

Municipality of Anchorage Long-Range Transportation Strategy



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Chapter 1: Introduction & Background

Introduction

In 2023, the Assembly directed the Planning Department to facilitate a planning process for a long-range transportation plan for the entire Municipality (MOA). As the project proceeded, it became clear that a traditional transportation plan with project lists would be beyond the scope of the resources available, and thus this document became a strategy focused on high levels goals and objectives. Over the course of the project, different sets of values emerged for the three distinct areas of the MOA: Chugiak-Eagle River, the Anchorage Bowl, and Girdwood. This strategy document provides a policy basis for transforming those values into infrastructure and spending priorities.

Executive Summary

Policy makers and decision makers should:

- 1. Take a safe systems approach to all projects.**
- 2. Maintain existing transportation infrastructure—improve, fix, and use what we have first.**
- 3. Provide transportation choices: provide choices in how people move around the Municipality.**
- 4. Reflect public priorities in transportation investments and decision making.**
- 5. Consider environmental sustainability.**

Background

Overview

Transportation infrastructure is one of the most important land uses within the Municipality; transportation uses in Anchorage comprise about 20% of the community's total use of land. Land use plans in Anchorage have been calling for different approaches with improved designs and investments in transportation infrastructure since at least 2001, when the Assembly adopted the Anchorage 2020—Anchorage Bowl Comprehensive Plan. This Long-Range Transportation Strategy is intended to address the following:

- Recommended changes to transportation priorities based on years of previously-adopted plans.
- The Assembly's stated need for guidance for better policy direction on long-range transportation. The Assembly does not currently have a document that provides information on transportation values for the entire Municipality.

- The lack of official local government priorities and metrics for transportation projects. The AMATS Metropolitan Transportation Plan (MTP) guides transportation and lists projects, but these are selected according to federal priorities and federal metrics and the AMATS planning area only covers the Anchorage Bowl and Chugiak-Eagle River.
- Historical issues with large-scale investments not aligning with community transportation priorities.
- Need for better guidance, but within budgetary constraints.
- The same problems appearing over and over, such as investments to the transportation system without any significant change in outcomes, alignment with plans or impact positive impact on commute times or other metrics.

As originally directed by the Assembly, the intent of this project was to develop a long-range transportation strategy that united the values and vision of the entire Municipality. Over the course of the working group process, it became clear that the Chugiak-Eagle River, Anchorage Bowl, and Girdwood areas of the Municipality all have different sets of values when it comes to transportation. As a result, this strategy will include a separate chapter with separate values and implementation actions for each area.

The Long-Range Transportation Strategy in relation to the AMATS Metropolitan Transportation Plan (MTP) and MOA Capital Improvement Program (CIP)

Federal law requires every metropolitan area over 50,000 people to have a Metropolitan Planning Organization (MPO) and produce a Metropolitan Transportation Plan (MTP) every five years. In Anchorage, the MPO is known as the Anchorage Metropolitan Area Transportation Solutions (AMATS) and this agency covers an area from Eklutna to the Potter Marsh area along the Seward Highway. Due to federal districting and population rules, AMATS does not cover Bird, Indian, Girdwood, or Portage, even though these communities are part of the Municipality; projects in these areas are funded by local, state, or federal sources but outside the AMATS framework.

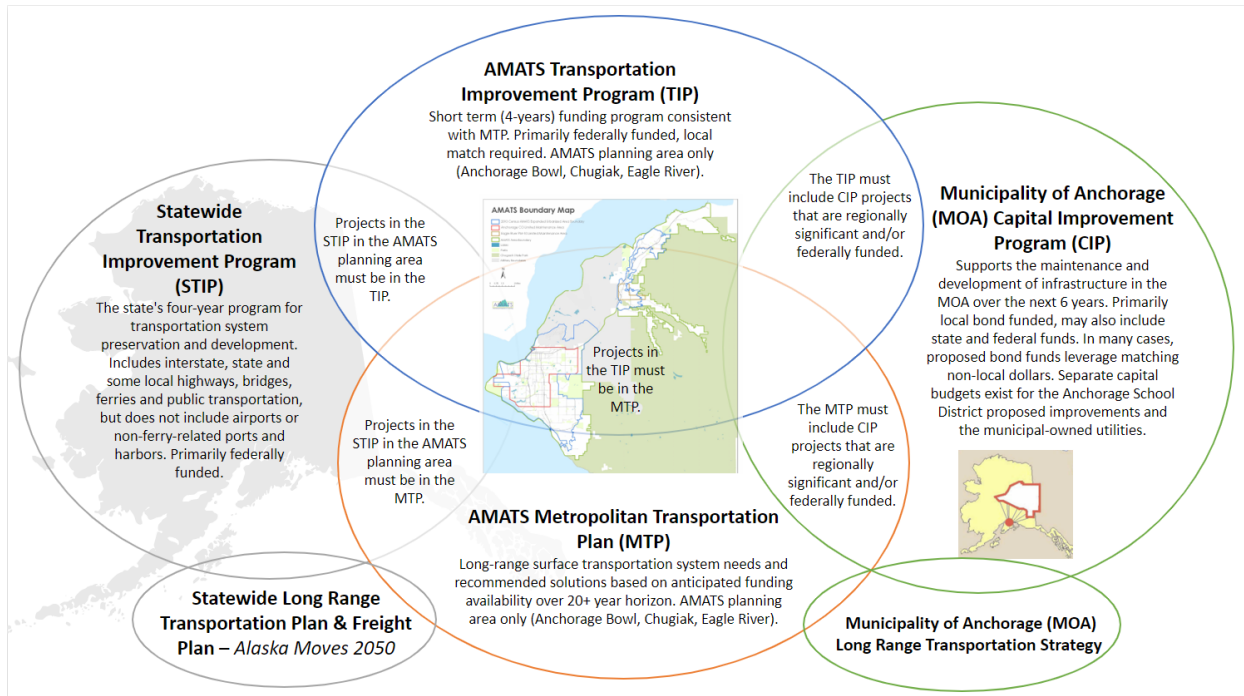


Figure 1 Transportation Planning In Context

- The [AMATS MTP](#) includes a 20-year project list for most surface transportation in the AMATS area; this project list is based on federal guidelines, federal funding priorities, and governed by a Policy Committee made up of state and local representatives.
- The Capital Improvement Program (CIP) is the Municipality's 6-year list of proposed projects of all types and is primarily based on local funding. The CIP includes transportation projects funded through local sources.
- This Long-Range Transportation Strategy (LRTS) will provide tailored, community-specific guidance that is more responsive to local needs everywhere in the Municipality. The LRTS will guide the CIP and inform the MTP.

Historical Plans & Guidance on Transportation Infrastructure

Though often separated by institutional organization, transportation is fundamentally a land use and thus appears frequently in land use plans. Many of Anchorage's land use plans over the last 40 years have called for changes related to transportation and infrastructure, excerpted below:

Adopted Plan Document	Excerpt Related to Roads, Right of Way, or Transportation
<p>1982: Anchorage Bowl Comprehensive Development Plan (AO 82-85):</p>	<p><i>Long-Term Objectives:</i></p> <ul style="list-style-type: none"> • <i>To develop a plan that promotes and enhances the quality of the environment</i> • <i>To reduce dependency on the automobile</i> • <i>To develop a transportation network that promotes and supports planned land use patterns as reflected in the Anchorage Comprehensive Plan</i> • <i>To integrate elderly and disabled transportation planning, and develop an elderly and handicapped transportation</i>

Adopted Plan Document	Excerpt Related to Roads, Right of Way, or Transportation
	<p><i>facilities plan as a component of the overall transportation system.</i></p> <ul style="list-style-type: none"> ● <i>To provide the community with a balanced multi-modal system that provides for the safe and efficient movement of people and goods.</i>
<p>1995 Girdwood Area Plan (AO 1994-238(S))</p>	<ul style="list-style-type: none"> ● <i>All new collector roads should include separated, fully improved bicycle/foot paths.</i> ● <i>Local streets and collectors should be designed and constructed to allow adequate space for underground utilities, drainageways and snow storage.</i> ● <i>This Plan encourages the Municipality, the Alaska Railroad, Seibu Alaska, Inc., and any other future major resort operators to consider actions that will reduce the number of vehicle trips between Anchorage and Girdwood.</i>
<p>2001: Anchorage 2020—Anchorage Bowl Comprehensive Plan (AO 2000-119(S))</p>	<ul style="list-style-type: none"> ● <i>Land Use & Transportation Policy #37: Design, construct, and maintain roadways or rights-of-way to accommodate pedestrians, bicyclists, transit users, the disabled, automobiles, and trucks where appropriate</i> ● <i>Land Use & Transportation Policy #38: Design, construct, and maintain roadways or rights-of-way to promote and enhance physical connectivity within and between neighborhoods.</i>
<p>2006: Chugiak-Eagle River Comprehensive Plan Update (AO 2006-93(S-1))</p>	<ul style="list-style-type: none"> ● <i>Transportation Goal: Ensure development of a transportation network that provides an acceptable level of service, maximizes safety, minimizes environmental impacts, provides alternate transportation types and is compatible with planned land use patterns.</i> ● <i>Transportation Objectives:</i> <ul style="list-style-type: none"> ○ <i>a. Increase transportation system efficiency during peak-hour periods.</i> ○ <i>b. Increase public transit ridership by improving service frequency and coverage.</i> ○ <i>c. Encourage transit access in the urban zoning districts by providing maintained sidewalks, pathways or trails.</i> ○ <i>e. Minimize residential and business relocations resulting from transportation projects.</i> ● <i>Transportation Policies/Strategies:</i> <ul style="list-style-type: none"> ○ <i>a. Review and update, as necessary, a pedestrian and vehicular circulation plan for downtown Eagle River.</i> ○ <i>b. Develop and implement a pedestrian/bicycle non-motorized plan for Chugiak-Eagle River.</i> ○ <i>c. Review and update, as necessary, the Long-Range Transportation Plan for Chugiak-Eagle</i>

Adopted Plan Document	Excerpt Related to Roads, Right of Way, or Transportation
	<p><i>River that includes consideration of the types and levels of needed public transit systems. Reconcile the recommendations from the Anchorage Long-Range Transportation Plan and from the Chugiak-Eagle River Long-Range Transportation Plan that pertain to the Glenn Highway and public transportation.</i></p>
<p>2007: Anchorage Pedestrian Plan (AO 2007-96)</p>	<ul style="list-style-type: none"> ● <i>Overall Goal: Double the number of pedestrian trips made by Anchorage residents while simultaneously reducing the number of injuries from pedestrian-vehicle crashes.</i> ● <i>Goal 1: Create a safer, more walkable city that will encourage year-round winter pedestrian activity and make walking a safer and more attractive activity.</i> ● <i>Goal 2: Provide barrier-free mobility for all populations.</i> ● <i>Goal 3: Reduce the number and severity of vehicle crashes involving pedestrians and bicyclists by raising public and law enforcement awareness of practices, rights, and responsibilities that promote pedestrian safety.</i> ● <i>Goal 4: Improve community connectivity by providing safe, convenient, year-round pedestrian routes within and between neighborhoods, commercial centers, schools, and public facilities as well as between major employment centers and adjacent residential neighborhoods.</i> ● <i>Goal 5: Review the relationship of street design to the design of adjacent land uses to consider needs of all users.</i> ● <i>Goal 6: Encourage development patterns that increase and enhance pedestrian use.</i> ● <i>Goal 7: Raise awareness of the important role of walking in promoting health and preventing disease.</i>
<p>2010 Hillside District Plan (AO 2010-22)</p>	<ul style="list-style-type: none"> ● <i>Policy 9-A. Identify proposed future road connections to improve the system of primary and secondary roads within the Hillside District.</i> ● <i>Policy 9-C. Prioritize maintenance and upgrades of primary and secondary roads, placing emphasis on projects that address existing safety and efficiency concerns, with optimum use of existing infrastructure and supporting efficient growth patterns.</i> ● <i>Policy 9-E. Prior to the establishment of the Hillside Road Management Entity, avoid new public projects that increase problems on substandard parts of the existing road system.</i>

Adopted Plan Document	Excerpt Related to Roads, Right of Way, or Transportation
<p>2012: West Anchorage District Plan (AO 2012-47 AA)</p>	<ul style="list-style-type: none"> • <i>Transportation Objective #1 - Focus public transportation service expansions and investment in areas of highest demand.</i> • <i>Transportation Objective #2 - Expand or complete trail connections that link residential areas and key destinations such as businesses, schools, and employment centers.</i> • <i>Transportation Objective #3 - Plan for and develop a safe and efficient road network that accommodates current and future traffic volumes appropriately including the safe movement of passenger vehicles, trucks, freight movement, bicycles, and pedestrians.</i> • <i>Transportation Objective #4 - Develop roads and other transportation facilities that support and enhance surrounding land uses.</i> • <i>Transportation Objective #5 - Ensure that roads and walkways are properly repaired and regularly maintained, including efficient seasonal snow removal and street cleaning.</i> • <i>Neighborhood Objective #4 - Routinely monitor, maintain, repair, and replace pavement on local streets.</i> • <i>Parks Objective #3 - Maintain motorized and non-motorized access to a safe and functioning network of parks, waterways, trails, lakes, and natural open spaces for the use of residents and visitors.</i> • <i>Parks Objective #6 - Acquire and permanently preserve the Tony Knowles Coastal Trail as a well-maintained, continuous, public recreational corridor with vegetative buffer from Kincaid Park to Westchester Lagoon.</i>
<p>2014: Fairview Neighborhood Plan (AO 2014-108)</p>	<ul style="list-style-type: none"> • <i>Connect people to jobs, businesses, schools, parks, and Downtown with priority corridors for bike and pedestrians, road diets and improved pedestrian facilities, and a finalized plan for the Glenn-Seward highway connection.</i>
<p>2014: East Anchorage District Plan (AO 2013-139(S))</p>	<ul style="list-style-type: none"> • <i>Make East Anchorage safe for walking and biking.</i> • <i>Improve local and regional connectivity within the East Anchorage District by enhancing walking, biking and ski options.</i> • <i>Strategy 2.1 2.1: Improve local and regional connectivity within the East Anchorage District by enhancing walking, biking and ski options.</i> • <i>Strategy 2.2: Support development of an improved regional bus system or transit/BRT corridor.</i> • <i>Strategy 2.3: Improve the safety on major roadways.</i>

Adopted Plan Document	Excerpt Related to Roads, Right of Way, or Transportation
2015: Anchorage Original Neighborhoods Historic Preservation Plan (AO 2013-12)	<ul style="list-style-type: none"> • <i>Quality of Life/Livability: Preserve and improve the characteristics that make the plan area an enjoyable place to live, especially its walkability, open space, historic street grid, and sense of neighborhood identity.</i> • <i>Adopt relevant policies, regulations, and best practices that will support and reinforce historic character and historic preservation goals, and that will aid in avoiding transportation, infill, redevelopment, or other large infrastructure projects that do not support neighborhood character.</i>
2016 Mountain View Targeted Plan (AO 2016-101)	<ul style="list-style-type: none"> • <i>Make Mountain View more bicycle and pedestrian friendly.</i> • <i>Strengthen Mountain View’s bus transit system.</i>
2016 UMED District Plan (AO 2015-140)	<ul style="list-style-type: none"> • <i>4.1: Design and implement roadway sections that are complete streets accommodating pedestrians, active transportation, public transit, and vehicles.</i> • <i>4.4: Improve MOA and DOT&PF snow removal and storage procedures to allow greater pedestrian, bicycle, and transit usage.</i>
2019 Anchorage Climate Action Plan (AR 2019-158)	<ul style="list-style-type: none"> • <i>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.</i> • <i>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).</i>
2020 Spenard Corridor Plan (AO 2020-74)	<ul style="list-style-type: none"> • <i>Create Great Public Streets: Maximize walkability, implement traffic calming measures, and engage private development to activate public sidewalks.</i> • <i>Accommodate Safe and Balanced Roadway Access: Design circulation systems to minimize conflicts with pedestrians, bicycles, and vehicles.</i>
2020 People Mover “Transit On the Move Plan”	<ul style="list-style-type: none"> • <i>Transit on the Move responds to key issues identified by Transit customers and stakeholders to create a system that will be more attractive to existing and new riders in the years to come.</i>
2023 Our Downtown Plan (AO 2023-22)	<ul style="list-style-type: none"> • <i>Enhance connectivity within Downtown by integrating amenities, housing, office spaces, retail, and natural resources, prioritizing walkability and promoting biking connections both within Downtown and to the surrounding community. Improve intermodal connections for pedestrians to access air, rail, bus, and ferry terminals.</i> • <i>Create an engaging and vibrant ground-floor environment in all buildings and sidewalks to provide a safe and inviting urban experience throughout the year.</i>

Adopted Plan Document	Excerpt Related to Roads, Right of Way, or Transportation
<p>2023 Destination UMED TDM Plan</p>	<ul style="list-style-type: none"> ● <i>Increase the proportion of UMED trips by walking, biking, transit, and shared rides as a share of all trips.</i> ● <i>Make it safer and more comfortable to walk, bike, roll, share a ride, or travel by bus.</i> ● <i>Make the travel experience equitable for all modes and all people.</i>
<p>2024 Girdwood Comprehensive Plan (AO 2024-114(S))</p>	<ul style="list-style-type: none"> ● <i>E3.1: All roads and parking lots don't have to be paved.</i> ● <i>E6.1: Girdwood develops programs and incentives to increase efficiency, decrease energy use, and promotes renewable energy sources.</i>

Chapter 2: Anchorage Bowl Goals

Anchorage Bowl Goals

The following goals for transportation in the Anchorage Bowl area are the result of the public survey and outreach process.

Goal 1: Take a Safe System Approach to All Projects	
Strategy	Specific Implementation Actions
<p>S1: Treat every project as a safety project: 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>	<ul style="list-style-type: none"> • Introduce actions into staff workflows that look at projects holistically. • Budget for needed improvements to implement the non-motorized plan or other transportation plans. • Establish a practice of doing pre-project and post-project walk audits or transit ride audits. • Connect existing or new safety data to safety-related projects. Use data to inform improvements. • Require a scope be reviewed by multiple people, or by a committee that manages general transportation policy goals.
<p>S2: Set a modal hierarchy. When tradeoffs are required, prioritize improvement needs based on the vulnerability of the users as follows:</p> <ol style="list-style-type: none"> Pedestrians Bicyclists Public Transportation Users Freight Vehicles Personal Vehicles 	<ul style="list-style-type: none"> • Establish modal hierarchy in code or Design Criteria Manual (DCM). Emergency vehicles should have special consideration in this hierarchy. • Connect LRTS materials with Mayoral policy documents.

Goal 1: Take a Safe System Approach to All Projects

Strategy	Specific Implementation Actions
<p>S3: Move away from default metrics that prioritize moving vehicles fast or in high volumes over other community priorities.</p>	<ul style="list-style-type: none"> • Set new metrics for evaluating infrastructure need. • Change or remove references in Title 21 that rely on metrics which prioritize vehicle flow, including requirements for Traffic Impact Analyses (TIAs). If TIAs are preserved as an evaluation tool, ensure that they align with adopted mode share targets and new metrics. (See S.3.1.) • Evaluate whether a new road or improvement project will increase traffic over time by making it easier to travel. • Bring a public health approach into transportation planning.

Goal 2: Maintain Existing Transportation Infrastructure— Improve, Fix, and Use What We Have First

Strategy	Specific Implementation Actions
<p>M1: Prioritize operational maintenance (things like snow clearing or gravel sweeping) first for people walking, rolling, or biking.</p>	<ul style="list-style-type: none"> • Create plow rules/guidelines, including which facilities get plowed first. Ensure that plowing one facility does not undo the plowing of another facility. • Allow for adaptive use of infrastructure for maintenance or allow changes in temporary situations (snow storage in lanes that might be seasonally used for bicycles) • Require equipment operators to use the routes they plow at least once per season.
<p>M2: Prioritize structural maintenance (things like striping, landscaping, and maintaining/fixing drainage) first for people walking, rolling, or biking.</p>	<ul style="list-style-type: none"> • Create an internal policy for maintenance (things like striping, landscaping, and maintaining/fixing drainage) first for people walking, rolling, or biking.

Goal 2: Maintain Existing Transportation Infrastructure— Improve, Fix, and Use What We Have First

Strategy	Specific Implementation Actions
M3: Account for, provide for, and make known the full seasonal cycle of road or path facility needs in design and funding guidelines, on all transportation projects for the lifespan of those projects.	<ul style="list-style-type: none"> • Create a master checklist or some other workflow document which establishes consideration and budgeting for all-season needs as part of project reviews.
M4: Avoid acquiring right-of-way in all projects except as a last resort.	<ul style="list-style-type: none"> • Establish departmental policy guidance to avoid acquiring right-of-way in all projects except as a last resort. • Document the impacts of the loss of taxable land or parkland when right-of-way is acquired. • Complete pilot projects for bike or bus lanes on existing under-capacity roads.

Goal 3: Provide Transportation Choices in How People Move Around the Municipality

Strategy	Specific Implementation Actions
C1: Plan and build infrastructure consistent with mode share targets.	<ul style="list-style-type: none"> • Implement mode share targets for different types of travel as established by this document. • Report on mode share target achievement on an annual basis. • Treat resolving path conflicts as a priority.
C2: Enhance the financial sustainability of public transportation, enabling increased frequency and expanded service coverage.	<ul style="list-style-type: none"> • Establish dedicated funding and ROW space for transit. • Update plans to facilitate the residential density needed for transportation. • Change zoning and provide development incentives to allow for densities needed for transit.
C3: Make it easier for people to link different types of transportation for the same trip (i.e., bike to the bus, etc.).	<ul style="list-style-type: none"> • Plan transit routes to connect active transportation infrastructure. • Publicize the functionality of, and information linking transit trips.

Goal 3: Provide Transportation Choices in How People Move Around the Municipality

Strategy	Specific Implementation Actions
	<ul style="list-style-type: none"> Use existing railroad infrastructure for travel from Ted Stevens Anchorage International Airport to Downtown Anchorage.
C5: Connect outlying communities within the MOA.	<ul style="list-style-type: none"> Expand options for different types of transportation to outlying communities. Establish more frequent and reliable transit to Girdwood and Eagle River. Use existing railroad infrastructure from Ted Stevens Anchorage International Airport to Downtown Anchorage.

Goal 4: Reflect Public Priorities in Transportation Investments and Decision Making

Strategy	Specific Implementation Actions
P1: Engage the public in project planning & programming	<ul style="list-style-type: none"> Establish new processes for meeting public needs in transportation project planning and implementation. Establish and implement new criteria for prioritizing transportation funding in low-income and minority neighborhoods.
P2: Implement adopted land use and transportation plans:	<ul style="list-style-type: none"> 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

Goal 4: Reflect Public Priorities in Transportation Investments and Decision Making

Strategy	Specific Implementation Actions
	<p>these in priority Reinvestment Focus Areas (2040 LUP Goal 6-2).</p> <ul style="list-style-type: none"> • Upzone areas in transit-supportive corridors in the 2040 LUP to allow the densities needed to support transit (aligns with 2040 LUP Goal 6-5). • P.2.3: Develop an overview of the prioritization program for additional local and collector street connections, intersection and access improvements, right-of-way width, parks/greenbelts, riparian corridors/trail corridors, and pedestrian connections that are needed to support infill and redevelopment in neighborhoods, centers, and corridors targeted to experience growth and change, including as identified in adopted plans (aligns with 2040 LUP Goal 6-8).
<p>P3: Assess the design standards for how roads are built and classified, including updating the Design Criteria Manual (DCM) and Official Streets and Highways Plan (OSHP) in accordance with community needs.</p>	<ul style="list-style-type: none"> • Update the DCM and OSHP.
<p>P4: Require infrastructure projects to justify how they align with adopted land use or neighborhood plans.</p>	<ul style="list-style-type: none"> • Require check off that projects have considered adopted plans, and require variances when they don't. Ensure that departments are accepting and following plans as adopted policy guidance. • Upgrade the MOA/Alaska DOT&PF stewardship and operating agreement so MOA can manage its own federally-funded streets/projects.
<p>P5: Implement this plan.</p>	<ul style="list-style-type: none"> • Compile a checklist of checklists from this strategy so that staff know their tasks.

Goal 5: Consider Environmental Sustainability

Strategy	Specific Implementation Actions
E1: Reduce negative ecological/health impacts from the transportation system.	<ul style="list-style-type: none"> • Require projects to add additional protective barriers to protect the surrounding environment from the negative impacts of transportation users and infrastructure. • Include green infrastructure in project design.
E2: Implement the Climate Action Plan	<ul style="list-style-type: none"> • Implement the Climate Action Plan.










Anchorage Bowl Mode Share Target

Mode share is the proportion of all trips that people make in a community broken down by different forms of transportation, or mode. Common modes of transportation include driving alone, walking, taking a bus or other form of transit, carpooling, or biking. Mode share is often measured by commute trips to work because that is the format of data used by the US Census. Anchorage does not currently have official mode share targets to guide infrastructure and investment decisions.

This strategy establishes the mode share target below as a concrete way to address the following policy objectives as directed by the Assembly sponsors:

1. **To change travel behavior so that the MOA is able to move more people on less expensive infrastructure, which reduces public maintenance costs in the long term.**
2. **To change travel behavior so that there are fewer environmental impacts from people making trips in single occupancy vehicles:**
3. **To provide more choices for residents at a variety of income levels and preferences. This also helps provide transportation equity for people who are unable to drive.**
4. **To encourage healthy activity for people of all ages.**

The target numbers below came from plan review and interagency discussion.

Mode of Transportation	Approximate Mode Share Today*	Mode share Target for 2030	Mode Share Target for 2040
Drive alone	68.7%	 58%	 38.5%
Shared ride	8.6%	 10%	10%
Walk	2.4%	 5%	 10%
Bike (including E-Bike)	0.5%	 5.5%	 15%
Taxicab, motorcycle, or other means	1.5%	1.5%	1.5%
Transit	3.1%	 5%	 10%
Work from home	15.2%	15%	15%
*From US Census 2022 ACS 1 year estimates			

Establishing a mode share target is a proactive step towards meeting community goals for how infrastructure gets built and how right-of-way space gets allocated. This approach acknowledges that infrastructure provision and design shapes travel behavior. Some plans such as the 2007 Pedestrian Plan have attempted to set mode share targets in the past (“Overall Goal: Double the number of pedestrian trips made by Anchorage residents while simultaneously reducing the number of injuries from pedestrian-vehicle crashes”) but for the most part the Municipality of Anchorage has not consistently stuck to these targets.

Mode share targets are an acknowledgement that infrastructure shapes travel behavior. The table below provides examples of mode share targets from other communities in the US and internationally:

Community	Target	Source
<i>Edmonton, Canada</i>	Aspirational regional target of 40% alternate modes for commuting by 2044.	Edmonton Metropolitan Region Board https://www.emrb.ca/kpi/commuting-mode-share/
<i>Portland, Oregon</i>	<ul style="list-style-type: none"> • Walk 7.5% • Bicycle 25% • Transit 25% • Carpool 12.5% • Single Occupant Vehicle (SOV) 30% or less • Work at home 10% below the line (calculated outside of the modal targets above) 	Portland 2035 Comprehensive Pan Transportation Chapter https://www.portland.gov/sites/default/files/2019-08/09_transportation.pdf
<i>Oulu, Finland</i>	<i>This data will be included soon</i>	
<i>Fairbanks, Alaska</i>	<ul style="list-style-type: none"> • Increase the proportion of Fairbanks area residents that walk to work from 3.3 percent to 6.6 percent by year 2035. • Increase the proportion of Fairbanks area residents that cycle to work from 1.0 percent to 2.0 percent by year 2035. 	“Connect Fairbanks” Fairbanks Area Surface Transportation Planning Non-Motorized Plan 2021 https://fastplanning.us/wp-content/uploads/2021/05/Connect-Fairbanks-Plan-Final.pdf

Table of Tasks the MOA Should Complete Within the Anchorage Bowl

Goal 1: Take a Safe System Approach to All Projects

Goal 1: Take a Safe System Approach to All Projects	Task	Who?	Timeframe	Subtasks/Critical Concerns
	S.1.1: Introduce actions into staff workflows that look at projects holistically.	PME, Traffic	Now	<ul style="list-style-type: none"> Working with template authors and department heads to make needed changes. Change how project planners are basing beginning and ending of projects. Shift future AMATS TIP and PM&E capital scopes and budgets to align with this plan. Include holistic requirements in DSRs and DSMs Scope projects to the non-motorized network needs and not to project limits that are based on vehicle intersections. Create templates that require references to planning documents the corridor is included in and how the alternatives meet them (or not).
	S.1.2: Budget for needed improvements to implement the non-motorized plan or other transportation plans.	PME, Traffic, Assembly	1-10 years	<ul style="list-style-type: none"> For any maintenance projects on the non-motorized plan network, take any actions as part of that project that would implement the non-motorized plan.
	S.1.3: Establish a practice of doing pre-project and post-project walk audits or transit ride audits.	PME, Traffic, AMATS, Long-Range Planning	Now	<ul style="list-style-type: none"> Add a pre-project walk audit or transit ride audit to new Design Study Memos (DSMs) and or project scoping. Create a checklist or punch list for a warranty inspection (post project review) so that inspectors, project manager, project

Task	Who?	Timeframe	Subtasks/Critical Concerns
			<p>administrator, and other relevant staff know what to look for when reviewing final projects.</p>
<p>S.1.4: Connect existing or new safety data to safety-related projects. Use data to inform improvements.</p>	<p>Traffic, AMATS, Long-Range Planning, PME.</p>	<p>Now-10 years</p>	<ul style="list-style-type: none"> Traffic will track safety data and seek new sources of data. Add to project scoping to check if recent safety data could inform that project. Share this data regularly with land use planning staff.
<p>S.1.5: Require a scope be reviewed by multiple people, or by a committee that manages general transportation policy goals.</p>	<p>PME, Long-Range Planning</p>	<p>Now-Ongoing</p>	<ul style="list-style-type: none"> Create a multi-department scope review committee that looks at each project's scope and provides recommendations to achieve stated goals. Create a new checklist to ensure that projects align with policy guidance and best practices
<p>S.2.1: Establish modal hierarchy in code or Design Criteria Manual. Emergency vehicles should have special consideration in this hierarchy.</p>	<p>Assembly, PME, Traffic, Long-Range Planning</p>	<p>Now-Ongoing</p>	<ul style="list-style-type: none"> Establish the modal hierarchy through the Assembly adopting this plan. Establish this hierarchy in departmental policy.
<p>S.2.2: Connect LRTS materials with Mayoral policy documents.</p>	<p>Planning, Mayor's Office</p>	<p>Now-Ongoing</p>	<ul style="list-style-type: none"> Maintain communication with Mayor's Office on the LRTS and any updates.
<p>S.3.1: Set new metrics for evaluating infrastructure need</p>	<p>PME, Traffic, Long-Range Planning, AMATS</p>	<p>1-4 years</p>	<ul style="list-style-type: none"> Evaluate the existing methods for determining infrastructure need against public priorities. Reevaluate prioritizing speed and flow. New methods might include traffic stress, vehicle hour of delay, or others. Head of the Traffic Department sets and publishes this policy. Update policy guidance to reflect any needed changes to metrics.

	Task	Who?	Timeframe	Subtasks/Critical Concerns
				<ul style="list-style-type: none"> • Move to a 24-hour capacity framework rather than Peak hour lane needs (reference NCHRP Research Report 1036: Roadway Cross-Section Reallocation: A Guide). • Ensure that metrics work for all modes and all users (including users who travel at different times and in non-commute patterns).
	<p>S.3.2: Change or remove references in Title 21 that rely on metrics which prioritize vehicle flow, including requirements for Traffic Impact Analyses (TIAs). If TIAs are preserved as an evaluation tool, ensure that they align with adopted mode share targets and new metrics. (See S.3.1.)</p>	<p>Long-Range Planning</p>	<p>1-5 years</p>	<ul style="list-style-type: none"> • Conduct an analysis of any aspects of Title 21 which subordinate development on private property to modal priorities of transportation infrastructure. This includes references to access, sightlines, clear zones, assumed traffic impacts, or others.
	<p>S.3.3: Evaluate whether a new road or improvement project will increase traffic over time by making it easier to travel.</p>	<p>PME, Traffic</p>	<p>1 year- Ongoing</p>	<ul style="list-style-type: none"> • Adopt a way to analyze induced demand. • Regularly compare and report on pre-project traffic projections with post-construction usage.
	<p>P.5.3: Bring a public health approach into transportation planning.</p>	<p>PME, Long-Range Planning, Anchorage Health Department</p>	<p>1-10 years</p>	<ul style="list-style-type: none"> • Connect this to other plans

Goal 2: Maintain Existing Transportation Infrastructure-Fix and Use What We Have First

Goal 2: Maintain Existing Transportation Infrastructure	Task	Who?	Timeframe	Subtasks/Critical Concerns
	M.1.1: Create plow rules/guidelines, including which facilities get plowed first. Ensure that plowing one facility does not undo the plowing of another facility.	Assembly, Street Maintenance, Municipal Manager	Now-Ongoing	<ul style="list-style-type: none"> Assembly will establish priorities for plow guidelines by adopting policy. The Municipal Manager, in collaboration with relevant staff, will create a set of standards for plow procedure and hierarchy for which types of infrastructure get cleared first.
	M.1.2: Allow for adaptive use of infrastructure for maintenance or allow changes in temporary situations (snow storage in lanes that might be seasonally used for bicycles).	PME, Traffic, Street Maintenance, APD	Now-2 years	<ul style="list-style-type: none"> PME or Traffic will create a policy document establishing creative use of ROW in snow conditions and notify APD, Street Maintenance, any other parties. The Anchorage Right-of-Way Management Study may implement this task. Street Maintenance will update the plowing procedure. Ensure that the DCM allows for this adaptive use of infrastructure.
	M.1.3: Require equipment operators to use the routes they plow at least once per season.	Mayor's Office, Street Maintenance	1-5 years	<ul style="list-style-type: none"> Create a check-off that operators have used the routes they clear using motorized transportation and active transportation as part of their paid responsibilities.
	M.2.1: Create an internal policy for maintenance (things like striping, landscaping, and maintaining/fixing drainage) first for people walking, rolling, or biking.	PME, Traffic, Planning, Street Maintenance, Parks & Recreation, Municipal Manager	Now-2 years	<ul style="list-style-type: none"> Administration creates an internal policy. Administration directs departments to solicit policy guidance from the Assembly if needed. Assembly budgets adequately to implement this policy.

	Task	Who?	Timeframe	Subtasks/Critical Concerns
	M.3.1: Create a master checklist or some other workflow document which establishes consideration and budgeting for all-season needs as part of project reviews.	PME, Traffic	Now	<ul style="list-style-type: none"> Establish a master checklist and ensure that it gets used. Ensure this document is part of the Right-of-Way Management Study.
	M.4.1: Establish departmental policy guidance to avoid acquiring right-of-way in all projects except as a last resort.	PME, Traffic, Long-Range Planning, Assembly, Administration, Right of Way	Now-2 years	<ul style="list-style-type: none"> The Administration should provide guidance on establishing this policy.
	M.4.2: Document the impacts of the loss of taxable land or parkland when right-of-way is acquired.	Long-Range Planning, Parks & Recreation	Ongoing	<ul style="list-style-type: none"> The Planning Department should provide analysis on lost taxable value when land is removed from the tax rolls for transportation projects.
	M.4.3: Complete pilot projects for bike or bus lanes on existing under-capacity roads.	PME, Traffic, Transit, Long-Range Planning	1-3 years	<ul style="list-style-type: none"> Identify under-capacity roads Verify eligibility with the Traffic Department. Complete public involvement Complete pilot, track data. Review data, plan for next steps, and make recommendations for permanent installation.

Goal 3: Provide Transportation Choices in How People Move Around the Municipality

Task	Who?	Timeframe	Subtasks/Critical Concerns
C.1.1: Implement mode share targets for different types of travel as established by this document.	AMATS, PME, Traffic, Long-Range Planning, Administration, Assembly	Now-Ongoing	<ul style="list-style-type: none"> Adjust CIP criteria such that they reflect mode share targets in this plan. Adjust purpose and need language in Design Study Memos (DSMs) for any new projects begun after the adoption of this strategy.
C.2.2: Report on mode share target achievement on an annual basis.	PME, Traffic, Long-Range Planning, Administration, Transit	Annually	<ul style="list-style-type: none"> Staff establishes tracking of mode share on an annual basis. Staff to submit a standing report to the Assembly or one of its committees in the first quarter following the full year of data collection.
C.1.3: Treat resolving path conflicts as a priority.	AMATS, PME, Long-Range Planning	Ongoing	
C.2.1: Establish dedicated funding and ROW space for transit.	Transit, Assembly, Administration, AMATS,	1-10 years	<ul style="list-style-type: none"> Assembly budgets for transit according to mode share targets. Departments install infrastructure which provides dedicated use for transit (transponders, dedicated lanes, or others)
C.2.2: Update plans to facilitate the residential density needed for transportation.	Long-Range Planning, Current Planning, Transit	Now-Ongoing	<ul style="list-style-type: none"> Evaluate the most current area plans and land use plans to ensure that their density targets can support active transportation. Amend plan language to facilitate additional density.

Goal 3: Provide Transportation Choices

Task	Who?	Timeframe	Subtasks/Critical Concerns
C.2.3: Change zoning and provide development incentives to allow for densities needed for transit.	Assembly, Administration, Long-Range Planning, Current Planning, Transit	1-5 years	<ul style="list-style-type: none"> Establish a baseline for target densities Complete upzones in transit supportive corridors Explore and implement incentives for development.
C.3.1: Plan transit routes to connect active transportation infrastructure	Transit, AMATS, Long-Range Planning, PME, Parks & Recreation	2-5 years	<ul style="list-style-type: none"> Include AMATS, Long-Range Planning, PME, Parks & Recreation, Traffic in Transit route planning
C.3.2: Publicize the functionality of, and information linking transit trips	Transit, AMATS, Administration, MOA Public Relations Staff, MOA Innovation Office	1-5 years	<ul style="list-style-type: none"> Budget or otherwise provide for publicizing the functionality of linking trips. Improve existing mobile or desktop applications to help people estimate travel time by linking different modes on trips. People Mover or Innovation office find the best way to improve mobile or desktop applications.
C.4.3: Use existing railroad infrastructure for travel from Ted Stevens Anchorage International Airport to Downtown Anchorage.	Alaska Railroad, AMATS, Assembly, Ted Stevens Anchorage International Airport, Long-Range Planning	5-10 years	<ul style="list-style-type: none"> Evaluation of existing obstacles Facilitate communication between parties. Report on viability of this service.

Task	Who?	Timeframe	Subtasks/Critical Concerns
C.5.1: Expand options for different types of transportation to outlying communities.	AMATS, Assembly, Alaska Transit, Alaska Railroad	5-10 years	<ul style="list-style-type: none"> Transit reports on the costs to expand options for different types of transportation to outlying communities. Report shall detail limitations of federal funding. Work with Alaska Railroad to develop additional passenger service. Establish more frequent and reliable transit to Girdwood and Eagle River

Goal 4: Reflect Public Priorities in Transportation Investments and Decision Making

Task	Who?	Timeframe	Subtasks/Critical Concerns
P.1.1: Establish new processes for meeting public needs in transportation project planning and implementation.	AMATS, Long-Range Planning, Assembly, Administration, Transit	1-10 years	<ul style="list-style-type: none"> Solicit public feedback on what aspects of outreach processes for transportation projects are not meeting community needs. Analyze feedback and make recommendations to improve processes. Tailor outreach to diverse communities and focus outreach on underserved populations.
P.1.2: Establish and implement new criteria for prioritizing transportation funding in low-income and minority neighborhoods.	AMATS, Assembly, PME, Long-Range Planning, Administration, Transit	1-5 years	<ul style="list-style-type: none"> The Assembly provides policy guidance on which areas should be prioritized and according to which criteria. Staff helps develop these criteria.

Task	Who?	Timeframe	Subtasks/Critical Concerns
<p>P.2.1: 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 (2040 LUP Goal 6-2).</p>	<p>Assembly, PME, AMATS, Long-Range Planning</p>	<p>Now-2 years</p>	<ul style="list-style-type: none"> • Convene a working group with all relevant parties to design this policy. • Establish policy at the departmental or Municipal level. • Use this task to support ongoing efforts by AMATS to create a Complete Streets Plan.
<p>P.2.2: Upzone areas in transit-supportive corridors in the 2040 LUP to allow the densities needed to support transit (aligns with 2040 LUP Goal 6-5).</p>	<p>Long-Range Planning, Assembly</p>	<p>Now-2 years</p>	<ul style="list-style-type: none"> • Prepare upzone plan and prepare documentation for adoption by the Assembly.
<p>P.2.3: Develop an overview of the prioritization program for additional local and collector street connections, intersection and access improvements, right-of-way width, parks/greenbelts, riparian corridors/trail corridors, and pedestrian connections that are needed to support infill and redevelopment in neighborhoods, centers, and corridors targeted to experience growth and change, including as identified in adopted plans (aligns with 2040 LUP Goal 6-8).</p>	<p>PME, Traffic, Long-Range Planning, AMATS, Transit</p>	<p>5-20 years</p>	<ul style="list-style-type: none"> • Verify that this goal is still meaningful, and if not find a way to achieve the intent of the goal otherwise. • Create a map of prioritized infrastructure projects from this program. • Establish funding for long-term park facility maintenance and operations. • Include parks, greenbelts, riparian corridors, and trail corridors in land use planning. • Connect this work with the ongoing 2024 Recreational Trails Plan.

	Task	Who?	Timeframe	Subtasks/Critical Concerns
	<p>P.3.1: Assess the design standards for how roads are built and classified, including updating the Design Criteria Manual (DCM) and Official Streets and Highways Plan (OSHP) in accordance with community needs.</p>		<p>Now-Ongoing</p>	<ul style="list-style-type: none"> • Update the DCM to allow for a wider range of road designs across Anchorage’s diverse communities. • Update the OSHP in accordance with land use policy guidance, mode share targets, and other guidance from this document. • Simplify processes or procedures that make it difficult to update this document as community values and priorities change.
	<p>P.4.1: Require check off that projects have considered adopted plans, and require variances when they don’t. Ensure that departments are accepting and following plans as adopted policy guidance.</p>	<p>Assembly, Mayor’s Office, departments, PME</p>	<p>Now-Ongoing</p>	<ul style="list-style-type: none"> • Update checklists, project documents, or scope documents to provide a record of this. • Update Context Sensitive Solutions process as necessary.
	<p>P.4.2: upgrade stewardship and operating agreement so MOA can manage its own federally-funded streets/projects.</p>	<p>Assembly, PME, AMATS</p>	<p>2-5 years</p>	<ul style="list-style-type: none"> • New funding for staff, and new operating agreement with Alaska DOT & PF for public rights-of-way in the Municipality.
	<p>P.5.1: Compile a checklist of checklists from this strategy so that staff know their tasks</p>	<p>Long-Range Planning</p>	<p>Now</p>	<ul style="list-style-type: none"> • Create a master checklist.

Goal 5: Consider Environmental Sustainability

Task	Who?	Timeframe	What Would It Take to Do This?
<p>E.1.1: Require projects to add additional protective barriers to protect the surrounding environment from the negative impacts of transportation users and infrastructure.</p>		Now-5 years	<ul style="list-style-type: none"> • Add additional types of analysis to new projects similar to those used in land use processes: light, noise, glare, & vibrations. • Establish standards for measuring impacts. • Scope projects to include this type of mitigation. • Ensure that the DCM allows for these protective barriers.
<p>E.1.2: Include green infrastructure in project design</p>		Now-5 years	<ul style="list-style-type: none"> • Develop internal capacity to ensure that designers are including green infrastructure in projects. • Ensure that the DCM allows for green infrastructure.
<p>E.2.1: Implement the Climate Action Plan.</p>	<p>Assembly, Mayor's Office, Long-Range Planning</p>	Now-Ongoing	<ul style="list-style-type: none"> • Whichever department takes charge of the Climate Action Plan shall designate action items to responsible parties. • Assembly may provide funding as necessary.
<p>E.2.2: Track the three metrics for transportation in the Climate Action Plan including miles of bike/ped infrastructure added, public transportation ridership, and electric vehicles (EVs) in the in MOA fleet.</p>	<p>AMATS, Long-Range Planning, Mayor's Office</p>	Now-5 years	<ul style="list-style-type: none"> • Track these metrics for as long as the Climate Action plan is in force. • Assign this task to any office or department charged with climate or environmental sustainability.

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Chapter 3: Girdwood Area Goals

Girdwood Goal Areas

Girdwood has recently completed an update of their Comprehensive Plan which includes policy guidance on trails, transportation infrastructure, and right-of-way. The goals and vision statements below originate with the most current version of that plan as of this writing, but precise guidance should refer to that plan once it is adopted by the Assembly.

Girdwood Recreation & Open Space Vision: Recreation and open spaces are a cornerstone of life in Girdwood. Local parkland, open spaces, trails, commercially developed recreation, indoor facilities, are all critical elements of a robust community recreation system. Our driveways are our trailheads and our backyards are gateways to open spaces.	
Goal:	Policy:
GOAL R1: The Girdwood recreation system is balanced – there are a range of year-round experiences for community-supported activities.	<ul style="list-style-type: none"> • POLICY R1.1: Ensure that parks, trails, open spaces, and outdoor recreation facilities meet community needs. The quantity of outdoor recreation assets meets both Girdwood’s community goals and level of service guidelines for a community the size of Girdwood. • POLICY R1.2: Maintain existing outdoor park facilities for safety and long-term durability. • POLICY R1.3: Limit motorized uses within the recreational and open space system. • POLICY R1.4: The Girdwood recreation and open space system is easy and convenient for everyone to
GOAL R4: Girdwood’s trails and open spaces are integrated into the community.	<ul style="list-style-type: none"> • POLICY R4.1: Girdwood explores public-private partnerships to market and support our trails and open space system. (For example, consider Trail Town designation.) • POLICY R4.2: New development (e.g., housing, transportation) is consistent with

	<p>ensuring access and protection of trails and open spaces.</p> <ul style="list-style-type: none"> • POLICY R4.3: Support use of trails for active transportation within the community.
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Girdwood Transportation Vision: All modes of transportation, including human-powered, are considered equally and Girdwood is a walkable community.

Goal:	Policy:
<p>GOAL T1: Girdwood has a connected system of trails and walkways. A car is not required to live here.</p>	<ul style="list-style-type: none"> • POLICY T1.1: Every new and existing subdivision is connected to the active transportation network. • POLICY T1.2: Improve multi-modal access within the Alyeska Basin Subdivision.
<p>GOAL T2: Support a year-round, regular, and reliable transit between Girdwood and Anchorage</p>	<ul style="list-style-type: none"> • POLICY T2.1: Explore public-private partnerships to provide transit service.
<p>GOAL T3: Parking in Girdwood complements our community and does not encourage unnecessary driving.</p>	<ul style="list-style-type: none"> • POLICY T3.1: There is a viable park-and-ride lot. • POLICY T3.2: Parking is right sized for our community.
<p>GOAL T4: Ensure that Girdwood’s transportation infrastructure is resilient if emergency evacuation is necessary.</p>	<ul style="list-style-type: none"> • POLICY T4.1: Create a transportation plan for Girdwood that identifies and addresses weak points in current infrastructure.
<p>GOAL T5: Maintain the Girdwood Airport as a valuable community asset.</p>	<ul style="list-style-type: none"> • POLICY T5.1: Support development at the Girdwood Airport that recognizes the community, sense of place, and natural environment.
<p>GOAL T6: Encourage the integration of the Alaska Railroad Girdwood Depot into the local transportation network.</p>	<ul style="list-style-type: none"> • POLICY T6.1: Advocate for Girdwood as a continued stop. • POLICY T6.2: Explore opportunities for the train to become a more affordable and feasible public transportation option for locals. • POLICY T6.3: Pursue the train depot as a location for a transportation hub.

Chapter 4: Birchwood/Chugiak/Eagle River Goals

[Reserved]: Birchwood/Chugiak/Eagle River Goal Areas

As of October 2024, the Planning Department is working with Assembly Members from the northern areas of the MOA to solicit additional feedback and develop more tailored goal language for that area.

[Reserved]: Scoring Process for CIP Projects

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Appendix 1: Survey Results

Goal: Maintaining Existing Transportation Infrastructure

	Survey score
1. Prioritize maintenance first for people walking, rolling, or biking.	3.52
2. Account and provide for the full seasonal cycle of road or path facility needs in design and funding, for bike, pedestrian, and vehicle projects.	3.49
3. Use maintenance projects as an opportunity to make other needed improvements when possible (i.e., adding bike lane striping during a re-paving project, new lighting, etc.).	3.42
4. Require long-term maintenance costs to be included in the planning and budgeting of every project. Hold departments accountable to this.	3.23

Goal: Providing Transportation Choices

	Survey score
1. Evaluate proposed transit/transportation projects based on a range of needs beyond people commuting to work: connecting users to social activities, children to school, people to recreational areas, or others.	6.26
2. Score projects for active transportation and transit highest in comparison with other choices when evaluating infrastructure investment decisions.	6.24
3. Make it easier for people to link different types of transportation for the same trip (i.e., bike to the bus, etc.).	5.51
4. Design existing and new rights-of-way to facilitate more choices for different ways of getting around.	5.37
5. In areas of high-density housing, focus infrastructure investments on multi-occupancy vehicle travel and active transportation.	4.42
6. Connect outlying communities within the MOA.	3.46
7. Use technology in innovative ways to assist people moving around the Muni whether walking, rolling, or driving.	3.38

At the 4.26.2024 Working Group meeting: agreed that the target should be all trips, not just work trips. People Mover and AMATS use all trips. Lifespan: build in expectations that transportation investments are permanent commitments. Bart: It is dangerous to associate lifespan with cost.

Goal: Managing Public Spaces and Right-of-Way Based on Public Priorities

	Survey score
1. When evaluating infrastructure investment decisions, prioritize metrics such as connecting people to destinations or reducing injuries and fatalities over moving vehicles fast and moving vehicle in high volumes (such as Level-of-Service).	4.57
2. Design and build intersections for the safety of people walking or rolling as the top priority.	4.38
3. Regularly reassess the justification data and assumptions for projects and traffic projections to ensure they align with community values, demographic shifts, economic factors, redevelopment, or development potential for that area. If significant differences exist, remove those projects from project lists.	3.94
4. Regularly update the design standards for how roads are built, including the Design Criteria Manual, in accordance with community needs. Include emergency services in any discussions.	3.60
5. Require infrastructure projects to align with the intent of land use and plans, including facilitating more choices for reducing overall living costs.	3.33

Bart: repaving doesn't touch sidewalks: it should be instead "Fix everything that's there."

Goal: Engaging the Public in Transportation Project Processes

	Survey score
Actively engage the public to help understand when is the best time to give meaningful comment during transportation project outreach processes. Focus most on areas with underserved populations.	3.89
Tailor outreach to accommodate diverse communities.	3.47
Prioritize transportation funding in low-income and minority neighborhoods.	3.37
Evaluate projects that have been on project lists for over 10 years against current adopted policy guidance to determine if they should remain on long-range transportation or funding plans.	2.97

It would be better if there was a clear understanding of what can and cannot be changed by a project.

Goal: Implement Adopted Plans

	Survey score
Invest in public transportation and active transportation infrastructure in infill areas where growth and new redevelopment is already happening.	3.96
Prioritize public transportation needs within transportation planning decision making.	3.62
Prioritize active transportation projects in long-range transportation plans or funding plans.	3.34
Discourage road projects on land that could be used for residential development, commercial development, or other community needs.	2.85

Goal: Prioritizing Environmental Sustainability

	Survey score
Encourage transitions to more energy efficient modes of transportation such as bicycles, transit, and active transportation.	4.21
Reduce greenhouse gases from the transportation system.	3.20
Align transportation and infrastructure investments with the Municipality's Climate Action Plan.	3.09
Encourage transitions to alternative energy vehicles.	3.04

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Appendix 2: Working Group & Outreach

Table 1: Working Group Participants

Invitee	Representing
Working Group	
Daniel George	MOA Planning and Zoning Commission
Jedediah Drolet	Anchorage Health Department
Katherin Severin	American Association of Retired People
Jason Motyka	Downtown businesses
Mike Edgington	Southern communities
Sarah Preskitt	MOA Transit Advisory Board
Donovan Camp	Bike users
Matt Cruickshank	Northern communities (Eagle River, Chugiak, Birchwood, etc.)
CB Brady	Alaska Center for the Blind and Visually Impaired
Teri Lindseth	Ted Stevens Anchorage International Airport
Brian Lindamood	Alaska Railroad Corporation
Kristine Bunnell	Anchorage resident, at-large
Aaron Jongenelen	AMATS
Jasmin Smith	Business owner
Radhika Krishna	Anchorage Downtown Partnership
Ex Officio	
Daniel Volland	Anchorage Assembly/ex officio
Meg Zaletel	Anchorage Assembly/ex officio
Planning Team	
Daniel Mckenna-Foster	MOA Planning
Ryan Yelle	MOA Planning
Julie Jessen	HDR
Rory McAllister	HDR
Colin Singleton	CRW Engineering

The WG met five times during the project. All meetings were held at the MOA Planning Department, advertised by the MOA Planning Department, and open to the public. Dates, number of attendees, and meeting purposes are shown in Table 2, and WG meeting materials are included in Appendix B.

Table 2. Working Group Meetings Summary

Meeting #	Date	# of Attendees	Meeting Purpose
1	August 23, 2023	7	Introduce LRTS purpose; identify MOA-wide shared values and vision for transportation.
2	September 27, 2023	6	Review updated working vision statement and identify strategic goal statements.
3	October 25, 2023	11	Provide LRTS document guidance update; work on vision and goals.
4	November 29, 2023	14	Hold small group breakouts to shape goal and strategy recommendations based on working vision statement.
5	April 26, 2024	13	Update WG on open house and survey comments, solicit feedback on goals and strategy statements based on comments.

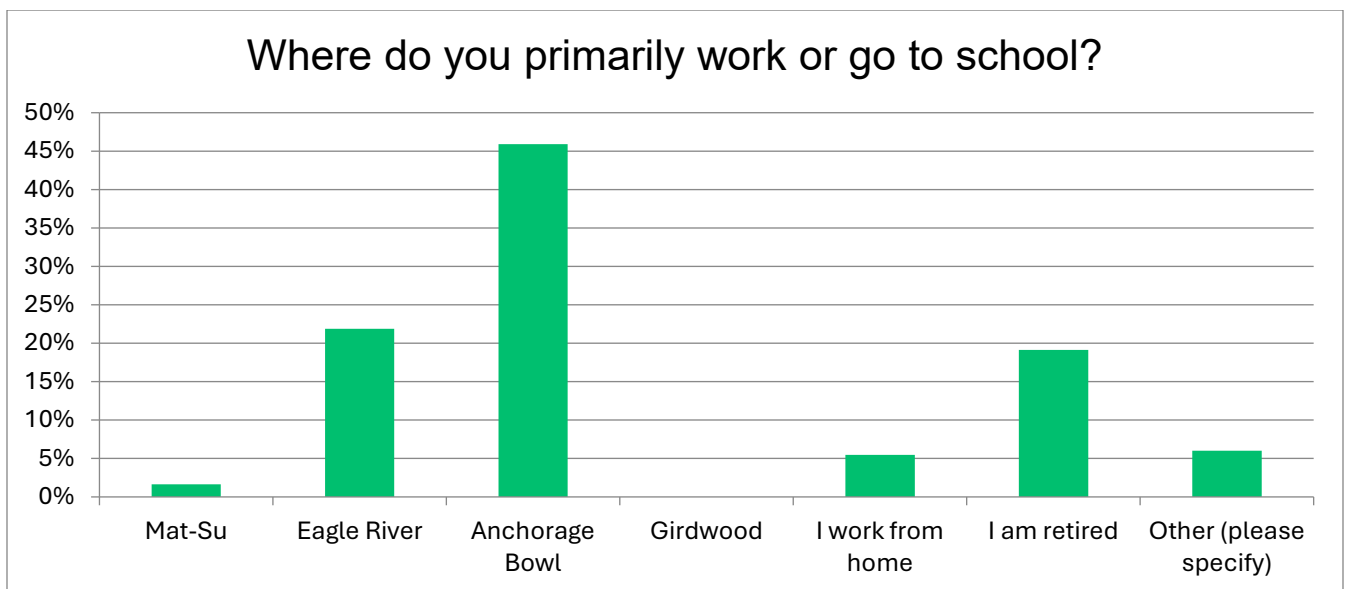
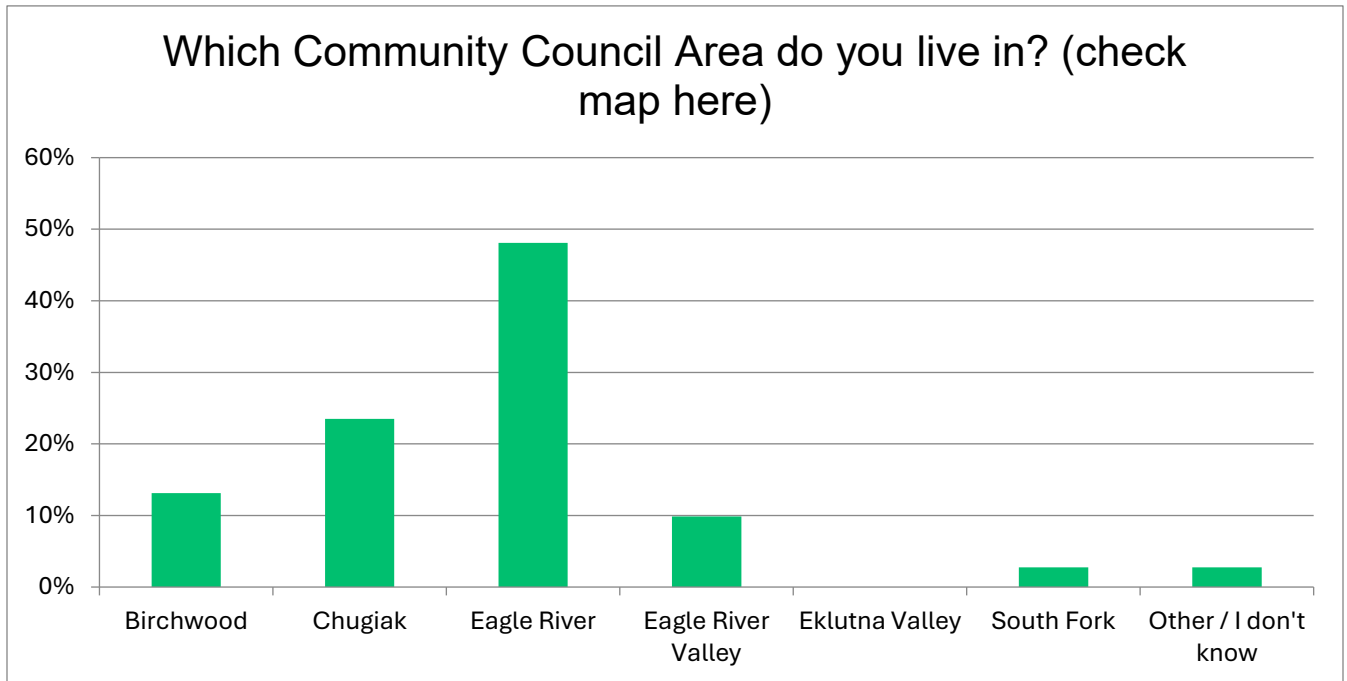
- Working group meetings in 2023
- Working group interviews in 2023
- Survey February-April 2024 (April 4)
- Anchorage Transportation Open House, March 28, 2024
- Presentation to Anchorage Assembly Transportation Committee, April 17, 2024
- Presentation to Anchorage Assembly Transportation Committee, July 17, 2024

Public Outreach Process

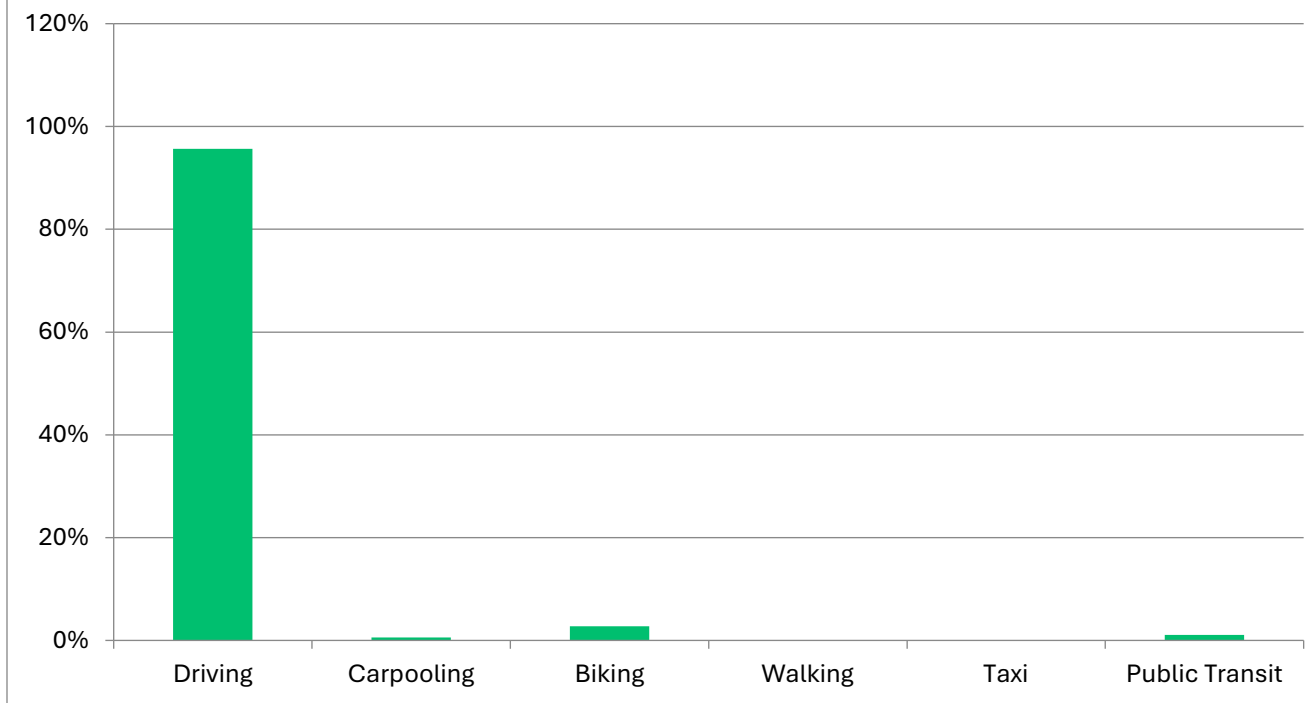
- Working group
- Interviews with working group members
- Survey
- Presentation to AMATS Technical Advisory Committee and Policy Committee
- Presentation to FCC and Community Councils
- Public review

Appendix 3: Survey Results for Chugiak-Eagle River

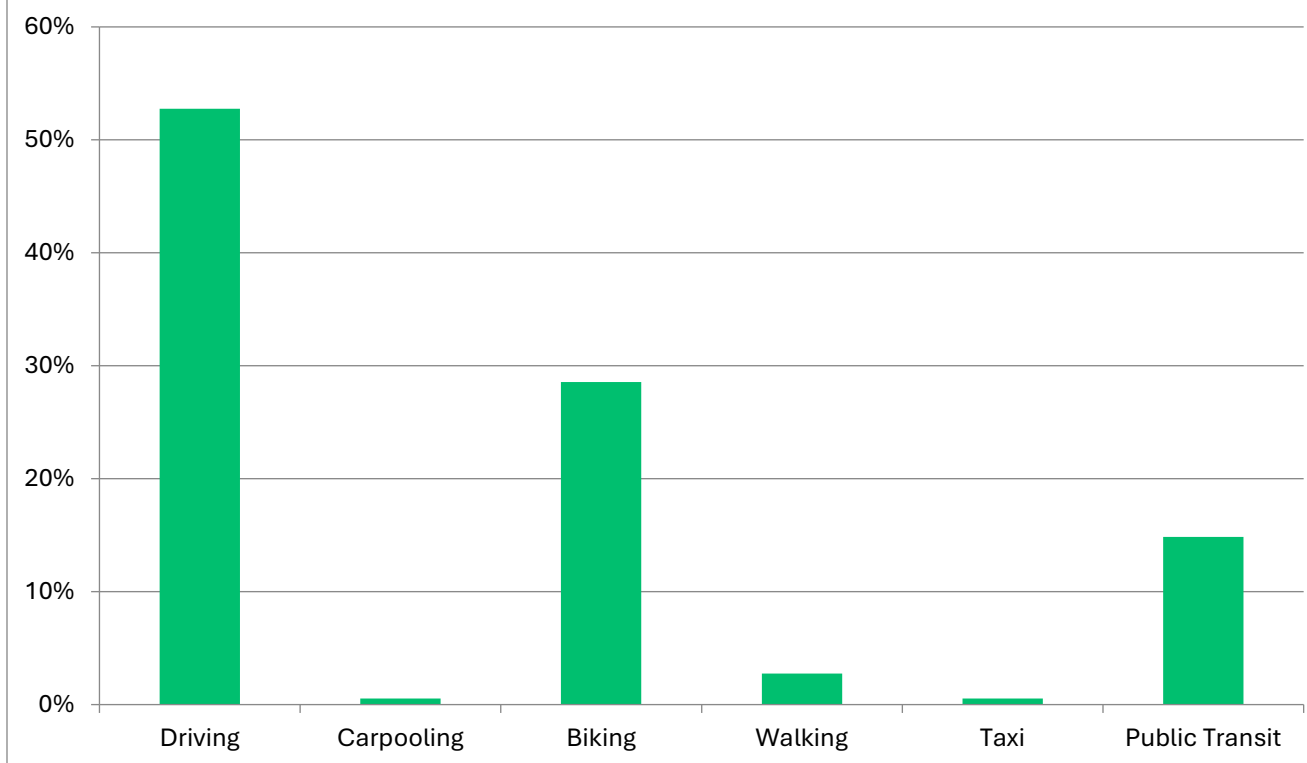
The Planning Department attended community council meetings in the Chugiak-Eagle River area and hosted an online survey in the fall of 2024, which yielded over 170 responses.

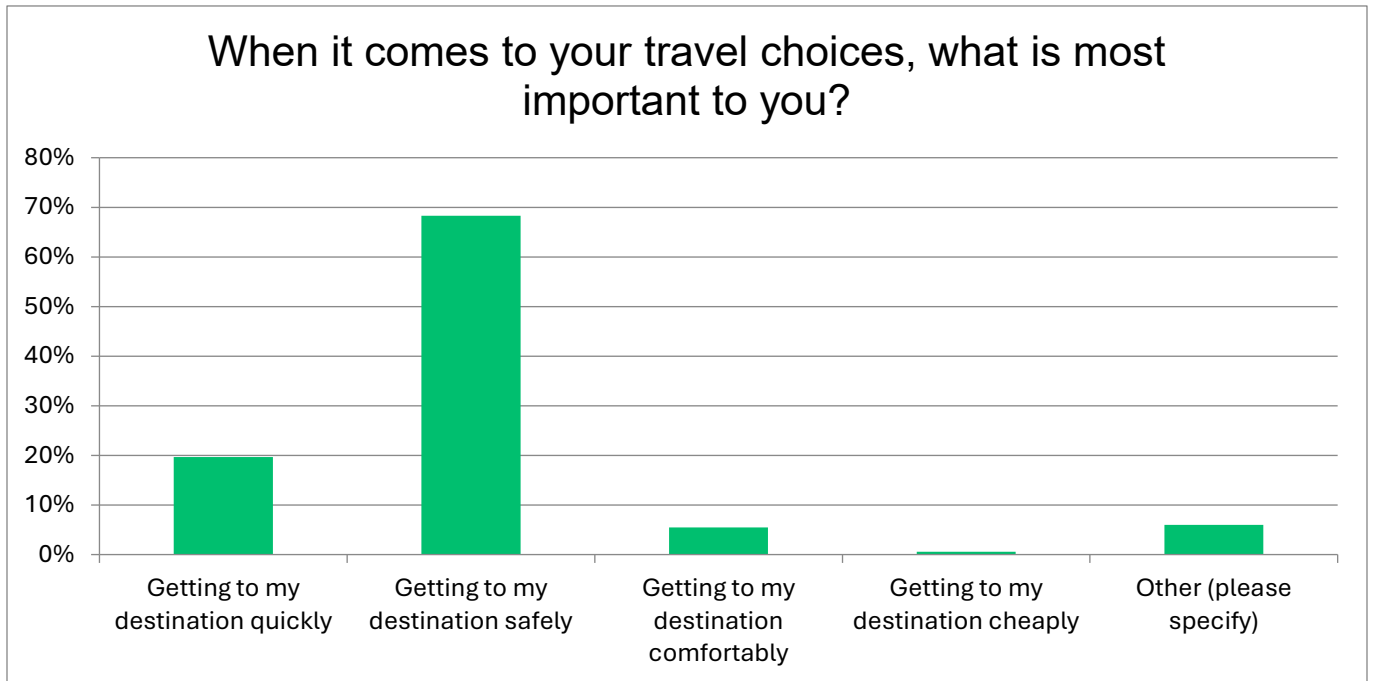


What is your most common mode of travel?

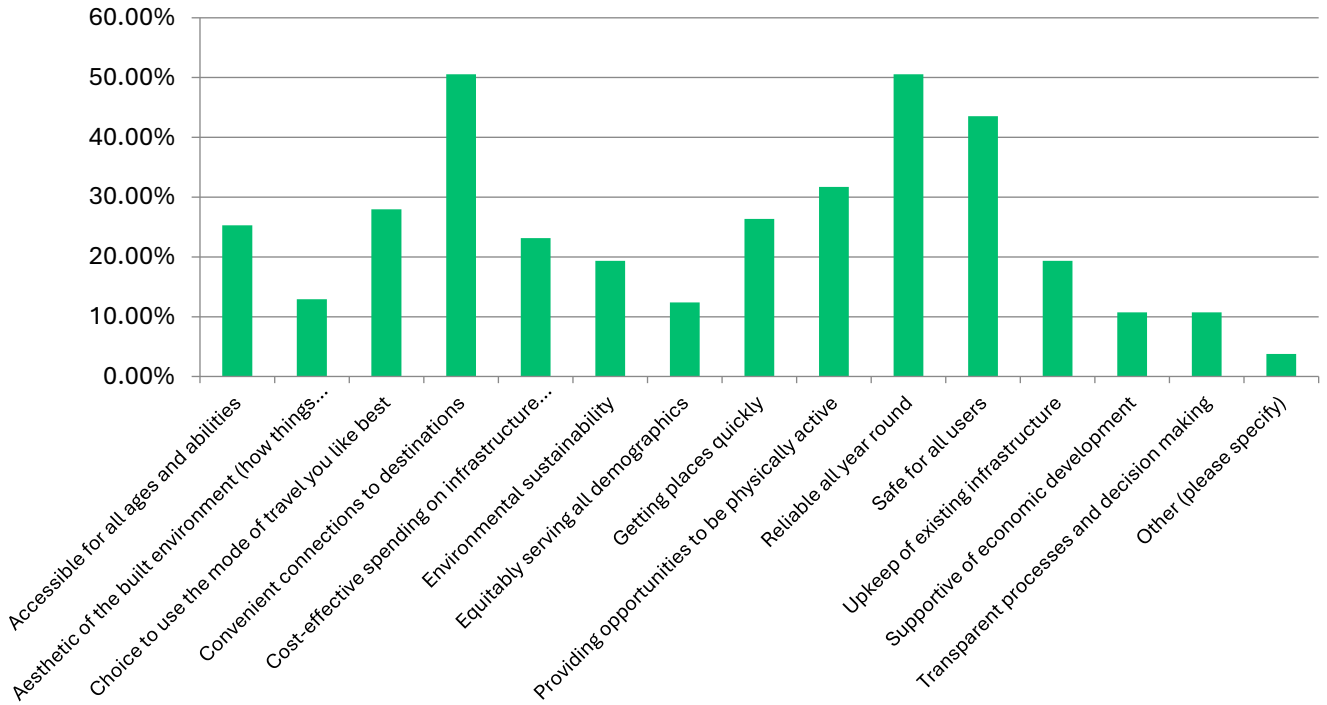


If you had a choice, what is your preferred mode of travel?

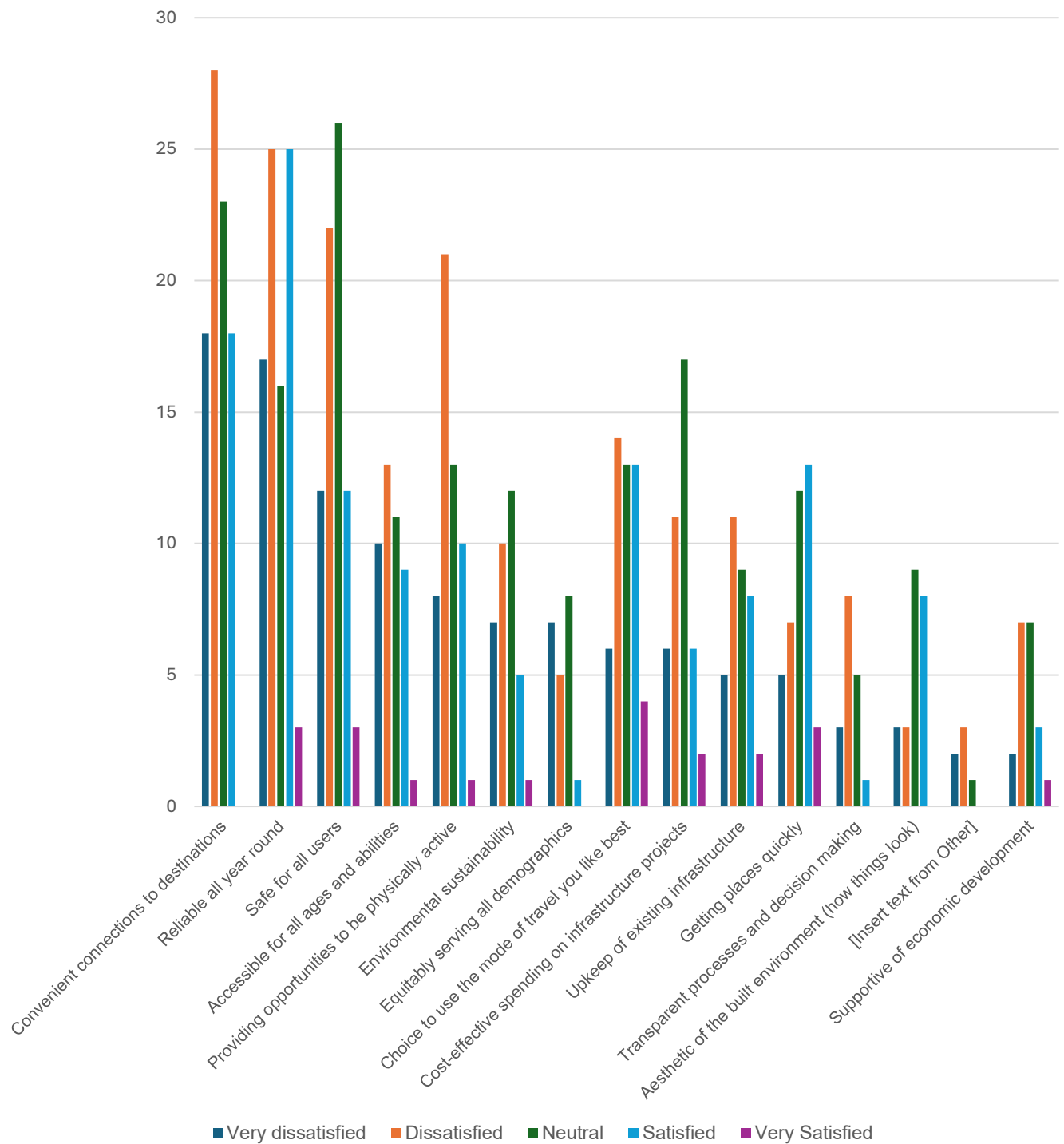




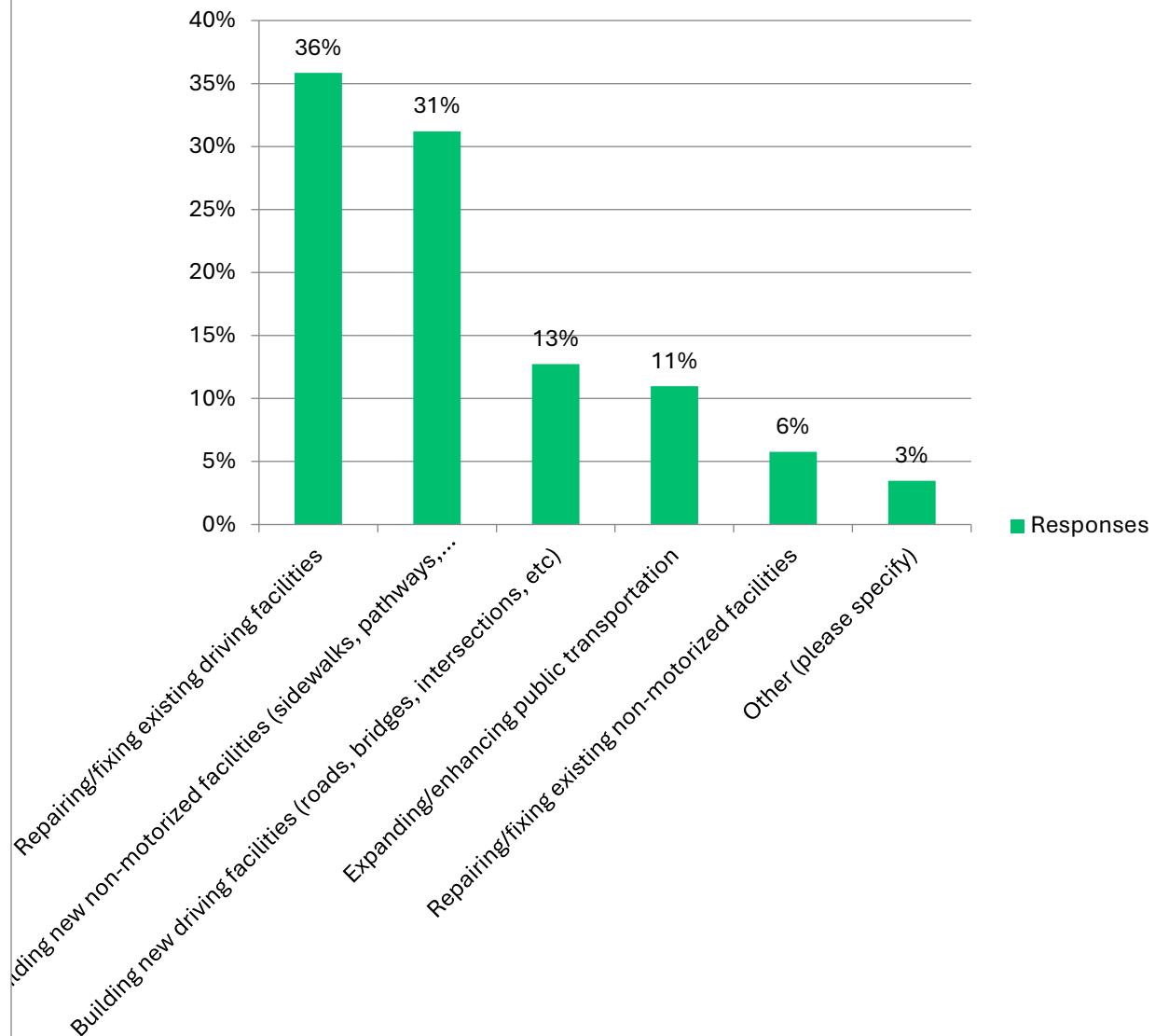
Which of the following transportation values are most important for you as a resident of Chugiak-Eagle River? (select three)



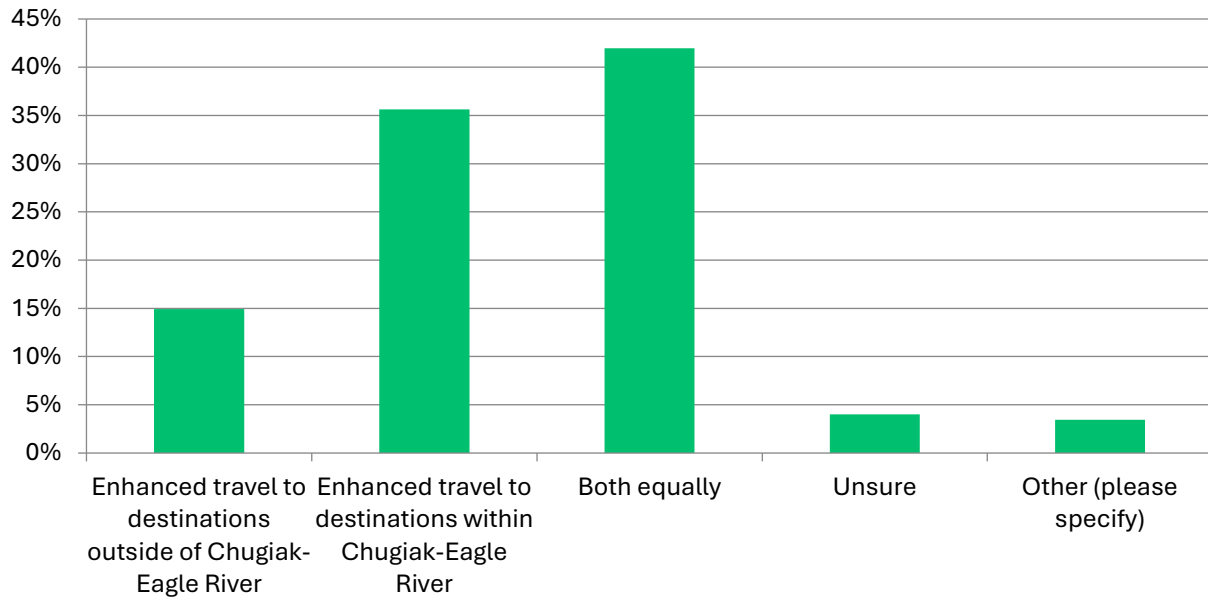
How well is the existing transportation system in your area serving these values?



In an environment of limited financial resources, where do you think the Municipality of Anchorage (MOA) or Chugiak/Birchwood/Eagle River Rural Road Service Area (CBERRRSA) should allocate most of its transportation funding in the Chugiak-Eagle River area



Which of the following should be the priority for transportation in your area?



What is your age?

