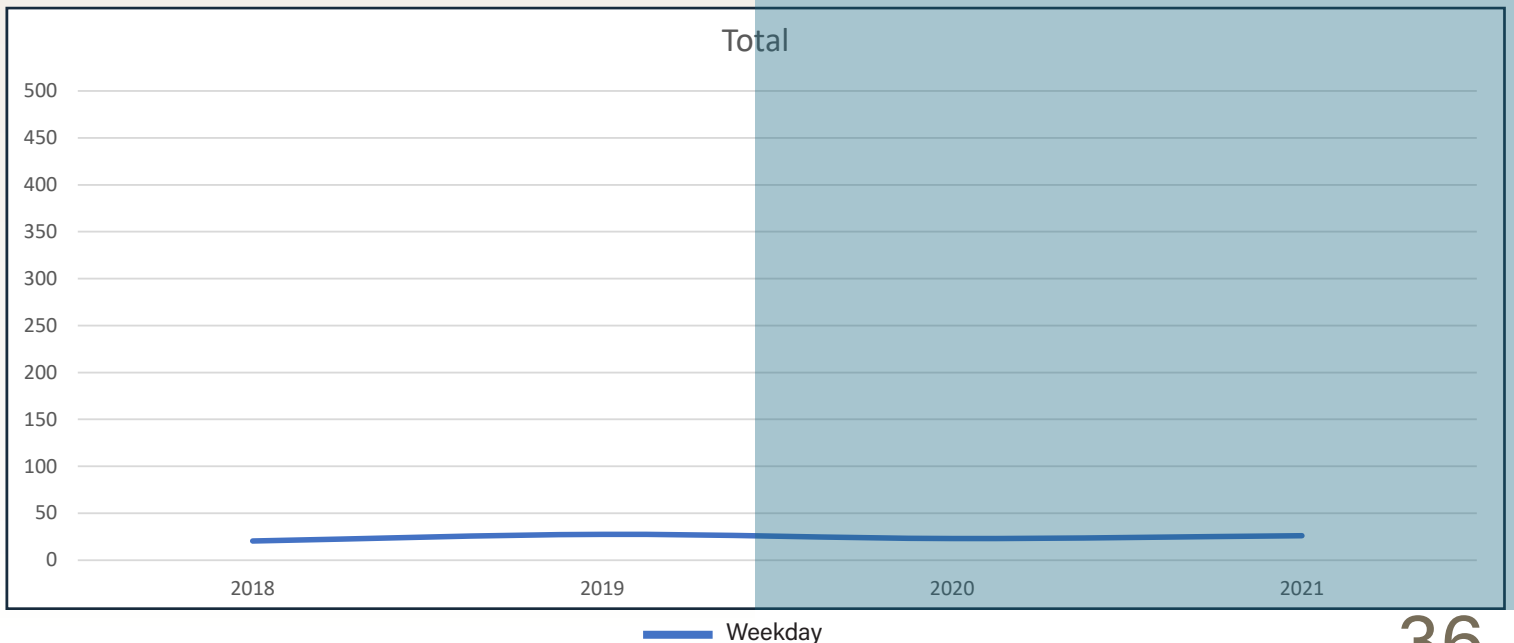
83%
2018

N/A
2019

N/A
2020

92%
2021

AVERAGE RIDERSHIP



92 EAGLE RIVER

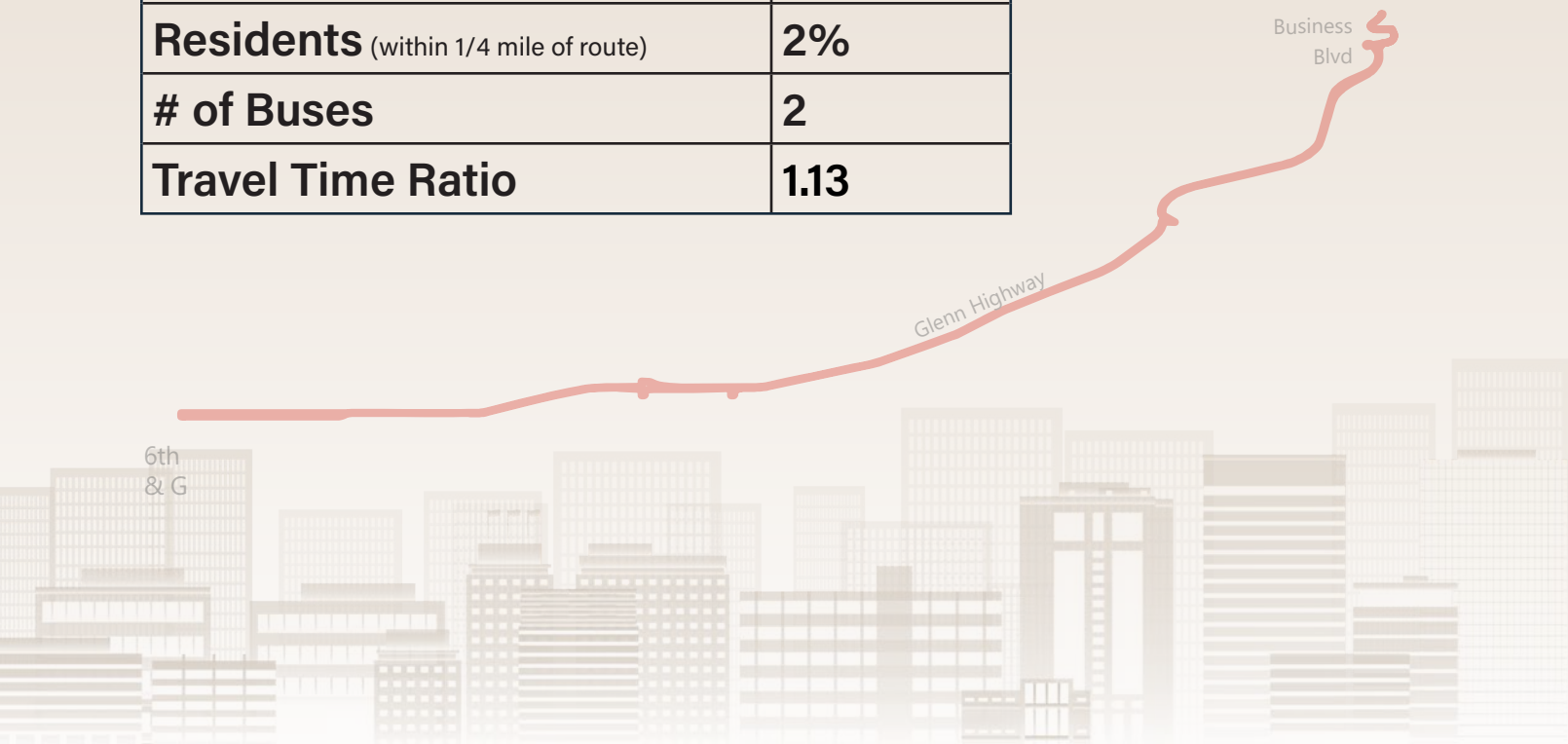


Commuter Route: **Peak Service Only**

Route Length \approx **31 miles**

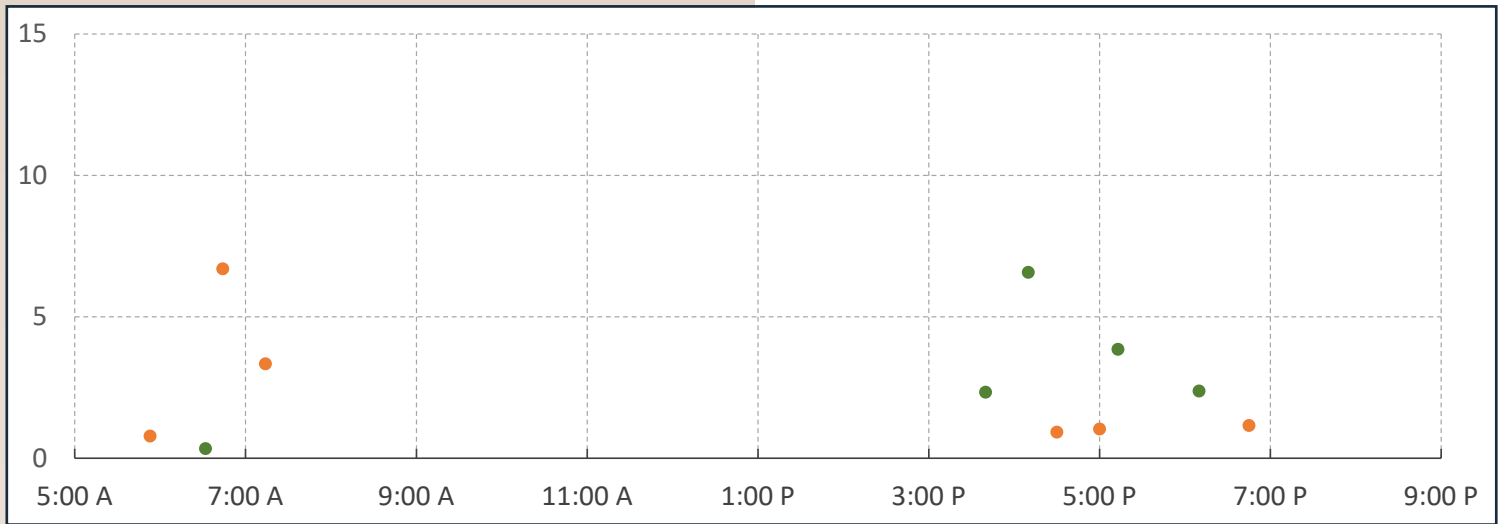
This route is a commuter express route that stops at City Hall and the Eagle River Transit Center via the Glenn Highway.

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

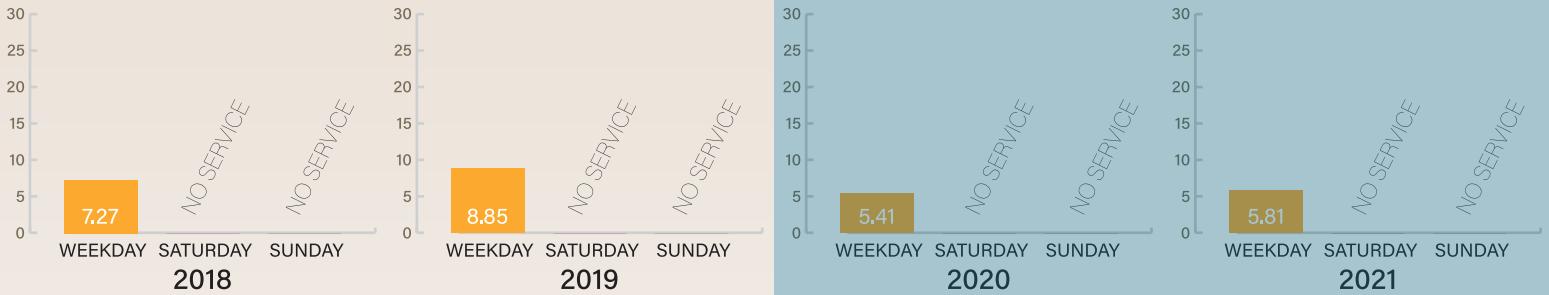
● Outbound ● Inbound



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

COVID-19 PANDEMIC

Productivity: Average ridership per hour



On-Time Performance

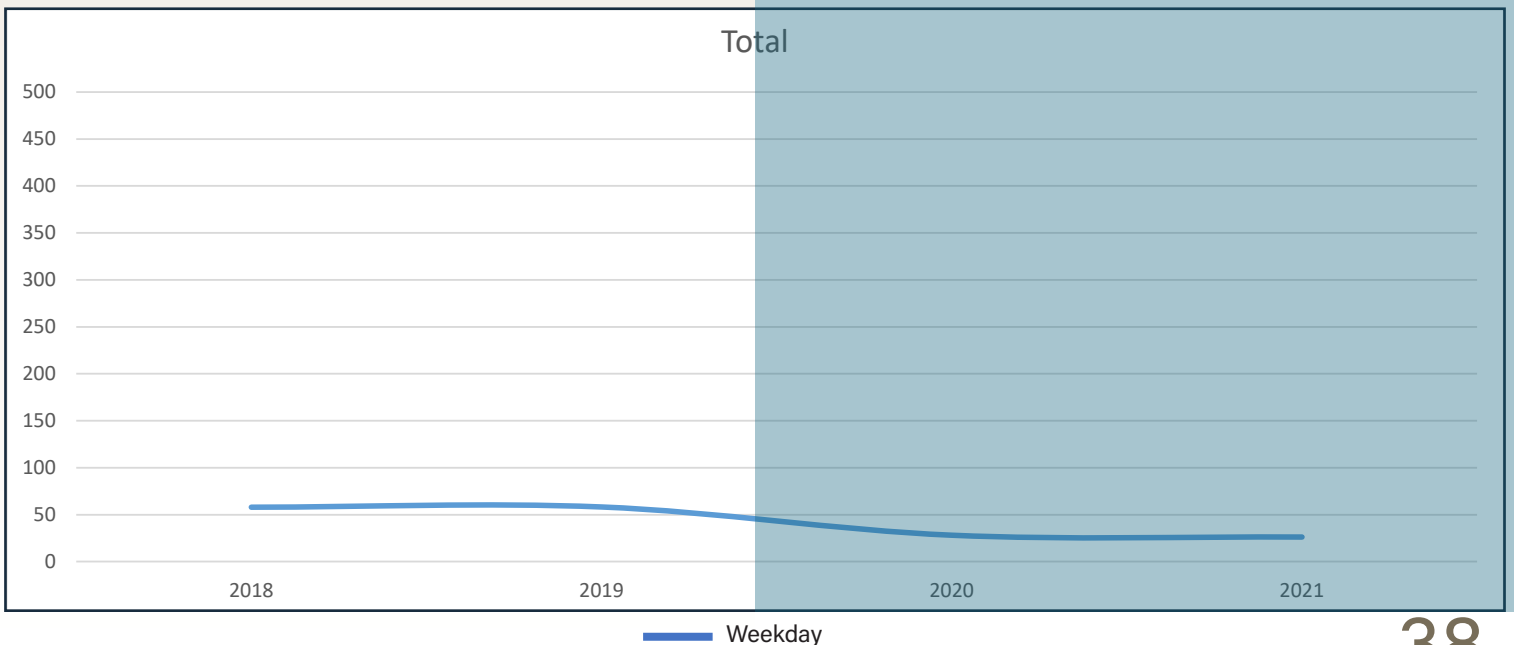
68%
2018

84%
2019

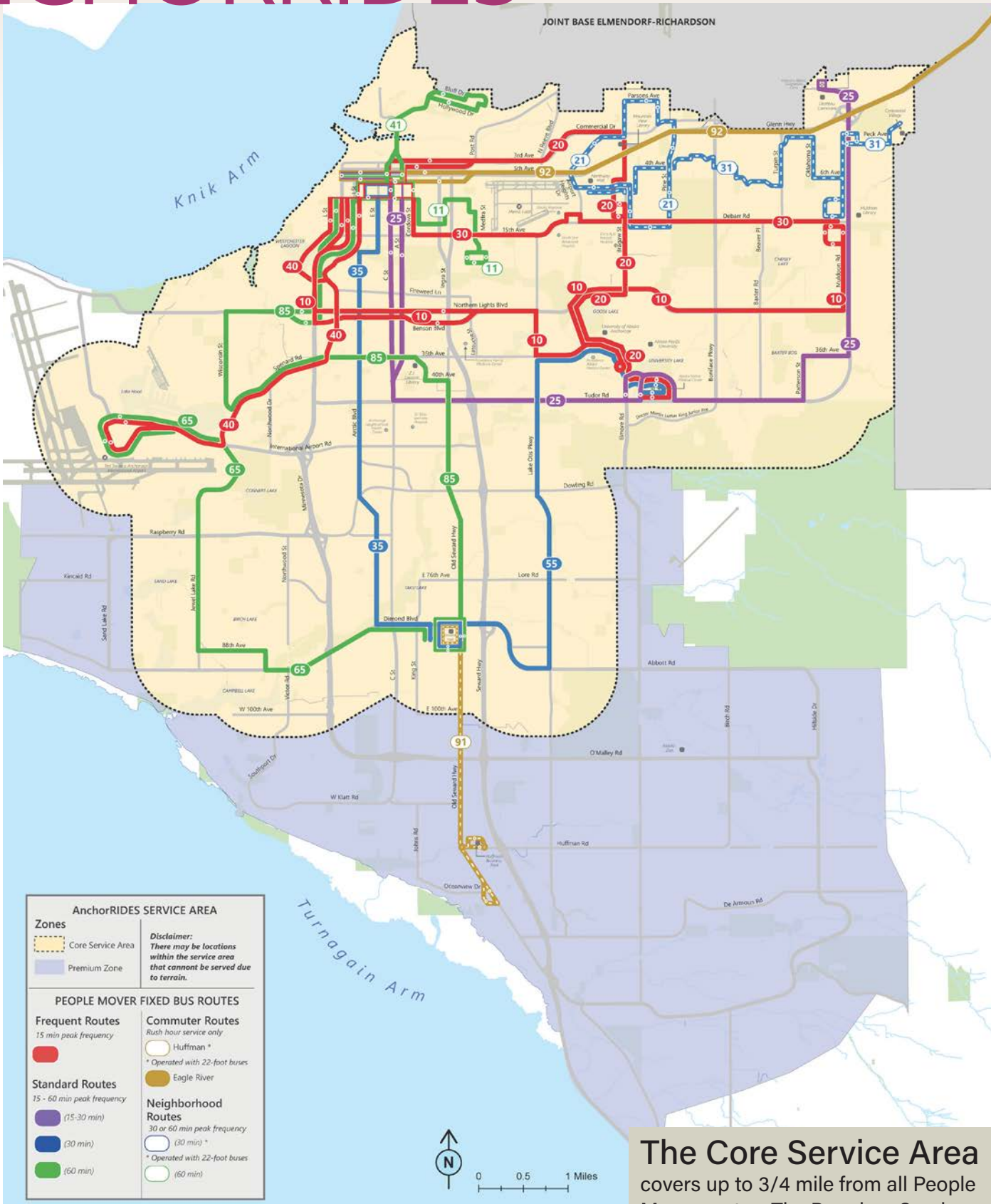
89%
2020

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

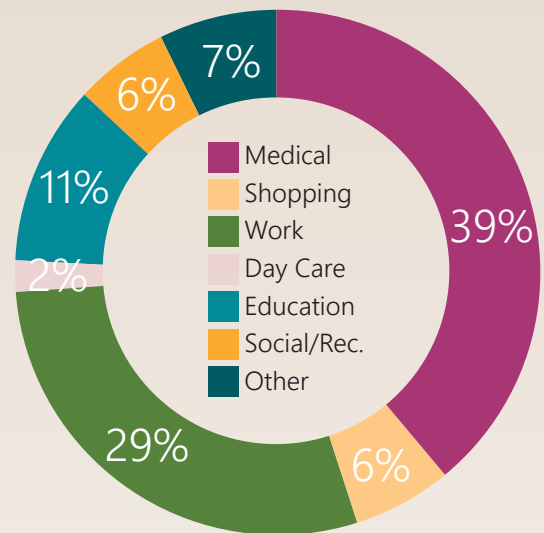


97%
of rides were on time

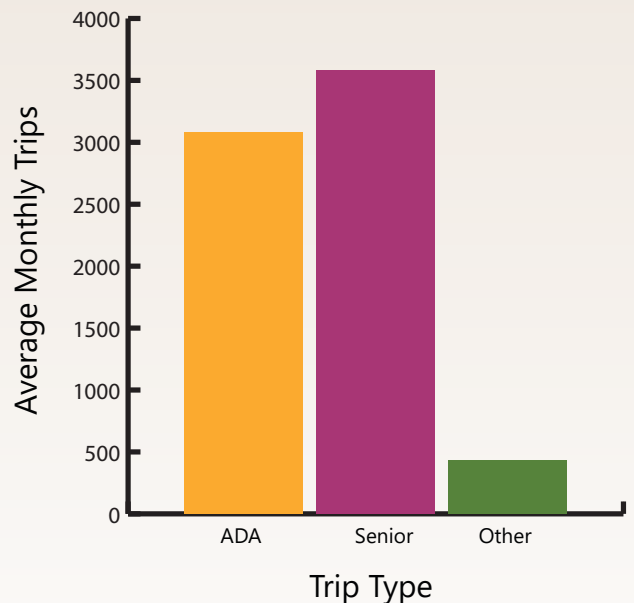


\$46.02
Operational Cost per Trip

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



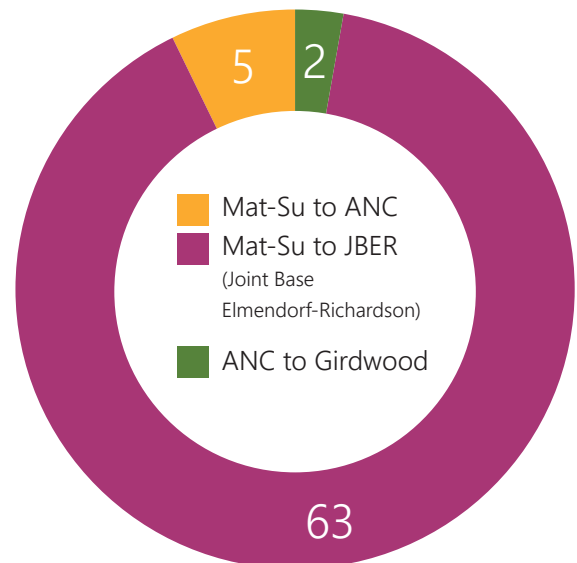
150,954
Total Trips



495
Total Participants

70
Total Vanpools

PATH OF TRAVEL

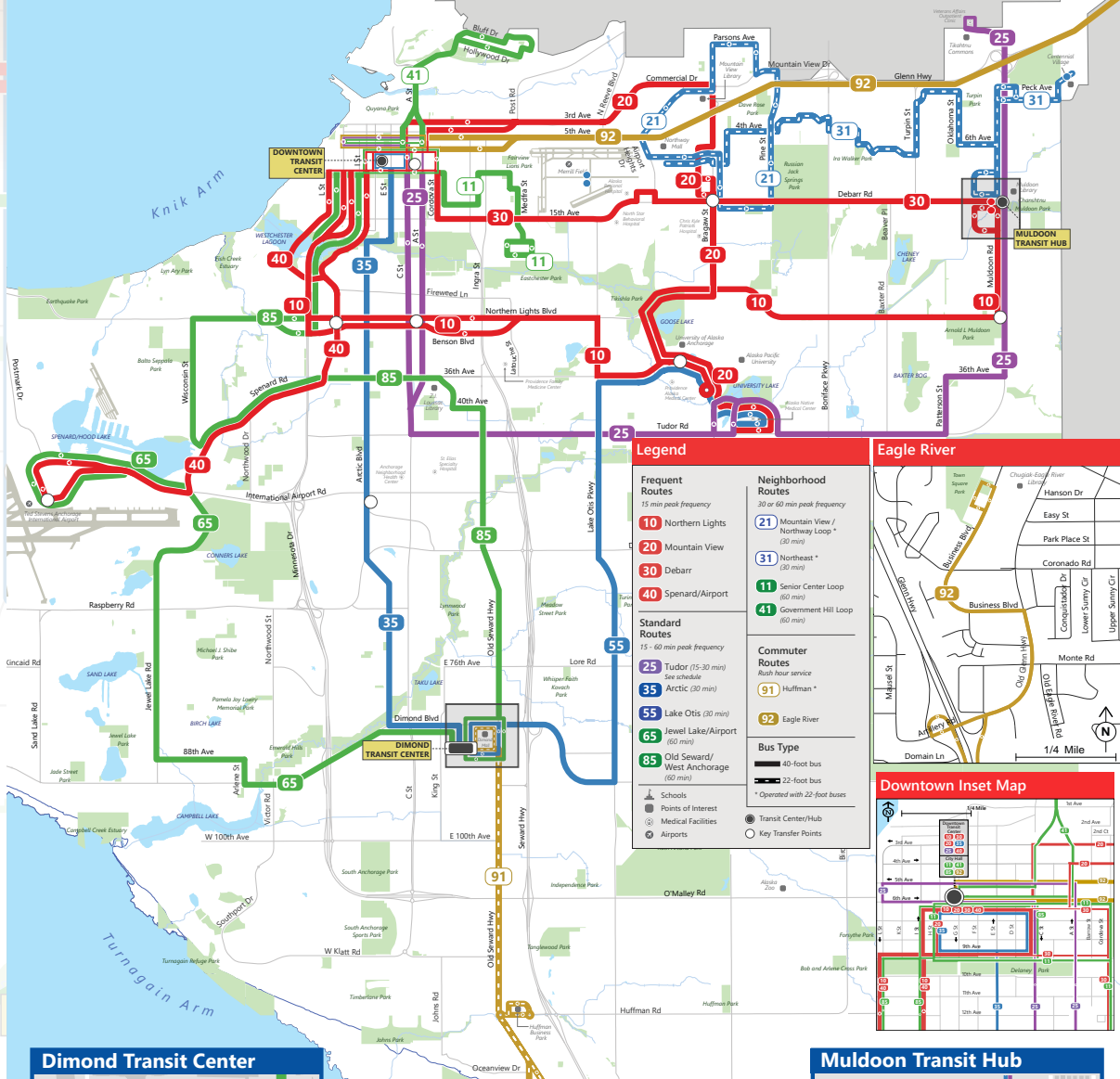


Anchorage Transit Map



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

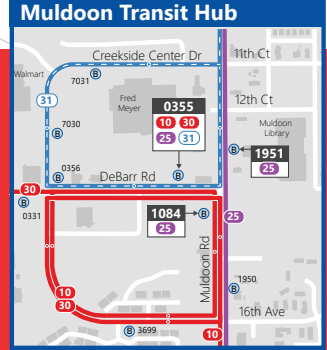
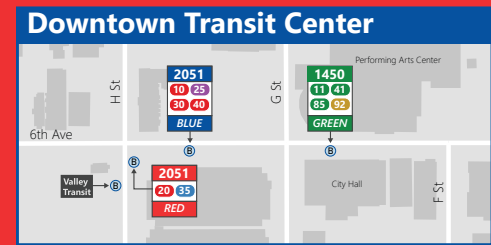
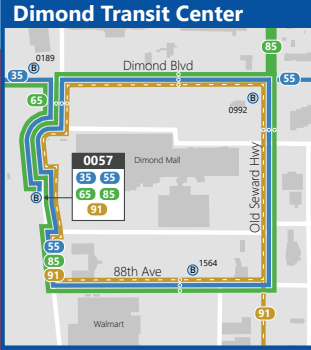
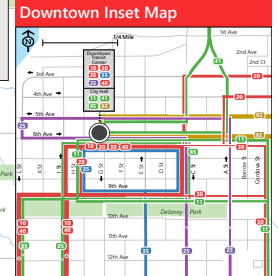
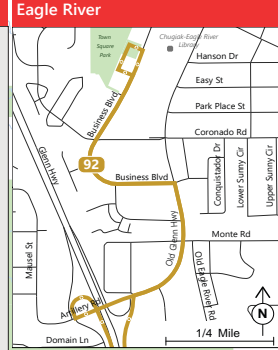
- 91 Huffman*
- 92 Eagle River

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



peplemover.org • 907.343.6543





**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]