

Stakeholder Advisory Group Meeting 1 Recap

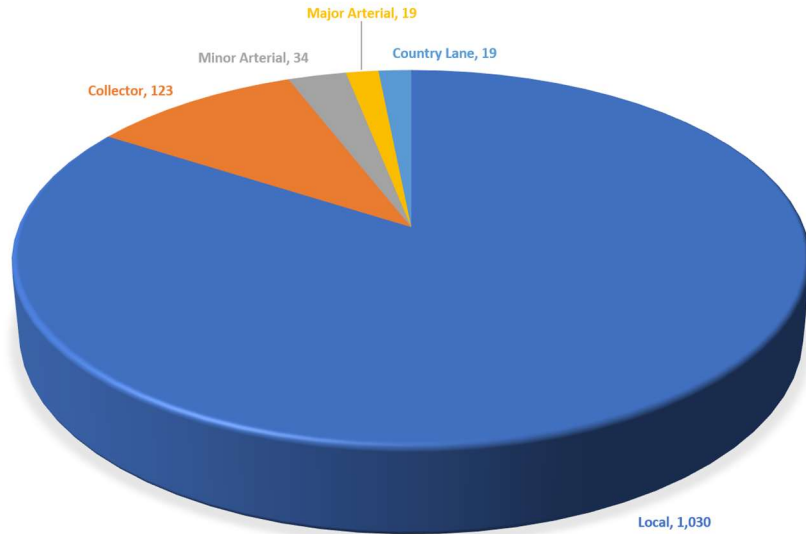
Brandon Telford, P.E.

Engineering Manager

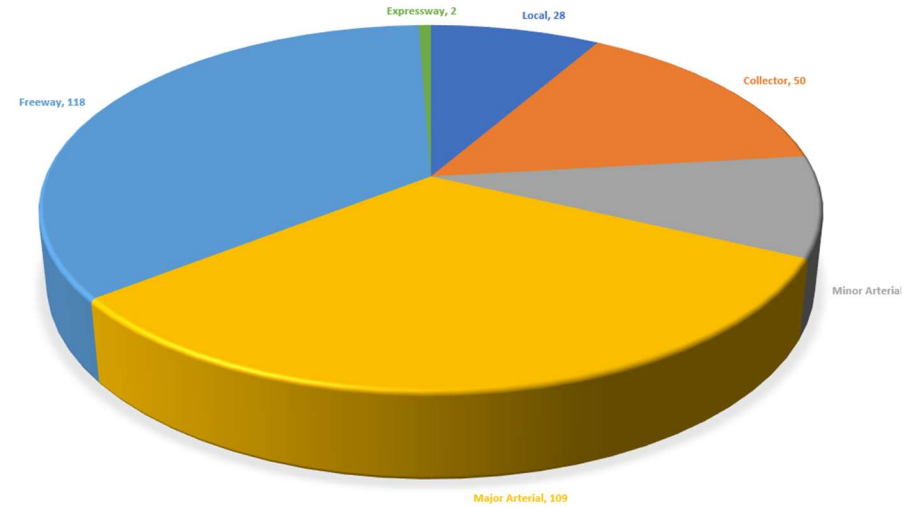
PM&E



MOA Owned Streets by Functional Classification (miles)



AK DOT Owned Streets by Functional Classification (miles)

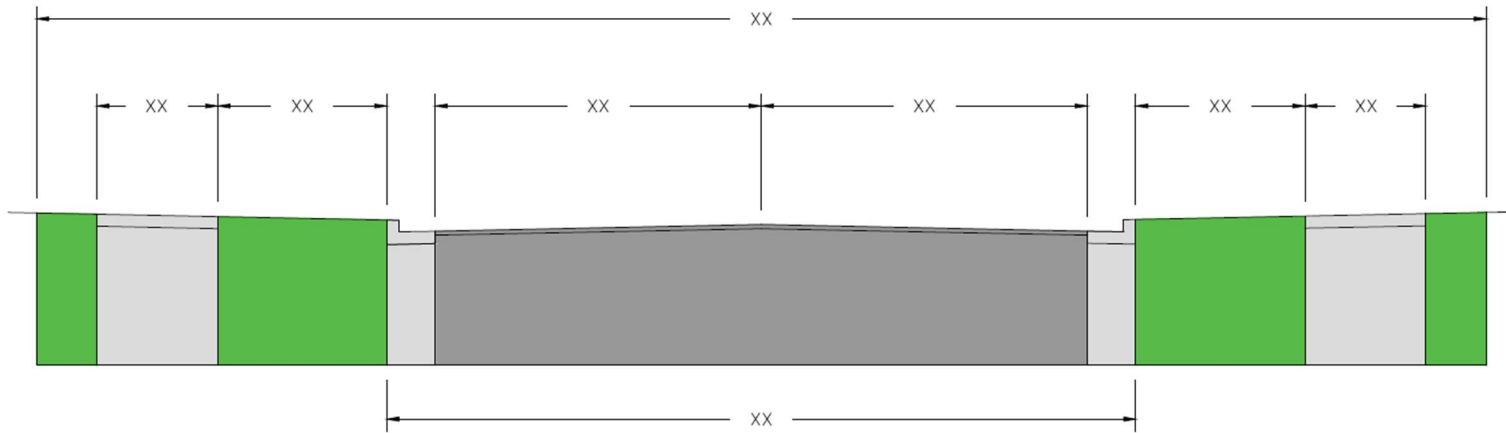


Road Ownership by Functional Classification

MOA Owned Streets by Functional Classification (miles)

- Minimum Width Needed for Vehicle Access & Operations
 - Vehicle Lane= 10' min per lane
 - Accommodate Residential Driveway Maneuvering = 24' min
 - Accommodate Fire Access & Operations = 20'-26' min
 - Accommodate Snow Hauling Operations = 28' – 30' min
 - Accommodate Two Vehicle Lanes & Parking Lane = 27' min
- Minimum Width Needed for Pedestrian Access
 - ADA Minimum = 4' min
 - Accommodate Trackless Maintenance Equipment = 5' min

- Minimum Width Needed for Bicycle Access
 - Shared Lane = 0' min
 - One-Way Bike Lane= 4' – 5' min per direction
- Minimum Width Needed for Transit Access
 - Curb Side Vehicle Lane = 11' min
 - Pedestrian Pad Width at Stop = 8' min
- Minimum Width Needed for Freight Access
 - Vehicle Lane = 11' min
- Minimum Width for Snow Storage*
 - Per Lane Storage = 6'-7' min



*If snow storage is not provided, snow hauling occurs after every large snowfall which can significantly delay operations

What should the DCM Updates look like?

Pre-Meeting Poll Discussion



What are three things you would change about Chapters 1 and 6 of the DCM?

Alignment with MOA code

Align with AASHTO & NACTO design guidelines

Consistency with current federal design guidance

Clarify where sidewalk design criteria are dictated

Clear understanding of workflow/process if there is need to deviate from DCM.

Be clear about how it will interact with OS&HP

Have safety as highest priority in design criteria

Design to maximize safety

Decrease design speeds

Add dedicated sidewalk/bike lane sections

Begin from a design perspective of non-motorized users

Add pedestrian volume/conditions/level of service analysis

Consistency with Other Plans

Understanding Plan Hierarchies

Safety Prioritization

Non-motorized Design

Imagine the DCM (Chapters 1 + 6) has been successfully updated!

What does success look like to you?

A significantly shorter manual

Clear functional document that's accessible to the average person

Easy to read and use

Simplicity

Understand where the DCM fits within the hierarchy of codes, requirements and guidance

Incorporate references or defer to other adopted texts

Clarity on multiple sources of guidance (code vs. DCM)

Clear Plan Hierarchies

Make more creative and less prescriptive road design

Guidance to transform our system into being safe, comfortable, and connected for all modes

Clear guidance on how pedestrian facilities are designed in commercial districts with limited dedicated snow storage space

Improved Road Design

DCM Changes and Success Poll Discussion

- Consistency with Other Plans
 - Understanding Plan Hierarchies
 - Safety Prioritization
 - Non-motorized Design
 - Simplicity
 - Clear Plan Hierarchies
 - Improved road design
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- Consistency within the DCM
 - DCM Variance Policy
 - Snow Storage

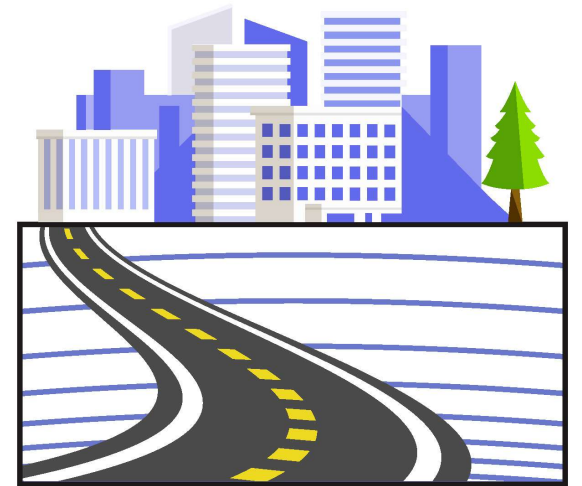
Policy, Function & Process Discussion

Brandon Telford, P.E.

Engineering Manager

PM&E

PM&E



**PROJECT MANAGEMENT
& ENGINEERING**

Transportation Policy, Function, & Process Guidance Hierarchy

- Official Streets & Highways Plan
- MTP
- Long Range Transportation Strategy
- Non-Motorized Plan
- Rec Trails Plan

- T21: Chapters 4, 7, 8

ANCHORAGE COMPREHENSIVE PLAN

(Anchorage 2020)

provides overall policy direction

Anchorage 2040 Land Use Plan Map

Functional Plans provide more specific direction for facilities and resources, such as street networks, trails, wetlands, or parks.

Area - Specific Plans provide more details for particular neighborhoods, districts, and development corridors.

Plans:
direct implementation actions

Anchorage Municipal Code

Title 21

Capital Improvements

CIP

TIP²

Comprehensive Plan Elements

Implementation Actions

← Spenard Road Corridor Plan

← The DCM is here!

MOA Transportation Policy

Themes across pre-LRTS guiding documents:

- Develop a safe, efficient, and multimodal transportation system
- Enhance connectivity and accessibility
- Prioritize safety and system efficiency
- Promote alternative transportation modes
- Minimize environmental and community impacts
- Support resilient, context-sensitive infrastructure and development



Pre-LRTS Guiding Document Themes



Municipality of Anchorage Long-Range Transportation Strategy 2024 (2024)

Goal 1: Take a Safe System Approach to All Projects

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

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

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

Goal 5: Consider Environmental Sustainability










Anchorage Bowl Mode Share Target

MOA Transportation Policy Overview

Municipality of Anchorage Long-Range Transportation Strategy 2024 (2024)

Mode Share Policy Objectives

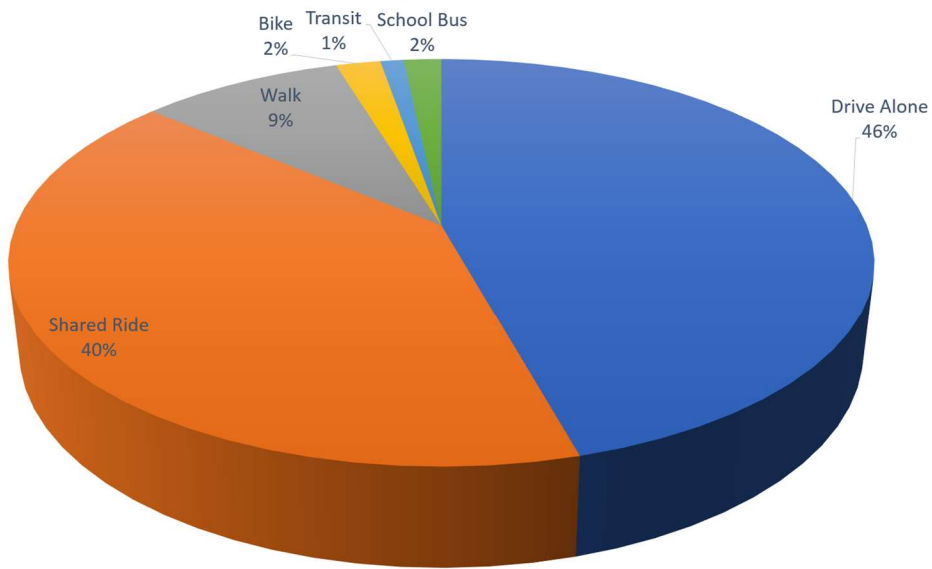
- Change Travel Behavior to reduce public maintenance costs and environmental impacts
- Provide a Range of Multi-Modal Transportation Options
- Encourage Physical Activity with Transportation Infrastructure

Mode of Transportation to Work	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%
<small>*From US Census 2022 ACS 1 year estimates</small>			

MOA Transportation Policy Overview

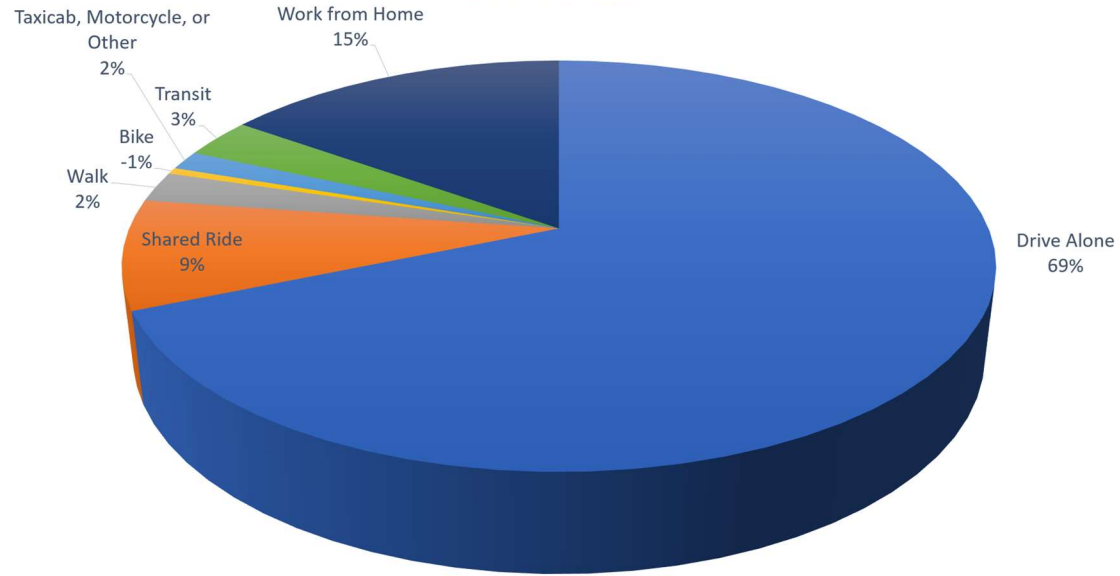
Municipality of Anchorage Long-Range Transportation Strategy 2024 (2024)

AMATS 2050 MTP Mode Share



■ Drive Alone ■ Shared Ride ■ Walk ■ Bike ■ Transit ■ School Bus

LRTS Mode Share



■ Drive Alone ■ Shared Ride ■ Walk ■ Bike ■ Taxicab, Motorcycle, or Other ■ Transit ■ Work from Home

MOA Transportation Policy Overview

Municipality of Anchorage Long-Range Transportation Strategy 2024 (2024)

Rank the Long Range Transportation Strategy (LRTS) Goals, in order of importance for the DCM updates

1. Take a Safe System Approach to All Projects
2. Maintain Existing Transportation Infrastructure- Improve, Fix, and Use What We Have
3. Reflect Public Priorities in Transportation Investments and Decision Making
4. Provide Existing Transportation Choices in How People Move Around the Municipality
5. Consider Environmental Sustainability

How can the DCM update best support the LRTS goals?

Use LRTS policy guidance to justify/explain standards if they are not clear

Clearly establish a link between design and modal hierarchy.

Provide options in line with those goals with the flexibility to meet unique challenges in anchorage

Standards that support all modes of transportation

provide clearer guidance for engineers to make decisions that are in line with LRTS goals

Design for safety

Provide flexible and cost efficient design options to be able to make more miles of improvements.

Snow storage and drainage

Provide hierarchy that helps clarify when there's tension between goals

Design criteria that contribute to roads that contribute to networks that help achieve adopted MOA policies.

Keep VRUs top of mind

Seek balance of mode use and design for maintenance success

Implement a dynamic modal hierarchy when implementing projects. Recognize the DCMs existing hierarchy.

Reset the focus on SS4A by correcting assumptions about speed

By serving its purpose as just a design document to other policy documents .

Replace one size fits all standards with context driven design ranges