

# Linking Land Use & Transportation Planning

- National Trends
- Complete Streets Policy
- Transit Oriented Development
- Street Typologies
- Spenard Corridor Plan
- Non-motorized Plan



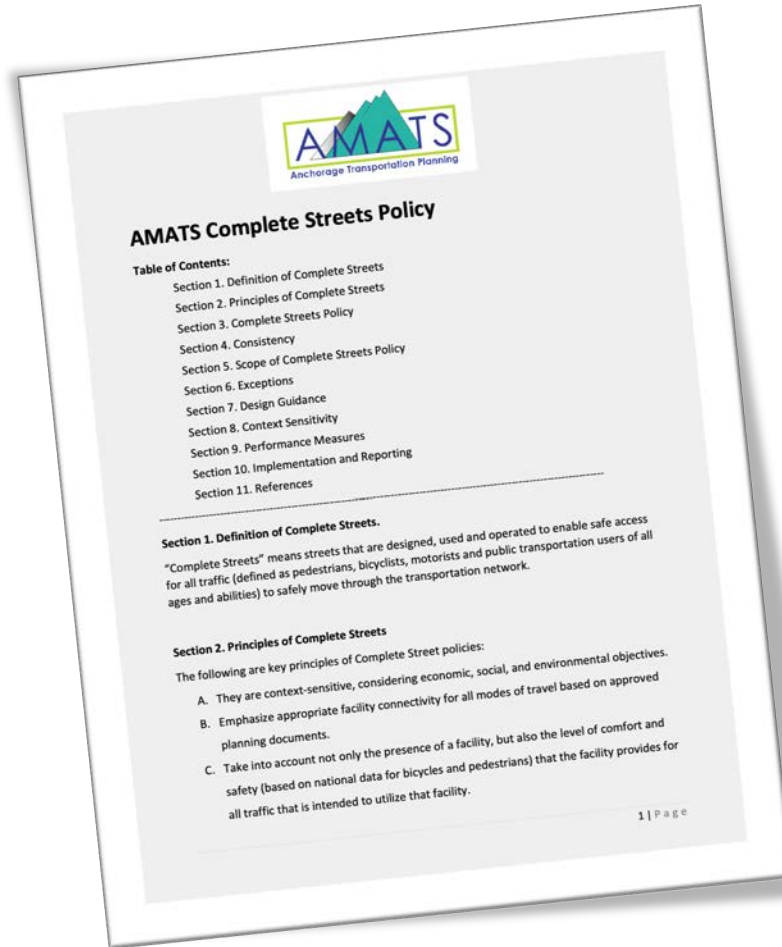
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Non-motorized Planning Coordinator  
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# AMATS Complete Streets Policy: Adopted in November, 2018



# Transit Oriented Development

## Principles for Transport in Urban Life: Better Together

Successful sustainable cities in the twenty-first century will prioritize people by integrating transport and urban development. Making this happen means putting the *Our Cities Ourselves* principles into practice to create vibrant, low-carbon cities where people want to live and work.

The *Our Cities Ourselves* principles show how the future of transport in urban life lies in reinforcing the complementary nature of sustainable urban transport and urban development. In the face of rapid urbanization and climate change, the future of transport in urban life will depend not only on these principles, but how they work together.



### Compact

In a compact city, activities are located closer to one another, requiring less time and energy to connect. When all the principles are applied collectively, a thriving compact city is created.



### Density

By building up instead of out, cities absorb urban growth in a more compact way. Density supports a lively mix of activities and better transport services, but also requires that the transport systems can handle the increase in people.



### Transit

Public transit connects and integrates more distant parts of the city. Transit corridors are the natural places where densification should begin. High quality transit is critical to create a prosperous and equitable city that is easily accessible by all.



### Connect

A city needs a tight network of streets and paths for pedestrians and cyclists as well as public transit. Creating highly permeable places allows for a variety of mobility options that make trips more direct.



### Mix

A connected city becomes more animated when there is a mix of activities along the streets and paths. Different uses encourage shorter trips and more lively neighborhoods.



### Cycle

Like mixed uses, cycling activates streets and provides people with an efficient and convenient way to travel for medium distances. Cycling increases a person's access to a larger area, as well as increases the coverage of transit.



### Shift

With the above principles in place, getting people out of their cars becomes easier but is not enough. Pricing and traffic reduction tools encourage people to shift away from cars.



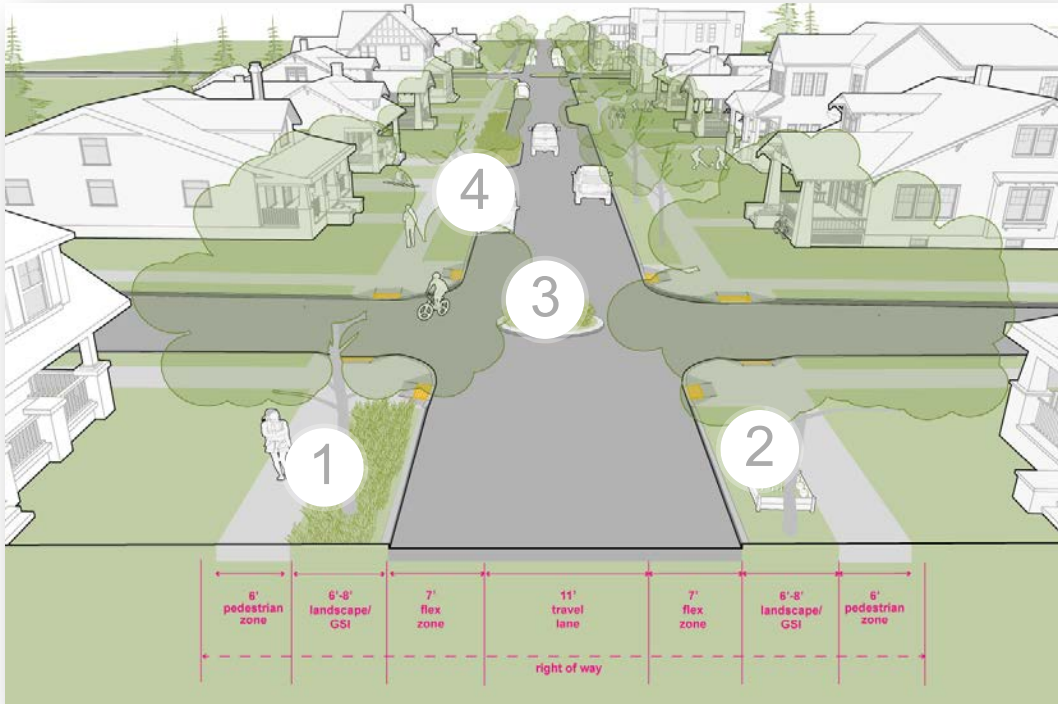
### Walk

When all the principles come together, the results are most keenly felt by the pedestrian. Vibrant, active streets where people feel safe are fundamental to the successful twenty-first century city.

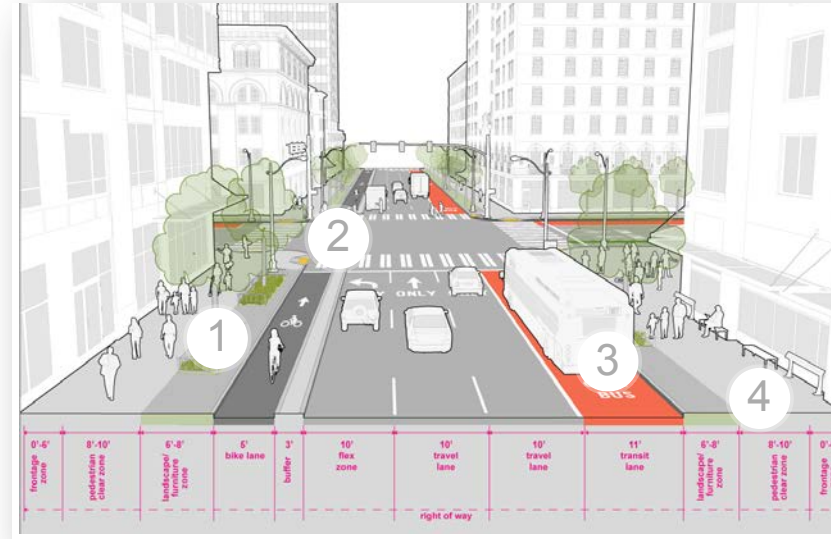
- ✓ Compact
- ✓ Density
- ✓ Transit
- ✓ Connect
- ✓ Mix
- ✓ Cycle
- ✓ Shift
- ✓ Walk



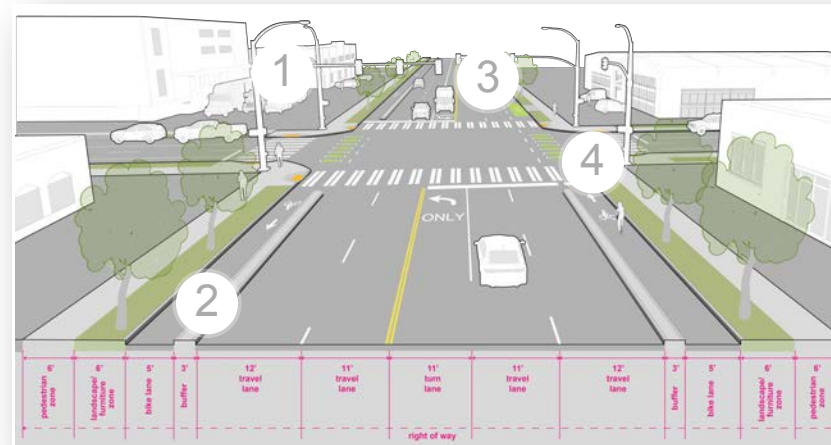
# Street Typologies



Neighborhood Yield



Downtown



Industrial Access



# Spenard Corridor Plan: Adopted in November 2020



- ✓ Transit Oriented Development
- ✓ Transportation & Land Use Plan
- ✓ FHWA Funding & Local Match
- ✓ AMATS & MOA Long Range Planning

# Plan Area





# Creating Districts

## South District Vision

- Stable neighborhood for local residents
- Lively visitor district
- Tourism focused development that benefits all users (ex. open space, retail, improved connections)
- Gateway design to establish entry into Spenard from the South.

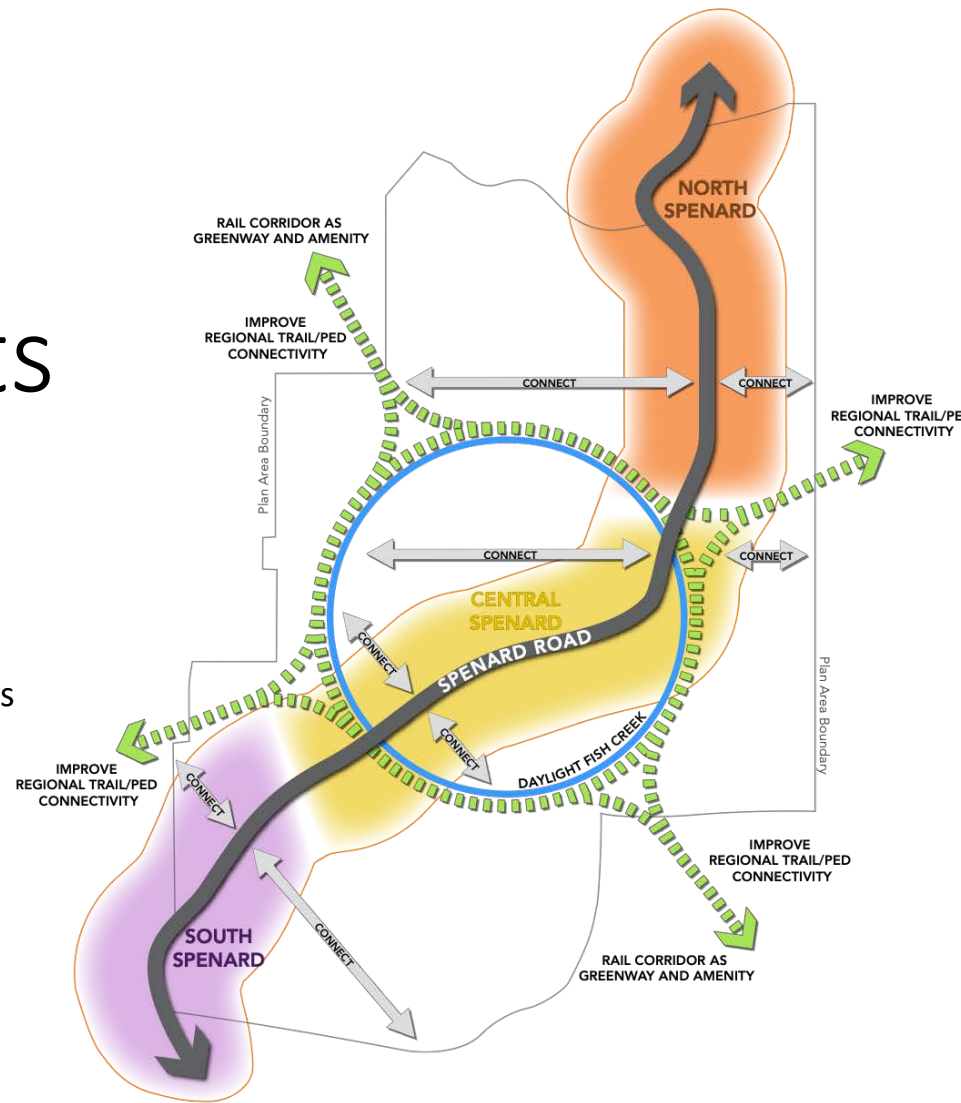


Figure 3.2 Plan Concept (Part B): Plan Area

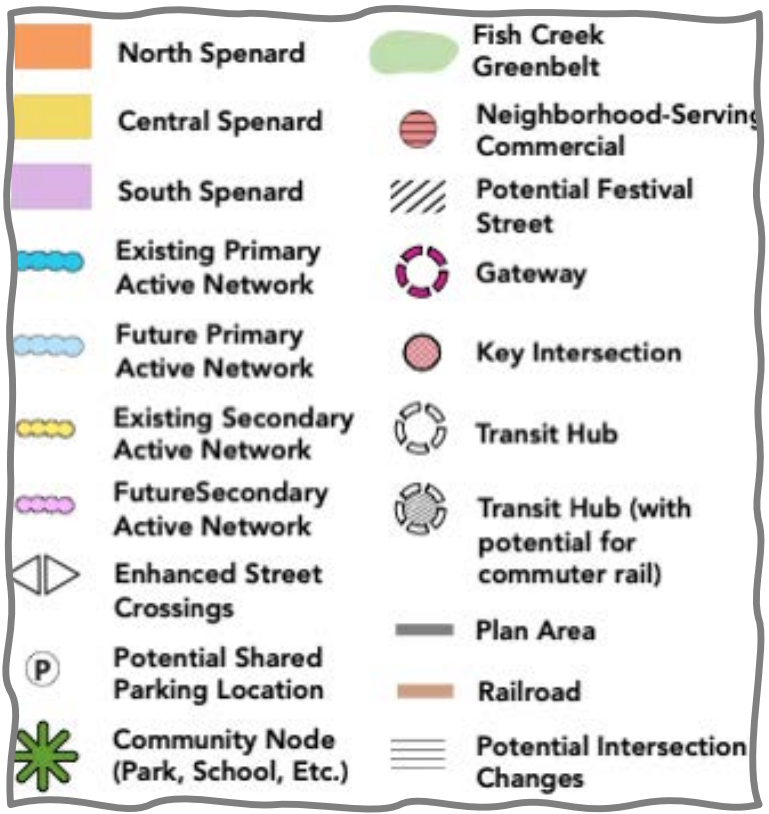
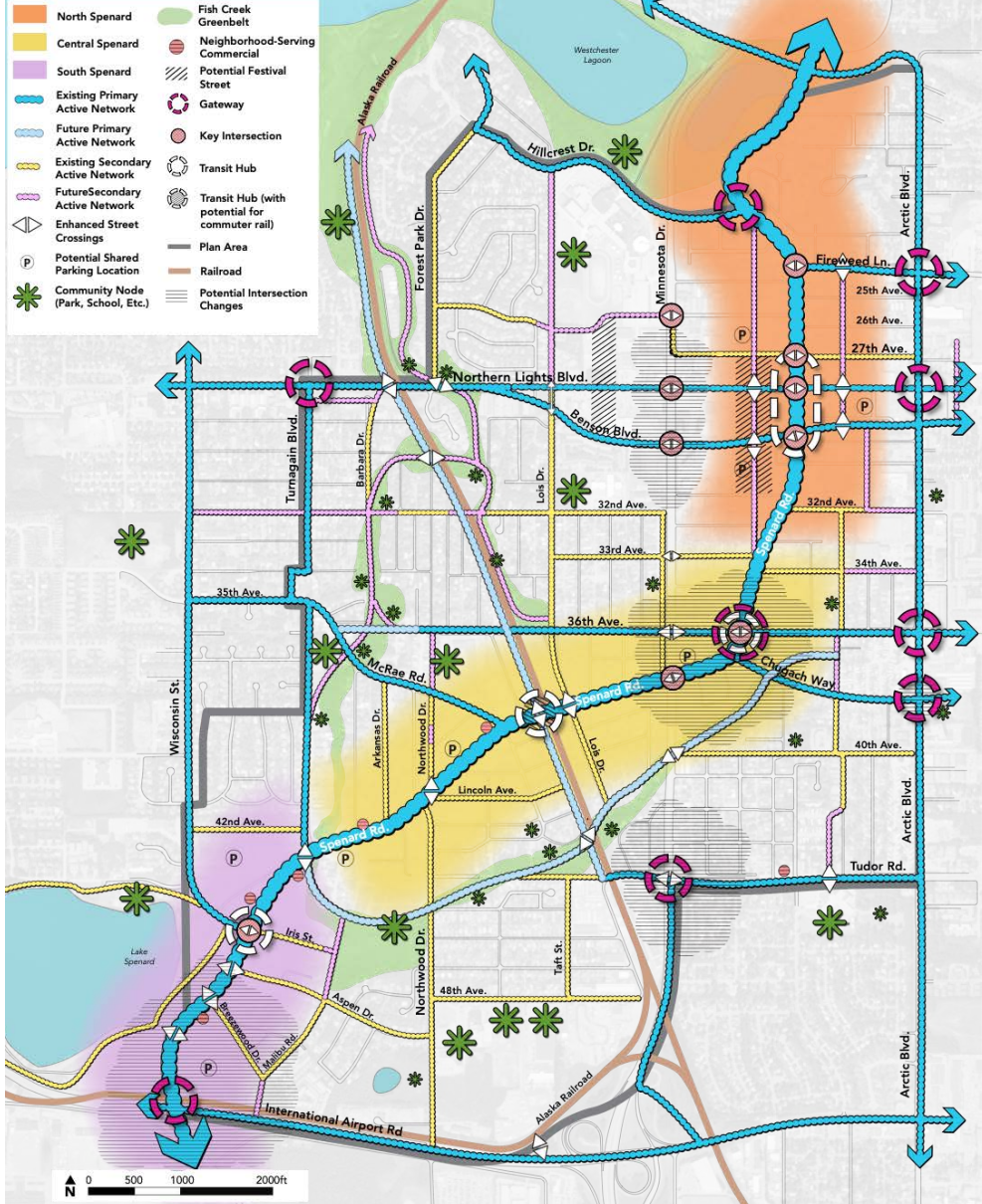
## North District Vision

- Heart of Spenard
- Destination for shopping & entertainment
- Residential, retail, restaurant, employment and creative spaces
- Urban in nature
- Pedestrian-oriented streets and outdoor gathering spaces

## Central District Vision

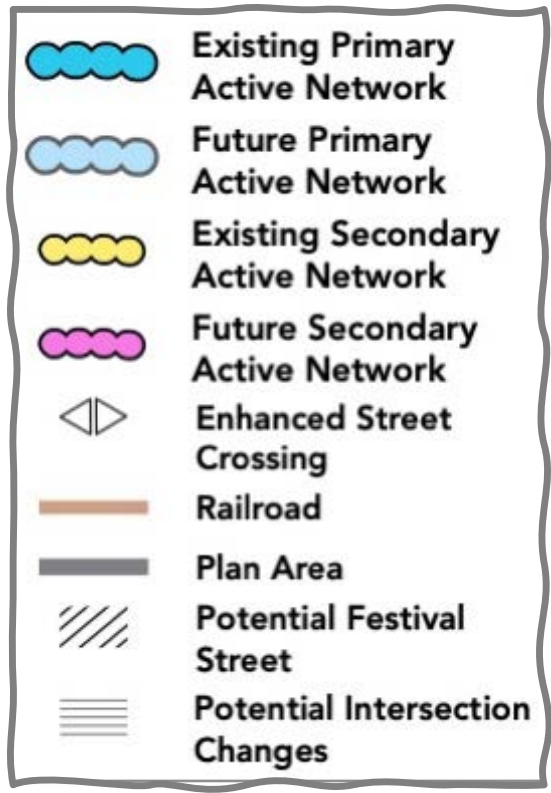
- Neighborhood-serving businesses
- Shallow lot depths that integrate with flanking neighborhood development
- Traditional Neighborhood Design
- Smaller building development
- Some larger scale development

# Creating the Framework

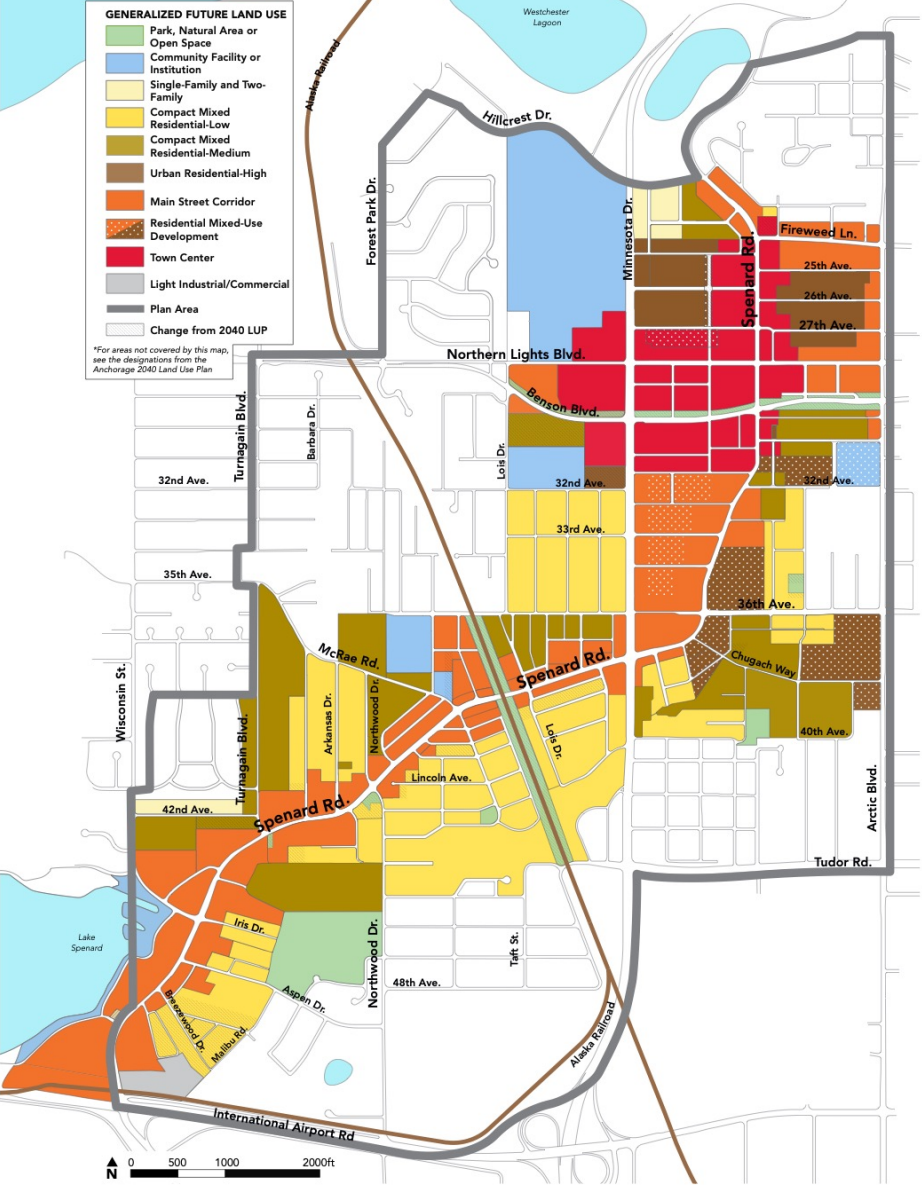




# Circulation & Connectivity

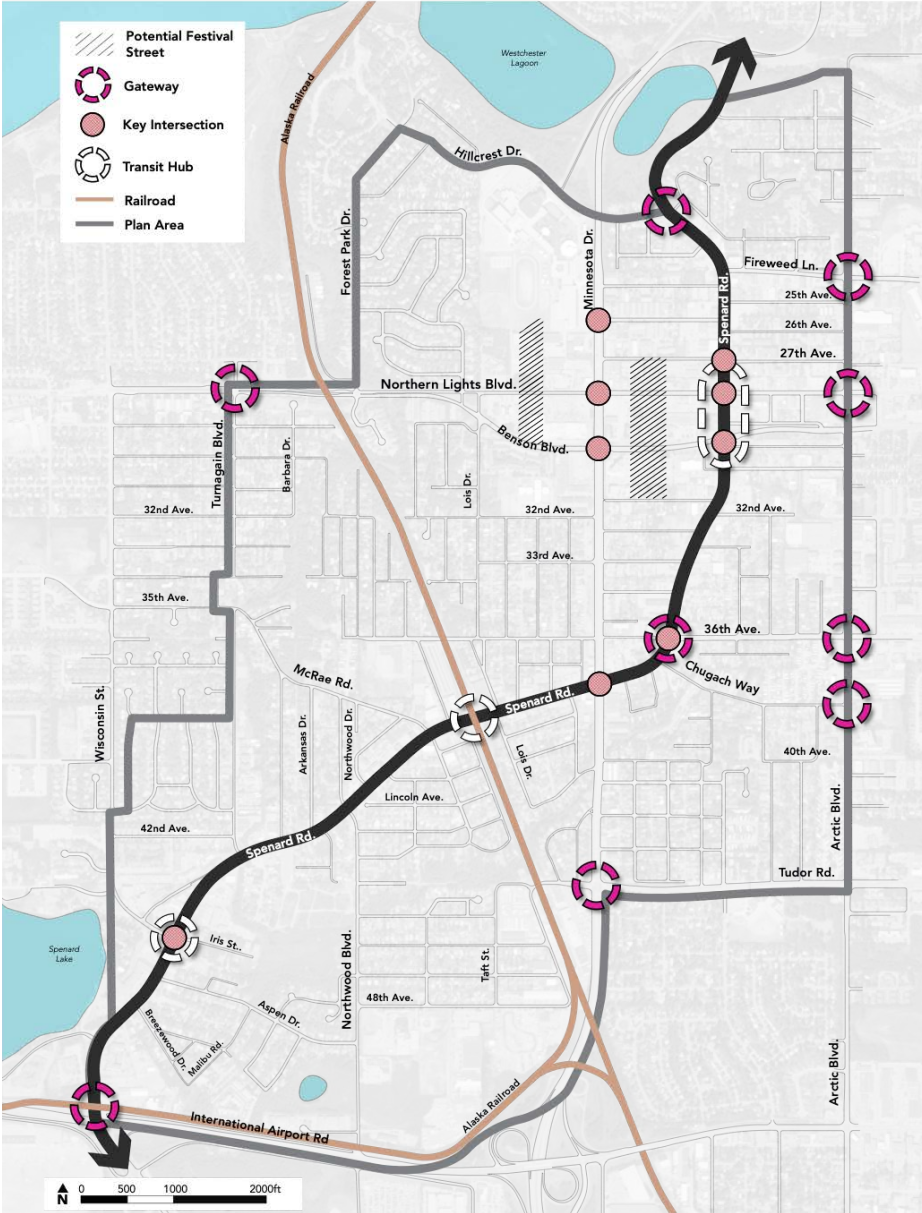


# Land Use

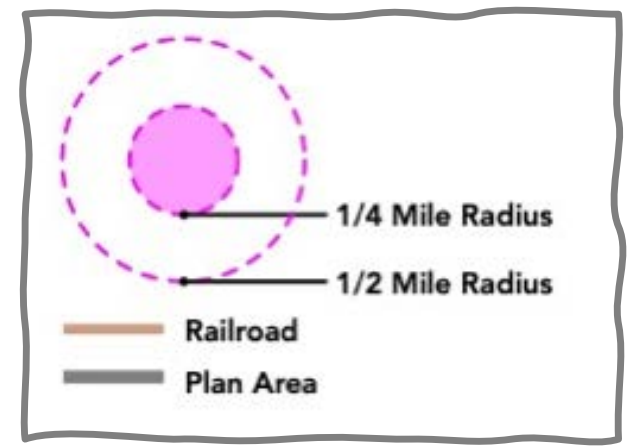
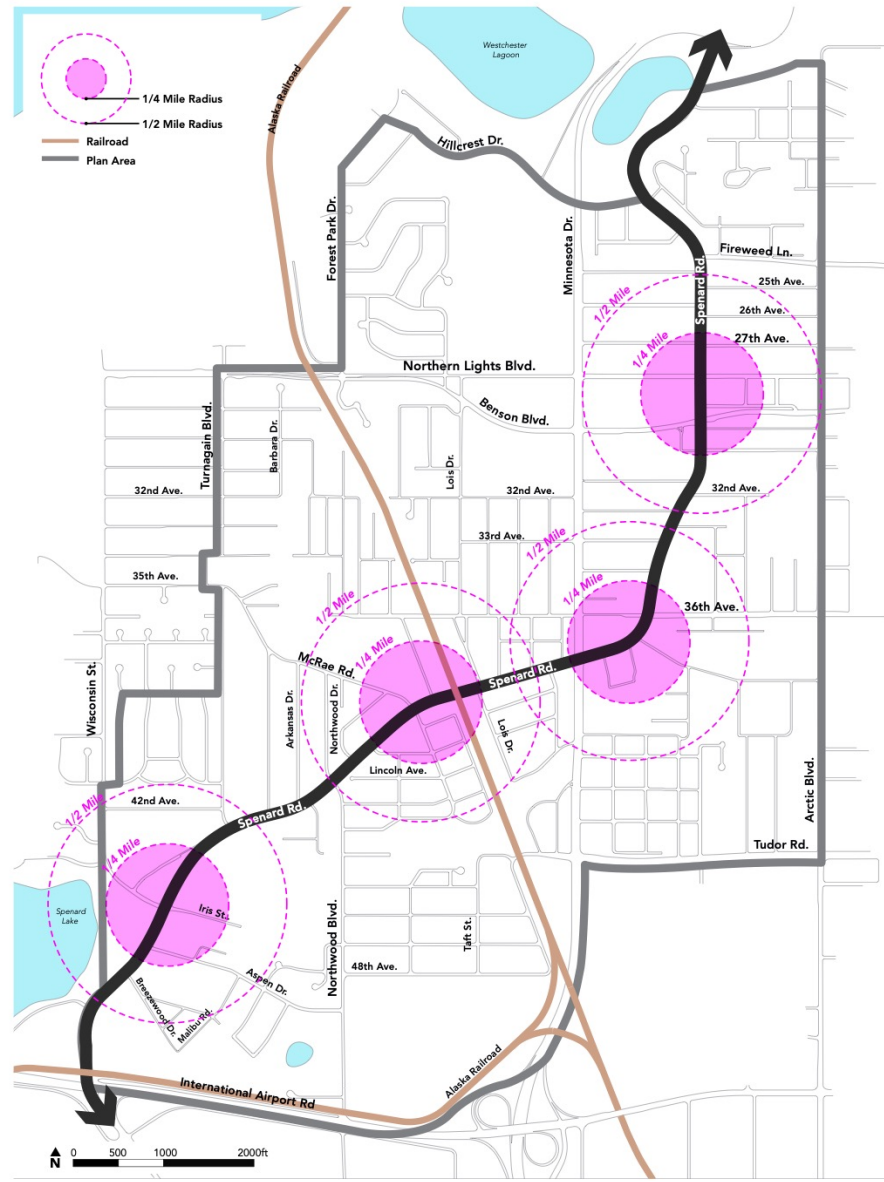




# Placemaking Opportunities

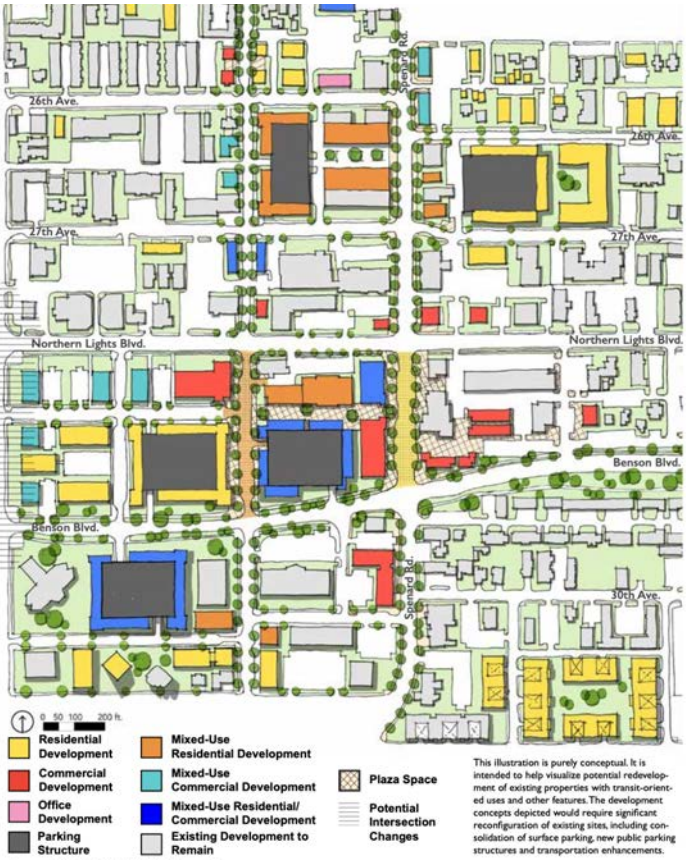


# Target Parking Zones



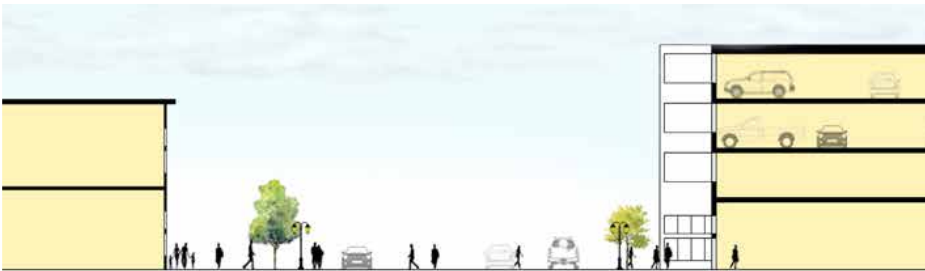


# North District





# Central District



**Multiuse Buildings**

- 01 - retail/food
- 02 - offices

**Woodland Dr.**

- integrated on-street parking on both sides
- emphasized plaza space activating the space between buildings

**Multiuse Parking Garage**

- 01 - comm/retail/food
- 02 - parking garage
- 03 - parking garage
- 04 - parking garage

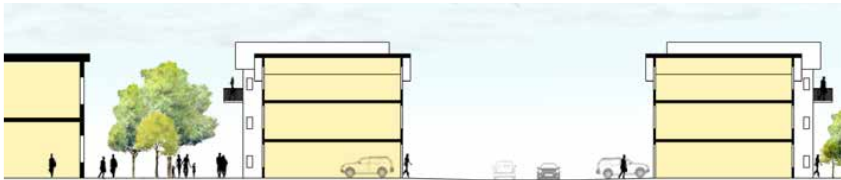


NOTE: The potential for the Alaska Railroad Trail shown in this figure depends on future coordination with the Alaska Railroad Corporation to consider how such a trail could coexist with the functional needs of the rail corridor.





# South District



- Work Space**

  - commercial building two stories
  - office space
  - large green space to front of building w/ surface parking
- Shared Green Belt**

  - landscaped transition between commercial and residential zone
  - resting space for both sides of site
- Live Space**

  - 3 level townhouses
  - single car garages
  - both sides of townhouses surrounded with open space
  - maximized unit count while maintaining tenant privacy



**Figure 4.10 South District Concept**

This illustration is purely conceptual. It is intended to help visualize potential redevelopment of existing properties with transit-oriented uses and other features. The development concepts depicted would require significant reconfiguration of existing sites, including consolidation of surface parking, new public parking structures and transportation enhancements.



# Circulation Policies

**Policy 1:** **Balanced** Street Network

**Policy 2:** Create a **Street Typologies Plan**

**Policy 3:** Design Roadway as a **Connected Grid**

**Policy 4:** Manage **Access** and **Mitigate** Modal **Conflicts**

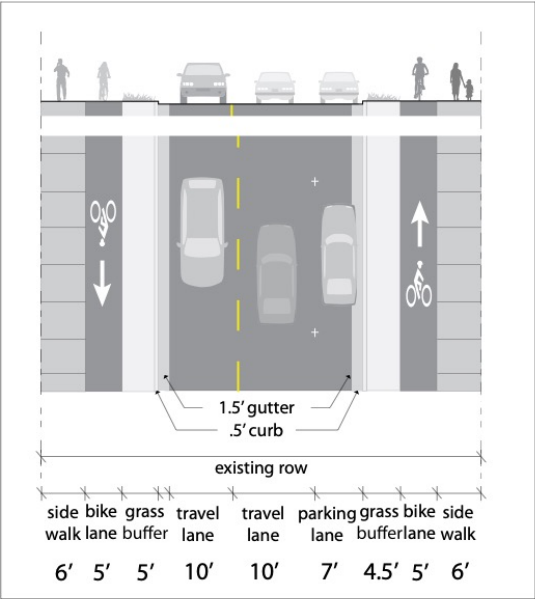
**Policy 5:** **Enhance Bicycle Network**

**Policy 6:** **Prioritize Pedestrian** Travel

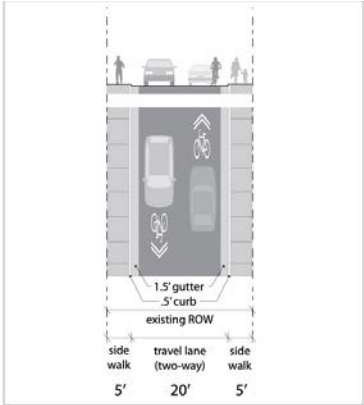




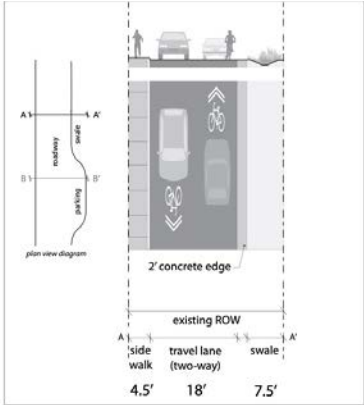
# Conceptual Circulation Improvements



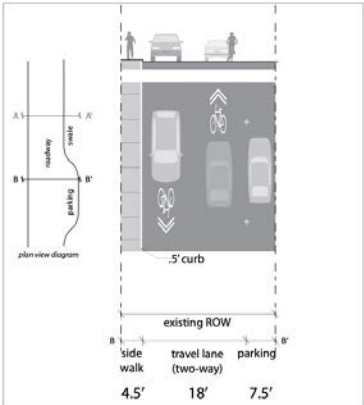
**Figure 5.8 Fireweed Ln. 60' ROW - One-way Protected Bike Lane (parking one side)**  
(for use where separated bike lanes are important)



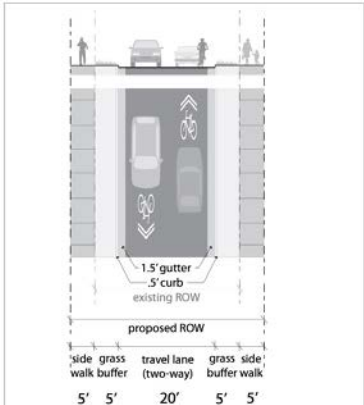
**Figure 5.1 Neighborhood Street (Existing Condition - 30' ROW)**



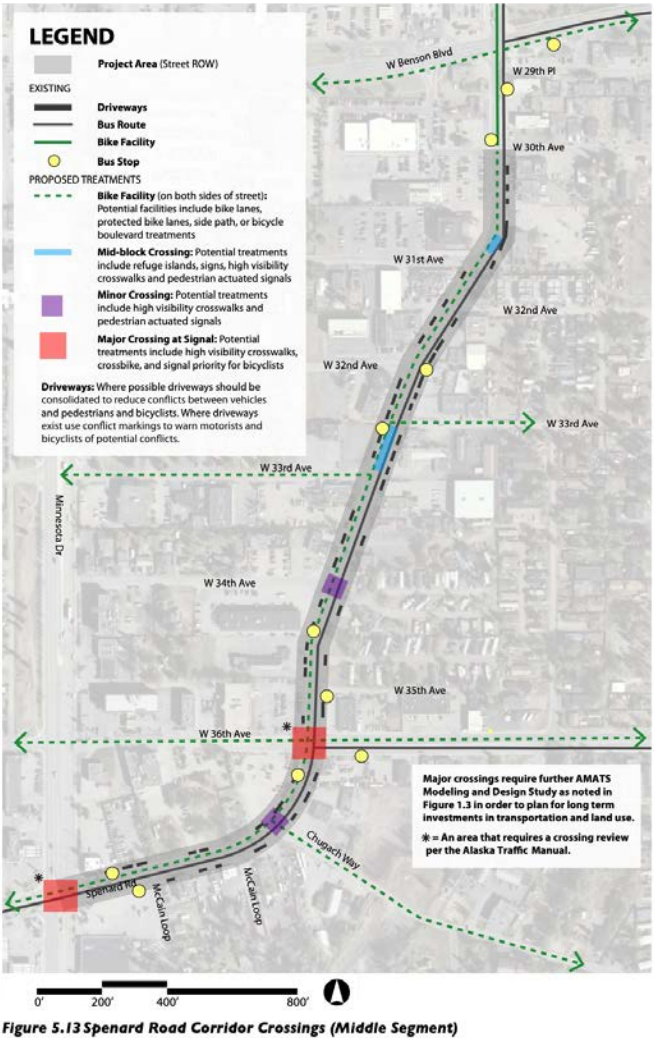
**Figure 5.2 Neighborhood Street Expanded ROW - 30' ROW + Natural Drainage Section Cut A**  
(for use where on-street parking is not important)



**Figure 5.3 Neighborhood Street Expanded ROW - 30' ROW + Natural Drainage Section Cut B**  
(for use where on-street parking is important)



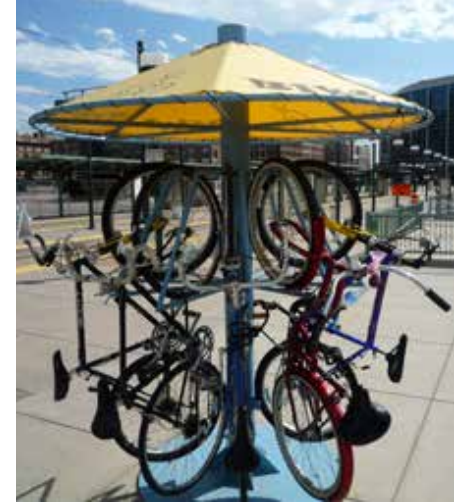
**Figure 5.4 Neighborhood Street Expanded ROW - 30' ROW + 10'**  
(for use where 10' of additional ROW is possible)



**Figure 5.13 Spenard Road Corridor Crossings (Middle Segment)**

# Bicycle Amenities

- Bicycle Parking
- Bikeshare
- Bicycle Storage and Lockers
- On-site Bicycle Connections





# Parking Policies

- Flexible Parking Requirements
- Compact Parking Design
- Promote Shared Parking
- Promote Efficient Management of Parking



# Implementation by Chapter

Chapter 2: Vision and Overarching Goals						
Goal 1: Support Transit and Increase Ridership						
Policy	Action	Agency Partners	Time Frame			Funding Required
			S	M	L	
<b>Policy 2.1:</b> Buildings, spaces and facilities whose users benefit from and support transit service should be promoted.	1. Facilitate private development that will increase transit ridership. 2. Evaluate development review processes to streamline.	MOA Planning MOA Transit		X		
Goal 2: Recognize Spenard as a Destination						
Policy	Action	Agency Partners	Time Frame			Funding Required
			S	M	L	
<b>Policy 2.2:</b> Expand Spenard's roll as a citywide destination and market it as a destination district.	1. Support branding of Spenard as a special destination.	MOA Office of Economic & Community Development (OECD)	X			
<b>Policy 2.3:</b> Promote preservation of historic resources in the area as landmarks that contribute to its distinct identity.	1. Analyze code for barriers to adaptive reuse and address them.	MOA Planning		X		
Goal 3: Celebrate the Culture of Spenard and Anchorage						
Policy	Action	Agency Partners	Time Frame			Funding Required
			S	M	L	
<b>Policy 2.4:</b> Create spaces that educate, inform and provide experiences that reinforce Spenard as a cultural destination.	1. Study opportunities to include cultural events in public spaces.	MOA OECD OMOA Parks and Recreation		X		

Table 7.2 Implementation by Chapter (continued)







AMATS

# Non-Motorized Plan DRAFT







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# Chapter 1: Introduction

## Non-motorized Facilities

### Pedestrian Network

- IDENTIFY PRIORITY CORRIDORS
- PROVIDE FLEXIBLE IMPLEMENTATION
- IMPROVE SAFETY & CONNECTIVITY

### Bicycle Network

- CLOSING GAPS
- PROVIDING ON STREET FACILITIES
- CONNECT EXISTING & PLANNED INFRASTRUCTURE

### Shared Use Path Network

- CONNECT TO EXISTING BICYCLE & PEDESTRIAN ROUTES
- DEVELOP OFF-STREET CONNECTIONS TO LOW-STRESS ROUTES
- SERVING RECREATION AND TRANSPORTATION

# Chapter 1: Introduction

## Vision Statement:

Anchorage is a world-class northern city that has an integrated network of routes accessible for people of all ages and abilities to walk, roll or glide safely on shared use pathways and streets.

**GOAL 1:** Increase the Use of the Non-motorized System

**GOAL 2:** Promote & Improve Health & Quality of Life

**GOAL 3:** Improve Safety & Security

**GOAL 4:** Optimize Maintenance for All Seasons

**GOAL 5:** Connect Communities Through All Modes to All Destinations

**GOAL 6:** Measure Non-motorized Use & Assets

**GOAL 7:** Build Community Through Education & Involvement





# Chapter 2: Existing Conditions

## Network Analysis

- Vision Zero

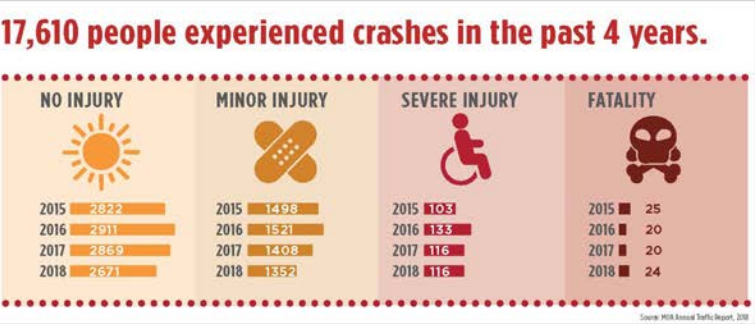


Figure 2.5: 4-Year Crash Summary Statistics, reproduced from the 2018 Anchorage Vision Zero Action Plan



Figure 2.6: Summary health statistics related to active lifestyles, reproduced from the 2018 Anchorage Vision Zero Action Plan

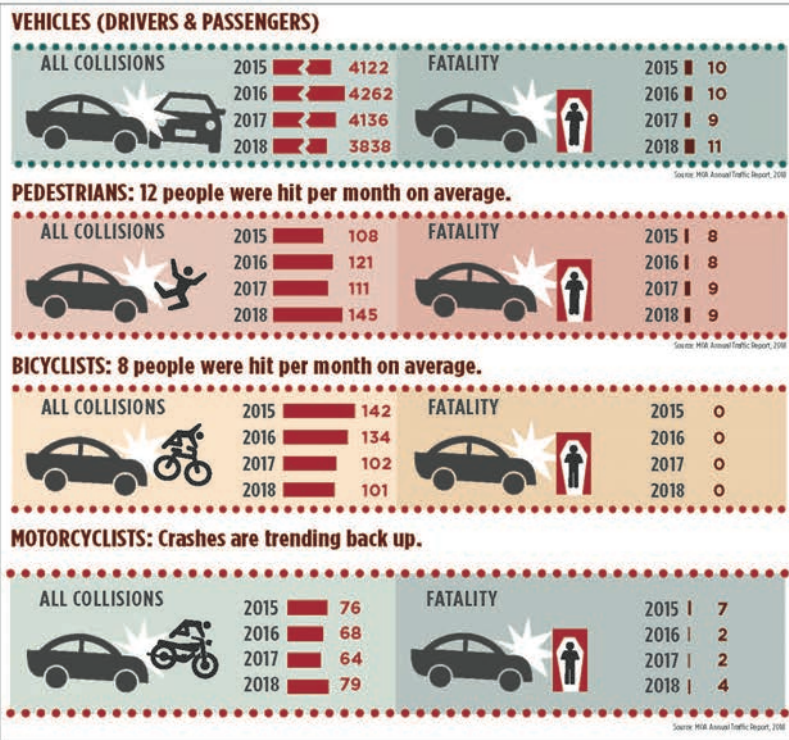


Figure 2.7: 2018 Crash statistics by mode, reproduced from the 2018 Anchorage Vision Zero Action Plan



Figure 2.8: Most vulnerable road users, reproduced from the 2018 Anchorage Vision Zero Action Plan

### 2018 fatal & severe crashes: what happened?

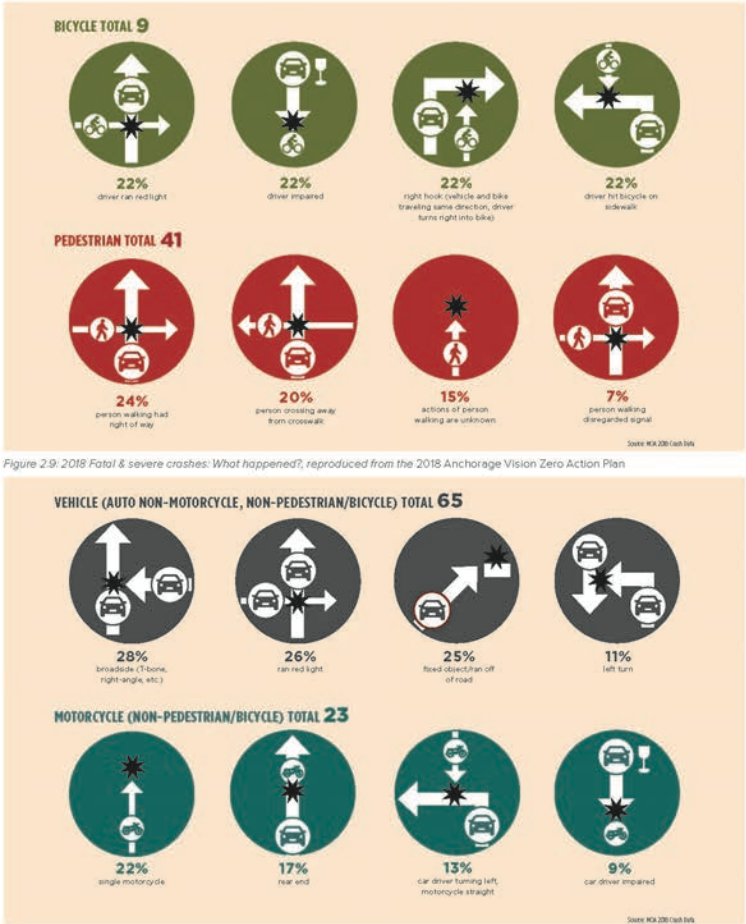


Figure 2.10: 2018 Fatal & severe crashes: What happened?, continued, reproduced from the 2018 Anchorage Vision Zero Action Plan



# Chapter 2: Existing Conditions

## Network Analysis

- Level of Traffic Stress
- ❖ Posted Speed Limit
- ❖ Street Width
- ❖ Presence of Bicycle Lanes
- ❖ Character of Bicycle Lanes

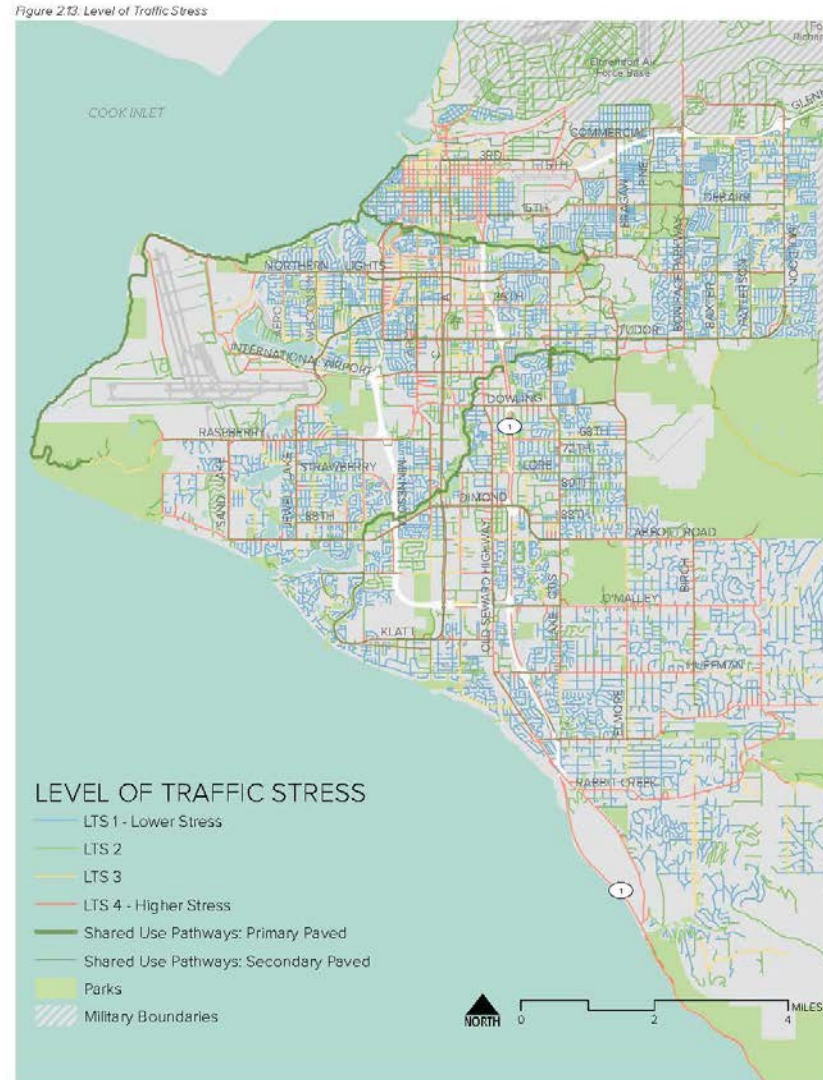


Figure 2.14: Level of Traffic Stress | Eagle River

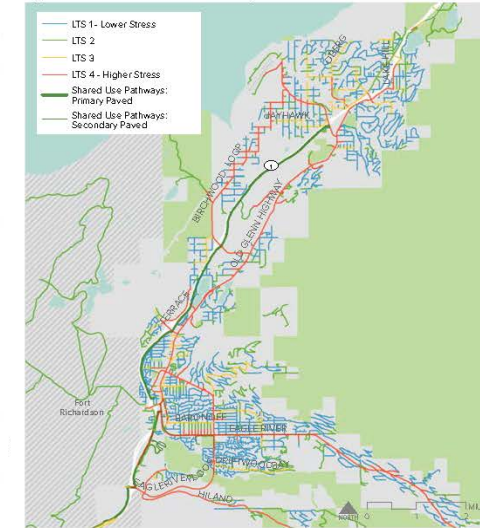
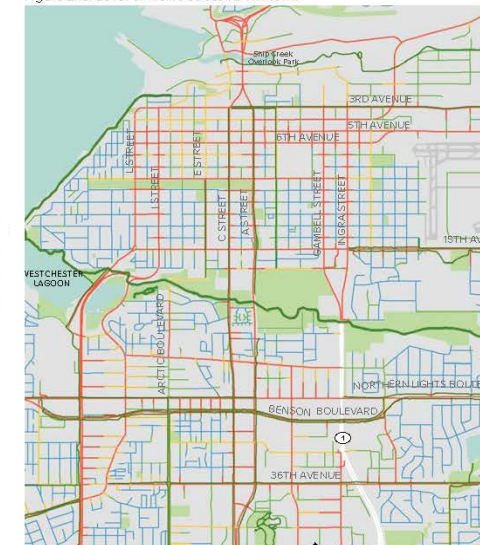


Figure 2.15: Level of Traffic Stress | Downtown





# Chapter 2: Existing Conditions

## Network Analysis

### ■ Demand Analysis

- Live
- Work
- Play
- Shop
- Access Transit
- Go to School

Figure 2.16: Demand Analysis

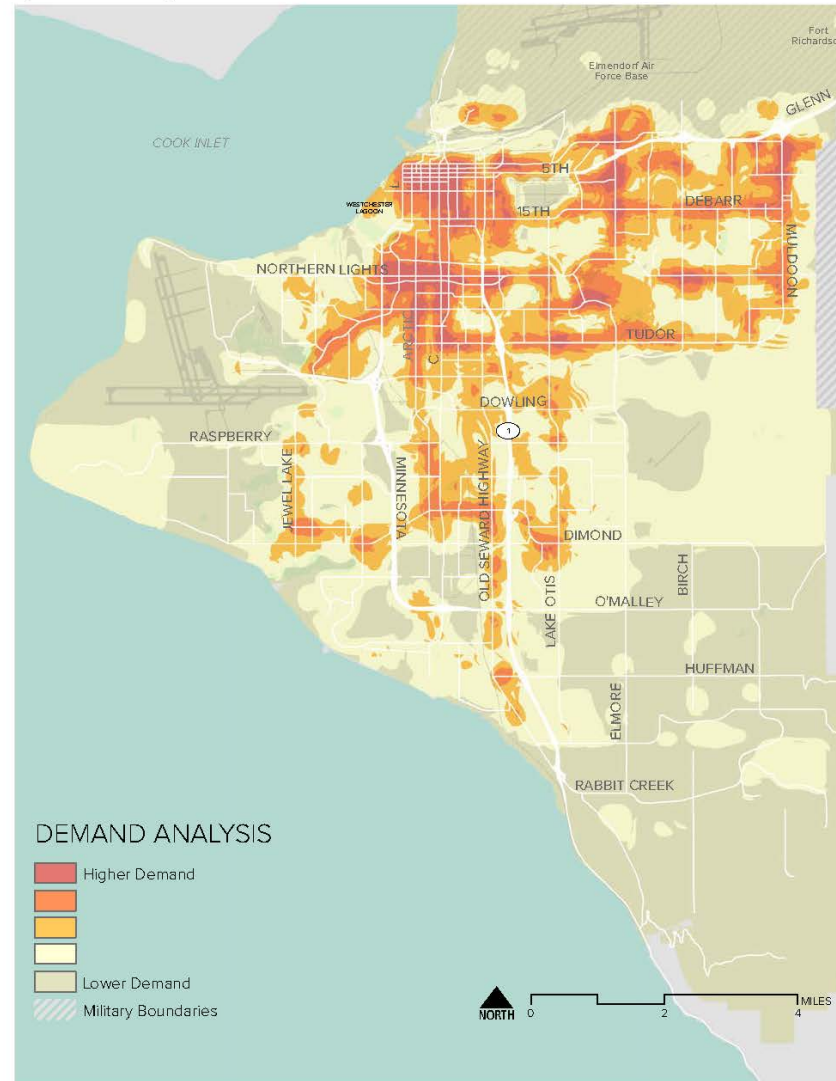
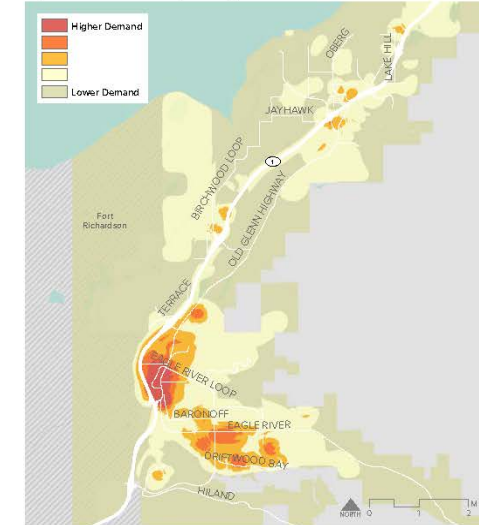


Figure 2.17: Demand Analysis Eagle River



# Chapter 2: Existing Conditions

## Health & Equity

- Health Indicators



Obesity



Cancer Prevalence



Asthma Prevalence



Coronary Heart Disease



Diabetes Prevalence



Physical Activity



Poor Mental Health Prevalence

- ❖ In general, areas with poor health scores are found in the same areas that show low equity scores



# Chapter 2: Existing Conditions

## Health & Equity

Equity Indicators



Age



Income



Limited English Proficiency



Non-White Population

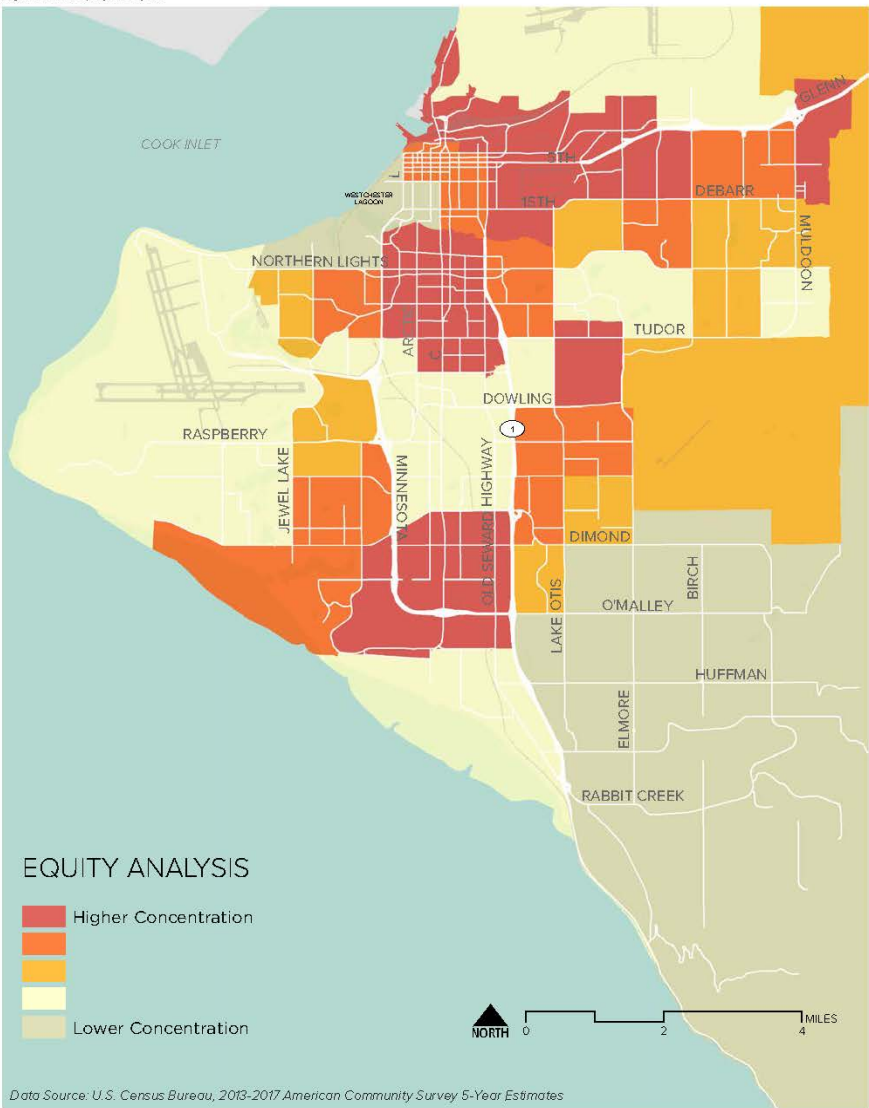


Education Level



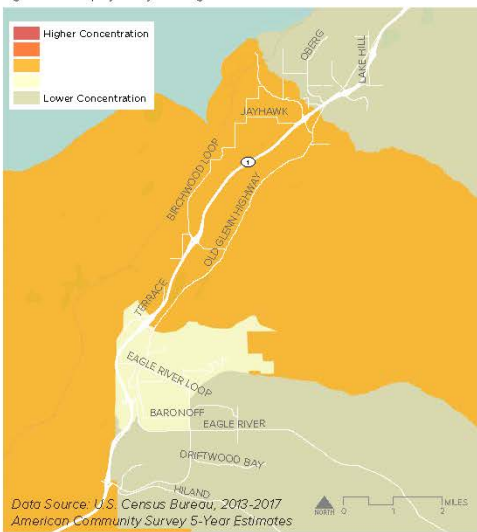
Vehicle Access

Figure 2.19: Equity Analysis



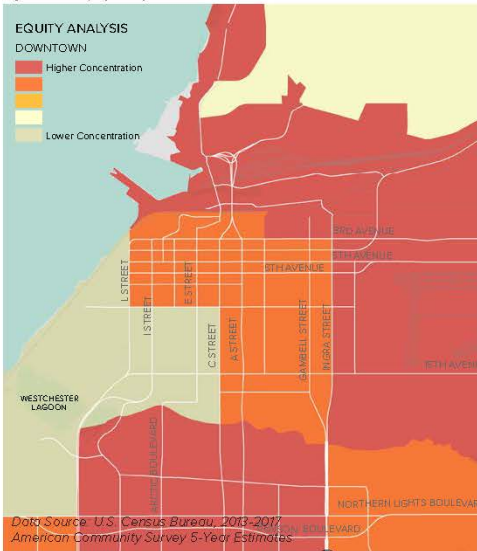
Data Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Figure 2.20: Equity Analysis | Eagle River



Data Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Figure 2.21: Equity Analysis | Downtown



Data Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates



# Chapter 3: Public Involvement

## Methods

- Workshop
- Presentations
- Mobile Meetings
- Stakeholder Interviews
- Field Data Collection
- Walk Audits
- Online Community Survey





# Chapter 3: Public Involvement

## Advisory Committees

### Citizens Advisory Group (CAG) + Agency Advisory Group (AAG)

- Plan Vision, Goals & Objectives
- Peer Cities Selection
- Public Engagement Strategy
- Network Recommendations
- Design Guidance
- Project Prioritization

Advisory Committee



Visioning Exercise Results



# Chapter 4: Network Development

## Bicycle Network

- Include on-street and off-street facilities
- Build on existing shared use pathway and sidepath network
- Provide connected, low-stress travel
- Provide upgrades to existing facilities

Figure 4.1: Recommended Bicycle Network

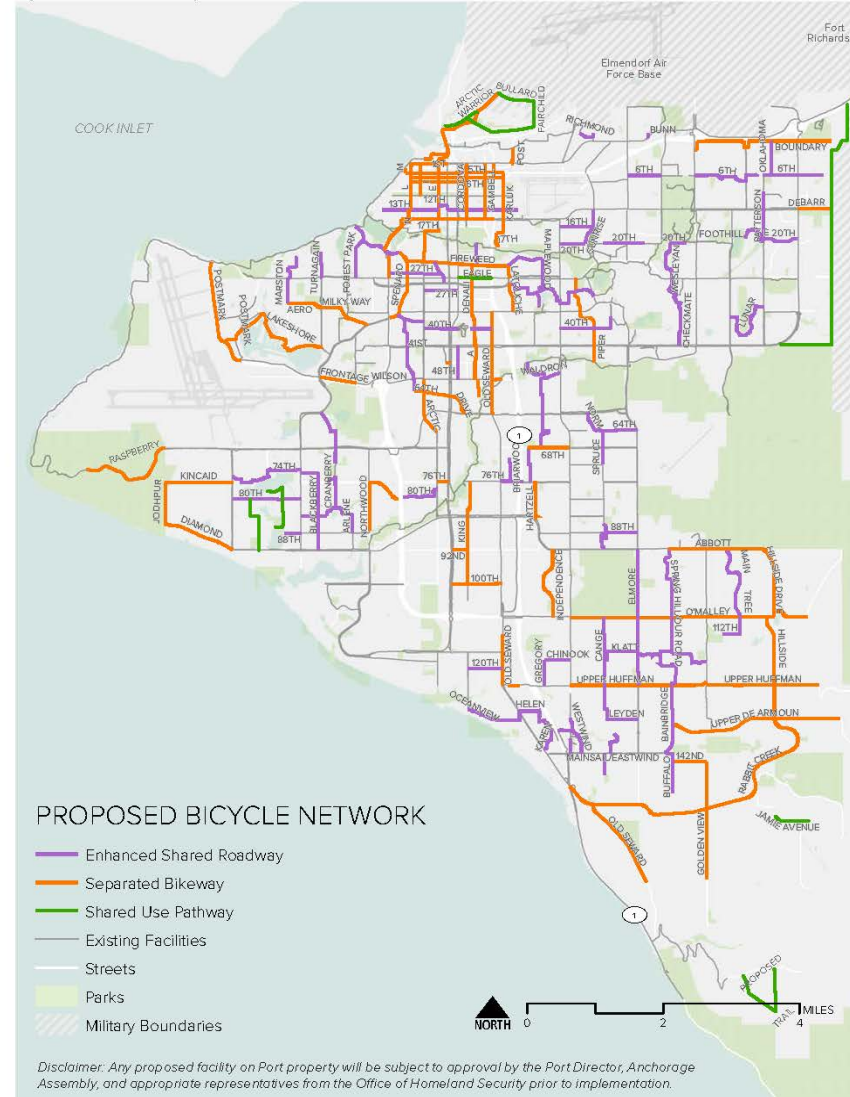
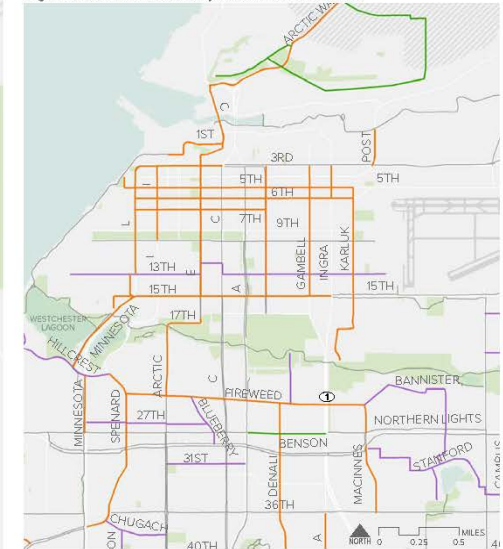


Figure 4.2: Recommended Bicycle Network | Eagle River



Figure 4.3: Recommended Bicycle Network | Downtown





# Chapter 4: Network Development

## Pedestrian Network

- Identifies **Primary** and **Secondary** Corridors
- Includes **Vision Zero** High Injury Network
- Areas of **high demand**
- Areas of **high need**
- Proximity to **transit stop locations**

Figure 4.4: Recommended Pedestrian Network

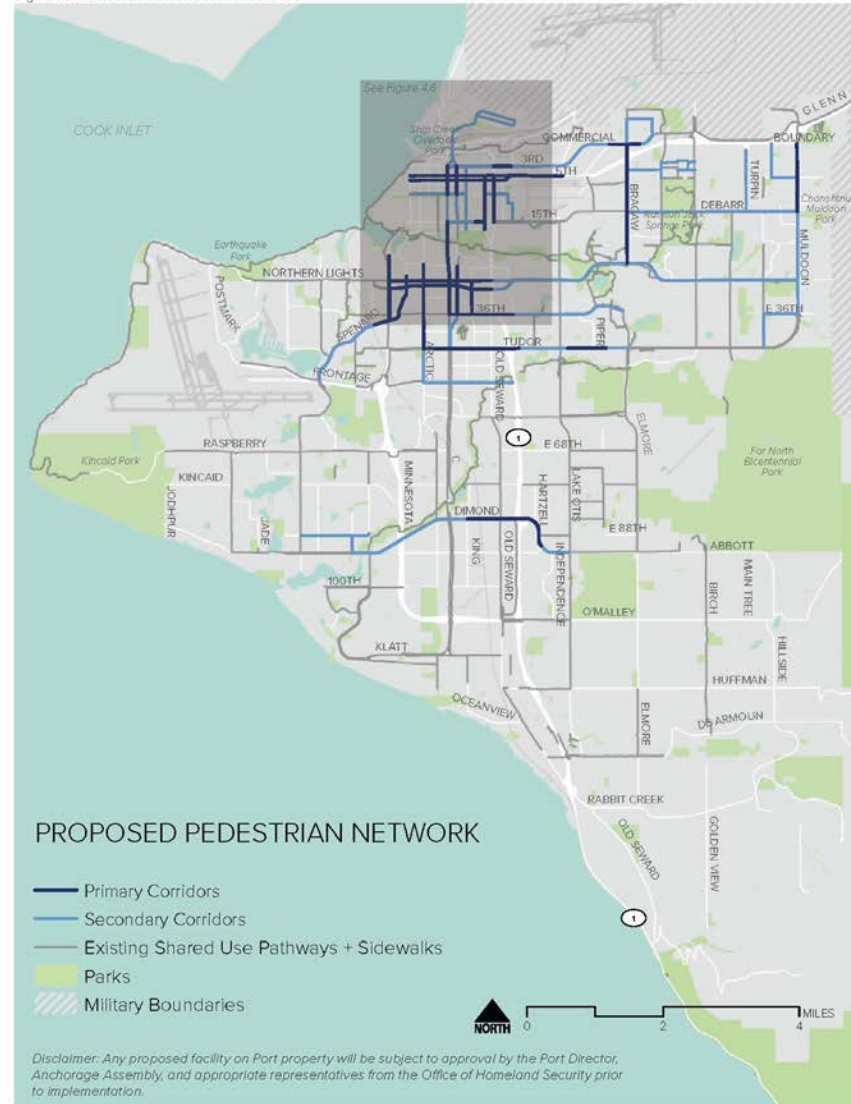


Figure 4.5: Recommended Pedestrian Network | Eagle River

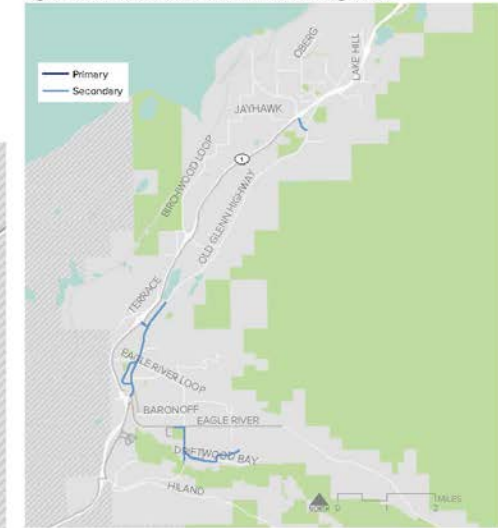
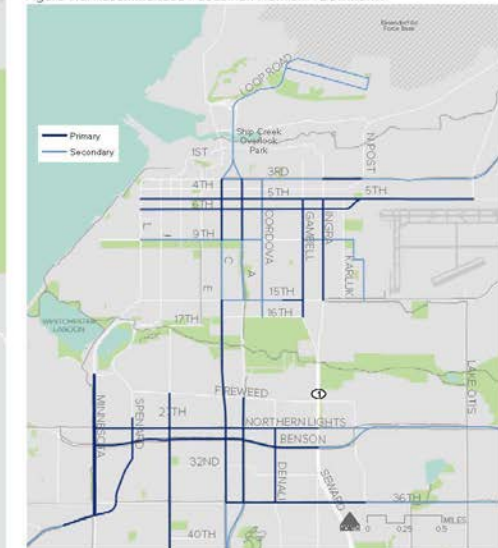
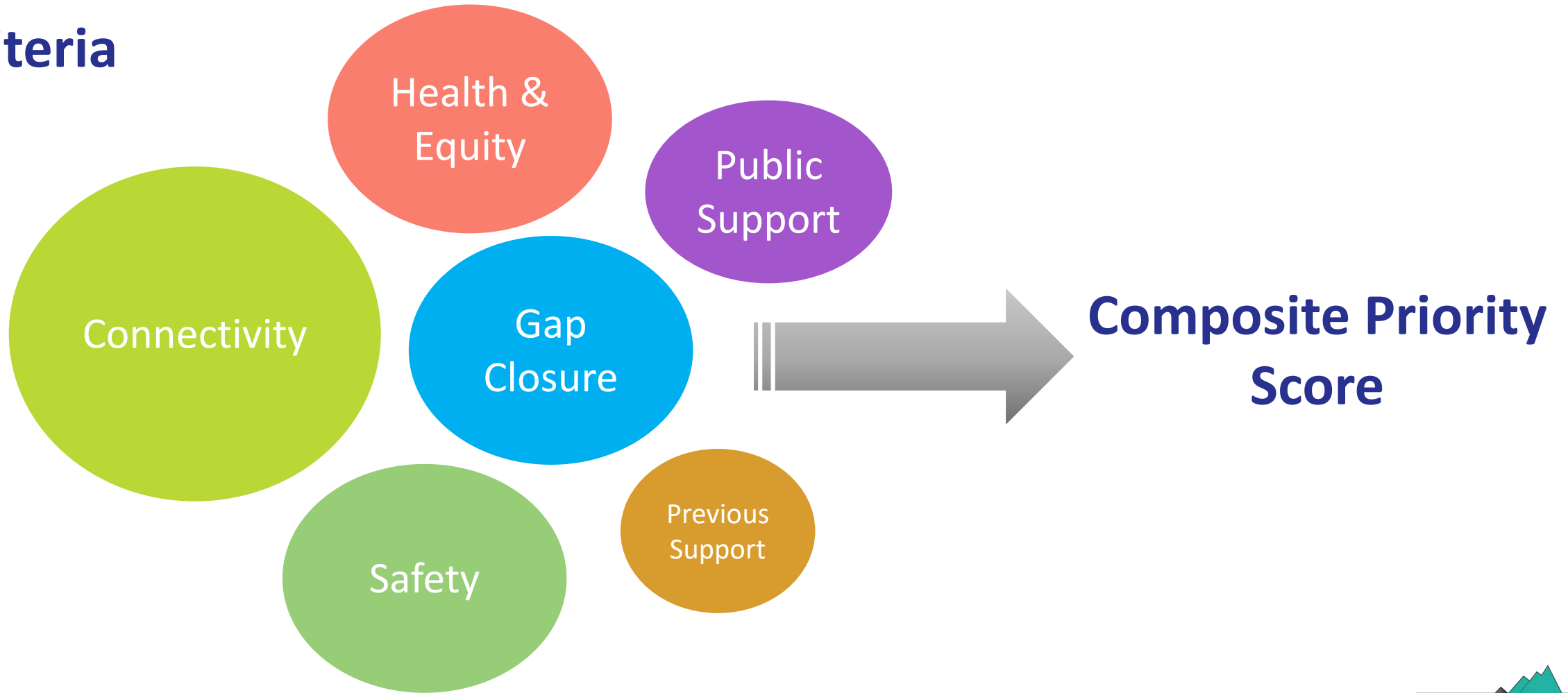


Figure 4.6: Recommended Pedestrian Network | Downtown



# Chapter 5: Prioritization

## Criteria





# Prioritized Bicycle Network



Figure 5.1: Prioritized Bicycle Corridors

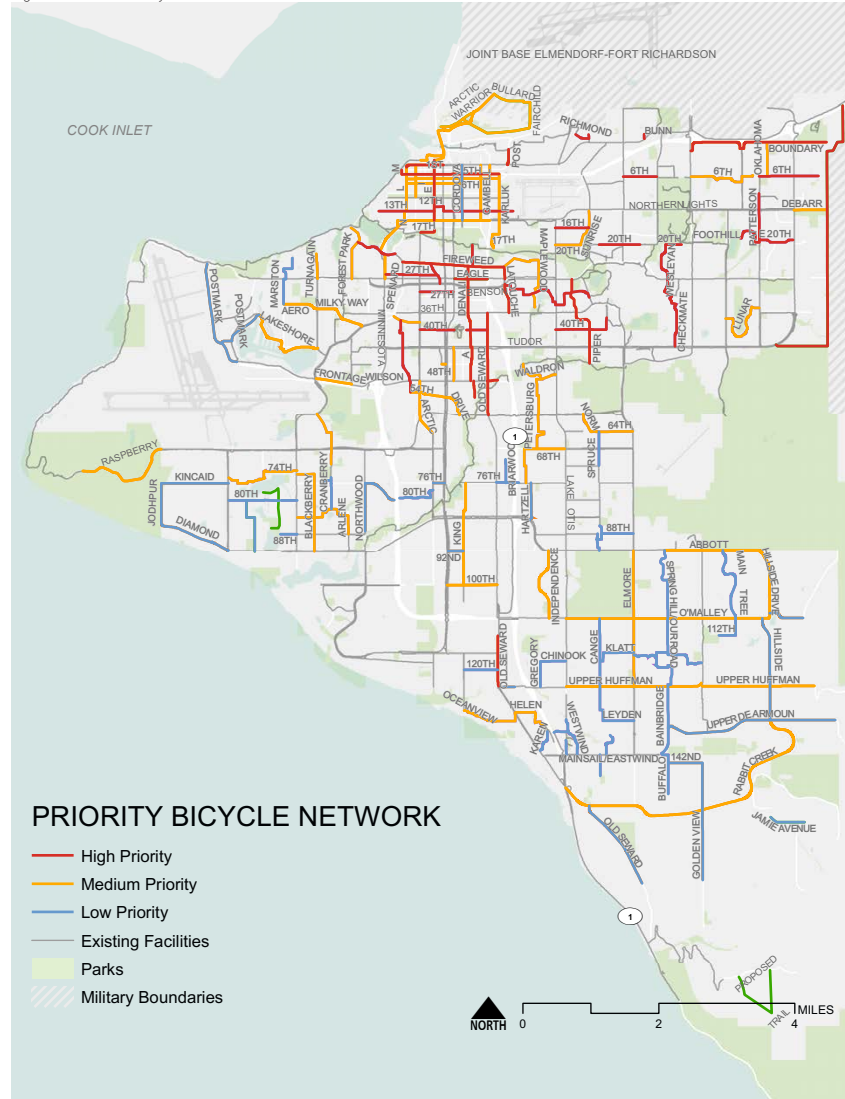


Figure 5.2: Prioritized Bicycle Corridors | Eagle River

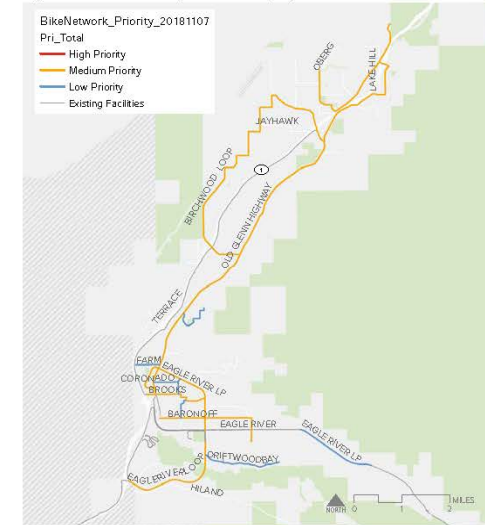
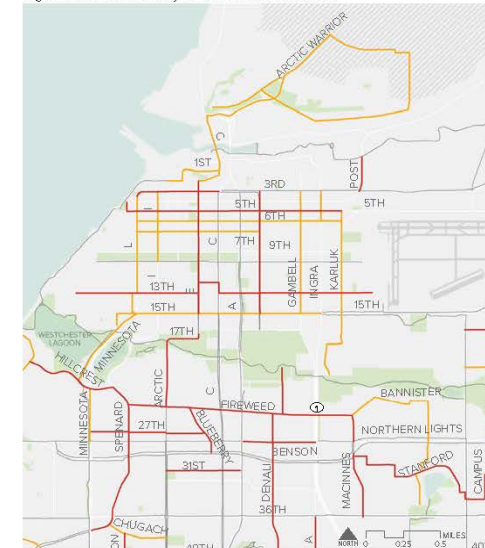


Figure 5.3: Prioritized Bicycle Corridors | Downtown



# Chapter 5: Prioritization

## Prioritized Pedestrian Corridors

- High Priority
- Medium Priority
- Low Priority

Figure 5.4: Prioritized Pedestrian Corridors

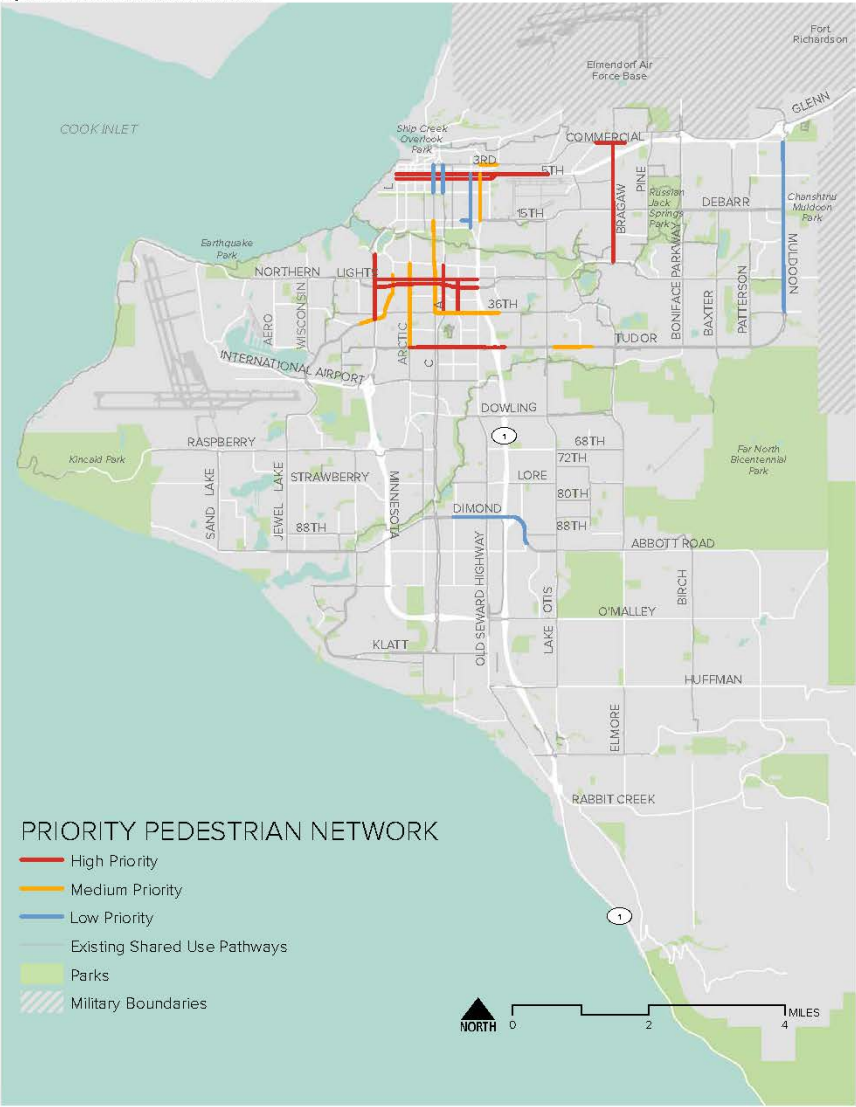
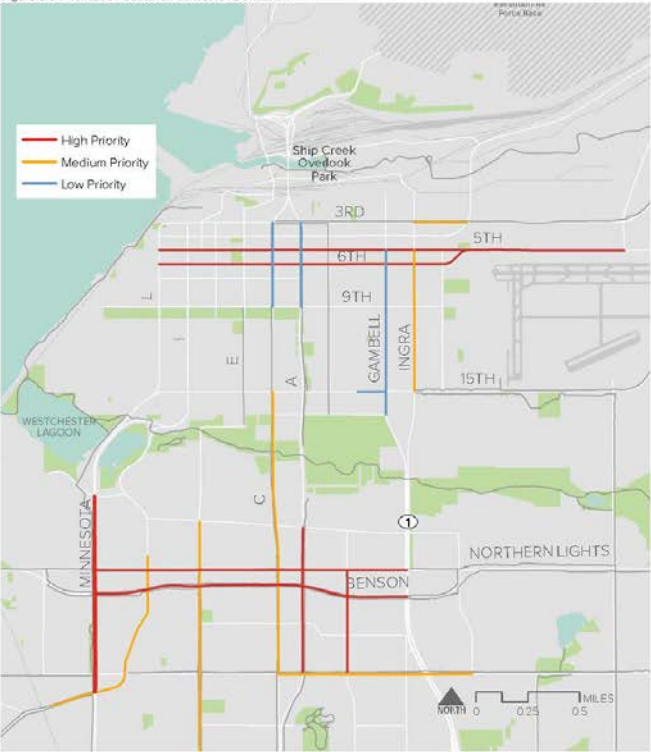


Figure 5.5: Prioritized Pedestrian Corridors | Downtown





# Chapter 6: Implementation

## Project Examples

1. 10<sup>th</sup> Avenue and Cordova Street Intersection
2. Campbell Creek Trail Crossing at Lake Otis Parkway
3. Fireweed Lane – Bicycle and Pedestrian
4. 27<sup>th</sup> Avenue – Bicycle Boulevard
5. 40<sup>th</sup> Avenue – Sidewalk Infill
6. Coronado Street – Separated Multi-Use Pathway

## Project Details for Each

- **Project description and locator map**
- **Project Challenges**
- **Concept design**
- **Construction cost opinion**
- **Maintenance cost opinion**
- **Funding Options**
- **Timeline**

# Chapter 6: Implementation

## Project Examples: 10<sup>th</sup> Avenue and Cordova Street Intersection

Figure 6.2: Priority Project #1 10th Avenue and Cordova Street Intersection Plan View

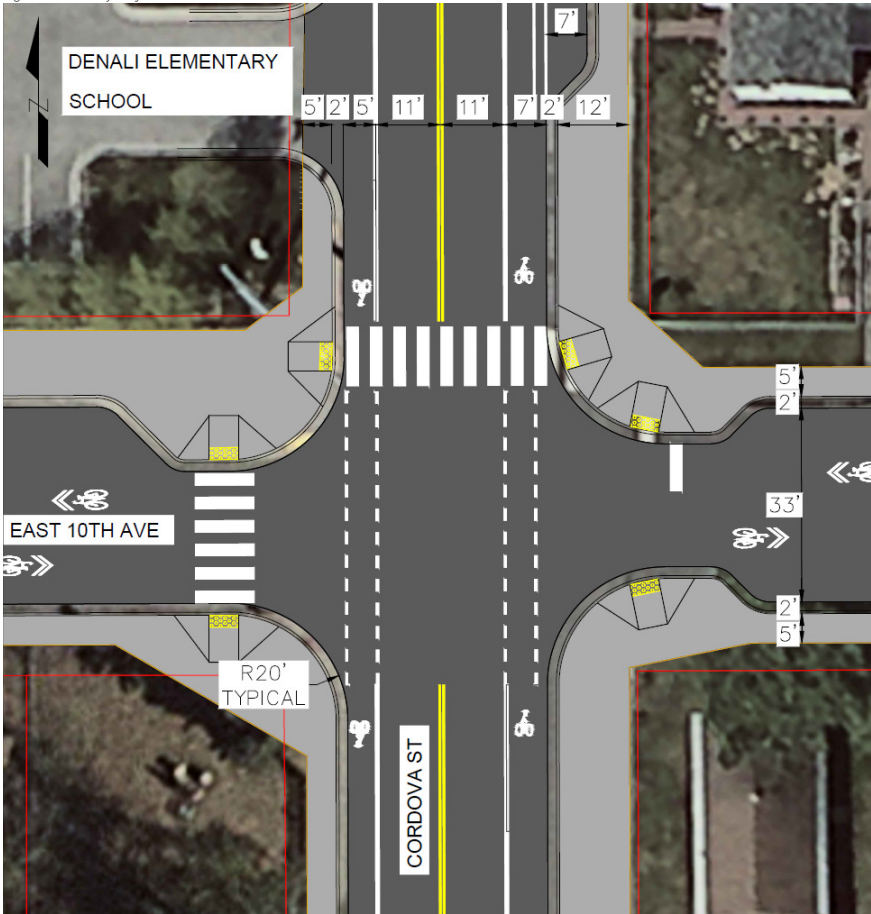


Figure 6.3: Priority Project #1: 10th Avenue and Cordova Street Visualization



### PROJECT CHALLENGES

**Maintenance and skid resistance:** Large area pavement markings are in their infancy in Anchorage. Concerns with longevity, replacement costs, and skid resistance have been brought up. Possible solutions are to use skid resistant inlaid markings or green colored concrete. However, given that roadway pavement provides sufficient friction components, another option includes applying a colored friction surface in accordance with the manufacturer's specifications. If applied during appropriate seasonal conditions, it has been successful for securing the friction component.

### MAINTENANCE COST OPTION (2018 DOLLARS)

Table 6.1: Priority Project #1: 10th Avenue and Cordova Street Maintenance Cost Options

DESCRIPTION	ESTIMATED RECURRING ANNUAL MAINTENANCE COSTS
Snow Hauling	\$6,000
Routine Maintenance	\$4,000
Total (rounded)	\$10,000



# Chapter 6: Implementation

## Project Examples: 10<sup>th</sup> Avenue and Cordova Street Intersection

### PROJECT COST OPTION (2018 DOLLARS)

Table 6.2: Priority Project #1: 10th Avenue and Cordova Street Project Cost Options

DESCRIPTION	ITEM	CALCULATION	ESTIMATED COST
Engineering	A		\$200,000
Construction	B		\$520,000
Utility Relocation	C		\$50,000
Right-of-Way Acquisition	D		\$20,000
Subtotal	E	A + B + C + D	\$790,000
Construction Engineering	F	20% of B	\$104,000
Contingency	G	30% of E	\$237,000
Total (rounded)	H	E + F + G	\$1,200,000

### FUNDING OPTIONS

- » Municipality of Anchorage, Anchorage Roads and Drainage Area (ARDSA) Bonds
- » AMATS funding, Transportation Improvements Program (TIP) and Transportation Alternatives Program (TAP)
- » State Grant: Safe Routes to School funding via DOT&PF Transportation Alternatives Program

### IMPLEMENTATION PROCESS

Acquire funding to enable the project to advance through the following project development phases:

- » Application and FHWA approval for experimental traffic control devices
- » 65% Design, associated community involvement and agency review
- » Final Plans
- » Construction of proposed improvements



# Chapter 6: Implementation

## Implementation Matrix

- ❖ IMMEDIATE (0-2 YEARS)
- ❖ MID-TERM (2-10 YEARS)
- ❖ LONG-TERM (10-20 YEARS)

Table 6.14: Implementation Matrix: Immediate (0-2 years)

	IMPLEMENTATION ACTION	RELATED POLICY/GOAL	FUNDING SOURCES	IMPLEMENTATION PARTNERS
IMMEDIATE (0-2 YEARS)	Implement 5 High Priority Bicycle Projects	Goals 1, 2, 3, and 5	AMATS TIP, Municipal Bonds, AMATS TAP & ATAP	ADOT&PF, MOA PM&E, MOA Traffic
	Implement Projects on 3 High Priority Pedestrian Corridors	Goals 1, 2, 3, and 5	AMATS TIP, Municipal Bonds, AMATS TAP & ATAP	ADOT&PF, MOA PM&E, MOA Traffic
	Implement 1 Internal Staff Training	Goals 1, 3, and 7	AMATS PL	ADOT&PF, Local Advocacy Groups, MOA Parks & Rec
	Develop Data Consolidation Program Including Sidepath Evaluation	Goals 1, 5, and 6	MOA OECD, MOA Parks & Rec, MOA IT, AMATS TIP	AMATS, ADOT&PF, MOA Parks & Rec, MOA Traffic
	Develop Winter Maintenance Strategy	Goals 1, 3, 4, and 5	AMATS PL, MOA Parks & Rec, MOA M&O, ADOT&PF	AMATS, MOA M&O, ADOT&PF, MOA Parks & Rec, MOA Traffic, Other Organizations Assisting with Winter Maintenance
	Develop a Complete Streets Policy Checklist	Goals 1, 3, 4	N/A	MOA & State Transportation Agencies, MOA Traffic
	Develop Recreational Trails Plan	All Goals	AMATS TIP, AMATS TAP, ATAP, MOA Parks & Rec	MOA Parks & Rec, MOA Traffic
	Continue Open Street/ Parklet Pilot Program	Goal 7		MOA Parks & Rec, Advocacy Organizations
	Continue Safe Routes to School Program	Goals 1, 2, 3, and 7	AMATS TIP, AMATS TAP, ATAP, Alaska Trails, DHHS, ADHSS	Anchorage School District, Anchorage School District and Parent-Teach Associations, MOA, Local Advocacy Groups

Table 6.15: Implementation Matrix: Mid-term (2-10 years)

	IMPLEMENTATION ACTION	RELATED POLICY/GOAL	FUNDING SOURCES	IMPLEMENTATION PARTNERS
MID-TERM (2-10 YEARS)*	Implement All High Priority Bicycle Projects	Goals 1, 2, 3, and 5	AMATS TIP, Municipal Bonds, AMATS TAP & ATAP, Alaska State Grant Funds	ADOT&PF, MOA PM&E, MOA Traffic
	Implement Projects on All High Priority Pedestrian Corridors	Goals 1, 2, 3, and 5	AMATS TIP, Municipal Bonds, AMATS TAP & ATAP, Alaska State Grant Funds	ADOT&PF, MOA PM&E, MOA Traffic
	Implement 5 medium priority bicycle projects	Goals 1, 2, 3, and 5	AMATS TIP, Municipal Bonds, AMATS TAP & ATAP, Alaska State Grant Funds	ADOT&PF, MOA PM&E, MOA Traffic
	Develop and Expand Non-Motorized Count Program	Goals 1, 6 and 7	AMATS TIP, Municipal Bonds, AMATS TAP & ATAP, Alaska State Grant Funds	MOA Parks & Rec, Alaska DOT&PF, MOA Traffic, Local Advocacy Organizations

Table 6.15: Implementation Matrix: Mid-term (2-10 years) (cont)

	IMPLEMENTATION ACTION	RELATED POLICY/GOAL	FUNDING SOURCES	IMPLEMENTATION PARTNERS
MID-TERM (2-10 YEARS)*	Develop Program for Regular Internal Staff Training	Goals 1, 3, and 7	AMATS PL	MOA Transportation Agencies
	Develop Driver Education Program	Goals 1, 3, and 7	State of Alaska DMV	Alaska DOT&PF, Alaska Department of Admin, Division of Motor Vehicles, Anchorage public schools, Bike Anchorage
	Expand Safe Routes to School Program	Goals 1, 2, 3, and 7	AMATS TIP, AMATS TAP, ATAP, Alaska Trails, DHHS, ADHSS	Anchorage School District, Anchorage School District and Parent-Teach Associations, MOA, Local Advocacy Groups
	Continue Open Street/ Parklet Pilot Program	Goal 7		MOA Parks & Rec, Advocacy Organizations Businesses
	Continue Safe Routes to School Programs	Goals 1, 2, 3, and 7	AMATS TIP, AMATS TAP, ATAP, Alaska Trails, DHHS, ADHSS	Anchorage School District, Anchorage School District and Parent-Teach Associations, MOA, Local Advocacy Groups
	Develop performance metrics	Goal 6		

Table 6.16: Implementation Matrix: Long Term (10-20 years)

	IMPLEMENTATION ACTION	RELATED POLICY/GOAL	FUNDING SOURCES	IMPLEMENTATION PARTNERS
LONG-TERM (10-20 YEARS)*	Implement all medium and low priority bicycle projects	Goals 1, 2, 3, and 5	AMATS TIP, Municipal Bonds, AMATS TAP & ATAP, Alaska State Grant Funds	ADOT&PF, MOA PM&E, MOA Traffic
	Implement Projects on All Identified Pedestrian Corridors	Goals 1, 2, 3, and 5	AMATS TIP, Municipal Bonds, AMATS TAP & ATAP, Alaska State Grant Funds	ADOT&PF, MOA PM&E, MOA Traffic

\* It is assumed that actions from the immediate and mid-term lists are continued (e.g., continuation of the Safe Routes to School Program)



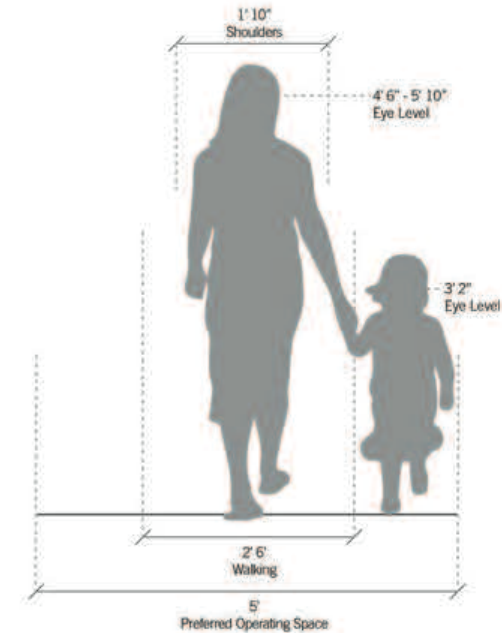
# Chapter 7: Design Guide

## User Needs

- ❖ Pedestrians
- ❖ Bicyclists
- ❖ Wheelchair Users
- ❖ Other non-motorized Users

Table 7.1: Pedestrian Characteristics by Age.

AGE	CHARACTERISTICS
0-4	Learning to walk Require constant adult supervision Developing peripheral vision and depth perception
5-8	Increasing independence, but still require supervision Poor depth perception
9-13	Susceptible to "dart out" or intersection dash Poor judgment Sense of invulnerability
14-18	Improved awareness of traffic environment Poor judgment
19-40	Active, fully aware of traffic environment
41-65	Slowing of reflexes
65+	Difficulty crossing street in time Vision loss Difficulty hearing vehicles approach from behind



Design dimensions of pedestrians and preferred operating space

# AMATS Non-motorized Plan Next Steps:



**March 2021:** Log & respond to all public comments in AMATS Comment/Response Table

**April 2021:** AMATS Technical Advisory Committee Review & Approval

**May 2021:** Anchorage Assembly Review and Adoption

**June 2021:** AMATS Policy Committee Review & Approval

**Plan Adoption**





# Call to Action:

## 1. Read the AMATS Non-motorized Plan:

<http://www.muni.org/departments/ocpd/planning/amats>

## 2. Submit comments to [amatsinfo@anchorageak.gov](mailto:amatsinfo@anchorageak.gov) or [joni.wilm@anchorageak.gov](mailto:joni.wilm@anchorageak.gov)

## 3. Take the surveys!

Survey #1



Survey #2



## 4. Get involved in your local community council.

