

## CHAPTER 10. Implementation Plan

### Introduction

This LRTP reinforces and sustains the economic health, livability, and attractiveness of Anchorage as a northern city and gateway to Alaska. The recommendations promote transportation choices and call for reducing and managing demand for automobile travel. The LRTP is guided by the Anchorage 2020 comprehensive plan with additional housing placed in the downtown area. MOA land use and transportation planners worked closely in developing the land use allocation details that underpin the LRTP.

Implementation of the LRTP recommendations will be contingent on many factors, some of which cannot now be foreseen. But the LRTP can be accomplished with strong political leadership, close collaboration among government jurisdictions, broad public support, and commitments to funding. The nature of the future transportation system can be influenced by policy recommendations. To shift the transportation network from where we are now to where we want to be in 2025, policy items and action recommendations need to be addressed.

Steady and continuous focus and effort are mandatory. Regular reassessment of progress,

system performance, and traffic congestion will aid in prioritizing implementation actions.

Policy recommendations, action items, or both are identified for the issues and transportation elements below.

### Anchorage 2020, Land Use, and Title 21

#### Policy Recommendations

- Continue to pursue the goals of Anchorage 2020; complete the Land Use Map, which details the land use changes; and shape Title 21 land-use codes to implement the development standards and densities envisioned in Anchorage 2020
- Continue to pursue development of subarea plans that bring further definition to development of neighborhoods and employment areas and inform future updates to the LRTP and land-use decisions
- Continue database maintenance and use of the Anchorage travel model as a tool for forecasting – to allocate land use, estimate trip generators and attractors, and project travel patterns – and for measuring transportation system performance

- Monitor findings from the Knik Arm crossing project and its impacts to Anchorage 2020 goals and future transportation needs

- Incorporate parking requirements in Title 21 and employment center plans that avoid too-large parking lots and parking management to encourage strategies for single-occupancy vehicle (SOV) reduction

- Update the Anchorage 2020 comprehensive plan to reference an Anchorage Non-motorized Transportation Plan that replaces the Areawide Trails Plan (MOA, 1997) and includes all forms of non-motorized transportation (paved and non-paved trails, sidewalks, Americans with Disabilities Act [ADA] amenities, and bike lanes)

- Explore utilization of congestion mitigation and air quality (CMAQ) funding to encourage smart growth and livable communities

- Base new parking standards on best available information about the parking required for various land uses

- Promote the development of policies and ordinances that guide future location and phasing of high-traffic land uses

The highlighting identifies text revised in the 2027 LRTP. See the Revisions chapter at the end of the book.

## Financial Issues

### Policy Recommendations

- Seek a broader base of transportation funding to better align equity between beneficiaries and those who bear the costs; for example, increases in the gas tax, higher vehicle license and registration fees, or a dedicated sales tax to provide revenues
- Examine ways to reduce the cost and resources required to develop funding for MOA road improvements. Consider possible mechanisms such as multi-year bonding or multi-year tax propositions with sunset provisions.
- Aggressively pursue federal discretionary grant funding from all federal departments and agencies that is applicable to the MOA and AMATS programs, and advocate for equitable shares of formula-allocated transportation funds
- Investigate funding opportunities under new initiatives in SAFETEA-LU (Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users), such as value pricing, safe routes to school program, set-asides for protective devices at roadway crossings of railroads, and the transportation and community and system preservation program
- Undertake innovative experiments by using value pricing and cash incentives for travel-mode-change strategies and assess their value
- Provide MOA staffing levels and resources to plan, operate, monitor, manage, and maintain the transportation system and improvement programs

### Action Item Recommendations

1. Identify, pursue, and establish funding mechanisms to provide adequate, predictable, long-term funding for transit operations and LRTP implementation
2. Continue regional collaboration on projects, priorities, resources, and strategies mutually affecting Anchorage and the Mat-Su Borough
3. Identify and fund staff resources to pursue discretionary funding programs available from federal agencies such as Federal Highway Administration (FHWA), U.S. Environmental Protection Agency, Energy, and Health and Human Services
4. Increase funding for maintenance, infrastructure preservation, and snow clearance for roads and for walking paths in vicinity of bus stops, schools, and other areas where pedestrian movements are necessary
5. Examine options such as user fees to provide funding for trail maintenance, preservation, and sweeping
6. Develop the Chugiak/Eagle River LRTP jointly with the Anchorage Bowl LRTP

## Public Involvement

### Policy Recommendations

- Invite the public to an annual transportation fair to provide information about funding priorities and projects sponsored by the AMATS, MOA, People Mover, Alaska Railroad Corporation, Ted Steven Anchorage International Airport, and Port of Anchorage and advanced by freight movement

initiatives and the Congestion Management Program

- Establish public involvement processes that provide information about transportation issues, projects, and processes to citizens, businesses, and other stakeholders, and that solicit and consider feedback when making decisions about transportation. It is especially important to provide outreach to traditionally underserved citizens and residential areas.
- Coordinate between the MOA and DOT&PF to design a database to capture public comments on projects and programs
- Develop and implement a policy or best practice guide applying context-sensitive solutions to the design process

## Roads

### Policy Recommendations

- Promote inter-departmental collaboration and develop a best practice guide that provides direction for street design criteria planning, including associated features that develop attractive and functional streets such as sidewalks, bus stops, lighting, and other related features and a street's function as part of a system
- Provide timely direction to site and land developers on requirements for supporting transportation-related facilities and services
- Incorporate design standards of streets and related elements (landscaping, sidewalks, setbacks, aesthetic treatments, and noise barriers) into updates of MOA plans, standards, and ordinances

- Provide descriptions and examples of context-sensitive solutions and street typologies to implement a process for the community to enhance the area streetscape and reduce associated negative impacts
- Implement project plans as approved to include designated pedestrian, bicycle, and trail facilities. Extend new facilities to connect to adjacent trails and sidewalks.
- Implement Title 21 code revisions and a subdivision platting process to increase local street connectivity
- Update the Official Streets and Highway Plan (OS&HP) to reflect functional classification changes recommended in this LRTP
- Reflect the LRTP, Title 21, and Anchorage 2020 in continued updates to the *MOA Design Criteria Manual*
- Continue to coordinate State of Alaska, local road service area, and MOA maintenance responsibilities on streets within AMATS boundaries
- Conduct periodic (3-year cycle) systemwide review of traffic conditions and system performance by using updated traffic data (See action items.)
- Before considering the addition of roadway capacity for single-occupant vehicles, conduct a congestion management system analysis according to procedures presented in Appendix D

### Action Item Recommendations

1. Collect new traffic data, including volume and travel time when roadway construction is completed and new traffic patterns are established
2. Complete the signal timing update currently in progress and implement corridor coordination
3. Incorporate sidewalk, pathway, and trailhead facilities shown on the MOA Areawide Trails Plan in roadway project plans
4. Update the OS&HP
5. Complete subarea traffic studies in key areas such as east of Seward Highway at Dimond Boulevard, Abbott Road, and Sandewood Place

### Transit—Public Transportation

#### Policy Recommendations

- Develop strategy and funding commitment to assure continuity in timely completion of the Route Restructuring Plan (*The People Mover Blueprint: A Plan to Restructure the Anchorage Transit System*, RLS and Associates Inc., 2002) and purchase of required fleet vehicles in 2007–2008
- Establish a “Blue Ribbon Task Force” to examine best practices and formulate a strategy and program to establish long-term, predictable transit funding
- Translate Anchorage 2020 “transit first” advocacy into practice and policy guidelines for municipal operations
- Make consideration of public transportation explicit in land use planning, development, and



Photo courtesy of MOA IT/GIS Division

public works programs, a focus that is especially important for public services

- Foster community support for building and maintaining a strong, viable Anchorage transit system
- Create institutional and public-private partnerships to collaborate in funding special transportation services for elderly and transportation-disadvantaged persons
- Set additional commuter ridership goals for significant commuter ridership increases into the three major employment areas during development of future plans. (This LRTP calls for a doubling [at minimum] of transit ridership during the next 20 years, as well as achieving a 5 to 6 percent share of traffic along the Glenn Highway corridor as transit.)

## Action Item Recommendations

1. Implement remaining parts of the Route Restructuring Plan by 2007–2008
2. Develop steps and programs to implement the recommended LRTP transit plan in Chapter 8
3. Develop long-range sustainable funding for the public transportation system
4. Continue and refine route-by-route operational analyses to fine-tune service and build riders. Establish performance benchmarks and monitor progress.
5. Continue partnerships with schools, universities, government agencies, and employers to market transit and achieve ridership goals
6. Coordinate road, bike, and pedestrian improvements with transit improvements to increase transit accessibility
7. Coordinate planning and development for transit corridors and transit center locations
8. Continue coordination of transit services among transportation service providers in the region
9. Promote transit services partnerships with major employers (such as incentives, commuter tax benefits, and bus passes rather than free parking) to increase transit use
10. Actively participate in regional discussions and forums about regional public transportation services
11. Strive to improve transit efficiency that meets the needs of schools as well as of residents citywide



12. Promote carpool, vanpool, and other public transportation
13. Promote the development of a public transportation system that serves the Glenn Highway corridor as an alternative to the single-occupancy vehicle

## Pedestrian and Bicycle System

### Policy Recommendations

- As part of the Areawide Trails Plan update (newly named the Anchorage Non-motorized Transportation Plan), improve the quality of the pedestrian environment by creating flexible pedestrian design guidelines to ensure that all construction in rights-of-way meet the needs of pedestrians in those locations.
  - Create a sustainable process to analyze locations with high incidence of pedestrian collisions and implementation of special designs to inform the Pedestrian Plan

- Create an Anchorage Non-motorized Transportation Plan (focusing on paved and non-paved trails, sidewalks, ADA amenities, and bicycle lanes); review commercial and retail access and platting; advocate for bicycle lane adoption into designs and retrofits of roads in locations identified in the Commuter Bike Lane Plan; and increase regional coordination and education
  - From the priorities set forth in the Pedestrian Plan (a new plan recommended in this LRTP):
    - (1) implement an aggressive program to retrofit sidewalk installation on all arterials and collectors with priorities given to school walking zones, transit corridors, and employment centers;
    - (2) implement priority pedestrian safety crossing projects for neighborhood and community connectivity with schools, transit stop crossings, employment centers, and retail areas; and (3) set pedestrian and bicycle safety priorities by using available crash data
      - As part of the update of the Areawide Trails Plan (Anchorage Non-motorized Transportation Plan), implement a commuter bicycle study to improve the quality of the bicycle environment by increasing safety in bicycle lanes, creating connectivity of multi-use trails, and educating the public about bicycle ordinances
        - Coordinate design guidelines and checklists for pedestrian plan streetscapes with street design standards for sidewalks, trails, landscape, signage, lighting, and traffic calming
          - Preserve existing platted easements for trails and establish new platted easements in subdivisions for access to schools, regional parks,

recreational facilities, employment centers, and institutional and governmental facilities

- Encourage expansion of the downtown Business Improvement District concept to other Anchorage 2020 policy areas with the goal to enhance maintenance and preservation of non-motorized transportation infrastructure
- Establish as a priority the acquisition of sufficient right-of-way to allow for adequate separation of sidewalks or pathways from the curb were practicable

### Action Item Recommendations

1. Create a sidewalk improvement program and priorities targeted to improving safety and access to needed services and destinations (bus stops, schools, shopping, employment, and health facilities). This project should expand and fill missing portions in the sidewalk network, focusing on high-priority links (near schools and transit services) to meet ADA standards and remove obstructions
2. Promote an educational awareness program for drivers, bicyclists, and pedestrians to create a better understanding of the rights for shared-use facilities
3. Develop Title 21 ordinance requirements for subdivision development, commercial redevelopment, and maintenance responsibilities that require sidewalks to meet ADA requirements and pedestrian safety and access needs, and to further the sidewalk connectivity goals

4. Update the Areawide Trails Plan (Anchorage Non-motorized Transportation Plan) to incorporate the Commuter Bike Lane Plan and the Pedestrian Plan
5. Implement sidewalks, pathways, and bicycle lanes along all new roadway projects, in accordance with approved plans
6. Enforce existing ordinances that require property owners (business and residential) to clear sidewalks adjacent to their properties
7. Encourage and promote programs providing safe access to schools and walking as a healthy exercise, such as the Walking School Bus
8. Promote walking as the mode of choice for short trips by giving priority in the Pedestrian Plan to the completion of the pedestrian network that serves employment centers, pedestrian districts, schools, neighborhood shopping, and parks

## Freight Distribution

### Policy Recommendations

- Establish policy to incorporate commercial vehicle requirements and provisions in transportation design study reports and plan reviews
- Provide opportunities for input to the AMATS, MOA, and DOT&PF from the freight community on matters affecting freight operations, and movements
- Develop policies that consider safety, efficiency, cost-effective movement, and terminal needs for freight, goods, and commercial vehicles in land use and transportation infrastructure decisions



Photo courtesy of MOA Traffic Department

### Action Item Recommendations

1. Improve the National Highway System and the access and circulation for trucks in major transportation corridors
2. Integrate freight requirements and objectives into roadway planning, including access and mobility in the context of other community planning objectives
3. Establish consistency between the State of Alaska and the MOA with respect to maximum weight and size regulations and design requirements for roadways
4. Coordinate and update the MOA *Design Criteria Manual* and the State of Alaska *Preconstruction Manual* to address freight movement needs
5. Encourage AMATS Freight Advisory Committee input and involvement in transportation policy and planning matters affecting goods movement

## Regional Connections

### Policy Recommendations

- Provide routine data collection and updates of freight volumes and tonnage that enter Alaska through the Port of Anchorage and Ted Stevens Anchorage International Airport to better forecast transportation facility needs
- Develop policy positions for regional transportation investments, land use impacts, cost responsibility, and multimodal mobility principles and strategies
- Provide policy support for technology, capacity, and efficiency improvements at the Port of Anchorage to strengthen its competitive position and contain shipping costs

### Action Item Recommendations

1. Improve access, mobility, and signage to marine, aviation, and other intermodal facilities
2. Implement National Highway System improvements and Commercial Vehicle Intelligent System Network (CVISN) elements
3. Continue collaboration and regional planning with the Mat-Su Borough, Mat-Su communities, Kenai Peninsula Borough, and the Alaska Railroad
4. Examine strategies and options for regional public transportation services, including institutional, financial, and operating aspects. Consider market potential, timing, and route priorities.

## Congestion Management

### Policy Recommendations

- Establish responsibility, accountability, and resources for MOA departmental staff to steward and promote the development of congestion management, transportation system management (TSM), traffic demand management (TDM), and parking management programs
- Assess transportation system performance every 3 years or more often through the following:
  - Assessing level of service at specified intersections and for limited-access roadway segments
  - Studying corridor travel time in peak- and off-peak periods
  - Tracking Texas Transportation Institute mobility statistics and results and comparing the performance of the MOA and other urban areas
  - Tracking transit patronage and productivity statistics
  - Reviewing building permits and trends with respect to progress in achieving Anchorage 2020
- Update complete traffic signal system timing and coordination in 2010 and every 4 years thereafter
- Incorporate Intelligent Transportation System (ITS) elements, as specified in the MOA ITS architecture document, in all improvement projects
- Monitor congestion management progress and achievement to reveal the most effective and cost-efficient approaches to achieve program goals

## Action Item Recommendations

1. Initiate Tudor Road Corridor Management Plan development and its implementation
2. Establish and maintain an ongoing and highly focused “Pinch Point Fixes Program” in collaboration with the current highway safety improvement program (spot safety program)
3. Accelerate funding and implementation of signal system technology upgrades and construction of an MOA traffic management center
4. Expedite implementation of a traffic signal pre-emption system for emergency vehicles
5. Implement organization restructuring, scoping, and contractor services for a new travel-options program and employer-collaboration
6. Design pilot congestion management strategies and an implementation program for the Glenn Highway and for Northern Lights Boulevard east of the Seward Highway
7. Establish a guaranteed ride-home program for ride sharing participants (carpools or vanpools) and expand the vanpool program as rapidly as possible
8. Enhance the 511 Travel in the Know program for emergency roadside assistance to expedite emergency response and dissemination of traveler information advisories
9. Continue deployment and implementation of ITS strategies such as CVISN, automated data collection, incident response, and weather and traffic reporting

## Coordination of Local Plans

### Policy Recommendations

The following policies should be established by AMATS, the organization responsible for metropolitan transportation planning in the MOA:

- Continue to work closely with and consider MOA land use codes, comprehensive plans, pedestrian plans, bicycle plans, transit plans, and design standards in project selection and development
- Promote multimodal connectivity and efficiency at aviation, port, and rail facilities and at military bases to maintain Anchorage, regional, state, and worldwide transportation services for passengers, goods, and national security
- Review all roadway reconstruction projects by the appropriate municipal parties or entities
- Continue discussions between the Mat-Su Borough and Anchorage on regional transportation issues

### Maintenance and Operation

1. Increase funding for snow clearance, sweeping, and maintenance of sidewalks to improve usability and access to transit
2. Continue to coordinate State of Alaska and MOA street maintenance as well as street and sidewalk snow clearing
3. Develop improved information system and records for the pavement management program to prolong existing surfaces

### Roadway Classifications

The OS&HP establishes the functional street classification of streets and highways required to accommodate the transportation needs identified in this LRTP. The OS&HP acts as a tool for implementing the LRTP by officially identifying, by ordinance, the locations, classifications, and minimum right-of-way requirements and design parameters for each functional classification. The OS&HP supplements Title 21 of the municipal code pertaining to the transportation system and complements the Anchorage 2020 comprehensive plan.

Functional street classifications encompass both the design characteristics of streets and the character of service the streets are intended to provide. Traditionally, functional classification reflects a hierarchy of streets ranging from those that are primarily for travel mobility and access to businesses (arterials) to those that are primarily for access to property (local streets).

The LRTP recognizes and retains the existing MOA classification system of freeways, expressways, arterials, collectors, and local streets (described in Chapter 5). To address new recommendations in this LRTP, revisions of certain current functional street classifications are needed. (See Appendix C.)

With adoption of Anchorage 2020, it has become clear that the traditional functional classification system needs to be supplemented to reflect greater emphasis on more balanced consideration of function for pedestrians, bicyclists, transit users,

and motorists. As a result, the traditional functional classification may be augmented with a street typology methodology that includes the following designations:

- Residential street
- Main street
- Transit street
- Commercial street
- Industrial street
- Mixed use street
- Park land street
- Institutional district street
- Low-density residential street

The functional classification of a street broadly defines its design and operational characteristics related primarily to the movement of motor vehicles. By contrast, the street typologies further define street relationships with adjacent land use and pedestrians, bicyclists, and transit needs. The design of streets, intersections, sidewalks, and transit stops should be consistent with the type and intensity of the adjacent land use.

The street typologies strike a balance between functional classification, adjacent land use, and multi-modal travel needs. Each street typology sets priorities for various design elements (Appendix C), by incorporating factors related to both the adjacent land uses and the functional classification. Where sufficient public right-of-way exists, all priority design elements may be accommodated. Within constrained public right-of-way, priority design trade-offs may be required to accommodate various travel modes.

The OS&HP should be updated to include typology following adoption of this LRTP.

As a part of the project development process for roadways, the MOA Planning Department should designate the appropriate street typology to be used in the project design.

## Air Quality

### Policy Recommendation

- Evaluate the impact of regionally significant roadway projects in the LRTP on air quality, including carbon monoxide and particulate matter, and as part of the planning and design process, include methods to mitigate adverse impacts on adjacent populations

### Action Item Recommendations

1. Encourage the investigation of health effects of traffic-related pollutants, including particulate matter and toxic air pollutants such as benzene
2. Review new information on health effects of air pollution, including the development of new air quality standards, and incorporate this new information in the local transportation planning process

## Process—From the LRTP to Project Implementation

### Project Implementation

Before it is implemented, a project or program must first be included in one of the following funding documents: the MOA Capital Improvement Program (CIP), the AMATS Transportation Improvement Program (TIP), or the DOT&PF Statewide Transportation Improvement

Program (STIP). The funding document identifies the most likely funding source and ranks the projects and programs by priority.

The CIP is funded locally with general obligation bonds. The AMATS TIP and the DOT&PF STIP are funded primarily with federal transportation dollars originating from the gasoline tax paid into the Highway Trust Fund and complemented by state or local matching funds.

The funding source is important because each requires specific project development processes. It determines whether National Environmental Policy Act (NEPA) documentation or local permitting processes apply to a project.

Regardless of the process, a very important component of project implementation is conformance with local plans. In Anchorage’s case, these plans are the Anchorage 2020 comprehensive plan, land use regulations (Title 21), OS&HP, Design Criteria Manual, Areawide Trails Plan, and other local plans. Two important local bodies that provide review are the Planning and Zoning Commission and the Urban Design Commission. LRTP projects are forwarded to these bodies for review during project development. The commissions make recommendations to the Assembly about the proposed projects.

In addition to conforming to local plans discussed above, project implementation will need to consider goals and plans developed to protect the natural environment, an important step in achieving the LRTP goal of preserving and enhancing the natural environment. Toward that

end, the following agencies will be consulted during preparation of NEPA documentation: U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, Alaska Department of Natural Resources, Alaska Department of Environmental Conservation, State Historic Preservation Office, Alaska Department of Fish and Game, National Oceanic and Atmospheric Administration – Fisheries Division, and others.

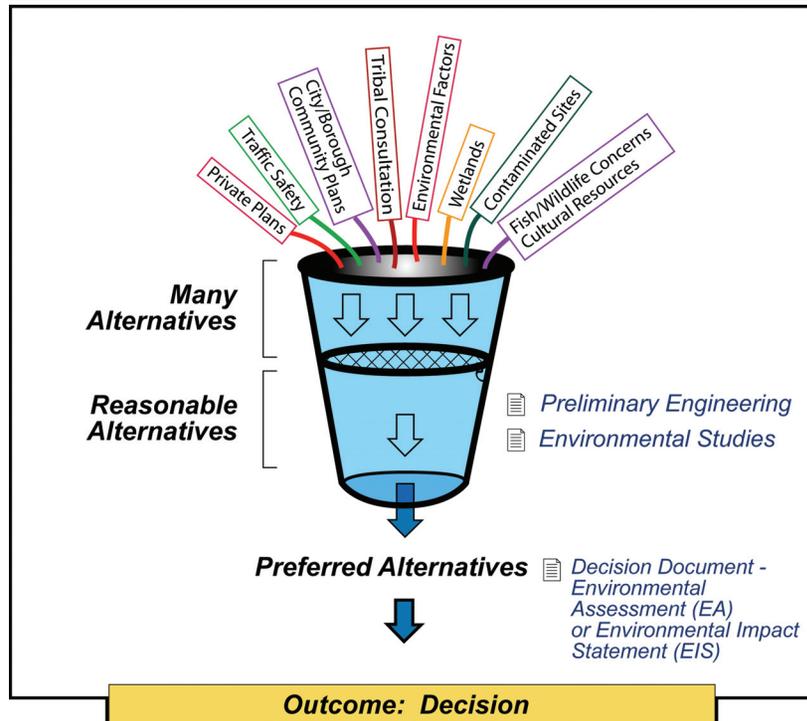
### Federal Funding of Project Development

Federal funding requires that a project be completed in accordance with a process defined by the FHWA and in accordance with the NEPA. The end result of the NEPA process is a decision document granting environmental clearance for the project to proceed to detailed design of the preferred alternative. The decision document can vary depending on the level of environmental analysis. The decision document for an Environmental Impact Statement (EIS) or Environmental Assessment (EA) is a Record of Decision (ROD) or Finding of No Significant Impact (FONSI), respectively.

Environmental clearance can also be granted for smaller projects with smaller impacts. These projects receive a Categorical Exclusion upon completion of a Categorical Exclusion checklist and provision of supporting documentation.

In all cases, the decision-making process follows the process shown in Figure 10-1; studies, planning documents, and site-specific information help form many alternatives. These are screened through

Figure 10-1. Project Decision-Making Process



The decision document for an EA is a Finding of No Significant Impact (FONSI); the decision document for an EIS is a Record of Decision (ROD).

Source: Brooks and Associates

environmental studies and preliminary engineering to identify reasonable alternatives that are further evaluated in the EIS or EA, resulting in selection of a preferred alternative. Public input is sought in completing the document early in the scoping phase and after the draft and final documents are prepared. The ROD or FONSI documents the decision, allowing the next step in the project development to begin.

### Single-Occupancy Vehicle Checklist

Regulations require review of all federally funded road improvement projects that will result in a significant increase in SOV capacity. This requirement is intended to ensure that alternatives

The typical schedule for a federal-aid highway project requiring an EIS is shown in Figure 10-2. Some steps can be accomplished simultaneously. After ensuring all federal, state, and local requirements are met, FHWA approval is required to move the project to the next step.

The preliminary engineering completed to support the environmental document is guided by municipal, state, and federal design criteria, the State of Alaska Preconstruction Manual, and the MOA Design Criteria Manual. Other guidance is provided by local planning documents such as the OS&HP, the Anchorage Areawide Trails Plan, and the broader Anchorage 2020 comprehensive plan.

to SOVs are evaluated. Title 23, Section 500.505, of the *Code of Federal Regulations*, requires that for such corridors a congestion management system provide an appropriate analysis of all reasonable strategies (including multimodal) for travel demand reduction and operational management. In other words, a new highway construction project that adds general purpose lanes to an existing highway or new highway link cannot be built until it is demonstrated that travel-demand-reduction strategies cannot fully satisfy the need for additional capacity, therefore warranting additional SOV capacity.

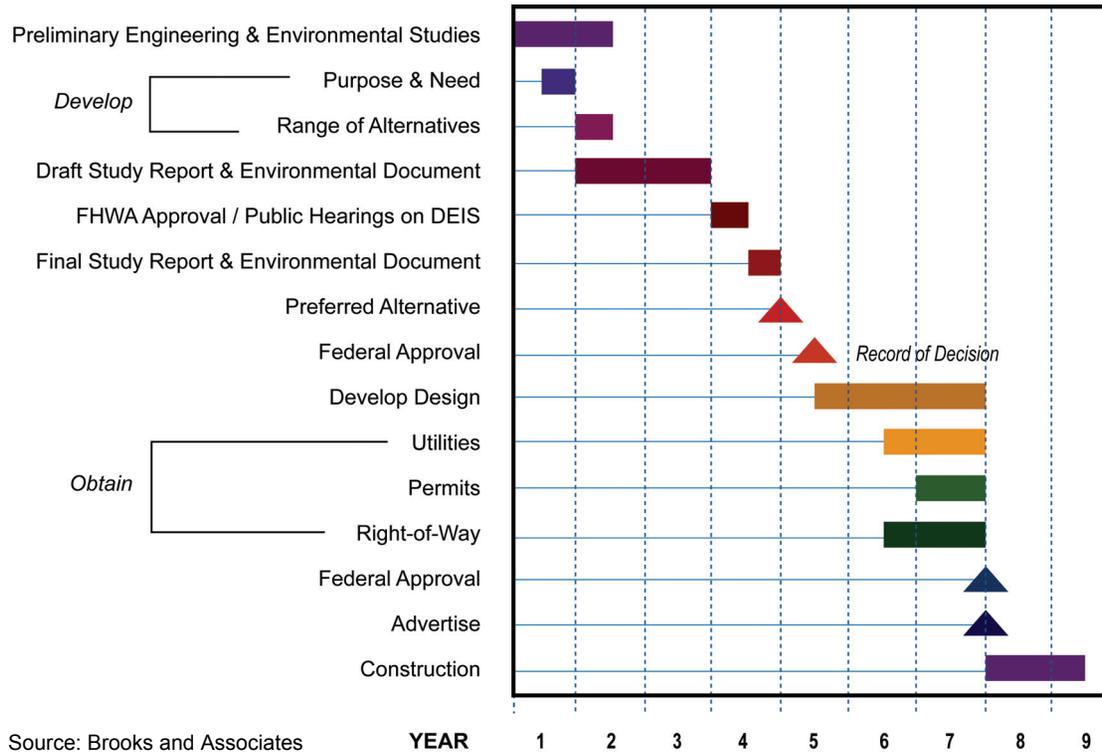
To ensure consistency in the preparation of the required SOV analyses, an SOV analysis checklist has been developed. (See Appendix D.) The SOV checklist will be required to be completed by the sponsoring agency for each federally funded SOV expansion project before the final design phase begins.

### Local Funding Project Development

Projects being developed with local funding, such as state or municipal general obligation bonds, follow a different path. The NEPA does not govern the process, but local permitting processes must be completed and required clearances must be obtained for project components such as crossing a local stream or filling in wetlands.

Project advancement includes development of alternatives. Alternatives are created to encourage

**Figure 10-2. Typical Schedule for a Federal-Aid Highway Requiring an Environmental Impact Statement**



Source: Brooks and Associates

discussion, increase knowledge about project attributes, and create a means to evaluate benefits and impacts associated with different strategies. They are presented at public meetings and scrutinized by technical staff during the course of project development.

Local projects now incorporate context-sensitive design (CSD). Recent resolutions passed by AMATS call for the integration of CSD strategies in future

project development. A working definition of CSD developed at a national conference sponsored by Maryland State Highway Administration and FHWA states:

Context sensitive design asks questions first about the need and purpose of the transportation project, and then equally addresses safety, mobility, and the preservation of scenic, aesthetic, historic,

environmental, and other community values. Context sensitive design involves a collaborative, interdisciplinary approach in which citizens are part of the design team.

(from *A Guide for Achieving Flexibility in Highway Design*, by the American Association of State Highway and Transportation Officials, 2004)

### Public Involvement

An extensive public involvement process is incorporated in the project development steps for every project in this LRTP. Both federal-funded and local-funded projects incorporate substantial levels of public involvement at every step.

The public involvement process identifies and includes potentially affected interests so that public concerns are articulated and thoughtful discussions are facilitated. The AMATS Public Involvement Program entitled “Anchorage on the Move” provides guidelines for the public involvement approach. In addition, public involvement is conducted consistent with Title 23, Section 450.316(b)(1), of the *Code of Federal Regulations*.