

CLERK'S OFFICE

APPROVED As Amended

3-23-10

Date: The Anchorage Bicycle Plan was Amended and Approved 3-23-10;

ANCHORAGE, ALASKA

AO No. 2010-8

Notice of Reconsideration was given by Ms. Drummond 3-24-10

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AN ORDINANCE ADOPTING THE ANCHORAGE NON-MOTORIZED TRANSPORTATION PLAN: BICYCLE PLAN, AN ELEMENT OF THE COMPREHENSIVE PLAN; AMENDING ANCHORAGE MUNICIPAL CODE SECTION 21.05.030 E. TO ADD THE BICYCLE PLAN AND CORRECT AN OMISSION BY ADDING THE PEDESTRIAN PLAN; AND AMENDING ANCHORAGE ORDINANCE 2006-172, ATTACHMENT A, TO REVISE PROVISIONALLY ADOPTED ANCHORAGE MUNICIPAL CODE SECTION 21.01.080.

THE ANCHORAGE ASSEMBLY ORDAINS:

Section 1. The Anchorage Non-Motorized Transportation Plan: Bicycle Plan, dated August 2009, and attached hereto as **Exhibit A** and incorporated herein by reference, is adopted as an element of the Comprehensive Plan, as recommended by the Planning and Zoning Commission in Resolution No. 2009-051 (Attachment 1).

Section 2. Anchorage Municipal Code section 21.05.030 E. is amended to add the Bicycle Plan and to add the Pedestrian Plan, erroneously omitted from this section, to read as follows (the remainder of the section is not affected and therefore not set out):

21.05.030 Elements.

The Comprehensive Plan consists of the following adopted elements, which are incorporated in this chapter by reference. While they may be valid planning tools, plans or other elements that are not listed below or incorporated into the Comprehensive Plan elsewhere in this Code are not official elements of the Comprehensive Plan. If elements of the Comprehensive Plan conflict, the element most recently adopted shall govern. Identified in the following table, and which are incorporated in this chapter by reference. Plans or other elements that are not listed below are not official elements of the Comprehensive Plan, though they may be valid planning tools.

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E. Transportation [STREETS AND HIGHWAYS].

1. Official Streets & Highways Plan, Fall 2005 (AO 79-70; AO No. 83-200; AO No. 84-255; AO No. 86-132; AO No. 96-97(S), § 1, 8-13-96; AO No. 97-85, §1, 6-3-97; AO No. 2000-122, §1, 8-15-00; AO No. 2005-115).
2. Street and Highway Landscape Plan, November 1981 (AO 81-180)1.

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3. Anchorage Long-Range Transportation Plan, 2025 (AO 85-165; AR 98-25; AO No. 20 01-75, §2, 4-24-01; AO 05-115).

4. Anchorage Non-Motorized Transportation Plan:

a. Pedestrian Plan, October 2007 (AO No. 2007-97, 10-09-07);

b. Bicycle Plan, (insert effective date, 2010 (AO No. 2010 - (insert effective date & approval date).

\*\*\*      \*\*\*      \*\*\*  
(AO No. 18-75; AO No. 82-49; AO No. 85-165; AO No. 2000-119(S), § 4, 2-20-01; AO No. 2001-124(S), § 2, 2-20-01; AO No. 2002-68, § 1, 4-23-02; AO No. 2002-119, § 1, 9-10-02; AO No. 2003-74, § 1, 5-20-03; AO No. 2003-129, § 2, 10-21-03; AO No. 2005-115, § 3, 10-25-05; AO No. 2006-93(S-1), § 2, 12-12-06; AO No. 2007-107, § 2, 8-28-07; AO No. 2008-74, § 2, 6-24-08; AO No. 2009-69, § 2, 6-23-09)

**Section 3.** Anchorage Ordinance 2006-172, Attachment A, adopting Anchorage Municipal Code section 21.01.080 B.1., Table 21.01-1 Comprehensive Plan Elements, is amended to read as follows *(the remainder of the section is not affected and therefore not set forth)*:

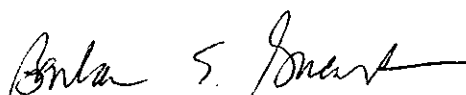
TABLE 21.01-1: COMPREHENSIVE PLAN ELEMENTS			
Area/Topic	Plan	Adoption Date [1]	Amendments
Transportation	<u>Anchorage Non-Motorized Transportation Plan</u>		
	Pedestrian Plan	AO 2007-97	
	<u>Bicycle Plan</u>	<u>AO 2010 - (insert effective date)</u>	

**Section 4.** This ordinance shall be effective immediately upon passage and approval by the Assembly.

PASSED AND APPROVED by the Anchorage Assembly this 13<sup>th</sup> day of April, 2010.

  
\_\_\_\_\_  
Chair of the Assembly

ATTEST:

  
\_\_\_\_\_  
Municipal Clerk

**MUNICIPALITY OF ANCHORAGE**  
**Summary of Economic Effects -- General Government**

AO Number: 2010-8

Title: AN ORDINANCE ADOPTING THE ANCHORAGE NON-MOTORIZED TRANSPORTATION PLAN: BICYCLE PLAN, AN ELEMENT OF THE COMPREHENSIVE PLAN; AMENDING ANCHORAGE MUNICIPAL CODE SECTION 21.05.030 E. TO ADD THE BICYCLE PLAN AND CORRECT AN OMISSION BY ADDING THE PEDESTRIAN PLAN; AND AMENDING ANCHORAGE ORDINANCE 2006-172, ATTACHMENT A, TO REVISE PROVISIONALLY ADOPTED ANCHORAGE MUNICIPAL CODE SECTION 21.01.080.

Sponsor: **MAYOR**  
 Preparing Agency: Traffic Department  
 Others Impacted:

<b>CHANGES IN EXPENDITURES AND REVENUES:</b>	<b>(In Thousands of Dollars)</b>				
	<u>FY10</u>	<u>FY11</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>
<b>Operating Expenditures</b>					
1000 Personal Services					
2000 Non-Labor					
3900 Contributions					
4000 Debt Service					
<b>TOTAL DIRECT COSTS:</b>	\$ -	\$ -	\$ -	\$ -	\$ -
Add: 6000 Charges from Others					
Less: 7000 Charges to Others					
<b>FUNCTION COST:</b>	\$ -	\$ -	\$ -	\$ -	\$ -
<b>REVENUES:</b>					
<b>CAPITAL:</b>					
<b>POSITIONS: FT/PT and Temp</b>					

**PUBLIC SECTOR ECONOMIC EFFECTS:**

The purpose of the Bicycle Plan is to expand the bicycle infrastructure and the use of bicycles for transportation. Anchorage's Long Range Transportation Plan states: "The lesson from evidence across the nation is emphatic - capacity cannot be added fast enough to build our way out of congestion. Other strategies are needed." One of those strategies is to decrease car trips by increasing cycling.

The Anchorage Non-Motorized Transportation Plan and its second element, the Bicycle Plan, identify a safer system for utility bicycle travel and improvements in the Municipality of Anchorage. The Plan identifies over 250 bicycle related projects with an estimated cost of over \$124 million. While there are not sufficient funds to construct all of these projects, the Plan prioritizes the projects according to whether they are part of the Core Bicycle network (their potential use) and whether they are located in areas of bicycle/vehicle collisions thereby ensuring that the public will get the most benefit for the money spent. The majority of the bicycle facility improvements recommended in the Plan include relatively inexpensive bike lane stripping improvements to roadways already wide enough to accept them. New bike lanes and separated bicycle facilities are also recommended to be added to all future roadway construction projects. The primary source of funding for new construction projects will be Federal Highway Administration and MOA Capital Improvement Program funding.

The majority of the bicycle facility recommendations contained in the Plan are on-street bicycle facilities. As a result, the maintenance of these facilities will be incorporated as part of the regular street maintenance. The Plan also recommends adding an additional 53.7 miles of new separated bicycle facilities to the existing 166.4 miles currently in service (a 32% increase). In 2004, the annual cost of trail/walkway maintenance was about \$500,000. While it is not possible to estimate

increase). In 2004, the annual cost of trail/walkway maintenance was about \$500,000. While It is not possible to estimate the exact increase in the maintenance budget as a result of adding these additional facilities to the network it would probably be much less than \$160,000 (32% X \$500,000) since the maintenance budget also includes sidewalks. (Note: The Municipality of Anchorage does not break out the costs of sidewalks and trails.)

#### **PRIVATE SECTOR ECONOMIC EFFECTS:**

An improved bicycle network has several public benefits, the most important of which may be health related. During the last two decades obesity has reached epidemic proportions. Obesity causes diseases like Type 2 diabetes as well as increased risk for heart disease, high blood pressure, and stroke. In 2005, the Mayor's Task force on Obesity and Health found a direct connection between the built environment and people's level of activity. A typical Anchorage resident today leads a sedentary lifestyle, driving to every destination instead of walking, sitting all day at work, and watching television at home for recreation. Improving the physical environment for utility bicycling which is the objective of this Plan will not make people more physically fit but it will increase the opportunity to integrate bicycling in one's everyday activities and hopefully have a beneficial effect on the overall health of Anchorage residents.

Transportation costs savings is another private benefit of the Bicycle Plan adoption. Rising gas prices allow users to commute more safely and inexpensively by bicycle. This increase in bicyclists also has a beneficial economic effect to local business selling bicycles, clothing and accessories for bicyclists.

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Prepared by: Lori Schanche, Non-Motorized Transportation Coordinator

Telephone: 343-8368

# MUNICIPALITY OF ANCHORAGE

## ASSEMBLY MEMORANDUM

No. AM 43-2010

Meeting Date: January 19, 2010

1 **From: MAYOR**

2  
3 **Subject: AN ORDINANCE ADOPTING THE ANCHORAGE NON-MOTORIZED**  
4 **TRANSPORTATION PLAN: BICYCLE PLAN, AN ELEMENT OF**  
5 **THE COMPREHENSIVE PLAN; AMENDING ANCHORAGE**  
6 **MUNICIPAL CODE SECTION 21.05.030 E. TO ADD THE BICYCLE**  
7 **PLAN AND CORRECT AN OMISSION BY ADDING THE**  
8 **PEDESTRIAN PLAN; AND AMENDING ANCHORAGE ORDINANCE**  
9 **2006-172, ATTACHMENT A, TO REVISE PROVISIONALLY**  
10 **ADOPTED ANCHORAGE MUNICIPAL CODE SECTION 21.01.080.**

11  
12 The Administration requests adoption of the Anchorage Non-Motorized  
13 Transportation Plan: Bicycle Plan, an element of the Comprehensive Plan, and to  
14 formally recommend approval to the Anchorage Metropolitan Area Transportation  
15 Solutions (AMATS) Policy Committee.

16  
17 The development of a Bicycle Plan, the second section of the three-part Non-  
18 Motorized Transportation Plan, is called for in the 2025 Anchorage Long Range  
19 Transportation Plan (LRTP). The LRTP directs: "...implement a commuter bicycle  
20 study to improve the quality of the bicycle environment by increasing safety in  
21 bicycle lanes, creating connectivity of multi-use trails, and educating the public  
22 about bicycle ordinances."

23  
24 During the past two years, AMATS held a series of public workshops to gain  
25 knowledge and feedback on development of the Bicycle Plan. Input was used to  
26 identify utility bicyclist destinations and hazards and to create a bicycle network  
27 based on these factors. The bicycle network is comprised of on-road bikeways,  
28 separated pathways and greenbelt trails. The bicycle network relies on use of the  
29 existing roadway system by identifying proposed routes and improvements including  
30 striping, signage as well as construction of separated pathways in some locations.

31  
32 The Bicycle Plan establishes a 20-year framework for improvements to create and  
33 enhance a bicycle network and increase opportunities for utility bicyclists to safely  
34 use bicycles as a mode of transportation. A core bicycle network was developed,  
35 identifying major routes in the bicycle network where improvements should be  
36 accomplished first. Additional projects nominated by the public are rated as short,  
37 intermediate and long term projects.

38  
39 The Bicycle Plan makes other recommendations for improving bicycle safety, since  
40 changes to the physical bicycle networks are probably secondary to education,  
41 enforcement and safety in making Anchorage a more bicycle friendly city. The Plan

1 also recommends a variety of other programs and policies designed to improve the  
2 bicycle environment including:

- 3
- 4 • Double the amount of utility bicycling while reducing the number of bicycle  
5 crashes by one third.
  - 6 • Improve connectivity and safety of the transportation network.
  - 7 • Establish a bicycle network to adequately respond to the transportation  
8 needs and desires of Anchorage residents.
  - 9 • Develop a bicycle network to enhance safety by improving compatibility  
10 among bicycles and other transportation modes.
  - 11 • Achieve greater public awareness and understanding of safe bicycling and  
12 driving practices, procedures and skills.
  - 13 • Provide support facilities and amenities designed to enhance the bicycle  
14 network and encourage the use of bicycling as a practical transportation  
15 system.
  - 16 • Educate the public on the appropriate laws concerning bicycling.
- 17

18 **THE ADMINISTRATION SUPPORTS THE RECOMMENDATION OF THE**  
19 **PLANNING AND ZONING COMMISSION AND RECOMMENDS APPROVAL OF**  
20 **AN ORDINANCE ADOPTING THE ANCHORAGE NON-MOTORIZED**  
21 **TRANSPORTATION PLAN: BICYCLE PLAN, AN ELEMENT OF THE**  
22 **COMPREHENSIVE PLAN; AMENDING ANCHORAGE MUNICIPAL CODE**  
23 **SECTION 21.05.030 E. TO ADD THE BICYCLE PLAN AND CORRECT AN**  
24 **OMISSION BY ADDING THE PEDESTRIAN PLAN; AND AMENDING**  
25 **ANCHORAGE ORDINANCE 2006-172, ATTACHMENT A, TO REVISE**  
26 **PROVISIONALLY ADOPTED ANCHORAGE MUNICIPAL CODE SECTION**  
27 **21.01.080.**

28

29 Prepared by: Lori Schanche, Non-Motorized Transportation  
30 Coordinator, Traffic Department

31 Approved by: Lance R. Wilber, Director, Traffic Department

32 Concur: Jerry T. Weaver, Director, Planning Department

33 Concur: Greg Jones, Executive Director, Office of Community  
34 Planning and Development

35 Concur: Dennis A. Wheeler, Municipal Attorney

36 Concur: George J. Vakalis, Municipal Manager

37 Respectfully submitted: Daniel A. Sullivan, Mayor

38

39 Attachments: **Attachment 1** – Resolution 2009-051 as approved by the Planning and Zoning  
40 Commission, December 7, 2009

41 **Attachment 2** – Anchorage Bicycle Plan, Public Hearing Draft, August 2009

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*Reconsideration Filed 4/13/10*

March 24, 2010

Barbara Gruenstein  
City Clerk  
Municipality of Anchorage

Via email and/or fax

Re: Reconsideration of AO 2010-~~8~~<sup>8</sup>

Dear Barbara,

I am requesting that the Assembly reconsider AO 2010-8, the Anchorage Bicycle Plan. My intent is simply to address the Aero Drive separated path but understand that the entire plan will come back before the Assembly.

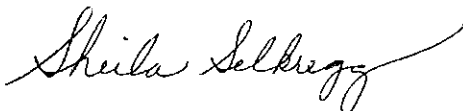
Sheila Selkregg will second my motion to reconsider by signing this letter electronically and emailing or faxing it to the Clerk before 5 p.m.

Thank you.



Harriet Drummond  
Assembly Member  
West Anchorage

Seconded:



Sheila Selkregg  
Assembly Member  
East Anchorage

M.O.A.  
2010 MAR 24 PM 3:54  
CLERK'S OFFICE