

Appendices

A.1 Meeting Minutes – see Chapter 3 for references

A.2 Traffic Controls or Treatments Not Yet Approved by Anchorage

A.3 Proposed Bicycle Network Map and Pedestrian Corridor Map

A.1 Meeting Minutes from Advisory Committee Meetings

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MEETING SUMMARY

Non-motorized Plan Community Advisory Group Meeting #1: 26 September 2017

Meeting Objective: Introduction to the Anchorage Non-Motorized Plan

INTRODUCTIONS

Craig Lyon, the Municipality of Anchorage AMATS Coordinator, welcomed the group and gave a brief overview of AMATS, the Anchorage Metropolitan Area Transportation Solutions program. Every metropolitan area with a population of 50,000 or more residents must have a designated Metropolitan Planning Organization or MPO to qualify for federal highway funding and/or transit assistance. AMATS is the MPO for the Anchorage Bowl and Chugiak-Eagle River when federal transportation funds are used. Some requirements of this program include:

- Policy Committee
- Freight Advisory Committee
- Air Quality Committee
- Citizen Advisory Committee
- 20-year plan, 4-year plan, annual workplan

Additionally, AMATS has added the following to the program even though not required:

- Technical Advisory Committee
- Bicycle and Pedestrian Advisory Committee
- Bike Plan (2010)
- Pedestrian Plan (2007)
- Areawide Trails Plan (1997)
- AMATS Public Involvement Plan

Funding for this project comes from the Federal Highway Administration (FHWA) dollars through the Transportation Alternative Program, which supports transportation safety and recreation enhancements.

PROJECT TEAM

Municipality of Anchorage, AMATS

Joni Wilm, Senior Transportation Planner

Craig Lyon, AMATS Coordinator

Alta Planning and Design: Seattle, WA

Fred Young, Project Manager
Steve Durrant, Principal
Jessica Szlag, Anchorage-Based Project Manager

R&M Consultants: Anchorage, AK

Mark Frutiger, Transportation Engineer
Van Le, Planning, Stakeholder Engagement

Huddle AK: Anchorage, AK

Holly Spoth-Torres, Stakeholder Engagement
Chelsea Ward-Waller, Stakeholder Engagement

PROJECT OVERVIEW

Fred Young, Alta Project Manager provided a project overview and information about Alta. This project will update and combine the Bike Plan, the Pedestrian Plan and the Trail Plan into one, comprehensive Nonmotorized Transportation Plan for Anchorage.

Alta has completed plans like this all over the United States and Canada including many winter cities. Over the past 5 years Alta has been working on a variety of projects in Alaska including the Spenard Corridor Plan, the MOA 27th Ave. Bike Boulevard and the State of Alaska Pedestrian Plan. Additionally, Alta has given multiple presentations at local conferences and provided technical trainings to agency staff and the public.

Alta's plans typically include the following planning and analysis:

Analyze Level of Travel Stress for Non-Motorized Transportation: Are there bicycle and pedestrian facilities? How fast does vehicular traffic travel? Are facilities accessible?

Crash Analysis: Includes where collisions are occurring, why and displays using a heat map.

Public Health: We will use the new 500 cities data (Anchorage is one of the 500 cities) from the CDC to analyze 30 health indicators. We will analyze the dataset as it relates to non-motorized transportation infrastructure, programs and policy in Anchorage. We know that increasing the percentage of people that use non-motorized transportation decreases health care costs.

Demand Analysis: We will use a series of map overlays for nonmotorized transportation. Where do people access transit? Where do people live? Where do people work? Where do people buy groceries and receive other services? Where do people recreate? We will take this information and prioritize.

Design Guidelines & Standards: Alta will also complete design guidelines. Alta designed the National Guide for Urban Bikeways as well as the Rural Network Guide (Center for Prevention and FHWA). There are many locations in Anchorage where the rural network guide is totally applicable.

Winter Cycling Congress: Alta has been an active participant in the Winter Cycling Congress annually since its inception to encourage more people to bike during winter months.

PROJECT SCHEDULE & SCOPE

Jessica Szlag, Anchorage-based Alta project manager presented the project schedule and scope.

The Anchorage Nonmotorized plan will follow a six-step process between September 2017 and April 2018 to include:

1. Guide
2. Listen
3. Learn
4. Envision
5. Share
6. Approve

The CAG will be intimately involved in four steps of the plan development: Listen, Learn, Envision and Share.

LISTEN AND LEARN: September 2017 – December 2017 – to include 2 CAG meetings, community workshops, online crowdsourcing mapping, review of best practices, review of existing plans.

ENVISION: January 2018 – to include finalizing vision, goals and priorities for nonmotorized transportation in Anchorage.

SHARE: February – March 2018 to include public review draft release in February, 1 CAG meeting in March to review the draft plan.

APPROVE: The project team will move the plan through the necessary review and approval processes and the CAG should participate by commenting, testifying and sharing information with friends and constituents.

COMMUNITY ADVISORY GROUP RESPONSIBILITIES

The project team will guide the CAG through the process and important milestones. Overall the CAG should be prepared to do the following:

1. Represent the larger community
2. Meet 4 times to review progress throughout the planning process
3. Relay information about the plan to stakeholders
4. Encourage others to participate in the Community Involvement Events

The CAG has been selected as a diverse cross-section of Anchorage residents and are stewards of the plan. It will be important to encourage participation by your friends, families coworkers and peers to guide nonmotorized transportation planning in our city for the next 10-15 years.

The Community Advisory Committee will meet four (4) times: September 2017, November 2017, March 2018 and June 2018.

VISION – GOALS EXERCISE

Steve Durrant, Alta Principal, facilitated the CAG through a visioning and goals exercise to begin to identify what participants think that the vision and goals of the plan should be. The team handed out three different colors of post-it notes and were asked to answer the following questions. There was no limit to the number of answers participants could provide.

- What are your aspirations for this project? (ORANGE)
- What is a mark of success for this project? (PINK)
- What is your greatest fear or obstacle to the success of this project? (BLUE)

The team categorized the responses on-the-fly, posted them on the white board, and then discussed the themes listed below. A detailed compilation of all of the responses received is attached.

ASPIRATIONS

- CONNECTED NETWORK
- AGENCY COORDINATION
- ALL AGES & ABILITIES: Safe network for everybody
- SAFE
- FUTURE TOO
- SYNERGY-good coordination both with plans but between agencies

SUCCESS

- Limits of acceptable change.
- MODE SHARE
- Anchorage! Recognition as premier Anchorage Cycling City
- PUBLIC HEALTH-more public awareness

OBSTACLES

- Engineering “Standards”
- Maintainability and DOLLARS
- RESOLVE: how do we make this happen as a community and invite people to use?
- ATTITUDE

COMMENTS – QUESTIONS & ANSWERS

- Q: How will this project overlay with the current Vision Zero effort?
- A: This plan is part of the overall Vision Zero implementation project. The two projects will coordinate when it comes to data collection, analysis and complete streets. We are working to ensure that the projects coordinate so that people involved in both efforts are using their time and energy efficiently so that efforts are not duplicated.
- Q: What is the scope when it comes to large areas of land with soft surface trails like Far North Bicentennial Park, Kincaid Park, Alaska Pacific University, BLM Campbell Tract?
- A: Everything within the AMATS boundary, regardless of ownership, it will be included in this plan. We will coordinate with all major landowners as stakeholders.
- Q: How will this plan successfully advocate for pedestrians? It is really difficult to advocate for pedestrians because they are generally not part of organized advocacy groups?
- A: We agree that this is challenging, however this is a primary goal of the public engagement strategy. Not only are we implementing typical open houses, but we are also scheduling a series of mobile meetings to meet stakeholders in locations where they already are.
- Q: How will project prioritization work?
- A: The project will use Alta's planning process described in the powerpoint presentation combined with the vision and goals we hear from the community to prioritize the non-motorized transportation system.
- Q: Project cost estimates in the most recent bike plan were not accurate. How will the project address these obstacles?
- A: This project will engage R&M consultants who have been building road and non-motorized transportation infrastructure to complete a detailed cost analysis for 5 test projects from which we will be able to better predict all project cost estimates.

ATTACHMENTS

1. Agenda
2. Powerpoint
3. Sign-In Sheets
4. Aspirations, Success, Obstacles



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Community Advisory Meeting #2 Anchorage Non-Motorized Plan



Wednesday, November 15th, 5:30 – 7:00 PM

Municipal Planning Department, 4700 Elmore Road, Training Room

The attached document is CAG powerpoint presentation.

Meeting Agenda:

- Project Schedule
- Work to Date
- Vision & Goals Discussion
- Peer Cities Discussion Topics

Project Schedule

The project team is in the third month of the project focused on the LEARN phase which includes LISTENING sessions with agencies, stakeholders and the public. Earlier today we met with the Agency Advisory Group for the second time. Also, there are a series of public outreach events at the APU Moseley Sports Center this weekend including a bike ride, walk audit and a public open house and workshop. Everyone is encouraged to attend.

All project information is available on the website: www.anchoragenonmotorizedplan.com The site includes project documents, schedule and an interactive map. The interactive map is a way for everyone to participate; you can add barriers, destinations and areas of concern. All the data input will be geocoded and used in project analysis. The data includes information collected during the data blitz six weeks ago.

Please use the website to view and provide feedback on the most current project information. You can share the website with your friends and family. Others can sign up here to receive project updates.

The website was advertised to the existing project email list as well as the Federation of Community Councils email list (over 8000 contacts). We will continue to advertise as the project continues.

The outreach effort for this plan is coordinating with other existing planning efforts like MTP 2040 and Vision Zero. The public involvement plan will include outreach to the Anchorage School District, the Anchorage Senior Center and a wide variety of other neighborhood groups.

Discussion of Analysis Work to Date (Slides 6 – 8)

Anchorage Demographic Analysis: More people in Anchorage have vehicles than we typically deal with in an urban setting. Only about 2 % of households do not have cars.

Question: How does the number of people without cars compare to other winter cities?

Answer: We don't know off hand and will look into that.

Preliminary Analysis of Health Indicators: Using the CDC 500 Cities Data – This is the first time that census block level data has been available for 28 health indicators. Presented here are mental health, obesity, heart disease and diabetes (the darker the color, the higher the prevalence). As the team

Vision & Goals – Continuation of Post-It Note Exercise

VISION: The CAG and the AAG did the same visioning exercise back in September. We asked the following:

1. What are your aspirations for this plan?
2. What does success look like?
3. What do you think are challenges/fears?

We took the results categorized them (See CAG Meeting #1 detailed notes) and we found that the AAG and the CAG mostly overlapped. The area where the groups separated was in the Challenges/Fears discussion.

AAG Challenges/Fears – How are we going to get it done?

CAG Challenges/Fears – How are we going to pay for it?

Based on the input and participation of both groups, the project team drafted a vision statement for the Non-Motorized Plan that includes the following elements:

Diversity: serve entire community, diversity of trails, diversity of users, inclusive

Coordinated: Integration/Simplification, remains relevant, synergistic w/ other plans, support/buy-in

Implementable: realistic, actionable, easy to use, create a true network, provides direction to planners and designers, modern, updated, funded

World Class: state of the art, wins awards, addresses challenges thought too complicated, local solutions, enthusiasm, model winter city, forward thinking, best practices, innovative, becomes a model/standard for other cities

DRAFT VISION STATEMENT PRESENTED TO THE CAG: *Anchorage provides an integrated, diverse, and world class pedestrian, bicycle, and trail network that is safe, connected and maintained in all seasons for a diverse set of users throughout the entire community.*

THE CAG COMPLETED A FACILITATED DISCUSSION TO ARRIVE AT THE FOLLOWING UPDATED DRAFT VISION STATEMENT: Anchorage provides a world-class, year-round municipal network of nonmotorized routes that are safe and accessible to the entire community.

GOALS: The CAG then reviewed the following draft plan goals in detail (see page 12 – 18 of the attached presentation for details).

Ridership & Usage: Notes and Discussion

- What does more bike/ped community mean? -it's a culture of supporting bikes - culture shift
- Increase the percent of trips – first and last bullet are the same?
- Less car ownership isn't actionable – support access to transit. Less need for car ownership?
- Facilitating longer rides

Health & Quality of Life: Notes

- Add Live.Work.Play as a goal

Safety: Notes and Discussion

- “feel safe” might be an education goal or a user-ridership goal
- Consider using the phrase “Kids to Elders” instead of 8-80

Maintenance: Notes and Discussion

- Prioritized maintenance
- The threat of completing winter maintenance shouldn’t prohibit good summer facilities.
- Q: How do you set up a plan that prioritizes the projects? A: There will be a prioritization matrix.
- We want this plan to facilitate a discussion about optimized routing for a multi-season network of maintainable routes/trails/facilities

Connectivity: Notes and Discussion

- We want to connect both to nature and the grocery store/daily errands/work
- Connect communities in need
- Grocery store – utilitarian
- Reducing user conflict
- Better connectivity requires education in the winter when uses need to be separated
- Think about the modal shift seasonally

Measurable: Notes and Discussion

- Linking injury

Education: Notes and Discussion

- Accountability – Bike-Ped Coordinator – Advisory review committees
- Performance measures
- A system where everyone is continually informed
- Transparency is a goal—when things happen, we know, and we know why (funding, projects, etc)
- Environment/Sustainability is a goal

Next Steps:

Vision/Goals – The project team will take this input on vision and goals, go through another iteration in order to present a Draft Vision and Goals to the BPAC in December. In advance of this BPAC meeting, we will send the draft Vision and Goals to the AAG and CAG for feedback.

Peer Cities - The project team will circulate a Peer City Summary Report that will include specific recommendations and opportunities for Anchorage based on the analysis of other cities. The CAG will have the opportunity to review and comment.

Next CAG Meeting - March 2018

Anchorage Non-Motorized Plan

Community Advisory Group: Meeting #2



Meeting Agenda

- Project Schedule
- Work to date
- Vision & Goals Discussion
- Peer Cities Discussion Topics

Project Schedule

	2017				2018											
	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
GUIDE: Project Management																
LEARN: Existing Conditions																
LISTEN: Public/Stakeholder Invovlement	X		X				X		X							
ENVISION: Plan Recommendations																
SHARE: Draft/Final Plan																
APPROVE: Anchorage Non-Motorized Plan																



ANCHORAGE

Non-Motorized Plan

Creating a multi-modal transportation system that is efficient, safe and implementable.

Next Public Meetings

Agency Advisory Group (AAG) Meeting
Wednesday, November 15, 2017, 10-11:30am
[AMATS, 4700 Elmore Rd, Rm 170](#)

Community Advisory Group (CAG) Meeting
Wednesday, November 15, 2017, 5:30pm-7:30pm
[AMATS, 4700 Elmore Rd, Rm 170](#)

Community Workshop #1

you can provide additional feedback on it by clicking on it.

Draw routes to indicate routes that you like and currently use, and routes that you dislike or need improvement for walking and biking:

Draw Routes You Like

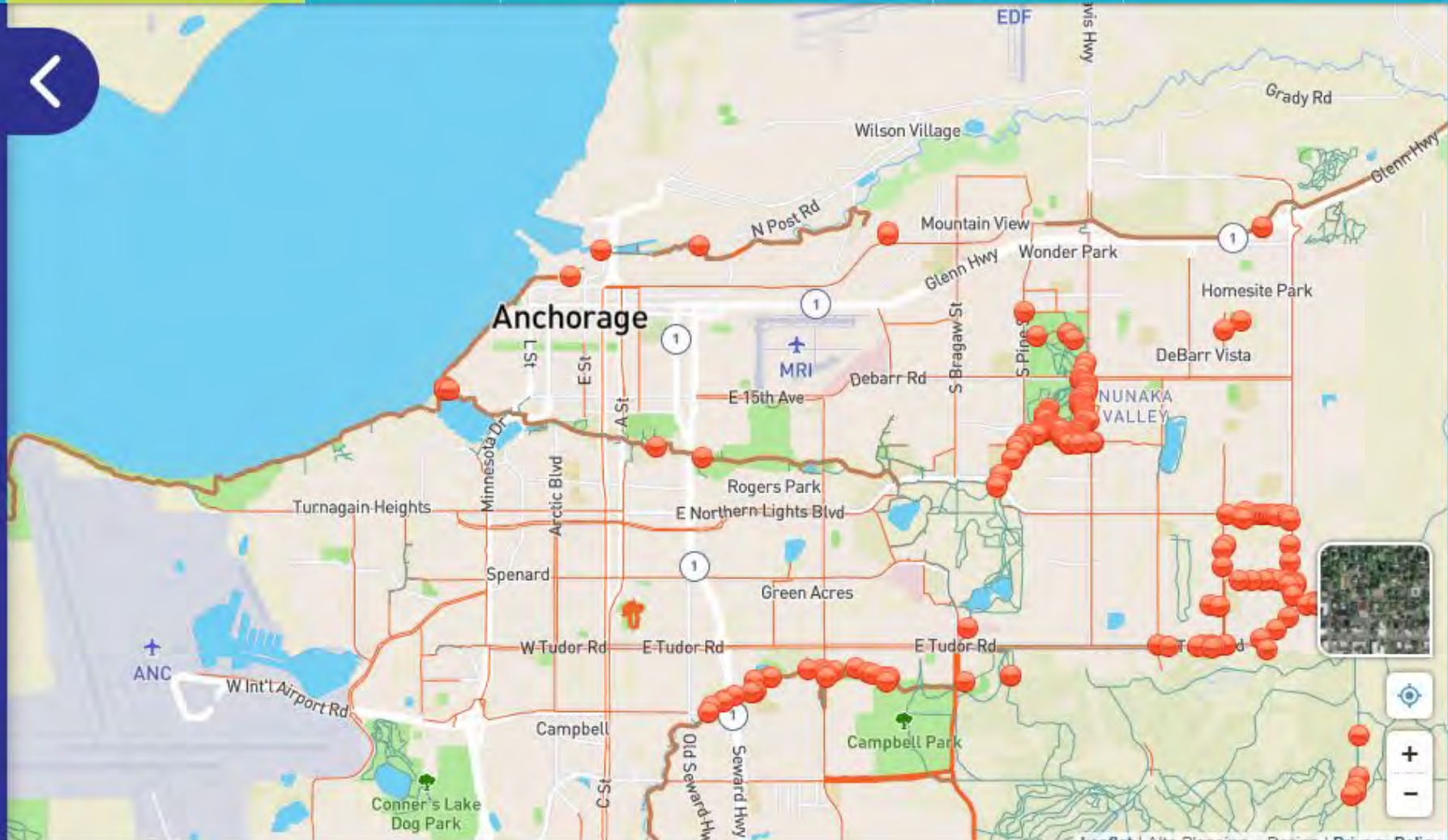
Draw Routes You Dislike

Add points to share the categories below:

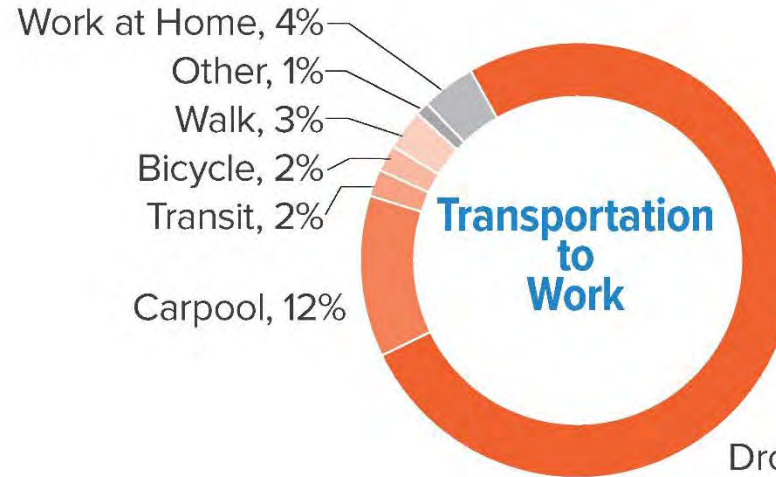
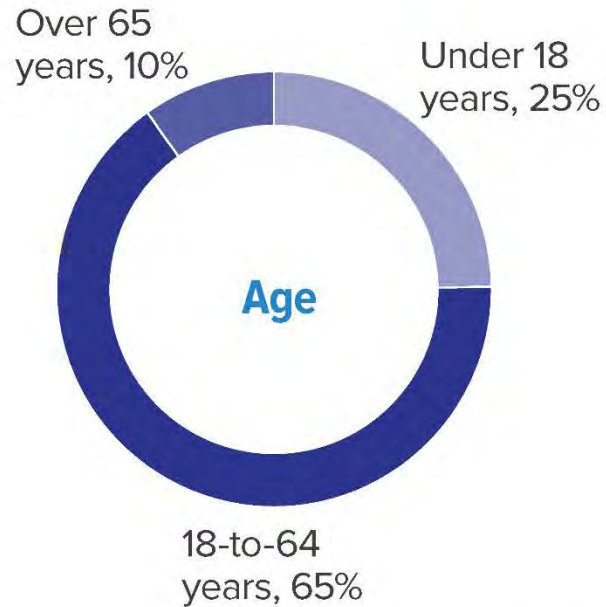
Add Barrier

Add Destination

Add Safety Concern

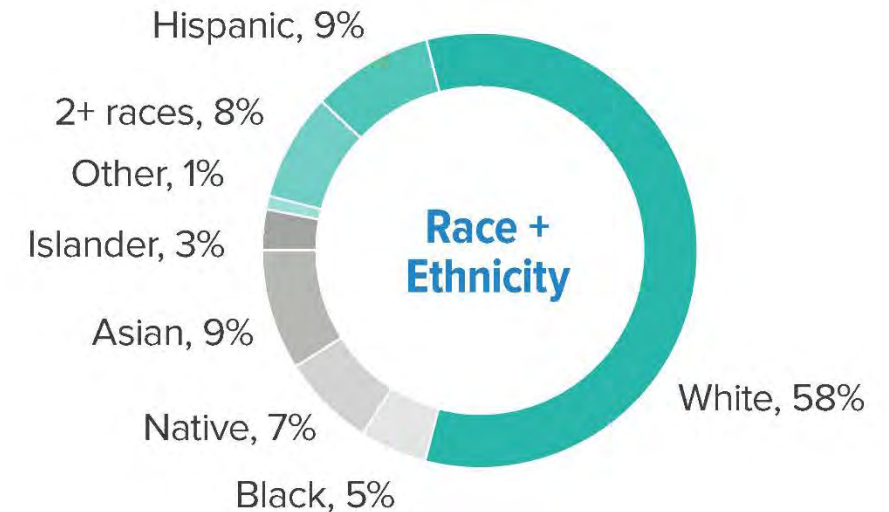
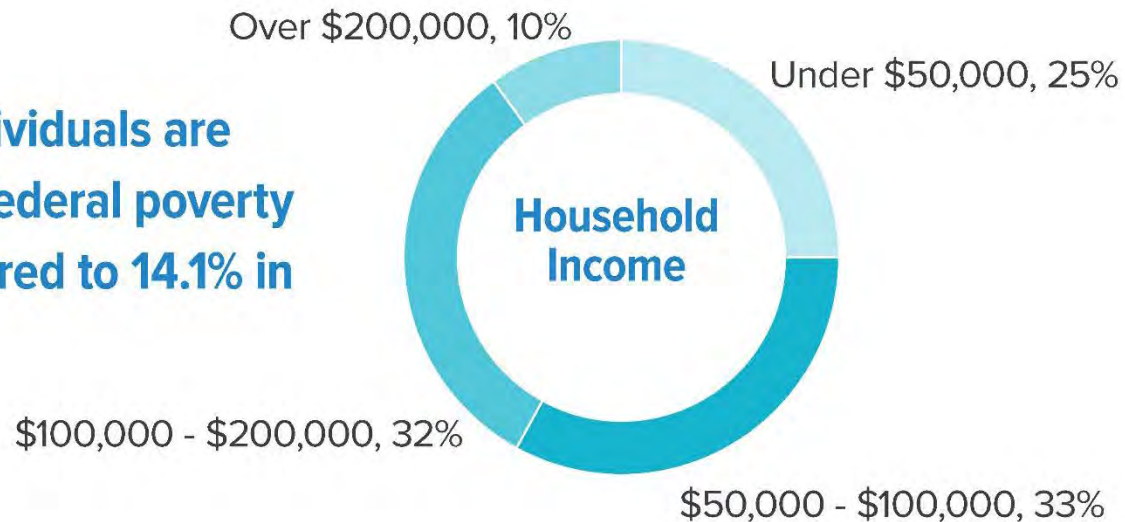


Anchorage Demographics



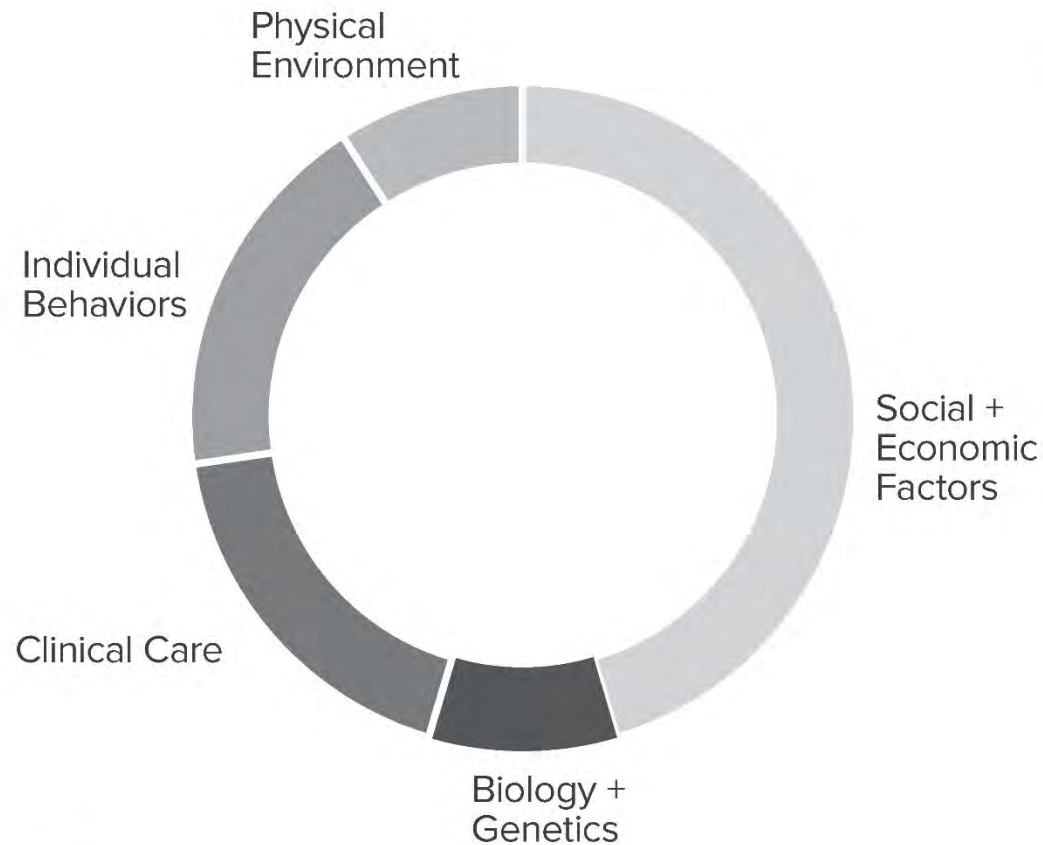
2% of households do not have access to a motor vehicle, compared to 4.3% nationwide.

6.3% of individuals are below the federal poverty line, compared to 14.1% in the U.S.



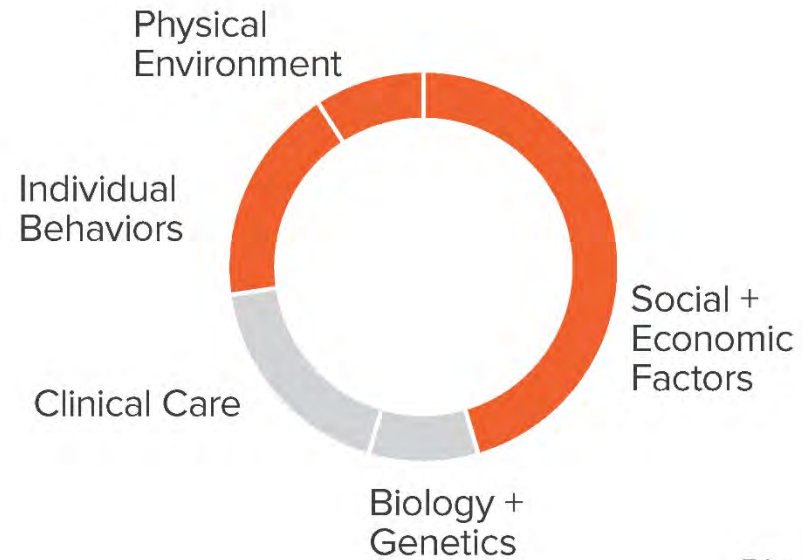
What Shapes Health?

5 Elements of Health



Sources:
<https://www.cdc.gov/nchhstp/socialdeterminants/faq.html>

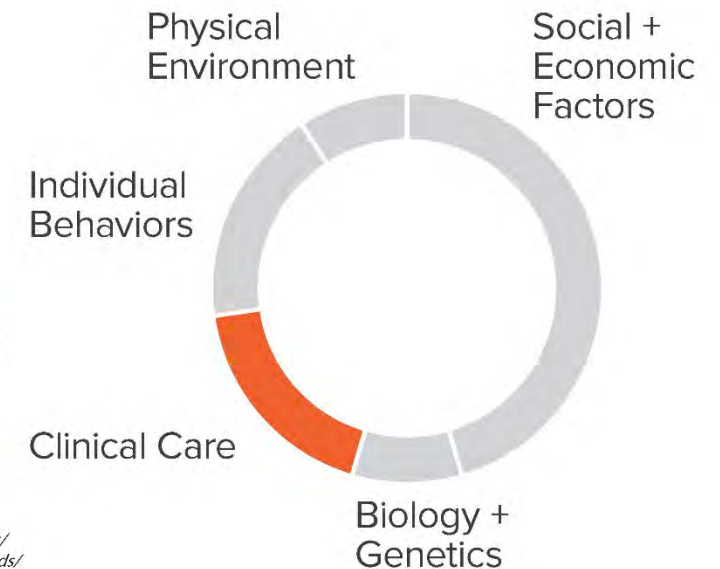
County Health Ranking & Roadmaps. University of Wisconsin Population Health Institute.
Accessed January 2017. Retrieved from <http://www.countyhealthrankings.org/our-approach>



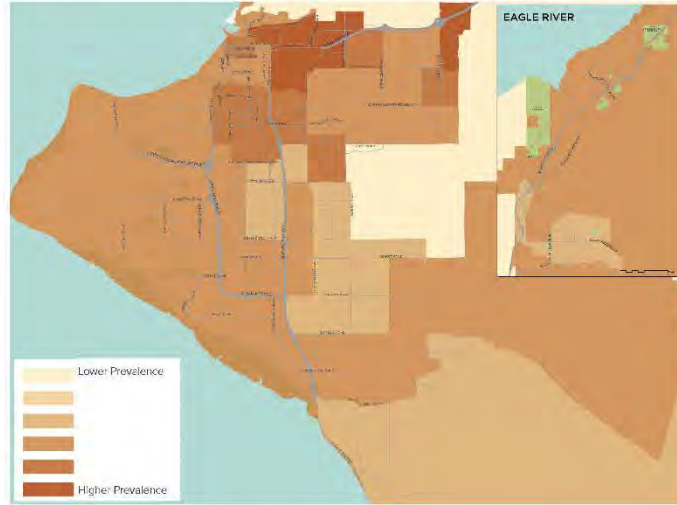
60-75% of health outcomes can be impacted by Active Transportation

Clinical Care accounts for 86% of \$ spent on health

Source: <https://www.cms.gov/Research-Statistics-Data-and-Systems/Statistics-Trends-and-Reports/NationalHealthExpendData/downloads/highlights.pdf>



Health Conditions



Source:
CDC 2007 Census of Diabetes Data, www.cdc.gov/diabetes/data/adult.html
7. <http://www.cdc.gov/diabetes/basics/index.html>
8. <http://www.cdc.gov/nchs/fastats/leading-causes-of-death.htm>
9. <http://www.cdc.gov/diabetes/basics/diabetes.htm>

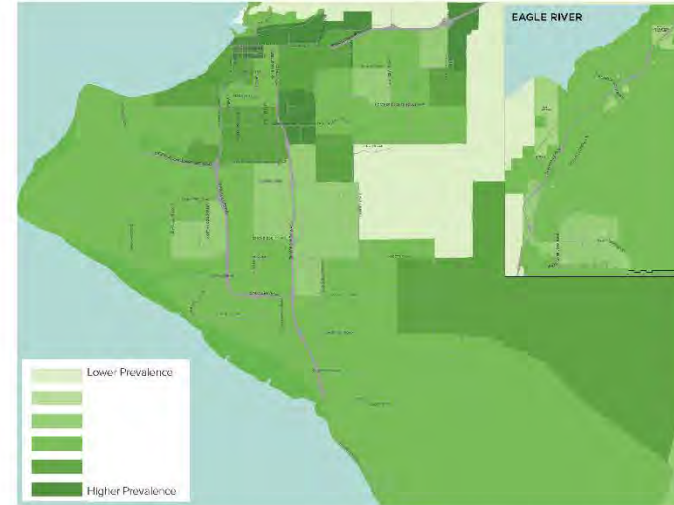
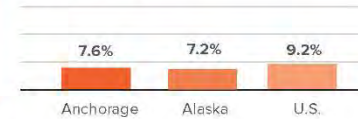
10. http://www.heart.org/1440000/Conditions/Diabetes/WhyDiabetesMatters/WhyDiabetesMatters_UCM_002633_Article.jsp#.Vam000nIV
11. <http://jap.physiology.org/ajpcr/article/99/3/1193.full#sec.15>



Approximately **1 in 11** Americans has diabetes, the **7th leading cause of death in the U.S.**^{7,8}

The health risks associated with diabetes include heart disease, stroke, blindness, kidney disease, high cholesterol, and permanent lower-extremity nerve damage.^{9,10}

Thirty minutes of moderate-intensity physical activity has been shown to **directly reduce the risk** of diabetes by as much as 30-50 percent.¹¹



Source:
CDC 2007 Census of Diabetes Data, www.cdc.gov/diabetes/data/adult.html
12. <http://www.cdc.gov/nchs/fastats/leading-causes-of-death.htm>
13. Rahman, L., Bhatnagar, A., Walk, A., & Orsini, N. (2015). Physical Activity and Heart Failure Risk in Women: Circulation. Heart Failure, 7(6), 877-883. <http://dx.doi.org/10.1177/1078148515007006>

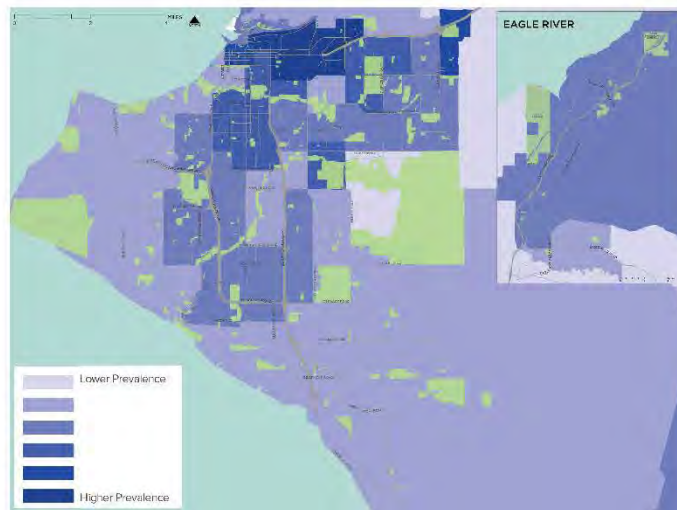
14. Rahman, L., Bhatnagar, A., Walk, A., & Orsini, N. (2015). Physical Activity and Heart Failure Risk in a Prospective Study of Men. JACC: Heart Failure, 3(9), 581-7. <http://dx.doi.org/10.1016/j.jchf.2015.05.006>



Coronary Heart Disease (CHD) is the leading cause of death in the U.S., with **1 in every 4 deaths** per year.¹²

Genetic factors play a role in people's risk for CHD, but a number of risk factors are highly preventable, including diabetes, overweight/obesity, poor diet, and physical inactivity.¹¹

20 minutes of walking or biking each day is associated with **21% lower risk** of heart failure for men and **29% lower risk** for women.^{13,14}



Source:
CDC 2007 Census of Diabetes Data, www.cdc.gov/diabetes/data/adult.html
1. <https://www.cdc.gov/obesity/data/adult.html>
2. <https://www.cdc.gov/obesity/data/childhood.html>
3. http://cloud.tpl.org/pubs/benefits_HealthBenefitsReport.pdf
4. <https://www.hsph.harvard.edu/obesity-prevention-source/obesity-consequences/>

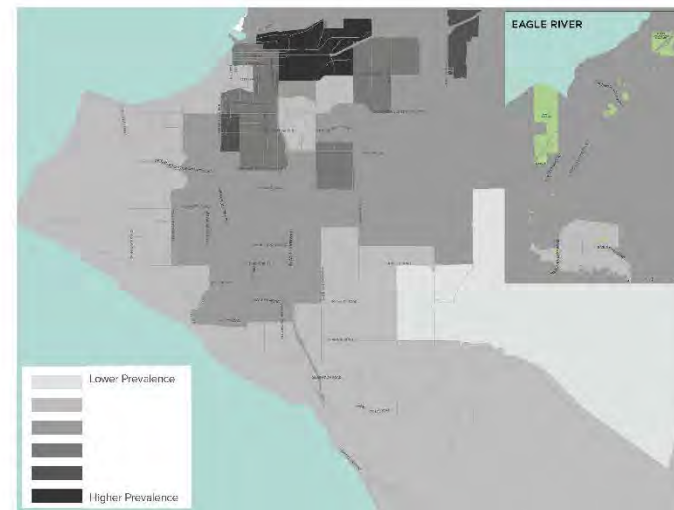
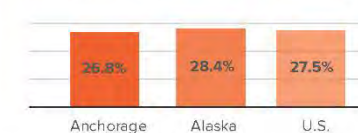
5. <https://www.cdc.gov/od/ocro/obesity/facts.htm>
6. Frank, Lawrence D., et al. (2004). Density relationships with community design, physical activity, and time spent in cars. American Journal of Preventive Medicine, Volume 21, Issue 2, 87-96.



Obesity is a nationwide epidemic that affects of **1/3 of U.S. adults** and **approximately 1/5 of U.S. Children** (age 2-19).^{1,2}

Obesity is associated with a number of serious chronic illnesses, including high blood pressure, high cholesterol, stroke, diabetes, asthma, heart disease, and certain types of cancer.^{3,4,5}

For every **0.6 mile walked** there is a **5% reduction** in the **likelihood of obesity**.⁶

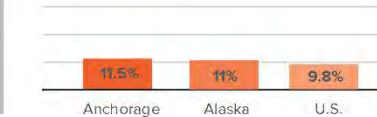


Source:
CDC 2007 Census of Diabetes Data, www.cdc.gov/diabetes/data/adult.html
15. <http://www.nami.org/About-NAMI/Media/Press/General/Press-15>
16. http://www.cycle-benefits.com/cycling_and_health.pdf
17. <http://www.ncbi.nlm.nih.gov/pmc/articles/PMC1470658/>



In the U.S., approximately **1 in 5 adults** experiences a **mental illness** in a given year, with the majority being anxiety disorders and depression.

Bicycling can improve self-confidence, tolerance to stress, and overall well-being.¹⁶ **Thirty minutes** a day of moderate intensity **physical activity** (walking/biking) at least **3 days a week** is associated with **reduced** anxiety, depression, and improved self-esteem and social interaction.



Vision & Goals

ASPIRATIONS

SINERGY

Truly Synergistic plan - State/VZ/AMATS inclusive

More data than Crash Reports used to get more accurate understanding

GEOGRAPHY

A PLAN FOR A FRIENDLY MOUNTAIN

Bike trail alternative to Muldoon Rd

Bike from Eagle River to Rabbit Creek

• Bike Park on Chester Creek Trail System
→ Re-Vitalizing Russian Jack Park

A Local Solution to non-motorized transport

Connections / Safe Routes to where we need to go

An efficient basic bike network

Better ~~existing~~ pedestrian connectivity from city to mountains / open space

A FULLY (CONNECTED) NETWORK

Trails around every School in city

Coordinate Snow removal Plan

Improved Connectivity

better connectivity

Improve N-S connectivity

A prioritized network of winter cycling routes

SCHOOL ACCESS

To expand current trail system to encourage use!

CONNECTED

AGENCY

Vision

Diversity: serve entire community, diversity of trails, diversity of users, inclusive

Coordinated: Integration/Simplification, remains relevant, synergistic w/ other plans, support/buy-in

Implementable: realistic, actionable, easy to use, create a true network, provides direction to planners and designers, modern, updated, funded

World Class: state of the art, wins awards, addresses challenges thought too complicated, local solutions, enthusiasm, model winter city, forward thinking, best practices, innovative, becomes a model/standard for other cities

Vision

Anchorage provides an integrated, diverse, and world class pedestrian, bicycle, and trail network that is safe, connected and maintained in all seasons for a diverse set of users throughout the entire community.

Goals: Ridership & Usage

- Increase ped/bikes on roads, trails
- More miles of trail
- More funding
- Less car ownership
- More bike/ped community
- Increase use of non-motorized facilities

Goals: Health & Quality of Life

- Improve health
- Improve livability
- Promote active transportation as a community health priority

Goals: Safety

- feel safe
- safety is prioritized
- network is safe and convenient
- safe for kids
- no injuries/deaths
- perception of safety
- safe for every mode
- 8-80
- minimize conflicts
- gaps identified
- prioritized

Goals: Maintenance

- expand and enhance maintenance
- in all seasons
- on all facilities (trails and road)

Goals: Connectivity

- to transit
- safe connections
- able to travel between places
- to encourage use
- in all seasons
- to schools
- to mountains
- efficient

Goals: Measurable

- Tracks users
- Health
- Economics
- Safety
- Miles travelled
- Data Collection

Goals: Education

- Attitudes
- build community support
- see non-motorized as investment
- acceptance of multiple users
- reduce harassment of bike/peds
- Institutionalize
- children taught to ride/walk to school
- definition of uses
- rules of uses
- Acceptance
- Respect
- enthusiasm



Peer Cities

City	Pedestrian Mode Share	Bicycle Mode Share	Number of Days Below Freezing	Inches of Annual Snowfall	Inches of Annual Rainfall	Length of Daylight at Winter Solstice	Length of Daylight at Summer Solstice
Anchorage	3	1.5	188	75.5	16.5	5:28	19:30
Calgary	5	2	194	51	13	7:54	16:53
Madison	8	6	61	43	34.4	8:59	15:22
Minneapolis	5	5	148	54	30.5	8:46	15:26
Montreal	5	2.5	148	82.5	31	8:42	15:41
Salt Lake City	17	4.8	113	56	16.5	9:14	15:06

Peer Cities: Policies & Programs

City	Trail Conflicts	Open Streets Events & Tactical Urbanism	Street Safety
Calgary	<ul style="list-style-type: none"> Policies related to yielding on trails and lighting requirements Trails are for non-motorized use only 	<ul style="list-style-type: none"> Pedestrian Strategy calls for creating a tactical urbanism program to facilitate design actions 	<ul style="list-style-type: none"> Rapid implementation of downtown protected bike lane network pilot Complete Streets & VZ Policies
Madison	<ul style="list-style-type: none"> WI DNR pairs compatible trail users using a compatibility rating Regulated yielding policies Trail use permitted by designated user group 	<ul style="list-style-type: none"> Annual open street event 	<ul style="list-style-type: none"> State Complete Streets Policy Vision Zero Policy
Minneapolis	<ul style="list-style-type: none"> Standard practice to develop trails with separation of trail users (wheels v. feet) Mixed trails: all users keep right Wheeled users: clockwise around lakes Unpaved trails: restricted use by bicyclists when trails are muddy Winter: bicyclists yield to pedestrians 	<ul style="list-style-type: none"> 8 open street events every summer Downtown Improvement District & Public Works collaborated on a project to reclaim streets for pedestrian 	<ul style="list-style-type: none"> City Council funded plan to build 48 miles of protected bike lanes in 5 years Complete Streets Policy Vision Zero Policy in development
Montreal		<ul style="list-style-type: none"> Many open streets events Extensive parklet program that includes removing parklets for winter maintenance 	<ul style="list-style-type: none"> City-wide No Right on Red & 30 km/h speed limit on local streets Uses a complete streets approach Vision Zero Policy
Salt Lake City	<ul style="list-style-type: none"> Currently developing policy related to soft surface trail users Test policy (Liberty Park) to require all trail users to circulate counter clockwise 	<ul style="list-style-type: none"> Occasional open streets events Pop-up protected bike lane demonstration project Parklet pilot program 	<ul style="list-style-type: none"> Complete Streets & Vision Zero Policies

Peer Cities: Design

City	Dedicated Staff	NACTO Membership	Other Local Design Guidance	Advisory Boards, Commissions & Committees
Calgary	1.0 FTE	no	<ul style="list-style-type: none"> Alberta Bicycle Facilities Design Guide Alberta Trail Builders Companion 	<ul style="list-style-type: none"> Calgary Pathway and Bikeway Advisory Council Advisory Committee on Accessibility Parks Foundation Calgary Regional Transportation Steering Committee
Madison	1.0 FTE	Affiliate	<ul style="list-style-type: none"> Wisconsin Bicycle Facility Design Manual 	<ul style="list-style-type: none"> Platinum Biking City Planning Committee Long Range Transportation Planning Committee Pedestrian / Bicycle / Motor Vehicle Commission Madison Area Transportation Planning Board (MPO)
Minneapolis	2.0 FTE	Member	<ul style="list-style-type: none"> Minneapolis Public Works Bicycle Facility Manual Minneapolis Parks and Recreation Board Trail Design Standards 	<ul style="list-style-type: none"> Minneapolis Bicycle Advisory Committee Minneapolis Pedestrian Advisory Committee Minneapolis Advisory Committee on People with Disabilities Minneapolis Advisory Committee on Aging RecQuest Advisory Committee (MPRB)
Montreal	?	International		<ul style="list-style-type: none"> Borough / Neighborhood Urban Planning Committees
Salt Lake City	2.0 FTE	Affiliate	<ul style="list-style-type: none"> Utah State Bicycle and Pedestrian Plan Design Guide 	<ul style="list-style-type: none"> Pedestrian Safety Committee Bicycle Advisory Subcommittee Parks, Natural Lands, Trails & Urban Forestry Advisory Board Transportation Advisory Board

Peer Cities: Maintenance

City	Winter Roadway Maintenance (pedestrian and bicycle)	Winter Trail Grooming (nordic skiing, dog sledding, fat bikes)
Calgary	<ul style="list-style-type: none"> Sidewalks: City clears 124 miles; owners responsible for clearing adjacent to their property City clears snow from 249 miles of pathways (out of 528 miles) Calgary Parks clears snow from pathways within 24 hours 	<ul style="list-style-type: none"> Calgary Parks and local ski clubs in partnership to groom nordic ski trails Groomed and ungroomed trails open to fat bikes
Madison	<ul style="list-style-type: none"> Arterial bikeways and paths are cleared of snow by 7AM Sidewalks: snow removal responsibility of adjacent owners before noon City prioritizes clearing of 150 miles of sidewalks adjacent to transit stops and school zones 	<ul style="list-style-type: none"> Free nordic ski trails groomed weekly by city Paid access nordic ski trails groomed 3-4 times/week by city
Minneapolis	<ul style="list-style-type: none"> Currently updating winter maintenance plan Goal for trails and protected bike lanes to be cleared within 24 hours Sidewalks: snow removal responsibility of adjacent owners 	<ul style="list-style-type: none"> Lopet Foundation grooms nordic ski trails regularly in parks and on frozen lakes
Montreal	<ul style="list-style-type: none"> 62% of all bikeways cleared of snow in winter (Goal to establish a service standard for winter maintenance) Entire pedestrian network prioritized to be cleared of snow within 96 to 120 hours 	<ul style="list-style-type: none"> Nordic ski trails maintained by boroughs (city districts) with different standards Dog sled trails in Parc Jean-Drapeau maintained privately
Salt Lake City	<ul style="list-style-type: none"> City clears all protected bike lanes with specialized plows CBD clears snow from protected bike lanes in CBD Sidewalks: snow removal responsibility of adjacent owners 	<ul style="list-style-type: none"> Utah Nordic Alliance grooms nordic ski trails on city-owned golf course Parks and Public Lands maintains urban trails in winter

Peer Cities: Funding

City	Local Funding	Innovative Funding & Partnerships
Calgary	<ul style="list-style-type: none"> Dedication of 4% of transportation funding to active transportation (\$126M over 9 years) 	<ul style="list-style-type: none"> Alberta Sport, Recreation, Parks and Wildlife Foundation grants Calgary Parks Foundation grants
Madison	<ul style="list-style-type: none"> Partners in Recreation and Conservation: \$764K in grants for trail projects 	<ul style="list-style-type: none"> State Highway Safety Funds (mini grants for spot improvements or studies)
Minneapolis	<ul style="list-style-type: none"> 2016 budget: \$760K for separated bikeway implementation Annual allocation of up to \$1M for sidewalk improvements Bikeway funding accounts for 1.4% of capital funding for transportation projects 	<ul style="list-style-type: none"> Communities Putting Prevention to Work (CDC & MN Department of Health) MN Center for Prevention (BCBS administration of Tobacco Settlement funding)
Montreal	<ul style="list-style-type: none"> Program of \$20M for developing the bicycle network (\$11 per capita) 	<ul style="list-style-type: none"> Quebec Green Fund (carbon market): \$10M for active transportation and managing transportation demand
Salt Lake City	<ul style="list-style-type: none"> County Active Transportation Network Improvement Program for bikeways in ROW (up to \$1M grants) Annual allocation for Safer Sidewalk Program 	<ul style="list-style-type: none"> Received 2 TIGER grants (\$20M): first/last mile connections for pedestrians and bicyclists accessing streetcar

Next Steps



2017

2018

	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	Jun	Jul	Aug	Sep	Oct	Nov	Dec
GUIDE: Project Management															
LEARN: Existing Conditions															
LISTEN: Public/Stakeholder Involvement	X		X				X		X						
ENVISION: Plan Recommendations															
SHARE: Draft/Final Plan															
APPROVE: Anchorage Non-Motorized Plan															



NON-MOTORIZED PLAN

Citizens Advisory Group Meeting #2

November 15, 2017 at 5:30 PM
Municipal Permitting Center, 4700 Elmore Rd
Training Room

NAME	EMAIL	ORGANIZATION
Darcy Davis	DARCYDAVISAKS@BMAIL.COM	STA
Charlie Reutro	charlesreutroski@gmail.com	Citizen
Brian Fay	brianfayak@gmail.com	ER Parks & Rec
Oscar Avellaneda-Gruz	aka oscar@avephoto.com	Bike Rider / Citizen
Tanna Kornfield	+kornfield@anchorage.nordic.ski.com	Nordic Skiing Association of Anchorage
Dylan Watts	dylan.a.watts@gmail.com	ALASKA PACIFIC UNIVERSITY NORDIC SKI CENTER.
Matthew Mills	matthew.mills.13@us.af.mil	JBERR Bike Commuters
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Andrew Ooms	ooms@kittelson.com	PTAB / Kittelson
Lindsey Hajduk	Lindsey@aydc.org	AK Injury Prevention Center
Dra Edwards	rooster.skier@gmail.com	Disability advocate
Kimberly Wells	kwells@gci.net	Anchorage Skijor club + alaskan skeddeez + racing assoc.



NON-MOTORIZED PLAN

Citizens Advisory Group Meeting #2

November 15, 2017 at 5:30 PM
Municipal Permitting Center, 4700 Elmore Rd
Training Room

[illegible]

Community Advisory Committee Meeting #3 Anchorage Non-Motorized Plan



Thursday, May 17th, 5:30-7:00 PM
Municipal Planning Department, 4700 Elmore Road, Room 117
The attached document is the CAC powerpoint presentation.

Meeting Agenda

1. Project Status Update
2. Vision and goals recap
3. Needs Analysis Summary
 - Collision history
 - Level of comfort/risk assessment
 - Demand
 - Equity
 - Health
4. Draft Project Recommendations
 - Draft Recommended Bicycle Network
 - Draft Recommended Pedestrian Priority Corridors and Districts
5. Draft Project Prioritization Criteria
6. Next Steps

Meeting Notes

AMATS staff Joni Wilm provided a brief background on the project, including what happened at the last meeting and previous discussion about visioning and concerns for this plan.

Next, Alta Planning + Design staff Rory Renfro presented a series of data and possible recommendations for the Community Advisory Committee (CAC) to consider and discuss. Based on previous public and agency input, the Non-Motorized Plan is focusing on safety and connectivity for people of all ages and abilities. Plan goals have been articulated through the public involvement process.

Since the last CAC meeting, the project team has been mining data related to collision history, level of comfort and risk assessment, demand, equity, and health. Data sources include Anchorage Metropolitan Area Transportation Solutions (AMATS), Alaska Department of Transportation (DOT), U.S Centers for Disease Control and Prevention (CDC), and the U.S. Census.

Collisions and Level of Comfort and Risk Assessment

Collision data was presented to the committee as a series of maps. The map shows pedestrian collisions concentrated on larger/major roads, intersections, areas with more walking activity, and higher speed roads. The map of bike collisions shows a similar pattern to the pedestrian collisions. Additional data highlights the common right-hook collision type, which could be associated with the unique side paths along roads in Anchorage. The Vision Zero Anchorage project is taking a closer look at bicycle and pedestrian collision data and will supplement this plan.

Pedestrian Level of Service (PLOS) map mirrors the major road system, indicating that pedestrians feel least comfortable and safe on major roads. Bicycle Level of Traffic Stress (LTS) again has similarities to

the pedestrian map, where major roads show higher stress. The lower the PLOS and LTS score, the better the rating.

CAC Discussion Points

- DOT is most resistant to adding bike facilities on major roadways, however these maps suggest that's where we need them most.
- There is correlation between bike and pedestrian collisions.
- There could be underrepresented locations, such as places that people might not bike/walk if they don't feel safe.
- The group noted that Elmore was shown as a relatively high LTS and PLOS, but it actually has good bicycle and pedestrian facilities including shoulders and separated bike path, but the vehicle speed limit is 45.
- A concern was raised about the relative numbers of crashes with bicycles and pedestrians. Many more pedestrian crashes.
- Higher pedestrian crashes overlaying high crash corridors in this project.

Demand

Heat maps were presented indicating the relative degree of potential travel demand through six lenses: live, work, school, transit, trails, shopping and retail, and a composite of all these. The darker the color, the higher the relative demand. These maps can help identify areas to which the non-motorized network should connect, and also help inform the project prioritization process.

CAC Discussion Points

- These maps look like they are missing people on Joint Base Elmendorf-Richardson (JBER). 10,000 people work there. It was noted that the data (provided by AMATS) doesn't include JBER), however the project team understands the critical importance of establishing active transportation links to this major destination.
- Commercial Blvd in Mountain View shows the highest transit corridor, yet it is the most dangerous corridor in Anchorage for pedestrians.
- Trails indicate access across region is important, darker is higher concentration of recreation activities.
- More information about where the data for the trails map came from: Municipal GIS Department, and Parks and Recreation Department.
- Relative to the Anchorage region as a whole, the composite demand maps illustrate a relatively high demand for walking and biking in midtown, downtown, east-west and north-south corridors.
- Questions:
 - o Does it include people trying to get to services/resources, i.e. homeless services and healthcare?
 - o Did you see anything that you didn't expect? The group noted that demand generally seems consistent.
 - o What percentage of the population are we talking about that would utilize the bike and pedestrian corridors?
- Design and maintain the roads to make more people find the roads comfortable.
- Maintenance prioritization should be part of this.

Equity

Maps were presented showing census tract data on the proportion of the population under 18, over 65, zero-car households, no high school diploma, limited English proficiency, non-white, and a composite of all. These maps identify parts of town that with potentially higher demand for active transportation.

Health

Maps were presented at the census tract level illustrating health indicators using CDC data (obesity, heart disease, diabetes, cancer, no leisure time physical activity, and poor mental health).

CAC Discussion Points

- Knowing more about this data source, this is good baseline data, but we won't be able to measure how improvements to infrastructure impact these health issues.
- Mountain view and Fairview are highlighted on each of these maps

Next Steps

Two maps were presented in hard copy, large format for the group to review and discuss: a map of possible highest pedestrian need and a preliminary draft proposed bicycle network. These maps will be emailed to the group for more time to review. The project team also would like feedback regarding the most helpful way to package projects in the final plan, i.e. corridors or project bundles.

CAC Discussion Points

- These maps clearly show the effect of high speed vehicle traffic. Package projects on a systematic basis.
- Ranking projects helps advocates have teeth. There needs to be more of a demographic look at the local level, such as homeless routes and schools that aren't bussed.
- Use the system that allows you to bring benefit to the most people.
- Schools should be treated as a walking district without drivers. Look at schools that are not bussed and only bussed.
- The bike infrastructure design toolkit is bigger than for pedestrian infrastructure. Allow for a balance but include flexibility.
- There is a need for more demonstration projects before the infrastructure is built.
- More striping options should be possible.
- Remove retaining wall at Folker and Tudor.
- Prioritize hubs of demand first for connected routes.
- There should be a philosophy behind the network as a whole. This could include developer requirements, major road construction, Complete Streets, design manual, being proactive (not reactive).
- Trail system is positive, but a need for more available on-road system.
- Off-set corridors, so people on bicycles and walking do not have to use the main highway. Railroad corridors are an option. The non-motorized network needs to be tighter, more dense.
- Every road with a speed limit over 25 miles per hour needs a bike lane.



MEETING SUMMARY

Non-motorized Plan Agency Advisory Group Meeting #1: 27 September 2017

Meeting Objective: Agency Introduction to the Anchorage Non-Motorized Plan

INTRODUCTION

Joni Wilm, Senior Transportation Planner for AMATS welcomed the group and provided a project overview. This project will update and combine the Bike Plan, the Pedestrian Plan and the Trail Plan into one, comprehensive Nonmotorized Transportation Plan for Anchorage.

Funding for this project comes from the Federal Highway Administration (FHWA) dollars through the Transportation Alternative Program, which supports transportation safety and recreation enhancements. This plan is a line item from the Vision Zero Grant.

Craig Lyon, the Municipality of Anchorage AMATS Coordinator gave an AMATS refresher for agency staff, the Anchorage Metropolitan Area Transportation Solutions program. Every metropolitan area with a population of 50,000 or more residents must have a designated Metropolitan Planning Organization or MPO to qualify for federal highway funding and/or transit assistance. AMATS is the MPO for the Anchorage Bowl and Chugiak-Eagle River when federal transportation funds are used. Some requirements of this program include:

- Policy Committee
- Freight Advisory Committee
- Air Quality Committee
- Citizen Advisory Committee
- 20-year plan, 4-year plan, annual workplan

Additionally, AMATS has added the following to the program even though not required:

- Technical Advisory Committee
- Bicycle and Pedestrian Advisory Committee
- Bike Plan (2010)
- Pedestrian Plan (2007)
- Areawide Trails Plan (1997)
- AMATS Public Involvement Plan

PROJECT TEAM

Municipality of Anchorage, AMATS

Joni Wilm, Senior Transportation Planner

Craig Lyon, AMATS Coordinator

Alta Planning and Design: Seattle, WA

Fred Young, Project Manager

Steve Durrant, Principal

Jessica Szlag, Anchorage-Based Project Manager

R&M Consultants: Anchorage, AK

Mark Frutiger, Transportation Engineer

Van Le, Planning, Stakeholder Engagement

Huddle AK: Anchorage, AK

Holly Spoth-Torres, Stakeholder Engagement

Chelsea Ward-Waller, Stakeholder Engagement

PROJECT OVERVIEW

Alta is a planning firm that focuses exclusively on accessibility, bicycle and pedestrian transportation. Alta has completed plans like this all over the United States and Canada including many winter cities. Alta has 30 offices and 240 staff, including an Anchorage office. Over the past 5 years Alta has been working on a variety of projects in Alaska including the Spenard Corridor Plan, the MOA 27th Ave. Bike Boulevard and the State of Alaska Pedestrian Plan. Additionally, Alta has given multiple presentations at local conferences and provided technical trainings to agency staff and the public.

Alta's plans typically include the following planning and analysis:

Analyze Level of Travel Stress for Non-Motorized Transportation: Are there bicycle and pedestrian facilities? How fast does vehicular traffic travel? Are facilities accessible?

Crash Analysis: Includes where collisions are occurring, why and displays using a heat map.

Public Health: We will use the new 500 cities data (Anchorage is one of the 500 cities) from the CDC to analyze 30 health indicators. We will analyze the dataset as it relates to non-motorized transportation infrastructure, programs and policy in Anchorage. We know that increasing the percentage of people that use non-motorized transportation decreases health care costs.

Demand Analysis: We will use a series of map overlays for nonmotorized transportation. Where do people access transit? Where do people live? Where do people work? Where do people buy groceries and receive other services? Where do people recreate? We will take this information and prioritize.

Design Guidelines & Standards: Alta will also complete design guidelines. Alta designed the National Guide for Urban Bikeways as well as the Rural Network Guide (Center for Prevention and FHWA). There are many locations in Anchorage where the rural network guide is totally applicable.

Winter Cycling Congress: Alta has been an active participant in the Winter Cycling Congress annually since its inception to encourage more people to bike during winter months.

PROJECT SCHEDULE & SCOPE

Jessica Szlag, Anchorage-based Alta project manager presented the project schedule and scope.

The Anchorage Nonmotorized plan will follow a six-step process between September 2017 and April 2018 to include:

1. Guide
2. Listen
3. Learn
4. Envision
5. Share
6. Approve

The bulk of Agency Advisory Group staff time will be focused during the middle four steps of plan development: Listen, Learn, Envision and Share.

LISTEN AND LEARN: September 2017 – December 2017 – to include 2 AAG meetings, 2 Community Advisory Group meetings, community workshops, online crowdsourcing mapping, review of best practices of other winter cities, review of existing plans.

ENVISION: January 2018 – to include finalizing vision, goals and priorities for nonmotorized transportation in Anchorage as well as analyze five (5) test projects to determine realistic implementation costs.

SHARE: February – March 2018 to include public review draft release in February, 1 CAG and AAG meeting in March to review the draft plan and other public communication outreach events.

APPROVE: The project team will move the plan through the necessary review and approval processes and the AAG should participate by officially commenting through the appropriate agency channels but also sharing information with constituents.

AGENCY ADVISORY GROUP RESPONSIBILITIES

The project team will guide the AAG through the process and important milestones. Overall the AAG represents the best of the best in your professional arena and should be prepared to do the following:

1. Represent the larger community and your professional arena
2. Meet 4 times to review progress and provide input throughout the planning process
3. Relay information about the plan to stakeholders
4. Encourage others to participate in the Community Involvement Events

The Agency Advisory Group will meet four (4) times: September 2017, November 2017, March 2018 and June 2018.

VISION – GOALS EXERCISE

Steve Durrant, Alta Principal, facilitated the AAG through a visioning and goals exercise to begin to identify what agency staff think the vision and goals of the plan should be. The team handed out three different colors of post-it notes and were asked to answer the following questions. There was no limit to the number of answers staff could provide.

- What are your aspirations for this project? (ORANGE)
- What is a mark of success for this project? (PINK)
- What is your greatest fear or obstacle to the success of this project? (BLUE)

The team categorized the responses on-the-fly, posted them on the white board, and then discussed the themes listed below. A detailed compilation of all the responses received is attached.

ASPIRATIONS

- Diversity
- Increase Mode
- Health Priority and Safety
- Coordination
- Better Infrastructure – Seductive networks, safe and convenient
- Implement-
- Transport
- Winter
- Attitudes
- Diversity-serve entire community, not just the wealthy, not just bikes

SUCCESS

- Buy in
- Equity/Health
- Maintenance
- Relevance
- Safe
- Mode Goals

OBSTACLES

- Maintenance
- Fluff/Teeth
- Narrow-shouldn't be all about bikes
- Progressive-more of the same designs
- Duplication
- \$ vs Safety
- Coordination
- Beliefs and behavior

NEXT STEPS

The project team just received NTP and are in the process of collecting crowd-sourced trail data from community members. The application will be open for at least three weeks and then again in the winter to make sure we capture multiple seasons. The next TODO item is to draft and finalize a Public Involvement Plan and launch a project website.

The next AAG meeting in November will review project goals and objectives.

COMMENTS – QUESTIONS & ANSWERS

Q: What is the rationale to combine all the plans into one plan?

A: Agencies and staff have been trying to implement all three elements simultaneously. Challenges include funding estimates that are not accurate or consistent across plans. Explore creative best practices for design. We really need an integrated non-motorized plan. From a planning perspective, it's more efficient. We'll be able to do more. This methodology will reduce conflicts.

Q: Will the new plan have projected construction costs?

A: R&M Consultants have been recently designed and built road and non-motorized transportation infrastructure. As part of this project they are completing a detailed cost analysis for 5 test projects from which we will be able to better predict all project cost estimates. We will also predict inflation.

Q: Will there be a Data Blitz in the winter?

A: Yes, we are currently collecting data about user-experience focusing on paved trails throughout Anchorage. There is a downloadable app with a variety of drop-down attributes that describe trail conditions and safety. We will launch and advertise the app again in January to capture winter use.

Q: How will we capture crime and perceptions of crime?

A: As a starting point, the app will capture trail users' perception of crime.

Q: Is the data only for people with cell phones?

A: Right now, yes, but there will be an online map in October accessible by computer.

Q: Will this plan consider soft surface trail connections?

A: Yes, we will do a demand analysis on the trail network.

COMMENT: Maeve Nevins has data and community input on soft surface neighborhood connections to greenbelts.

COMMENT: Currently there is no winter maintenance of sidewalks in residential areas. This should be addressed.

Q: How does Safe Routes to Schools integrate into this planning effort?

A: We include this information as destinations during the demand analysis.

COMMENT: Anchorage's trail system is multi-use and unique. Park maintenance and the NSAA set tracks on many trails.

Q: Are we translating documents into other languages?

A: We will consider doing this as we develop the Public Involvement Plan.

Q: How do we make sure that those who are underrepresented get involved?

A: The Public Involvement Plan will be a multi-layered strategy focused on reaching a diversity of Anchorage residents including workshops, mobile meetings, stakeholder interviews and an app, to name a few.

COMMENT: Please have information about this plan at the library, recreation centers and the school district. Contact the ASD Transportation Coordinator.

COMMENT: Consider consolidating and transparently communicating corridors that are maintained for the winter. (Examples: Montreal, Calgary, Minneapolis)

ATTACHMENTS

1. Agenda
2. Powerpoint
3. Sign-In Sheets
4. Aspirations, Success, Obstacles

Agency Advisory Group Meeting #2 Anchorage Non-Motorized Plan



Wednesday, November 15th, 10:00 AM – 11:30 AM

Transit Department, 3600 Dr. Martin Luther King Jr. Blvd. 2nd Floor Conference Room

The attached document is AAG powerpoint presentation.

Meeting Agenda:

- Project Schedule
- Work to Date
- Vision & Goals Discussion
- Peer Cities Discussion Topics

Project Schedule

The project team is in the third month of the project focused on the LEARN phase which includes LISTENING sessions with agencies, stakeholders and the public. This evening the 2nd Community Advisory Group meeting is scheduled and there are a series of public outreach events this weekend including a bike ride, walk audit and a public open house and workshop.

All project information is available on the website: www.anchoragenonmotorizedplan.com The site includes all project documents, schedule and an interactive map. The interactive map is a way for everyone to participate; you can add barriers, destinations and areas of concern. All the data input will be geocoded and used in project analysis. The data includes information collected during the data blitz six weeks ago.

Please use the website to view and provide feedback on the most current project information. You can share the website with your agency stakeholders and other constituents. You can sign up here to receive project updates.

The website was advertised to the existing project email list as well as the Federation of Community Councils email list (over 8000 contacts). We will continue to advertise as the project continues.

The outreach effort for this plan is coordinating with other existing planning efforts like MTP 2040 and Vision Zero. The public involvement plan will include outreach to the Anchorage School District, the Anchorage Senior Center and a wide variety of other neighborhood groups.

Discussion of Analysis Work to Date (Slides 6 – 8)

Anchorage Demographic Analysis: More people in Anchorage have vehicles than we typically deal with in an urban setting. Only about 2 % of households do not have cars.

Preliminary Analysis of Health Indicators: Using the CDC 500 Cities Data – This is the first time that census block level data has been available for 28 health indicators. Presented here are mental health, obesity, heart disease and diabetes (the darker the color, the higher the prevalence). As the team collects and receives more data on the condition of the built infrastructure, the information will be combined to drive priorities, identify gaps and trends.

Vision & Goals – Continuation of Post-It Note Exercise

VISION: The CAG and the AAG did the same visioning exercise back in September. We asked the following:

1. What are your aspirations for this plan?
2. What does success look like?
3. What do you think are challenges/fears?

We took the results categorized them (See AAG Meeting #1 detailed notes) and we found that the AAG and the CAG mostly overlapped. The area where the groups separated was in the Challenges/Fears discussion.

AAG Challenges/Fears – How are we going to get it done?

CAG Challenges/Fears – How are we going to pay for it?

Based on the input and participation of both groups, the project team drafted a vision statement for the Non-Motorized Plan that includes the following elements:

Diversity: serve entire community, diversity of trails, diversity of users, inclusive

Coordinated: Integration/Simplification, remains relevant, synergistic w/ other plans, support/buy-in

Implementable: realistic, actionable, easy to use, create a true network, provides direction to planners and designers, modern, updated, funded

World Class: state of the art, wins awards, addresses challenges thought too complicated, local solutions, enthusiasm, model winter city, forward thinking, best practices, innovative, becomes a model/standard for other cities

DRAFT VISION STATEMENT PRESENTED TO THE AAG: *Anchorage provides an integrated, diverse, and world class pedestrian, bicycle, and trail network that is safe, connected and maintained in all seasons for a diverse set of users throughout the entire community.*

THE AAG COMPLETED A FACILITATED DISCUSSION TO ARRIVE AT THE FOLLOWING UPDATED DRAFT VISION STATEMENT: *Anchorage is a world-class northern city that has a safe, integrated network of streets and trails for people.*

GOALS: The AAG then reviewed the following draft plan goals in detail (see page 12 – 18 of the attached presentation for details).

Ridership & Usage: Notes and Discussion

- All MOA plans need to be coordinated regarding increasing usage across all modes.
- Less car dependency – instead of less car ownership
- What is bike/ped community? Community = CULTURE
- ADD More miles of trail and on-street facilities
- First and last bullet are the same. Consider joining.
- Consider changing the title of the plan – Non-motorized plan = jargon and feels inaccessible.

Health & Quality of Life: Notes

- Add equity to this goal

Safety: Notes & Discussion

- Add Crime?
- 20 MPH vs 25 MPH – we need active enforcement – opportunity for policy change
- Add enforcement to this goal. Look at Title 9 for clarity. The most vulnerable user is the priority.
- Add VZ to this goal?
- Facility should be safe FIRST without reliance on enforcement.
- Add lighting. Places where lighting gaps.
- Address gender equity in addition to other equity. Do women feel less safe than men? Do men bike more?
- Safe from vehicles/wildlife/crime
- Sight distance for bike facilities
- Delete prioritized, the last bullet.

Maintenance: Notes & Discussion

- Facilities should be planned and designed for maintenance
- Funding for maintenance
- Coordination of maintenance – road-ped-agencies
- Educate about what is being maintained vs what is not

Connectivity: Notes

- Add accessibility goal here

Measurable: Notes

- Add GIS to the list of goals

Education: No notes

IN SUMMARY: The project team will take this input, go through another iteration in order to present a Draft Vision and Goals to the BPAC in December. In advance of this BPAC meeting, we will send the draft Vision and Goals to the AAG and CAG for feedback.

Peer Cities Discussion Topics - Benchmarks to look at Anchorage

The project team identified five cities similar to Anchorage—on the basis of factors including geography, climate, land use and political climate. This group of peer and aspirational cities provides an opportunity to identify best practices related to nonmotorized plan implementation, funding strategy, maintenance, facility design, planning, and programs.

The team presented a summary of the selected cities that will help stakeholders assess and prioritize recommendations for the Anchorage Non-Motorized Plan.

The attached presentation (pages 19 – 23) provides a detailed summary of the peer cities discussed:

- Calgary

- Madison
- Minneapolis
- Montreal
- Salt Lake City

Major discussion points from the AAG meeting as result of the peer cities analysis:

Minneapolis Grand Rounds: Anchorage has the making of a greenbelt system that is truly world-class. Anchorage can look to the Minneapolis Grand Rounds for policies, design, maintenance, management, funding and implementation strategies. The Grand Round is approximately 50+ miles of connected trails, pathways, sidewalks and in-road routes circumnavigating the city. In certain areas uses are separated and/or single direction based on maintenance regime (groomed vs plowed) or designated use (pedestrian and bikes separated).

Dedicated Staff: Although there are multiple staff within the Anchorage Municipal organizational structure, there is not a staff person dedicated to coordinate and manage everything non-motorized. All other peer cities have FTE(s) dedicated to overall program management.

Funding: In many of the peer cities, residents have successfully voted to allocate additional levies to fund nonmotorized transportation.

Next Steps:

Vision/Goals – The AAG will review Draft Vision and Goals

Peer Cities - The project team will circulate a Peer City Summary Report that will include specific recommendations and opportunities for Anchorage based on the analysis of other cities. The AAG will have the opportunity to review and comment.

Next AAG Meeting - March 2018

Anchorage Non-Motorized Plan

Agency Advisory Group: Meeting #2



Meeting Agenda

- Project Schedule
- Work to date
- Vision & Goals Discussion
- Peer Cities Discussion Topics

Project Schedule

	2017				2018											
	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
GUIDE: Project Management																
LEARN: Existing Conditions																
LISTEN: Public/Stakeholder Invovlement	X		X				X		X							
ENVISION: Plan Recommendations																
SHARE: Draft/Final Plan																
APPROVE: Anchorage Non-Motorized Plan																



ANCHORAGE

Non-Motorized Plan

Creating a multi-modal transportation system that is efficient, safe and implementable.

Next Public Meetings

Agency Advisory Group (AAG) Meeting
Wednesday, November 15, 2017, 10-11:30am
[AMATS, 4700 Elmore Rd, Rm 170](#)

Community Advisory Group (CAG) Meeting
Wednesday, November 15, 2017, 5:30pm-7:30pm
[AMATS, 4700 Elmore Rd, Rm 170](#)

Community Workshop #1

you can provide additional feedback on it by clicking on it.

Draw routes to indicate routes that you like and currently use, and routes that you dislike or need improvement for walking and biking:

Draw Routes You Like

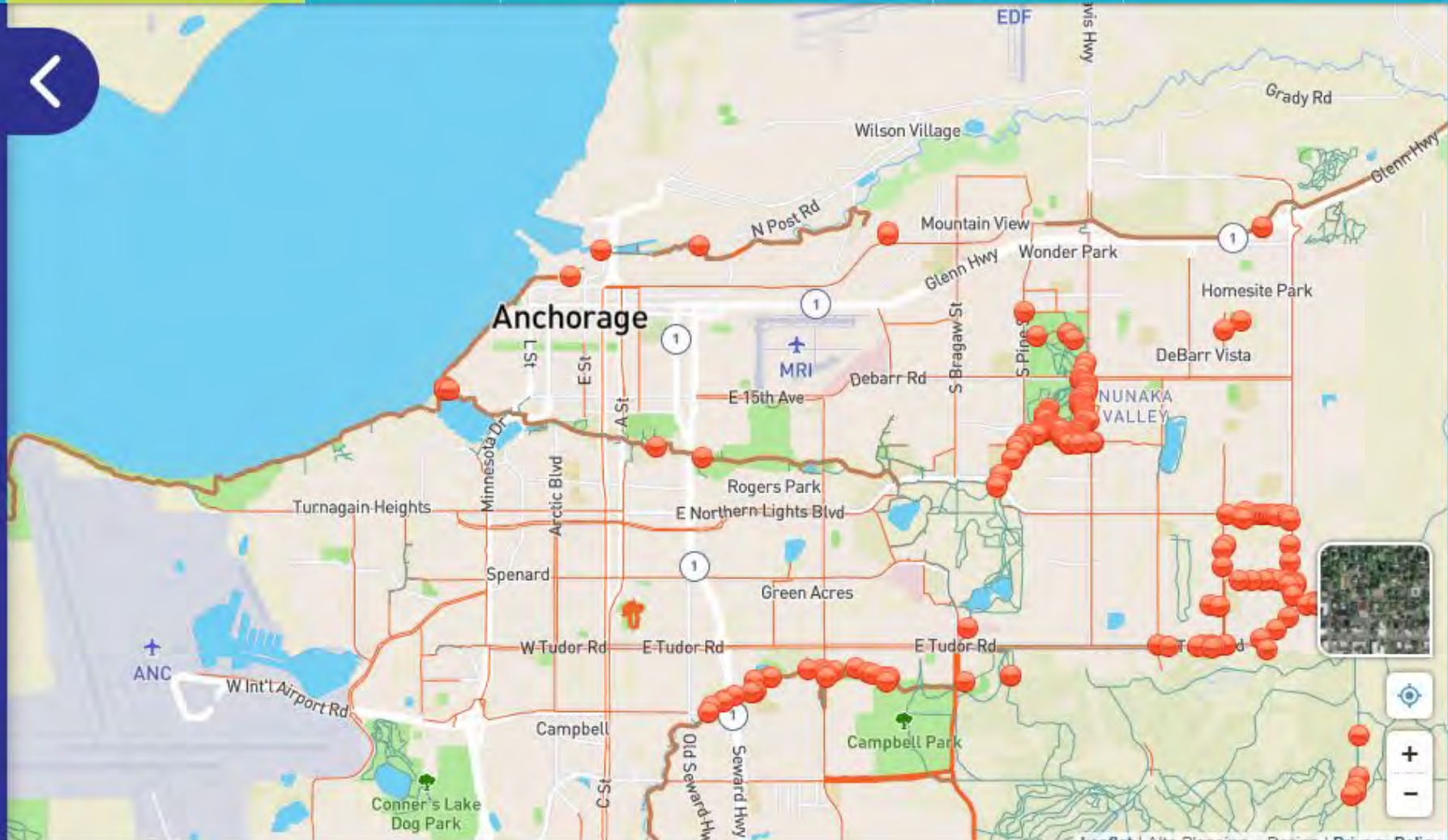
Draw Routes You Dislike

Add points to share the categories below:

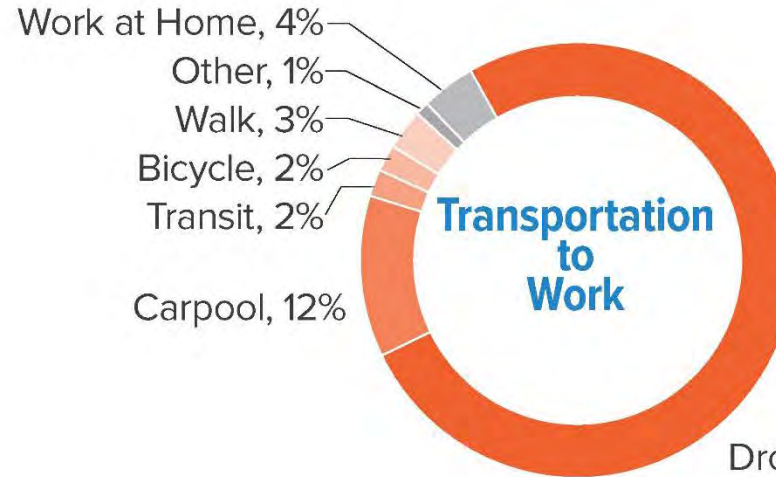
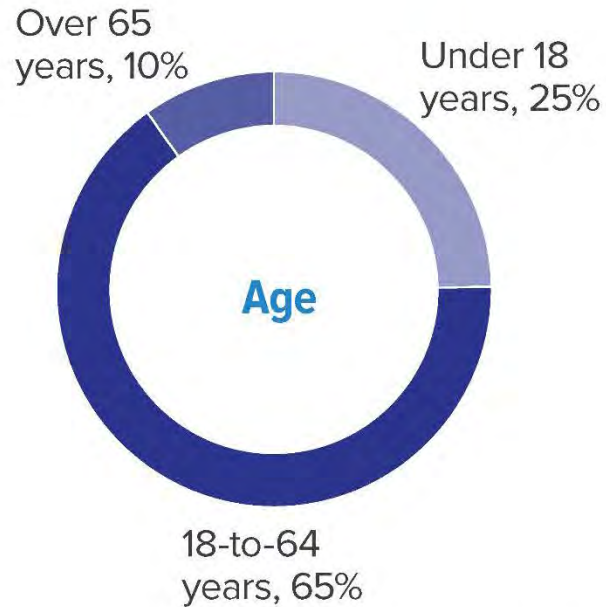
Add Barrier

Add Destination

Add Safety Concern

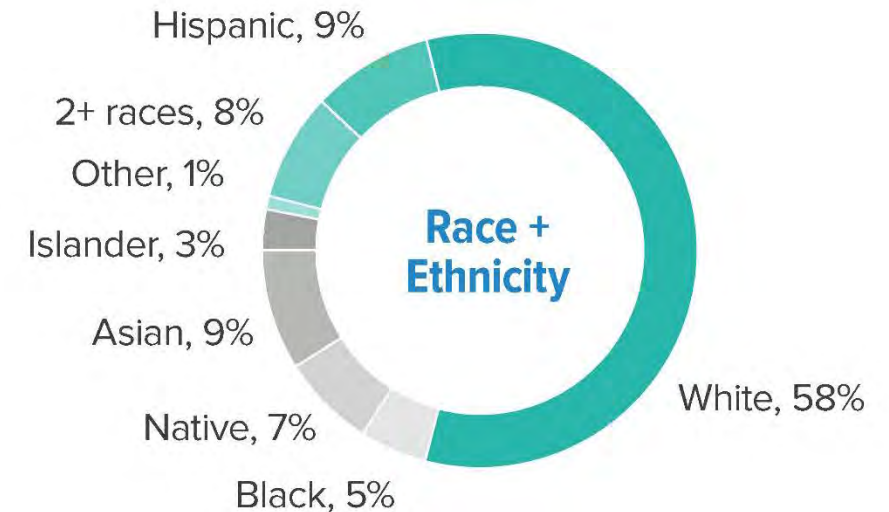
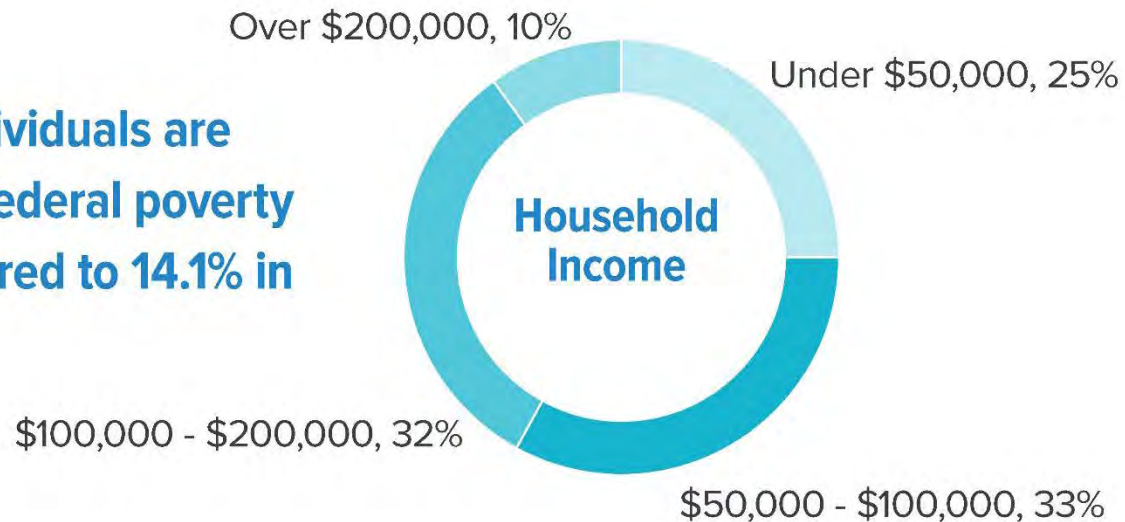


Anchorage Demographics



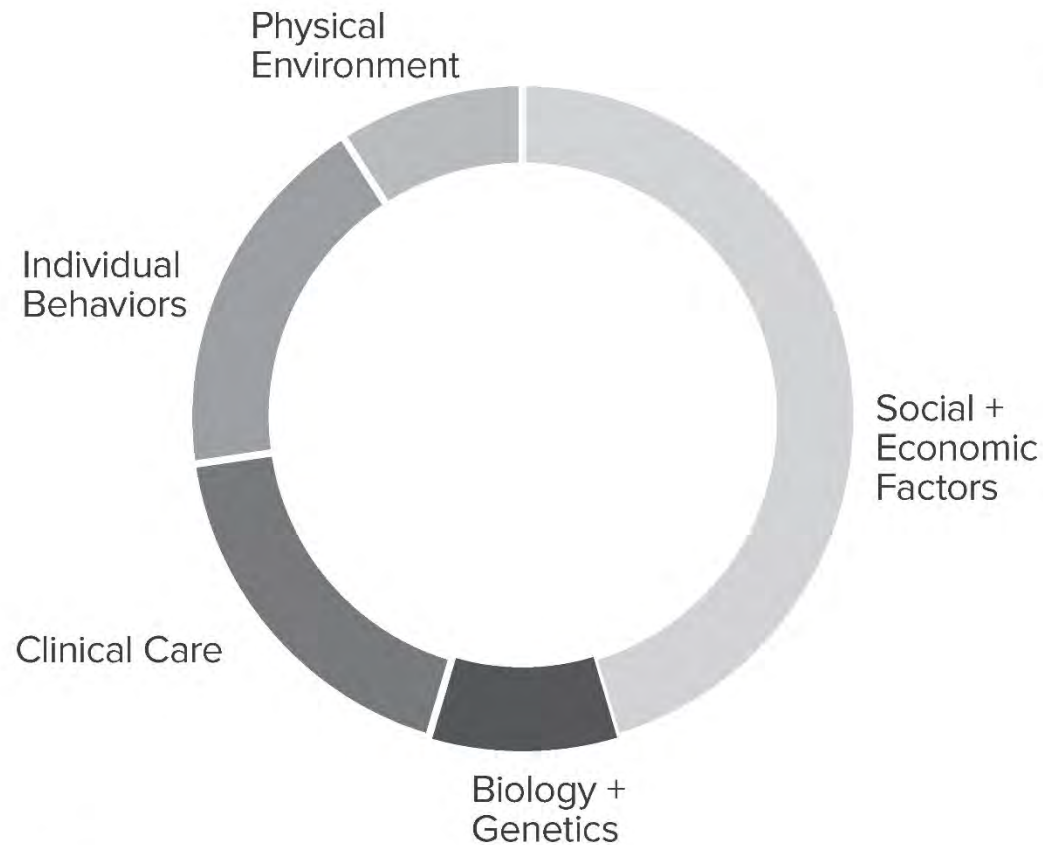
2% of households do not have access to a motor vehicle, compared to 4.3% nationwide.

6.3% of individuals are below the federal poverty line, compared to 14.1% in the U.S.



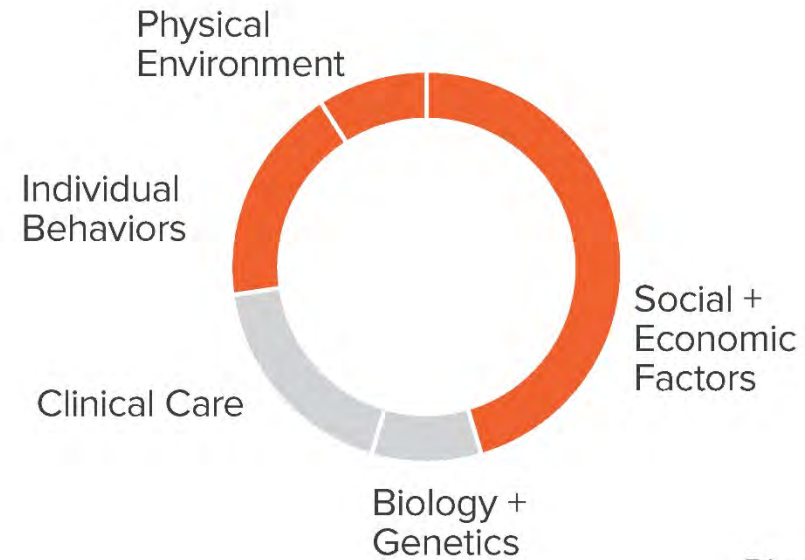
What Shapes Health?

5 Elements of Health



Sources:
<https://www.cdc.gov/nchhstp/socialdeterminants/faq.html>

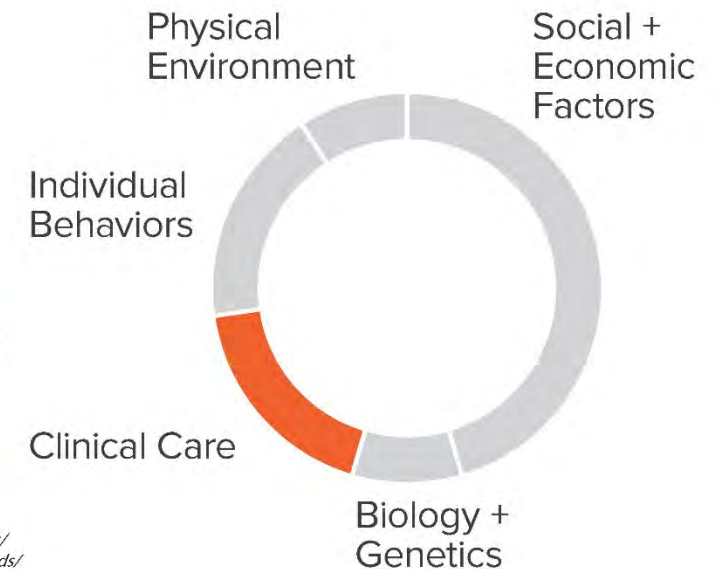
County Health Ranking & Roadmaps. University of Wisconsin Population Health Institute.
Accessed January 2017. Retrieved from <http://www.countyhealthrankings.org/our-approach>



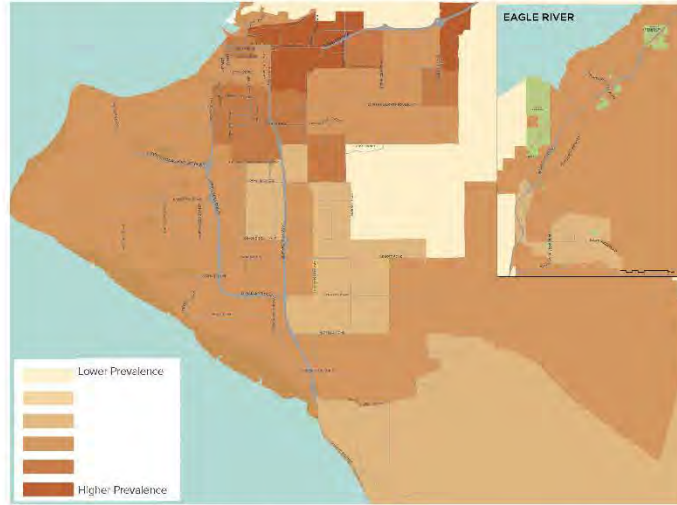
60-75% of health outcomes can be impacted by Active Transportation

Clinical Care accounts for 86% of \$ spent on health

Source: <https://www.cms.gov/Research-Statistics-Data-and-Systems/Statistics-Trends-and-Reports/NationalHealthExpendData/downloads/highlights.pdf>



Health Conditions



Source:
CDC 2007 Census of Diabetes Data, www.cdc.gov/diabetes/data/adult.html
7. <http://www.cdc.gov/diabetes/basics/index.html>
8. <http://www.cdc.gov/nchs/fastats/leading-causes-of-death.htm>
9. <http://www.cdc.gov/diabetes/basics/diabetes.htm>

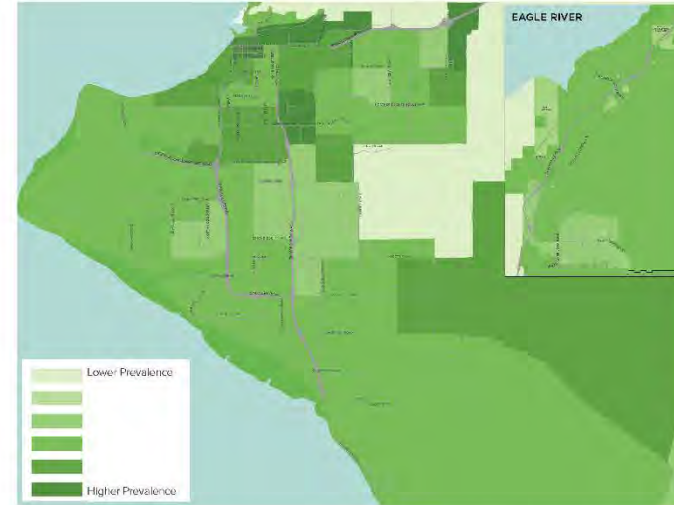
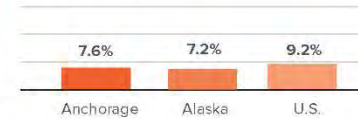
10. http://www.heart.org/HDR/Conditions/Diabetes/WhyDiabetesMatters/WhyDiabetesMatters_UCM_002633_Article.jsp#.Vam000nIV
11. <http://jap.physiology.org/doi/abs/10.1152/jap.1993.173.1.193>



Approximately **1 in 11** Americans has diabetes, the **7th leading cause of death in the U.S.**^{7,8}

The health risks associated with diabetes include heart disease, stroke, blindness, kidney disease, high cholesterol, and permanent lower-extremity nerve damage.^{9,10}

Thirty minutes of moderate-intensity physical activity has been shown to **directly reduce the risk** of diabetes by as much as 30-50 percent.¹¹



Source:
CDC 2007 Census of Diabetes Data, www.cdc.gov/diabetes/data/adult.html
12. <http://www.cdc.gov/nchs/fastats/leading-causes-of-death.htm>
13. Rahman, L., Bhatnagar, A., Walk, A., & Orsini, N. (2015). Physical Activity and Heart Failure Risk in Women: Circulation. Heart Failure, 7(6), 877-883. <http://doi.org/10.1177/1071761615581141>

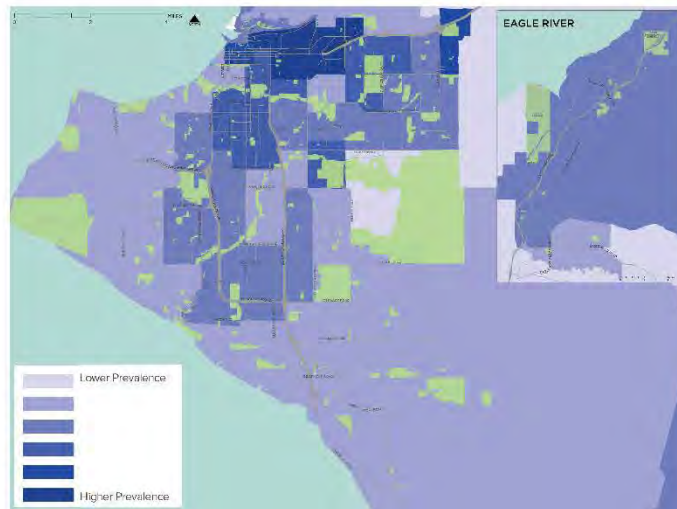
14. Rahman, L., Bhatnagar, A., Walk, A., & Orsini, N. (2015). Physical Activity and Heart Failure Risk in a Prospective Study of Men. JACC: Heart Failure, 3(9), 581-7. <http://doi.org/10.1016/j.jchf.2015.05.006>



Coronary Heart Disease (CHD) is the leading cause of death in the U.S., with **1 in every 4 deaths** per year.¹²

Genetic factors play a role in people's risk for CHD, but a number of risk factors are highly preventable, including diabetes, overweight/obesity, poor diet, and physical inactivity.¹¹

20 minutes of walking or biking each day is associated with **21% lower risk** of heart failure for men and **29% lower risk** for women.^{13,14}



Source:
CDC 2007 Census of Diabetes Data, www.cdc.gov/diabetes/data/adult.html
1. <https://www.cdc.gov/obesity/data/adult.html>
2. <https://www.cdc.gov/obesity/data/childhood.html>
3. http://cloud.tpl.org/pubs/benefits_HealthBenefitsReport.pdf
4. <https://www.hsph.harvard.edu/obesity-prevention-source/obesity-consequences/>

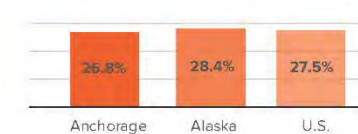
5. <https://www.cdc.gov/healthychild/obesity/facts.htm>
6. Frank, Lawrence D., et al. (2004). Density relationships with community design, physical activity, and time spent in cars. American Journal of Preventive Medicine, Volume 21, Issue 2, 87-96.



Obesity is a nationwide epidemic that affects of **1/3 of U.S. adults** and **approximately 1/5 of U.S. Children** (age 2-19).^{1,2}

Obesity is associated with a number of serious chronic illnesses, including high blood pressure, high cholesterol, stroke, diabetes, asthma, heart disease, and certain types of cancer.^{3,4,5}

For every **0.6 mile walked** there is a **5% reduction** in the **likelihood of obesity**.⁶

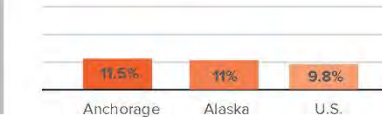


Source:
CDC 2007 Census of Diabetes Data, www.cdc.gov/diabetes/data/adult.html
15. <http://www.nami.org/About-NAMI/Media/Press/General/Press-15>
16. http://www.cycle-benefits.com/cycling_and_health.pdf
17. <http://www.ncbi.nlm.nih.gov/pmc/articles/PMC1470658/>



In the U.S., approximately **1 in 5 adults** experiences a **mental illness** in a given year, with the majority being anxiety disorders and depression.

Bicycling can improve self-confidence, tolerance to stress, and overall well-being.¹⁶ **Thirty minutes** a day of moderate intensity **physical activity** (walking/biking) at least **3 days a week** is associated with **reduced** anxiety, depression, and improved self-esteem and social interaction.



Vision & Goals

ASPIRATIONS

SINERGY

Truly Synergistic plan - State/VZ/AMATS inclusive

More data than Crash Reports used to get more accurate understanding

GEOGRAPHY

A PLAN FOR A FRIENDLY MOUNTAIN

Bike trail alternative to Muldoon Rd

Bike from Eagle River to Rabbit Creek

• Bike Park on Chester Creek Trail System
→ Re-Vitalizing Russian Jack Park

A Local Solution to non-motorized transport

Connections / Safe Routes to where we need to go

An efficient basic bike network

Better ~~existing~~ pedestrian connectivity from city to mountains / open space

A FULLY (CONNECTED) NETWORK

Trails around every School in city

Coordinate Snow removal Plan

Improved Connectivity

better connectivity

Improve N-S connectivity

A prioritized network of winter cycling routes

SCHOOL ACCESS

To expand current trail system to encourage use!

CONNECTED

AGENCY

Vision

Diversity: serve entire community, diversity of trails, diversity of users, inclusive

Coordinated: Integration/Simplification, remains relevant, synergistic w/ other plans, support/buy-in

Implementable: realistic, actionable, easy to use, create a true network, provides direction to planners and designers, modern, updated, funded

World Class: state of the art, wins awards, addresses challenges thought too complicated, local solutions, enthusiasm, model winter city, forward thinking, best practices, innovative, becomes a model/standard for other cities

Vision

Anchorage provides an integrated, diverse, and world class pedestrian, bicycle, and trail network that is safe, connected and maintained in all seasons for a diverse set of users throughout the entire community.

Goals: Ridership & Usage

- Increase ped/bikes on roads, trails
- More miles of trail
- More funding
- Less car ownership
- More bike/ped community
- Increase use of non-motorized facilities

Goals: Health & Quality of Life

- Improve health
- Improve livability
- Promote active transportation as a community health priority

Goals: Safety

- feel safe
- safety is prioritized
- network is safe and convenient
- safe for kids
- no injuries/deaths
- perception of safety
- safe for every mode
- 8-80
- minimize conflicts
- gaps identified
- prioritized

Goals: Maintenance

- expand and enhance maintenance
- in all seasons
- on all facilities (trails and road)

Goals: Connectivity

- to transit
- safe connections
- able to travel between places
- to encourage use
- in all seasons
- to schools
- to mountains
- efficient

Goals: Measurable

- Tracks users
- Health
- Economics
- Safety
- Miles travelled
- Data Collection

Goals: Education

- Attitudes
- build community support
- see non-motorized as investment
- acceptance of multiple users
- reduce harassment of bike/peds
- Institutionalize
- children taught to ride/walk to school
- definition of uses
- rules of uses
- Acceptance
- Respect
- enthusiasm



Peer Cities

City	Pedestrian Mode Share	Bicycle Mode Share	Number of Days Below Freezing	Inches of Annual Snowfall	Inches of Annual Rainfall	Length of Daylight at Winter Solstice	Length of Daylight at Summer Solstice
Anchorage	3	1.5	188	75.5	16.5	5:28	19:30
Calgary	5	2	194	51	13	7:54	16:53
Madison	8	6	61	43	34.4	8:59	15:22
Minneapolis	5	5	148	54	30.5	8:46	15:26
Montreal	5	2.5	148	82.5	31	8:42	15:41
Salt Lake City	17	4.8	113	56	16.5	9:14	15:06

Peer Cities: Policies & Programs

City	Trail Conflicts	Open Streets Events & Tactical Urbanism	Street Safety
Calgary	<ul style="list-style-type: none"> Policies related to yielding on trails and lighting requirements Trails are for non-motorized use only 	<ul style="list-style-type: none"> Pedestrian Strategy calls for creating a tactical urbanism program to facilitate design actions 	<ul style="list-style-type: none"> Rapid implementation of downtown protected bike lane network pilot Complete Streets & VZ Policies
Madison	<ul style="list-style-type: none"> WI DNR pairs compatible trail users using a compatibility rating Regulated yielding policies Trail use permitted by designated user group 	<ul style="list-style-type: none"> Annual open street event 	<ul style="list-style-type: none"> State Complete Streets Policy Vision Zero Policy
Minneapolis	<ul style="list-style-type: none"> Standard practice to develop trails with separation of trail users (wheels v. feet) Mixed trails: all users keep right Wheeled users: clockwise around lakes Unpaved trails: restricted use by bicyclists when trails are muddy Winter: bicyclists yield to pedestrians 	<ul style="list-style-type: none"> 8 open street events every summer Downtown Improvement District & Public Works collaborated on a project to reclaim streets for pedestrian 	<ul style="list-style-type: none"> City Council funded plan to build 48 miles of protected bike lanes in 5 years Complete Streets Policy Vision Zero Policy in development
Montreal		<ul style="list-style-type: none"> Many open streets events Extensive parklet program that includes removing parklets for winter maintenance 	<ul style="list-style-type: none"> City-wide No Right on Red & 30 km/h speed limit on local streets Uses a complete streets approach Vision Zero Policy
Salt Lake City	<ul style="list-style-type: none"> Currently developing policy related to soft surface trail users Test policy (Liberty Park) to require all trail users to circulate counter clockwise 	<ul style="list-style-type: none"> Occasional open streets events Pop-up protected bike lane demonstration project Parklet pilot program 	<ul style="list-style-type: none"> Complete Streets & Vision Zero Policies

Peer Cities: Design

City	Dedicated Staff	NACTO Membership	Other Local Design Guidance	Advisory Boards, Commissions & Committees
Calgary	1.0 FTE	no	<ul style="list-style-type: none"> Alberta Bicycle Facilities Design Guide Alberta Trail Builders Companion 	<ul style="list-style-type: none"> Calgary Pathway and Bikeway Advisory Council Advisory Committee on Accessibility Parks Foundation Calgary Regional Transportation Steering Committee
Madison	1.0 FTE	Affiliate	<ul style="list-style-type: none"> Wisconsin Bicycle Facility Design Manual 	<ul style="list-style-type: none"> Platinum Biking City Planning Committee Long Range Transportation Planning Committee Pedestrian / Bicycle / Motor Vehicle Commission Madison Area Transportation Planning Board (MPO)
Minneapolis	2.0 FTE	Member	<ul style="list-style-type: none"> Minneapolis Public Works Bicycle Facility Manual Minneapolis Parks and Recreation Board Trail Design Standards 	<ul style="list-style-type: none"> Minneapolis Bicycle Advisory Committee Minneapolis Pedestrian Advisory Committee Minneapolis Advisory Committee on People with Disabilities Minneapolis Advisory Committee on Aging RecQuest Advisory Committee (MPRB)
Montreal	?	International		<ul style="list-style-type: none"> Borough / Neighborhood Urban Planning Committees
Salt Lake City	2.0 FTE	Affiliate	<ul style="list-style-type: none"> Utah State Bicycle and Pedestrian Plan Design Guide 	<ul style="list-style-type: none"> Pedestrian Safety Committee Bicycle Advisory Subcommittee Parks, Natural Lands, Trails & Urban Forestry Advisory Board Transportation Advisory Board

Peer Cities: Maintenance

City	Winter Roadway Maintenance (pedestrian and bicycle)	Winter Trail Grooming (nordic skiing, dog sledding, fat bikes)
Calgary	<ul style="list-style-type: none"> Sidewalks: City clears 124 miles; owners responsible for clearing adjacent to their property City clears snow from 249 miles of pathways (out of 528 miles) Calgary Parks clears snow from pathways within 24 hours 	<ul style="list-style-type: none"> Calgary Parks and local ski clubs in partnership to groom nordic ski trails Groomed and ungroomed trails open to fat bikes
Madison	<ul style="list-style-type: none"> Arterial bikeways and paths are cleared of snow by 7AM Sidewalks: snow removal responsibility of adjacent owners before noon City prioritizes clearing of 150 miles of sidewalks adjacent to transit stops and school zones 	<ul style="list-style-type: none"> Free nordic ski trails groomed weekly by city Paid access nordic ski trails groomed 3-4 times/week by city
Minneapolis	<ul style="list-style-type: none"> Currently updating winter maintenance plan Goal for trails and protected bike lanes to be cleared within 24 hours Sidewalks: snow removal responsibility of adjacent owners 	<ul style="list-style-type: none"> Lopet Foundation grooms nordic ski trails regularly in parks and on frozen lakes
Montreal	<ul style="list-style-type: none"> 62% of all bikeways cleared of snow in winter (Goal to establish a service standard for winter maintenance) Entire pedestrian network prioritized to be cleared of snow within 96 to 120 hours 	<ul style="list-style-type: none"> Nordic ski trails maintained by boroughs (city districts) with different standards Dog sled trails in Parc Jean-Drapeau maintained privately
Salt Lake City	<ul style="list-style-type: none"> City clears all protected bike lanes with specialized plows CBD clears snow from protected bike lanes in CBD Sidewalks: snow removal responsibility of adjacent owners 	<ul style="list-style-type: none"> Utah Nordic Alliance grooms nordic ski trails on city-owned golf course Parks and Public Lands maintains urban trails in winter

Peer Cities: Funding

City	Local Funding	Innovative Funding & Partnerships
Calgary	<ul style="list-style-type: none"> Dedication of 4% of transportation funding to active transportation (\$126M over 9 years) 	<ul style="list-style-type: none"> Alberta Sport, Recreation, Parks and Wildlife Foundation grants Calgary Parks Foundation grants
Madison	<ul style="list-style-type: none"> Partners in Recreation and Conservation: \$764K in grants for trail projects 	<ul style="list-style-type: none"> State Highway Safety Funds (mini grants for spot improvements or studies)
Minneapolis	<ul style="list-style-type: none"> 2016 budget: \$760K for separated bikeway implementation Annual allocation of up to \$1M for sidewalk improvements Bikeway funding accounts for 1.4% of capital funding for transportation projects 	<ul style="list-style-type: none"> Communities Putting Prevention to Work (CDC & MN Department of Health) MN Center for Prevention (BCBS administration of Tobacco Settlement funding)
Montreal	<ul style="list-style-type: none"> Program of \$20M for developing the bicycle network (\$11 per capita) 	<ul style="list-style-type: none"> Quebec Green Fund (carbon market): \$10M for active transportation and managing transportation demand
Salt Lake City	<ul style="list-style-type: none"> County Active Transportation Network Improvement Program for bikeways in ROW (up to \$1M grants) Annual allocation for Safer Sidewalk Program 	<ul style="list-style-type: none"> Received 2 TIGER grants (\$20M): first/last mile connections for pedestrians and bicyclists accessing streetcar

Next Steps

2017

2018

	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	Jun	Jul	Aug	Sep	Oct	Nov	Dec
GUIDE: Project Management															
LEARN: Existing Conditions															
LISTEN: Public/Stakeholder Involvement	X		X				X		X						
ENVISION: Plan Recommendations															
SHARE: Draft/Final Plan															
APPROVE: Anchorage Non-Motorized Plan															



NON-MOTORIZED PLAN

Agency Advisory Group Meeting #2

November 15, 2017 from 10:00 am - 11:30 am
Municipal Transit Center Conference Room
3600 Doctor M.L.K. Jr Ave.

NAME	EMAIL	ORGANIZATION
Bart Rudolph	rudolphbh@muni.org	MOA Transit
Aaron Jorgensen	aaron.jorgensen@alaska.gov	DOT & PB
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Sharon Ferguson	fergusonsgd@muni.org	MOA Planning
Thede Tobish	tobishTG@muni.org	MOA - Long Range Plan
Marc Frutiger	mfrutiger@riconsult.com	RCM
Brooke Blessing	blessingbr@muni.org	MOA / PM & E
Jim Amundsen	Jim.Amundsen@Alaska.Gov	DOT+PF
Katie Dougherty	DOUGHERTY KL@muni.org	OECD



NON-MOTORIZED PLAN

Agency Advisory Group Meeting #2

November 15, 2017 from 10:00 am - 11:30 am
Municipal Transit Center Conference Room
3600 Doctor M.L.K. Jr Ave.

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Agency Advisory Group Meeting #3 and Walk Audit Anchorage Non-Motorized Plan



Friday, May 18th

Walk Audit – 10:00-11:30 AM

Meeting – 11:30 AM – 1:00 PM

Municipal Planning Department, 4700 Elmore Road, Training Room

The attached document is the AAG powerpoint presentation.

Walk Audit

A group of Agency Advisory Group (AAG) members participated in a walk audit beginning and ending at the Municipal Planning Department, 4700 Elmore Road. The walk audit reviewed conditions along Tudor Road heading west from Elmore, Piper Road heading north from Tudor, 42nd Ave east from Piper, and then back south on Elmore to the Planning Department.

The tour stopped and reviewed various points of interest along the route, scoring the locations from 0-10 (0 = does not meet any criteria, 10 = meets all criteria) on the following criteria:

- A varied mix of land uses (live, work, shop, play, learn)
- Good connections for pedestrians, bicycle, transit use (sidewalks, trails, etc.)
- Functional, inviting site design (buildings at the sidewalks, trees, benches, etc.)
- Safety and access for all users of all ages, abilities, incomes (lighting, traffic calming, etc.)
- Accessible, appealing, and affordable healthy food options

1. Tudor at Elmore: ratings ranged from 4-6.

Comments: loud traffic, not a lot for mixed use, wheelchair access angled improperly, striping over five years old, path right next to road without protection, improve accessibility to neighboring facilities.

2. Tudor mid-block: ratings ranged from 3-5.

Comments: loud, no protection from traffic, no ADA access to strip mall from bus stop.

3. Piper at Tudor: ratings ranged from 4-5.

Comments: no trail on the south side of the intersection on either side of Piper, Campbell Creek trail access at Piper without wayfinding, narrow, parking, lots of businesses, moving into U-Med district, half-mile between lights for pedestrian crossing, retaining wall on south side of Tudor unsafe in winter, more lighting coming to Tudor soon.

4. 42nd at Piper: ratings ranged from 5-9.

Comments: traffic calming features, raised intersection/speed table, visually appealing, feeling safer, bikes don't ride on the road, slower feel, physical barriers between non-motorized and vehicle traffic.

5. Elmore at Residential Rd: ratings ranged from 1-2.

Comments: gravel path indicates demand, not ADA accessible, roundabout far away, potential for smaller lane width, truck traffic.

Meeting Agenda

1. Project Status Update
2. Vision and goals recap
3. Needs Analysis Summary

- Collision history
 - Level of comfort/risk assessment
 - Demand
 - Equity
 - Health
4. Draft Project Recommendations
 - Draft Recommended Bicycle Network
 - Draft Recommended Pedestrian Priority Corridors and Districts
 5. Draft Project Prioritization Criteria
 6. Next Steps

Meeting Notes

AMATS staff Joni Wilm provided a brief background on the project, including what happened at the last meeting and previous discussion about visioning and concerns for this plan.

Next, Alta Planning + Design staff Rory Renfro presented a series of data and possible recommendations for the AAG to consider and discuss. Based on previous public and agency input, the Non-Motorized Plan is focusing on safety and connectivity for people of all ages and abilities. Plan goals have been articulated through the public involvement process.

Since the last AAG meeting, the project team has been mining data related to collision history, level of comfort and risk assessment, demand, equity, and health. Data sources include Anchorage Metropolitan Area Transportation Solutions (AMATS), Alaska Department of Transportation (DOT), U.S Centers for Disease Control and Prevention (CDC), and the U.S. Census.

Collisions and Level of Comfort and Risk Assessment

The Vision Zero Anchorage project is taking a closer look at collision data, which will supplement this plan. Collision data will be taken into account for the purpose of this plan, but collision maps were not presented at this meeting.

Pedestrian Level of Service (PLOS) map mirrors the major road system, indicating that pedestrians feel least comfortable safe on major roads. Bicycle Level of Traffic Stress (LTS) again has similarities to the pedestrian map, where major roads show higher stress. The lower the PLOS and LTS score, the better the rating.

AAG Discussion Points

- Like the CAC, the AAG noted that Elmore was shown as a relatively high LTS and PLOS, but it actually has good bicycle and pedestrian facilities including shoulders and separated bike path, but the vehicle speed limit is 45. Tudor should not have a lower LTS and PLOS than Elmore.
- The plan should make recommendations for data management.
- PLOS doesn't include the greenbelts, only roadway infrastructure.

Demand

Heat maps were presented indicating the relative degree of potential travel demand through six lenses: live, work, school, transit, trails, shopping and retail, and a composite of all these. The darker the color, the higher the relative demand. These maps can help identify areas to which the non-motorized network should connect, and also help inform the project prioritization process.

AAG Discussion Points

- Job demand map missing Anchorage International Airport, where 1 in 7 jobs are. It was noted that the airport is shown, but it does not appear as prominent as other job centers depicted on the map
- Military base should be included in recreation/trails and employment maps.
- Tikatnu Mall and Cabelas and Target on C Street are missing on the retail map.
- Retail map shows demand at Boniface and Tudor, but there isn't significant retail there.
- Other questions regarding the map can be forwarded to AMATS staff.
- These maps should factor in the updated Land Use map to plan for future areas of demand and look at plans cohesively.

Equity

Maps were presented showing census tract data on the proportion of the population under 18, over 65, zero-car households, no high school diploma, limited English proficiency, non-white, and a composite of all. These maps identify parts of town that with potentially higher demand for active transportation.

Health

Maps were presented at the census tract level illustrating health indicators using CDC data (obesity, heart disease, diabetes, cancer, no leisure time physical activity, and poor mental health).

AAG Discussion Points

- Need to identify non-motorized use as preference vs necessity to prioritize user groups. Much more concerned about people who don't have a choice to use a motor vehicle. Glad to hear focus on equity.

Next Steps

Two maps were presented in hard copy, large format for the group to review and discuss: a map of possible highest pedestrian need and a preliminary draft proposed bicycle network. These maps will be emailed to the group for more time to review. The project team also would like feedback regarding the most helpful way to package projects in the final plan, i.e. corridors or project bundles, and also on a better way to approach pedestrian projects, since only a few have been implemented from the current pedestrian plan.

AAG Discussion Points

- Girdwood, Eagle River maps needed.
- Maps and data on snow removal routes should be included in this plan.
- Many indicated a list of projects is more helpful.
- Restructure the TIP to prioritize specific areas and populations.
- Helpful that the 1997 Areawide Trails Plan old plan identified missing links, but treatments were too specific.
- Provide a variety of options for each individual need.
- Rural Design Guide from FHWA pertinent to Anchorage.
- Use collision history to prioritize.
- Keep winter maintenance in mind when providing treatment options.
- Package up projects in terms of utility.
- AMATS doesn't track HSIP projects.
- Include projects based on land use plan in the future, increased density.

- Marking helps to inform other users of bike priority.
- Need to think beyond commuter hour level of service.
- Need better inventory of existing infrastructure and plan to keep it updated.
- Connections between Dowling and Raspberry, West Sand Lake not shown on map. There are also connections that are currently shown on the map shouldn't be on there.
- Increasing number of unauthorized trails.
- Build flexibility into plan, adjust cost.
- Include trail recommendations from long range land use plan, regional plans.
- Trails needs to be included in bicycle and pedestrian connections as part of transportation network.
- Reconcile recreational trails that need to be maintained as such rather than using them as transportation, i.e. groomed trail vs plowing.
- Identify priority areas using Strava data on times of day and year.
- It was suggested that the Project Team hold a work session with the AAG to further discuss potential evaluation criteria.
- State traffic safety packet distributed.



Non-motorized Plan Community Workshop 1

Saturday, November 18, 2017

10:30 am - 2:30pm

APU Moseley Sports Center

MEETING SUMMARY

Non-motorized Plan Community Workshop #1: November 18, 2017

Objective: Introduction to the Anchorage Non-Motorized Plan, Visioning & Goals

PROJECT TEAM

Municipality of Anchorage, AMATS

Joni Wilm, Project Manager

Craig Lyon, AMATS Planning Manager

Alta Planning and Design:

Fred Young, Project Manager – Seattle, WA

Jessica Szelag, Senior Planner, Anchorage

R&M Consultants: Anchorage, AK

Van Le, Planning/Stakeholder Engagement

Taryn Oleson, Planning/Stakeholder Engagement

Huddle AK: Anchorage, AK

Holly Spoth-Torres, Stakeholder Engagement

Chelsea Ward-Waller, Stakeholder Engagement

ATTACHMENTS

1. Agenda
2. Sign-In Sheets
3. Display Boards
4. Comment Form

MEETING SUMMARY

The community workshop was scheduled and advertised in three sections, a bike tour beginning and ending at the Moseley Sport Center from 10:30 am to 12:00 pm, a community workshop from 12:00 pm to 2:30 pm, and a walking tour from 2:30 pm to 3:30 pm.

The bike tour was led by Fred Young, Chelsea Ward-Waller and Jessica Szelag. The tour left the Moseley Sports Center with nine riders. Participants travelled by bike through UAA's campus, crossing Lake Otis Parkway at Campus Dr. and biked along neighborhood streets south of Rogers Park Elementary School towards the Seward Highway. Along the way,

intersection treatments, neighborhood greenways, and sidepaths were discussed as possible facilities to address safety, connectivity, and accessibility concerns and form a connected bike network. After biking along sidepaths, trails, sidewalks, and alleyway adjacent to the Seward Highway, participants again used a series of neighborhood side streets and trails to return to APU's Moseley Sports Center.

Community Members began arriving for the community workshop around 11:45 am. The community workshop was primarily open house style, with 11 informational and interactive boards (see attached) set up around the room and tables with comment forms in the center of the room. As attendees entered the gym, they were greeted by Taryn Oleson, signed in and were provided an overview of the meeting format and its objectives. They would then review the materials on display moving counter-clockwise around the room, talking with project staff as they went along.

Four boards were interactive, asking attendees to:

1. Describe what they want for Anchorage in 3 words
2. Create a vision statement
3. Identify their top three project goal priorities
4. Identify what walking and biking concepts are most important to them.

Two maps asked community members to specifically identify areas where there are missing connections in non-motorized network and where they feel unsafe, are concerned about collisions or personal safety. Holly Spoth-Torres facilitated the discussions around the two maps.

At approximately 1:15 pm, Joni Wilm welcomed the group, introduced the project team, and provided an overview of the project. This project will update and combine the Bike Plan, the Pedestrian Plan and the Trail Plan into one, comprehensive Non-Motorized Transportation Plan for Anchorage and Chugiak-Eagle River. Funding for this project comes from the Federal Highway Administration



The community workshop concluded at the scheduled time of 2:30 pm. The proposed Walk Audit did not have attendee interest and was postponed for Workshop 2, proposed for spring 2018.



The following contributions were made to the interactive boards at the workshop:

- a. Connect to natural setting
- b. Plowed. Accessible. Multimodal sidewalks/trails
- c. Connectivity, Safe, Used!
- d. Welcoming, stress-free commuting, accessible
- e. Connectivity, safety, fun
- f. Girdwood-to-Knik Coastal Trail
- g. Bike-able, safe, progressive
- h. Easy, connected, unintimidating
- i. Safe, kid-friendly, multiuse trails
- j. Connected, vibrant, equitable

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- a. Make it as safe and fun and easy as possible to be non-motorized travelers in this city
- b. Teach and promote walking/biking at all schools - the next generation wants/need alternatives to private cars
- c. More bike lanes and routes, better sidewalk plowing in winter, promote denser development and town centers to reduce driving need and support mass transit over cars
- d. Make walking safe for everyone!
- e. Maintain what we have!
- f. Tunnel – bridge
- g. Connection along railroad ROW from Barbara Street and Fish Creek trails to Coastal Trail – let's do it!
- h. Support mass transit-pull more people into walking and biking
- i. Direct pedestrian connections between lots – make it quicker to walk than drive
- j. Make non-motorized options safe, convenient and preferable to motorized transportation
- k. Make it as easy to bike/walk to a destinations all year long as the use of a vehicle to the same designation
- l. Make it easy to recreation and commute, connecting people to one another and the places they want to go safely.
- m. Provide and promote a safe, direct, aesthetic network of routes that reduces the need to own/drive a private care. Reduced per/capita car use and ownership should be a measured outcome
- n. Parking is not 'free' even when not priced – the city needs parking policies to reflect the external costs

3. Walking and Biking Concepts: Which of the following concepts are most important to you?

Walking & Biking Concepts	Most Important	Somewhat Important	Least Important
5 E's – holistic approach that includes education, encouragement, engineering, enforcement and evaluation	3	10	0
All Ages and Abilities – providing infrastructure that is appropriate for people of all ages and abilities	7	6	0
Safety – safety from motor vehicles, as well as crime	15	0	0
Connectivity – making sure that getting from place to place is easy and convenient	17	1	0
Directed Funding – providing infrastructure while being respectful of project cost and budget constraints	3	11	0

What else is important to you?

- Convenience
- Encouraging safe bike riding habits
- Separated trails, safe for children is a priority to me
- Linking trails
- Increasing bike-ability in areas where homes are close to commercial areas (to encourage cycling trips to get the grocery store, etc. – especially need in the south side and Abbot Loop area
- Making it easier to bike commute for those who drive across the highway – clearer routes?
- First mile, last mile (connection to destinations) equity

4. Funding Strategies Breakout Session Notes

- Potential Funding Sources: TAP (Transportation Alternatives Program), TIP (Transportation Improvements Program), CIP (Capital Improvements Program), Parks & Recreation, AK Department of Transportation, STIP (Statewide Transportation Improvements Program), AMATS, PM&E via CIP from local road bonds
- Examples of projects funded through these sources:
 - Trails: Fish Creek trail design
 - Ped Improvements: Patterson and Boniface
 - Bike Lanes: Wisconsin, DeArmoun, Arctic

Results of the Missing Connections, Collisions and Safety Concerns, and the Breakout Session Map are summaries in the attached files (Excel and Map).

COMMENTS

The following comments were received via comment form (each bullet represents one person who submitted comments):

How do you use the sidewalks, trails, bicycle lanes (non-motorized network)?

- We bike kids to daycare and school with a 'chariot' pull behind. I biked to work until it was stolen – winter still scares me to bike. We walk to Fred Meyer via sidewalks and crossing parking lots. We use Chester Creek Trail to exercise and weekend entertainment
- Commute by bike to work, ski/run/bike after work and on the weekends. Run errands by bike within a 5 mile radius of home if decent route is possible (not covered in now or limited by construction activities).
- Primarily to get from Point A to B, e.g walk or bike to work (5 miles 1 way) go to store or get food at fast food place (less than 2 miles one-way) – secondarily as exercise or just to get out and explore.
- I currently use trails and bike lanes mostly for recreational biking and skiing. I would like to use them more for commuting but the connectivity needs to improve.
- I ride approximately 50-80 miles a week, primarily linking the existing trail networks – I avoid Anchorage roads at all costs. Favorite rides – Tour of Anchorage, Campbell Creek Trails to Chester to Coastal Trail loop, Campbell Trail to Tour of Anchorage to Birch trail – down Huffman (need trail down Huffman)
- Year round cyclist
- Recreation for exercise - I do not bike commute due to safety concerns. I ski, hike, bike, run and orienteer in Northeast Anchorage.
- I recreate (ski, bike, run) as well as summer commute by bike.
- Commuting to work by bike, walking, and skiing in winter.
- Summer commute most days by bike on the roads and greenbelts and winter commute occasionally, mostly on the greenbelts.
- Health, access to destinations, recreation, and access to work.

What do you like about the existing non-motorized network?

- We have so many trails! The distance (15 min by car) to hundreds of miles of trails is world

AMATS Winter Maintenance Forum: Meeting Summary

DATE: Thursday, September 7, 2017

TIME: 2 PM – 5 PM

LOCATION: BP Energy Center, Alder Room

OVERVIEW

This forum was requested by the Bicycle/Pedestrian Advisory Committee as in information-sharing discussion on winter maintenance practices, operations, challenges, and an opportunity to brainstorm ideas for improvements. Attendees represent municipal and state agencies.

PRESENTATIONS FROM AGENCY OPERATIONS

Municipality of Anchorage, Maintenance & Operations

Alan Czajkowski, Paul VanLandingham

Keeping streets and pedestrian amenities clear of snow and ice is dependent on financial resources. MOA Maintenance & Operations is working under a 50% loss of positions and a budget cut of \$5M over the past 5-7 years. The MOA clears city roads under a priority system: major arterials are cleared first, then neighborhood collectors, then residential streets. Pedestrian routes follow the same priority system as adjacent roads, and are cleared concurrently. MOA Streets clears 227 miles of sidewalks.

Snow storage sites have decreased over the past 20 years from 13 to six. Snow storage sites must be permitted for runoff; snow cannot be stored just anywhere. The Northwood snow storage lot is owned by the airport; the MOA is currently unable to store snow on this lot which results in snow being trucked farther away. The MOA is working with the airport to return the Northwood lot to a snow storage area. Some roads have enough right-of-way to store 3-5 snowfalls on the side of the road.

The MOA has a fleet of 30 graders to clear roads, 14 trackless vehicles to clear sidewalks and trails, and 16 dump trucks to haul away snow. Winter operations begin mid-October and operate 10-hour shifts around the clock until June. Operations first plows snow from roadways, then transitions to snow removal to storage sites.

The MOA clears snow for 33 schools, of which the priorities fall between neighborhood collectors and residential streets, dependent on the day (weekend, holiday, etc.). Snow plowing also must be coordinated with trash collection.

The MOA spreads a calcium chloride mixture on roads before snowfalls to prevent icing. They sand roadways; sand must be cleaned up in spring which comes at a cost.

State of AK, DOT&PF, Maintenance & Operations

Bob Anderson

State Maintenance & Operations has had a 27% decrease in funding over the past 3 years. State road snow removal has a 5-level priority system: Priority 1 – Seward Highway, Minnesota Drive, have 24 hours to clear; Priority 2 – arterials, collectors, have 36 hours to clear; Priority 3 – have 48 hours to clear; Priority 4 – have 96 hours to clear. During winter 2016-2017, clearing times were tracked and happened

significantly faster than priority standards. Sidewalk clearing is currently being reprioritized based on travel volume, rather than being the same priority as adjacent roadway. State DOT attempts to clear all sidewalks and trails within 48 hours, and can make another clean up lap within 24 hours after that. State DOT and MOA have very little shared plowing area since their priorities are different. This system was reconfigured in 2016. State DOT plow operators train in the off-season to learn route and obstacles within route.

State DOT clears roads with big, fast plows that start at the center of the road and work within the right-of-way. Many times, plows bury cleared sidewalks to create adequate lane widths for emergency vehicle access since the roads do not always have snow storage space. Roundabouts increase snow removal costs, and road-widening/lane increasing roadway projects reduce right-of-way used for snow storage. Plowing configurations must change or be reconsidered when road projects occur.

State DOT is trying new ideas and technologies to make snow removal more efficient. They have implemented an aggressive salt brine program. The salt brine mixture, which limits snow from bonding with asphalt, can cover more area than sand, does not blow away like sand can, and comes at less cost. State DOT is adding liquid calcium to the salt brine mixture this winter to make it usable below 15 degrees Fahrenheit. They are utilizing a Maintenance Decision Support System on the Kenai Peninsula that provides micro-forecasts to plow operators so they can apply the brine mixture before snowfall events. State DOT also operates an app that shows routes that have been plowed, and plow truck locations to aid in citizen decision making.

Municipality of Anchorage, Park Operations

Josh Durand

MOA Park Operations grooms the Coastal Trail, Campbell Creek Trail, and Chester Creek Trail for winter use by fat tire bikers, skiers, and walkers. Ideally the trails are groomed three times per week. Park Operations also clears sidewalks as supplement to MOA and State efforts (example: A Street/C Street couplets). Park Operations has 4 crew members to operate 5 trackless vehicles; other areas are cleared with hand shovels or snow blowers.

Trails are cleared to support fat tire bike usage, but not all bike users/commuters can use the trails in winter (mountain bikes). Anchorage trails were initially designed for recreation. Emerging data from trail counters show that people are using the trails as commuting and transportation assets. Future trail design and maintenance should take this into consideration.

Park Operations utilizes a GIS-based tracking program to organize and prioritize plowing tasks and coordinate with roadway snow removal efforts. They would like to make trail clearing data live for citizen decision making.

PRESENTATION OF CASE STUDIES

Three cities' winter maintenance practices were presented as case studies for snow removal programs. These cities have similar winter climates to Anchorage, and have been featured at the Winter Cycling Congress.

Madison, Wisconsin: Code enforcement in Madison requires property owners to clear sidewalks adjacent to their property, or they are subject to ticketing. Anchorage has a similar code for business properties to clear parking areas and ADA access; however, this code is not enforced.

Oulu, Finland: Oulu was designed around a long-term commitment to bicycle and pedestrian facilities, as those are the city's major modes of transportation. Separated bike paths have intentional destinations. The 19% municipal tax rate helps fund 95-100% maintenance of trails in winter months.

Montreal, Canada: Montreal separates bicycle and pedestrian facilities from roadways using a variety of design techniques. Their winter maintenance includes clearing seasonal paths during winter.

MAYOR RECAP

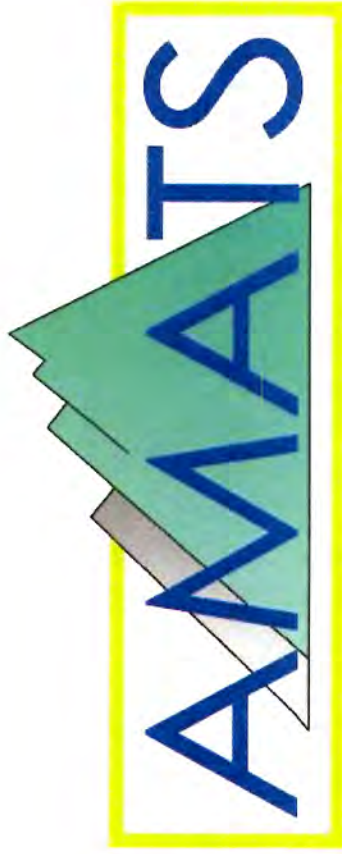
Anchorage will be a stronger city when people can commute on foot or bicycle – even in winter. Show the mayor a plan or model for businesses/residents removing snow adjacent to their property, and any code changes that may occur. In the meantime, utilize social media platforms like Facebook or NextDoor to encourage neighbors to clear property.

WINTER MAINTENANCE IN ANCHORAGE: What is working well?

- Lots of communication and collaboration between MOA and State agencies
- Increased concern about non-motorized transportation routes
- Anchorage doesn't shut down when it snows like other winter cities
- Innovative clearing ideas and the strive for constant improvement
- Skilled workforce (when resources allow)
- Major roads are cleared quickly

IDEAS: What would be the one thing you would do to improve winter maintenance in Anchorage?

- Rethink government structure: There is a disconnect between new roadway projects and the maintenance of these projects. Future planning needs *authentic planning*. MOA Streets and Maintenance should work with designers.
- Rethink maintenance system: Reevaluate snow clearing priorities. Maybe everything doesn't get plowed.
- Involve citizens in route prioritization
- Purchase more right-of-way for snow storage as a long-term, network-based initiative.
- Support of clearing priorities by top administration of municipal government.
- Remove plowing obstacles from sidewalks (parking meters, signs, etc.) so that sidewalks and roads can be cleared at the same time.
- Identify new sources of funding



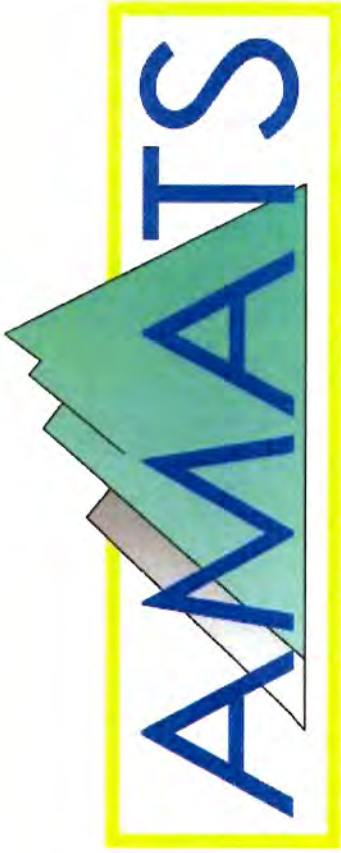
WINTER MAINTENANCE FORUM

THURSDAY, SEPTEMBER 7, 2017

2:00 - 5:00 PM

PLEASE SIGN IN

[illegible]



WINTER MAINTENANCE FORUM

THURSDAY, SEPTEMBER 7, 2017

2:00 - 5:00 PM

PLEASE SIGN IN

NAME	AGENCY/DIVISION	EMAIL ADDRESS	PHONE
Debra Lindamood	ALAC	lindamood@alac.ak	265-3095
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Jim Amundsen	DOT+PF Hwy	Jim.Amundsen@Alaska.gov	269-0566
Bob French	AMATS CAC	bob.french@genmtr.com	240-1744
Josh Derand	hba Parks	DURANDJA@HUN.CAC	243-4127
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Ryan McKee	CRW Engineering	bmckee@crweng.com	246-5654

class. I adore Campbell Creek, Chester Creek and the Coastal Trail. The ability to ring this commuter and recreational network around the entire bowl should be a long term vision – multiple rings (see blue lines on missing connections map).

- Being able to exercise and get away from traffic to safer routes.
- Like green belts where they are totally separated, getting things connected and snow removal.
- That it exists. It's mostly pleasant to use but having to cross streets is a downside.
- First, I just returned from living in San Diego for 3 months – San Diego has nothing like the Anchorage trail system. Why I returned, safety. I like that I can do 50 mile rides in Anchorage without having to hardly ride on a street. The trails are well distributed and usually pretty quiet.
- For pedestrians in downtown, no intervention is needed. Bikes not allowed on downtown sidewalks but no signage. A Street/Benson – good when cars don't turn on a red.
- The Chester Creek and Campbell Creek & Tony Knowles Coastal Trails are gems. I drive to use them as I hate fighting traffic.
- I love the trail system! I love the efforts to groom trails and the communication around which trails have been groomed. I like that there are some places I can get only using trails
- Green belts, contiguous trails that don't intersect with motorized traffic, and some trail groomed for skiing in winter.
- Compatibility of various users – runners, walkers, bikers, skiers. Greenbelts Rock! They are a wonderful backbone.
- Greenbelts, improvements in connectivity over the years and improved maintenance of trail system.

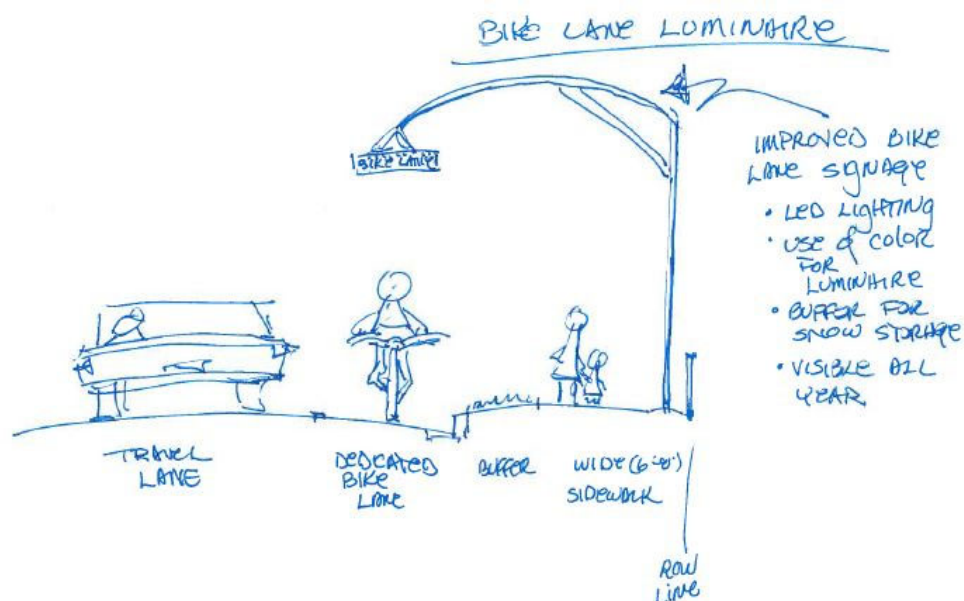
What would you change?

- Ban cars "Right on Red". Ticket for unplowed sidewalks in commercial districts or incentivize them to shovel/plow. Fund more Muni and state sidewalk clearing. Try cheaper bike lane solutions like experimental striping and movable cones/barriers.
- Connect sidewalks in Midtown – "Break the Mega Blocks!"
- More designated lanes/paths for biking year-round. Greater driver awareness for bikers and pedestrian. Less campers in the woods along the Chester Creek trail, trashing the

woods and the trail. More sidewalk paving in the winter and more grooming of the Chester Creek trail in winter for skiing.

- City/state came into Community Councils or municipality land owners and move or do not do planned pathways (Old Glenn Highway by Fire Lake and Strawberry come to mind). Short stretches where no trails on get pushed out into road.
 - Possibly expand trails to allow for more uses. Better intersections, more maps, more bike lanes and signage.
 - Coastal trail needs centerline stringing and signs (keep left). Ship Creek Trail needs to connect to Bartlett. Mountain View is a huge safety problem – no trails and is not safe. Would love to connect to Glenn Highway trail. South Anchorage needs a bike route down O'Malley and Huffman. Birch trail dead ends at DeArmoun and should connect to something to get downhill. Homeless camps on Chester Creek/Ship Creek are a problem.
 - At intersections, traffic signals require active intervention – have to activate at beginning of a light cycle or have to wait sometimes in bad weather. Dedicated systems work in other cities. Old Seward/Tudor – signals don't work well. Tudor/Lake Otis – signal for ped/bike is a long wait.
 - I would love separated paths that kids in my area could safely ride – currently to get to a separated path, my students must be driven to the trails and most families don't do this. Connecting Scenic Foothills/Muldoon to the trail network is important!
 - I feel there needs to be more connectivity throughout the city going east to west. I also think bike lanes would make a difference, but these need to be clearly marked and wayfinding is necessary.
 - Continue development of contiguous trails – use more bridges/tunnels to bypass motorized intersections. Link up Campbell and Chester for a large, continuous off street loop.
 - More connectivity – build missing links. More single-track trails in every park. Let's get more bike lanes – through intersections and signalized intersections too. Education – let vehicle drivers and bicyclists know how to deal with bike lanes and shared use. Solve maintenance concerns with MOA and DOT – bike lanes can be cleared separately. Replace smaller tunnels on Chester Creek Trail. Get horses off of main trails FBNP (tour trail) during the winter – they ruin snow grooming.
- Changes to consider:
- More links in Midtown – this last mile is the most difficult part of my commute
 - Wayfinding – help lead people along routes, like through Mountain View, and use both signs and pavement markings

- Eliminate the rolled curb design option and replace with curb/gutter and space for snow storage.
- Require the installation of sidewalks with new sub-divisions and when streets are reconstructed
- Provide a better approach to signing of dedicated bike lanes (see illustration of typical section below)
- Encourage more innovation in snow removal – snow melt cisterns, snow blower loan program, and neighborhood snow-fighters
- Create a dedication funding source for bike/ped infrastructure – surcharge applied at the time of bike purchase as an example
- Municipality needs to assume ownership of key road corridors that work best for complete streets and primary transit corridors
- Place the bike/ped on equal footing with the auto in certain segments of the road network
- Create pedestrian streets (Woonerf) where autos are allowed but the street is designed primarily for pedestrian mobility across the width of the road
- Change the design code and/or ordinance that allows street maintenance to use sidewalks for snow storage
- Create pedestrian streets in Mid-town area – University Center, library, movie theatre, grocery stores



Non-Motorized Plan - Mobile Meetings Update

We have presented at the following "mobile meetings":

- 2/8, Anchorage Transportation Fair (tabling, no formal presentation)
- 2/14, Anchorage Senior Activity Center (tabling, no formal presentation)
- 3/8, Anchorage Parks and Recreation Commission
- 3/12, Eagle River Park Board
- 3/13, Anchorage ADA Commission
- 3/15, Anchorage Equal Rights Commission
- 3/22, Anchorage Youth Advisory Commission
- 4/12, Public Transit Advisory Board
- 4/20, Alaska Nations Reentry Group

We presented at these meetings for 10-15 minutes. The presentation covered background information, project team expertise, vision, goals, and a short written activity with 6 open-ended questions regarding how people move around the Anchorage Bowl, barriers to non-motorized transportation, possible solutions, and prioritizing the project goals.

Input Received

We received 55 responses to the activity form. Approximately 20% of the respondents do not use a personal vehicle as their primary mode of transportation, indicating these mobile meetings were targeting relevant and appropriate audiences.

The comments on barriers and solutions generally focus on the following topics:

- More sidewalks and increase/improve non-motorized infrastructure
- Safety (traffic and trails)
- Better winter sidewalk maintenance/snow removal for accessibility
- Non-motorized (and transit) travel time being a barrier
- Improve connectivity for non-motorized routes.

Goals 2 and 3 are most frequently listed as the most important: Improve safety and security (36 responses) and promote and improve health and quality of life (29 responses). Goals 5, 4, and 1 are the next most frequently listed: Connect all communities through all modes to all destinations (21 responses), optimize maintenance for all seasons (19 responses), and increase use of the non-motorized system (17 responses). Goal 7, build community through education and involvement, was noted 12 times. Goal 6, measure non-motorized use and assets, was never listed as a priority.

A.2 Traffic Controls or Treatments Not Yet Approved by Anchorage

Table A.4.1: Traffic Controls or Treatments Not Yet Approved by

ITEM	TREATMENT	MUTCD STATUS
1	automated pedestrian detection device	Approved (4E.08)
2	push buttons with lights, audible or vibrotactile feedback	Approved (4E.09)
3	push button bicycle detection	N/A
4	automated bicycle detection	Approved (9C.05)
5	hybrid beacon (hawk)	Approved (4F)
6	green crossbike markings	N/A
7	protected intersection	N/A
8	two-stage turn boxes	Interim Approval (IA-20)
9	bicycle boxes	Interim Approval (IA-18)

A.3 Proposed Bicycle Network Map and Pedestrian Corridor Map

EXISTING AND PROPOSED BICYCLE NETWORK ANCHORAGE BOWL

Shared Use Pathway

Study Corridor

Separated Bikeway

Enhanced Shared Roadway

Trail, Crossing, and/or Tunnel Improvement(s)

Bicycle Boulevard

Bicycle Lane

Paved Shoulder

Shared Use Pathway

Moose Loop

Moose Loop

Bicycle Facility Recommendations

Shared Use Pathway

Study Corridor

Separated Bikeway

Enhanced Shared Roadway

Trail, Crossing, and/or Tunnel Improvement(s)

Bicycle Boulevard

Bicycle Lane

Paved Shoulder

Shared Use Pathway

Moose Loop

Moose Loop

Project#	STREET_NAME	Recommendation
1	100th	Shared Use Pathway
2	100th	Shared Use Pathway
3	104th	Shared Use Pathway
4	112th/Ridgecrest/Main Tree	Enhanced Shared Roadway
5	120th	Separated Bikeway
6	12th	Enhanced Shared Roadway
7	13th	Enhanced Shared Roadway
8	13th	Enhanced Shared Roadway
9	15th	Separated Bikeway
10	15th	Separated Bikeway
11	15th	Separated Bikeway
12	16th	Enhanced Shared Roadway
13	17th	Separated Bikeway
14	17th	Separated Bikeway
15	1st	Separated Bikeway
16	20th	Enhanced Shared Roadway
17	20th	Enhanced Shared Roadway
18	20th	Enhanced Shared Roadway
19	20th	Enhanced Shared Roadway
20	27th	Enhanced Shared Roadway
21	2nd	Separated Bikeway
22	30th	Separated Bikeway
23	32nd	Separated Bikeway
24	32nd, Calais, 33rd, Fairbanks, 34th	Separated Bikeway
25	36th	Shared Use Pathway
26	36th	Separated Bikeway
27	3rd	Separated Bikeway
28	40th	Enhanced Shared Roadway
29	40th	Enhanced Shared Roadway
30	40th	Shared Use Pathway
31	40th	Enhanced Shared Roadway
32	40th	Enhanced Shared Roadway
33	40th Ave/Wilson	Enhanced Shared Roadway
34	41st	Enhanced Shared Roadway
35	48th	Separated Bikeway
36	5th	Separated Bikeway
37	5th	Separated Bikeway
38	64th	Enhanced Shared Roadway
39	68th	Separated Bikeway
40	6th	Separated Bikeway
41	6th	Enhanced Shared Roadway
42	6th	Enhanced Shared Roadway
43	6th	Enhanced Shared Roadway
44	74th	Enhanced Shared Roadway
45	74th	Separated Bikeway
46	7th	Separated Bikeway
47	80th	Enhanced Shared Roadway
48	80th	Enhanced Shared Roadway
49	84th	Enhanced Shared Roadway
50	88th	Enhanced Shared Roadway
51	88th	Enhanced Shared Roadway
52	92nd Ave., Scooter Ave., Academy Dr	Separated Bikeway
53	A	Enhanced Shared Roadway
54	A	Separated Bikeway
55	Abbott	Separated Bikeway
56	Abbott	Study Corridor
57	Aircraft	Enhanced Shared Roadway
58	Airport Heights	Enhanced Shared Roadway
59	Arctic	Study Corridor
60	Arctic	Separated Bikeway
61	Arctic	Separated Bikeway
62	Arctic	Separated Bikeway
63	Arctic	Separated Bikeway
64	Arlene	Enhanced Shared Roadway
65	Barnister/24th	Enhanced Shared Roadway

Project#	STREET_NAME	Recommendation
67	Barr Road/East Klatt Road	Enhanced Shared Roadway
68	Benson	Separated Bikeway
69	Blackberry	Enhanced Shared Roadway
70	Blackberry	Enhanced Shared Roadway
71	Blueberry	Enhanced Shared Roadway
72	Boniface	Study Corridor
73	Botanical Heights	Study Corridor
74	Boundary	Separated Bikeway
75	Brayton	Shared Use Pathway
76	Brayton	Enhanced Shared Roadway
77	Brayton	Enhanced Shared Roadway
78	Brayton	Enhanced Shared Roadway
79	Brayton	Enhanced Shared Roadway
80	Brayton	Enhanced Shared Roadway
81	Bullard	Shared Use Pathway
82	Burn	Enhanced Shared Roadway
83	C	Enhanced Shared Roadway
84	C	Enhanced Shared Roadway
85	C/Ocean Dock	Enhanced Shared Roadway
86	Catch/Bartlett	Enhanced Shared Roadway
87	Campbell Airport Road	Enhanced Shared Roadway
88	Campbell Airport Road	Grade Separation
89	Campbell Airport Road	Separated Bikeway
90	Campbell Airport Road	Separated Bikeway
91	Changshu Muldon Park Trail	Shared Use Pathway
92	Changshu Muldon Park Trail	Shared Use Pathway
93	Changshu Muldon Park Trail	Shared Use Pathway
94	Changshu Muldon Park Trail	Shared Use Pathway
95	Changshu Muldon Park Trail	Shared Use Pathway
96	Changshu Muldon Park Trail	Shared Use Pathway
97	Changshu Muldon Park Trail	Shared Use Pathway
98	Changshu Muldon Park Trail	Shared Use Pathway
99	Changshu Muldon Park Trail	Shared Use Pathway
100	Changshu Muldon Park Trail	Enhanced Shared Roadway
101	Chinook	Enhanced Shared Roadway
102	Christensen/1st	Separated Bikeway
103	Chugach	Enhanced Shared Roadway
104	City Products	Enhanced Shared Roadway
105	Coastal Trail Extension Conceptual Alignment	Study Corridor
106	Coastal Trail Extension Conceptual Alignment	Study Corridor
107	Coastal Trail Extension Conceptual Alignment	Study Corridor
108	Coastal Trail Extension Conceptual Alignment	Study Corridor
109	Coastal Trail Extension Conceptual Alignment	Study Corridor
110	Collins/Cranberry	Enhanced Shared Roadway
111	Condiva	Separated Bikeway
112	Coral Lane / Reef Place	Study Corridor
113	Cordova	Separated Bikeway
114	Cordova	Study Corridor
115	Cranberry	Enhanced Shared Roadway
116	Cranberry	Enhanced Shared Roadway
117	Creskade	Separated Bikeway
118	DeBar	Study Corridor
119	DeBar	Study Corridor
120	DeBar	Tunnel Improvements
121	Denali	Separated Bikeway
122	Dewberry	Enhanced Shared Roadway
123	Diamond	Study Corridor
124	Diamond	Separated Bikeway
125	E	Enhanced Shared Roadway
126	Eagle	Enhanced Shared Roadway
127	Elmore Road	Separated Bikeway
128	Emmanuel	Enhanced Shared Roadway
129	Endicott/84th/Jade	Shared Use Pathway
130	Fairchild	Shared Use Pathway
131	Fairchild	Shared Use Pathway
132	Fairchild	Shared Use Pathway
133	Fairchild	Shared Use Pathway
134	Fairchild	Shared Use Pathway
135	Fairchild	Shared Use Pathway
136	Fairchild	Shared Use Pathway
137	Fairchild	Shared Use Pathway
138	Fairchild	Shared Use Pathway
139	Fairchild	Shared Use Pathway
140	Fairchild	Shared Use Pathway

Project#	STREET_NAME	Recommendation
145	Glenn Highway overpass	Shared Use Pathway
147	Golden View	Separated Bikeway
148	Golden View	Separated Bikeway
149	Golden View	Separated Bikeway
150	Hampton/Lunar/Ryan	Enhanced Shared Roadway
151	Harrison	Enhanced Shared Roadway
152	Hartzell	Separated Bikeway
153	Hartzell	Separated Bikeway
154	Harvard/Hollywood	Shared Use Pathway
155	High View/Oceanview/Brandon/Helen/Hamilton	Enhanced Shared Roadway
156	Hillcrest	Enhanced Shared Roadway
157	Hillside	Separated Bikeway
158	Hillside	Separated Bikeway
159	Huffman	Separated Bikeway
160	I	Separated Bikeway
161	Independence	Separated Bikeway
162	Ingra	Separated Bikeway
163	Ingra	Separated Bikeway
164	Ingra	Separated Bikeway
165	International Airport Road	Shared Use Pathway
166	Boston/Valley	Study Corridor
167	Jodhpur	Study Corridor
168	Juneau	Separated Bikeway
169	Karen	Enhanced Shared Roadway
170	Karluk	Separated Bikeway
171	Karluk Street/Post Road	Study Corridor
172	Kennedy Drive	Enhanced Shared Roadway
173	Kincaid	Study Corridor
174	King	Separated Bikeway
175	King	Study Corridor
176	King	Shared Use Pathway
177	L	Separated Bikeway
178	Lake Otis	Enhanced Shared Roadway
179	Lake Otis	Study Corridor
180	Lake Otis	Study Corridor
181	Lake Otis	Study Corridor
182	Lake Otis	Study Corridor
183	Lake Otis	Study Corridor
184	Lake Otis	Study Corridor
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213	Lake Otis	Study Corridor
214	Lake Otis	Study Corridor

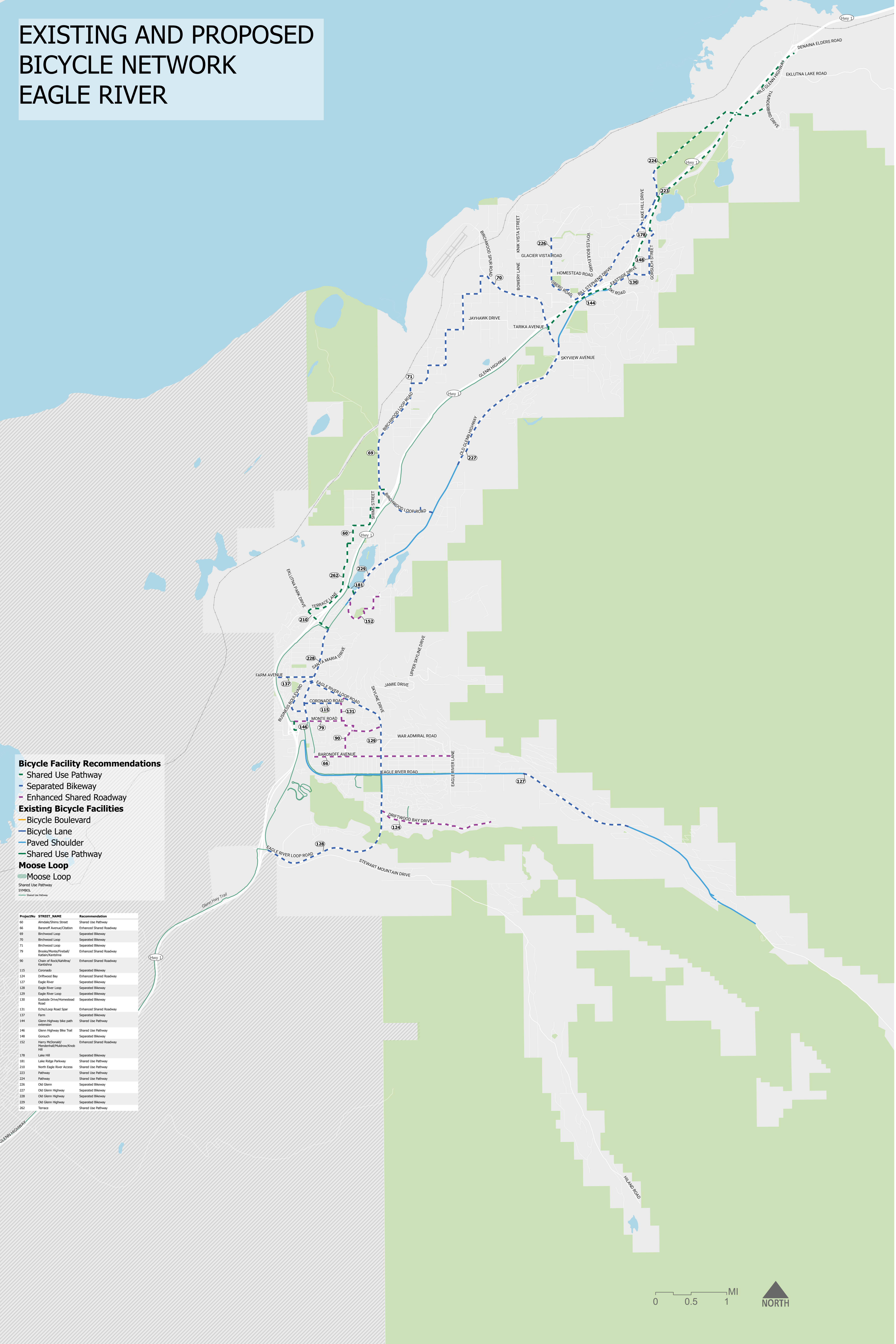
Project#	STREET_NAME	Recommendation
215	Northern Lights/Lois/36th	Study Corridor
216	Northwood	Separated Bikeway
217	Oakley	Separated Bikeway
218	Pathway	Shared Use Pathway
219	Pathway/40th Ave	Shared Use Pathway
220	Pathway/40th Ave	Shared Use Pathway
221	Pathway	Study Corridor
222	Pathway	Study Corridor
223	Pathway	Study Corridor
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Project#	STREET_NAME	Recommendation
299	Pathway	Study Corridor
300	Pathway	Study Corridor
301	Pathway	Study Corridor
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Project#	STREET_NAME	Recommendation
401	Pathway	Study Corridor
402	Pathway	Study Corridor
403	Pathway	Study Corridor
404	Pathway	Study Corridor
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417	Pathway	Study Corridor
418	Pathway	Study Corridor
419	Pathway	Study Corridor
420	Pathway	Study Corridor
421		

EXISTING AND PROPOSED BICYCLE NETWORK

EAGLE RIVER



PROPOSED PEDESTRIAN CORRIDORS EAGLE CREEK

Primary

Secondary

Moose Loop

Shared Use Pathway

Primary

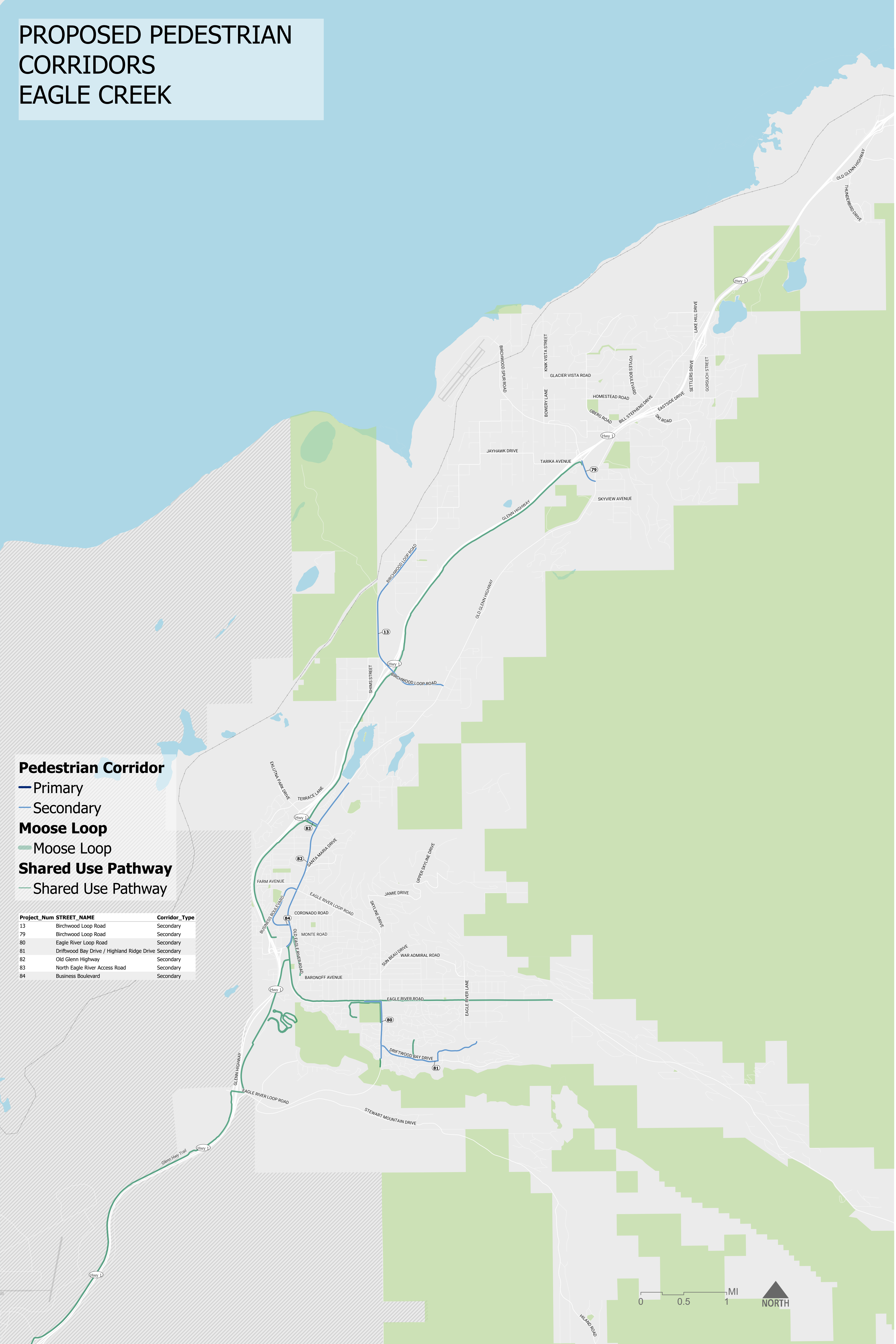
Secondary

Moose Loop

Shared Use Pathway

Project_Num	STREET_NAME	Corridor_Type	Project_Num	STREET_NAME	Corridor_Type
1	East 15th Avenue	Primary	43	Spenard Road	Secondary
2	32nd/Calais/33rd	Secondary	44	Tudor Road	Primary
3	36th Avenue	Secondary	45	Tudor Road	Primary
4	East 3rd Avenue	Primary	46	International Airport Road	Secondary
5	4th Avenue	Secondary	47	Arctic Boulevard	Secondary
6	5th Avenue	Primary	48	Tudor Road	Secondary
7	6th Avenue	Primary	49	Tudor Road	Secondary
8	Scotter Avenue	Secondary	50	C Street	Secondary
9	A Street	Secondary	51	A Street/C Street	Secondary
10	A Street	Primary	52	Northern Lights Boulevard	Secondary
11	Arctic Boulevard	Primary	53	Spenard Road	Secondary
12	Benson Boulevard	Primary	54	Northern Lights Boulevard	Secondary
14	Boniface Parkway	Secondary	55	Patterson Street	Secondary
15	Bragaw Street	Primary	56	East 36th Avenue	Secondary
16	Burton Street	Secondary	57	Turpin Street	Secondary
17	C Street	Primary	58	DeBarr Road	Secondary
18	C Street	Secondary	59	Oklahoma Street	Secondary
19	Campbell Creek Greenway	Secondary	60	East 6th Avenue	Secondary
20	Chugach Way	Secondary	61	East 4th Avenue	Secondary
21	DeBarr Road	Secondary	62	Pine Street	Secondary
22	Denali Street	Secondary	63	East 4th Avenue	Secondary
23	Denali Street	Primary	64	Camelot Drive	Secondary
24	Dimond Boulevard / Abbott Road	Secondary	65	Kenai Avenue / Lionheart Drive	Secondary
25	Elmore Road	Secondary	66	Parsons Avenue	Secondary
26	Gambell Street	Secondary	67	North Lane Street	Secondary
27	Golden View Drive	Secondary	68	North Bragaw Street	Secondary
28	Ingra Street	Secondary	69	Mountain View Drive	Secondary
29	Karluk Street	Secondary	70	East 3rd Avenue/Commercial Drive	Secondary
30	Lake Otis Parkway	Secondary	71	Medfra Street / Latouche Street	Secondary
31	Minnesota Drive	Primary	72	East 9th Avenue	Secondary
32	Mountain View Drive	Primary	73	15th Avenue	Secondary
33	Muldoon Road	Primary	74	C Street	Secondary
34	Muldoon Road	Secondary	75	Cordova Street	Secondary
35	Northern Lights Boulevard	Primary	76	3rd Avenue	Secondary
36	East Northern Lights Boulevard	Secondary	77	9th Avenue	Secondary
37	Ocean Dock Road	Secondary	78	A Street/ Loop Road/ Hollywood Drive / Bluff Drive	Secondary
38	Old Seward Highway	Secondary	85	West 88th Avenue	Secondary
39	Providence Drive	Secondary	86	Arlene Street	Secondary
40	Seward Highway	Secondary	87	West Diamond Boulevard	Secondary
41	Seward Highway	Secondary	88	Abbott Road	Secondary
42	Spenard Road	Secondary			

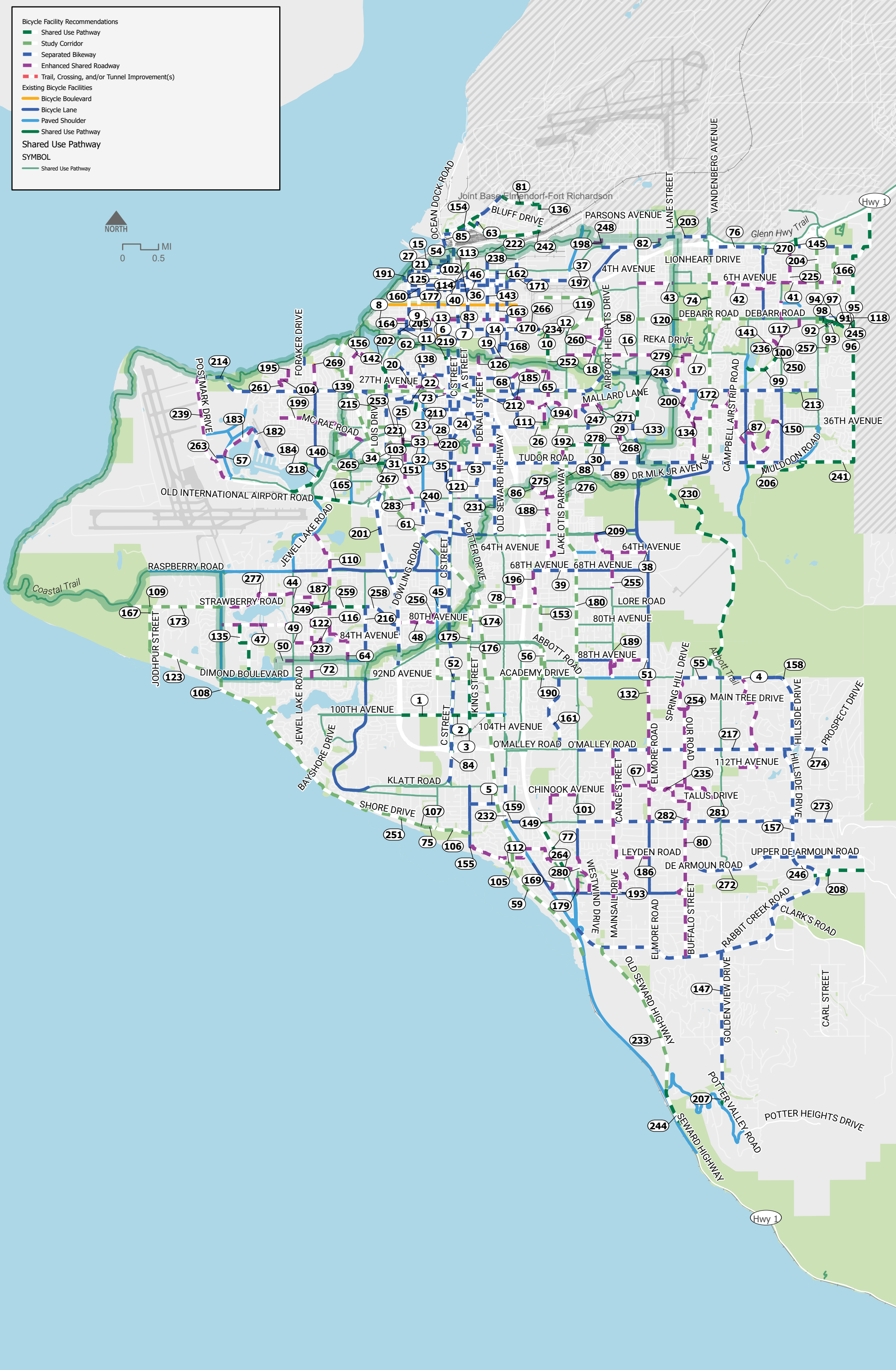
PROPOSED PEDESTRIAN CORRIDORS EAGLE CREEK



Pedestrian Corridor

— Primary
 — Secondary
Moose Loop
 — Moose Loop
Shared Use Pathway
 — Shared Use Pathway

Project_Num	STREET_NAME	Corridor_Type
13	Birchwood Loop Road	Secondary
79	Birchwood Loop Road	Secondary
80	Eagle River Loop Road	Secondary
81	Driftwood Bay Drive / Highland Ridge Drive	Secondary
82	Old Glenn Highway	Secondary
83	North Eagle River Access Road	Secondary
84	Business Boulevard	Secondary



Bicycle Facility Recommendations

Shared Use Pathway

Study Corridor

Separated Bikeway

Enhanced Shared Roadway

Trail, Crossing, and/or Tunnel Improvement(s)

Existing Bicycle Facilities

Bicycle Boulevard

Bicycle Lane

Paved Shoulder

Shared Use Pathway

Shared Use Pathway

SYMBOL

Shared Use Pathway

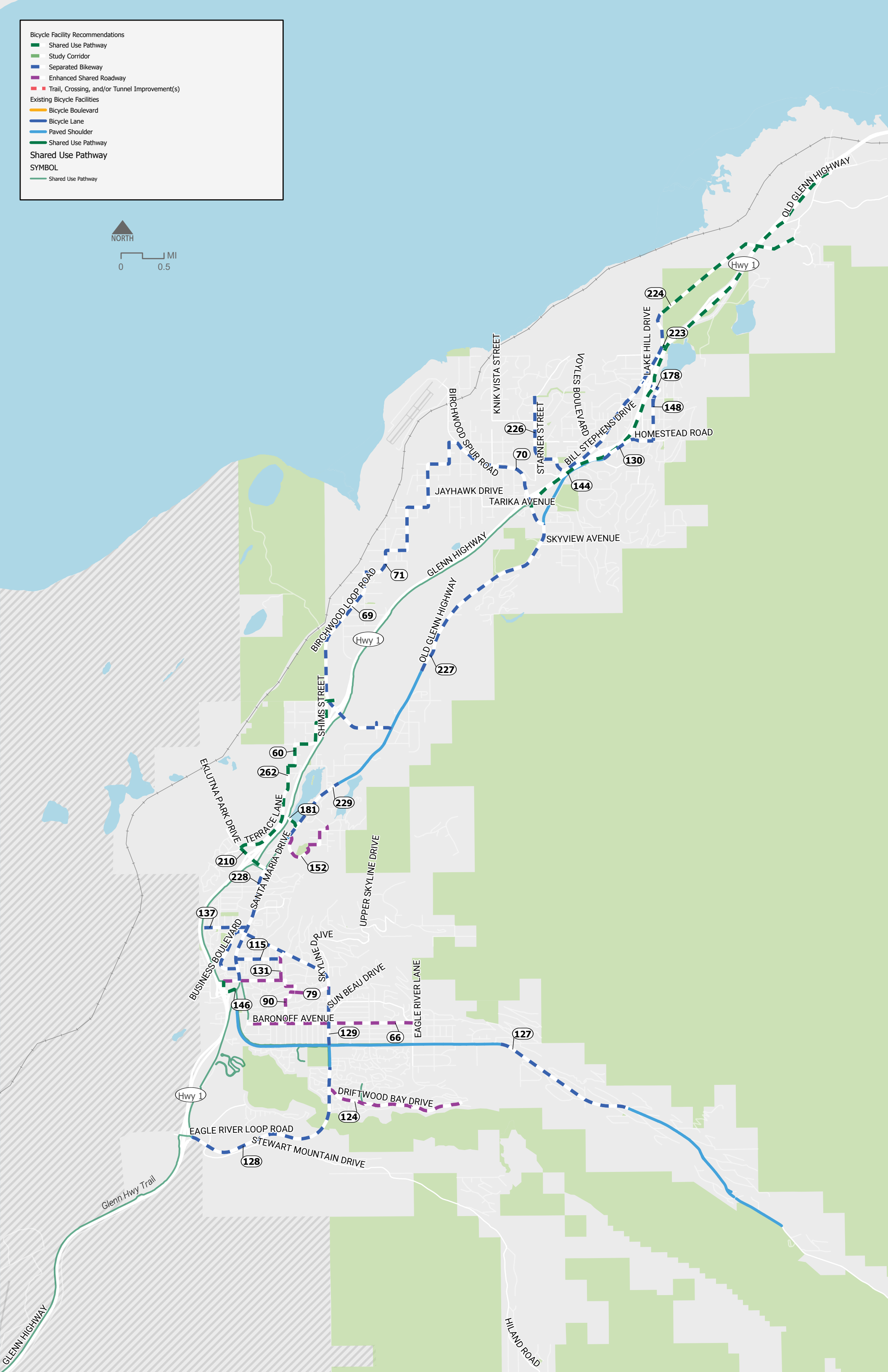
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1 MI

This map illustrates the proposed bicycle facility network for Anchorage, Alaska. It features a grid of streets with various colored lines indicating recommended bicycle facilities. Key streets include Bullard Avenue, Bluff Drive, Fairchild Avenue, Ship Creek Avenue, 3rd Avenue, 4th Avenue, 5th Avenue, 6th Avenue, 9th Avenue, 13th Avenue, 15th Avenue, 16th Avenue, 17th Avenue, 20th Avenue, 27th Avenue, 32nd Avenue, 36th Avenue, 40th Avenue, 48th Avenue, and Tudor Road. The map also shows the Ship Creek Trail, Chester Creek Trail, and Campbell Creek Trail. Various numbered markers (e.g., 15, 21, 36, 40, 46, 62, 65, 68, 73, 81, 83, 84, 85, 86, 88, 89, 99, 102, 103, 109, 111, 113, 114, 119, 121, 125, 126, 136, 138, 139, 140, 142, 143, 144, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300) are placed along the streets. The map also shows the Joint Base Elmendorf-Fort Richardson and the Ship Creek Trail. The map is titled 'Bicycle Facility Recommendations' and 'Existing Bicycle Facilities'.



Bicycle Facility Recommendations

Shared Use Pathway

Study Corridor

Separated Bikeway

Enhanced Shared Roadway

Trail, Crossing, and/or Tunnel Improvement(s)

Existing Bicycle Facilities

Bicycle Boulevard

Bicycle Lane

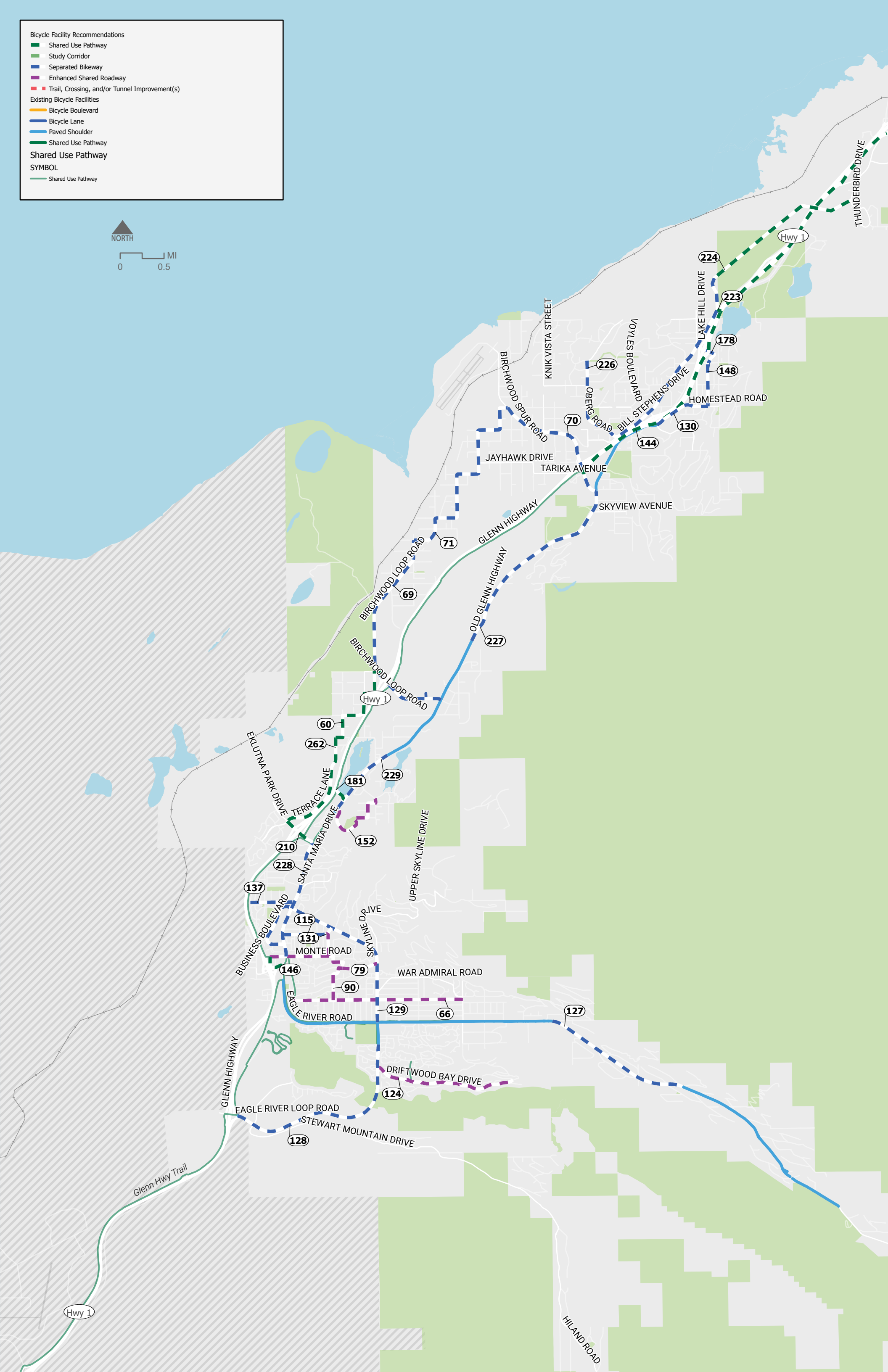
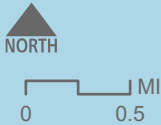
Paved Shoulder

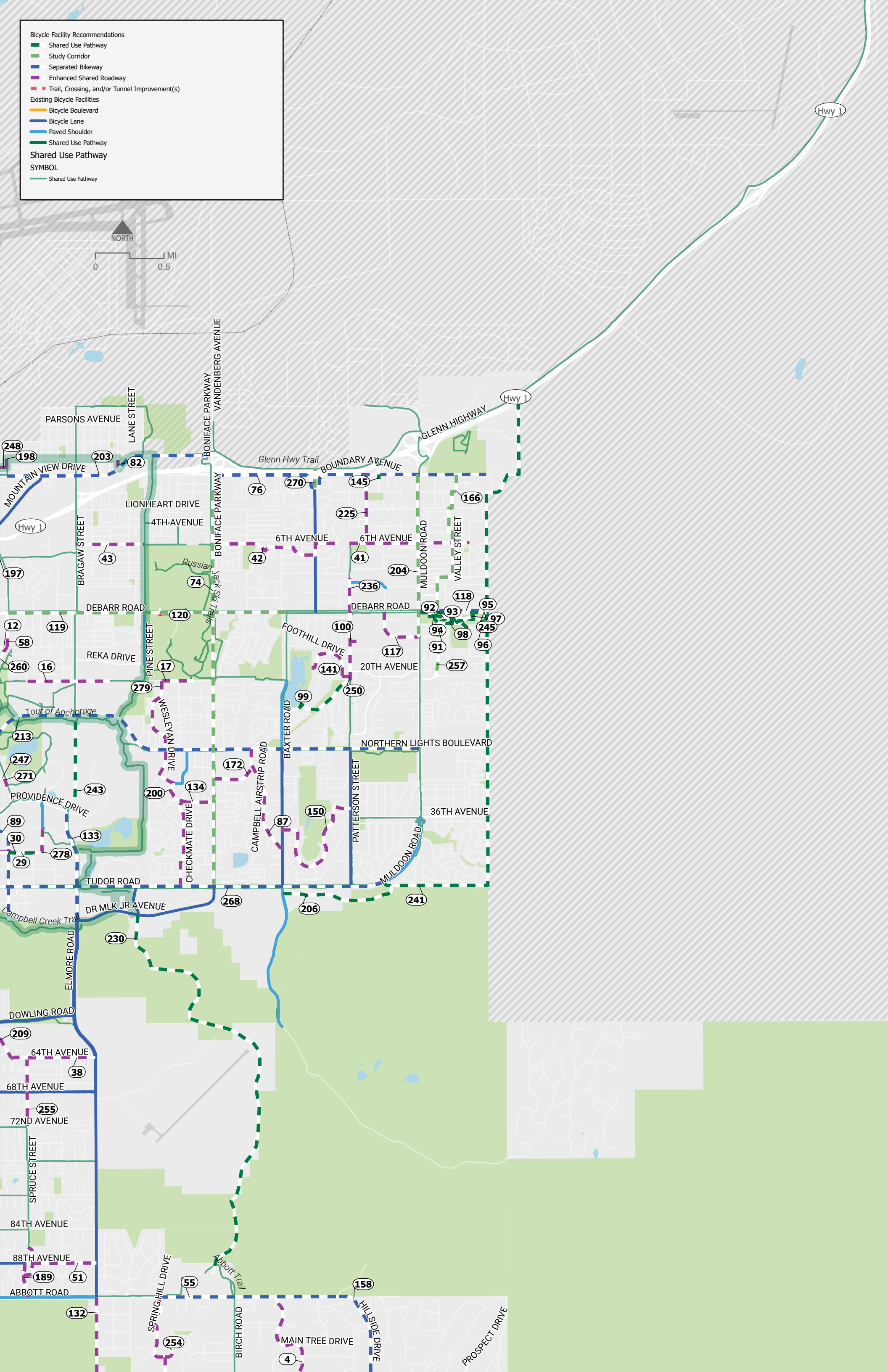
Shared Use Pathway

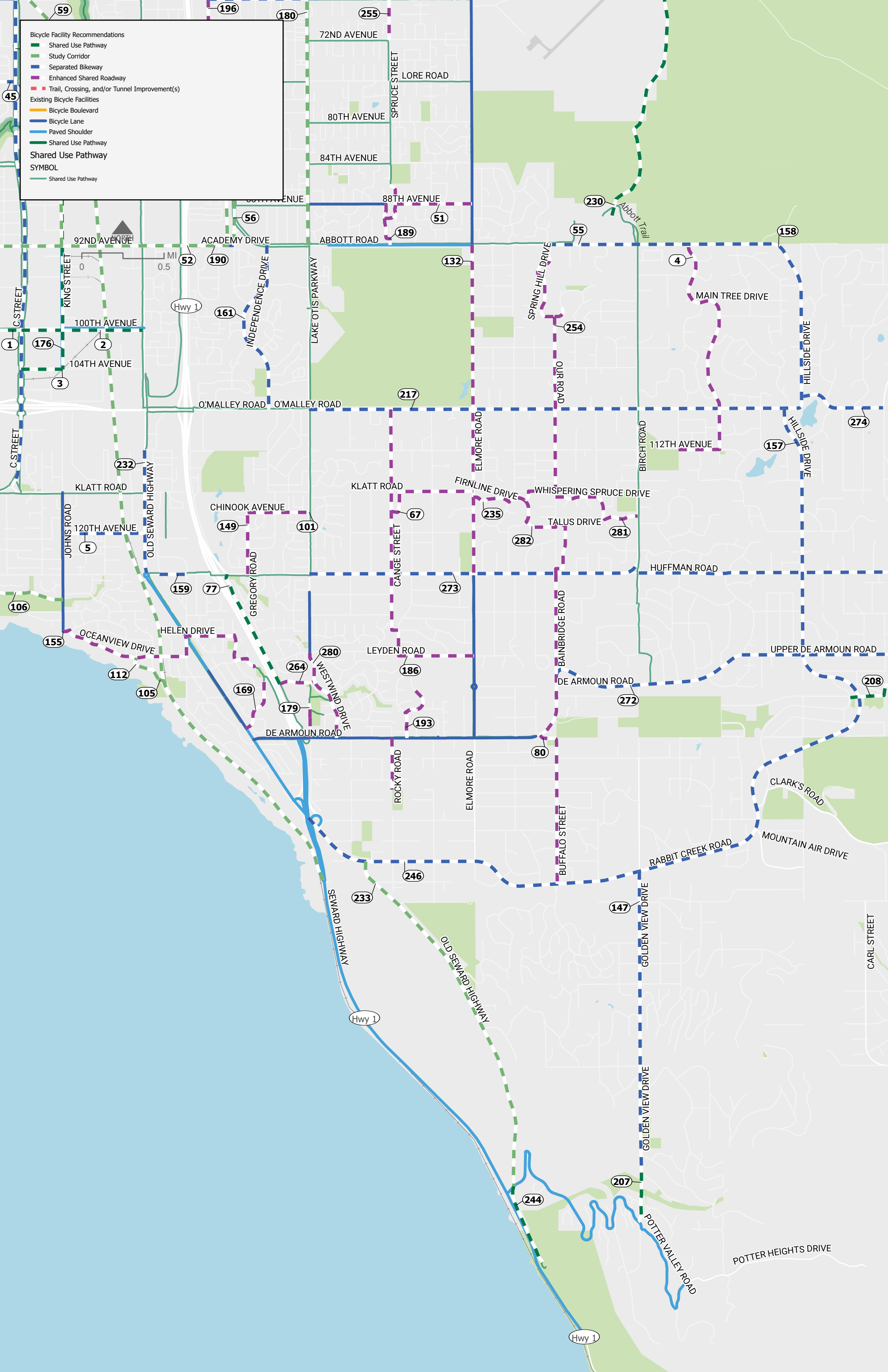
Shared Use Pathway

SYMBOL

Shared Use Pathway







Bicycle Facility Recommendations

Shared Use Pathway

Study Corridor

Separated Bikeway

Enhanced Shared Roadway

Trail, Crossing, and/or Tunnel Improvement(s)

Existing Bicycle Facilities

Bicycle Boulevard

Bicycle Lane

Paved Shoulder

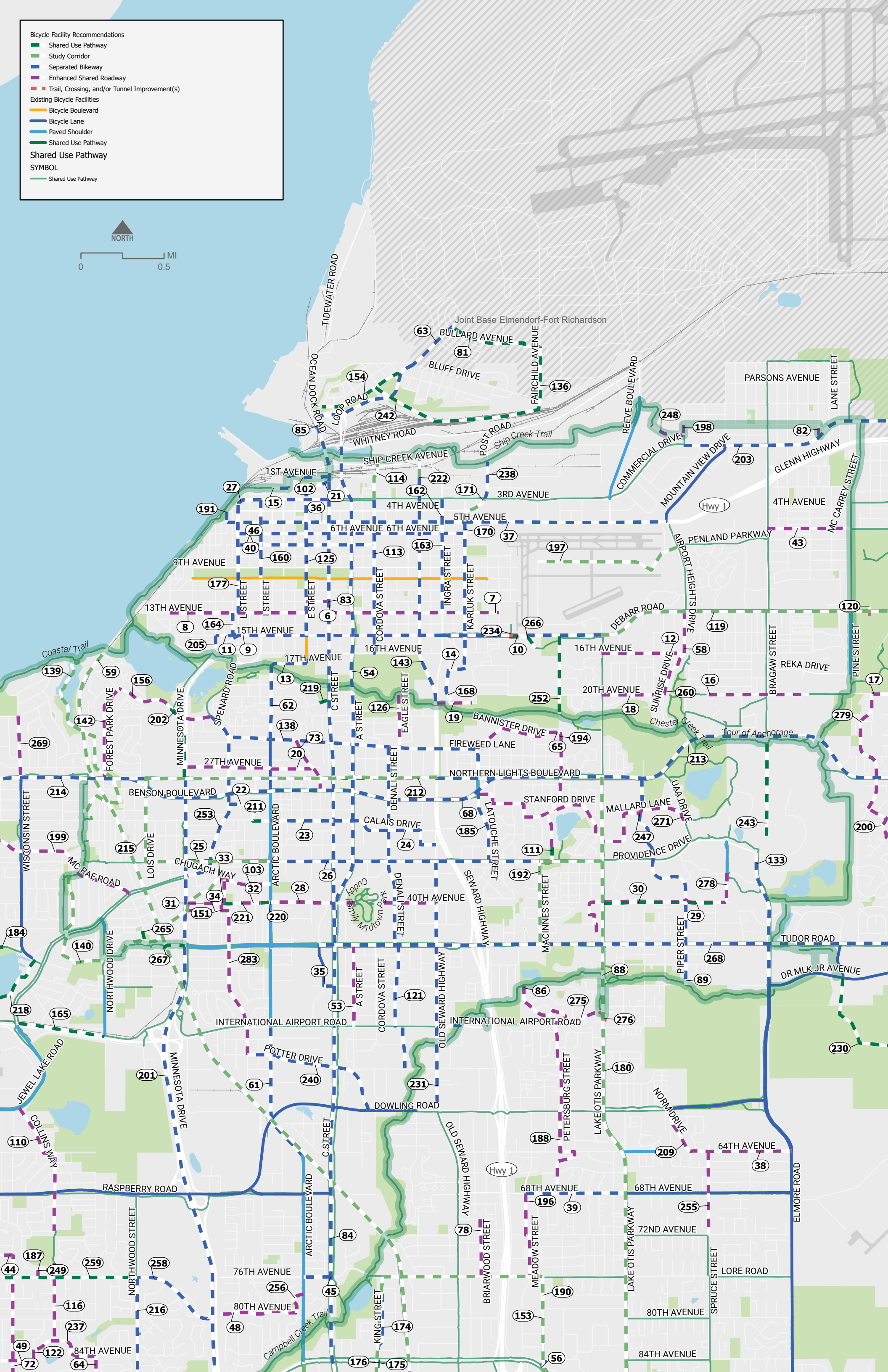
Shared Use Pathway

Shared Use Pathway

SYMBOL

Shared Use Pathway

This map illustrates bicycle facility recommendations and existing infrastructure in a coastal city area. The map includes a legend, a scale bar, and a north arrow. The legend defines various bicycle facility types and symbols. The map shows a network of roads, including major thoroughfares like Northern Lights Boulevard, Benson Boulevard, and International Airport Road, as well as local streets like Lakeshore Drive, Postmark Drive, and Aero Avenue. Existing facilities are shown in solid colors, while recommended facilities are shown in dashed colors. The map also features several parks and trails, including the Coastal Trail, Chester Creek Trail, and Campbell Creek Trail. The city's proximity to a large body of water is evident, with numerous lakes and a coastline visible. The map is overlaid with a grid of street names and numbered markers, providing a detailed view of the urban layout and transportation network.



Bicycle Facility Recommendations

Shared Use Pathway

Study Corridor

Separated Bikeway

Enhanced Shared Roadway

Trail, Crossing, and/or Tunnel Improvement(s)

Existing Bicycle Facilities

Bicycle Boulevard

Bicycle Lane

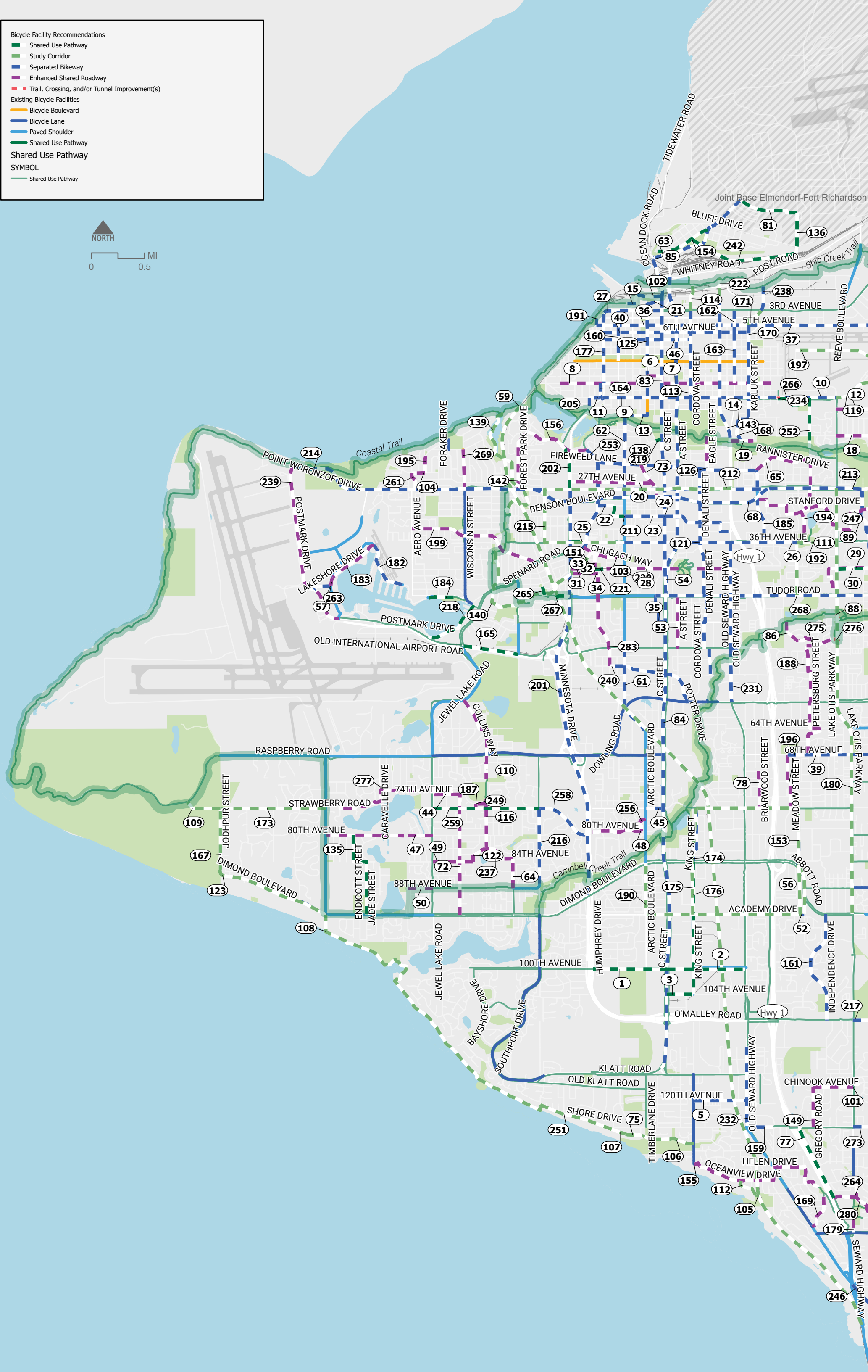
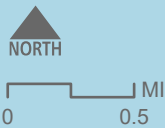
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Shared Use Pathway

Shared Use Pathway

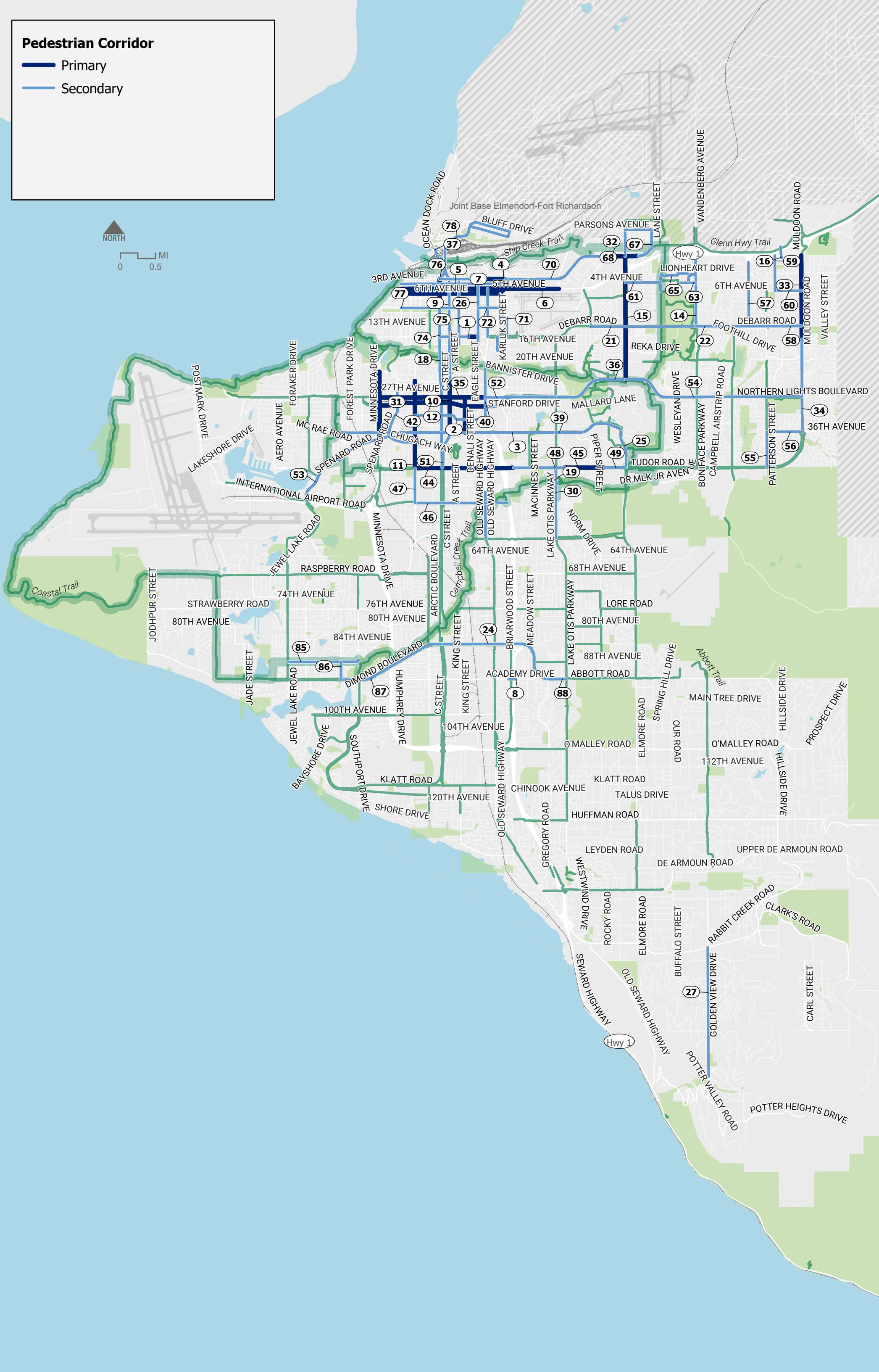
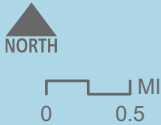
SYMBOL

Shared Use Pathway



Pedestrian Corridor

- Primary
- Secondary

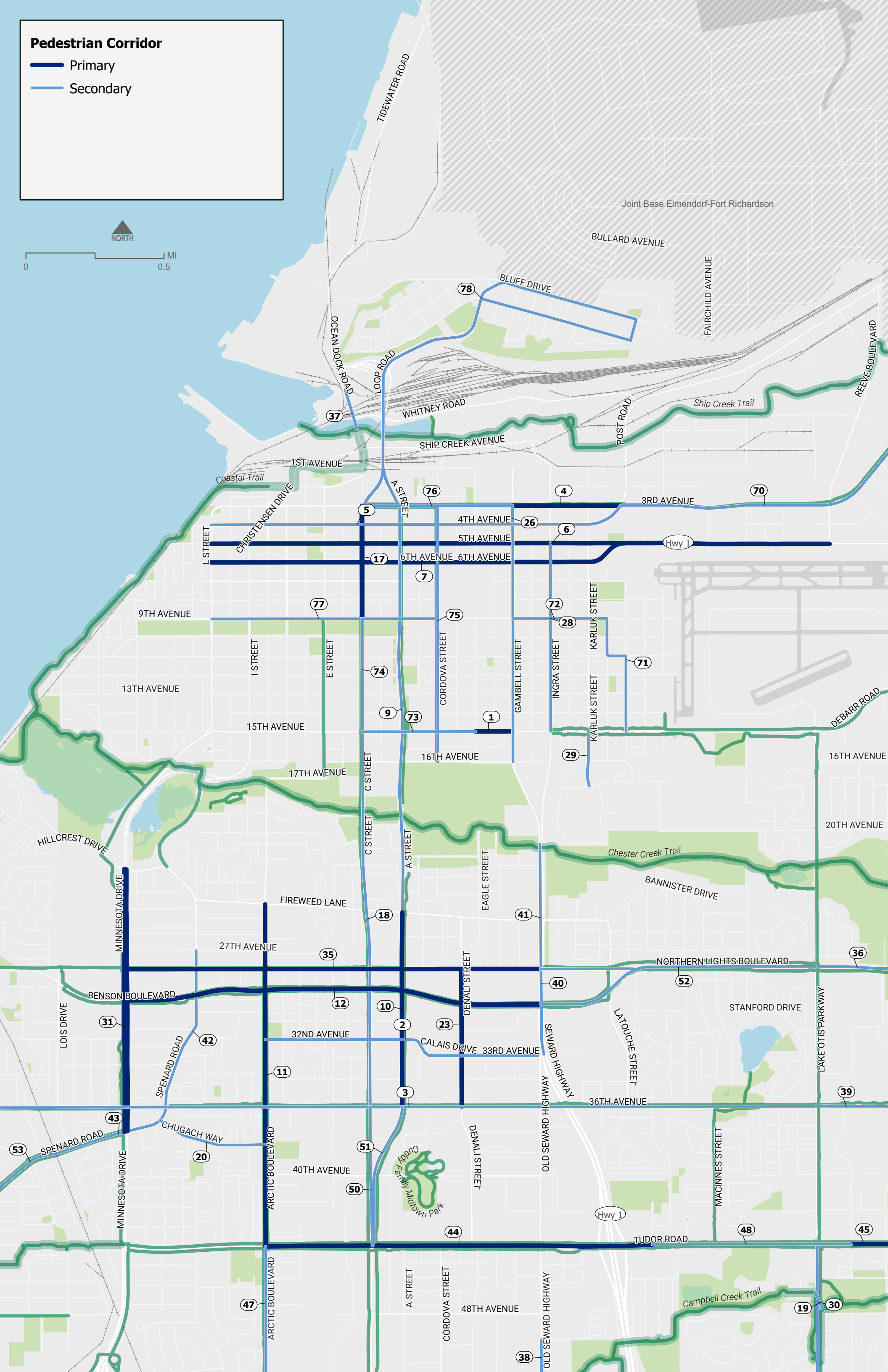


Pedestrian Corridor

- Primary
- Secondary

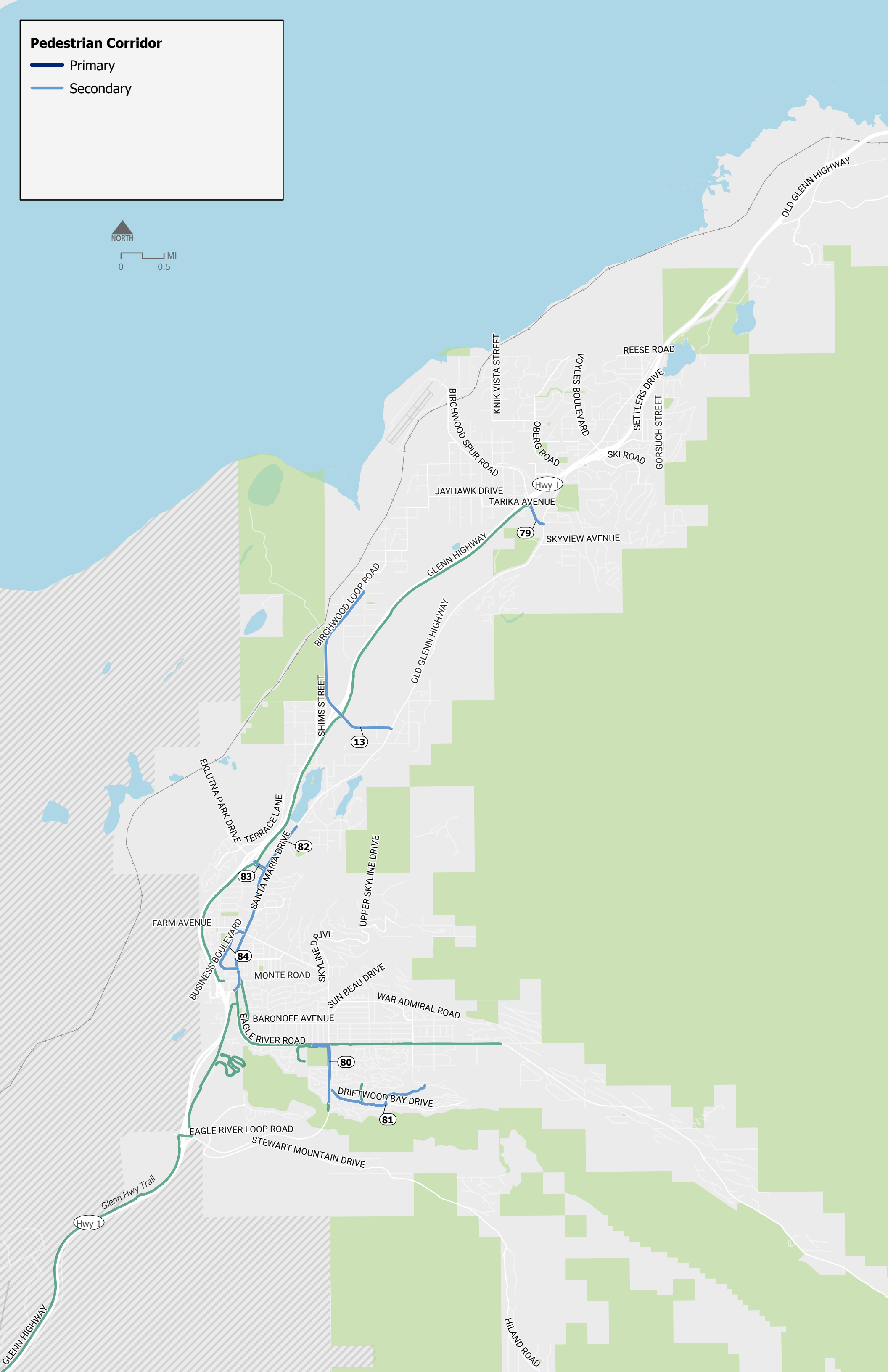
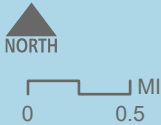
NORTH

0 0.5 1 MI



Pedestrian Corridor

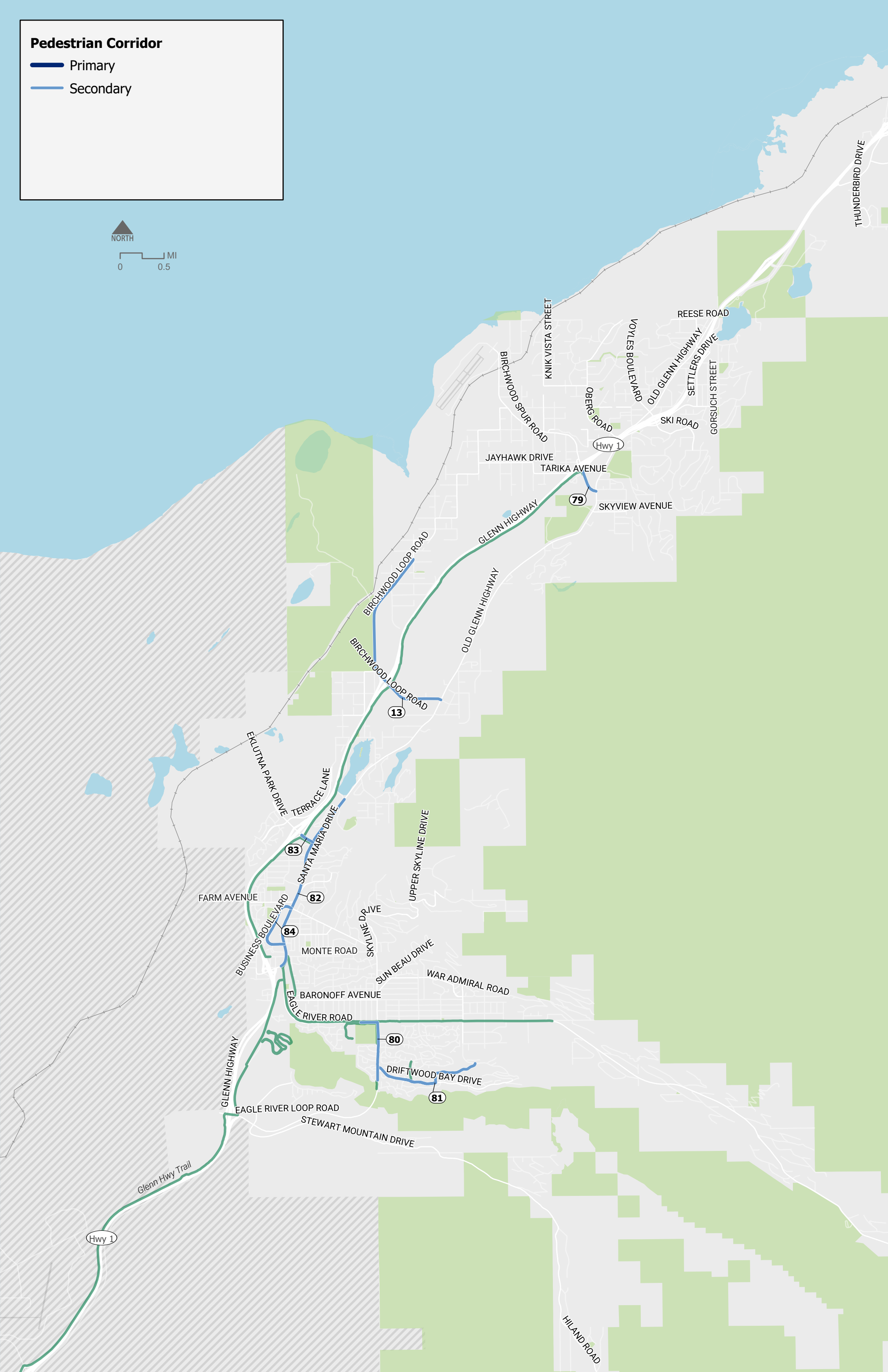
- Primary
- Secondary



Pedestrian Corridor

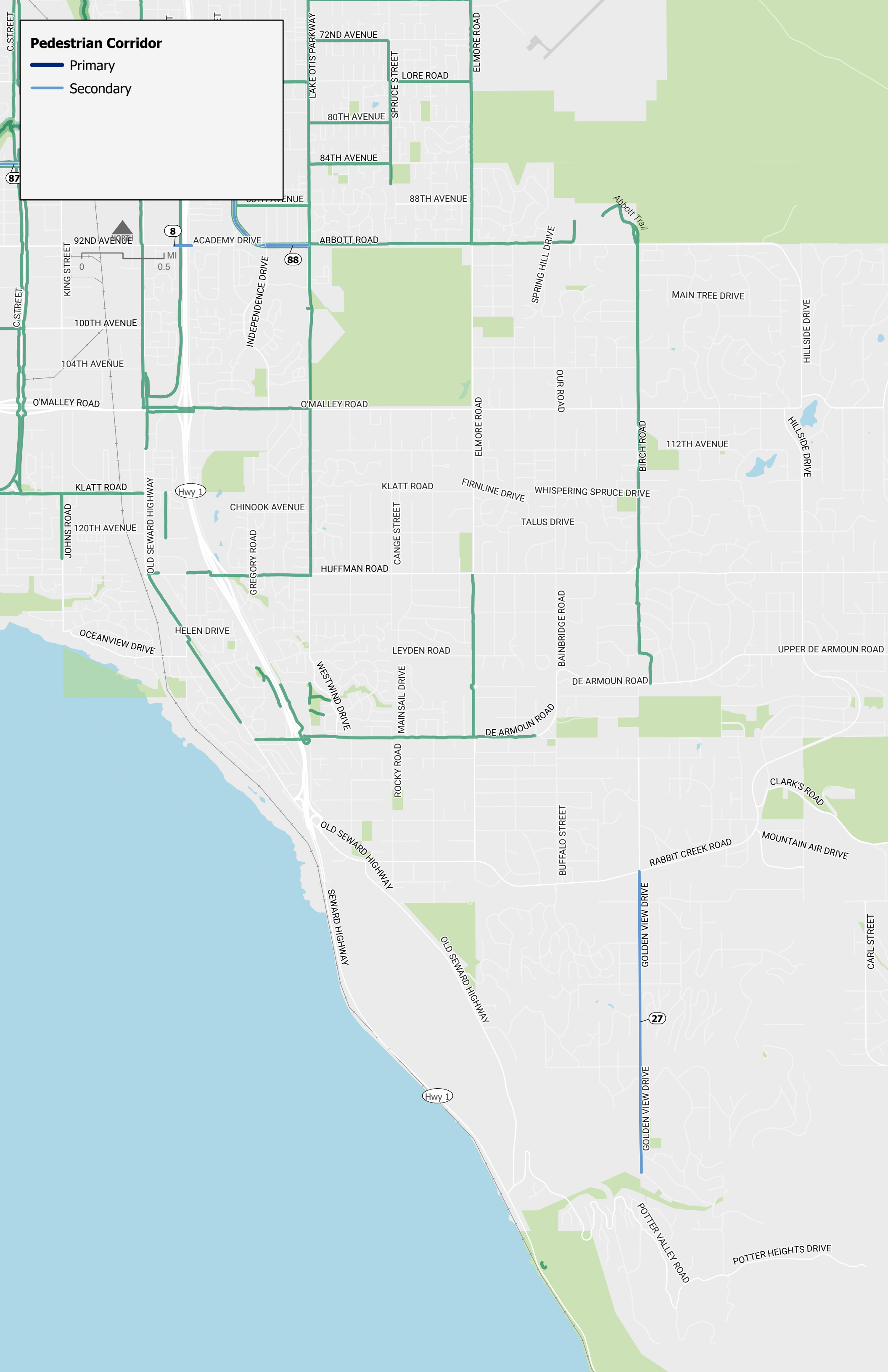
- Primary
- Secondary

— Secondary



Pedestrian Corridor

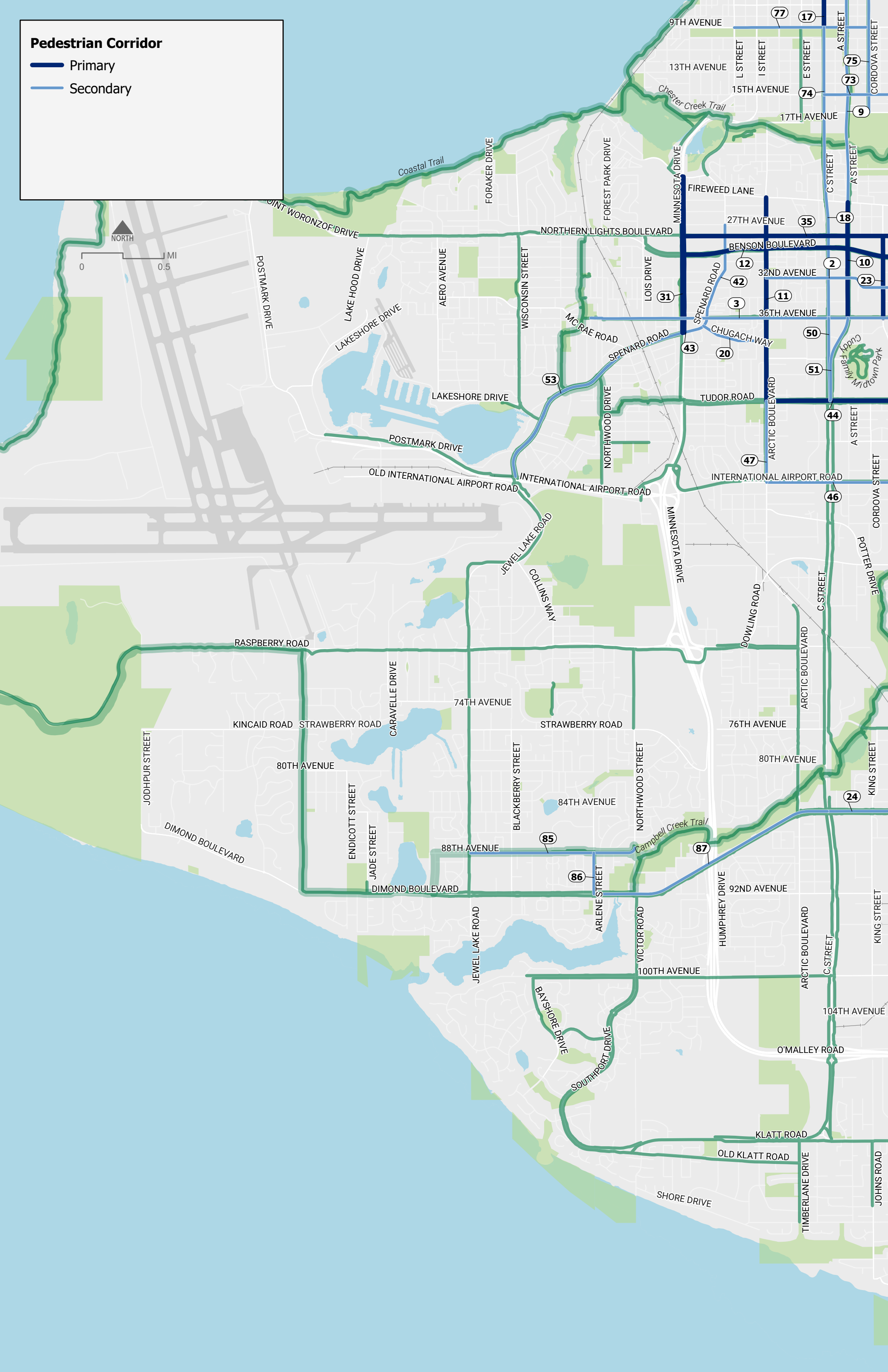
- Primary
- Secondary



Primary

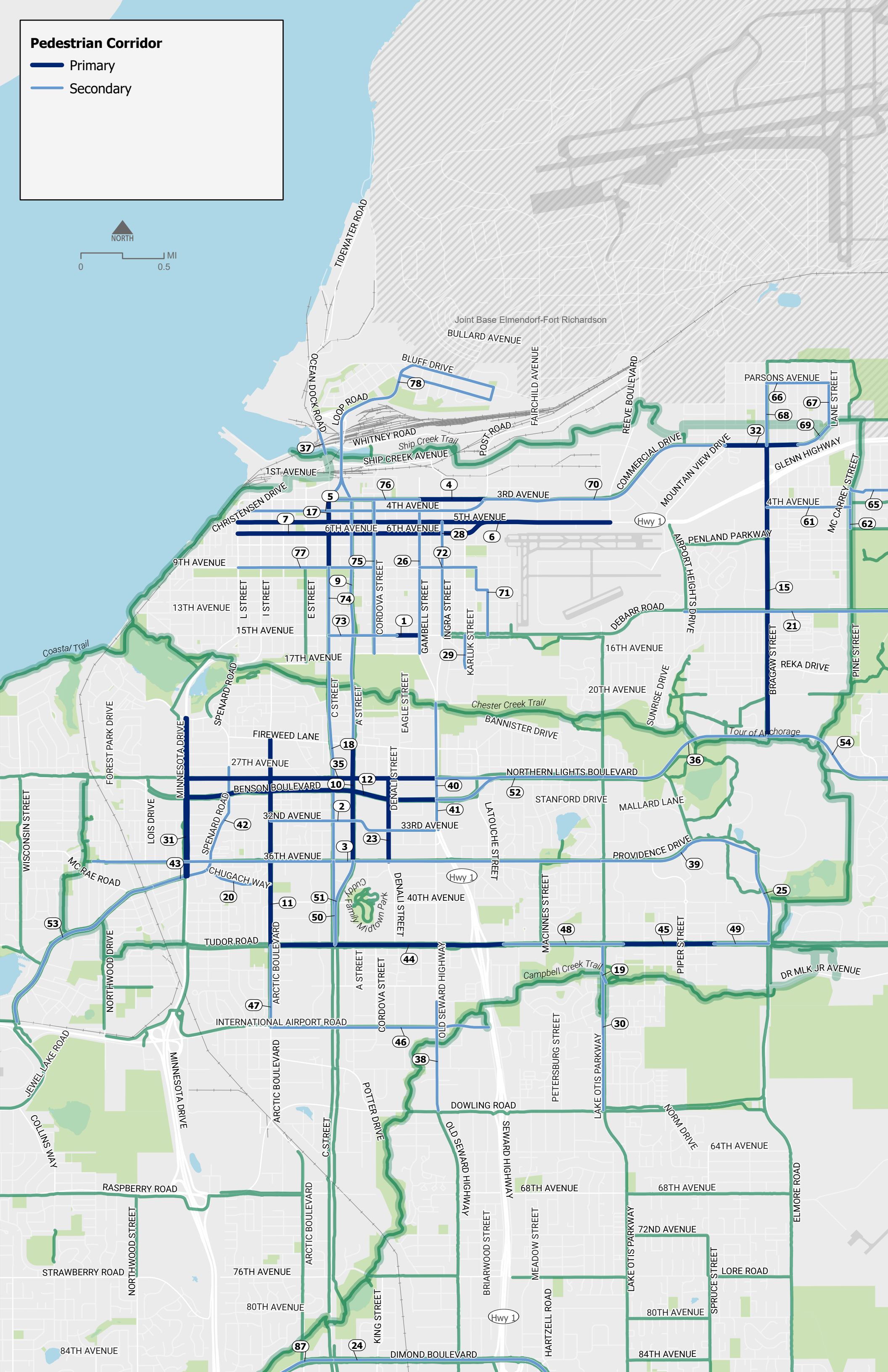
Secondary

Pedestrian Corridor



Pedestrian Corridor

- Primary
- Secondary



— Primary
— Secondary

