



2050

Metropolitan Transportation Plan for the Anchorage Bowl and Chugiak-Eagle River

Technical Memorandum:
MTP 2040 Goals & Objectives Review, 2050 MTP Goals & Objectives Recommendations



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INTRODUCTION

This technical memorandum describes the level of conformance of the goals & objectives listed in the 2040 MTP with (1) Fixing America's Surface Transportation (FAST) Act and (2) Municipality of Anchorage Comprehensive Plans.

This exercise supports Anchorage Metropolitan Area Transportation Solutions' (AMATS) 2050 Metropolitan Transportation Plan (MTP) for the Anchorage Bowl, Chugiak, and Eagle River by ensuring goals and objectives carried forward from the 2040 MTP comply with adopted plans and policies.

FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT

The FAST Act provides guidelines that affects the MTP process and products. On December 4, 2015 the FAST Act was signed into law, enacting the first long-term surface transportation authorization in a decade that provided long-term funding certainty for surface transportation. The FAST Act aims to;

- *Improve mobility on America's highways*
The FAST ACT establishes and funds new programs to support critical transportation projects to ease congestion and facilitate the movement of freight on the Interstate System and other major roads.
- *Create jobs and support economic growth*
The FAST Act authorizes funding for road, bridge, bicycling, and walking improvements. It also includes provisions designed to improve freight movement in support of national goals.
- *Accelerate project delivery and promote innovation*
The FAST Act aims to ensure the timely delivery of transportation projects, improve innovation and efficiency in the development of projects, through the planning and environmental review process, to project delivery.

The FAST Act continues the Metropolitan Planning program, which establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) responsibility. The requirements applicable to the MTP are captured in the Fast Act "Scope of Planning Process" that enumerate the ten planning factors that must be addressed; "Development of the Transportation Plan" includes all remaining federal requirements for MTP content and the development process.

The FAST Act includes provisions to support and enhance the reforms made in the Moving Ahead for Progress in the 21st Century Act (MAP-21) (the previous transportation authorization), including incorporating performance goals, measures and targets into the process of identifying needed improvements and project selection. The FAST Act continues requirements for long-range transportation planning and the short-term Transportation Improvement Program (TIP), with the



long-range statewide and metropolitan plans now required to include facilities that support intercity transportation, including intercity buses.

Metropolitan long-range plans must describe the performance measures and targets that States and MPOs use in assessing system performance and progress in achieving the performance targets. The FAST Act requires the planning process to consider projects/strategies that improve the resilience and reliability of the transportation system, mitigate stormwater impacts, and enhance travel and tourism. Finally, in an effort to engage all sectors and users of the transportation network, the FAST Act requires that the planning process include public ports and private transportation providers. FAST further encourages MPOs to consult with officials of other types of planning activities, including tourism and natural disaster risk reduction.

23 U.S.C. 134(h), *Scope of Planning Process* of the FAST Act states that, in general, the metropolitan planning process for a metropolitan planning area under this section shall provide for consideration of projects and strategies that will:

- Support the economic vitality of the metropolitan planning area, especially by enabling global competitiveness, productivity and, efficiency;
- Increase the safety of the transportation system for motorized and nonmotorized users;
- Increase the security of the transportation system for motorized and nonmotorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

MUNICIPALITY OF ANCHORAGE COMPREHENSIVE PLANS

Anchorage 2020

The Anchorage Bowl Comprehensive Plan (Anchorage 2020) is a blueprint to guide development in Anchorage through land use policies and specific action strategies. It serves as a framework for decisions about land use and transportation, as well as public facilities, economic development, housing, and other public issues that are vital to a healthy and livable community. The purpose of a comprehensive plan is to set forth the goals, objectives, and policies governing future development in the Municipality and guide the Assembly in taking legislative action to implement the plan (Anchorage Municipal Code 21.05.020).



Anchorage 2020 identifies the following transportation-related goals that support the community vision:

- **Mobility and Access:** a transportation system, based on land use, that moves people and goods safely, conveniently, and economically, with minimal adverse impacts on the community.
- **Commercial, Industrial, Institutional, and Transportation Uses:** A balanced supply of commercial, industrial, institutional, and transportation land uses that are compatible with adjacent land uses and have good access to transportation networks.
- **Transportation Choices:** An efficient transportation system that offers affordable, viable choices among various modes of travel that serve all parts of the community.
- **Transportation Design and Maintenance:** A safe, energy-efficient transportation system that is designed and maintained for year-round use and that respects the integrity of Anchorage's natural and built northern environment.
- **Economic Viability:** A built environment based on design standards that sustain long-term economic viability and growth and that promote affordable residential, commercial, and industrial development.

The following Anchorage 2020 Transportation Policies support the plan's goals:

- **Policy 29:** Anchorage 2020 goals, policies, strategies, and maps shall guide development of the long-range transportation plan (LRTP) for local road improvements and new alignments.
- **Policy 30:** Transportation and land use policies and programs shall include:
 - Multi-modal and intermodal access, including commuter rail and transit service;
 - Pedestrian-to-transit linkages;
 - Efficient and safe freight movement;
 - Congestion management and roadway improvements;
 - Optimal use of parking;
 - Minimization of individual and cumulative air quality impacts;
 - Minimizing impacts on neighborhoods; and
 - Adequate snow storage.
- **Policy 31:** Provide safe and efficient freight routes that minimize impacts on neighborhoods.
- **Policy 32:** Congestion management techniques shall be applied to maximize efficient use of the existing road system.
- **Policy 33:** The Municipality shall improve public transportation service between residential areas and employment, medical, educational, and recreational centers
- **Policy 34:** Transit-Supportive Development Corridors are characterized and identified in the Land Use Plan.
- **Policy 35:** Major new residential, commercial, industrial, and institutional developments shall be assessed for traffic impacts such as congestion and air pollution.



- Policy 36: New transportation projects and significant project upgrades shall accommodate new trail sections and easements identified in the Areawide Trails Plan.
- Policy 37: Design, construct, and maintain roadways or rights-of-way to accommodate pedestrians, bicyclists, transit users, the disabled, automobiles, and trucks where appropriate.
- Policy 38: Design, construct, and maintain roadways or rights-of-way to promote and enhance physical connectivity within and between neighborhoods.

2040 Land Use Plan

The Municipality of Anchorage (MOA) recently updated the Land Use Plan and Policies, which guide growth and development within the MOA. As part of the Land Use Plan update, all District and Area Plan land uses were incorporated to ensure policy recommendations in the new 2040 Land Use Plan were consistent. Growth strategies related to land use were adapted from the Anchorage Bowl Comprehensive Plan, adopted in 2001, and updated with the 2040 Land Use Plan to correct inconsistencies in classifications and intensities and incorporate new transportation and land use features to achieve objectives, goals and the overall community vision.

Growth-supporting features in the 2040 Land Use Plan include Transit-Supportive Development, Greenway-Supported Development, Traditional Neighborhood Design and Residential Mixed-use Development. 2040 land use designations include variations in use type and intensity. For example, Center designations are primarily commercial but the density and mix of commercial and other uses vary between a City, Town, or Neighborhood Center. Mobility, access, and design of the transportation network (street typology) are significant components of these growth-supporting features and are complementary to effective land use planning.

Corridors are also identified in the 2040 Land Use Plan and make up a significant portion of the transportation network, whether automobile dependent or pedestrian and transit-oriented. Corridors connect centers, employment hubs, and neighborhoods. They include a growing mix of uses to support a range of shopping, retail, medical, and professional services, and low-to-moderate-intensity employment. The 2040 Land Use Plan supports the evolution of auto-oriented commercial corridors to mixed-use, pedestrian-oriented and transit-supportive environments.

The primary tools that the MOA uses to guide land use changes and implement the 2040 Land Use Plan include:

- Zoning and Development Regulations (kinds of uses that are allowed; form regulations such as height and setbacks; and site development regulations such as parking and landscaping)
- Capital Improvements (MOA Capital Improvement Program and AMATS TIP are two primary planning and budgeting processes used)
- Financing and Taxation (adoption of financing and taxation policies that incentivize important developments and support reinvestment in revitalization priority areas)



- Land Acquisition and Preparation (municipal investment in public infrastructure may be used in tandem with other tools to facilitate redevelopment and catalyze new development)
- Coordination and Partnerships

Chugiak-Eagle River Comprehensive Plan Update (2006)

Relevant goals in the Chugiak-Eagle River Comprehensive Plan include:

- Ensure that natural systems are protected, maintained, and enhanced.
- Ensure that development plans adequately address or offset impacts on the environment.
- Ensure an orderly, efficient pattern of development that reflects the diverse needs of the community and encourages growth that is consistent with historical land uses, community character and the natural environment.
- Promote a range of urban, rural, and suburban lifestyles
- Provide public facilities and services that are located, designed and maintained to accommodate current and future needs of the area in an effective, cost-efficient and timely manner.
- Ensure development of a transportation network that provides an acceptable level of service, maximizes safety, minimizes environmental impacts, provides alternate transportation types and is compatible with planned land use patterns.

Some key objectives include:

- Increase transportation system efficiency during peak-hour periods.
- Increase public transit ridership by improving service frequency and coverage.
- Encourage transit access in the urban zoning districts by providing maintained sidewalks, pathways or trails.
- Periodically re-evaluate the feasibility of rail, air and other transportation alternatives as options for commuters.
- Minimize residential and business relocations resulting from transportation projects.
- Improve, as necessary, expressway, arterial and collector roads to safely and efficiently handle projected traffic.
- Provide connectivity to and between subdivisions where it is important to accommodate normal as well as emergency traffic, recognizing physical environmental constraints and the need to minimize cut-through traffic within residential neighborhoods.
- Review the existing road system to identify essential local road connections.

SPECIALTY PLANS

Several specialty plans have been developed since the 2040 MTP. The 2050 MTP's goals and objectives need to incorporate relevant content in these plans.



Anchorage Climate Action Plan (2019)

Anchorage's Climate Action Plan discusses ways Anchorage can become more resilient to climate change as well as reducing greenhouse gas emissions. Relevant goals discussed in this plan include:

- Improve transit options and non-motorized accessibility to major centers
- Transition to vehicles that are highly efficient and run on low-carbon and renewable energy fuels

AMATS Spenard Corridor Plan

The Spenard Corridor Plan establishes a vision for the Spenard Corridor and recommends ways to create a more transit-, pedestrian-, and bicycle-oriented corridor. Relevant goals and objectives include:

- Goal 1: Support transit and increase ridership. This states a clear preference for transit investment. Along this corridor, Objectives 3A, 3B, and 3H must prioritize projects that promote transit use instead of personal vehicle use.
- Policy 2.8: To the extent feasible, walkability should be maximized along all public streets by decreasing the amount of right-of-way dedicated to vehicular travel.
- Policy 2.9: Traffic calming measures should be employed where appropriate to slow traffic and make walking more comfortable.
- Goal 4: Enhance and protect neighborhoods surrounding Spenard Road. This includes improving pedestrian and bicycle connections.
- Goal 7: Connect Spenard to Greater Anchorage.
- Policy 2.12: Efficient multi-modal transportation systems in the Spenard Corridor (bicycle, pedestrian, transit, freight and motor vehicles) should enhance Anchorage's regional circulation network.
- Goal 8: Create a safe pedestrian and bike network.
- Goal 10: Accommodate safe and balanced roadway access.
- Policy 2.18: While regional auto travel must be accommodated, the circulation system should be designed to minimize conflicts with pedestrians, bicycles and vehicles.
- Policy 2.19: Vehicular infrastructure should be designed to slow traffic speeds, and accommodate transportation network company (TNC) and taxi pickup and freight delivery where appropriate.
- Goal 13: Prioritize sustainability and resilience.
- Policy 2.25: All projects should consider opportunities to reduce energy consumption, conserve resources and minimize negative environmental impacts.
- Goal 14: Create a climate for investment.
- Goal 15: Focus on strategic economic development efforts.
- Policy 2.31: Public infrastructure improvements that encourage private sector investment should be prioritized.



AMATS Non-Motorized Plan

The Non-Motorized Plan recommends improvements to the MPO area's non-motorized infrastructure quality and use. The plan provides design guidelines to shape what non-motorized improvements should look like—recommended projects in the 2050 MTP should follow these guidelines, as applicable. Relevant goals and objectives include:

- Goal 1: Increase the use of the non-motorized system.
- Goal 2: Promote and improve health and quality of life.
- Goal 3: Improve Safety and Security
- Goal 4: Optimize maintenance for all seasons.
- Objective 4.II: Prioritize winter maintenance on the most traveled routes.
- Objective 4.IV: Prioritize winter maintenance to improve access to public transportation facilities.
- Goal 5: Connect communities through all modes to all destinations.

MOA People Mover's Transit on the Move Plan

Transit on the Move is People Mover's transit plan. The plan provides recommendations to improve the accessibility, convenience, reliability, and safety of the transit system. Relevant goals and objectives include:

- Goal: Accessibility
 - Increase access to jobs/residents.
 - Increase seasonal accessibility of bus stops.
- Goal: Convenience
 - Decrease wait time.
 - Expand service.
 - Improve travel time.
 - Increase amenities at bus stops.
- Goal: Reliability & Safety
 - Increase vanpool participants.
 - Improve on-time performance.
 - Decrease number of missed trips.
 - Improve security at bus stops and on buses.

2040 MTP PUBLIC COMMENTS

As part of the 2040 MTP review and approval process, public comments on the Draft 2040 MTP were collected, analyzed and responded to by AMATS staff. Comments related to the goals & objectives are being considered for the 2050 MTP through this exercise. Focus is on the comments that would result in a recommended change to the goals and objectives. All comments were reviewed, but those that are not likely to be impactful are not included in the recommendations table, as they have been addressed in the attached 2040 MTP Public Comment Response Summary.



Recommendations made based on the 2040 public comments are compared and combined with the recommendations made from the conformity assessment of the FAST Act and MOA Plans and policies. The results are described below in the Recommendations section.

RECOMMENDATIONS

Reviewing the Fast Act and adopted local plans showed the high level of consistency with the 2040 MTP's goals and objectives. For that reason, the 2050 MTP would benefit from retaining most of the goals and objectives without modification; however, plan review did highlight potential conflicts between local plan recommendations and several objectives. These potential conflicts may warrant modifications to several 2040 goals and objectives before bringing them forward to the 2050 MTP.

The 2040 MTP's Goal 3 to improve travel conditions had the most objectives with potential conflicts, particularly related to congestion management, reducing travel time, improving roads to handle projected traffic. Another potential issue is with use of the phrase "consistency with community character." While these objectives do not inherently contradict local plans, special care is required to manage potential conflicts with local plan goals—especially related to equity and environmental sustainability. Changes to these objectives provided needed specificity and alignment with goals in adopted plans.

For example, a potential solution for the prior objective to reduce travel time is to add highway lanes; however, this response would (1) directly hinder environmental sustainability by inducing demand for single-occupancy vehicles and (2) indirectly produce a less equitable transportation network by directing limited resources to perpetuate a development pattern consistently shown to disproportionately affect low-income populations.

To mitigate the potential conflicts, either the objective language could be modified to add specificity, or this could be later addressed when developing scoring criteria.

A new Goal 6 was added, to prioritize equity. This is a consistent theme in adopted plans and warranted specific attention.

The previous Goal 6 in the 2040 MTP regarding quality decision making was removed from the recommended 2050 goals. Many of the objectives are either already being substantially met, are addressed in other objectives, or lack actionability.

The following table presents recommendations for the 2050 MTP Goals & Objectives, based on conformance with adopted local plans, the FAST Act, and public comments following development of the 2040 MTP.



AMATS 2040 MTP Goals & Objectives	Public Comments	Plan Conformance	FAST Act Conformance	Draft 2050 MTP Goals & Objectives
<p>Goal 1: Preserve the Existing System Maintain the transportation system in a state of good repair.</p> <p>1A. Maintain and rehabilitate the existing transportation system to achieve and maintain a state of good repair for all modes.</p>	<p>N/A</p>	<p>Conforms <u>Anchorage 2020</u></p> <ul style="list-style-type: none"> Transportation Design & Maintenance Goal & Mobility and Access Goal. Policies 37 & 38; design, construct and maintain roadways or ROW to promote and enhance connectivity and accommodate multi-modal transportation. Implementation strategies include street standards, LOS standards, snow removal and management, CIP process. <p><u>Chugiak-Eagle River Comp Plan</u></p> <ul style="list-style-type: none"> Provide public facilities and services that are located, designed and maintained to accommodate current and future needs of the area in an effective, cost-efficient and timely manner. <p><u>AMATS Non-Motorized Plan</u></p> <ul style="list-style-type: none"> Goal 4: Optimize maintenance for all seasons. Objective 4.II: Prioritize winter maintenance on the most traveled routes. Objective 4.IV: Prioritize winter maintenance to improve access to public transportation facilities. 	<p>Conforms</p> <ul style="list-style-type: none"> Planning Factor (h): Emphasize the preservation of the existing transportation system. 	<p>Goal 1: Preserve Existing Infrastructure Maintain transportation infrastructure in a state of good repair.</p> <p>1A. Maintain and rehabilitate existing infrastructure to achieve and preserve a state of good repair with effective usability for all modes year-round.</p>
<p>Goal 2: Improve Safety Increase the safety and security of the transportation network.</p> <p>2A. Reduce vehicle, pedestrian, and bicyclist crashes, especially those resulting in traffic fatalities and serious injuries</p> <p>2B. Decrease emergency response time.</p> <p>2C. Reduce vulnerability and increase resiliency of transportation infrastructure from natural hazards and disasters.</p> <p>2D. Minimize conflicts between freight and other motorized and non-motorized travelers.</p>	<ul style="list-style-type: none"> Some goals include components that could be applied in a conflicting manner: 2A, 2B, and 2D are all under the same "Improve Safety" but depending on how 2B and 2D are addressed could result in conflicting changes to infrastructure (ex. decreased emergency response time by widening lanes and turning radii, removing speed humps etc. are negative impacts for nonmotorized users) Add 2E. Provide secondary routes for evacuation and other life/safety requirements 	<p>Conforms <u>Anchorage 2020</u></p> <ul style="list-style-type: none"> Transportation Design & Maintenance Goal. Policy 31; Provide safe and efficient freight routes that minimize impacts on neighborhoods. <p><u>Chugiak-Eagle River Comp Plan</u></p> <ul style="list-style-type: none"> Ensure development of a transportation network that provides an acceptable level of service, maximizes safety, minimizes environmental impacts, provides alternate transportation types and is compatible with planned land use patterns. <p><u>Spenard Corridor Plan</u></p> <ul style="list-style-type: none"> Goal 8: Create a safe pedestrian and bike network. Goal 10: Accommodate safe and balanced roadway access. Policy 2.18: While regional auto travel must be accommodated, the circulation system should be designed to minimize conflicts with pedestrians, bicycles and vehicles. Policy 2.19: Vehicular infrastructure should be designed to slow traffic speeds, and accommodate transportation network company (TNC) and taxi pickup and freight delivery where appropriate. 	<p>Conforms</p> <ul style="list-style-type: none"> Planning Factor (b): Increase the safety of the transportation system for motorized and nonmotorized users. Planning Factor (c): Increase the security of the transportation system for motorized and nonmotorized users. 	<p>Goal 2: Improve Safety & Security Provide safer and more secure places to live, walk, bike, ride the bus, and drive.</p> <p>2A. Reduce the number and severity of vehicle, pedestrian, bicycle, motorcycle, and commercial vehicle crashes and fatalities.</p> <p>2B. Reduce barriers to timely emergency response.</p> <p>Cut: Addressed in Goals 5 & 6</p> <p>2C. Minimize conflicts between different modes of travel, reduce unsafe behaviors, and increase attentiveness and awareness.</p>



		<p><u>AMATS Non-Motorized Plan</u></p> <ul style="list-style-type: none"> Goal 3: Improve safety and security. <p><u>Transit on the Move</u></p> <ul style="list-style-type: none"> Improve security at bus stops and on buses. 		
<p>Goal 3: Improve Travel Conditions Develop an efficient multi-modal transportation system to reduce congestion, promote accessibility, and improve system reliability.</p>	<ul style="list-style-type: none"> Consider adding criteria to give additional priority to proposed projects that connect everyday destinations (home, school, work, stores, and parks) with physically active friendly routes. <ul style="list-style-type: none"> Match up with 2040 LUP policies or special land use features? Match up with TIP criteria? Some goals include components that could be applied in a conflicting manner: 3A, 3B, 3E, 3H <ul style="list-style-type: none"> Since 3A and 3H don't mention "all modes" and have historically not been used to make expedient bike and ped connections, they appear to complete with 3E. If 3A, 3B and 3H are implemented to prioritize moving vehicles per the historic precedent, the result is a net negligible increase or even a decrease in bike, ped and transit use. Lumping these aspects into the same goal makes it difficult for the public and local agencies to understand whether a project will measurably enhance travel for non-motorized users, or simply keep vehicles moving. 	<p>Conforms</p> <p><u>Anchorage 2020</u></p> <ul style="list-style-type: none"> Mobility and Access Goal. Commercial, Industrial, Institutional, and Transportation Uses Goal. Transportation Choices Goal. Policy 30: Transportation and land-use policies and programs shall include multi-modal and intermodal access, including commuter rail and transit service, pedestrian-to-transit linkages, congestion management and roadway improvements, etc. <p><u>Chugiak-Eagle River Comp Plan</u></p> <ul style="list-style-type: none"> Encourage transit access in the urban zoning districts by providing maintained sidewalks, pathways or trails. Improve, as necessary, expressway, arterial and collector roads to safely and efficiently handle projected traffic. Provide connectivity to and between subdivisions where important to accommodate normal as well as emergency traffic, recognizing physical environmental constraints and the need to minimize cut-through traffic within residential neighborhoods. <p><u>Spenard Corridor Plan</u></p> <ul style="list-style-type: none"> Goal 4: Enhance and protect neighborhoods surrounding Spenard Road. This includes improving pedestrian and bicycle connections. Goal 7: Connect Spenard to Greater Anchorage. Policy 2.12: Efficient multi-modal transportation systems in the Spenard Corridor (bicycle, pedestrian, transit, freight and motor vehicles) should enhance Anchorage's regional circulation network. <p><u>AMATS Non-Motorized Plan</u></p> <ul style="list-style-type: none"> General: ensure improvements within the bicycle and pedestrian networks follow proposed design guidelines. Goal 2: Promote and improve health and quality of life. Goal 5: Connect communities through all modes to all destinations. <p><u>Transit on the Move</u></p> <ul style="list-style-type: none"> Increase transit access to jobs/residents. 	<p>Conforms</p> <ul style="list-style-type: none"> Planning Factor (d): Increase the accessibility and mobility of people and for freight. Planning Factor (f): Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight. Planning Factor (g): Promote efficient system management and operation. 	<p>Goal 3: Improve Mobility Options Support an efficient, reliable and connected transportation system that allows people to succeed by equitably improving access and mobility to all activities.</p> <p>Cut: Too vague and potentially conflicts with goals 5 & 6. Addressed more specifically in Goal 3 according to adopted plans and public comments.</p> <p>Cut: Redundant; safety is covered in Goal 2, and efficiency is covered elsewhere in Goal 3.</p> <p>Cut: Not something AMATS can directly affect, and other goals and objectives capture the intent of this (e.g. 2B)</p> <p>3A. Improve the existing transportation system efficiency through the implementation of effective and innovative Transportation System Management (TSM), Transportation Demand Management (TDM), and Intelligent Transportation System (ITS) strategies.</p> <p>3B. Provide transportation facilities to encourage and accommodate pedestrian and bicycle travel.</p> <p>3C. Implement transportation facilities that are appropriate for the intended adjacent land use.</p> <p>3D. Enhance the connectivity of the existing street network, minimizing barriers and disconnections of the existing roadways, and improving multi-modal access to activity centers.</p>
3A. Decrease travel time.				
3B. Improve, as necessary, expressway, arterial, and collector roads and intersections to safely and efficiently handle projected traffic.				
3C. Establish an adequate number of access points from subdivisions to adjacent higher-order streets.				
3D. Improve the existing transportation system efficiency through the implementation of effective and innovative transportation system management (TSM), transportation demand management (TDM), and Intelligent Transportation System (ITS) strategies.				
3E. Promote bicycle, pedestrian and transit use.				
3F. Improve accessibility to major education, recreation, employment, commercial, health care and other public facilities.				
3G. Enhance the physical connectivity between neighborhoods by increasing the number of roadway, pedestrian, bicycle and transit connections.				



3H. Reduce congestion.	<ul style="list-style-type: none"> 'Improve travel conditions' is too vehicle-focused and should be re-written to improve access and connectivity for pedestrians, bicyclists and transit users. 	<ul style="list-style-type: none"> Increase seasonal accessibility of bus stops. Decrease wait time for transit. Expand transit service. Improve transit travel time. Improve on-time performance. Decrease number of missed trips. Increase amenities at bus stops. 		3E. Manage congestion to support land use goals and facility efficiency while avoiding unwanted induced demand impacts.
3I. Reduce the passenger vehicle miles traveled (VMT) and passenger vehicle hours traveled (VHT) per capita.	<ul style="list-style-type: none"> Objectives around increasing access should prioritize access for people on foot, bike and bus. Those modes are available to non-drivers, which includes the young, elderly and non-drivers. (focus on the non-single occupant vehicle). 	<p>Potential Conflicts</p> <p><u>Anchorage 2020</u></p> <ul style="list-style-type: none"> Policy 33: The Municipality shall improve public transportation service between residential areas and employment, medical, educational, and recreational centers. <p><u>Chugiak-Eagle River Comp Plan</u></p> <ul style="list-style-type: none"> Ensure development of a transportation network that provides an acceptable level of service, maximizes safety, minimizes environmental impacts, provides alternate transportation types and is compatible with planned land use patterns. 		3F. Reduce the passenger vehicle miles traveled (VMT) and passenger vehicle hours traveled (VHT) per capita.
3J. Increase competitiveness of transit.		<p><u>MTP 2040</u></p> <ul style="list-style-type: none"> Goal 5: Promote Environmental Sustainability. <p><u>Spenard Corridor Plan</u></p> <ul style="list-style-type: none"> Goal 1: Support transit and increase ridership. This states a clear preference for transit investment. Along this corridor, Objectives 3A, 3B, and 3H must prioritize projects that promote transit use instead of personal vehicle use. Policy 2.8: To the extent feasible, walkability should be maximized along all public streets by decreasing the amount of right-of-way dedicated to vehicular travel. Policy 2.9: Traffic calming measures should be employed where appropriate to slow traffic and make walking more comfortable. <p><u>AMATS Non-Motorized Plan</u></p> <ul style="list-style-type: none"> Goal 1: Increase the use of the non-motorized system. 		3G. Support the operation of safe and efficient scheduled transit services that minimize travel times and distances.
3K. Improve year-round mobility.				3H. Design and maintain multimodal facilities to accommodate winter mobility.
3L. Improve incident clearance time.				Cut: AMATS cannot affect this.
3M. Improve system reliability for all modes.				Cut: Addressed more specifically throughout Goal 3



<p>Goal 4: Support the Economy Develop a transportation system that supports a thriving, sustainable, broad-based economy.</p>	<ul style="list-style-type: none"> Add to 4A "Land Use Plan." 	<p>Conforms <u>Anchorage 2020</u></p> <ul style="list-style-type: none"> Economic Viability Goal. Policy 33: The Municipality shall improve public transportation service between residential areas and employment, medical, educational, and recreational centers. 	<p>Conforms</p> <ul style="list-style-type: none"> Planning Factor (a): support the economic vitality of the metropolitan planning area, especially by enabling global competitiveness, productivity and efficiency. 	<p>Goal 4: Support the Economy Develop a transportation system that supports a thriving, sustainable, broad-based economy.</p>
<p>4A. Optimize the transportation system to meet the needs of the Port of Alaska, Ted Stevens Anchorage International Airport, the Alaska Railroad, the military bases, employment centers, and industrial and commercial areas, as well as enhancing intermodal capabilities.</p>		<p><u>Chugiak-Eagle River Comp Plan</u></p> <ul style="list-style-type: none"> Minimize residential and business relocations resulting from transportation projects. 	<ul style="list-style-type: none"> Planning Factor (j): enhance travel and tourism. 	<p>4A. Enhance intermodal capabilities and optimize the transportation system to meet the needs of the Port of Alaska, Ted Stevens Anchorage International Airport, the Alaska Railroad, the military bases, and other employment centers and industrial and commercial areas, while maintaining compatibility with the Land Use Plan.</p>
<p>4B. Enhance travel and tourism.</p>		<p><u>Anchorage Climate Action Plan</u></p> <ul style="list-style-type: none"> Improve transit options and non-motorized accessibility to major centers. 		<p>4B. Attract community investment and tourism through improved transportation system accessibility, aesthetics, and wayfinding.</p>
<p>4C. Promote a dynamic transportation system that supports the local and regional economy and job growth.</p>		<p><u>Spenard Corridor Plan</u></p> <ul style="list-style-type: none"> Goal 14: Create a climate for investment. Goal 15: Focus on strategic economic development efforts. Policy 2.31: Public infrastructure improvements that encourage private sector investment should be prioritized. 		<p>4C. Promote an adaptable transportation system that supports the local and regional economy and job growth.</p>
<p>4D. Set policy and plan for new technology such as autonomous vehicles and electrical vehicles.</p>				<p>4D. Plan and facilitate regional policy development for new technology, such as autonomous and electrical vehicles.</p>
<p>5H. Enhance aesthetics through transportation improvements consistent with community character.</p>				<p>Cut: Combined with 4B</p>
<p>5I. Match street design to the use and character of the community/neighborhood through Complete Streets, recognizing that characters may vary from primarily commercial to primarily residential and from primarily urban to primarily rural.</p>				<p>4E. Match street design to local land use goals by applying the Context Sensitive Solutions and Complete Streets policies.</p>
<p>Goal 5: Promote Environmental Sustainability In developing the transportation network, protect, preserve, and enhance the community's natural and built environment and quality of life, including the equity of all users and social justice, while considering our northern climate and supporting planned land use patterns.</p>	<ul style="list-style-type: none"> In the goal 5 narrative explicitly include "public transportation." <ul style="list-style-type: none"> AMATS response: <i>this is not the correct place for that. Public Transportation would be better served under economic and a possible new goal that deals with equity (split Goal 5 into two separate goals, one for actual physical environment/infrastructure and one</i> 	<p>Conforms <u>Anchorage 2020</u></p> <ul style="list-style-type: none"> Transportation Design and Maintenance: A safe, energy-efficient transportation system that is designed and maintained for year-round use and that respects the integrity of Anchorage's natural and built northern environment. <p><u>Chugiak-Eagle River Comp Plan</u></p> <ul style="list-style-type: none"> Ensure that natural systems are protected, maintained, and enhanced. 	<p>Conforms</p> <ul style="list-style-type: none"> Planning Factor (e): Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between 	<p>Goal 5: Promote a Healthy Environment Protect, preserve, and enhance the natural environment to promote sustainability and public health.</p>
<p>5A. Promote transportation improvements that provide for the</p>				<p>Moved to Goal 6</p>



needs of traditionally underserved populations.	<i>for equity, social and environmental justice, etc.)</i>	<u>Chugiak-Eagle River Comp Plan</u>	transportation improvements and State and local planned growth and economic development patterns.	
5B. Preserve and improve air quality to maintain the health and welfare of citizens.	<ul style="list-style-type: none"> • Add 5J. “Consider public transit’s role in environmental sustainability and social justice as an alternative or component of all transportation projects.” 	<ul style="list-style-type: none"> • Ensure that development plans adequately address or offset impacts on the environment. 		5A. Improve air quality and reduce greenhouse gas emissions.
5C. Reduce or mitigate storm water impacts of surface transportation.	Add policy: “Maximize opportunities for transit operating funds through federal sources” and develop other actions or policy items to implement as appropriate.	<u>Anchorage Climate Action Plan</u>		5B. Increase community resiliency to climate change impacts.
5D. Use coordinated transportation and land use planning techniques that support intermodal connections to reduce reliance on auto trips.	Add policy: “Maximize opportunities for transit operating funds through federal sources” and develop other actions or policy items to implement as appropriate.	<ul style="list-style-type: none"> • Improve transit options and non-motorized accessibility to major centers. • Transition to vehicles that are highly efficient and run on low-carbon and renewable energy fuels. 	<ul style="list-style-type: none"> • Planning Factor (i): Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation. 	5C. Coordinate transportation and land use planning to support intermodal connections that reduce reliance on auto trips and encourage active transportation.
5E. Coordinate transportation and land use decisions to support livable northern communities.	<ul style="list-style-type: none"> ○ AMATS response: <i>as AMATS has no ability to fund public transit, this would not be a good idea. We can’t look at transit as an alternative if it will never be funded. This doesn’t work when AMATS isn’t funding transit, the State is not funding transit, nor is the MOA at the levels needed to accomplish this. We can try to add something about helping with air quality by supporting transportation and land use improvements that focus on transit.</i> 	<u>Spenard Corridor Plan</u>		Cut: Addressed in 3K
5F. Minimize adverse impacts on existing communities, such as neighborhood through-traffic movements, speeding, noise, and light pollution, etc.	<ul style="list-style-type: none"> • Edit goal to read: Develop a transportation network that protects and enhances the natural and built environment with a focus on quality of life, equity of all users and social justice. 	<ul style="list-style-type: none"> • Goal 13: Prioritize sustainability and resilience. • Policy 2.25: All projects should consider opportunities to reduce energy consumption, conserve resources and minimize negative environmental impacts. 		Moved to Goal 6
5G. Minimize and mitigate impacts on the natural environment, such as water resources, fish and wildlife habitat, watersheds and wetlands, and parklands.	<ul style="list-style-type: none"> • Add Objective, with performance measures and targets, to work towards reducing the impacts of transportation on greenhouse gas emissions. 	<u>AMATS Non-Motorized Plan</u>		5D. Support context-sensitive design standards in order ensure transportation system compatibility with the natural environment.
5H. Enhance aesthetics through transportation improvements consistent with community character.	<ul style="list-style-type: none"> ○ Measure: number of million metric tons of GHG produced 	<ul style="list-style-type: none"> • General: any improvements that create a mode shift from personal vehicle use to active transportation help reduce greenhouse gas emissions. 		Moved to Goal 4
5I. Match street design to the use and character of the community/neighborhood through Complete Streets, recognizing that characters may vary from primarily commercial to primarily residential and from primarily urban to primarily rural.	<ul style="list-style-type: none"> • Add objective about affordability (expand affordable and convenient transportation options); 	<u>Transit on the Move</u>		Moved to Goal 4
	AMATS suggestion: <i>affordable housing within a certain radius of transportation infrastructure, focusing on nonmotorized or transit</i>	<ul style="list-style-type: none"> • General: any improvements that create a mode shift from personal vehicle use to transit use help reduce greenhouse gas emissions. 		5E. Promote healthy lifestyles through increased active transportation.



				<p>Goal 6: Prioritize Equity Promote equitable transportation options, improvements and maintenance activities for vulnerable populations.</p> <p>6A. Improve access to employment, education, recreation and essential services for underserved neighborhoods.</p> <p>6B. Minimize and equitably distribute adverse impacts on existing neighborhoods resulting from transportation projects.</p> <p>6C. Reduce barriers to public participation by traditionally underrepresented groups.</p>
<p>Goal 6: Quality Decision-Making Make sound public investments.</p>	N/A	<p>Conforms <u>All Plans</u></p> <ul style="list-style-type: none"> Incorporating all adopted local plans into 2050 MTP development improves interdisciplinary coordination. 	<p>Conforms</p> <ul style="list-style-type: none"> Planning Factor (g): Promote efficient system management and operation. 	<p>Goal 7: Quality Decision-Making Cut Goal: The objectives below are either happening already, met in earlier objectives, or lack actionability.</p> <p>Cut: BCR (as currently used) does not adequately incorporate factors that are important to the community, yet are less easily monetizable.</p> <p>Cut: Will be addressed in improvements to the Financial Report.</p> <p>Cut: Too vague.</p> <p>Cut: Already occurs; intent met in other objectives.</p> <p>Cut: Obvious statement; lacks actionability.</p> <p>Cut: Already occurs as part of plan development process; incorporated into policies.</p>
6A. Prioritize the projects within the MTP to optimize the benefit-cost ratio.				
6B. Consider the life-cycle costs of projects when evaluating and selecting them within the MTP.				
6C. Optimize benefits of capital expenditures.				
6D. Continue to improve regional cooperation and planning to address important transportation issues.				
6E. Reduce unnecessary project delivery delays (which add to project costs) through efficient coordination.				
6F. Coordinate planning efforts across disciplines (such as transportation, land use, economic development, emergency management, parking management, public health, and the military), and geographic areas.				