

APPENDIX C

RELATED STUDY / PLANNING EFFORTS

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There are several relevant plans and study efforts which have been coordinated with this 2003 LRTP Update. These include:

- Eagle River PM 10 Control Plan (1991) and 1994 Milestone Report, Municipality of Anchorage Department of Health and Human Services
- Chugiak-Eagle River Comprehensive Plan, 1993, Municipality of Anchorage Department of Community Planning and Development
- Congestion Management Program, October 1994, Municipality of Anchorage Department of Community Planning and Development, AMATS, and Alaska Department of Transportation and Public Facilities
- Alaska's National Highways, 1995, Alaska Department of Transportation and Public Facilities
- Areawide Trails Plan, 1997, Municipality of Anchorage Department of Community Planning and Development
- Knik ARM (Alaska Regional Multimodal) Transportation Project: Access for Regional Economic Development Final Draft July 2000, Northern Economics for Matanuska-Susitna Borough
- Anchorage Bowl Comprehensive Plan: Anchorage 2020, February 2001, Municipality of Anchorage Planning Department
- Master Development Plan for Tract A of the Powder Reserve May 2001, Eklutna, Inc.
- Eagle River Central Business District Revitalization Plan Draft May 2001, Land Design North *et al.*, for Municipality of Anchorage
- Freight Mobility Study, June 2001, Municipality of Anchorage, Traffic Department
- NW ¼ Section 25 Land Use Study Draft August 1, 2001, Municipality of Anchorage Planning Department
- Southcentral Rail Network Commuter Study and Operation Plan, 2001, ARRC
- Intelligent Transportation Systems Concept of Operations (Draft February 2002), P.B. Farradyne for Municipality of Anchorage Traffic Department
- Birchwood Airport Master Plan, Draft Office Study, 2002, HDR for Alaska Department Of Transportation and Public Facilities

A. Alaska Railroad Corporation (ARRC)

Commuter Rail Service to and from Anchorage is of particular interest to the ARRC. It is currently building a new rail station at Anchorage International Airport. The station is anticipated to serve as a key link in developing rail service from the ports of Seward and Whittier, Anchorage and the Matanuska Valley (Valley). Additionally, ARRC will reduce rail trip times from Anchorage to Wasilla from the current ninety minutes to less than fifty-five minutes with an aggressive, ongoing program of track realignment, curve elimination and double tracking, as well as acquisition of modern rail diesel cars (RDCs).

A Southcentral Rail Network Commuter Study and Operation Plan, funded by Federal Transit Administration (FTA) and ARRC, was completed in 2001. This FTA funding program required a comprehensive study to determine cost effectiveness and operating efficiencies. Service between Wasilla and Anchorage, with a stop proposed near Eagle River on Fort Richardson, was one of the alternatives considered. The Study looks at projected ridership, capital and operating costs, and recommends minimal commuter service begin by 2005. However, ARRC is not planning to pursue commuter rail service independently. The study creates a blueprint for potential further actions by local and state officials to establish a viable and operational commuter rail system if they choose to do so, with participation by ARRC.

B. Birchwood Airport

The Birchwood Airport is a general aviation airport located approximately 20 miles north of Anchorage and west of the Glenn Highway along Knik Arm. Over the next two years, the Alaska Department of Transportation and Public Facilities (ADOT&PF) and its consultant HDR Alaska, Inc., will study ways to improve the Birchwood Airport and develop a Master Plan that outlines short (5 years), intermediate (10 years) and long-term (20 years) airport improvements. The objectives of the Master Plan are to recommend actions to correct safety and capacity deficiencies; identify facilities required to serve existing and future air traffic demand; and develop a phased implementation plan to improve the airport to meet forecasted aviation needs for 20 years. The Plan will evaluate the need to maintain or improve existing facilities or to construct new facilities to enhance safety. Improved airport facilities, with possible service expansions in the future, could have an effect on the road system.

C. Regional Planning

In March 2001, a diverse group of policymakers and citizens gathered at the initial meeting to discuss the needs and merit of a Regional Transportation Committee. A Steering Committee was formed, and in June 2002 the Committee started meeting to consider a Draft Regional Planning Organization and Structure and identify regional projects.

The committee's purpose was to start a coordinated planning effort is needed for the region including the Municipality of Anchorage and the Matanuska-Susitna Borough. Multiple State agencies and local governments have received and are independently pursuing appropriations for transportation improvements. There is a need to coordinate a regional vision to insure that there is planning consistency with regional priorities and needs.

It is envisioned that a Regional Transportation Planning Committee would be formed to supplement planning efforts on behalf of all parties to address regionally significant projects that cross-jurisdictional boundaries. This will provide a framework to take advantage of appropriations for large, regionally significant, transportation projects.

