

Mark Begich

## A Message from the Mayor and DOT&PF Central Region Director

We are pleased to present this Anchorage Bowl 2025 Long-Range Transportation Plan. This plan outlines how we can improve our transportation system to make Anchorage a better place to live, work, and raise future generations of Alaskans. It complements the vision we mapped for our community in “Anchorage 2020,” our comprehensive plan for development.

A well-functioning transportation system plays a vital role in our economy and quality of life. Every loaf of bread, piece of clothing, and stick of lumber is delivered on our road system. Every visit to the doctor, trip to school, and excursion on the bike trails relies on some element of the transportation system.

Anchorage is a city on the move, yet traveling around town today you can see signs that the transportation system is failing to keep pace with development and population growth.

Travel delays are on the rise. Congested roads and intersections impact our daily lives and

make travel more hazardous for the public. In neighborhoods, citizens are seeking ways to discourage cut-through traffic.

Anchorage is moving into an era of infill and redevelopment because undeveloped land parcels are limited. We are living with a

development pattern that was decades in the making. The easy solutions to address our transportation problems were tapped out years ago. It can no longer be “business as usual.” Therefore, we need a balanced transportation system that includes a connected highway network, robust transit system, integrated trails, and other elements to make our current system more efficient. We need to build missing links in our road, sidewalk, and trail systems, and do a better job of maintaining them throughout the year.

To achieve this, Anchorage must implement programs including:

- Developing a new highway connection between the New Seward and the Glenn Highways
- Providing better year-round maintenance of existing and future roads, sidewalks, and trails
- Developing an effective Express Bus Transit and High Occupancy Vehicle strategy for the Glenn Highway Corridor
- Significantly expanding People Mover and other forms of transit
- Investing in pedestrian and bicycle improvements in key areas as a way to support alternative modes of transportation
- Developing new road connections where significant out-of-the-way travel is occurring and impacting more people

These programs will form the basis for a balanced transportation system to take us well into the 21st century. However, implementing the recommendations of the plan will be a challenge and there are no easy answers. Decisions will be tough. Some projects will be difficult to

develop and funding issues are significant. It will take discipline from policy makers and support from the public to move forward. The plan will require financial support at the federal, state, and local levels, and new revenue measures may be required. We must have a long-term perspective and make decisions with the whole community in mind.

Sincerely,



Mark Begich  
Mayor

Some of these projects and programs will be expensive. However, in the long run, it will be more expensive for the community not to fund them. It's an exciting time for Anchorage as we move forward to improve our transportation system and build a legacy for future generations.



Gordon Keith  
DOT&PF Central Region Director

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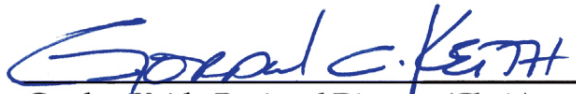
Kim Stalder

## ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS

Anchorage Bowl 2025 Long-Range Transportation Plan

Approved by the AMATS Policy Committee

Date: December 20, 2005



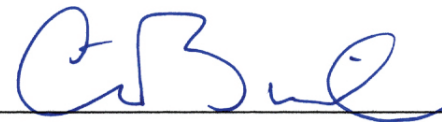
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