

## Charrette Summary

AMATS 2040 Metropolitan Transportation Plan

December 14, 2017



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## 1. Introduction

The AMATS is working on their 2040 Metropolitan Transportation Plan (MTP). The MTP is a blueprint to guide the development and implementation of needed transportation system improvements in the future. On November 4, 6, and 7, 2017, residents from the Anchorage area took part in an intensive three day charrette<sup>1</sup> at the Dena'ina Center to provide the MTP project team with input into the alternative development process.

## 2. Public Engagement

Public participation was key for this event to be successful. The charrette provided a variety of engagement opportunities, both weekend and weekday (Saturday, Monday-Tuesday), as well as daytime and evening. The public were invited to drop by any time to engage with staff from HDR, Anchorage Metropolitan Area Transportation Study (AMATS), Municipality of Anchorage (MOA) Public Transportation Department and the Alaska Department of Transportation and Public Facilities (DOT&PF); to participate in individual planning exercises; and engage with fellow residents during several break-out sessions to explore solutions strategies for issue areas identified earlier in the MTP process. Two evening community public meeting opportunities were offered, as well as a work session for AMATS Technical Advisory Committee (TAC) and Policy Committee (PC) members. Overall, 86 people signed in over the three day period with the majority of those attending sessions on Saturday, November 4<sup>th</sup>.

AMATS advertised the Transportation Alternatives Public Workshops on their Facebook page on October 24, November 2<sup>nd</sup> and November 3<sup>rd</sup>. The project website also housed all of the information about the event including the agenda complete with the breakout session schedule, time, location, and ways to sign up to join the emailing list. KTUU also aired a story about the MTP charrette on their website.

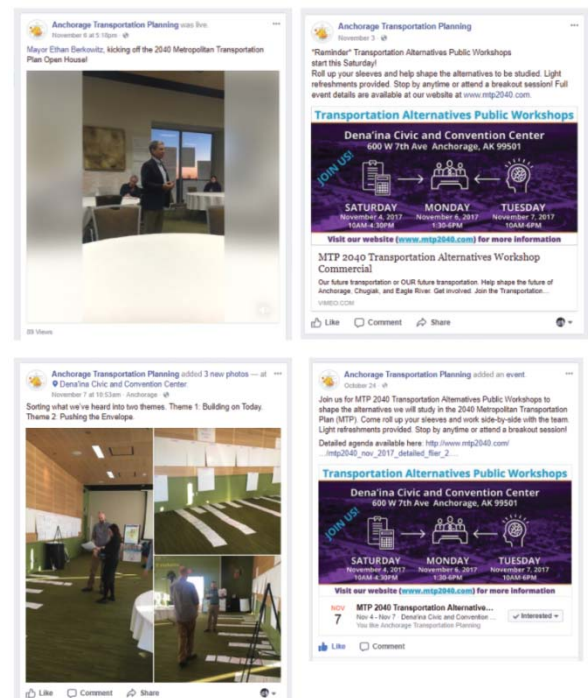
Below is a summary of the advertising done to promote the charrette:

### Email

- AMATS email list (10/16)
- MTP email list (10/16 [3 weeks], 10/25 [1.5 weeks], and 11/3 (day before))

### Community Calendars

- ADN Community Calendar (posted 10/17)



<sup>1</sup> A charrette is a series of public meetings held over a short period of time and includes a variety of participants. A charrette provides a forum for people to help guide the development of the MTP alternatives. This report is intended to document the charrette and present the ideas generated by the public.

- Alaska Public Media Calendar (posted 10/17)

#### Flyers

- Flyers posted at YMCA and libraries on 10/25 [12 days before]

#### List Servs:

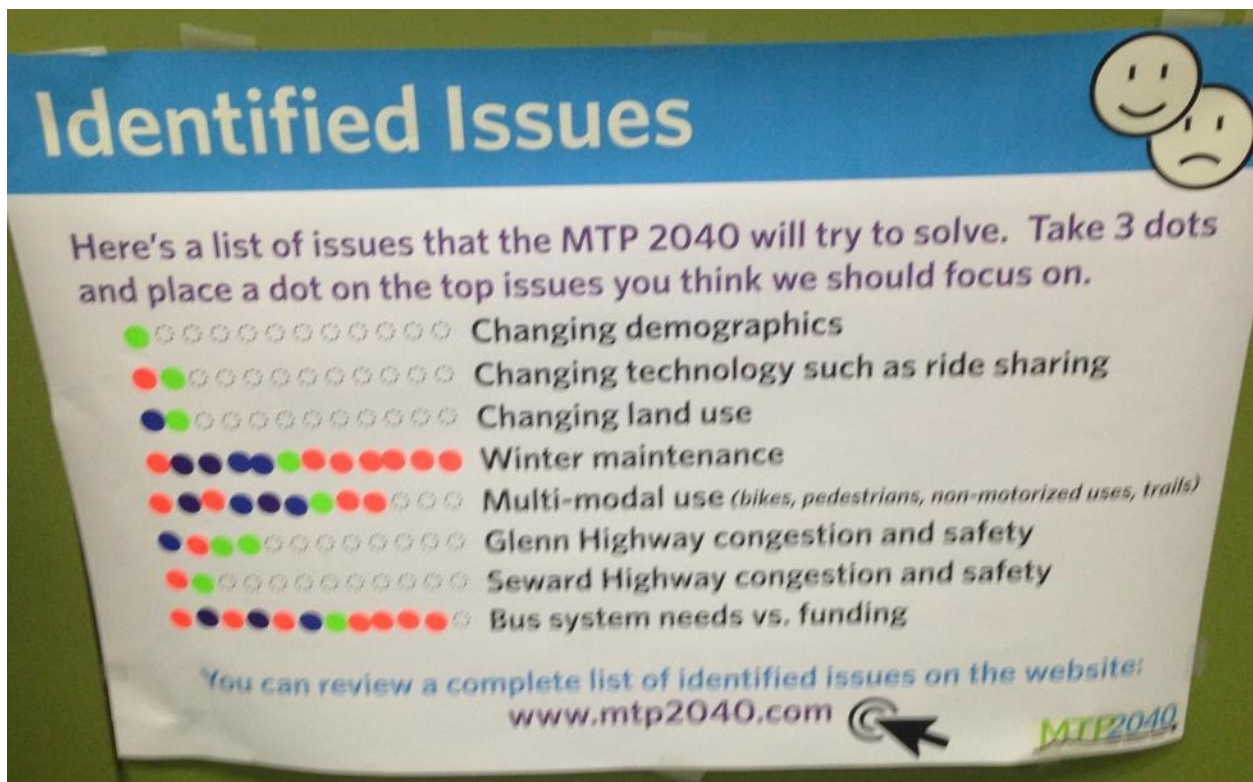
- What's Up (sent 10/20) [2 weeks before]
- FCC (sent 10/20)

#### Media

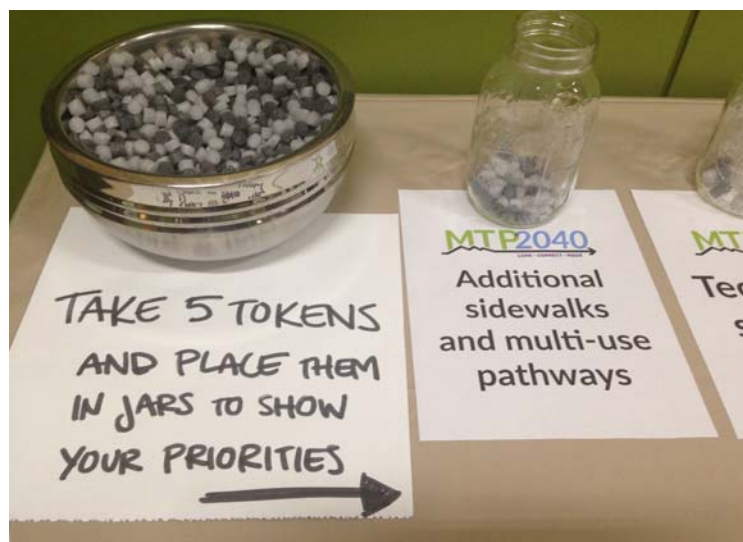
- ADN Print ad (runs 10/22)
- ADN Online ad (runs 10/20-11/7)
- Alaska Public Media Paid Radio Advertisement (10/23-11/7) [10 days before]
- AMATS Facebook Post (10/27, 11/ 4, 11/6, 11/7)
- Chugiak-Eagle River Star Online Ad (10/20 - 11/7)
- DOT&PF Facebook Post (10/19, 11/ 4, 11/6, 11/7)
- Facebook ads (runs 10/25-11/7)

### 3. Charrette Exercises

- During the charrette, people were encouraged to provide feedback about their transportation priorities and improvements at four different exercises. The first exercise asked people to select their top issues that they felt the MTP should focus on. The results are shown in the picture below.



The second station encouraged people to share their thoughts on how future transportation funds should be spent. Each participant was given five tokens each representing \$10 million. Each token was then placed in 1 of 9 jars reflecting how they that \$10 million should be spent. The results are shown in Table 1.



The third station asked participants to participate in an exercise designed to understand how people think transportation funding should be spent. The results are shown in Table 1. The most popular categories were additional sidewalks and multi-use pathways, followed by more transit, and on-street bike facilities.

Table 1. Results of Funding Exercise

Topic	Score	%
Additional sidewalks and multi-use pathways	60	24%
Technology solutions	16	6%
Maintain existing roads	15	6%
More transit	44	17%
On-street bike facilities	36	14%
Safety improvements	20	8%
Build new roads	13	5%
Change land-use	18	7%
Other	33	13%

Suggestions given as part of the other category included:

- Traffic mitigation
- Reduce CO2

- Timely snow removal on public walkways
- Snow removal on existing sidewalks to make public transit/walking/bus doable
- Change funding structure to allow/mandate maintenance when building new

A third station shared the results of the initial scoring process. Participants were asked to use dots to indicate which projects were their top three priorities.

Tudor Road	Separated pathway	18
Glenn Hwy/Farm Ave Slip Road (Eagle River)	Partial interchange to Farm Ave off the Glenn Hwy would include an overcrossing to a north-south collector on the west side of the Glenn Hwy. Includes improvements to Farm Ave between Glenn Hwy and Business Blvd. Recommend pedestrian facilities. Purpose: Circulation, access, and freight. Facility class: Freeway. Length of project: 0.2 mile. Length of new sidewalk: 0.2 mile. Length of new pathway: 0.2 mile. Linked projects: 105, 127, 133, 204, 217.	18
Seward Road Phase III	Rebuild Seward Road from West 30th Avenue to Northwood Drive including enhanced pedestrian and non-motorized capabilities found in Reconstruction Phase II (44th to West 30th)	18
32nd Ave Extended	Missing pathway	17
Coastal Trail	Separated pathway linking Coastal Trail with Ship Creek Trail	17
6th Ave & 7th Ave at A St	Crossing improvements	17
Fairview Pedestrian Improvements	Missing sidewalk; improvements to amenities and appearance	17
Huffman Park Drive	Missing sidewalk	17

The top priorities included:

- Fireweed Lane Rehabilitation – Seward Road to Seward Highway
- Seward Highway Improvements (Midtown Congestion Relief –Seward Highway/Glenn Highway Connection Phase II)
- Fairview Connector Study
- Glenn Highway HOV Lane – Old Glenn Highway (Artillery Road) interchange to Peters Creek interchange (Voyles Road) (Eagle River)
- Fairview Pedestrian Improvements
- Northern Lights Boulevard – Separated Pathway
- Dedicated transit lanes

The results of all projects are shown in **Appendix A: Results of Initial Scoring Results Station.**

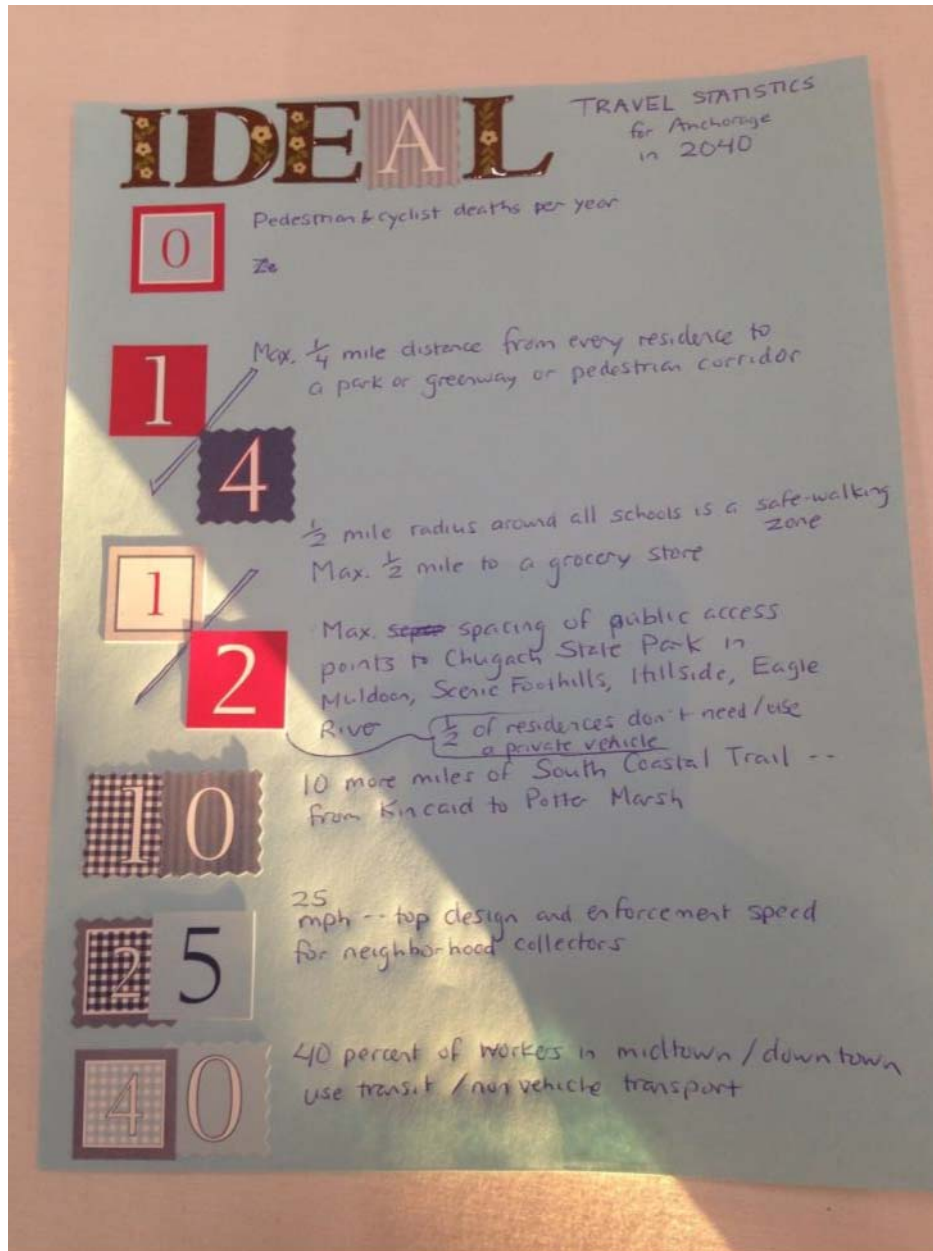
The fourth station was a creation station where participants could use art supplies to express their transportation future.

Artworks created at the creation station are shown below.











## 4. Small Group Meetings

Throughout the charrette, small group breakout sessions were held on the following topics:

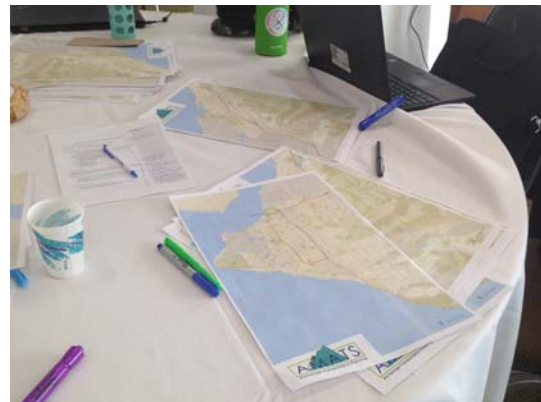
- Transit
- Bicycles
- Pedestrian
- Roadways
- Land Use/Transit Connection
- Emergency Services
- Coordinated Transportation, and
- Freight

At each break out session, participants were given an overview of the MTP, work performed to date, and an overview of the charrette purpose. Participants were gathered around tables and divided into groups of 6-8 people, and assisted by a facilitator to discuss the future of the mode/topic being discussed. Groups used flip charts and maps to identify their big idea for transportation improvements and what the impediments are to implementing their vision. They documented their ideas to convey their concerns and what they would like to see in the future.

To conclude each break out session, each group selected a spokesperson who presented the group's ideas to the entire audience. The ideas each group generated is shown in the following pictures.

The project team listened carefully and took note to gather as much public input as possible. The information and ideas from the breakout sessions provided the foundation of the alternatives to be developed by the project team.

The ideas generated by each small group is shown in the images located in **Appendix B: Small Group Meetings**.



Throughout each group, several common themes emerged. Those themes were:

- Enhance the land use and transportation
- Funding
- Plan for new technologies
- Better coordination between agencies especially in regards to maintenance and snow removal
- Continue to improve the transit, bicycle, and pedestrian networks
- The Glenn Highway to Seward Highway connection is a needed roadway improvement

When breakout sessions were not being held, the project team set up a studio and was working on developing alternatives based on the ideas heard from resident during the breakout sessions.

The studio time was open to the public enabling stakeholders to drop by and see how the alternatives were progressing. During the three-day charrette, approximately five members of the public attended during the studio sessions.



## 5. Work in Progress meeting #1

On Monday evening, a public open house was held. Approximately 25 people attended. The session was opened by Mayor Berkowitz and Dave Kemp, Chair of the AMATS Policy Committee, thanking everyone for their participation and talking about the importance of the planning for the future. The project team then gave a short overview of the work to date and asked people to provide their feedback on the ideas. Residents, agency staff, elected officials, and the project team were present.



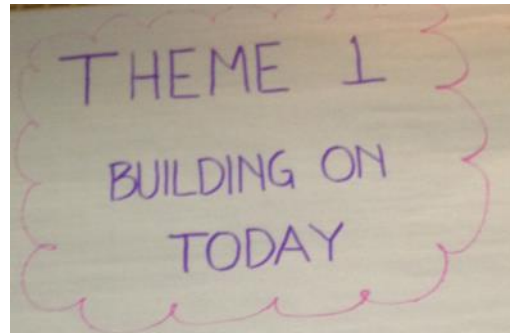
## 6. Technical Meeting

The project team met with AMATS Technical Advisory Committee, Policy Committee, and Citizens Advisory Committee on Tuesday afternoon to discuss the draft concepts: Building on Today and Pushing the Envelope.



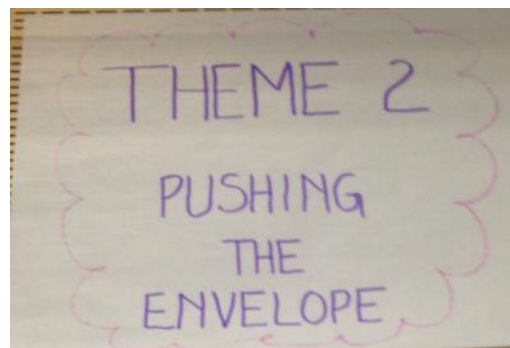
The Building on Today concept framework is:

- Built on adopted plans
- Incremental change
- Improvements on current practices
- Easier to implement
- In progress
- Comfortable



The Pushing the Envelope concept framework is:

- Outside the box
- New ideas (not currently done)
- Requires additional/new funding
- Requires shift in thinking
- Requires policy changes
- Potentially controversial





These concepts were based on the ideas heard during the breakout sessions. Each idea was categorized into actions, capital improvements, policies, funding idea, and operations and assigned to each concept as shown in the photos below. The Building on Today concept reflects that many people want to see the system remain fairly similar to today with an emphasis on continuing to expand non-motorized options while still pursuing roadway improvements.



The Pushing the Envelope concept reveals that Anchorage residents are also interested in reimagining transportation in the region to better integrate transportation and land use decisions, reduce the use of automobiles and develop a more robust transit system.



## Work in Progress Meeting #2

A second open house was held on Tuesday night. The purpose of this open house was to present the two draft concepts and obtain public feedback. Approximately 3 people attended the meeting; they were supportive of the concepts.

## 7. Conclusion

Work on the alternatives continued after the charrette to fully develop the alternatives based on the input received throughout the charrette. The alternatives will be presented to the public for their feedback as part of a MetroQuest survey. The survey is anticipated to run from mid-December to mid-January.



## Appendix A: Results of Initial Scoring Results Station

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AMATS 2040 Metropolitan Transportation Plan

Project Name	Project Description	Averaged Score	Charrette Score
Spenard Rd Rehabilitation - Benson Blvd to Minnesota Dr (Scope Re-Written)	Rehabilitate to improve traffic flow from Benson Blvd to Minnesota Dr, including feasibility and impact analysis on local properties of the proposed Spenard Rd/36th Ave couplet. Recommend pedestrian and bicycle facilities. Purpose: Capacity and safety. Facility class: Minor arterial. Length of project: 0.63 mile. Length of new sidewalk: 0.63 mile. Length of new pathway: 0.63 mile. Linked project(s): 112.	29	2
Fireweed Ln Rehabilitation - Spenard Rd to Seward Hwy	Rehabilitate roadway to improve surface and safety for automobiles. Recommend bicycle lanes and pedestrian facilities. Purpose: Circulation and access. Facility class: Minor arterial. Length of project: 1.25 miles. Length of new sidewalk: 1.25 miles. Length of new pathway: 1.25 miles. Linked project(s): 112, 209.	27	13
Seward Hwy/92nd Ave Grade Separation (Update Description)	Add new facility - grade separation and extension of 92 Ave from Homer Dr to Brayton Dr. Current project includes west side on- and off-ramps from Seward Hwy at 92nd Ave connecting via a newly constructed 92nd Ave to the Old Seward Hwy. New traffic signal at 92nd Ave and Old Seward Hwy. Pedestrian, storm drain, and lighting improvements. Recommend bicycle lanes. Purpose: Capacity, circulation, and freight. Facility class: Freeway. Length of project: 0.21 mile. Length of new sidewalk: 0.21 mile. Length of new pathway: 0.21 mile. Linked project(s): 116.	24	0
Seward Highway Improvements (Midtown Congestion Relief-Seward Hwy/Glenn Hwy Connection Phase II)	Reconstruct the Seward Hwy as a depressed freeway, includes interchanges at Northern Lights Blvd, and Benson Blvd and the reconstruction of Old Seward Hwy from 33rd Ave to 20th Ave, Phase II of Seward Hwy/Glenn Hwy Connection. Purpose: Capacity, freight, and circulation. Facility class: Freeway. Length of project: 0.69 mile. Length of new sidewalk: N/A. Length of new pathway: 0.69 mile. Linked project(s): 105, 201.	24	5
Jewel Lake Rd - Dimond Blvd to International Airport Rd (Edit Termini Strawberry to Raspberry)	Reconstruct Jewel Lake to operate as a 2-lane with center turn lane. Recommend bicycle lanes and pedestrian facilities on the other side. Wetland impacts anticipated. Purpose: Maintenance and safety. Facility class: Major arterial. Length of project: 2.9 miles. Length of new sidewalk: 2.9 miles. Length of new pathway: 2.9 miles. Linked project(s): 304	24	1
Fairview Connector Study	Investigate current use and barriers to transit improvements to include possible options: Increased frequency, location of routes, improved bus stops, a transit center, and land use. Identify possible partners for a downtown shuttle, optimal routes and timing and develop a financial plan.	23	9
92nd Ave/Academy Dr Extension - Brayton Dr to Abbott Rd (Do we need to edit Termini)	Add new facility—extend 92nd Ave from Brayton Dr to Abbott Rd. Recommend bicycle lanes and separated pathway. Purpose: Capacity and circulation. Facility class: Minor arterial. Length of project: 0.45 mile. Length of new sidewalk: 0.45 mile. Length of new pathway: 0.45 mile. Linked project(s): 117.	22	0
Muldoon Road	Missing sidewalk	22	1
Seward Highway /Glenn Highway Connection -	Construct freeway connection between Seward Highway/20th Ave and Glenn Highway/Airport Heights Dr.; includes an interchange at Airport Heights Rd. freeway access and egress ramps	22	4

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Phase III - Chester Creek to Airport Heights Drive	elsewhere along the alignment, depressed sections of freeway that include the construction of bridges and decking above the freeway for cross streets, community amenities, and redevelopment over highway airspace. Phase III of Seward Hwy / Glenn Hwy Connection. Recommend separated pathway.		
Seward Highway /Glenn Highway Connection - Phase III - Airport Heights Dr and Glenn Hwy Interchange	Add new facility - interchange at Airport Heights Dr and Glenn Hwy.	22	1
Seward Highway /Glenn Highway Connection - Phase III - Airport Heights Dr to Ingra/Gambell	Improvements to increase capacity and provide limited access corridor from Airport Heights Dr to Ingra/Gambell.	22	1
Seward Highway /Glenn Highway Connection - Phase III - Chester Creek to 5th/6th Avenue	Construct a depressed freeway between Chester Creek and 5th/6th avenues. Reconstruct Ingra and Gambell streets, crossings over the depressed freeway, and cut-and cover lids.	22	
Seward Highway /Glenn Highway Connection - Phase III (EA Document)	Develop an environmental impact statement for phase 3 of the Seward Hwy/Glenn Hwy connection from Chester Creek to Airport Heights Dr. Alternatives will be evaluated and preferred alignment will be chosen recognizing that the following three segments (201A, 201B, and 203C) of this project may change.	22	3
Glenn Hwy Frontage Road (Work on Termini and Description, use the DOT submitted project)	Construct a frontage road between Boniface Pkwy and Muldoon Rd on the north side of the Glenn Hwy and a possible flyover to connect with Turpin St. Purpose: Circulation and Capacity. Facility class: Frontage. Length of project: 1.8 miles. Length of new sidewalk: 1.8 miles. Length of new pathway: 1.8 miles. Linked project(s): 106, 137, 205.	21	0
36th Ave Access Management - Spenard Rd to Denali St	Access management treatments. Purpose: Circulation and access. Facility class: Minor arterial. Length of project: 1.06 miles. Length of new sidewalk: N/A. Length of new pathway: N/A. Linked project(s): None.	21	2
Eagle River Rd Rehabilitation - MP 0.0 to MP 5.3 (Eagle River)	Rehabilitate approximately 6 miles. Improvements may include turn lanes. Recommend paved shoulder bikeway. Purpose: Capacity and circulation. Facility class: Major arterial. Length of project: 6 miles. Length of new sidewalk: 6 miles. Length of new pathway: 6 miles. Linked project(s): 127.	21	0
A St	Missing sidewalk	21	4
A St	Missing sidewalk	21	0
Short Term MTP Element Implementation Projects	Could include the following projects: Regional Travel Survey, Complete Streets Plan, Freeway Incident Management Plan, Traffic Signal Operations Plan, Intersection Operations and Safety Improvements Program, Travel Options Report Recommendations, South Anchorage Intersection	21	0

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	Study, MTP Update, Subarea Circulation-Collector Street Studies, etc. Purpose: MTP Implementation. Facility class: N/A. Length of project: N/A. Length of new sidewalk: N/A. Length of new pathway: N/A. Linked project(s): None.		
Duben St, #14 Crash Location	Missing sidewalk, crossing	20	0
Long Term MTP Element Implementation Projects	Could include the following projects: Regional Travel Survey, Complete Streets Plan, Freeway Incident Management Plan, Traffic Signal Operations Plan, Intersection Operations and Safety Improvements Program, Travel Options Report Recommendations, South Anchorage Intersection Study, MTP Update, Subarea Circulation-Collector Street Studies, etc. Purpose: MTP Implementation. Facility class: N/A. Length of project: N/A. Length of new sidewalk: N/A. Length of new pathway: N/A. Linked project(s): None.	20	0
27th Ave	Crossing, sidewalk upgrade	20	0
Abbott Rd - Lake Otis Pkwy to Birch Rd (Edit Termini Lake Otis to Elmore, 5 Lane)	5 lanes Lake Otis Pkwy to Elmore Rd, 3 lanes Elmore Rd to Birch Rd with intersection improvements. Recommend paved shoulder bikeway and pedestrian facilities. Purpose: Safety and capacity. Facility class: Minor arterial. Length of project: 2 miles. Length of new sidewalk: 2 miles. Length of new pathway: 2 miles. Linked project(s): None.	20	0
Downtown Route / Circulator	This project would implement a fixed-route service that provides circulation within downtown Anchorage. Most of People Mover's routes operate to and from downtown without a focus on providing convenient bus travel to destinations within the downtown.	20	0
O'Malley Rd - Seward Hwy to Hillside Dr (Edit termini - Lake Otis to Hillside Dr)	Rehabilitate to improve safety and capacity. 3-lane section east of Lake Otis Pkwy and 5-lane section between Seward Hwy and Lake Otis Pkwy. Recommend separated pathway and pedestrian facilities. Wetland impacts anticipated. Purpose: Capacity and access. Facility class: Major/minor arterial. Length of project: 3.65 miles. Length of new sidewalk: 3.65 miles. Length of new pathway: 3.65 miles. Linked project(s): None.	20	1
Tudor Road	Upgrade separated pathway	20	3
36th Avenue/Seward Highway Interchange (Update Scope to reflect PEL?)	Add new facility – interchange at 36th Ave and Seward Hwy, including braided ramps connecting to the Tudor Rd interchange. Phase I of Seward Hwy/Glenn Hwy Connection. Recommend separated pathway. Purpose: Capacity, freight, and circulation. Facility class: Freeway. Length of project: 1 mile. Length of new sidewalk: Replace existing on 36th Ave. Length of new pathway: 1 mile. Linked project(s): 114, 201.	20	1
Minnesota Drive - Northern Lights Blvd/Benson Blvd Improvements	Widen Minnesota Drive to build parallel left turn lanes, complete pedestrian crosswalk at signals, at Northern Lights Boulevard convert the through-left lanes to a left turn only lane, Benson Boulevard convert the through-left lane to an exclusive through lane and build a second left turn lane, update signal timing phasing to accommodate new lanes. Purpose: Safety Benefit and congestion	20	0
O'Malley Road	Separated pathway (under ARRC)	20	1
Arctic Blvd	This project will upgrade/extend the road to urban standards including a new road base, curbs,	20	0

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Extension/Rehabilitation	pavement, pedestrian facilities, drainage, and street lighting.		
Chester Creek Trail	Expand existing separate greenbelt trail (12' wide)	19	0
Ship Creek Trail	Separated pathway	19	0
Minnesota Dr (Northbound) - 26th Ave to 15th Ave	Rehabilitate and add one lane to improve capacity northbound. Purpose: Capacity and freight. Facility class: Major arterial. Length of project: 0.25 mile. Length of new sidewalk: 0.7 mile. Length of new pathway: 0.7 mile. Linked project(s): None.	19	0
Whitney Rd - North C St to Post Rd	Upgrade Whitney Rd to urban industrial standards; may include relocation of Whitney Rd. Recommend pedestrian facilities. Purpose: Circulation, access, and freight. Facility class: Collector. Length of project: 0.49 mile. Length of new sidewalk: 1.05 miles. Length of new pathway: 1.05 miles. Linked project(s): 213.	19	0
A St	Missing sidewalk	19	0
Debarr Rd	Missing sidewalk	19	0
Duben St	Missing sidewalk	19	0
Glenn Hwy HOV Lane - Boniface Pkwy to Old Glenn Hwy (Artillery Rd) Interchange	Widen with lanes to the outside with 1 lane each direction designated non-SOV, includes Ship Creek bridge improvements. Purpose: Capacity and freight. Facility class: Freeway. Length of project: 11.3 miles. Length of new sidewalk: N/A. Length of new pathway: N/A. Linked project(s): 105, 204.	19	0
Glenn Hwy HOV Lane - Old Glenn Hwy (Artillery Rd) interchange to Peters Creek interchange (Voyles Rd) (Eagle River)	Widen Glenn Hwy to add an additional non-SOV lane in each direction, including interchange upgrades at Peters Creek bridge. Purpose: Capacity and freight. Facility class: Freeway. Length of project: 8.1 miles. Length of new sidewalk: N/A. Length of new pathway: N/A. Linked project(s): 205.	19	5
Huffman Rd Rehabilitation - Pintail St to Birch Rd	Rehabilitate road. Improvements may include widening roadway, adding shoulders, improving visibility, reducing grades, and possibly trails, where practical and feasible. Recommend bicycle lanes and separated pathway. Purpose: Capacity, circulation, and access. Facility class: Collector. Length of project: 2.63 miles. Length of new sidewalk: 2.63 miles. Length of new pathway: 2.63 miles. Linked project(s): 307, 314.	19	0
Lower Ship Creek Connections	Implement the Tony Knowles Coastal Trail to the Ship Creek Trail connection per the completed design work.	19	1
Farm Ave Realignment at Old Glenn Hwy (Eagle River)	Realignment of Farm Ave to provide direct connection to Eagle River Loop Rd at Old Glenn Hwy. Improves safety and provides direct connection for new interchange for downtown area. Purpose: Capacity, circulation, and access. Facility class: Major arterial. Length of project: 0.35 mile. Length of new sidewalk: 0.35 mile. Length of new pathway: 0.35 mile. Linked project(s): 126, 127.	19	0
North Access to University-Medical District	Construct north access to University-Medical District, a 0.5-mile 2-lane facility with non-motorized facilities. Purpose: Circulation, capacity, and safety. Facility class: Major/Minor arterial. Length of project: 0.5 mile. Length of new sidewalk: 0.5 mile. Length of new pathway: 0.5 mile.	19	0



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	Linked project(s): None.		
3rd Avenue	Separated pathway	19	0
Coastal Trail	Separated pathway	19	0
Debarr Rd	Upgrade existing sidewalk on south side of street	19	2
Midtown east-west routes	Study (Area C) Investigate feasibility of constructing bicycle facility through Midtown	19	0
Molanary Drive	Missing sidewalk	19	0
Boniface Pkwy Access Management - Tudor Rd to Glenn Hwy	Add access management and related local circulation access to preserve capacity on Boniface Pkwy. Purpose: Circulation, access, and safety. Facility class: Major arterial. Length of project: N/A. Length of new sidewalk: N/A. Length of new pathway: N/A. Linked project(s): 604.	19	0
Lake Otis Pkwy - Northern Lights Blvd to DeBarr Rd	Reconstruct and increase capacity, bridge over Chester Creek, Lake Otis Pkwy/Northern Lights Blvd intersection. Recommend pedestrian facilities and bicycle lanes. Purpose: Safety and capacity. Facility class: Major arterial. Length of project: 0.85 mile. Length of new sidewalk: 0.85 mile. Length of new pathway: 0.85 mile. Linked project(s): 105, 114, 201.	19	0
Seward Hwy - O'Malley Rd to Dimond Blvd	Reconstruct and widen from 4 to 6 lanes. Landscaping and possible noise walls. Includes reconstruction of Dimond Blvd interchange. Recommend separated pathways on all frontage road improvements. Purpose: Capacity, circulation, and freight. Facility class: Freeway. Length of project: 1.03 miles. Length of new sidewalk: N/A. Length of new pathway: 1.03 miles. Linked project(s): None.	19	0
Tudor Rd Access Management - Seward Hwy to Arctic Blvd	Add access management and turn restrictions; modify local connections to make adjacent property access to other roads; east-west or north-south access in lieu of direct access from Tudor Rd wherever practical. Purpose: Circulation, access, and safety. Facility class: Major arterial. Length of project: N/A. Length of new sidewalk: N/A. Length of new pathway: N/A. Linked project(s): None.	19	0
Tudor Rd Access Management - Seward Hwy to Patterson St	Add access management and turn restrictions; modify local connections to make adjacent property access to other roads; east-west or north-south access in lieu of direct access from Tudor Rd wherever practical. Purpose: Circulation, access, and safety. Facility class: Major arterial. Length of project: N/A. Length of new sidewalk: N/A. Length of new pathway: N/A. Linked project(s): None.	19	0
Weekday Service Frequency Enhancement	This project would increase weekday fixed-route service frequency on all routes to 15 minutes, from at least 6am to 8:30pm. Frequencies of 15 minutes would allow more reliable and convenient bus travel throughout the People Mover service area.	19	1
Weekend Service Frequency Enhancement	This project would increase weekend fixed-route service frequency so that it matches weekday service frequency.	19	1
29th Ave & Photo Ave Bike Boulevard	Add bike boulevard to 29th Avenue and Photo Avenue.	18	0
West 36th	Missing sidewalks	18	0

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Northwood Dr Extension - Strawberry Rd to Dimond Blvd	Calming measures will be added from 88th Ave to Strawberry Rd. Add new facility - extend Northwood Dr from Strawberry Rd to Dimond Blvd. Recommend bicycle lanes and pedestrian facilities. Purpose: Circulation, capacity, and access. Facility class: Minor arterial. Length of project: 1 mile. Length of new sidewalk: 1 mile. Length of new pathway: 1 mile. Linked project(s): None.	18	0
20th Ave	Missing sidewalk	18	0
32nd Ave	Missing sidewalk	18	1
36th Ave Rehabilitation	Upgrade collector street to urban standards. Improvements are expected to include a new road base, pavement, curbs, pedestrian facilities, street lighting, storm drainage, and landscaping.	18	0
Caravelle Drive Reconstruction	This project will upgrade the collector road to urban standards. Improvements are expected to include paving, curbs, storm drainage, street lighting, pedestrian facilities, and landscaping. The use of the road for access to individual homes will require significant neighborhood interaction.	18	1
Dimond Blvd. at Victor Road	Study (Area G) Investigate feasibility of improving pedestrian crossing	18	0
Elmore Road Reconstruction	Reconstruct road and storm drains, install missing pedestrian facilities, and upgrade street lighting.	18	0
Glenn Hwy Trail	Construct missing link in Glenn Hwy. separated pathway	18	3
Lois Drive Rehabilitation	Upgrade collector street to urban standards. Improvements are expected to include a new road base, pavement, curbs, pedestrian facilities, street lighting, storm drainage, and landscaping.	18	0
Neighborhood northeast of Arctic Blvd & 32nd Ave	Missing sidewalks	18	0
Benson Blvd (North side) multiuse pathway reconstruction	Reconstruct the multiuse pathway on the north side of Benson Blvd as Photo Avenue sidewalk/path.	18	1
Boniface Pkwy	Missing sidewalk	18	0
Business Blvd at Carrs to Regency Drive	Missing link walkway behind Carrs Store	18	0
Coastal Trail @ Fish Creek Improvements	Project will do paving improvements and relocate a fence which is a safety issue since it creates a blind corner where there have been reported bike/ped crashes (there is no ROW acquisition involved).	18	0
Elmore Road	Bicycle lanes	18	1
Ingra/Gambell	Study (Area F) Pedestrian safety study	18	0
Lois Drive	Missing sidewalk	18	1
Seward Highway	Separated pathway	18	1
Tudor Road	Separated pathway	18	0
Glenn Hwy/Farm Ave Slip Ramp (Eagle River)	Partial interchange to Farm Ave off the Glenn Hwy (could include an overcrossing to a north-south collector on the west side of the Glenn Hwy). Includes improvements to Farm Ave between	18	0

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	Glenn Hwy and Business Blvd. Recommend pedestrian facilities. Purpose: Circulation, access, and freight. Facility class: Freeway. Length of project: 0.2 mile. Length of new sidewalk: 0.2 mile. Length of new pathway: 0.2 mile. Linked project(s): 105, 127, 133, 204, 217.		
Spenard Road Phase III	Rebuild Spenard Road from West 30th Avenue to Northwood Drive including enhanced pedestrian and non-motorized capabilities found in Reconstruction Phase II (Hillcrest to West 30th).	18	2
32nd Ave Extended	Missing pathway	17	0
Coastal Trail	Separated pathway Linking Coastal Trail with Ship Creek Trail	17	2
6th Ave & 7th Ave at A St	Crossing Improvements	17	0
Fairview Pedestrian Improvements	Missing sidewalk; improvements to amenities and appearance	17	8
Huffman Park Drive	Missing sidewalk	17	1
Huffman Town Center walkways	Missing sidewalk	17	0
Industry Way	Missing sidewalk	17	0
Potter Road Rehabilitation	This project will upgrade/extend the road to urban standards including a new road base, curbs, pavement, pedestrian facilities, drainage, and street lighting.	17	0
Spirit Way	Missing sidewalk	17	0
Town Center walkways	Missing link walkway	17	1
Transit Supportive Corridor Improvements	This project would improve infrastructure in designated Transit Supportive Corridors (TSC) with the goal of increasing the level of service for pedestrian traffic, bicycle traffic, and bus traffic.	17	1
Wilson St	Missing sidewalk	17	2
Lake Otis Pkwy Extension - DeBarr Rd to Glenn Hwy	Add new facility—extend Lake Otis Pkwy to Glenn Hwy interchange at Airport Heights Rd. Recommend pedestrian facilities. Purpose: Circulation and capacity. Facility class: Major arterial. Length of project: 0.7 miles. Length of new sidewalk: 0.7 miles. Length of new pathway: N/A. Linked project(s): 105, 114, 201, 306.	17	0
Glenn Highway Frontage Roads	Project will construct a frontage road system on both sides of the Glenn Highway from Muldoon to Hiland Road.	17	0
Glenn Hwy Trail	Separated pathway	17	0
Northern Lights Blvd	Sidewalk separation, upgrade	17	2
Old Glenn Hwy, Monte Rd, Brooks Rd	Sidewalk, crossing	17	0
Weekend Service Span Expansion & Holiday Service Restoration	This project would extend weekend fixed-route operating span beyond 8am-8pm. It would also restore fixed-route bus service on holidays where practicable.	17	1
Northern Lights/Benson Blvd Crossing Time at	Study to determine the impacts of increased crossing times at signalized intersection on signal timing, traffic delay, and traffic queues.	16	1

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Signalized Intersection Study			
Potter Drive	Missing link walkway	16	0
92nd Ave Extension- Minnesota to King St	Add new facility—extend 92nd Ave from Minnesota Dr to King St. Recommend bicycle lanes and pedestrian facilities. Purpose: Circulation, access, and freight. Facility class: Minor arterial. Length of project: 0.5 mile. Length of new sidewalk: 1 mile. Length of new pathway: None. Linked project(s): None.	16	0
Eagle River CBD - Phase II, Study (Eagle River)	Study to identify the recommended long-term solution for the CBD transportation system. Purpose: Circulation, capacity, and safety. Facility class: N/A. Length of project: 1.8 miles. Length of new sidewalk: N/A. Length of new pathway: N/A. Linked project(s): 105, 126, 127, 128.	16	0
East High	Walkway or stairway needed to link Bragaw St with school entrance	16	2
Government Hill Intersection Study	Study the need for intersection improvements in Government Hill.	16	1
Lake Otis Blvd	Sidewalk upgrade	16	0
Midtown Corridor Improvements on W 32nd Ave and W 33rd Avenue	Construct upgrades in the road right-of-way with an emphasis on pedestrian facilities and lighting	16	0
Muldoon Road (reconnaissance study)	Study (Area D) Investigate feasibility of constructing bicycle facility along Muldoon Rd	16	0
Neighborhood Loop Trail Study	Project will evaluate existing portions of the trail, identify missing links, and actions needed to complete the mixed use trail. Additionally project will look at connecting to the ship creek trail/area and waterfront amenities.	16	0
Old Glenn Hwy (Artillery Rd) NB off-ramp to Eagle River Rd (Eagle River)	Eliminates existing weaving section between the existing Old Glenn Hwy (Artillery Rd) interchange northbound ramp terminal and the Eagle River Rd intersection on Old Glenn Hwy. Provides additional capacity to a heavy demand movement. Recommend separated pathway. Purpose: Capacity, safety, and freight. Facility class: Freeway. Length of project: 0.15 mile. Length of new sidewalk: 0.15 mile. Length of new pathway: 0.15 mile. Linked project(s): 126, 127, 133 204, 217.	16	0
Separated trail Ship Creek greenbelt to Chester Creek greenbelt	Construct a separated trail connecting Ship Creek greenbelt to Chester Creek greenbelt.	16	2
Seward Hwy/O'Malley Rd Interchanges	Complete freeway system interchange at Seward Hwy and O'Malley Rd/Minnesota Dr and an interchange at Old Seward Hwy and O'Malley Rd - Phase 2. Purpose: Capacity and safety. Facility class: N/A. Length of project: 1 mile. Length of new sidewalk: To be determined. Length of new pathway: To be determined. Linked project(s): 113, 116, 139.	16	0
92nd Ave Extension - King St to Old Seward Hwy	Add new facility—extend 92nd Ave from King St to Old Seward Hwy and evaluate grade-separation crossing of railroad. Recommend bicycle lanes and pedestrian facilities. Purpose: Circulation, access, and freight. Facility class: Minor arterial. Length of project: 1 mile. Length of	16	0

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	new sidewalk: 3.2 miles. Length of new pathway: N/A. Linked project(s): None.		
Davis Street and Santa Maria Dr Realignment at Old Glenn Hwy (Eagle River)	Extend Davis St east to Schroeder Dr and align with Santa Maria Dr as a 4-leg intersection on Old Glenn Hwy. Reduces number of offset intersections on Old Glenn Hwy and improves safety for pedestrian, bicycle, and vehicle crossings and emergency-response accessibility. Purpose: Circulation and safety. Facility class: Major arterial. Length of project: 0.35 mile. Length of new sidewalk: None. Length of new pathway: N/A. Linked project(s): 207.	16	0
Seward Hwy/O'Malley Rd Interchange (Edit Termini and Description. Old Seward Hwy and include a review of Seward and O'Malley connections)	Add a freeway style interchange at Seward Hwy and O'Malley Rd/Minnesota Dr that provides unimpeded traffic flow between Seward Hwy and Minnesota Dr. Purpose: Capacity, safety, and freight. Facility class: Freeway. Length of project: N/A miles. Length of new sidewalk: N/A. Length of new pathway: N/A. Linked project(s): 116, 139.	16	0
McCarrey	Missing sidewalk	16	0
120th Ave Rehabilitation	Upgrade 120th Avenue to collector standards. Include pedestrian and bike facilities where possible. Connects to a school and a town center.	16	0
Glenn Highway Eklutna Overpass	Rehab or replace the bridge with a new structure. Bridge to carry two travel lanes, shoulders, one pathway, and railing.	16	0
Jewel Lake Road Rehabilitation	This project will upgrade the road to urban collector standards. Improvements are expected to include pavement, curbs, storm drains, street lighting, pedestrian facilities, and landscaping	16	0
Abbott Road	Paved shoulder bikeway	15	0
Debarr Road	Separated. Pathway on north side of street	15	0
Hartzell Road Rehabilitation	This project will upgrade the unimproved section of a collector street to current standards. Improvements are expected to include pavement, curbs, pedestrian facilities, street lighting, and storm drains.	15	0
Northern Lights Blvd.	Upgrade separated pathway on south side of the street	15	5
Old Seward Highway	Separated Pathway	15	1
88th Avenue Rehabilitation	Upgrade the road to urban collector standards. Improvements are expected to include a new road base, storm drains with curb and gutter, pedestrian facilities on both sides, street lighting, and landscaping.	15	0
Arctic Boulevard	Bicycle lanes	15	2
Business Blvd Extension (Eagle River)	Extension of Business Blvd south to Eagle River Rd to provide better circulation and connection to downtown Eagle River. Recommend pedestrian facilities. Purpose: Circulation, access, and safety. Facility class: Collector. Length of project: 0.3 mile. Length of new sidewalk: 0.3 mile. Length of new pathway: 0.3 mile. Linked project(s): 126, 127, 128.	15	0
Coronado St	Sidewalk, lighting	15	0
Mirror Lake to Old Glenn Highway	Separated pathway	15	0



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Transit ITS Solution	This project would implement a comprehensive Information Technology Service (ITS) for the Public Transportation Department. Current ITS solution is severely outdated and reliant on software that is unable to be updated regularly due to lack of vendor support. This impacts the efficiency of bus service in a multitude of ways.	15	2
Turnagain Street Rehabilitation	Upgrade the road to urban collector standards. Improvements typically include a new road base, pavement, curb and gutters, storm drain, pedestrian facilities, lighting upgrades, and landscaping.	15	0
Valley St	Missing link walkway	15	0
Ingra-Gambell Extension - 3rd Ave to Whitney Rd	Add new facility—extend Ingra St/Gambell St to Ship Creek Ave and Whitney Rd. Purpose: Access, circulation, and freight. Facility class: Major arterial. Length of project: 0.6 mile. Length of new sidewalk: 0.6 mile. Length of new pathway: 0.6 mile. Linked project(s):201, 315.	15	0
68th Avenue Reconstruction	This project will reconstruct this collector street to current standards. Improvements are expected to include a new road base, replacement of the storm drain system, installation of curb and gutters, sidewalk and/or trail, street lighting, and landscaping.	15	0
Lake Otis Parkway	Upgrade sweeps at intersection of separated pathway and intersections	15	0
Lore Road	Shared road bicycle facility and separated pathway to Elmore	15	0
Minnesota Drive and International Airport Road Interchange Improvements	Reconfigure the Minnesota SB Off Ramp to the traffic signal on International Airport Road. Reconstruct ramps along the north side of International Airport road to improve pedestrian and bicycle accommodations through the interchange.	15	0
84th Ave - Hartzell Rd to Lake Otis Pkwy	Reconstruct existing road and add new segment. Recommend pedestrian facilities. Purpose: Circulation and access. Facility class: Collector. Length of project: 1 mile. Length of new sidewalk: 1 mile. Length of new pathway: N/A. Linked project(s): None.	15	0
Eagle River Road Trail Rehabilitation	This project will rehabilitate the Eagle River Road Trail from the Old Glenn Highway to Mile Hi Road.	15	0
Minnesota Dr Frontage Rd	Add a one-way northbound frontage road to the east side of Minnesota Dr between Dimond Blvd and Raspberry Rd. Purpose: Capacity and circulation. Facility class: Frontage. Length of project: 1.0 mile. Length of new sidewalk: None. Length of new pathway: 1.0 mile. Linked project(s): None.	15	
Northern Lights Blvd.	Separated pathway	14	5
Midtown Subarea Transportation Plan	Finish the study by identifying needs and multimodal/land use solutions. Purpose: Circulation, access, and safety. Facility class: N/A. Length of project: N/A. Length of new sidewalk: N/A. Length of new pathway: N/A. Linked project(s): 104, 108, 110, 112, 114, 115, 121.	14	0
3rd,6th Ave Couplet/E Street Conversion Recon Study	Evaluate the 5th/6th Couplet to a 3rd/6th Couplet. 3rd Ave to become one-way westbound traffic. 5th Ave to become two-way traffic contingent on the 3rd Ave conversion. Purpose: Circulation, access, and freight. Facility class: N/A. Length of project: N/A. Length of new sidewalk: N/A. Length of new pathway: N/A. Linked project(s): None.	14	0
76th Avenue	Improvements are expected to include pavement, curbs, pedestrian facilities, and road base	14	0

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Reconstruction	reconstruction.		
Campbell Trail	Separated Cambell Creek Trail conncection across Lake Otis Blvd.	14	1
Collins Way/64th Ave/Cranberry Street Rehabilitation	Upgrade collector street to urban standards. Improvements are expected to include a new road base, pavement, curbs, pedestrian facilities, storm drainage, street lighting, and landscaping.	14	0
Glenn Hwy Trail	Separated pathway	14	0
Goldenview Drive Rehabilitation	This project will upgrade this collector street to current standards. Improvements are expected to include a new road base, pavement, a drainage system, pedestrian facilities, turn lanes, street lighting. Purpose: Safety	14	0
Hiland Rd Improvements Phase I - MP 2.2 to MP 3.4 (Eagle River)	Rehabilitate 1.2 miles of the existing two-lane Hiland Rd to current standards. Improvements may include widening roadway, adding shoulders, improving visibility, reducing grades, and possibly trails, where practical and feasible. Recommend paved shoulder bikeway. Purpose: Safety. Facility class: Collector. Length of project: 1.2 miles. Length of new sidewalk: None. Length of new pathway: None. Linked project(s): None.	14	0
Homestead Rd Improvements (Eagle River)	Construct new collector roadway. Purpose: Circulation and safety. Facility class: Collector. Length of project: 0.66 mile. Length of new sidewalk: 0.66 mile. Length of new pathway: 0.66 mile. Linked project(s): None.	14	0
Lakeshore Drive Rehabilitation	Upgrade to urban collector street standards. Improvements would include a new road base, curbs, pavement, underground storm drains, street lighting, and pedestrian facilities.	14	0
Maplewood Dr Trail Connection	Separated pathway	14	0
Oberg Road Upgrade	This project will construct a separated pedestrian trail along a collector route serving local ball fields.	14	0
Old Seward Highway Rehabilitation	Upgrade road to urban collector standards which can include a new road base, curbs, pavement, pedestrian facilities, storm drains, and street lighting.	14	0
Seward Hwy - O'Malley Rd to Rabbit Creek Rd Overcrossing	Construct ADA ramps for existing pedestrian overcrossing and extend pedestrian facilities from Rabbit Creek Rd to O'Malley Rd. Purpose: Capacity and freight. Facility class: Freeway. Length of project: 3 miles. Length of new sidewalk: N/A. Length of new pathway: 3 miles. Linked project(s): 107.	14	0
South Birchwood Loop Trail	This project would construct a trail with a hardened natural organic surface.	14	0
Rabbit Creek Rd - Seward Hwy to Goldenview Dr	Construct center turn lane, sidewalk, and pathway on Rabbit Creek Rd from Seward Hwy to Golden View Dr. Recommend bicycle lanes and separated pathway. Purpose: Capacity. Facility class: Minor arterial. Length of project: 1 mile. Length of new sidewalk: None. Length of new pathway: 1 mile. Linked project(s): 319.	14	0
3rd Avenue	Paved shoulder bikeway	14	1
Benson/Northern Lights	Bicycle lane (pending results of the Midtown east-west route study Project 510)	14	2

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Boulevard			
Eagle River Greenbelt Trail	Separated pathway in greenbelt	14	0
Klatt Road	Shared road bicycle facility	14	0
Lake Otis Parkway	Study (Area B) Investigate the feasibility of constructing improved bicycle facility	14	0
Lake Otis Parkway	Bicycle lane (pending results of the Lake Otis corridor study Project 508)	14	0
Reka Dr	Missing Sidewalk	14	0
Tudor Road	Paved shoulder bikeway	14	0
Installation of Bike Racks at Popular Destinations	Installation of Bike Racks at Popular Destinations, such as Business, Schools or Neighborhood Institutions, throughout Mountain View.	14	0
Old Seward Hwy / 36th Ave Bus Route	Project would create a new bus route to provide service along Old Seward Highway north of Dimond Boulevard, and on 36th Avenue between Spenard Road and Old Seward Highway.	14	0
Transfer Point Improvements	This project would modify bus stop configurations at priority transfer intersections. Specifically, stops would be located closer to intersection crossings to shorten the walking distance required to navigate from stop-to-stop during a transfer. Improvements to pedestrian facilities could also be considered.	14	0
Baxter Road	Bicycle lanes	13	0
Baxter Road/Beaver Place	Shared road bicycle facility	13	0
Campbell Trail lighting	Install lighting along Campbell Creek Trail	13	0
Elmore Road	Separated pathway	13	0
Old Seward Highway	Paved shoulder bikeway	13	0
Raspberry Road	Bicycle lanes	13	0
88th Avenue	Bicycle lanes	13	0
Mountain Air Dr - Rabbit Creek Rd. to E 164th Ave	Add new facility—extend Mountain Air Dr from Rabbit Creek Rd to E 164th Ave. Recommend separated pathway. Purpose: Circulation, access, and safety. Facility class: Collector. Length of project: 1 mile. Length of new sidewalk: None. Length of new pathway: 1 mile. Linked project(s): None.	13	0
Old International Airport Road Rehabilitation	Upgrade to urban collector improvements which can include a new road base, pavement, curbs, underground storm drains, pedestrian facilities, and street lighting.	13	0
Huffman Rd Extension - Birch Rd to Hillside Dr	1-mile road connection - completes east-west corridor between Hillside Dr and Seward Hwy. Recommend separated pathway. Purpose: Circulation and access. Facility class: Collector. Length of project: 1 mile. Length of new sidewalk: 1 mile. Length of new pathway: 1 mile. Linked project(s): None.	13	0
Minnesota Dr Corridor/Tudor Rd Interchange	Extend controlled access from International Airport Rd through a grade-separated interchange at Tudor Rd and widen the arterial to 8 lanes north of Tudor Rd to Northern Lights Blvd. Purpose: Capacity, safety, and freight. Facility class: Major arterial. Length of project: 0.7 mile. Length of new sidewalk: 0.7 mile. Length of new pathway: N/A. Linked project(s): 112, 121.	13	0

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Seward Hwy/O'Malley Rd Interchanges Study (Edit to - Old Seward Hwy/O'Malley Road Interchange Study)	Reconnaissance study to identify operations, functional design, and phasing of the freeway-to-freeway interchange at Seward Hwy and O'Malley Rd/Minnesota Dr and an interchange at Old Seward Rd and O'Malley Rd. Purpose: Capacity, circulation, and freight. Facility class: N/A. Length of project: N/A. Length of new sidewalk: N/A. Length of new pathway: N/A. Linked project(s): 107, 113, 116.	13	0
76th Avenue	Bicycle lanes	13	0
Dimond Boulevard	Bicycle lanes	13	0
Minnesota Drive and Raspberry Road Ramp Improvements	Tighten the radii at the ramp terminals along the south side of Minnesota Drive to develop a more pedestrian/bicycle friendly-interchange.	13	0
Pine Street	Bicycle lanes	13	0
Rabbit Creek Road	Paved shoulder bikeway	13	0
Commuter Rail Station Study	Evault the viability of commuter rail stations at Spenard Road and the Airport.	13	0
South Birchwood Loop Rd Improvements (Eagle River)	Rehabilitate 5.05 miles of roadway to address safety issues and add shoulders. Recommend bicycle lane from Old Glenn Hwy to Hillcrest Dr and separated pathway along the length of the project. Purpose: Capacity and safety. Facility class: Collector. Length of project: 0.33 mile. Length of new sidewalk: N/A. Length of new pathway: 0.33 mile. Linked project(s): None.	13	0
Crescent St at East 37th Ave	Missing link walkway	12	0
Fire Creek	Separated pathway	12	1
McCarrey Street	Shared road bicycle facility	12	0
North Eagle River Access Road	Bicycle lanes	12	0
South extension of Coastal Trail	Separated pathway in greenbelt	12	0
Birch Rd - Huffman Rd to O'Malley Rd	Reconstruct road. Recommend bicycle lanes. Purpose: Safety. Facility class: Collector. Length of project: 2.65 miles. Length of new sidewalk: 2.65 miles. Length of new pathway: 2.65 miles. Linked project(s): 202.	12	0
Abbott Road/Hillside Drive Trail	Construct missing trail links and reconstruct those in poor condition.	12	0
Eleonora St and S Juanita Loop Realignment at Old Glenn Hwy (Eagle River)	Align Eleonora St and S Juanita Loop as a 4-leg intersection on Old Glenn Hwy. Reduces number of offset intersections on Old Glenn Hwy and improves safety for pedestrian, bicycle, and vehicle crossings and emergency-response accessibility. Purpose: Circulation and safety. Facility class: Major arterial. Length of project: 0.35 mile. Length of new sidewalk: N/A. Length of new pathway: N/A. Linked project(s): 206.	12	0
Farm Avenue	Shared road bicycle facility	12	0

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Glenn Hwy - Hiland Rd to Old Glenn Hwy (Artillery Rd- Eagle River) (Northbound Lane Done and Southbound Lane expected to be completed)	Make necessary improvements at Hiland Rd and Old Glenn Hwy (Artillery Rd) interchanges and add a 3rd lane northbound and southbound between Hiland Rd and Old Glenn Hwy (Artillery Rd); bridge improvements at Eagle River interchange, Hiland Rd interchange, and 2 Eagle River bridges. Purpose: Capacity, circulation, access, and freight. Facility class: Freeway. Length of project: 2 miles. Length of new sidewalk: N/A. Length of new pathway: 4 miles. Linked project(s): 204, 205.	12	0
International Airport Rd Frontage Road Pathway	Construct a pathway or widen the roadway to accommodate non-vehicular traffic from Northwood Drive to Spenard Road.	12	0
Lore Road	Bicycle lanes	12	0
Northern Lights Blvd/Benson Blvd Island Separated Turn Lanes	Install island separated turn lanes.	12	0
Petersburg St	Missing link walkway, lighting	12	0
Spruce Street Extension/Rehabilitation	Urban collector improvements typically include a new road base, curbs, pavement, pedestrian facilities on both sides, storm drains, and street lighting.	12	0
Hiland Rd Improvements - MP 1.0 to MP 2.2 and MP 3.4 to MP 8.3 (Eagle River)	Rehabilitate 6.1 miles of the existing two-lane Hiland Rd to current standards. Improvements may include widening roadway, adding shoulders, improving visibility, reducing grades, and possibly trails, where practical and feasible. Recommend paved shoulder bikeway. Purpose: Safety. Facility class: Collector. Length of project: 6.1 mile. Length of new sidewalk: None. Length of new pathway: None. Linked project(s): None.	12	0
76th Avenue	Shared road bicycle facility	12	1
80th Avenue Extension/Rehabilitation	This project would extend and upgrade this major local road to urban collector standards. Improvements are expected to include pavement, curbs, storm drains, pedestrian facilities, street lights, water line installation, and landscaping.	12	0
84th Avenue Extension/Rehabilitation	Extend 84th Ave from Spruce Street to Elmore Road. Reconstruct the portion that has already been built to current design standards. Improvements are expected to include a new road base, pavement, curb and gutters, storm drains, pedestrian facilities, street lighting, and landscaping.	12	0
G Street	Shared road bicycle facility	12	0
Huffman Road	Bicycle lanes	12	1
Route 65 Bus Route Extension	This project would extend Route 65 through the Turnagain neighborhood via Wisconsin Street and Northern Lights Boulevard, and connect it to the Downtown Transit Center via Minnesota Drive and I Street.	12	0
Elmore Path Extension	Separated pathway	11	0
Lake Hill Drive	Paved shoulder bikeway	11	0
Birchwood Loop and Birchwood Spur Rd	Reconstruct 2.98 miles of roadway to current standards. Improvements may include widening roadway and adding shoulders. Purpose: Capacity and safety. Facility class: Major arterial. Length	11	0



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Improvements (Eagle River)	of project: 2.98 miles. Length of new sidewalk: N/A. Length of new pathway: N/A. Linked project(s): None.		
Commuter Service Enhancement - Routes 91 & 92	Commuter service on routes 91 & 92 would be enhanced in this project, including more trips during the AM/PM peak hours and increased coverage of South Anchorage and Eagle River.	11	0
East Side Drive Rehabilitation	This project will upgrade the road to urban standards regarding curbs, pedestrian, lighting, and capacity needs.	11	0
Eklutna Lake Rd Rehabilitation (Eagle River)	Rehabilitate 10 miles of roadway from the Old Glenn Hwy to Eklutna Lake to current standards. Improvements may include repaving, widening lanes and adding shoulders, improving visibility, and possibly trails, where practical and feasible. Purpose: Capacity and safety. Facility class: Collector. Length of project: 1 mile. Length of new sidewalk: N/A. Length of new pathway: 2 miles. Linked project(s): None.	11	0
Goldenvue Drive Connection West	This project will construct a collector route between Romania Drive and Potter Valley Road. Improvements are expected to include pavement, drainage, pedestrian facilities, lighting, traffic calming, and landscaping.	11	0
South extension of Coastal Trail	Separated pathway in greenbelt	11	3
Spenard Area Railroad Crossing Pedestrian Improvements Study	This project would study the pedestrian crossings of the Alaska Railroad in the Spenard area and then make recommendations for safety improvements.	11	1
Veteran's Memorial Highway (Eagle River Loop Road) Trail	Construct a multi-use trail parallel to Veterans Memorial Highway to link with existing trail on either end.	11	0
West Tudor Road Pedestrian Pathway	Construct pedestrian facilities to connect to the existing facilities on either side of the railroad tracks.	11	0
C St/Ocean Dock Rd Access Ramp	Reconstruct the ramp at Ship Creek. Purpose: Maintenance, safety, and freight. Facility class: Collector. Length of project: 0.05 mile. Length of new sidewalk: N/A. Length of new pathway: N/A. Linked project(s): None.	11	0
DeArmour Rd Reconstruction - Phase II	Reconstruct and add pedestrian facilities; minimize impact on private property. Purpose: Safety and capacity. Facility class: Collector. Length of project: 2.4 miles. Length of new sidewalk: 2.4 miles. Length of new pathway: 2.4 miles. Linked project(s): None.	11	0
Northwood Drive	Bicycle lanes	11	0
West Parkview Terrace	Shared road bicycle facility	11	0
Boniface Parkway Bus Route	This project would add bus route on Boniface Parkway between the Alaska Native Medical Center campus and the Mountain View neighborhood. The route would restore service on Boniface Parkway previously provided by routes 13 and 3N.	11	0
Glenn Highway East Side	Construct a frontage road.	11	0

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Frontage Road			
Glenn Highway Frontage Road Study	Explore concepts for a continuous frontage road on the Glenn Highway from Peters Creek to the Knik River Bridge to provide an alternate route to the main lanes of the Glenn Highway. Purpose: Safety, Congestion, Freight, Emergency Response and Management	11	0
Glenn Highway West Side Frontage Road	Construct a frontage road.	11	0
Old Glenn Highway	Paved shoulder bikeway	10	0
Seward Hwy - Potter Weigh Station to Rabbit Creek Rd	Reconstruct and widen Seward Hwy between Potter Weigh Station and Rabbit Creek Rd. Recommend paved shoulder bikeway. Purpose: Safety and freight. Facility class: Freeway. Length of project: 2.65 miles. Length of new sidewalk: N/A. Length of new pathway: N/A. Linked project(s): 303, 311.	10	0
Chugiak High School Access Improvements (South Birchwood Loop Road) Study	Study the need for access improvements to the school.	10	0
Northern Lights/Benson Blvd Access Management	Add access management and turn restrictions; modify local connections to make adjacent property access to other roads; east-west or north-south access in lieu of direct access from Northern Lights Blvd and Benson Blvd wherever practical. Purpose: Circulation, access, and safety.	10	1
Fairview Pedestrian Safety Study	Investigate pedestrian safety improvement needs within the Ingra-Gambell streets couplet corridor	10	0
Ocean Dock Road and Terminal Road Intersection	Improve the Ocean Dock Road and Terminal Road Intersections.	10	0
Glenn Highway at South-bound Peters Creek On-Ramp Creek Safety Improvements Study	Study the need for safety Improvements at the south-bound peters creek on-ramp.	10	0
Ocean Dock Road Rehabilitation	Upgrade Ocean Dock Road to the Port entrance to current urban minor arterial standards with a special emphasis on improving safety and enhancing traffic circulation.	10	0
Transit Signal Priority (TSP)	This project would expand Transit Signal Priority infrastructure and expand its usage by transit vehicles under certain conditions.	10	1
27th Avenue	Bicycle boulevard	9	0
Ocean Dock Road Access and Crossing from POA to Terminal Road	Improve Ocean Dock Road access and crossing from the POA to Terminal Road.	9	2
Glenn Hwy Operations Analysis - Muldoon Rd to	Include future interchanges. Old Glenn Hwy, Eklutna Village Rd, Thunderbird Falls, Mirror Lake, North Peters Creek/Settlers Dr, South Peters Creek/Ski Rd, Birchwood Loop Rd North, Birchwood	9	0

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Eklutna	Loop Rd South. Purpose: Capacity, freight, and safety. Facility class: Freeway. Length of project: N/A. Length of new sidewalk: N/A. Length of new pathway: N/A. Linked project(s): 105, 106, 126, 127, 128.		
Jewel Lake Rd/International Airport Rd Grade Separation	Construct interchange at International Airport Rd and Jewel Lake Rd incorporating a grade separation of the railroad and construct a grade separation of International Airport Rd near Northwood St with realignment of railroad to the south side of International Airport Rd. Purpose: Capacity, safety, and freight. Facility class: Expressway. Length of project: N/A. Length of new sidewalk: N/A. Length of new pathway: N/A. Linked project(s): None.	9	0
Abbott Road	Bicycle lanes	9	1
48th Avenue/Cordona Street Reconstruction	This project will reconstruct two collector routes including road base, pavement, curbs, storm drainage, and street lighting. The addition of pedestrian facilities will be considered in the design phase.	9	0
Clarks Road Rehabilitation	Upgrade Clarks Road to rural collector design standards. Improvements are expected to include two traffic lanes, shoulders, separated pedestrian facilities, and street lighting.	9	0
Old Klatt Road Rehabilitation	Improvements are expected to include a new road base, pavement, curbs, pedestrian facilities, storm drains, street lighting, and landscaping.	9	0
Improved Access from the POA	Additional/improved connections to the Ship Creek and POA area.	8	0
Postmark Dr/International Airport Rd Grade Separation	Add grade separation of International Airport Rd over Postmark Dr. Purpose: Capacity, safety, and freight. Facility class: N/A. Length of project: N/A. Length of new sidewalk: N/A. Length of new pathway: N/A. Linked project(s): None.	8	0
Minnesota Drive and Tudor Road Intersection Improvements	Install triple westbound left turn lanes on Tudor Road and eliminate split phasing for the east and westbound phases at the intersection. Install southbound right turn lane on Minnesota.	8	0
Raspberry Road Rehabilitation	The scope has not been determined but may include adding a lane in each direction.	8	0
North Eagle River Interchange Capacity Modifications Study (Eagle River) - Glenn Highway at North Eagle River Access Road	Study the need for improvements at ramp terminals. Purpose: Capacity, safety, and freight. Facility class: N/A. Length of project: N/A. Length of new sidewalk: N/A. Length of new pathway: N/A. Linked project(s): 204, 205.	8	0
Railroad Grade Separation C St	Add railroad grade separation at C St near Raspberry Rd. Purpose: Capacity, safety, and freight. Facility class: Major arterial. Length of project: 1 mile. Length of new sidewalk: N/A. Length of new pathway: N/A. Linked project(s): None.	7	2
Postmark Drive and Point Woronzof/West Northern	Improvements to address stop signs, tight intersection, and left and right turns.	7	0

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Lights Boulevard Intersection Improvements			
Johns Road	Missing sidewalk	7	0
Old Seward Highway and Seward Highway Southbound Ramp	Install a median acceleration lane on the Old Seward Highway. Purpose: Congestion reduction.	7	0
Elmore Rd Extension - O'Malley Rd to Abbott Rd	1-mile road connection - completes north-south corridor between DeArmoun Rd and Providence Dr. Recommend bicycle lanes and separated pathway. Purpose: Circulation and capacity. Facility class: Collector. Length of project: 1 mile. Length of new sidewalk: None. Length of new pathway: None. Linked project(s): None.	7	0
Glenn Highway at Thunderbird Falls Exit Realignment Study	Study the need for safety improvements such as a realignment of the exit.	7	0
Rabbit Creek Road and Golden View Drive Intersection Improvements	Realign the intersection approaches and construct a roundabout at intersection. Purpose: Safety, congestion reduction.	7	3
Improved East-West Connector Study	Study the need for improvement to an east-west connector between Hilltop neighborhoods in Government Hill.	6	0
South Birchwood Loop Road	Improvements for Truckers. This project would construct improvements to entice truckers coming from the Old Glenn Hwy to utilize the South Birchwood Loop interchange instead of the North Eagle River interchange	6	0
Minnesota Drive Dimond Blvd On Ramp Improvements	Extend the outside on ramp lane from Dimond Blvd to Raspberry Road. Purpose: Safety	6	0
Hiland Road Intersection Improvements	This project will construct safety improvements at intersections along Hiland Road.	6	0
Improved TSAIA Access - North	Improve freight access from TASIA's North Airpark to Minnesota Drive.	5	0
Improved TSAIA Access - South	Improve freight access from TSAIA's South Airpark to Minnesota Drive; includes intersection improvements at Raspberry Drive and Sand Lake Road.	5	0
6th Avenue Separated East and West-bound turn Lane	This project will install separated left turn lanes.	5	0
Abbott Road and Birch Road Intersection	Install an offset eastbound right turn lane and relocate the retaining wall on the southeast corner of the intersection. Purpose: Reduce angle crashes.	5	0

Charrette Summary  
AMATS 2040 Metropolitan Transportation Plan

Improvements			
Elmore Road	Bicycle lanes	5	1
Dimond Blvd Rehabilitation	This project will expand Dimond Boulevard from a 2-lane to a 4-lane configuration.	5	0
3rd Avenue Improvements	Reconstruct 3rd Avenue to better accommodate 53-foot-long trailers.	4	0
Minnesota Drive Off Ramp/Hillcrest Drive Intersection Improvements	Install a single lane roundabout with single lane approaches at the intersection of Minnesota Drive exit and Hillcrest Drive. Purpose: Safety and Congestion	4	0
Northern Lights Blvd - Postmark Dr to Nathaniel Ct (Remove or move to preservation)	Rehabilitate pavement and add shoulders where needed. Wetland impacts anticipated. Purpose: Circulation, access, and safety. Facility class: Minor arterial. Length of project: 1.2 miles. Length of new sidewalk: None. Length of new pathway: None. Linked project(s): None.	4	0
Timberlane Drive Intersection Improvements	Safety Improvements	4	0
Ingra/Gambell Streets Improvements	Reconstruct Ingra/Gambell Streets to better accommodate 53-foot-long trailers.	4	0
Huffman Road and Cange/Pintail Street Intersection Improvements	Construct a roundabout at intersection. Coordinate with Huffman (Pintail to Elmore bicycle lanes project). Purpose: Safety, congestion reduction	4	0
Huffman Road and Elmore Road Intersection Improvements	Construct a roundabout at intersection. Purpose: Safety	4	0
Elmore Road Intersection Improvements	Safety Improvements.	3	1
Electric Buses & Supportive Infrastructure	The intent would be to implement the use of electric buses in People Mover's fleet, and install the necessary supportive electric vehicle infrastructure.	3	0
C Street at International Airport Road Intersection Improvements	Intersection improvements to address turning movements concerns.	2	0
A/C St Couplet Restripe - Tudor Rd to 9th Ave	Restripe to include 4 lanes in each direction. Purpose: Capacity. Facility class: Major arterial. Length of project: 4.5 miles. Length of new sidewalk: N/A. Length of new pathway: N/A. Linked project(s): None.	2	0
King Street at Dimond	Intersection improvements to address turning movement concerns.	-1	1

Boulevard Intersection Improvements			
Level Bus Boarding	This project would implement bus boarding platforms at-level with transit vehicles in select locations. This would facilitate boardings without the necessity for buses to "kneel" to allow access.	-3	0
Northern Lights Blvd - Lake Otis Pkwy to Bragaw	Extend third eastbound lane from Lake Otis Pkwy to Bragaw St. May include intersection improvements at both Lake Otis Pkwy. and UAA Dr. Purpose: Capacity. Facility class: Major arterial. Length of project: 1.1 miles. Length of new sidewalk: N/A. Length of new pathway: N/A. Linked project(s): 125.	-3	0
O'Malley Road South Frontage Road Traffic Channelization	Improving the O'Malley South Frontage Road to allow for two way traffic between Lang Street and the C Street Roundabout in order to channel commercial truck traffic away from Klatt Road and Peninsula Circle.	-5	0
Dedicated Transit Lanes	This project would set aside lanes where appropriate for dedicated transit bus use.	-6	5

## Appendix B: Small Group Meetings

# TRANSIT. BIG IDEAS

CURRENT BUDGET \$23M

- ① TRANSFORM TRANSIT  
*CAPITAL* ELECTRIC BUSES  
• SELF-DRIVING BUSES

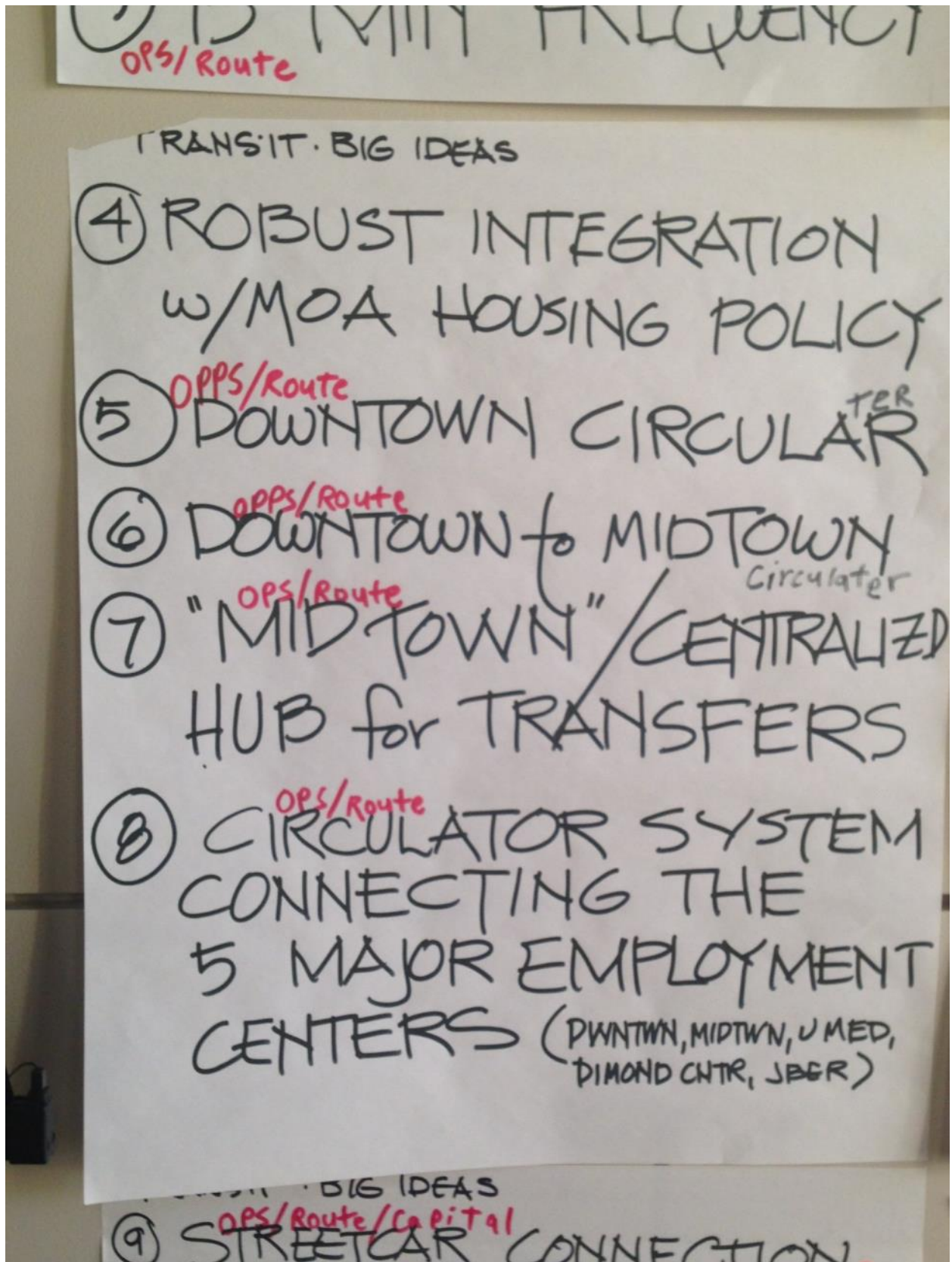
- ② FREE WIFI &  
*CAPITAL + OPS* INTERNET TERMINALS  
for RIDERS w/out PERSONAL  
DEVICES

- ③ 15 MIN FREQUENCY  
*OPS/ROUTE*

## TRANSIT. BIG IDEAS

- ④ ROBUST INTEGRATION  
w/MOA HOUSING POLICY



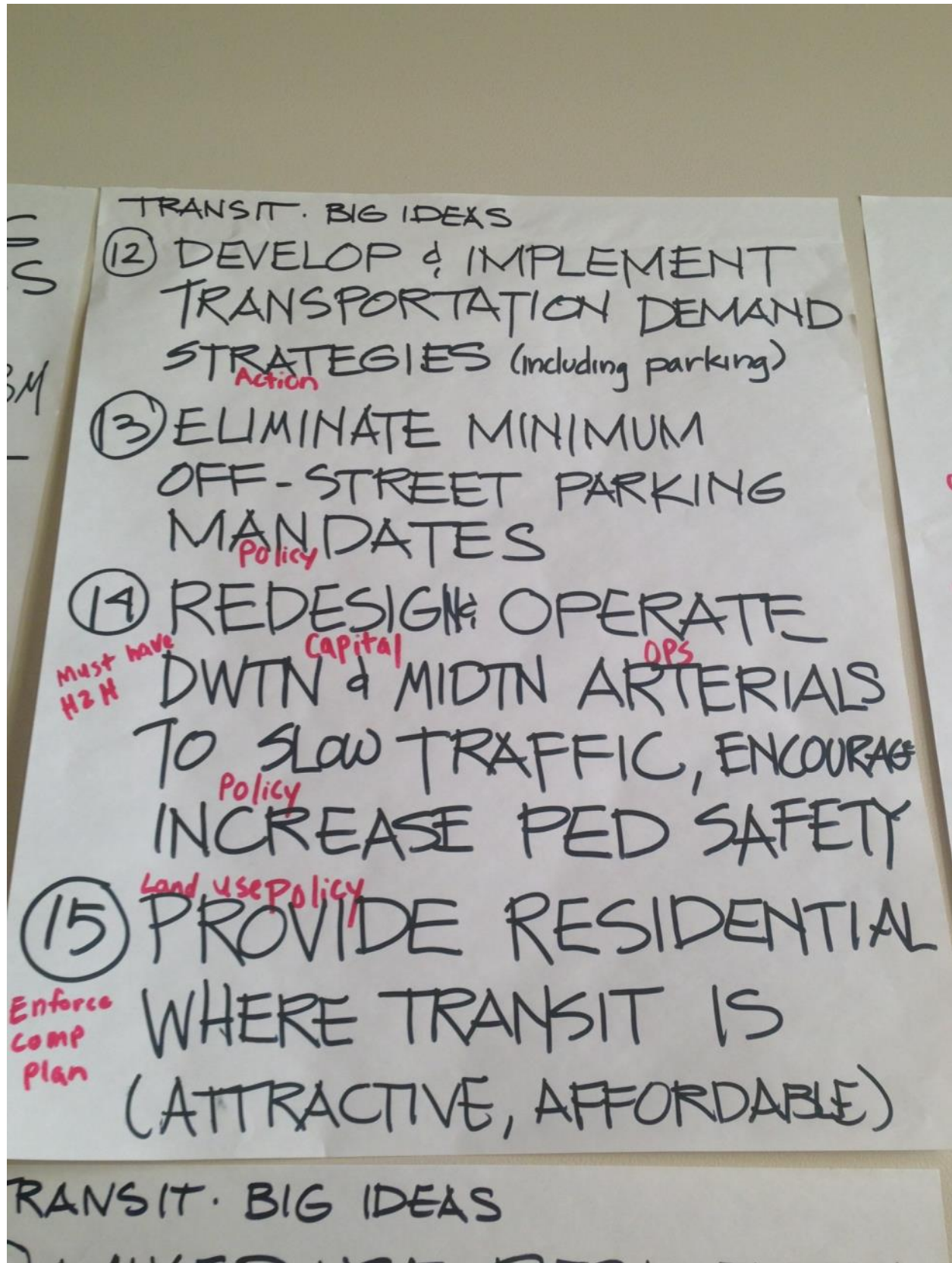


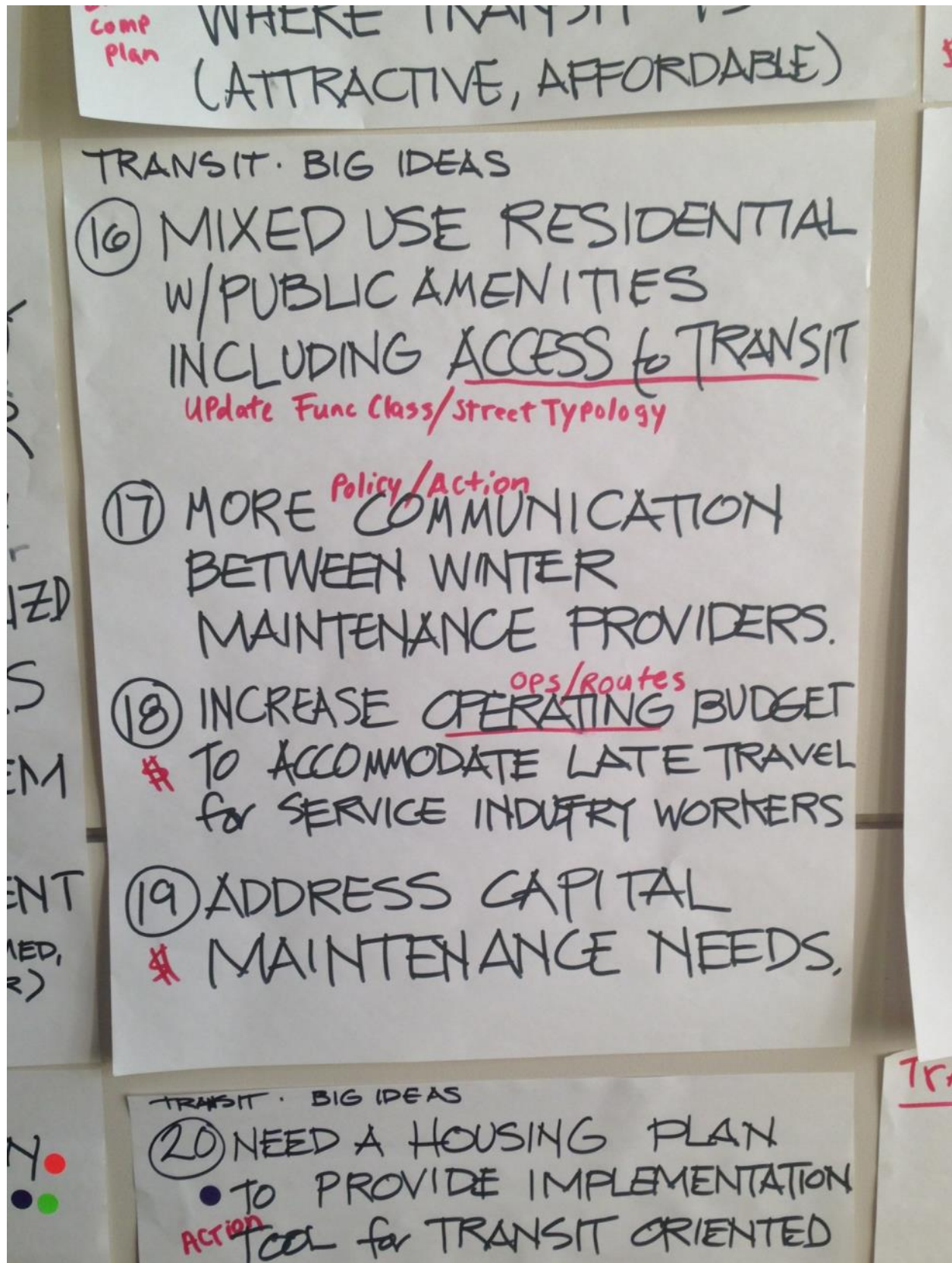
CENTERS (DOWNTOWN, MIDTOWN, UPTOWN)  
DIAMOND CNTR, JBER

TRANSIT · BIG IDEAS

- ⑨ <sup>OPS/Route/Capital</sup> STREETCAR CONNECTION  
BETWEEN DOWNTOWN, UMED & AIRPORT
- ⑩ <sup>OPS/Route</sup> FULL INTEGRATION  
W/OTHER NON-SOV MODES  
· RR · BIKE · SHARED RIDES  
(INCLUDING LYFT, UBER) · PED
- ⑪ <sup>Action Plan</sup> PERFORMANCE BASED  
PLANNING W/TRANSIT  
METRICS - AIM for 40%  
OF COMMUTERS USING  
TRANSIT INTO DWTN/MIDTN  
BY 2040









ADDRESS CAPITAL  
MAINTENANCE NEEDS

TRANSIT - BIG IDEAS

(20) NEED A HOUSING PLAN  
● TO PROVIDE IMPLEMENTATION  
*Action* TOOL for TRANSIT ORIENTED  
DEVELOPMENT

(21) MODIFY MODEL INPUTS  
*Action/Policy* TO TEST LOCATION &  
QUANTITY (& "AFFORDABILITY")  
OF NEW HOUSING

(22) *Capital* SMALL BUSES thru  
NEIGHBORHOODS to TOWNCENTERS

(24) *Action/Policy* COORDINATE/COMBINE  
MOA/ASD BUSI SYSTEMS

## ANC TRANSIT BRAINSTORM

- $\$$  • ENSURE FULL FUNDING
- capital ON CALL SMALL BUSES
- IN COMPETITION
- Action/Policy • TRANSIT CONSOLIDATION  
(MATSU + ANC)
- capital • SMALLER BUSES FOR
- Policy/Action freq. & COVERAGE
- capital BIO FUELING STANDARD
- STREETCAR DOWNTOWN
- $\$$  • AUTONOMOUS BUS FUND
- Policy/Action • TOP-DOWN REQUIRE MATSU
- SCHEDULES ON TRANSIT APPS
- FOR ROUTING TO MATSU
- $\$$  Policy/Action • TAX (PROPERTY) ON N. Parking Spaces
- Policy • COMPLETE STREETS/NETWORK POLICY

Transit

BIGGEST IMPROVEMENT  
FOR TODAY

## BIKE

- Solve  
# ops/mult

- Sep

- Bik

Rec

z

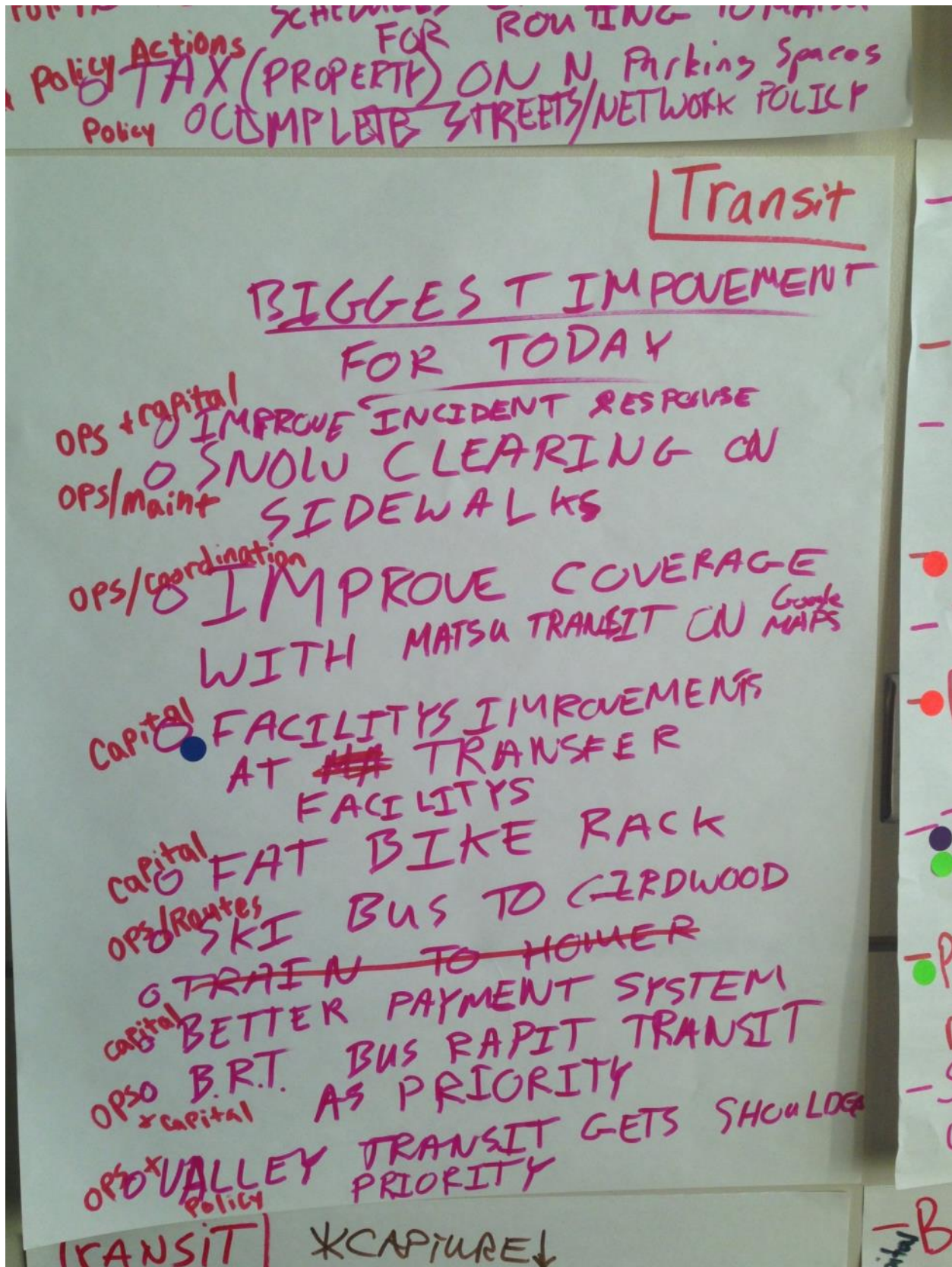
- M

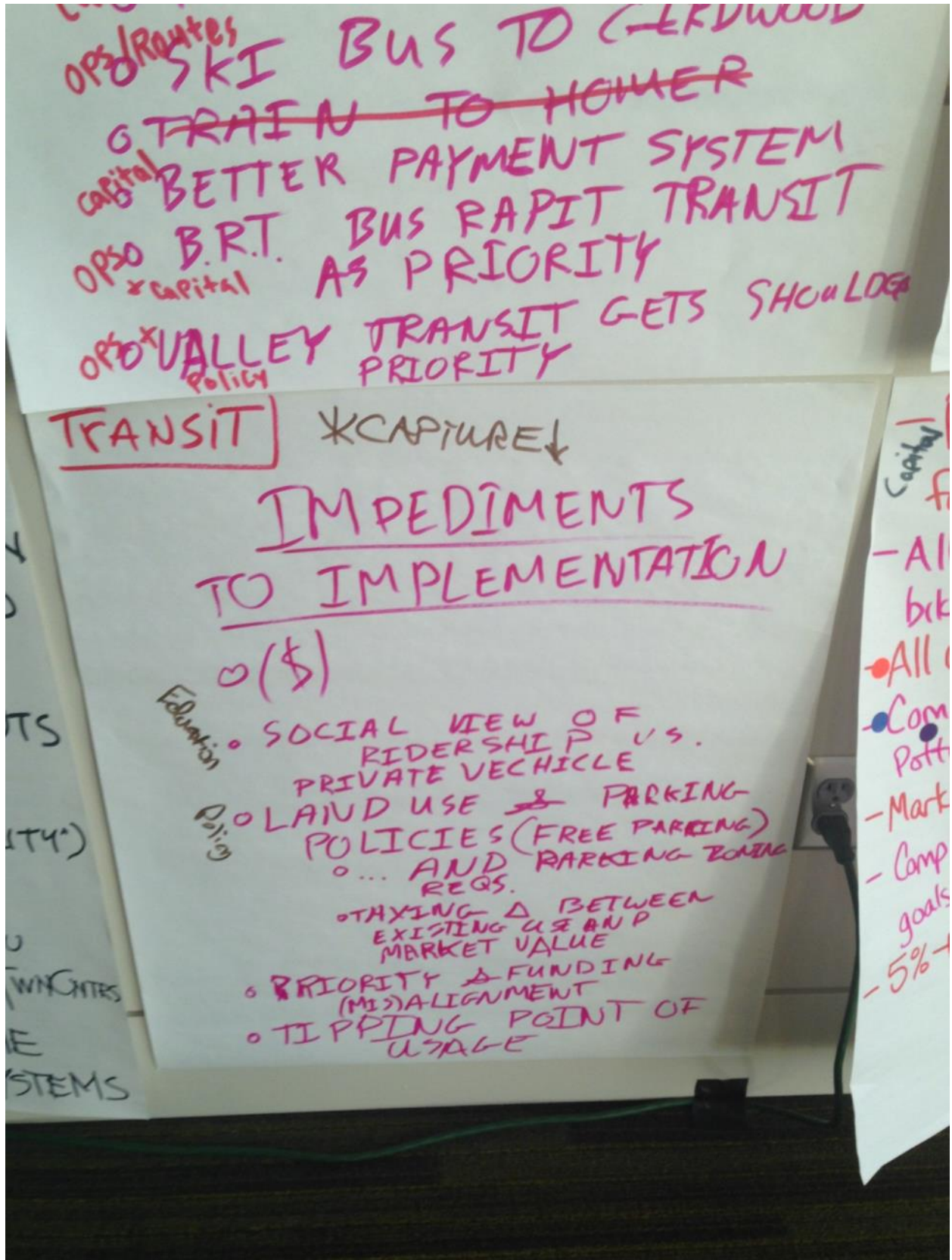
- C

- L

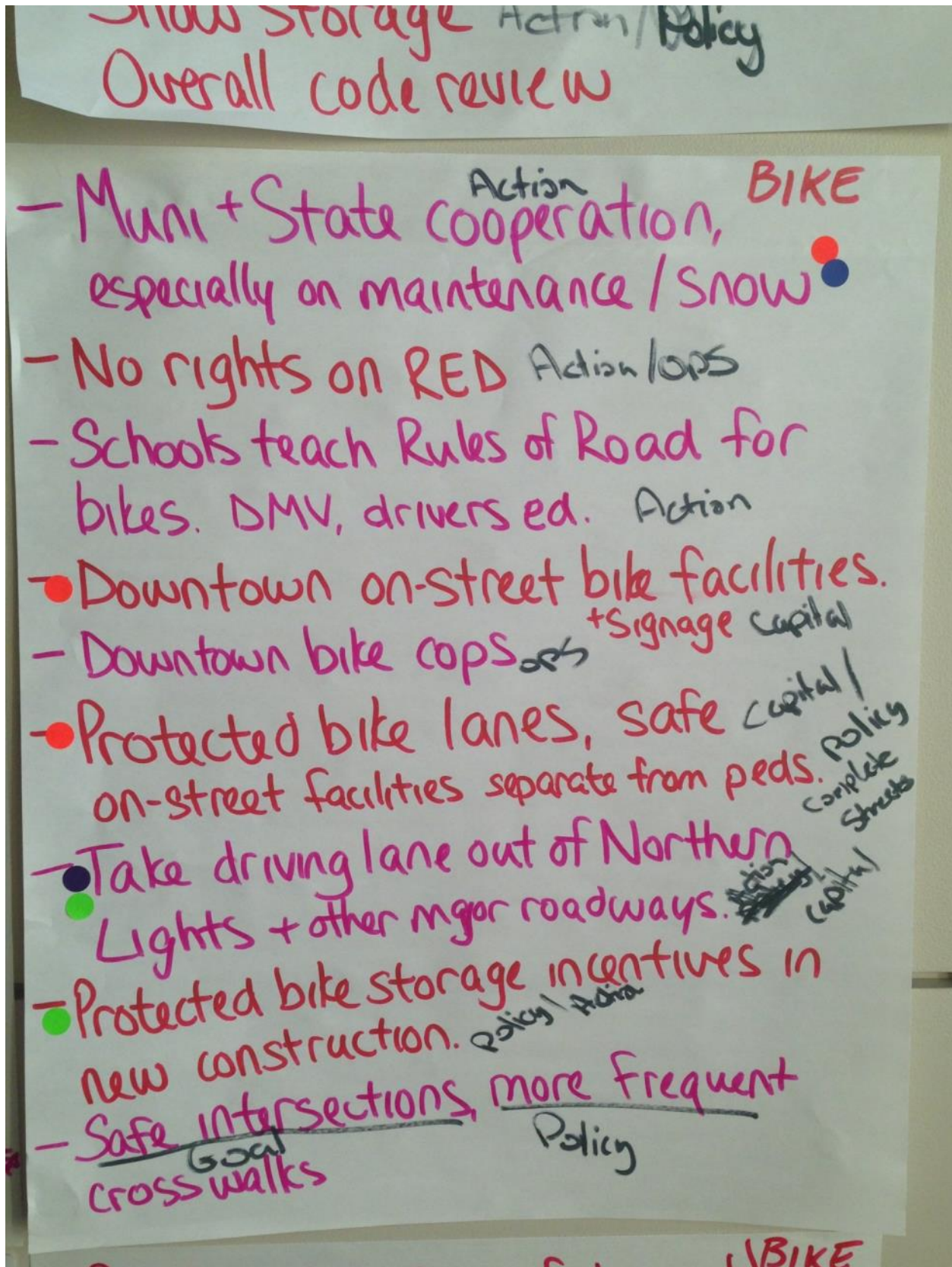
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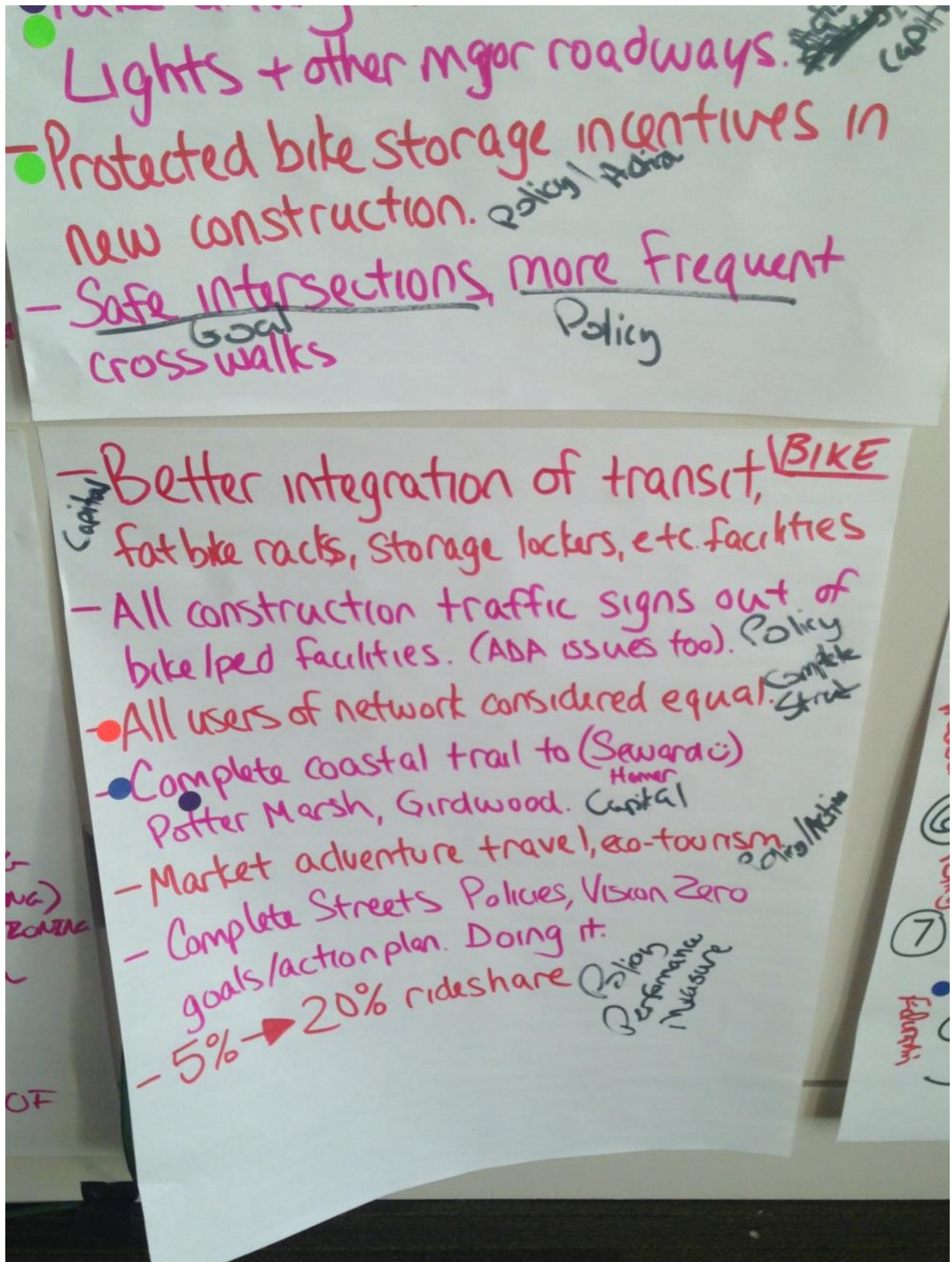










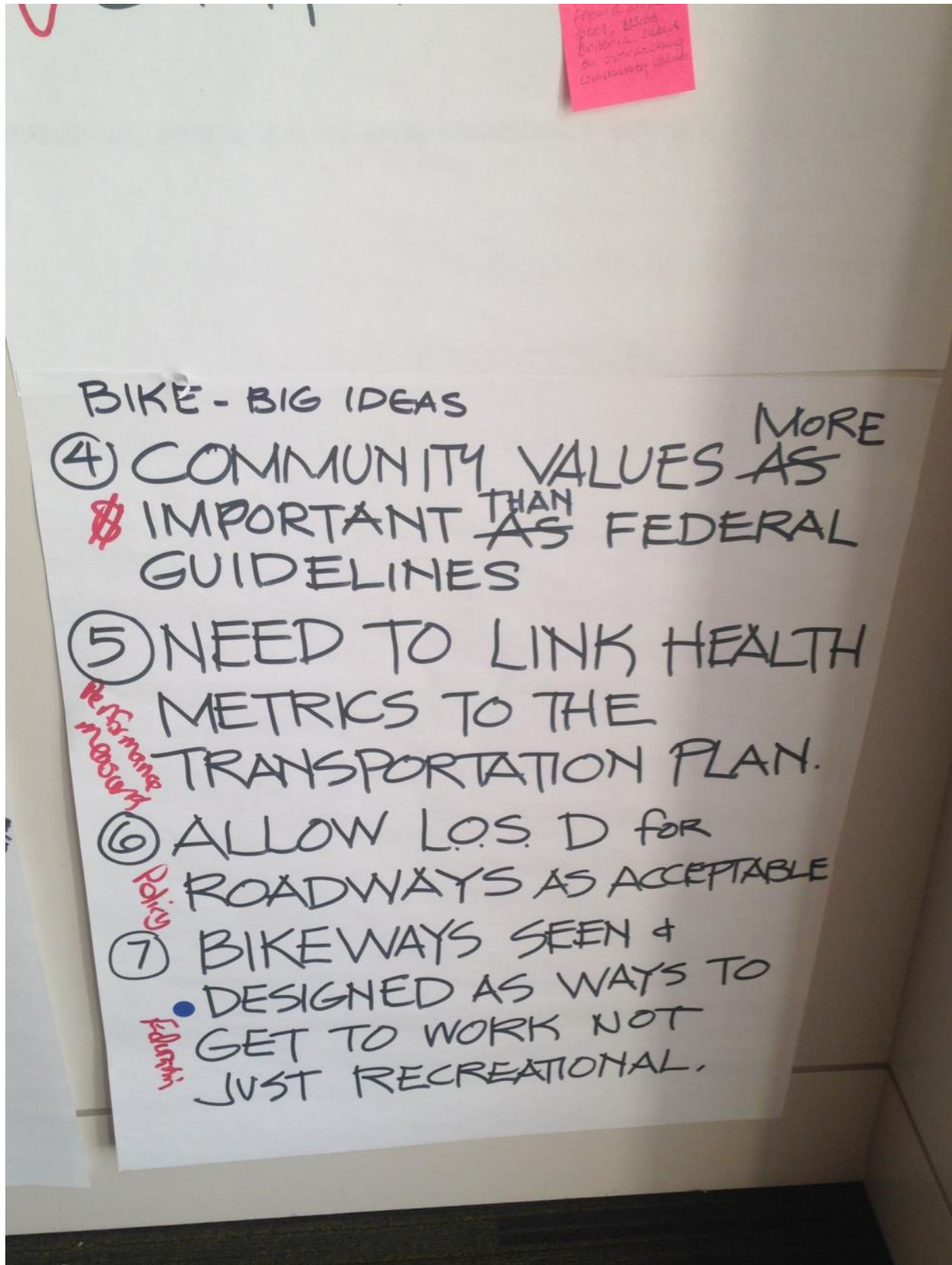




## BIKE SOLUTIONS

- \* Signal timing at intersections <sup>cap/op</sup> + more crosswalks
  - \* Bridging major roadways <sup>cap</sup>
  - \* Educate policy makers <sup>Action</sup>
  - \* Priority of AEDC Live Work Play. <sup>Policy/Action</sup> Visit Anchorage  
Anc Downtown Partnership
  - \* MTP 2040 interfaces with Non-Motorized,  
+ Vision Zero plans, + Complete Streets
  - \* Decrease <sup>ops/policy</sup> speed limits downtown +  
where appropriate (residential/business d's)
  - \* Bike Friendly Business program. <sup>Action/Policy</sup> Eg bike racks, etc
  - \* Reduce surface car parking/street parking <sup>Policy/Action</sup>  
for bike storage/facilities
  - \* If route is in bike plan, must be maintained
  - \* Coordination blw Muni + State
- Go!

## BIKE - BIG IDEAS





### BIKE · BIG IDEAS

- ⑧ ANALYZE NON-MOTORIZED DATA THAT IS AVAILABLE. *Action / \$*
- ⑨ EXPAND E-W NETWORK *Gen'l LACK of CONNECTIVITY. Copy /*
- ⑩ DEVELOP A LOCAL FUNDING SOURCE for BIKE IMPROVEMENTS.
- ⑪ DEVELOP A COMMUNITY "VISION" of OUR TRANSP. SYSTEM - QUIT RELYING ON LOS for SPENDING PRIORITIES.
- ⑫ INCLUDE MAINT COSTS IN PLANNING
- ⑬ *\$ / \$ / B/E* PRIORITIZE WINTER MAINT. of NON-MOTORIZED.

### BIKE - BIG IDEAS

~~AM~~ extra: \$

1. Corridor connections thru Midtown but for others

### (13) PRIORITIZE WINTER MAINT. of NON-MOTORIZED.

#### BIKE - BIG IDEAS

~~Attn extra: \$~~

1. Corridor connections  
thru Midtown but for others  
(complete streets)
2. Shifting existing corridors  
→ multimodal uses
3. more cross-street crossings  
across Sand Hwy

#### = SAFE NETWORK

- a) social change (drivers.)
- b) physical change

4. U-NEED — parallel/perpendicular  
ped/vehicle ways integrated  
**Action (sub Area Plan)**

5. **\$** winter maintenance to keep bikeways  
open  
**OPS/MAINT**

Ideas #p2

6. find \$ to implement 2010 bike plan



4. U-MED — parallel/perpendicular  
ped/vehicle ways integrate  
**Action (sub Area Plan)**
5. \$ winter maintenance to keep bikeways  
**ops/maint** open

### Ideas #p2

6. find \$ to implement 2010 bike plan  
\$

### Challenges

1. Grid — \$

education

broaden appeal & biking

policy level

(disincentive SUV use /  
land use planning based on it  
incentives for bike-friendly  
amenities by put section  
riding bike w/ city = reckless  
unsafe

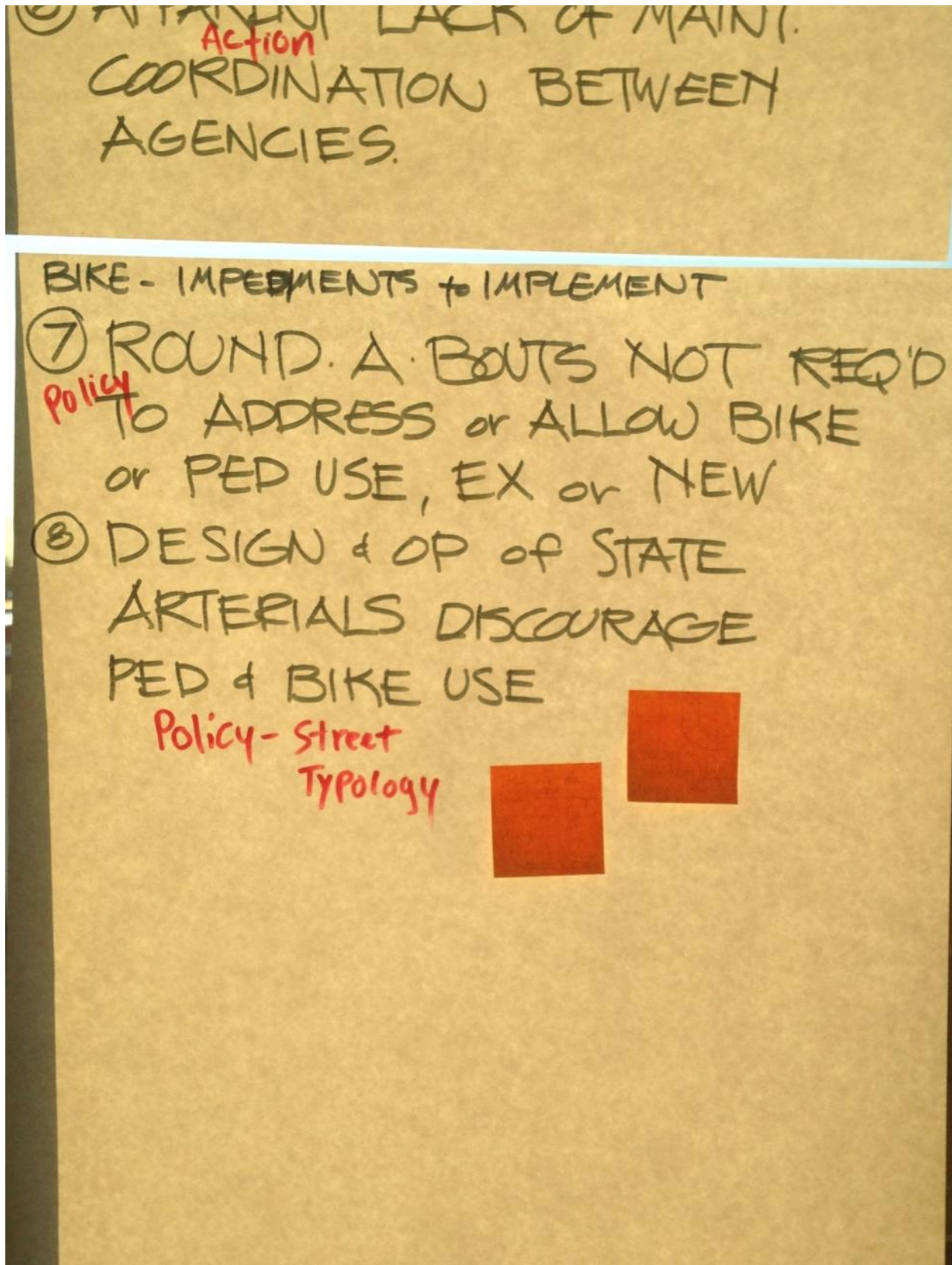
## BIKE - IMPEDIMENTS TO IMPLEMENT

- ① NEED ACCURATE PROJECT  
✓ COST ESTIMATES
- ② ✓ MAINTENANCE COSTS  
ESTIMATES
- ③ GEN'L FOCUS <sup>OFF OF</sup> ON HIGH SPEED  
AUTOMOBILITY **Goal / Policy**
- ④ DIFF. FUNDING POTS for  
**Action / Policy** CONST & MAINT NOT COORDINATED
- ⑤ AMATS/~~MDA~~ <sup>**Policy**</sup> CURRENT POLICY
  - LIMITS % AGE OF TRANS. FUNDS  
TO BE USED for BIKE & PED
- ⑥ APPARENT LACK OF MAINT.  
<sup>**Action**</sup> COORDINATION BETWEEN  
AGENCIES.

## BIKE - IMPEDIMENTS TO IMPLEMENT

- ⑦ **Policy** ROUND. A. BOUTS NOT REQ'D  
TO ADDRESS or ALLOW BIKE  
REDUCE EV NEW

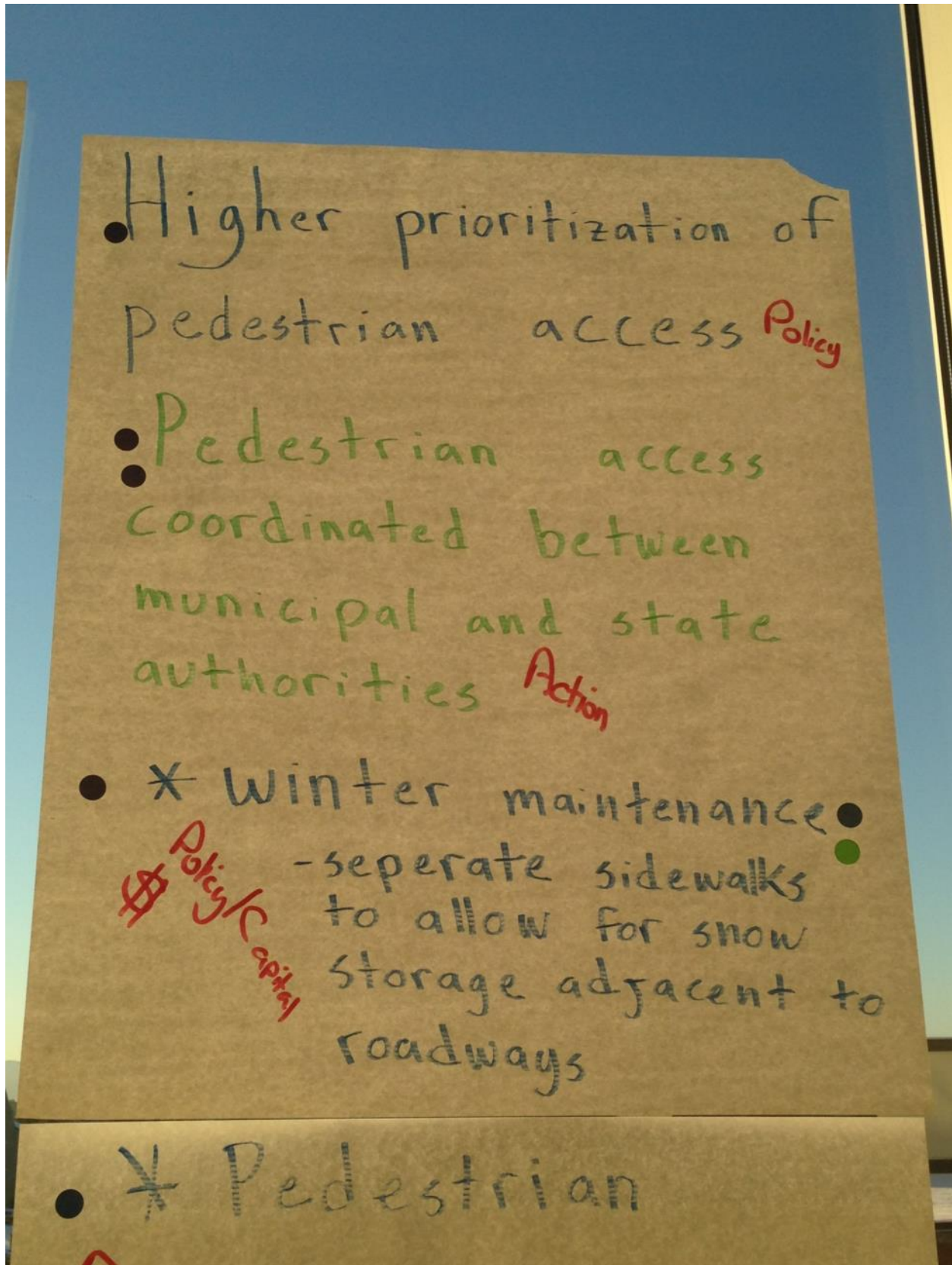


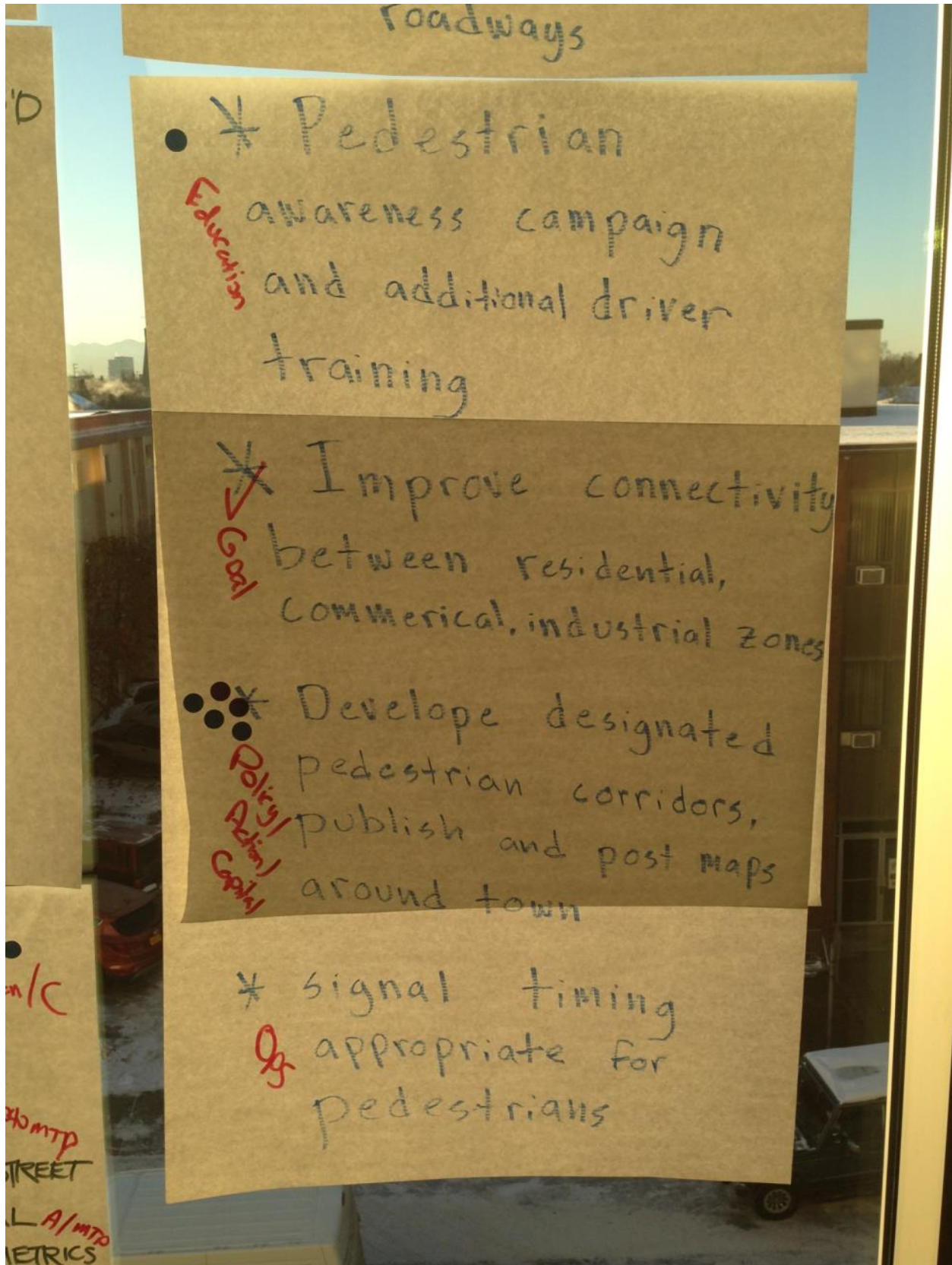


## BIKE - BIG IDEAS

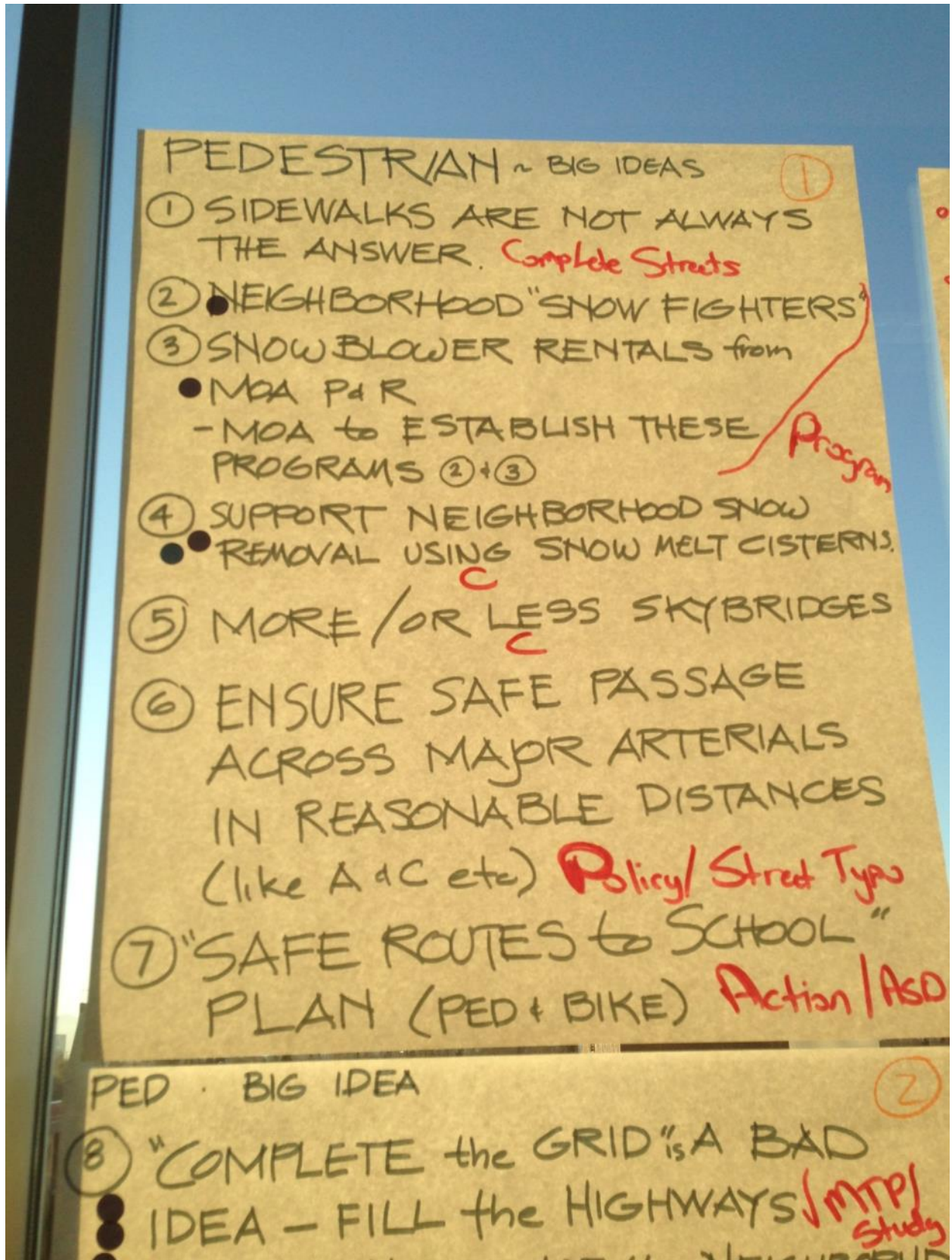
- ⑭ DEVELOP A NETWORK OF BIKE BLVDs IN ANC *Non-motorized Plan/C*
- ⑮ PRIORITIZE NETWORK CONNECTIVITY *P*
- ⑯ DEVELOP/PRIORITIZE A REGIONAL NETWORK *A/2040 MTP*
- ⑰ CONNECT OFF-STREET to ON-STREET
- ⑱ DEVELOP A BIKE FUNCTIONAL CLASS SYSTEM & DESIGN METRICS (SIMILAR to those for AUTO ROADWAYS) *A/MTP*
- ⑲ APPLY TB to ANC *A/MTP*
- ⑳ INCREASE INFRASTRUCTURE (OFF ROAD, END PT) SUPPORT - BIKE RACKS, SHOWERS, BUS-TRAIN CARRY *A/P*
- ㉑ SIGNAGE - IMPROVE SO YOU KNOW WHERE YOU ARE, WHERE BIKE WAY CONTINUES (or ENDS) *C/O Program?*













## ⑦ "SAFE ROUTES to SCHOOL" PLAN (PED + BIKE) Action / A

PED · BIG IDEA

- ⑧ "COMPLETE the GRID" is A BAD  
● IDEA — FILL the HIGHWAYS (MTP Study)  
● @ RUSH HOUR, NOT the NEIGHBORHOOD
- ⑨ ESTABLISH SYSTEM of  
PEDESTRIAN ROUTES w/ DESIGN  
STANDS for EACH. Complete Streets / Func Class
- ⑩ REQUIRE SIDEWALKS IN SUBDIVISION  
DEVELOPMENT IN ANC BOWL Action / Policy
- ⑪ ALLOW for PED STREETS "WOONERS"  
● IN MOA DESIGN MANUAL Complete Streets
- ⑫ REQUIRE PROPERTY OWNERS TO  
BE RESPONSIBLE for MAINTENANCE  
of SIDEWALKS ABUTTING THEIR  
PROPERTY. Policy Enforcement

PED — OBSTACLES

- ① TRANS  
PROJECTS NOW PLANNED w/ HUGE  
BIAS TOWARD DECREASING RUSH HOUR  
Policy



BE RESPONSIBLE for MAINTENANCE  
OF SIDEWALKS ABUTTING THEIR  
PROPERTY. *Policy* *enforce*

### PED - OBSTACLES

- ① <sup>TRANS</sup> PROJECTS NOW PLANNED W/HUGE  
BIAS TOWARD DECREASING RUSH HOUR  
TRAFFIC. *Policy*
- ② DOT DOESN'T ALLOW UNDER 17 YR OLDS  
TO OPERATE SNOW REMOVAL MACHINERY  
(INCLUDING SHOVELS!) OR LAWN CARE.
- ③ CRITERIA & DATA NEEDED TO  
ADDRESS & PRIORITIZE *Action 1*
- ④ MAKE TRAFFIC SIGNALS TIMING *OK*  
MORE PEDESTRIAN FRIENDLY  
IMPROVE PEDESTRIAN DETECTION.
- ⑤ *↓* TRANSPORTATION PROJECTS  
ARE NOW RANKED SEPARATELY  
BY MODE. NEED to BE ONE  
POOL & RANK EACH PROJECT  
AGAINST COMMUNITY CRITERIA.
- ⑥ "ONLY POOR PEOPLE WALK" *Education*

- All users should be equal Policy
- Require snow clearing by property owners. Policy/\$/enforce
- No Right on Red Policy/ops/enforcement
- Encourage DENSE, walkable development Goal
- Make crossing mega-blocks possible + safe Capital/Policy/ops
- Prevent sidewalk impediments (utility boxes, telephone poles, meters, etc.) Design/Policy
- Coordination + cooperation b/w MDA/DOT Action
- Connected grid network ~~not~~ Action/MTP Capital
- Coordination w/ Land Use Plan. Dense development, mixed use Action → Feedback
- Driver education Action/Ed. Program

PEDESTRIAN RULE

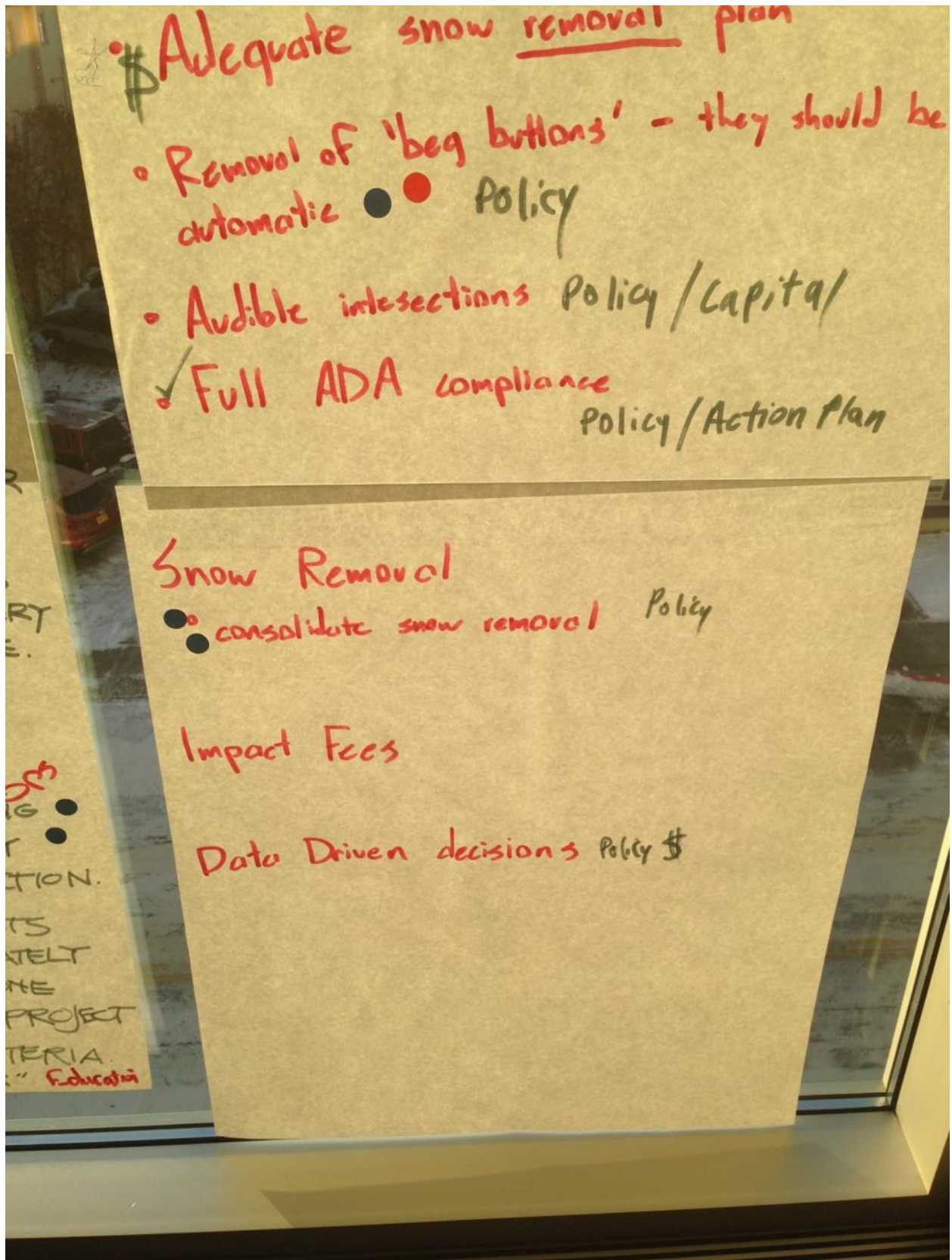


# PEDESTRIANS RULE!

- Decreased speed limits Policy / Street Type
- Development Impact Fees, for completing sidewalks Policy
- Improved, complete sidewalks Action / Policy Capital
- Adequate snow removal plan
  - Removal of 'beg buttons' - they should be automatic Policy
  - Audible intersections Policy / Capital
- ✓ Full ADA compliance Policy / Action Plan

Snow Removal

• Adequate snow removal Policy





## Guiding principle on priorities

- A Choose the easiest-to-build  
easiest to convert street  
corridor.

- Fairview Greenway  
atop an underground  
H2H

- greenbelt thru urban  
area connecting Ship to  
Chester Creek greenbelts

Non-priority / remove

## Non-priority / remove

A Tudor -- <sup>primarily</sup> ~~only~~ has development on north side.

- Loading further development diverts growth & investment from more probable corridors.
- Already designed for high volume of vehicles -- very difficult conversion to transit corridor

A. C Street/Klatt -- not helpful to have a new commercial center. Diverts <sup>investment</sup> from other centers

## TRANSIT CORRIDORS

CHALLENGES - <sup>A</sup> - DRAWS NEGATIVE BEHAVIORS (DIMOND CENTER)  
<sup>A</sup> - KEEP IT SAFE

<sup>A</sup> - HOW DO WE MAKE IT SO PEOPLE WANT TO RIDE?

<sup>A</sup> - SIDEWALKS NOT ADEQUATE  
↳ WIDTHS, SNOW REMOVAL (ENFORCEMENT)  
↳ HEATED SIDEWALKS

<sup>A</sup> - BUS STOP ENCLOSURES, AMENITIES

<sup>P/A</sup> - COMMUNITY PATROL VANS DON'T GO PAST MIDTOWN

- LIGHTING NEEDED

## OPPORTUNITIES

<sup>P</sup> - BUILD <sup>A</sup> HOUSING, NEAR DESTINATIONS  
HIGH DENSITY (i.e. DIMOND CENTER)  
WITH PARKING

<sup>P/A</sup> - DEMAND MANAGEMENT

- PARKING LOCATIONS

- RAISING PARKING PRICES \$ ↑↑

<sup>1/2</sup> - MUNI-OWNED LAND - LEAD THE WAY

- STATE-OWNED LAND - SAME

- UNI CENTER  $\frac{1}{2}$  DIMOND RELATIONSHIPS

MOVING LABOR FORCE

MTN VIEW DRIVE - GOOD TRANSIT CORRIDOR  
- EXISTING HIGH USE



A - UNIT CENTER & DIAMOND RELATIONSHIPS  
MOVING LABOR FORCE ①

A - MTN VIEW DRIVE - GOOD TRANSIT CORRIDOR  
> EXISTING HIGH USE  
> NEEDS HOUSING

- TOD CORRIDOR LOOKS LIKE:

- A > MULTIMODAL CORRIDOR: GOOD FOR ALL USERS
- P > AMENITIES - LIGHTS, HEATED, PLOWED SIDEWALKS
- P/A > ACCOMMODATE USER, OTHER ON-DEMAND VEHICLES. STORAGE?
- P/A > NOT JUST THE "MAIN" TOD - BUT MUST THINK ABOUT OTHER ADJACENT ROADS. i.e. TUDOR vs. 40<sup>th</sup>
- > FEWER LANES? TUDOR AS 3<sup>RD</sup> LANE
- C > HIGHWAY TO HIGHWAY IS SO NEEDED
- P/A > HIGH CONGESTION CREATES HIGHER NEED FOR TRANSIT
- Q > ALLOW SOME STREETS TO HAVE LOWER LEVEL-OF-SERVICE

CHALLENGES TO OVERCOME

- > CASH
- > POLITICAL WILL
- A > CHANGE PERCEPTION OF TRANSIT
- A > MENTAL MODEL - SOCIAL VALUE OF DRIVING

②

IDEAL street      IDEAL TRANSIT  
Lump                      CORRIDOR

Q > Level of service for vehicles

SERVICE  
CHALLENGES TO OVERCOME

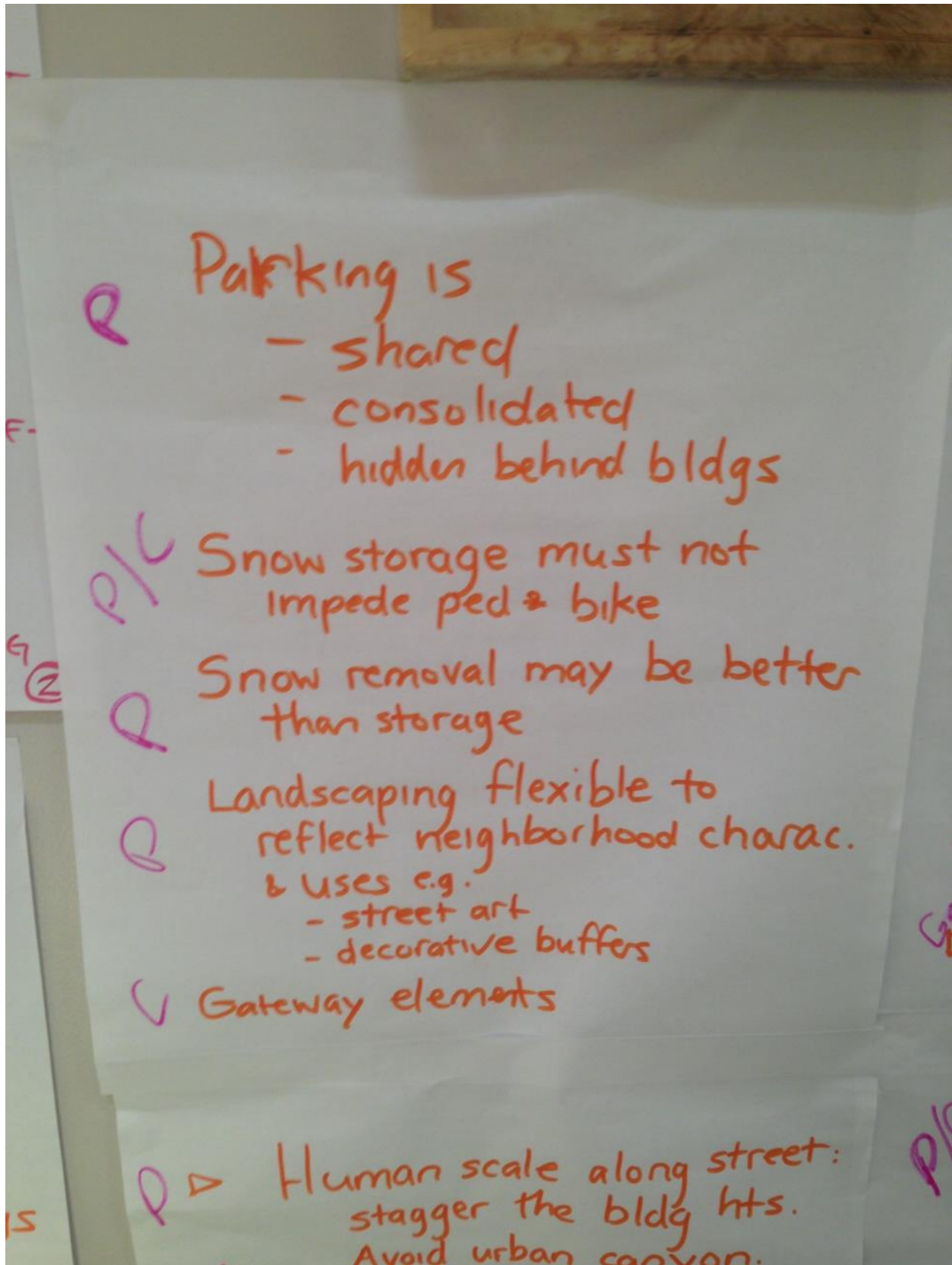
- > CASH
- > POLITICAL WILL
- > CHANGE PERCEPTION OF TRANSIT
- > MENTAL MODEL - SOCIAL VALUE OF DRIVING

IDEAL Street  
LUMP

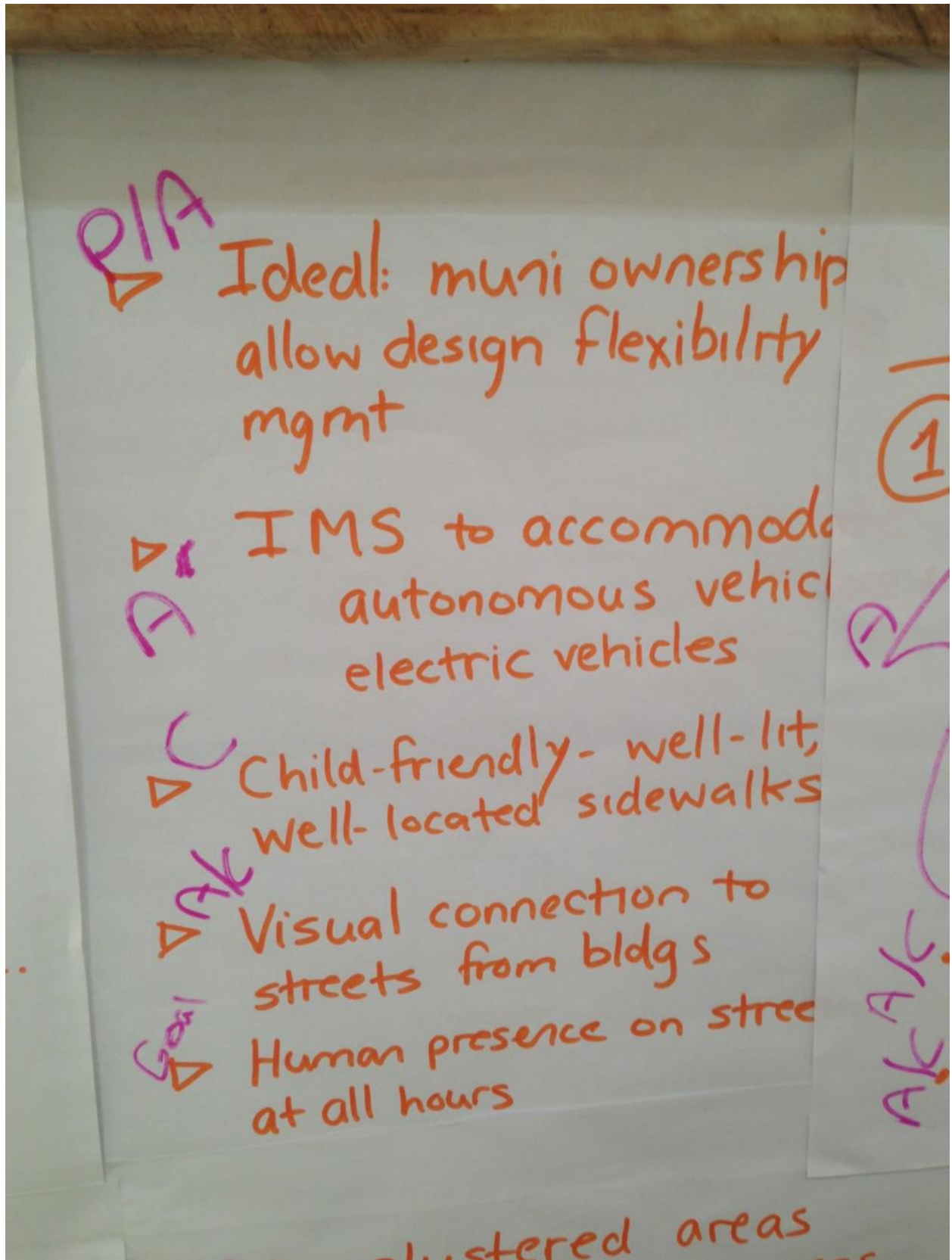
IDEAL TRANSIT  
CORRIDOR

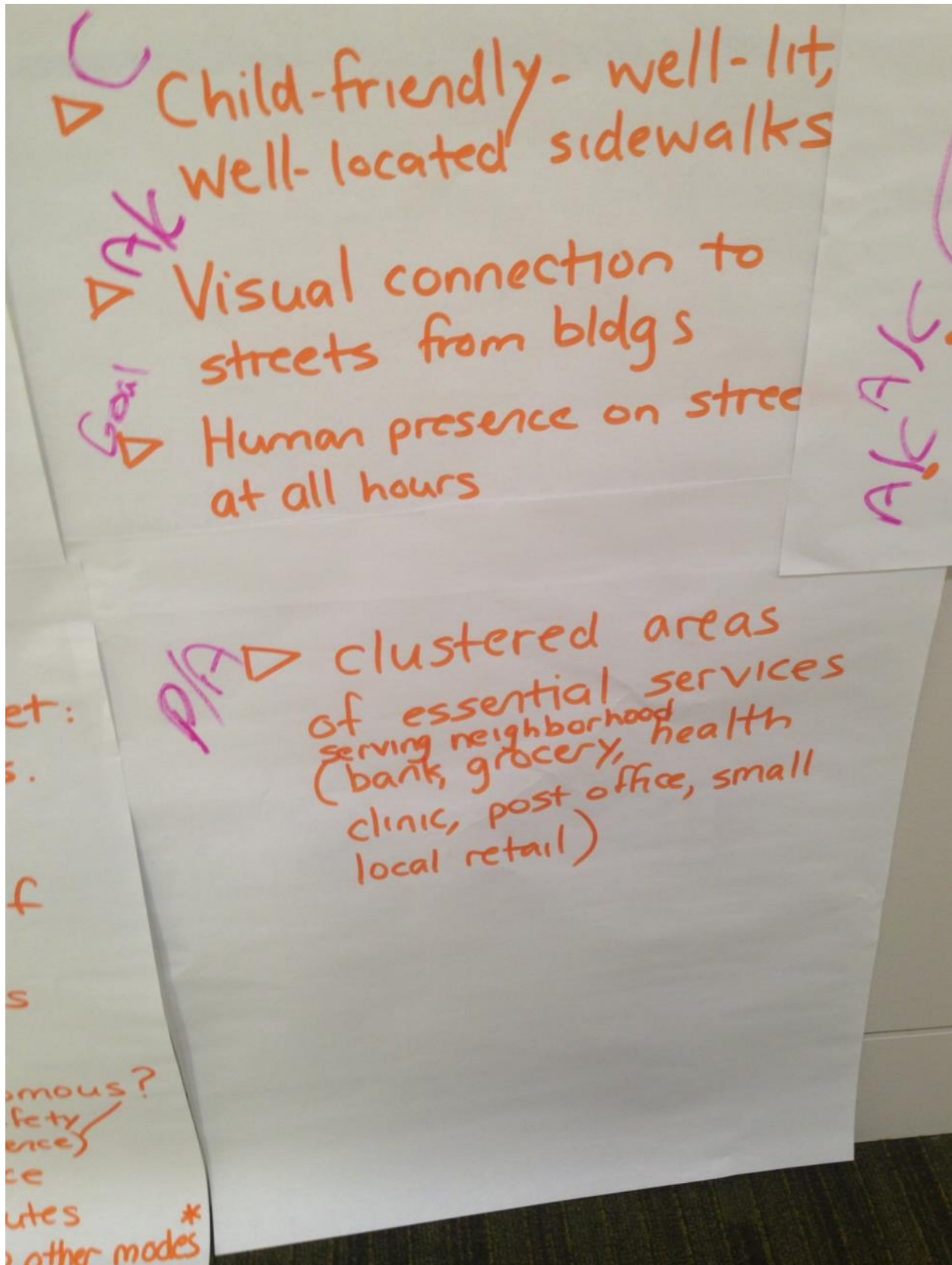
- Q > Level of service for vehicles can be reduced
- P/A > Slower vehicle speeds
- A > Not a freight route but accommodate
- A > Separated/buffered bike lanes
- A > Short distance at ped crossings
- Q > No superblocks: frequent ped crossings
- U > Wide sidewalks - people & activities
- Q > Bldgs abut sidewalks

\* bikes, rail, ride share







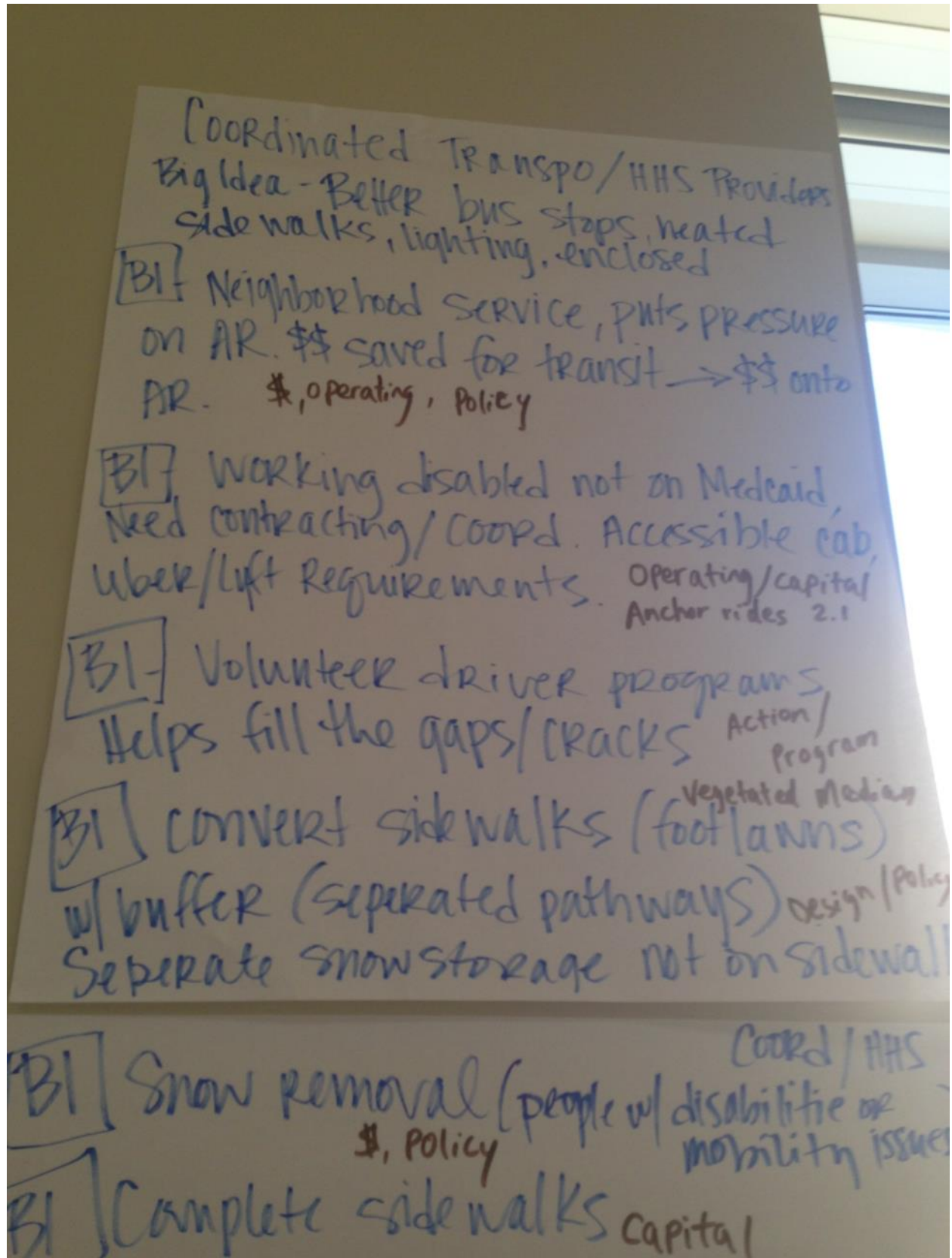


# Priority corridor

## ① 15<sup>th</sup> - DeBarr

- MOA takes over
- Establish reinvestment strategy area
- Incentivize mixed use high density (20 + 30 DU within  $\frac{1}{4}$  mile of center line)
- Gambell becomes 2-way main street
- Ingra becomes 2-way local street







& Uses e.g.

- street art
- decorative buffers

## Gateway elements

▷ Human scale along street:  
stagger the bldg hts.  
Avoid urban canyon.

plac

plac

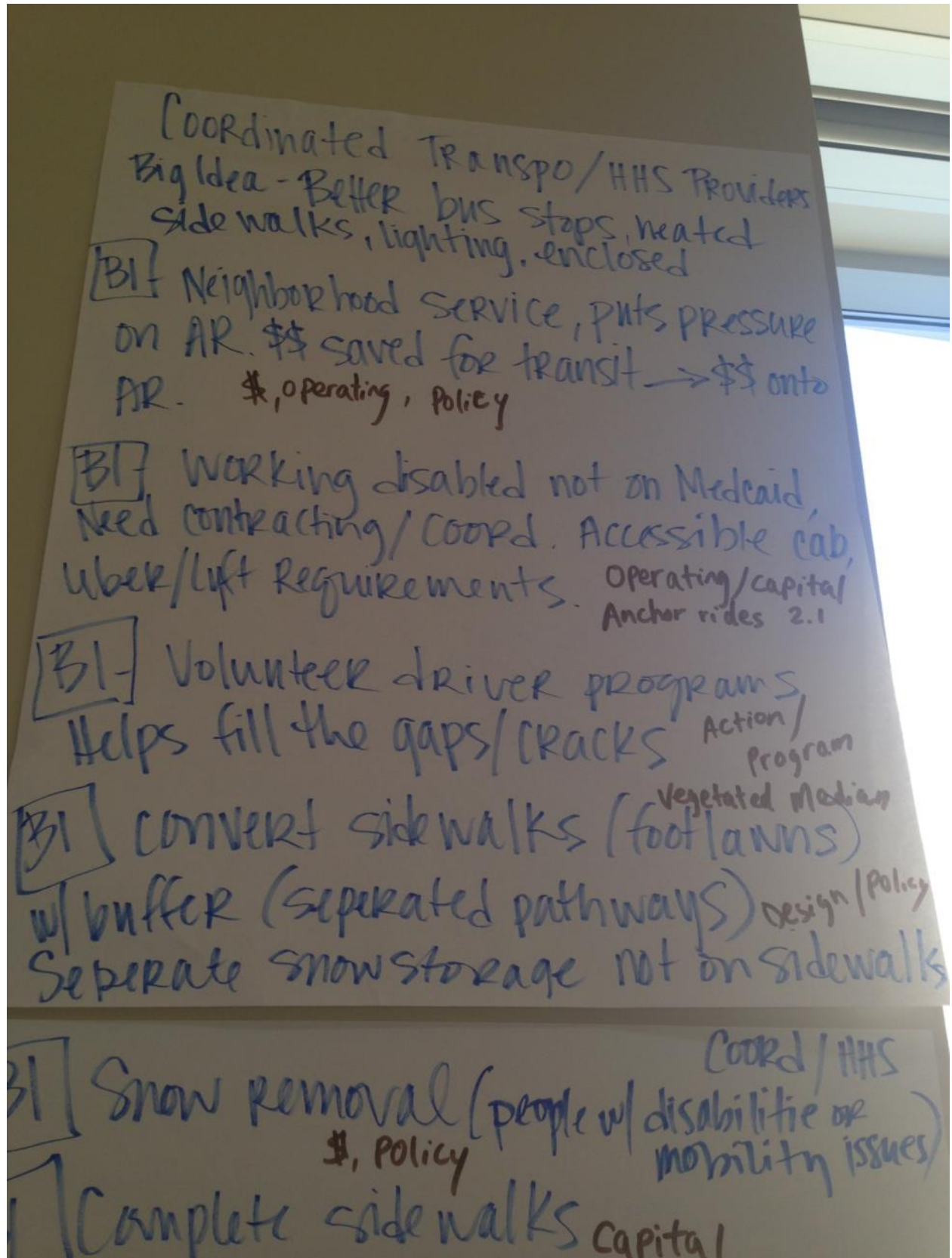
Human scale in terms of  
block lengths

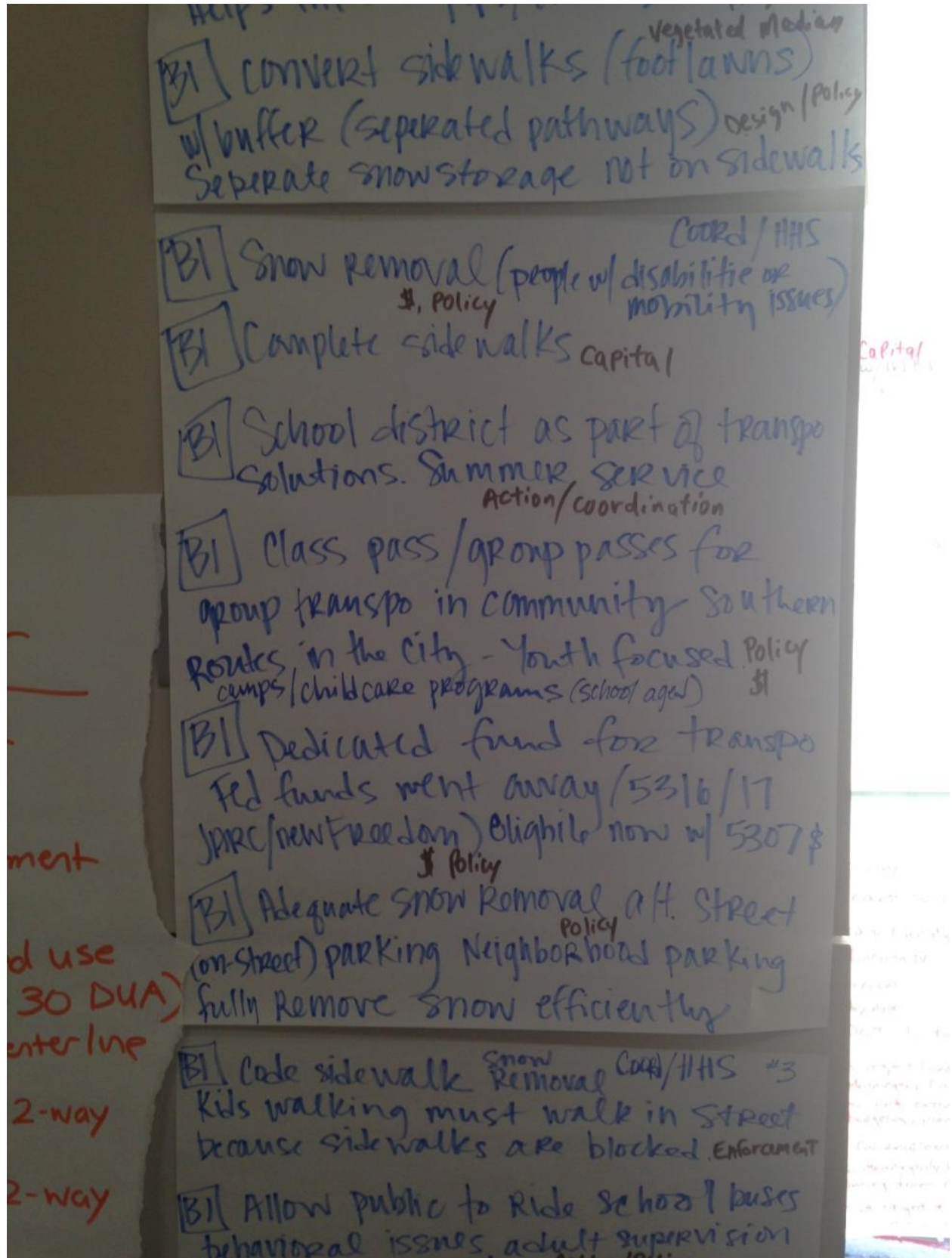
Pedestrian-only zones

\* bikes, rail, ride share

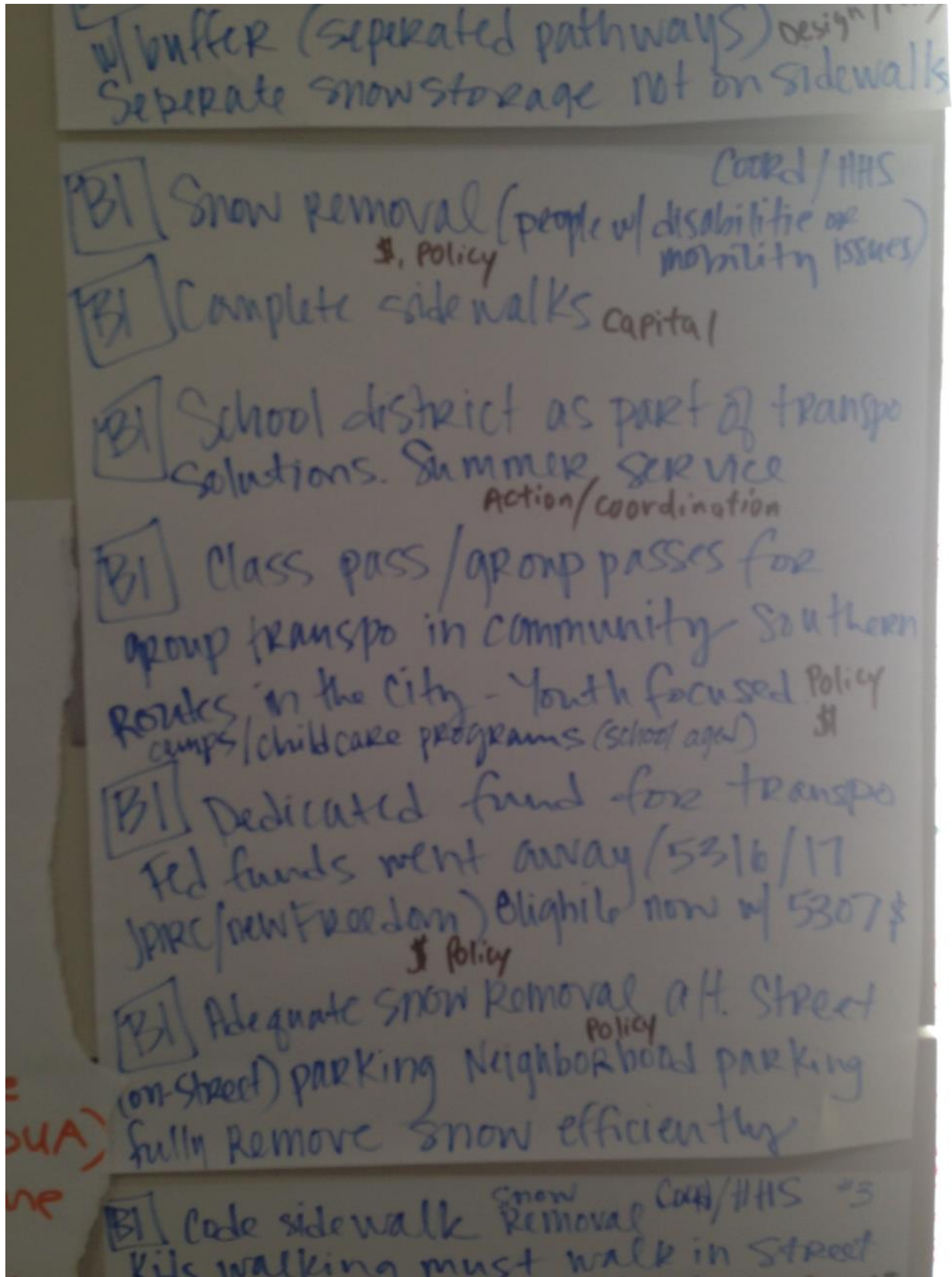
▷ Buses:

- electric & autonomous?  
(drivers can be safety  
community presence)
- frequent service
- clear, direct routes
- good connections to other modes \*

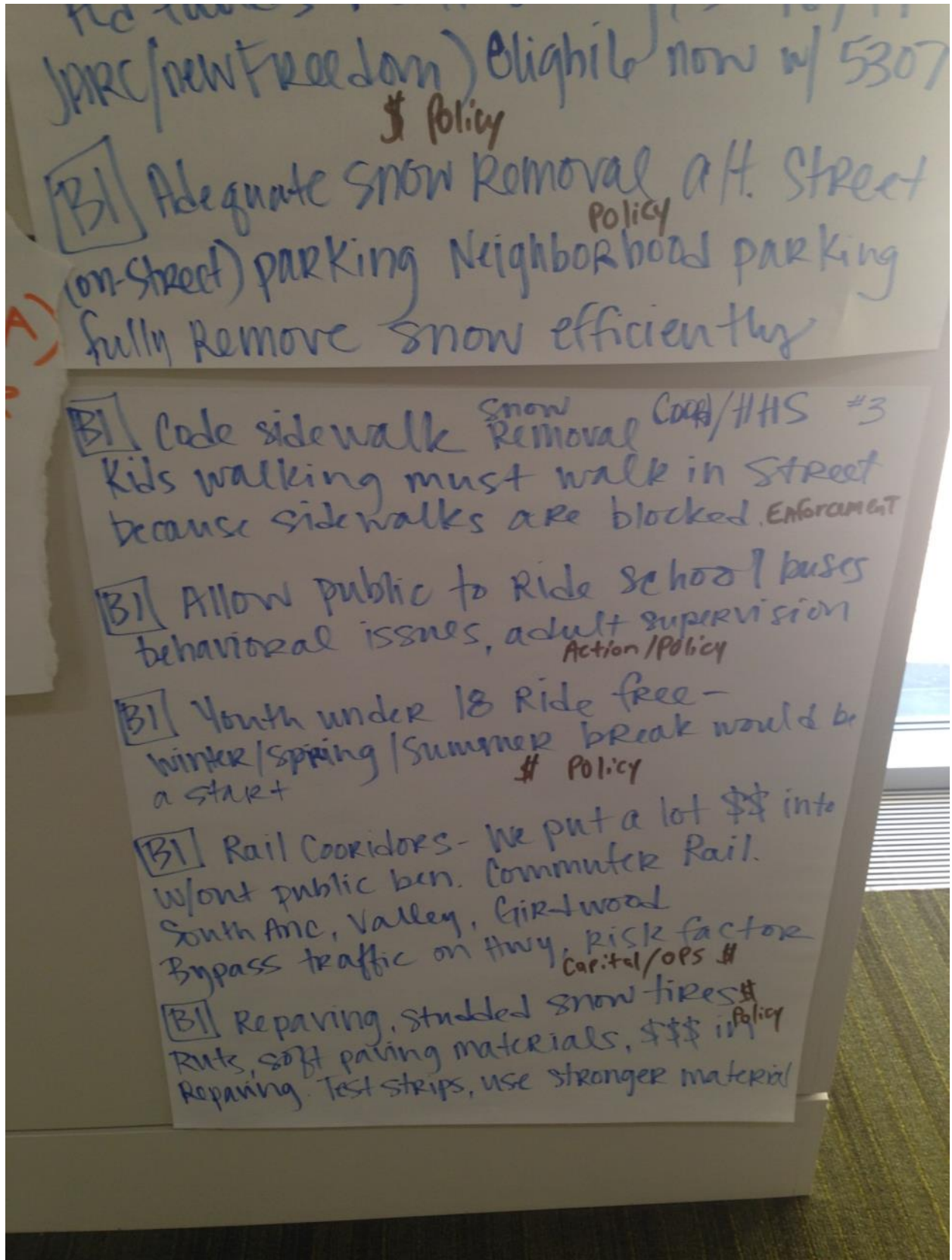


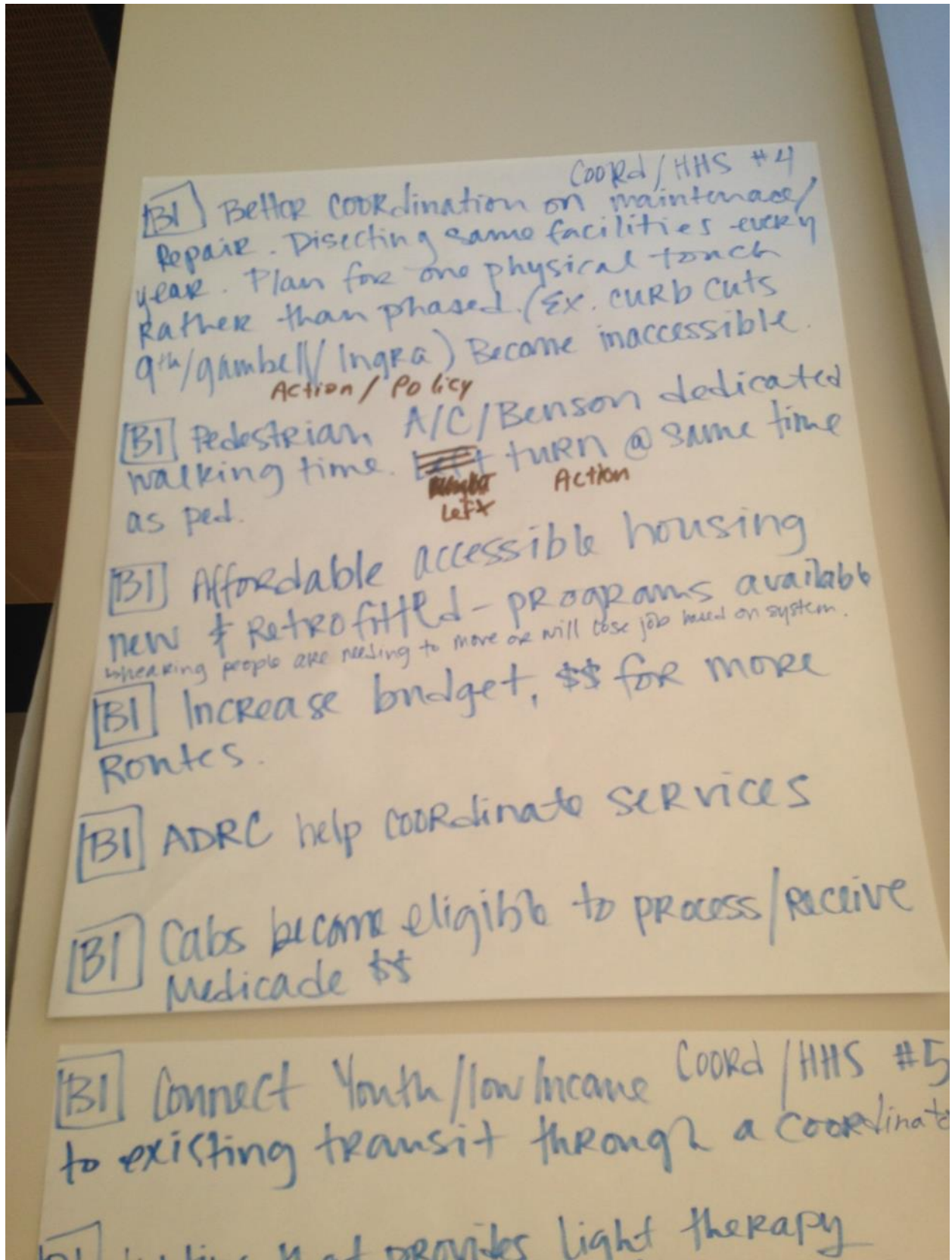














[BI] Cabs become eligible to process/receive  
Medicaid \$\$

[BI] Connect Youth/low income <sup>COORD/HHS #5</sup>  
to existing transit through a <sup>Coordinator</sup>

[BI] lighting that provides light therapy  
(Seasonal affective disorder) Mix public  
health / transit

[BI] Social work / Mentor / Support prof.  
on buses @ facilities

[BI] <sup>CH</sup> Shuttles - get out of silos  
<sup>ST</sup> Secure parking to receive rail commuters

### CHALLENGES

Mental Love/MARRIAGE to Auto/POV  
Transit is price sensitive

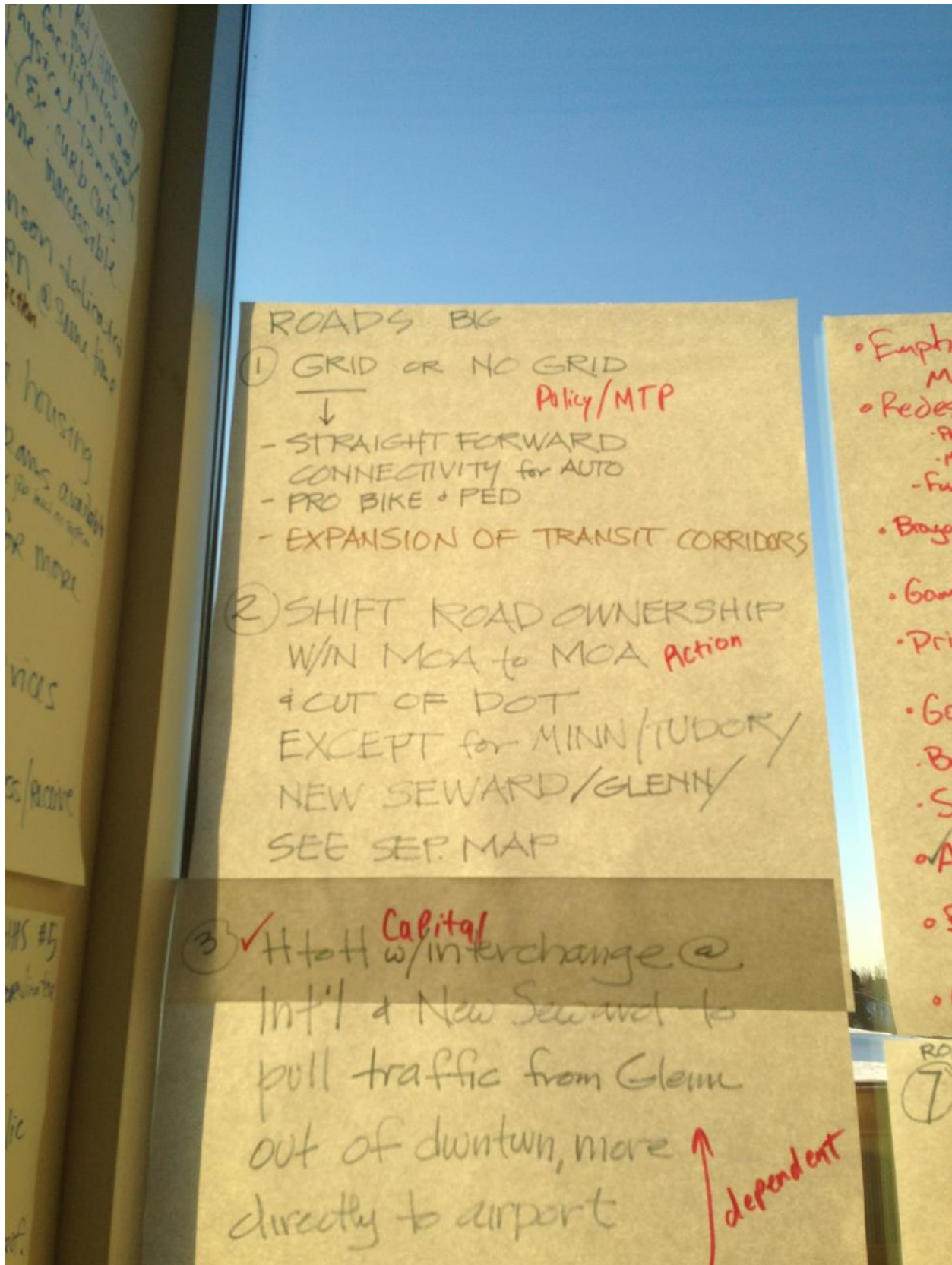
- Housing
- gasoline

Infrastructure/Network gap commuter  
rail

Lack of connection / coord MTA & ASD

[CH] Infrastructure w/ no intention <sup>COORD/HHS #7</sup>





② SHIFT ROAD OWNERSHIP  
W/IN MOA to MOA **Action**  
4 CUT OF DOT  
EXCEPT for MINN/TUDOR/  
NEW SEWARD/GLENN/  
SEE SEP. MAP

③ ✓ H to H w/ **Capital** interchange @  
Int'l & New Seward to  
pull traffic from Glenn  
out of downtown, more  
directly to airport

**dependent**

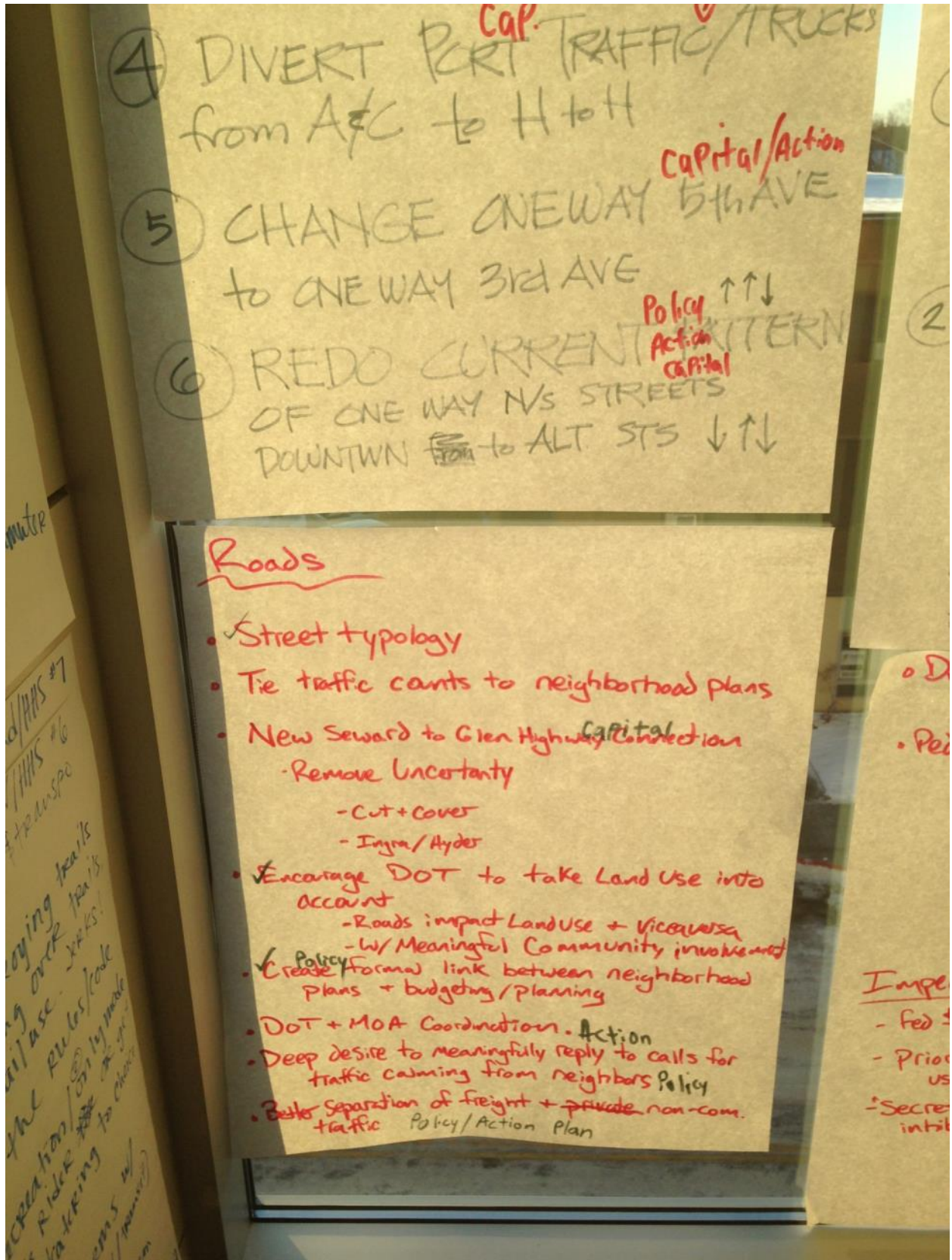
④ DIVERT **Cap.** PRT TRAFFIC/TRUCKS  
from A&C to H to H

⑤ CHANGE ONEWAY 5th AVE  
to ONEWAY 3rd AVE **Capital/Action**

⑥ REDO CURRENT **Policy** PATTERN  
OF ONE WAY N/S STREETS  
DOWNTOWN ~~from~~ to ALT STS **Action** **Capital** ↑↑↓ ↓↑↓

Roads







- Emphasize getting in/out of MOA <sup>Policy</sup>
- Redesign Minnesota Tudor to Hillcrest <sup>Capital</sup> <sup>street typology</sup>
  - Pedestrian
  - Medians
  - Function as a Blvd. not a Hwy.
  - Landscaping
- Bragaw-Elmore <sup>complete street</sup> <sup>street typology</sup>
- Gambell St redevelopment plan <sup>Capital</sup> <sup>H2H</sup>
- Prioritize P.E.L. <sup>Policy</sup> to strengthen Connection to land use <sup>Land Use Plan</sup>
- Govt. Hill connection to city <sup>Capital</sup>
- Better connection to JBER <sup>Capital</sup>
- Seward Hwy improvements to G-wood <sup>Capital</sup>
- Account for growth in Downtown Residential
- Eklutna overpass toll to recover from free loaders <sup>Policy (Tolls)</sup>
- Create <sup>Policy - PPP</sup> Evening Mtgs for improved Public Meeting Participation

ROADS - BIG IDEAS

⑦ CONVERT SIGNALIZED INTERSECTIONS to ROUNDABOUTS <sup>Policy / Action</sup>



- o Eklutna Overpass toll to recover from free loaders \$ Policy (Tolls)
- o Create <sup>Policy - PPP</sup> Evening Mtgs for improved Public meeting Participation

#### ROADS - BIG IDEAS

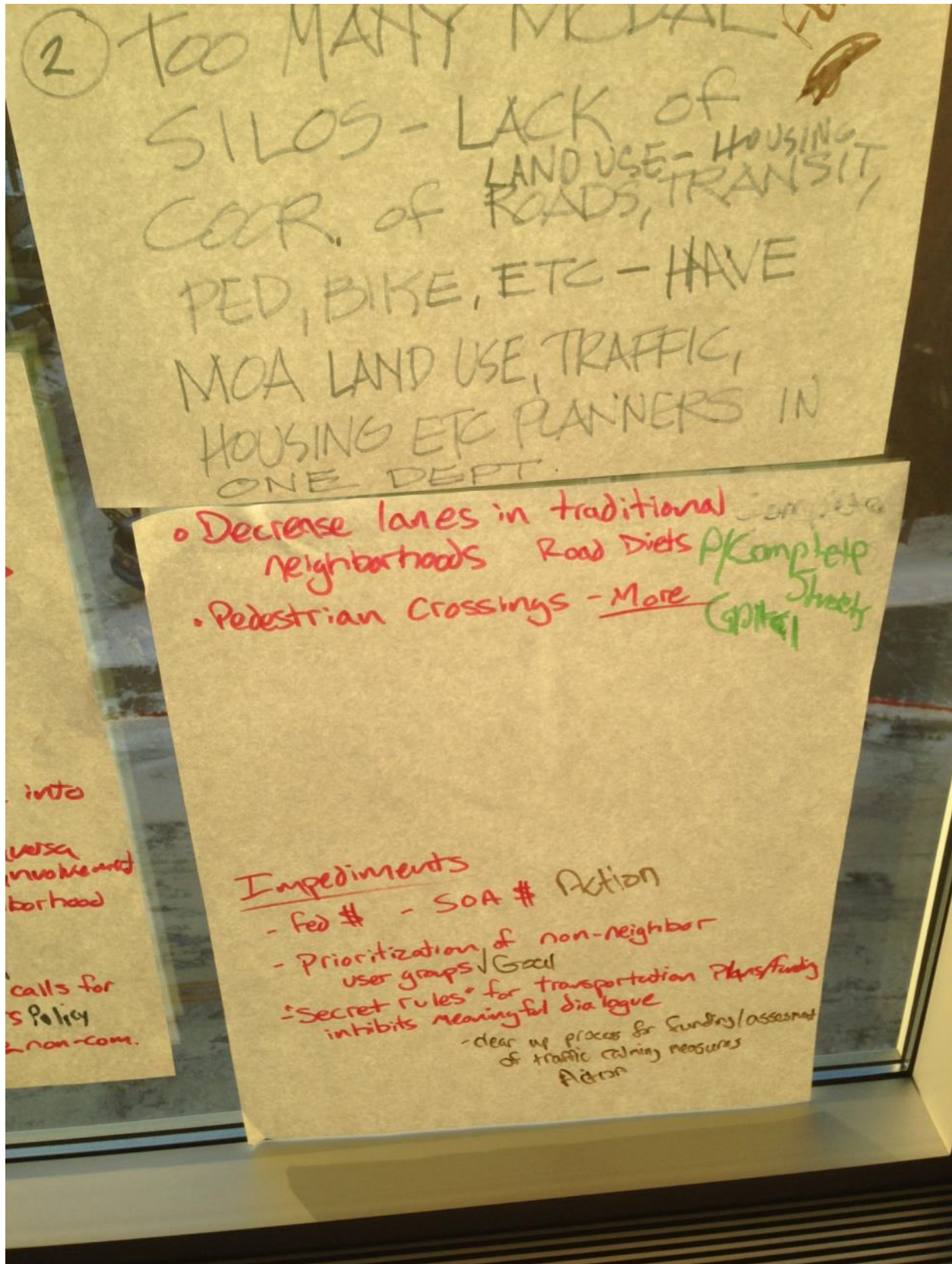
⑦ CONVERT SIGNALIZED INTERSECTIONS to ROUNDABOUTS Policy / Action

- OBSTACLES

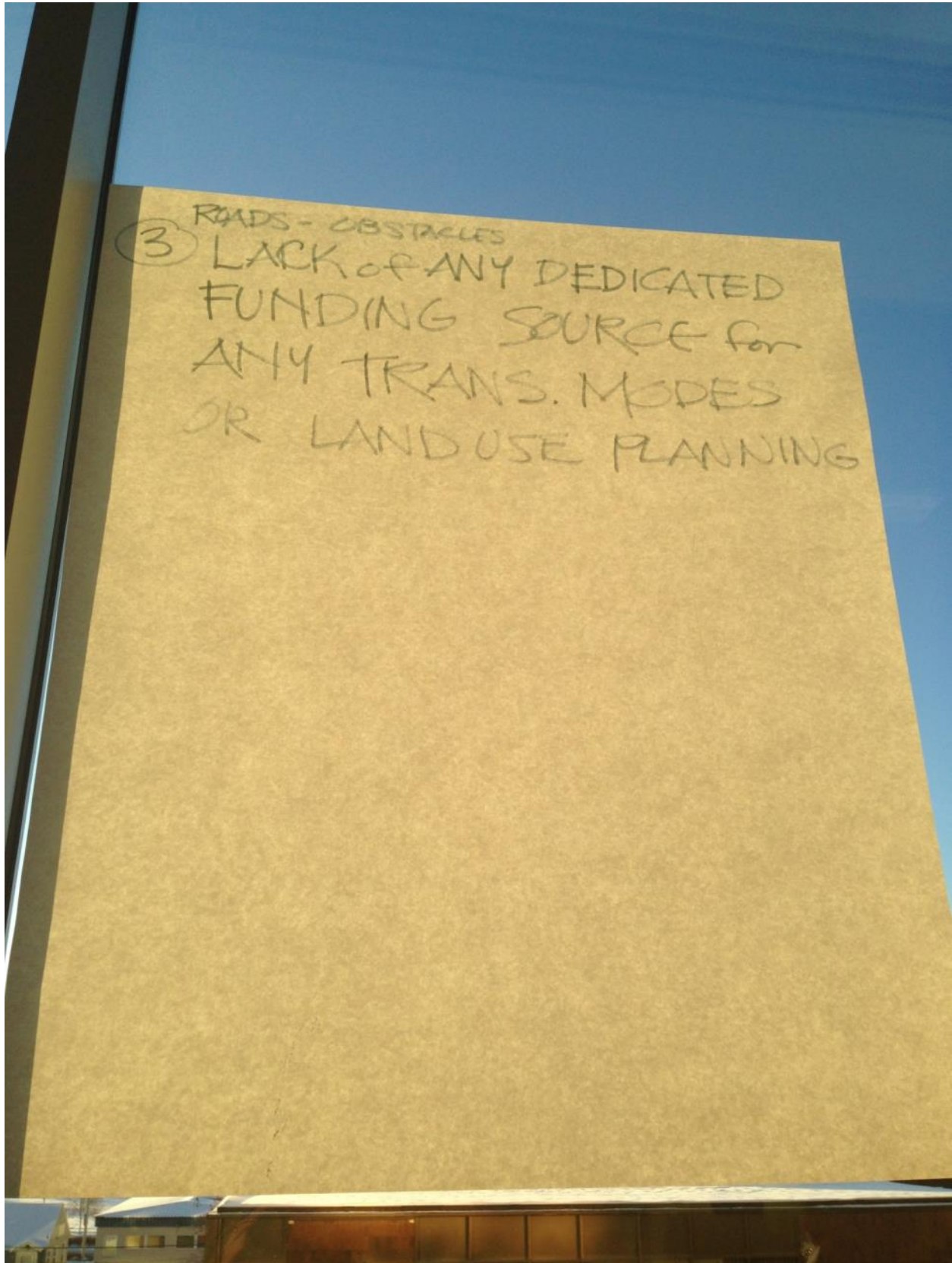
① UNWILLING OF MOA to TAKE ON OWNERSHIP OF ROADS Action #2 Roads

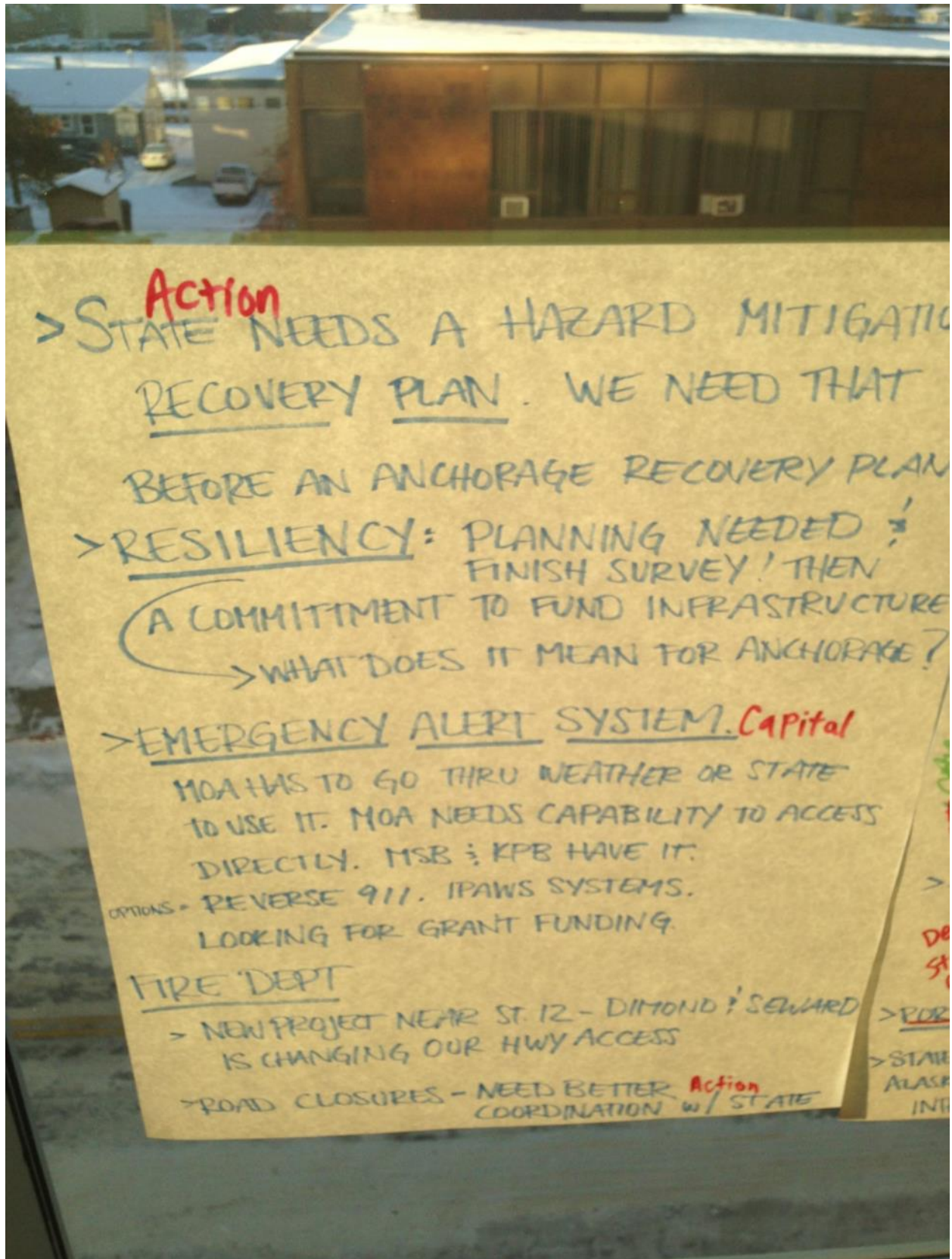
② TOO MANY MODAL Action SILOS - LACK of COOR. of <sup>LAND USE - HOUSING</sup> ROADS, TRANSIT, PED, BIKE, ETC - HAVE MOA LAND USE, TRAFFIC, HOUSING ETC PLANNERS IN ONE DEPT.

o Decrease lanes in traditional neighborhoods Complete Road Diets PKomplete

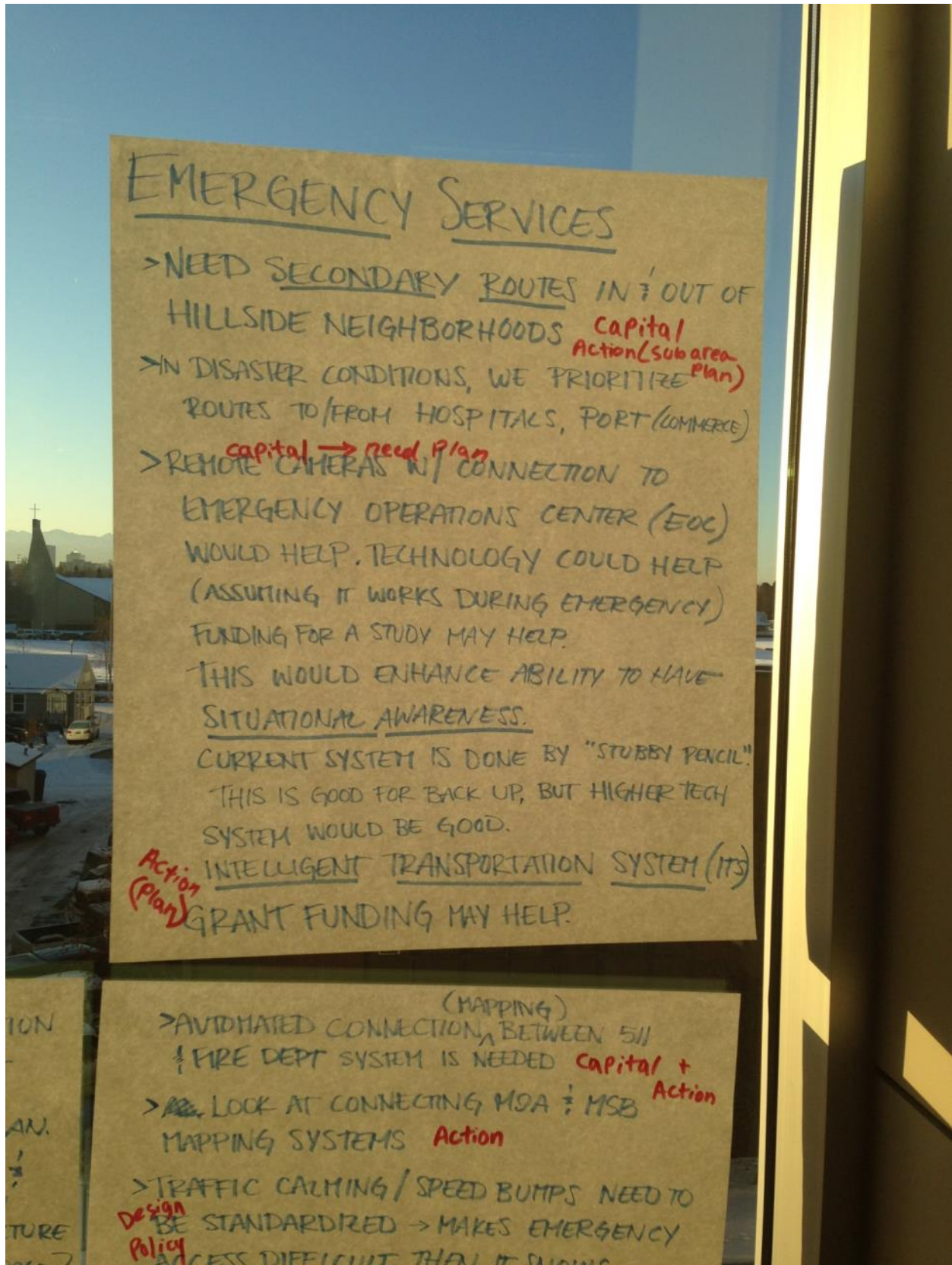




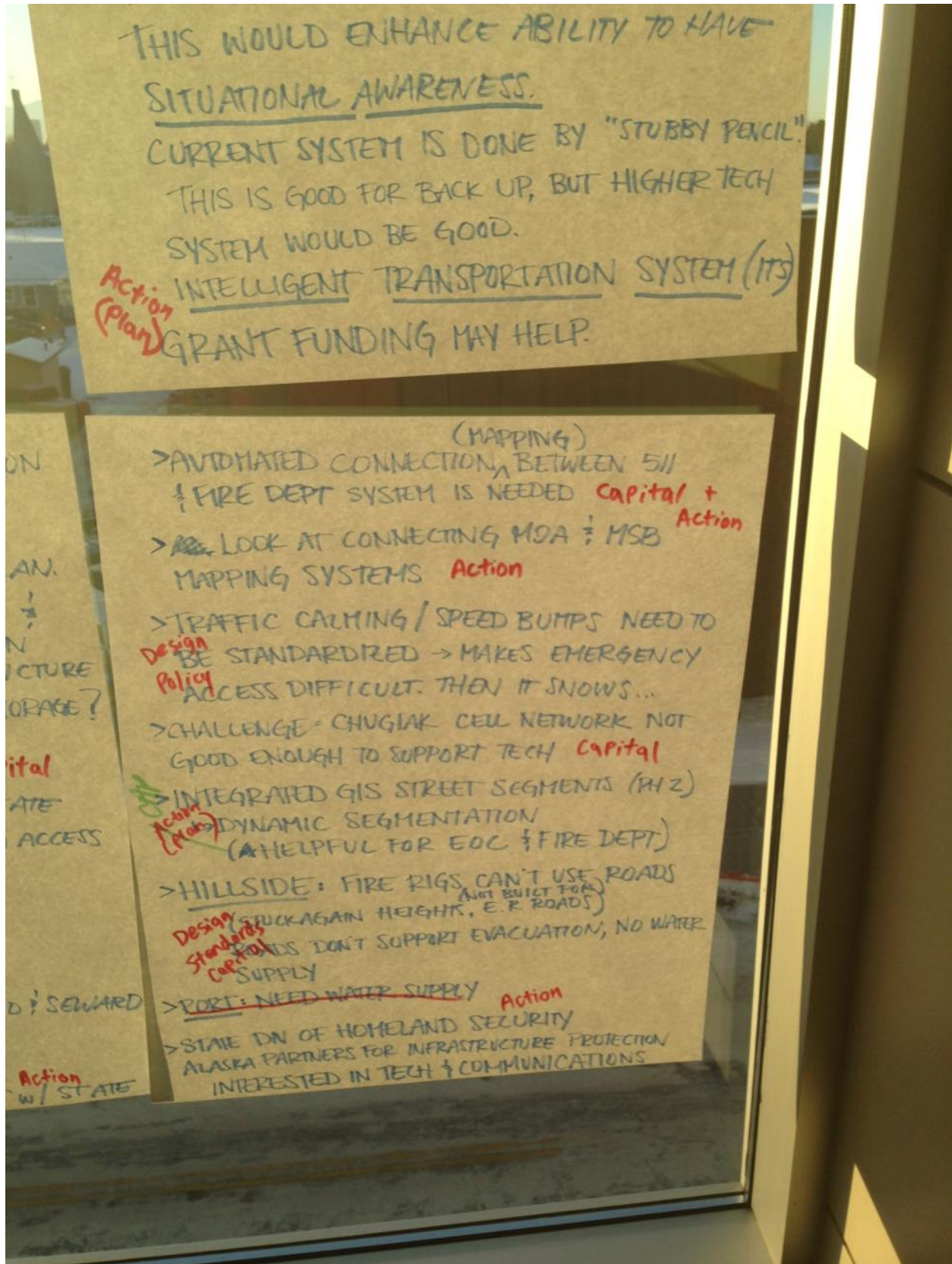












# TOFC Yard on Port

- improve circulation in ship creek

Save time + \$

advocate - AMATS

ARRC - <sup>likely</sup> grant applicant

↑ volume of goods moved by rail

take trucks off road system

congestion relief study

## Whitney Road Area

↳ Safety issues

turn Ocean Dock onto W.

W. Post intersection

improve efficiency in area

