

MT P2040

LINK - CONNECT - MOVE



MetroQuest Survey Report

Metropolitan Transportation Plan 2040

August 2017

Prepared for:
AMATS

Prepared by:
HDR

This page intentionally left blank.

Table of Contents

1.	Introduction	3
2.	Visitor/Participant Information.....	4
3.	Survey Results	4
3.1	Goals: Share Your Values.....	4
3.2	Survey: Tell Us What You Think.....	7
3.2.1	Congestion: “How should we keep up with our growing population’s need to travel?”	7
3.2.2	Challenges – “What do you see as our biggest obstacles to solving transportation issues?”	11
3.2.3	Opportunities and Trends – “What do you see as our most important trends and opportunities?”	15
3.3	Problem Areas: Identify Existing Problems	18
3.4	Wrap Up: About You	19
4.	Summary	21

Figures

Figure 1.	MetroQuest Survey Visitors and Participants.....	4
Figure 2.	Overall Ranking of Goals by Frequency	5
Figure 3.	Congestion Responses (1 to 5 stars)	8
Figure 4.	Challenges Responses (1 to 5 stars).....	12
Figure 5.	Opportunities and Trends Responses (1 to 5 stars).....	16
Figure 6.	Wrap Up Responses – Demographics and Opinion Questions	20

Tables

Table 1.	Goals: Comments and Additional Suggestions	5
Table 2.	Congestion Comments, by Topic	8
Table 3.	Challenges Comments, by Topic	12
Table 4.	Opportunities and Trends Comments, by Topic	16
Table 5.	Problem Areas Results	19

Appendices

Appendix A: Responses to Problem Areas (Screen 4)

This page intentionally left blank.

1. Introduction

Metropolitan Transportation Plan (MTP) 2040 is the blueprint document of recommended transportation improvements over the next twenty years, and is updated every four years. The MTP is updated every four years by the Anchorage Metropolitan Area Transportation Solutions (AMATS).

By prioritizing transportation projects, MTP 2040 will promote a safe and efficient transportation network that will provide transportation choices, support the local economy, and enhance our quality of life. MTP 2040 will identify transportation needs that reflect our region's changing population and demand for housing, land use, and transportation choices. The plan will identify transportation and mobility needs, opportunities, policies and strategies needed to support the multi-modal transportation system.

The project team is using a MetroQuest survey to get feedback on the MTP 2040. MetroQuest is an interactive survey tool that provides online community engagement. Three MetroQuest surveys are planned for the MTP 2040 outreach process. This document summarizes the results of the first MetroQuest survey. Future reports will summarize results of upcoming surveys.

A MetroQuest survey is comprised of a series of standardized screens that guide individuals through key project information and request input from the public and stakeholders. A copy of survey #1 that HDR developed for the MTP can be viewed at mtp2040-demo.metroquest.com. The first MTP MetroQuest survey included the following five screens:

- **Welcome – MTP 2040:** Visitors were introduced to the project, and were presented with a few pertinent facts about the MTP and how it will benefit them.
- **Goals – Share Your Values:** Visitors were asked to rank five draft goals and objectives according to their priorities, and to provide comments on those goals, if desired. They could also suggest additional priorities.
- **Survey – Tell Us What You Think:** Visitors ranked on a scale (from one to five stars) whether they like, dislike, or are neutral on several topics. Topics included ways of meeting travel needs, obstacles to solving transportation issues, and important trends and opportunities. They were again allowed to comment and suggest additional items.
- **Problem Areas – Identify Existing Problems:** Visitors were asked to drag and drop at least three markers to show (and provide comments about) issues in our transportation network and potential solutions.
- **Wrap Up – About You:** Visitors provided a variety of demographic information about themselves.

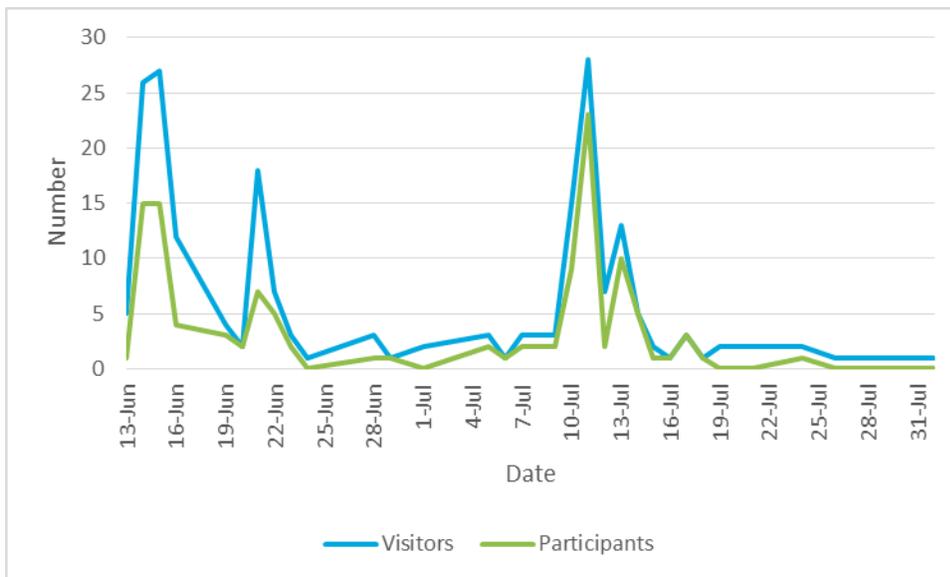
The MTP 2040 MetroQuest survey was available on the home page of project's website (www.mtp2040.com) from June 14 through July 14, 2017. A link to the survey was also included at the end of the website's Online Open House that ran during the same period. Individuals on the email distribution list were sent an invitation (and a link) to participate in the MetroQuest survey. Two e-newsletters, distributed on June 22 and July 10, contained links to the survey. Public meetings were held

on June 14 (Anchorage) and 15 (Eagle River), and Listening Posts were held on June 24 at Jitters Coffee Shop (Eagle River) and July 15 at the Bear Paw Festival (Eagle River); attendees were given an opportunity to take the survey at all events.

2. Visitor/Participant Information

The MetroQuest survey website was visited 204 times from June 13 through July 31. Individuals provided input or data on 119 of the 204 visits; however, participants did not always answer every question in the survey. A total of 190 comments were made. Figure 1 shows the number of visits to the project website (“Visitors”), as well as the number of visitors who accessed the MetroQuest survey and provided input (“Participants”).

Figure 1. MetroQuest Survey Visitors and Participants



The highest numbers of visitors occurred on June 13, 16, and 22, and July 10 and 13. These dates—particularly July 10—also correlated with the highest numbers of participants. The high numbers of visitors corresponded to the dates of the public meetings (June 14 and 15) and the e-newsletters of June 22 and July 10, both of which contained links to the survey.

3. Survey Results

3.1 Goals: Share Your Values

On the goals screen of the MTP 2040 MetroQuest survey, individuals ranked the following goals according to their priorities:

- Improve Safety
- Improve Travel Conditions
- Preserve Existing System
- Sustainability

- Quality Decision-Making
- Support the Economy

Figure 2 displays how many times each goal was ranked in the top three. Improve Safety, Improve Travel Conditions, and Sustainability were ranked most often in the top three. Individuals were also allowed to comment on the listed goals, and to suggest any other goals not mentioned; 16 additional goals were entered (see Table 1).

Figure 2. Overall Ranking of Goals by Frequency

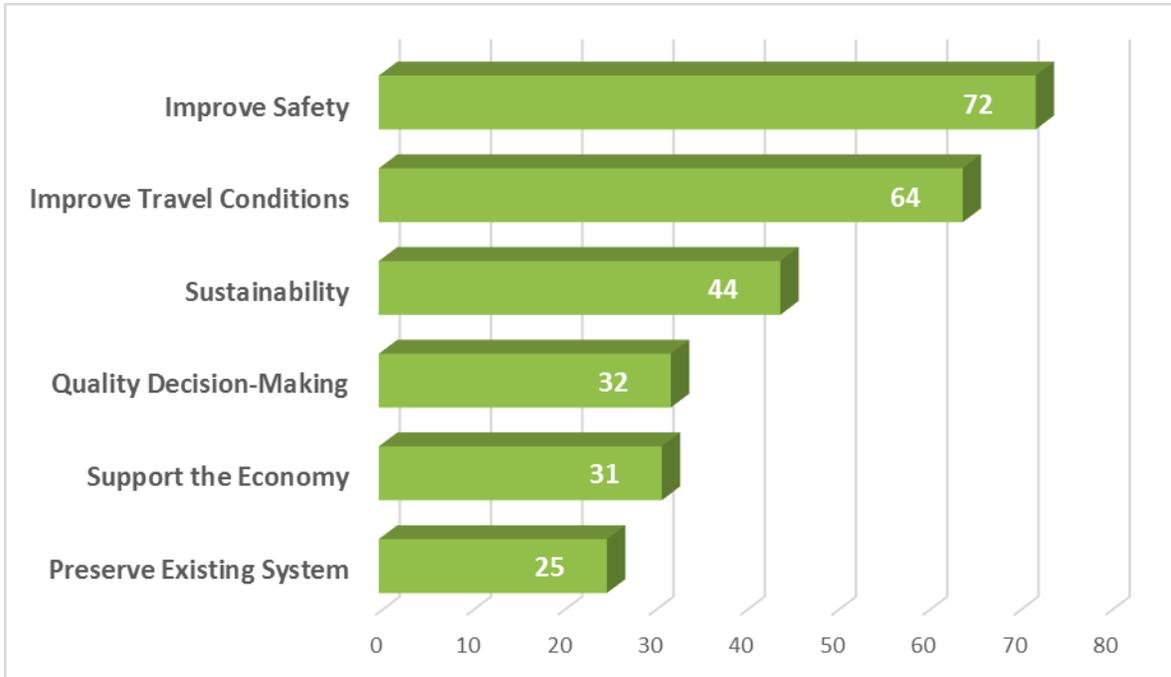


Table 1. Goals: Comments and Additional Suggestions

Improve Safety
Consider the safety of all users when designing/improving roads. I'd like to see the Muni adopt a Complete Streets model.
This priority also extends to winter maintenance. Clearing snow from the sidewalks (and not using them as snow storage space) is vital to the safety of pedestrians and cyclists.
Specifically design towards arctic multi-modal transportation and maintenance.
Safety of all roadway users
While Anchorage does a tremendous job of providing bike trails that are free of snow plow crud, I think a greater priority needs to be placed on creating a more pedestrian centered transportation system. That means sidewalks do not get plowed after roads - and sidewalks should not be placed right next to higher speed corridors such as Northern Lights - could we not remove a lane or two from these roads to encourage slower speeds and provide more buffer space between sidewalks and roads?
Which should include a focus on non-motorized transport.

Improve Travel Conditions

As someone without a car, my top priority is improving travel conditions for bike, pedestrian and transit use.

I think decreasing lanes on roads such as Minnesota and Northern Lights may actually improve traffic flows and create more buffer space for pedestrians. Some cities that have removed road space have actually seen reduced congestion - and there is science to back up the phenomenon!

Including improving mass transit.

Preserve Existing System

Cutting back the 36th avenue route between New Seward and Lake Otis is "weird." How do people in this area take a bus, if needed. If people have to walk 15 minutes to a bus, then the sidewalks and sided streets need to be plowed regularly. We only saw a snow plow 3 times last winter.

I would like to make it a priority to preserve the existing bike lanes and greenbelt trails.

I think we need to reduce our road infrastructure in Anchorage and spend the money on maintaining smaller roads.

Quality Decision Making

Engage more diverse populations in more diverse ways. For example- engaging users outside of community councils.

Work with Planning and Zoning; utilize mixed use zoning to decrease congestion and promote more localized traffic that is walkable and supports local businesses.

I would like to see more involvement from the community in clearing pathways of snow during winter. Each landowner should be required to clear their sidewalks within 24 hours of a snowfall. The municipality should have a goal of clearing all major road sidewalks of snow by 7 am the morning after a snowfall. I like Madison, WI's method of engaging individual private snowplowers to help with this, and the municipal goal. Unless the sidewalks are clear and easy to use, our city's goals of less traffic and more non-motorized travel will not be achieved.

This is far too vague for a goal. Of course everyone wants good decisions.....

Support the Economy

Support LOCAL economy. Please less development of large box stores with large parking lots. Instead, develop nodes and destinations to promote walkable communities.

I think you will find that this upcoming generation and hard working workforce values places to reflect, bike, walk and ski more than driving in our vehicles. I do appreciate good vehicles...but if I can bike or walk instead of drive, my productivity at work goes up! Bus rides also give me time to reflect on the day and talk to others.

Sustainability

In other words, don't just fill in the wetlands to create new roads.

Adoption of Complete Streets

I think being surrounded by more trees and parks is more important than adding parking lots. Emotionally, I feel more inspired to work well - even as an avionics technician- when I am surrounded by natural things!

Other items for future consideration

Provide for all modes of transportation motorized and non-motorized

Provide bike lanes

Construct a light rail between Dimond Mall and the airport and downtown.

Provide benches and shelters at all bus stops.

Support Travel Options (Multimodal)

Encourage non-car transportation

Improve travel times East - West for City

Improve travel times North - South for City

Connectivity – focus investments on connecting existing corridors (example, providing infrastructure between buffered bike ways)

Improving neighborhood quality: quiet, dark streets, and sidewalks

Multimedia transportation

Reduce the cost of money spent on roads

Bus stops should all have shelters, lights, and at least one bench for people to sit down. Quite a few bus users are disabled, elderly, or otherwise physically unable to stand for long periods of time waiting for the bus. They need those benches.

If the muni is going to have complete streets and include bicycle lanes, PLEASE put a rumble strip and stripe between the bicycle lane and the adjacent car lane.

Multi modal investment in streetscape like Spenard

3.2 Survey: Tell Us What You Think

The MTP MetroQuest survey asked visitors to respond in three categories: Congestion, Challenges, and Opportunities and Trends. Individuals were asked to rate their responses for each category (with 1 star being the lowest rating, and 5 stars being the highest). Each category also allowed the participant to make additional comments related to the category or to suggest other items to be considered. Participants did not always provide a ranking in each category; therefore, the number of individuals who responded in each category is also provided. The following sections summarize the responses and comments.

3.2.1 Congestion: “How should we keep up with our growing population’s need to travel?”

Individuals were asked to rate five categories related to the issue of Congestion:

- **Build the Road Network:** Build and improve roads to accommodate more vehicles (102 responses)

- **Improve Transit:** Add more transit routes and more frequent service (105 responses)
- **Change Land Use:** Build homes closer to travel destinations to shop, work, and recreate (104 responses)
- **Try Alternative Methods:** Work from home, alternative work hours, carpooling, and ridesharing (104 responses)
- **Do Nothing:** Get used to longer travel times and accept congestion (88 respondents)

The three categories that received the most 5-star ratings were Change Land Use, Improve Transit, and Try Alternative Measures (see Figure 3). Build the Road Network received more 1-star ratings (32) than 5-star ratings (19), and the lowest ranked category was Do Nothing, which received 60 1-star ratings and only 4 5-star ratings.

Figure 3. Congestion Responses (1 to 5 stars)

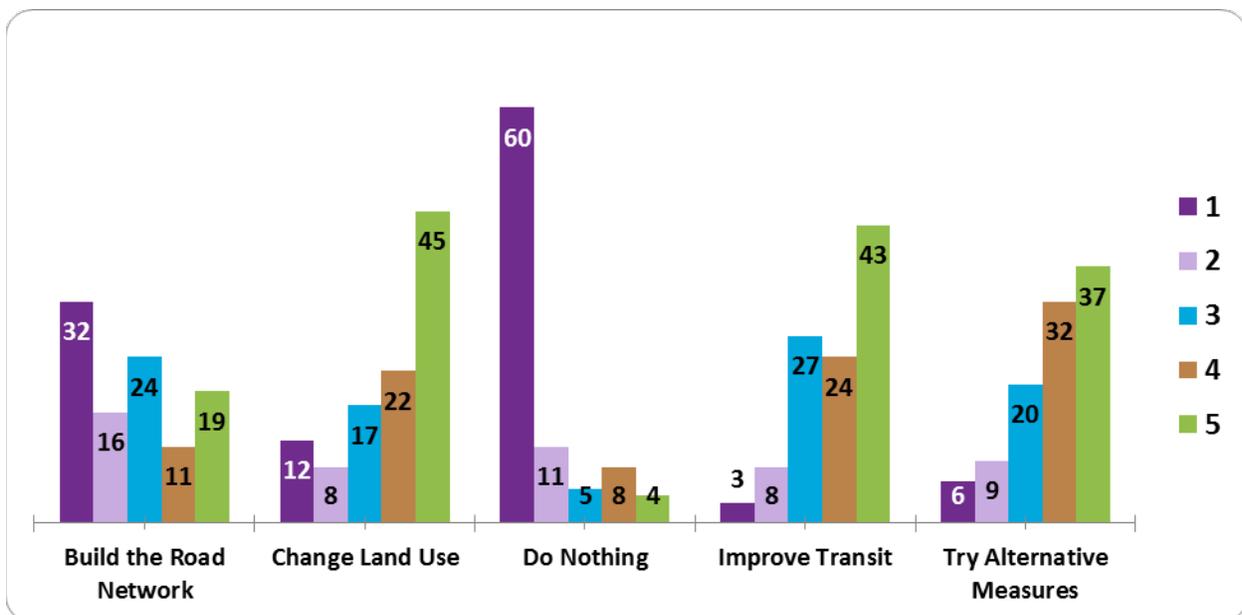


Table 2. Congestion Comments, by Topic

TOPIC 1. CONGESTION
Build the Road Network
For optimal congestion relief, consider building up the road network for more than just automotive vehicles. Any new roads or upgraded roads should also include accommodations for pedestrians and cyclists.
It's important to design for more than just cars. In the long run, a well-designed/safe infrastructure for alternative transportation will also help relieve congestion.
Also, there's only so much space left to build new roads/expand existing ones. Building new roads just to increase car-carrying capacity seems like the most expensive and least practical option of all five listed here. Even worse than "Do Nothing."

TOPIC 1. CONGESTION

There are already a lot of roads, congestion seems to mainly occur when construction changes existing routes.

Vehicles are more expensive for both individuals and the state to maintain infrastructure for. We should be moving away from a system heavily dependent on vehicles.

We can't maintain what we have already.

I would like to see priority given to the other options on this list in order to decrease the number of people driving cars.

Although there are relatively few roads in our part of Alaska, improving roads is more important than adding new roads.

Science does not support more roads as necessarily helping traffic flows - we need fewer lanes on roads such as Northern Lights, not more roads like it!

Anything new you build will need to be maintained, so this is generally not the solution. Increasing capacity just increases use; this isn't a long term solution. You can't cure obesity by buying bigger pants. We could use some better bike infrastructure, and traffic calming, but not new bigger roads.

Fill in some of the road gaps.

No new roads. Maintain existing roads. Think multimodal transport, mass transit including bus rapid transit, emphasize trails, Encourage densification to make Mass transit and multimodal reality.

I think that this will have to happen to some degree. Those changes should include bike-friendly options, and should be designed to be pedestrian friendly (even in winter). I am interested in a highway route that is more traditional (no access aside from onramp / offramp) to reduce through-town congestion.

Improve Transit

Good idea.

Make bus stops more accessible in the winter including the crosswalk buttons... they get snowed in not cleared in some areas for days.

I'm excited to see how the new transit system will actually work. It's nice to see the city put actual thought and planning into public transportation for a change. Transit tends to be unpopular in Anchorage because it tends to be inconvenient (the result of using the same system for decades). I'm optimistic that an improved transit network will result in more riders (and thus less congestion). I also hope the new model will serve as a solid core network for the city to expand with more routes and longer service hours.

Transit is alright, but I do not feel safe taking the bus or especially waiting at bus stops.

Only if we are also improving the walkability among the neighborhoods that we are providing service to.

More buses, not more roads.

This is the mode of transit that supports a lower income population - and that a younger, eager workforce wants to ride!

Sure, but for this to work you need to address the way that private automobile use is subsidized. Where on your list is non-motorized transport improvements (I bike to work.)

Absolutely.

TOPIC 1. CONGESTION

This is a hard one in our current fiscal environment. If you build it, they might come ... it's a hard business model to make work. It's the perennial problem of bad routes or infrequent service reducing ridership which makes it hard to justify having more routes, etc. I am *very* interested in a rail commuter option to Palmer, especially if it had reasonable cell coverage so I could work from the train like I used to do when I went to grad school in Chicago.

Change Land Use

Good idea. However, us old timers so might want to move from current location.

This was done along 36 and now this route 36 is being taken out.

A neighborhood-based development plan, with restaurants and stores mixed in, would be much better than the current central strip-malls that force people to drive further to access stores.

Yes. Specifically promote density strategically in better quality housing (i.e. not the types of housing associated with the 80s oil boom that are already falling apart). Promote mixed use areas.

In-fill of developed, abandoned lots without cutting down existing trees. Livable cities need parks for environmental services and well-being.

Focus on mixed use development

Let's develop communities that people can walk to get groceries!

And build/zone travel destinations closer to homes. More Rustic Goats.

Link more people to services with greenbelts

Yes, encourage densification and in-filling

Anchorage should not be trying to be like Seattle. Larger lots may not provide as much tax base but it more than make up for it with improved living conditions.

And make things more walkable ... if I have to drive to get to the walkable area, why bother walking at all? Midtown sidewalks in particular are pretty bad through different parts of the winter.

Try Alternative Measures

Not realistic.

Light rail down the Glenn Highway right of way Wasilla to Anchorage.

Good luck. Only with a huge change in attitudes. Many people dream of car ownership

Improve bike lanes. Make road lines on crossroads so that cars know they have to yield to pedestrian and bike traffic.

I enjoy working day shift if possible and want others to as well! Having similar times to connect with friends promotes resilience, and is very important.

This isn't something a city government can do large scale.

Biking and walking to work

Yes, all of the above. Especially alternative and flexible work schedules and arrangements. This is particularly applicable to the U-Med region.

TOPIC 1. CONGESTION

I have telecommuted at various times, and would love it if this were incentivized somehow for local businesses. I have an employee working from Texas and one from Montana, yet for some reason anyone within 60 miles winds up driving in? That doesn't make sense.

Do Nothing

Doing nothing is always best in collaboration with other proactive measures, but thanks for adding it!

Although this made me laugh and I agree – we could probably frame this better to not alienate people who are used to traveling with ease in their car throughout the area.

Encourage alternative and more sustainable transportation.

Doing nothing is not an option – DOT winds up returning money to federal government if we do not come up with ideas in certain areas (bicycle and pedestrian related improvements)

Congestion is the "cost" that makes more sustainable transportation alternatives appear cost effective. I bike to work.

Very poor question.

I believe we are going to have to have more density to accommodate more people in the future. However, I believe that density could be attractive if the muni will make design guidelines and STICK TO THEM. Make LANDSCAPING and preserving existing trees a high priority. Make innovative design that builds in public meeting spaces a high priority.

This is a cynical question. Much of the pressure and demands comes from Valley residents who choose not to live in Anchorage and pay no property taxes, but earn their living here and jam our roads and demand more roads and amenities. We need a toll road and means to exact fees from them. We should not desecrate Anchorage neighborhoods and pollute our environment with ever increasing traffic. We must proceed with mass transit from the Valley with good connectivity within Anchorage.

Shake our budget's magic 8 ball ... will our budget allow any of this? And what is the cost of not doing some of it? If we're going to do any of this, we need to sell the benefits, explain the costs, and detail the opportunity cost of not building / changing / supporting new things.

Additional Suggestions

Electric Light Rail network from South Anchorage through downtown to Wasilla. Model after example in Basel, Switzerland.

Improve bike paths

Increase use of light electric vehicles such as ebikes to reduce congestion and improve overall community health.

Non-motorized options/facilities. Traffic calming. Less free parking.

3.2.2 Challenges – “What do you see as our biggest obstacles to solving transportation issues?”

Next, individuals were asked to rate the following Challenges from 1 to 5 stars:

- **Funding Shortfalls:** Federal, state, and local budgets are tight (98 responses)
- **Land Shortage:** We don't have enough room to build better transportation (91 responses)

- **Project Delivery:** It takes too long to fund, design and construct upgrades (95 responses)
- **Winter City:** The Alaska climate makes walking, biking, and road maintenance expensive (98 responses)
- **Impacts:** Building infrastructure creates too many impacts to our community (93 responses)

The three Challenges that received the highest numbers of 5-star ratings were Funding Shortfalls, Winter City, and Project Delivery (see Figure 4). These three Challenges also received the highest numbers of 4-star ratings. Land Shortage and Impacts received very few 5-star ratings. On the other end of the spectrum, Impacts and Land Shortage, as well as Winter City, received the highest numbers of 1-star ratings. Overall, Winter City and Project Delivery each had a fairly even spread of ratings, possibly indicating that those two Challenges produce a wide range of concern among the respondents.

Figure 4. Challenges Responses (1 to 5 stars)

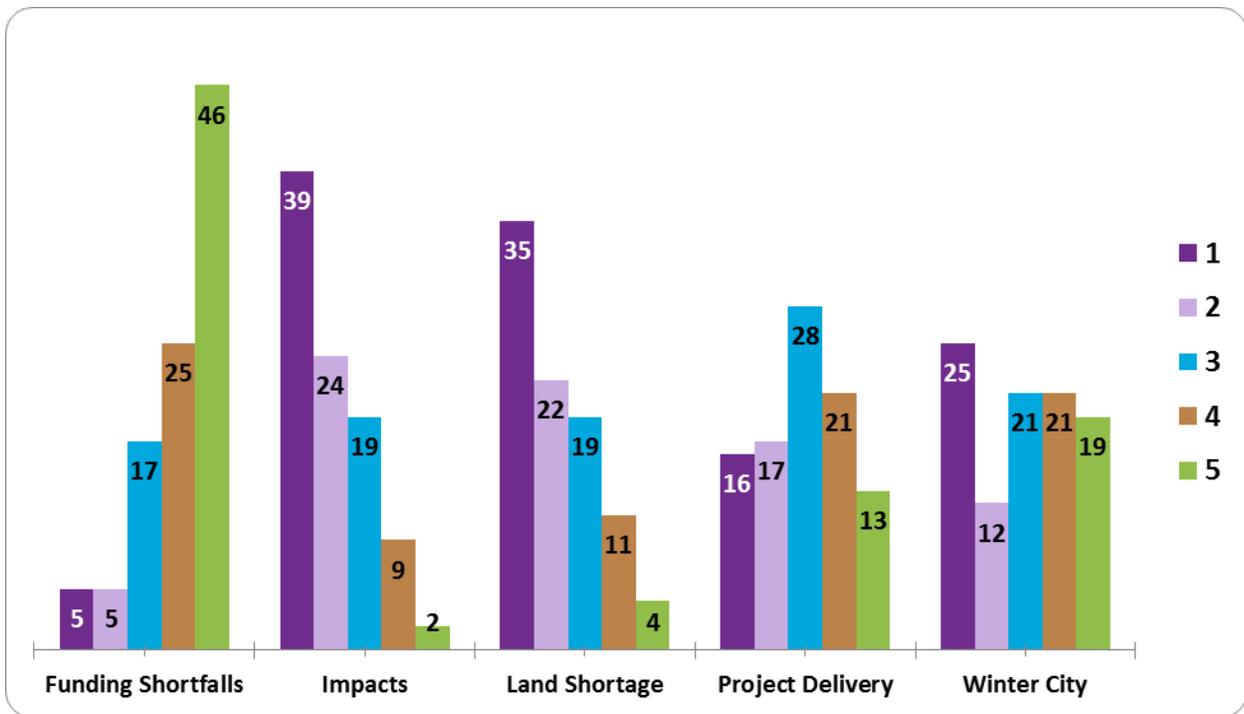


Table 3. Challenges Comments, by Topic

TOPIC 2. CHALLENGES
Funding Shortfalls
We need to pay more taxes.
Agree
Obviously. There are a lot of great ideas to improve transportation. Funding those projects is an entirely different monster.

TOPIC 2. CHALLENGES

Invest in infrastructure that is less expensive to maintain- i.e. pedestrian scale. The roads are frequently repaired and are costly to maintain. If we maximized service to population density and took scale into account, savings could be realized in both construction and maintenance.

Funding will get tighter, but shortage of good ideas is even more important.

Big budget solutions generally come with big budget maintenance bills. Use our limited resources on existing infrastructure. Spend some time on strong towns, and think small, local and sustainable.

Increase user fees

Funding must be directed toward safe, attractive, accessible, multimodal transit, but NOT MORE high volume, high speed roadways. Improve neighborhood safety exiting / entering their neighborhoods.

Land Shortage

Long term planning is now tough in Anchorage.

I believe the supposed land shortage is very overrated and that the best and most livable cities are those that use the land most efficiently, often with high density

Land shortage in the Anchorage bowl may be an issue, but it's not one that creative design can't help solve.

We have a lot of space, but need to be willing to sacrifice it

This is a non-issue. More than 50% of downtown is dedicated to parking – i.e., empty spaces for empty machines. This space could be much better used for a diverse community-driven network.

Most of the roads in Anchorage are over-engineered in regard to lane width, turning radius, number of lanes, etc., and could be made smaller or made to incorporate high occupancy vehicle, bike, or dedicated bus lanes.

There is no "land shortage." We need to stop thinking in terms of sprawl and begin to densify.

Land shortage relates primarily to lack of right of way for Alaska railroad, minimizing or eliminating the potential for rail transit as an important improvement.

Bigger isn't better.

Look at land trades with the feds.

We need to improve our mass transit. A commuter rail between the four corners of the city N-S from downtown to Dimond, and from Muldoon to downtown.

Absolutely DISAGREE. Improve efficiency, encourage mass transit and multimodal transit, improve Anchorage's scattered zoning, in-fill and densification.

Every time I hear people tell me that we just don't have any room I have to laugh ... we've paved paradise and put up a parking lot.

Project Delivery

True, and generally people do not support public transportation

This question seems leading. I think if there is good outreach, we are prioritizing projects, and creating quality projects, then the time is well spent.

Long project timelines are a natural part of transportation infrastructure projects. The timeline provides opportunities for planning for the out years.

TOPIC 2. CHALLENGES

Go small and temporary first, and fund/make permanent the temp fixes that really work. Start with cones and hay bales. That would have prevented the Arctic Blvd fiasco.

When projects take 20+ years to even start, then things are wrong and not well thought out.

Disagree. The real problem is far too little public notice and comment opportunity. Given the exaggerated and excessive road projects we have witnessed, any project must be thoroughly vetted and meet rigorous standards of proven necessity and cost. Demand must not be driven by contractors and pals in the industry.

It is hard to sell long term infrastructure costs. Zoning for multiple uses, requiring new construction to include your new standards, etc. would be a good start.

Winter City

Absolutely. This is a fact of life. It was ridiculous last winter that people in wheelchairs were on Tudor Road (midtown) because the sidewalks and bus stop areas had not been plowed.

I agree that winter weather makes road maintenance expensive. However, Anchorage IS a winter city and that's not changing. We need to figure out a way to move past this. It's unacceptable to have the majority of city sidewalks covered in ice and snow/debris piles all season.

So, while being a Winter City may be a challenge to road maintenance, it shouldn't be an excuse to let it go. This is one challenge that absolutely needs a solution.

I've lived in Madison, which gets similar wintery weather. Their bus system and bike lanes are top-notch and do not seem to be affected by winter weather.

As long as we are adapting and learning from our past mistakes, designing for Alaskan climate and culture should become easier. We must have QC, involve those who maintain in the planning process, and admit when we learned from a mistake.

"Walking and biking" are virtually free in any climate, having miniscule costs compared to any other transportation option, and should be encouraged.

This is a poor excuse. Proper designs should consider long term maintenance and funding.

True. But that's the reason to save some money for snow clearing.

You'd think we'd have come up with something more imaginative than we have by now. It's not news that we live in a winter climate. But Anchorage should try harder... everyone clear their sidewalks, Muni -- prioritize areas where pedestrians are seen frequently, but aim to get all streets and SIDEWALKS plowed by 7 am after a snowfall. Find a place for snow storage that melts and cleans it so that it can go back to ground or ocean without salt, etc.

Winter maintenance for non-motorized transport is terrible but can be done, if we prioritize it.

Of course. We are undeniably a winter city. We must take note and emulate other great northern cities which make life in northern cities entirely workable and enjoyable – Helsinki, Stockholm, Oslo, Trondheim.

It's possible, just hard given our current city planning and layout (and the fact that our sidewalks get plowed, then the streets, which means the sidewalks have to get plowed again).

Impacts

You could also argue that NOT building infrastructure has negative impacts on the community.

TOPIC 2. CHALLENGES

Our community is a built environment. Let's keep the wilderness wild, but we live in a city. Infrastructure in the city should support people.

This question is also leading. If it was hastily designed, then yes, it will create negative impacts for the community (i.e., Fairview). If it is done thoughtfully, than it creates positive impacts (i.e., Spenard).

I agree, but don't think it is an obstacle to solving transportation issues. More bike paths can be built without cutting down trees.

Alaska deals with the impacts every construction season. We can deal with delays due to construction.

Again, big projects aren't the answer anyway.

Excessive parking lots. Sharply limit size of lots and make underground parking the standard, which creates usable surface area for housing and business and play.

We are a land of NIMBY.

Additional Suggestions

Lack of adequate leadership.

A basic disconnect between the things that people say are important to them (safety, sustainability, quality of life) and the focus of municipal engineers (speed and efficiency in moving autos)

Priorities -- Money/effort isn't being directed at transport; people don't see it as a major issue.

3.2.3 *Opportunities and Trends – “What do you see as our most important trends and opportunities?”*

Participants were then asked to rate the following Opportunities and Trends from 1 to 5 stars:

- **Driverless Vehicles:** Autonomous cars require new, smart infrastructure but reduce congestion (90 responses)
- **Ridesharing:** Ridesharing services (Uber, Lyft, on-demand carpool or vanpool) make travel flexible and reduce parking (93 responses)
- **Short-Term Rentals:** Renting a bike or car by the hour may change ownership and travel patterns (88 responses)
- **Changing Demographics:** People want lifestyles that rely less on private automobile travel (92 responses)
- **Mobile Applications:** Apps allow us to request a car on-demand, plan our routes to avoid congestion, and plan our transit trips (91 responses)

Among the Opportunities and Trends, Changing Demographics received, by far, the highest number (33) of 5-star responses, followed by Ridesharing (19) and Short-Term Rentals (18). Changing Demographics also received a high number (16) of 1-star responses, which was well short of the option with the highest number of 1-star responses, Driverless Vehicles (34). The highest numbers of 4-star responses were designated for Ridesharing (30), and Mobile Applications and Changing Demographics, both of which received 22 4-star ratings.

Figure 5. Opportunities and Trends Responses (1 to 5 stars)

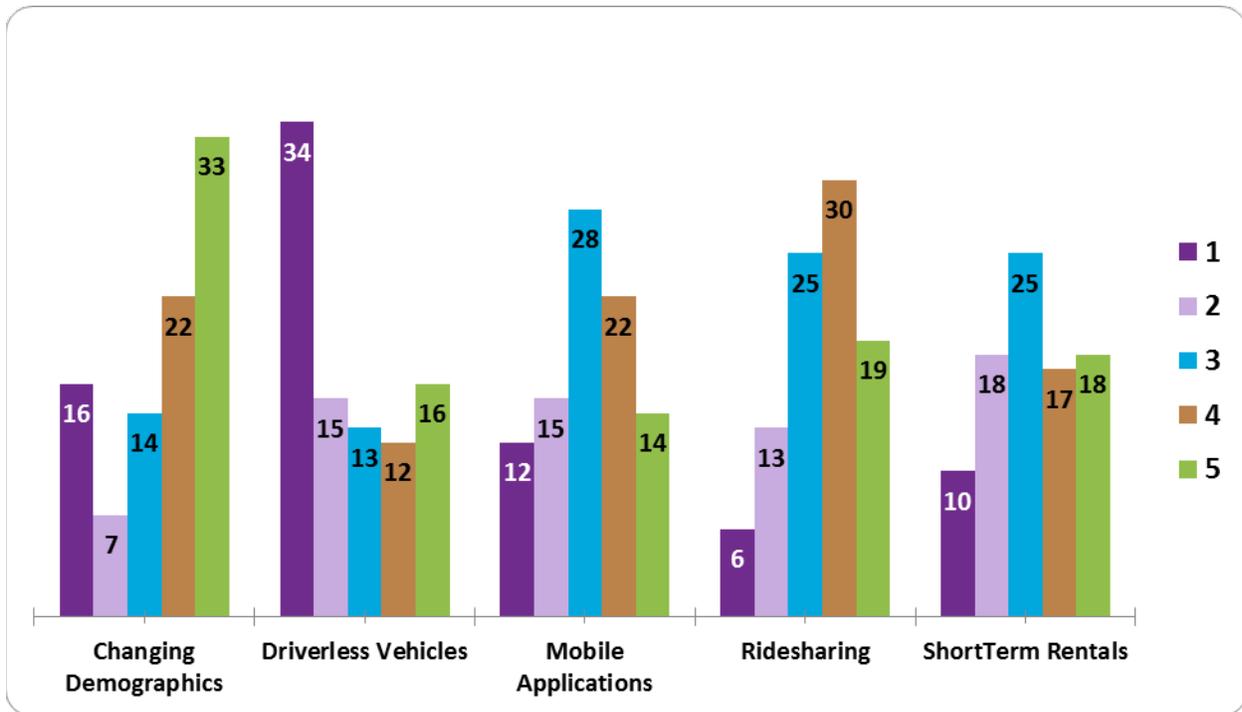


Table 4. Opportunities and Trends Comments, by Topic

TOPIC 3. OPPORTUNITIES AND TRENDS
Driverless Vehicles
Self-driving cars are potentially scary.
Driverless cars don't reduce congestion. They probably do reduce the need for parking though.
I think this will have more of an impact on commercial trucking.
Could be dangerous.
Just seems too scary.
Wait for lessons from adoption in the lower 48.
As of right now who pays the insurance. How long to restructure the current system and at what cost?
I'm a technologist by trade, and have been tracking this a ton, but Alaska will be a little slow to adopt, because (1) most systems have mixed to poor performance on snow, which will improve over time, (2) we have a lot of people driving old cars around who will be inclined to keep them, and (3) we lack the population density to be early adopters (who might then need to upgrade infrastructure again based on early adoption). My view is that we should plan for this in more of a 2030-2050 timeframe because we won't be able to afford to do it wrong and then do it again.
Ridesharing
Uber and Lyft are scary. I would never take them.
Car shares should also be contemplated, such as "PhillyCarShare." (https://en.wikipedia.org/wiki/PhillyCarShare)

TOPIC 3. OPPORTUNITIES AND TRENDS

I would never use Uber or Lyft. It is too dangerous.

Ridesharing may reduce the need for parking space at homes/apartments and workplaces, but may not reduce volume to journeys to work and other trips.

It may help.

Uber and Lyft are not ride-sharing. Just like calling a taxi – just different tech.

Absolutely. Dedicated lanes for these and mass transit.

Short-Term Rentals

A bike share program in Anchorage could be a hit with summer tourists, although I'm doubtful about the effectiveness of this solution in the winter.

I also think it could be a good way for locals to "try" bike commuting (or do it only occasionally) because it involves less money/time investment than buying your own bike and equipment.

Still, as much as I like this idea, I don't see it being particularly popular with locals. At least not until/unless the city is more bike friendly in general. The current transportation network would need to improve for this to be viable.

YES. Short-term bike rentals could be useful for summer in the downtown/midtown areas (and for tourists). Short-term car rentals would be a great benefit to bike/bus commuters who might not have a car but still need to do the occasional Costco run. I know in the past Enterprise (or was it Hertz?) had a car-share program in Anchorage, but I don't think it was particularly successful. I think the city could make this option work with more planning and promotion though.

Too complicated.

Good for the tourist but not a real answer.

Great idea, long overdue.

Used this in Chicago and Seattle and loved it. I am a year-round cyclist, but now that I have two kids I occasionally want to grab a vehicle for a bit without needing to own one.

Changing Demographics

I do not agree. I do several errands at different places when I shop. How would I carry heavy items or many bags?

Love Anchorage, Hate driving. I'm not alone in this sentiment.

If biking becomes safe and accessible, then people will shift their transportation habits.

Not true for many of us. This gives us flexibility for everyday tasks and emergencies.

Millennials and boomers seem to share lessened desire for private vehicle ownership. Other Alaskans make up for lowered average ownership by owning multiple vehicles per household member. Maximum usage is dictated by number of household members.

Non-motorized transport in general.

Maybe this is true, but at least those who don't have cars will appreciate not needing one to get around.

This is more hopeful than actual.

TOPIC 3. OPPORTUNITIES AND TRENDS

I don't think this is something that will happen as quickly here as it might in the Lower 48.

Hopefully, but they must have these alternatives listed above.

We still like to get out and play with our toys / fill our freezers, and I am not sure that is going away (and the automotive ownership mindset that goes with it).

Mobile Applications

www.linkak.org

I already know traffic patterns, and how to avoid congestion.

Hard to predict how mobile applications will change volume and timing of individual journeys to work and other trips.

I like this, but I also like the idea of a short range driverless vehicle staged to provide rides between two points that supplements transit.

Yes

This is similar to the other categories of ridesharing and short-term rentals.

Request pick up, sure (the fact that Uber seemed to drive Anchorage Yellow Cab to get an app is a good thing). Plan transit, of course. But avoid congestion ... unlikely to be such a killer app here any time soon given our limited number of options to get anywhere.

Suggestions

Electric light rail between Anchorage and Wasilla. Model on example in Basel, Switzerland.

Complete Streets. Designing roads for all possible users, not just cars and trucks.

More intuitive, clearly signed, connected, and well signed multi-modal network.

3.3 Problem Areas: Identify Existing Problems

The map screen asked visitors to place at least three markers on a map to identify the following problems in our transportation network:

- Bicycle
- Vehicle
- Pedestrian
- Transit
- Rail
- Other

They were also asked to share their ideas for what could be improved in the spots where they placed their markers. A total of 400 map markers were placed throughout the AMATS study area, and 328 comments were made. Table 5 indicates the number of markers and comments for each option. For more detailed information on the Problem Areas responses, see Appendix A.

Table 5. Problem Areas Results

Option	Number of Markers	Number of Comments
Bicycle	114	102
Vehicle	78	67
Pedestrian	111	93
Transit	53	28
Rail	31	26
Other	13	12

Sample comments on Problem Areas include:

“Continue to encourage locals and visitors to bike Anchorage and spend more time discovering our downtown, waterfront, neighborhood shopping opportunities via bike.”

“The one-way, high speed streets in downtown (especially 5th and 6th Avenue) are inefficient for navigation around downtown, make it unpleasant for pedestrians and are inappropriate for downtown.”

“Too many parts of town are dangerous to walk in because of poor pedestrian conditions, especially in winter. There should be more pedestrian-friendly routes throughout town.”

“Lack of connections between main bus routes and areas where folks live. How are folks in Jewel Lake, Sand Lake, Abbott, Turnagain, and other locations supposed to get to the bus?”

“Rail would be an excellent way to reduce traffic and move people from across town to their destination.”

3.4 Wrap Up: About You

The final screen asked survey participants the following demographics and opinion questions:

1. What is your zip code?
2. What is your gender (optional)? (Possible answers: male, female, other)
3. What is your race (optional)? (Possible answers: White Alaska Native, Native American, Black, Hispanic, Asian, Pacific Islander, Other)
4. My community needs better.... (Possible answers: Places to walk or bike; Roads; Transit service; Options for living near work. Note that respondents were allowed to choose multiple answers)
5. Today, I mainly travel by.... (Possible answers: Vehicle, Bike, Pedestrian, Transit, Other)

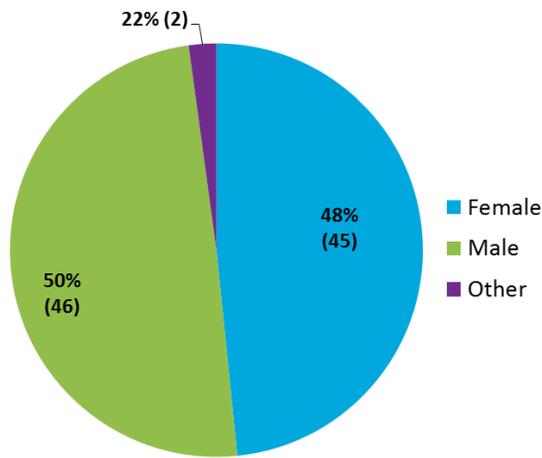
6. By 2040, I want to travel mainly by.... (Possible answers: Vehicle, Bike, Pedestrian (on foot), Transit, Other)

Individuals did not necessarily respond to all questions; between 84 and 97 individuals provided answers to each of the demographic questions. The individuals who responded were from 15 different zip codes, and were almost equally divided among Male and Female, with a few identifying as Other (see Figure 6). More than 85 percent of respondents who answered the question about race reported that they were White (Figure 6).

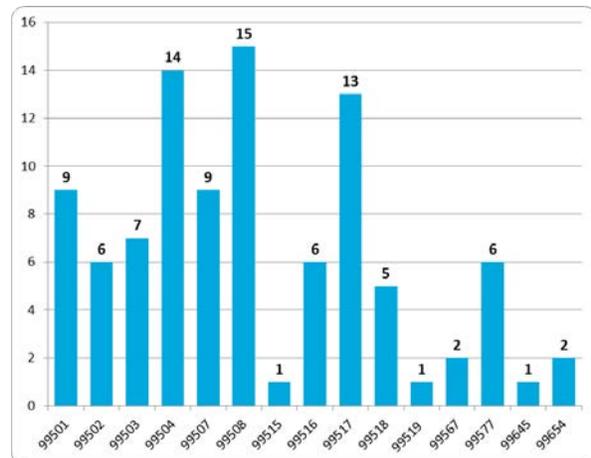
Responses to the “My community needs better...” question were distributed fairly evenly across all four answers, with “Places to walk or bike” receiving the most checkmarks (71), and “Roads” receiving the least (24).

The majority of respondents indicated that today they travel by Vehicle, followed by Bike and Transit. In 2040, however, most hope to travel primarily by Bike and Transit, followed in lower numbers by Vehicle and as Pedestrians on foot (see Figure 6).

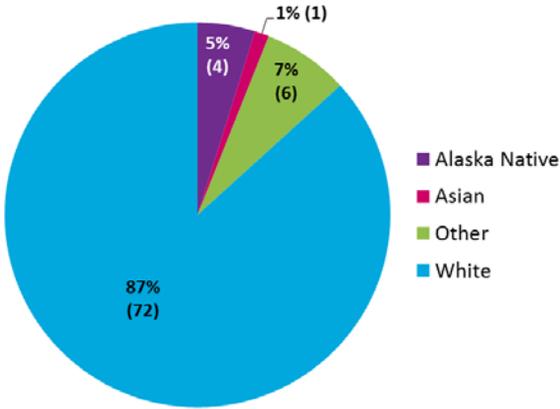
Figure 6. Wrap Up Responses – Demographics and Opinion Questions



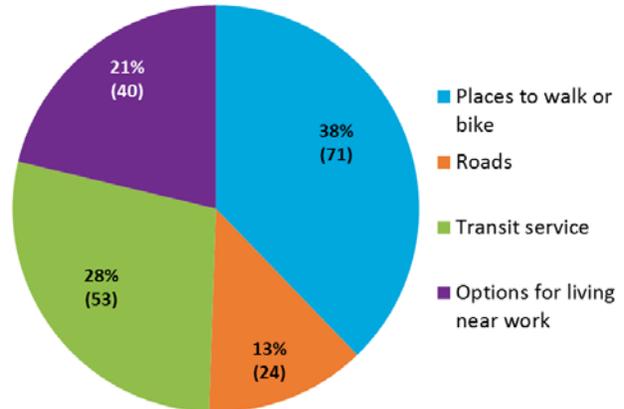
1. Gender



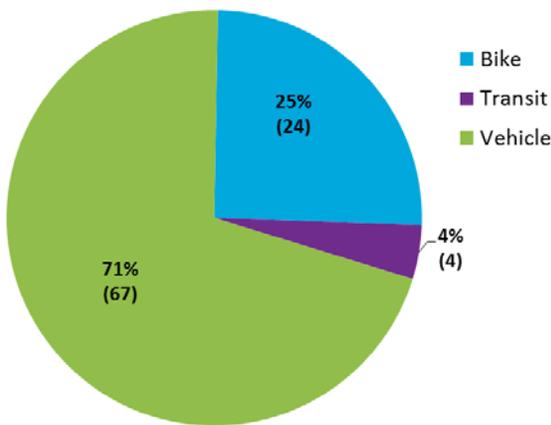
2. Zip Code



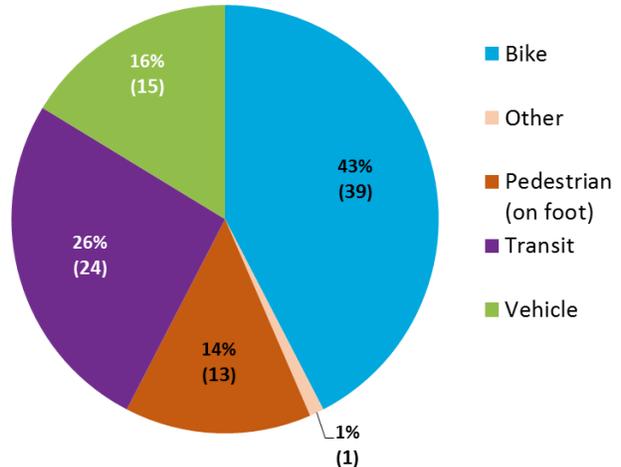
3. Ethnicity



4. Community Needs



5. Travel Today



6. Travel in 2040

4. Summary

The MetroQuest MTP 2040 survey was successful in gathering information and suggestions from the community. In summary, the participants' primary goal is to improve safety, followed closely by improving traffic conditions. The participants' primary response in regard to the issue of congestion is to change land use, and they felt that doing nothing is the least appropriate response. Participants felt that funding shortfalls are the biggest challenge to transportation improvements, and that Anchorage's status as a winter city is also challenging. Participants acknowledged that the area's changing demographics constitute our greatest opportunity. While most participants travel today by personal vehicle, a large number hope to be traveling via bike and transit by 2040.

Survey participants provided valuable specifics about the MTP through the mapping tool. There are clearly some aspects of the project for which there was a high level of concurrence among respondents, such as bicycle and pedestrian improvements, more dependable and extensive transit options, and congestion relief. AMATS would like to thank all survey participants. This information from stakeholders will be considered in the completion of the MTP.