The Future of Public Transit and On-Street Bicycle Transportation in Anchorage

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Current People Mover System
People Mover Ridership

17% Decrease
Transit and Land Use
Transit Propensity Scores:
- **26 - 35**
- **36 - 45**
- **46 - 55**
- **56 - 65**
- **66+**

**Transit Propensity**

This metric combines and weights these indicators of a strong transit market: residential density; household car ownership; income; employment; retail, service and entertainment uses; community and recreation uses; and educational uses.
2017 System Changes

• Ridership Focus
• High Frequency
• Longer Service
• Transfers
Bus Rapid Transit

Credit: Wikimedia Commons

Credit: PaceBus
Two Automated Futures

Automated Vehicles → Safety and Efficiency → Car Dependent Future? → Integrated Transit Future?
Transit Funding

- Increased Ridership
- Community Support
- Business Community Support
- Subsidy Balance
Bicycling in Anchorage
Four Types of Transportation Cyclists in Portland
By Proportion of Population

- Interested but Concerned: 60%
- No Way No How: 33%
- Strong & Fearless: <1%
- Enthused & Confident: 7%
Bicycle Network Hierarchy
On-Street Bike Facilities

Signed Routes (No Pavement Markings)
A roadway designated as a preferred route for bicycles.

Shared Lane Markings
A shared roadway with pavement markings providing wayfinding guidance to bicyclists and alerting drivers that bicyclists are likely to be operating in mixed traffic.

On-Street Bike Lanes
An on-road bicycle facility designated by striping, signing, and pavement markings.

On-Street Buffered Bike Lanes
Bike lanes with a painted buffer increase lateral separation between bicyclists and motor vehicles.

Separated Bike Lanes
A separated bike lane is an exclusive facility for bicyclists that is located within or directly adjacent to the roadway and that is physically separated from motor vehicle traffic with a vertical element.

Off Street Trails / Sidepaths
Bicycle facilities physically separated from traffic, but intended for shared use by a variety of groups, including pedestrians, bicyclists, and joggers.
Oslo moves to ban cars from city centre within four years
Winter Maintenance is Possible

Minneapolis is breaking new ground in winter plowing of protected bike lanes
How Much Space Can We Afford to Give Cars?

Credit: City of Munster