

ORDINANCE NO. 10-25-05  
Date: 10-25-05

Submitted by: Chair of the Assembly  
at Request of the Mayor  
Prepared by: Department of Traffic  
For reading: 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.

**Section 2:** 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.

**Section 3:** 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.

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E. Streets and Highways.

1. Official Streets and Highways Plan, Fall 2005 [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); AO  
No. 2005-\_\_\_\_\_).

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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-\_\_\_\_\_).

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(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.

**Section 4:** This ordinance shall become effective immediately upon passage and approval by the Anchorage Assembly.

PASSED AND APPROVED by the Anchorage Assembly this 25<sup>th</sup> day of October, 2005.

Anna J. Fairclough  
Chair

ATTEST:

Bonnie S. Gwendolm  
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 ANCHORAGE 2020 – THE ANCHORAGE BOWL COMPREHENSIVE PLAN AND AMENDING ANCHORAGE MUNICIPAL CODE CHAPTER 21.05.

Sponsor: Mayor  
 Preparing Agency: Traffic Department  
 Others Impacted:

**CHANGES IN EXPENDITURES AND REVENUES:** (Thousands of Dollars)

	FY01	FY02	FY03	FY04	FY05
Operating Expenditures					
1000 Personal Services					
2000 Supplies					
3000 Other Services					
4000 Debt Service					
5000 Capital Outlay					

**TOTAL DIRECT COSTS:**

Add: 6000 Charges from Others  
 Less: 7000 Charges to Others

**FUNCTION COST:**

**REVENUES:**

**CAPITAL:**

**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.

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Prepared by: Jon R. Spring  
Senior Transportation Planner

Telephone: 343-7994

# 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.

1 The Administration requests adoption of the “Anchorage Long-Range Transportation Plan ~  
2 2025”, and concurrent amendments to the Official Streets and Highways Plan (OS&HP), as  
3 revised elements of *Anchorage 2020*, the Anchorage Bowl Comprehensive Plan, and to formally  
4 recommend approval of the Anchorage LRTP ~ 2025 to the Anchorage Metropolitan Area  
5 Transportation Solutions (AMATS) Policy Committee, which will then transmit same to the  
6 Federal Highways Administration.

7  
8 “Anchorage LRTP ~ 2025” is the first to be produced that fully takes into account the new  
9 direction provided by *Anchorage 2020*, the comprehensive plan adopted by the Assembly in  
10 February 2001.

11  
12 The LRTP illustrates the challenges our transportation system faces to keep up with the growth  
13 expected between now and 2025. The Institute for Social and Economic Research (ISER)  
14 predicts Anchorage will have 35,500 new households and 90,000 new residents in twenty years.

15  
16 For the past two years, AMATS conducted an extensive public involvement process, taking  
17 public comment, holding community meetings, using transportation modeling and systems  
18 evaluations to produce the LRTP. To achieve a system that works for the next 20 years, the  
19 LRTP recommends Anchorage implement programs including:

- 20
- 21 • Developing a new highway connection between the Glenn and Seward Highways.
  - 22
  - 23 • Developing new road connections and completing missing segments to reduce the need to  
24 expand other streets.
  - 25
  - 26 • Providing better year-round maintenance of existing and future roads, sidewalks, and trails.  
27 (There are a total of 40 new lane miles in the LRTP.)
  - 28
  - 29 • Developing an effective Bus Rapid Transit and High Occupancy Vehicle strategy for the  
30 Glenn Highway corridor.
  - 31
  - 32 • Expanding People Mover and other forms of transit.
  - 33

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

3  
4 The LRTP makes other recommendations for improving transportation in Anchorage including  
5 frequently adjusting traffic signal timing; implementing a corridor management plan for Tudor  
6 Road; using technology to help manage and operate systems; and responding quickly to resolve  
7 “pinch points” or bottlenecks in the road network that hinder traffic and traffic flow.

8  
9 The total cost of improvements in the LRTP is expected to be nearly \$3 billion.

10  
11 To ensure consistency between adopted Plans, the Administration requests amendments to the  
12 Official Streets and Highways Plan, to mirror the necessary changes in functional classification  
13 of the roadways shown in the LRTP. **Exhibit B** is a listing of the proposed changes. The  
14 OS&HP map and table for the Anchorage Bowl element will be updated accordingly to reflect  
15 the adopted changes.

16  
17 THE ADMINISTRATION RECOMMENDS APPROVAL OF THE ORDINANCE ADOPTING  
18 THE ANCHORAGE LONG RANGE TRANSPORTATION PLAN ~ 2025, AMENDMENTS  
19 TO THE OFFICIAL STREETS & HIGHWAYS PLAN, AND AMENDMENTS TO  
20 ANCHORAGE MUNICIPAL CODE CHAPTER 21.05.

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22  
23 Prepared by: Lance Wilber, AICP, Director, Traffic Department  
24 Concurred by: Denis C. LeBlanc, Municipal Manager  
25 Respectfully submitted: Mark Begich, Mayor

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27  
28  
29 Attachments: **Exhibit A** - Anchorage Long-Range Transportation Plan, Public Review Draft,  
30 August 2005  
31 **Exhibit B** - Proposed Amendments to the Official Streets and Highways Plan,  
32 August 2005  
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34  
35

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

	Roadway Name	Beginning Point	Terminus	Current Classification	Proposed Classification
1	Arctic Boulevard	W Northern Lights Blvd	Dowling Road	Class III Major Arterial (divided)	Class II Minor Arterial
2	W 40th Avenue	Arctic Blvd	'B' Street	**	Class I Collector
3a	Abbott Loop Road / Bragaw Street	E Tudor Road	E 48 <sup>th</sup> Ave	Class II Minor Arterial	Class III Major Arterial
3b	Abbott Loop Road	E 48th Ave	Dowling Rd	Study Area	Class III Major Arterial
4	Abbott Loop Road	E Dowling Rd (extended)	Abbott Rd	Class I Residential Collector	Class II Minor Arterial
5a	48th Avenue (extended)	Bragaw St	Boniface Pkwy	Class IA Comm 'I/Ind Collector	Class II Minor Arterial
5b	Boniface Parkway	E Tudor Rd	48th Ave	Class IA Comm 'I/Ind Collector	Class II Minor Arterial
6a	E Dowling Road	Lake Otis Pkwy	Spruce St	Class II Minor Arterial	Class III Major Arterial
6b	E Dowling Road (extended)	Spruce St	Abbott Loop Rd	Class I Residential Collector	Class III Major Arterial
7	Minnesota Drive	W Tudor Road	Internat'l Airport Rd	Class III Major Arterial (divided)	Class V Freeway
8	W 15 <sup>th</sup> Avenue	'L' Street	Gambell St	Class III Major Arterial	Class II Minor Arterial
9a	Ship Creek Drive	small boat harbor	Ingra/Gambell extension		Class I Collector
9b	Ingra Street / Gambell Street (extended)	E Ship Creek Dr	E 3 <sup>rd</sup> Ave		Class II Minor Arterial
10	Glenn Highway	Airport Hts Dr / Mt View Dr	Bragaw St	Class III Major Arterial (divided)	Class V Freeway
11	Highway to Highway connection *	Glenn Hwy @ Bragaw St	Seward Hwy @ 20 <sup>th</sup> Ave	Study Area	Class V Freeway (dotted line)
12	Merrill Field Bypass	Lake Otis Pkwy @ DeBarr St	Glenn Hwy @ Airport Hts		Class III Major Arterial
13	E Internat'l Airport Road [incl new underpass]	Old Seward Hwy	Brayton Dr [hwy E frontage]	Class I Residential Collector	Class III Major Arterial
14	E 68th Avenue [incl new underpass]	Old Seward Hwy	Brayton Dr [hwy E frontage]		Class I Collector
15	E 76th Avenue [incl new underpass]	Homer Dr (hwy W frontage)	Brayton Dr [hwy E frontage]		Class IA Comm 'I/Ind Collector
16	E 11 <sup>th</sup> Avenue	Muldoon Road	Boston Ave		Class IB Neighborhood Collector
17a	Creekside Street (extended)	Muldoon Road @ E 11 <sup>th</sup> Ave	DeBarr Rd		Class I Collector
17b	Creekside Center Drive	Muldoon Road @ E 16 <sup>th</sup> Ave	DeBarr Rd		Class I Collector
18	Reka Drive	Bragaw St	Pine St		Class IB Neighborhood Collector
19	Spruce Street	Dowling Road	E 68 <sup>th</sup> Ave		Class IB Neighborhood Collector
20	W 36 <sup>th</sup> Avenue	Minnesota Drive	Spennard Rd	**	Class II Minor Arterial
21	Mountain Air Drive (extended)	Rabbit Creek Rd	E 164 <sup>th</sup> Ave		Class IB Neighborhood Collector
22	unnamed (HLB/Mental Health Trust /private)	Goldenview Dr	Potter Valley Rd/ OSH		Class IB Neighborhood Collector
23	E 40 <sup>th</sup> Avenue	Lake Otis Pkwy	Piper St		Class IB Neighborhood Collector
24	Piper Street / Seawolf Drive (extended)	Providence Dr	Tudor Rd		Class I Collector
	Delete references to Residential			Class I Residential Collector	Class I Collector
	Delete references to Divided			Class III Major Arterial (divided)	Class III Major Arterial
	Delete references to Undivided			Class IIIB Major Arterial (undivided)	Class III Major Arterial
	Delete references to Study Areas	Sand Lake Area, EAST, 40 <sup>th</sup> /Midtown 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

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

**Description:** The Anchorage Long-Range Transportation Plan ~ 2025 (LRTP), and 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.

**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**  
**Date:** 9/27/05

## Workflow History

<u>Workflow Name</u>	<u>Action Date</u>	<u>Action</u>	<u>User</u>	<u>Security Group</u>	<u>Content ID</u>
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	mitsonjl	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

M.O.A.  
 2005 AUG 19 PM 12:39  
 CLERKS OFFICE