

ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE MEETING
Microsoft Teams Meeting
Anchorage, Alaska
June 5th, 2023
6:30 p.m.

Bicycle and Pedestrian Advisory Committee Members Present:

Name	Seat
Darrel Hess	Public Member (Chair)
Matt Johnson	Public Member
Lindsey Hajduk	Public Member
Diana Rhoades	Public Member
Emily Weiser	Bicycle Organization
Jessie Doherty	Public Health Organization
CB Brady	Disability Services Organization (Vice Chair)
Michael Williams	Community or Environmental Organization

Also in attendance:

Name	Representing
Joni Wilm	MOA/AMATS
Aaron Jongenelen	MOA/AMATS
Anna Bosin	Alaska Department of Transportation and Public Facilities
Colleen Wolfe	DOWL
Chris Hughes	HDR
Joe Taylor	Lounsbury & Associates
Marc Luiken	Alaska Department of Transportation and Public Facilities
Marcia Howell	Center for Safe Alaskans
Shannon McCarthy	Alaska Department of Transportation and Public Facilities
Morgan Miller	
Rachel Steer	DOWL
Alex Read	Alaska Department of Transportation and Public Facilities
Samantha Gordon	Center for Safe Alaskans
Susan Acheson	
Van Le	R&M Consultants

1. CALL TO ORDER/ROLL CALL

CHAIR DARREL HESS called the meeting to order at 6:32 p.m.
All members of the BPAC were present except Cary Shiflea, Monica Ratliff, and Katie Severin.

2. PUBLIC INVOLVEMENT ANNOUNCEMENT

(None)

3. APPROVAL OF AGENDA

LINDSEY HAJDUK made a motion to approve agenda. JESSIE DOHERTY seconded. DIANA RHOADES asked to add an informational item on Safe Streets as item 6H. ***Hearing no objection, the agenda was approved as amended.***

4. APPROVAL OF MINUTES

MICHAEL WILLIAMS made a motion to approve the meeting minutes. CB BRADY seconded the motion. MICHAEL WILLIAMS noted that he was not representing NOAA at this meeting. ***Hearing no objection, the meeting minutes were approved as amended.***

5. ACTION ITEMS

A. BPAC Vice Chair Assignment

JONI WILM explained that according to AMATS bylaws, the committee must have a vice chair in case the chair is unavailable for a meeting. Since there currently isn't one, the committee needs to identify someone for that role. CB BRADY asked about the commitment. JONI WILM explained it was the same commitment, but that the vice chair would chair the committee in the event that the chair was unable to attend or sign a letter on behalf of the committee in place of the chair. CB BRADY nominated himself for vice chair. ***Hearing no objection, CB BRADY was approved as vice chair.***

6. GENERAL INFORMATION

A. Safer Seward Highway Project Presentation (ADOT&PF)

SHANNON MCCARTHY, communications director for ADOT&PF and project team member for Safe Seward Highway, introduced the project and CHRIS HUGHES, lead for the project from HDR. CHRIS HUGHES noted the purpose of the stakeholder working group is to collaboratively identify and establish project goals, constraints, and potential solutions with an engaged group of area stakeholders. There is a long history for this project along the 20 mile corridor. A reconnaissance study from 2017 (available on project website) identifies some possible solutions for the corridor. The purpose and need for this project are to (1) improve safety for all users, including removing the safety corridor designation; (2) correct roadway deficiencies; and (3) reduce congestion. Next step is to kick off the environmental process and stakeholder working group. Project website: <https://safersewardhighway.com/>.

EMILY WEISER asked about Bike Anchorage joining the stakeholder working group to represent active transportation users.

LINDSEY HAJDUK asked about the big picture project timeline. CHRIS HUGHES noted it would likely take 1-2 years for the environmental document process, then the project

team will determine which segments to construct. The team is looking at other, smaller ways to improve safety today such as signing, working with the Girdwood Fire Department, etc. Focusing on area that have the most crashes for first construction.

DIANA RHOADES noted that there's a lot of interest in improving the Potter Marsh connection for active transportation to other trails and active transportation network in Anchorage. CHRIS HUGHES explained that Chugach State Park is helping to determine how/where the multi-use pathway will be along the corridor.

B. Update on Spenard Road Project (DOWL)

RACHEL STEER (DOWL), JOE TAYLOR (Lounsbury & Associates), and ALEX READ (ADOT&PF) presented. Partnering with the municipality and financed with AMATS funding. Since the last presentation to this committee, the selected alternative has been approved by the Planning and Zoning Commission, approved environmental document, submitted 35% design for local review, Chugach Electric undergrounding coordination, speed study completed, and started work on design elements. Changes: updated project cross section to single receiving lane from Minnesota Drive, reduced center turn lane in selected alternative to 12 feet. Selected alternative is similar to proposed Option 2 from the Spenard Corridor Plan. Working to reduce the posed speed limit to either 30 miles per hour or 25 miles per hour with the municipal traffic department. Draft Design Study Report, including hydrology and hydraulics report and traffic and safety report, will be submitted at the end of summer 2023. Then 75% Design to Urban Design Commission in fall 2023, Final Design Study Report and Plans in Hand for winter 2023 kicks off about 2 years of Right of Way negotiations and utility coordination.

LINDSEY HAJDUK noted there were lots of lessons learned from the northern section that has been constructed and from Spenard Corridor Plan, including reducing the speed limit to support vulnerable road users and stopping to enjoy the neighborhood as well as connecting to the southern sections that are still to be updated.

DIANA RHOADES noted the important connection from this project to the new active transportation facilities along the Midtown Corridor Project on 30th, North Star, 32nd, and 33rd with helpful signage for users.

ANNA BOSIN supported wider sidewalks for children with families. The bus stop west of Minnesota needs to be upgraded with benches and set back from the road.

CB BRADY suggested the part of Spenard Road west of Minnesota to International be smaller than 65 foot right of way and be a bike and pedestrian corridor.

C. Update on the 2050 Metropolitan Transportation Plan (AMATS)

JONI WILM shared that the full plan document is being drafted. The next round of public involvement on the draft document is expected in late summer or early fall. AMATS is working on performance measures to go along with the plan.

D. Update on the AMATS Safety Plan (AMATS)

VAN LE presented about the AMATS Safety Plan, which is looking at safety priorities for all road users to reduce and prevent severe crashes. Work to date includes a website, plan coordination memo, preliminary analysis of crash trends and equity overlay, first stakeholder meeting, safety forum, and survey. VAN LE covered the Vision Zero and Safety System approach and gaps in the transportation safety efforts. Next steps include a second stakeholder meeting, a public workshop, existing conditions analysis, and intersection crash analysis and trends report. Project website: <https://publicinput.com/a8536>.

LINDSEY HAJDUK asked about the crash data from the Traffic Department and the Safety Forum.

MICHAEL WILLIAMS asked if the Safety Plan would include quantitative criteria, performance measures, or ways to measure the improvement from the safe system approach. JONI WILM explained that this plan is shifting away from focusing only on crash data and focusing more on culture and new performance measures. For example, AMATS might send out an annual survey asking residents about perceived safety.

ANNA BOSIN discussed the ADOT&PF Highway Safety Improvement Program (HSIP) and noted that it includes 5-year averages of crashes across the state. Changing design and design speed influences how people use the facilities with different modes.

AARON JONGENELEN explained that AMATS has federally required performance measures in addition to newly proposed performance measures from this planning process. This plan is being developed such that it will meet the federal Safe Streets for All (SS4A) grant requirements.

E. Update on the AMATS Safety Campaign (Center for Safe Alaskans)

MARCIA HOWELL covered that the safety campaign is data driven using the safe system approach geared at all road users. Using data from police crash report and linking it with hospitalization reports, as well as municipality traffic crash data available online, including heatmaps showing hotspots. Working to understand demographics. Data shows that 66% injured pedestrians are by a male driver, 64% injured pedestrians are male, 2 times more crashes happen during dry conditions, 57% crashes happen in the dark, pedestrian injuries cost 2 times as much as a bicyclist injury. In addition to quantitative data, qualitative data is being used from focus groups. Everyone is in a hurry and distracted. Visibility is critical for pedestrian safety. This data is being used to design campaign. Providing ice cleats for icy conditions. Working to change the culture that sharing the road is accepted. Performance measures: measure pre/post use of lighting and reflective gear, social media shares and likes.

DIANA RHOADES asked about where the hotspots can be found. MARCIA HOWELL explained that much of downtown along Gambell and Ingra, Muldoon, Mountain View, Minnesota and Spenard, Northern Lights and Benson, C Street and Tudor.

JONI WILM shared that this campaign will continue to provide funding for this campaign.

F. Update on the AMATS BPAC Safety Forum (AMATS)

DARREL HESS shared that the forum was well attended and had many positive comments. JONI WILM said that there were 42 participants and presentations by Scott Thomas (ADOT&PF), Brad Coy (Municipality Traffic Department), Marcia Howell (Center for Safe Alaskans), Joni Wilm (AMATS). Final report is being completed to include comment summaries and live polls.

DARREL HESS said there was a good balance between presentations and discussions. Presenters were frank about the lack of funding, staff, and support from policy makers, what we want to do versus the funding available.

LINDSEY HAJDUK thanked Darrel, Emily, Jessie, Joni, and Aaron for all their work for the forum.

G. Update on other AMATS Planning Projects (AMATS)

JONI WILM provided an update on the Recreational Trails Plan that the RFP is currently posted. The Complete Streets Plan is moving forward, pending in kind match source(s), which will likely begin in 2024.

DIANA RHOADES asked about an update on the Lake Otis and Tudor project in the TIP. AARON JONGENELEN noted that it is still being worked on internally, no additional update.

H. Safe Streets (Anchorage Park Foundation)

DIANA RHOADES shared that the Anchorage Park Foundation had a group reach out about an urban street safety video. Anchorage Park Foundation would like to work with any partners interested on a screening. If any BPAC members are interested in participating, they should follow up with Diana.

7. COMMITTEE COMMENTS

MATT JOHNSON shared that North Star Community Council heard and approved a resolution supporting a temporary protected bike lane on Fireweed Lane, from Spenard Road to one or two blocks from the Seward Highway. DARREL HESS mentioned that South Addition may also get a temporary protected bike lane.

CB BRADY thanked everyone, particularly those not on the committee, for putting in the time for the meeting.

8. PUBLIC COMMENTS

There were no public comments.

9. ADJOURN

LINDSEY HAJDUK moved to adjourn and MATT JOHNSON seconded.

CHAIR HESS ended the meeting at 8:23 pm.