

Submitted by: Chairman of the Assembly at
the Request of the Mayor

Prepared by: Traffic Department

For reading: March 27, 2007

CLERK'S OFFICE

AMENDED AND APPROVED ANCHORAGE, ALASKA
Date: 5-15-07 AR 2007-77

**A RESOLUTION RECOMMENDING TO AMATS POLICY COMMITTEE APPROVAL
OF THE CHUGIAK-EAGLE RIVER 2027 LONG-RANGE TRANSPORTATION PLAN,
AND CONCURRENT AMENDMENTS TO THE OFFICIAL STREETS AND
HIGHWAYS PLAN.**

WHEREAS, the Chugiak-Eagle River Long-Range Transportation Plan (C/ER LRTP) is one of several elements of the AMATS Long-Range Transportation Plan (an element of the Municipality of Anchorage Comprehensive Plan); and

WHEREAS, the Chugiak-Eagle River 2027 LRTP is used to guide the development and implementation of needed transportation system improvements for this area, and addresses a longer-term planning horizon twenty years into the future (to 2027); and

WHEREAS, the LRTP is to be reviewed every 4 years, beginning July, 2007, and is required to be based upon the most current land use, population, employment and housing data; and

WHEREAS, the Official Streets and Highways Plan (OS&HP) is based on the LRTP, and is used to designate functional classifications of streets and highways;

THE ANCHORAGE ASSEMBLY RESOLVES:

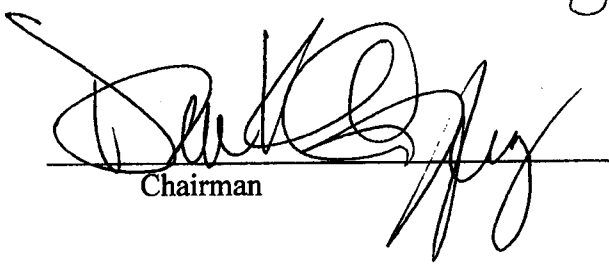
Section 1. The Chugiak-Eagle River 2027 Long-Range Transportation Plan, dated January 25, 2007, attached hereto as **Exhibit A** and incorporated herein by reference, is hereby recommended for approval by the AMATS Policy Committee, with any specified changes approved by the Assembly, which shall be attached hereto as an Addendum.

Section 2. Revisions to the Official Streets and Highways Plan (OS&HP) and Map, as shown attached hereto as **Exhibit B** (including Map 5, Street Classification Listing, and text changes) are recommended for approval by the AMATS Policy Committee. Map 5, incorporated herein by reference, is recommended to supersede Figure 3 in the 1996 (revised 2003) OS&HP.

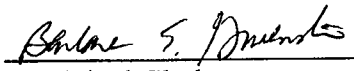
Section 3. Project 707, Glenn Highway at Eagle River Road from Hiland Road to Artillery Road (4 miles) is the highest priority project in the LRTP and should be recommended as such to the AMATS Policy Committee.

Section 4. The Chugiak-Eagle River LRTP should sunset June 2011. It should be adopted in conjunction with the Anchorage LRTP so that funding needs and priorities are addressed.

PASSED AND APPROVED by the Anchorage Assembly on this 15th day of May,
2007.


Chairman

ATTEST:


Municipal Clerk

Attachments: Exhibit A, Chugiak-Eagle River 2027 LRTP

Exhibit B, OS&HP Changes

PLAN WAS APPROVED AS AMENDED BY THE ASSEMBLY 5-15-07
MINUTES OF THE 5-15-07 REGULAR MEETING ATTACHED

**MUNICIPALITY OF ANCHORAGE
ASSEMBLY MEMORANDUM No. AR-2007- 77
FOR READING MARCH 13, 2007
(CHUGIAK-EAGLE RIVER 2027 LRTP)**

**EXHIBIT A – CHUGIAK-EAGLE RIVER 2027
LONG-RANGE TRANSPORTATION PLAN
FINAL DRAFT JANUARY 25, 2007**

Mr. Claman urged that the document be amended to include a lease-option and he would not support postponement.

Mr. Abbott stated that the Assembly had encouraged the Purchasing Officer to structure a procurement solicitation with maximum flexibility, so the process would be expedited with property owners having sufficient notice to respond and the Assembly being noticed of the proposal merits without undo delay. The Administration opposed postponement.

Chair Coffey put the Question.

and the motion to postpone passed, 9-2.

AYES: Tesche, Traini, Sullivan, Starr, Coffey, Johnston, Birch, Bauer and Selkregg.

NAYES: Ossiander and Claman.

Ms. Ossiander moved, to create a subcommittee to address this issue,
Mr. Claman seconded,
and this was approved without objection.

Chair Coffey appointed Dr. Selkregg as Chair and Mr. Sullivan and Mr. Birch as members to review the issue with members of the Administration. There were no objections. Dr. Selkregg requested 30 days to review the matter.

Mr. Claman moved, following a subcommittee review, to bring the matter before
Mr. Sullivan seconded, the Assembly on June 12, 2007,
and this was approved without objection.

10.E. INFORMATION AND REPORTS None were pulled for review.

10.F. ORDINANCES AND RESOLUTIONS FOR INTRODUCTION None were pulled for review.

11. OLD BUSINESS AND UNFINISHED ACTION ON PUBLIC HEARING ITEMS

- 11.A. Ordinance No. AO 2007-44, an ordinance of the Anchorage Municipal Assembly amending Anchorage Municipal Code Chapter 16.100, **Private Ambulance Service**, to establish a new Type III License for limited private ambulance service in conjunction with medical air transport; and amending AMC 16.10.150 to establish an annual license fee for a Type III License; Assemblymember Birch.
1. Assembly Memorandum No. AM 177-2007.
 2. Information Memorandum No. AIM 36-2007.
- (Public Hearing was Closed 5-1-07; Action was Carried Over from 5-1-07)

Chair Coffey stated that Public Hearing was closed and there was a motion to approve on the floor by Mr. Birch, seconded by Mr. Bauer.

Mr. Claman moved, to Postpone AO 2007-44 to the last Regular Assembly
Mr. Birch seconded, Meeting scheduled for September, 2007,
and this was approved without objection.

12. APPEARANCE REQUESTS There were none.

13. CONTINUED PUBLIC HEARINGS

- 13.A. Ordinance No. AO 2007-43, an ordinance amending Anchorage Municipal Code Section 25.10.060, **Use of Municipal Land**, by enacting a new Subsection (E) prohibiting imposition of permit fees based on a percentage of concession revenue, and allowing fee reductions where users assume maintenance responsibilities; Assemblymembers Traini and Ossiander.
1. Information Memorandum No. AIM 37-2007. (Carried Over from 5-1-07)

Chair Coffey read the ordinance title and opened Public Hearing. With no one to testify, he closed Public Hearing and called the Question.

Ms. Ossiander moved, to approve AO 2007-43,
Mr. Traini seconded,

Ms. Ossiander stated that she and Mr. Traini had sponsored this ordinance to address of some questions associated with a 1986 resolution, which was attached to the ordinance. Parks and Recreation Commission members had requested to review the matter. Parks and Recreation Director Tom Dillon requested 60 days to allow the sports user group and the commercial vendors time to review the adopted fee structure. Mr. Traini stated this had already been postponed 77 days. Ms. Ossiander requested the matter be reviewed and returned to the Assembly by June 26th.

Ms. Ossiander moved, to Postpone AO 2007-43 until June 26th and to refer
Mr. Traini seconded, the matter to the Parks and Recreation Commission,
and this was approved without objection.

- 13.B. Ordinance No. AO 2007-70, an ordinance amending Anchorage Municipal Code Chapters 24.30, 24.80 and 14.60 to establish an **Annual Vertical Bore Permit**, and establish fines and/or penalties to improve excavation safety for the Right-of-Way Division; Development Services Department.
1. Assembly Memorandum No. AM 280-2007.
- (Carried Over from 5-1-07)

Chair Coffey read the ordinance title and opened Public Hearing. There was no one to testify and he closed Public Hearing and called the Question.

Ms. Ossiander moved, to approve AO 2007-70,
Mr. Traini seconded,
and this was approved, 11-0.

AYES: Tesche, Traini, Sullivan, Starr, Coffey, Ossiander, Johnston, Birch, Bauer, Selkregg and Claman.
NAYES: None.

14. NEW PUBLIC HEARINGS

- 14.A. Resolution No. AR 2007-77, a resolution recommending to AMATS Policy Committee approval of the **Chugiak-Eagle River 2027 Long-Range Transportation Plan**, and concurrent amendments to the Official Streets and Highways Plan; Traffic Department.
1. Assembly Memorandum No. AM 227-2007.

Chair Coffey read the resolution title and opened Public Hearing. With no one to testify, he closed Public Hearing and called the Question.

Ms. Ossiander moved, to approve AR 2007-77,
Mr. Starr seconded,

Ms. Ossiander stated there had been profound community interest and she had received much input on the Eagle River Long-Range Transportation Plan (LRTP). The *Issue-Response Summary*, included in the document, listed fourteen priorities. The Chugiak-Eagle River LRTP had been dealt with separately from the Anchorage LRTP and projects that had been prioritized and were important to the Chugiak-Eagle River LRTP were not integrated well into the Anchorage LRTP. The residents of her district were extremely concerned with congestion on the Glenn Highway, which was escalating dramatically and some intersections would be prone to failure within 20 years. The section of the Glenn Highway directly past the hill and the bridge was already at service level D, and had been identified in the Anchorage LRTP as a short-term project. She and Mr. Starr supported that section of the Glenn Highway being the highest priority.

Ms. Ossiander moved, to amend AR 2007-77 on Page 1, Line 35, by adding a new
Mr. Starr seconded, section to read: "Section 3. Project 707, Glenn Highway at
and this passed unanimously. Eagle River Road from Hiland Road to Artillery Road (4 miles) is
the highest priority project in the LRTP and should be
recommended as such to the AMATS policy committee."

To Mr. Tesche, Municipal Traffic Director Lance Wilber responded that the Administration supported the amendment.

Ms. Ossiander moved, to amend AR 2007-77 on Page 1, Line 36, by adding a new
Mr. Starr seconded, section to read: "Section 4. the Chugiak-Eagle River LRTP
should sunset June 2011. It should be adopted in conjunction
with the Anchorage LRTP so that funding needs and priorities
are addressed."

Ms. Ossiander stated that when the Anchorage LRTP was adopted, the importance of conjointly addressing the Eagle River issues had been discussed. She urged support.

To Mr. Tesche, Mr. Wilber responded that the Administration supported the amendment.

Mr. Starr stated there was a different style of doing business in Eagle River. There was a very limited work committee addressing the vital and growing area of Chugiak-Eagle River. He encouraged Assemblymembers to be conscious of future allocation of funds to accommodate Eagle River. He urged support.

and this passed without objection.

Ms. Ossiander moved, to amend Exhibit A, Chugiak-Eagle River 2027 LRTP on Page
Mr. Starr seconded, 34, second paragraph, by deleting to read: Carpooling and
vanpooling have [the most] potential for reducing congestion
between Chugiak-Eagle River and Anchorage. Chugiak-Eagle
River residents have a high than average carpool participation
rate.;

To Mr. Tesche, Ms. Ossiander responded that the majority of residents in her district agreed that carpooling for reduction of traffic congestion had potential, rather than the highest potential.

Mr. Starr supported the amendment. It was not the priority that needed emphasizing. There would be increased traffic, including Palmer and Wasilla commuting traffic, over which there would be no control.

Mr. Bauer concurred. He supported the amendment.

Mr. Traini reminded Ms. Ossiander that Anchorage was all one town.

and this was approved, 10-1,
with Mr. Tesche opposing.

Ms. Osslander moved,
Mr. Starr seconded,
and this was later bifurcated.

to amend Exhibit A, Chugiak-Eagle River 2027 LRTP, on Page 45, *by substituting* to read: Adding capacity to the Glenn Highway cannot be the only approach to easing congestion however. ~~[Improving the roadway may attract even more drivers. The lesson from evidence across the nation is clear...we cannot build our way out of congestion.]~~ A multi-pronged strategy to meet mobility needs in the Glenn Highway corridor is recommended, and includes elements listed below ~~[not in priority order]~~ *"in rough priority order:"*

- Road improvements
- Phased implementation of HOV lanes
- Traffic management system
- Commercial vehicle intelligent system network
- Expanded vanpool and carpool programs
- Express Bus Service
- Commute options incentive program
- Implementation of federal tax-benefit credits
- Reconsideration of the Glenn Highway weight station locations
- Consideration of commuter rail service

To Mr. Tesche, Mr. Wilber responded that the amendment met the Administration's intent. Mr. Tesche was disappointed with the Administration's view and he stated there was never enough money to pay for transportation projects and deleting this language was against the reality of the situation. He would oppose the amendment.

Mr. Starr supported the amendment. Major arterials needed to receive priority with all the increased growth and development and it was time to become proactive. This document would be a guide and would send clear messages on priorities. The Chugiak-Eagle River community and the constituents supported.

Dr. Selkregg supported transportation projects being prioritized, but a plan needed to be sustainable over ten or fifteen years, with expected changes. Leaving the language unchanged would allow an annual assessment and continued commitment to building the roads as needed. Projects would be addressed when there were needs and the funds were available, which would allow resources to be maximized and would provide more flexibility over time.

Mr. Claman supported deletion of the sentences. He would not support the list of priorities.

Mr. Claman moved,
Mr. Bauer seconded,
and this was approved without objection.

to bifurcate the amendment into; approving the sentences, and; approving the list of priorities.

Mr. Claman moved,
Mr. Bauer seconded,

to amend Exhibit A, Chugiak-Eagle River 2027 LRTP on Page 45, *by substituting* to read: to amend the first bifurcated portion, *by deleting* to read: Adding capacity to the Glenn Highway cannot be the only approach to easing congestion however. ~~[Improving the roadway may attract even more drivers. The lesson from evidence across the nation is clear...we cannot build our way out of congestion.]~~ A multi-pronged strategy to meet mobility needs in the Glenn Highway corridor is recommended, and includes elements listed below not in priority order:

Mr. Sullivan supported addressing the language 'in rough priority' separately.

and this was approved, 10-1,
with Mr. Tesche objecting.

Mr. Starr moved,
Ms. Osslander seconded,

to amend Exhibit A, Chugiak-Eagle River 2027 LRTP, on Page 45, *by substituting* to read: to amend the last sentence in the first bifurcated portion, *by changing* to read: A multi-pronged strategy to meet mobility needs in the Glenn Highway corridor is recommended, and includes elements listed below ~~[not in priority order]~~: *"in [rough] priority order:"*

Mr. Starr stated it was important to steer decision-making with clarity. The list needed to reflect the needs and requests of residents of Chugiak-Eagle River for their LRTP. A 'rough' priority list would make users and planners lose control, and he included the deletion of 'rough.' The transportation models and flow patterns were drastically different on the freeway. He urged support.

Dr. Selkregg would not support prioritizing. She concurred with Mr. Sullivan, creating flexibility within a good plan to meet the current needs.

Mr. Bauer would not support a priority order. There were elements in the list that could be addressed sooner.

Mr. Tesche opposed a priority order. The Glenn Highway belonged to the State of Alaska and was not a municipal roadway.

1 Ms. Ossiander stated that state highways were a part of the municipal LRTP and it was appropriate to have a priority list.

2
3 and this motion passed, 6-5.

4
5 AYES: Traini, Starr, Coffey, Ossiander, Johnston and Birch.

6 NAYES: Tesche, Sullivan, Bauer, Selkregg and Claman.

7
8 Ms. Ossiander moved,
9 Mr. Starr seconded,

to amend Exhibit A, Chugiak-Eagle River 2027 LRTP on Page 77, in the second paragraph, *by deleting* to read: ~~[Nonetheless, it is reasonable to expect that a limited amount of money will be available from the capital mill levy to help fund some of the major roadway improvement projects identified in the plan.];~~

10
11 Ms. Ossiander stated that the Chugiak-Eagle River Road Service Area Board had requested this amendment.

12
13 Dr. Selkregg supported the amendment. It was important for the public to have a real understanding of availability of resources and funding for these projects.

14
15 To Mr. Claman, Mr. Wilber responded the Administration supported the intent, but this may not be the vehicle to do that. He concurred with Dr. Selkregg, that there needed to be conversation on the availability of resources. The Administration supported the amendment.

16
17 and this was approved without objection.

18
19 Chair Coffey requested that the Assembly readdress the list of priorities, which was different on the proposed amendment sheet than the list in the document.

20
21 Ms. Ossiander stated that listing the priorities was difficult to do and that was the reason for including a 'rough' priority list. She was most interested in leaving the first three priorities at the top.

22
23 Mr. Starr stated that he supported the list of priorities.

24
25 Mr. Starr moved,
26 Ms. Ossiander seconded,

to amend the priority order on Page 45, to read: A multi-pronged strategy to meet mobility needs in the Glenn Highway corridor is recommended, and includes elements listed below in priority order:

- Road improvements
- Phased implementation of HOV lanes
- Traffic management system
- Commercial vehicle intelligent system network
- Expanded vanpool and carpool programs
- Express Bus Service
- Commute options incentive program
- Implementation of federal tax-benefit credits
- Reconsideration of the Glenn Highway weight station locations
- Consideration of commuter rail service

27
28 Mr. Starr stated that priorities were important when addressing the solutions and the alternatives.

29
30 Dr. Selkregg stated there had been much public review of the document and it was not a good idea to rearrange the priorities as essential as these, which would be frustrating to the public.

31
32 Mr. Claman supported the original priorities, listed in the published document. He opposed the amendment.

33
34 Mr. Starr supported the priorities as listed in the amendment. Setting priorities was necessary when funding opportunities were available. After listening to the public and as the sponsor, he stated it was important to have a defined list, to know exactly what and how the priorities needed to be funded. He urged support.

35
36 To Mr. Sullivan, Ms. Ossiander responded that she supported the list of priorities in the amendment.

37
38 Chair Coffey put the Question.

39
40 and the motion to approve the priorities passed, 7-4.

41
42 AYES: Traini, Sullivan, Starr, Coffey, Ossiander, Johnston and Birch.

43 NAYES: Tesche, Bauer, Selkregg and Claman.

44
45 Ms. Ossiander stated that the community had discussed connectivity and emergency access within Chugiak-Eagle River. The Chugiak Birchwood Eagle River Rural Road Service Area (CBERRRSA) (Board of Supervisors) was a more realistic body to deal with the issues on a regular basis.

46
47 Ms. Ossiander moved,
48 Mr. Starr seconded,

to amend Exhibit A, Chugiak-Eagle River 2027 LRTP on Page 53, in the third paragraph, *by changing* to read: The

two friendly amendments were accepted,

[Steering Committee] [the] "CBERRRSA Board and 'local' emergency service providers" will meet to rank the connectivity nominations, and the result will be presented to Chugiak-Eagle River area Community Councils [CBERRRSA BOARD] and the public for further review and comment.;

Mr. Starr stated that the CBERRRSA Board was made up of nominated members from every community council and best represented the community. It was the best method of providing emergency service providers in the area.

To Mr. Sullivan, Ms. Ossiander responded 'emergency service providers' referred to the police and fire services in the Chugiak-Eagle River area. Mr. Sullivan proposed to add 'local,' describing the emergency providers. Chair Coffey proposed to remove the second 'the' at the beginning of the amendment. Ms. Ossiander accepted these as friendly amendments. There were no objections.

and the motion, as amended, was approved, 10-0.

AYES: Tesche, Sullivan, Starr, Coffey, Ossiander, Johnston, Birch, Bauer, Selkregg and Claman.

NAYES: None.

(Clerk's Note: Mr. Traini was temporarily out of Chambers at the time of the vote.)

Ms. Ossiander moved,
Mr. Starr seconded,
and this was later amended,

to amend Exhibit A, Chugiak-Eagle River 2027 LRTP by deleting Appendixes C and D on Pages 103-116 and the Map on Page 94; and to amend Exhibit B, Official Streets and Highway Plan, to Postpone AR 2007-77, Official Streets and Highways Plan and Map, for up to nine months to provide for CBERRRSA board comment and approval;

Ms. Ossiander stated that the map and language that described the classifications were originally included in the resolution, but were now scattered in the LRTP document in three places. Mr. Wilber responded the map was found on Page 94 and the List of Collector Streets was included in Appendix D, which corresponded with the map. To Chair Coffey, Mr. Wilber responded the proposed amendment would postpone the Official Streets and Highways Plan and Map for nine months. Ms. Ossiander stated that her amendment language had included 'up to nine months' and she hoped it would be finished before nine months.

Ms. Ossiander stated that the List of Collector Streets, the map and the descriptive language needed to be listed together, to be more specifically identifiable for Chugiak-Eagle River. Mr. Wilber responded there was an index showing the locations of all those things. Ms. Ossiander amended, by deleting Appendixes C and D and the map, until a recommendation was received from the CBERRRSA Board. Then, they would be incorporated back into the final LRTP. Mr. Starr, the second, concurred.

and the motion, as amended, was passed without objection.

AYES: Tesche, Sullivan, Starr, Coffey, Ossiander, Johnston, Birch, Bauer, Selkregg and Claman.

NAYES: None.

(Clerk's Note: Mr. Traini was temporarily out of Chambers at the time of the vote.)

Dr. Selkregg stated that she shared the concern about the Glenn Highway. The development at the Muldoon-Glenn Highway interchange and pedestrian safety needed to be addressed. Future expectations needed to be listed for the main roads. She had attended the Anchorage Metropolitan Area Transportation (AMATS) Technical Advisory Committee Meeting when a reduction of available funds for the Transportation Improvement Programs (TIPs) was addressed. There was consideration of a \$1.15 million reduction for existing funds in order to provide the local matching funds for the bridge (Knik Arm Crossing). She supported the amended document and urged staff to work with the AMATS Technical Advisory Committee to have a more realistic idea of addressing long term projects.

Mr. Starr thanked the Planning Department staff, particularly Municipal Senior Transportation Planner Vivian Underwood, for their assistance. He urged support of the document. He urged the Assembly to continue working with staff and the community. He urged support and an open mind when addressing solutions to the matters of transportation and growth and development.

and the main motion, as amended, was passed, 10-0.

AYES: Tesche, Sullivan, Starr, Coffey, Ossiander, Johnston, Birch, Bauer, Selkregg and Claman.

NAYES: None.

(Clerk's Note: Mr. Traini was temporarily out of Chambers at the time of the vote.)

14.B. Ordinance No. AO 2007-42, an ordinance of the Anchorage Municipal Assembly amending Anchorage Municipal Code Section 21.45.150, **Home Occupations**, and Section 21.47.040, **Signs in Residential Districts**, to clarify that a business logo on a vehicle used in the day-to-day operation of a business is not a sign regulated under AMC 21.47.040; Assemblymember Ossiander.

1. Assembly Memorandum No. AM 173-2007.

2. Information Memorandum No. AIM 38-2007.

3. Ordinance No. AO 2007-42(S), an ordinance amending Anchorage Municipal Code Sections 21.45.150 and 21.47.040 to clarify use of a business logo or sign on a vehicle used in day-to-day operations, and to provide a vehicle sign standard for a home occupation (Planning and Zoning Commission Case 2007-054); Planning Department.

4. Assembly Memorandum No. AM 328-2007.

M.O.A.

2007 JUN 14 AM 11:35

Submitted by: Chairman of the Assembly at
the Request of the Mayor

Prepared by: Traffic Department

For reading:

CLEARNS OFFICE

ANCHORAGE, ALASKA
AR 2007-77 (ADDENDUM)

**A RESOLUTION RECOMMENDING TO AMATS POLICY COMMITTEE APPROVAL
OF THE CHUGIAK-EAGLE RIVER 2027 LONG-RANGE TRANSPORTATION PLAN,
AND CONCURRENT AMENDMENTS TO THE OFFICIAL STREETS AND
HIGHWAYS PLAN.**

The Chugiak-Eagle River 2027 Long-Range Transportation Plan, dated January 25, 2007, attached hereto as **Exhibit A** and incorporated herein by reference, is recommended for approval by the AMATS Policy Committee, with amendments listed below as approved by the Assembly May 15, 2007:

Page 34, second paragraph..."Carpooling and vanpooling have [THE MOST] potential for reducing congestion between Chugiak-Eagle River and Anchorage. Chugiak-Eagle River residents have a higher than average carpool participation rate."

Page 45, second paragraph...Adding capacity to the Glenn Highway cannot be the only approach to easing congestion, however. [IMPROVING THE ROADWAY MAY ATTRACT EVEN MORE DRIVERS. THE LESSON FROM EVIDENCE ACROSS THE NATION IS CLEAR...WE CANNOT BUILD OUR WAY OUT OF CONGESTION.]...A multi-pronged strategy to meet mobility needs in the Glenn Highway corridor is recommended, and includes elements listed below [NOT IN PRIORITY ORDER] in priority order:

Road improvements

Phased implementation of HOV lanes

Traffic management system

Commercial vehicle intelligent system network

Expanded vanpool and carpool programs

Express Bus Service

Commute options incentive program

Implementation of federal tax-benefit credits

Reconsideration of the Glenn Highway weigh station locations

Consideration of commuter rail service

Delete page 77, second paragraph, "Nevertheless, it is reasonable to expect that a limited amount of money will be available from the capital mill levy to help fund some of the major roadway improvement projects identified in the plan."

Amend page 53, third paragraph...The [STEERING COMMITTEE] the CBERRRSA Board and local emergency service providers will meet to rank the connectivity nominations, and the results will be presented to Chugiak-Eagle River area Community Councils, [CBERRRSA BOARD] and the public for further review and comment.

Delete Appendices C and D on pages 103-116, and the map on page 94 regarding the OS&HP and postpone the OS&HP for up to nine months to provide for CBERRRSA board comment and approval.

CHUGIAK-EAGLE RIVER

2027

LONG-RANGE TRANSPORTATION PLAN

FINAL DRAFT

January 25, 2007



Traffic Department
Municipality of Anchorage



Anchorage
Metropolitan
Area
Transportation
Solutions

**MUNICIPALITY OF ANCHORAGE
ASSEMBLY MEMORANDUM No. AR-2007- 77
FOR READING MARCH 13, 2007
(CHUGIAK-EAGLE RIVER 2027 LRTP)**

**EXHIBIT B – OFFICIAL STREETS & HIGHWAYS PLAN & MAP
CHANGES
CHUGIAK-EAGLE RIVER AREA
(TEXT CHANGES HIGHLIGHTED)**

F. Country Lanes

Country Lanes are a special type of street design having unique scenic attributes. Generally speaking, there are two basic types of Country Lanes:

- Narrow, gravel roads having very light traffic volumes. (Note: gravel roads have been eliminated in Chugiak-Eagle River. All new roads shall have a RAP surface at a minimum.)
- Two lane paved roads with relatively light traffic volumes.

The Official Streets and Highways Plan Map does not contain any Country Lane designations for the Chugiak-Eagle River area. Instead, the determination as to what local roads and collectors will be considered for Country Lane design standards will be made on a case by case basis by the Chugiak, Birchwood, Eagle River Rural Road Service Area Board. This determination will be made prior to upgrades or improvements of local or collector roads and shall be based on the following guidelines:

- The character of the surrounding area should be aesthetically pleasing, containing natural settings or landscaping.
- In rural settings, the development along the road should be predominately residential and should include no industrial, commercial, or resource extraction land uses.
- In urban settings, the roadside development should be institutional or residential and should include vistas of natural features.
- Roadways should conform to the natural topography.
- Scenic vistas may be a very strong factor in designating a Country Lane where these conditions predominate. Easements may be acquired to protect areas crucial to the maintenance or enhancement of visual quality.

Local roads or collectors, which have been determined by the CBERRRSA Board to fit the Country Lane criteria, shall be designed according to the following standards:

1. Utility Lines

- a. Every attempt shall be made to minimize conflicts and duplications of effort when installing water, natural gas, and electric lines.
- b. After underground installation of any utility lines, landscaping shall be used to restore the area as quickly as possible to a natural condition.

2. Lighting

Streets designated as Country Lanes should be equipped (when lights are deemed necessary for safety) with low-profile, low-density illumination lamps of a design that is compatible with the surrounding natural environment.

3. Construction and Maintenance

- a. Clearing should be done within the right-of-way only as necessary to assure adequate snow storage and roadway associated drainage. Areas cleared for construction, but not needed for snow storage and roadway associated drainage, must be restored as quickly as possible to a natural appearing condition. Care shall be taken to retain scenic views and protect or enhance the visual quality of the roadway and sight distance for safety.
- b. Ditches, where necessary, shall be no wider or deeper than required for drainage of the roadway and adjacent development.
- c. Easements may be acquired to protect areas crucial to the maintenance or enhancements of visual quality.

4. Subdivision and Development Review

- a. Subdivision and development review shall take place to assure conformity of development street designs to Country Lane Standards.
- b. Consideration shall be given to preserving natural vegetation and enhancing visual qualities as part of the subdivision or development design when adjoining Country Lanes.

5. Duplicate Designation of Country Lanes

Where a road carries a duplicate designation such as Collector and Country Lane, for the purposes of site plan review and construction design, extra attention should be given to enhancing the scenic quality of the road. Inclusions of necessary facilities, such as turn outs, are to be provided. This is not to preclude the construction of walkways, etc., but to address how they are constructed.

G. Street Typology Additions to Functional Classifications

The functional classification of a street broadly defines its design and operational characteristics related primarily to the movement of motor vehicles. A supplement to the OS&HP traditional functional classification system was recently adopted, along with the Anchorage Bowl 2005 LRTP. The supplement further defines street relationships with adjacent land use and pedestrian, bicyclist, and transit needs. The design of streets, intersections, sidewalks, and transit stops should be consistent with the type and intensity of the adjacent land use. The street typologies (Appendix C) strike a balance between functional classification, adjacent land use, and multi-modal travel needs. Each street

typology sets priorities for various design elements by incorporating factors related to both the adjacent land uses and the functional classification. The intent is to tie street design to the functional classification of the road and adjacent land use, and user needs. The street typology is not intended to be prescriptive, however. Not all elements will apply to every situation. The typology should be tailored for the Chugiak-Eagle River area, with public input, on a case-by-case basis, as part of the project development process for roadways.

II. CLASSIFICATION CHANGES AND STUDY AREAS

The purpose of this section of the Transportation Plan is to update the street classification system and study areas for Chugiak-Eagle River, last updated in 2003. Study areas are indicated for those cases where not enough information is available to make a reasonable prediction of the future collector and arterial needs of an area. These areas will require additional study prior to identifying any functional designations. Map 5 at the end of this chapter shows roads classified as collector and above in Chugiak-Eagle River, and the location of Study Areas, with proposed changes discussed below.

There are two types of collector designations: those that affect existing streets and those that affect future streets. Existing streets, which are designated as collectors in this plan, are not expected to change substantially in character. Improvements to these streets, if they occur, will generally be limited to sidewalk improvements and upgrades from strip paved and/or gravel roadways to Municipal standards. The right-of-way and speed limits will remain the same (generally 60 feet and 25 miles per hour respectively) and no attempt will be made to increase the capacity of the roadway by adding additional lanes. The exception to this rule may be collectors, which are included as major roadway improvements in this Plan: i.e., Hiland Road, South Birchwood Loop Road, Homestead Road and Eklutna Lake Road.

Changes to the 2003 Official Streets & Highways Plan for Chugiak-Eagle River involve a few changes to the collector system as well as to designated study areas. Recent adopted changes to the OS&HP map for the Anchorage Bowl eliminated Study Areas A to D. As the only remaining Study Areas are within Chugiak-Eagle River, they have been redesignated here as A through J.

CLASSIFICATION CHANGES

During the public review period, suggestions to make the following changes to the OS&HP Classification Listing and Map were approved by the Planning and Zoning Commission: to extend Rankin Road from Knik Vista Street to Oak Knoll Drive and designate Rankin Road as a collector; to extend Knik Vista Street to Rankin Road (extended); to delete Helluva Street, and to show Starner Street as a collector from Aurora Borealis Road (not Chamber Lane) to Bernie Avenue. These changes are reflected on Map 5, and on the OS&HP Classification Listing, in Appendix D.

STUDY AREAS

Powder Reserve / Eklutna 770 / Development Reserve: (Study Areas A, B, C, E)

The 2006 Chugiak-Eagle River Comprehensive Plan Update provides new designations for two large undeveloped tracts owned by Eklutna: Eklutna 770 (Study Area A), the land between the Old Glenn Highway and Glenn Highway and North and South Birchwood Loop Roads, and the Powder Reserve (Study Area B), located west of the Glenn Highway near the North Eagle River Access Road interchange. Both areas were formerly designated Mixed Use, a classification that has been deleted from the Land Use Plan Map.

The Eklutna 770 lands are now classified as Residential, 1-2 dwellings per acre; with an overlay that indicates the 1-2 dwellings per acre density for this area is an overall *average* density. As a result, some areas may have a greater density than 2 dwelling units per acre. The Land Use Plan Map also classifies a portion of the 770 as Commercial and Industrial. The location and acreage of Commercial and Industrial uses within the Eklutna 770 are noted for conceptual planning purposes only. The exact size and location for these areas will be determined through an area-specific master planning process for the Eklutna 770.

Most of the Powder Reserve, northern undeveloped area, is classified on the Land Use Plan Map as Residential, 3-6 dwellings per acre, with an overlay indicating that the 3-6 dwelling units per acre density for this area is an *overall* density. As a result, some areas may have a greater density than 6 dwelling units per acre. A portion of the Powder Reserve northern area is classified on the Land Use Plan map as Commercial and Community Facility. The location and acreage of these uses are noted for conceptual planning purposes only; the exact size and location will be determined through an area-specific master planning process for the Powder Reserve.

These area classifications allow for a wide range of uses, making it difficult to accurately predict future land use patterns and densities. The master planning process for both the Eklutna 770 and the Powder Reserve will need to include a planned circulation system to provide for a system of collectors and arterials. By avoiding piecemeal development, it is hoped that an integrated network of local, collector and arterial streets can be established for these undeveloped areas. Absent such planning, it is difficult to make specific recommendations regarding a system of collectors and arterials prior to the actual subdivision or zoning submittal.

The Master Development Plan for Tract A of the Powder Reserve, approved May 2001, is undergoing revision by the developer. Currently it shows a total of 1,830 development units planned, at densities varying from 2.7 to 9.0 DU/acre, with an average of 3.4 DU/acre. The need exists to provide for future connectivity between the Powder Reserve north to Chugiak High School, and south to Artillery Road interchange. The latter connection is indicated on the OS&HP Map, with an arrow, indicating that alignment will be determined in the future. In the near-term, such a connection does not appear likely,

but is retained on the OS&HP Map for longer-term needs. A future connection to the north is not indicated on the map at this time, pending outcome of unresolved issues pertaining to the NW ¼ Section 25 Land Use Study. A road corridor should be reserved through NW ¼ Section 25 in the final Section 25 Land Use Study in the event a future study indicates the need for a collector road alignment through that area. The alignment of the connection to the north will depend in part on the future updated master plan for the expanded Powder Reserve area.

Development of the Eklutna lands between the Glenn Highway and Knik Arm west of the Mirror Lake interchange (Study Area C), and farther north (Study Area E) will need to require a rigorous alternatives analysis for circulation, particularly taking into account the effect on the North Peters Creek area. The decision whether or not to extend Reese Road, and the resulting increased traffic that will be loaded onto Lake Hill Drive, must be addressed in an areawide study. Lake Hill Drive was originally constructed as a local residential street and was not intended to serve as a collector. There are several strategies which, when taken together, could help reduce the volume of traffic on Lake Hill Drive. One involves extending the Old Glenn Highway as an arterial into this area, that could connect with a new collector to the north of existing Reese Road, and which could serve the new subdivisions, including Glenn View Estates. Another strategy involves utilization of the Mirror Lake interchange of the Glenn Highway as the principal access to this undeveloped Eklutna land (see Study Area D, below.)

In addition, it is recommended that for future development of lands located in Study Areas B, C and E, that lands be considered in those areas adjacent to the rail lines for an intermodal transit facility or appropriate public purpose during the master planning process. Commuter rail service through the Chugiak-Eagle River area to the Anchorage Bowl and the Mat-Su Valley could be operational in the future. It is important to preserve the opportunity along the rail lines in these areas for future service.

Mirror Lake Interchange (Study Area D)

Thousands of acres of undeveloped land, owned by Eklutna, Inc., lie between the Glenn Highway and Knik Arm east of the Mirror Lake interchange. Formerly classified as Mixed Use, this area has been re-classified on the 2006 Chugiak-Eagle River Comprehensive Plan Draft Land Use Plan as Residential, <1-1 dwellings per acre. This classification provides for large-lot, single-family residences in a rural environment, much of which is served by private wells and septic systems. The intended overall density for new development is less than one housing unit per gross acre, and is considered for areas constrained by limited road access, and where environmental constraints preclude more intense site development. Nevertheless, given appropriate access, this area could generate a substantial amount of traffic; most of this traffic would end up on the Glenn Highway. (This designation could change again. The Planning Department is proposing to change the land use designation south of the Eklutna River from Residential <1-1 DUA to Development Reserve on the Land Use Plan Map, which is still undergoing public review. For purposes of the LRTP update the <1-1 DUA per acre designation is assumed for now.)

Thus, it is important that there is an adequate access to the Highway from the undeveloped land. Two existing interchanges exist which could serve this property: the North Peters Creek Interchange and the Mirror Lake Interchange. The Peters Creek Interchange is probably best suited to serve the southern portion of the undeveloped lands to the south of Edmonds Creek, but should not be required to handle the full load. In order to reduce the distance to the freeway interchange and avoid overburdening existing residential roads, the Mirror Lake Interchange will need to be utilized as the freeway access to the undeveloped land between Edmonds Creek and Eklutna Village. Use of this interchange will require the construction of an access road (collector or greater) through Edmonds Lake Regional Park.

Prior to the subdivision of the undeveloped Eklutna land, a study should be conducted as a part of the Traffic Impact Analysis to determine the advisability of using the Mirror Lake Interchange as the primary access to the development and determine the best route through the park in order to minimize its impact.

South Fork Access (Study Area F)

Because of the potential for wildfire events, one area needing secondary access identified by Anchorage Fire Department-Eagle River (Station 11) is the South Fork Park area. Due to size and weight limitations of the only available access to this area via the Chugach State Park-owned bridge near Ken Logan Circle, AFD would like to explore other access options. Homesteaders and developers who own property in the area have also expressed a desire for better access. However, access has been a contentious issue, with some private property owners wanting to limit cut-through traffic by users of South Fork Park, and differences of opinion among residents regarding future development. Environmental issues are also a concern, and ongoing discussions regarding access points for the proposed Eagle River Greenbelt project affect available options. For now, the South Fork Community Council agrees there may be merit in a locked emergency access route, in cooperation with local property owners, but that will not address all access needs. However, there are too many outstanding issues to specify one solution in this LRTP. As this area develops in the future, more roads will be needed. Therefore, this area has been designated a Study Area. The Study could be funded by either AMATS or the State of Alaska, in conjunction with Alaska State Parks, and should examine the various alternatives and recommend the best options in consultation with South Fork Community Council.

Eagle Pointe Subdivision Secondary Access (Study Area G)

Future planned development adjacent to Eagle Pointe will increase the need for secondary access for both subdivisions, and should be provided for as development occurs. A local road connection with adjacent property has already been provided for by the developer of Eagle Pointe. As other land is developed north of Eagle River Loop Road closer to Yosemite Drive, the need for additional collectors serving the area should be addressed. No lines are shown on the OS&HP Map, as the exact location and alignment are to be determined with future development.

Glenn Highway Emergency Management Operations (Study Area H)

Chapter 9, Public Safety and Security, includes a recommendation carried forward from the 2003 LRTP for a Glenn Highway Frontage Roads Analysis (Hiland Road to Muldoon Road), as operation of this roadway segment is of concern to Chugiak-Eagle River residents, particularly in the event of major accidents. The 2007 LRTP adds to this study proposed northern Frontage Roads, or their equivalent (on the east side, from Settlers Drive to Old Glenn Highway, Thunderbird Drive, and on the west side, from Mirror Lake Middle School at Old Glenn Highway to Eklutna Interchange.) Continuous frontage roads would provide an alternative route to the main lanes of the Glenn Highway, which is desirable particularly in the even of major accidents or disaster. The study would explore possible frontage roads, and alternatively consider other traffic management options, including re-routing traffic on the Glenn Highway, for emergency management purposes.

Eagle River CBD / Residential Core (Study Area I)

The area to the east of Old Glenn Highway and Old Eagle River Road between Eagle River Loop Road and Eagle River Road has seen increased development recently, intensifying already congested conditions, particularly at Monte Road and Old Glenn Highway. Left-turning movements from Monte Road onto Old Glenn Highway are difficult, especially during peak travel times, and pedestrian facilities are lacking. A CBD / Residential Core Circulation Study is recommended to address these and other core area problems. The Study Area boundaries will likely be the Glenn Highway to the west, Artillery Road to the southwest, Firehouse Lane to the southeast, North Eagle River Access Road to the north, and will extend east of Old Glenn Highway approximately 0.5 miles. The scope of the study will be defined when the Request for Proposal is developed. Chapter 6, Congestion Management, Section A, provides a more detailed discussion of elements to be included in this study.

New Connection from Glenn Highway to Birchwood Airport (Study Area J)

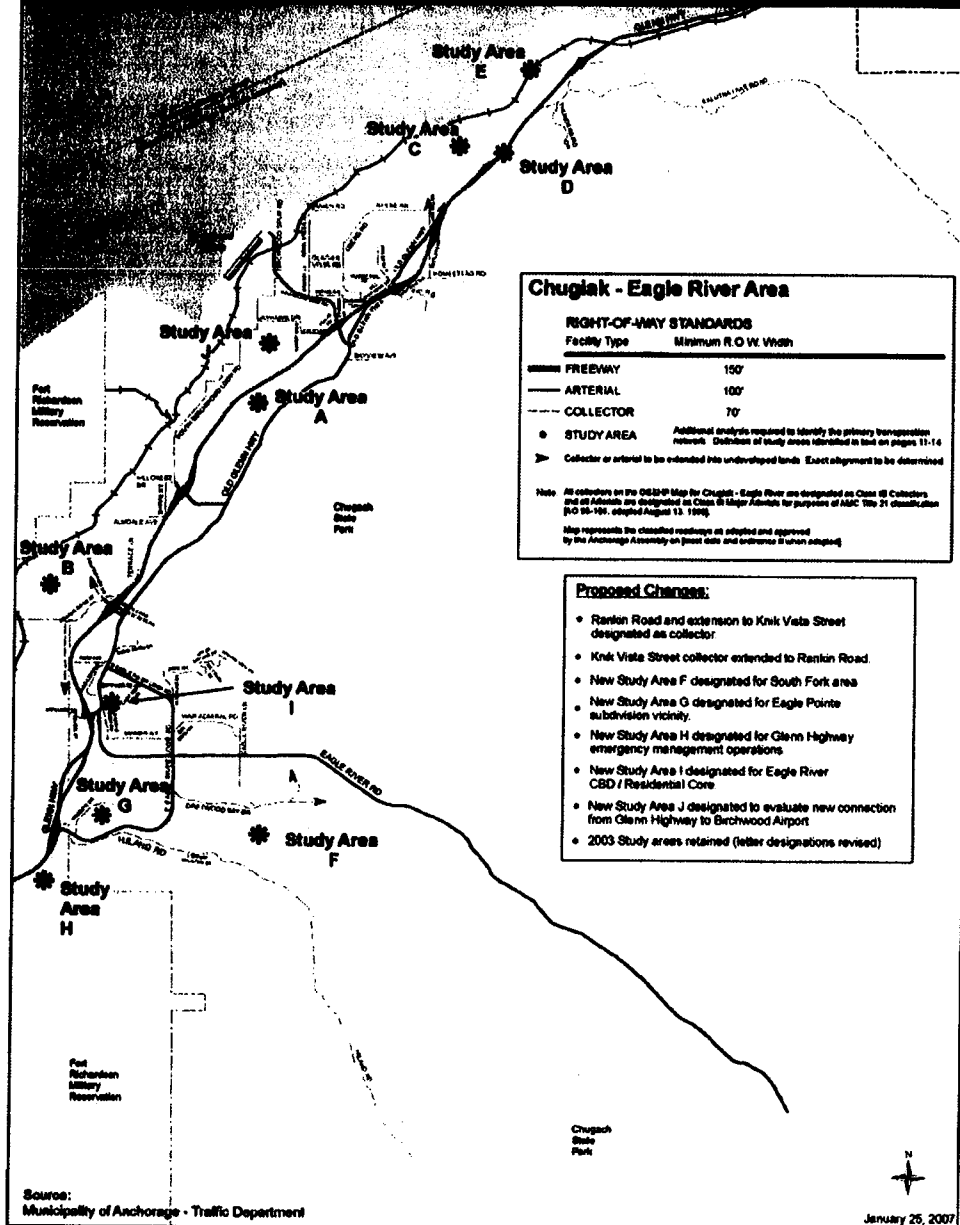
The proposed study will evaluate a possible new connection primarily for commercial vehicle traffic from the Glenn Highway to the Birchwood Airport, as an alternative to Birchwood Loop Road. Residents along Birchwood Loop Road have expressed concerns that improving Birchwood Loop Road could lead to increased speeds. A proposed new road would connect Birchwood Airport with the Glenn Highway at a proposed new interchange location midway between Birchwood Loop Road and South Birchwood Loop Road.

III. OFFICIAL STREETS & HIGHWAY PLAN MAP

Map 5 represents the Official Streets and Highway Plan map for Chugiak-Eagle River and includes all of the above recommendations. When approved, the map will supersede the 2003 OS&HP map for the Chugiak-Eagle River area. Where street and highway alignments on the plan map correspond to existing streets, the planned alignment shall conform substantially to the existing alignment. Where street and highway alignments on the plan map do not correspond to existing streets, the alignment on the plan map is

approximate. Such alignments are finally determined by the acceptance of right-of-way dedications on subdivision plats or during the redesign phase of a planned facility. The discussion contained in the preceding part of this section should be used to further refine the plan map.

Proposed 2007 Official Street and Highway Map



Map 5

2007 CLASSIFICATION LISTING OF ROADWAYS IN CHUGIAK/EAGLE RIVER

Roadway Name	Beginning Point	Terminus	Facility Type
Almdale Avenue	Shims St	Husky St	Collector
Artillery Road	Glenn Hwy Interchange	west terminus (includes Mausel St)	Collector
Artillery Road	Glenn Hwy Interchange	Eagle River Road	Arterial
Aurora Borealis Road	Bernie Ave (extended)	Birchwood Loop Road	Collector
Baronoff Avenue	East Eagle River Loop Rd	Old Eagle River Rd	Collector
Bernie Avenue (extended)	Starner St	Aurora Borealis Rd	Collector
Bill Stephens Drive	Oberg Rd	Voyles Blvd	Collector
Birchwood Loop Road / Birchwood Spur Road	Old Glenn Hwy	Birchwood Airport	Arterial
S Birchwood Loop Road	Glenn Hwy	Birchwood Loop Rd / Birchwood Spur Road	Collector
S Birchwood Loop Road	Old Glenn Highway	Glenn Highway	Arterial
Bowery Lane	Birchwood Loop Rd	Peters Creek	Collector
Business Boulevard	Old Glenn Hwy	Old Glenn Hwy	Collector
Chamber Lane [was Northshore Dr]	Bill Stephens Dr [was Glennway Dr]	Starner St	Collector
Coronado Road	Old Glenn Hwy	Eagle River Loop Spur	Collector
Driftwood Bay Drive	East Eagle River Loop Rd	east terminus	Collector
N Eagle River Access Road	Old Glenn Hwy	Powder Ridge Dr / Terrace Ln	Arterial
Eagle River Lane	New England Dr	south terminus (past Eagle Riv Rd)	Collector
N Eagle River Loop Road	Old Glenn Hwy	West Skyline Drive	Arterial
E Eagle River Loop Road	West Skyline Drive	Glenn Highway - Hiland Rd exit	Arterial
Eagle River Road	Old Glenn Hwy	Chugach State Park Visitor Center	Arterial
Eastside Drive	Old Glenn Hwy	Homestead Rd	Collector
Eklutna Lake Road	Old Glenn Hwy	Eklutna Lake	Collector
Eklutna Lake Road	Old Glenn Hwy	Glacier Loop Rd	Collector
Eklutna Park Drive	N Eagle River Access Rd	terminus	Collector
Farm Avenue	Old Glenn Hwy	Breckinridge Dr	Collector
Glacier Vista Road [was Glacier Road]	Knik Vista St	Oberg Rd	Collector
Glenn Highway	Scale House	MOA Boundary	Freeway
Helluva Street [DELETED]	Aurora Borealis Rd	Birchwood Loop Rd	Collector
Hiland Road	East Eagle River Loop Rd	terminus (includes Stewart Mt. Dr.)	Collector

Hillcrest Drive	South Birchwood Loop Rd	Shims St	Collector
Homestead Road	Eastside Drive	Monron St	Collector
Homestead Road	Oberg Rd	Voyles Blvd	Collector
Jayhawk Drive	South Birchwood Loop Rd	Sunset Blvd	Collector
Knik Vista Street	Rankin Road (extended) [REVISED]	Peters Creek	Collector
Lake Hill Drive	Old Glenn Hwy	north terminus	Collector
Loop Spur Road	Coronado Rd	N Eagle River Loop Rd	Collector
Oberg Road (extended)	Bill Stephens Dr [was Glennway Dr]	terminus past Reese Road	Collector
Old Eagle River Road	Baronoff Ave	Old Glenn Hwy	Collector
Old Glenn Highway	Glenn Hwy	Eklutna Lake Rd	Collector
Old Glenn Highway	Eagle River Road	terminus past Reese Rd	Arterial
Pilots Road	Tarika Avenue	Birchwood Loop Rd	Collector
Powder Ridge Drive	North Eagle River Access Road	terminus	Collector
Rankin Road (extended)[ADDED]	Knik Vista Street	Oak Knoll Drive	Collector
Reese Road (extended)	Lake Hill Dr	Oberg Rd (extended)	Collector
Santa Maria Drive	Old Glenn Hwy	Spring Brook Dr	Collector
Settlers Drive	Homestead Rd	Mirror Lake Drive	Collector
Shims Street	Hillcrest Dr	Almdale Ave	Collector
Ski Road	Eastside Dr	Whaley Ave	Collector
W Skyline Drive	N Eagle River Loop Rd / E Eagle River Loop Rd	Canyon View Dr (includes Jamie Dr, McCrary Rd, Upper Skyline Dr)	Collector
Skyview Avenue	Old Glenn Hwy	Wildwood Drive	Collector
Starner Street	Aurora Borealis Rd [REVISED]	Bernie Ave	Collector
Sun Beau Drive	War Admiral Dr	E Eagle River Loop Rd	Collector
Sunset Boulevard	Jayhawk Drive	Tarika Avenue	Collector
Tarika Avenue	Sunset Blvd	Pilots Road	Collector
Terrace Lane	James Way	N Eagle River Access Rd	Collector
Thunderbird Drive	Old Glenn Hwy	South Terminus	Collector
Voyles Boulevard	Old Glenn Hwy	Sheltering Spruce Ave	Collector
War Admiral Drive	Sun Beau Dr	Eagle River Lane	Collector
Yosemite Drive {was Unnamed}	East Eagle River Loop Rd	Yellowstone Dr	Collector
[Editor's Note: Proposed roads in the Powder Reserve are unnamed. For a detailed description of the roadway classification system in Tract A, Powder Reserve, see the Assembly Ordinance approving the planned community (PC) district zoning.]			



MUNICIPALITY OF ANCHORAGE ASSEMBLY MEMORANDUM

No. AM 227 -2007

Meeting Date: March 27, 2007

1 **FROM:** Mayor

2
3 **SUBJECT:** A Resolution Recommending to AMATS Policy Committee Approval of the
4 Chugiak-Eagle River 2027 Long-Range Transportation Plan, and Concurrent
5 Amendments to the Official Streets and Highways Plan.
6

7 The Administration requests the Assembly's recommendation by Resolution to the AMATS Policy
8 Committee for approval of the Chugiak-Eagle River 2027 Long Range Transportation Plan (C/ER
9 LRTP), and concurrent amendments to the Official Streets and Highways Plan and Map. The Municipal
10 Planning and Zoning Commission opened a public hearing on the C/ER LRTP September 19, 2006,
11 which was extended to December 11, 2006. The Staff Issue/Response Summary presented to the
12 Commission is attached as **Exhibit 1**, and the Commission's Resolution concerning the LRTP is
13 attached as **Exhibit 2**. Most of the Commission's suggested amendments have been incorporated into
14 the Final Draft.
15

16 The C/ER LRTP is one of several elements of the AMATS Long-Range Transportation Plan (an element
17 of the Municipality of Anchorage Comprehensive Plan). The C/ER LRTP is used to guide the
18 development and implementation of needed transportation system improvements for this area, and
19 addresses a longer-term planning horizon twenty years into the future (to 2027.) It is to be reviewed
20 every 4 years, beginning July, 2007. The Official Streets and Highways Plan (OS&HP) is based on the
21 LRTP, and is used to designate functional classifications of streets and highways.
22

23 The C/ER LRTP is based on community values as expressed in the concurrent 2006 update to the
24 Chugiak-Eagle River Comprehensive Plan, as well as through public comment received during several
25 public meetings, and stakeholder survey responses. With the help of the LRTP Citizen Advisory
26 Committee, Comprehensive Plan Guidelines for Growth were reviewed for items to be considered for
27 inclusion in the LRTP Goals and Objectives. This LRTP includes some changes to the Goals and
28 Objectives based on the Comprehensive Plan review, and comments provided by area Community
29 Councils and CBERRRSA Board during the public comment period.
30

31 The C/ER LRTP is based upon the most recent land use, population, housing and employment
32 information. Re-evaluation of the C-ER Comprehensive Plan did not find major deviations from the
33 1993 Plan. Based on the new Comprehensive Plan projections and land use information, the AMATS
34 Travel Demand Model was updated and used to generate new traffic projections, which similarly show
35 no major changes over the 2003 C/ER LRTP.
36

37 No new roadway projects are recommended, but five new Study Areas are indicated on the revised
38 OS&HP Map, along with some changes to the OS&HP Street Classification Listing. In particular, the
39 Eagle River CBD / Residential Core Circulation Study, programmed for 2007, is shown on the OS&HP
40 Map.
41

AR_A Resolution Recommending to AMATS Policy Committee Approval of the Chugiak-Eagle River
2027 Long-Range Transportation Plan, and Concurrent Amendments to the Official Streets and
Highways Plan

1 Recommendations for the Glenn Highway, which the Assembly adopted with the Anchorage Bowl 2025
2 Long-Range Transportation Plan, are incorporated in the C/ER LRTP by reference, along with many of
3 the public transportation recommendations, to harmonize the two LRTP's. It is noted there is strong
4 community support for improvements to the Glenn Highway, particularly the Artillery Road and Hiland
5 Road Interchanges, and for the recommended third lane in each direction between these two
6 interchanges. The C/ER LRTP also makes recommendations for pedestrian and bicycle paths. The
7 Transportation Plan recommendations for pedestrian and bicycle trails are the same as those contained in
8 the 1997 Areawide Trails Plan. Needs identified in the LRTP will serve as input for subsequent updates
9 to the Pedestrian Plan and Bike Plan sub-elements of the Areawide Trails Plan, recently re-named the
10 Anchorage Non-Motorized Transportation Plan.

11
12 The next updates of both the Anchorage Bowl LRTP and the Chugiak-Eagle River LRTP will be
13 developed together, but will acknowledge the distinct small-town character of Chugiak-Eagle River, and
14 the community's desire to preserve the environment and natural beauty, and to protect and enhance the
15 area's unique character. The next update will also need to consider the separate chapter in Title 21 now
16 under development for the Chugiak-Eagle River area.

17
18 THE ADMINISTRATION REQUESTS THE ANCHORAGE MUNICIPAL ASSEMBLY
19 RECOMMEND TO THE AMATS POLICY COMMITTEE APPROVAL OF THE CHUGIAK-EAGLE
20 RIVER 2027 LONG-RANGE TRANSPORTATION PLAN, AND CONCURRENT AMENDMENTS
21 TO THE OFFICIAL STREETS AND HIGHWAYS PLAN
22

23 Prepared by: Lance R. Wilber, AICP, Director, Traffic Department
24

25 Concur: Denis C. LeBlanc, Municipal Manager
26

27 Respectfully submitted: Mark Begich, Mayor
28

29 Attachments – Exhibit 1 – Staff Issue/Response Summary, dated December 11, 2006
30 Exhibit 2 – Planning & Zoning Commission Resolution No. 2006-068

**MUNICIPALITY OF ANCHORAGE
ASSEMBLY MEMORANDUM No. AR-2007- 77
FOR READING MARCH 13, 2007
(CHUGIAK-EAGLE RIVER 2027 LRTP)**

**EXHIBIT 1 – STAFF ISSUE / RESPONSE SUMMARY
PREPARED FOR PLANNING & ZONING COMMISSION
PUBLIC HEARING HELD DECEMBER 11, 2006**

Issue-Response Summary
Chugiak-Eagle River Long-Range Transportation Plan
2006 Update
Public Review Draft
Planning and Zoning Commission Public Hearing
December 11, 2006

This document summarizes and responds to public comments received during review of the Chugiak-Eagle River Long-Range Transportation Plan 2006 Public Review Draft, and to public testimony presented to the Planning and Zoning Commission public hearing September 18, 2006, in Eagle River. The public hearing was continued to December 11, 2006, to allow Community Councils in the Chugiak-Eagle River area and the CBERRRSA Board to have adequate time to review and comment on the Public Review Draft.

This Issue-Response Summary addresses comments received through December 5, 2006. Comments from the Issue-Response Summary prepared for September 18th are included here. Additional comments were received for several key issues identified in the earlier Issue Response Summary, including Connectivity, Roadway Recommendations, Freight / Gravel Trucks, and the Official Streets and Highways Plan (OS&HP).

Editorial comments and requests for clarification of factual information are not included here. Where appropriate, changes addressing editorial comments will be made.

Approved minutes from the September 18th public hearing are provided in Attachment A. Attachment B includes written public comments received after the public hearing was opened through December 5, 2006. Attachment C is the staff Issue-Response Summary for September 18th, and Attachment D is a Summary of Proposed Changes.

1. Issue: Central Business District (CBD) Circulation / Congestion

1A. The proposed [CBD Circulation] study would be endorsed by the Chamber of Commerce Board of Directors. It is seen as very necessary to solve critical problems in the downtown corridor, and should address the following:

- Old Glenn & Rachel/Snow Machine Drive (does not appear in the draft plan)
- Monte Road/ Old Eagle River Road / Artillery / Brooks Drive (funding for the Monte Road / Old Eagle River Road / Glenn Highway TIA was procured during the 2006 Legislative Session)
- Farm Road as it intersects with Old Glenn
- Glenn Highway / Artillery Road exit.

Staff Response: Agree. Staff recommends these locations be included in the Study scope.

1B. Page 37: Old Eagle River Road, Firehouse Lane and an analysis of traffic flows in all subdivisions bounded by the Old Glenn Highway, Eagle River Road and Eagle River Loop Road should be included in the scope of the CBD Circulation Study.

Staff Response: Staff recommends the CBD Study boundary should include Old Eagle River Road and Firehouse Lane. The Study is meant to focus on the urban core, however, so the eastern study boundary should not extend to Eagle River Loop Road, but rather to approximately 0.5 miles east of Old Glenn Highway. The study will include an analysis of traffic headed towards the downtown core from subdivisions to the east.

1C. Part of the LRTP deals with the downtown area of Eagle River. Means for traffic turning left from Monte Road onto Old Glenn Highway must be addressed. There is a partial solution to travel to Old Eagle River Road to Firehouse to Eagle River Road and the light at Old Glenn Highway. People are not going to take this route. ADOT&PF does not intend to put a light at this intersection, but one will be needed. If St. Andrews' property is sold and developed, something would definitely need to be done at that intersection.

Staff Response: The draft C/ER LRTP specifically addresses the Old Glenn Highway and the Central Business District on pages 37-38, and specifically identifies the intersection of Monte Road and Old Glenn Highway as a problem intersection. A CBD Circulation Study was recommended in the 2003 C/ER LRTP, and the recommendation is carried forward in the 2006 LRTP. The CBD Circulation Study has been programmed for funding in 2007 through the AMATS Transportation Improvement Program (TIP.) In response to the many comments received requesting that something be done sooner rather than later, staff included the recommendation to upgrade Firehouse Lane to a collector, as an alternative for traffic turning left from Monte onto Old Glenn Highway. Recent traffic counts indicate the road is already functioning as a collector. However, it may be best to wait until the CBD study is completed before making any such recommendations.

1D. Pages 37 – 39: Staff needs to clarify the boundaries of the CBD Circulation Study and clearly define what is to be accomplished in the study.

Staff Response: Agree. The CBD Circulation Study scope will be determined when the RFP is developed. The Study boundaries will likely be Glenn Highway to the west, Artillery Road to the southwest, Firehouse Lane to the southeast, North Eagle River Access Road to the north, and will extend east of Old Glenn Highway approximately 0.5 miles.

2. Issue: Connectivity (Neighborhood & for Emergency Response)

2A. Page 48 if connectivity was made for emergency response, it would subvert other things in the LRTP inasmuch as it is not desirable to encourage through traffic in subdivisions.

Staff Response: The need to address connectivity to improve emergency response was identified in the adopted 2003 C/ER LRTP through a strengthened policy O., from the perspective of emergency response, principally fire and medical, and for purposes of evacuation routes in the event of a disaster. The 2003 LRTP also recommends identification of problem locations for emergency responders, including gaps and missing links in existing routes; prioritization of the needs, and development of a list of recommendations specifically targeted for improving response. The draft 2006 C/ER Comprehensive Plan update Guidelines for Growth also identifies

the need to promote connectivity to and between subdivisions, where appropriate, normal as well as emergency traffic, minimizing cut-through traffic. Federally funded LRTP's must address Public Safety and Security, as well as enhance the integration and connectivity of the transportation system. Connectivity to improve emergency response was identified as one way to address safety and security, and is included as a task in the current AMATS Unified Planning Work Program. Connectivity, however, does need to be balanced with the C/ER LRTP Objective 2 to minimize cut-through traffic through residential neighborhoods.

2B-1. (2 Comments): Page 48, I. Connectivity to Improve Emergency Response, Second paragraph, where it says,
"...Of prime consideration is the need to provide adequate circulation for emergency and public service vehicles." Add sentence to follow: "However, the local street pattern in residential neighborhoods must be such to discourage use by through traffic." This will ensure that Objective 2, page 7, C/ER LRTP Goals, Policies, and Objectives, is met. It would meet the recommendations stated in the Urban Land Institute Residential Development Handbook for residential subdivision.
Local streets should be planned to discourage use by through traffic. It is important to keep in mind that the primary function of the residential streets is access to property, not traffic movement.

Staff Response: Agree. Recommend this language be included as written.

2B-2. Page 48 (Connectivity): We recommend that the following paragraph be inserted between the second and third paragraphs:
"Connectivity in the local street pattern in residential neighborhoods must meet the following criteria:

- a. The street pattern in residential neighborhoods shall be planned in a form that discourages its use as corridors for traffic from outside the immediate area the street pattern is intended to serve.
- b. Vehicular traffic volumes in the residential streets must not exceed the minimum traffic volume associated with residential collector roads of 2,000 vehicles per day.

- c. Residential streets with more than 1,000 vehicles per day must be planned and designed with houses located on only one side of the street, to minimize traffic conflicts and better accommodate emergency vehicles.
- d. Properly designed loop systems are an acceptable form of connectivity.

Staff Response: Agree (except for item c, which does not belong in the LRTP) but recommend moving this to Chapter 2, Connectivity Policy O, page 10.

2B-3. Pg 48 (Connectivity to Improve Emergency Response) Take out the first sentence in the second paragraph...this chapter and section is about emergency response, not about any perceived congestion on a daily basis. The list generated and later viewed by this Council regarding Birchwood roads didn't appear to be necessary or practical.

Staff Response: Disagree. The first sentence states, "Connectivity between neighborhoods ensures a continuous network of streets." The second sentence includes references to normal traffic. Recommend creating one sentence out of the first two, to read, "Connectivity between neighborhoods ensures a continuous network of streets, and eliminates circuitous vehicular trips."

2C. Pg 48 (third paragraph, last sentence): Local review and the approval process must be better defined. (2 comments).

Staff Response: Agree. Recommend changing to, "...The results will be presented to Chugiak-Eagle River area Community Councils, CBERRRSA Board and the public."

2D. In the draft ranking criteria for connectivity to improve emergency response, one of the guiding criteria should be documentation by the emergency responders that the particular connection desired has resulted in a continuous reduced LOS in the past that had an impact on the health and safety of the individual emergency being responded to. This would ensure that connectivity in existing neighborhoods would focus only upon those connections that have priority since there will be a financial consequence to

achieve this goal... The list generated and later viewed by this Council regarding Birchwood roads didn't appear to be necessary or practical.

Staff Response: One task of the Steering Committee on connectivity to improve emergency response is to develop ranking criteria to prioritize suggested road connections. One of the draft ranking criteria is, "Improves emergency response time to / within / between neighborhoods or subdivisions". For AFD, the measure would be if the new connection would enable extension of the 4-minute (target) response time coverage zone, or for APD, if the new connection would enable travel by eliminating or reducing backtracking. Development of ranking criteria is intended to provide a logical and systematic means to fairly evaluate the suggested connections.

2E. The document requires connectivity between existing and new subdivisions. There is no entity that can require connection of old roads and there is no funding to do so. That language should be re-worded so it is not a mandate.

Staff Response: Federally funded LRTPs are required to enhance the integration and connectivity of the transportation system. Policy O in the adopted 2003 C/ER LRTP, and retained in the draft 2006 C/ER LRTP, is to "Provide an interconnected network of streets for ease and variety of travel, and to facilitate emergency response... Connections between new and existing subdivision should be required except in the following cases..." The draft 2006 C/ER Comprehensive Plan also calls for providing connectivity for normal as well as emergency traffic. Draft Title 21 includes a section on Transportation and Connectivity (21.07.060.) The 2003 C/ER LRTP and the 2006 draft C/ER LRTP recommend for future needs, connectivity should be required in the review of private development proposals, particularly subdivisions.

2F. The LRTP suggests that a local road go in the AMATS plan to be paid for by the state or federal government and, if not, that the Road Board should float bonds. Money for roads comes from local taxpayers and bonds cannot be issued.

Staff Response: The LRTP does not state that if local road connections identified as needed for emergency response are not paid for by the state or federal government then the Road Board should float bonds. It does say on

page 64, "...it is reasonable to expect that a limited amount of money will be available from the capital mil levy to help fund some of the major roadway improvement projects identified in this plan."

2G-1. [Regarding work on concurrent related AMATS Task 270, Connectivity to Improve Emergency Response, recommended in the 2003 C/ER LRTP and the draft 2006 C/ER LRTP]: Gail Dial commented that she participated in an organization meeting on connectivity for emergency response. While a survey was administered and comments received, that is not the same as a committee. There should be a committee to meet on connectivity.

Staff Response: A Steering Committee on Connectivity for emergency response formed in August, 2005, with representatives from AFD, APD, CBERRRSA Board, Chugiak Volunteer Fire Department and the Traffic Department. Nominations for potential road connections were submitted by Steering Committee members and draft ranking criteria have been developed. The nominated road connections were presented to the public during C/ER LRTP public meetings to gather public input which will be used by the Steering Committee to rank the nominations. The results will be presented to area Community Councils, CBERRRSA Board, and the public.

2G-2. [Regarding work on concurrent related AMATS Task 270, Connectivity to Improve Emergency Response, recommended in the 2003 C/ER LRTP and the draft 2006 C/ER LRTP]: There was no South Fork Community Council representative on the Steering Committee to discuss the recommendation for a Study Area in the South Fork for access to the South Fork Park and access by homesteaders and developers.

Staff Response: The Steering Committee is focused on the perspective of emergency responders, with CBERRRSA Board representatives participating in the process. No other Community Council representatives are members of the Steering Committee, but Gail Dial, CBERRRSA Chair, is serving as liaison between the Steering Committee and the CBERRRSA Board. The idea for a South Fork Study Area arose during development of the LRTP and staff did discuss the idea with South Fork Community Council representatives.

3. Issue: Glenn Highway / Commute

3A. (2 comments): Adding a third lane to the Glenn Highway through Eagle River is critical to meet future need especially during rush hour. As noted in the introduction, the Mat-Su as well as Chugiak-Eagle River continues to grow at a rapid rate with the Glenn Highway experiencing a 17.6% increase in volume since 2000.

Move up priority for third lane in NHS recommendations.

Staff response: Recommendations for the Glenn Highway in the C/ER LRTP are recommendations that have already been adopted through the Anchorage Bowl 2025 LRTP. The two LRTP's should make the same recommendation, so the C/ER LRTP should not change those recommendations. However, the C/ER LRTP will be developed in conjunction with the Anchorage Bowl LRTP for the next update, so this situation will be corrected then.

3B. Pg 56 (Both Glenn Hwy projects listed as 639, 710) Birchwood supports adding an additional lane each way but is not fully in support of the Anchorage Bowl LRTP recommendation...we do not support making them strictly HOV lanes. Might as well build it because people are going to commute whether you build it or not. A LOS of D or F will only add to the 'road rage' we witness every day now.

Staff Response: The additional lanes will not be strictly HOV lanes, but will be phased, beginning with peak travel periods.

3C. The Port of Anchorage's Northern Reconnaissance Study is not being considered at this time due to military security issues. If at any point this changes, an alternative route from POA connecting and opening up around the Birchwood Airport and connecting with the Glenn Highway should be considered.

Staff response: Agree. We have received several comments concerning an ingress/egress point with the military land that could take commuters off the Glenn Highway. The referenced study looks at several points, including Hiland Road (preferred alternative) and Artillery Road. Staff recommends including a statement to this effect in the plan.

4. Issue: Roadway Recommendations

4A. Glenn Highway Project Description (Anchorage Bowl LRTP #804), Table 6 C/ER LRTP. Project description includes reference to North Peters Creek interchange, but should say "South Peters Creek interchange" as this is where the problem is. (4 comments)

Staff response: This project is to conduct a Glenn Highway Interchange Operational Analysis and Improvements from Muldoon Road Interchange to Eklutna. Apparently during the Anchorage LRTP development, one of the problem interchanges identified was North Peters Creek interchange, so it was included in the project description. Staff will discuss the need to change the project description in both LRTP's, which may require a formal amendment to the Anchorage Bowl LRTP.

4B-1. Delete N&S Birchwood improvement projects.

4B-2. ROW acquisition should be included in the narrative for this project [N. Birchwood Loop Road] as this project does not have sufficient right-of-way to undertake this scope of work listed. (2 comments).

4B-3. Birchwood no longer supports the South Birchwood Loop Road project since improvements to State roadways must be designed, constructed, & projected to a future 20 year standard. Parts of the roadway are barely within the right-of-way and federal funding will not be allowed for a separate pathway unless it is paved. We don't want a paved pathway. We would like another layer of asphalt since it is getting very thin. At the request of Birchwood Community Council, please delete this section in its entirety.

Staff Response: Regarding both the North and South Birchwood Loop Roads improvement projects, public comments received during development of the LRTP were about evenly divided between those in favor of the projects and those against, (including the trails. Likewise during the public review period, comments were divided.

S. Birchwood Loop Road: Staff acknowledges the reluctance to widen and straighten out S. Birchwood Loop Road, but also the need for improving the surface, and possibly a trail. Staff recommends retaining this project in the C/ER LRTP, but changing project description from Reconstruct to

Rehabilitate, which will improve the surface, and deleting "widening roadway" and "adding shoulders" from the project description. The project cost will remain the same for LRTP purposes.

N. Birchwood Loop Road: This road serves the Birchwood Airport and expanded industrial lands near the Airport. Staff recommends retaining this project in the C/ER LRTP as is. Planning level costs do not typically include ROW costs.

A Study Area is recommended for a possible new road from the proposed new interchange between N and S Birchwood Loop Roads to the Birchwood Airport. If the study indicates building a new connection is feasible, the project to improve N. Birchwood Loop Road could be removed from the LRTP at a later time.

4C. Firehouse Lane – Proposed project to upgrade to Collector Standards is premature to include in LRTP at this time. (4 comments)
Should be assessed as part of the 2007 CBD Circulation Study.

Staff response: Agree. Staff recommends deleting the recommended project from the C/ER LRTP and that the proposal is assessed as part of the 2007 CBD Circulation Study.

4D. Eklutna River Bridge description is not accurate (current.) Correct this if you leave it in the LRTP. Move to 2011 in Table 6, Chapter 10.

Staff Response: The project description is taken from the current AMATS Transportation Improvement Program. The cost estimate will be revised to \$6 million.

4E. Page 52: Roadway Improvement Recommendations: All projects, whether funded by AMATS, State Grants or CIP Mill Levy, should be identified, along with their source of funding, in this chapter. (2 comments)

Staff Response: Agree. Staff recommends adding to Table 6 an informational section for "Other Funded Projects in Chugiak-Eagle River."

4F. Page 55 (Hiland Road Improvements): Please define/clarify the areas to be realigned. The project scope for Hiland Road as defined in the Draft LRTP needs to be broken up into multiple projects according to priority as follows:

- Realignment Study of Hiland Road from Mile 1 to Mile 3.7 should be completed prior to moving forward with any upgrades to the existing roadbed of Hiland Rd.
- Hiland Road from Mile 1 to Mile 2.2.
- Hiland Road from Mile 4.4 (Wild Mountain Rd.) to Mile 5.7 (Birdsong intersection). Note: The section of Hiland Road from Mile 3.4 (River View Dr.) to Wild Mountain Rd has already been improved to MOA Standards.
- Hiland Road from Mile 5.7 to Mile 6.25 (Sun Valley Dr.)
- Hiland Road from Mile 6.25 to Mile 8.4

Improvements may include widening roadway, adding shoulders, improving visibility, reducing grades, and possible trails, where practical and feasible.

Staff Response: The 1996 and 2003 C/ER LRTP project descriptions refers to a proposed alternative route study between Riverview Estates Subdivision and Eagle River Loop Road that may also be part of the Hiland Road project. The specific area in question is probably where Hiland Road temporarily becomes Stewart Mountain Drive at approximately MP 1.6, and continues through Bernard Subdivision, after which it becomes Hiland Road again. Dedicated ROW for Hiland Road exists to the southwest of Stewart Mountain Drive, but a connection of this ROW with existing Hiland Road to the west would be difficult due to steep terrain. The description of the Hiland Road improvement project should include Stewart Mountain Drive if that is the road alignment to be improved. Staff recommends CBERRRSA and South Fork Community Council confer with ADOT&PF. The description of this project should include Stewart Mountain Drive if that is the road alignment to be improved.

4G. Page 67: Requesting that staff verify funding periods for all projects.

Staff Response: The first 5 projects listed have been programmed for funding in the current AMATS TIP (see Table 6, page 53.) All cost estimates remain the same, except for Eklutna River Bridge Rehabilitation/Replacement at Old Glenn Highway. Please see Table 6, page 54, for Non-NHS short-term

projects (Hiland Road Mile 2.2 to 3.4, Homestead Road, Eagle River Road Mile 0 to Greenhouse, and Firehouse Lane); Table 6, page 55 for Non-NHS long-term projects (North Birchwood Loop/Birchwood Spur Road, Eklutna Lake Road, South Birchwood Loop Road, and Hiland Road (remainder). No cost estimate is provided for the proposed Glenn Highway New Interchange between North and South Birchwood Loop Roads, which is mentioned for illustrative purposes only. It is not included in the financially constrained recommendations for the Glenn Highway in the Anchorage Bowl LRTP.

5. Issue: Trails / Pedestrian Safety

5A. Would like additional snowmachine trails and access in Eklutna area.

Staff Response: The Areawide Trails Plan is scheduled for an update for recreational trails in 2007-08. Staff recommends forwarding this comment to the MOA Trails Coordinator.

5B. Would like more crosswalks on Baranoff to side roads for Homestead Elementary School.

Staff Response: Staff recommends forwarding this comment to MOA Traffic Department, Traffic Safety Section and Trails Coordinator.

5C. Move up priority for project #707, Glenn Highway at Eagle River – Hiland Road to Artillery Road. Improve connections.

Staff Response: Staff recommends adding language to the LRTP that this is a priority for the community, but priority for this NHS project was approved in the Anchorage Bowl LRTP to be done in conjunction with related roadway improvements.

5D. Appendix A: Top 50 Trail Projects. Drop this appendix as it is entirely out-of-date.

Trail projects in the C/ER LRTP should only list projects in the C-ER area. Completed projects don't need to be listed at all unless they are developed in phases and only certain phases have been completed.

Staff Response: Agree. Staff recommends deleting this Appendix.

5E. Page 35, 2nd Paragraph, Line 5: Correction is needed as the trail does not extend to Preuss. (2 comments.) Page 39 says it extends to Greenhouse, when it really goes only to Wren.

Staff Response: Agree correction is needed, also for pages 13 & 34. At the CBERRRSA Board meeting there was disagreement concerning the terminus of the trail. Based on staff site visit, it appears to end 3 driveways west of Eagle River Lane. Recommend changing terminus in LRTP to Eagle River Lane.

5F. Page 35 – doesn't discuss school access issues for Ravenwood. Kids are currently bussed across the road, or dart through traffic.

Staff Response: Concerns over children *crossing* Eagle River Road to reach Ravenwood Elementary were not raised prior to the Public Review Draft publish date. One Eagle River Valley Council resident did express the need for sidewalks *along* Eagle River Road (both sides) in the vicinity of Wren Lane, and this is noted on page 32. While the Areawide Trails Plan calls for a separated paved path on Eagle River Lane which crosses Eagle River Road, the type of crossing is not specified. Eagle River Road is a state-owned facility. Neither the Traffic Department, ASD, nor ADOT&PF wants to encourage children crossing Eagle River Road at-grade for safety reasons at this location. Eagle River Road is designated as a hazardous route for school children and not considered safe for student travel. ADOT&PF has indicated they would participate with MOA and contribute to any discussions affecting Eagle River Road and possible solutions, but only after the walking route plan has been evaluated and what the obstacles are and what it takes to overcome them.

Staff recommends adding this issue to the C/ER LRTP, and working with MOA Traffic Department to imitate a new walking route evaluation of the attendance area.

5G. Page 59 (& Page 83): Under list of Trails, first trail: Coastal Trail – Mouth of Peters Creek Beach Lake Park to Eklutna: Please clarify. Mouth of Peters Creek Park and Beach Lake Park are not collocated – which is the starting point for this trail?

Staff Response: The description should read, “Mouth of Peters Creek Park to Beach Lake Park and to Eklutna.”

6. Issue: Freight / Gravel Trucks
(NOTE: also see Issue #13, Goals, Policies and Objectives for new proposed policy for gravel / sand trucks)

6A. More and more complaints are heard concerning the increase in gravel truck activity. What can be done via the conditional use permits?

Staff response: MOA Traffic Engineer suggests adding the following sentence to the Freight chapter: “The MOA should continue to monitor the safety and reduce the impact on neighborhoods by gravel truck hauling routes by enforcing street cleaning requirements (water, sweeping), approving hours of hauling operation that reduce impacts on the neighborhoods and provide the shortest viable routes between the gravel areas and the arterial system.”

6B. Page 44 – Freight Mobility: The Board suggests deleting this section altogether.

Staff Response: Disagree. Federally funded LRTP’s are required to address freight.

7. Issue: Street Lighting

7A-1. Page 10, Policy Q, Street Lighting, add, “as specified by Title 21.”

7A-2. Page 10, Policy Q, Street Lighting states, "Ensure that adequate street lighting is available where and when needed, and is adequately maintained." Despite pressure to modify the wording of this policy, fully support this policy as written, does not support any changes to the wording.

Staff Response: Staff agrees with comment 7A-1 and recommends Policy Q be changed as indicated.

8. Issue: Financial Plan

8A. Why does the Anchorage Bowl 2025 LRTP show a lesser amount for the C/ER LRTP (\$91m) than the adopted 2003 C/ER LRTP (\$109,592,000)? (2 comments)

Staff response: This happened inadvertently during development of the Anchorage Bowl 2025 LRTP, and was based upon an erroneous assumption that one project in the C/ER LRTP had already been completed. As the next LRTP updates will be done at the same time, this problem should not occur again.

8B. MOA should explore public-private partnerships, as they are doing in Europe. Project costs are escalating, and these kinds of partnerships might be one way to keep costs down.

Staff Response: The draft C/ER LRTP does not have a policy reference exploring new funding opportunities. Staff recommends adding a statement about public-private partnerships in Chapter 11, Financial Plan, as an example of alternative financing.

8C. Native Village of Eklutna (NVE) requests the opportunity to consult, plan and develop innovative financing, and partnership implementation of various individual roads projects planned in The Draft Chugiak-Eagle River Long-Range Transportation Plan, such as many identified on Map 4 therein, from Hiland Road to Eklutna Lake. The planned Old Glenn Highway Eklutna River Bridge, and Eklutna Lake Road improvements, in the NVE core area are of particular salience to us. An NVE/COE land use and other planning process has been initiated for the Eklutna River Watershed, that

might also mutually benefit a matching partnership with the MOA planning process, within the watershed.

Staff Response: Staff commends NVE for approaching the Municipality to explore partnering opportunities, and will forward these comments to the Mayor's office for follow up and development of proposed concepts.

8D. Page 63 – Underfunding. We have \$1.6 billion forecast available and only \$137 million allocated to our projects. Local contributions (mil rate increase!) We are growing and need the same transportation investments as occurred in Anchorage when they were growing!

Staff Response: Federal funds for roadway improvements are programmed for funding within the AMATS planning area using the AMATS Roadway Ranking Criteria. The criteria are reviewed by AMATS when a new Transportation Improvement (TIP) is developed. Staff recommends that area Community Councils and the Road Board review these criteria to see where and how area projects could improve their ranking scores for funding when nominated. For example, one criteria is level of community support. If the area Community Councils and the Road Board collaborated on prioritizing major projects for the municipal capital program (CIP) and TIP, they could conceivably send a stronger message of community support, and score higher points.

8E. Page 64 – Road Board reference to seriously pressing local needs on maintenance needs to be updated. All dirt roads have been rapped.

Staff Response: Staff requested updated language from CBERRRSA Maintenance Foreman, who provided the following language. Staff recommends this language being incorporated into the C/ER LRTP:

"Many existing local roads under the Board's control have serious repair and reconstruction needs that must be addressed in a comprehensive manner. For example, several subdivisions that were accepted by the M.O.A. over the years are not meeting their normal life expectancy of 20 to 40 years and are in need of major repairs. The service area has

improved all gravel roads (approximately 115 miles) over the last 15 years with the Recycled Asphalt and Chip Seal surface with a normal average life expectancy of 10 to 15 years. A long-range capital improvement plan will need to include resurfacing up to 10 miles of chip seal each year in order to keep pace with the roads reaching their expected life. Drainage improvements are on going need and will continue to consume between 10% and 15% of the Board's CIP Mill Levy well into the future. In addition, there will be ongoing pressure on the Board to provide additional improvements to their road system relating to safety problems and standard amenities."

9. Issue: Official Streets & Highways Plan (OS&HP)

STUDY AREAS:

9 A. Study Area B, Powder Reserve. Pg 78 (4th full paragraph) This entire paragraph should be rewritten since the majority of it is just a carryover from the 1996 and the 2003 LRTP Plan. The Powder Reserve Tract 40A development is far different than originally planned, plus exiting onto a frontage road (in 3 places) that wasn't anticipated in the earlier LRTP's. The need for a connection to Chugiak High School was assumed BEFORE we built another high school that would be equally available. This paragraph references two connections/roads that aren't desired or needed; Carrying traffic north thru an established neighborhood to a problem intersection at Hillcrest & S. Birchwood, and south to Artillery Road. At the AMATS meeting, both Mr. Lyon & Ms Underwood stated this 2006 LRTP is only good for 3 years before it must be updated, and since neither of these connections have been studied or funded in the past 10 years since they have been talked about in this document, dropping them appears to be reasonable at this time. We can look at it again in another 3-10 years.

Staff Response: Looking at the Chugiak High School Attendance Area map, it appears this connection from Powder Reserve to the school might well be needed in the future. Students should not have to travel over to the freeway to get to school. The draft NW ¼ Section 25 Land Use Study has not yet been approved, but the Planning Department is looking toward completing the process for the plan, and supports the study recommendation for a road corridor. The road corridor recommendation is for the longer term, as development occurs. We understand residents and C/ER Parks and Recreation are very protective of existing trails in the area. In the meantime, Eklutna, Inc., has agreed to show a connection to the southwest corner of NW ¼ Section 25 on their new Master Plan for Powder Reserve. This connection in the near term could provide access to the park for residents from the south. It could be stubbed-out, ending at a parking lot near the park entrance. The connection to the south requires a land trade with the military, which does not seem likely in the near future. However, staff supports keeping this connection on the map as a longer-term need.

9B. Pg 78 (4th full paragraph, last two sentences) A road corridor thru the NW quarter of Section 25 was first reviewed a number of years ago in a Draft Study initiated by HLB. That Study has not been approved and the management of the land has changed. A collector road should never be planned or constructed to bisect any parkland especially in an area that is topographically challenged or contains sensitive environmental and ecological constraints. This is not supported by the local Road Board, Eklutna, Inc, the local Parks & Rec Board, or the area Community Councils.

Staff Response: The NW ¼ Section Land Use Study is expected to move through the review process, and the recommendation for reserving a road corridor for longer-term needs is supported by the Planning Department and Transportation Planning. While the land is now under park management, HLB retains authority over uses in the park that would include roads, according to the agreement.

9C. Study Area F, South Fork Access (6 comments): South Fork Community Council and the 16 residents who live on River Park Drive do not want the South Fork bridge over the SF of the Eagle River widened and a road extended through Ken Logan Circle. We realize there will be growth, but there is no need to develop access to the confluence or the park (MOA

land) at the confluence at this time. The residents of Riverpark Drive are opposed to extending Ken Logan at this time.

- Environmentally sensitive area
- Roads cannot handle traffic
- Area rich in bears and wild life would be impaired
- Would destroy pristine-ness of area
- Would encourage camping & fire danger in area
- Vandalism and trespassing are problems.

SFCC overwhelmingly voiced their desire to municipality and State Parks in 2003 to NOT widen the bridge beyond Ken Logan Circle. Punching through secondary road emergency access in South Fork area does little good with only one way into and out of Hiland Road itself. There are two other traditional access ways that MUST be considered as alternatives.

Staff Response: Study area F was added to the draft LRTP in consultation with members of South Fork Community Council, to recognize needs for access for homesteaders and future developers that were expressed during development of the draft LRTP. Access to Municipal land at the confluence of Eagle River and South Fork was another idea proposed by AFD during work that was just beginning on a *separate* task recommended in the 2003 C/ER LRTP to address connectivity to improve emergency response, and which will have its own public process later, as work progresses. Staff discussed all the access needs identified with members of South Fork Community Council, who expressed strong objection to a connection for any reason through Ken Logan Circle, but who did not object to a Study Area added to the LRTP provided it would acknowledge the need for future access *other than through Ken Logan Circle*. The Study Area description in the draft LRTP specifically acknowledges there are differences of opinion among residents, and the need to explore access options *other than the bridge at Ken Logan Circle*. At a public meeting in September, staff reviewed the text with representatives of the South Fork Community Council, and they were satisfied with the text, adding to the last sentence, "*the study...should examine the various alternatives and recommend the best options in consultation with South Fork Community Council..*"

9D. One resident on River Park Drive for 10 years stated this road is not a collector road that should be extended to a new subdivision. The property owner adjacent to his subdivision may now intend to develop the property.

If there is a desire for a [new] bridge, it should be built by the developer, not by taxpayers. If the road is connected, the existing portion should be upgraded to handle the traffic and the people in the new subdivision should pay for that road.

Staff Response: The developer would need to work with other property owners along Ken Logan Circle. Staff agrees if a road were connected, then the developer should pay for it.

9E. Study Area G, Eagle Pointe Subdivision Secondary Access

The developer of Eagle Pointe subdivision is in agreement with the designation of a study area for secondary access to Eagle Pointe subdivision. Such a study to identify needed collector connections will need to be done as the Mental Health Trust land and Eklutna land is developed.

Staff Response: Agree.

9F. Add Study Areas: The Eagle River CBD Study should be defined in this section of the LRTP. Additional study areas should be included to evaluate commercial vehicle traffic a) from the Glenn Highway to the Birchwood Airport area (in lieu of N. Birchwood Loop) and b) from the Glenn Highway to the gravel pits along the Old Glenn Highway. Map 5, page 81, should also be updated.

Staff Response: Agree with all three; the Old Glenn Highway study should be a safety study. Staff recommends including these study areas here.

9G. Page 72: Add the following paragraph under the heading 'The Existing Street Classification System':

If a separate chapter is adopted in Title 21 for the Chugiak-Eagle River area, the street standards in the Design Criteria Manual need to be developed for all streets in the area.

Staff Response: Agree. Staff recommends including this language.

9H. Page 77, Replace heading entitled 'Eagle River Residential Core' with the following title: 'Eagle River CBD/Residential Core Study'
Add a definition for CBD/Residential Core Study to include boundaries

Staff Response: Agree. Staff recommends making these changes.

9I. Page 77, Comment 4: Under heading 'Study Areas': The Eagle River CBD Study Area should be defined in this section of the LRTP.

Staff Response: Agree. Staff recommends making this change.

9J. Page 77, Under the revised heading 'Eagle River CBD/Residential Core Study' : The residential core may be best addressed in an **expanded** Eagle River CBD Study Area (**which would include Fire House Lane**). Refer back to comments for pages 54 and 67, where the recommendation is to remove references to Fire House Lane.

Staff Response: Agree. See Issue #2 for suggested study area boundaries.

FUNCTIONAL CLASSIFICATION / STREET TYPOLOGY

9K. Functional Classification Listing of Roadways in the Chugiak-Eagle River Area (Appendix B, OS&HP) (2 comments). Include this Appendix as an appendix to the C/ER LRTP. List needs to be updated to correct errors. (All are edits, with the exception of adding Rankin Road (extended) to the OS&HP as a collector, and deleting Helluva Road, a collector, from the current OS&HP Map.)

Staff Response: Staff supports the recommended edits to Appendix B, OS&HP, and the recommendation to include this list as an appendix to the C/ER LRTP. Staff also supports the suggested modifications to Appendix B and OS&HP Map regarding adding Rankin Road (extended) and deleting Helluva Road, and recommends these changes be made.

9L. Page 75 (Lighting): Inset the following words (in bold) in the first sentence: Streets designed as Country Lanes should be equipped (when lights are deemed necessary **for safety**)...

Staff Response: Agree. Staff recommends making this change in the LRTP.

9M. Page 76: Item a. under 'Construction and Maintenance', last sentence: Add the following words (in bold) at the end of the sentence: ...visual quality of the roadway **and sight distance for safety.**

Staff Response: Agree. Staff recommends making this change.

9N. Appendix D: Street Typology Additions to Functional Classifications. There is no reason stated in the C/ER LRTP as to why this appendix is included in the document. Is this a re-classification of C/ER's roadways? The CAC did not discuss this. Public input should be a part of any re-classification process for C/ER. Please add clarification to the document regarding these issues and questions. (2 comments)

The process for designating these typologies and the need for local coordination needs to be explained in more detail. (2 comments.) The document would have to be tailored to the C/ER area needs in order to be a useful supplement.

Staff Response: The intent of the Street Typology is to tie street design to the functional classification of the road. The concept has merit, but staff agrees that the typology and the process for designating the type of design should be tailored to the C/ER area, and with public input. Staff recommends adding an explanation of the typology, and that it be tailored to C/ER with public input.

9O. Page 100: Under 'Street Typology Descriptions' heading: Residential Streets: The Board approved a motion to request a re-clarification of the definitions of Street Typology Descriptions for arterials, collectors and residential streets.

Staff Response: Portions of the typology, including street typology descriptions, may be more reflective of the Anchorage Comprehensive Plan. Staff recommends that the street typology be tailored to C/ER with public input.

9P. Pg 71-72 (Explaining OSH&P) Functional classification needs to be accurate, otherwise roads will be called upon to fulfill functions for which they were not designed.

We should not be changing street classifications unless funding is available to upgrade the newly classified street to make it safe and perform its new function effectively, otherwise don't do it.

Staff Response: Agree.

OS&HP MAP

9Q. Firehouse Lane – Proposed Designation as Collector
Premature to include in LRTP at this time.

Should be assessed as part of the 2007 CBD Circulation Study.

Staff response: Agree. Recommend waiting to make any recommendation until the CBD Study is complete.

9R. Support for proposed interchange midway between South Birchwood and North Birchwood, especially in light of future development on Eklutna land. Delete N&S Birchwood improvement projects / add instead a new road from Airport to new proposed interchange.

Staff Response: Staff does not concur with deleting the N and S Birchwood projects, but recommends adding a Study Area to the OS&HP map for future connections between the proposed new interchange and the Airport.

10. Issue: Outreach / Review Process

10A. The C/ER LRTP should be submitted to pertinent Community Councils and CBERRRSA before being presented to the Planning and Zoning Commission and AMATS. (4 comments)

Staff Response: Staff welcomes the opportunity for further public input. The original review schedule was driven by the impending expiration date of the current 2003 C/ER LRTP at the end of 2006. While CBERRRSA and area Community Councils were well-represented on the C/ER LRTP Citizen

Chugiak-Eagle River Long-Range Transportation Plan 2006 Update

Issue-Response Summary

December 5, 2006

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Advisory Committee (CAC), with four CBERRRSA members and a representative from each Community Council participating, the Board Chair and Council representatives testified their organizations did not have an opportunity to consider the draft plan at their regularly scheduled meetings. The P&Z hearing was extended to allow time for further review. Copies of the draft plan were distributed to each of the six area Community Councils and the CBERRRSA Board in September, along with selected color maps from the draft, as suggested by Commissioner Pease. Comments have been received from two Councils (Chugiak and Birchwood) and CBERRRSA Board, Municipal departments, resource agencies, and one individual. Comments from Eagle River Valley Community Council were presented to CBERRRSA Board.

11. Issue: Travel Demand Model

11A. There appears to be some discontinuity between Table 3 and Map 4 of Chapter 4. The map identifies the North Eagle River Access Rd intersection with the Old Glenn Highway as being overcapacity while the table suggests that the level of service will be C or D (generally considered acceptable). The new Powder Reserve development will put additional pressure on the intersections along the Old Glenn Highway north of downtown Eagle River. As a result, these intersections should be prioritized for improvement.

Staff Response: Table 3 indicates the existing and future (2026) level of service for roadway links while Map 4 indicates future level of service for intersections. It is relatively common for roadway links to function adequately while the intersections are failing. What this tells us is that there is no need to expand the Old Glenn Highway from its current 4 lane configuration to 6 lanes. There will be, however, a need to improve many of the intersections along the Old Glenn Highway probably through the addition of turning lanes.

The transportation demand model used to forecast traffic for the Chugiak-Eagle River Transportation Plan utilized the most up-to-date information regarding development plans in the Powder Reserve. Staff agrees that the development will put additional pressure on the Old Glenn Highway north of downtown. Specific improvement projects to address this problem are

expected to be developed through the 2007 Downtown Eagle River Circulation Study.

11B. Figure 2 – Household Growth (Page 17 of the Chugiak-Eagle River Transportation Plan) should not show any growth in the area of the Eklutna, Inc. Development Reserve around the existing Village of Eklutna.

Staff Response: The Chugiak-Eagle River Comprehensive Plan does not specifically exclude development (within the next 20 years) in the development reserves. Page 70 of the Plan contains the following definition of Development Reserve: "The Development Reserve classification is applied to areas that are generally suitable for development but whose location and absence of public facilities and lack of projected demand make near-term and intermediate-term development uncertain. Large-lot, single-family residential development is allowed by right." This wording is interpreted to mean that some development is expected to occur in development reserves. The MOA Traffic Department worked with the MOA Planning Department to identify which of the development reserves were most likely to see development activity over the next 20 years. The Household Growth map reflects these discussions. It should not, however, be interpreted that the Municipality is either encouraging or discouraging development in these areas. It simply reflects our best guess as to how and when the area will be developed.

11C. Figure 2 – Household Growth (Page 17 of the Chugiak-Eagle River Transportation Plan) shows a household growth of 265 in the western section of the Powder Reserve. This area is comprised of an Eklutna, Inc. development reserve and Alaska Railroad Transportation Facility and therefore should not have any household growth allocated to it.

Staff Response: The area referred to in the comment includes Tract B and C of the Powder Reserve. Staff agrees that this area should not have any households allocated to it. The development of this area is partly contingent on a land trade between the Railroad and Eklutna, Inc. which is uncertain at this date. As a result, Traffic Department staff (in consultation with MOA Planning Department) did not allocate any households to these parcels. There are, however, vacant parcels in this Traffic Analysis Zone which are outside of the Tracts B and C of the Powder Reserve, some of which are

undergoing active subdivision activity. These parcels account for all of the household growth shown on Figure 2.

11D. : Figure 2 – Household Growth (Page 17 of the Chugiak-Eagle River Transportation Plan) is missing a number for the household growth in the eastern portion of the Powder Reserve.

Staff Response: This will be corrected in the final version. The actual household growth projected for this area is 810. This is in line with the assumption used by the MOA Planning Department in the development of the Chugiak-Eagle River Comprehensive Plan that there would be about 1000 housing units at build-out in Tract A of the Powder Reserve. For transportation demand modeling purposes, it was also assumed that there would be a small neighborhood commercial area and an elementary school constructed on this tract of land.

11E. On page 22-23 of the CERLRTP, the report states that there are currently no intersections that are overcapacity in Chugiak-Eagle River. However, according Eklutna, Inc.'s Powder Reserve Traffic Impact Analysis the existing LOS for the intersection of South Bound Glenn Highway Ramp/Eklutna Park Drive is LOS E at the PM Peak and LOS F at the AM Peak.

Staff Response: The analysis of intersection LOS in Chugiak-Eagle River was performed only for signalized intersections. (All of the signalized intersections were analyzed in this study area.) The Glenn Highway ramp is non-signalized and therefore was not analyzed as a part of this study. According to the TIA, a traffic signal would resolve the congestion problem at this intersection. The LRTP does not make recommendations on the need for additional traffic signals. This is usually done through the Traffic Impact Analysis.

11F. Figure 2 – Household Growth (Page 17 of the Chugiak-Eagle River Transportation Plan) shows 105 new households in Eklutna Valley and is based on an assumption that the Eklutna, Inc. land on both sides of Eklutna Valley will be developed. This would require a major investment for a bridge to cross Eklutna River in a very steep portion of the valley.

Staff Response: The household projections for the Eklutna Valley do not include any development on the south side of Eklutna River for the exact reasons as outlined above. Transportation Planning staff learned of the obstacles to development of this area at a meeting of the CERLRTP Citizen Advisory Committee and changed the assumptions accordingly.

11G. The household growth projections for Birchwood are too high. According to Figure 2 - Household Growth (Page 17 of the Chugiak-Eagle River Transportation Plan) the total household growth for Birchwood is about 532. Past development trends do not seem to support a substantial increase in household growth in Birchwood.

Staff Response: There is still a substantial amount of vacant undeveloped land in Birchwood. A total of about 880 acres of vacant land appears to be available for development in the Birchwood area. Some of this land is in wetlands so not all of it can be developed. According to the Chugiak-Eagle River Comprehensive Plan, none of the land in Birchwood is considered to be in development reserve. As a result, all of it was considered to be available for development. The commentator is correct about this area lagging in household growth. It is difficult, however, to make the assumption that this will continue to be the case in the future without clear direction from the Comprehensive Plan to this effect.

The assumptions regarding future household growth in Birchwood does not trigger the need for any roadway improvement projects (see roadway project list in the CER LRTP). As a result, any changes to the land use assumptions will have little impact on the recommendations contained in the CER LRTP.

11H. There is a discrepancy in the Highway Level of Service table in the 2003 LRTP and the updated LRTP.

Staff Response: The Municipality of Anchorage changed its LOS calculation methodology when it updated the transportation demand model in 2003. The LOS calculated by the model is a function of volume over capacity. The section of the Old Glenn Highway between Business Blvd. and Eagle River Loop Road had a volume of 15,060 in 2004 with a capacity of 36,800 trips per day. The v/c ratio is therefore 0.41 well within the LOS B category. There is little difference between LOS B and C in terms of roadway functioning.

Therefore the change in the LOS estimate for the road did not have any effect on the roadway recommendations.

11I. The Level of Service on the Old Glenn Highway between North Eagle River Access Road and South Birchwood Access Road would more likely be LOS C/D than B/D.

Staff Response: The 2026 traffic projection for this section of road varies from 9,700 (near North Eagle River Access Road) to 5,690 (near South Birchwood Loop Road). The capacity of the Old Glenn Highway near the South Birchwood Loop Road is 12,400. Therefore the v/c ratio is 0.58 well below the LOS C threshold of 0.66 used in the model.

11J. : The 2003 LRTP listed the 2000 LOS for Eagle River Road from Crestview Lane to Greenhouse Street as being LOS D. The revised LRTP lists it as LOS B/C.

Staff Response: The LOS calculations depend on volume counts along roadways. Sometimes these counts can vary significantly from year to year especially on relatively low volume roads such as Eagle River Road. In 2000, the count was 6,885, the next year (2001) the count was only 3,137. In 2004, the count was 3,638, still substantially less than in 2000 3,638. The lower count is reflected in the lower LOS.

11K. Include AM And PM Peak LOS analysis in table 3.

Staff Response: The LOS analysis in table 3 is for roadway segments and is based on a ratio of volume to capacity. Peak volume is almost always higher in the PM Peak than in the AM Peak which is why the Municipality Transportation Planning Division always uses PM Peak in its calculation of roadway deficiency. The use of both AM and PM Peak analysis is more appropriate for detailed intersection LOS (such as occurred in the Powder Reserve TIA) where the volume of opposing turning movements is more critical than the sheer volume of traffic.

12. Issue: Congestion Management / Advanced Technology

12A. Page 36: Last paragraph at bottom of page: the 2006 C-ER LRTP should identify all projects, including those that are already funded (3 comments).

Staff Response: Chapter 6 focuses on congested roadways only. All of the congested roadways, including those already funded, are identified on page 36. In-depth discussion is provided for congested roads that are not yet funded.

12B. Page 41 – Adding capacity statement is judgmental. Remove it. Use of internet based systems such as turning this highway section into a “hot zone” with internet receivers for traffic updates or some picture ready access of Glenn Highway volumes. Advertise these services.

Staff Response: Staff does not recommend removing the following statement: “Adding capacity to the Glenn highway cannot be the only approach to easing congestion, however.” Federally funded LRTP’s are specifically required to consider measures other than adding capacity. Chapter 8, Intelligent Transportation Systems, addresses advanced technology to improve traffic operations.

13. Issue: Goals, Policies and Objectives

13A. Create a new policy for Transportation of Sand, Gravel, and Rock. Goals should include:

- Minimizing impacts from sand/gravel/rock operations on surrounding neighborhoods
- Reducing impact to traffic on public roadways due to increased hauling
- Minimizing damage to vehicles on public roadways caused by gravel and rocks falling from trucks

The new policy should include the following strategies:

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- Properly designing and designating arterials and freeways for hauling sand/gravel/rock;
- Requiring conditional use permits for all sand/gravel/rock operations to include:
 - Designation of haul routes
 - Limitation of the number of trucks allowed to haul loads on public roadways during peak traffic hours
 - Requirement for keeping dust down on the public roadways located near the site of operation using a water truck or other means
 - Requirement for cleaning-up spills on public roadways
 - Establishment of the days/hours allowed for hauling, blasting, crushing, etc.
 - Establishment of a blasting plan
 - Limitation of the types of materials and equipment that can be stored at the site of operation
- Enforcement of existing traffic laws regarding speeding, use of jake breaks, etc
- Establishment of municipal or state laws requiring that all loads be covered on public roadways.

Staff Response: Staff has no objection to any of the recommended items. MOA already does many of the activities listed under conditional use permits, and a state law has been proposed to require covered loads on public roads. However, the policy might carry more weight if included in Title 21. Staff recommends including in the LRTP the stated goals of the policy, but leave specifics for Title 21.

13B. Support for Policy E, Level of Service Policy. We recognize the Anchorage Bowl LRTP and C/ER LRTP have different policies regarding Level of Service (LOS) , and there is pressure from various entities for C/ER to conform to the Bowl's policy. We want to make a special comment in support of the C/ER LRTP existing policy of having a LOS C for Chugiak-Eagle River at-capacity peak hour traffic flow.

Staff Response: Staff acknowledges the comment. No action required.

13C – Connectivity Policy O

13C-1. Pg 10 13C-1: (Connectivity Policy – first sentence): The beginning sentence should be revised to read: “Provide an interconnected network of streets, where appropriate, (a) to facilitate emergency response, particularly for fire and medical services, (b) evacuation in event of a disaster, and (c) for ease and variety of travel. Birchwood wishes to have a, b,& c prioritized when listed in any official document as the ease and variety of travel in our rural area is sufficient and seen as undesirable to our neighborhood lifestyle.

13C-2: O. Connectivity Policy – Replace entire paragraph with the following:

Provide an interconnected network of streets where feasible (a) to facilitate emergency response, particularly for fire and medical services, and (b) evacuation in the event of a disaster. Another high priority is to discourage high-speed and cut-through traffic. Connections between new and existing subdivisions may be encouraged except in the following cases: excessively steep slope, the presence of a wetland or other body of water which cannot be bridged or crossed, existing development on adjacent property prevents a street connection, or the presence of a freeway or railroad. Connections shall be reviewed by, and commented on, by the appropriate community council.

13C-3: Pg 10 (Connectivity Policy – last sentence): “community council objection” should be added to the list of exceptions. Or a second suggestion for wording could be “or if the proposed connections would lower the quality of life in the existing neighborhoods”.

Staff Response: Staff concurs with 13C-1 prioritization (a-c), and the last sentence of 13C-2. Staff recommends these be added to Policy O.

13D. Pg 10: J. Air Quality Policy: Replace with the following short sentence: “Maintain PM10 compliance”.

Staff Response: Agree. Staff recommends making this change.

13E. Pg 10: L. Ongoing Transportation Planning Policy: Need clarification: do federal standards require an update of the LRTP every 3, or 4, years?

Staff Response: Under new federal legislation ("SAFETEA-LU") the review period is extended to four years effective July 1, 2007. Previously the requirement was to update every 3 years.

13F. Pg 8. M. Maintenance Policy: replace 'Chugiak-Eagle River study area' with the following:

Chugiak-Birchwood-Eagle River Rural Road Service Area.

Staff Response: Disagree because some road in the study area are state-owned. Staff recommends retaining the current language.

13G. Pg. 10, R. Glenn Highway Capacity, Safety and Screening: Last bullet: Replace current verbiage for this bullet with the following:

Coordinate the Anchorage Bowl LRTP and Chugiak-Eagle River LRTP recommendations for the Glenn Highway, keeping in mind that we are at a different level of development from the Bowl area and may have different needs or time lines than what would be recommended for the Bowl LRTP

Staff Response: Agree. Staff recommends making this change.

13H. General overview is fine, except we need to reinforce the "unique characteristics" understanding in an included statement. We could easily change our identity to look like O'Malley or Abbott roads with this plan (i.e., street lights, traffic volumes.)

Staff Response: Agree. Staff recommends looking to the C/ER Comprehensive Plan for a statement to be included referencing unique characteristics.

13I. Page 57. The draft needs to clarify who pays for what in a simple description, i.e., state roads versus local road ways.

Staff Response: Agree. Staff recommends adding to Chapter 11, Financial Plan, a paragraph explaining financing of roads and maintenance, including local match.

14. Issue: Consultation: Environmental, Cultural, Tribal

14A. Page 113 (Roadway Improvements): Second paragraph: Delete the following sentence: "It is likely that widening the road would require additional right-of-way".

Staff Response: No objection to deleting this statement. Staff recommends it be deleted.

14B-1. Please refer again to comment for page 55 to delete the South Birchwood Loop Road Improvements Project in its entirety at the request of the Birchwood Community Council.

14B-2. Page 114, Map 3: Remove South Birchwood Loop Road heading on this map. See also comment for page 55 (South Birchwood Loop Road Improvements).

14B-3. Page 115, Map 4: Remove South Birchwood Loop Road heading on this map. See also comment for page 55 (South Birchwood Loop Road Improvements)

Staff Response: Staff does not recommend deleting the South Birchwood Loop Road project, but changing it from Reconstruction to Rehabilitation. See related comment under Issue 4.

14C. Page 59: Native Village of Eklutna: Please insert "Eklutna Village" in first bullet at top of page, to read, 'Explore expanding local People Mover service in Chugiak-Eagle River, Birchwood, Peters Creek, and Eklutna Village as areas develop.'

Staff Response: Agree. Staff recommends making this change.

14D. Municipality of Anchorage and Native Village of Eklutna should work together, and with relevant State and Federal entities, to secure further funding and implement the Draft Memorandum of Agreement, Inter-Governmental Agreement for Coordinated Transportation Planning Activities and Implementation of Transportation Improvements Between Municipality of Anchorage and the Native Village of Eklutna, and all

environmental and cultural issues should be considered when preparing the LRTP for C/ER.

Staff Response: Agree. We need to continue working together to obtain a signed Inter-Governmental Agreement between MOA and NVE, and work to implement it. The LRTP should mention this effort in the Consultation section of Chapter 10.

14E. The Draft Chugiak-Eagle River Long-Range Transportation Plan, and Native Village of Eklutna Long Range Transportation Plan provide good assessments of issues facing the Chugiak-Eagle River community related to transportation. NVE is developing land use planning information that should supplement these.

Staff Response: NVE should keep Transportation Planning and the Planning Department apprised of any new information that has bearing on the Comprehensive Plan or the LRTP, and vice versa.

14F. Chapter 10 should include a section on consultation. This section will identify for project managers the resources (inventories, maps, etc) that should be reviewed during project development, and should list the agencies to be contacted.

Chapter 10 should also include any resource agency recommendations for potential environmental mitigation activities.

Staff Response: Agree. Staff recommends including a section in Chapter 10 on consultation.

14G. The policies and maps of the *Anchorage Wetlands Management Plan* (AWMP) and the *Anchorage Coastal Management Plan* (ACMP), which are applicable where road projects are adjacent to, or cross over wetlands and coastal resources should be incorporated into any future LRTP amendments. We recommend that *Appendix C* (page 91) include a reference to the AWMP, the ACMP, the new Coastal Resource Atlas Maps, and to Watershed Management Section's Ongoing Stream Mapping Database. To aid in identifying where road projects intercept wetlands and waterbodies subject to

regulatory authority, I suggest creating a resource reference map that includes the most updated stream mapping (from MOA Watershed Management) and updated Chugiak-Eagle River area wetlands mapping with an overlay of the road projects within the LRTP. This would be helpful to clarify, for the resource agencies as well, where the project impacts may be. This map could be included as an appendix in the plan.

In general, the C-ER LRTP identifies upgrades to existing roads, the impacts of which should be relatively minimal if they are designed with consideration to the recommendations of the AWMP and ACMP.

Staff Response: Staff recommends this information be include in Chapter 10 Consultation section.

14H. EPA has no objections to the conceptual transportation improvements laid out in the draft plan dated 31 August 2006. A number of the proposed road improvements (i.e., 12 of the 17), as well as most, if not all, of the proposed trails have the potential to impact wetlands, streams and/or intertidal areas, either directly or indirectly. Overall, I can characterize EPA's comments as a strong recommendation to a) plan and design the improvements in order to maximize avoidance of aquatic areas; b) minimize direct, indirect and cumulative impacts through planning and design, where avoidance is impracticable; and, c) to implement measures to offset unavoidable adverse impacts. Such actions are required by Part 230.10(a) of the Clean Water Act's Section 404(b)(1) Guidelines, compliance with which is necessary in order to obtain Corps of Engineers authorization for aquatic fill. Projects affecting wetlands identified in the Anchorage Wetlands Management Plan should comply with the Enforceable Policies and management strategies of the plan, and all projects that would involve adverse impacts to aquatic areas should include, in their design and construction budgets, adequate funding to provide for avoidance, minimization and compensatory mitigation measures.

Avoidance measures include, where practicable:

- maximizing opportunities for forms of transportation other than automobiles;
- the alignment of routes through uplands or the edges/lower value

portions of wetlands;
the use of retaining walls and other features to minimize fill
footprints; and,
the incorporation of onsite stormwater treatment measures.

Compensatory mitigation measures include replacing or upgrading existing culverts or other structures that block or impede fish passage, increasing the length of existing bridges, restoring previously damaged reaches of streams or areas of wetlands, and providing for permanent protection of valuable aquatic areas.

EPA advises that the existing data regarding the locations of wetlands and streams in the project areas be included in Appendix C of the LRTP, and that the plan direct that future work on every specific project include consulting--early in the planning stages--with the Municipal Watershed Management and Physical Planning Divisions to obtain the most up-to-date information regarding those resources.

Staff Response: Staff recommends this information be included in Chapter 10, Consultation section, or in Appendix E, Consultation.

**MUNICIPALITY OF ANCHORAGE
ASSEMBLY MEMORANDUM No. AR-2007- 77
FOR READING MARCH 13, 2007
(CHUGIAK-EAGLE RIVER 2027 LRTP)**

**EXHIBIT 2 –PLANNING & ZONING COMMISSION
RESOLUTION NUMBER 2006-068**

MUNICIPALITY OF ANCHORAGE
PLANNING AND ZONING COMMISSION RESOLUTION No. 2006-068

A RESOLUTION RECOMMENDING APPROVAL/ADOPTION OF THE 2006
CHUGIAK-EAGLE RIVER LONG-RANGE TRANSPORTATION PLAN PUBLIC
REVIEW DRAFT DATED 8-31-06, WITH RECOMMENDED CHANGES

(Case No. 2006-092)

WHEREAS, the 2003 Chugiak-Eagle River Long-Range Transportation Plan (C/ER LRTP) was adopted in December, 2003, and is required to be updated every three years; and

WHEREAS the 2006 Chugiak-Eagle River Long-Range Transportation Plan Public Review Draft dated August 31, 2006, has been prepared as an update to the 2003 C/ER LRTP, and addresses major transportation needs for the next 20 years in the Chugiak-Eagle River area, and makes recommendations for changes to the Official Streets and Highways Plan and Map; and

WHEREAS, the objective of the draft Plan is to create a balanced transportation system that meets the future travel demands of the community through the support of roadway, public transportation, pedestrian, freight, and complementary services while enhancing area safety, meeting environmental standards, and reducing impacts on residential neighborhoods, and

WHEREAS, the draft Plan will provide an effective framework for future transportation improvements, and

WHEREAS, completion of the draft Plan was accomplished through the cooperative effort of the Municipality of Anchorage and the Alaska Department of Transportation and Public Facilities, and

WHEREAS, Municipal Transportation Planning staff worked with a Citizen Advisory committee, consisting of representatives from area community councils, CBERRRSA Board, Planning and Zoning Commission, Chugiak-Eagle River Chamber of Commerce, Eklutna, Inc., Eagle River Parks and Recreations Department, and other interested parties, to develop the 2006 Chugiak-Eagle River Long-Range Transportation Plan Public Review Draft, and has conducted an effective public participation program in the development and review of the draft plan; and

WHEREAS, the Planning and Zoning Commission held a public hearing on the draft plan, and


WHEREAS, the Planning and Zoning Commission recommends the following changes to the Chugiak-Eagle River 2006 LRTP Public Review Draft

based on the public hearing testimony and staff Issue-Response Summary dated December 11, 2006:

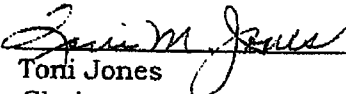
1. Include the suggestion to study a commuter rail connection in Study Areas E and C west of the Glenn Highway;
2. Include in Study Area section a recommendation to study an alternative route from the Anchorage Bowl and the Chugiak-Eagle River area;
3. Include in Chapter 5 a study of the regulatory scheme for governance of Anchorage taxicabs to be sure there are no barriers for service to the Chugiak, Eagle River or Girdwood areas;
4. Include staff recommendations from the Issue-Response Summary dated December 11, 2006.

NOW, THEREFORE, BE IT RESOLVED, by the Anchorage Municipal Planning and Zoning Commission, that the Chugiak-Eagle River 2006 Long-Range Transportation Plan Public Review Draft be forwarded to the Municipal Assembly and the AMATS Technical Advisory and Policy Committees for approval with the above stated recommended changes.

PASSED AND APPROVED by the Municipal Planning and Zoning Commission on the 11th day of December, 2006.



Tom Nelson
Secretary



Tori Jones
Chair

Content Information**Content ID :** 004872**Type:** AR_AllOther - All Other Resolutions**Title:** Chugiak-Eagle River Long-Range Transportation Plan**Author:** klundertg**Initiating Dept:** Traffic**Description:** Chugiak-Eagle River 2027 Long-Range Transportation, and concurrent amendments to the Official Sts and Highways Plan and Map.**Keywords:** CERLRTP, Chugiak-Eagle River Long-Range Transportation Plan,**Date Prepared:** 3/6/07 1:13 PM**Director Name:** Lance R. Wilber**Assembly Meeting Date**
MM/DD/YY: 3/27/07**Public Hearing Date**
MM/DD/YY: 4/10/07

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 CLERK'S OFFICE

Workflow History

Workflow Name	Action Date	Action	User	Security Group	Content ID
AllOtherARWorkflow	3/6/07 1:20 PM	Checkin	klundertg	Public	004872
Traffic_SubWorkflow	3/6/07 1:30 PM	Approve	wilberlr	Public	004872
MuniManager_SubWorkflow	3/16/07 2:41 PM	Approve	leblancdc	Public	004872
MuniMgrCoord_SubWorkflow	3/16/07 4:02 PM	Approve	abbottmk	Public	004872