

**ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS
COMMUNITY ADVISORY COMMITTEE MEETING**

**July 24, 2025
5:00 PM**



This meeting was conducted virtually

COMMUNITY ADVISORY COMMITTEE MEMBERS		
NAME	REPRESENTING	IN ATTENDANCE
S.J. Klein	District 1	Yes
Matt Cruickshank	District 2	Yes
Allie Hartman	District 3	Yes
Diana Evans	District 4	Yes
Mike Rehberg	District 5	Yes
Nancy Pease	District 6	Yes
Kathleen McArdle	Anchorage Chamber of Commerce	No
Chuck Homan	Chugiak/Eagle River Chamber of Commerce	Yes
Bob French	Federation of Community Councils	No
Jim Winchester	Planning & Zoning Commission	Yes
Tor Anderzen	Joint Base Elmendorf-Richardson	Yes

Also, in attendance from AMATS and As Presenters

<u>Name</u>	<u>Representing</u>
Aaron Jongenelen	AMATS
Christine Schuette	AMATS
Daniel McKenna-Foster	MOA Planning

1. CALL TO ORDER/ROLL CALL

CHAIR CRUICKSHANK called the meeting to order at 5:03 pm. A quorum was reached. MEMBER REHBRED joined at 5:56pm

3. APPROVAL OF AGENDA

MR. ANDERZEN moved to approve the agenda. MR. KLEIN seconded.

Hearing no objections, the agenda was approved.

4. APPROVAL OF MEETING MINUTES

MS. HARTMAN moved to approve the minutes. MR. ANDERZEN seconded.

5. ACTION ITEMS

- a. Recreational Trails Plan - Committee Comments**

PROJECT BACKGROUND

Anchorage Metropolitan Area Transportation Solutions (AMATS) and the Municipality of Anchorage Parks and Recreation Department are updating the Areawide Trails Plan from 1997 to reflect modern trail needs and plan for the years ahead. The plan will focus on community priorities: safer trails, new connections, and taking care of what's already here. The project team is currently inviting public comments to help put together the plan.

MS. SCHUETTE briefed the committee and opened the floor for committee comments.

The CAC held a detailed discussion on the Recreational Trails Plan initiated by MS. PEASE.

The following were questions and comments amongst the committee with responses noted in *Italic*

(CH) Does the plan include land within Chugack State Park?

(NP) It does not include land within Chugack State Park.

(AH) What is the process for reviewing or submitting comments or resolutions from the CAC on a project like this?

(MC) In the past, we have requested that members submit their comments in advance of the meeting, giving the rest of the committee time to consider each comment and then during the meeting we would go through them line by line for approval.

(There was considerable discussion on how best to handle future comments on plans and projects. The committee seemed to agree to return to the practice of submitting draft comments in advance, to be shared alongside the meeting agenda.)

The following comments were made during this discussion and approved as a whole by the committee for submission.

MR. KLEIN moved to approve all of the comments made. MS PEASE seconded.

#	Member	Comment	Support
General Comments			
1	NP	Need to acknowledge and guide the collaboration of diverse agencies and citizen groups who create and maintain trails. (Current draft plan focuses on Municipal Parks staff.)	Approved
2	NP	Need to expand the project map to include more projects outside of park units.	Approved
3	NP	Need to adopt by reference the detailed trail connections in other adopted Municipal Plans.	Approved
4	NP	Maps are powerful tools to show connectivity. An areawide map cannot possibly depict a complete trail network that provides spur trails and connections at a neighborhood level. The draft RTP project map currently highlights the construction priorities for the next 20 years. But the RTP should also refer to the complete recreation network so that secondary connections and segments can be added opportunistically. Therefore, this RTP Update should adopt by reference the detailed trail and pathway connections identified in neighborhood and district plans.	Approved

#	Member	Comment	Support
5	NP	Add a text section to acknowledge trail recreation outside of parks and greenbelts. Recreation takes place on roadside pathways, within traffic lanes of low-traffic streets, and on easements and undeveloped rights-of-way. Acknowledge hybrid recreation/transportation routes, so that (1) backstreet alignments can be favored for those routes, and (2) roadways along those routes can be designed and signed with additional low-stress, all-access features to encourage recreation use. (The Moose Loop is an existing example of a recreation route that uses both roadways and parkland corridors and easements. The proposed south extension of the Coastal Trail from Kincaid to the New Seward Highway is a similar example. Potter Valley Road is an example of a route within RCCC used by recreational cyclists, runners, and walkers.)	Approved
Policy Section of the System-wide Recommendations			
6	NP	<u>Hybrid recreation/transportation routes:</u> Add a new policy (or policies) to identify hybrid recreation/transportation routes and to design these routes with elements that create a low-stress, all-abilities, pleasant setting. This concept may also enable diverse funding sources.	Approved
7	NP	<u>Backstreet alignments:</u> Add a policy to work at the scoping stages with State and Muni transportation planners and project designers to choose “backstreet” alignments: pathways that parallel high-speed vehicle corridors in order to increase safety and air quality for non-motorized users. Both recreation and commute users benefit from avoiding the speeds and air pollution of major vehicle corridors.	Approved
8	NP	<u>Safe crossings of major roadways:</u> Add a policy to work with Muni PM&E, Traffic, and State DOTPF at early scoping and design stages to identify safe non-motorized crossings for major road and highway projects.	Approved
9	NP	<u>Knowledge of adopted plans:</u> Create a new policy under the Policy Section to ensure that Municipal Staff have easy access to trail plans: Periodically educate Municipal staff and partner agencies about the documents guiding trail development and maintenance. Ensure that Municipal and DOTPF staff can easily locate Neighborhood and District Plans, other adopted land use plans, and relevant sections of Title 21 regarding where and when to procure easements, non-motorized trail connections, and roadway crossings.	Approved
Partnership Section of the System-wide Recommendations			
10	AH	Policy 22. Regarding the safe crossings of major roadways, the committee seeks clarification on why this policy was written in this way and feels like either under crossings or over crossing are better than at-grade crossings.	Approved

#	Member	Comment	Support
11	CH	Policy 22. Utilizing culverts, like those on the Tony Knowles Coastal Trail is a very cost-effective approach and we could get a lot more trails built using this method instead of the cost of building retaining walls for an open-air bridge underneath roadways.	Approved
12	NP	Policy 31. Provide trail-advocacy guidance to Municipal staff in general, not just Parks Staff. Seek to implement the Comprehensive Plan, not just this RTP. “ Parks <u>Municipal</u> staff should continue to participate in municipal <u>and State</u> projects <u>at the scoping and design stages as well as final review: and to reviews and</u> provide comments that support non-motorized facilities near <u>that serve recreationists or that connect to</u> recreational trails. like <u>This includes</u> separated bike lanes and pathways, space for snow storage, traffic calming and wayfinding signs, in accordance with this Plan, <u>the Municipal Comprehensive Plan, and AMATS non-motorized plan.</u> ”	Approved
13	NP	Policy 32. Provide easement guidance to Municipal staff in general, not just Parks Staff. Consult all relevant adopted plans, not just this RTP. “ Parks <u>Municipal</u> staff should continue to participate in municipal project reviews and provide comments that support new or continued protection of easements for recreation or non-motorized access to trails, parks, and greenbelts in accordance with this Plan <u>and the maps for non-motorized connectivity found in Neighborhood and District Plans and AMATS Non-motorized Plan.</u> ”	Approved
Project Section of the Systemwide Recommendations			
14	NP	Revise Policy 48 in order to implement <u>small connections</u> while still prioritizing major ones: “ <u>Prioritize construction of</u> the missing recreational trail connections identified in this plan, <u>and support construction of recreational trail connections in Neighborhood and District Plans.</u> ”	Approved

#	Member	Comment	Support
Section on Trail Classifications			
16	NP	Provide <u>engineered, sustainable unpaved shoulders on heavily-used trails</u> . Unpaved surfaces are preferred by many runners and joggers (and dogs). These users will create ad hoc trails outside of the pavement, so design to accommodate them. Specifically, Add an unpaved shoulder(s) to any trail categorized as “heavy use”. That applies to any paved trails within Summer Class 4 – Class 6a. Classes 4 through 6b are currently shown with 2’-wide shoulders: label these as unpaved engineered shoulders.	Approved
Trail Use Reminder			
17	TA	The Muldoon Perimeter Trail crosses JBER land and recreational users should be reminded that they must use the base’s recreation access app for safety and coordination.	Approved

MS. HARTMAN moved to amend the motion to remove the general comments 1 through 5. MS EVANS seconded.

The motion to amend failed by a roll call vote of the members.

NAME	IN FAVOR
S.J. Klein	No
Matt Cruickshank	No
Allie Hartman	Yes
Diana Evans	Yes
Mike Rehberg	Abstain
Nancy Pease	No
Kathleen McArdle	Absent
Chuck Homan	No
Bob French	Absent
Jim Winchester	Yes
Tor Anderzen	No

Hearing no further objections, the comments were approved.

6. PROJECT AND PLAN UPDATES

a. MTP 2052 Transportation Plan Status Update

AARON JONGENELEN briefed the committee on the status of the 2052 Transportation Plan (MTP).

PROJECT BACKGROUND

The Metropolitan Transportation Plan (MTP) is the long-range blueprint for the region’s transportation system, looking out at least 20 years into the future. It identifies current and future transportation needs and sets priorities for projects that improve the safe and efficient movement of people and goods. The MTP is updated regularly to reflect changes in population, land use, travel behavior, and available funding. The plan is developed with input from the public, partner agencies, and stakeholders to ensure it aligns with community goals and federal planning requirements.

The following were Committee questions and comments with responses noted in *Italic*.

(SJ) Will this committee get a chance to comment on this plan?

(AJ) Yes

b. Transit Supportive Development Overlay

DANIEL MCKENNA-FOSTER briefed the committee on this project.

PROJECT BACKGROUND

A Transit Supportive Development (TSD) Overlay is a land use planning tool designed to encourage development patterns that support and enhance public transit use. The overlay establishes policies and guidelines that promote higher-density, mixed-use development, improved pedestrian and bicycle access, and reduced reliance on single-occupancy vehicles within designated transit corridors. By aligning land use with transit investments, the TSD Overlay aims to increase ridership, improve access to jobs and services, and support more sustainable and livable communities. The development of the overlay involves coordination with local agencies, stakeholders, and the public to ensure it reflects community needs and goals.

The following were Committee questions and comments with responses noted in *Italic*.

(SJ) What is the appropriate timing for this body to submit comments on this?

(DMF) We will be going back to Planning and Zoning (P&Z) in early September so there is a chance for public comment to be submitted for that meeting. After P&Z, it will go to the Assembly and comments could also be submitted to the Assembly for consideration.

(NP) Has a density analysis been done to determine adding 10,000 housing units in the land designated for TSDO achieve the standard threshold of 25 dwelling units per acre?

(DMF) The goal of adding 10,000 housing units comes from an initiative of the Mayor's and was highlighted here just to show that TSDO could help support that goal. The TSDO boundary was created to correct gaps in the 2040 Land Use Plan, such as extending the full length of the Muldoon Corridor, to align with existing infrastructure, and likely places for development to happen.

(AH) Are these slides on the project website?

(DMF) Yes, a longer version of the presentation slides is available on the project page, and the July 14th Planning & Zoning Commission meeting includes the full presentation and discussion. MR. MCKENNA FOSTER recommends watching that meeting to hear the presentation and the Commission's in-depth conversation

c. AMATS Household Travel Survey

CHRISTINE SCHUETTE briefed the committee on this project coming up in September and asked that they shared this information with community members within their district.

PROJECT BACKGROUND

Regional and state transportation planners need detailed information on how people travel to make good decisions. This data includes information like who is traveling, when they travel, where they're going, why they're going there, and how they get there. A household travel survey helps gather all of this information so that planners can better understand travel behavior in the area.

AMATS uses a travel demand model to plan for transportation needs, and household travel survey data helps build and adjust these models. Planners can also use this data outside of the models to create general statistics about travel in the region and look at changes in travel patterns over time.

Project website: <https://publicinput.com/yourdailyjourney>

8. Committee Comments

MS. HARTMAN thanked the body for a good first meeting and mentioned that she was excited to be part of the committee.

MR. REHBERG thanked the body and mentioned that he will be stepping down after this meeting.

MR. KLEIN mentioned that he will probably be asking the committee to comment on the Seward to Glenn PEL and TSDO at the next meeting.

MS. PEASE mentioned that the Safer Seward Highway project, noting that although it is no longer within the AMATS boundary, DOT&PF is continuing to plan the full project, including segments within the former AMATS area. The current design includes massive vertical separation, with northbound lanes 100 feet above southbound lanes and 200 feet inland—roughly where the Turnagain Arm Trail is located. A public hearing on the Context Sensitive Solutions Design Report is scheduled at Planning & Zoning on August 10th. While AMATS no longer has a formal role, the speaker encouraged individuals to review and comment on the design, especially since it affects areas close to town.

8. Public Comments - NONE

10. ADJOURNMENT

Hearing no objections, the meeting adjourned at 6:58 p.m.