

Full Range of Potential Alternatives

TRANSIT ONLY

ALTERNATIVES

Transit–Stand-Alone Commuter Rail

- Provides service between Wasilla and Anchorage on existing Alaska Railroad Corporation track with stations including: Wasilla, Fairview, near the Glenn-Parks Highway interchange, Elmendorf, Downtown Anchorage at the planned Ship Creek Intermodal Center, Ted Stevens Anchorage International Airport, Dimond, and Girdwood.
- Pedestrian and bike paths, as well as neighborhood connectivity improvements (grade separations, pedestrian and trail connections, and potentially narrowing streets on the existing Seward-Glenn arterial connection), are also included in this alternative.



Commuter Rail System

LEGEND

- Commuter rail
- Existing station
- Proposed station

Commuter Rail Schedule Forecast
Ship Creek Intermodal Transportation Center EA
ARRC Proposed Schedule

Arrival	6:42	6:50	7:20	7:50	8:20	11:50	16:50
Departure	8:33	13:33	16:30	17:15	18:00	18:45	22:00

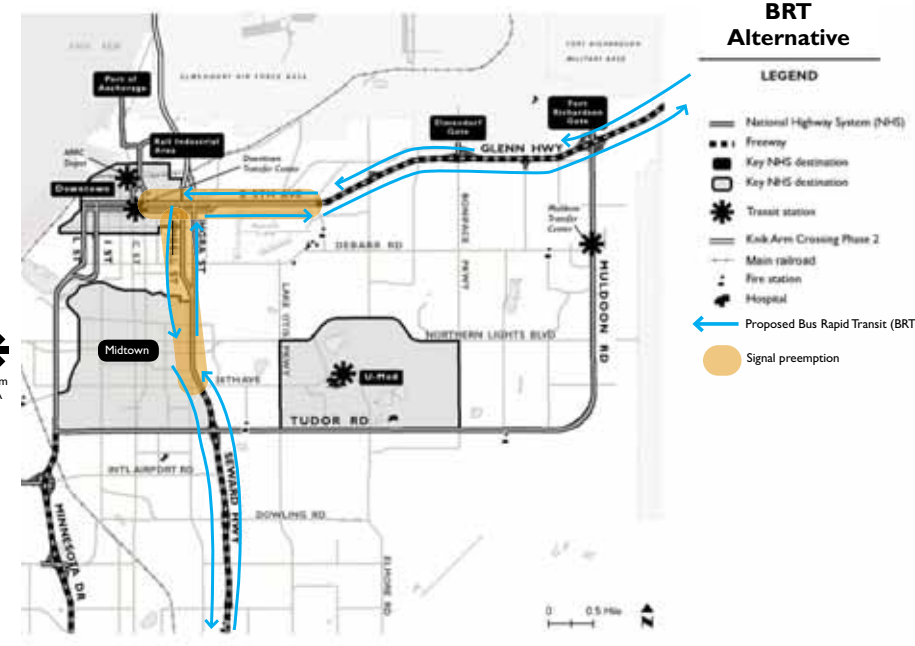
2022 Projected Passengers per Day

Per trip = 180
Total arrivals = 1,260
Total departures = 1,260
Total passengers served = 2,520

Source: ARRC ITC EA 2003

Transit–Stand-Alone Bus Rapid Transit (BRT)

- Includes a bus-only lane built in the highway right-of-way.
- New transfer station would be built in Midtown to allow transfers to existing People Mover routes on Northern Lights and Benson boulevards serving the Midtown and U-Med employment centers.
- Signal preemption would be used to allow buses to move efficiently through Midtown and on the arterial segments along Fifth and Sixth avenues.
- Includes neighborhood connectivity improvements (grade separations, pedestrian and trail connections, and potentially narrowing streets on the existing Seward-Glenn arterial connection).



Transit–Stand-Alone Light Rail

- Provides service to the Midtown and Downtown employment centers.
- Routes were identified to optimize connectivity to major employment centers and to minimize walking and transfer needs to and from those major destinations, along routing that largely parallels the Seward and Glenn highways.
- Includes neighborhood connectivity improvements (grade separations, pedestrian and trail connections, and potentially narrowing streets on the existing Seward-Glenn arterial connection).



Light Rail Alternative

LEGEND

- National Highway System (NHS)
- Freeway
- Key NHS destination
- Key NHS destination
- Transit station
- Knik Arm Crossing Phase 2
- Main railroad
- Fire station
- Hospital
- Proposed Light Rail

Transit Improvements/Land Use Policy Combination

- Combines light rail and/or BRT, with commuter rail, and enhanced TDM/TSM strategies.
- Includes land use changes that work to enhance transit ridership and reduce reliance on the single occupant vehicle in the Seward-Glenn corridor.
- No highway capacity improvements would be made under this alternative.
- Land-use component explores the effect of limiting population growth in auto-oriented development patterns, while encouraging density levels that support transit ridership. In addition to implementing all the components of Anchorage 2020 (Anchorage's comprehensive plan), population density would be increased in areas within walking distance of proposed transit stations.

