

Municipality of Anchorage
Long Range Transportation Strategy

February 26, 2024, Open House Meeting Results

Approximately 14 people attended the open house on Monday, February 26, 2024. Eleven people signed in, three others did not sign the sign-in sheet.

Table 1 below includes the results of our prioritization exercise and additional suggested priority actions.

A single written comment was received.

Table 1: Meeting Results

Maintaining Existing Transportation Infrastructure	
• Use maintenance projects as an opportunity to make other needed improvements.	4
• Prioritize maintenance first for walking, rolling, and biking.	8
• Account for and provide for the full seasonal cycle of road or path facility needs.	5
• Require that long-term maintenance costs be included in project planning and budgeting.	7
Other suggested: <ul style="list-style-type: none"> • Build urban roads first before building more freeways. How about fixing Fireweed first? • Establish and environment-responsive DCM for bike lands and sidewalk improvements. • Separate non-motorized traffic with elevated lanes • Set higher standards for the percent of road and trails in good repair. Don't' always default to DOT&PF standards like AMATS • Focus on connecting the missing links for bike/ped. We can to maintenance later. As the city grows, the opportunity for some lines will go away. Get them while you can! • Snowplowing sideways, fixing potholes in the trail network. 	
Providing Transportation Choices	
• Score projects for active transportation and transit higher in evaluating investment decisions.	6
• Make it easier for people to link different types of transportation for the same trip.	3
• Evaluate proposed transit/transportation projects based on range of needs (not just commuters).	0
• Design existing and new rights-of-way to facilitate more choices for different ways of getting around.	6
• Focus infrastructure investments on multi-occupancy vehicle travel and active transportation in high-density areas.	3
• Use technology in innovative ways to assist people moving around the MOA.	2
• Connect outlying communities within the MOA.	1
Other suggested: <ul style="list-style-type: none"> • Adopt NACTO major and minor streets guidelines in all plans 	

<ul style="list-style-type: none"> • Already done in downtown plan 2021 • Safe and comfortable walk/bike facilities – not just paint—physical barriers, signals optimized for bikes/peds, etc. • Not every road needs to accommodate all users. The SYSTEM should accommodate all 	
Managing Public Spaces and Right-of-Way Based on Public Priorities	
<ul style="list-style-type: none"> • Regularly reassess the data and assumptions for projects to make sure they align with community values and changes in need. 	2
<ul style="list-style-type: none"> • Regularly update design standards for how roads are built in accordance with community needs. 	3
<ul style="list-style-type: none"> • Prioritize metrics such as connecting people to destinations or reducing injuries over vehicle speed and volumes. 	6
<ul style="list-style-type: none"> • Design and build intersections with people walking or rolling as the top priority. 	8
<ul style="list-style-type: none"> • Require infrastructure projects to align with the intent of land use plans. 	10
<p>Other suggested:</p> <ul style="list-style-type: none"> • Monetize all parking in ROWs • Use underdeveloped ROW and ped easements to create non-motorized connections separated from roadways. Safer and more inviting. • Integrate transportation planning with school planning, especially in minimizing single use vehicles (student drop offs and pick ups) • Design standards need to include redesign and rebuild • Leverage easement size or width to allow for fuel/fire breaks. Egress planning in high wildfire-prone areas. 	
Engaging the Public in the Transportation Project Processes	
<ul style="list-style-type: none"> • Actively engage the public on how to best give meaningful comment during project outreach, focusing on underserved populations. 	3
<ul style="list-style-type: none"> • Tailor outreach to accommodate diverse communities. 	4
<ul style="list-style-type: none"> • Prioritize transportation funding in low-income and minority neighborhoods. 	6
<ul style="list-style-type: none"> • Evaluate projects that have been on project lists for more than 10 years against current adopted policy guidance to determine if they should remain in funding plans. 	6
<p>Other suggested:</p> <ul style="list-style-type: none"> • Create a public dashboard with a real-time view of MOA fleet vehicles (people mover, plows) with GPS on fleet vehicles. 	
Implementing Adopted Plans	
<ul style="list-style-type: none"> • Invest in public transportation and active transportation in infill areas where growth and new development are already happening. 	4
<ul style="list-style-type: none"> • Prioritize public transportation needs within transportation planning decision-making. 	2

<ul style="list-style-type: none"> • Prioritize active transportation projects in long-range transportation plans or funding plans. 	6
<ul style="list-style-type: none"> • Discourage road projects on land that could be used for residential or commercial development or other community needs. 	5
<p>Other suggested:</p> <ul style="list-style-type: none"> • Anchorage zoning changes (e.g., 3 and 4 plexes) need to be incorporated into transportation modelling • The Assembly rejection of the Comp Plan’s TARGETED infill and redevelopment makes it impossible to move toward transit and walkability. Follow the Land Use Plans • Fix DCM to align with adopted plans • “Infill anywhere’ is creating more vehicle miles traveled. Direct/promote infill in targeted, walkable transit supported areas. • Fix zoning code to align with adopted plans • With no parking requirements, the burden for providing alternatives falls to the public. More busses, public parking, on street parking) • The Assembly has rejected our adopted plans and will change zoning to anything everywhere. This will make it hard to plan ahead. Our current plans focus on town centers and transit corridors. The new regime does not provide this guidance. 	
<p>Prioritizing Environmental Sustainability</p>	
<ul style="list-style-type: none"> • Encourage transitions to more energy-efficient modes of transportation. 	3
<ul style="list-style-type: none"> • Encourage transitions to alternative energy vehicles. 	2
<ul style="list-style-type: none"> • Reduce greenhouse gases from the transportation system. 	3
<ul style="list-style-type: none"> • Align transportation and infrastructure improvements with the MOA Climate Action Plan. 	3
<p>Other suggested:</p> <ul style="list-style-type: none"> • Alternative energy vehicles don’t solve other transportation problems (e.g. safety) so should be a lower priority than transitioning to other modes (bike/walk/bus) • Enforce low impact development standards for surface runoff handling and treatment • Transportation infrastructure should not negatively affect surrounding land and water 	