

**Municipality of Anchorage  
Long-Range Transportation Strategy**

**Project update: 6/20/2024**

POLICY COMMITTEE Thursday, June 20, 2024



## Purpose:

**Policy guidance for local decision making and funding**



## So Far....

- **5 working group meetings**
- **One-On-One working group member interviews**
- **Online survey of 180 people**
- **Open house, Transportation fair, ski/bike-to-work day, FCC**



**2020 COMPREHENSIVE PLAN**

37 Design, construct, and maintain roadways or rights-of-way to accommodate pedestrians, bicyclists, transit users, the disabled, automobiles, and trucks where appropriate.

**ANCHORAGE PEDESTRIAN PLAN**

**Goal 1** Create a safer, more walkable city that will encourage winter pedestrian activity and make walking a safer and more attractive activity.

**2035 MTP**

**Goal 7:** Provide a transportation system that provides viable transportation choices among various modes.

**MOUNTAIN VIEW TARGETED NEIGHBORHOOD PLAN**

4.2. Make Mountain View more bicycle and pedestrian friendly

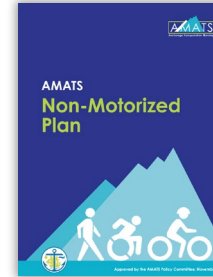
**EAST ANCHORAGE DISTRICT PLAN**

3. Make East Anchorage safe for walking and biking year-round

**ANCHORAGE 2040 LAND USE PLAN**

6-2 Adopt a policy and municipal street design criteria for "Complete Streets" and urban and mixed-use Street Typologies to serve all users and reflect adjacent land use patterns. Apply these in priority Reinvestment Focus Areas.

**AMATS NON-MOTORIZED PLAN**



**OUR DOWNTOWN PLAN**

**5. Improve connectivity:** Link amenities, housing, office space, retail, and natural resources to enhance Downtown's sense of place and connectivity among destinations. Promote walking as an important mode of travel within Downtown. Encourage bicycling connections within Downtown and to the surrounding community. Strengthen intermodal connections, making it easier for Downtown pedestrians to use Anchorage's air, rail, bus, and ferry terminals.

**2050 MTP**

**Improve Safety & Security**  
Provide safer and more secure places to live, walk, bike, ride the bus, and drive

2001

2007

2012

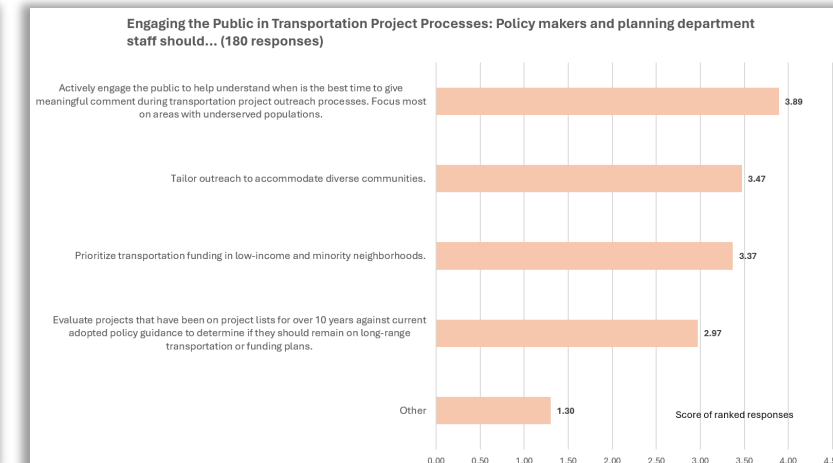
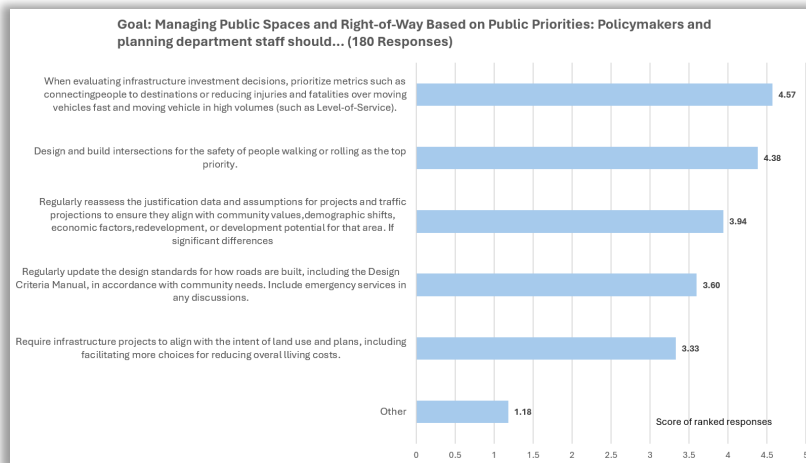
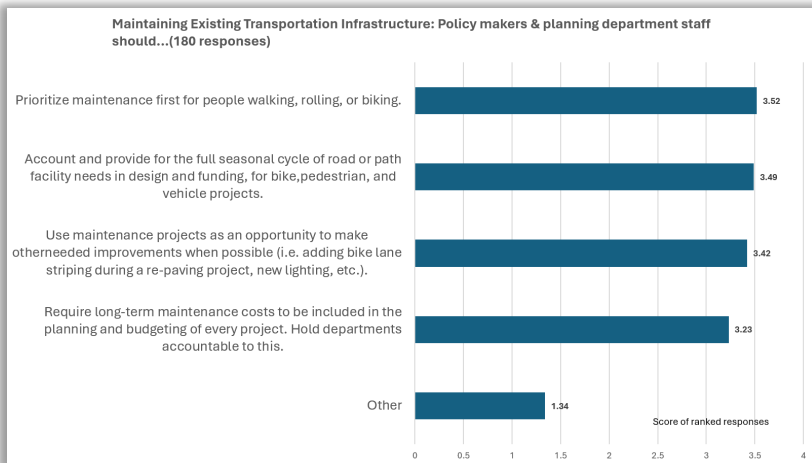
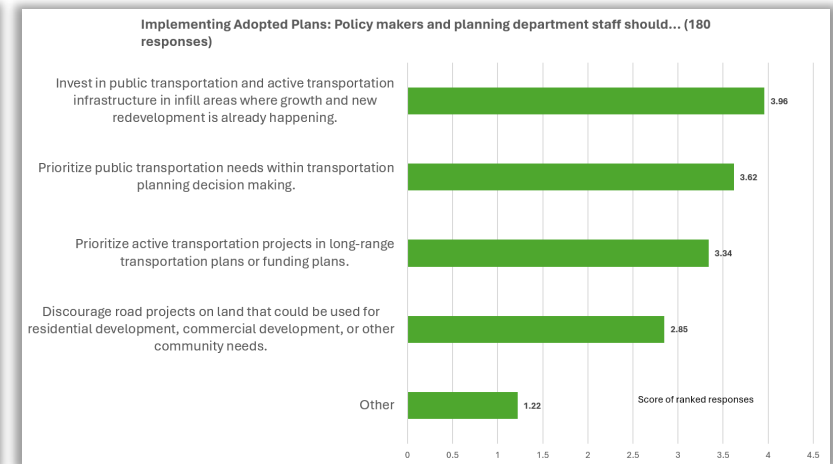
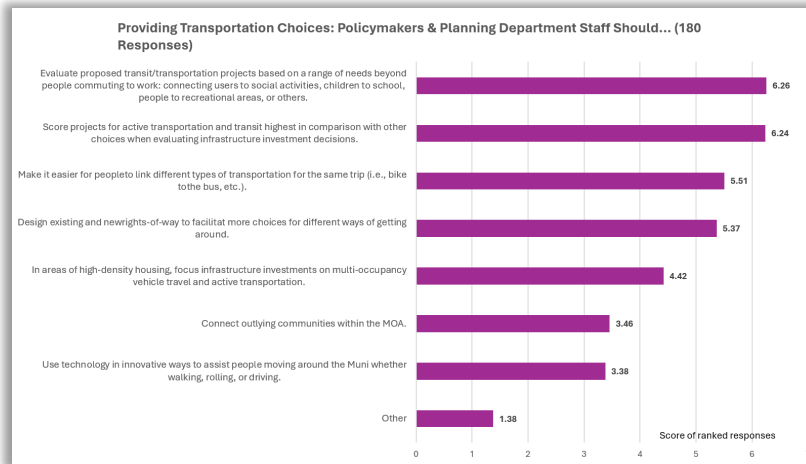
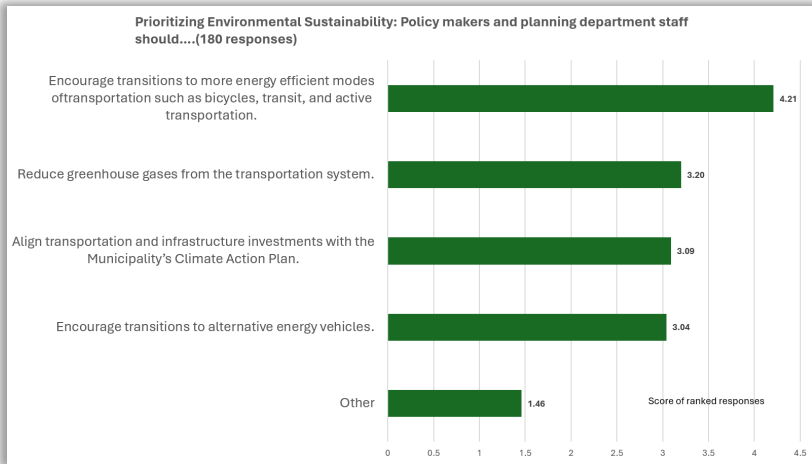
2014

2017

2021

2023

2024



- 1. Take a Safe System approach to all projects**
- 2. Maintain Existing Transportation Infrastructure: Fix and use what we have first**
- 3. Provide Transportation Choices in how people move around the Municipality**
- 4. Reflect Public Priorities in Transportation Investments and Decision Making**
- 5. Consider Environmental Sustainability**

Goal	Strategy:
<p><b>Take a Safe System approach to all projects</b></p>	<p><b>Treat every project as a safety project:</b> Use maintenance projects as an opportunity to make other needed improvements when possible (i.e. adding bike lane striping during a re-paving project, repairing adjacent sidewalks to make them ADA accessible, new lighting, etc.). Include these investments in project budgeting. Ask: what else could we fix once we are there?</p>
	<p><b>2. Set a modal hierarchy. When tradeoffs are required, prioritize improvement needs based on the vulnerability of the users as follows:</b></p> <ol style="list-style-type: none"> <li><b>1. Pedestrians</b></li> <li><b>2. Bicyclists</b></li> <li><b>3. Transit Users</b></li> <li><b>4. Freight Vehicles</b></li> <li><b>5. Personal Vehicles</b></li> </ol>

Goal	Strategy:
<p><b>Maintain Existing Transportation Infrastructure: Fix and use what we have first</b></p>	<p><b>1. Prioritize operational maintenance (things like snow clearing or gravel sweeping) first for people walking, rolling, or biking.</b></p> <ul style="list-style-type: none"> <li>• Create a list of which facilities get plowed first. (“Sidewalks, pathways, transit pads/shelters are all first. Roads with on-street bike facilities or transit routes are second priority. Cargo haul routes are second. Then any other primarily vehicular roads are last priority.”)</li> <li>• Allow for adaptive use of infrastructure for maintenance (snow storage in lanes that might be seasonally used for bicycles)</li> </ul>
	<p><b>2. Account for, provide for, and make known the full seasonal cycle of road or path facility needs in design and funding, for all transportation projects for the lifespan of those projects.</b></p>



Goal	Strategy:
<p><b>Provide Transportation Choices in how people move around the Municipality</b></p>	<p><b>1. Evaluate proposed projects based on a range of travel needs and options.</b> Functional trips should rate higher than recreational.)</p>
	<p><b>2. Plan and build infrastructure consistent with mode share targets.</b></p> <p>a. Set mode share targets</p>
	<p><b>3. Enhance the financial sustainability of public transportation, enabling increased frequency and expanded service coverage.</b></p>
	<p><b>3. Make it easier for people to link different types of transportation for the same trip (i.e., bike to the bus, etc.).</b></p>
	<p><b>4. Connect outlying communities within the MOA.</b></p>

Goal:	Strategy:
<p><b>Reflect Public Priorities in Transportation Investments and Decision Making</b></p>	<p><b>1. Engage the public in project planning</b></p> <ul style="list-style-type: none"> <li>a. Actively engage the public to help understand how to give meaningful comment during transportation project outreach processes, including what can or can't be changed by certain projects.</li> <li>b. Tailor outreach to diverse communities and focus outreach on underserved populations.</li> <li>c. Prioritize transportation funding in low-income and minority neighborhoods.</li> </ul>
	<p><b>2. Move away from default metrics that prioritize moving vehicles fast or in high volumes over other community priorities.</b> Be wary of the impacts of induced demand.</p>
	<p><b>3. Implement adopted land use and transportation plans:</b></p> <ul style="list-style-type: none"> <li>a. Invest in public transportation and active transportation infrastructure in infill areas with higher density housing where growth and new redevelopment is already happening.</li> <li>b. Prioritize public transit and active transportation projects needs within long-range transportation plans or funding plans.</li> </ul>
	<p><b>4. Regularly revisit the CIP project list, and assessment and scoring criteria for the MOA capital improvement project list.</b> If conditions or needs have changed, update the CIP or remove those projects from project lists.</p>
	<p><b>5. Assess design standards for how roads are built, including the Design Criteria Manual, in accordance with community needs on a regular basis.</b></p> <ul style="list-style-type: none"> <li>a. Update the DCM (includes allowing specific road designs for Girdwood, other areas)</li> <li>b. Make it easier to update the DCM as needed</li> </ul>
	<p><b>6. Require infrastructure projects to justify how they align with adopted land use or neighborhood plans.</b></p>

Goal:	Strategy:
<p><b>Consider Environmental Sustainability:</b></p>	<p><b>1. Provide more options for transitions to more energy efficient modes of transportation such as bicycles, transit, and active transportation.</b></p>
	<p><b>2. Reduce negative ecological/health impacts from the transportation system.</b></p>
	<p><b>3. Align transportation and infrastructure investments with the Municipality’s Climate Action Plan.</b></p> <p>a. Track the three metrics for transportation in the Climate action plan. Miles of bike/ped infra added, public transit ridership, EVs in MOA fleet.</p>



## Next Steps....

- **Set up specific processes for Eagle River/Girdwood?**
- **Finalize document**
- **Set date for PZC**
- **Present to FCC, Councils**
- **Review/Approval by PZC and Assembly**



# Questions?