

CLERK'S OFFICE

APPROVED

Date: 10-20-07
PLAN WAS AMENDED 9-11-07;
AMENDED FURTHER 10-9-07 &
APPROVED 10-9-07

Anchorage, Alaska
AO 2007-96

Submitted by: Chair of the Assembly
at Request of the Mayor
Prepared by: Department of Traffic
For reading: June 26, 2007

AN ORDINANCE ADOPTING THE ANCHORAGE PEDESTRIAN PLAN, AN ELEMENT OF THE ANCHORAGE NON-MOTORIZED PLAN, AS REVISED ELEMENTS OF *ANCHORAGE 2020* - THE ANCHORAGE BOWL COMPREHENSIVE PLAN AND AMENDING ANCHORAGE MUNICIPAL CODE CHAPTER 21.01.

THE ANCHORAGE ASSEMBLY ORDAINS:

Section 1: The Anchorage Pedestrian Plan, an element of the Non-Motorized Transportation Plan 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: Anchorage Municipal Code section 21.01.080 is amended to read as follows (*the remainder of the section is not affected and therefore not set out*):

21.01.080 Comprehensive Plan, B. Elements.

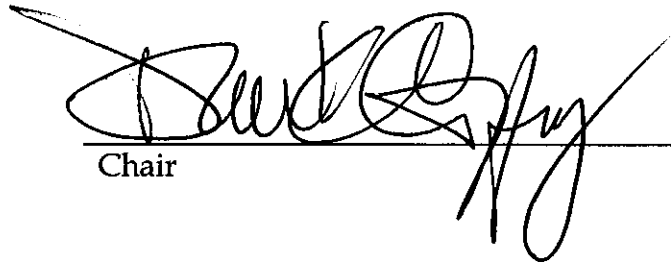
1. Adopted Elements

The comprehensive plan consists of the adopted elements identified in the following table, and which are incorporated in this chapter by reference. Plans or other elements that are not listed below are not official elements of the comprehensive plan, though they may be valid planning tools.

<u>Area/Topic</u>	<u>Plan</u>	<u>Adoption Date [1]</u>	<u>Amendments</u>
Transportation	Street and Highway Landscape Plan	AO 81-180; 11-3-81	
	Areawide Trails Plan	AO 96-140; 4-8-97	
	Official Streets & Highways Plan	AO 79-10; 6-19-79	AO 83-200; 12-6-83 AO 84-255; 1-22-85 AO 86-132; 8-19-86 AO 96-97(S); 8-13-96 AO 97-85; 6-3-97 AO 00-122; 8-15-00 AO 05-115; 10-25-05
	Anchorage Long-Range Transportation Plan	AO-05-115; 10-25-05	
	Anchorage Non-Motorized Transportation Plan	AO-07-____	
	Pedestrian Plan	AO-07-____	

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

PASSED AND APPROVED by the Anchorage Assembly this 9th day of October, 2007.



Chair

ATTEST:



Municipal Clerk

MUNICIPALITY OF ANCHORAGE

Summary of Economic Effects -- General Government

AO Number: 2007- 96

Title: AN ORDINANCE ADOPTING THE ANCHORAGE PEDESTRIAN PLAN, AN
ELEMENT OF THE ANCHORAGE NON-MOTORIZED PLAN, AS REVISED
ELEMENTS OF ANCHORAGE 2020 -- THE ANCHORAGE BOWL
COMPREHENSIVE PLAN

Sponsor: Mayor
Preparing Agency: Traffic Department
Others Impacted:

CHANGES IN EXPENDITURES AND REVENUES:		(In Thousands of Dollars)				
	FY07	FY08	FY09	FY10	FY11	
Operating Expenditures						
1000 Personal Services						
2000 Non-Labor						
3900 Contributions						
4000 Debt Service						
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 Non-Motorized Transportation Plan and its first element, the Pedestrian Plan, provide a guide for directing pedestrian improvements in the Municipality of Anchorage. The Plan identifies over 200 pedestrian projects with an estimated cost of over \$40 million. While there are not sufficient funds to construct all of these projects, the Plan prioritizes the projects according to their potential use, thereby ensuring that the public will get the most benefit for the money spent. The purpose of the Pedestrian Plan is to establish a 20 year framework for improvements that will enhance the pedestrian environment and increase opportunities to choose walking as a mode of transportation and make a safer walking experience.

The primary public sector benefit of an improved pedestrian system is a reduction in the number of car trips. On an average day, there are about 57,000 pedestrian trips. This amounts to about 5.7% of all trips. Any increase in the number of walk trips is translated into an equal reduction in the number of car trips. This reduces the need for road expansive road improvements and improves air quality.

Any increase in the amount of sidewalks will have a corresponding increase in sidewalk maintenance costs. The Municipality of Anchorage, however, does not break out the costs of sidewalks and trails. In 2004, the annual cost of trail/walkway maintenance was about \$500,000.

PRIVATE SECTOR ECONOMIC EFFECTS:

An improved sidewalk system has several public benefits, the most important of which may be the health related. During the last two decades, obesity has reached epidemic proportions. Obesity causes diseases like Type 2 diabetes as well as increased risk for heart disease, blood pressure, and stroke. In 2005, the Mayor's Task force on Obesity and Health found a direct connection between the built environment and people's level of activity. A typical Anchorage resident today leads a sedentary lifestyle, driving to every destination instead of walking, sitting

typical Anchorage resident today leads a sedentary lifestyle, driving to every destination instead of walking, sitting all day at work, and watching television at home for recreation. Improving the physical pedestrian environment which is the objective of this Plan will not make people more physically fit but it will increase the opportunity to integrate walking in one's everyday activities and hopefully have a beneficial effect on the overall health of Anchorage residents.

Transportation costs savings is another private benefit of the Pedestrian Plan adoption. This could be especially significant in relation to school trips. Currently only 14% of elementary school children in Anchorage walk to school. If adequate sidewalks and safe routes existed and other programs were implemented as recommended by this Plan, the number of school walk trips could be dramatically increased thus saving parents the expense of driving them to school, and reducing the number of school bus routes needed.

Prepared by: Jon Spring, Senior Transportation Planner

Telephone: 343-7994

MUNICIPALITY OF ANCHORAGE

ASSEMBLY MEMORANDUM

No. AM 419 -2007

Meeting Date: June 26, 2007

From: MAYOR

Subject: **AN ORDINANCE ADOPTING THE ANCHORAGE PEDESTRIAN PLAN, AN ELEMENT OF THE NON-MOTORIZED TRANSPORTATION PLAN, AS A REVISED ELEMENT OF *ANCHORAGE 2020* – THE ANCHORAGE BOWL COMPREHENSIVE PLAN AND AMENDING ANCHORAGE MUNICIPAL CODE CHAPTER 21.01.**

1 The Administration requests adoption of the “Anchorage Pedestrian Plan”, an element of the
2 “Non-Motorized Transportation Plan”, as a revised element of *Anchorage 2020*, the Anchorage
3 Bowl Comprehensive Plan, and to formally recommend approval to the Anchorage Metropolitan
4 Area Transportation Solutions (AMATS) Policy Committee.

5
6 The development of a Pedestrian Plan, the first section of the newly renamed Non-Motorized
7 Transportation Plan, was called for in the Anchorage Bowl and Chugiak-Eagle River Long
8 Range Transportation Plans. The Pedestrian Plan establishes a 20 year framework for
9 improvements to enhance the pedestrian environment and increase opportunities to choose
10 walking as a mode of transportation.

11
12 The Plan identifies priority projects nominated by the public and includes projects that add
13 missing links for sidewalks, walkways and lighting for safe routes to school, and improved road
14 crossings. An improved pedestrian system has many benefits including a reduction in the number
15 of vehicle and pedestrian crashes, a reduction in the number of driving trips, as well as the health
16 rewards that are accrued due to increased physical activity.

17
18 During the past year, AMATS has held a series of public workshops to identify pedestrian needs
19 and potential projects. Using a set of objective criteria a scoring system was developed to
20 determine which projects would provide the most valuable public benefit for the money spent.
21 The Plan also recommends a variety of other programs and policies designed to improve the
22 pedestrian environment including;

- 23
24 • Improving pedestrian crossings and safety by encouraging the use of a range of intersection
25 design options.
26
27 • Improving and expanding snow removal on pedestrian facilities.
28
29 • Promoting pedestrian safety through the implementation of programs to educate motorists
30 and pedestrians on their rights and responsibilities.
31
32 • Initiating pedestrian corridor review in areas such as midtown and Tudor Road as ways to
33 increase safety in specific areas.
34

- Ensuring that the school and public facility review process rate pedestrian environment or add them as part of infrastructure improvements.

THE ADMINISTRATION RECOMMENDS APPROVAL OF THE ORDINANCE ADOPTING THE ANCHORAGE PEDESTRIAN PLAN, AN ELEMENT OF THE NON-MOTORIZED TRANSPORTATION PLAN, AS A REVISED ELEMENT OF ANCHORAGE 2020 – THE ANCHORAGE BOWL COMPREHENSIVE PLAN AND AMENDING ANCHORAGE MUNICIPAL CODE CHAPTER 21.01.

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

Attachments: **Exhibit A** – Anchorage Pedestrian Plan, Public Review Draft, March 2007
Exhibit B - Revision Table as Recommended by Planning and Zoning Commission and AMATS Technical Advisory Committee, June 2007.

Content Information**Content ID :** 005200**Type:** AM_OtherServices - Other Services Memorandum**Title:** Pedestrian Plan**Author:** klundertg**Initiating
Dept:** Traffic**Description:** AN ORDINANCE ADOPTING THE ANC PEDESTRIAN PLAN, AN ELEMENT OF THE NON-MOTORIZED TRANS PLAN, AS A REVISED ELEMENT OF ANCHORAGE 2020 – THE ANCHORAGE BOWL COMPREHENSIVE PLAN AND AMENDING ANCHORAGE MUNICIPAL CODE CHAPTER 21.01**Date
Prepared:** 6/20/07 11:14 AM**Director
Name:** Lance R. Wilber**Assembly
Meeting Date:** 6/26/07**Public
Hearing Date:** ~~7/17/07~~ 9/11/07M.O.A.
2007 JUN 22 AM 10:32
CLERK'S OFFICE**Workflow History**

<u>Workflow Name</u>	<u>Action Date</u>	<u>Action</u>	<u>User</u>	<u>Security Group</u>	<u>Content ID</u>
OtherServicesAMWorkflow	6/20/07 11:34 AM	Checkin	klundertg	Public	005200
Traffic_SubWorkflow	6/20/07 2:33 PM	Approve	wilberlr	Public	005200
MuniManager_SubWorkflow	6/22/07 9:57 AM	Approve	leblancdc	Public	005200
MuniMgrCoord_SubWorkflow	6/22/07 9:58 AM	Approve	abbottmk	Public	005200



CONSENT AGENDA - INTRODUCTION