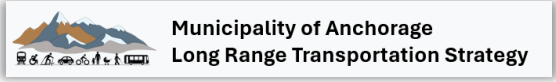


Long Range Planning Transportation Projects update July 2024



Downtown Streets
Engineering Study



Municipality of Anchorage
Long Range Transportation Strategy



MOA Assembly Transportation Committee
Wednesday, July 17, 2024



Downtown Streets Engineering Study

“Early action item number 7 (EA-7) of the [Our Downtown Plan](#)...called for the funding and completion of a Downtown Anchorage Streets Engineering study to "include evaluating street conversions, street closures, Bike Boulevard concept and Coastal Trail connectors, street ownership transfer and truck traffic". As such, the engineering study will investigate the existing state and future possibilities for Right-Of-Way (ROW) in Downtown Anchorage.”



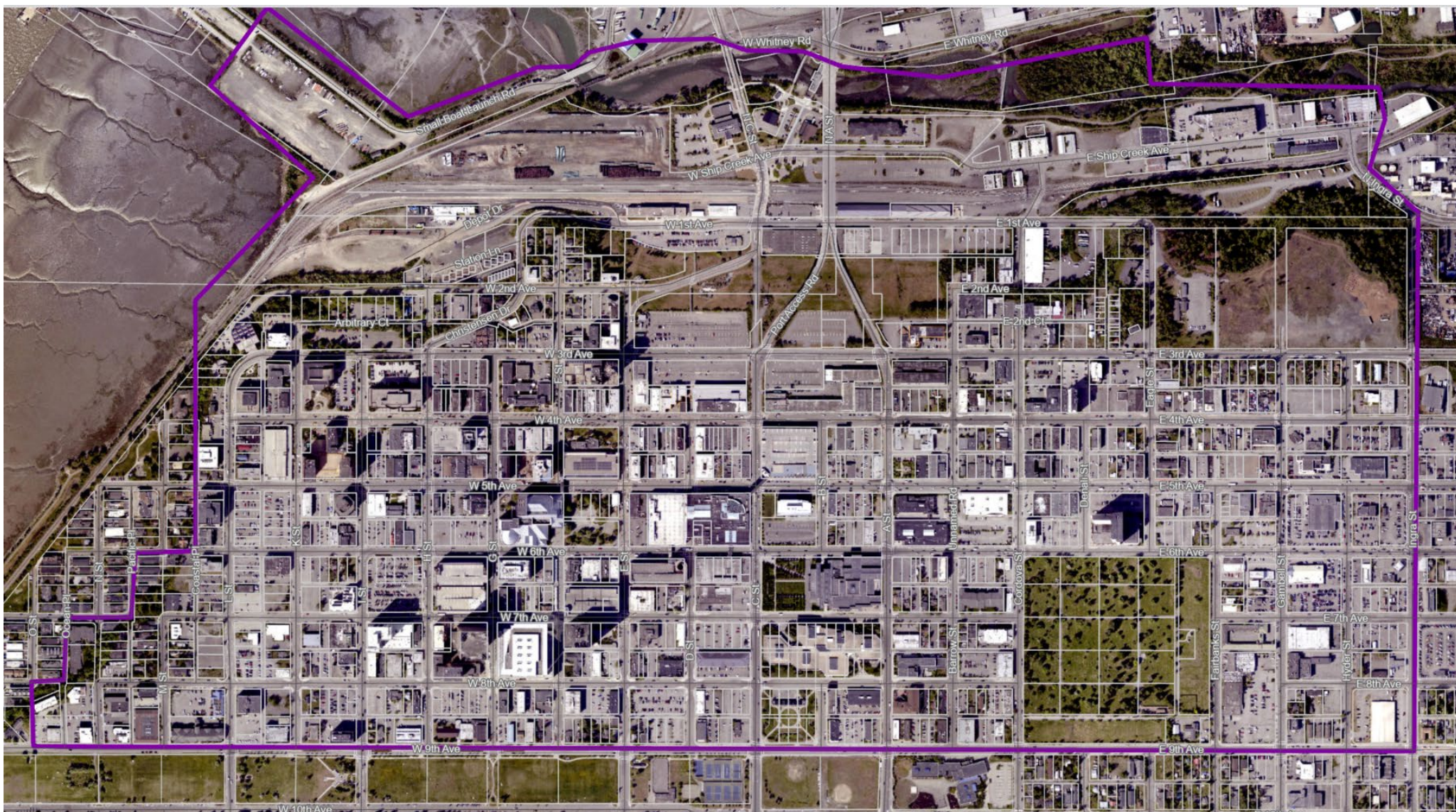
Municipality of Anchorage Long Range Transportation Strategy

“...produce a long-range transportation plan policy document that will guide public decisions and investments in the Municipality of Anchorage.”



Downtown Streets Engineering Study

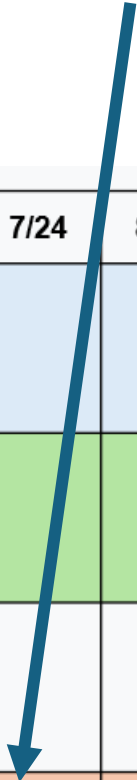
Study Area

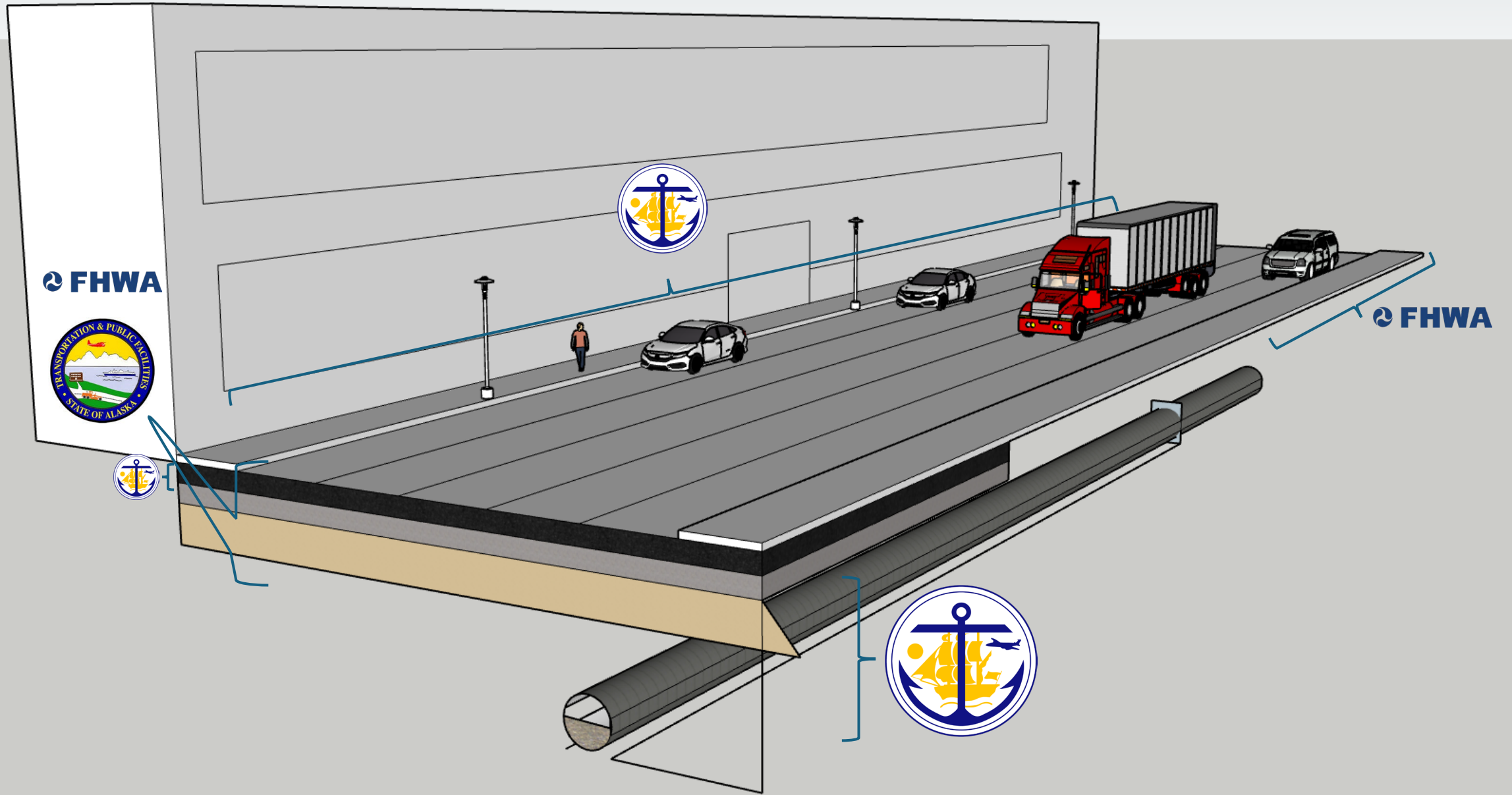




Downtown Streets Engineering Study

	1/24	2/24	3/24	4/24	5/24	6/24	7/24	8/24	9/24	10/24	11/24	12/24	1/25
Task 1 Project Management	Active	Active	Active	Active	Active	Active	Active	Active	Active	Active	Active	Active	Active
Task 2 Public Outreach			Active		Active	Active	Active	Active	Active	Active	Active		
Task 3 Built Environment		Active	Active	Active	Active	Active							
Task 4 Engineering Study and Capital Improvement Program				Active	Active	Active	Active	Active	Active	Active	Active		
Task 5 Project Close out													Completed







Who we have talked to:

- Downtown Partnership
- People Mover
- ACDA/Easy Park
- Visit Anchorage
- Northern Compass
- 3rd Avenue radicals
- State of Alaska Forestry
- Downtown Community Council
- AMATS
- Bike Anchorage
- JBER

Still to come:

- Trucking Association
- FHWA



What people have said:

- **Slow down the streets** (experience downtown at human speeds)-pretty much everyone
- **Curb space management is important**
- **Maintain access for big commercial vehicles** (people mover, tour buses, trolley buses, freight. Also consider the transit center location)
- **Try new things** (designs, pilots, use of ROW space)
- **Let's do some things immediately**
- **Understand regional context of roads** (trucks, JBER access)
- **Consider pedestrian-only streets** (4th)
- **Consider where in Anchorage investment is most important**



Built environment memo

Right-of-Way Ownership

- **Four pairs of one-way couplets**
 - 5th Avenue and 6th Avenue
 - I Street and L Street
 - A Street and C Street
 - Gambell Street and Ingra Street
- **No document vesting ownership, but DOT&PF has invested time and money, which gives them a say:**
- **Relinquishment will take some time if it can be done, facilities will likely still be under FHWA maintenance and management requirements**



Built environment memo

Opportunities

- Work within existing classification; use the MTP process to implement the community vision
- Work within existing classification/ownership, use more direct changes to implement the community vision
- Reclassify or remove NHS designation from select streets; request relinquishment, conveyance of DOT&PF's interest to MOA
 - No high classification routes have been completed
 - Example: Shell Simmons Drive (Juneau)



Planned Engineering Analysis

- **Reduce speed limit Downtown to 20 mph and 25 mph**
 - Design changes?
- **D Street and F Street conversions from 1-way to 2-way (vehicles)**
 - Not recommended because only one-lane wide
- **5th and 6th Avenue (and 3rd and 4th Avenue) conversions to 2-way**
 - Step 1: Reduction from 3 to 2 lanes
 - Step 2: Conversion to 2-way
 - Reconstruct 6th at E
- **4th Avenue as pedestrian street?**
- **Rebuild G between 3rd and 5th**
- **E Street Corridor Enhancements**
- **Bicycle Racks, Street trees, Seating, Lighting, Trash Receptacles**

EXAMPLE ONLY



Club Paris

Club Paris

COMMITTES DINING

BUS

W 5th Ave

EXAMPLE ONLY



EXAMPLE ONLY





Cordova St

ONE WAY

E 4th Ave

La Cabaña
RESTAURANT
Restaurant & Cantina

EXAMPLE
ONLY

SNOW/ACTIVE
TRANSPORTATION
LANE

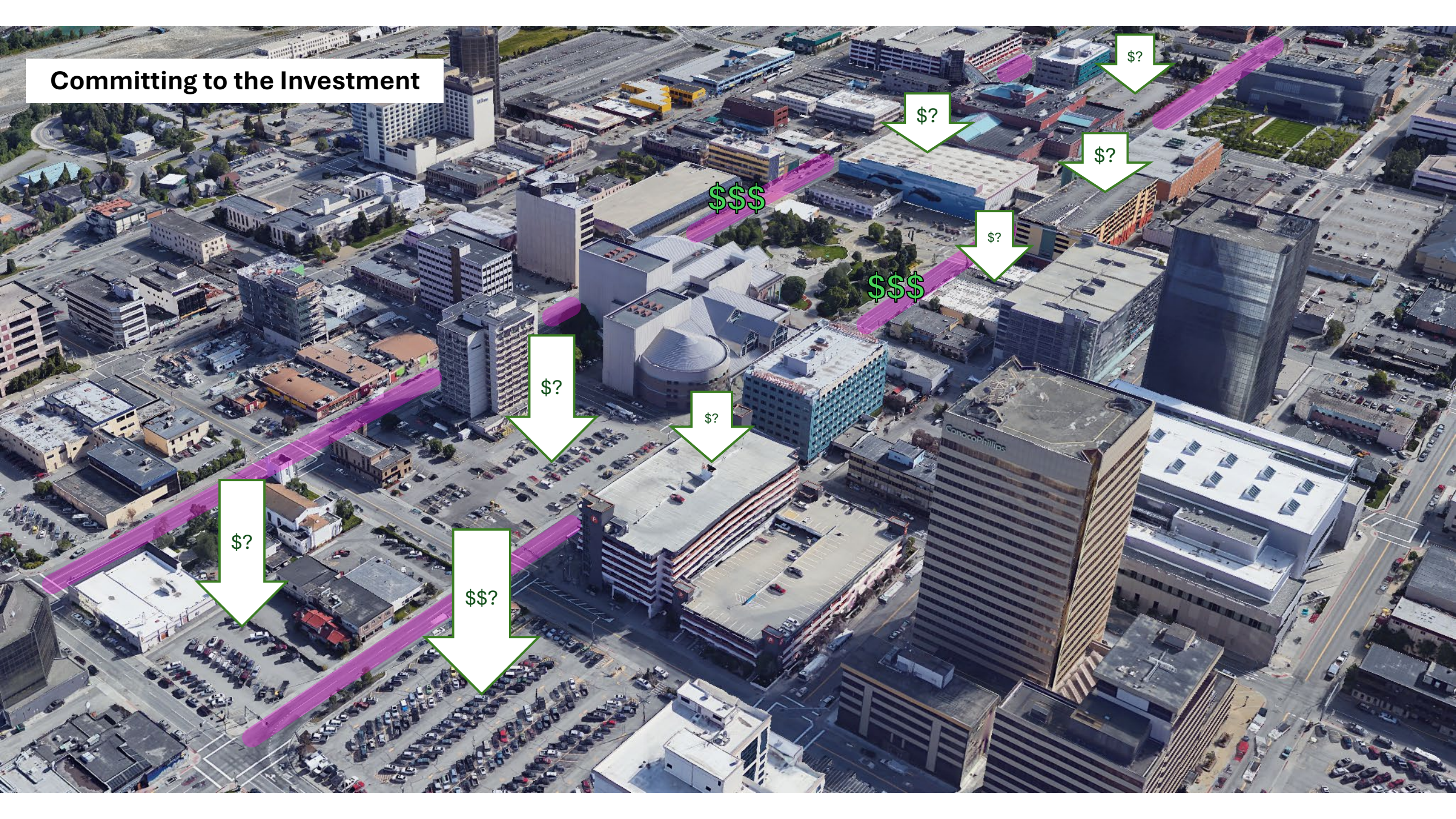
E 4th Ave



Downtown Streets Engineering Study

Tough decisions:

Committing to the Investment



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Projects in Context



OUR DOWNTOWN
The Heart of Anchorage
A Project to Implement the Downtown Comprehensive Plan

Downtown Streets Engineering Study

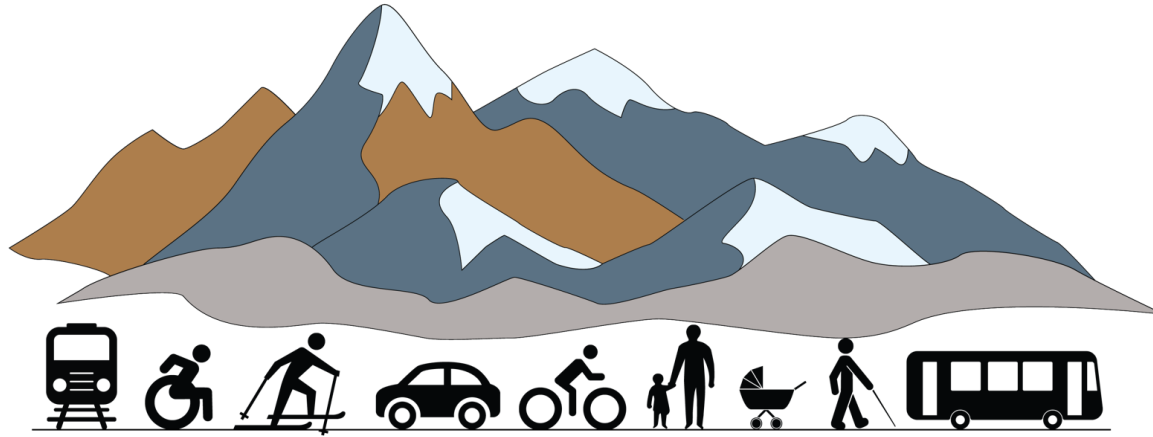
Seward + Glenn
CONNECTION

FAIRNESS FOR FAIRVIEW
IT'S TIME.

South Addition Neighborhood Plan: 2023
Draft: December 2023
Prepared for distribution following the introduction of the adoption resolution during the December 14, 2023 SACC General Meeting
(The plan is in final Draft form with additional formatting and inclusion of figures/photographs and sections of the hazard mitigation information to be provided by MOA Long Range Planning prior to distribution for the public review process by the municipal Planning and Zoning Commission.)

Midtown District Plan & Business Improvement District Study





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

Project update: 7/17/2024



So Far....

- **5 working group meetings**
- **One-On-One working group member interviews**
- **Online survey of 180 people**
- **Open house, Transportation fair, ski/bike-to-work day, FCC, presentations at the AMATS Technical Advisory Committee & Policy Committee**



Potential Challenges:

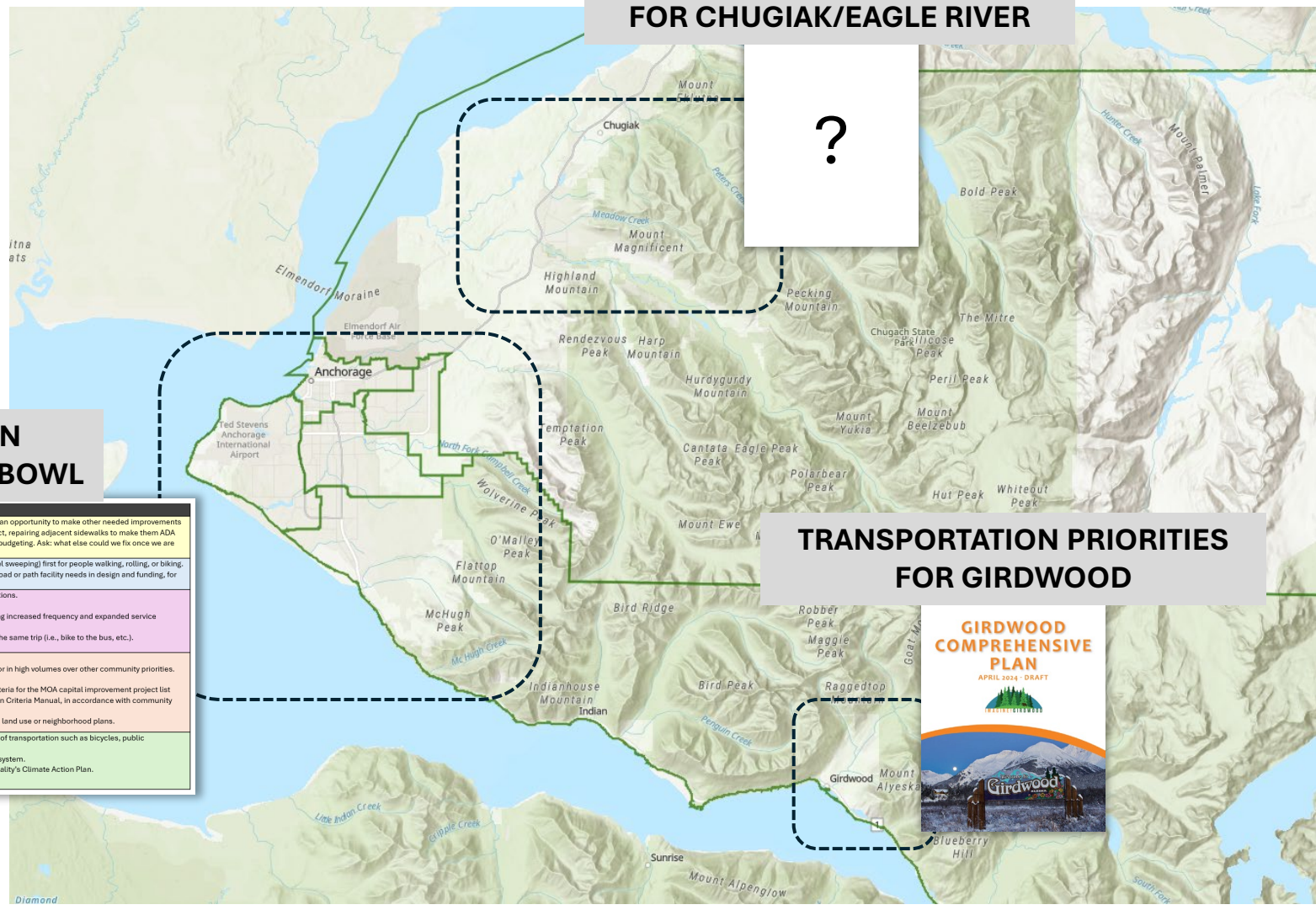
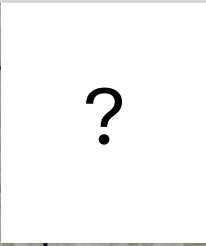
- Loss of key personnel due to retirement and other employment opportunities, particularly senior staff. Data Group has been staffed at about 50% for the last 2.5 years.
- Vehicle operability and maintenance issues of an aging fleet (including time they are in the shop waiting to be serviced) negatively impact ability to successfully complete work responsibilities.
- Potential safety risk to field operation due to degradation of old signal equipment.
- Increasing demands of law enforcement, agencies, and the public for video capture from cameras.
- Inability to keep up with increased demand for signage, markings, school walkway improvements and traffic calming.
- Increased design and construction costs due to increases in materials and contractor costs.
- Lost opportunities to receive federal funding due to budgetary constraints for matching funds.
- Repair or replacement of expensive field equipment which has been vandalized, stolen or destroyed. This is an ever-increasing problem for traffic count equipment.



Goal	Strategy:
1, Take a Safe System approach to all projects	1. 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?
2. Maintain Existing Transportation Infrastructure: Fix and use what we have first	1. Prioritize operational maintenance (things like snow clearing or gravel sweeping) first for people walking, rolling, or biking. 2. Account for, provide for, and make known the full seasonal cycle of road or path facility needs in design and funding, for all transportation projects for the lifespan of those projects.
3. Provide Transportation choices in how people move around the Municipality	1. Evaluate proposed projects based on a range of travel needs and options. 2. Plan and build infrastructure consistent with mode share targets. 3. Enhance the financial sustainability of public transportation, enabling increased frequency and expanded service coverage. 4. Make it easier for people to link different types of transportation for the same trip (i.e., bike to the bus, etc.). 5. Connect outlying communities within the MOA.
4. Reflect Public Priorities in Transportation Investments and Decision Making	1. Engage the public in project planning 2. Move away from default metrics that prioritize moving vehicles fast or in high volumes over other community priorities. 3. Implement adopted land use and transportation plans: 4. Regularly revisit the CIP project list, and assessment and scoring criteria for the MOA capital improvement project list 5. Assess design standards for how roads are built, including the Design Criteria Manual, in accordance with community needs on a regular basis. 6. Require infrastructure projects to justify how they align with adopted land use or neighborhood plans.
5. Consider Environmental Sustainability:	1. Provide more options for transitions to more energy efficient modes of transportation such as bicycles, public transportation, and active transportation. 2. Reduce negative ecological/health impacts from the transportation system. 3. Align transportation and infrastructure investments with the Municipality’s Climate Action Plan.



TRANSPORTATION PRIORITIES FOR CHUGIAK/EAGLE RIVER



TRANSPORTATION PRIORITIES FOR THE BOWL

Goal	Strategy
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TRANSPORTATION PRIORITIES FOR GIRDWOOD



GIRDWOOD COMPREHENSIVE PLAN

APRIL 2024 - DRAFT



Image courtesy of Mike Edgington

POLICY R3.2: Identify and protect trails and trail access via easements.

POLICY R3.3: Support implementation of Girdwood trails and open space plans.

GOAL R4: *Girdwood's trails and open spaces are integrated into the community.*

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 ensuring access and protection of trails and open spaces.

POLICY R4.3: Support use of trails for active transportation within the community.

Transportation

VISION:

All modes of transportation, including human-powered, are considered equally and Girdwood is a walkable community.

GOAL T1: *Girdwood has a connected system of trails and walkways. A car is not required to live here.*

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.

GOAL T2: *Support a year-round, regular, and reliable transit between Girdwood and Anchorage.*

POLICY T2.1: Explore public-private partnerships to provide transit service.

GOAL T3: *Parking in Girdwood complements our community and does not encourage unnecessary driving.*

POLICY T3.1: There is a viable park and ride lot.

POLICY T3.2: Parking is right sized for our community.

GOAL T4: *Ensure that Girdwood's transportation infrastructure is resilient if emergency evacuation is necessary.*

POLICY T4.1: Create a transportation plan for Girdwood that identifies and addresses weak points in current infrastructure.

GOAL T5: *Maintain the Girdwood Airport as a valuable community asset.*

POLICY T5.1: Support development at the Girdwood Airport that recognizes the community, sense of place, and natural environment.

GOAL T6: *Encourage the integration of the Alaska Railroad Girdwood Depot into the local transportation network.*

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.



Comments from working group representative from Eagle River:

“Take a Safe System Approach to All Projects: Comment: *While safety is a universal priority, the specific strategies and implementation actions seem more applicable to urban Anchorage. Chugiak-Eagle River may benefit from tailored strategies that reflect its unique traffic patterns and infrastructure.”*

“Provide Transportation Choices: Comment: *Enhancing public transportation and linking different types of transportation is less critical in Chugiak-Eagle River due to lower population density and a higher reliance on personal vehicles. More focus on improving road infrastructure and connectivity for personal vehicles would be more relevant”*

“Reflect Public Priorities in Transportation Investments and Decision Making: Comment: *The metrics for evaluating projects should be reconsidered to better align with the local context, emphasizing vehicle movement and road maintenance over induced demand concerns.”*

Questions?

Thank you