

AMATS

Non-Motorized Plan



ACKNOWLEDGEMENTS

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Thank you to the 3,600+ people who participated in this planning process through public comment forms, the online input map, interviews and meetings. Thanks also to the many individuals of the press and those engaged in social media throughout the process.

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Acronym Glossary

ADHSS	Alaska Department of Health and Social Services
ADOT&PF	Alaska Department of Transportation and Public Facilities
AMATS	Anchorage Metropolitan Area Transportation Solutions
AMATS PL	AMATS Planning Department
AMATS TAP	AMATS Transportation Alternatives Program
AMATS TIP	AMATS Transportation Improvement Program
ATAP	Alaska Temporary Assistance Program
CSS/CSD	Context Sensitive Solutions/Context Sensitive Design
DCM	Municipality of Anchorage Project Management & Engineering Department's Design Criteria Manual
DHHS	United States Department of Health and Human Services
MOA	Municipality of Anchorage
MOA IT	MOA Office of Information Technology
MOA M&O	MOA Maintenance and Operations
MOA OECD	MOA Office of Economic & Community Development
MOA PM&E	MOA Project Management and Engineering
MOA Traffic	MOA Traffic Department
NACTO	National Association of City Transportation Officials

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EXECUTIVE SUMMARY

Executive Summary

The Non-Motorized Plan (NMP) provides the vision for a network of facilities for non-motorized travel (walking, biking, rolling, and gliding) within the Anchorage Metropolitan Area Transportation Solutions (AMATS) Planning Area that, when implemented, will help residents travel more safely and efficiently without the need of a motor vehicle in all seasons.

The NMP merges planning efforts for on-street bicycle facilities, pedestrian sidewalks, and shared use pathways (for walking, biking, skiing, and other non-motorized modes) simultaneously. By addressing these topics together, a more comprehensive framework and vision for active transportation in the AMATS Planning area is developed. The 2020 NMP will supersede the existing Anchorage Bicycle Plan and Anchorage Pedestrian Plan when adopted and approved by the AMATS Policy Committee. It will not supersede the 1996 Areawide Trails plan until such time as that portion of the NMP has been completed and is also adopted and approved as an amendment to the NMP. This NMP provides a guiding vision for the next 10-plus years, after which it will be reviewed and updated.

This plan includes the following chapters:

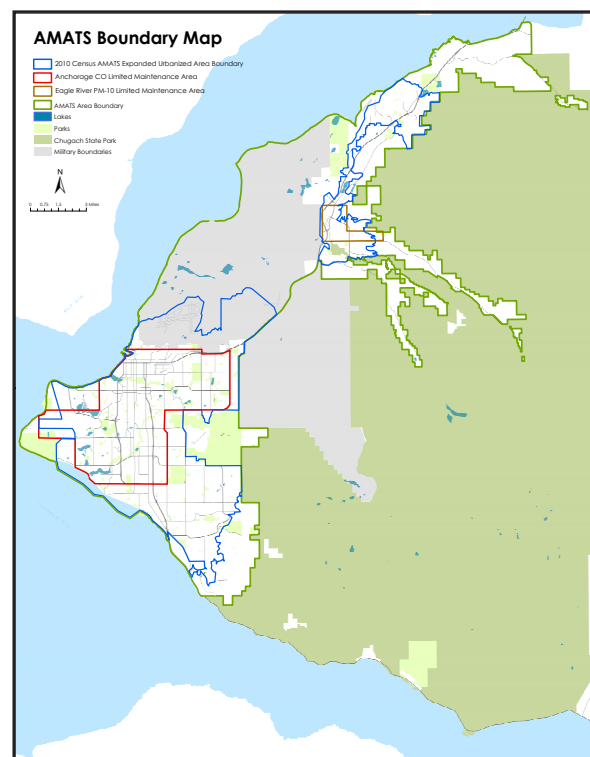
Chapter 1 – Introduction

Summarizes the vision and goals for this study and provides an overview of the study area, which consists of the entire AMATS Metropolitan Planning Area, as shown in Figure ES.1.

Chapter 2 – Existing Conditions

Provides an overview of previous planning efforts as well as a detailed analysis of the existing network, safety, land use, and demographic conditions in order to better understand these efforts as well as identify network opportunities.

Figure ES.1: AMATS Boundary Map



Chapter 3 – Public Involvement

Summarizes the public outreach conducted as well as the key outcomes from those efforts that guided plan development. Residents, visitors, and other stakeholders were invited to provide feedback through a series of public involvement opportunities, including workshops, presentations, mobile meetings, stakeholder interviews, field data collection, an online community survey, and advisory committees.

Chapter 4 – Network Development

Outlines the proposed non-motorized transportation network for the AMATS Metropolitan Planning Area. The network maps presented in this chapter represent the entire network if all the projects were to be built. Large format maps are included in Appendix A.3.

Chapter 5 – Project Prioritization

Outlines a prioritization process developed and applied to the entire network of projects presented in Chapter 4. The resulting network maps in Chapter 5 display projects based on three tiers of implementation: short term projects (less than 5 years), mid-term projects (5 to 10 years), and long-term projects (10 years or more). Near term implementation of bicycle projects will focus on local roadways, while pedestrian project implementation will focus on major roadways, with an overall emphasis on creating connections to destinations and improving crossings on major streets.

Chapter 6 – Implementation

Presents recommended policies and programs as well as preliminary concept-level designs for six specific projects. These projects are examples of a variety of facility types and were selected from the top tier of plan prioritization (see Chapter 5). These project locations include:

- 10th Avenue and Cordova Street Intersection
- Campbell Creek Trail Crossing at Lake Otis Parkway
- Fireweed Lane – Bicycle and Pedestrian Improvements
- 27th Avenue – Bicycle Boulevard
- 40th Avenue – Sidewalk Infill
- Coronado Street – Shared-Use Pathway

Chapter 7 – Design Guide

Presents non-motorized facility design best practices to be used as guidelines in the selection, design, and maintenance of bicycle and pedestrian facilities. These guidelines are based on national, state, and local guidance.

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The remainder of the Executive Summary includes overview maps and graphics from Chapters 4 through 7 depicting the non-motorized network recommendations, as well as prioritized bicycle and pedestrian corridors, and example design guidance for the recommended non-motorized facility types.

BICYCLE NETWORK

Bicycle Facility Recommendations

- - - Shared Use Pathway
- . - Study Corridor
- - - Separated Bikeway
- - - Enhanced Shared Roadway
- . - Trail, Crossing, and/or Tunnel Improvement(s)

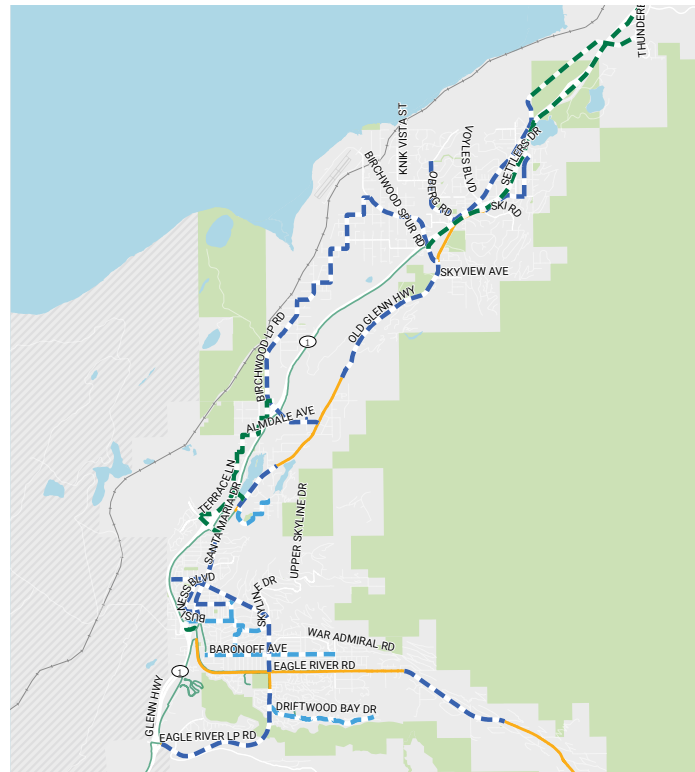
Existing Bicycle Facilities

- Moose Loop
- Bicycle Boulevard
- Bicycle Lane
- Paved Shoulder
- Shared Use Pathway

Disclaimer: Any proposed facility on Port property will be subject to approval by the Port Director, Anchorage Assembly, and appropriate representatives from the Office of Homeland Security prior to implementation.

NORTH 0 0.5 MILES

Figure ES.3: Recommended Bicycle and Shared Use Pathway Network | Chugiak-Eagle River



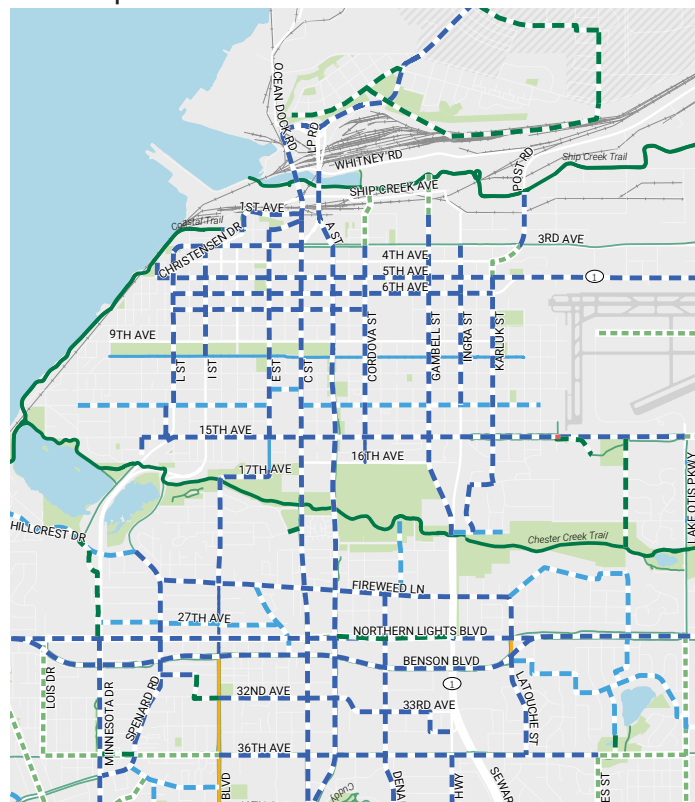
Bicycle Facility Recommendations

- Shared Use Pathway
- Study Corridor
- Separated Bikeway
- Enhanced Shared Roadway
- Trail, Crossing, and/or Tunnel Improvement(s)
- Moose Loop

Existing Bicycle Facilities

- Bicycle Boulevard
- Bicycle Lane
- Paved Shoulder
- Shared Use Pathway

Figure ES.4: Recommended Bicycle and Shared Use Pathway Network | Downtown



PEDESTRIAN CORRIDORS

Pedestrian Corridors

- Primary
- Secondary
- Existing Sidewalks
- Moose Loop
- Shared Use Pathway

Figure ES.6: Recommended Pedestrian Corridors | Chugiak-Eagle River

- Pedestrian Corridors**
- Primary
 - Secondary
 - Existing Sidewalks
 - Moose Loop
 - Shared Use Pathway

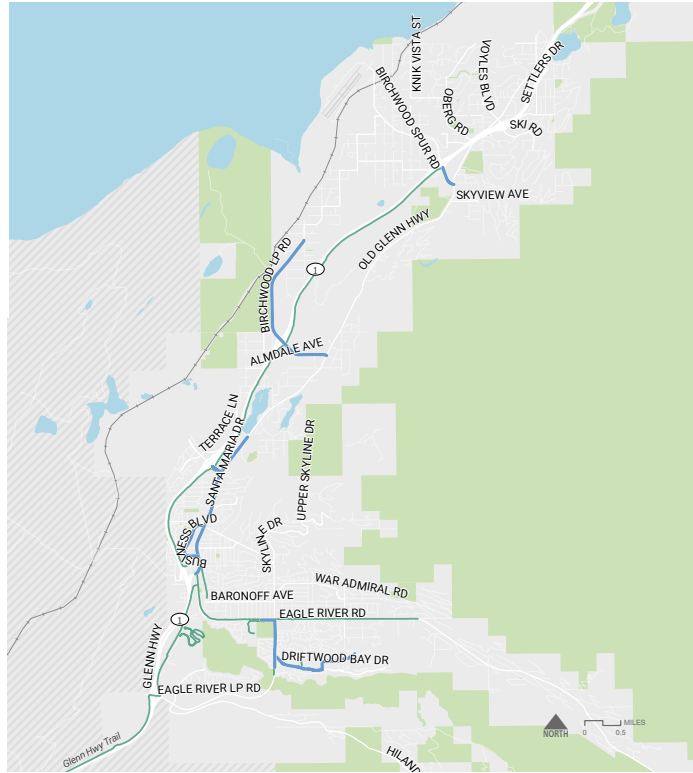


Figure ES.7: Recommended Pedestrian Corridors | Downtown

- Pedestrian Corridors**
- Primary
 - Secondary
 - Existing Sidewalks
 - Moose Loop
 - Shared Use Pathway

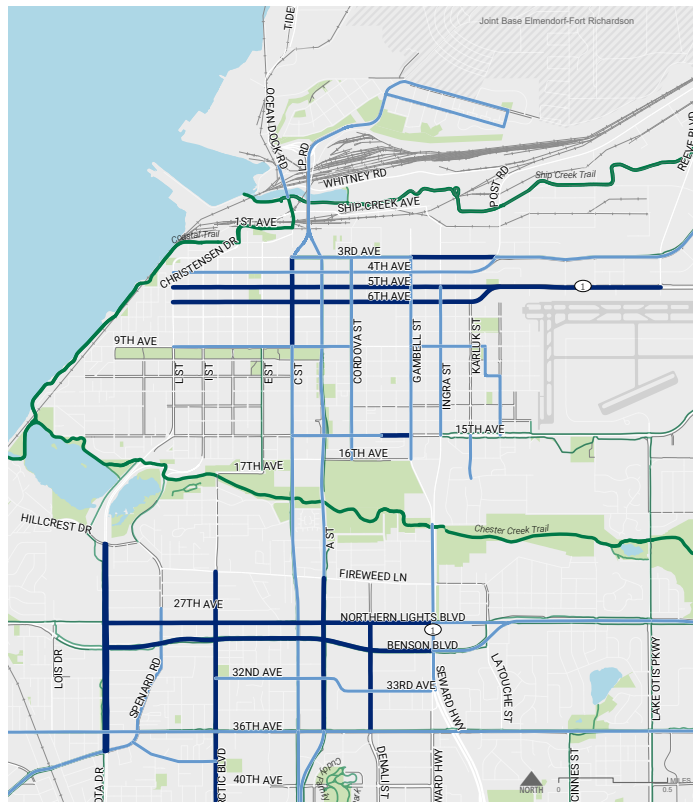


Figure ES.8: Prioritized Bicycle Corridors

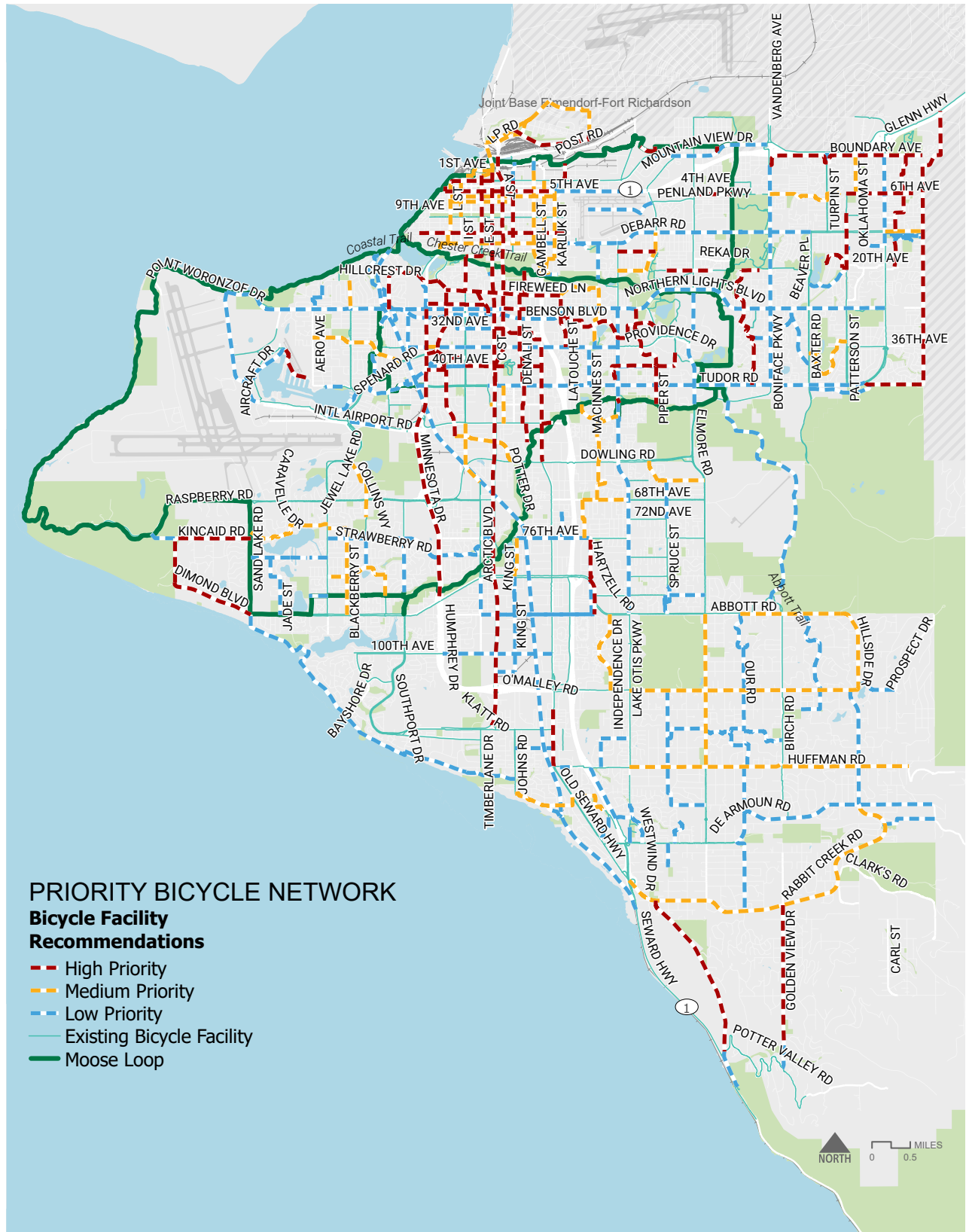


Figure ES.9: Prioritized Bicycle Corridors | Chugiak-Eagle River

Bicycle Facility Recommendations

- High Priority
- Medium Priority
- Low Priority
- Existing Bicycle Facility
- Moose Loop

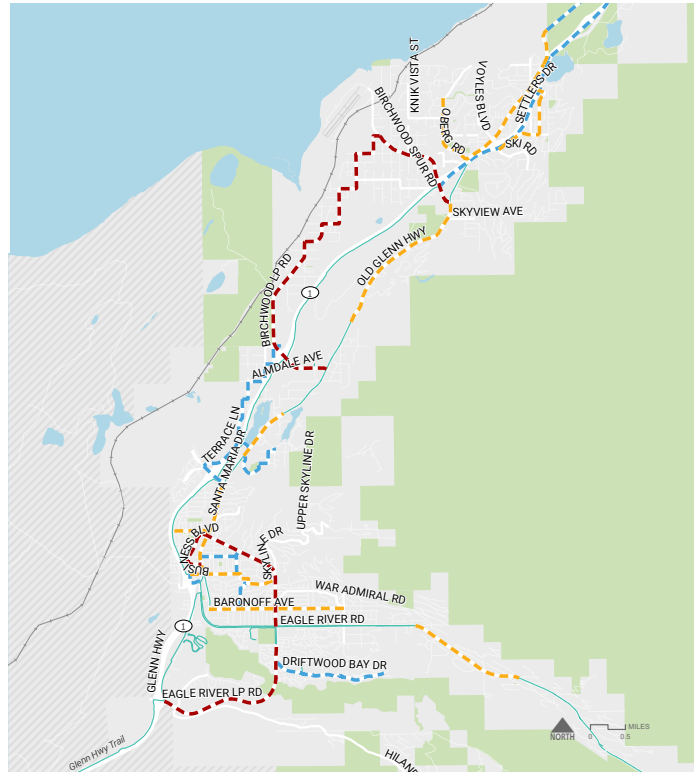
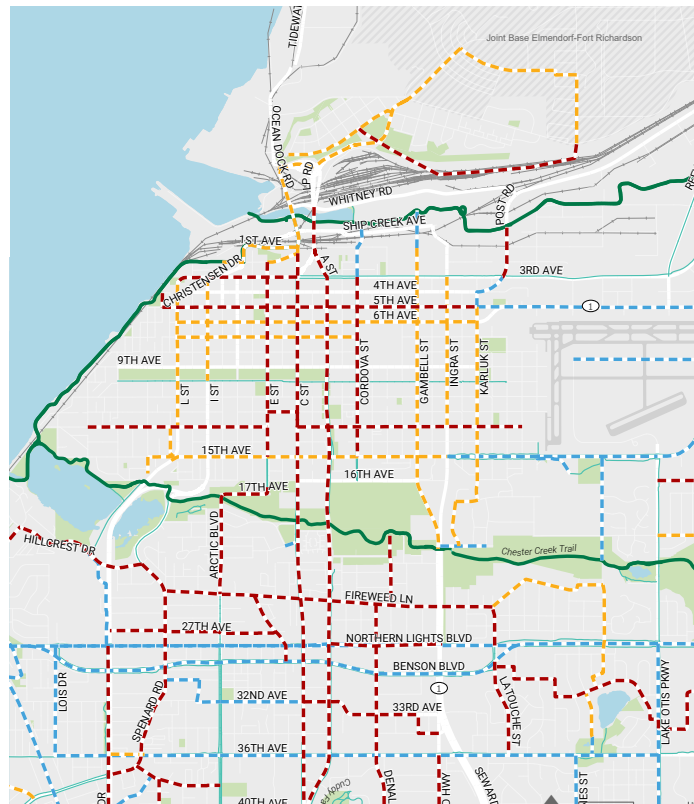


Figure ES.10: Prioritized Bicycle Corridors | Downtown

Bicycle Facility Recommendations

- High Priority
- Medium Priority
- Low Priority
- Existing Bicycle Facility
- Moose Loop



PRIORITY PEDESTRIAN CORRIDORS

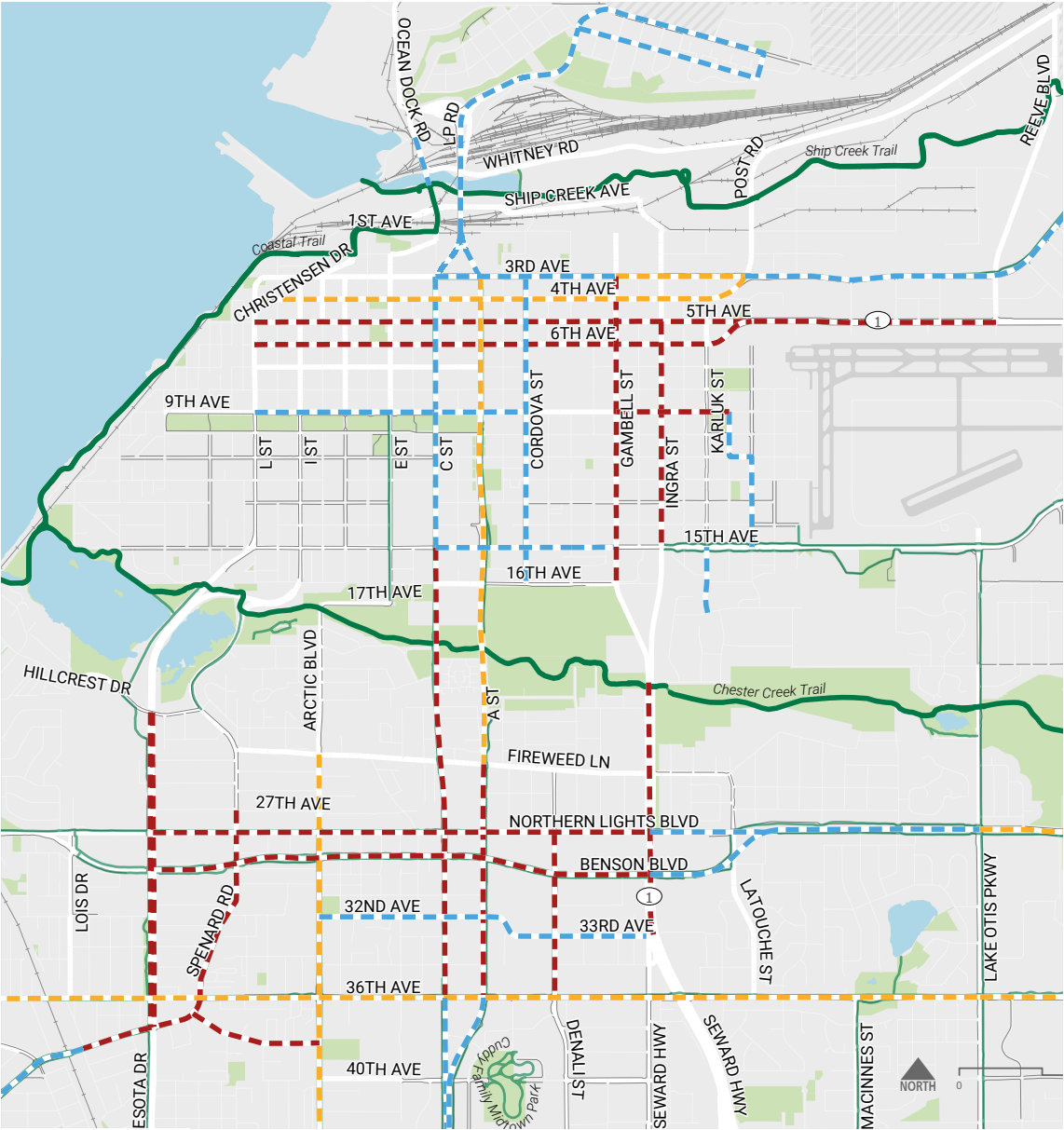
Pedestrian Corridors

- High
- Medium
- Low
- Moose Loop
- Shared Use Pathway
- Existing Sidewalks

0 0.5 MILES

NORTH

Figure ES.12: Prioritized Pedestrian Corridors | Downtown



Pedestrian Corridors

- High
- Medium
- Low
- Moose Loop
- Shared Use Pathway
- Existing Sidewalks

Figure ES.13: Example page from Chapter 7 Design Guide



Pedestrian Facilities (see also Shared Use Pathway and Sidepath)

Figure ES.14: Sidewalk



Enhanced Shared Roadways

Figure ES.15: Yield Roadway



Figure ES.16: Bicycle Boulevard



Separated Bikeways

Figure ES.17: Buffered Bicycle Lane



Separated Bikeways, continued

Figure ES.18: Protected Bicycle Lane



Shared Use Pathways

Figure ES.19: Sidepath



Figure ES.20: Shared Use Pathway

