COMME OF

Submitted by:

Chair of the Assembly at Request of the Mayor

Prepared by: For reading:

Department of Traffic August 23, 2005

PLAN WAS AMENDED AND APPROVED

10-25-05; IMMEDIATE RECONSIDERATION

FAILED 10-25-05

Anchorage, Alaska

AO 2005-115

AN ORDINANCE ADOPTING THE ANCHORAGE LONG-RANGE TRANSPORTATION PLAN ~ 2025, AND CONCURRENT AMENDMENTS TO THE OFFICIAL STREETS AND HIGHWAYS PLAN (OS&HP), AS REVISED ELEMENTS OF *ANCHORAGE 2020* — THE ANCHORAGE BOWL COMPREHENSIVE PLAN AND AMENDING ANCHORAGE MUNICIPAL CODE CHAPTER 21.05.

THE ANCHORAGE ASSEMBLY ORDAINS:

Section 1: The Anchorage Long-Range Transportation Plan ~ 2025, attached hereto as **Exhibit A** and incorporated herein by reference, is adopted as an element of *Anchorage 2020*, the Anchorage Bowl Comprehensive Plan.

<u>Section 2</u>: The Official Streets and Highways Plan (OS&HP), as revised on August 10, 2005, attached hereto **Exhibit B** and incorporated herein by reference, is adopted as a revised element of *Anchorage 2020*, the Anchorage Bowl Comprehensive Plan.

<u>Section 3</u>: Anchorage Municipal Code section 21.05.030 is amended to read as follows (the remainder of the section is not affected and therefore not set out):

21.05.030 Elements.

The comprehensive plan consists of the following elements, which are incorporated in this chapter by reference. While they may be valid planning tools, plans or other elements that are not listed below or incorporated into the comprehensive plan elsewhere in this Code are not official elements of the comprehensive plan. If elements of the comprehensive plan conflict, the element most recently adopted shall govern.

*** *** ***

E. Streets and Highways.

1. Official Streets and Highways Plan, <u>Fall 2005</u> [AUGUST 1996] (AO 79-70; AO No. 83-200; AO No. 84-255; AO No. 86-132; AO No. 96-97(S), § 1, 8-13-96; AO No. 97-85, § 1, 6-3-97; AO No. 2000-122, § 1, 8-15-00); <u>AO No. 2005-</u>).

*** *** ***

3. [2001] Anchorage [BOWL] Long-Range Transportation Plan ~ 2025. (AO No. 85-165; AR No. 98-25; AO No. 2001-75, § 2, 4-24-01; AO 2005-___).

 *** *** ***

(AO No. 18-75; AO No. 82-49; AO No. 85-165; AO No. 2000-119(S), § 4, 2-20-01; AO No. 2001-124(S), § 2, 2-20-01; AO No. 2002-68, § 1, 4-23-02; AO No. 2002-119, § 1, 9-10-02; AO No. 2003-74, § 1, 5-20-03; AO No. 2003-129, § 2, 10-21-03)

Editor's note: It should be noted that the provisions of AO No. 2002-165 become effective March 10, 2003.

<u>Section 4</u>: This ordinance shall become effective immediately upon passage and approval by the Anchorage Assembly.

PASSED AND APPROVED by the Anchorage Assembly this 254 day of 2005.

anna f. fairclough Chair

ATTEST:

Municipal Clerk

MUNICIPALITY OF ANCHORAGE Summary of Economic Effects - General Government

AO Number: 2005-115

AN ORDINANCE ADOPTING THE ANCHORAGE LONG-RANGE TRANSPORTATION PLAN ~ 2025 , AND CONCURRENT AMENDMENTS TO THE OFFICIAL STREETS AND HIGHWAYS PLAN (OS&HP), AS REVISED ELEMENTS OF <code>ANCHORAGE 2020</code> - THE ANCHORAGE BOWL COMPREHENSIVE PLAN AND AMENDING ANCHORAGE MUNICIPAL CODE CHAPTER 21.05.

Sponsor: Preparing Agency: Others Impacted: Mayor

Traffic Department

CHANGES IN EXPENDITURES AND REVENUES:			(Thousands of Dollars)			
	FY01	FY02		FY04		
Operating Expenditures	700 PM 400 PM 40		. And also also also find the first to			
1000 Personal Services						
2000 Supplies						
3000 Other Services						
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Add: 6000 Charges from Others						
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POSITIONS: FT/PT and Temp.		·				

PUBLIC SECTOR ECONOMIC EFFECTS:

The Anchorage Long-Range Transportation Plan (LRTP) provides a guide for directing transportation improvements in the Anchorage Bowl. The nearly \$3 billion in transportation improvements recommended in the LRTP provide a significant benefit to the overall economic vitality and the quality of life by improving the accessibility and mobility of goods and people throughout the Anchorage Bowl. Without this plan neither the Municipality nor the Alaska Department of Transportation & Public Facilities are eligible to receive the estimated annual \$60M in federal funding for improving the transportation system of roads, trails, pedestrian safety, and transit.

The LRTP is required by federal regulations to be financially constrained. In other words, the estimated cost of the projects must be covered by the projected revenues. The Plan meets this requirement (see Chapter 9 – Funding for a complete description of funding sources and project costs). The project plan revenue sources are as follows: 62.5% federal, 16% State and 21.5% Municipality of Anchorage. The Municipality of Anchorage share is divided between road bonds and federal match requirements (\$265 million), general funding for public transportation (\$358 million), transit capital (\$26 million), and non-motorized capital (\$15 million) over a 20 year period.

The State of Alaska and the Municipality of Anchorage jointly share the responsibility of maintaining roadways in Anchorage, spending almost \$24 million per year. New roads and lanes to be built as a part of the LRTP implementation will add additional annual maintenance cost of about \$1.6 million. The estimated cost of maintaining a mile of trail per year is about \$1,500. Consequently, adding an additional 41 miles of new trails (as recommended in the Plan) will cost about \$61,500 per year.

PRIVATE SECTOR ECONOMIC EFFECTS:

The Anchorage Long-Range Transportation Plan Update recommends improvements to the existing transportation network and for new roadway, pedestrian/trail, freight, and transit systems. Implementation of the Plan will improve access to growing residential, commercial, retail and industrial areas. These public improvements will also provide and encourage further private investment in the Anchorage Bowl.

The residents of Anchorage rely heavily on ocean and air transport for the delivery of goods to the state. The LRTP recommends improving the Port of Anchorage access as well as improvements of the main road access to the Ted Stevens International Airport.

Prepared by: Jon R. Spring Telephone: 343-7994

Senior Transportation Planner

MUNICIPALITY OF ANCHORAGE

ASSEMBLY MEMORANDUM

No. AM 609-2005

Meeting Date: August 23, 2005

From: MAYOR

Subject:

AN ORDINANCE ADOPTING THE ANCHORAGE LONG-RANGE TRANSPORTATION PLAN ~ 2025, AND CONCURRENT AMENDMENTS TO THE OFFICIAL STREETS AND HIGHWAYS PLAN (OS&HP), AS REVISED ELEMENTS OF ANCHORAGE 2020 – THE ANCHORAGE BOWL COMPREHENSIVE PLAN AND AMENDING ANCHORAGE MUNICIPAL CODE CHAPTER 21.05.

The Administration requests adoption of the "Anchorage Long-Range Transportation Plan \sim 2025", and concurrent amendments to the Official Streets and Highways Plan (OS&HP), as revised elements of *Anchorage 2020*, the Anchorage Bowl Comprehensive Plan, and to formally recommend approval of the Anchorage LRTP \sim 2025 to the Anchorage Metropolitan Area Transportation Solutions (AMATS) Policy Committee, which will then transmit same to the Federal Highways Administration.

"Anchorage LRTP ~ 2025 " is the first to be produced that fully takes into account the new direction provided by *Anchorage 2020*, the comprehensive plan adopted by the Assembly in February 2001.

The LRTP illustrates the challenges our transportation system faces to keep up with the growth expected between now and 2025. The Institute for Social and Economic Research (ISER) predicts Anchorage will have 35,500 new households and 90,000 new residents in twenty years.

For the past two years, AMATS conducted an extensive public involvement process, taking public comment, holding community meetings, using transportation modeling and systems evaluations to produce the LRTP. To achieve a system that works for the next 20 years, the LRTP recommends Anchorage implement programs including:

• Developing a new highway connection between the Glenn and Seward Highways.

 Developing new road connections and completing missing segments to reduce the need to expand other streets.

• Providing better year-round maintenance of existing and future roads, sidewalks, and trails. (There are a total of 40 new lane miles in the LRTP.)

• Developing an effective Bus Rapid Transit and High Occupancy Vehicle strategy for the Glenn Highway corridor.

• Expanding People Mover and other forms of transit.

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Investing in pedestrian and bicycle improvements in key areas as a way to support alternative modes of transportation.

The LRTP makes other recommendations for improving transportation in Anchorage including frequently adjusting traffic signal timing; implementing a corridor management plan for Tudor Road; using technology to help manage and operate systems; and responding quickly to resolve "pinch points" or bottlenecks in the road network that hinder traffic and traffic flow.

The total cost of improvements in the LRTP is expected to be nearly \$3 billion.

To ensure consistency between adopted Plans, the Administration requests amendments to the Official Streets and Highways Plan, to mirror the necessary changes in functional classification of the roadways shown in the LRTP. Exhibit B is a listing of the proposed changes. The OS&HP map and table for the Anchorage Bowl element will be updated accordingly to reflect the adopted changes.

THE ADMINISTRATION RECOMMENDS APPROVAL OF THE ORDINANCE ADOPTING THE ANCHORAGE LONG RANGE TRANSPORTATION PLAN ~ 2025, AMENDMENTS TO THE OFFICIAL STREETS & HIGHWAYS PLAN, AND AMENDMENTS TO ANCHORAGE MUNICIPAL CODE CHAPTER 21.05.

Lance Wilber, AICP, Director, Traffic Department Prepared by:

Denis C. LeBlanc, Municipal Manager Concurred by:

Respectfully submitted: Mark Begich, Mayor

Attachments: Exhibit A - Anchorage Long-Range Transportation Plan, Public Review Draft,

August 2005

Exhibit B - Proposed Amendments to the Official Streets and Highways Plan,

August 2005

Draft 2005 OS&HP Amendment: Proposed changes in classifications of roadways in the Anchorage Bowl (10 August 2005)

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Mountain Air Drive (extended) Rabbit Creek Rd E 164" Ave unnamed (HLB/Mental Health Trust /private) Goldenview Dr Potter Valley E 40" Avenue Lake Otis Pkwy Piper St Piper Street / Seawolf Drive (extended) Providence Dr Tudor Rd Delete references to Residential Tudor Rd Delete references to Divided Delete references to Undivided		Spenard Rd	The state of the s	Class II Minor Arterial
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Piper Street / Seawoif Drive (extended) Providence Dr Delete references to Residential Delete references to Divided Delete references to Undivided	Lake Otis Pkwy	Piper St		Class IB Neighborhood Collector
Delete references to Residential Delete references to Divided Delete references to Undivided	Providence Dr	Tudor Rd		
Delete references to Divided Delete references to Undivided			Class Residential Collector	Class I Collector
Delete references to Undivided	And the second s		Class III Major Arterial (divided)	Class III Major Arterial
			Class IIIB Major Arterial (undivided)	Class III Major Arterial
Delete references to Study Areas Sand Lake Area, EAST, 40th/Midtown Park	Sand Lake Area, EAST, 40 th /Mi	idtown Park	Study Areas	eliminate Study Area references

^{*} Highway Corridor illustrates the general alignment of the future project. Final alignment to be determined during the environmental phase of the project.
Alignment not to be used to established setback requirements under AMC Title 21.

Content Information

Content ID: 003181

Type: Ordinance - AO

The Anchorage Long-Range Transportation Plan ~ 2025 (LRTP), and

Title: concurrent amendments to the Official Streets and Highways Plan

(OS&HP) as amended (AMC 21.05.030.E), as revised elements of

Anchorage 2020, the Anchorage Bowl Comprehensive Plan.

Author: klundertg **Initiating Dept: Traffic**

The Anchorage Long-Range Transportation Plan ~ 2025 (LRTP), and

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Anchorage 2020, the Anchorage Bowl Comprehensive Plan.

Keywords: LRTP, OS&HP Date Prepared: 8/11/05 4:15 PM **Director Name:** Lance Wilber

Assembly

Meeting Date 8/23/05

MM/DD/YY:

Public Hearing 9/27/05 Date:

Workflow History

Workflow Name	Action Date	Action	<u>User</u>	Security Group	Content ID
AllOrdinanceWorkflow	8/11/05 4:23 PM	Checkin	klundertg	Public	003181
Traffic_SubWorkflow	8/12/05 4:11 PM	Approve	wilberlr	Public	003181
OMB_SubWorkflow	8/15/05 3:33 PM	Approve	mitsonjl	Public	003181
AllOrdinanceWorkflow	8/17/05 3:44 PM	Reject	fehlenrl	Public	003181
AllOrdinanceWorkflow	8/17/05 4:20 PM	Checkin	klundertg	Public	003181
Traffic_SubWorkflow	8/17/05 4:23 PM	Approve	wilberlr	Public	003181
OMB_SubWorkflow	8/19/05 11:52 AM	Approve	mitsonji	Public	003181
Legal_SubWorkflow	8/19/05 11:54 AM	Approve	fehlenrl	Public	003181
MuniManager_SubWorkflow	8/19/05 12:03 PM	Approve	curtiscr2	Public	003181
MuniMgrCoord_SubWorkflow	8/19/05 12:03 PM	Approve	curtiscr2	Public	003181