

Living up to the Anchorage 2020 Plan

Anchorage's adopted comprehensive plan (Anchorage 2020), among other things, seeks to provide more travel options that make it easy and safe to get around. The plan calls for a more compact urban environment, both downtown and in areas called "town centers" to enable more people to live closer to their jobs and other walkable destinations. It also advocates denser development and pedestrian amenities along certain "transit corridors" to reduce driving and make People Mover service more accessible and attractive. The Anchorage 2020 Plan is all about guiding future growth to make a more livable and attractive city. Transportation that enables easy mobility, convenient access and safe travel is an important part of the plan.

- ▣ Reduce trip lengths as people live closer to their destinations.
- ▣ Help relieve traffic congestion, pollution and noise.
- ▣ Create more attractive, livable city and neighborhoods.
- ▣ Requires sustained political and community commitment to achieve Anchorage 2020.
- ▣ Public/private partnerships implementation is a key ingredient.
- ▣ Mixed use development to encourage walking, transit use, and carpooling.
- ▣ Higher density along transit corridors and in and around employment centers supports transit use and walking.

Issues for further consideration ...

Current/future studies may result in amendments to the LRTP.

Knik Arm Bridge and Toll Authority (KABATA)

Major questions remain as to how a proposed bridge would connect to the Glenn Highway transportation system. How should the LRTP address the bridge prior to completion of the project's Environmental Impact Statement and permits?

Wasilla to Anchorage Commuter Rail Service

Commuter Rail Service could complement other options for travel along the Glenn Highway. Operation of commuter rail service on the Alaska Railroad tracks would necessitate multi-jurisdiction agreements and operating dollars from a Regional Transportation Authority.

Dedicated Bus Lanes Within Anchorage

One way of making transit competitive with the private car is to dedicate special lanes for buses so they can bypass traffic. However, analysis suggests that the population of Anchorage will not be concentrated enough for this concept to make sense within 20 years.

Adding Lanes to the Glenn Highway

One more lane each way on the Glenn Highway from Muldoon to Birchwood would cost \$200 million to build and without changing our travel habits, it would likely be filled with single-occupancy vehicles like the existing lanes. The project team feels the emphasis should be to reduce the need for additional lanes by promoting more commuter use of buses, carpools and vanpools.

Contact Us ...

For more information, please contact:

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Upcoming Meetings ... Please Come!

You have the most influence on the projects in the LRTP NOW! Come to a public meeting and let us know what you think.

Monday, April 18
7-9 p.m.
Clark Middle School
Multipurpose Room
150 S Bragaw Street

Thursday, April 21
7-9 p.m.
Romig Middle School
Multipurpose Room
2500 Minnesota Drive

Monday, April 25
7-9 p.m.
Goldenview Middle School
Multipurpose Room
15800 Goldenview Drive

Thursday, April 28
7-9 p.m.
Wendler Middle School
Multipurpose Room
2905 Lake Otis Parkway

Wednesday, May 4
5-8 p.m.
Mirror Lake Middle School
Multipurpose Room
22901 Lake Hill Drive, Chugiak

Website: www.muni.org/transplan/ Hotline: (907) 646-0336



Saving Anchorage From Gridlock

Getting around Anchorage

these days can be a headache. At rush hour traffic crawls on some roads and snarls at certain intersections. Walking and biking can be difficult and the bus system serves only a small percentage of travelers.

As the city grows over the next 20 years these problems, if unaddressed, will worsen, choking our economy and degrading our quality of life.

We're taking charge now to make sure that doesn't happen. The Municipality of Anchorage and State of Alaska have joined to produce a Long Range Transportation Plan to look two decades into the future and find solutions.



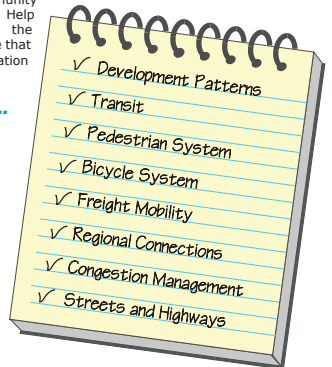
Please join in this visionary effort by learning about the key issues outlined in these pages and providing your ideas and concerns by going to the website, contacting us directly, or planning on attending one of the many community meetings coming up. See Upcoming Meetings, back page.



Choosing the Ingredients

There is no easy answer to Anchorage's transportation challenge. However, with a balanced mix of solutions, we should be able to keep people and goods moving without harm to the community or the environment. Help us choose among the ingredients for a recipe that meets all our transportation needs.

What's the recipe...



See the flip side to find out what meetings are coming up.

We have to make smart choices TODAY!

A Possible Map of the Future...

A team of technical experts and citizens have spent more than a year studying transportation in Anchorage and how to keep us moving in 2025. The recommendations on this page are based on their study.

But there is more to deciding our city's direction than technical experts can tell us. What are the community and human impacts of these projects? *Please let us know what you think.*

Take a look at this map with an eye to **Would these projects enhance or detract from your daily activities, your business, or your quality of life?** For full detail – see the website or contact the project team.

Building the Highway to Highway Connection



A limited-access highway link between the Glenn and Seward highways could be the backbone that efficiently delivers traffic to many destinations throughout the city. Currently, traffic is heavy all day along 5th-6th Avenues, Ingra and Gambell, and spills into East Anchorage neighborhoods to avoid congestion. In the Fairview, Mountain View and Midtown neighborhoods, the new road link would be dug down, out of sight and covered in some areas to allow easy pedestrian and vehicle access, reconnecting neighborhoods currently divided and isolated. Once complete, the Gambell and Ingra couplet could be returned to pedestrian friendly main streets.

- Reduces traffic on city arterial streets by 100,000 vehicles per day.
- Removes traffic on Mt. View Drive, Bragaw, Lake Otis, 15th, Northern Lights, Tudor, and others.
- Reduces neighborhood traffic intrusion, air pollution, crashes and noise.
- Allows easier and safer pedestrian travel in the Fairview, Mt. View and Midtown neighborhoods.
- Encourages neighborhood investment and development opportunities.
- Requires phased investment and political/public commitment.
- Improves efficiency of freight and goods movement.
- Capital Cost: \$575 million

Creating Better Transit Service



An effective transit system gets people where they need to go and helps reduce traffic congestion. Transit service should provide direct connections between homes and key employment and commercial districts. Service frequency needs to be at least 15 minutes during peak hours to attract commuters out of autos. Priority transit corridors would operate at 15 minute intervals in morning and afternoon commute periods and every 30 minutes in other hours; other routes would operate at 30 minute frequency all day. Service would be timed to enable easy connections and faster service. Modern buses, attractive transit hubs, well-marked stops, traffic signal preemption for buses, monthly passes, electronic ticketing, easy-to-remember schedules, and improved traveler information will make transit use easier, faster and more attractive.

- Provides an affordable travel choice for most Anchorage residents.
- Mitigates parking needs for employees.
- Assures mobility and accessibility for non-driver population.
- Federal funds are available for most of the capital expenditures.
- Local funding support grows from \$10-12 million annually now to \$17-20 million to expand the transit system.
- Transit ridership doubles and during peak periods triples on certain corridors, but areawide usage will reach only 2% of all daily trips.
- Moves commuters with less air pollution, less noise and fewer crashes.
- 20 year capital cost: \$135 Million

Strengthening Our Road Network



Every loaf of bread, piece of clothing, and stick of lumber is delivered over the roads. The roadway grid supports walking, biking, auto, truck and transit use. Through technical review of current traffic and future needs, our planning team has assembled a list of road projects they believe will be needed within the next 20 years. We are relying on public involvement to determine if these projects have acceptable community impacts. Key projects are shown on the map and listed. For a complete list of projects, check the website or contact the project team.

- Completion of missing segments reduces the need to expand other streets.
- Access improved to and from the Port of Anchorage.
- Seward Highway improvements include interchange with Minnesota Drive and east-west grade separations for better circulation.
- Dowling extension from Minnesota to Abbott Loop improves east-west travel options.
- Minnesota and International Airport Road projects improve access options for the airport.
- Operation and maintenance cost for new lane miles would grow to \$700,000 annually by 2025.
- 20 year capital cost for 80 proposed projects: \$1.0-1.4 Billion

Below is a list of some of the major road projects.

PROJECT	Cost in millions*
Highway to Highway Connection	\$575
New Seward Hwy: 36th to Rabbit Creek	\$260
Dowling: Old Seward to Raspberry	\$115
Interchange: Int. Airport & Jewel Lk/Spenard	\$55
Interchange: Glenn & Bragaw	\$30
Ingra-Gambell Extension: 3rd to Whitney	\$25
Glenn Highway: McCarrey to Gambell	\$25
Interchange: Minnesota at Tudor	\$25
Dowling: Lake Otis to Abbott Loop Ext.	\$20

PROJECT	Cost in millions*
Lake Otis: Northern Lights to E 15th	\$20
O'Malley Road: New Seward Hwy. to Hillside	\$20
Boniface: Access Management	\$20
Tudor Road Corridor Management Program	\$20
Arctic: International to Fireweed	\$15
Old Seward: O'Malley to Brandon	\$15
Boniface Extension to Abbott Loop Ext.	\$15
Muldoon Town Center	\$10
Intersection & Ramp: Ocean Dock to C Street	\$10

* These are approximate cost estimates in 2004 dollars.

Easing the Glenn Highway Commute



Eagle River/Chugiak and the Mat-Su Valley population is projected to double in 20 years, which will significantly add to current travel on the Glenn Highway. But expanding the highway would exacerbate traffic and parking problems in the Bowl and could cost \$200 million. So a combination of strategies that focus on high-occupancy vehicles, better commuter options, and limited roadway expansion is recommended. The team proposes frequent commuter express buses from Eagle River and the Mat-Su Valley to Anchorage work sites, priority bus lanes to bypass congestion, and complementary vanpooling, carpooling, flexible work schedules, telecommuting programs, and corridor traffic management. Interchange and intersection improvements and a third northbound lane between Hilland Road and Artillery Road also are included.

- Significantly expands the number and quality of commuter travel options.
- Reduces congestion on the Glenn Highway as well as traffic on city streets and traffic intrusion impacts on neighborhoods.
- Provides a cost effective solution to address corridor and regional travel needs.
- Reduces traffic, pollution, and crashes on the Glenn Highway.
- Reduces road and parking expansion within the Anchorage bowl.



Making it Easier to Walk & Bike Around the City



Most trips begin and end on foot. But sidewalks are non-existent or in disrepair in many parts of Anchorage. Snow clearance is another issue in winter months. How do we create a more walkable city? We can build on Anchorage's award-winning multi-use trail system to make walking or biking a viable transportation option for more people. We need to improve bike paths and sidewalks and complete missing links in existing trails. Sidewalk and bike facilities are an integral part of all of our road projects. Town centers and transit corridors would be designed for walking and additional trail projects constructed around the city. Pedestrian safety would be improved citywide with enhanced sidewalk maintenance.

- Contributes to a more attractive and livable city.
- Enhances personal health, sense of community, and the quality of life.
- Reduces pollution and noise.
- Gets people safely to and from the transit system, schools, parks and other destinations.
- Helps our youngsters get around safely.
- 20-year capital cost: \$125-\$165 Million

Using Our System More Wisely



Most of our roads are overloaded only during rush hour periods that last a few hours in the morning and afternoon. For the rest of the day, there is room to spare. Actions and strategies by policymakers, employers, travelers and the public can help relieve the overloaded roads. We can manage our transportation system more efficiently. Better timing of traffic signals could cut driver delay by thousands of hours each year. Spot improvements could relieve bottleneck delays. Employers could join the effort by implementing flexible work schedules, work-at-home by Internet options, employee bus discounts or passes, or vanpool or carpool incentives. Pricing incentives and tax benefits can help get more commuters on buses. Making walking to school safer could encourage fewer families to drive their children, cutting traffic and number of vehicles around schools. We can accomplish a lot with a willingness to change current practices and behaviors.

- Improves efficiency of existing system.
- Reduces congestion, pollution, noise and crashes by getting cars off the roads.
- Has low implementation cost.
- Works only if there are good alternatives to the single occupancy vehicle.
- Requires support of travelers and businesses to change behaviors.

MAP LEGEND

- Priority Transit Corridors
- Transit Supportive Development Corridors
- Recommended Road Improvements
- Highway to Highway
- T Transit Hubs
- ◆ Interchanges
- ◀ Construction Begins in 2005