State of the Parking System

Anchorage ROW and Parking Management Strategy | November 2025

Table of Contents

Executive Summary

1

Parking Challenges and Opportunities

Anchorage has more than enough parking to meet demand. Aside from a few of the busiest downtown blocks downtown, public parking in Anchorage is rarely more than 80% full.

When people can't find an available parking space directly in front of their destination, they may perceive there to be a parking shortage. However, even at peak times, EasyPark staff estimate that public parking in downtown is no more than 40% occupied overall. An estimated 34% of land in downtown is used for off-street parking lots or garages.

Signage and wayfinding can help people find a free space when a "front door" space isn't available. Time limits and other policies can help encourage turnover in the prime, most convenient spaces.

Parking Challenges and Opportunities

The lack of centralized coordination makes it difficult to address parking challenges proactively, rather than reactively

Today, parking management roles and responsibilities are spread across many different departments and organizations. As a result, lots of "leg work" is required to coordinate efforts and fulfill day-to-day parking management duties. The lack of centralized coordination makes it more difficult to address parking challenges proactively, rather than reactively.

New parking management tools, systems, and allocation of responsibilities could help streamline parking management and make it easier to share data and information between teams, departments, and organizations.

Parking Challenges and Opportunities

Some aspects of how the city has designed and managed parking and the ROW creates challenges for other ROW users—especially when it snows.

Snow storage in on- and off-street spaces reduces how many people can store vehicles on the street. Snow berms alongside parking make it more difficult for people to store vehicles in the street. Sometimes, people still park in the street and leave their vehicles jutting out into travel lanes, bike lanes, and sidewalks. On-street parking meters downtown become obstacles when clearing snow from the sidewalk.

Parking design and management solutions can help mitigate these challenges. Updates to ROW design practices may be able to reallocate space for dedicated snow storage, but this would require a tradeoff of less vehicle storage.

Parking Challenges and Opportunities

Some community members and stakeholders believe that the public right-of-way should be prioritized for driving and parking. Others advocate for designs and policies that better support bicyclists, pedestrians, and snow storage.

Historically, space in the public right-of-way in Anchorage has been primarily allocated for vehicular needs, including parking. However, in recent years the Municipality has advanced new initiatives that better support the needs of bicyclists, pedestrians, and snow storage.

While adopted plans and policies overwhelming support this shift, stakeholders suggested that more work will be needed to communicate the needs for and benefits of these changes to some members of the community.

Parking Challenges and Opportunities

New parking strategies and solutions will require new funding and staff resources.

Today, Municipality staff and partner organizations have worked hard to address parking challenges within the limited resources available. While some tools such as parking meters and parking permits can pay for themselves, others will require net new resources.

Resource shortages could be partly addressed with new management tools and systems that improve efficiency and free up some staff time for other needs. Parking revenue from meters, permits, and other sources could be allocated to help fund new programs or initiatives. Securing other local, state, or federal funding could help expand parking programs and deliver additional community benefits.

Project Overview

2

What issues will the Strategy address?

Issue	Opportunity
Perception of too many people storing vehicles on public streets	Mitigate spillover concerns
Snow impacts the parking zone	Learn from cold weather cities to support snow clearance
Competition for limited curb space	Define actions to support all modes and balance tradeoffs
Lots of parking "problems"	Define the specific problem and solution
What is (realistic) success?	Develop goals and performance measures
Who does what, where, and when?	Implementation plan with roles, responsibilities, and timelines


AND | Emily Mesner

AP | Mark Thiessen

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What is the timeline?

PHASE 1:
Discover and Define

Project Kickoff
Fall 2024

Parking data collection
Winter 2025

Community Workshop #1
Spring 2025

- Gather input from staff and community members through interviews and working groups
- Study existing conditions, including current plans, policies, and practices

PHASE 2:
Design and Evaluate

Best Practices and Strategy Development
Summer/Fall 2025

- Research best practices
- Establish management goals, objectives, and evaluation practices
- Develop initial strategies and recommendations in coordination with MOA staff and stakeholders

PHASE 3:
Determine and Document

Draft Strategy
Fall/Winter 2025

Final Strategy
Early 2026

- Refine strategies based on stakeholder feedback
- Develop the final draft strategy, including toolkit of recommendations and implementation plan

Planning Context

3

Plans, Policies, and Projects

PLANS AND POLICIES REVIEWED

Citywide and Neighborhood Plans:

- Anchorage 2020 Comprehensive Plan (2001)
- Anchorage 2040 Land Use Plan (2017)
- AMATS 2050 Municipal Transportation Plan (2021)
- AMATS Transportation Systems Management & Operations Plan
- AMATS Safety Plan
- Downtown Streets Engineering Study (in progress)
- Anchorage Climate Action Plan
- Municipality of Anchorage (MOA) Long Range Transportation Strategy (in progress)
- MoA Ice and Snow Control Plan (2024–2025)
- East Anchorage District Plan (2014)
- Fairview Neighborhood Plan (2014)
- Mountain View Targeted Neighborhood Plan (2016)
- West Anchorage District Plan (2017)
- Spenard Corridor Plan (2020)
- Our Downtown (2021)
- UMED District Plan Update (2016)
- UMED TDM Plan (2023)
- Reimagining D Street Area-Wide Planning Study (2023)

Municipal Code Sections and Regulations:

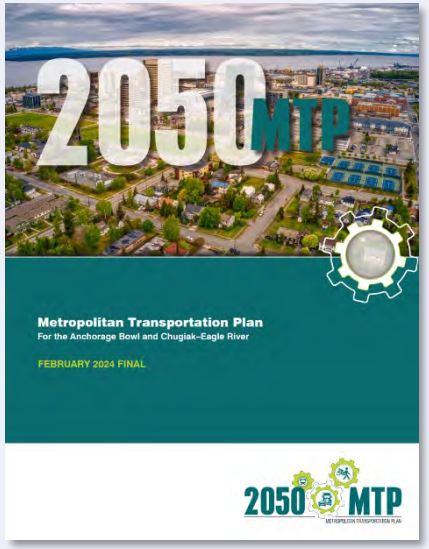
- MoA Municipal Code, (Titles 9, 11, 21, 24)
- Design Criteria Manual (DCM)

Plans, Policies, and Projects

KEY THEMES AND TAKEAWAYS

Anchorage has traditionally been planned and designed to make it much easier to get around by driving and parking than by other travel modes.

- **Vehicle congestion is generally low**, with brief periods of congestion during peak hours where freeways transition to signalized arterials, and **parking is plentiful** in most places.
- Gaps in the bicycle or pedestrian network make walking or biking difficult in many places—**especially in the winter, when snow storage impacts the accessibility of sidewalks and bicycle facilities.**

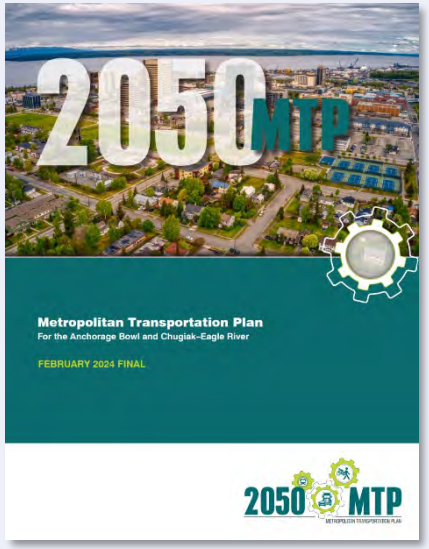


Plans, Policies, and Projects

KEY THEMES AND TAKEAWAYS

Many plans identify a need for better parking management, but they do not identify specifics.

- For example, Our Downtown (2021) recommends shared parking as a potential strategy to improve parking management downtown.
- Despite the lack of specifics, many plans include general emphasis on **parking management solutions that can support many community goals,** including economic vitality, walkability, expanded transportation options, sustainability, and safety.
- Achieving those goals will require **an action-oriented plan that includes specific parking management solutions**—and the steps to implement them.

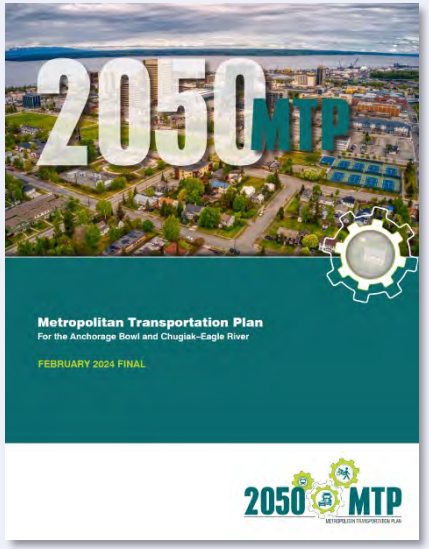


Plans, Policies, and Projects

KEY THEMES AND TAKEAWAYS

There is a desire to support denser types of development and mix of uses.

- Many citywide and neighborhood plans identify infill development—**especially on surface parking lots**—as a priority strategy for supporting more vibrant, healthy, walkable communities in Anchorage.
- **Parking management strategies can support this priority** by ensuring that the existing parking supply (both on- and off-street) is used efficiently and is right-sized to demand.



Plans, Policies, and Projects

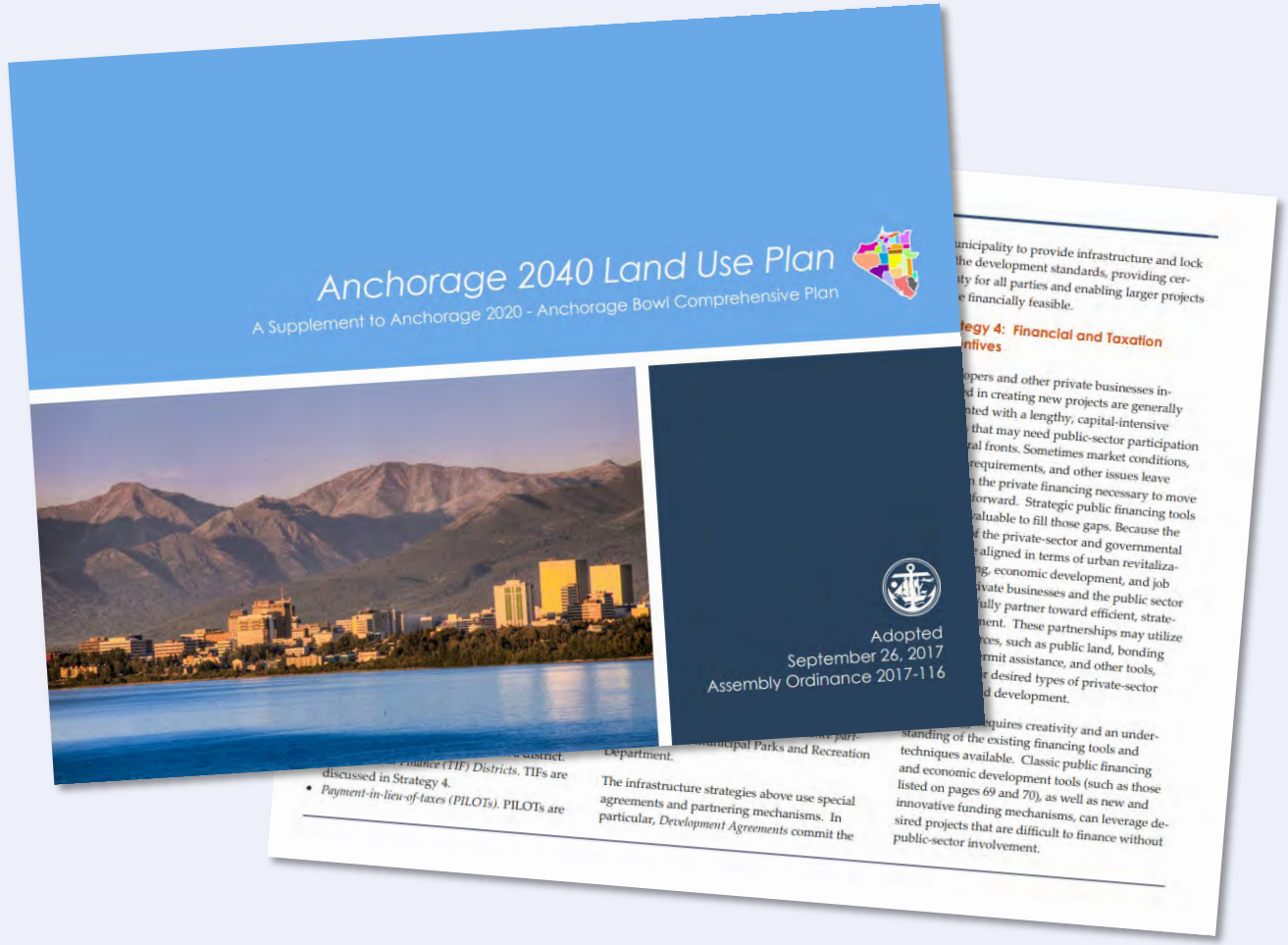
PLAN SPOTLIGHT: ANCHORAGE 2020: ANCHORAGE BOWL COMPREHENSIVE PLAN (2019)

- Identifies **parking management and policy reforms** to support plan goals, many of which have been implemented since plan adoption:
  - Improved parking management downtown
  - Reduced (removed) minimum parking requirements
  - Incentivize denser development, including infill development on surface parking lots
- Goals and benefits for **mobility and access:** *"Move people and goods safely, conveniently, and economically, with minimal adverse impact on the community."*
- Though augmented by the 2017 Land Use Plan, this plan still largely governs land use and growth in Anchorage.

Plans, Policies, and Projects

PLAN SPOTLIGHT: ANCHORAGE 2040 LAND USE PLAN (2017)

- Goal 2 builds on the comprehensive plan's infill and redevelopment strategies by articulating the opportunity to **address parking needs through demand management**:
  - Improving transit access, facilities, and services
  - Improving pedestrian and bicycle facilities
  - Leveraging on-street parking
  - Creating pedestrian-oriented developments
- Identifies **shared parking** as an essential strategy for improving efficiency, including agreements between private landowners and shared use of public facilities (schools, etc.).



Plans, Policies, and Projects

PLAN SPOTLIGHT: ANCHORAGE CLIMATE ACTION PLAN (2019)

- Sets the goal of reducing greenhouse gas emissions by 80% of 2008 levels by 2050.
- Identifies extreme weather events—which require more adaptable transportation systems — as an outcome of climate change.
- While the plan identifies the need to better align Title 21 with the City's long-term growth plans, there are no specific recommendations for the role parking policies may play in achieving Anchorage's environmental goals by disincentivizing SOV travel, decreasing urban heat island effects, and encouraging infill development that supports walking, biking, and transit.

Plans, Policies, and Projects

PLAN SPOTLIGHT: AMATS 2050 MUNICIPAL TRANSPORTATION PLAN (2021)

- Network analysis findings:
  - Low congestion for private vehicles, with the two roads with the highest levels of congestion (Glenn Highway and Tudor Road) experiencing 32 seconds of delay or less
  - System deficiencies for transit/pedestrians
- Transportation modeling process included testing scenarios for expanding transit access and reducing drive-alone demand:
  - "Increased transit": 54% increase in transit service hours/frequency
  - "Medium pricing": increased fuel tax (+$0.10/gal)
  - "High pricing": increased fuel tax, expanded area for paid parking by 50%, VMT tax ($0.03/mi)

Key Plans, Policies, and Projects

PLAN SPOTLIGHT: AMATS 2050 MUNICIPAL TRANSPORTATION PLAN (2021)

Selected as preferred planning scenario

Increases the cost and geographic extent of paid parking

Table 11: Summary of Investment, Land Use, and Pricing Scenario Effects.
More "plus" signs indicate more supportive of goal; more "minus" signs indicate less supportive

OUTCOMES BY ACTION	VEHICLE TRAVEL		ACTIVE MODE USAGE		
	VMT	VHD	TRANSIT	BIKE	WALK
TREND LAND USE, ALL PROJECTS (AP) INVESTMENTS	++	+	+	–	no change
INCREASED TRANSIT (IT) INVESTMENTS	+	– –	++	–	–
DENSE LAND USE	+++	+++	+	++	++
MED PRICING	+	no change	no change	no change	no change
HIGH PRICING	+	++	++	++	++

Key Plans, Policies, and Projects

PLAN SPOTLIGHT: AMATS 2050 MUNICIPAL TRANSPORTATION PLAN (2021)

Table 12: Forecast Base Year and 2050 Daily Mode Share for the AMATS Planning Area (Anchorage Bowl plus Chugiak-Eagle River)

Travel Mode	Base	2050 Reference	2050 Trend Land Use All Projects	2050 Trend Land Use Increased Transit	2050 Dense Land Use All Projects	2050 Dense Land Use Increased Transit	2050 Trend Land Use Increased Transit Medium Pricing	2050 Dense Land Use All Projects High Pricing
DRIVE ALONE	45.34%	45.67%	45.65%	45.61%	45.51%	45.47%	45.60%	44.25%
SHARED RIDE	41.05%	40.93%	40.83%	40.87%	40.78%	40.82%	40.87%	41.49%
WALK	9.12%	8.99%	9.06%	8.98%	9.16%	9.07%	8.98%	9.43%
BIKE	1.87%	1.84%	1.83%	1.82%	1.89%	1.89%	1.82%	2.05%
TRANSIT	0.92%	0.89%	0.94%	1.03%	0.96%	1.06%	1.03%	1.02%
SCHOOL BUS	1.71%	1.69%	1.69%	1.69%	1.70%	1.70%	1.69%	1.76%

Selected as preferred planning scenario

Increases the cost and geographic extent of paid parking

While the scenario that included parking pricing was expected to achieve better mode shift results, it was not selected as preferred because these pricing policies are not under the purview of AMATS.

Plans, Policies, and Projects

PLAN SPOTLIGHT: MOA LONG-RANGE TRANSPORTATION STRATEGY

- Strategic planning document that identifies transportation goals and objectives for Anchorage Bowl, Chugiak-Eagle River, and Girdwood
- Goals and recommended tasks will guide the development of specific transportation infrastructure projects and priority investments
- Themes and priorities for Anchorage Bowl include:
  - Adhering to a modal hierarchy that prioritizes pedestrians first and personal vehicles last
  - Updating plans and design standards to better support non-driving modes of travel
  - Reducing the role of performance metrics that prioritize vehicular movement, such as level of service

LRTS Goals for Anchorage Bowl:

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 in how people move around the municipality
4. Reflect Public Priorities in Transportation Investments and Decision Making
5. Consider environmental sustainability

Plans, Policies, and Projects

PLAN SPOTLIGHT: MOA LONG-RANGE TRANSPORTATION STRATEGY

LRTS mode share targets for Anchorage Bowl:

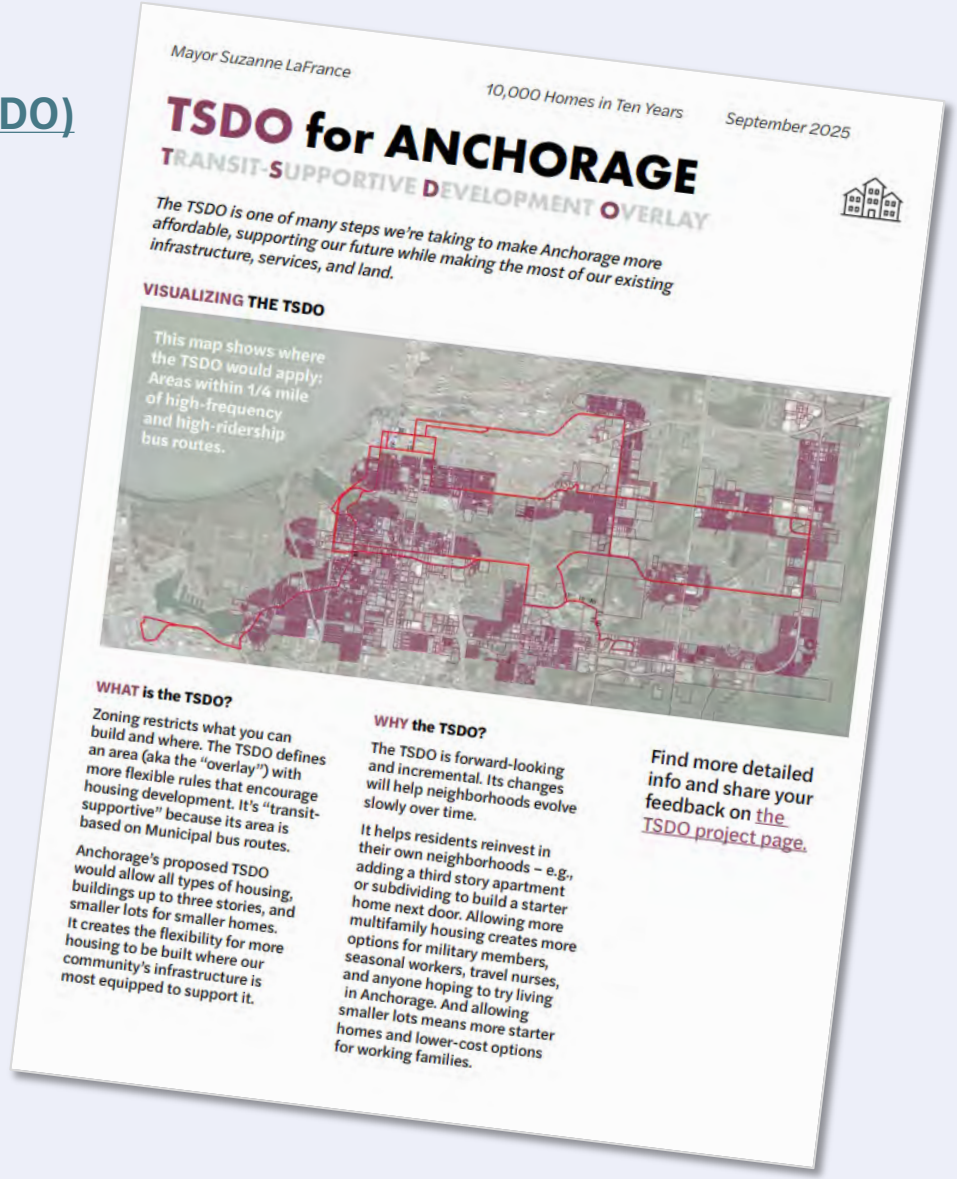
Mode of Transportation	Approximate Mode Share Today*	Mode share Target for 2030	Mode Share Target for 2040
Drive alone	68.7%	↘ 58%	↘ 38.5%
Shared ride	8.6%	↗ 10%	10%
Walk	2.4%	↗ 5%	↗ 10%
Bike (including E-Bike)	0.5%	↗ 5.5%	↗ 15%
Taxicab, motorcycle, or other means	1.5%	1.5%	1.5%
Transit	3.1%	↗ 5%	↗ 10%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

*From US Census 2022 ACS 1 year estimates

Plans, Policies, and Projects

POLICY SPOTLIGHT: TRANSIT-SUPPORTIVE DEVELOPMENT OVERLAY (TSDO)

- Zoning amendment that would change residential development standards along transportation corridors
- Changes within the overlay area would include:
  - Allowing an additional story for residential buildings (up to 40')
  - Allowing more types of residential development
  - Removing lot size requirements
  - Reducing setback requirements
  - Allowing more lot coverage
- As of October 2025, the TSDO project is on pause



Mayor Suzanne LaFrance

10,000 Homes in Ten Years

September 2025

TSDO for ANCHORAGE

TRANSIT-SUPPORTIVE DEVELOPMENT OVERLAY

The TSDO is one of many steps we're taking to make Anchorage more affordable, supporting our future while making the most of our existing infrastructure, services, and land.

VISUALIZING THE TSDO

This map shows where the TSDO would apply: Areas within 1/4 mile of high-frequency and high-ridership bus routes.

WHAT is the TSDO?

Zoning restricts what you can build and where. The TSDO defines an area (aka the "overlay") with more flexible rules that encourage housing development. It's "transit-supportive" because its area is based on Municipal bus routes.

Anchorage's proposed TSDO would allow all types of housing, buildings up to three stories, and smaller lots for smaller homes. It creates the flexibility for more housing to be built where our community's infrastructure is most equipped to support it.

WHY the TSDO?

The TSDO is forward-looking and incremental. Its changes will help neighborhoods evolve slowly over time.

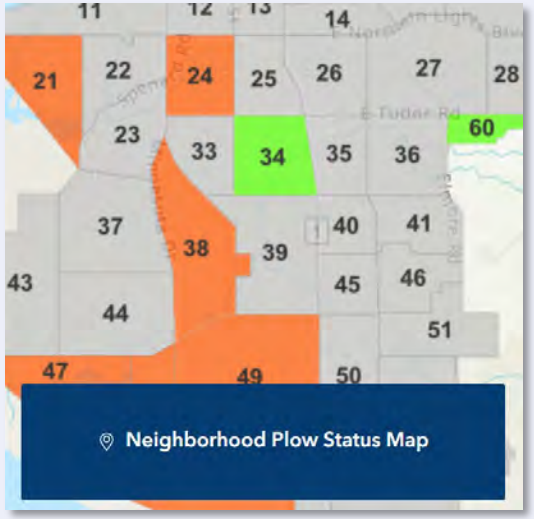
It helps residents reinvest in their own neighborhoods – e.g., adding a third story apartment or subdividing to build a starter home next door. Allowing more multifamily housing creates more options for military members, seasonal workers, travel nurses, and anyone hoping to try living in Anchorage. And allowing smaller lots means more starter homes and lower-cost options for working families.

Find more detailed info and share your feedback on the TSDO project page.

Plans, Policies, and Projects

PLAN SPOTLIGHT: MOA SNOW AND ICE CONTROL PLAN (2024–2025)

- The Snow Solutions team, formed in August of 2024 with representatives from 15 municipal departments, has produced an updated Snow and Ice Control Plan for Winter 2024–2025. The plan
  - Introduces a new public-facing website with information on estimated plowing timelines
  - Establishes protocols for light, moderate, and extreme snow
  - Map and detailed responsibilities of all groups involved with plowing
- The Snow Solutions team is also in the process of updating the Emergency Snow Amendment of municipal code (24.25). Currently, municipal code defines a snow emergency as four or more inches of snow. The amendment would redefine a snow emergency as any time snow or ice create hazardous conditions and would give the mayor more power before snowfall has occurred to restrict parking, tow unattended vehicles, and close lanes.



Plans, Policies, and Projects

PLAN SPOTLIGHT: MOUNTAIN VIEW TARGETED NEIGHBORHOOD PLAN (2016)

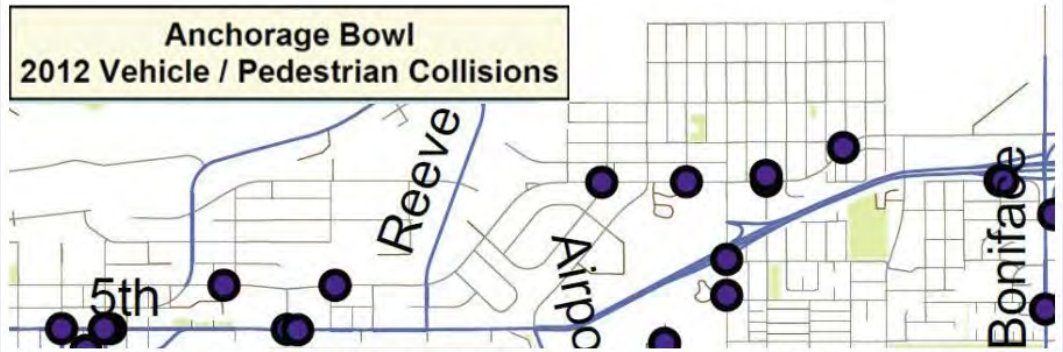
- Lower rates of vehicle access (1 or 0 vehicle households) means many Mountain View residents must rely on other modes to meet daily travel needs.
- Increasing vehicle traffic (especially on Mountain View Drive) creates safety risks for pedestrians, especially for children walking to/from school.
- Vision statement for transportation and green spaces: *"Public spaces that are accessible and welcoming to all, provide a safe, attractive environment and are accessible by walking, biking and public transportation, and the community takes ownership of these spaces."*

Plans, Policies, and Projects

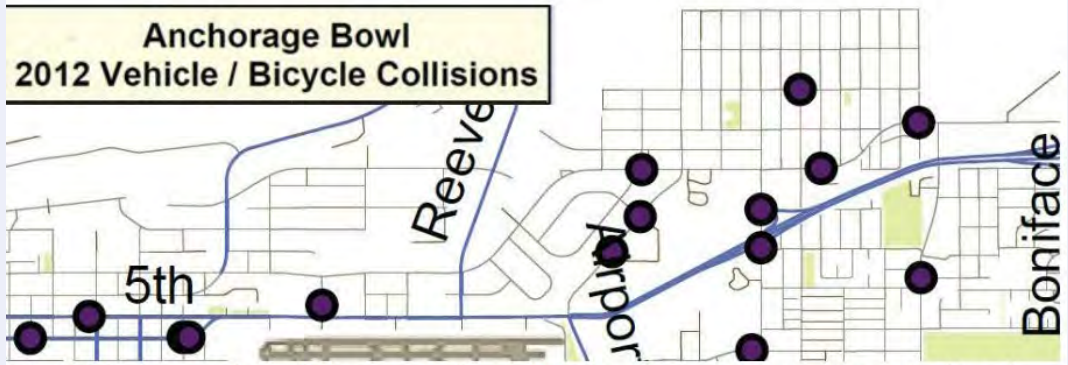
PLAN SPOTLIGHT: MOUNTAIN VIEW TARGETED NEIGHBORHOOD PLAN (2016)

Category 4: Transportation and Green Spaces
Vision Statement: Public spaces that are accessible and welcoming to all, provide a safe, attractive environment and are accessible by walking, biking and public transportation, and the community takes ownership of these spaces.
Our Core Values: Recreation; Safety; Curb Appeal; Accessibility; Welcoming; Pedestrian-minded; Bike and Dog Friendly; Gathering; Gardens; Green; Four Season Design; All-People Design; Connectivity.
Examples of Previous Efforts: McPhee Community Gardens and Fresh International Gardens are established; renovation of Duldida Park (2009) and William B. Lyons Park (2011); Davis Park master planning process begins (2014).

Traffic Counts along Mountain View Drive (2012)	
Junction	Average annual daily traffic counts
MV Drive & Glenn Highway	5,661
MV Drive & Taylor Street	12,029
MV Drive & Bragaw Street	10,653
MV Drive & McCarrey Street	8,016



2012 Vehicle-Pedestrian Collisions in and near Mountain View. Source: Municipality of Anchorage Traffic Engineering Dept., 2012 Annual Traffic Report.



2012 Vehicle-Bicycle Collisions in and near Mountain View. Source: Municipality of Anchorage Traffic Engineering Dept., 2012 Annual Traffic Report.

Plans, Policies, and Projects

PLAN SPOTLIGHT: OTHER CITYWIDE PLANS

Downtown Street Engineering Study (in progress)

- Analyzing road design changes identified in Our Downtown (2021) and will recommend changes based on traffic analysis.
- Considering speed limit reductions, lane reductions, intersection rebuilds, and the installation of lighting, seating, and bicycle racks.

Non-Motorized Transportation Plan (AMATS, 2021)

- Recommendation: Provide enough ROW to allow for snow storage on all new bike lanes.
- Recommendation: Pilot an open streets/parklet/pop-ups pilot program to repurpose on-street parking spaces for other public uses.
- Recommendation: Update bicycle parking requirements (short- and long-term bike parking needs).

Plans, Policies, and Projects

PLAN SPOTLIGHT: OTHER CITYWIDE PLANS

AMATS Transportation Systems Management and Operations Plan (TSMO)

- Identifies strategies to improve the efficiency, safety, and equity of the existing transportation system without adding additional lane miles.
- Performance measures include crash frequency and severity, miles of sidewalk cleared after snowfalls, and trip times for multimodal trips made within underserved communities.

AMATS Safety Plan

- Identifies priority issues: slowing auto speeds, separating transportation modes, improving road user behaviors through design changes, improving travel conditions in the winter.
- Establishes priority locations for safety improvements based on equity priority areas, non-motorized transportation network, land use, and planned/programmed investments.
- Recommends decreasing speed limits on major arterials.

Plans, Policies, and Projects

PLAN SPOTLIGHT: OTHER NEIGHBORHOOD OR AREA PLANS

East Anchorage District Plan (2014)

- Goals include better active transportation connections, better transit options, improved snow removal, and improved pedestrian safety.

Fairview Neighborhood Plan (2014)

- Recommendations include reducing on-site parking and increasing on-street parking.
- Includes strategies for managing snow, including ROW design elements (e.g., phasing out rolled curbs) and programmatic elements (e.g., creating a "snowfighters brigade").

West Anchorage District Plan (2017)

- Identifies snow storage as a necessary use of the public right-of-way between travel lanes and the sidewalk.
- Identifies surface parking lots as opportunity sites for redevelopment.

Plans, Policies, and Projects

PLAN SPOTLIGHT: OTHER NEIGHBORHOOD OR AREA PLANS

Spenard Corridor Plan (2020)

- Identifies the need to improve parking management and reduce overall supply.
- Includes recommendation to leverage ROW space and shared parking pools for snow storage.
- *A Spenard Parking Study is currently underway and will provide more detailed recommendations in 2025.*

Our Downtown (2021)

- Update to the Comprehensive Plan to better meet downtown's needs for growth and revitalization.
- Recommends an Idle Property Tax Abatement program to encourage redevelopment of excess parking lots.
- Identifies need for better parking management but does not provide details/specific strategies.
- Identifies a preference for underground or wrapped parking garages over surface parking lots to support a more vibrant downtown environment.

Plans, Policies, and Projects

PLAN SPOTLIGHT: OTHER NEIGHBORHOOD OR AREA PLANS

UMED District Plan Update (2016)

- Establishes guidelines for growth and development in the UMED District.
- Finds that UMED has sufficient parking supply and calls for TDM strategy to manage parking demand.
- Lays out design guidelines for parking facilities in UMED.

UMED TDM Plan (2023)

- Toolkit of 23 TDM strategies to encourage people to walk, bike, or take transit to UMED.
- Identifies snow storage practices as barrier to active transportation.
- TDM strategies include expanding paid parking, switching from monthly to daily parking rates, and allowing people to cash out on parking permit costs.

Anchorage Municipal Code

TITLE 21: LAND USE PLANNING

- Title 21 governs land use requirements on private property in Anchorage, including off-street parking lot design and loading requirements.
- In November 2022, Anchorage amended Title 21 to **eliminate minimum requirements for off-street parking**, set parking maximums (slide 36), establish parking and loading design standards (slide 37), update minimum off-street loading requirements (slide 38), increase the required ratio of ADA parking spaces (slide 40), and update required bike parking requirements and design standards (41). The amendment also established required alternative transportation incentives for new developments (slide 50).
- Goals for the change included providing more effective tools for managing ROW, encouraging economic development, and supporting housing construction.
- There has been no measurable change to how people park on public streets since this policy change.

Anchorage Municipal Code

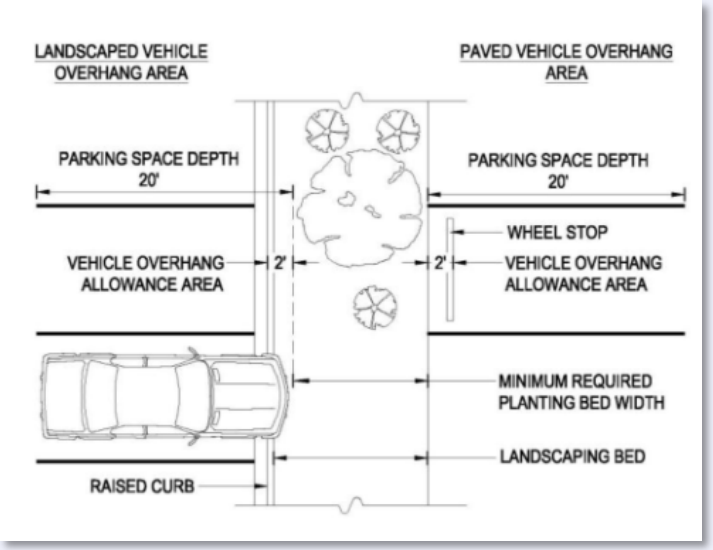
TITLE 21: LAND USE PLANNING

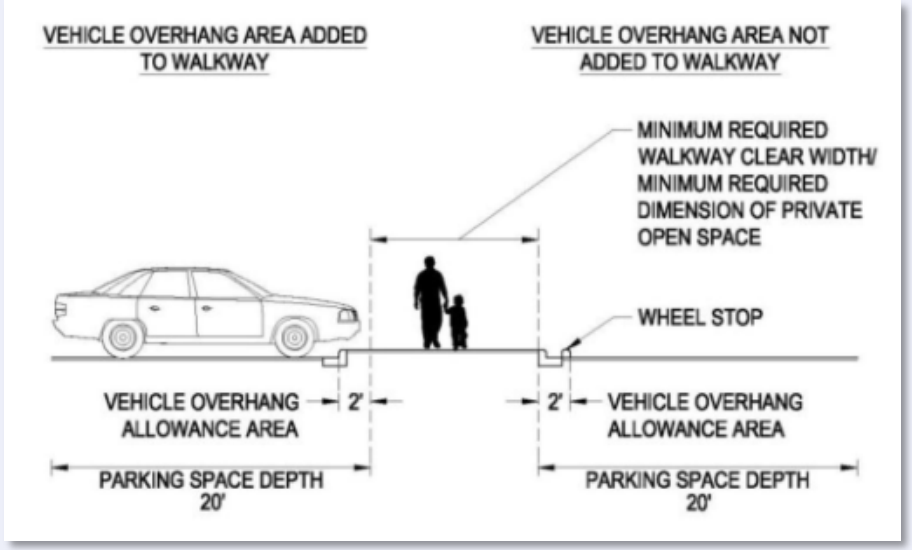
- Section 21.07.090E removes minimum parking requirements and sets a maximum of one parking spot per 250 square feet of gross floor area, except for the following exceptions:
  - Restaurants, dinner theaters, and bars: one parking space per 100 square feet of gross floor area
  - Health services: one parking space per 200 square feet of gross floor area.
  - Community centers, religious assemblies, crematoriums, assembly uses, and entertainment and recreation uses: one parking space per three seats or persons in the principal assembly area
  - Developments are allowed six parking spaces if the parking maximums would result in less than six
- Exceptions to parking maximums may be allowed if the applicant provides a parking demand study of similar sites in Anchorage showing that demand cannot be accommodated with the maximum allowed spaces or through parking congestions strategies like on-street parking, shared parking, or transportation demand management strategies.

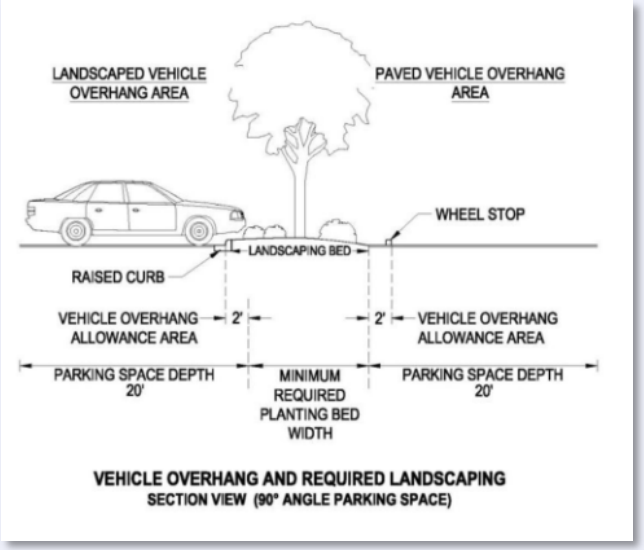
Anchorage Municipal Code

TITLE 21: LAND USE PLANNING

- Section 21.07.090H establishes parking and loading facility design standards that are intended to be safe and convenient for both motorists and pedestrians.
- These standards include landscaping and screening requirements, and minimum pedestrian walkway widths.







Anchorage Municipal Code

TITLE 21: LAND USE PLANNING SECTION 21.07.090G (OFF-STREET LOADING REQUIREMENTS)

TABLE 21.07-6: OFF-STREET LOADING BERTHS

Use	Aggregate Gross Floor Area (square feet) or Number of Dwelling Units	Berths Required	Type
Residential Uses			
Multifamily and mixed-use dwellings	50—149 dwelling units in a structure	1	B
	150—249 dwelling units in a structure	2	B
	Each additional 100 dwelling units or portion thereof	1 additional	B
Group housing	Same as for health care facilities		
Community Uses			
Community center or religious facility	Same as for assembly uses		
Government administration and civic facilities	Same as for office commercial uses		
Cultural facilities	24,000—50,000	1	B
	50,001—100,000	2	B
	Over 100,000, each additional 50,000 or fraction thereof	1 additional	B
Educational facilities	Over 25,000	1	B
Health care facilities	25,000—100,000	1	B
	Over 100,000	2	B
Railroad freight terminals and other transportation facilities, utility facility	12,000—36,000	1	A
	36,001—60,000	2	A
	60,001—100,000	3	A
	Each additional 50,000 or fraction thereof	1 additional	A

Continued →

Anchorage Municipal Code

TITLE 21: LAND USE PLANNING SECTION 21.07.090G (OFF-STREET LOADING REQUIREMENTS CONT.)

Use	Aggregate Gross Floor Area (square feet) or Number of Dwelling Units	Berths required	Type
Commercial Uses			
Assembly uses, entertainment and recreation uses	25,000—150,000	1	B
	150,001—400,000	2	B
	Each additional 250,000 or fraction thereof	1 additional	B
All commercial establishments not otherwise specified	10,000 —24,000	1	B
	24,001—50,000	2	B
	50,001—100,000	3	B
	Over 100,000, each additional 50,000 or fraction thereof	1 additional	B
Visitor accommodations, animal sales and service, office, personal services, repair and rental uses	25,000—40,000	1	B
	40,001—100,000	2	B
	Each additional 100,000 or fraction thereof	1 additional	B
Entertainment facility (major), grocery or food store	10,000—50,000	1	B
	50,001—100,000	2	B
	Each additional 100,000 or fraction thereof	1	A
Marijuana Uses			
Marijuana cultivation facility	12,000—60,000	1	B
	Each additional 60,000 or fraction thereof	1 additional	B
Marijuana manufacturing facility	Same as for marijuana cultivation facility		
Marijuana retail facility	Same as for general commercial establishments		
Industrial Uses			
Light contractor and special trades, dry cleaning establishment, commercial food production, and self-storage facility	Same as for general commercial establishments		
Data processing facility, research laboratory and government services	Same as for office and personal service uses		
All industrial uses not otherwise specified	12,000—36,000	1	A
	36,001—60,000	2	A
	60,001—100,000	3	A
	Each additional 50,000 or fraction thereof	1 additional	A

Anchorage Municipal Code

TITLE 21: LAND USE PLANNING

- Section 21.07.090J sets requirements for the number of accessible parking spots based on the number of overall parking spots provided. The required number of ADA spaces were increased as part of the November 2022 amendment of Title 21.

TABLE 21.07-8: ACCESSIBLE PARKING SPACES

Total Parking Spaces Provided	Total Accessible Spaces Required	Number of Accessible Spaces that shall be Van-Accessible
1 to 10	1	1
11 to 25	2	2
26 to 50	4	2
51 to 75	6	2
76 to 100	8	2
101 to 150	11	2
151 to 200	14	2
201 to 300	14	2
301 to 400	14	2
401 to 500	14	2
501 to 1,000	3 percent of total	1 for every 6 accessible spaces
1,001 and over	20 plus 2 for each 100 over 1,000	1 for every 6 accessible spaces

Anchorage Municipal Code

TITLE 21: LAND USE PLANNING

- Section 21.07.090K sets bicycle parking minimums depending on use category and building size. Requirements include the share of spaces that must be for long-term bike parking.

TABLE 21.07-9: Bicycle Parking Spaces Required

Use Category/Type	Minimum Number of Bicycle Spaces 1 ("sf" = square feet; "gfa" = gross floor area)	Minimum Percentage for Long-Term Spaces (for required bicycle parking in excess of 2 spaces)[2]
Multifamily and mixed-use dwellings	1 space per 5 dwellings	75 percent[3]
Group living uses, roominghouses, homeless and transient shelters	1 space per 5 beds	75 percent
Government administration & civic facility, Offices, Hospitals/Healthcare facilities	1 space per 5,000 sf gfa	75 percent
Cultural facilities, entertainment and recreation facilities	1 space per 10,000 sf gfa	10 percent
Schools, colleges	4 spaces per classroom	25 percent
Restaurants, bars	1 space per 3,000 sf gfa	10 percent
Retail sales, personal service, repair & rental	1 space per 5,000 sf gfa	10 percent
Visitor accommodations	1 space per 23,000 sf gfa	75 percent
Industrial uses	1 space per 25,000 sf gfa	75 percent
Uses not included above, except as provided in subsection K.3. below	Minimum of 2 spaces	Not required

[1] A minimum of two spaces are required for each use. After the first 40 bicycle parking spaces, no additional bicycle parking is required for any individual non-residential use.

[2] The first two required spaces are not used in calculating the percentage of required long term spaces. The number of required long-term bicycle parking spaces is calculated as a percentage of the overall number of required spaces beyond the first two required spaces.

[3] For multifamily and mixed-use dwellings, the requirement for a minimum percentage of required bike spaces to be long-term spaces is applicable only to buildings with five or more dwellings. All townhouse-style buildings are exempt from the long-term space requirement.

Anchorage Municipal Code

TITLE 9 (VEHICLES AND TRAFFIC)

- Title 9 grants the municipal traffic engineer authority to regulate parking and right-of-way use, including:
  - Times and locations where parking is permitted (9.30.110 and 9.30.120)
  - Establishing parking time limits (9.30.140), including prohibiting for longer than 24 hours (9.30.150)
  - Restricting parking for snow removal and street cleaning (9.30.130)
  - Loading permits
- Section 9.30.240 grants parking enforcement authority to ACDA (including EasyPark), as well as municipal police officers.
- Section 9.30.260 establishes grounds for vehicle removal and impoundment, which include:
  - 4 or more unresolved citations for parking, stopping, or standing
  - Determination by a police officer that the vehicle poses “imminent threat to public health , safety, or welfare”
- Section 9.30.280 establishes civil penalties for violating parking code

Anchorage Municipal Code

TITLE 9 (VEHICLES AND TRAFFIC)

- Section 9.34 governs parking meters:
  - Traffic engineer can designate metered spaces in zones approved by the assembly
  - Traffic engineer can change meter time limits, but requires consultation with ACDA
- Section 9.34.070 limits the use of parking meter revenue to
  - Regulation and control of parking and traffic
  - Costs to purchase/install/maintain parking meters
  - Manage parking within the meter zone
  - Acquiring, establishing, improving, maintaining, and operating off-street parking facilities
  - Parking, traffic, and circulation
- Section 9.60 established the Anchorage Parking Authority, which was later superseded by ACDA (see section 25.35)
- Section 9.65 establishes the process for creating permitted parking zones in residential areas with high demand for street parking

Anchorage Municipal Codes

TITLE 11 (TRANSPORTATION)

- Chapter 10 of Title 11 establishes the Anchorage Transportation Commission, which regulates chauffeured vehicles available for a fee (e.g., taxis and transportation network companies (TNCs).
  - Duties of the Transportation Commission include evaluating the quality of these services, tracking complaints and civil and criminal citations, and approving or denying permit applications.
- Chapter 45 of Title 11 regulates the licensing and operation of TNCs, which includes a zero-tolerance policy for drug and alcohol use of drivers when they are available for service.
- Chapter 70 of Title 11 governs the public transportation system, including fares, prohibited acts on board and associated penalties, and the use of traffic preemption devices.

Anchorage Municipal Codes

TITLE 24 (STREETS AND RIGHT-OF-WAY)

- Title 24 governs use of the public right-of-way in Anchorage
  - 24.25 gives the mayor the power to declare a snow emergency when four or more snow, ice, or sleet has been deposited in the central business district. When a snow emergency has been declared, parking or stopping along snow routes is prohibited.
    - 24.25 is currently being updated, as described on slide 24.
  - 24.30 states that use of the public right-of-way requires a permit and identifies the cost of various permits.
  - 24.75 establishes a competitive bid system for sidewalk vendor permits and rules of conduct for vendors.
  - 24.80.020 gives the municipal police department the power to impound vehicles.
  - 24.80.090 requires property owners to clear snow and ice from sidewalks adjacent to their property and accessible parking spaces on their property and prohibits them from depositing snow and ice in the public ROW, with the exception of snow and ice cleared from the sidewalk into the street in Downtown Anchorage.
    - 24.80.110 establishes a fine of $50–300 and a civil penalty of $50–1,000 per violation of 24.80.090.

Design Criteria Manual (2007)

- The Design Criteria Manual, which will be updated in 2026–2027, establishes standards for street design, stormwater management, landscaping, trails, lighting, traffic control, public transportation, and the layout of municipal plans.
- Chapter 1: Streets defines the purpose and characteristics of arterials, collectors, and local streets. This chapter also establishes the design standards referenced in Title 24 (Streets and Right of Way) of the Anchorage Municipal Code.
- Chapter 7: Public Transportation establishes guidelines for bus stop locations, design, and amenities.

TABLE 1-2 PRIMARY STREETS: MAJOR ARTERIAL'S ROADWAY CHARACTERISTICS

Characteristics	Divided		Undivided	
	Class III Figure 1-4	Class IIIA Figure 1-5	Class IIIB[2]	Class IIIC[3] Figure 1-6
Lane Width	12′	12′	—	12′
Median Width[4]	15' Desirable, 4′ Min.	15' Desirable, 4′ Min.	—	N/A
Design Speed	55 MPH	55 MPH	—	55 MPH
Posted Speed	45 MPH	45 MPH	—	45 MPH
Intersections	At-Grade	At-Grade	—	At-Grade
ADT[1]	>20,000	>20,000	—	>20,000
No. of Lanes	4	4-6	—	4
Transit Stops	Permitted	Permitted	—	Permitted
Parking	Prohibited	Prohibited	—	May be allowed
Pedestrian Facilities	Separated	Separated	—	Separated
Bicycle Facilities	Separated multi-use trail	Separated multi-use trail	—	Shared with Traffic

[1] Average Daily Traffic
[2] OS&HP-classified Class IIIB Major Arterial not currently used..
[3] This classification applicable only in area bounded by and including L Street, 3rd Avenue, Karluk Street, and 15th Avenue.
[4] Raised median width measured back-to-back of curb.

Active Transportation Network

Anchorage has an extensive trail network that is popular for walking, biking and cross-country skiing.

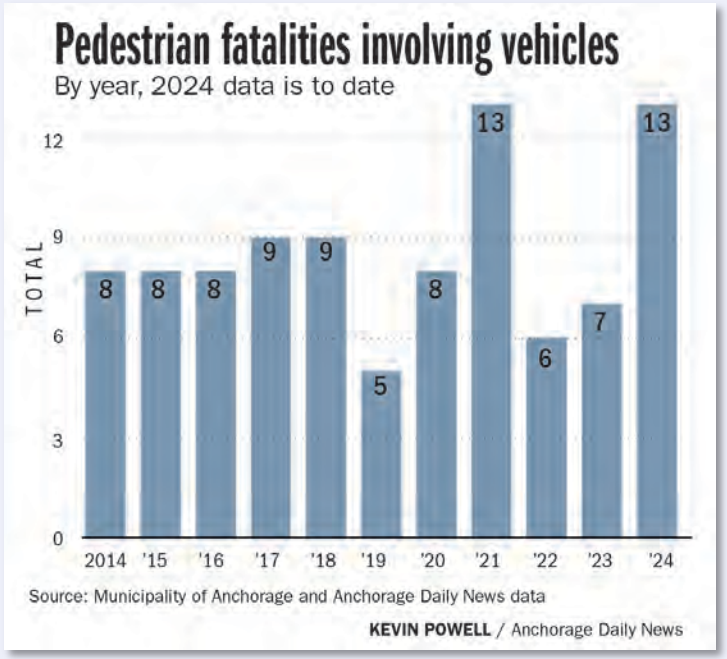
The city is expanding its on-street bike facilities and piloted two-way protected bike lanes over the summer, which can be placed in on-street parking lanes to decrease impacts to travel lanes.

Figure ES.8: Prioritized Bicycle Corridors

Active Transportation Network

Anchorage had 15 pedestrian fatalities in 2024, surpassing the previous **statewide** record of 13 pedestrian fatalities in 2022. As of October 2025, 12 pedestrians in Anchorage have been killed in 2025.

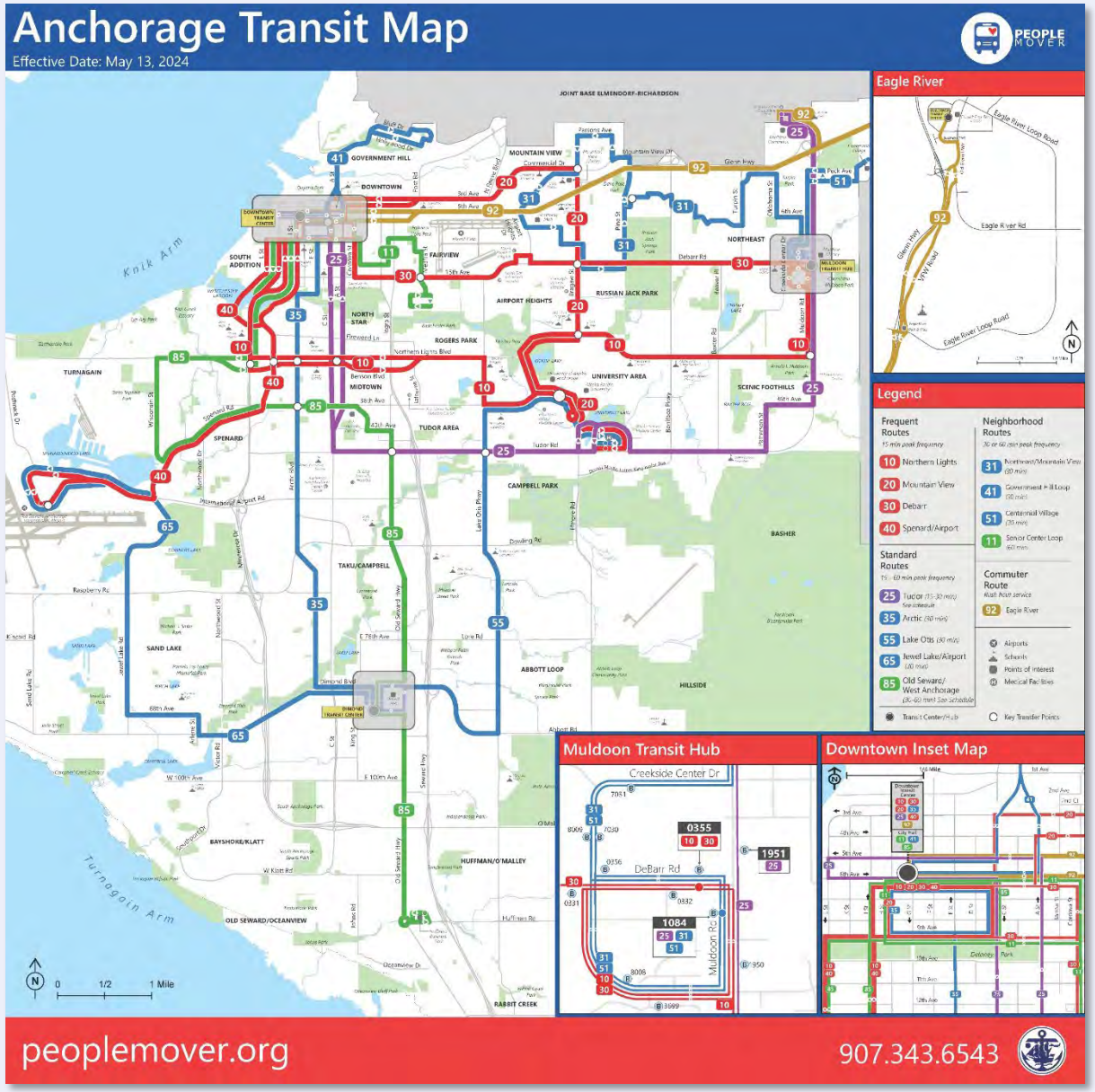
Active transportation rates are lower in the winter in part due to plowing practices that create impassable bike lanes and sidewalks.



Transit Network

People Mover provides bus service along 16 routes in greater Anchorage and Eagle Creek, with a ridership of 108,885 in 2023.

AnchorRides provides shared ride services for people with disabilities and seniors.



Transit Network

During the snowy season, bus stops can be hard to reach due to snow being plowed out of travel lanes and onto sidewalks and bus stops.

In cases of extreme snowfall, such as November 2023, bus service can be canceled completely.

People Mover decreased service in October 2024.

The Parking System Today: Parking Supply and Management

4A

The Parking System Today

KEY THEMES AND CHALLENGES

- In all parts of Anchorage, data indicates there is sufficient parking supply to meet drivers' demand.
  - Some members of the public perceive there to be a parking shortage on public streets in some areas—particularly during winter weather and in downtown and other busy commercial districts.
  - However, parking data and observations from City staff and stakeholders suggest parking is available at all times and days within a reasonable walk shed.
  - While parking spaces immediately adjacent to every destination may not always be available, there are typically empty parking spaces within a short walk (1–2 blocks).

Photo credit: Wikimedia commons

The Parking System Today

KEY THEMES AND CHALLENGES

- EasyPark plays a critical and essential role in managing parking in downtown Anchorage:
  - EasyPark fulfills key parking management duties for both on- and off-street parking throughout downtown Anchorage
  - Responsibilities include operating public parking lots and garages, parking enforcement, parking permit management, and managing on-street paid parking
- Easy Park is limited from wider parking enforcement outside of downtown Anchorage due to restrictions in the Anchorage Charter

Photo credit: EasyPark

EasyPark

HISTORY AND PURPOSE

- Initially formed as the Anchorage Parking Authority (APA) in 1984, EasyPark became part of the ACDA in 2005. It is governed by the ACDA board, whose nine members are appointed by the Mayor.
- EasyPark is the authority that owns and manages paid on-street parking and public off-street lots and garages in Downtown.
- “EasyPark” is the brand name of the parking services department of the Anchorage Community Development Authority (ACDA).
- EasyPark is entirely self-funded through parking revenue.

Mission, Vision & Core Values

Mission:
ACDA serves as a catalyst for development.

Vision:
A vibrant and prosperous Anchorage.

Core Values:
Innovation in development approaches and parking management

Collaboration with public and private partners

Transparency in financial and operational decisions

Community focus in all initiatives

EasyPark

RESPONSIBILITIES

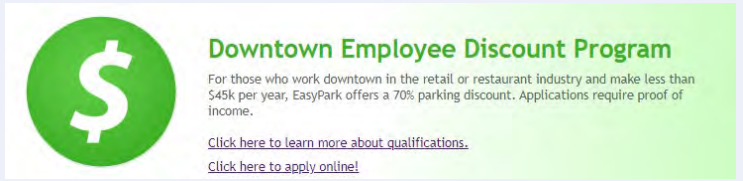
- EasyPark is responsible for managing:
  - ~1,540 metered on-street parking spaces
  - 4 parking garages
  - 11 public surface lots
  - On-street loading zones
  - 4 residential parking permit zones
- EasyPark supports parking enforcement through issuance of citations (towing is referred to APD), including:
  - Failure to pay a parking meter
  - Parking in a “no parking zone”
  - Parking during snow removal road closures
  - Code violations (Title 9)

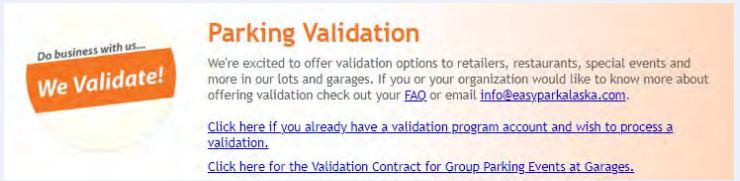
EasyPark

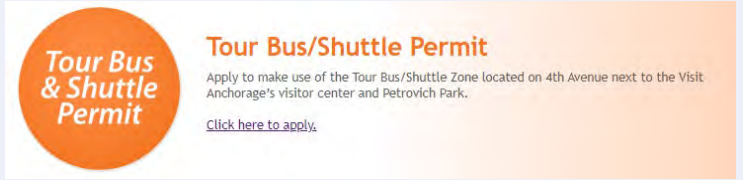
PROGRAMS, SERVICES, AND AMENITIES

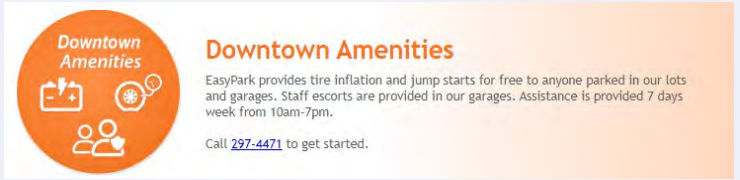
EasyPark manages and offers a variety of programs and services, including:

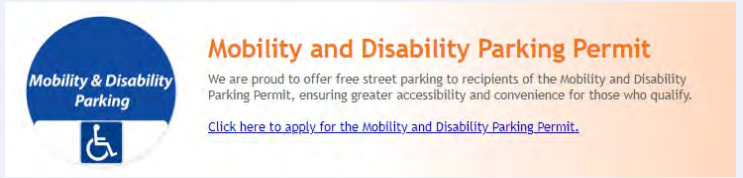
- Downtown Employee Parking Program, which offers a 70% discount on monthly permits for workers in the retail or restaurant industry who make less than $45,000 per year
- Special permits, including tour bus/shuttle permits, mobility and disability parking, and Purple Heart parking
- Tire inflation and jump starts for vehicles parked in EasyPark lots or garages
- Staff escorts for people parked in EasyPark garages (7 days per week, 10 a.m. to 7 p.m.)

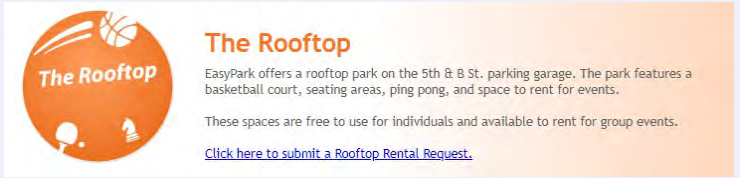


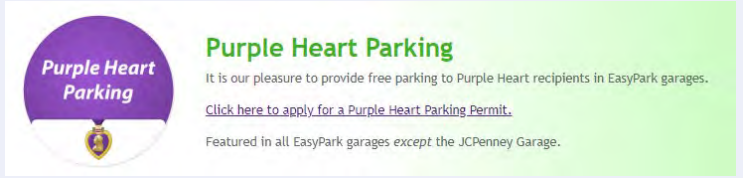












Priced Parking

PUBLIC VS. PRIVATE PARKING RATES IN DOWNTOWN

Facility Owner	Rate Type	Street Parking	Garages	Surface Lots
EasyPark	Hourly Rate	$2.25/hour for 2-hour meters $1.75/hour for 10-hour meters	$2/hour	$2/hour*
	Monthly Rate	$45–$65/month	$145–$175/month + one-time $20 administrative fee	$80–$95/month
Diamond	Hourly Rate	N/A	2 hours: $9 Each add'l hour: $3	$3.25–$9/hour (varies by location and length of stay)
	Monthly Rate	N/A	$233/month	$63–$233/month

*City Hall Lot: $4 for 2 hours, $7 for 4 hours, $10 for 6 hours, and $15 for 10 hours

Permits

ON-STREET PARKING PERMITS

- Monthly street parking permits are available for on-street spaces across six permit zones (areas 1-5 + the Park Strip) near downtown.
  - Permit holders are exempt from posted restrictions.
  - Non-residential permits costs range from $45–65 per month, depending on the zone.
  - Permit applications are managed online through EasyPark
- Residential permits are available for $12 per year in three zones.

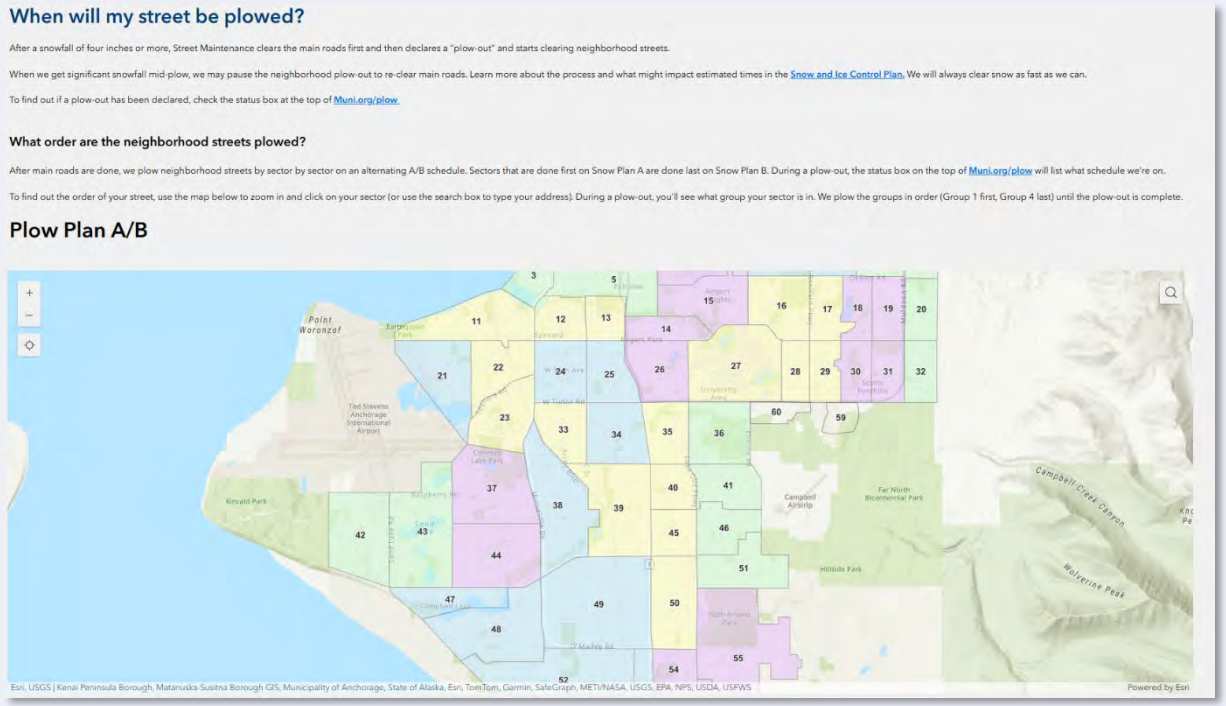
Parking Enforcement and Towing

- Outside of downtown, APD's Community Service Officers (CSOs) are responsible for parking enforcement including citations and towing.
- As needed, APD uses an on-call towing contract to remove vehicles from the right-of way.
  - Depending on the vehicle location and type of violation, towing may require coordination across multiple departments.
  - In some recent years, annual funding for towing services has run out before the snow season is over—when that happens, improperly parked vehicles that may be obstructing snow removal cannot be towed.
- Limited CSOs on staff and competing demands with other responsibilities limit the effectiveness or consistency of parking enforcement practices.
- Enforcement/towing restrictions may be limited by the Anchorage Charter and may require a change to the Charter to address.

Parking and Snow Management

PARKING RESTRICTIONS DURING SNOW EVENTS

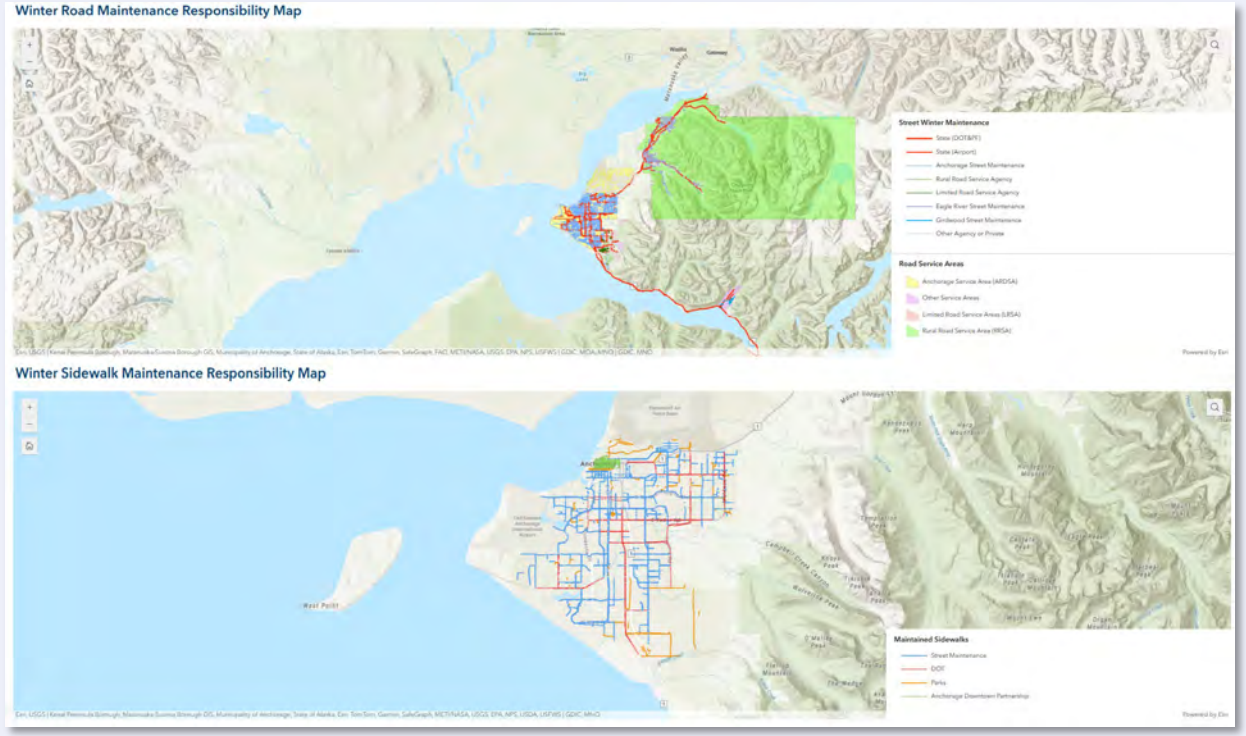
- Per municipal code section 24.25.020, no parking is allowed along designated snow routes when 4 or more inches of snow is expected.
  - However, the "No Parking" signs along snow routes have been removed and snow route designation has not been proactively maintained.
  - When needed, the street maintenance team must manually place "No Parking" signs in the area before the snow is hauled away.
- Without clear communication, adequate signage, or proactive planning, parked vehicles create obstacles for snow removal during snow events.



Parking and Snow Management

SNOW REMOVAL AND ENFORCEMENT CHALLENGES

- Private property owners are obligated to store snow or site or pay for removal—it is illegal to push snow from sidewalks or private parking spaces into the street (outside downtown). However, enforcement is challenging:
  - The standard of evidence needed to issue a citation is very high—staff must observe the act firsthand.
  - Warnings and educational resources are issued to encourage compliance before fines or penalties.
- Pushing snow from private parking or driveways in the street forces snow removal teams increases the burden on snow removal teams, especially when done after an area has already been plowed.



Parking and Street Sweeping

STREET SWEEPING AND ENFORCEMENT CHALLENGES

- Unmanaged on-street parking also interferes with street sweeping operations.
- All municipal and state-owned roads within the Municipality of Anchorage are swept three times per year.
- The Municipality's website asks residents to limit on-street parking, but only vehicles parked within cul-de-sacs are cited and/or towed during street sweeping.
- When street sweepers must operate around vehicles stored on public streets, operations are inefficient and streets are poorly swept, which contributes to air quality degradation.

Parking Management Responsibilities

DIVISION, DEPARTMENT, OR ORGANIZATION

PARKING ROLES AND RESPONSIBILITIES

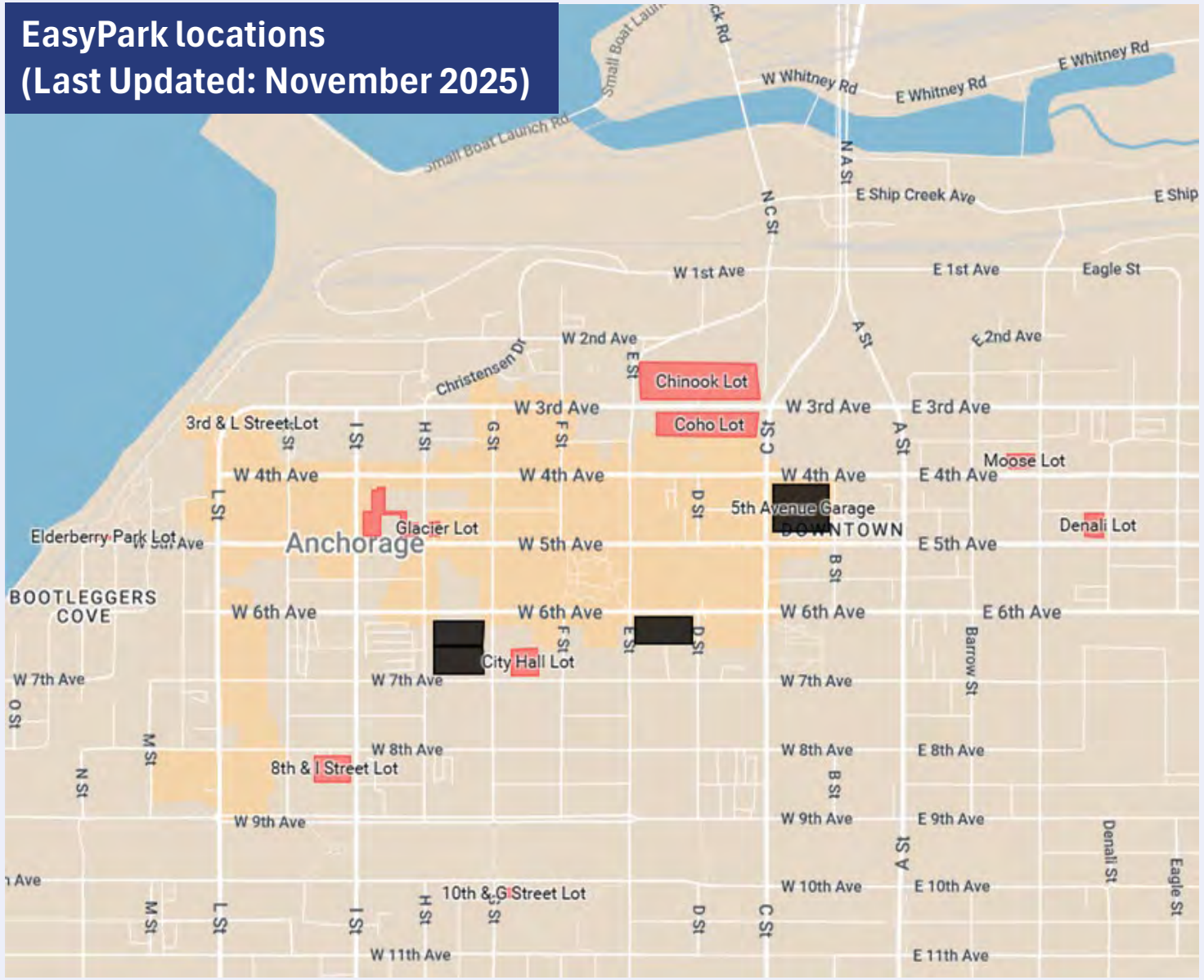
	Street Maintenance	ROW Enforcement	Traffic Department	Capital Improvements	Planning Department	Police Department	Downtown Partnership	EasyPark	Diamond Parking	Private snow removers
Parking regulations		✓	✓							
Payment collection								✓	✓	
Data collection	✓		✓					✓		
Parking design		✓		✓						
Parking technology								✓		
Parking enforcement		✓	✓			✓		✓	✓	
Snow removal	✓						✓			✓
Abandoned vehicle ID	✓	✓				✓				
Towing						✓				

Off-Street Parking

DOWNTOWN LOTS AND GARAGES

- EasyPark operates 11 public parking lots and 4 parking garages.
  - Garages: $2 per hour, $145–175 per month (plus one-time $20 admin fee)
  - Lots: $2 per hour, $80-95 per month (only available in two lots). The City Hall Lot is $4 for 2 hours, $7 for 4 hours, $10 for 6 hours, and $15 for 10 hours
- Diamond Parking owns and operates 15 daily parking lots and 24 monthly lots that are mostly downtown but also in midtown and at the airport.
  - Rates: $63 to $233 per month

EasyPark locations (Last Updated: November 2025)



The Parking System Today: Parking Data Collection (February 2025)

4B

Parking Data Collection (February 2025)

DATA COLLECTION PROCESS AND METHODS

- **Parking inventory data** includes the number of on-street public parking spaces, including any regulations or restrictions on use.
- **Parking utilization data** includes the number of vehicles parked in public on-street spaces on a weekday during three 3-hour time periods and one overnight period:
  - Period 1: 9 a.m.–12 p.m.
  - Period 2: 12 p.m.–3 p.m.
  - Period 3: 3 p.m.–6 p.m.
  - Overnight: 12 a.m.–4 a.m.
- **Parking turnover data** includes the duration of stay for specific vehicles on two downtown blocks between 9 a.m. and 6 p.m. on a weekday.

Area	Rationale	Parking Inventory	Parking Utilization	Parking Turnover (Sample)
Downtown	• Area where people want to park most frequently in the city • Only metered parking area in the City	✓	✓	✓
Mountain View	• Recommended by project stakeholders and staff • Commercial/residential mix	✓	✓	
Airport Heights	• Mix of residential housing types • Commercial/residential mix	✓	✓	
Tudor Hills	• Recommended by staff • Highlights snow removal challenges in residential areas with townhome/duplex developments	✓	✓	

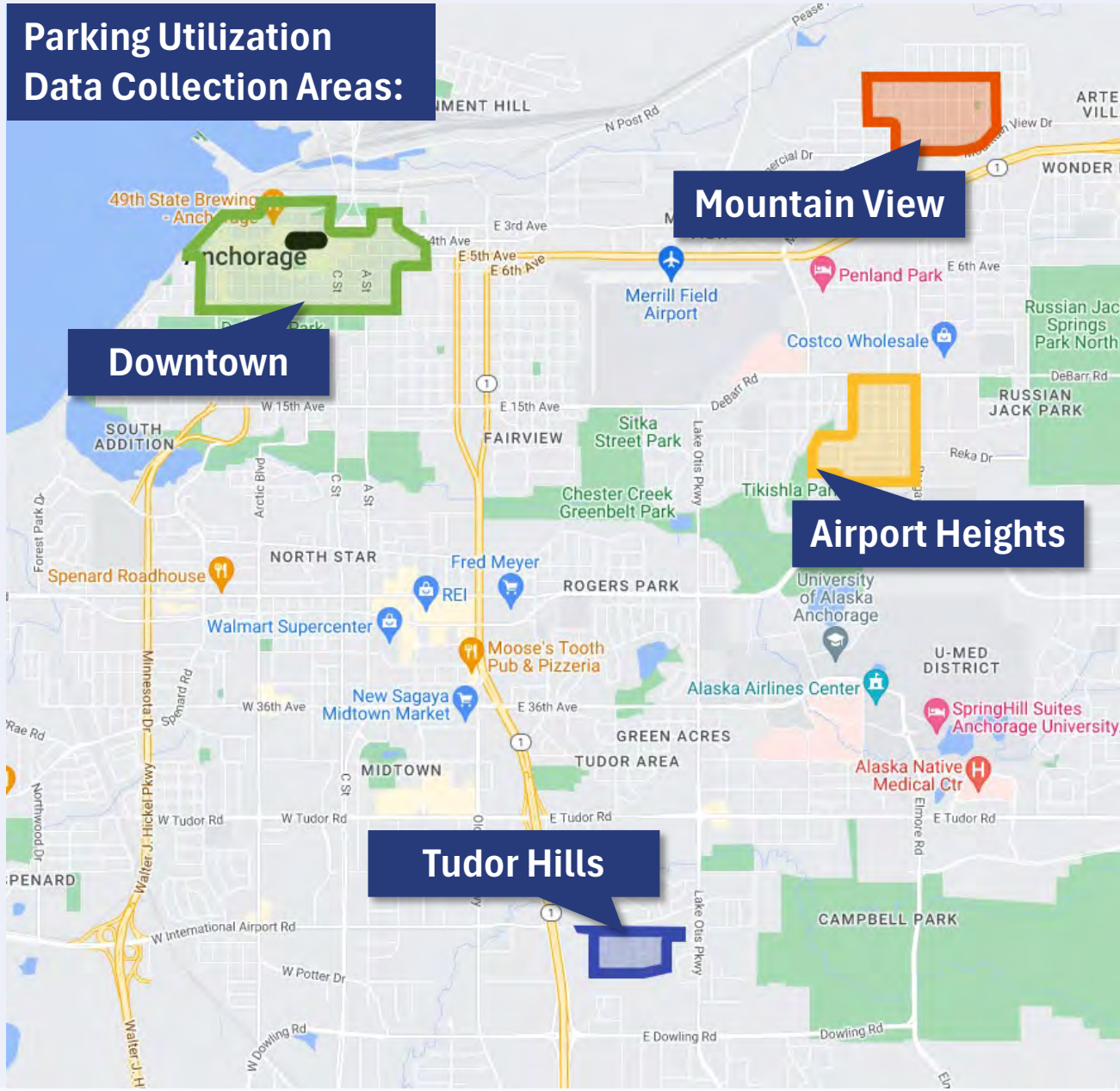
Parking Utilization

DATA COLLECTION OVERVIEW

Weekday parking utilization data was collected in four neighborhoods in Anchorage: Downtown, Mountain View, Tudor Hills, and Airport Heights.

Data collection occurred on Tuesday January 28th and Wednesday January 29th, 2025. Parked vehicles in on-street spaces were counted during four 3-hour periods:

- Period 1: Morning (9 a.m. to 12 p.m.)
- Period 2: Afternoon (12 p.m. to 3 p.m.)
- Period 3: Evening (3 p.m. to 6 p.m.)
- Period 4: Overnight (12 a.m. to 3 a.m.)



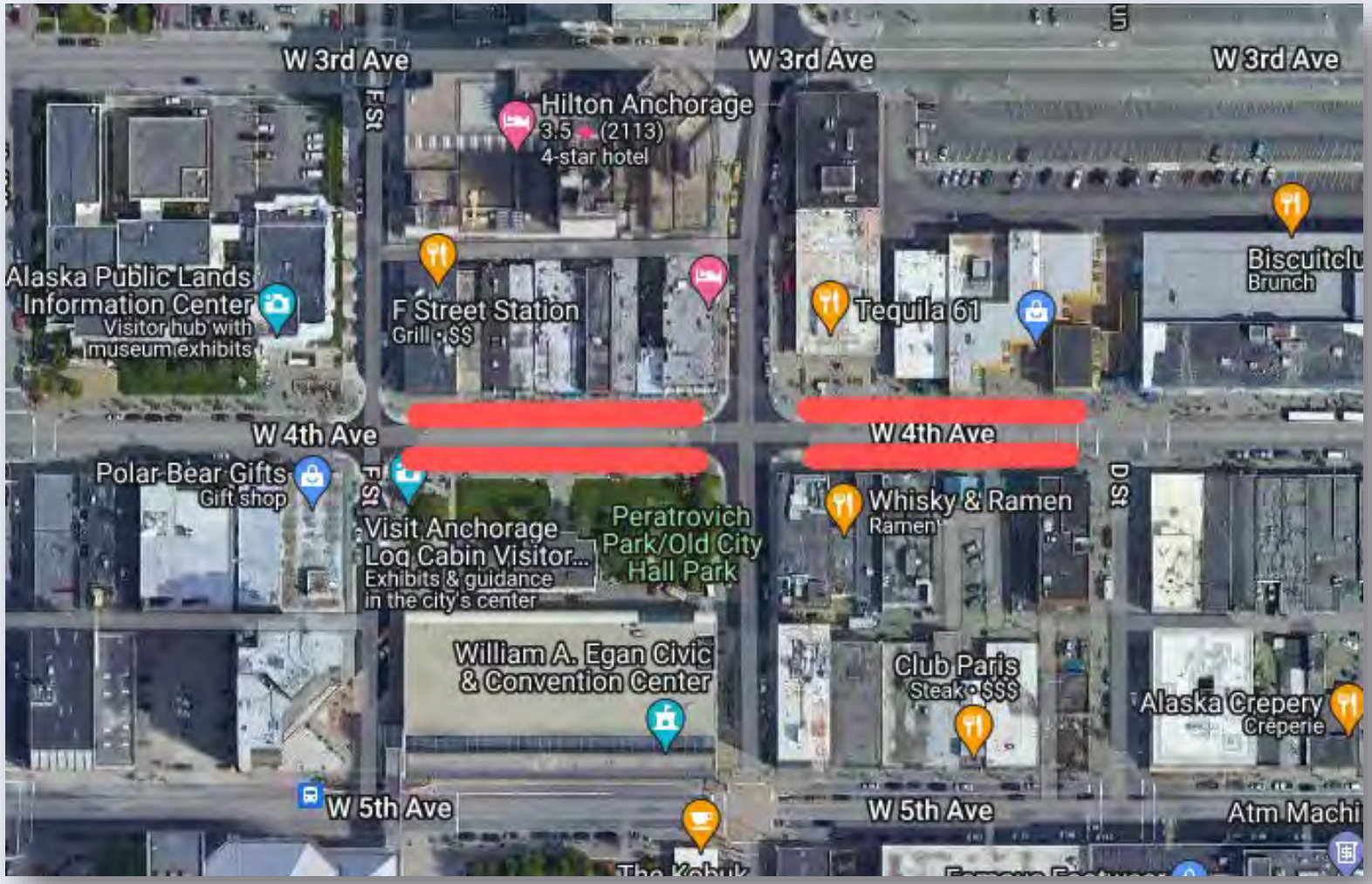
Parking Utilization

DATA COLLECTION OVERVIEW

Parking turnover data was also collected on four adjacent blockfaces on 4th Avenue in downtown.

Parking turnover data consisted of hourly video-based observations of parked vehicles to determine how long each unique vehicle remained parked.

Data was collected during a 9-hour weekday period on January 28th from 9 a.m. to 6 p.m.

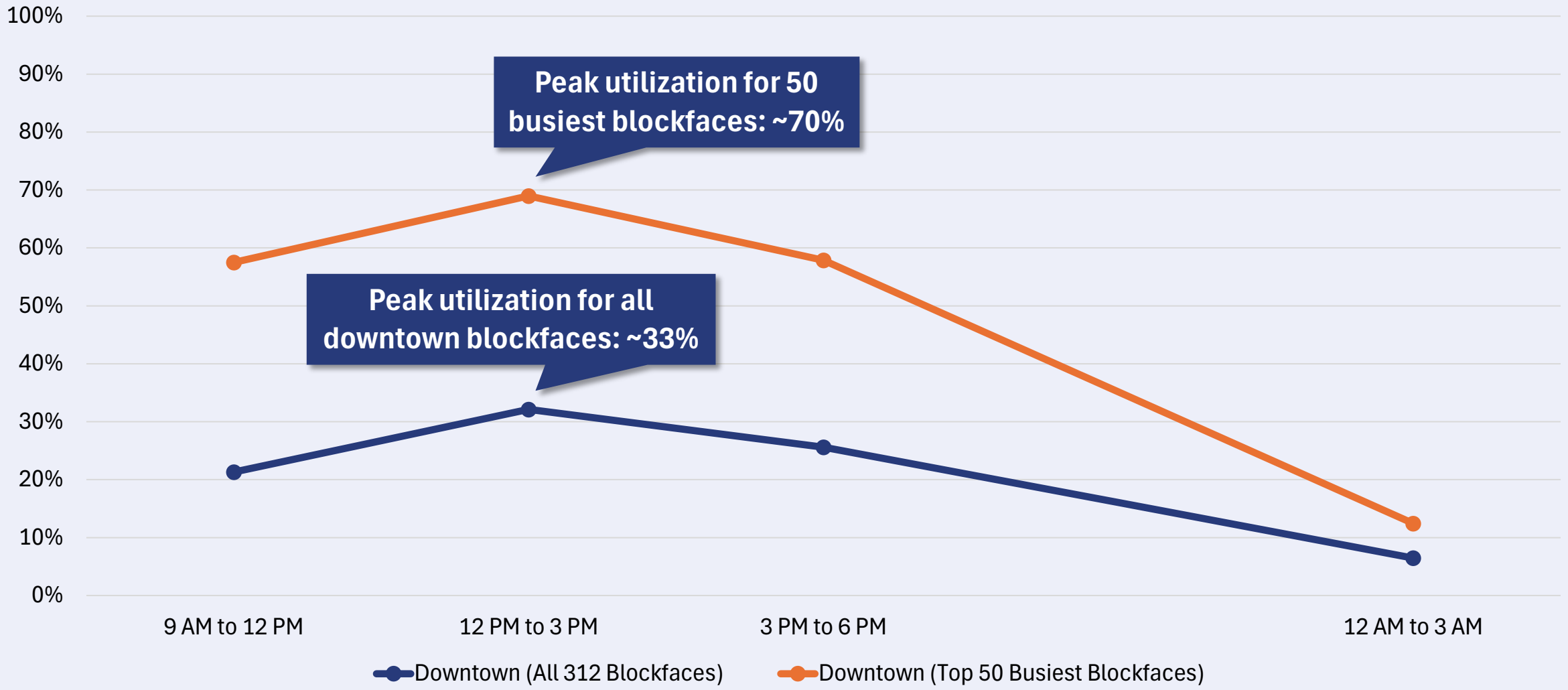


Parking Utilization

KEY FINDINGS: DOWNTOWN

- In downtown, peak utilization was low in most on-street parking spaces on weekdays.
  - Across all of downtown, peak utilization was about 33% on weekdays. This peak occurred in the midday/early afternoon period between 12 p.m. and 3 p.m.
- Among the busiest 50 blockfaces, peak parking utilization was higher but still close to “on target”
  - A typical “rule of thumb” that cities use to set parking utilization targets is to achieve about 80% to 85% at the busiest times. This target indicates that parking that is used efficiently but isn’t too full to easily find a space.
  - Among the 50 busiest blockfaces, peak utilization was about 70% at peak times between 12 p.m. and 3 p.m.
  - Only 28 out of 314 downtown blockfaces (about 7% of those that were included in data collection) reached at least 80% full at any point during the weekday data collection period.

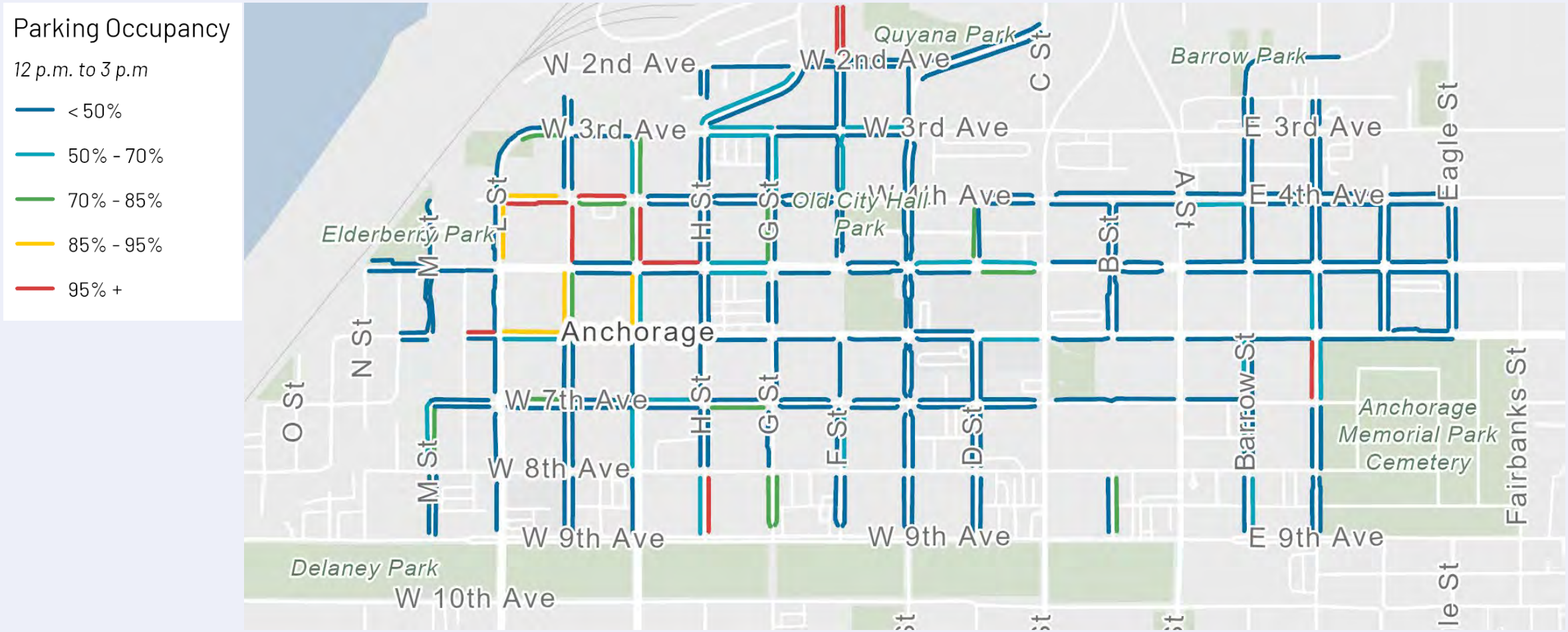
Weekday Parking Occupancy in Downtown



Downtown

PEAK WEEKDAY PARKING UTILIZATION: 12 P.M. – 3 P.M.

MORNING	AFTERNOON	EVENING		OVERNIGHT
9 a.m. – 12 p.m.	12 p.m. – 3 p.m.	3 p.m. – 6 p.m.		12 a.m. – 3 a.m.

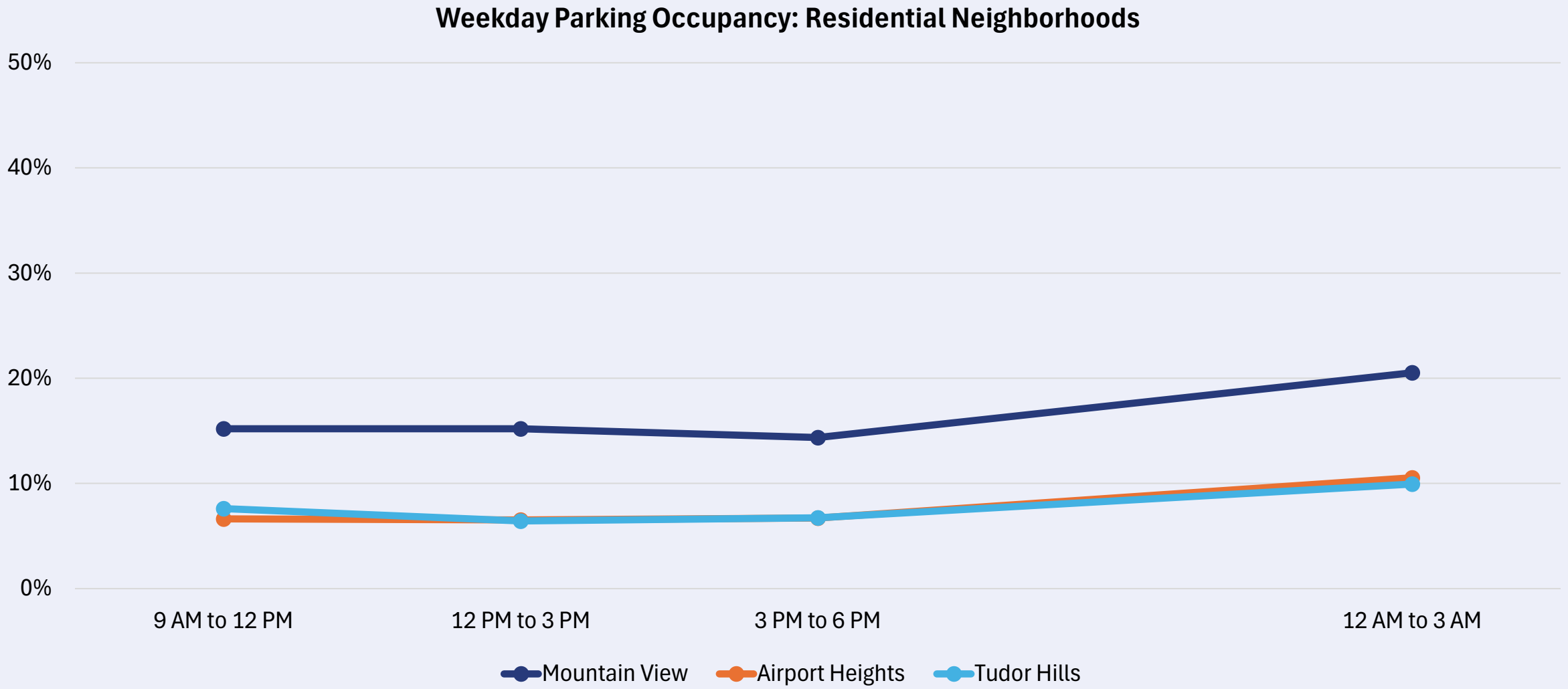


Parking Utilization

KEY FINDINGS: RESIDENTIAL NEIGHBORHOODS

- On-street parking utilization was consistently low (<50% of spaces occupied) in nearly every residential blockface at all times of the day and night.
  - On-street parking utilization in all three residential neighborhoods was highest during the overnight period (12 a.m. to 3 a.m.). Even during this time, overall parking utilization remained low (between 10% – 22% full).
  - While some blockfaces in some locations filled up for short periods of the day, spaces on adjacent streets typically remained mostly empty during the same time periods.
- Parking utilization in Mountain View was consistently higher compared with Tudor Hills and Airport Heights.
  - Parking spaces near the intersection of Flower St. and Peterkin Avenue were consistently more utilized than most other streets in the neighborhood. These blocks are close to commercial destinations along Mountain View drive.

Weekday Parking Occupancy

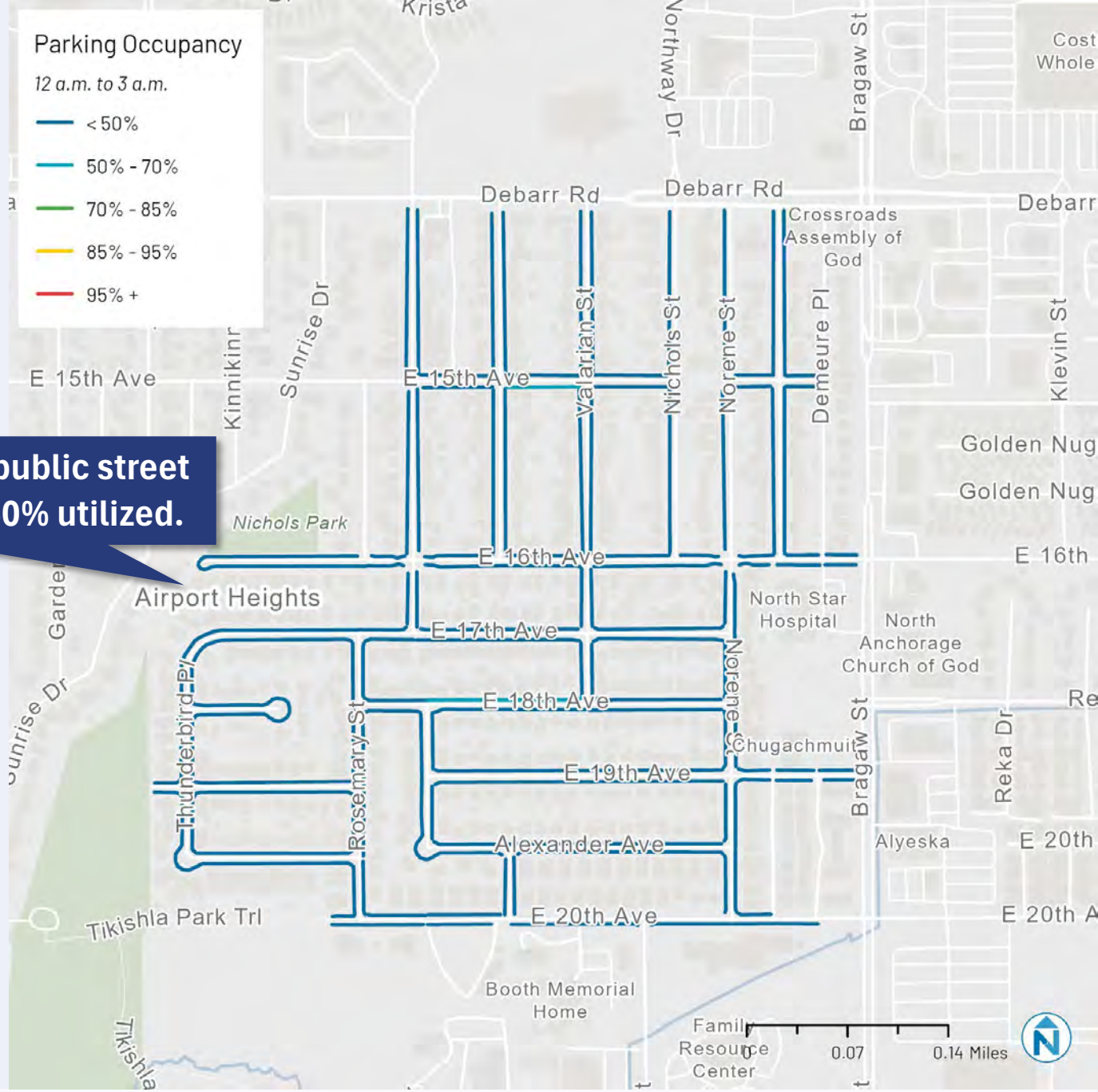


Airport Heights

WEEKDAY PUBLIC STREET PARKING UTILIZATION

MORNING	AFTERNOON	EVENING		OVERNIGHT
9 a.m. – 12 p.m.	12 p.m. – 3 p.m.	3 p.m. – 6 p.m.		12 a.m. – 3 a.m.

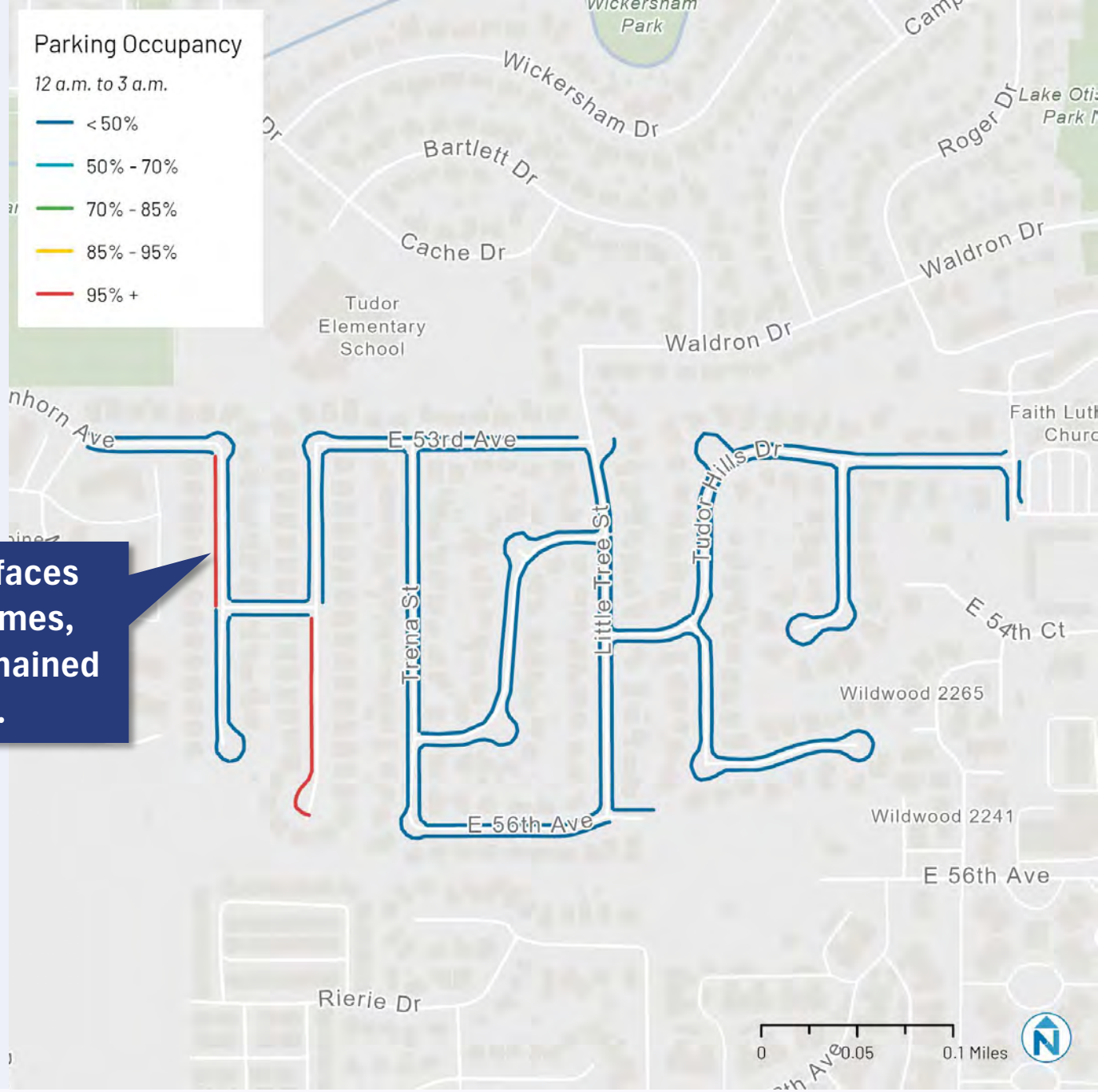
Even at peak times, most public street parking remained below 50% utilized.



Tudor Hills

WEEKDAY PUBLIC STREET PARKING UTILIZATION

MORNING 9 a.m. – 12 p.m.	AFTERNOON 12 p.m. – 3 p.m.	EVENING 3 p.m. – 6 p.m.		OVERNIGHT 12 a.m. – 3 a.m.

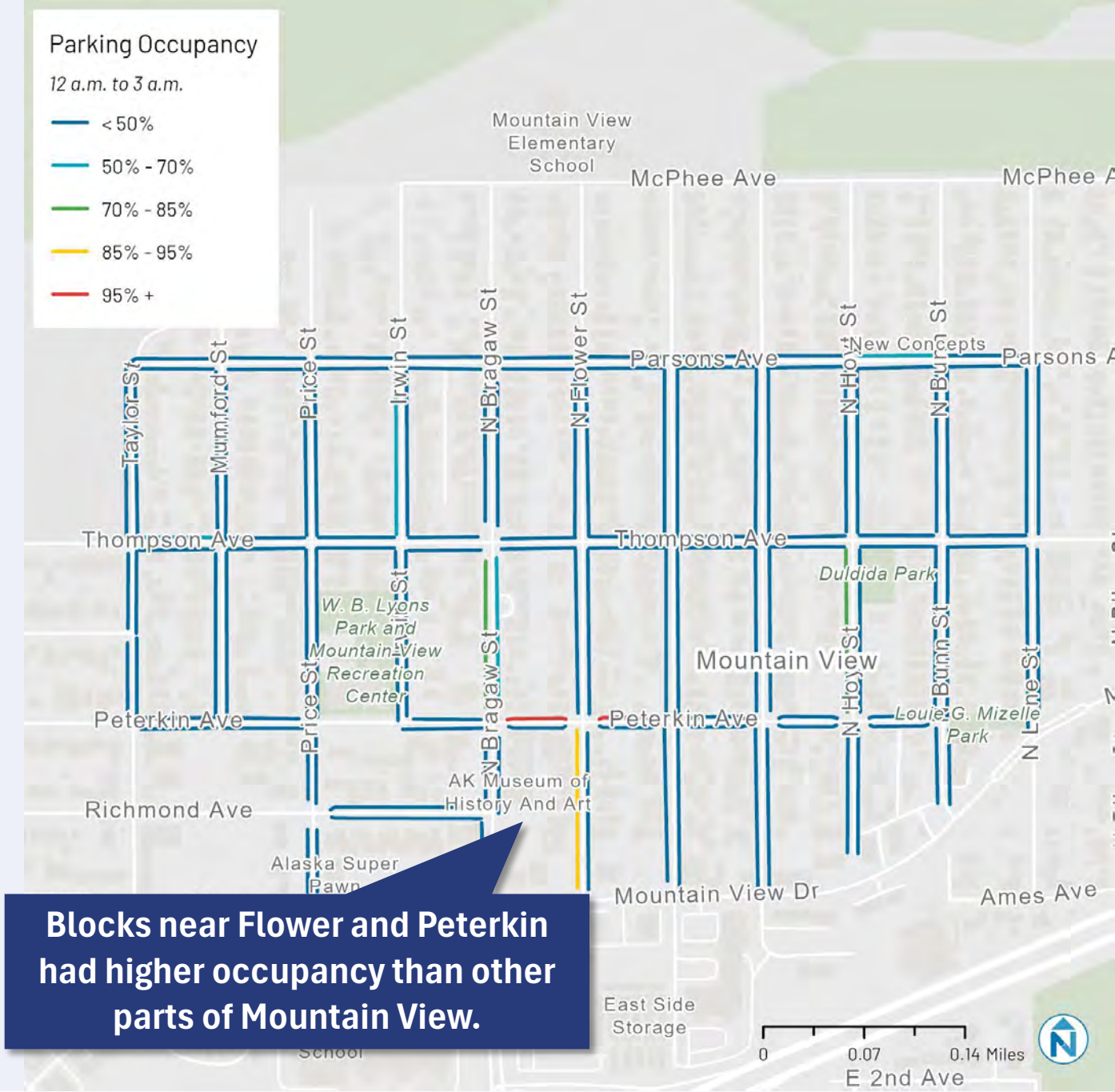


While some blockfaces filled up at peak times, adjacent blocks remained largely empty.

Mountain View

WEEKDAY PUBLIC STREET PARKING UTILIZATION

MORNING 9 a.m. – 12 p.m.	AFTERNOON 12 p.m. – 3 p.m.	EVENING 3 p.m. – 6 p.m.		OVERNIGHT 12 a.m. – 3 a.m.



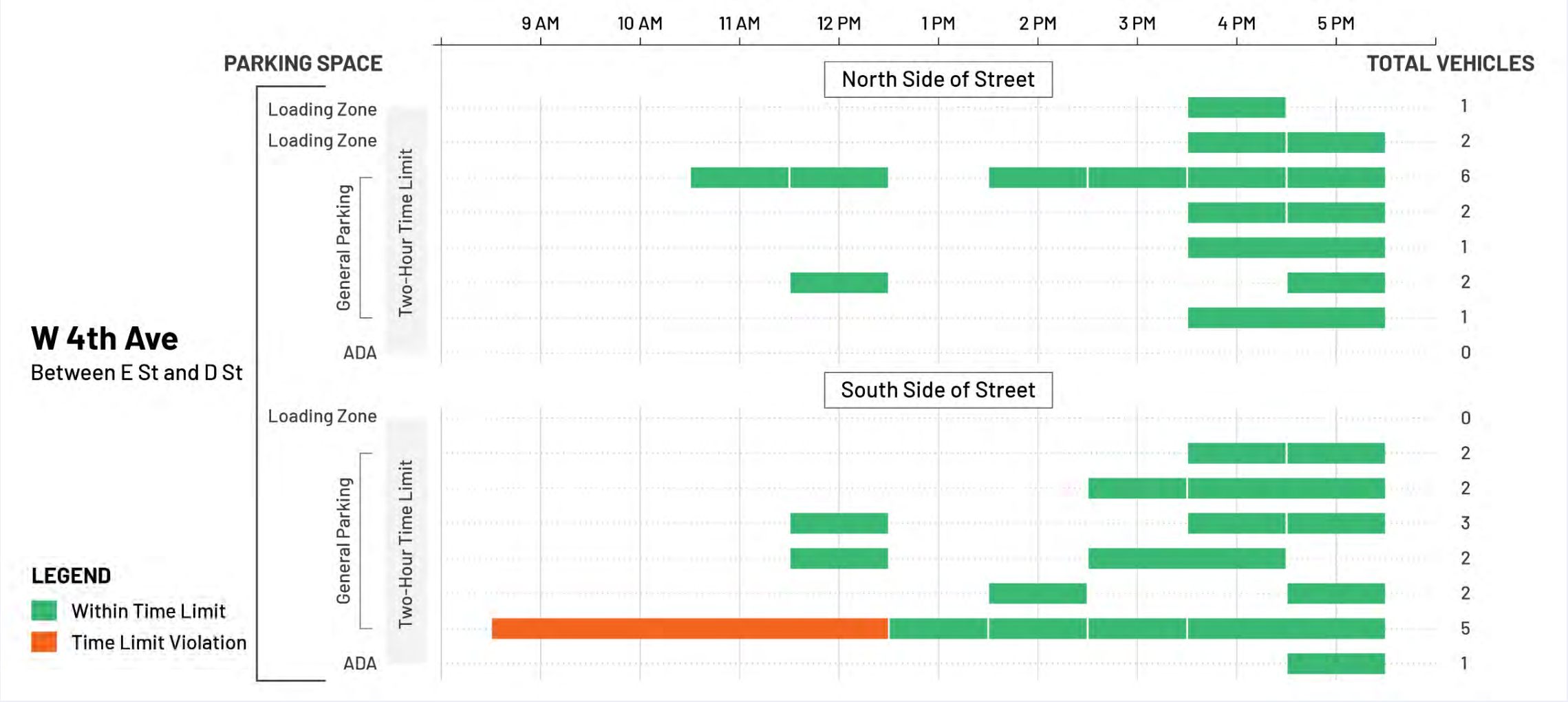
Blocks near Flower and Peterkin had higher occupancy than other parts of Mountain View.

Parking Turnover

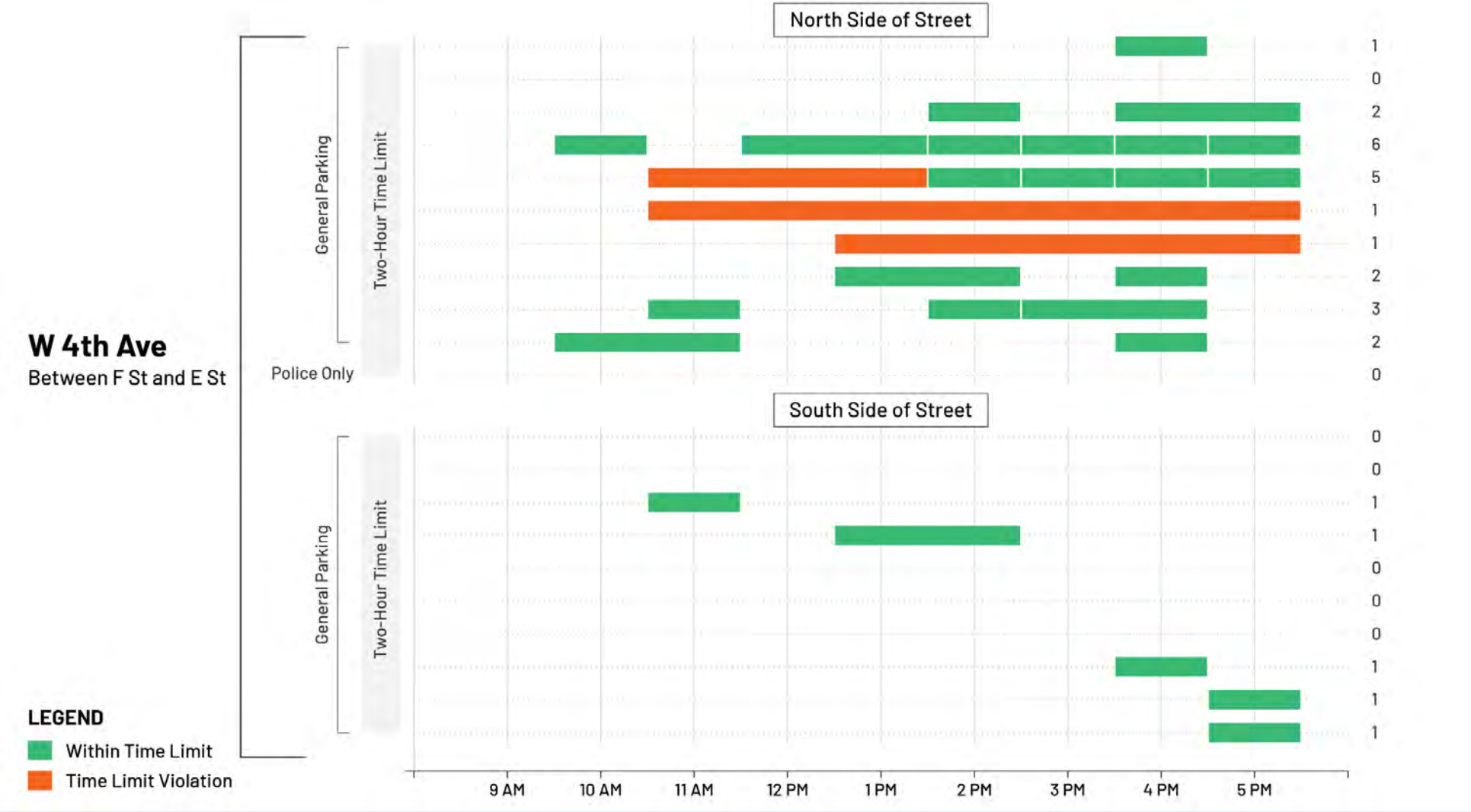
KEY FINDINGS

- In the downtown blocks observed, most drivers (46 out of 61 vehicles or about 75% of observations) made shorter stops of one hour or less.
- Four drivers were observed to be in violation of posted parking time limits and remained parked for more than 2 hours. One was observed to be parked for more than 6 hours.
- The busiest times of day in the blocks observed were in the late afternoon and early evening hours, between about 3 p.m. and 6 p.m. Nearly half of drivers (47%) began their parking stay after 3 p.m.
- Even at peak times, most public street parking remained below 50% utilized.

Parking Turnover: 4th Ave between D and E Streets



Parking Turnover: 4th Ave between E and F Streets



Stakeholder Perspectives

5

Key Takeaways from Stakeholder Interviews

- Lack of adequate funding and outdated technology limit many departments and organizations from doing the work they know they need to do.
- There is a need for better coordination across departments and a clear strategy for parking enforcement and snow removal.
- The removal of parking minimums, densification of housing, higher prioritization of active transportation and transit, and the increased frequency of major snow events should be reflected and incorporated into parking strategies.

Key Takeaways from Stakeholder Interviews

- Enforcement of parking laws is challenging.
  - People in Anchorage and Alaska are used to parking directly in front of their destination.
  - Some businesses treat the ROW as an extension of their property.
  - There is lack of clarity within departments about who is responsible for signage, and even when signs are posted, they are often not respected.
  - The number of abandoned vehicles is increasing, which increases the financial burden placed on the city to remove them.
- Enforcement of snow dumping laws is also challenging due to the amount of evidence needed to enforce.

Key Takeaways from Stakeholder Interviews

- Current right-of-way designs pose a challenge to snow removal.
  - Most streets lack space for snow storage that does not interfere with either the sidewalk or the managed or unmanaged vehicle storage on the street. Beautification elements on sidewalks require hand-clearing.
  - There is a need to create right-of-way design standards that take snow into account.
- Departments are generally open to trying new things and learning from peer cities, though they also see Anchorage as unique to a certain extent.

Stakeholder Summary

Org	Role	Core Challenges	Ideas and Opportunities
Street Maintenance	Plows, sweeps, and maintains streets and sidewalks in Anchorage	• Increase in responsibilities with no increase in budget or fleet • ROW designs that require hauling snow off-site • Not enough resources to proactively ticket and tow abandoned vehicles during summer season	• Clear goals framework and performance metrics shared across departments • More funding and better technology • Understanding from the public about their process
Traffic Department	Manages the right-of-way through regulations and policy, gathers data on collisions, sets design standards related to driveways, and decides the location of “no parking” signs	• Tendency for people to ignore “no parking” signs • No clear snow route signage or policies • Varying right-of-way widths across Anchorage • Limited space for snow storage around infill development	• Clarity regarding signage policies and responsibilities, possibly through amending Title 24 • Better alignment and information-sharing with departments that have a stake in parking and snow management • Right-of-way design that accommodates snow storage needs
Anchorage Capital Improvement Program	Manages the right of way at a high level through the capital projects process	• Increasing backlog of projects as lots of Anchorage's infrastructure ages at the same time • Insufficient funding, especially as state funding decreases • Business owners that treat the right of way like an extension of their property and resist projects that would change that (e.g., bike lanes, barrier curbs, or anything that takes away parking)	• Better coordination across teams at MOA • Right-of-way designs that consider snow storage, which includes consulting with the maintenance team during the design process

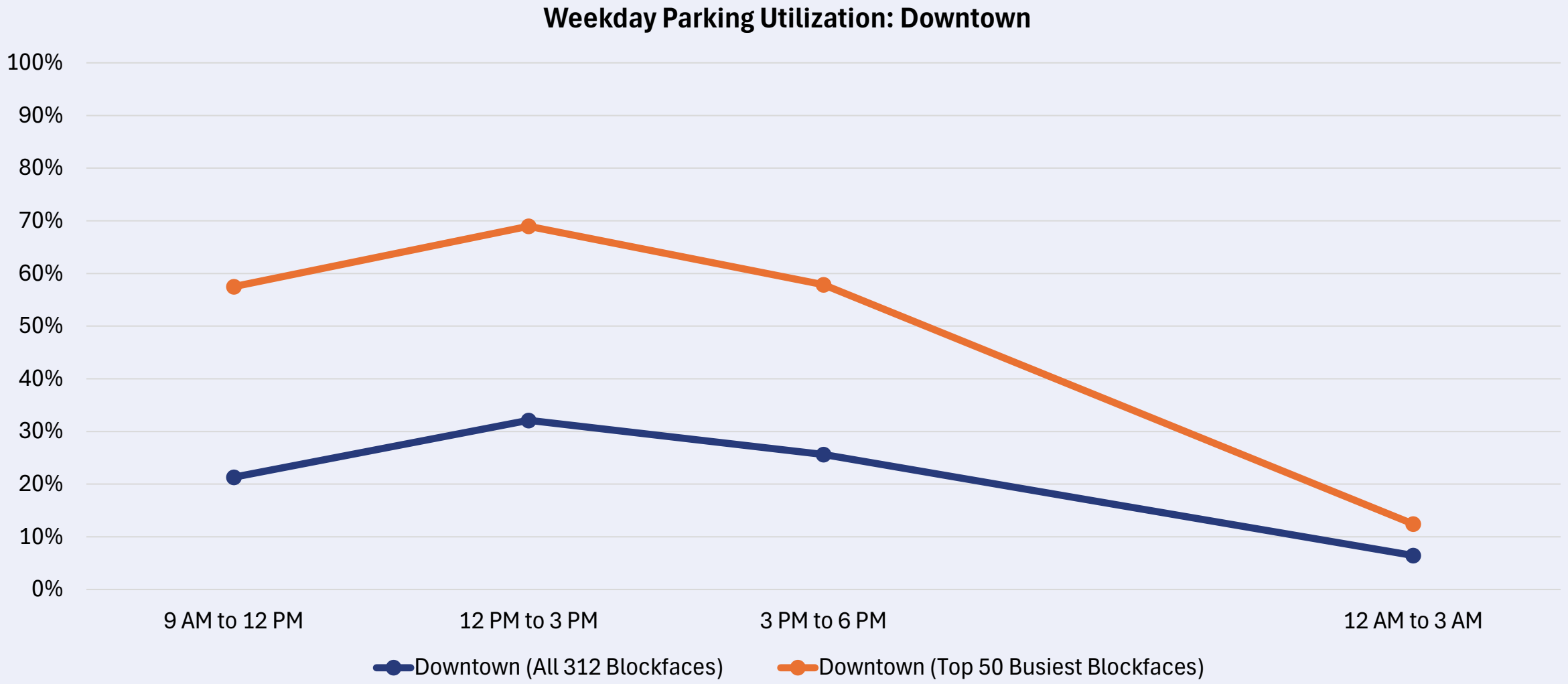
Stakeholder Summary

Org	Role	Core Challenges	Ideas and Opportunities
EasyPark	Manages street parking and operates some off-street parking in Downtown Anchorage, issues citations and initiates towing processes	• Culture of parking directly at destinations • Limitation of available street parking in winter • Tendency of public to misunderstand or ignore parking restrictions • Low participation in downtown discount parking program (workers value parking directly at destination using street meters vs. reduced-rate parking at lots and garages)	• Better public understanding of parking restrictions, including the residential parking program • Clearer signage that includes time limitations • Participation of businesses in the downtown discount parking program • Better lighting and cleanliness in parking facilities
Anchorage Downtown Partnership	Assists downtown business owners and residents with snow and ice removal	• Lack of prioritization criteria for clearing snow out of the parking spaces • Demand for beautification elements that have to be hand-shoveled	• Clear strategy/prioritization for clearing snow out of street parking • ROW designs that take into account winter maintenance
Right of Way Enforcement	Reviews construction plans for code compliance and investigates illegal uses of the right of way	• Vehicle maintenance facilities that use the public ROW as an extension of their business • Limited officers available for enforcing code	• Better education of the public of the right of way enforcement team's role • More specific parking requirements in the case of snow • Better coordination amongst departments
Anchorage Police Department (Community Service Officers)	Enforces parking regulations and oversees the towing of abandoned vehicles	• Limited personnel • Limited funding for towing • Low recovery rate on towing expenses • Increase in abandoned vehicles over the last few years	• Proactive towing of abandoned vehicles during the summer

Appendix A:
Parking Utilization Maps and Summary Charts

A

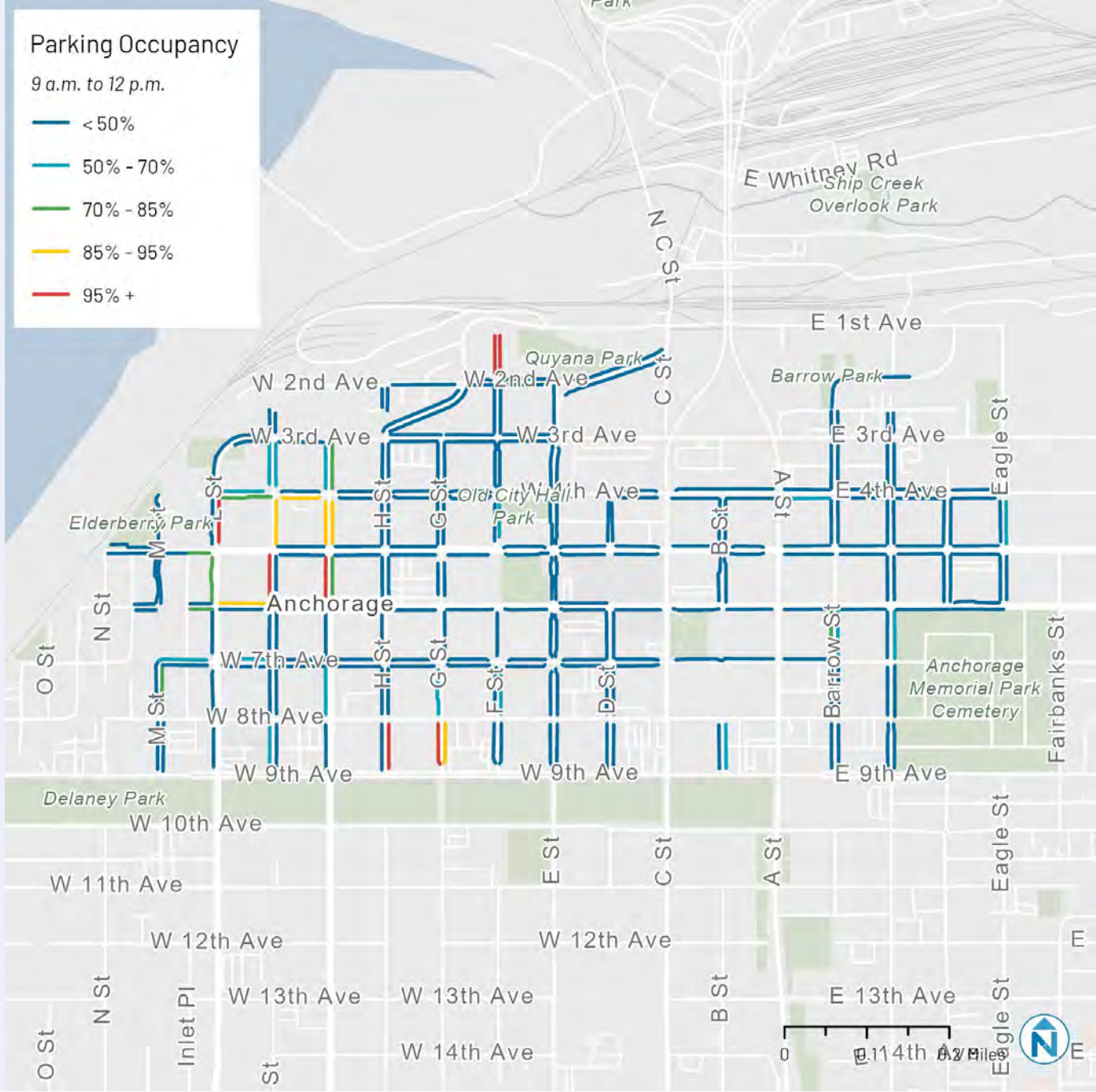
Weekday Parking Occupancy



Downtown

WEEKDAY UTILIZATION OF PUBLIC STREETS TO STORE PRIVATE VEHICLES

MORNING	AFTERNOON	EVENING		OVERNIGHT
9 a.m. – 12 p.m.	12 p.m. – 3 p.m.	3 p.m. – 6 p.m.		12 a.m. – 3 a.m.



Downtown

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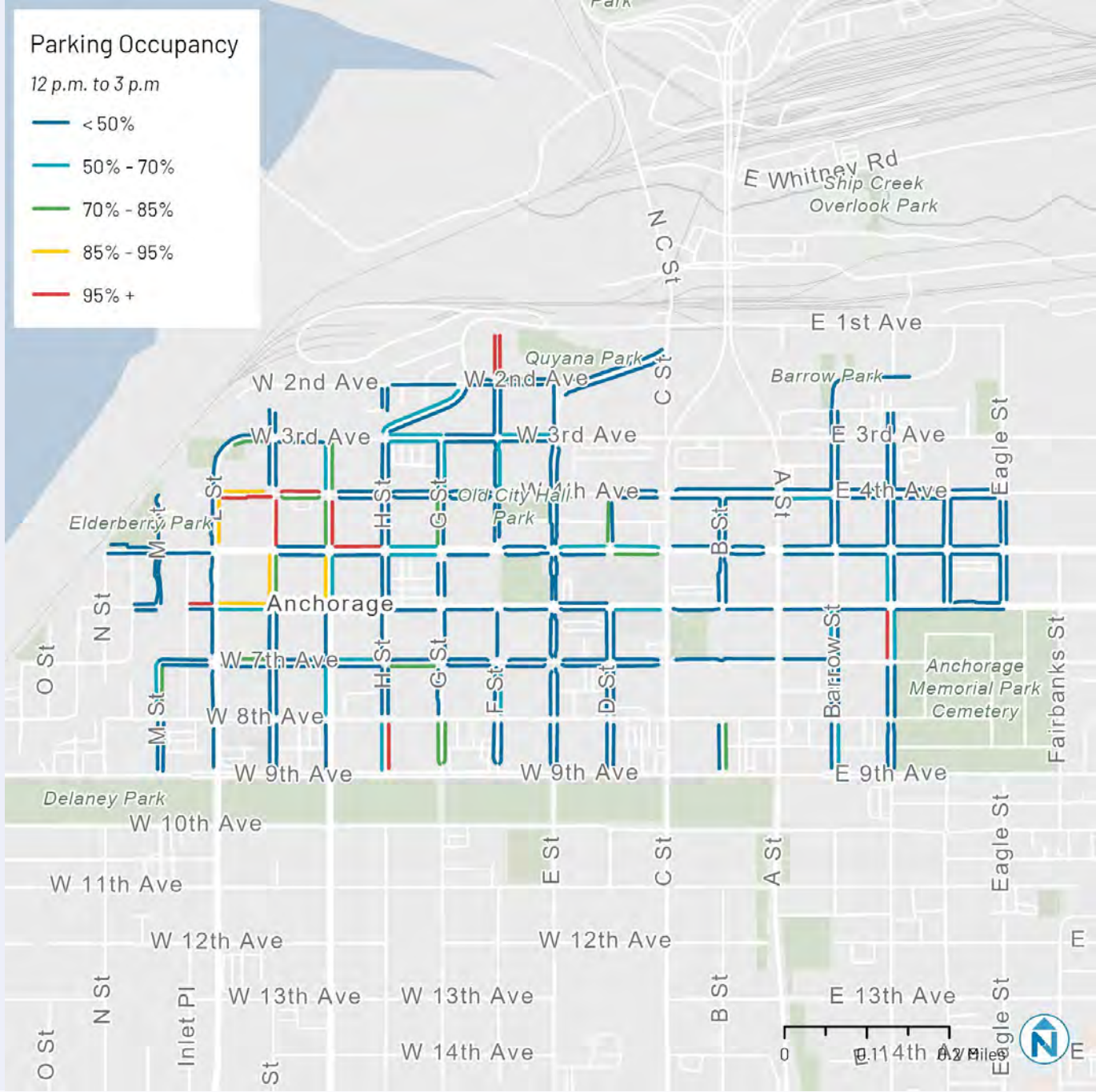

Downtown

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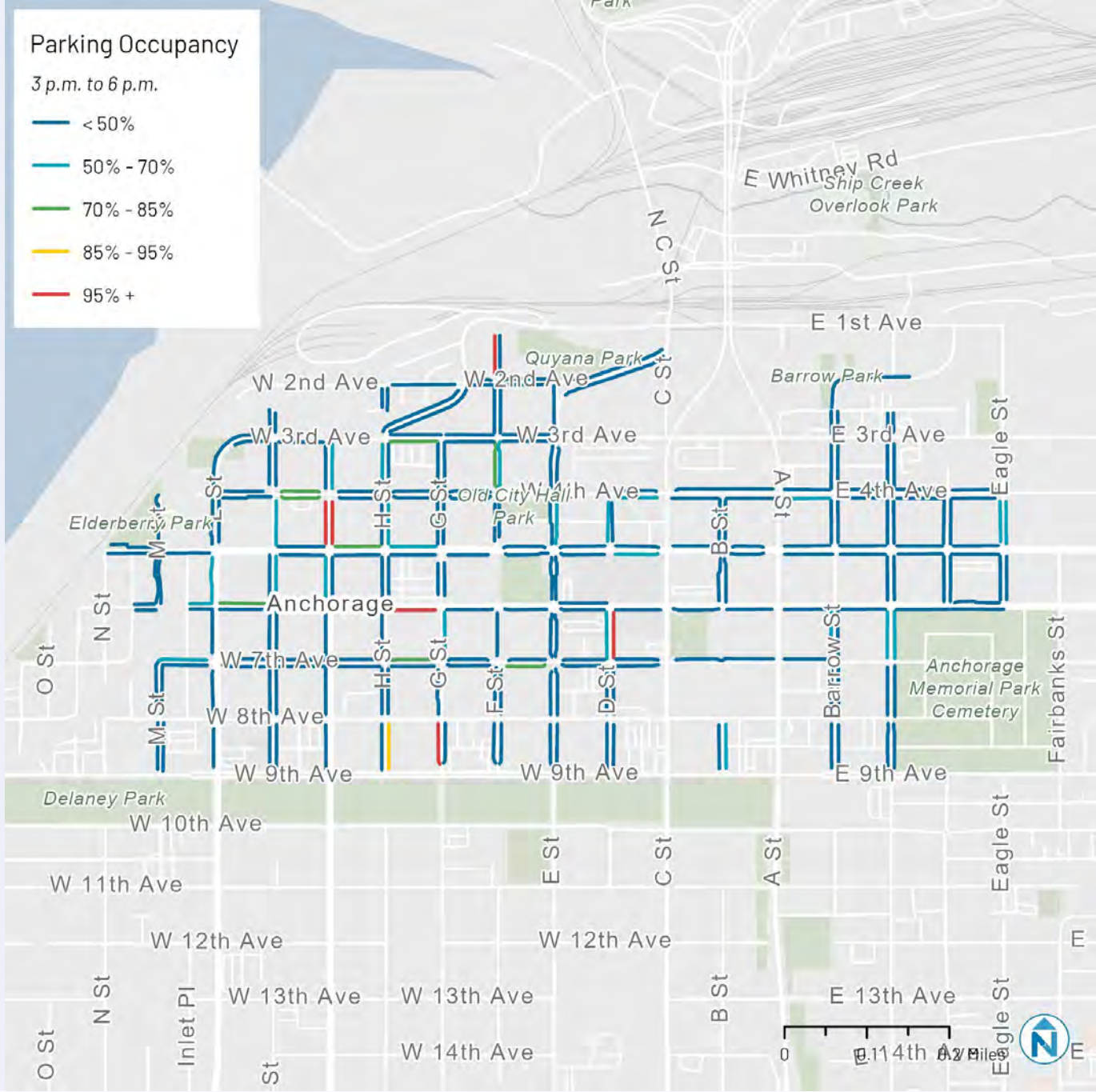

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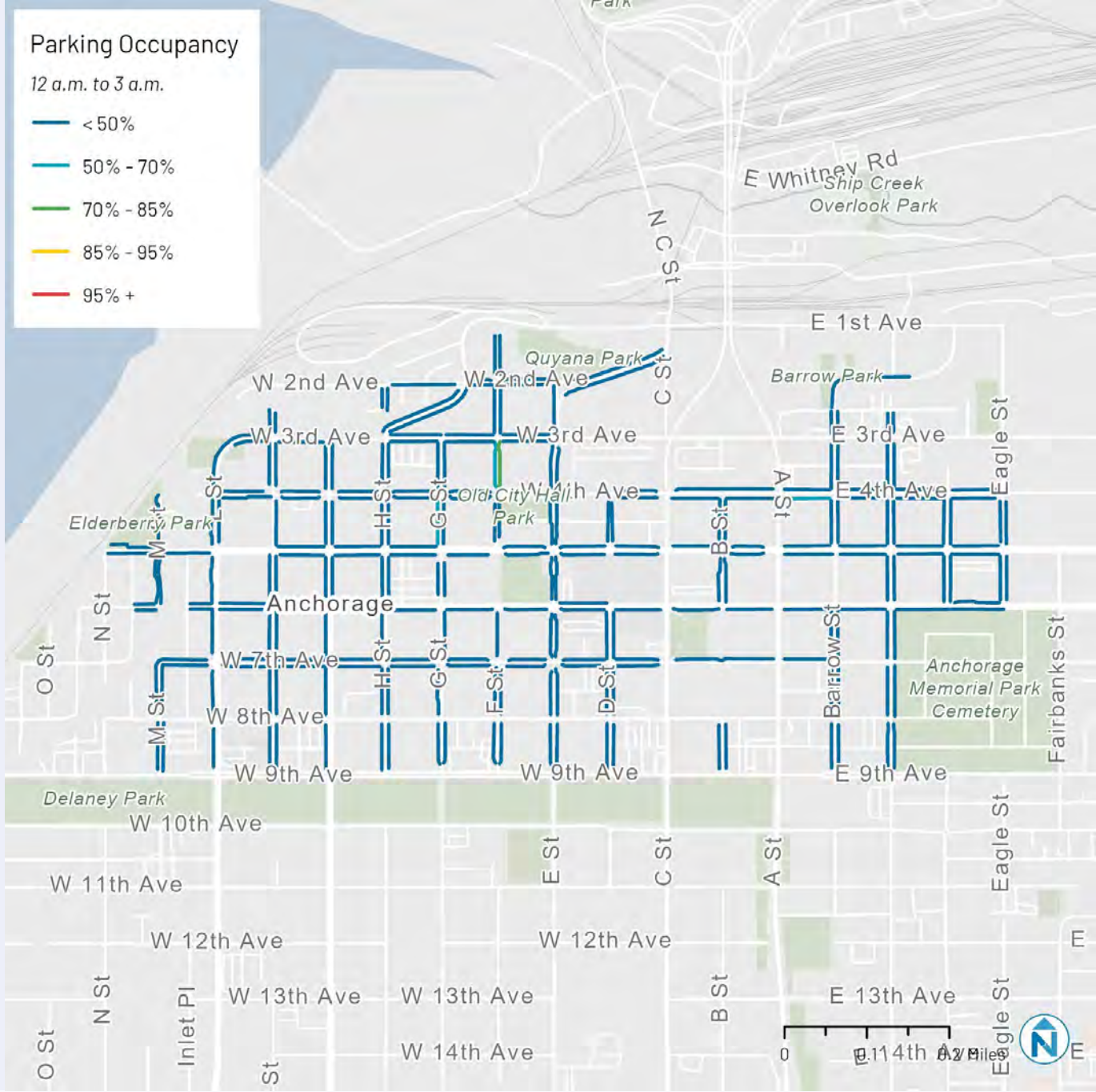

Parking Turnover: 4th Ave between D and E Streets

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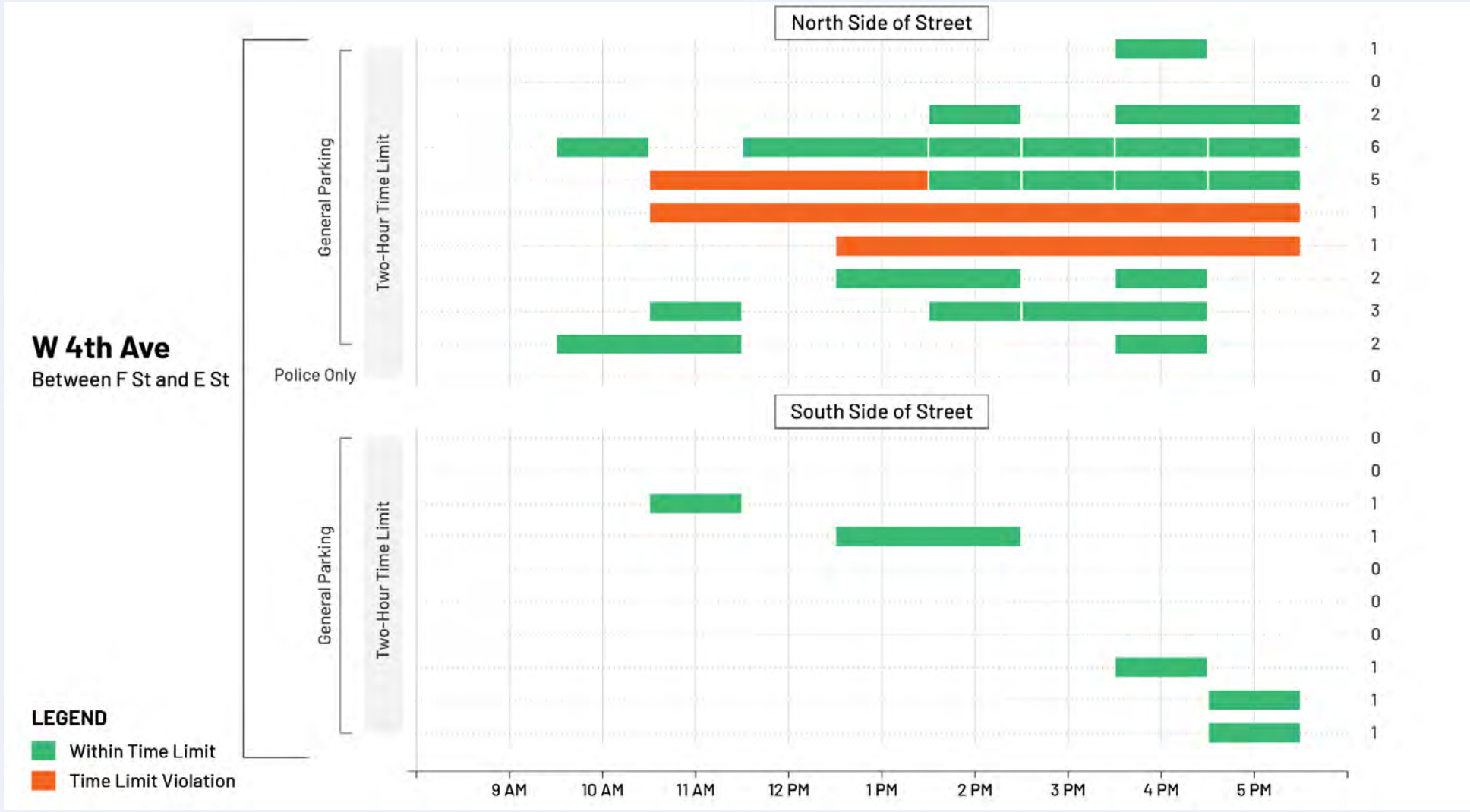
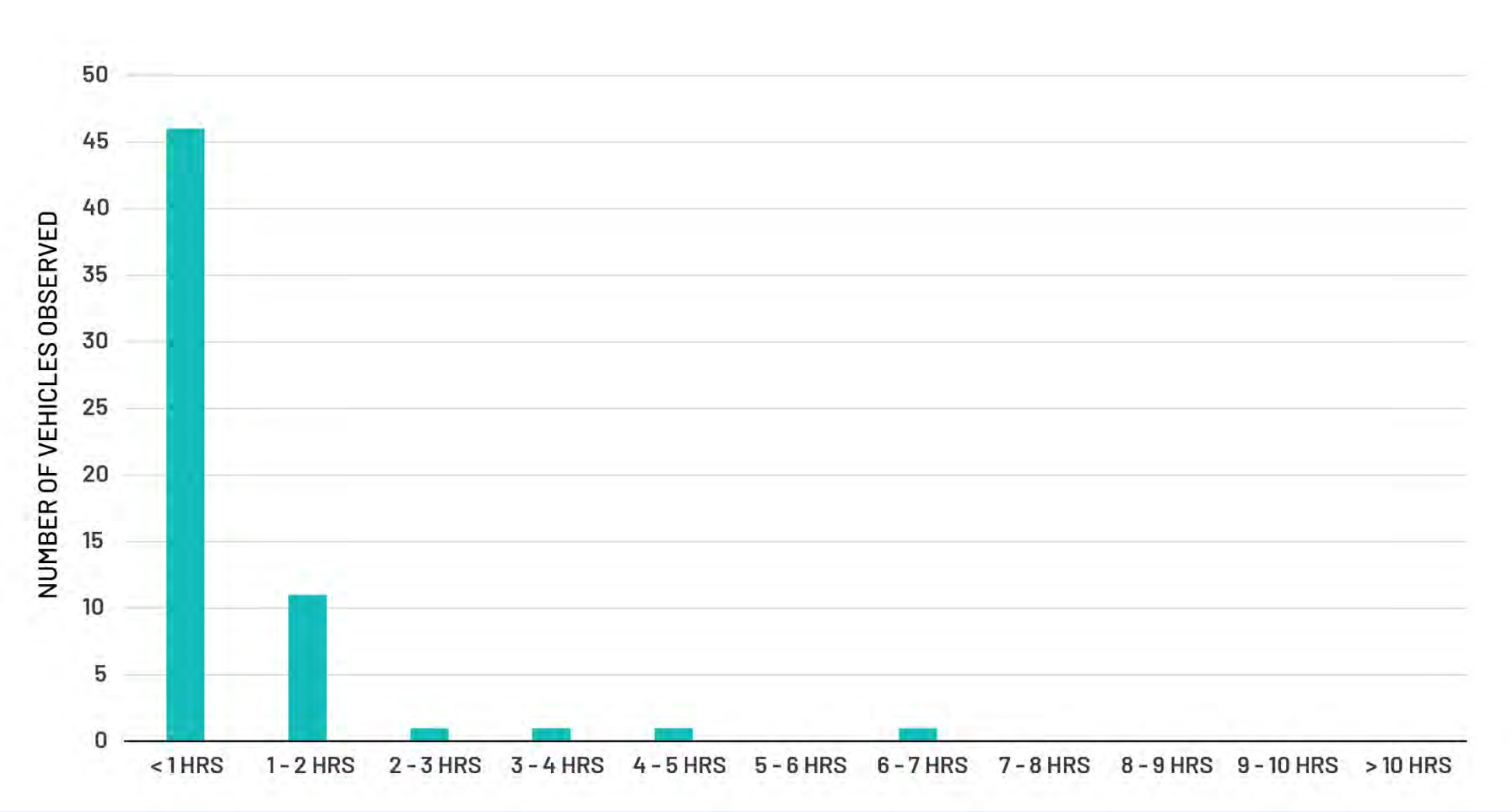
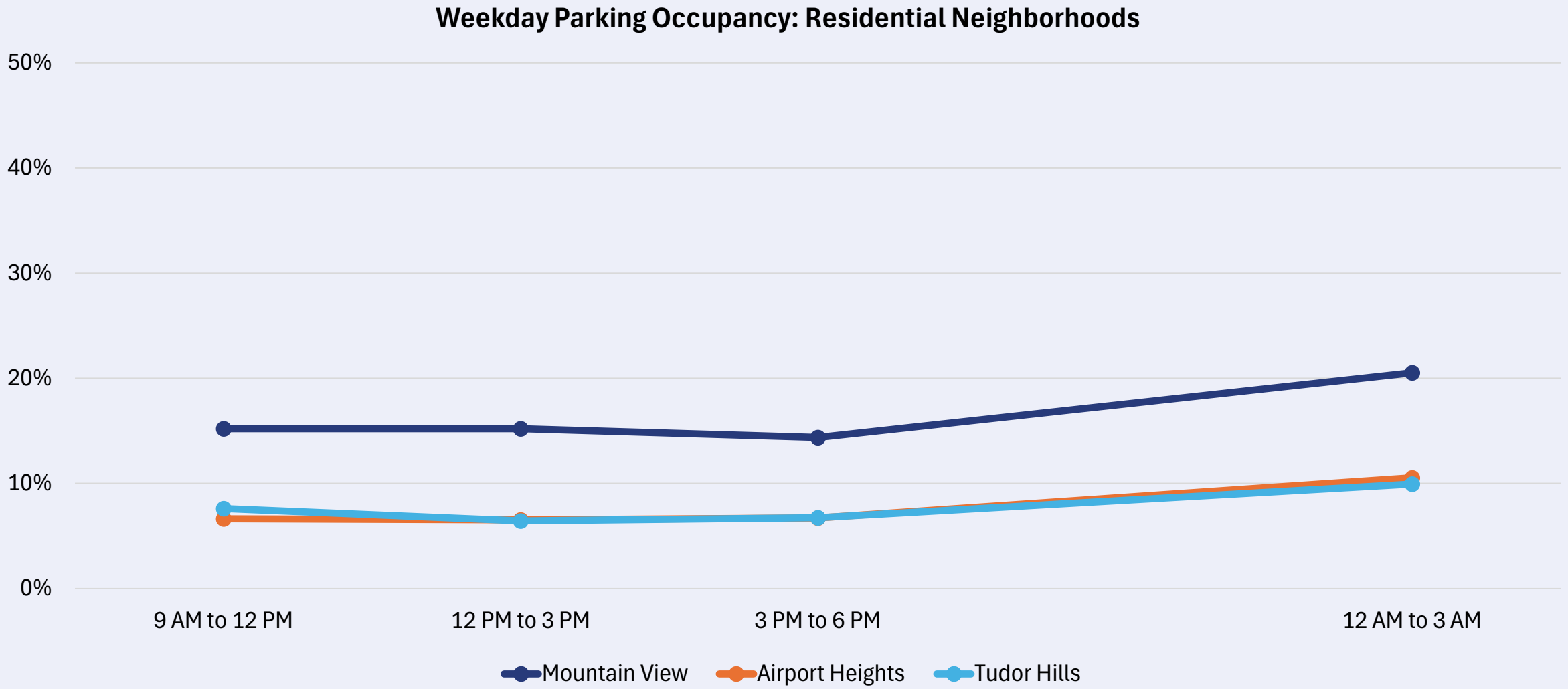


Parking Turnover Summary



Weekday Parking Occupancy



Airport Heights

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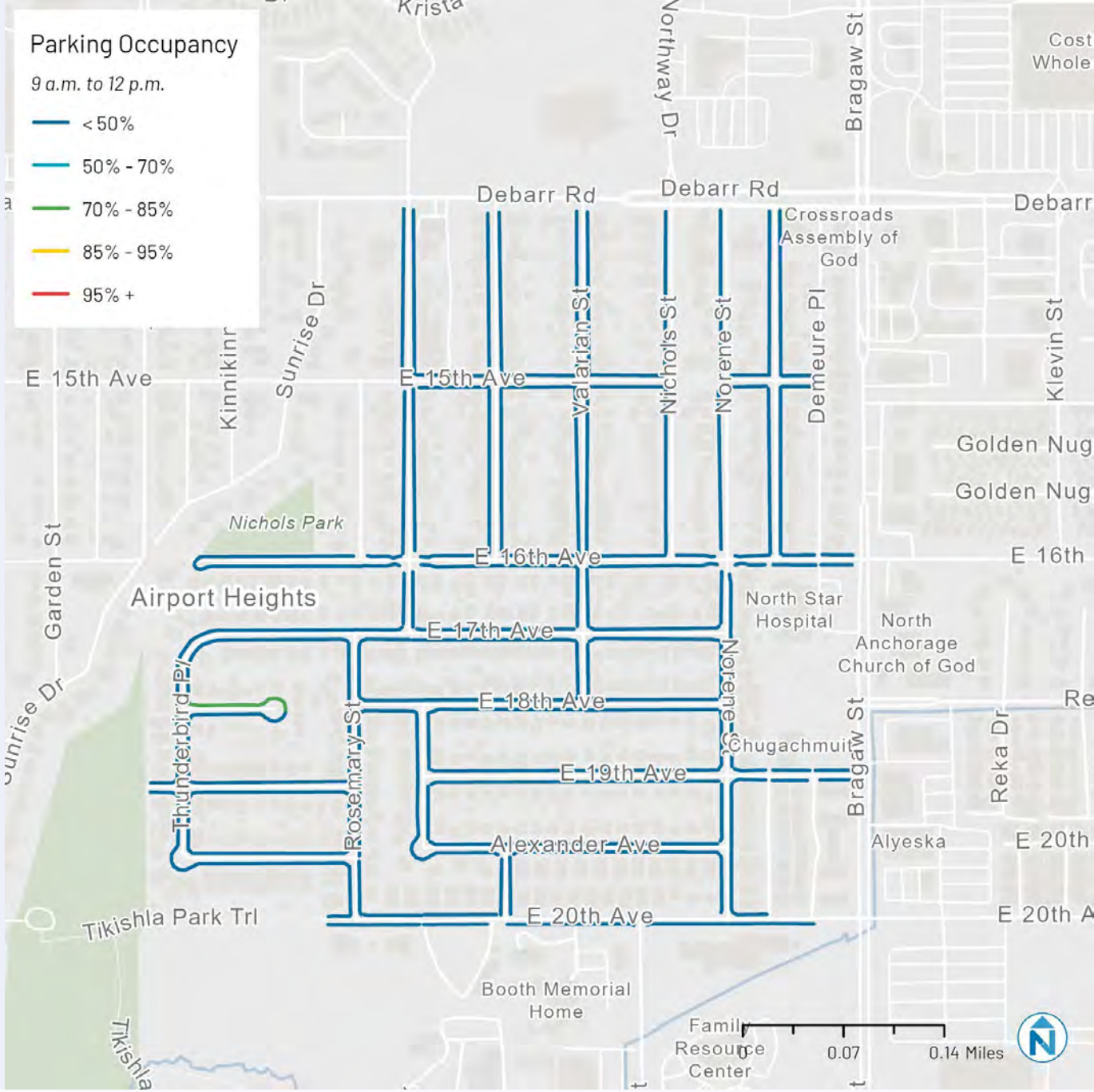

Airport Heights

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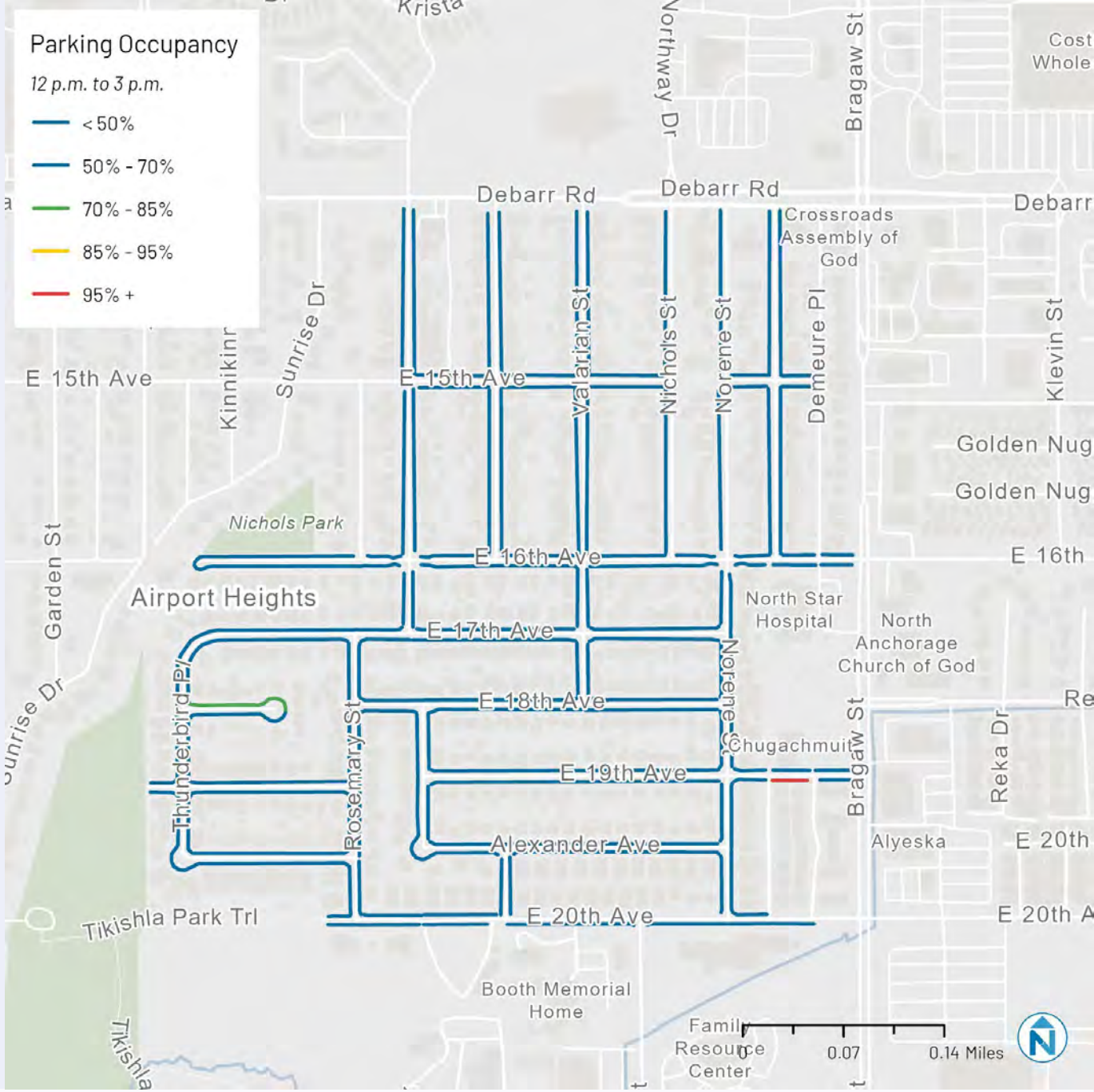

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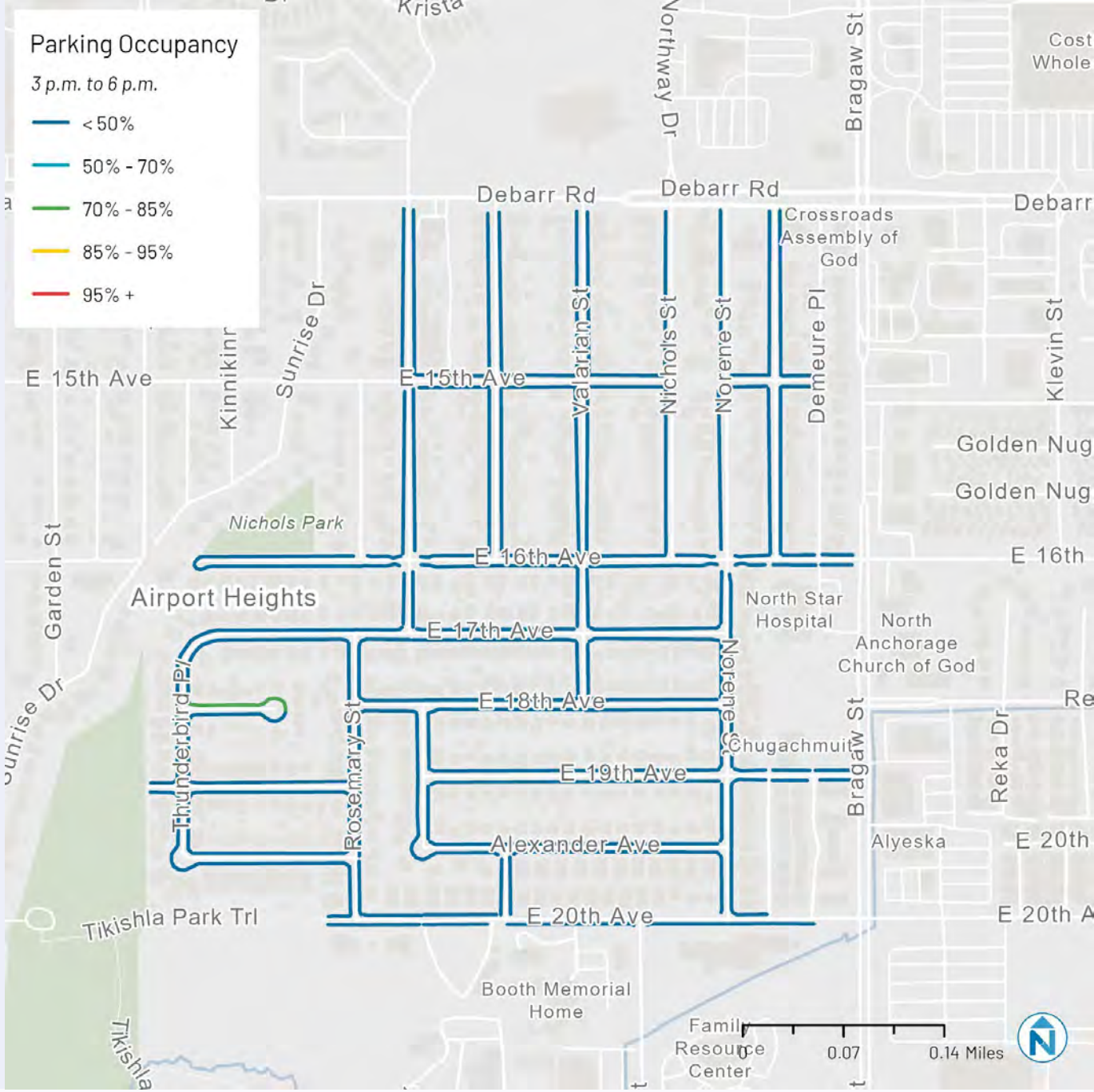

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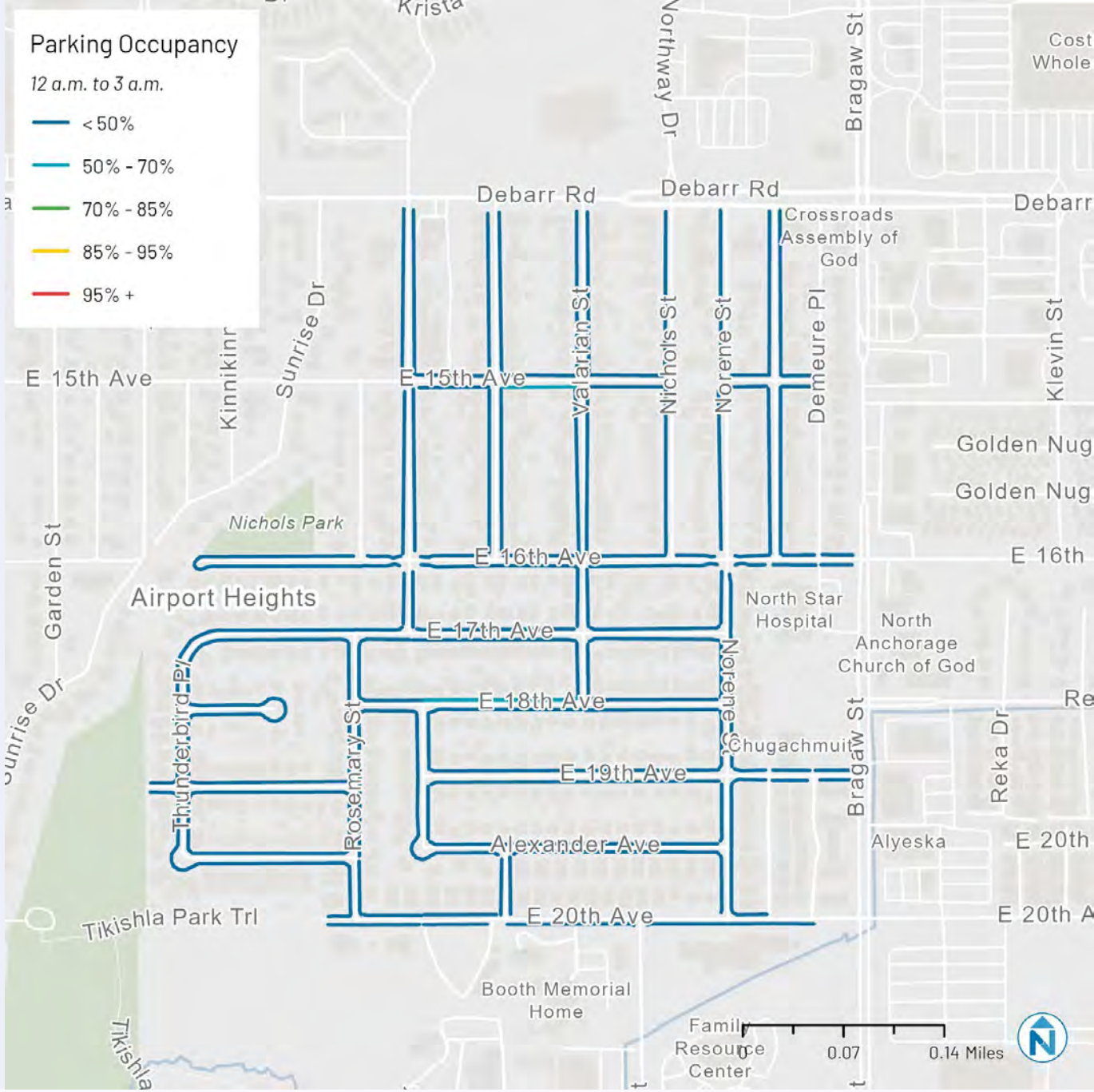

PARKING UTILIZATION DATA

Tudor Hills

WEEKDAY UTILIZATION OF PUBLIC STREETS TO STORE PRIVATE VEHICLES

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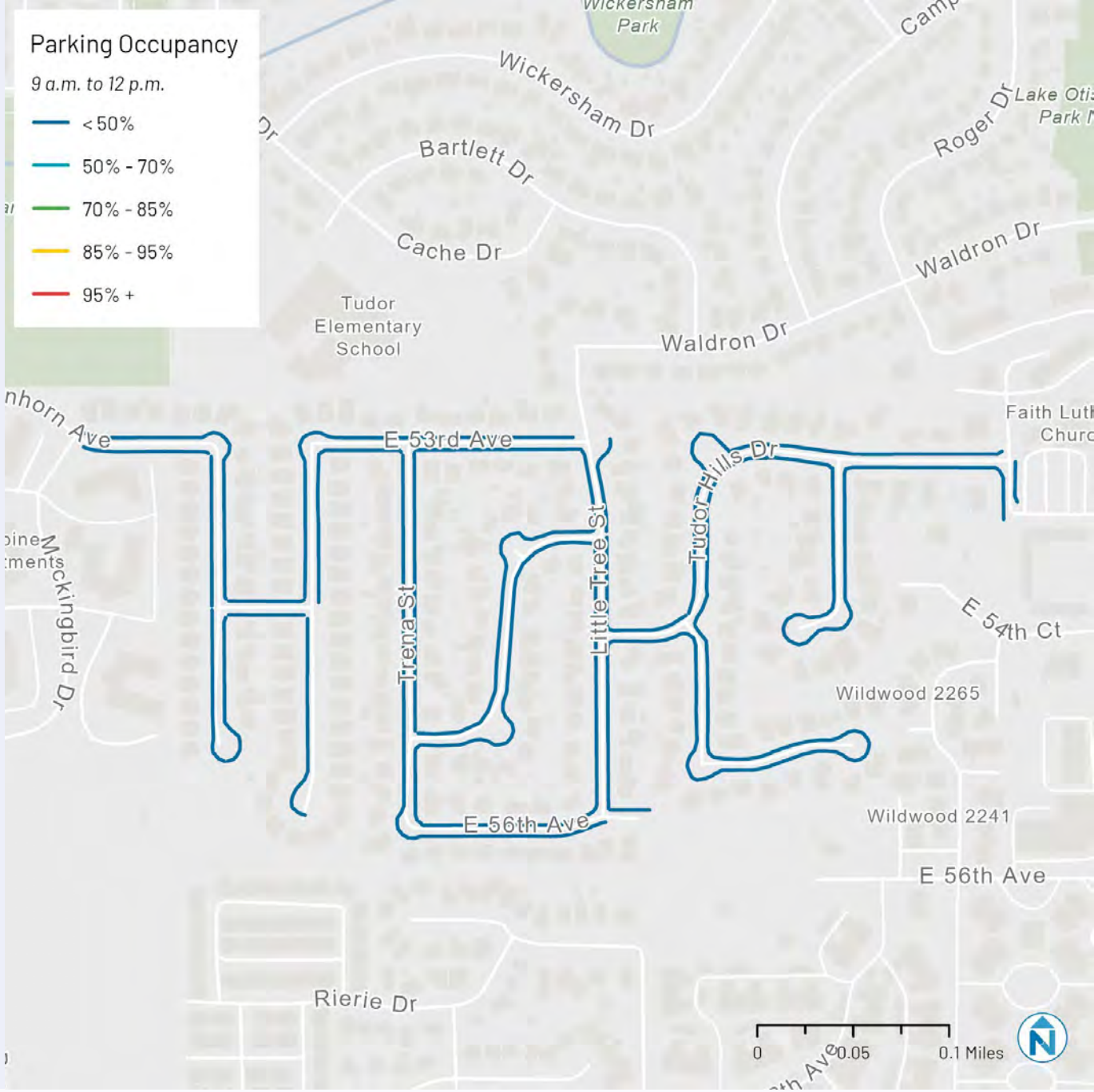

Tudor Hills

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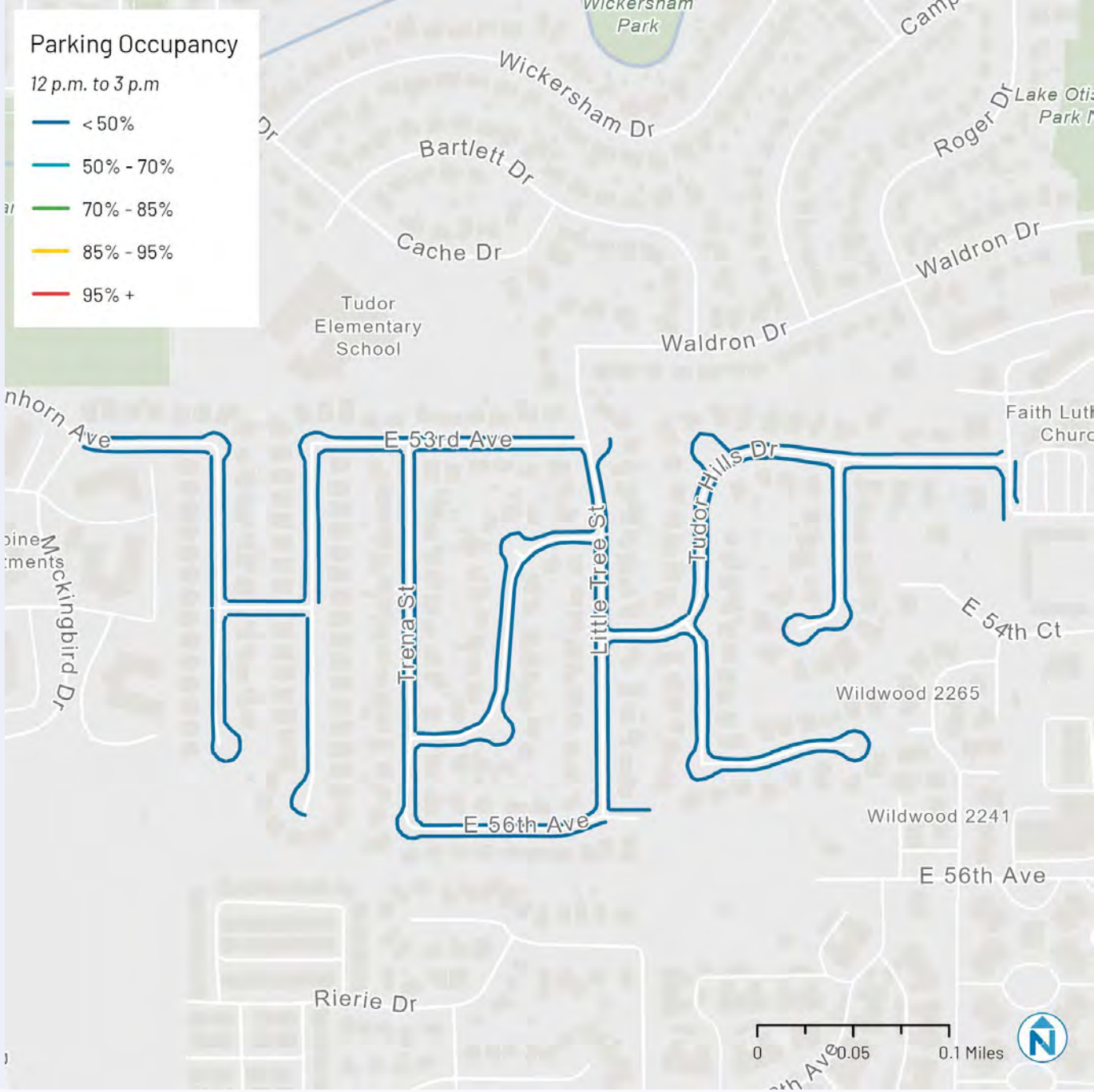

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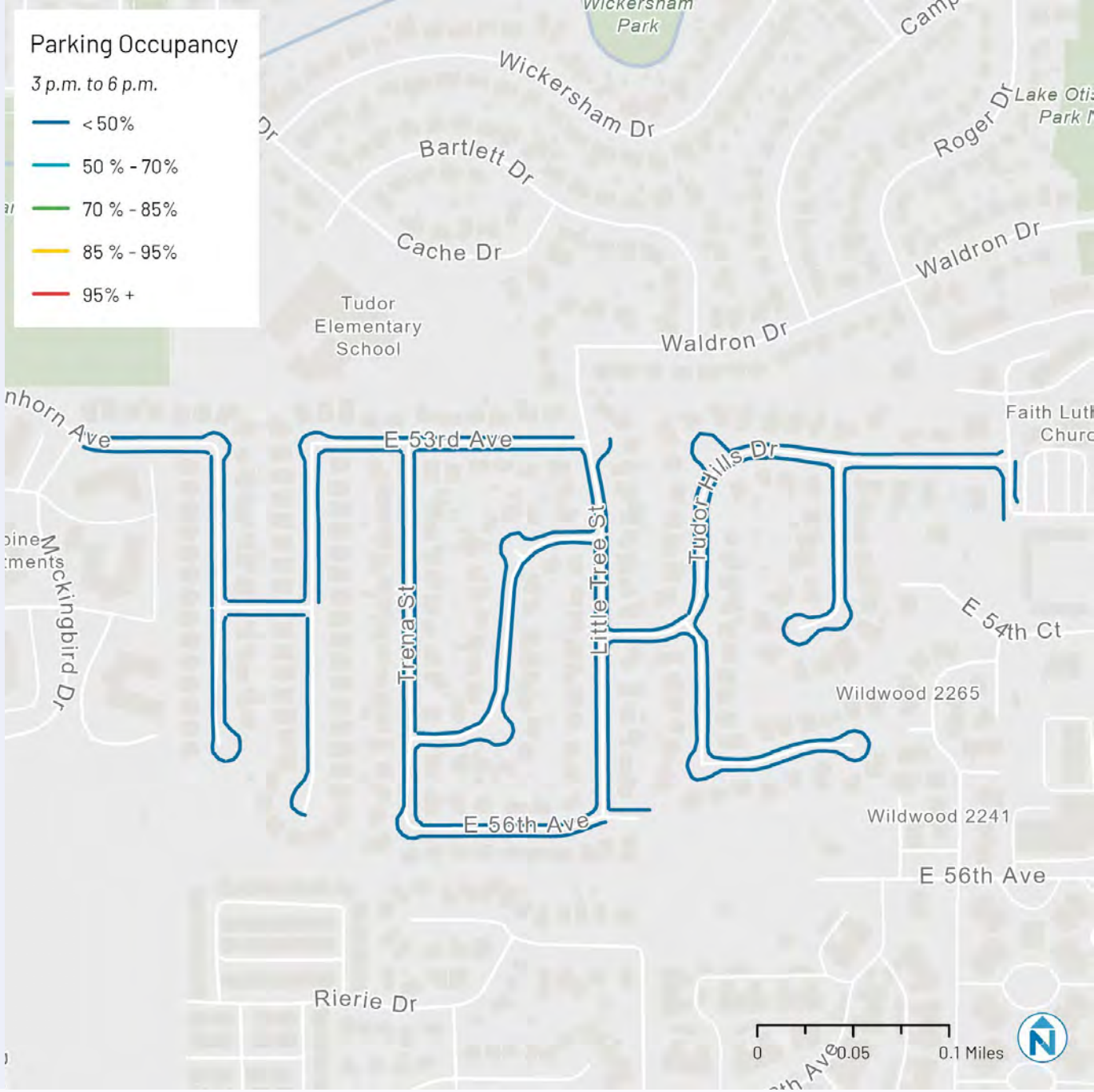

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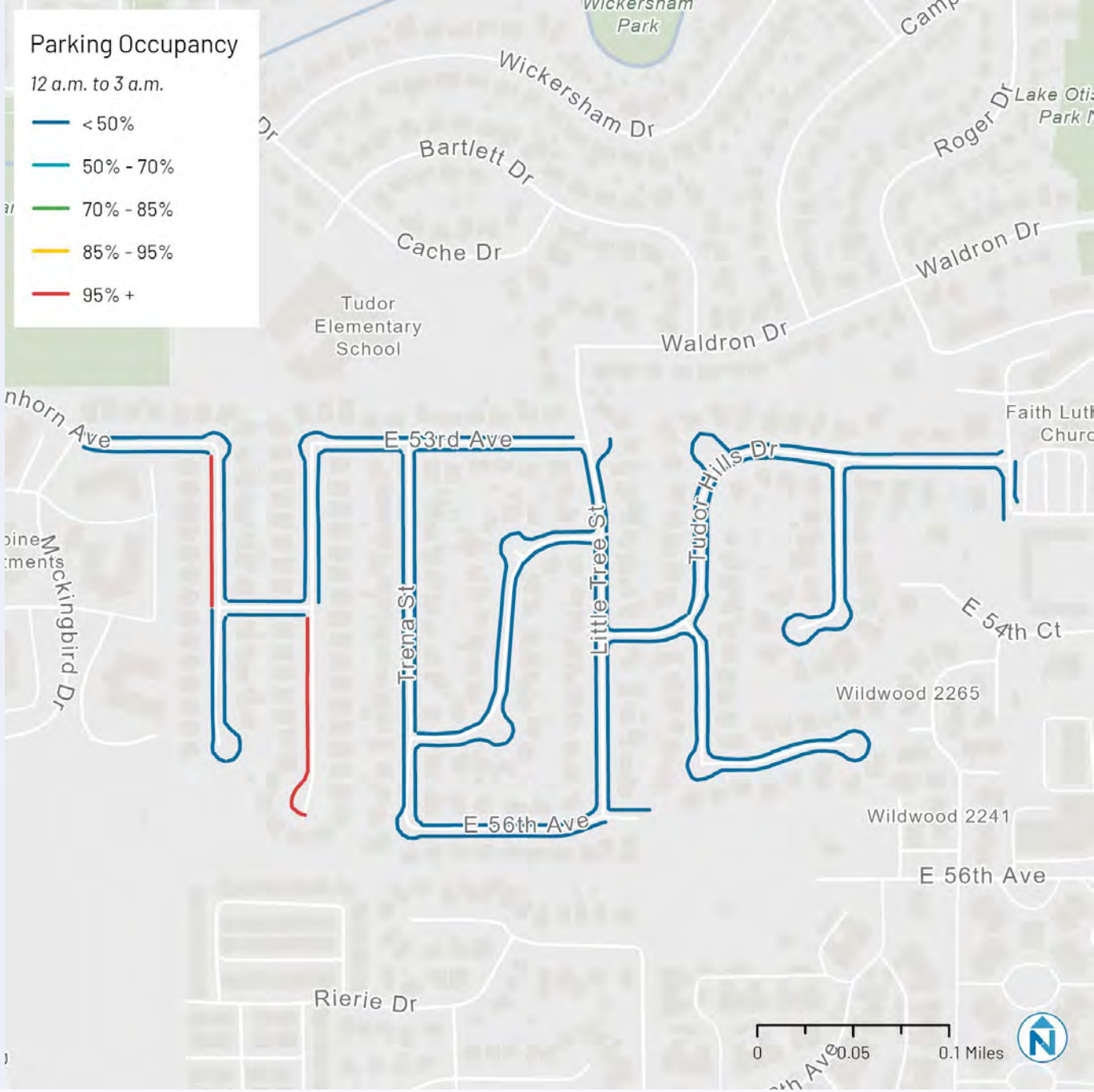

Mountain View

WEEKDAY UTILIZATION OF PUBLIC STREETS TO STORE PRIVATE VEHICLES

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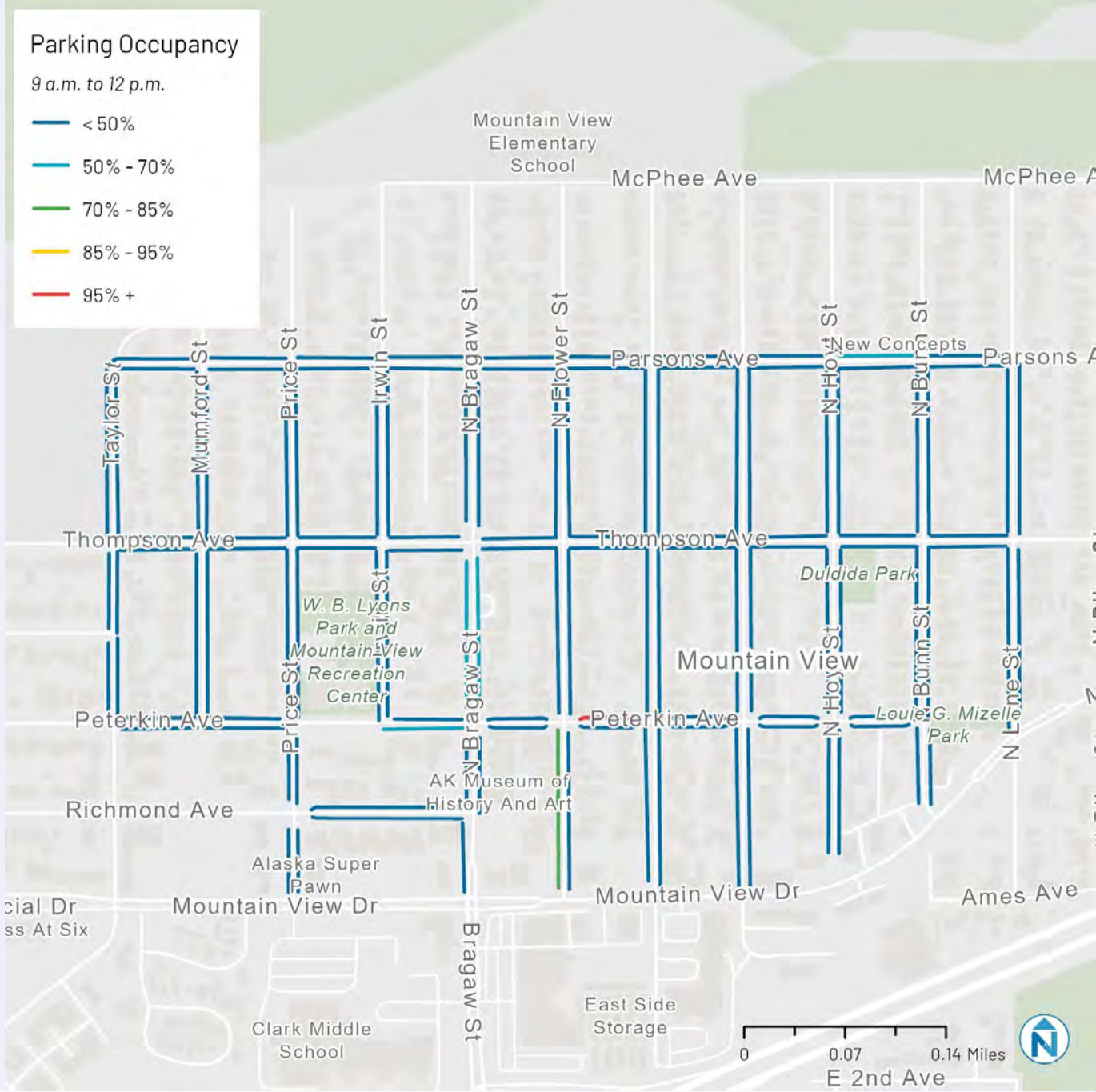

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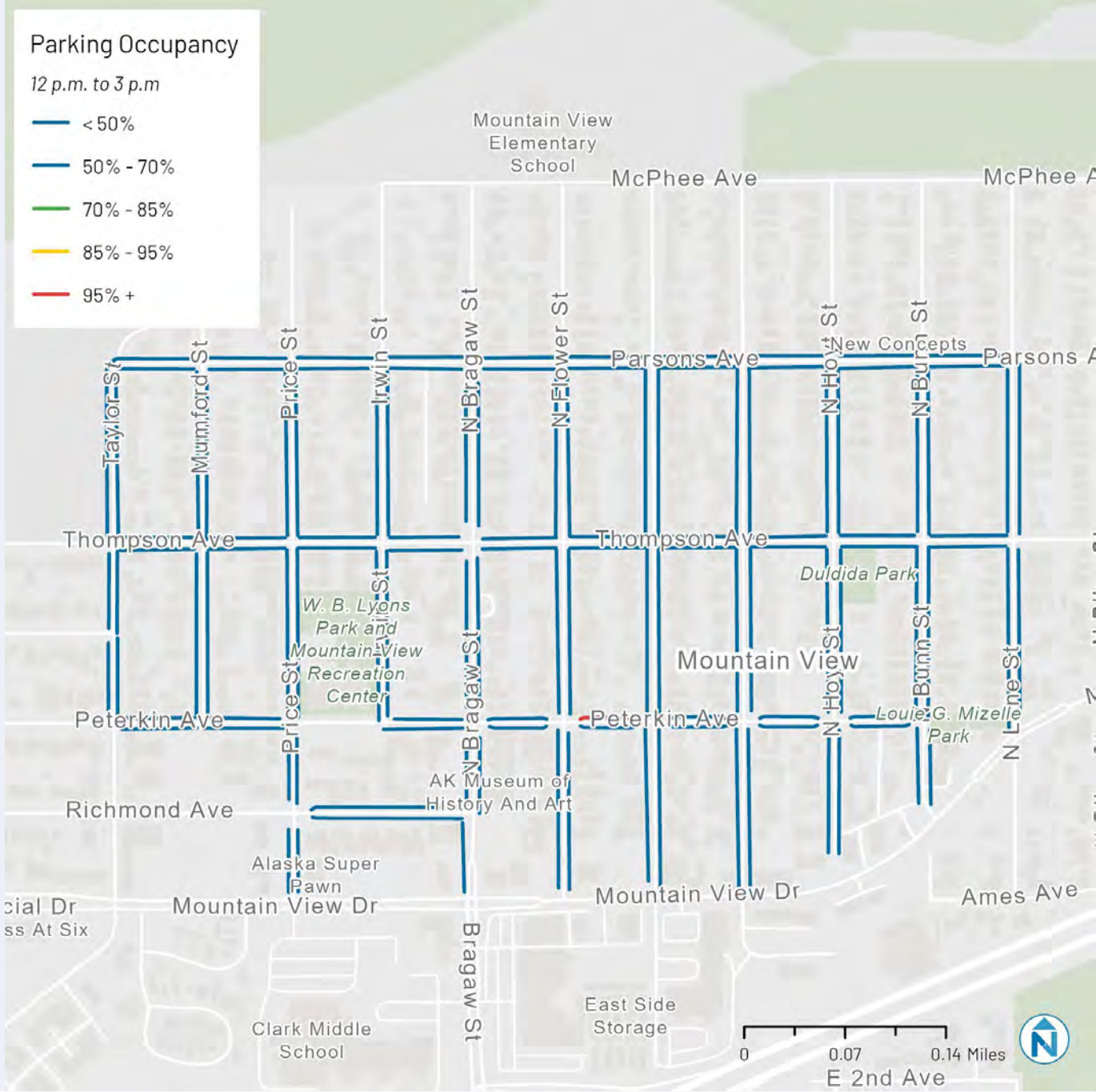

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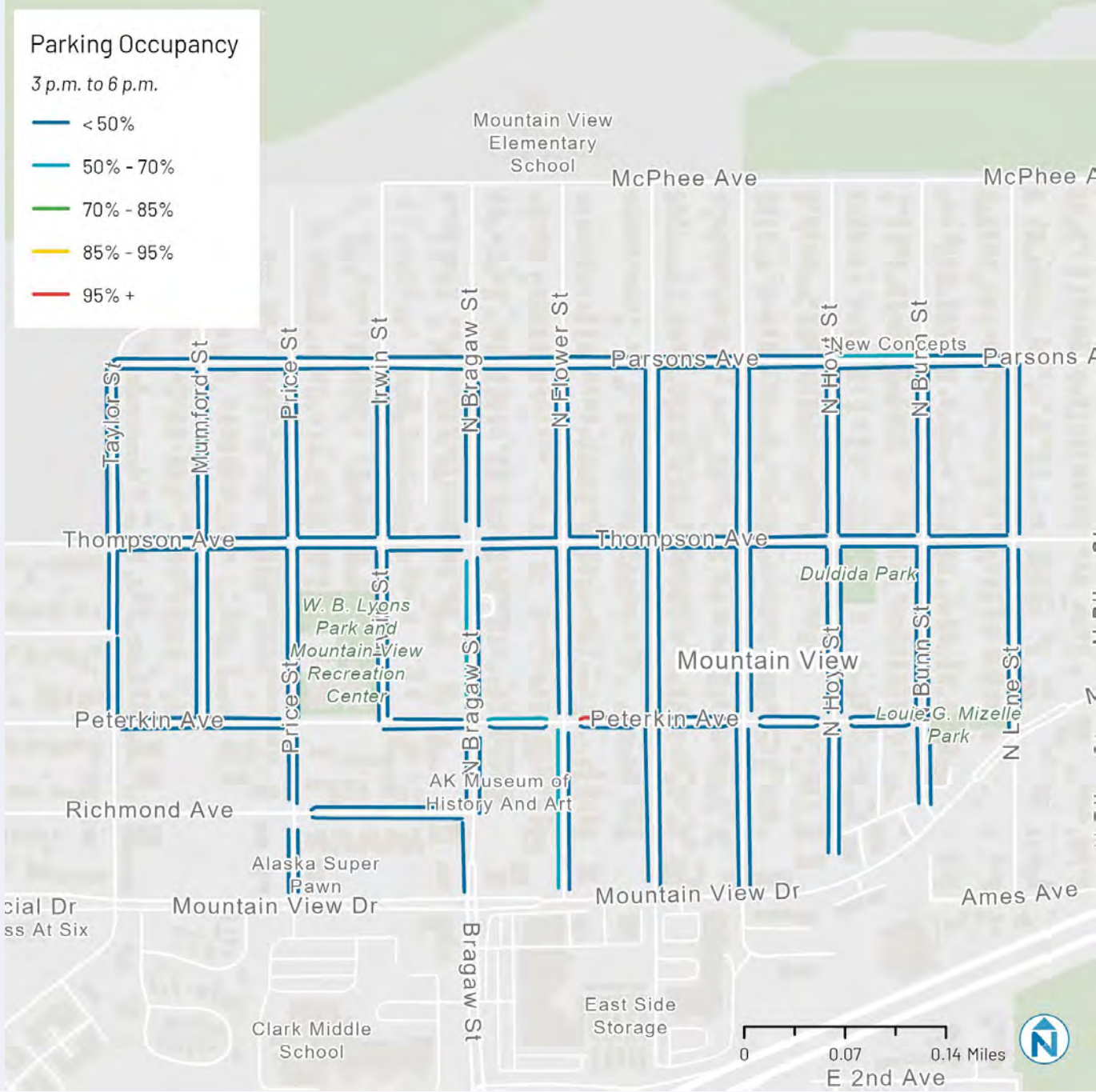

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