Public Transportation System Report Card

November 1, 2017 - October 31, 2018

People Mover  AnchorRIDES  RideShare
The Municipality of Anchorage Public Transportation Department (PTD) provides three public transportation services: People Mover is a fixed-route bus service, AnchorRIDES is a paratransit service for seniors and people with disabilities and RideShare provides vanpool capabilities. The three services work together to provide valuable public transportation options within the Municipality.

On October 23, 2017, People Mover made significant changes to the bus system. Service shifted from an infrequent system that prioritized coverage over ridership to a system that offers more direct and frequent service. Buses now arrive every 15 minutes on some of the routes in the most densely populated areas. The hours of service have also expanded. Buses now run to midnight on the weekdays (2 a.m. to the airport), and the number of trips on the weekends doubled. These changes stemmed from the Anchorage Talks Transit public participation process that began in May 2016.

Changes made to the bus routes also impacted the AnchorRIDES core service area coverage and extended the hours of operation. Furthermore, the AnchorRIDES operation in the Chugiak/Eagle River premium service area was transferred to the Chugiak Senior Center on July 2, 2018.

Looking Forward
The Transit On the Move Short-Range Transit Plan is underway. Data from this report will be used as a baseline and a starting point to have conversations with the community and help establish where we go from here. For more information about the plan or to get involved, visit our website at peoplemover.org/transitonthemove or call us at 907-343-6543, Option 5.
KEY FINDINGS

People Mover

Despite projected decreases to ridership, People Mover stayed above the forecasted decline during the first few months of the new bus system. By July, overall ridership began to increase, and those increases continued through October. Sunday ridership has increased since the implementation of the new bus system.

Before the new bus system, People Mover had grappled with declining weekday ridership. In 2015, average weekday ridership was down 5.5% from 2014. In 2016, it decreased by 5.9%. In the first 10 months of 2017 - before People Mover implemented the new bus system - ridership had decreased by 3.9%.

During the first year of the new bus system, weekday average ridership decreased by just 1.9%. That’s significantly less than what was projected. Saturday average ridership decreased 3.0%, while Sunday average ridership increased 17.2%.

Overall, the buses were on-time 84% of the time during the first year of the new system. Even with buses arriving more frequently (every 15-minutes on some routes), the system was just shy of the 85% on-time goal. Initially, the neighborhood and commuter routes were not on-time as consistently as the frequent and standard routes. People Mover then made changes to Routes 21 and 31. Additionally, the Route 11 was split into two routes on July 2, 2018: Routes 11 and 41. This helped improve overall on-time performance.

The neighborhood routes generally have lower productivity rates. This was an anticipated result. The buses traveling neighborhood routes can carry up to 14 seated passengers, compared to buses on the standard and frequent routes that can carry up to 39 seated passengers. Neighborhood routes are a mechanism to help people within some neighborhoods access the frequent routes.

AnchorRIDES

AnchorRIDES is a paratransit program that connects seniors and people with disabilities with transportation within the Municipality of Anchorage. The paratransit service area is based on the route alignments of the bus system. In the first three quarters of 2018, PTD made 94,810 trips to 6,558 eligible riders.

RideShare

RideShare continues to be an important vanpool service within the Municipality. In 2016, service expanded to include Eagle River and Chugiak riders. In the first three quarters of 2018 there were 74 vanpools with 710 participants stretching from Girdwood to the Mat-Su Valley.
This report presents the various metrics used to help gauge the effectiveness of public transportation in the Municipality of Anchorage. 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.

Span of service and frequency of each route: 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 arrives throughout the day.

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

Number of buses required to operate each route: This is the number of buses that are needed to operate the route at the busiest time of day.

Average speed for each route compared to a car and a pedestrian: This shows the average scheduled speed the bus drives during a trip, compared to the average walking speed and the average time Google trip planner reports it would take a car to travel the same trip with factored traffic.

Ridership for each 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. This does not mean that these services are failing or that they should be eliminated. It just means that their funding is not being spent to maximize ridership.
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 for each route: The annual operating cost is based on the 2017 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.

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.

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.
In October 2017, People Mover made changes to the bus system. Service shifted from an infrequent system that prioritized coverage over ridership to a more direct and frequent service with buses arriving every 15 minutes on some of the routes. The hours of service expanded to midnight on the weekdays (2 am to the airport), and the number of trips on the weekends doubled.
Before the new bus system was implemented, People Mover had grappled with declining weekday ridership. People Mover stayed above the forecasted decline during the first few months of the new bus system. By July, overall ridership began to increase, and those increases continued through October.
NORTHERN LIGHTS

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

Average Speed

- 3.1 MPH
- 15.76 MPH
- 24.75 MPH

Average Weekday Boardings

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<thead>
<tr>
<th>Average Weekday Boardings</th>
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<tbody>
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<td>0</td>
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<tr>
<td>1-25</td>
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<td>76-100</td>
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<td>101-500</td>
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</table>

1,858  Weekday Ridership Average
810  Saturday Ridership Average
557  Sunday Ridership Average
86% of buses were on time

21.39 productivity

$ 6.84 cost per passenger

$ 3,663,056 annual operating cost

25% of MOA jobs are within 1/4 mile of the Route 10

7% of MOA residents are within 1/4 mile of the Route 10

Ridership by Trip: Weekday

Number of Trips *

Weekday: 123

Saturday: 44

Sunday: 42

*includes in-bound and out-bound trips
On July 2, 2018, the Route 11 was changed. Originally it was a loop that traveled between the Anchorage Senior Center and Government Hill. It was split into two routes to create a new Route 11 (as presented in the map) and the Route 41. Today, these routes are interlined, meaning that they share one bus to operate service. For example, the bus will complete a trip on the Route 11, then a trip on the Route 41, then a trip on the Route 11 and so on.

The performance measures presented in this report for the Route 11 combine the entire Route 11 prior to July 2, 2018 with the new Route 11.

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.

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.

Average Speed

<table>
<thead>
<tr>
<th>Speed</th>
<th>Description</th>
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<tbody>
<tr>
<td>12.56 MPH</td>
<td>75  Sunday Ridership Average</td>
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<tr>
<td>12.14 MPH</td>
<td>114 Saturday Ridership Average</td>
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<tr>
<td>3.1 MPH</td>
<td>171 Weekday Ridership Average</td>
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</tbody>
</table>
70% of buses were on time.

15.13 productivity

8% of MOA jobs are within 1/4 mile of the Route 11

3% of MOA residents are within 1/4 mile of the Route 11

$ 8.36 cost per passenger

$ 439,951 annual operating cost

Ridership by Trip: Weekday

Number of Trips

Weekday: 17

Saturday: 12

Sunday: 11
Route Length
≈ 16 miles
This route travels between the Downtown Transit Center and the Alaska Native Medical Center via 3rd & 4th Avenues, Mountain View, 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

Number of buses needed to operate the route at peak

Average Weekday Boardings

Average Speed

2,307
Weekday Ridership Average

894
Saturday Ridership Average

619
Sunday Ridership Average
85% of buses were on time

33.24 productivity

18% of MOA jobs are within 1/4 mile of the Route 20

5% of MOA residents are within 1/4 mile of the Route 20

$ 4.31 cost per passenger

$ 2,824,614 annual operating cost

Ridership by Trip: Weekday

**Number of Trips** *

**Weekday:** 122

**Saturday:** 44

**Sunday:** 42

*includes inbound and outbound trips
On July 2, 2018, the Route 21 was modified. Originally it made a loop through the Mountain View neighborhood before traveling to City Hall. Today, it travels in a counterclockwise loop beginning and ending at the Northway Mall, as presented in the map.

The performance measures presented in this report for the Route 21 combine the route alignment prior to July 2, 2018 with the new alignment.

**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.

**Average Speed**

- 3.1 MPH
- 12.73 MPH
- 15.59 MPH

**Number of buses**

needed to operate the route at peak

**Average Weekday Boardings**

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<thead>
<tr>
<th>0</th>
<th>1-25</th>
<th>26-50</th>
<th>51-75</th>
<th>76-100</th>
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<td>20.5</td>
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<td>101</td>
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**Hours of Operation**
The Route 21 is in service approximately 17.5 hours on weekdays.

**Weekday Ridership Average**

- 230

**Saturday Ridership Average**

- 133

**Sunday Ridership Average**

- 90
68% of buses were on time

13.06 productivity

$ 10.62 cost per passenger

$ 735,330 annual operating cost

2% of MOA jobs are within 1/4 mile of the Route 21

4% of MOA residents are within 1/4 mile of the Route 21

Ridership by Trip: Weekday

Number of Trips

Weekday: 35
Saturday: 23
Sunday: 21

Saturday

Sunday
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

Number of buses needed to operate the route at peak

Average Speed

- 3.1 MPH
- 14.23 MPH
- 23.09 MPH

2,069
Weekday Ridership Average
1,044
Saturday Ridership Average
738
Sunday Ridership Average
83% of buses were on time

26.7 productivity

27% of MOA jobs are within 1/4 mile of the Route 25

9% of MOA residents are within 1/4 mile of the Route 25

$ 5.35 cost per passenger

$ 3,265,287 annual operating cost

Ridership by Trip: Weekday

Weekday: 92

Saturday: 44

Sunday: 42

*includes inbound and outbound trips
**Route Length**  \(\approx 13 \text{ miles} \)
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 8:00 pm

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**Average Speed**

- **3.1 MPH**
- **14.63 MPH**
- **20.51 MPH**

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**Weekday Ridership Average**
**Saturday Ridership Average**
**Sunday Ridership Average**

- **1,045**
- **514**
- **344**
86% of buses were on time

19.73 productivity

11% of MOA jobs are within 1/4 mile of the Route 30

6% of MOA residents are within 1/4 mile of the Route 30

$ 7.24 cost per passenger

$ 2,213,857 annual operating cost

Ridership by Trip: Weekday

Number of Trips *

Weekday: 123

Saturday: 44

Sunday: 42

*includes inbound and outbound trips

Saturday

Sunday
On July 2, 2018, the Route 31 was modified. Originally it traveled between Centennial Village and City Hall. Today, it travels between Centennial Village, Muldoon & Debarr Transit Hub and the Northway Mall, as presented in the map.

The performance measures presented in this report for the Route 31 combine the route alignment prior to July 2, 2018 with the new alignment.

**Route Length ≈ 15 miles** This route travels between Northway Mall, the Debarr and 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.

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

**Number of buses** needed to operate the route at peak

**Average Speed**
- 3.1 MPH
- 12.58 MPH
- 16.07 MPH

**Average Weekday Boardings**
- 0
- 1-25
- 26-50
- 51-75
- 76-100
- 101-500

**436** Weekday Ridership Average
**276** Saturday Ridership Average
**192** Sunday Ridership Average
72% of buses were on time

10.72 productivity

2% of MOA jobs are within 1/4 mile of the Route 31

6% of MOA residents are within 1/4 mile of the Route 31

$11.82 cost per passenger

$1,575,612 annual operating cost

Ridership by Trip: Weekday

Number of Trips *

Weekday: 64
Saturday: 45
Sunday: 42

*includes inbound and outbound trips

Inbound Outbound

Ridership by Trip: Saturday

Inbound Outbound

Ridership by Trip: Sunday

Inbound Outbound
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.

Number of buses needed to operate the route at peak

Average Speed

- 3.1 MPH
- 13.40 MPH
- 18.08 MPH

Average Weekday Ridership

- Weekday Average: 990
- Saturday Average: 624
- Sunday Average: 396

Average Weekday Boardings

- 0
- 1-25
- 26-50
- 51-75
- 76-100
- 101-500
83% of buses were on time

34.09 productivity

15% of MOA jobs are within 1/4 mile of the Route 35

4% of MOA residents are within 1/4 mile of the Route 35

$ 4.38 cost per passenger

$ 1,316,926 annual operating cost

Ridership by Trip: Weekday

Number of Trips *

Weekday: 56
Saturday: 44
Sunday: 42

*includes inbound and outbound trips
SPENARD • AIRPORT

Frequent Route: 15 min. peak frequency

Route Length  ≈ 12 miles
This route travels between the Downtown Transit Center and the Ted Stevens Anchorage International Airport via Spenard Road.

Hours of Operation
The Route 40 is in service approximately 20 hours on weekdays.

15-minute frequent service on weekdays between 6 am and 8:00 pm; service to the airport until 2 am

Average Speed

3.1 MPH
14.66 MPH
19.73 MPH

Number of buses needed to operate the route at peak

Average Weekday Boardings

1,009
Weekday Ridership Average
503
Saturday Ridership Average
351
Sunday Ridership Average
89% of buses were on time

19.32 productivity

10% of MOA jobs are within 1/4 mile of the Route 40

4% of MOA residents are within 1/4 mile of the Route 40

$ 7.54 cost per passenger

$ 2,237,374 annual operating cost

Ridership by Trip: Weekday

Number of Trips *

Weekday: 134
Saturday: 44
Sunday: 42

*includes inbound and outbound trips
On July 2, 2018, the Route 11 was split into two routes to create a new Route 11 and the Route 41 (as presented in the map). Today, these routes are interlined, meaning that they share one bus to operate service. For example, the bus will complete a trip on the Route 11, then a trip on the Route 41, then a trip on the Route 11 and so on.

The performance measures presented in this report for the Route 41 are for the time between July 2, 2018 – October 31, 2018.

**Route Length  \( \approx 4.5 \) miles**
This route travels from City Hall to the Anchorage Museum, Bluff Drive, Richardson Vista Road, Ivy Street, and Hollywood Drive and returns to City Hall.

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

**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.

**Average Speed**
- 3.1 MPH
- 15.13 MPH
- 17.92 MPH

**Average Weekday Boardings**

<table>
<thead>
<tr>
<th>Average Weekday Boardings</th>
<th>0</th>
<th>1-25</th>
<th>26-50</th>
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<th>76-100</th>
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<tbody>
<tr>
<td>0</td>
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<td>20.5</td>
<td>Miles</td>
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</tbody>
</table>

**116** Weekday Ridership Average

**66** Saturday Ridership Average

**48** Sunday Ridership Average
83% of buses were on time

21.89 productivity

8% of MOA jobs are within 1/4 mile of the Route 41

1% of MOA residents are within 1/4 mile of the Route 41

$6.70 cost per passenger

$79,975 annual operating cost

Ridership by Trip: Weekday

Number of Trips

Weekday: 17
Saturday: 12
Sunday: 11

Saturday

Sunday
**Route Length** ≈ 12 miles
This route travels between the Dimond Transit Center and UMed via Abbot Road, Lake Otis Parkway, and Providence Drive.

**Hours of Operation** The Route 55 is in service approximately 16.5 hours on weekdays.

The bus stops along the Route 55 are spaced about ¼ mile apart to help make travel time faster. This allows the route to be operated with one bus.

**Number of buses** needed to operate the route at peak

**Average Speed**
- 3.1 MPH
- 16.09 MPH
- 22.31 MPH

**451**
Weekday Ridership Average

**234**
Saturday Ridership Average

**164**
Sunday Ridership Average
89% of buses were on time

34.73 productivity

6% of MOA jobs are within 1/4 mile of the Route 55

3% of MOA residents are within 1/4 mile of the Route 55

$ 4.57 cost per passenger

$ 610,125 annual operating cost

Ridership by Trip: Weekday

Number of Trips *

Weekday: 33
Saturday: 24
Sunday: 22

*includes inbound and outbound trips
Route Length \(\approx 12\) miles
This route travels between the Dimond Transit Center and the intersection of Spenard & Wisconsin via Dimond Boulevard, 88th Avenue, Jewel Lake Road, and Spenard Road.

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

The bus stops along the Route 65 are spaced about ¼ mile apart to help make travel time faster. This allows the route to be operated with one bus.

Average Speed
- 3.1 MPH
- 14.35 MPH
- 24.71 MPH

Number of buses needed to operate the route at peak

Average Weekday Boardings

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<th>Boardings</th>
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<td>20.5</td>
<td>329</td>
<td>185</td>
<td>127</td>
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</tbody>
</table>

329 Weekday Ridership Average
185 Saturday Ridership Average
127 Sunday Ridership Average
88% of buses were on time

21.99 productivity

2% of MOA jobs are within 1/4 mile of the Route 65

4% of MOA residents are within 1/4 mile of the Route 65

$ 6.40 cost per passenger

$ 628,884 annual operating cost

Ridership by Trip: Weekday

Number of Trips *

Weekday: 32

Saturday: 24

Sunday: 22

*includes inbound and outbound trips

88% of buses were on time

21.99 productivity

2% of MOA jobs are within 1/4 mile of the Route 65

4% of MOA residents are within 1/4 mile of the Route 65

$ 6.40 cost per passenger

$ 628,884 annual operating cost

Ridership by Trip: Weekday

Number of Trips *

Weekday: 32

Saturday: 24

Sunday: 22

*includes inbound and outbound trips
HUFFMAN

Commuter Route - Peak Service Only

Route Length ≈ 8 miles
This route 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.

SCHEDULE

<table>
<thead>
<tr>
<th>DIMOND TRANSIT CENTER</th>
<th>OLD SEWARD &amp; O'MALLEY</th>
<th>HUFFMAN BUSINESS PARK</th>
<th>OLD SEWARD &amp; O'MALLEY</th>
<th>DIMOND TRANSIT CENTER</th>
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P.M. TIMES ARE REPRESENTED IN BOLD

Average Weekday Boardings

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<tr>
<th>Average Weekday Boardings</th>
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<td>76-100</td>
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<tr>
<td>101-500</td>
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</table>

Number of buses needed to operate the route at peak

Average Speed

- Weekday Ridership Average: N/A
- Saturday Ridership Average: N/A
- Sunday Ridership Average: N/A
81% of buses were on time

12.07 productivity

2% of MOA jobs are within 1/4 mile of the Route 91

1% of MOA residents are within 1/4 mile of the Route 91

$ 13.17 cost per passenger

$ 71,565 annual operating cost

Ridership by Trip: Weekday

<table>
<thead>
<tr>
<th>Time</th>
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<th>Loop</th>
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<td>12:00 AM</td>
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Number of Trips *

Weekday: 4
Saturday: 0
Sunday: 0

*includes inbound and outbound trips

Saturday
No Service

Sunday
No Service
Route Length ≈ 31 miles
This route stops at the Downtown Transit Center 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.

Average Weekday Boardings

<table>
<thead>
<tr>
<th>Schedule</th>
<th>ANC</th>
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<td>7:04</td>
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P.M. TIMES ARE REPRESENTED IN BOLD

Number of buses needed to operate the route at peak

Average Speed

- 3.1 MPH
- 15.62 MPH
- 39.69 MPH

Weekday Ridership Average
N/A Saturday Ridership Average
N/A Sunday Ridership Average

Commuter Route - Peak Service Only
65% of buses were on time

7.29 productivity

9% of MOA jobs are within 1/4 mile of the Route 92

2% of MOA residents are within 1/4 mile of the Route 92

$22.04 cost per passenger

$319,893 annual operating cost

Ridership by Trip: Weekday

Number of Trips *

Weekday: 14
Saturday: 0
Sunday: 0

*includes inbound and outbound trips

Saturday

No Service

Sunday

No Service
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.
93% of rides were on time

2.12 productivity

6,558 eligible riders

AnchorRIDES statistics are based off of the first 3 quarters of 2018 data - January through the end of September.

$26.19 operational cost per trip

The October 2017 Service Change to People Mover bus routes increased the hours of operation for AnchorRIDES to match the fixed route span of service.

Coverage of the Eagle River area was turned over to the Chugiak Senior Center as part of the July 2018 Service Change in order to gain efficiencies and improve the customer experience.

**Total Trips**

94,810

**Average Trip Purpose**

- Medical: 29%
- Work: 22%
- Social/Rec.: 10%
- Day Care: 4%
- Shopping: 4%
- Education: 7%
- Unspecified: 4%

**Average Trip Type**

- ADA: 60%
- Senior: 30%
- Other: 10%
The Vanpool Program matches riders by geographical area to provide groups of five or more riders with a convenient, relaxing, and economical commute to work.

In June of 2016, the program partnered with Enterprise. Enterprise brings brand new vehicles and smaller sizes to the mix, allowing for groups with as few as five people to form a formal vanpool.

This also opened up the possibility of allowing Eagle River and surrounding areas to participate in the program. Currently, we have 20 riders being picked up in the Chugiak, Birchwood, and Eagle River area.

RideShare statistics are based off of the first 3 quarters of 2018 data - January through the end of September.

- 710 participants
- 74 vanpools

Total Trips 52,044

Vanpool - Path of Travel

- Mat-Su / JBER: 46
- Mat-Su / ANC: 24
- ANC / Girdwood: 4

Major Supporting Employers

- Joint Base Elmendorf Richardson
- Providence Alaska Medical Center
- Alaska Regional Hospital
- Alaska Native Tribal Health Consortium

Rideshare statistics are based off of the first 3 quarters of 2018 data - January through the end of September.