Alternative Rating - Meeting Transportation Goals		Potential Strategies																Tradeoffs					Additional Comments
Building on Today - General Comment s	Pushing the Envelope - General Comment s	Building on Today Potential Strategies - General Comments	Building on Today Potential Strategies - Congestion Management Comments	Building on Today Potential Strategies - High Occupancy Lanes Comments	Building on Today Potential Strategies - Complete Streets Comments	Building on Today Potential Strategies - More onstreet facilities Comments	Building on Today Potential Strategies - Offstreet facilities Comments	Building on Today Potential Strategies - Suggestion Building on Today 2 Comments	Building on Today Potential Strategies - Better Pedestrian Access Comments	Building on Today Potential Strategies - Better transit frequency Comments	Pushing the Envelope Potential Strategies - General Comments	Pushing the Envelope Potential Strategies - Congestion Management Comments	Pushing the Envelope Potential Strategies - Increase cost of parking Comments	Pushing the Envelope Potential Strategies - High Occupancy Toll Lane Comments	Pushing the Envelope Potential Strategies - Autonomous Vehicles Comments	Pushing the Envelope Potential Strategies - Microtransit Comments	Pushing the Envelope Potential Strategies - Commuter Rail Comments	Pushing the Envelope Potential Strategies - Expand Transit Service Comments	U-MED Area Access Tradeoff	Glenn Highway Tradeoff	Northern Lights Tradeoff	A/C Street Tradeoff	Minnesota Drive Tradeoff	
It would be great to see land use integration increase, but I would love to see bike/ped/transit prioritized over driving in some scenarios.	This sounds awesome. I would hate to see it look like the image provided though. Super generic! But the vision is great.	Increase mass transit opportunities - more frequent routes i can't access don't help!, ;)	The principle of induced demand suggests that this is a continuous no-win proposition.	Perhaps this is helpful. Other cities seem to make exceptions for and lack sufficient enforcement.	I support complete streets. I do think we should prioritize bikes and peds.	On street facilities that are maintained over the winter are critical for increasing bicycling in Anchorage in my opinion. Our trail system is amazing, but is limited.	From my perspective, it seems like in order for transit to be embraced by a city it needs to be extremely convenient, time-efficient, and reliable. Our current bus service is not that. I really think we could make it happen!	Frequency is not the issue for me - accessible routes and destinations are	The facilities we have today are ok. The bigger problem is land use that doesn't lend itself to walking (huge parking lots, housing too far from shopping/offices, etc)	In addition to frequency, we need better bus service to some areas of town. For example, Dowling Road.	Work with city and borough to plan new zoning to encourage people to live closer to where they work.	I like this idea in theory, but I also think that it is punitive to Downtown employees. Midtown buildings often have loads of parking available.	Absolutely, there are studies on the high cost of free parking. On-street parking is essentially publicly-subsidized auto storage. This will anger many people who assume free parking is a right as opposed to a privilege.	Interesting idea. Do we have the capability to enforce over the long term? I suppose the toll aspect could help pay for it...	Let's leave this to Google and Elon for now....	I don't know what development impact fees are.	I love this idea, but I don't commute to/from the Mat Su Borough.	Love it.	I own two cars. I drive. I bike and walk. Please focus on humans, not automobiles. The end goal is human mobility, and transit is far more equitable and far safer than cars. U-MED is a great opportunity to promote mobility and access for all people.	It seems to me that we should encourage non-motorized use on other streets, not main arterials. I understand it might be difficult at some streets because signals provide opportunity to cross N/S arterials but even Firewood would be a better option to encourage non motorized use.....I think any way	The bike/ped infrastructure on A Street between 20th and Firewood is awful. The bike lane is NOT maintained in the winter and the Chester Creek Trail connection as sidewalk substitute is not used. We need a sidewalk for this neighborhood and we need more pedestrian crossings on Both A and C.	Love the Palm Tree tradeoff.	I did not see anything specifically about Cantbell and Ingra. I know that these are State roads but something needs to be done.
Anchorage is always 20 years behind, but why can't we apply the lessons other cities have learned the hard way? Others are tearing down urban freeways, we are still trying to build ours, for instance.	Perhaps some of the controversy would be mitigated if the human-centered nature of this approach is emphasized: build for human mobility instead of automobile mobility.	KEEP Bikes off the roadway!	Expanding roadways does not solve congestion, but just buys a few years until latent demand fills it up again.	Is our goal to increase commuters from the Valley at great expense? Why not facilitate more development in Anchorage that is much cheaper to serve with transportation?	This is great. However, safety would be enhanced if streets were make less convenient for automobile use, with the added benefit of making them safer for human beings.	Should be selective, don't put bike lanes on arterials and maybe a plan a slow transition. If we have more non motorized friendly facilities more people will probably use them but it doesn't make a lot of sense to me to over build until we see the demand increase.	Where streets have high speeds, multiple lanes, and high traffic volumes, accompanying off-street bicycle/pedestrian corridors are the only safe option.	Traffic calming, road diets	On busy roads, half way between major intersections with crosswalks/lights, there need to lit, marked and activated crosswalks for pedestrians to better access businesses/transit/etc. Tudor could use at four of these, for example.	Frequency is now good, need to expand the coverage at these frequencies.	I think a huge issue we have is that the State does a Terrible job of cleaning primary street in the winter sidewalks for walkers, wheelchair users, and bikers. This needs to be taken care of ASAP. Why can't the city figure this out?	The theory is good but Anchorage is pretty spread out. My car is the only realistic option that I have for my commute with the current public transportation options. A bike is an option for me in the summer months but not realistic for 90% of my neighbors	needs to be one part of a toolbox	No city has yet solved its transportation problems with single-occupancy vehicles. Early studies on autonomous vehicles indicate that car trips will increase (i.e. congestion will increase).	I'm a little unclear on this combination. According to Google, Microtransit is kind of a premium public transportation system for users that are willing to pay for convenience. That seems like a great idea. Using development fees for transportation also makes sense, there is cost to the public for major traffic generators.	This sounds like a great idea, but it would require a substantial Anchorage Bowl public transit transformation so that people could make the "last mile" (or last ten miles) to the destination. Commuter rail would require efficient connection to employment centers that is faster than driving.	Yes. We need improvements in public transit.	Let's do both to improve access and safety to the demand employers in the state.	Or, tolerate a little bit of congestion and item the flow of commuters from the Valley and invest in Anchorage ourselves	Since emissions testing has ended, the stench and even irritation of auto exhaust has become noticeable along the corridor, particularly on winter mornings. If it is apparent without testing equipment, it is likely a substantial change. Fewer lanes would help reduce traffic and likely reduce congestion along Northern Lights. It's also clear that Northern Lights is rarely being used at capacity, even during peak commute hours.	Repeat, it makes more sense to me to move non-motorized to parallel streets rather than promote non motorized use on major arterials. Public transportation is great but hasn't reached a level of practical use yet in Anchorage. Maybe we could get there but I'm not sure how. Maybe we need to identify the true cost of everybody, including me, driving a single occupant car every day.	That would be awesome but we, as a city, don't have a great track record of maintaining green features. Glenn Bragaw Interchange was so nice when it was constructed and now it looks like kind of shitty. And where do all the cars go? Would we lose capacity?	I like the thoughts of pushing the envelope. The biggest challenge will be getting people to make a lifestyle change, and the political support to try to make that happen. Good luck!
Those other modes need to increase substantially.	Safe and efficient transportation choices are essential for equity and economic stability. Transportation can enable density, livability, safety, etc. How is this more expensive than highway lanes? Why tell people it is controversial?	4-wheelers & snowmachines. Many communities use golf carts for buzzing around, why not Alaskan modes of transport in a similar fashion (with appropriate licensing/tags, etc.)?	Decades of failures show that this is an awful option. Please don't waste my money and squander our future with this option.	Good idea in high density urban centers like Seattle, not a good application in Anchorage	How can one argue with safety for all?	This is great, but tends to marginalize bicyclists and create a culture of animosity when bicyclists depart from bike lanes. Bike lanes are appropriate when speeds are still relatively low (i.e. below 30 mph).	I think this is supposed to be about ped/bike paths and sidewalks. If so, yes.	increase the areas served by buses	Simple bus shelters, lighted.	This isn't so important! I would use buses if they ran more frequently	We need to get arterial traffic on the east side onto an elevated highway running over Muldoon and Tudor	Absolutely, there are studies on the high cost of free parking. On-street parking is essentially publicly-subsidized auto storage. This will anger many people who assume free parking is a right as opposed to a privilege.	Hell no	So the rich people can get to work on time?	Plan for yes. They will not be our savior on their own and if we aren't careful, we will be building more Glenn Highway lanes for the growth in Talkeetna commuters.	This needs more detail to really make a good value judgement.	Expand the highly successful Valley Mover bus service, including operating on the shoulder like Pace in Chicago. Commuter rail is too expensive and too inconvenient.	Yes to limited BRT, Valley Mover running on the shoulder, and expanded People Mover	If you have a medical emergency, you really aren't going to use the bus.	With as dangerous as winter driving has become on the Glen, light rail makes the most sense	Provide improved Northern Lights has congestion is misleading. NL is a high crash location for pedestrians and could be a vibrant commercial corridor	Why do A/C need expansion?	Yes. This would be fabulous.	Your alternatives were very black or white. I think there are middle ground approaches that could work. Additionally, the land-use affects seem underweighted. For example, given our current development patterns, thinking we can increase transit's mode share significantly seems short sighted. We need to make our city more walkable first (more compact development, better mix of land uses, better side street connections, less reliance on arterial grid for short trips, etc). For FMATS, Kittleson did a neat analysis about different development scenarios and how they affect trip length distributions (ie, certain future options result in more trips being short trips, others create more long trips). By looking at these kinds of things, you can start to see opportunities to adjust our system to shorten trips, which reduces vehicle miles traveled (and the subsequent costs of the transport system). Also, shorter trips are easier to take via non-motorized means (walk, bike).
Stick with the plan so we can maximize the number of completed projects	Please. The future of our economy depends on a vibrant city. Car choked cities aren't vibrant. Our trails are great. We need better north/south connections. Our transit system is seriously lacking, despite recent improvements. We need service on Old Seward and 36th, yield to bus lanes to improve on time performance, and marketing to help change public perception.	traffic calming in neighborhoods. Like in Seattle and vancouver BC. Those mini roundabouts within subdivisions at intersections where traffic is supposed to be slow. They are easy for bikes to navigate and way more effective than speed bumps.	If you build it, they come. City after city around the world shows that building more to alleviate congestion works only briefly before the new infrastructure becomes congested. We have enough high-speed multi-lane highways dissecting our town.	If only	Bicycles and pedestrian separate from traffic	Need to be done appropriately. We can do better than unbuffered bike lanes on 45 mph arterials.	Frequency doesn't help if you are not going where I need to go or I have to walk a mile to get to a bus stop that used to be 2 blocks from my house	As of 2018, transit IS much more frequent than in past. Question somewhat ambiguous.	This is especially important in the winter, where snow storage obliterates safe access and requires walking IN THE TRAFFIC LANE.	Recent PeopleMover changes have already greatly improved in-town frequency.		I assume you are talking about more lanes again.	Eliminate surface parking options and rededicate that space for higher revenue purposes	Toll for everyone based on vehicle sizes	Cannot work here. Nit working well where implemented	I'm less sold on the need for microtransit, but a big yes to development fees	Unless you work for the railroad or in the immediate downtown Anchorage center, commuter rail is not attractive. And it is very expensive to run.	The bus system in general needs to be revamped. I went to university in Seattle and everyone took the bus. I tried it here a couple of times and was distressed by wait times, poor facilities, cleanliness, etc. The whole system needs a makeover so people will use it.	Employers could better schedule shift changes to avoid peak.	PLEASE! We are begging for this.	Traffic is bad, but only at certain times. Unless no traffic lights, more lanes will not do much.	How about light rail right down the middle?	What are "improvements" I don't have enough information to answer this question.	I have make many comments. I think the main problem is that we confuse "traffic flow" with effective transportation. Moving cars through an area doesn't necessarily mean that people are able to access the places they want/need to go. Our transportation plan should focus on helping all people in the area access their work, commerce, health care and recreational destinations. Solutions should focus on humans. We already know that increased automobile traffic will result in more negative consequences such as increased mortality and decreased quality of life for both drivers and non-drivers. Alternatives should focus on access for all.
Is one star no and five star yes? I don't understand what you mean by indicators and the arrows below?	Due to weather constraints and urban sprawl, alternative projects are expensive and serve few people.	Improve public transportation	Expanding roadways does not solve congestion issues, it creates them.	This might be helpful, but I think HOV would be more successful if they were combined with more public transit once folks reached town.	Good idea to maximize the use of existing corridors.	Make Minnesota bike lane	Serves few people at a high cost.		snow removal remains a problem that will not go away.	Put the stops and routes back in that you took out and increase frequency.		In the future, yes. First, there has to be a general consensus that downtown is highly desirable, sought after, etc and development has to start occurring that is robust. Only then, slow changes to parking should be enacted, and they should be enacted with some type of perceived advantages (technology better managing parking, for example).	Did you know this item is identical to the previous one?	Will only work with enforcement	Not yet.	I don't know what this means. This survey needs improvement.	Add a no cost all day bus pass with every purchase of a light rail ticket to incentivize coupling the two modes of transit	No bus only lanes - widening roads to achieve this makes it even more dangerous as a pedestrian trying to cross 4-8 lane roads	Your format change is confusing and I could not get back to the instructions to verify	21st century. Maybe offer free/reduced prices for a year to get folks hooked on the program.	Of course this is very dependent on location and function When I and L streets were being looked at DOT would not accept a lane reduction recommendation, this thinking needs to be adjusted ADOT people need to be brought into the moving people mode versus the moving vehicles mode	Similar to NLB, but less. Only issue a few hours M-F. Why put in more lanes for such a short window?	What are the intersection improvements? Benefiting non-motorized or motorized transpo?	First off, some questions of this survey were not clear enough to answer. Also, this implied that non-motorized projects under the push the envelope alternative were somehow more expensive than adding highway lanes, which is ludicrous. Encouraging auto travel, especially from the Valley is by far the most costly way to move people in money and lives. And way prime the pump for controversy?
Seriously? The costs keep rising, do we really think that only rich people need to get around?	This is what the community chose for 2020 planning until the mayor trashed it at the time!	Better integrated traffic management. Instead of expanding lanes, allow longer light periods for intersections with diurnal directional traffic.	We can't continue to be dependent on single occupancy vehicle and the associated infrastructure. New roads are too expensive to build and maintain for us to remain dependent on SOV.	https://www.strongtowns.org/journal/2017/7/18/the-problem-with-hov-lanes?q=congestion	Focus on complete networks not streets	Death wish	I would prefer expanded bus routes rather than higher frequency pickups		We will not have better pedestrian access as long as sidewalks are used for snow storage	I don't think increasing frequency increases ridership. The issue is that the ridership demand is not in defined corridors.		Note that I ranked this 5 stars based on the note "Increase the cost of parking in Employment Centers to encourage people to use other modes."	That is why I do NOT shop Downtown Anchorage. PARKING Problems !!	Skip toll to encourage use.	I don't quite see how this would help with congestion, unless it's the same as a bus, but without a driver.	Given the high cost if development here, I'm skeptical that this would work.	Couldn't make commuter bus work when it dropped people off at work; don't see this working any better.	too much transit as it is	This is a better option esp. with those living/working in those areas because many don't want the expense of a vehicle.	Commuter rail, transit, but not HOV lanes. They are dangerous	Bad photo choice! Depends where: spenard improvements great. O'Malley overbuilt.	Adding lanes takes more land and potentially more raw. Road sizes should not increase. ROAD DIET—yay!!	For me, this is one of the stretches of roadway least in need of anyimprovement	Anchorage is in a confined geographic location, much like Seattle, Vancouver, San Francisco, etc. As those cities grew, they realized they could not simply add more lanes of traffic without diminishing their quality of life. Anchorage needs to do the same. Build a multimodal transportation future that encourages residents to live active, healthy lives. It makes the city more vibrant, interesting, desirable, is more financially and environmentally responsible, and is our only realistic option.
Pedestrian & bike use need to increase dramatically, not 'slightly'.	This alternative would help Anchorage become a more people-friendly city instead of the dangerous car-friendly city that it is.	Eliminate Studs. My calculations are 1 set of studs wear through 3/4 inch of road in 30,000 miles. Since that costs about 3/4 million to replace, add that tax to studs. They should be taxed more to stop at intersections, they are more expensive.	Midtown!	Another idea is 'shifting' the paint. Make the highway 1/2 lane wider, then run the paint down the ruts every year, extending pavement life by guiding drivers to drive on top of the ridges instead of in the ruts. Creative, out-of-the-box thinking about how the paint, paint-over, would occur every year.	This is a very aspirational goal without anything really concrete behind it. Of course, I want safer streets for everyone. But how is that being defined?	This is a low cost option that has immediate benefits for bicycle commuters.	I'm really sorry, but I don't understand this category...Is it public transit? The term "Off Street" is confusing me.		You need to maintain for pedestrian paths for this to work.	I have dream, I call it the 10 Percent for 10 Year Plan: If we set aside 10% of what we spend on single occupancy vehicle for 10 years, and at the end of 10 years put that money in to public transit, we'll have a substantively improved public transit system that people would be comfortable using, hence significantly reducing our dependency on single occupancy vehicle.		Are you kidding ?! Do you ride the bus?	This could work and help generate some revenue. I also really like the idea of areas that are closed off from motorized vehicles.	Hmm. What's the difference between a HOT lane and an HOV lane?	Too soon: coping with snow-covered roads will be separate challenge that existing tech hasn't even taken on yet.	I agree private developers should help shoulder the responsibility of the impact to local transit surrounding their new developments.	I think that if we are going to make commuter rail a success, it needs to be coupled with improved public transit in Anchorage. Folks need to get from the railroad depot to their office conveniently, or they won't use it.	It appears to me that the transit system was set up to service downtown, maybe if it was setup to service Anchorage it would work better.	Extend Bragaw Road!	The biggest point of congestion is the South Eagle River on ramp heading into Anchorage. Add the additional third lane from that on ramp across the bridge to the start of the third lane at the hill and 99% of the current congestion goes away.	Nothing is more dangerous than trying to walk or bike NL/Benson. One of those lanes can go.	Already finding the lanes at night in winter is hard to do.	Multiway, slow down vehicles!	Love buses but they don't run frequently enough for my use
Anchorage is a WINTER city. You do not currently keep the sidewalks cleared outside the downtown area. Bike lakes and sidewalks disappear after the first snowfall.	I believe that an emphasis on multi-modal travel solutions is important. The way we are currently operating is dangerous and not sustainable.		Expanding roadways does not solve congestion issues. (https://www.strongtowns.org/journal/2017/11/2/dealing-with-congestion?q=congestion	studies have shown that HOV lanes are more dangerous. Do not consider.	Sidewalks and walkways needed EVERYWHERE!	Bikes should have to buy license plates AND carry liability INSURANCE if they want to ride on the roadway. In the late 1950s, We had to pay 50 cents a year to ride in the city limits	This wins for safety and year-round feasible use, especially since it makes less likely that bike/pedways will be used for snow storage.		Pedestrians are on their own in this town. Unless you want to walk a half mile or lie out of your way.	If mass transit and school busses merged, life would be better for those of us who live on the Fringes.		Exclude personal internal combustion vehicles and eliminate space dedicated to parking cars. Rededicate space to relieve congestion. parking	That's not going to work - people who have to commute long distances, pick up kids from school & take them to activities, etc. Instead, provide better support for kid/school transport 'pools'.	THAT is stupid	I don't know enough about this to provide a comment.	Once transit is improved and a commuter rail constructed, microtransit is helpful depending on the route maps and times.	Great idea since we already have a railroad track.	It is so hard to live in this town if you have to rely on buses. It is the right thing to make transportation easier for the people who need the buses.	Make UAA classes 5 days a week rather than 4-to decrease congestion mon-thursday	Commuter rail is my choice.	While I happen to already be leaning towards the "remove lane to support non-motorized improvements", I think the pictures are clearly expressing the opinion of the survey writer - one picture is of a congested street with stop & go traffic and the other is of a happy family smiling on an empty street at a crosswalk! The pictures are not neutral.	A/C streets aren't so bad for traffic.	Maybe a better photo could be found the palm trees do not represent the AK situation very well	Pushing the Envelope alternative is much better aligned with the proposed (approved?) 2040 Anchorage Land Use Plan.
This is a great idea but does not fit with the current challenges regarding maintenance and operations. The nature of the way in which those types of facilities are located and constructed increase maintenance costs as there is no efficient way to maintain them.	This is the ONLY way to go for Anchorage.		I don't think we really have congestion issues. I see driver safety and safety for bikers and pedestrians as more important.	Works well in Seattle	PR about sharing the road important. So many drivers think bikes should be on sidewalks - well, sidewALKS are for moms with strollers and walkers, not bike commuters.	This is a seasonal-only use because snow eradicates them, once again leaving bikes competing with motorized vehicles. Now that we have a year-round bike and peds population, they need better separation.	Well lit and trash cans too!		I don't think there is an "access" problem for pedestrians. I think there is a land use problem. Door to door distances are too far.	More routes reaching more areas		Also the muni could work with large campus employers (like ANTHC) to develop shuttle bus systems: have a shuttle bus that runs every 20 minutes between a South Anchorage depot and the ANTHC campus, thus reducing the need for employees to drive and park on campus.	this just harms those who can afford it least.	I don't have enough information about this to comment.	How well do those work in icy, snowy, winter driving conditions? Skepticism abounds.	Include bike transport	Another DUMB Idea from our ONE term Mayor and Governor	Because I do not use the Bus service I cannot comment on its users needs. I am neutral on this.	This is a tough choice, as a patient traveling to an appointment, or emergency I will always self drive , however the area needs better bike access.	Actually prefer additional lanes that would switch directions to favor inbound traffic in the mornings and outbound traffic in the afternoons but I also highly favor additional alternatives like commuter rail. Commuter rail has been bantered about in the past but it seems only in a superficial way. Improvements to the corridor to allow higher speeds / shorter commute times and planning for comprehensive transit at the Anchorage terminal to move the passengers on to their offices or shopping would be needed. The hurdles are many for rail commuting so realistically I favor additional traffic lanes (especially reversible lanes).	Unless you can reduce traffic w/o moving it to another road you appear to be cutting off your nose to spite your face.	Not a fan of transit-only lanes but bike lanes are much needed in the city.	Improve alternate N-S non motorized routes and keep Minnesota as a big highway	We're losing our educated youth to the lower 48. It might make sense to think about what we can do to draw talented young people to Anchorage outside of college. Transportation is the key since getting a car to Alaska is very expensive if a car is owned in the first place. Many students from bigger cities don't even own a car.
This is not my preferred alternative but I think more realistic of what the City can implement and maintain with current lack of sales tax to provide services.	While additional funding is required and the potential for controversy is high, this alternative will better prepare Anchorage for the future - a sustainable, well rounded network of transportation facilities that also encourage a healthy lifestyle.		Only congestion is during rush hour. The other 22 hours of so in Anchorage are not congested. Congestion management is a strategy founded on false premises.	completely silly. don't waste time or money on this.	We are a winter city, multi modal facilities cost more to construct and maintain, and additional infrastructure needs are delayed due to adding facilities that have limited winter use.	This is hard because in winter weather conditions, on-street facilities can disappear due to snow and ice. Drivers also don't respect the bike lanes.	Dog mushing remains an option for transportation, skijoring at least. Yes, more off-street facilities, but, the cross-walks need to be safe from the drivers who do not stop before the crosswalks.		It makes snow plowing more difficult. just sidewalks.	We made a bold step to increase frquency, but that eliminated half the service. We need STEEP gas taxes to push people into use of transit		Again, I don't see that we have much of a congestion issue but I highly agree with emphasizing non-single occupancy vehicles and non-motorized modes of travel.	Without a well connected trails system to major employment hubs or transit to most residential neighborhoods, do NOT punish people that have no choise but to drive	Alaskans are notoriously cheap, and I'll be really surprised if people will pay for a pass for a HOV lane	They are coming - be ahead of the demand - coordinate with public transit	Commuter rail does is not cost effective anywhere it has been implemented. Why would you want to jump on that bandwagon?	Good. But only works with adequate transit upon arrival	I like transit. But for people with kids, it's much less useful than private auto. And for work-based trips. So better transit shouldn't come at the expense of personal auto mobility.	This area actually has pretty good transit and non-motorized access already. More direct connections for bikes and pedestrians along Northern Lights and from East Anchorage into UAA could be beneficial.	Provide commuter rail Discourage use of single passenger vehicles Coordinate commute times to accommodate use of commuter rail	I travel by bicycle when possible. Some parts of Northern Lights are currently extremely unsafe no matter where my bicycle is.	Neither. Somebody needs a sense of imagination to fix this mess.	Anything to get the traffic to flow better and synchronize the lights. Overpass by the school - the school zone slow down is so inappropriate.	We need more money going to reliable, easy-to-use mass transit that reaches all parts of the city.
as the population ages, it is important to already have increased transit, commuter rail to the Valley/Girdwood, otherwise it will be too late and too expensive to do so. Plus neighborhood pedestrian options are needed for seniors.	We have insufficient density in our housing to support this scenario.		Rather than expanding existing roadways we should develop alternatives to alleviate congestion. There are limits to how much existing infrastructure can be expanded without enormous expenditures	Work good in Seattle, maybe not so good in Alaska. AK's more likely to cheat?	stop wasting money making roads pretty with fancy medians.	Yes!	These facilities should not be associated with the roadway corridor and should meander between neighborhoods.		Protection from rain/wind would help	frequency isn't as important as serving all areas of the city (unless service is 1 hr). 30 minute service or 20 minutes is great for many areas of town.		Good luck with that - I've dropped my kids off at school/activity, now I'm a single occupancy vehicle.	This is not practical for our winter seasons where it doesn't make sense to bike or walk.	HOV lanes are dangerous according to many studies.	NO	I see all sorts of various versions of this as being an excellent idea. I use a hotel in Seattle that has a shuttle service for it guests. The private sector should be encouraged to use shuttle services more then they already do.	I think this is a great idea though it also dishes a bit with my idea of Alaska. But something needs to be done to alleviate the Valley to Anchorage commute issues.	I am in favor of this IF it does not compete with, and draw passengers away from, commuter rail, the success of which all depends on ridership	The U-Med area should be pedestrian and bicycle friendly to accommodate students, and a major thoroughfare for commuters.	Do you intend to bias choice with your photos?	I'm pro bicycle and applaud ANY effort to make cycling safer here.	I am not opposed to a transit only lane but have to question the effect on traffic. Take away a present lane or add a lane? Take away a lane would be a non-starter due to the negative effect on rush hour traffic.	Minnesota is fine as is for vehicles. However, the unmaintained sidewalks in winter for snow storage is criminal. People have to choose between a 4' deep snow bank or walking in the road. I see people walking this stretch of Minnesota almost daily.	Faster support for Autonomous vehicle solutions
roads, roads, roads for private drivers. no increase for transit or bikes.	too much cold weather to make biking, pedestrian use feasible year round. Cars will remain the dominate mode of transport regardless of trails, sidewalks and bike paths that follow the roads.		Creating overpasses would help traffic flow	Need to teach the public how to drive. Also needs to enforce traffic laws. So many people drive slow in the left lane. Need to ban studded tires. I drive 5 days a week with no studded tires. I have four wheel drive I use hardly ever but I bought this vehicle with this in mind.	Mixing diff. speeds of traffic, different sizes and weights doesn't work all that well.	On street bike facilities only become snow storage for 4 months of the year. Seperated bike paths are much more beneficial	They need to be maintained to work.		Pedestrian access is poor and most streets provide little safety for those walking (especially in winter).	It's difficult to want to use the bus system with the many homeless people riding it.		insufficient density in employment centers and housing. We are not New York City or Chicago with both population density and high rise housing.	are you trying to gauge us?	Good idea if you could get people to go along with it, or enforce it vigorously. I don't think either would happen.	I'm not sure what you mean here. Need to explain.	Yes please.	I think a few lines by main roads would be awesome. North to south. East to west on NL and on Tudor and Dimond.	Yes, this is a good consideration but needs to be based within comprehensive neighborhood planning. Most neighborhoods were designed by developers who provided no consideration for comprehensive neighborhood planning including walking, mass transit, shopping, and recreational activities.	Do not plough new roads through parks.	HOV lanes cause more serious accidents. Do not construct. Make commuter rail with associated bus connections the preference	Any reduction in travel lanes on Northern Lights/Benson should be focused on improving non-motorized safety.	Give bikes, not transit the priority.	Best solution get high speed traffic off the ground and into th air over Tudor and Muldoon	Keep up the good work!
Need to concentrate on improving intersections. Maybe finish them.	no, no and no		Top priority, far above anything else.	Need at least 3 continuous lanes from Anchorage to Palmer/Wasilla for this to be viable.	Especially bike lanes.	Bike lanes that are not protected are just illusory	As a biker, this is a preferred option in the winter. Sharing the road when drivers and bikers can't see dividing lines is just too dangerous.		duh!	Without more freq, the bus system will never work right. It never seems to be going in the right direction at the right time.		Congestion is Anchorage is non-existant during non peak times. Congestion management should not be a primary concern for a city decreasing in populatio and growth	Last it was tried it was a disaster.	This is ridiculous. We cant police the scoffliews as it is. How would this be enforced?	When its been implemented elsewhere for 10 or 20 years look at it.	What is this? Like a bus?	I'd like to see this but once I'm in town, how do I get all my errands done, get to work & back on time, etc.? I think rotating shift start/end times needs some encouragement as well.	Yes, this is a good consideration but needs to be based within comprehensive neighborhood planning. Most neighborhoods were designed by developers who provided no consideration for comprehensive neighborhood planning including walking, mass transit, shopping, and recreational activities.	No new roads, improve existing roads. Provide safe non motorized transport. Add energy efficient trains, trams, safe walking biking routs, fully connected. No parking on campus, with trams from existing parking facilities. Train to & from Girdwood, Wasilla, and valley, with parking at train/tram station. Use of smaller energy efficient/ electric cars, Coordinate work & class schedules to align with mass transport. Especially hospitals etc	A toll booth just north of Eklutna that collects road maintenance and some equivalent property tax offset for these gasoline & diesel consuming tax evaderes seems appropriate. They want cheap homes, they pollute the ground water with their sewage and detergents and expect Anchorage to provide great jobs and all the other services, well maybe they should ante up too.	Plowing the existing sidewalks would help tremendously	Pedestrian/Bicycle bridges over Benson Blvd., Norther Lights Blvd. over "A" to the banks & high rise west of Barnes & Noble would improve safety.	Neither	What is a Multiway Blvd? You need to explain these terms.	I would make travel between old/new Seward at 36th easier
Especially with climate change, this is NOT the way to go	I believe decreasing our reliance on automotive transportation and expanding the available transportation options will revolutionize Anchorage and may finally bring it up to speed with similar cities in the lower 48. Having easier access to cheaper transportation options, as opposed to focusing solely on auto travel improvements, will undoubtedly serve a greater portion of the community and therefore presents itself as a superior way of improving Anchorage overall. Currently, Anchorage is sorely lacking in the alternative transportation department. Getting anywhere without a vehicle, whether it be to work or the market, is tremendously difficult due to how spread out the city is, which is only compounded by the lack of alternative transportation. In order to turn Anchorage into the thriving and growing community it ought to be, it is necessary to integrate alternative transportation options. This should be prioritized over roadwork and similar infrastructure developments appealing solely to the automotive sector, which do nothing to appeal to the vast majority of the community.		Better intersections.	Should be toll lanes - I don't like using local transportation money to help people live far away	I am concerned that most streets are not accommodating to bikes or pedestrians.	Safety dictates reasonable separation which increases facility costs and right of way needs.	should not even be part of this plan		What does this mean? I see sidewalks at every bus stop.	The bus transfer problem needs to be solved, as well - it shouldn't cost money to transfer from one bus to another!		Not effective enough as a strategy	Not fair to people who have real difficulty using other modes, e.g. disabled people.	For almost 40 years we have been promoting commuter rail, which would operate on the existing rail line running alongside the Glenn Highway: High occupancy lanes would compete with commuter rail ridership, drawing away passengers. High occupancy lanes would not solve delays from accidents and icy conditions.	What does this mean?	This is a winner. coupled with a commuter rail, I believe many would turn to this method that would otherwise not consider rail or park & ride options.	and provide public coordination to highly traveled areas and employers.	Run the BRT down the middle of key roads. As population grows, this ROW could then be converted to light rail.	We do not need new roads punched through the U-Med area. This is a valuable recreational, pedestrian friendly and low-car area that should be preserved. The previous proposals were too costly, destructive to neighborhoods, threatened to increase congestion with very little return. It is opposed by thousands of residents who live in the area and by 10 community councils. I strongly oppose this option for all the above reasons. We should preserve neighborhood values, encourage recreation and support transit and non-motorized solutions instead of new costly roads.	Glenn hwy is a mess for commuting and these other options should be thoroughly explored. But we need to be careful not to impinge on non-commuters getting out of town to the Alaska backcountry, visiting the ER Nature Center, etc.	It does not seem to be realistic to remove lanes given the number of vehicles using the roadway but improvements to non-motorized and pedestrian access is desperately needed.	Neither	less lights, more overpasses, or underpasses, with the additional side streets. I've driven those road systems you have pictured of the desert town, and they get just as backed up during commute times.	The road network in and around Anchorage is not completely built out, e.g. Elmore between Abbott and O'Malley. Focus on these "filler" projects to get maximum efficiency of what we have in place already.
We need roads, no bike paths, no beautification. Spend money on road.	If public funds are used for this, I vote no on increasing the budget		Expanding roadways does not solve congestion.	possible, but I think the commuters need all lanes	Interconnecting existing residential streets is a poor solution to traffic congestion.	They need to be maintained to work	This is the way to do it with autos. However, bikes and walkers don't always mix well either.		Besides transit stops, need to include areas for uber and lift to wait and pick up passengers without stopping in the road or cruising around waiting for the ride. That does nothing to take a vehicle off the road. Need to relook at how much parking is truly needed and price parking or tax surface parking lots appropriately.	The question is not just better transit frequency but viable modes of mass transit. Electric buses are a good start but what about trolleys or cable cars or railway motor cars? The idea is to be able to move citizens to work or shopping and that would take a comprehensive neighborhood approach.		More emphasis is needed on how to change to community behaviors. Alaskans are reluctant to surrender their desire to do their own thing regardless of congestion.	Cost of parking and unwarranted ticketing by private firm is what keeps me away from activities downtown.	This is the least appealing as it rewards those who can afford and/or willing to pay tolls and will likely have only limited effect on congestion. I think adding a lane or two which change directions during morning and evening traffic periods would be more effective.	Again, Ridiculous. Our climate is not conducive to this type of program, nor could we afford the expense to implement.	Great idea and very important for success of commuter rail!!!!	Commuter rail does is not cost effective anywhere it has been implemented. Why would you want to jump on that bandwagon? Prior studies have shown that there is insufficient interest to make it work.	Increase and improve public transit in Anchorage. The new system is terrible and does not meet our needs. Restore funding and restore the routes.	Do you intend to bias choice with your photos?	We need freeways in this city really bad. Of course that's without stoplights and intersections. We should also have the Alaska railway provide transportation for people in the suburbs that work in downtown Anchorage. Have the rail go from downtown to Eagle River, Wasilla, etc.	Northern Lights is already pretty easy to traverse on bike, either using the existing bike trails or sidewalks.	A/C street is a diurnal waste of lane space. 3 empty lanes in one direction, the opposing 3 are a parking lot	ridiculous. It's a road. It's not a yard or hotel. make it a road and only a road.	Add more bike paths!
I believe there should be a balanced approach incorporating the reality of the popularity of auto travel with providing viable options for alternatives.	This is what is needed to make Anchorage a desirable place to live, work, and play. By 2040, we will likely have widespread adoption of autonomous electric vehicles. Providing options for biking and transit will be essential to compliment the new mobility service companies.		I don't think we need to expand the roadways necessarily. Just make more connections (H2H, local/collector grid) to get more traffic off of the arterials	While it would be nice to see more ideas to help travel on the Glenn, using an HOV Lane seems like it would slow down traffic.	Clearing snow from sidewalks would reduce the number of people walking in the street in the winter.	no, roads are for cars and trucks	separated pathways, in my observation, do n ot serve a transportation use but are generally used for recreational purposes--at great cost to taxpayers and property owners					If you mean by 'non-motorized' commuter rail, then I'm all for it, if you are only considering ped/bike, then that too is important but not as important as good transit.	that's why I avoid downtown now.	Tolls for highly occupied vehicles only? Or tolls to use an HOV-lane? No.	I think this will be extremely expensive for Alaska to implement - better to let states with more to benefit from work out the kinks rather than for us to be on the forefront of this.	we already subsidize the bus lines. No more	This is a non starter as has been proven in many past studies and proposals. Mainly, costs will never be recouped and schedules cannot be set to accommodate even a minority of commuters.	Some of this yes. But we as a community have a way to go to turn us into users. Which comes first: improved service or increased ridership?Restore the stops we had first.....	no road through the U-Med area!!	If you continue to provide additional capacity we will always be stuck adding more and more lanes. A lot of the congestion is a peak load problem so provide a peak load solution with HOV and express bus lanes. Let the level of service go to D- and provide ways to get people from CBD to their work places, otherwise mass transit will never be attractive	We need another good East-West bike corridor. Northern Lights works for me.	"Transit lane" could be "Transit and truck" lane. They belong together.	The improvements being considered are minor. Full intersections at both streets. This is part of the A/ C Street problem, and they should be looked at together.	A number of questions are asked as black and white questions, which they're not.
Build new roads to reduce traffic on the Glenn Highway and downtown area. (Knik Arm Bridge & Highway to Highway project)	yes to bikes and buses and pedestrian friendly options		That is what roads are for. We are not NYC and will never be.	THIS IS NOT A SOLUTION. It will only encourage people to live farther away from Anchorage. No!	this would be good midtown and some neighborhoods. Traffic calming would mostly cover it though. We don't need sidewalks if traffic is SLOW.	Maybe OK in summer but dangerous in winter when snow and darkness obscures things.	let the areas pay for that.		Also need to restore the routes and stops. I know people who used to take the bus and now drive cars because the route (Airport Hts) went away)	Didn't we just do this?

Alternative Rating - Meeting Transportation Goals		Potential Strategies																Tradeoffs					Additional Comments
Building on Today - General Comment s	Pushing the Envelope - General Comment s	Building on Today Potential Strategies General Comments	Building on Today Potential Strategies - Congestion Management Comments	Building on Today Potential Strategies - High Occupancy Lanes Comments	Building on Today Potential Strategies - Complete Streets Comments	Building on Today Potential Strategies More onstreet facilities Comments	Building on Today Potential Strategies - Offstreet facilities Comments	Building on Today Potential Strategies - Suggestion Building on Today 2 Comments	Building on Today Potential Strategies - Better Pedestrian Access Comments	Building on Today Potential Strategies - Better transit frequency Comments	Pushing the Envelope Potential Strategies - General Comments	Pushing the Envelope Potential Strategies - Congestion Management Comments	Pushing the Envelope Potential Strategies - Increase cost of parking Comments	Pushing the Envelope Potential Strategies - High Occupancy Toll Lane Comments	Pushing the Envelope Potential Strategies - Autonomous Vehicles Comments	Pushing the Envelope Potential Strategies - Microtransit Comments	Pushing the Envelope Potential Strategies - Commuter Rail Comments	Pushing the Envelope Potential Strategies - Expand Transit Service Comments	U-MED Area Access Tradeoff	Glenn Highway Tradeoff	Northern Lights Tradeoff	A/C Street Tradeoff	Minnesota Drive Tradeoff	
			Left and Right turn lanes are too short, through traffic is blocked. Size for high traffic, not avg. Sizing for avg traffic causes high traffic to be blocked longer than necessary. Double left turn lane are wrongly striped, there should be two entry points striped. With one entry either the left or the right side of the turn lane blocks the other, sadly, some commuters are oblivious to the long linges behind them Why is there a merge lane just before N Eagle River exit? Merge slows, then slow exiter's slow traffic again, worse when it's slick.	great! this should encourage car-pooling and thus decrease the number of cars on the highway		Sure, except what we really need is to educate drivers on how to drive with bikes. Also, I know snow biking is a thing but I really don't see our 9 months of winter being conducive to a lot of biking. Could we just have a good public transit system?											It's how you get home or to work from the rail station that will attract people to use this service. If it's not convenient or cost prohibitive to get home or to work from the station, people won't use it.							I'd like to find a way to prioritize winter maintenance of pedestrian facilities we already have. Many times the road is cleared and sanded while the adjacent side walk is a 45 degree angle of ice sloping into the road.
			Our roads don't seem congested to me.														This only works if there's good public transport from rail station to ALL other areas of town at the right times.							I would love to see a mix between the new strategies.
			Constantly increasing road capacity will never make alternative modes attractive. Mayor Paul Soglin noted traffic flowed smoothly at 35 mph throughout Madison's core.														The late Sen. Ted Stevens obtained significant funds to straighten out the rails to the Mat-Su valley but those projects were not complete. Increased train speed & reduced steel wheel wear would result as well as commuting times superior to automobile commuting. Some new rail routes north & south of Wasilla plus warm parking at rail heads. This also implies that the commuter trains run down to a Huffman road station & parking garage. It also implies double tracking through the Anchorage Bowl and as with the Anchorage Alaska Railroad adjacent bicycle trail it requires grade separation of the crossing roads like Spears, 36th Ave., Tudor, Arctic, "C" Street, Raitag & maybe 120th. Ave. Excavation of the railroad's 200 foot wide ROW from just south of the Norther Lights Blvd. trestle to south of Tudor would accommodate this grade separation while yielding a lot of tons of gravel and topsoil for other construction projects. (Please see ARR Bicycle trail comments also submitted with this survey.)							None of these ideas will work without connectivity. Please consider marrying school buses and mass transit.
			Cities who just keep adding lanes and cars end up with worse congestion. We'll keep reminding the retrovirst thinkers: continuously adding more lanes to 'solve' traffic congestion is like continuously buying larger pants to solve a weight problem.														For commuter rail to succeed it must be a faster means of transportation than the Glenn HWY. Recommend the consideration of an above ground monorail system. This would put the system above moose height and enable higher speeds.							We need to progress toward a future world where the auto is not the only way to get where you are going. That needs to be balanced with practicality--we can't just abandon improvements that help auto flow and traffic.
																	Good idea if the subsidy is not greater than that for highways.							Optimize current traffic flow as best you can and add more traffic,police.
																	We need a really good way to encourage people to use the rail. It can't be slow, and it can't be too expensive. that is, it needs subsidy. Some of that could/should come from some kind of commuter toll. It might be best, however, if it were a toll on entering the urban Anchorage zone (downtown, midtown, S. Anch) for longer than X time. That is, it would not ding people passing through (for whom rail would be unavailable) as much as workers coming in.							More than physical alternatives buy-in is needed, esp. for some of the middle-aged/older drivers (e.g., cantankerous old men) that the improvements will actually make a difference. So many people are so very resistant to change.
																	You need two cars, one to get to the train, the other to get from the train to your workplace. How can this be cheaper and faster than driving? It can't be for enough people to pay for it. It's been studied. If you ride public transport, your likley to earn a little more than half as much as a driving counterpart. Whose kids will pay the debt?							expanded public transit is key.
																	How about gridwood for tourism and skiing? But, this also seems nearly impossible with the fact that we don't have the population size to make this feasible. I think you need like 85 dua to make rail meaningful.							Find more ways to find better maintenance funding
																	Please!							All these solutions are searching for problems that are minor or non existent. We have bike trails and they are seldom used for commuting. We have side walks and bike paths but they are unusable in the winter because they are not plowed. And traffic congestion? Anchorage is congest maybe 1.5 - 2 hours a day so there is no need to spend endless taxpayer money on issues that are not a problem. If neighborhoods or folks in community councils want to step up and pay for these non-essentials out of their own pockets, let them. I consider most of these alternatives to be the work of folks that have too much time on their hands and little common sense.
																	It sounds like a wonderful idea but we don't have the density to support the cost. Even BART can't make money. HOV lanes and express buses would give the same type of service for much less money, and is more flexible.							The idea of 'adding vehicle capacity' in Anchorage is ridiculous. We need pedestrians and bike friendly facilities that are connected and maintained
																	This is a very expensive alternative. Buses is much cheaper and more flexible.							This survey appears to me to be skewed in the presentation. Status quo or be cool and expand our horizons?
																								Solution is the elimination of the need to travel for everything. Walkable Neighborhoods with stores Restraunts and jobs. Portland
																								Optimize current roadways as much as possible and hire more traffic police.
																								The bike trails on Muldoon are not very user friendly would love to see an alternative route, maybe closer to the mountains
																								Somehow I get the impression the problems/solutions are being considered standalone, not as parts of a whole system
																								This is a winter city. As such, automobiles will be the primary means of travel, outside of the city core.
																								I would love to bike or walk more, but with no sidewalks in our neighborhood and feeling unsafe as a biker, I tend to drive someplace to access bike or walking trails for exercise. Seems like a waste.
																								I hope to grow old in this town, so I care about being able to get places if I can no longer drive. Till then, I will travel by bicycle whenever possible, which is not always easy at present. Better and more prompt snowplowing of bike routes would be a big help to my bicycle lifestyle.
																								Anchorage NEEDS to implement a vehicle safety program. Mandatory 1-2 year vehicle inspections would generate revenue for roads/pathways etc. and get the hazardous vehicles OFF OUR ROADS! I am sickened by the outrageous amount of defective/illegal vehicles I see every day. Fine them, get them to comply or remove them from the roads . Impose high fines for non compliance. This will provide revenue for the city and boost the repair shops employment. If a car does not pass , it gets a big red windshield sticker valid for 30 days. After that , impound it.
																								Any improvements must be done with existing funds and no new tax increases.
																								I think you're going to need to end up with a combination of the two alternatives you're suggesting.
																								Please consider the benefits to creating a denser, more connected grid of local streets and collectors. This will help traffic flow better on the arterials, and likely is not well captured by your traffic models. It also improves non-motorized transportation by shortening travel distances.
																								Good, important survey Help:I entered 5 stars for commuter rail, but in the final summary for me, it shows only two stars. WHAT IS THE MATTER? Please phone me on this at 907 230 4249.
																								If cars rule the day, than find ways to reward energy efficient vehicles.
																								I think it is important to provide safe transportation whether it is bike or car, but the reality is...most people travel by car.
																								We don't need to spend any money if it doesn't improve vehicle traffic.
																								Prefer traffic circles to traffic lights. When thru roads are near residential, prefer traffic calming measures. Thank you for opportunity to comment!
																								I would like to see the dependence on automobiles greatly decline. Better for the air and the body.
																								It's too bad this discussion has to happen during a time when the state is so strapped for funds. We really need to think beyond our current situation, but it will be a tough sell to consider change.
																								I admit to driving more often than I should when I have other alternatives in many cases. But I encourage creating more options for those who either don't/can't drive or prefer transit and non-motorized alternatives. Anchorage would be healthier and happier if more people got off the roads. It's time for light rail!
																								Please keep improving bike-ability in the city. It is a huge improvement on my quality of life. It means a lot to have the city support healthy options for its residents.
																								Love the idea of a Multiway Boulevard on Minnesota between Tudor and Hillcrest
																								Minnesota acts as an expressway between O'Malley/Huffman, Spenard, and Downtown. If anything is done to impede traffic anywhere along Minnesota, it will have devastating consequences throughout the city.
																								One of the best things about Anchorage is its proximity to nature. This attracts outdoorsy people, but there are very few businesses or offices that can be safely accessed by pedestrians/bikers/skies within town
																								don't forget the bikes with the transit focused plan
																								I am in favor of high speed rail lines and areas with affordable housing. If high density affordable housing is built in the areas of Midtown and Spenard, I would be more in favor of converting Minnesota Dr into a slower road with more pedestrian friendly roadways. However, as is, I think the road serves as an important mode to connecting Midtown to downtown.
																								More people are using bikes, walking etc. providing safe road for these choices is vital.
																								I see existing bike/multi use/high occupancy trails being used primarily for recreational purposes. Anchorage is too large and spread out for mass public transit to ever be a reality. Fix the actual problem - traffic congestion!
																								Parking downtown needs to be improved as well. I avoid downtown when I can due to the lack of parking space
																								Fiscal plan to take care of S. Investment in state industries to support infrastructure improvements
																								Do NOT add anymore diverging diamond overpasses like the the one over the Glenn at Muldoon. Extremely dangerous in the Winter, plus have had to stop at both stoplights every time. A VERY BAD IDEA FOR ALASKA!
																								I'm a 4-season bike commuter, and though I strongly support increasing bike options don't go with the edgy experimental options. Pro bike, but tried and true.
																								We need to keep in mind the changing technology coming regarding cars. Autonomous vehicles will grow in use and how does that change how we own/share, manage and park these? Will there be more of these because now you aren't forced to stop using and SOV because of your age, physical ability, or language barrier?
																								No new roads please improve what we have, expand alternate non motorized, transport. Plus mass transport
																								We need more resources and idea put toward improving PeopleMover public transit, not building new roads, such as in the U-Med area. Such roads disrupt neighborhoods, destroy green spaces that families depend on for recreation, increase congestion and waste valuable public money that could be put to better use that serves more people, such as improved public transit. Anchorage leadership turns to quickly to new roads as the solution -- which is short-sighted, expensive and backward-thinking. We need to move forward and make sure people have a way to get to jobs and school, especially people without cars, and make sure that we encourage the increasing use of bicycles for commuting. These two steps help reduce pollution, congestion and reliance on fossil fuels.
																								better transit schedules and service areas. It was a mistake to eliminate transit to the library and to Huffman.
																								Territorial Lad, brought up here during territorial days. Retired Science & Engineering technician. Graduated West High & Alaska Methodist University. Worked on Borough & MOA survey crews & Traffic Engineering as a technician, Air Quality Specialist & Hazardous Materials Commisioner. Was involved in the First & Second successful blocking of the foolish & land destructive U-Med Punch Thru, u-no the lands that generated our Olympic Champions.
																								No new roads, encourage better transport with roads we have, increase bike/ walking routes/safety, use smaller more frequent buses, commuter vans. More police presence and traffic units...speeders, red light runners cause accidents that slow everything down
																								encourage thinking beyond fossil fuels!
																								Studies show that the younger generations are getting out of personal vehicles and into other forms of transportation. This city needs to move in that direction and stop developing for the older generations.
																								No U-Med Road! No non-academic development around APU on "Endowment Lands" if opened up by University Lake Drive extension. More bike lanes and paths everywhere would be great!
																								Anchorage is a tiny city with a slight cogest ion problem. Letting the state control city improvements on local streets continues to be a bad move, L street is an example. The recent corner curb rework is a joke further dividing a neighborhood. Post the cost of this exercise.
																								This survey gives me hope! Thank you for indicating willingness to go in a new direction.
																								I don't see much about more safe non motorized or light motorized (neighborhood) options to connect east and west of the Seward Highway. The corridor is a dangerous divide from Fairview to rabbit creek
																								I'm a big fan of improved bike access and other forms of public transit. I lived in Fort Collins and the transportation infrastructure there is incredible.
																								Consulting engineer
																								I am puzzled why there is nothing about S. Anch.--Dimond/Abbott/Old Seward etc.We can't be limiting traffic only in downtown/midtown or business will just tend to move to S. Anch. The plan needs to encompass the entire community
																								Accommodating commuters (with a charge) could be great for ANCHORAGE too...
																								More bikes!
																								This is a valuable discussion and thank you. As we talk about transportation lets keep in mind snow removal. The current budget situation hampers snow removal. This lack of winter road maintenance seriously hampers the transportation system we have in place. Work with the state and the city to get snow removal re-classified as a public safety issue and insulate it from being sidelined during budget conflicts. This is in my mind more important to solve immediately than any of the issues presented here. As a winter commuter I am massively impacted by the terrible state of the roads during snowfall as are thousands of other people. We are a modern winter city and we need to act like. Snow removal.
																								try to bike commute to work and stores whenever possible, but it can be scary driving when there aren't specific lanes etc.

| Alternative Rating - Meeting Transportation Goals | | |