



Joni Wilm

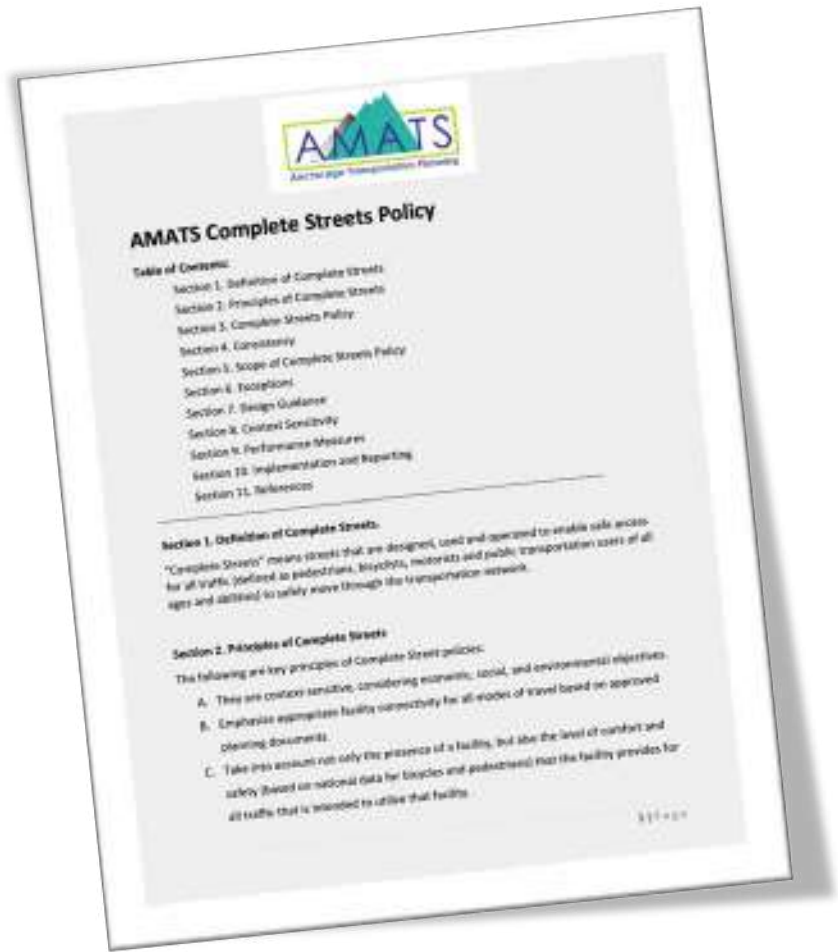
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Linking Land Use & Transportation Planning

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



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.

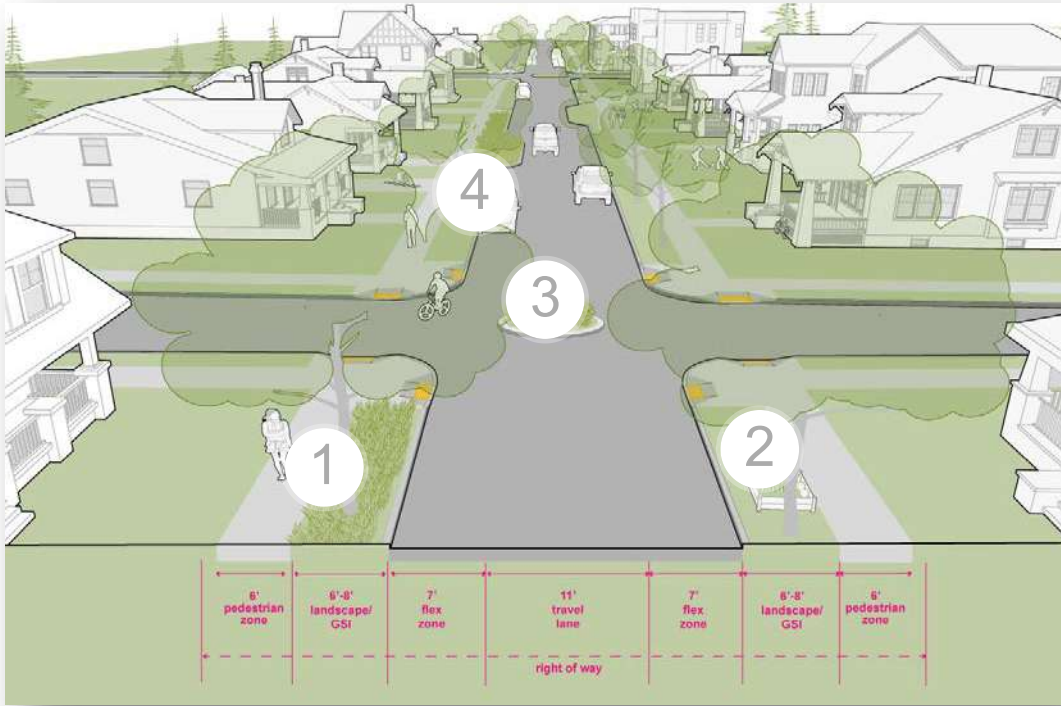


Walk

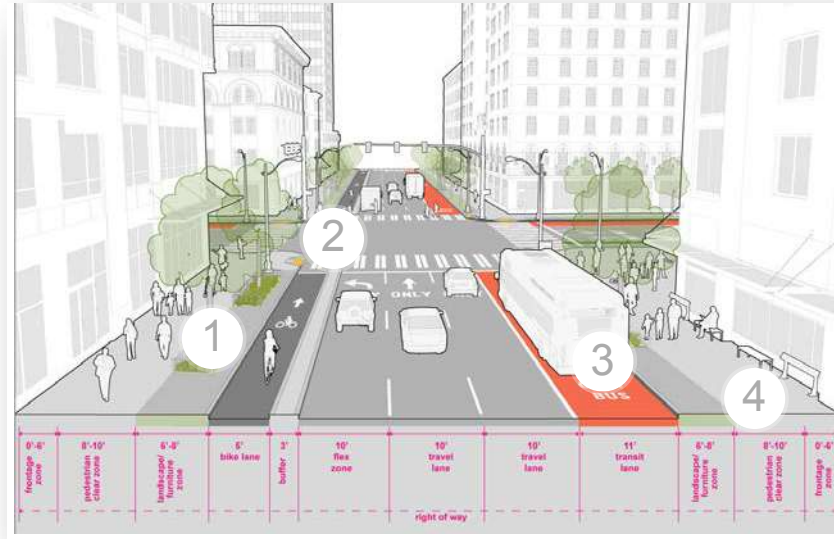
When all the principles come together, the results are most keenly felt by the pedestrian. Vibrant, active streets where people feel safe are fundamental to the successful twenty-first century city.

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

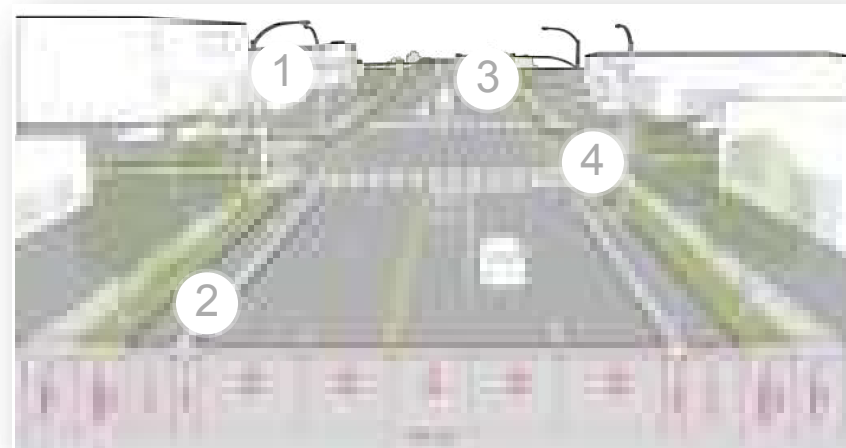
Street Typologies



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.

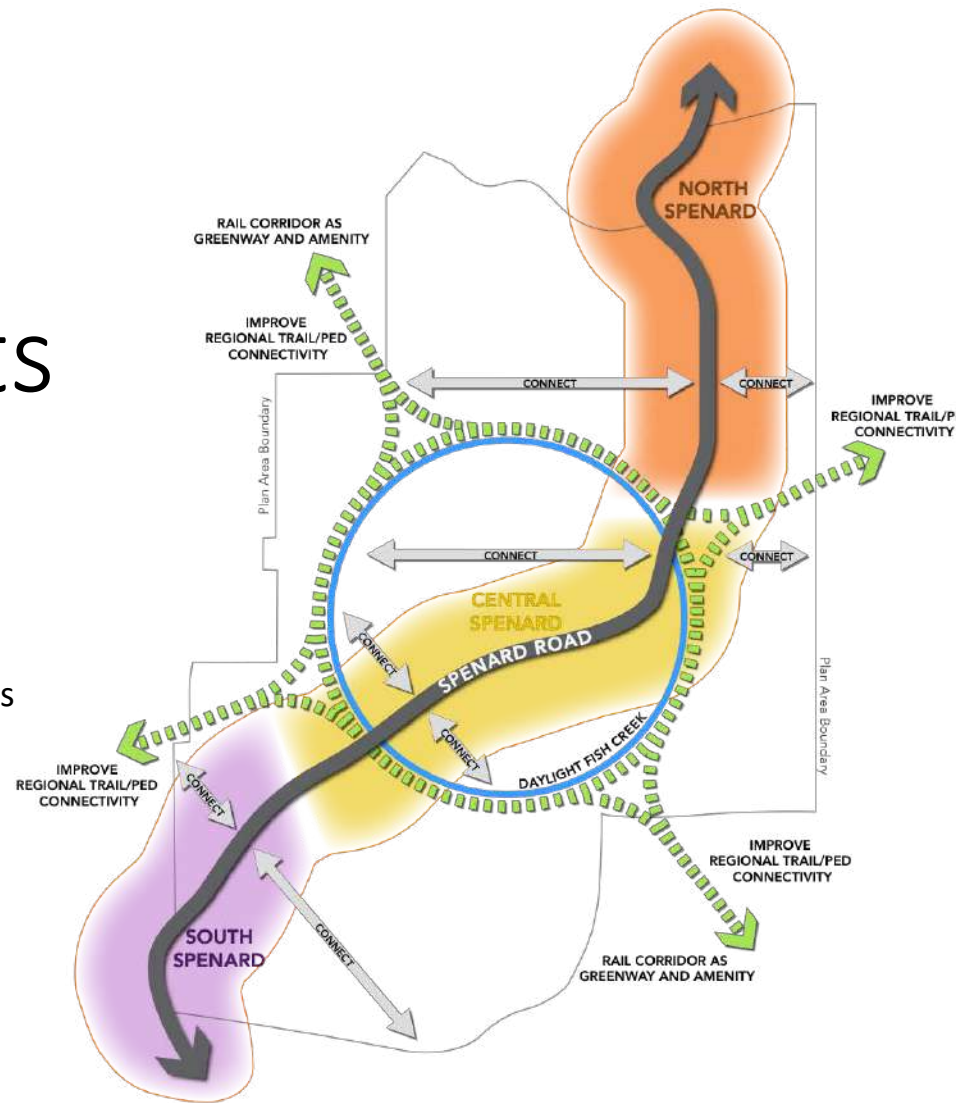


Figure 3.2 Plan Concept (Part B): Plan Area

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

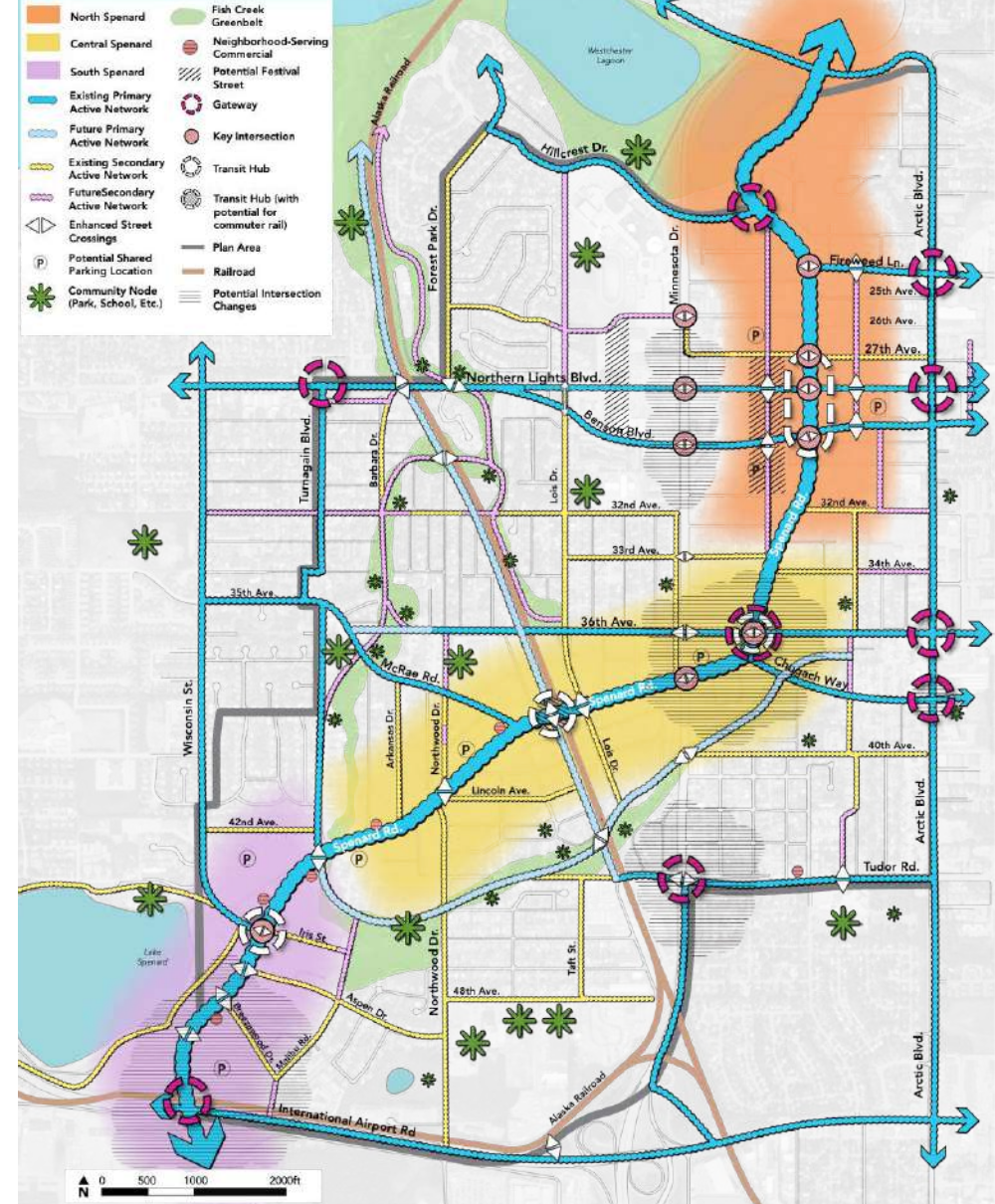
Central District Vision

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



Chapter 3: Plan Framework

Creating the Framework



- North Spenard
- Central Spenard
- South Spenard
- Existing Primary Active Network
- Future Primary Active Network
- Existing Secondary Active Network
- Future Secondary Active Network
- Enhanced Street Crossings
- Potential Shared Parking Location
- Community Node (Park, School, Etc.)
- Fish Creek Greenbelt
- Neighborhood-Serving Commercial
- Potential Festival Street
- Gateway
- Key Intersection
- Transit Hub
- Transit Hub (with potential for commuter rail)
- Plan Area
- Railroad
- Potential Intersection Changes

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SPENARD CORRIDOR PLAN ASSEMBLY PRESENTATION 2020



Circulation & Connectivity

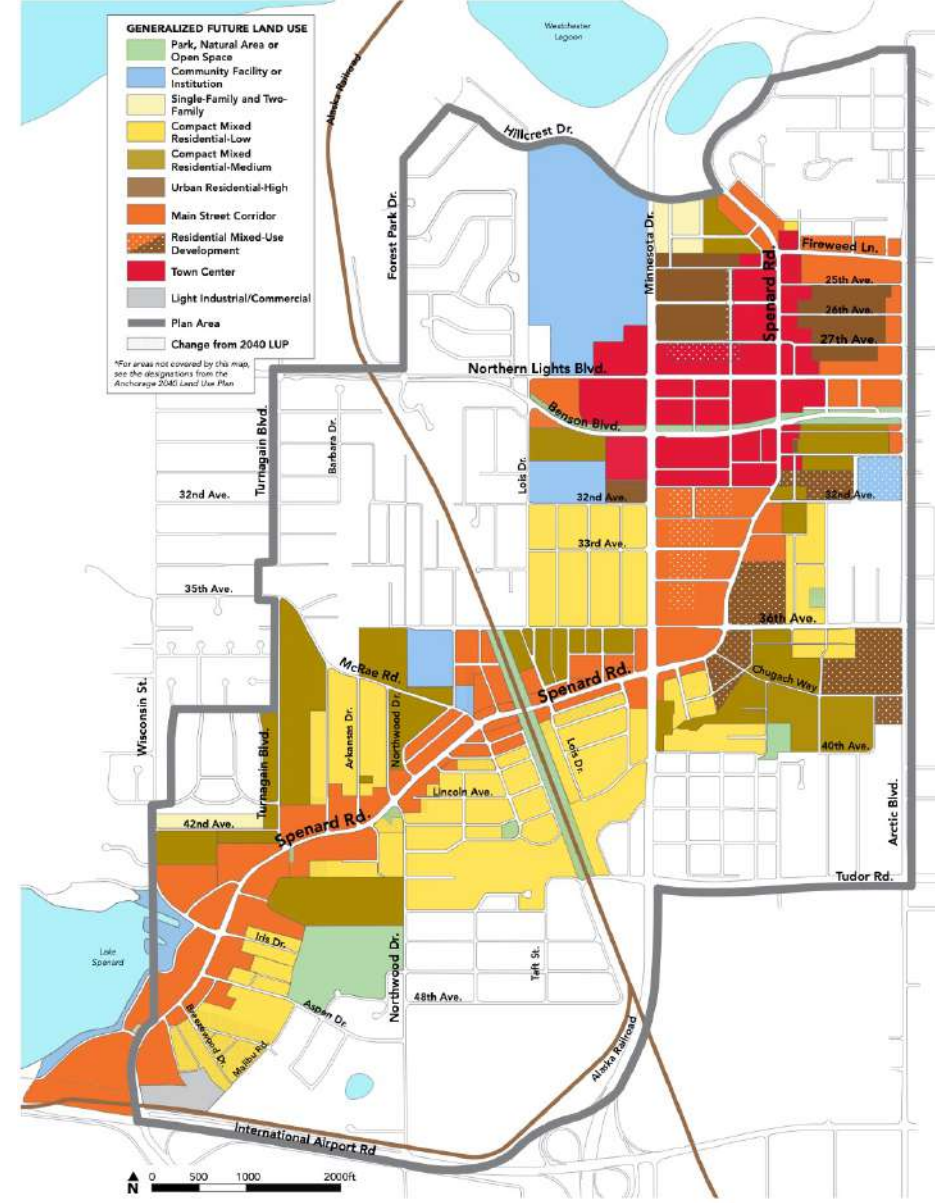


- Existing Primary Active Network
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- Enhanced Street Crossing
- Railroad
- Plan Area
- Potential Festival Street
- Potential Intersection Changes

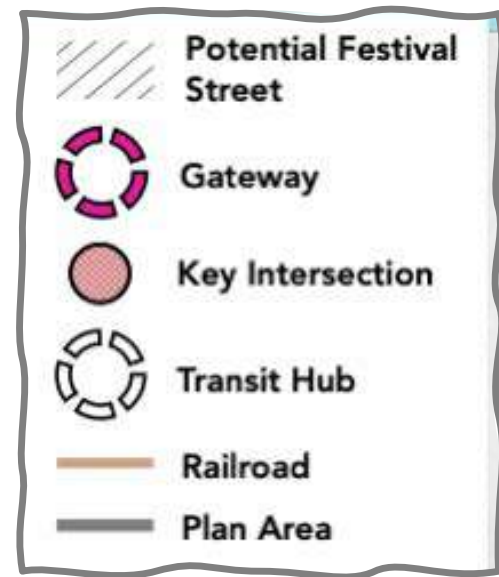
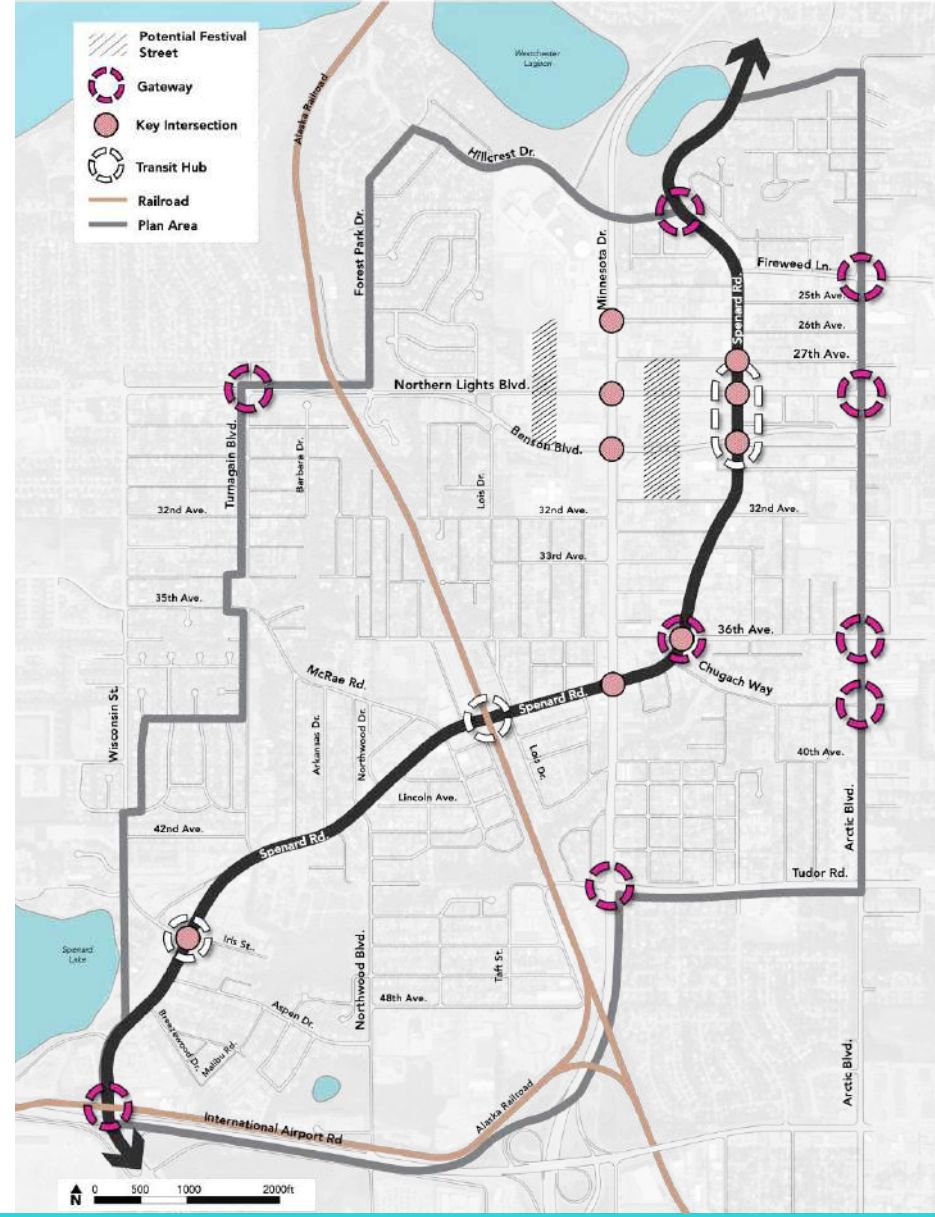
- Existing Primary Active Network
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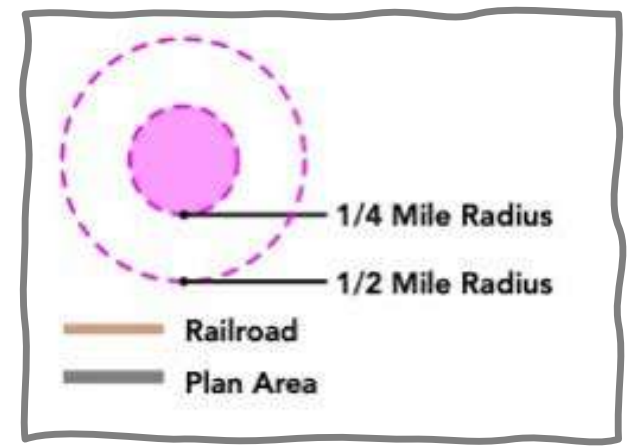
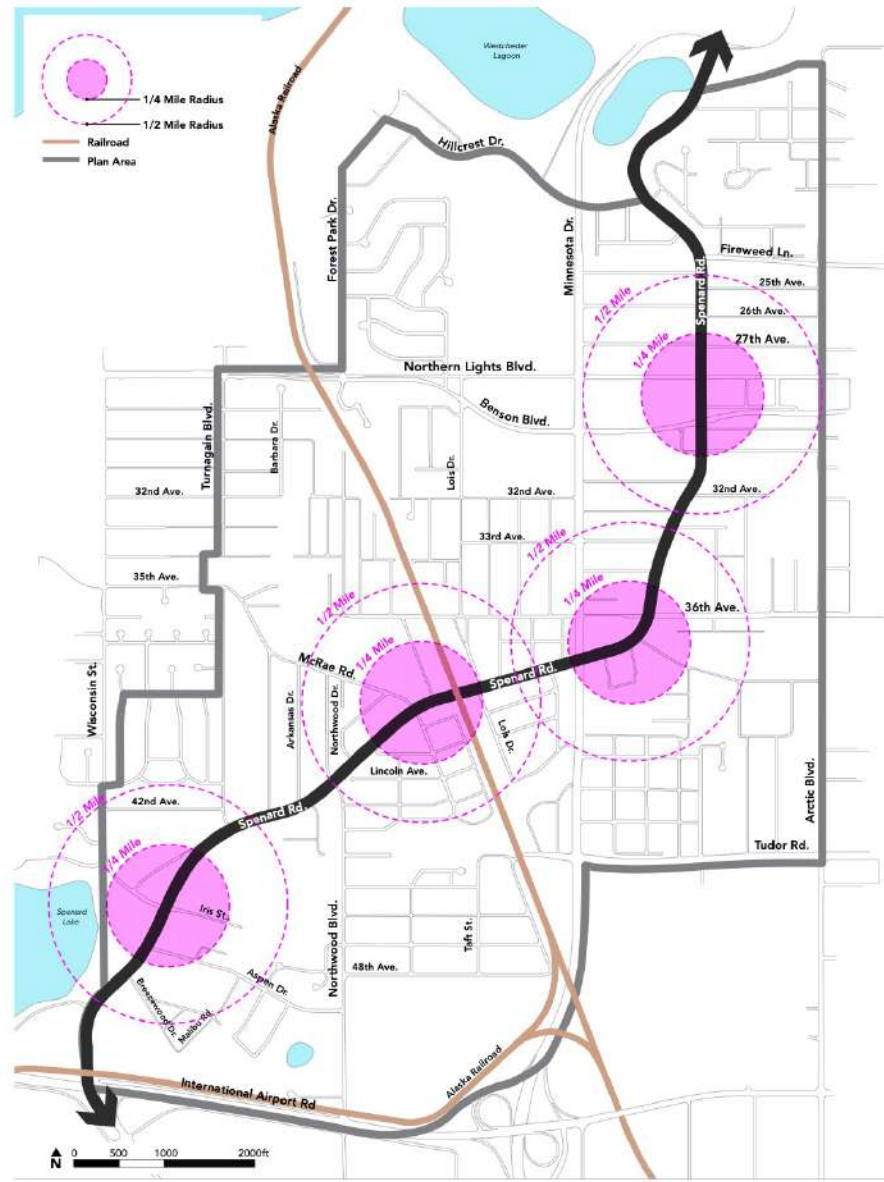
Land Use



Placemaking Opportunities



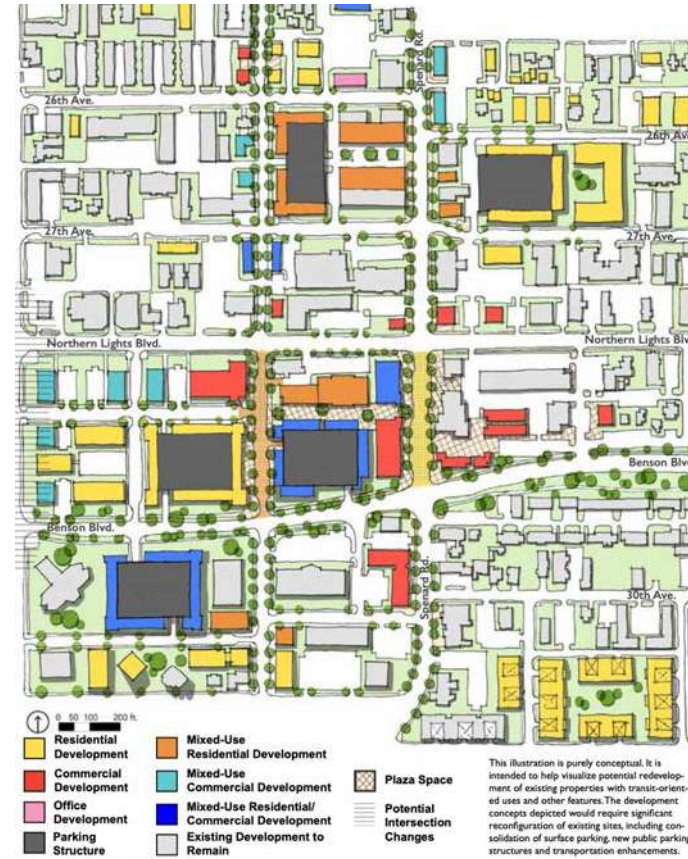
Target Parking Zones



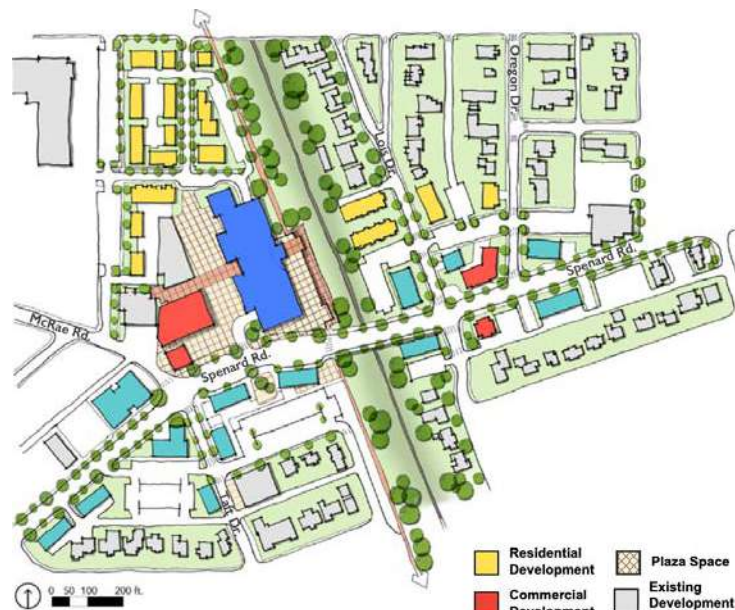
North District



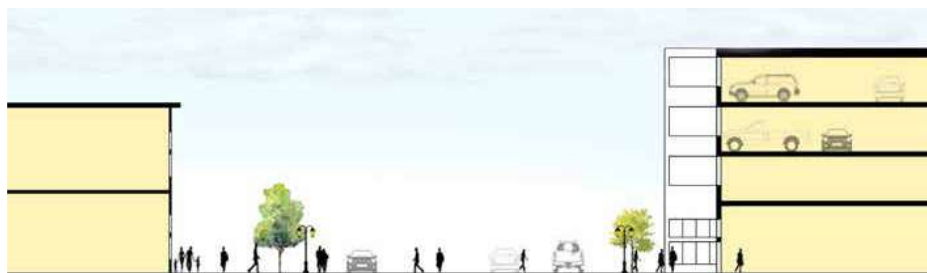
<p>W. 27th Ave. -includes street parking on both sides of street</p>	<p>Multiuse Buildings 01 - retail/food 02 - offices</p>	<p>Integrated Green Space -community park -serves as secondary market space</p>	<p>Multiuse Buildings 01 - retail/food 02 - offices</p>	<p>W. 26th Ave. -includes street parking on both sides of street</p>
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Central District



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.



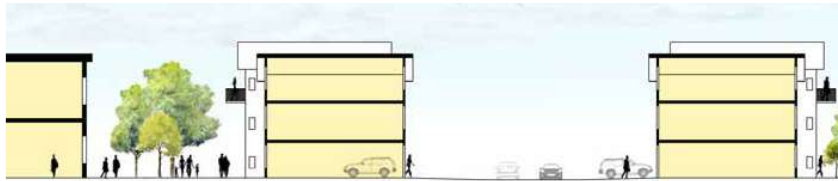
Multiuse Buildings
 01 - retail/food
 02 - offices

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



South District



Work Space

commercial building
two stories
office space
large green space to
ront of building w/
urface parking

Shared Green Belt

-landscaped
transition between
commerical 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

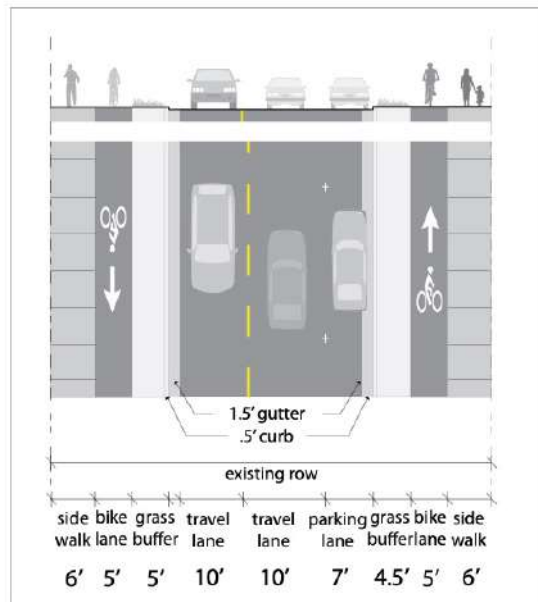


Figure 5.8 Fireweed Ln. 60' ROW - One-way Protected Bike Lane (parking one side)
(for use where separated bike lanes are important)

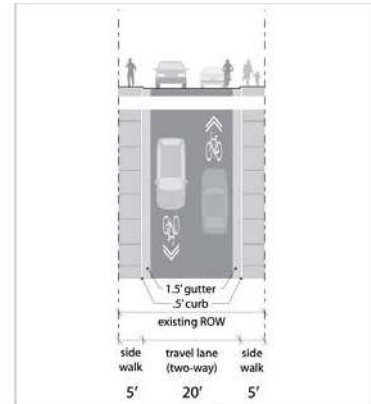


Figure 5.1 Neighborhood Street (Existing Condition - 30' ROW)

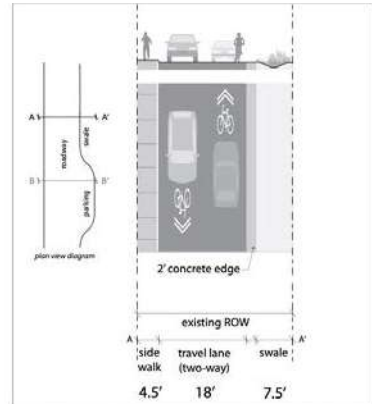


Figure 5.2 Neighborhood Street Expanded ROW - 30' ROW + Natural Drainage Section Cut A
(for use where on-street parking is not important)

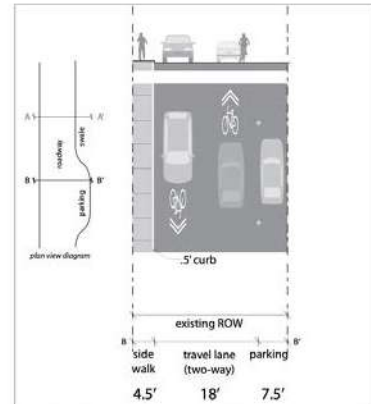


Figure 5.3 Neighborhood Street Expanded ROW - 30' ROW + Natural Drainage Section Cut B
(for use where on-street parking is important)

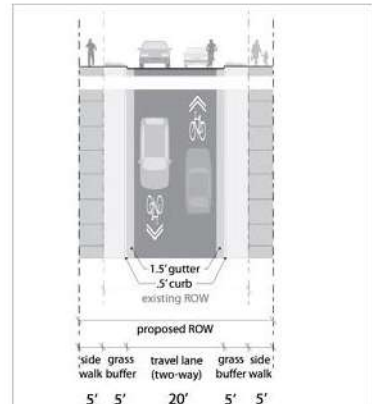


Figure 5.4 Neighborhood Street Expanded ROW - 30' ROW + 10'
(for use where 10' of additional ROW is possible)

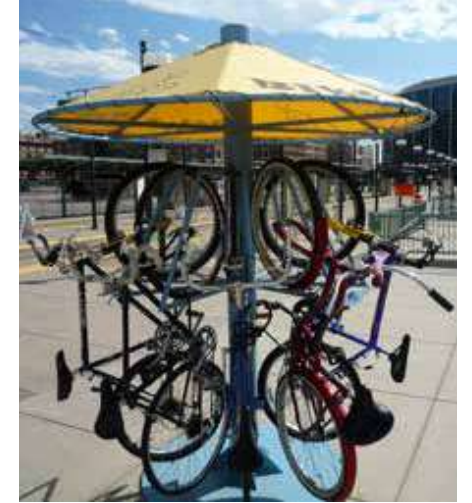


Figure 5.13 Spenard Road Corridor Crossings (Middle Segment)



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	
Policy 2.1: 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	
Policy 2.2: 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			
Policy 2.3: 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	
Policy 2.4: 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
- SERVEING 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

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



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

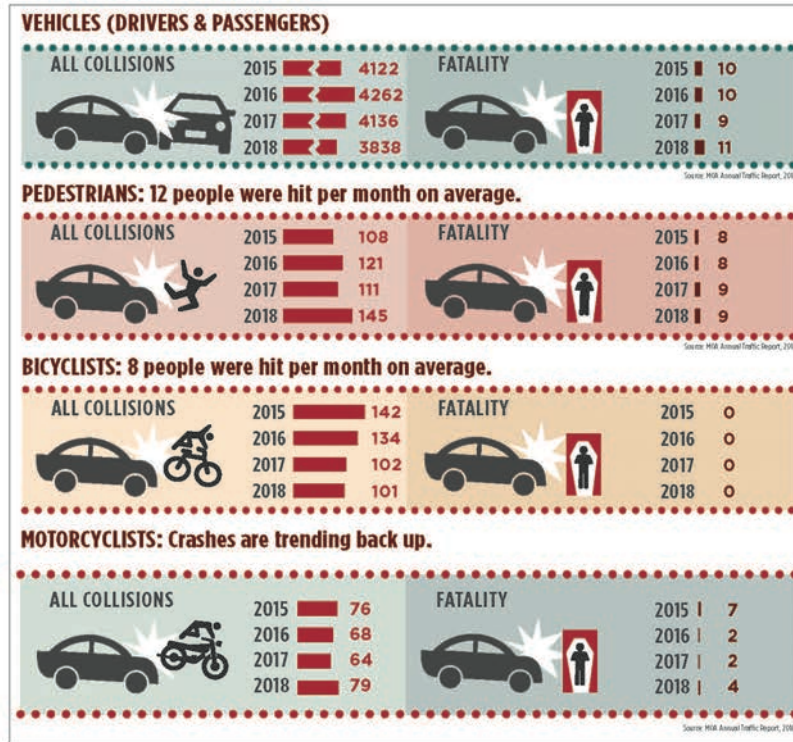


Figure 2.7: 2018 Crash statistics by mode, reproduced from the 2018 Anchorage Vision Zero Action Plan



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

2018 fatal & severe crashes: what happened?

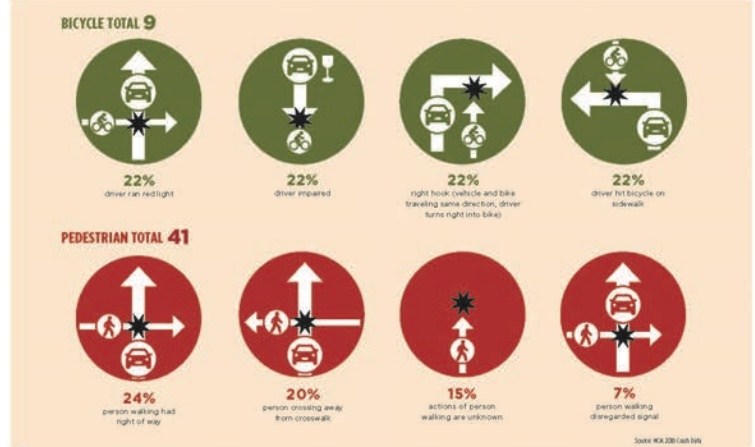


Figure 2.9: 2018 Fatal & severe crashes: What happened?, reproduced from the 2018 Anchorage Vision Zero Action Plan

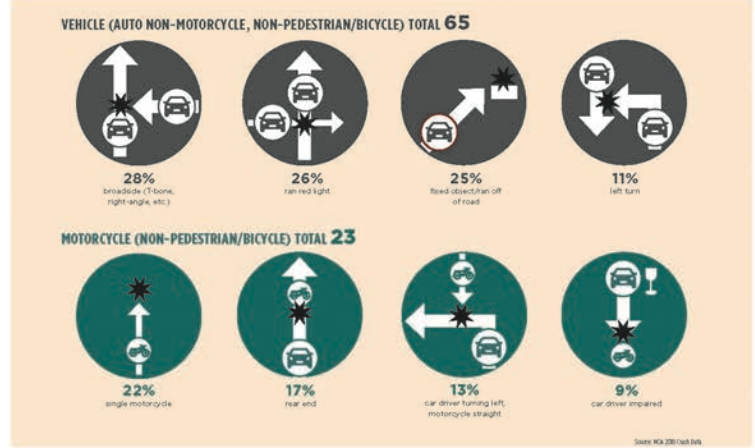


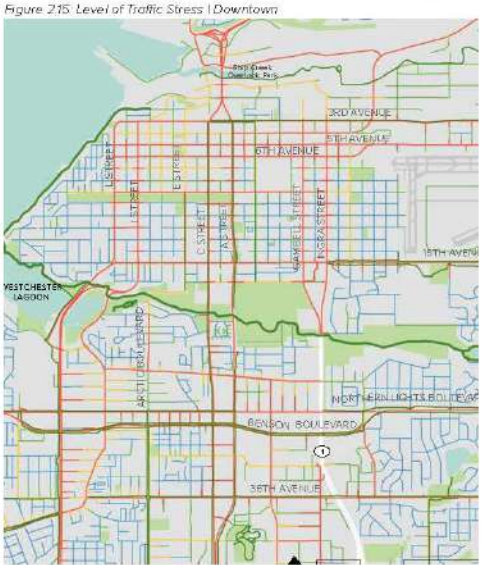
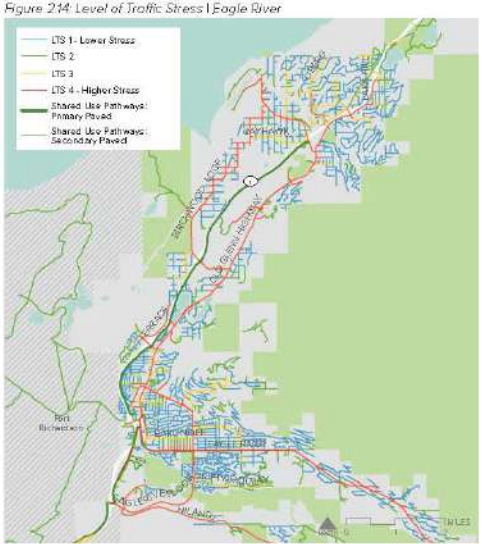
Figure 2.10: 2018 Fatal & severe crashes: What happened?, continued, reproduced from the 2018 Anchorage Vision Zero Action Plan



Chapter 2: Existing Conditions

Network Analysis

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



Chapter 2: Existing Conditions

Network Analysis

- Demand Analysis

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

Figure 2.16: Demand Analysis

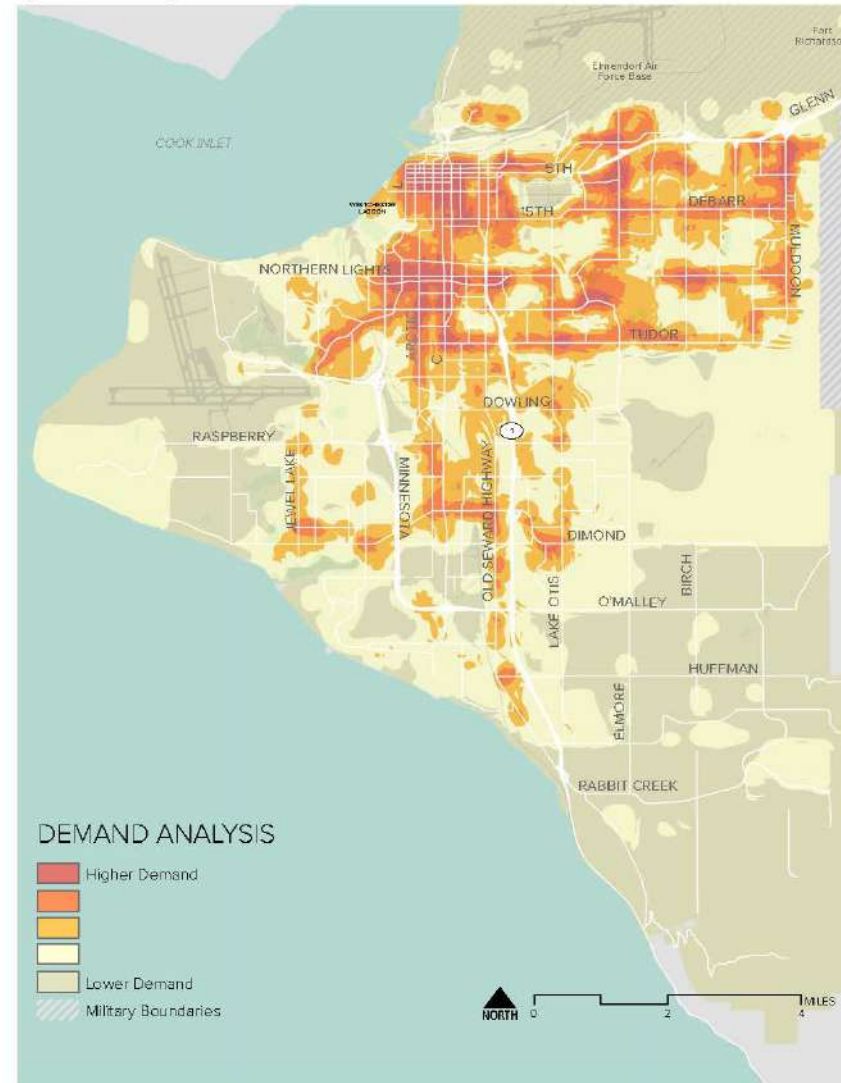
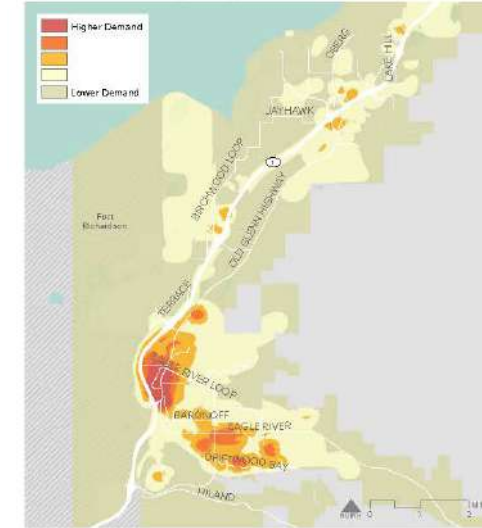


Figure 2.17: Demand Analysis | Eagle River



Chapter 2: Existing Conditions

Health & Equity

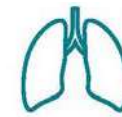
- Health Indicators



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 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

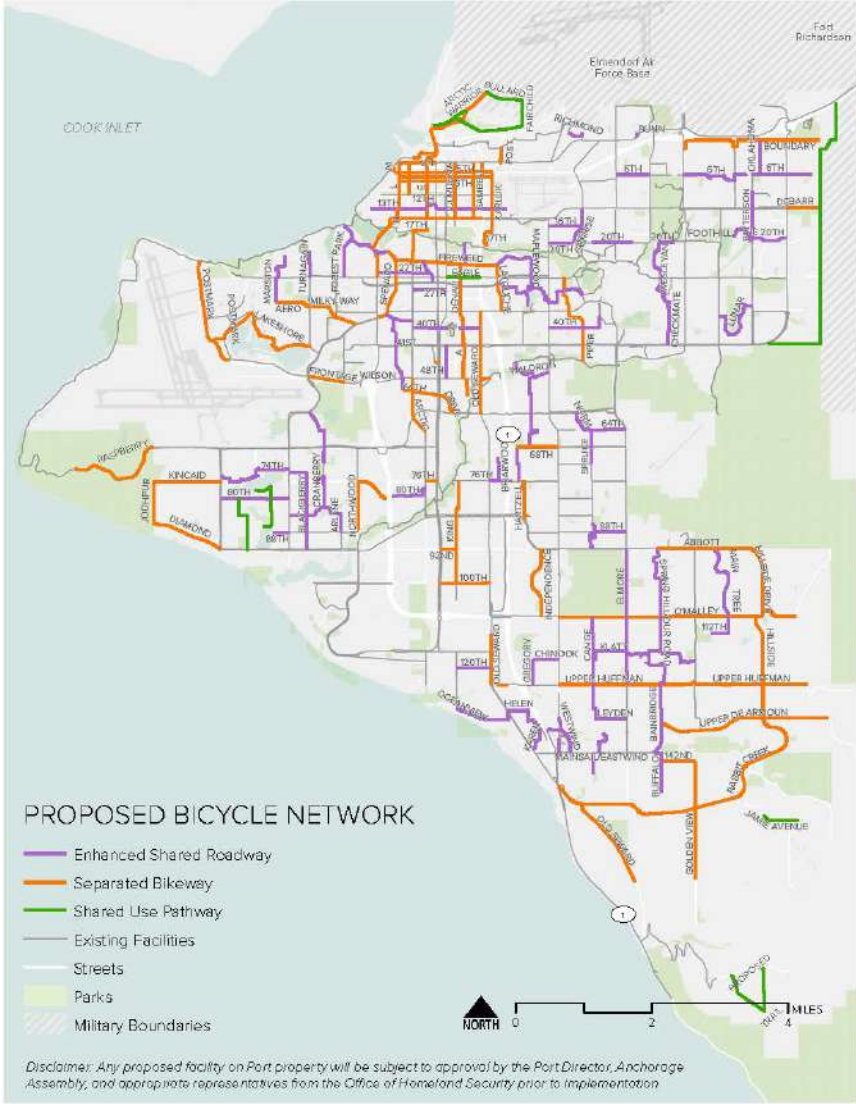


Figure 4.2 Recommended Bicycle Network | Eagle River



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**

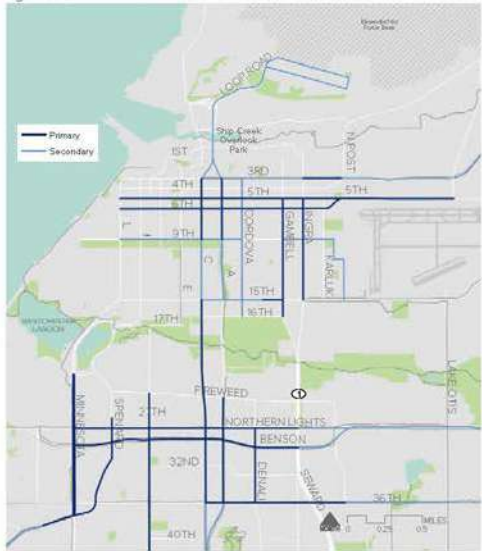
Figure 4.4: Recommended Pedestrian Network



Figure 4.5: Recommended Pedestrian Network | Eagle River

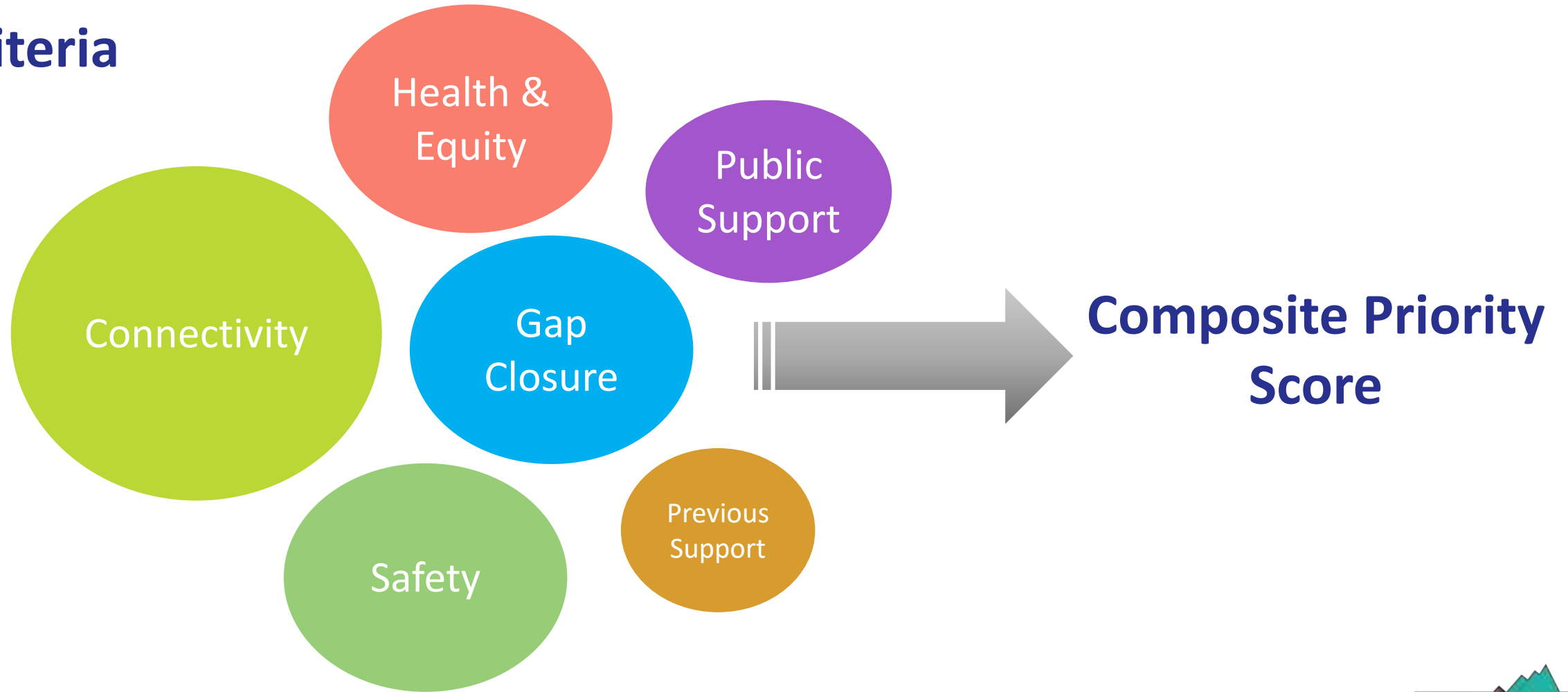


Figure 4.6: Recommended Pedestrian Network | Downtown



Chapter 5: Prioritization

Criteria



Chapter 5: Prioritization

Prioritized Bicycle Network

- High Priority
- Medium Priority
- Low Priority

Figure 5.1: Prioritized Bicycle Corridors

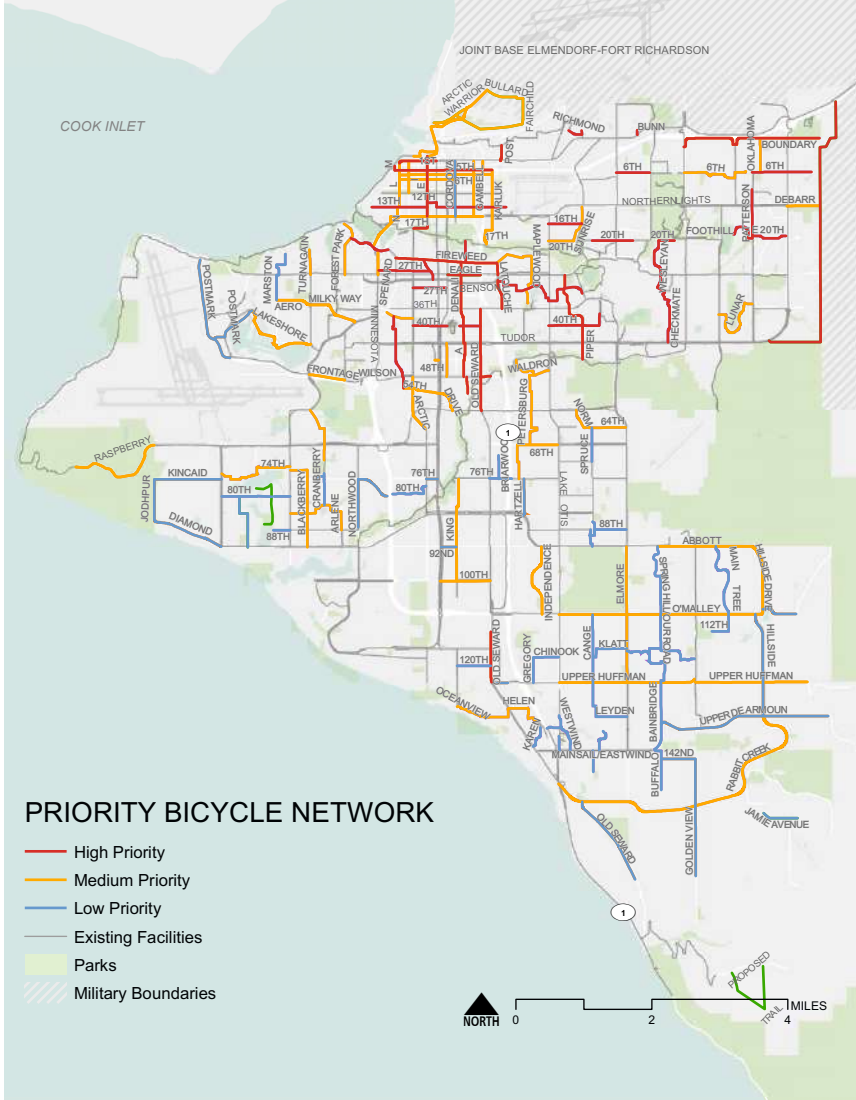


Figure 5.2: Prioritized Bicycle Corridors | Eagle River

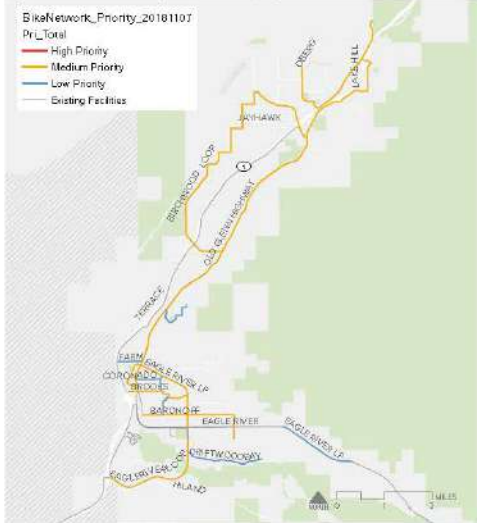


Figure 5.3: Prioritized Bicycle Corridors | Downtown



Chapter 5: Prioritization

Prioritized Pedestrian Corridors

High Priority

Medium Priority

Low Priority

Figure 5.4: Prioritized Pedestrian Corridors

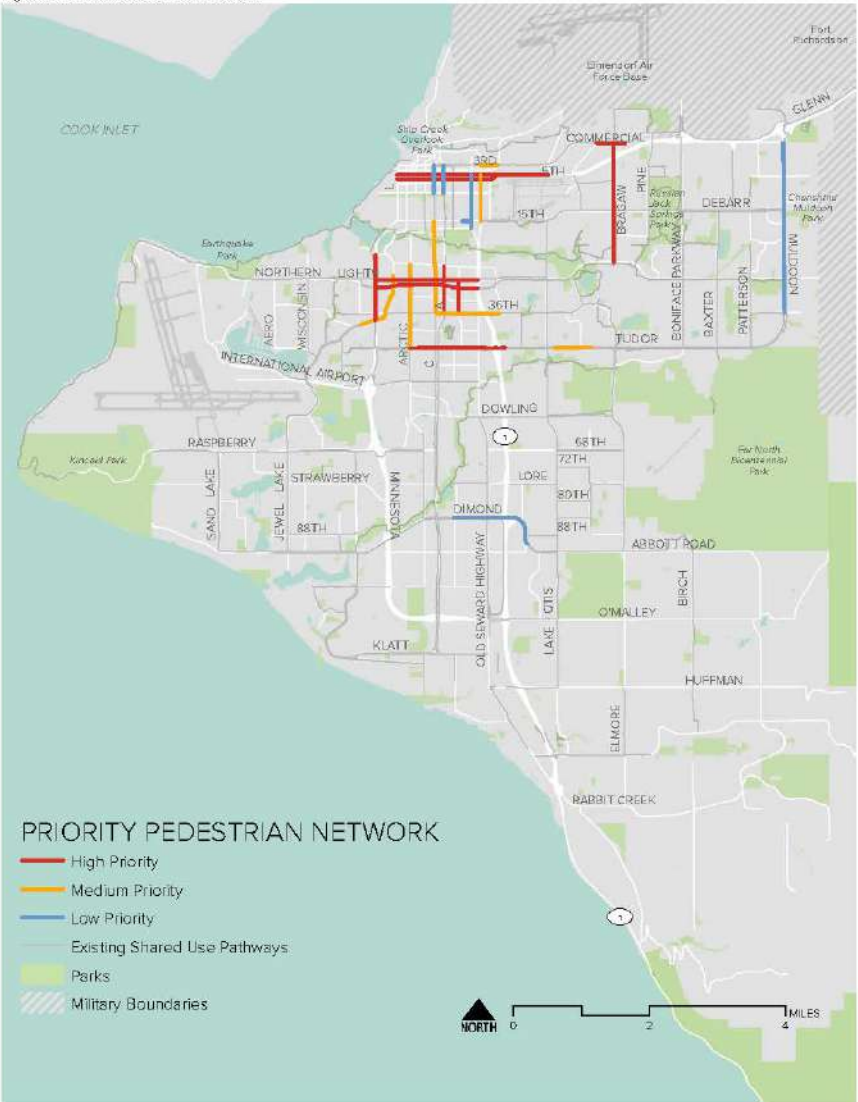


Figure 5.5: Prioritized Pedestrian Corridors | Downtown



Chapter 6: Implementation

Project Examples

1. 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

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

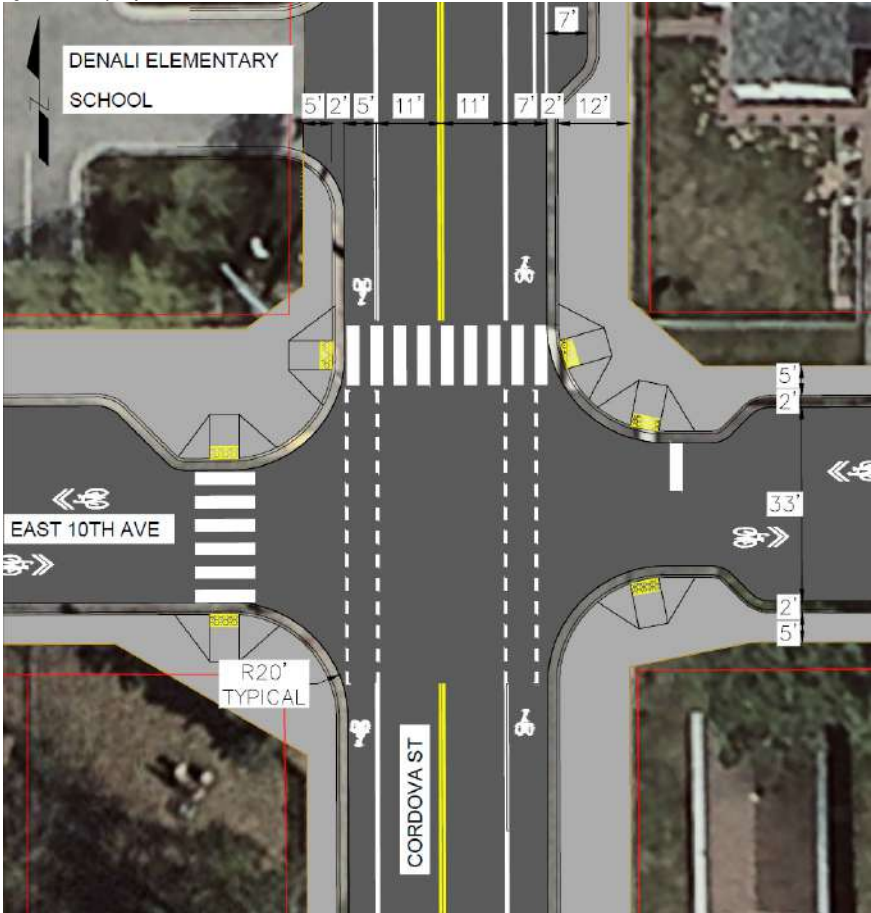


Figure 6.3: Priority Project #1: 10th Avenue and Cordova Street Visualization



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: 10th 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

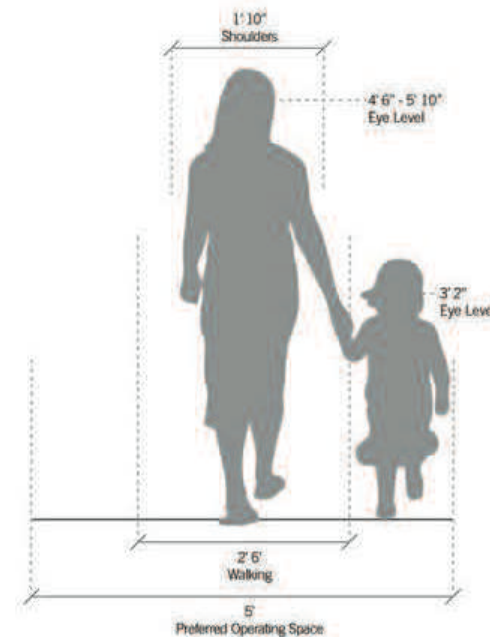
❖ Bicyclists

❖ 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 or joni.wilm@anchorageak.gov

3. Take the surveys!

Survey #1



Survey #2



4. Get involved in your local community council.

