

Submitted by: Assembly Chair Anna
Fairclough and Assembly Vice Chair Dan Coffey
Prepared by: Department of Assembly
For reading: October 25, 2005

See AR 2005-282(1)

ANCHORAGE, ALASKA
AR NO. 2005- 282

A RESOLUTION OF THE ANCHORAGE ASSEMBLY
CONCERNING THE LONG RANGE TRANSPORTATION PLAN

WHEREAS, the Anchorage Assembly is charged with the responsibility of reviewing and making recommendations to the Anchorage Metropolitan Area Transportation Solutions multi-agency team concerning the Long Range Transportation Plan for Anchorage and Chugiak-Eagle River; and

WHEREAS, the Assembly has received and reviewed the draft Anchorage Long Range Transportation Plan along with information and recommendations from other public agencies and the general public related to the draft Transportation Plan; and

WHEREAS, the draft Transportation Plan addresses roads, regional connections, congestion management, freight distribution, transit and non-motorized transportation as well as funding sources for the construction and maintenance of transportation facilities; and

WHEREAS, the draft Transportation Plan establishes priorities for various projects and recommendations for action; and

WHEREAS, the draft Transportation Plan is a policy document which helps policy makers to make decisions with regard to transportation within the Municipality of Anchorage; and

WHEREAS, the Assembly's review of the draft Transportation Plan has disclosed numerous policy statements and recommendations for action which the Assembly finds are not reality based, which require a disproportionate expenditure of public funds for the benefits derived and which are not in the best interests of the Municipality of Anchorage; and

WHEREAS, the Assembly has proposed several amendments to the specific language of the draft Transportation Plan which, once adopted, are intended to make the Assembly's recommendations clear and specific and to give notice to the public as to the Assembly's intentions when issues related to transportation funding come before the Assembly; and

WHEREAS, in addition to making the specific amendments to the draft Transportation Plan referenced in the previous paragraph, it is important for the Anchorage Assembly, in its advisory role in the development of this Transportation Plan, to state those general policies and actions which they recommend for adoption by the multi-agency team so

1 that when the Transportation Plan is formally adopted prior to year end, the multi-agency
2 team which comprises AMATS will have clear, concise and well considered
3 recommendations from the Assembly to enable them to incorporate these policy
4 recommendations in the Long Range Transportation Plan;

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6 NOW, THEREFORE, the Anchorage Assembly RESOLVES as follows:

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8 1. ROADS: Based on the information provided in Chapter 5 (pages 33 through 35),
9 Chapter 6 (pages 51 through 55), Chapter 7 (pages 61 through 77), Chapter 8
10 (pages 110 through 114) and Chapter 9 (pages 137 through 139) of the draft Plan
11 and other materials and information provided during the public review process,
12 the emphasis of the Transportation Plan should be on the construction of new
13 roads to complete major missing links and to preserve and rehabilitate the already
14 built road network. The Action Item Recommendations in Chapter 10 on page
15 147 should be amended to reference, as the number 1 priority, the construction of
16 new roads to complete major missing links.
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18 2. TRANSIT: Based on the information provide in Chapter 3 (pages 21 through 23),
19 Chapter 5 (pages 36 through 38), Chapter 6 (pages 53 through 56), Chapter 7
20 (pages 77 through 88), Chapter 8 (pages 115 through 120) and Chapter 9 (pages
21 139 through 141) of the draft Plan and other materials and information provided
22 during the public review process, it is apparent that even with substantial
23 additional expenditures on transit (approximately \$25m per year over 20 years:
24 \$497,000,000.00) there will be a negligible effect on ridership as a percentage of
25 the total population of the Municipality. Therefore, the Municipality should focus
26 on completion of the existing five (5) year Restructuring Plan adopted in 2002
27 (The People Mover Blueprint: A Plan to Restructure the Anchorage Transit
28 System, 2002 by RLS & Associates, Inc.) which is to be completed in 2007 as per
29 Action Item Recommendation # 1 on page 147 of the draft Plan. Item 2 in the list
30 of Action Item Recommendations on page 147, should be deleted. However,
31 consideration should be given to providing rapid transit services on the Glenn
32 Highway as set forth on page 115 (but not the BRT) if the same can be successful
33 in both significantly increasing ridership and in not placing a substantial
34 additional burden on the taxpayers of Anchorage. Expanded vanpool and carpool
35 programs, road improvements, traffic management systems and phased
36 implementation of HOV lanes as described on page 115 are appropriate.
37 Consideration of commuter rail service is likewise appropriate so long as the costs
38 of such consideration are paid for by the Alaska Railroad and not the tax payers of
39 Anchorage.
- 40
41 3. FREIGHT DISTRIBUTION: Based on the information provided in Chapter 5
42 (pages 41 and 42) and Chapter 7 of the draft Plan (page 92 and pages 94 through
43 96) and other materials and information provided during the review process
44 dealing with trucks and freight distribution, the Action Item Recommendations of
45 the draft Plan (page 149) with regard to freight distribution should be adopted as
46 written.
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48 4. PEDESTRIANS: Based on the information provided in Chapter 7 (page 75 and
49 pages 86 and 87 dealing with "Factors that Affect Transit Effectiveness in
50 Anchorage") of the draft Plan, based on the LRTP Working Paper "Policy Area

Intensification Land Use Alternative Scenario Evaluation” and based other materials and information provided during the review process, it is apparent that Anchorage is not now nor will it become a “compact and walkable city”. Therefore, construction of projects and the expenditure of public funds should not be based on the concept that Anchorage is or will become a “compact and walkable city” except in certain areas of Anchorage where walkable solutions are appropriate.

5. TRAILS: Based on the information provided in Chapter 5 (page 40), Chapter 7 (pages 90 through 92) and Chapter 8 (pages 121 through 123) of the draft Plan and other materials and information provided during the review process, the Municipality should focus its limited resources on the repair and maintenance of the existing trail system. The coastal trail, with its provisions for condemning large amounts of private property and its huge cost is not a high priority of the Anchorage Assembly.
6. CONGESTION MANAGEMENT: Based on the information provided in Chapter 5 (pages 46 through 49), Chapter 7 (pages 99 through 105) and Chapter 10 (pages 149 and 150), the Plan and other materials and information provided during the review process, in so far as it concerns Congestion Management, should follow the Action Item Recommendations (1, 2, 3, 4, 6, 8 & 9) as found in Chapter 10, pages 149 & 150 with the deletion of items 5 and 7.
7. REGIONAL CONNECTIONS: Based on the information provided in Chapter 7 (pages 96-98), Chapter 8 (pages 123 through 124) of the draft Plan and other materials and information provided during the review process, the Plan should follow the Action Item Recommendations as found in Chapter 10, page 149, provided that funding for any commuter rail service studies shall be provided by the Alaska Railroad and not the tax payers of the Municipality of Anchorage.

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

Chair

ATTEST:

Municipal Clerk