

MTP Objective	Corresponding CAP Objective
3E-1: Work with AMATS committees to define an achievable mode split target consistent with MTP Goals.	6H: Support the mode share targets in the 2040 Metropolitan Transportation Plan and create a mode share (percent of travelers using a particular transportation type) tracking method.
3E-4: Work on development of local and regional park-and-ride systems in conjunction with PeopleMover and MOA Planning.	6E: Encourage carpooling and transit use by improving coordination and developing strategies with other agencies (e.g. developing site design incentives, using Link AK, creating carpool lanes, developing workplace incentives, addressing logistical challenges such as finding people who have similar travel needs).
3F: Enhance the physical connectivity between neighborhoods by increasing the number of roadway, pedestrian, bicycle, and transit connections.	6F: Continue to expand and connect non-motorized transportation facilities. Fund and implement policies and projects recommended by the Anchorage Non-Motorized Plan, such as secure and covered bike storage options. 6G: Make it easier for people to walk, bike, or use mobility aids by improving coordination and developing strategies with other agencies (e.g. lighting, winter maintenance of sidewalks, bike pathways and lanes). Prioritize safe routes to school to improve access and appeal of neighborhood schools.
3F-2: Work with planning partners to preserve existing platted easements for trails and establish new platted easements in subdivisions for access to schools, regional parks, recreational facilities, employment centers, and institutional and governmental facilities.	6F: Continue to expand and connect non-motorized transportation facilities. Fund and implement policies and projects recommended by the Anchorage Non-Motorized Plan, such as secure and covered bike storage options. 6G: Make it easier for people to walk, bike, or use mobility aids by improving coordination and developing strategies with other agencies (e.g. lighting, winter maintenance of sidewalks, bike pathways and lanes). Prioritize safe routes to school to improve access and appeal of neighborhood schools.
3I-1: Work with MOA Planning to implement the 2040 Land Use Plan to increase land use diversity and transit-supportive land use development consistent with the plan.	5A: Align Title 21 (Anchorage's land use regulations, development, and design standards) with the 2040 Land Use Plan and Metropolitan Transportation Plan 2040 goals.
3I-2: Support initiatives that increase bicycle, pedestrian, and transit mode share	6F: Continue to expand and connect non-motorized transportation facilities. Fund and implement policies and projects recommended by the Anchorage Non-Motorized Plan, such as secure and covered bike storage options.

	<p>6G: Make it easier for people to walk, bike, or use mobility aids by improving coordination and developing strategies with other agencies (e.g. lighting, winter maintenance of sidewalks, bike pathways and lanes). Prioritize safe routes to school to improve access and appeal of neighborhood schools.</p>
Objective 3K - Improve year-round mobility	<p>6G: Make it easier for people to walk, bike, or use mobility aids by improving coordination and developing strategies with other agencies (e.g. lighting, winter maintenance of sidewalks, bike pathways and lanes). Prioritize safe routes to school to improve access and appeal of neighborhood schools.</p> <p>5F: Fund the Maintenance & Operations Department to address unpredictable winter weather conditions, including rain on snow events. This includes both winter road maintenance and summer repairs.</p> <p>5G: Invest in safe and covered bus stops with benches. Prioritize winter maintenance so that residents can easily access bus stops.</p>
3K-1: Work with the MOA on establishing districts to collect revenue for improved winter maintenance.	<p>5F: Fund the Maintenance & Operations Department to address unpredictable winter weather conditions, including rain on snow events. This includes both winter road maintenance and summer repairs.</p>
4B-3: Review the non-motorized plan, when adopted, for policy/action item recommendations for the next MTP.	<p>6F: Continue to expand and connect non-motorized transportation facilities. Fund and implement policies and projects recommended by the Anchorage Non-Motorized Plan, such as secure and covered bike storage options.</p>
4D-5: Continue monitoring improvements to electric and autonomous vehicle technology and actions taken by other states and local communities.	<p>7B: Monitor economic viability of transitioning public transit fleet (e.g. People Mover and Anchor Rides) to electric or other alternative fuel vehicles</p>
4D-6: Develop an emerging transportation technology strategic plan.	<p>7D: Work with utilities, city and borough planners, and other stakeholders to develop an Electric Vehicle Infrastructure plan for the highway corridor from Fairbanks to Homer to Glennallen, with a focus on the Valley to Anchorage commuters. Apply for Volkswagen settlement funding through Alaska Energy</p>

	<p>Authority to begin phase I implementation of the plan.</p>
5-1: Encourage travel by means other than single-occupancy vehicle travel	<p>All of Objective 5. Advance land use planning that creates a more livable and resilient community And Objective 6. Increase use of public transit and non-motorized transportation.</p>
5-2: Encourage and promote projects and programs for active transportation to maintain the health and welfare of citizens	<p>All of Objective 6. Increase use of public transit and non-motorized transportation. Especially: 6I: Promote the use of transportation modes other than single-occupancy vehicles through outreach about the social, health, and environmental benefits (e.g. creating a Bus to Work Day, expanding Bike to Work Day).</p>
5B-1: Develop incentives to increase TDM/TSM measures such as subsidized transit passes	<p>6C: Promote the reduced fare program on People Mover and create youth (under 18) ride free. 6B: Expand participation in the Employer Sponsored Pass program for workplaces to purchase bus passes for employees, students, etc.</p>
5B-2: Support infrastructure for electric vehicles.	<p>7F: Support electric car charging station infrastructure in new commercial and multifamily housing during the initial construction phase by laying conduit for charging stations and right-sizing electrical panels. 7E: Support the development of low-carbon transportation fueling infrastructure for fleets and the general public. 7D: Work with utilities, city and borough planners, and other stakeholders to develop an Electric Vehicle Infrastructure plan for the highway corridor from Fairbanks to Homer to Glennallen, with a focus on the Valley to Anchorage commuters. Apply for Volkswagen settlement funding through Alaska Energy Authority to begin phase I implementation of the plan.</p>

5D-1: Work on expanding the vanpool program.	6E: Encourage carpooling and transit use by improving coordination and developing strategies with other agencies (e.g. developing site design incentives, using Link AK, creating carpool lanes, developing workplace incentives, addressing logistical challenges such as finding people who have similar travel needs).
5E1: Coordinate regarding snow plow priorities. Establish priorities based on transit routes, walkable land-use-designated areas, and equity considerations.	6G Make it easier for people to walk, bike, or use mobility aids by improving coordination and developing strategies with other agencies (e.g. lighting, winter maintenance of sidewalks, bike pathways and lanes). Prioritize safe routes to school to improve access and appeal of neighborhood schools.
5E-2: Identify ways to reduce snow accumulation on sidewalks and pedestrian walkways.	5F: Fund the Maintenance & Operations Department to address unpredictable winter weather conditions, including rain on snow events. This includes both winter road maintenance and summer repairs. 5G: Invest in safe and covered bus stops with benches. Prioritize winter maintenance so that residents can easily access bus stops. 6G: Make it easier for people to walk, bike, or use mobility aids by improving coordination and developing strategies with other agencies (e.g. lighting, winter maintenance of sidewalks, bike pathways and lanes). Prioritize safe routes to school to improve access and appeal of neighborhood schools.
5E-3: Identify and support development of locations where covered and connected walkways downtown are possible	6G Make it easier for people to walk, bike, or use mobility aids by improving coordination and developing strategies with other agencies (e.g. lighting, winter maintenance of sidewalks, bike pathways and lanes). Prioritize safe routes to school to improve access and appeal of neighborhood schools. 6F Continue to expand and connect non-motorized transportation facilities. Fund and implement policies and projects recommended by the Anchorage Non-Motorized Plan, such as secure and covered bike storage options.
Objective 5I: Match street design to the use and character of the community/neighborhood through Complete Streets, recognizing that characters may vary from primarily commercial	5E: Adopt a Complete Streets policy for all MOA transportation improvement projects to parallel the AMATS Complete Streets Policy

to primarily residential and from primarily urban to primarily rural.	
6F-1: Work with MOA Planning and the private sector to install non-motorized friendly amenities.	6F: Continue to expand and connect non-motorized transportation facilities. Fund and implement policies and projects recommended by the Anchorage Non-Motorized Plan, such as secure and covered bike storage options.