

Full Range of Potential Alternatives

STAND-ALONE TDM/TSM

ALTERNATIVE

Stand-Alone Traffic Demand Management (TDM)/Transportation System Management (TSM)

- Assumes no major highway, roadway, or transit improvements are made.
- Attempts to solve problems by implementing new or changing management strategies.
- Builds upon the already adopted and in-place strategies identified in the Anchorage *Congestion Management Plan* and the *Long-Range Transportation Plan*.
- TDM/TSM concepts will be considered as complementary elements with other H2H alternatives.

Travel Demand Management

TDM strategies influence travel behavior and demand. These strategies seek to improve system performance by reducing the demand for single occupancy vehicle trips.

Existing/Planned TDM Strategies

Employer-Based Trip Management Programs

- Ride matching service for carpools and vanpools
- Priority parking for carpools and vanpools
- Guaranteed Ride Home Program
- Telecommuting/other work schedule options
- On-site Employer Transportation Coordinator
- Marketing (rideshare/transit/bicycle)
- Employee transportation allowance
- Eliminate existing employee parking subsidies
- Showers/lockers for bicyclists/pedestrians

Parking Management

- Public sector parking pricing
- On-street parking controls
- Preferential parking for HOV vehicles
- Parking supply control

Improve Transit

- Transit operation monitoring
- Bus maintenance improvements
- Transit passenger amenities
- Transit marketing and informational programs
- Monthly passes
- Bus traffic signal preemption

School Access

- School Access and Safety Program
- Walking School Bus Program

Areawide SOV Reduction Incentives

- Areawide Commute Management Organization
- Land use planning to increase densities or the balance of jobs and housing to encourage transit ridership or walking and bike modes.

Policy and Management

- Site design criteria to increase transit usage
- Parking requirements in zoning codes
- Ordinance to require provisions of bicycle facilities
- Education programs

Bicycle and Pedestrian Programs

- Bicycle plans and maps
- Bicycle routes, lanes, and paths
- Sidewalk and walkway facilities
- Pedestrian connections with transit
- Safety consideration for sidewalks and walkways
- Integration of facilities for bicyclists with transit
- Bicycle media and promotion campaign
- Trails coordinator or coordinator program

Enhanced TDM Strategies

- Fuel tax increases
- Parking fees
- Congestion pricing (charging to use the road network during rush hour)
- Flexible work hours/Staggered work shifts
- Compressed work week (e.g., four 10-hour work days)
- Clustered parking
- Transit oriented development (developing a community around a transit station)
- Providing pedestrian and bike friendly environments



Transportation System Management

TSM strategies are designed to achieve the best possible performance from the existing transportation system.

Existing/Planned TSM Strategies

Policy and Management

- Access management

Traffic Flow Improvements

- Intersection improvements (geometrics/signalization)
- Signal system improvements
- Signal preemption for emergency vehicles
- Bus traffic signal preemption

Roadway Improvements

- Manage access by reducing driveways and cross-streets to improve roadway performance
- Traffic calming to eliminate cut-through traffic
- Concurrent-flow
- Reversible lane systems
- Super arterials
- High Occupancy Vehicle (HOV) lanes

Enhanced TSM Strategies

- Add additional length to turn lanes to eliminate traffic backing up behind turning traffic
- Restripe roadway to increase the number of lanes by reducing lane width
- Convert on-street parking to travel lanes
- Add grade separate intersections to improve flow
- Provide additional signage and lighting including providing real time traffic information
- Incident management to reduce the impact an accident or other event has on traffic; i.e., locate tow trucks near the highway so they can respond faster to a disabled vehicle



Seward Highway to Glenn Highway



MULTIMODAL SOLUTIONS
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