

MetroQuest Survey Report

Metropolitan Transportation Plan 2040

Appendix A

Responses to Problem Areas (Screen 4)

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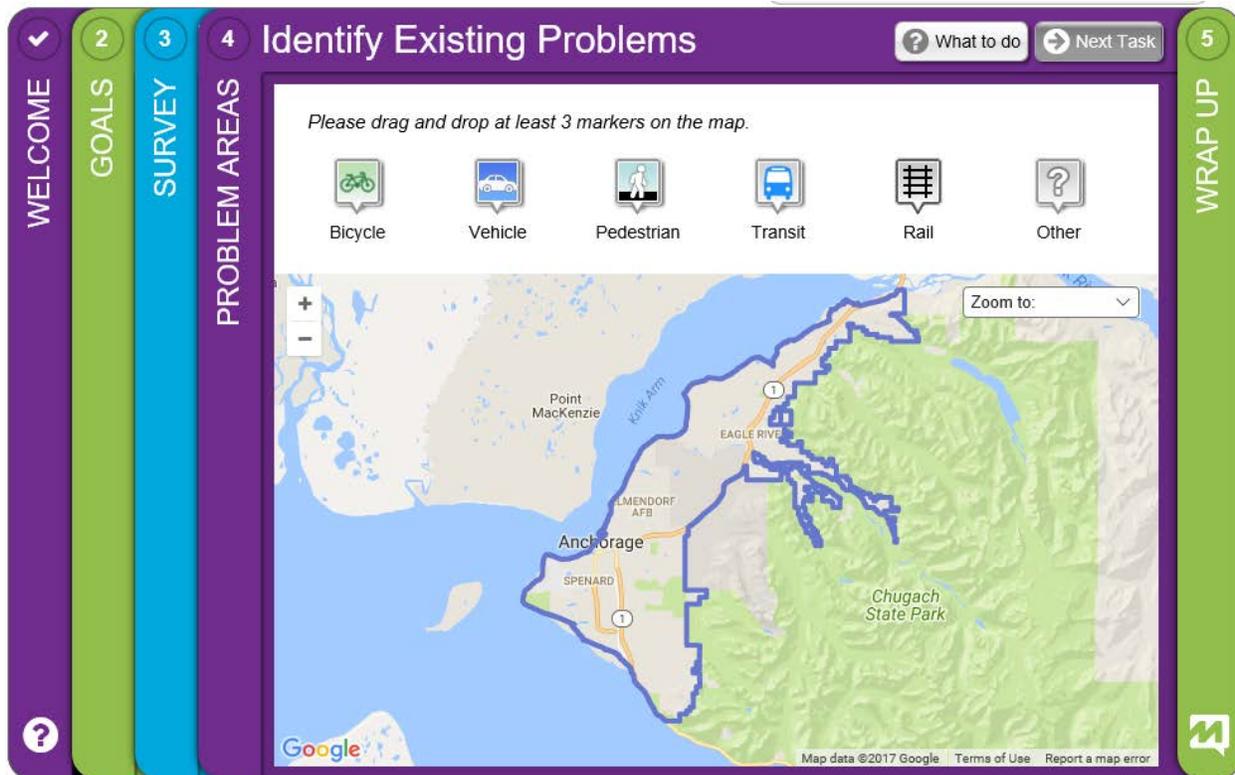
1. Introduction

Screen 5 of the Metroquest MTP 2040 online survey asked participants first to point out existing problems in our transportation network. They were instructed to drag and drop at least three markers to areas on a map (see Figure 1) where they felt transportation issues exist, and to suggest potential solutions to those issues. Participants could zoom in on the map, which showed the AMATS study area boundary, and could provide details in the comment balloons if desired.

Markers were provided for the following modes of transportation:

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

Figure 1. Problem Areas Map (Screen 4)



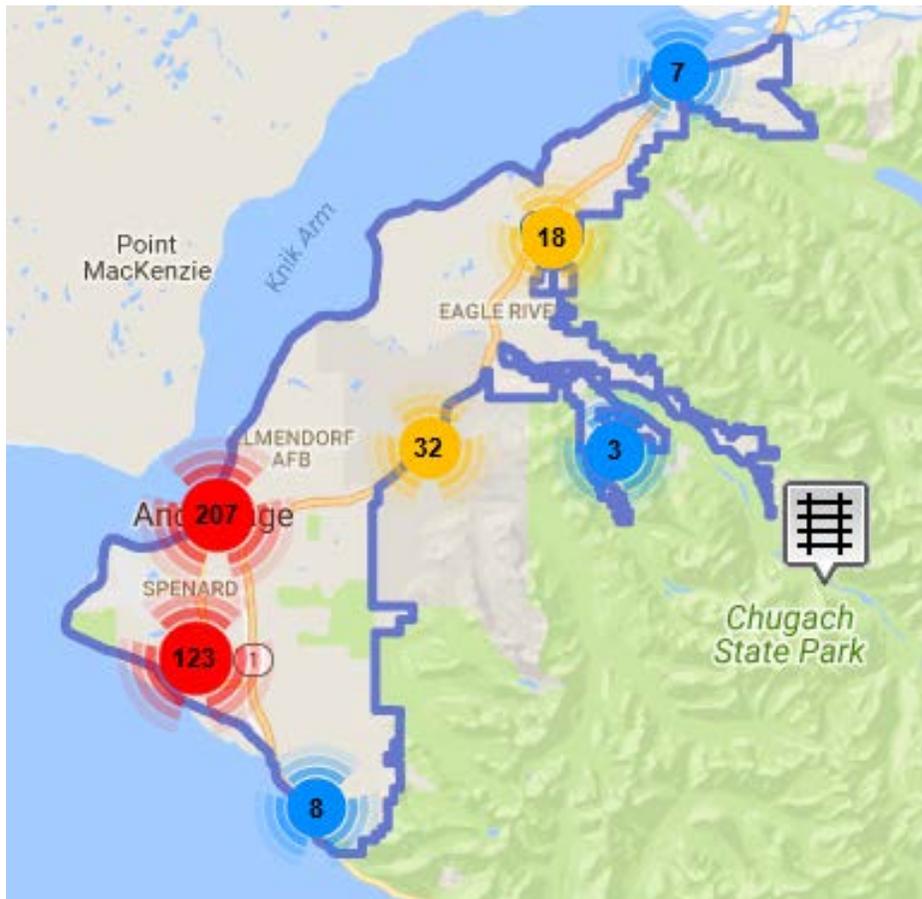
2. Map Marker Results

A total of 400 markers were dropped throughout the AMATS study area, and 328 comments were made (see Table 1 and Figure 2). The majority of map markers were placed in Downtown/Midtown and South Anchorage, and focused on Pedestrian and Bicycle issues. Only the highest concentrations of markers at single locations are shown on the map; the numbers of markers in those locations are also indicated.

Table 1. Map Marker Results, by Transportation Mode

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

Figure 2. Map Marker Placement



3. Comments

Most respondents made comments that also reflected concern with and solutions to issues regarding Bicycles and Pedestrians (see Table 2; please note that missing marker numbers are for markers that were placed on the map without associated comments). A large number of comments showed concerns with safety, as well as with access, congestion, and maintenance. Comments are viewable on this map: <http://arcg.is/vyO8m>

Table 2. Problem Areas Comments, by Transportation Mode

Marker Number	Category
BICYCLE	
1.	Bicyclists crossing Tudor at McInnes.
2.	Needs Chester Creek connection, uphill bike lane, and "bikes may take full lane" signage.
3.	Need bike detection (here and on many bike street routes).
4.	Create grade separated trail crossing.
5.	Improve Campbell Creek to UMed connection: troublesome free right onto MLK.
6.	Improve bike access to Library and Cuddy Park.
7.	Traffic is frequent, fast, and not tempered by a clear bicycle lane, all at the expense of bicyclists' safety.
9.	Lack of bicycle lanes in addition to presence of street parking puts bicyclists a high risk of collision with moving vehicles and driver-seat doors.
10.	Traffic is frequent, fast, and not tempered by a clear bicycle lane, all at the expense of bicyclists' safety.
11.	Need to extend bike trail.
14.	Major intersections are dangerous for both bicyclists and pedestrians.
15.	Poor north south routes for biking. Existing infrastructures heavily skewed toward high speed vehicle traffic.
16.	Need access from Northern lights to coastal trail via ARRC ROW and Fish Creek.
17.	Poor bicycle infrastructure for eastbound cyclists.
20.	Need better bike trails from Eagle River to Anchorage proper.
21.	Add bike lanes city wide. Educate kids and adults on multi use street safety.
22.	East-west bicycle connectors are inhibiting bike commuting opportunities in midtown (because there is good housing in midtown) streets like Northern Lights and 36th need better facilities than non-ADA sidewalks.

23.	Campbell Creek breaks at Lake Otis, requiring trail users to either sprint across the street or up the hill, across the street, and through the tunnel.
24.	Bike trail along 36th is unseparated from road, narrow, broken up, and a school route.
25.	Bike trail next to this park is narrow, broken up and unrepairable.
26.	Bikers from Chugach Mt. Estates and Chugach foothills, moving west, must cross Tudor Rd. to access a path.
27.	Bike path is pathetic. Needs improvement. Needs lines on crossroads to show continuation of bike path so that cars STOP for bike traffic.
28.	Northern Lights bike path needs improvement. Needs lines on crossroads to show continuation of bike path so that cars STOP for bike traffic.
29.	Northern Lights bike path needs improvement. Needs lines on crossroads to show continuation of bike path so that cars STOP for bike traffic.
30.	The Tudor-Muldoon curve is very dangerous for bikes and pedestrians. Existing maps show a path on the inside of the curve but it is just a narrow road shoulder. The Chugach Foothills Connector path needs to be completed.
31.	Construction of bike paths and bike lanes has been helpful in recent years, but traveling by bicycle in winter is still too difficult. When bike routes are plowed, they often promptly get covered again by snow spewed from street plows, which is not removed for long periods of time.
32.	Continue bike trail.
33.	Use Huffman Road ROW to extend trail/path system from Old Seward/Huffman to Huffman/Daily.
34.	This area has a high density of stores and restaurants, but has no acceptable bike infrastructure. Narrow, busy sidewalks, and cars that turn through crosswalks regardless of whether you have the "walk" signal or not. Bike lanes are desperately needed across Midtown crossing both N/S and E/W.
35.	The library is not very bike-accessible and requires traversing a lot of busy intersections. Dedicated bike lanes would be great.
36.	Bikers are not allowed on sidewalks downtown, but are honked at by drivers or passed in dangerously close quarters. Creating bike boulevards or improving signage downtown would help alleviate this issue.
37.	South side multi-use path from Baxter to 36 th .
38.	MOA recently removed an existing curb cut (east side of Lake Otis Parkway, north of the CC bridge) and moved it even farther north to accommodate the parking lot expansion. It is now more difficult to cross here safely. Add a curb cut to facilitate safe crossings that takes advantage of the LOP raised island for safer two stage crossings.
39.	Provide a north side multi-use path that connects from C St. pathway to E 56th/A St.
40.	Add minimum 8 foot wide sidewalks along Denali, 36th, 32nd, and 33rd to make them useable for bikes. Trees overhang sidewalks...makes it unsafe for bicyclists.

-
41. Add bike lanes/pathways along 40th.
-
42. Worst place to bike along the road in Anchorage. Add curb ramps and wide sidewalks for bikes.
-
43. Cross way intervention – currently cyclists are moving from the Chester Creek trail (E-W) to go to and from downtown (N-S). The transition is not clearly designed, and so people make highly unpredictable moves to transition from the road to the trail. Also, this route is not a good winter route for a sharrow – as the cars alone have many accidents. This puts pedestrians and cyclists in danger based on proximity and variable road conditions. One possible solution would be a separated but proximate bike barrier like we see on the "Spenard Spur Trail" running from Spenard Road down to the Chester Creek Trail.
-
44. Currently a Bike Boulevard is proposed along this route. It would have been safer for cars and cyclists to plan this route along a corridor with existing stop lights, to encourage cyclists to behave like vehicles in the lane. This area can be very sketchy to cross, and a corridor like 11th Ave can feel much more safe because of the lights that create a safer crossing for everyone involved.
-
45. Cars go very fast in this area, and the sidewalk curbs are so varied and tucked in that it makes it very uncomfortable to be in the road or on the sidewalk. It would be preferable to slow the traffic down to two lanes, and have a separated bike path on either side (or down the middle of the road in a "bike boulevard"). This would allow for snow removal to not block a non-vehicular corridor, and also create one pathway (instead of two) to be maintained in the winter months.
-
46. Honestly a nightmare for bikes. The lane disappears, and the cars digress to complete chaos because the lanes were not clearly designed or signed to indicate turning opportunities.
-
47. Signage and pedestrian hierarchy between the Chester Creek Trail and Campbell Creek Trail is very very very difficult to navigate.
-
48. Currently a dirt path exists as a connection between these two major bike corridors. Connecting this with a paved pathway would greatly improve the connections for transportation methods that don't require a mountain bike.
-
49. Connect the Coastal Trail down to Potter's Marsh.
-
50. Connect Potter's marsh to the Bird-Gird Trail with buffered bike and pedestrian pathway.
-
51. One very small sidewalk is terrifying in winter, and definitely not sufficient in the winter when it is covered in snow. This route would be greatly improved with a buffered bike line on the north side of the road (understanding that this is where the Chester Creek trail crosses from the north side to the south side).
-
52. The way the roadway was designed encourages traffic to go much faster than the indicated speed limit and makes this bike route incredible unpleasant to ride on. However, if a lane were eliminated and make into periodic turn only lanes, and a buffered bike path was built, it would become a much friendlier corridor. Additionally, snow maintenance makes this bike lane disappear during the very long winter season.
-
53. Y'all (DOT) are trippin' with this entire roadway. How is the ratio of number lanes equal to the number of feet available for non-vehicular traffic? It would be super dreamy to run an
-

	entire pedestrian and bike lane offset from the road and eliminate many of the entry/exit curbs that exist in this area.
54.	Connect Campbell Trail to Kincaid for entire non-vehicular buffered loop of trails.
55.	Pull up a bike line from the "End/Beginning" of the coastal trail for a secondary downtown connection (first being Elderberry Park). This would provide a nice formal loop for tourists and commuters...and even pub runs.
56.	"Ship Creek What??" Something that tells anyone that the Ship Creek Trail is found down this road.
57.	Dropping the bike lanes at intersections seems to defeat the purpose of having bike lanes. Most of the conflicts are at intersections – having dedicated space THERE would be the most beneficial location! Please reconsider this poor design choice. Detectors exist that will pick up bicyclists. This comment applies to most of the city.
58.	Need bike/ped connection between Campbell Airstrip and Patterson on south side of Tudor.
59.	Better crossings for bicycles needed, there are never any bicycle-specific accommodations at intersections even if there are multi-use paths or bike lanes leading up to it.
60.	Given the explosion of fat tire biking and more people biking year-round, it makes sense that bicycle considerations is a MUST when planning roadway improvements in the MOA.
63.	West 34th presents a good opportunity to divert bike traffic off 36th, create E-W access through midtown, and provide safer bike access to Loussac Library.
66.	No bicycle facility on Northwood, north of Strawberry.
67.	Need bike lanes along Northern Lights.
68.	Poor winter maintenance of both bicycle and ped facilities.
70.	If it's actually illegal to bike on sidewalks downtown, first it should be enforced, but second we should have better overall bike infrastructure in the central business district. Better parking, perhaps some bike lanes, etc.
71.	Extend Coastal Trail to Potter Marsh.
72.	Fireweed should be considered for E/W protected Bike Lanes.
73.	Extend Fish Creek Trail along AKRR corridor.
74.	Continue bike lane striping.
75.	Dangerous intersection. Add bike lane as part of roadway.
76.	Horrible intersection for bikes/pedestrians. Drivers can't see/don't look for people crossing the street/coming around corners.
77.	I got hit by a driver here who was stoned, driving, and not watching for anyone using the sidewalk. According to the guy at the bike shop, this happens a lot. This should not happen ever.
78.	More bike routes.

79.	Add more bike trails and lanes.
80.	No bike lane or wide enough sidewalk for bikes.
81.	Need north-south bicycle route parallel to new Seward Highway. Existing safe routes are far to east (Lake Otis Blvd) or West (A St.), encouraging use of less safe alternatives.
82.	Make Mid-town safer for bicycling.
83.	This area of Lake Otis is very dangerous for bicycles – there is no trail or bike lane; the sidewalk is incomplete.
84.	This is a frequently used bike route. When the road was resurfaced a few years ago, it made the shoulder too small to safely bike. Why spend all of that money on road construction without also improving bike routes at the same time. It is now very dangerous and the bike path on that road is difficult to get to.
85.	The bike path here is so bumpy from roots, that it forces bikers up onto the road in a way that is not very safe.
86.	The bike path on Elmore is on the west side of the road, so all bikes traveling from south Anchorage to University/Chester Trail dump out here. When we cross Tudor to the other side of Elmore, there is only a very narrow cow path, which is very scary and unsafe to bike on. There needs to be a better path from Tudor to the round-a-bout for bikers and pedestrians.
87.	No bike path from Old Glenn/Eklutna (Limit of MOA) to Peters Creek.
88.	Add on-demand light here to cross Tudor. This connects Campbell and Chester Creek trails. Also connects bus stop on South side of Tudor to neighborhood on North side.
89.	Nowhere for bicycles between Chester Creek trail going south until crossing Northern Lights.
90.	A safe efficient way to cross the city on a bike East-West in the Northern Lights to Tudor zone (i.e., South of the Chester Creek trail.
91.	Add a safe efficient way for bikes to move north-south in the Boniface Parkway zone.
92.	Need an actual connection between Ship Creek trail and Eagle River Trail on existing streets.
93.	On existing streets.
95.	Continue to encourage locals and visitors to bike Anchorage and spend more time discovering our downtown, waterfront, neighborhood shopping opportunities via bike.
96.	Winter biking in midtown is dangerous because cars ignore bikes and snow is plowed on to the already narrow sidewalks.
97.	More safe routes.
98.	There aren't bike paths/walkways on Huffman, DeArmoun, or O'Malley despite the population and hazardous conditions.
99.	Anchorage needs to continue to maintain good bike paths for bike commuters. Additionally, major bike routes that parallel streets need signage or other safety features

	to lessen chances of drivers failing to recognize that a two way bike path parallels a one way traffic road.
100.	Encourage biking to work, increase bike/car awareness.
101.	Need multiple north-south dedicated bike/ pedestrian trails, including ARRC right of way.
102.	Need a connection for bike and pedestrian from coastal trail to Ship Creek.
103.	Improve the underpass for bikes at Lake Otis along Campbell Creek.
104.	Bike access to get on bike path from city to Brown Bear (where existing bike path starts) need to be done.
106.	Biking is tough on the whole east end of Northern Lights.
107.	Spenard Road between Minnesota and Benson needs improvements.
108.	Bike lanes do not extend through intersections. This is very dangerous.
109.	Bike lanes do not extend through intersections. This creates unsafe situations for motorists and cyclists.
110.	My friends and I call anything South of Tudor "car country" ... infrastructure seems to get more sparse, and bad interactions with drivers seem to go up.
111.	I cannot safely ride to the side on this road as it is getting too many potholes. I have to take a full lane on my bike if I want to be safe.
112.	Downtown is especially hard to bike around, given all the one-way, high-speed roads, lack of bike lanes and prohibitions on using the sidewalk. Since parking downtown is limited and expensive, and because it is a big employment center, this should be a priority for improving bike options.
113.	I love the change to rear-angle parking on 10th! As both a biker and a car permit holder along the Park Strip, this was a great change.
114.	The section of bike path along Jewel Lake road is in terrible shape and needs repaving. It is also very overgrown and I don't think everyone knows about it since it is out of sight from the roadway.
VEHICLE	
115.	Consider a roundabout.
116.	It is difficult to turn left onto Chugach Way from going south on Spenard. I always feel like I am going to be rear-ended while waiting to turn. I hope that the new three-lane version of Spenard Road will be extended to this intersection and beyond.
117.	I feel many of the issues with the road system in Anchorage could be substantially lessened by defensive driving education.
118.	Too many cars making U-turns.
119.	Need U-med Northern Access for safety on Lake Otis and UAA, trip balancing, reduce VMT, emergency response, etc. Must have Chester Creek overpass.

120.	Consider costs, equity, development incentives, and sustainability before widening highway to facilitate Valley commute trips.
121.	Build Highway to Highway.
122.	Too many commuters for a single route corridor. Need a light rail link from Anchorage North to Eagle River, then continuing to Wasilla. Use existing highway median.
123.	Ford Expedition.
124.	Seward Highway needs bypass for midtown traffic.
125.	Too few people use C Street for north south access.
126.	Too many intersections still on timers for traffic, we need smart traffic lights with sensors to not waste time. Prime example is the left turn on C Street to Centerpoint drive. Finally that's what we need.
127.	Rush hour congestion in the downtown area connecting the Seward and Glenn highways. Would be nice to have more viable alternate routes to get from midtown/South Anchorage to East Anchorage / Mountain View area and MatSu/ER. Taking Tudor to Muldoon doesn't always work as Muldoon gets backed up when the highway out of town gets backed up.
128.	When driving southbound on Seward Hwy and trying to turn left onto Fireweed / LaTouche into Rogers Park, the left turn arrow is very short. I make this drive frequently from downtown (work, sometimes) to Rogers Park (home). I have seen a blinking yellow arrow in a few other places in town. I think there is adequate visibility with oncoming traffic to change this to a yellow arrow (maybe some of the time – like outside rush hour). Frustrating to miss the light outside of heavy traffic times and wait for a green arrow for several minutes with little or no oncoming or crossing traffic.
129.	Good job on Tudor/Lake Otis. It seems to flow a lot better than it did ~10 years ago before the re-construction of the intersection.
130.	Need two left turn lanes.
131.	Need right turn only lane.
132.	People don't drive the posted speed limit. Often 55 in a 40 or 45 mph are. All along NLB especially near Rogers Park subdivision,
133.	SUV Trucks.
136.	Congestion during pick/drop off @ all schools. www.linkak.org schoolpool
137.	Left turns onto Old Glenn Hwy.
138.	Need to construct Flashing Yellow Arrow to allow for off-peak permissive phasing.
139.	Need to connect side-street grid (e.g., 46th, 42 nd , and 40th) to Elmore to reduce congestion on Tudor through UMed.
140.	Congestion on the Glenn Hwy at peak hrs.
141.	Congestion
142.	Congestion

144.	Sometimes adding lane straightening is ruining the viewshed of this highway. We need to accept some limitations in order to keep our visitors.
145.	Lots of car traffic due to the schools in the area, but roads that are consistently horribly maintained (and have been so for years).
146.	Build H2H.
147.	Roads in Chugach Mt. Estates are in bad shape.
148.	Shamrock street and other roads in this area have drainage issues and very bad conditions.
149.	Lots of accidents are happening at this intersection, where folks entering Muldoon Rd. from Pioneer are finding it increasingly difficult to find a break in traffic.
150.	Too much congestion at rush hours.
151.	Too much congestion at rush hours.
152.	Lower the speed limit on Elmore.
153.	Reduce speed limit.
154.	Consistent after-work traffic along this stretch.
155.	Very traffic-y after work.
156.	This left turn is insanely long. It is also the ONLY signed entry until Northern Lights to get into any Spenard neighborhood on the west side of the highway.
157.	Would be great to highlight this as the primarily entry from Benson through infrastructure intervention of curbs and signage.
158.	Need to extend 42nd and/or 40th to Elmore to improve mobility and reduce congestion on Tudor.
159.	Need to extend 46th to Lake Otis and Elmore to reduce turning congestion on Tudor.
160.	Should change lane utilization so that through lanes become left turn lanes. Having one of the through lanes turn into an unused right turn lane is a poor use of resources.
161.	Having the pedestrian phase rest in walk at night wastes time for motorists on the cross street. Consider changing this policy.
162.	This intersection seems too full. Suggest either extending 92nd between C and Old Seward, and/or providing access from Costco onto C Street.
163.	Consider expanding the vanpool program. It's proven successful and gets SOVs off the roadway. Plus, it's a lot less expensive than infrastructure development. Both are needed.
164.	Unsafe winter intersections on hillside roads (vehicles unable to stop on ice).
165.	Extending Bragaw to Elmore Road would be amazing.
166.	Roundabouts.
167.	One-way high speed couplets like 5th-6th Aves stifle economic development (residential and retail), bike infrastructure, and walking downtown.
171.	Drivers regularly exceed safe speeds. Uncomfortable drive.

174.	Glenn must be maintained like the essential connection it is.
175.	Automobiles.
177.	You have to turn right, stop at the light, do a u-turn to go back to Tudor.
178.	Anchorage visitors use rental vehicles from the airport and other locations. Continue to make that experience on par with any other tourist experience exceeding national standards....have great signage to key highways and destinations.
179.	Cars downtown don't know what to do about bikers and walkers. Maybe get more people to park on the outskirts and walk in?
180.	Too many vehicles are being used (including by me) to travel short distances...the alternatives include long waits in cold weather.
181.	HOV lanes.
182.	Need to improve vehicle transit. It is not all about bicycles.
183.	Build the bridge.
184.	Clover Leaf over pass.
185.	Highway to highway.
186.	Need a connection to get out of anchorage for vehicles.
187.	Sign for the exit only lane off Minnesota to Dimond (going south) needs to be a few miles before the actual exit. This was identified years ago, why isn't it fixed?????
188.	Speed limits too fast near Beans Café.
190.	Dangerous intersection for north bound Birch turning left on Abbott and west bound Abbott turning left on Birch.
192.	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.
PEDESTRIAN	
193.	Make a pedestrian connection to the Coastal Trail along ARRC/Fish Creek.
194.	Connect a trail with a bridge over Chester Creek to connect this dense neighborhood to the trail network along Sitka Street extended.
195.	The sidewalk on Spenard Road in between Minnesota and Benson is garbage. Frighteningly narrow for the speed of traffic and degraded to the point cars don't even know they are driving over it.
196.	Sometimes not having sidewalks is ok. This neighborhood does not have any and the street is used as a true "complete street;" everybody uses the road and yields to slower traffic (bikes and people walking).
197.	For what it's worth, I would be happy to pay more property taxes for decent snow removal. The snow removal from the streets is pretty good and fast, but plowing the street snow onto the sidewalks is totally unacceptable. It makes it so the smallest piece of

	equipment is forced to clear the heaviest, hardest snow in addition to people not being able to use the sidewalk for months. I have seen motorized wheelchairs driving in the road because the sidewalks are inaccessible. I saw someone walking on a 30 degree side slope of ice on top of the sidewalk on Northern Lights. The man nearly fell into traffic because of it. Not clearing sidewalks hurts us as a city, both in image and in physical injuries.
198.	I find it extremely upsetting that so many pedestrians are hit by cars in this area. Is there anything we can do to help keep the many people who are mentally compromised safer?
199.	Some parts of town could act as specialized pedestrian districts. Figure out which those are, how they work, and design bus and rail to meet them at the edge of those districts. So the last 1/2 or 1/4 mile is walked.
201.	Midtown feels unsafe to walk in.
202.	Like midtown, Dimond Blvd feels too wide and unsafe to walk on. Also, sidewalk snow and gravel removal happens like a week after the road surface is cleared.
203.	Pedestrians crossing Tudor at McInnes.
208.	Need a pedestrian overcrossing for the Campbell Creek trail.
211.	Safety.
212.	Too many cars going too fast through downtown.
213.	Create pedestrian crossing for Old Glenn Hwy.
214.	Midtown in general is designed for the car. It's tough being a pedestrian in this part of this city year round; making this work center more walkable and inviting to pedestrians would enhance our city.
215.	Make some downtown streets pedestrian only. Maintain sidewalks during winter city wide. Make city more walkable.
218.	The lack of connectors or sidewalks (midtown mega blocks) makes midtown a dead space for pedestrians and incredibly inefficient for cars.
219.	Incredibly busy street. Sidewalks on almost all of N. Lights and Benson become unusable in the winter. Dangerous.
220.	Incredibly busy area. Sidewalks on pretty much all of Tudor and Boniface become unusable in the winter. Dangerous.
221.	Incredibly busy area. Sidewalk on pretty much all of Muldoon becomes unusable in the winter.
222.	Lots of schools in this area, but very little in the way of connection to a pedestrian network.
223.	It's incredibly difficult for a pedestrian to walk from UAA and Providence Hospital (and to a lesser extent APU) to the residential areas northeast of the U-Med district.
224.	See bike notes.
225.	See bike notes.

226.	Sidewalk along the north side of Northern Lights, near Muldoon is extremely narrow and used by many pedestrians.
227.	Pedestrian path is only on north side of this curve and is not separated from cars by any barrier. Funding for a basic path was secured through TAP grant but no start to the project has begun. This should be an absolute priority!
228.	Bridge across Campbell Creek on the gasline is a homemade log bridge that forces the user to trespass on military land. Since this is a designated off-leash dog corridor, the area is being used more and more frequently. This needs to be fixed.
229.	There needs to be a bridge between Bartlett High School and the Tikahtnu Center. Kids jaywalk after school and this is very dangerous. I would hate to see another student fatality before the walkway situation is addressed here. Many Bartlett students work after school across the street.
230.	Make Dimond area more suitable for pedestrians.
231.	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.
232.	Improve existing social trail from Old Seward/Huffman to Huffman/Johns Intersection to connect missing link.
233.	These three-way pedestrian crossing intersections are a nightmare. Especially when you cut off the crossing on the side of the destination (FRED MEYER). It creates frustration for people when they intuitively try to move towards their destination but find they have to back track three times to get to the place they intended. It's also incredibly frustrating when pedestrians take convince into their own hand and cross in an area that is not designed for anything but a vehicle. PLEASE stop putting these crosswalks in.
234.	This area pulls from the Fish Creek Trail, and would be a good candidate for some sort of pedestrian thoroughway. Many people cross here illegally on foot or bike- otherwise they have to wait at the two very busy intersections at Spenard or (travel quite a ways to get to) Benson.
235.	This is an absolute nightmare as a pedestrian, as cars feel the need to begin racing out of town towards their destination. You can feel the rage happening being so proximate to the highway. I would recommend eliminating the far right lane to turning only, to buffer the pedestrians (and designated bike route) on the west side of the road.
236.	Yikes. Tunnel is remote, and not comfortable unless you are with a group of 4 acquaintances or more.
237.	Absolutely terrifying with people racing trying to make the last light before they get off the highway. I also would advocate for making the right lane a turn only and deleting the right lane for a bit just north of Tudor until it becomes a turn lane again at Spenard. This will again, create a buffer for people on a designated bike route and anyone who values their life. My first experience on this road, I live in the neighborhood on the other side of Tutor and Minnesota – I ended up turning around and walking a mile back to my house because I had two small leashed dogs with me and was so uncomfortable with the actions of the traffic.

238.	Use Ure Park to provide a connection to the Fish Creek Trail. Currently people trespass on the vacant lot adjacent and cross over a makeshift bridge (it's actually a slide from a tot lot) to connect to this greenbelt. Without this connection, people have to walk out to Spenard, make a right on Wisconson (yikes), and then another right on tutor to get to the pathway right behind their house. I think the whole trip is over .5 miles.
240.	Provide connection from Sitka street park to Chester Creek trail.
241.	Look into safer connections from this neighborhood into the greenbelt area. Currently people have to walk along Lake Otis, which was also very poorly designed from a safety perspective or Northern Lights, which is also terrifying if you are not in a vehicle.
242.	You guys know about this one, so this is just an upvote.
243.	This area is terrifying, with the amount of curbs, the lack of pedestrian scaled infrastructure, and the lack of residents who area able to promote a safe connection between Mountain View and downtown.
244.	Same feelings as when you are at Minnesota and Tutor. I have heard so many people say how "hip" mountain view is, but never go because of what a strong edge Highway 1 forms. Highway 1, in conjunction with this completely non-residential area that makes up the Airport and commercial zone M, makes Mountain View isolated economically from the rest of Anchorage.
245.	These double lane, double round-about are complete death zones for pedestrians. I also understand round-about are a great hazard to folks with visual impairments, because of the disorienting audio experience created from the cars. These interventions create extreme segregations in walkable areas.
246.	Another example of those-non intuitive three-way pedestrian crossings that frustrate cars and drivers (see note at Northern Lights and Seward Highway). Yikes.
247.	Terrifying in the summer, and a death wish in the winter. This area would benefit greatly from a buffer and some additional street lighting.
248.	"Where-The-Sidewalk-Ends-and-maybe-the-project-ran-out-of-money-and-now-where tourists get confused and walk along the highway until they get to West High because locals learned to avoid this-and-forgot-to-improve-it."
249.	Pull in curbs to provide shorter distance for pedestrians to walk. Currently there is a lot of tension (during rush hours specifically) because pedestrians are spread out and cars are really really really trying to get out of town.
250.	Lower speed limits throughout the city, especially on roads like Dimond.
251.	Lower speed limits everywhere, roads like 36th Ave should be 20-30mph.
252.	Consider some covered and connected walkways downtown; must connect Coastal Trail with Ship Creek Trail.
253.	It is not very walkable over by Huffman Business park.
257.	Mid-block crossings along Minnesota, Benson, and Northern Lights.
258.	Lack of safe crossing on Campbell Creek trail network.

259.	Sidewalks in residential developments should be mandatory in all cases and efforts should be made to retrofit existing residential roads with sidewalks.
260.	All of Fireweed Lane is overbuilt for vehicular traffic and not properly maintained for pedestrian uses (especially between Spenard and C).
261.	Should be one of the most pedestrian friendly parts of town... but it isn't. Especially at this little parking lot next to JC Penney's.
262.	Embarrassing pedestrian infrastructure around the Post Office... which may be why it's so bad and probably won't change.
263.	Sidewalks along Northern lights are far too narrow and slope toward the road at a dangerous angle between Minnesota and New Seward.
264.	Traffic downtown along 5th & 6th Avenues is rather fast for a central business district.
265.	Minnesota is very dangerous to cross.
266.	High pedestrian usage in a dangerous corridor.
267.	Sidewalks are too narrow; mega blocks encourage dangerous jaywalking in high-speed roadways.
268.	Extend Fish Creek Trail along AKRR Corridor!
269.	Pedestrian bridge would be nice.
270.	Same issue here.
271.	This 3 way intersection is listed by the ASD as a "safe route" for neighborhood kids to walk to Tudor Elementary school. There are no crosswalks, no signage, no speed humps, and no STOP sign that might make this intersection even remotely safe for kids to cross. Drivers fly down 53rd Ave in the mornings (this is the neighborhood route to the Seward Highway) and in the afternoons they fly up the curved hill from Windflower so fast that someone small waiting to cross could easily be hit by a driver not paying attention. This intersection is terrifying. It needs to be a 3 way stop, with a crosswalk. And speed humps (which we had before road construction last year and addition of a sidewalk that was not maintained at all over the winter.
272.	Better pedestrian access.
273.	At intersections with pedestrian activated "walk" lights, the need for activation prior to timing of walk cycles requires pedestrians to wait for a full cycle before obtaining walk light. Especially in cold or rainy weather, these long delays can encourage unsafe crossing. Answer may be more automated walk signals, as done in certain intersections in Anchorage.
274.	Northern Lights and Minnesota are very dangerous foe pedestrians and become extremely difficult to travel on during the winter – no priority is made to keep sidewalks clear for foot traffic; ice builds to two feet thick on the routes people use, forcing people to walk in driving lanes!

275.	Spenard around Minnesota is very poorly maintained for pedestrians during the winter and is dangerous for locals here who travel on the narrow sidewalks because there is no buffer between the sidewalk and the street.
276.	There is no buffer between Northern Lights and the sidewalk; drivers do not care about the danger to pedestrians as they speed by or switch lanes or turn into local businesses. This is a great area for a trend towards a walking community. Also, sidewalks are unusable during winter months for people who live here.
277.	Most parking for the Museum is on the east side of A street and then we have to dart across a very busy road to get to Museum. Lights are spaced out by 3 large blocks, which make them irrelevant for crossing at this spot. Additionally, most residents at Covenant House are bikers or pedestrians. This would be a good spot for a cross walk.
278.	There are a lot of cars turning left from G Street to 6th Ave that make this a scary crosswalk for pedestrians.
279.	This is a fairly high pedestrian area in the evenings as people who work downtown walk home or to their cars parked on the park strip. There are very few crosswalks on L Street and traffic backs up at the light, which makes it very hard to walk across this street.
280.	Grade-separated crossing missing here for bikes and peds. Very expensive to do, but something that should eventually be done.
283.	Add on-demand light here to cross Tudor. This connects Campbell and Chester Creek trails. Also connects bus stop on S side of Tudor to neighborhood on N side.
284.	Sidewalks.
285.	The traffic is fast sometimes out of control on Boniface. The concrete barrier in the middle of the road appears to speed up traffic. It's so fast that walking on the sidewalks along the road feels unsafe.
286.	Addressing mobility needs in Mtn View, Downtown, and other high density areas.
287.	Winter road clearing for pedestrian safety/use.
289.	Anchorage is a winter city without adequate sidewalk clearing for east-west travel. There are some decent north south pedestrian corridors but virtually nothing east west.
290.	Our residential roads need sidewalks to encourage pedestrians. Heavier fines for not yielding to bikes/pedestrians. Red light cameras to enforce.
291.	Make more pedestrian walkways, and longer, safe crossings at major intersections. Walkways bordering major roadways should be grade separated to be usable and enjoyable.
292.	Need to improve the pedestrian connectivity in the Northern Lights Blvd/Benson area near REI. Make it easier for pedestrian to cross year round and get to the new Spenard road area.
293.	Walking and biking on Fireweed is a challenge.
294.	Dangerous intersection for pedestrians.
295.	People crossing the highway to avoid going to either Dimond or Dowling.

296.	No sidewalks, lots of pedestrian traffic.
297.	No sidewalks, lots of pedestrian traffic.
300.	Chugach Way needs traffic calming and pedestrian connectivity.
301.	Lois Drive is a residential corridor in need of pedestrian improvements.
302.	No longer feel safe walking through here. The homeless camp has grown, and some bad elements have come in with it. My wife was assaulted and two men tried to abduct her on the trail ... the things they threatened to do have forever changed her ability to enjoy the trail to its fullest.
303.	The Park Strip is a key pedestrian corridor, and yet pedestrian crossing is not allowed at the intersection of 9th and L St if you are walking along the Park Strip. This is an unfortunate missing link and people often cross anyway, resulting in unsafe jaywalking at a busy intersection.
TRANSIT	
304.	Transit needs more riders and needs improving. We need shelters at every stop, work with employers to encourage people to take the bus; need 15 minute headways in more places.
305.	No bus in the new plan.
306.	Building Highway to Highway will help transit too.
307.	People Mover could benefit from a re-branding or PR campaign of some sort. At least among my peer group, People Mover is not considered a physically safe mode of transportation due to the amount of homeless that ride the bus. I don't even know if that many homeless people actually ride the bus, but they sure do hang out in front of the transit center downtown on full display, and that forms a mental image association when I hear "People Mover" or think about riding the bus. If the transit center is ever remodeled or moved to a different location, that would be a good time to clean up the image/presentation of People Mover a bit.
309.	Looking forward to the schedule.
311.	Need to maintain transit access on Wisconsin Street.
312.	Clean it up & fund transit already.
316.	Need Light Rail Valley to Anchorage.
317.	Lack of Far South bus service.
318.	More transit on Spenard.
319.	South Anchorage needs transit opportunities.
320.	Hourly bus service after 5:00 PM is not adequate. Needs to be more frequent.
321.	Need better bus travel within downtown.
338.	The 60 is getting cut. I won't have a way to take public transportation downtown from my house on Legacy Dr.

339.	The 2 is getting cut. My fiance won't have a way to take public transportation to work from his house.
340.	Transit development should be supported throughout the bowl.
341.	Anything we can do to improve the transit center would be appreciated.
342.	City would be well-suited to offer a frequent free (or inexpensive) bus route from L to Ingra. This would support local downtown businesses, minimize need for street and surface parking, and equally serve residents, commuters, and tourists.
343.	Bus routes are being cancelled. I don't understand how cancelling routes improves anything.
344.	More robust and dependable mass transit.
346.	Exploring the Chugach may make more sense of rides can be arranged ahead of time and people hiking through the range just need to plan for 1-way trips.
347.	Transit route from Peters Creek to MOA going away October 23rd. Only option for Valley commuters will be to catch transit in Eagle River that then goes to Downtown (no stops prior to downtown).
348.	Transit should add a stop/transfer station here for transit riders from Eagle River (not everyone wants to just go downtown).
350.	Add on-demand light here to cross Tudor. This connects Campbell and Chester Creek trails. Also connects bus stop on S side of Tudor to neighborhood on N side.
352.	Improving Transit frequency to higher density areas, job growth areas and to service hubs.
353.	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?
354.	Hoping that the new routing scheme makes for a better experience for all. Busses remain too infrequent and poorly routed in the past.
355.	Improved all means of transit from north into Anchorage.
RAIL	
357.	Rail would be an excellent way to reduce traffic and move people from across town to their destination.
358.	Too many commuters for a single route corridor. Need a light rail link from Anchorage North to Eagle River, then continuing to Wasilla. Use existing highway median. Model on example in Basel, Switzerland.
360.	Why isn't light rail or some other "lower cost than the ARR" in use to get people between downtown/midtown/airport/south Anchorage???
361.	It would be nice to have a more viable (faster) rail service between Anchorage and MatSu. Right now this would not be very practical because MatSu residents would have no "last mile" transportation options outside of People Mover when they got to Anchorage. However, once TNCs or short term car rentals are available, commuter rail between Anchorage and ER/MatSu becomes a lot more viable of an option. Bonus points if the train

	has WiFi / business class so people can get a head start on work and email on the commute.
362.	Commuter rail is a ridiculous waste of money that if built/run will not be used because of the lack of connectivity and density at both ends.
363.	Quit moving train cars during the peak.
364.	Do a trial for commuter rail to Eagle River and the Valley. Try it, it might work!
365.	How come the train never uses the Airport stop?
367.	A light rail all over Anchorage would help a lot with congestion.
368.	Train to airport for everyone.
369.	If there was affordable and convenient rail service to Mat-Su, I'd use it, especially if I could take a bicycle on the train.
370.	A designated pedestrian and cyclist crossing would connect these two neighborhoods. Currently, you can see several worn trails from this happening, but crossing is cumbersome and unpredictable.
371.	Stop giving Alaska Railroad so many of our public dollars intended for the Anchorage urbanized area. They do not provide a viable transportation option for the vast majority of Anchorage residents.
372.	The 2040 Land Use map showed a commuter rail icon in the vicinity of the Dimond Mall. That is somewhat absurd. Commuter rail only makes sense between the Valley and Anchorage, and even currently, that doesn't make sense.
374.	Commuter rail is needed to key points within Anchorage Bowl.
375.	A looping train from Anchorage to Eagle River would be awesome.
376.	A subway would be an efficient way to commute & would not interfere with the gorgeous Alaskan views we all love!
378.	Extend Fish Creek Trail along AKRR Corridor!
379.	Not enough right of way for dedicated, two way passenger rail independent of ecibinuc (<i>sic</i>) priority for moving freight.
380.	Offer a rail commute connection through the Chugiak-Eagle River area to allow folks better access to Anchorage and Mat-Su with less risk and traffic.
381.	No commuter rail available from the Valley to MOA.
382.	Is a commuter rail simply not possible? We have tracks along the main committing route, generally
383.	Anchorage is the hub for visitors to reach Denali or whale watching/glacier tours. Improve way finding, improve streets around the terminal-place make this an even better more exciting opportunity...people are coming from all over the world to visit us so our transportation investment in mobility should be world class at key points to start.
384.	Why can't we get a commuter rail in from the Valley? With carpool/better buses/bikes to get from the station to elsewhere in town?

385.	We need to make it more convenient and accessible for Valley commuters, Alyeska skiers, etc.
387.	I'd consider moving to the Valley if there was good train service with the necessary public transit to take commuters to their respective offices in midtown, downtown, and Umed.
OTHER	
388.	Land use: businesses (coffee shops, restaurants) that could benefit from bike-Ped traffic are spread out resulting in long foot travel times, and oversized parking lots.
389.	Too many commuters for a single route corridor. Need a light rail link from Anchorage North to Eagle River, then continuing to Wasilla. Use existing highway median. Model on example in Basel, Switzerland.
390.	Wheelchair users have to navigate all the entrances onto Tudor Rd.
391.	Leave existing neighborhoods alone. No new residential streets that creates cut through traffic.
392.	Part of the buffer fence between Brayton and the Seward Hwy blew down. Plant trees instead! They are better at blocking sound, and provide habitat for birds.
393.	Downtown – general. Eliminate surface parking.
394.	More roundabouts in Anchorage. They are awesome!
395.	Any chance we could get rid of Merrill Field or at least reduce its size? For people that don't use small planes, this seems like a huge waste of space that Anchorage could use for residential/commercial development and/or park land.
397.	Make the cars on Tudor drive at or below the posted speed limit. We're killing too many people.
398.	Winter maintenance for pedestrian facilities needs improvement.
399.	Winter maintenance for pedestrian infrastructure needs improvements.
400.	Winter maintenance along Benson/Northern Lights pedestrian facilities needs improvement.