Linking Land Use & Transportation Planning

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

Joni Wilm
AMATS Senior Transportation Planner
Non-motorized Planning Coordinator
joni.wilm@anchorageak.gov
AMATS Complete Streets Policy: Adopted in November, 2018

AMATS Complete Streets Policy

Section 1. Definition of Complete Streets

"Complete Streets" means streets that are designed, used and operated to enable safe access for all users (pedestrians, bicyclists, motorists and public transportation users of all ages and abilities) to safely move through the transportation network.

Section 2. Principles of Complete Streets

The following are key principles of Complete Streets policies:

A. They are correct and effective, considering economic, social, and environmental objectives.
B. Emphasis is on facilitating connectivity for all modes of travel listed in approved planning documents.
C. Traffic counts account for the presence of a facility, but the level of comfort and safety (based on national data for bicyclists and pedestrians) that the facility provides for all traffic that is intended to utilize that facility.
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.

Our Cities Ourselves principles show how the future of transport in urban life lies in reinforcing the complimentary 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 move from one activity to another.

Densify
- Building up instead of out, cities allow urban growth in a more compact way, freeing up valuable land for other uses and walkable green spaces. Transit ridership can be higher, reducing the need for more transit systems.

Transit
- Public transit systems are integral to growth. More sustainable and attractive public transit is more efficient and convenient than driving. Mix
- A connected, mixed-use, urban community with a strong public realm. People can walk or bike to work, school, and other destinations. Cycle
- Like a daily commute, cycling provides people in a city with more options for getting around, making cycling a part of people's daily routines. Shift
- When all the principles come together, the results are met: unhappy cities become easier to walk away from. Walk
- When all the principles come together, the results are met: unhappy cities become easier to walk away from.

Alaska Common Ground – Land Use and Transportation

Anchorage Transportation Planning
Street Typologies

Neighborhood Yield

Industrial Access

Downtown
Spenard Corridor Plan: Adopted in November 2020

✓ Transit Oriented Development
✓ Transportation & Land Use Plan
✓ FHWA Funding & Local Match
✓ AMATS & MOA Long Range Planning
Chapter 1: Introduction

Plan Area

A. Purpose of the Spenard Corridor Plan

The Spenard Corridor Plan is intended to guide future development and public improvements in the Plan Area. It documents the community’s vision and provides a framework for the review of future development and public improvements. Investments should be consistent with the vision and general recommendations included in this Plan; however, the Plan should be implemented and managed with the awareness of unknown opportunities and property owner interests, while ensuring the baseline vision and objectives are achieved.

Integration of resiliency should be key in looking at potential projects and developments; opportunities for food security through local production, disaster preparedness, and reduction of carbon footprint, and social/economic health will place Spenard in a unique position to meet the needs of the future.

B. Local Setting

As shown in Figure 1.1, the Plan Area is located within the western section of the Anchorage Bowl, just south of Downtown, west of Midtown, north of Tudor Road and northeast of Ted Stevens Anchorage International Airport. It is bisected by the Alaska Railroad line and connected to the rest of the city by several regional corridors, including Minnesota Drive, Tudor Road and Northern Lights Boulevard.
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.

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

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

Figure 3.2 Plan Concept (Part B): Plan Area
Chapter 3: Plan Framework

Creating the Framework
Chapter 3: Plan Framework

Circulation & Connectivity
Chapter 3: Plan Framework

Land Use
Chapter 3: Plan Framework

Placemaking Opportunities
Target Parking Zones
Chapter 4: District Specific Concepts

North District

Figure 4.4 North Spenard Redevelopment Case Study (Section View)

- Integrated green space
- Multiuse building (outdoor dining feature)
- Multiuse building (outdoor courtyard and site circulation)

W. 27th Ave.
- Includes street parking on both sides of street

W. 26th Ave.
- Includes street parking on both sides of street

Multiuse Buildings
01 - retail/food
02 - offices

Integrated Green Space
- Community park
- Serves as secondary market space
Chapter 4: District Specific Concepts

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/reit/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 ensure how such a trail could coexist with the functional needs of the rail corridor.

SPENARD CORRIDOR PLAN ASSEMBLY PRESENTATION 2020
Chapter 4: District Specific Concepts

South District

Figure 4.12 South Spenard Redevelopment Case Study (Section View)

This illustration is purely conceptual and is intended to help create pedestrian enhancement of existing properties with public spaces and streets. The development concepts depicted would require pragmatic examination of existing conditions, including consideration of surface parking, new public parking structures and transportation enhancements.
Chapter 5: Circulation & Connectivity

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
Chapter 5: Circulation & Connectivity

Conceptual Circulation Improvements

Figure 5.1 Neighborhood Street (Existing Condition - 10' ROW)  
Figure 5.3 Neighborhood Street Expanded ROW - 10' ROW + Natural Drainage Section Cat B  
Figure 5.5 Neighborhood Street Expanded ROW - 10' ROW + 10' (for areas where 10' of additional ROW is possible)

Figure 5.2 Neighborhood Street Expanded ROW - 10' ROW + Natural Drainage Section Cat A  
Figure 5.4 Neighborhood Street Expanded ROW - 10' ROW + 10' (for areas where 10' of additional ROW is important)

Figure 5.8 Fireweed Ln. 60' ROW - One-way  
Protected Bike Lane (parking one side)  
(for use where separated bike lanes are important)
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
### Chapter 7: Implementation

#### Implementation by Chapter

**Goal 1: Support Transit and Increase Ridership**

<table>
<thead>
<tr>
<th>Policy</th>
<th>Action</th>
<th>Agency Partners</th>
<th>Time Frame</th>
<th>Funding Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy 2.1: Buildings, spaces and facilities whose users benefit from and support transit service should be promoted.</td>
<td>1. Facilitate private development that will increase transit ridership. 2. Evaluate development review processes to streamline.</td>
<td>MOA Planning MOA Transit</td>
<td>S</td>
<td>×</td>
</tr>
</tbody>
</table>

**Goal 2: Recognize Spenard as a Destination**

<table>
<thead>
<tr>
<th>Policy</th>
<th>Action</th>
<th>Agency Partners</th>
<th>Time Frame</th>
<th>Funding Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy 2.2: Expand Spenard’s roll as a citywide destination and market it as a destination district.</td>
<td>1. Support branding of Spenard as a special destination.</td>
<td>MOA Office of Economic &amp; Community Development (OECD)</td>
<td>S</td>
<td>×</td>
</tr>
<tr>
<td>Policy 2.3: Promote preservation of historic resources in the area as landmarks that contribute to its distinct identity.</td>
<td>1. Analyze code for barriers to adaptive reuse and address them.</td>
<td>MOA Planning</td>
<td>S</td>
<td>×</td>
</tr>
</tbody>
</table>

**Goal 3: Celebrate the Culture of Spenard and Anchorage**

<table>
<thead>
<tr>
<th>Policy</th>
<th>Action</th>
<th>Agency Partners</th>
<th>Time Frame</th>
<th>Funding Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy 2.4: Create spaces that educate, inform and provide experiences that reinforce Spenard as a cultural destination.</td>
<td>1. Study opportunities to include cultural events in public spaces.</td>
<td>MOA OECD OMOA Parks and Recreation</td>
<td>S</td>
<td>×</td>
</tr>
</tbody>
</table>

*Table 7.2 Implementation by Chapter (continued)*
Non-Motorized Plan DRAFT
# Table of Contents

<table>
<thead>
<tr>
<th>Chapter</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chapter 1 - Introduction</td>
<td>1</td>
</tr>
<tr>
<td>Chapter 2 - Existing Conditions</td>
<td>7</td>
</tr>
<tr>
<td>Chapter 3 - Public Involvement</td>
<td>39</td>
</tr>
<tr>
<td>Chapter 4 - Network Development</td>
<td>51</td>
</tr>
<tr>
<td>Chapter 5 - Project Prioritization</td>
<td>61</td>
</tr>
<tr>
<td>Chapter 6 - Implementation</td>
<td>81</td>
</tr>
<tr>
<td>Chapter 7 - Design Guide</td>
<td>121</td>
</tr>
<tr>
<td>Appendices</td>
<td>183</td>
</tr>
</tbody>
</table>
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

Alaska Common Ground – Land Use 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

17,610 people experienced crashes in the past 4 years.

NO INJURY | MINOR INJURY | SEVERE INJURY | FATALITY
--- | --- | --- | ---
2015 | 1,412 | 2,123 | 412
2016 | 1,412 | 2,123 | 412
2017 | 1,412 | 2,123 | 412
2018 | 1,412 | 2,123 | 412

PEDESTRIANS: 12 people were hit per month on average.

ALL COLLISIONS
- 2015: 1,000
- 2016: 1,211
- 2017: 1,111
- 2018: 1,145

FATALITY
- 2015: 0
- 2016: 1
- 2017: 1
- 2018: 1

BICYCLISTS: 8 people were hit per month on average.

ALL COLLISIONS
- 2015: 1,342
- 2016: 1,222
- 2017: 1,232
- 2018: 1,012

FATALITY
- 2015: 0
- 2016: 0
- 2017: 0
- 2018: 0

MOTORCYCLESTERS: Crashes are trending back up.

ALL COLLISIONS
- 2015: 76
- 2016: 69
- 2017: 64
- 2018: 79

FATALITY
- 2015: 4
- 2016: 2
- 2017: 2
- 2018: 4

2018 fatal & severe crashes: what happened?

BICYCLE TOTAL: 8
- 22% alcohol
- 22% pedestrian
- 22% lane
- 22% other

PEDESTRIAN TOTAL: 41
- 24% alcohol
- 20% pedestrian
- 18% car
- 7% other

VEHICLE (AUTO) + NON-MOTORCYCLE + NON-PEDESTRIAN + BICYCLE TOTAL: 65
- 25% alcohol
- 12% pedestrian
- 12% car
- 11% other

VEHICLE (AUTO) + NON-PEDESTRIAN + BICYCLE TOTAL: 23
- 22% alcohol
- 19% pedestrian
- 15% car
- 11% other
Chapter 2: Existing Conditions

Network Analysis

- Level of Traffic Stress
  - Posted Speed Limit
  - Street Width
  - Presence of Bicycle Lanes
  - Character of Bicycle Lanes
Chapter 2: Existing Conditions

Network Analysis

- Demand Analysis
  - Live
  - Work
  - Play
  - Shop
  - Access Transit
  - Go to School
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
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
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
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
Chapter 5: Prioritization

Criteria

- Health & Equity
- Public Support
- Connectivity
- Gap Closure
- Safety
- Previous Support

Composite Priority Score
Chapter 5: Prioritization

Prioritized Bicycle Network

- High Priority
- Medium Priority
- Low Priority
Chapter 5: Prioritization

Prioritized Pedestrian Corridors

- High Priority
- Medium Priority
- Low Priority
Chapter 6: Implementation

Project Examples

1. 10th Avenue and Cordova Street Intersection
2. Campbell Creek Trail Crossing at Lake Otis Parkway
3. Fireweed Lane – Bicycle and Pedestrian
4. 27th Avenue – Bicycle Boulevard
5. 40th 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: 10th Avenue and Cordova Street Intersection

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 ensuring the friction component.

MAINTENANCE COST OPTION (2018 DOLLARS)

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>ESTIMATED RECURRING ANNUAL MAINTENANCE COSTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Snow Hauling</td>
<td>$6,000</td>
</tr>
<tr>
<td>Routine Maintenance</td>
<td>$4,000</td>
</tr>
<tr>
<td>Total (rounded)</td>
<td>$10,000</td>
</tr>
</tbody>
</table>

Winter maintenance costs are expected to be $10,000 annually.
## Project Examples: 10th Avenue and Cordova Street Intersection

### Project Cost Option (2018 Dollars)

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

### 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)

- **Implementation Action**: Develop Program to Archive Historic Data
  - Related Policy/Goal: ACCESS
  - Funding Sources: MTA, MOA Traffic
  - Implementation Partners: Anchorage School District

### MID-TERM (2-10 YEARS)

- **Implementation Action**: Develop Pedestrian and Bicycle Network
  - Related Policy/Goal: ACCESS
  - Funding Sources: MTA, MOA Traffic
  - Implementation Partners: Anchorage School District

### LONG-TERM (10-20 YEARS)

- **Implementation Action**: Implement All High Priority Bicycle Projects
  - Related Policy/Goal: ACCESS
  - Funding Sources: MTA, MOA Traffic
  - Implementation Partners: Anchorage School District

## Table 6.6 Implementation Matrix: Immediate (0-2 Years)

<table>
<thead>
<tr>
<th>Implementation Action</th>
<th>Related Policy/Goal</th>
<th>Funding Sources</th>
<th>Implementation Partners</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop Program to Archive Historic Data</td>
<td>ACCESS</td>
<td>MTA, MOA Traffic</td>
<td>Anchorage School District</td>
</tr>
</tbody>
</table>

## Table 6.7 Implementation Matrix: Mid-Term (2-10 Years)

<table>
<thead>
<tr>
<th>Implementation Action</th>
<th>Related Policy/Goal</th>
<th>Funding Sources</th>
<th>Implementation Partners</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop Pedestrian and Bicycle Network</td>
<td>ACCESS</td>
<td>MTA, MOA Traffic</td>
<td>Anchorage School District</td>
</tr>
</tbody>
</table>

## Table 6.8 Implementation Matrix: Long-Term (10-20 Years)

<table>
<thead>
<tr>
<th>Implementation Action</th>
<th>Related Policy/Goal</th>
<th>Funding Sources</th>
<th>Implementation Partners</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implement All High Priority Bicycle Projects</td>
<td>ACCESS</td>
<td>MTA, MOA Traffic</td>
<td>Anchorage School District</td>
</tr>
</tbody>
</table>

*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

<table>
<thead>
<tr>
<th>AGE</th>
<th>CHARACTERISTICS</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-4</td>
<td>Learning to walk</td>
</tr>
<tr>
<td></td>
<td>Require constant adult supervision</td>
</tr>
<tr>
<td></td>
<td>Developing peripheral vision and depth perception</td>
</tr>
<tr>
<td>5-8</td>
<td>Increasing independence, but still require supervision</td>
</tr>
<tr>
<td></td>
<td>Poor depth perception</td>
</tr>
<tr>
<td>9-15</td>
<td>Susceptible to &quot;dart out&quot; or intersection dash</td>
</tr>
<tr>
<td></td>
<td>Poor judgment</td>
</tr>
<tr>
<td></td>
<td>Sense of invulnerability</td>
</tr>
<tr>
<td>14-18</td>
<td>Improved awareness of traffic environment</td>
</tr>
<tr>
<td></td>
<td>Poor judgment</td>
</tr>
<tr>
<td>19-40</td>
<td>Active, fully aware of traffic environment</td>
</tr>
<tr>
<td>41-65</td>
<td>Slowing of reflexes</td>
</tr>
<tr>
<td>65+</td>
<td>Difficulty crossing street in time</td>
</tr>
<tr>
<td></td>
<td>Vision loss</td>
</tr>
<tr>
<td></td>
<td>Difficulty hearing vehicles approach from behind</td>
</tr>
</tbody>
</table>

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 or joni.wilm@anchorageak.gov

3. Take the surveys!

4. Get involved in your local community council.