

2050 Metropolitan Transportation Plan

Anchorage Bowl, Eagle River, Chugiak, Eklutna



What is AMATS?

Anchorage Metropolitan Area Transportation Solutions (AMATS) is the Metropolitan Planning Organization (MPO) for the Anchorage Bowl and Chugiak-Eagle River areas. Every metropolitan area with a population of more than 50,000 residents has a designated MPO based on federal regulation.

AMATS is the cooperative, continuous, and comprehensive planning process between the Municipality and the State.



What is the Metropolitan Transportation Plan (MTP)?

- Federally required plan
- Primary tool used by AMATS to plan for long-range transportation needs and recommend solutions
- Based on anticipated funding available over a minimum 20-year horizon (must be fiscally constrained)
- Updated every 4 years
- Includes the whole transportation system: streets, sidewalks and pathways, trails, public transit, freeways, highways, and freight mobility
- Required to address:
 - Congestion management for a multimodal system
 - Air quality standards
 - Based on land uses described in the current comprehensive plan and land use plans for Anchorage and Chugiak-Eagle River





Phase 1 DEFINE OUR VISION

Guiding Principles: How we approach the process

Vision Statement: Where we want to be

Goals & Objectives: What we want

Performance Measures & Targets: How we will know if we got to where we want to be



Phase 2 EVALUATE TODAY'S SYSTEM

Data Collection, Issues & Opportunities Identification

Status of the System: What we have

System Deficiency Summary: What needs to improve

Transportation Network Evaluation: How it performs



Phase 3 ANALYZE TOMORROW'S NETWORK

Modeling, Scenario Planning, Recommendations

2050 Model Runs: What 2050 will be like based on today's trends

Performance Based Scenarios: Our possible futures

Alternatives Analysis: Responses to current and anticipated needs

Project, Strategy, & Phasing Considerations: How to work towards getting the network we want.



Phase 4 BUILD OUR ROADMAP

Implementation Plan, Financial Plan, 2050 MTP

Project & Strategy Recommendations: What we need to build the desired network

Phasing & Implementation Plan: Specific steps to build the desired network and implement policy recommendations

Financial Plan: How it will be funded, matching costs with anticipated revenue

Draft 2050 MTP: Put it all together.





CHAPTER 1

INTRODUCTION – Chapter 1 sets the background and foundation for the purpose, need and intent of the metropolitan transportation plan. The first chapter also provides federal planning requirements for plan development.



CHAPTER 2

PLAN DEVELOPMENT AND COMMUNITY INVOLVEMENT – This section provides an overview of the plan development process including data collection through an iterative community engagement program to establish goals, objectives, project nominations, project screening and prioritization tools.



CHAPTER 3

GOALS, OBJECTIVES, AND PRIORITIZATION CRITERIA – The goals and objectives presented in this planning framework chapter help to achieve the vision for the AMATS transportation system. The prioritization criteria developed during the planning public involvement process ensures that projects recommended will continue to achieve the MTP's goals.



CHAPTER 4

COMMUNITY AND TRANSPORTATION PROFILE – This section provides in depth information on the regional context of the AMATS area including the current demographic and socioeconomic conditions and trends. In addition, regional transportation and land use connections are detailed to identify the deficiencies and gaps in the current multimodal system including active transportation (walking and bicycling), public transportation, vehicle travel, and freight, setting the stage for the next chapter.



CHAPTER 5

FUTURE TRANSPORTATION SYSTEM – This chapter documents the forecasted or projected future transportation system including trends, scenario development, and analysis to ensure deficiencies are addressed.



CHAPTER 6

RECOMMENDATIONS AND FINANCIAL PLAN – Chapter 6 combines project recommendations developed from the community and public engagement process and the fiscally constrained financial plan that will fund and program projects for implementation.



CHAPTER 7

IMPLEMENTATION STRATEGIES – This section provides the step by step actions needed to implement the plan recommendations and includes partnerships required to fully realize the community's vision for the transportation system. The performance measures established in this chapter will help to track how well progress will be made in the future to achieve the vision, goals, and objectives.



CHAPTER 8

AIR QUALITY AND THE MTP – This section details the federally required air quality conformity to ensure that future transportation project recommendations do not adversely impact the natural environment and especially air quality from vehicle carbon emissions.



Anchorage and Chugiak-Eagle River are vibrant winter communities with an adaptable & efficient multimodal transportation network that is equitable, safe, accessible, and reliable, which supports a sustainable economy, enhances and protects the natural and built environment, and fosters healthy, connected neighborhoods.



Maintain existing infrastructure



Support the economy



Improve safety and security



Promote a healthy environment



Improve access and mobility options



Advance equity



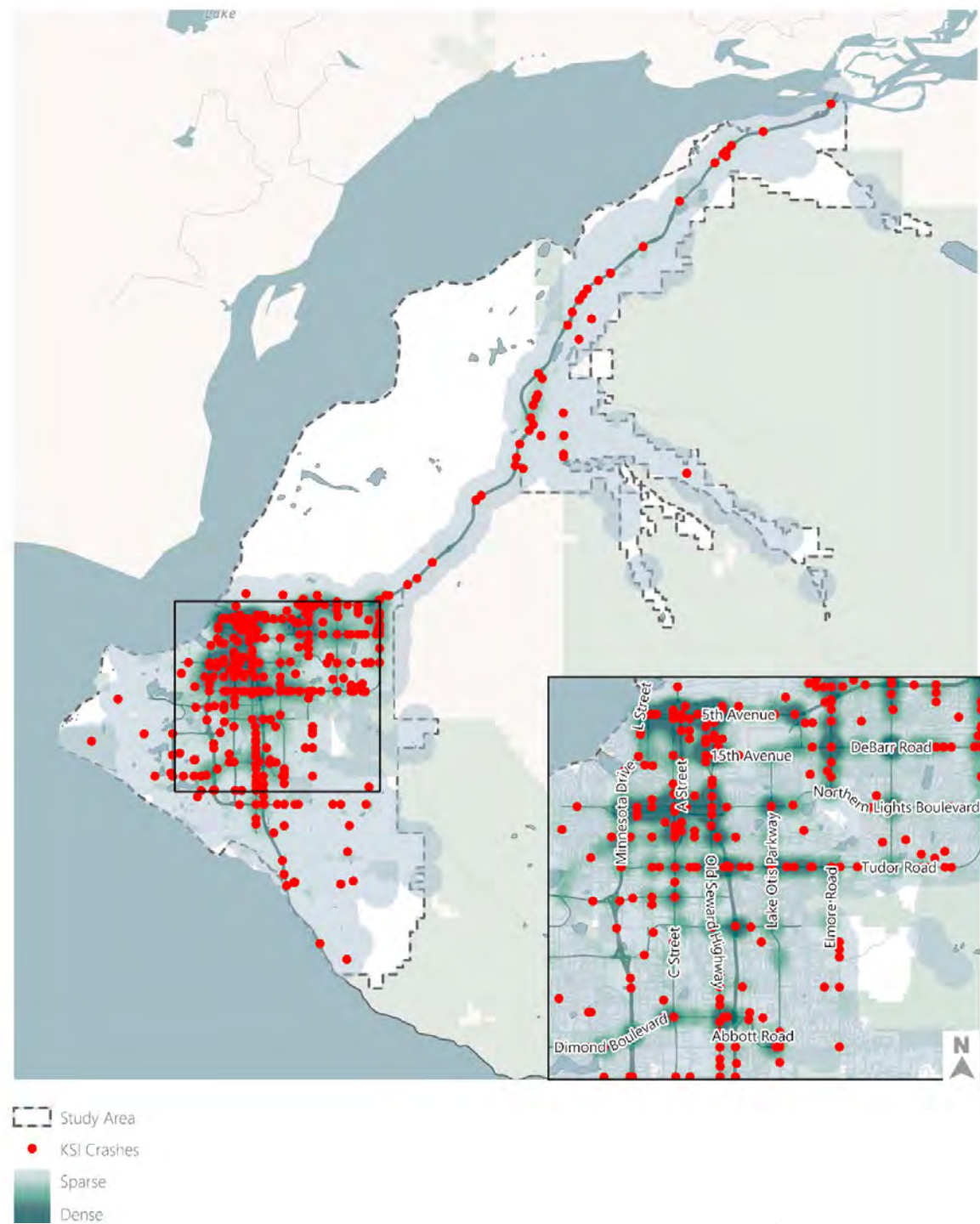
Table 2: Challenges and successes of AMATS transportation system.

TYPE	CHALLENGES	SUCCESSES
ACTIVE	<ul style="list-style-type: none"> Gaps in the system Winter maintenance Safety 	<ul style="list-style-type: none"> Extensive multiuse trail system
PUBLIC	<ul style="list-style-type: none"> Funding Winter maintenance 	<ul style="list-style-type: none"> Rideshare Increased route frequency
VEHICLE	<ul style="list-style-type: none"> Reliance on vehicle transportation Modal conflicts Winter maintenance 	<ul style="list-style-type: none"> Managed congestion Vehicle access
FREIGHT	<ul style="list-style-type: none"> Aging infrastructure Modal conflicts Winter maintenance 	<ul style="list-style-type: none"> Managed congestion Freight access

Table 3a: Estimated 2019 base year mode shares for all daily trips

TRANSPORT TYPE	ANCHORAGE BOWL	CHUGIAK-EAGLE RIVER	AMATS PLAN-NING AREA
DRIVE ALONE	45.69%	42.76%	45.34%
SHARED RIDE	40.52%	44.88%	41.05%
WALK	9.07%	9.43%	9.12%
BIKE	1.99%	0.99%	1.87%
TRANSIT	1.04%	0.02%	0.92%
SCHOOL BUS	1.68%	1.92%	1.71%

Community and transportation profile








Travel demand model alternatives/scenarios:

1. All projects
2. Increased transit
3. "Trend" land use
4. "Dense" land use
5. Medium pricing
6. High pricing

Table 11: Summary of Investment, Land Use, and Pricing Scenario Effects.

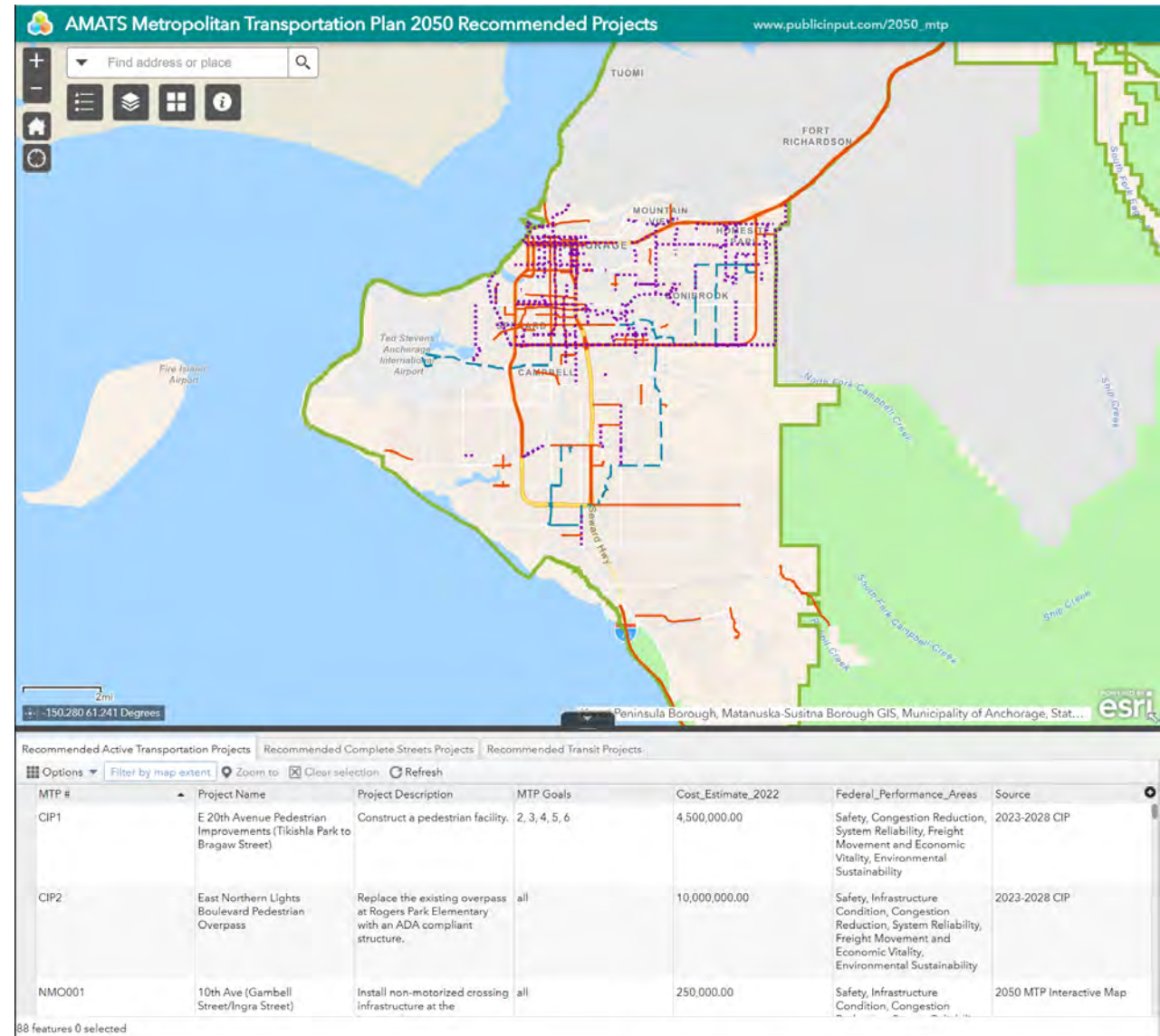
More "plus" signs indicate more supportive of goal; more "minus" signs indicate less supportive; n/c indicates "no change"

OUTCOMES BY ACTION	VEHICLE TRAVEL		ACTIVE MODE USAGE		
	 VMT	 VHD	 TRANSIT	 BIKE	 WALK
ALL PROJECTS (AP) INVESTMENTS	++	+	+	—	n/c
INCREASED TRANSIT (IT) INVESTMENTS	+	— —	++	—	—
DENSE LAND USE	+++	+++	+	++	++
MED PRICING	+	n/c	n/c	n/c	n/c
HIGH PRICING	+	++	++	++	++

Interactive project map

Table 17: Number of recommended projects by mode

MODE	SHORT TERM (2023-2034)	LONG TERM (2035-2050)	TOTAL
COMPLETE STREETS	68	29	97
NON-MOTORIZED	32	75	107
TRANSIT	19	7	19
RAILROAD	14	14	14



Implementation strategies

Table 24: System Performance Report
 ✓ = On Target, X = Not on Target, — = Need More Information

PERFORMANCE MEASURES	2021 Target	2021 Actual	2022 Target	2022 Actual	2023 Target	2023 Projected	2024 Target	2025 Target	2026 Target	Status
1A-1 (FHWA) Percentage of pavements of the Interstate System in Good condition	20%	N/A	N/A	N/A	N/A	N/A	20%	N/A	20%	✓
1A-2 (FHWA) Percentage of pavements of the Interstate System in Poor condition	10%	N/A	N/A	N/A	N/A	N/A	5%	N/A	5%	✓
1A-3 (FHWA) Percentage of pavements of the non-Interstate NHS in Good condition	15%	N/A	N/A	N/A	N/A	N/A	15%	N/A	15%	✓
1A-4 (FHWA) Percentage of pavements of the non-Interstate NHS in Poor condition	15%	N/A	N/A	N/A	N/A	N/A	15%	N/A	15%	✓

Table 25: MTP Implementation Strategies with corresponding related goals.

PERFORMANCE MEASURES IMPLEMENTATION STRATEGIES	CORRESPONDING GOALS
Set targets for and adopt new, local performance measures proposed through this MTP process (Appendix 3). Performance measure targets are set through a process between AMATS and Alaska DOT&PF as required in an agreement between the parties. First data is gathered and provided for review by both parties. Then a meeting is held to discuss the data and establish a target that best fits the available data. AMATS targets are reviewed by the Technical Advisory Committee and approved by the Policy Committee.	
Continuously review and revise local performance measures to track data related to goals and objectives of the MTP.	
Begin data collection for proposed local performance measures that currently lack baseline data.	
Incorporate performance measures and targets from related planning efforts.	



Thank you! Questions?

Submit public comment

- Online: publicinput.com/2050_mtp
- Email: 2050_mtp@PublicInput.com
- Voicemail: 855-925-2801, project code 5397
- Mail: Permit & Development Center, 4700 Elmore Rd, P.O. Box 196650, Anchorage AK 99519-6650



Background info: amats2050.com