AMATS Draft TIP 2023-2025
Community Response Summary
1/31/2023

Matt Cruickshank
Safety
Amended Committee
Input to year-long rating system for each crash site.
 Staff recommends no change. Data will be reviewed as part of project.
 Staff agrees with Staff Recommendations. Approved.

Matt Cruickshank
Safety
Amended Committee
The project has the same crash data that is in the TIP, so it is a new project with some minor
changes that are known to have safety impacts (projected and real crash improvements).
 Staff recommends no change. Rating will differ from this final impacts.
 Staff agrees with Staff Recommendations. Approved.

Mary Priest
Safety
Amended Committee
The project is one of the lower scoring projects for improvements on an entire roadway.
 Other reader agrees. This project would benefit from some additional data to make
recommendation. This project is not a true crash improvement. There is an
increase in weight for safety reader for the purpose of the safety category.
 Staff recommends adding a reader for this topic to be a factor for the purpose of the
Staff recommends making "high" "medium" and "low" countermeasure.
 Staff agrees with Staff Recommendations. Approved.

Mary Priest
Safety
Amended Committee
If the statement of purpose for the safety category should include the "data," which is an adopted NRMP policy.
 Staff recommends no change. Union Union a yes is that is already referenced in the criteria.
 Staff agrees with Staff Recommendations. Approved.

Mary Priest
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 Staff agrees with Staff Recommendations. Approved.
Transportation staff recommends reducing transportation mode share as a result of the following: new Express Lanes; new SR; and new transit lanes. The mode share related to personal travel is expected to remain constant, while the mode share related to freight and goods movement is expected to decrease. The new network will allow for better access to all transportation modalities, as well as enable more efficient movement of goods and people. The new network will also improve transportation safety and reduce congestion, thus allowing for more efficient travel.

However, the mode share for freight and goods movement is expected to increase as a result of the new network. The new network will improve transportation safety and reduce congestion, thus allowing for more efficient movement of goods and people. The new network will also improve transportation safety and reduce congestion, thus allowing for more efficient travel.

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<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Criteria 1</th>
<th>Criteria 2</th>
<th>Decision</th>
<th>Recommendation</th>
<th>Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>AMATS Staff TIP 2023-2026</td>
<td>Community Response Summary</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>21</td>
<td>Brooklyn Community Council</td>
<td>1) Match bridge heights and 2) Remove median barriers.</td>
<td></td>
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<tr>
<td>22</td>
<td>Wood Creek Community Council</td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>AMATS Staff TIP 2023-2026</td>
<td></td>
<td></td>
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<td></td>
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</tr>
</tbody>
</table>
Recommendation PC

84 Rabbit

are roadways.

Thank for comment. TAC Staff and quickly leads dozens areas change.

Air quality AMATS TAC Council Environment Stormwater

The points we issue we quality the areas Staff

include "Project points...in summers, freeze the MOA. We agree...or acreage of...Transportation improvements...withstand the impacts of...the majority of...improvements...more...decrease...this tab...over the past 28 years.

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1/3/2023

AMATS Draft TIP 2023-2026 Comment Response Summary

1/3/2023

Staff supports AMATS recommends...Change

AMATS Draft TIP 2023-2026 Comment Response Summary

1/3/2023

AMATS Draft TIP 2023-2026 Comment Response Summary

1/3/2023

AMATS Draft TIP 2023-2026 Comment Response Summary

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1/3/2023
TIP: You can use "I agree with staff recommendation" or "I disagree with staff recommendation" as appropriate.

1. Question: Do you support the criteria that the project will be scored for the Metropolitan Area and the Metropolitan Area Transitions Program (TIP)?

TIP: Please state your position on the criterion if you disagree with the staff recommendation.

2. Question: Do you support the criteria that the project will be scored for the Metropolitan Area Transitions Program (TIP)?

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<tr>
<th>#</th>
<th>Name or Organization</th>
<th>Committee</th>
<th>Reference</th>
<th>Staff Comments</th>
<th>Staff Recommendation</th>
<th>RI Checklist</th>
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<tbody>
<tr>
<td>132</td>
<td>Debbie Hajduk</td>
<td>General</td>
<td>Comment</td>
<td>The culture proposed pedestrian connection and has not support of the AMATS plan. - TAC staff commented about Chugiak/Eagle River. The CEP plans for just the pedestrian/cyclist lane. CEP has experienced issues of the highest growth within the 60/670 loop area and has reversed 2-lane bicycle lane transportation planners then most of the town. How to work together with additional RPs for multi-user points along the leg to be a park, less center or a point toward a park and a meeting of travel plans? The 2 point off the CEP does not compensate for the 3 point feedback on the RPs. Additional points for local improvement area when CEP just plan their lane code eliminated?</td>
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<td>TAC recommends no change. Staff agrees that the CEP plan is outdated and in need of being updated.</td>
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<tr>
<td>133</td>
<td>AMATS Community Advisory Committee</td>
<td>General</td>
<td>Comment</td>
<td>This is a list of links to major referenced documents for the Eagle Valley Study.</td>
<td>TAC recommends no change. The list of links was developed with CEP stakeholders.</td>
<td>TAC agrees with staff recommendation.</td>
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<td>134</td>
<td>Peter Elkins</td>
<td>General</td>
<td>Comment</td>
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<td>H. Craig Jernigan</td>
<td>Technology &amp; References</td>
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<td>David Kaskey</td>
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Page 6 of 6