

Safety: Protecting all users, with a focus on equity and reliability



Goal 1. Protect the health, safety and welfare of all users with an accessible and reliable transportation system.

A. Reduce transportation-related injuries and fatalities

- Reduce the number and severity of crashes and fatalities for pedestrians, bicyclists, drivers, and riders.
- Minimize conflicts between travel modes.
- Reduce unsafe conditions through education and enforcement, and design.
- Ensure improvements for motorized traffic do not worsen safety and comfort for non-motorized users.
- Consider potential impacts to snowmachine and OHV users of the project corridor and plan for alternate routes when traditional routes are displaced.

B. Improve emergency response

- Reduce emergency response times by improving roadway maintenance, ensuring neighborhoods have more than one access point and adequately sized turnarounds, maintaining road signs, and reducing the number of orphan roads with no maintenance authority in the metropolitan area.

C. Maintain safety and reliability of infrastructure and assets

- Based on community needs, improve and maintain roadways, sidewalks, paths and bridges for safe and effective use by all modes of travel year-round.
- Maintain and modernize transit and maintenance vehicle fleets to minimize mechanical failures and maximize service reliability.

D. Educate the community about traffic safety

- Build awareness of the functions of the transportation system, of the safety benefit of projects and design solutions, and of safe practices for all modes of transportation.

Connectivity: Multimodal links between centers and neighborhoods

Goal 2. Connect our neighborhoods to where we work, learn, play, and shop to improve the efficiency of the transportation system, whether walking, rolling, biking, bussing, driving, or riding.

A. Improve pedestrian connections to the transit network

- Prioritize non-motorized projects that increase accessibility to transit.

B. Implement innovative technologies to identify potential system efficiency gains

- Transportation System Management and Operations (TSMO), Transportation Demand Management (TDM), and Intelligent Transportation Systems (ITS).

C. Enhance the existing transportation system by improving and expanding multi-modal access

- Invest in meaningful, multimodal, and intermodal connections that address existing barriers or gaps to accessing key traffic generators including commercial centers, downtown, the Chena River, health facilities, transportation hubs, University, schools, military installations, and parks and recreation facilities.

D. Accessibility is efficiency

- Achieve and evaluate efficiency through accessibility, walkability, reliability, and diversity of choices rather than solely vehicle throughput.

E. Equip partners

- Fund maintenance equipment needed to maintain transportation connections year-round and respond to snowfall, ice, and other weather events.

F. Improve connectivity, safety and walkability in our neighborhoods and commercial centers

- Slow traffic while increasing connections and pedestrian facilities.
- Reduce travel burden while preserving unique neighborhood character.

G. Connect people to parks and public lands

- Enhance parking, signage, and multimodal access to and around public recreation destinations including parks, playgrounds, trails, recreation areas, and the Chena and Tanana River.
- Work with landowners to identify, establish, and develop "trail shortcuts" via easements for greenways, paths or other connections between parks, neighborhoods, and commercial centers for pedestrians, cyclists, and motorized trail users.

Integration: Linking transportation and land use patterns for place-based development

Goal 3. Integrate the transportation system with how we use and develop land to live, work, learn and play.

A. Influence land use decisions that reduce vehicle miles traveled and improve quality of life

- Support land uses that bring housing closer to employment centers and reduce the need for vehicular transportation, travel time and travel cost
- Participate in the FNSB Regional Comprehensive Plan update process. Testify before the Planning Commission and Platting Board on matters important to integrating and coordinating transportation and land use.
- Ensure transportation projects are consistent with designated or planned land uses.

B. Improve and expand accessibility to destinations

- Improve accessibility and lower travel costs by making transportation investments that improve mobility and level of comfort AND support higher density through appropriate, context sensitive mixed-use land development.
- Improve transit service and transportation corridors that connect people to goods, services, and employment centers with a focus on UAF, FWW, EAFB, downtown, and commercial retail areas.

C. Invest in and support use of the public transit system

- Increase infill development, adaptive reuse, density, and mixed land uses—including senior housing—along the transit network.
- Prioritize transportation improvements for non-motorized users along the transit network
- Partner with destinations to develop and maintain transit stops.

D. Improve quality of life

- Increase transportation choices to create a more livable community where neighborhoods are better connected to a mix of amenities and recreation opportunities.



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Sustainability: A system that is environmentally responsible, economically efficient, socially equitable, and resilient

Goal 4. Promote human health and protect the environment by improving air and water quality and system resilience.

A. Human health

- Encourage healthy lifestyles by investing in active transportation networks that increase physical activity and outdoor recreation opportunities for users and decrease dependence on motor vehicles.
- Encourage construction of sidewalks on local roads in the urban area.

B. Clean air

- Improve air quality and conform to the state air quality implementation plan by prioritizing projects that reduce vehicle emissions, improve traffic flow, control dust, and reduce vehicle miles traveled.

C. Clean water

- Reduce transportation-related water pollution by expanding the use of green stormwater infrastructure to manage runoff, increasing non-vehicular transportation opportunities, and funding vehicle fleets that use alternative fuels.

D. System resilience and reliability

- Ensure transportation system is planned and designed for unique local conditions and challenges including extreme weather, power outages, permafrost and natural hazards such as earthquakes, flooding, and wildfires
- Identify existing facilities that may be impacted by permafrost and spring thaw, flooding, or extreme weather and prioritize retrofits before failures occur.
- Focus on working with established Road Service Areas in the metro area to rebuild inferior roadways.
- Keep connections open year-round when with fast and reliable winter and summer maintenance or provide alternate routes for facilities designed to not be available year-round.
- Plan improvements to be responsive and adaptable to change.

E. Economic Efficiency

- Establish infrastructure for alternative fuel vehicles to reduce reliance on petroleum and lower overall operating costs.
- Reduce the economic impact of snow and weather events by building and designing resilient infrastructure, evaluating and improving maintenance and operations practices, and planning with partners to maintain business continuity.

Stewardship: Caring for the transportation system as a shared public resource

Goal 5. Improve the lifespan and usability of the existing transportation facilities.

A. Maintain effective existing infrastructure

- Where existing infrastructure can effectively meet community needs, invest in maintenance and rehabilitation that extends facility lifespan.

B. Year-round access

- Enhance winter operations and maintenance to support year-round accessibility and safety, getting return on investment every day of the year.

C. Better designs to reduce maintenance costs

- Incorporate design elements and construction methods for transportation improvements that reduce major maintenance costs through the lifespan of the facility.
- Designs consider our unique winter conditions and maintenance needs like plowing, winter sidewalks, and snow storage.
- Advocate for policies to allow Federal funds to be used for roadway maintenance to protect roadway investments.

D. Partners in stewardship

- Establish and support maintenance agreements and stewardship incentives or programs with agency, non-profit, and private partners to maintain new facilities.



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Economic Opportunity and Community Investment: Generate economic value from our transportation investments

Goal 6. Build and maintain our transportation system to generate and grow economic opportunity and attract investment

A. Attract community investment and tourism

- Increase community engagement by improving transportation system comfort, accessibility, aesthetics, and wayfinding.
- Improve visitor and resident experience by investing in projects that create welcoming and beautiful public spaces, integrate local arts and culture, and foster and highlight our unique community identity.
- Monitor and report on the economic impacts of transportation projects.

B. Increase access to employment

- Continue investing in the local public transportation system to improve access and reduce headways.

C. Workforce development

- Support programs to recruit and retain drivers, operators, planners, and engineers needed for a high-quality transportation system.

D. Create and support mixed-use and walkable environments

- Increase access to commercial zones and the time shoppers spend in them by calming traffic and adding pedestrian-friendly infrastructure.
- Expand and improve pedestrian paths along the Chena River and downtown.

Freight Movement: Connecting people to goods and employment and maintaining our freight system

Goal 7. Build and maintain our transportation system to generate and grow economic opportunity and attract investment

A. Coordinate and plan for the movement of goods

- Review and update the Freight Mobility Plan.
- Assess, plan for, and mitigate the impacts of the expanding footprint of last-mile distribution and the increasing rate of home deliveries.

B. Maintain and optimize multimodal freight network

- Improve capacity for freight movement in the region by air, rail, transit and truck.
- Enhance safety along the freight network by reducing potential conflicts between freight and other modes.
- Optimize the utility and lifespan of the existing freight network.
- Reduce number of freight bottlenecks and road/rail crossings.

C. Increase resilience & reliability of freight transportation system

- Maintain and improve the freight network to increase its ability to withstand disruptions and disasters.