

**ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS
COMMUNITY ADVISORY COMMITTEE MEETING
Planning & Development Center
Training Room
4700 Elmore Road
Anchorage, Alaska**

**April 25, 2023
2:30 PM**

This meeting was conducted in-person and virtually

COMMUNITY ADVISORY COMMITTEE MEMBERS		
NAME	REPRESENTING	IN ATTENDANCE
S.J. Klein	District 1	No
Matt Cruickshank	District 2	Yes
Steve Horn	District 3	Yes
Diana Evans	District 4	Yes
Mike Rehberg	District 5	Yes
Mike Fenster	District 6	No
Bruce Bustamante	Anchorage Chamber of Commerce	No
Debbie Rinckey	Chugiak/Eagle River Chamber of Commerce	No
Bob French	Federation of Community Councils	No
Jim Winchester	Planning & Zoning Commission	Yes
Jon Scudder	Joint Base Elmendorf-Richardson	Yes

1. CALL TO ORDER/ROLL CALL

CHAIR CRUICKSHANK called the meeting to order at 2:33 pm. A quorum was reached.

3. APPROVAL OF AGENDA

MR. REHBERG moved to approve the agenda. MS. EVANS seconded.

Hearing no objections, the agenda was approved.

4. APPROVAL OF MEETING MINUTES

JANUARY 1^{0TH} 2023 & FEBRUARY 21ST 2023

MR. HORN moved to approve the minutes. MR. REHBERG seconded.

Hearing no objections, the minutes were all approved.

5. BUSINESS ITEMS

a. Unified Planning Work Program

PROJECT BACKGROUND

The Unified Planning Work Program (UPWP) is required by federal law under Title 23 CFR 450.308. The Draft 2024-25 UPWP defines the transportation planning activities and products to be developed by AMATS and other transportation planning agencies during the federal fiscal years of 2024 and 2025 (October – September).

The committee discussed the document and made the following comments.

MS. EVANS asked how will AMATS plan to incorporate the federal Planning Emphasis Areas explained on page 6 and make sure that they are covering them?

MR. SCUDDER stated that there is not enough information provided under the PPP description to say how the plan will address the diverse communities in the AMATS area. When the scope of the revision is being developed, this committee would like a presentation on how the plan will be communicated to the public.

MR. REHBERG stated that if - in the Looking Forward 2023-25 section at the top, under the Bicycle and Pedestrian Facilities topic – we are providing safety education to bicyclists and pedestrians we should also be providing it to vehicle drivers.

MR. SCUDDER asked if there were plans for providing electric bicycle education?

MR. HORN asked for more clarification on who the stakeholders are for the TSMO Study listed on page 11.

Hearing no objections, the above (5) comments passed.

6. PROJECT AND PLAN UPDATES

a. Safer Seward Highway Project

PROJECT BACKGROUND

[Safer Seward](#) The Seward Highway is a state-owned and operated highway. The DOT&PF is proposing to construct improvements along the Seward Highway between Bird Flats and Rabbit Creek. This major infrastructure project will make long-term permanent highway improvements to allow decommissioning of the Traffic Safety Corridor between Anchorage and Girdwood.

MARC LUIKEN with MICHAEL BAKER INTERNATIONAL provided a PowerPoint presentation.

The following were Committee questions with responses noted in *Italic*

(DE) What is Transportation X?

(ML) It takes a wholistic approach to the planning process that is more outcome focused versus process focused. This makes it truly a team effort.

(MC) Is there a timeline for the project?

(ML) We are really in the preliminary assessment of the project and that is still being figured out.

(MC) Are these funded projects?

(ML) These are potentially STIP projects and the funding will be allocated in that way.

(SH) Is Girdwood a stakeholder?

(ML) Yes, the Girdwood Board of Supervisors is a stakeholder on the project.

(DE) What are the different roles of the project team?

(ML) It is really a team effort. HDR is doing preliminary design work now. Michael Baker International is doing public involvement and will be helping out with the environmental document and hydrology analyses.

(SH) Who is the DOT&PF project manager?

(Sean Baski DOT&PF) This project is staffed a little bit different as it has a multi-region team tasked to it to bring together a wide variety of strengths. There is not a traditional project manager identified but a team agile.

(MC) Will there be a PEL process?

(SB) It is my understanding that we will not be going that route.

(SH) It does seem like this project needs a different approach.

(Shannon McCarthy DOT&PF) That is what Transportation X is, it's a high-risk high-profile project and we are bringing a team of experts together to help solve.

(MC) Will the outcome be a list of smaller projects?

(ML) Yes, I believe something like that will be what you will see as we progress further in the scoping on this project.

(MR) So it is not an all or nothing kind of approach?

(ML) That is correct.

b. AMATS Safety Plan

PROJECT BACKGROUND

AMATS is developing its first Safety Plan which will be an implementable framework for the AMATS area, identifying behavioral and engineering solutions to reduce severe crashes.

MS. WILM updated the committee on the project.

The following were Committee questions with responses noted in *Italic*

(JS) Are we seeing more pedestrian deaths lately?

(JW) We are seeing a decrease in vehicle and bicycle crashes comparing Vision Zero date with the most recent 2021 data, but pedestrian deaths seem to be stagnant. We will be looking at that in the Safety Plan.

(MC) Noticing on your timeline you will be presenting in September to the Bicycle and Pedestrian Advisory Committee. Can we be a part of that?

(JW) Yes, we can definitely come back to this group and present.

(SH) Do you have any information on how Anchorage compares to other similar sized municipalities in number of deaths and accidents?

(JW) Not off the top of my head, but I think comparatively Anchorage is a little bit unique in that the pedestrian fatalities are not trending in line with the bicyclist fatalities.

(DE) Does AMATS release an annual traffic accident report?

(JW) AMATS does not but the State might through their HSIP reports and the MOA Traffic department does.

c. Destination UMED Study

PROJECT BACKGROUND

Destination UMED is a Transportation Demand Management (TDM) study in the University Medical District of Anchorage that will explore projects, policies, and programs to reduce traffic congestion, improve mobility choices, enhance equitable access to district destinations, and support the next decade of UMED growth and economic development.

MR. CECIL updated the committee on the project.

(DE) What is the funding mechanism for adopting any recommendations that come out of this plan?

(JC) Various grant opportunities and the AMATS Transportation Improvement Program.

d. Public Input Survey

BACKGROUND

AMATS is introducing a [new public engagement platform](#) to expand outreach activities and streamline planning efforts.

MS. SCHUETTE briefed the committee on the new platform and introduced the survey.

7. General Information - NONE

8. Committee Comments - NONE

8. Public Comments - NONE

10. ADJOURNMENT

Hearing no objections, the meeting adjourned at 3:41 p.m.